

# **Finding of No Significant Impact**

## **State Route 109 (Portland Bypass)**

**From State Route 109 near State Route 76 to  
State Route 109 North of Downtown Portland  
Sumner County, Tennessee**

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

by the

U.S. Department of Transportation  
Federal Highway Administration, Tennessee Division

and

Tennessee Department of Transportation  
Environmental Division

***Cooperating Agency:***

U.S. Army Corps of Engineers, Nashville District

**June 2017**

# Finding of No Significant Impact

## State Route 109 (Portland Bypass)

From State Route 109 near State Route 76 to State Route 109 North  
of Downtown Portland, Sumner County, Tennessee

Submitted Pursuant to 42 U.S.C. 4332(2)(C)  
by the

U.S. Department of Transportation  
Federal Highway Administration, Tennessee Division  
and

Tennessee Department of Transportation, Environmental Division

### Cooperating Agency:

U.S. Army Corps of Engineers, Nashville District

The Federal Highway Administration (FHWA) has determined that this project will not have any significant impact on the human environment. This Finding of No Significant Impact is based on the approved Environmental Assessment, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the Environmental Assessment approved on September 14, 2015. This Finding of No Significant Impact should not be reviewed independently of the approved Environmental Assessment.

7/3/17  
Date

  
Federal Highway Administration

For additional information concerning this document, contact:

Ms. Theresa Claxton  
Planning and Program Management Team Leader  
Tennessee Division Office  
Federal Highway Administration  
404 BNA Drive, Bldg. 200, Suite 508  
Nashville, TN 37217  
(615) 781-5770

Mrs. Susannah Kniazewycz  
Director, Environmental Division  
Tennessee Department of Transportation  
505 Deaderick Street  
James K. Polk Bldg., Suite 900  
Nashville, Tennessee 37243  
(615) 741-3655

---

## Table of Contents

Executive Summary .....	1
Proposed Portland Bypass Mainline .....	1
Proposed Flyover Ramp Connecting Existing SR-109 to the Southern End of Portland Bypass .....	1
Proposed SR-52/Portland Bypass Interchange.....	1
Proposed At-Grade Access Points .....	1
At-Grade Access Points with New Connector Roads.....	2
Proposed SR-52 Widening and Sidewalk Construction .....	2
Purpose and Need .....	3
Summary of Alternatives .....	3
Selected Alternative—Build Alternative .....	5
Summary of Environmental Impacts.....	7
Supplementary and Updated Economic, Land Use, and Population Data .....	8
Consistency with Plans .....	9
Other Major Actions .....	9
Statute of Limitations on Filing Claims .....	10
Permits Needed .....	10
Public Hearing Summary .....	10
General Mitigation Strategies .....	11
Standard Specification.....	11
Archaeological Resources .....	11
Relocation Assistance .....	11
Reduction in Relocations.....	11
Water Quality.....	11
Aquatic Resources .....	11
Geology.....	12
Construction Impacts.....	12
Project-Specific Environmental Commitments and Considerations .....	12
Threatened and Endangered Species .....	12
Geology.....	13
Cultural Resources.....	13
Infrastructure .....	13

## Figures

Figure 1. State Route 109 (Portland Bypass) Selected Alternative.....	6
---	---

## Appendix

Appendix A – State Route 109 (Portland Bypass) - Summary of NEPA Public Hearing	
Appendix B – State Route 109 (Portland Bypass) – Memorandum to File - Supplementary and Updated Economic, Land Use and Population Data	
Appendix C – City of Portland North Gateway Corridor Planning Study	

---

## Acronyms and Abbreviations

ARAP	Aquatic Resource Alteration Permit
BMPs	Best Management Practices
EA	Environmental Assessment
FHWA	Federal Highway Administration
I	Interstate
IRT	Interagency Review Team
mph	Miles per hour
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System
PIN	Project Identification Number
ROW	Right-of-Way
SR	State Route
TDEC	Tennessee Department of Environment and Conservation
TDOT	Tennessee Department of Transportation
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service



## Commitments

- ☐ Commitments are not involved.
- ☒ Commitments are involved on the project.

### List of Environmental Commitments

The project will be developed in accordance with the Tennessee Department of Transportation's (TDOT) Standard Specifications for Road and Bridge Construction, which addresses sediment and erosion control and siltation; channelization; floodplains; construction impacts; utility relocation; and traffic maintenance and detours. Best Management Practices (BMPs) will be stringently implemented throughout the construction period.

1. For the Selected Alternative, additional surveys will be completed prior to construction for the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*).
2. Additional geotechnical studies will be completed during the design phase of the project to determine the extent of the sinkholes observed within the Selected Alternative's right-of-way (ROW), and whether any sinkhole treatments would be needed.
3. Archaeological Site 40SU279, the Fulghum Cemetery, will be avoided by all ground disturbing activities.
4. Because of public comment from the 2015 NEPA Public Hearing, TDOT will review the potential for constructing a bridge for Payne Road over the proposed State Route 109 (Portland Bypass) during the design phase of project development.

---

## **Executive Summary**

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), proposes to construct a new segment of State Route (SR) 109 from existing SR-109 located south of the City of Portland to SR-109 north of Portland in Sumner County, Tennessee (hereafter referred to as the Portland Bypass). This project was initiated at the request of the City of Portland due to the growth of new industry and the inherent increase of truck and employee traffic in and around Portland's downtown and industrial park areas.

The proposed project would be constructed in part with funding from the FHWA, and it is therefore subject to the requirements of the National Environmental Policy Act (NEPA). An Environmental Assessment (EA) was prepared to meet NEPA requirements, and it was approved on September 14, 2015. The Build Alternative would construct a new four-lane, partial access controlled facility extending 7.2 miles from existing SR-109 south of SR-76 northward to existing SR-109 (North Broadway) north of downtown Portland. The southern terminus of the proposed project would tie into the recently constructed four-lane segment of relocated SR-109 (TDOT Project Identification Number [PIN #]: 100283.00). The northern terminus would tie into the southern end of a separate SR-109 relocation/extension project that is part of the new Interstate 65 (I-65)/SR-109 Interchange (TDOT PIN #: 107338.00), which is currently under construction.

Outlined below are the specific features of each design element of the Build Alternative.

### ***Proposed Portland Bypass Mainline***

The typical section for the Build Alternative's mainline includes four 12-foot traffic lanes, 12-foot outside shoulders (10-foot paved, 2-foot gravel), and a 48-foot depressed grass median, which includes 6-foot inside shoulders (4-foot paved, 2-foot gravel), within an approximate 250-foot right-of-way (ROW). The design speed of the roadway would be 60 miles per hour (mph), with the posted speeds potentially being lower.

### ***Proposed Flyover Ramp Connecting Existing SR-109 to the Southern End of Portland Bypass***

A flyover ramp is proposed at the southern terminus of the project to provide unimpeded access for southbound traffic on the existing SR-109 merging with the Portland Bypass traffic before continuing south on existing SR-109.

### ***Proposed SR-52/Portland Bypass Interchange***

A grade separated, partial folded diamond interchange is proposed at SR-52, with most ramps located south of SR-52. The exit ramp from the southbound lanes of the proposed Portland Bypass to SR-52 would be located in the northwest quadrant of the interchange.

### ***Proposed At-Grade Access Points***

The Build Alternative would include access via at-grade intersections for several local roads intersected by the proposed Portland Bypass route, including:

- SR-76;
- Jackson Road;
- Collins Road (west of bypass);

- 
- College Street;
  - T.G.T. Road (west of bypass); and
  - Kenwood Drive (west of bypass).

#### ***At-Grade Access Points with New Connector Roads***

- Kirby Drive – Existing Kirby Drive would be extended westward to connect to the proposed Portland Bypass on a new alignment. This connector would serve truck traffic traveling to and from the industrial/warehousing facilities located in the Kirby Drive vicinity, as well as residents and businesses within the northern sections of Portland.
- Woods Road – A Woods Road connector would be constructed to shift the intersection of Woods Road southward to connect with the proposed Portland Bypass directly across from Kenwood Drive, providing a more perpendicular intersection than the current SR-109/Woods Road intersection. The proposed Woods Road connector would also provide direct access to Portland Bypass for a proposed fire station near the existing SR-109/Woods Road intersection.

The locations and types of traffic control features such as traffic signals and stop signs for intersecting roadways would be determined during the final design phase based on traffic projections and other design factors. The public will have another opportunity to provide input on the design of the project during the Design Public Meeting.

#### ***Proposed SR-52 Widening and Sidewalk Construction***

A section of SR-52 would be widened to five lanes from near West Market Street westward to west of the proposed SR-52/Portland Bypass interchange. This widening is needed to accommodate an increase in traffic expected on that section of SR-52 once the Portland Bypass is constructed.

Sidewalks would be considered for inclusion along a portion of SR-52 that is proposed to be widened as part of the overall Portland Bypass project. Sidewalks constructed between West Market Street and Searcy Lane would correspond with existing and planned sidewalks within the City of Portland. Final plans for sidewalks would be determined during the final design phase and in coordination with local officials.

---

## Purpose and Need

The primary purpose of the proposed project is to improve local, regional, and statewide mobility by improving traffic flow on the SR-109 corridor through Portland. In addition to addressing concerns due to localized growth and inherent increased traffic, this project would provide regional transportation benefits by helping finalize long-term improvements to the SR-109 corridor between Interstate 40 (I-40) in Wilson County and Interstate 65 (I-65) in Robertson County.

## Summary of Alternatives

TDOT began evaluating options to address the need to improve traffic flow, reduce truck traffic, and enhance safety on SR-109 through downtown Portland in a Transportation Planning Report (TPR), which was approved in August 2006. The objectives of the TPR were to define the preliminary purpose and need for the project and provide guidance for the implementation of options to meet the purpose and need, with input from local government agencies and the public. The TPR also provided a preliminary look at traffic data, project costs, and other data to aid in the decision-making process. The TPR considered widening existing SR-109 through downtown Portland, as well as three build options (A, B, and C) that could divert regional and truck traffic that does not have a destination in Portland. Following approval of the TPR, TDOT continued to evaluate alternatives in accordance with the Tennessee Environmental Streamlining Agreement (TESA).

After considering a full range of alternatives during the TPR and TESA Concurrence Points #1 and #2, TDOT decided that it was appropriate to analyze the No-Build Alternative and one Build Alternative in detail in the EA. The Build Alternative carried forward for detailed analysis in the EA is based on TPR Option C, with minor modifications to the general alignment to minimize impacts and avoid known constraints. The No-Build Alternative provided a baseline for comparing against the Build Alternative. The No-Build Alternative would not result in any residential or business relocations, ecology impacts, community impacts, or construction impacts. However, this Alternative would not meet the project's purpose and need.

Other alternatives considered during the development of the TPR and TESA Concurrence Points #1 and #2 were eliminated from detailed analysis, because they did not meet the purpose and need of the project, or because they were not considered reasonable alternatives. Alternatives considered, but dismissed from further analysis, and the reasons for eliminating them are discussed below:

- Transportation System Management (TSM) improvements (e.g., interchange improvements, addition of turning lanes, and changes to signal locations and timing) - TSM improvements such as interchange improvements, addition of turning lanes and changes to signals were eliminated as a standalone alternative, because they did not meet the purpose and need for the project. Although some TSM actions could result in minor improvements to traffic flow and safety, they would not result in meaningful improvements to mobility on the SR-109 corridor through Portland and would not reduce truck traffic.
- Widen existing SR-109 through downtown Portland - Widening of existing SR-109 was eliminated, because it does not meet the purpose and need of the proposed project, including the need to reduce existing heavy truck traffic and projected future traffic volume through downtown Portland. It is also worth noting that when considering

---

present needs, it appears that widening would not provide the degree of congestion relief that a bypass would provide. In any case, widening would not satisfy the present need to remove truck traffic through downtown Portland.

In addition, this alternative was determined to be impractical, because it would necessitate acquisition of a large amount of ROW in a developed commercial and residential area; would require more costly utility relocations compared to other options considered; and could be inconsistent with Section 4(f) of the Department of Transportation Act by impacting historic buildings and the historic overlay district identified in the City of Portland Future Land Use Map (Figure 3-2 in the approved EA).

- TPR Option A – This option would have involved constructing a bypass west of Portland on new alignment. TPR Option A could meet the purpose and need for the project, but in a less efficient manner than other options considered. To meet the existing need to reduce truck traffic, Option A would have required construction of a new connector road from the proposed SR-109 to near Kirby Drive north of downtown Portland, plus a second route to the west to connect SR-109 traffic to I-65. Option A would have required additional turning movements to direct traffic around downtown Portland making it a less efficient option than TPR Option C (Build Alternative). It would have also increased traffic on SR-52 potentially causing additional traffic flow concerns along that route, especially at the SR-52/I-65 Interchange. Modification of the existing SR-52 and its interchange with I-65 would have been required. In addition, Option A would have had more environmental impacts than Option C (Build Alternative) because of its additional length and amount of new construction required. Based on these factors, TPR Option A was not considered a reasonable alternative and was dismissed from further analysis.
- TPR Option B - This option would have involved constructing a bypass west of Portland on an alternative alignment. TPR Option B could meet the purpose and need for the project but would have had the greatest environmental impacts to farmland, streams, natural habitats, and utilities (Tennessee Gas Pipeline Facilities) based on the preliminary environmental screening of TPR options. Option B would have required construction of the new roadway on all new alignment, whereas Options A and C (Build Alternative) were expected to have fewer impacts to farmland, natural resources, and utilities, because each option would utilize at least some existing ROW for a portion of their alignment. Based on discussions of the options with the TESA Participating Agencies at a March 20, 2012 Field Review and at a subsequent meeting in April 10, 2012, the consensus among the agency participants was to eliminate Option B from further study based upon impacts to farmland, natural resources, and potential impacts to the Tennessee Gas Pipeline facilities. During the April 10, 2012 TESA meeting in Nashville, the agencies confirmed their recommendation to eliminate Option B from further consideration.
- Alternatives that Bypass Portland to the East - Constructing SR-109 to the east of its current location and around the east side of Portland was considered and dismissed from further analysis based on environmental constraints when compared to other options available. Constraints for eastern options include the existing railroad paralleling SR-109 to the east, which would require at least two railroad crossings and could affect known populations of three state-listed fish species deemed in-need-of-management.

- 
- Finally, the length of any eastern bypass option would need to be much longer than alternatives to the west of Portland based on the angle at which existing SR-109 travels and the requirement to tie the route back into I-65 to the west.

### **Selected Alternative – Build Alternative**

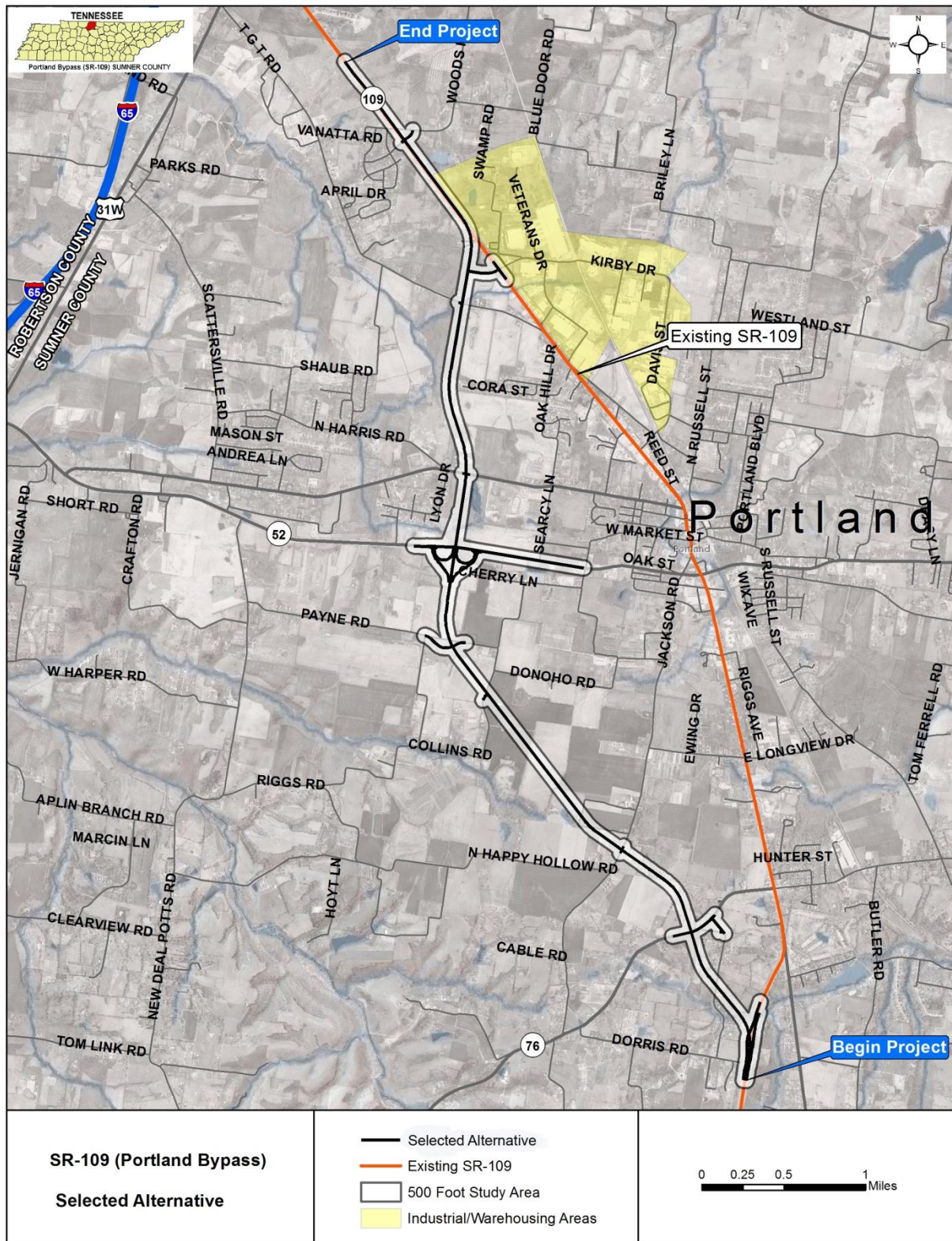
TDOT has identified the Build Alternative (Figure 1) as the Selected Alternative for the following reasons:

- Meets the purpose and need for the project;
- Has support of local officials and local elected officials;
- Is consistent with local and regional planning efforts;
- Is consistent with future land use plans developed by the City of Portland and Sumner County;
- Improves local and regional mobility within the project area;
- Improves traffic operational efficiency;
- Increases opportunities to attract new businesses and industries to the project area; and
- Would complement the anticipated economic and future development opportunities by enhancing access and mobility to lands within the project area.

A new grade separated interchange is proposed at the crossing of SR-109 (Portland Bypass) and SR-52. Two interchange configuration options (fold diamond interchange and partial folded diamond interchange) were considered under the Build Alternative in the approved EA. The partial folded diamond interchange configuration was selected after consideration of public comments received, and because ROW acquisition requirements and farmland impacts would be less than those associated with the folded diamond interchange configuration. In addition, the partial folded diamond is considered to be the safer of the two interchange configurations. With loop ramps along the same side of the roadway, there are some potential weaving concerns with the folded diamond configuration. Such concerns do not exist with the partial folded diamond configuration.



**Figure 1. SR-109 (Portland Bypass) - Selected Alternative**



---

## Summary of Environmental Impacts

The primary beneficial impacts of the proposed project include:

- The purpose and need of the project would be met as described in the Purpose and Need section of this document, especially improved local, regional, and statewide mobility by improving traffic flow on the SR-109 corridor through Portland;
- Reduction in truck traffic through downtown Portland;
- Improved regional transportation network could enhance the area for new and existing businesses;
- Improved mobility and safety of traffic traveling throughout the project area, especially through downtown Portland; and
- Beneficial impact to pedestrians and bike riders due to new sidewalks along the widened section of SR-52 from West Market Street to Searcy Lane.

The primary adverse impacts of the proposed project include:

- Conversion of existing land uses of approximately 210 acres to highway ROW;
- Displacement of 13 residences and 3 businesses;
- Impacts to approximately 183 acres of prime farmland;
- Impacts to approximately 190 acres of wildlife habitat (primarily forest, old field, and pasture/grassland);
- Impacts to surface waters including 5,387 feet of 18 streams, 2.3 acres of pond, and 2.36 acres of wetlands;
- Approximately 1.7 acres of floodplain impacted;
- Increase in noise levels in the immediate project area affecting 29 receptors;
- Temporary construction impacts including traffic detours, utility disruptions, air quality impacts from fugitive dust, noise from construction machinery, and sedimentation/erosion impacts from earth moving activities. Use of proper best management practices (BMPs) would mitigate these adverse impacts;
- The Indiana bat (*Myotis sodalis*) mist net surveys conducted in 2012 captured and recorded all bats present in the area. Results indicated probable absence of Indiana bats and northern long-eared bats (*Myotis septentrionalis*) in the project area. Additional surveys for these species will be conducted prior to construction. In addition, twelve federally protected gray bats (*Myotis grisescens*) were captured in the study area during the mist net bat survey and acoustical sampling. BMPs to protect water quality along travel/feeding corridors would be sufficient to minimize potential harm to the federally listed gray bat; and
- Marginal habitat was identified in Stream-1 (STR-1) for two state-listed species the orangefin darter (*Etheostoma bellum*) and splendid darter (*Etheostoma barrenense*). BMPs would be sufficient to minimize potential harm to these species.



---

Ecology, Hazardous Materials, Air, Historic Architecture, Archaeology, Noise, and Traffic studies have been conducted for this project. The technical reports are on file with the TDOT Environmental Division. The findings of each of these studies were summarized in the approved EA.

### **Supplementary and Updated Economic, Land Use, and Population Data**

Following approval of the EA for the Portland Bypass (September 14, 2015), the Nashville Area Metropolitan Planning Organization's (MPO) adopted their *Middle Tennessee Connected 2014-2040 Regional Transportation Plan*. In addition, updated information regarding future growth, economics, and land development patterns became available. In response to this new information, a memorandum to file was prepared and offered the following conclusion statements:

- The seven-county area around the Nashville Metropolitan Area is anticipated to grow substantially over the next decade. The Metropolitan Planning Area of Nashville is expected to see a 76 percent increase in population and an 81 percent increase in jobs from 2010 to 2040. Sumner County is projected to be in the top ten counties with the highest growth rates in the state.
- Sumner County is currently experiencing an increased demand for office, industrial, and commercial space while the entire Nashville metropolitan area is experiencing a shortage of homes relative to the real estate demand. There is a substantial amount of property between the Cities of Portland and Gallatin that remains sparsely populated with single-family homes and large farms on either side. With the county shifting away from the agricultural industry and the pressures of incoming residents, this land would provide opportunities for industrial, commercial, and residential developments in the project area. Increased development within Sumner County and the City of Portland is expected to continue. Industries in Portland are expanding current operations, and new businesses are also coming into the region. Furthermore, scattered throughout the project area, minor subdivisions are developing. This type of development is expected to continue with or without the Portland Bypass.
- With the bypass, similar types of development would occur. Initially, areas near the on and off ramps or at the SR-52 and SR-109 interchange associated with the proposed project would most likely develop first with needed gasoline stations and light commercial to support the existing truck traffic. The presence of the bypass may accelerate development in the project area by improving access in areas where there is available land for development. Growth in the SR-109 project area is expected to be guided by the centers and corridor approach in the *Tri-County Transportation and Land Use Study*, the character areas on the General Framework Map in the *Sumner County 2035 Comprehensive Plan*, according to the goals of the *SR-109 Corridor Management Agreement*, *SR-109 Access Management Study*, and the *North Gateway Corridor Planning Study*. It is difficult to fully predict the amount or timing of secondary development, because local governments have jurisdiction over land use decisions and future economic conditions are difficult to predict. The SR-109 corridor would accrue growth due to its importance as a commuting route.

Conclusions in the memorandum are consistent with or revalidate the findings presented in the approved EA. Appendix B contains a copy of the Supplementary and Updated Economic, Land Use, and Population Data Memorandum to File.

---

## Consistency with Plans

After approval of the EA, the following planning documents were found to be available in draft form, formally adopted, or were found to be inadvertently not discussed in the EA:

- *Tri-County Transportation and Land Use Study* (Nashville MPO, 2012.);
- *Draft Final Report SR-109 Access Management Study* (Nashville MPO, 2016.);
- *Middle Tennessee Connected 2014-2040 Regional Transportation Plan* (Nashville MPO, 2016.);
- *SR-109 Corridor Management Agreement*, (State of Tennessee, 2013.); and
- *North Gateway Corridor Planning Study* (City of Portland, 2016.).

The Portland Bypass Project is still found to be consistent with the plans listed above. Additional information regarding these plans can be found in Appendix B.

## Other Major Actions

SR-109 has been identified as a strategic corridor, serving as the primary north-south connector between I-65 in Sumner County and I-40 in Wilson County, northeast of downtown Nashville. Completed and proposed improvements for SR-109 include reconstruction and widening for nearly 35 miles. These improvements are intended to address congestion, improve safety and traffic operations, and accommodate growth along this rapidly developing corridor. Completed and ongoing projects along the SR-109 corridor from north to south include the following:

- New I-65/SR-109 interchange and new four-lane extension (TDOT PIN #: 107338.00) – construction underway;
- SR-109 south of SR-76 to SR-52 widening to five lanes (TDOT PIN #: 100285.00) – construction complete;
- SR-109 Gallatin Bypass to south of Hollis Chapel Road relocation/widening to four lanes (TDOT PIN #: 100283.00) – construction complete;
- SR-109 Gallatin Bypass (TDOT PIN #: 080816.00) – construction complete;
- SR-109 north of Cumberland River to Gallatin Bypass widening to five lanes (TDOT PIN #: 100286.00) – construction underway;
- New SR-109 bridge and approaches at Cumberland River (TDOT PIN #: 103139.00) – construction complete;
- SR-109 from north of SR-24 (U.S. 70) to south of Cumberland River reconstruction and widening to four lanes (TDOT PIN #: 100281.00) – construction underway;
- SR-109 from north of I-40 to SR-24 (U.S. 70) widening to four lanes (TDOT PIN #: 100280.00) construction complete; and
- SR-109 extension from Central Pike at SR-840 to I-40 (TDOT PIN #: 116389.00) – construction complete.

---

Each of the TDOT projects identified within the SR-109 corridor is considered independent, has logical termini, and meets its own purpose and need.

### **Statute of Limitations on Filing Claims**

The FHWA may publish a notice in the Federal Register, pursuant to 23 USC § 139 (f), indicating that one or more Federal agencies have taken final action on permits, licenses, or approvals for the subject transportation project. If such notice is published, claims seeking judicial review of those Federal agency actions will be barred unless such claims are filed within 150 days after the date of publication of the notice, or within such shorter time period as is specified in the Federal laws pursuant to which judicial review of the Federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the Federal laws governing such claims will apply.

### **Permits Needed**

The acquisition of permits would occur prior to initiation of construction activities, pursuant to Section 69-3-108(a) of the *Tennessee Water Quality Control Act of 1977* and other State and Federal laws and regulations. These permits could include:

- Individual or Nationwide 404 Permit from the U.S. Army Corps of Engineers (USACE);
- Section 401 Water Quality Certification from the Tennessee Department of Environment and Conservation (TDEC);
- Aquatic Resource Alteration Permit (ARAP) from TDEC;
- National Pollutant Discharge Elimination System (NPDES) Permit from TDEC;
- Tennessee Construction General Permit for Storm Water Discharges from Construction Activities from TDEC; and
- Class V Injection Well Permit from TDEC.

TDOT will undertake further coordination with the regulatory agencies once final design plans have been developed, but before preparing mitigation plans and submitting permit applications for the project. Permit requirements and mitigation plans will be based on these discussions.

### **Public Hearing Summary**

The EA for the Portland Bypass Project was approved by FHWA on September 14, 2015. Copies of the approved EA were available for public review at the Portland Public Library of Sumner County and the TDOT Region 3 Office beginning October 12, 2015 and the official comment period extended through December 4, 2015. A public hearing was held for the Portland Bypass Project on November 12, 2015 from 5:00 to 7:00 PM at the Portland High School in Portland, Tennessee. The purpose of the public hearing was to present the findings of the EA, explain the next steps in the project development process, and provide the public an opportunity to comment on the approved EA prior to preparation of the final environmental document. Approximately 102 people attended the hearing. A detailed summary of the public hearing is provided in Appendix A, including comments received at the hearing, comments received during the official comment period, and dispositions of these public comments. In addition, Appendix A summarizes TDOT meetings and coordination with individual property owners and concerned citizens that occurred after the close of the official comment period.

---

## **General Mitigation Strategies**

The following are requirements of every project that TDOT undertakes.

### ***Standard Specification***

This project will be developed in accordance with TDOT's *Standard Specifications for Road and Bridge Construction*, which addresses sediment and erosion control and siltation; channelization; floodplains; construction impacts; utility relocations; and traffic maintenance and detours.

### ***Archaeological Resources***

Pursuant to *TCA 11-6-107 (d)*, if human remains are identified, construction work must be halted, and the state archaeologist, the county coroner, and local law enforcement must be contacted immediately. In addition, a representative of Native American tribes will be notified in the event he or she wishes to be present.

### ***Relocation Assistance***

To minimize the unavoidable effects of the ROW acquisition and displacement of people and businesses, TDOT will carry out a ROW and relocation program in accordance with the *Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646)* and the *Tennessee Uniform Relocation Assistance Act of 1972*. Relocation resources will be available without discrimination to all displaced residences and businesses.

### ***Reduction in Relocations***

As the project moves forward into design, TDOT will look for ways to reduce or avoid residential and business displacements associated with the Selected Alternative based on available design solutions.

### ***Water Quality***

Many of the projected impacts to water quality associated with the Selected Alternative will be offset by the roadway design and by the federal, state, and local regulations that require erosion and sediment control plans, the implementation of BMPs, and various water quality permits that require water quality monitoring.

### ***Aquatic Resources***

The Selected Alternative will be developed in accordance with TDOT's *Standard Specifications for Road and Bridge Construction*, which addresses sediment and erosion control and siltation, channelization, floodplains, construction impacts, utility relocation, traffic maintenance, and detours. BMPs will be stringently implemented throughout the construction period.

Mitigation of impacts to streams or any other fluvial systems will be accomplished through the avoidance and minimization of potential impacts during the design process. Permanent stream alterations, such as relocations, impoundments, or channel modification, will be mitigated on-site to the extent possible in order to return the channel to its most probable natural state.

---

In an effort to minimize sedimentation impacts, erosion and sediment control plans would be included in the project construction plans. TDOT will also implement its *Standard Specifications for Road and Bridge Construction*, which includes erosion and sediment control standards for use during construction. TDOT will monitor for strict adherence to *Stormwater Pollution Prevention Plan* and *Erosion Prevention and Sediment Control Measures*.

### **Geology**

TDEC oversight on land development activities would help to reduce/avoid potential impacts associated with the possible creation of a sinkhole and/or introduction of pollutants to any unknown underground streams. In addition, TDOT will apply for any necessary permits from TDEC, specifically a Class V Injection Well Permit, if sinkholes are identified within the limits of the Selected Alternative.

### **Construction Impacts**

Construction activities will be confined within the permitted limits to prevent unnecessary disturbance to aquatic resources. Measures that may be used to avoid and/or minimize impacts to aquatic resources include silt fencing, biodegradable mats/blankets, straw bales, temporary grass seeding in disturbed areas, covered soil piles during rain events and at the end of each work day, and fueling of equipment away from aquatic resources.

The contractor will be required to prepare and implement a revegetation plan that has been approved by TDOT. If an area of mixed forest must be permanently removed for temporary use (i.e., construction staging), it will be replaced with plantings of native tree species within the affected area. TDOT inspectors will conduct periodic inspections during construction. For a warranty period following the construction, the inspectors will continue to monitor the site for failures of erosion and sediment controls.

## **Project-Specific Environmental Commitments and Considerations**

Project-specific environmental commitments and considerations are outlined below.

### **Threatened and Endangered Species**

The U.S. Fish and Wildlife Service (USFWS) agreed that the project is “not likely to adversely affect” the federally listed Indiana bat or the northern long-eared bat. Coordination letters from the USFWS on November 27, 2012 and July 2, 2014 both stated that “Based on the best information available at this time, we believe that the requirements of Section 7 of the Endangered Species Act of 1973, as amended, are fulfilled.”

However, since the northern long-eared bat became listed after those letters were received, TDOT conducted additional coordination with the USFWS in July 2015 to ensure that Section 7 requirements are met by the project. In a response from the USFWS on July 6, 2015, they stated that the Section 7 clearance for this project would be covered throughout the duration of the NEPA process based on TDOT’s commitment to re-coordinate all species concerns within two years of project letting.

Federally listed gray bats (*Myotis grisescens*) were detected foraging within the project area during the 2012 surveys. However, no known maternity colonies or hibernacula colonies were located. The USFWS identified potential impacts to water quality along gray bat travel/feeding corridors as a concern and stated that BMPs, to include stringent erosion and sediment control measures, should be implemented throughout the project to minimize potential harm to the gray

---

bat. BMPs for erosion and sediment control will be implemented as described above in the General Mitigation Strategies section. No further project-specific environmental commitments are required for the gray bat at this time.

Marginal habitat for the state-listed orangefin darter (*Etheostoma bellum*) and splendid darter (*Etheostoma barrenense*) exists in STR-1 within the project area. Implementation of the BMPs described above in the General Mitigation Strategies section will be sufficient to minimize potential harm to these species. No further project-specific environmental commitments are required for the orangefin darter or splendid darter.

### **Geology**

Additional geotechnical studies will be completed during the design phase of the project to determine the extent of the sinkholes observed within the Selected Alternative's ROW, and whether any sinkhole treatments would be needed.

### **Cultural Resources**

Archaeological Site 40SU279, the Fulghum Cemetery, will be avoided by all ground disturbing activities.

### **Infrastructure**

Based on public comments received at the 2015 NEPA Public Hearing and subsequent comments received after the hearing, TDOT plans to review the potential of constructing a bridge for Payne Road over the proposed Portland Bypass during the design phase. This bridge would allow Payne Road to remain connected and continue to provide unimpeded access for local farmers and residents both east and west of the Portland Bypass.

In addition, Gateview Elementary School, which is located approximately one-mile west of the Portland Bypass, has plans to provide a secondary access road to the school from Payne Road to help reduce some of the traffic going to and from the school from SR-52. A Payne Road Bridge over the Portland Bypass would allow local residents to access the school via Payne Road from existing SR-109, along with other local roads that connect with Payne Road.

---

**APPENDIX A – STATE ROUTE 109 (PORTLAND BYPASS) - SUMMARY  
OF NEPA PUBLIC HEARING**

---

**STATE ROUTE (SR) 109 (PORTLAND BYPASS)  
FROM SR-109 NEAR SR-76  
TO SR-109 NORTH OF DOWNTOWN PORTLAND  
PORTLAND, SUMNER COUNTY, TN**

**SUMMARY OF NEPA PUBLIC HEARING**

**FROM THE PUBLIC HEARING & COMMENT PERIOD,  
NOVEMBER 12, 2015 THROUGH DECEMBER 4, 2015**

**MARCH 2016**





## Table of Contents

<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.1	SR-109 (Portland Bypass) Project Description .....	1
1.2	Summary of Comments and Dispositions .....	1
<b>2.0</b>	<b>PUBLIC HEARING .....</b>	<b>3</b>
2.1	Notification .....	3
2.2	Description of Public Hearing .....	3
2.3	Summary of Public Comments .....	4
2.3.1	Informal Comments Provided at the Public Hearing .....	4
2.3.2	Official Verbal Comments to the Court Reporter .....	15
2.3.3	Official Comments in Letters or Emails .....	20
2.3.4	Public Comment Forms .....	58
2.3.5	Comments Received after the Official Close of the Comment Period .....	68

## List of Figures

Figure 1:	SR-109 Portland Bypass Project Location Map .....	2
-----------	---	---

## List of Tables

Table 1:	Summary of Public Hearing Comments Received During the Question and Answer Period .....	5
Table 2:	Official Verbal Comments to the Court Reporter .....	15
Table 3:	Comments Provided in Letters and Emails to TDOT .....	21
Table 4:	Comment Provided on Comment Cards .....	59

## Attachments

Attachment 1:	Notice of Availability of Approved Environmental Document and Notice of Public Hearing
Attachment 2:	Public Hearing Sign-in Sheets
Attachment 3:	Public Hearing Materials
Attachment 4:	Public Hearing Transcript
Attachment 5:	Comment Cards, Letters, and E-mails
Attachment 6:	Follow-up Meeting Summaries

## **1.0 INTRODUCTION**

This Comment Summary has been prepared by the Tennessee Department of Transportation (TDOT) for responses received at the State Route (SR) 109 (Portland Bypass) Public Hearing. The Public Hearing was held November 12, 2015 from 5:00 to 7:00 PM at the Portland High School in Portland, Tennessee. The proposed project is described below in Section 1.1.

### **1.1 SR-109 (Portland Bypass) Project Description**

The proposed project includes construction of a new segment of SR-109 from existing SR-109 located south of the City of Portland to SR-109 north of Portland in Sumner County, Tennessee (hereafter referred to as the Portland Bypass). The total project length is approximately 7.2 miles (see Figure 1). A new grade separated interchange is proposed at SR-52 and the proposed Portland Bypass. A section of SR-52 from West Market Street to just west of the proposed new SR-52/Portland Bypass interchange would be widened to five lanes as part of the project. The project is proposed to be assisted with funding from the Federal Highway Administration (FHWA) and is subject to the requirements of NEPA.

As a part of the TDOT's Public Involvement Plan for this project, a Public Meeting was held at the Portland High School on February 16, 2012, from 5:00 PM. to 7:00 PM. The purpose of the meeting was to gather information from the public about the proposed purpose and need of the project and the potential alternatives to be studied in the environmental review process. Approximately 67 people attended the meeting.

FHWA approved the Environmental Assessment (EA) for the Portland Bypass project on September 14, 2015. Copies of the approved EA were available for public review at the Portland Public Library of Sumner County, on the TDOT website, and at the TDOT Region 3 Office beginning October 12, 2015.

Following approval of the EA, a Public Hearing was held for the Portland Bypass project on November 12, 2015 from 5:00 to 7:00 PM at the Portland High School in Portland, Tennessee. The purpose of the Public Hearing was to present the findings of the EA, explain the next steps in the project development process, as well as provide the public an opportunity to comment on the approved EA prior to preparation of the final environmental document.

### **1.2 Summary of Comments and Dispositions**

This report provides: (a) a general description of the Public Hearing and summarizes the comments received at the hearing itself and during the official comment period, which extended through December 4, 2015, and (b) disposition for these public comments. In addition, TDOT coordinated with individual property owners and concerned citizens after the close of the official comment period. Summaries of those meetings are included in this report.

**SR-109 (Portland Bypass) Environmental Assessment**

**Build Alternative**  
(with two SR-52 interchange design options)

**Legend:**

- Build Alternative (Black line)
- Existing SR-109 (Orange line)
- 500 Foot Study Area (White outline)
- Industrial/Warehousing Areas (Yellow shading)

**Scale:** 0 0.25 0.5 1 Miles

**Map Details:**

- Build Alternative:** A black line showing the proposed route, starting from the south near Dorris Rd and heading north towards the SR-52 interchange.
- Existing SR-109:** An orange line showing the current route, which is more direct but passes through industrial areas.
- 500 Foot Study Area:** A white outline indicating the area of focus for the environmental assessment.
- Industrial/Warehousing Areas:** Yellow shaded regions, primarily located along the existing SR-109 route.
- Interchanges:** Two proposed options for the SR-52 interchange are shown near the center of the map.
- Geographic Context:** The map shows the project area within Sumner County, Tennessee, with various local roads and landmarks labeled.

## **2.0 PUBLIC HEARING**

### **2.1 Notification**

In order to publicize the Public Hearing, a public notice was published in local newspapers including:

- The News Examiner, Gallatin, TN - October 16, 2015 and October 30, 2015;
- The Tennessean, Nashville, TN - October 12, 2015 and October 29, 2015; and
- The Portland Leader, Portland, TN - October 14, 2015 and October 28, 2015.

The notice was also posted on TDOT's Public Hearings, Meetings and Notices web page at: <https://www.tn.gov/tdot/section/public-hearings-meetings>. A copy of the public notice is included in Attachment 1.

### **2.2 Description of the Public Hearing**

The SR-109 (Portland Bypass) Public Hearing was held from 5:00 to 7:00 PM at the Portland High School on November 12, 2015. Approximately 102 people attended the hearing. There were a total of 18 representatives from TDOT and their consultants present to assist the public at the hearing. Public officials present at the meeting included the Mayor of the City of Portland. A copy of the sign-in sheet from the hearing is included in Attachment 2.

At the beginning of the hearing, participants were asked to sign-in and pick-up a Public Hearing Handout which included a copy of the comment card. The handouts contained information regarding the agenda for the hearing, general background information about the hearing, an explanation of the NEPA process, a project description, a description of the project's purpose and need, alternatives which were evaluated, and potential impacts outlined in the approved EA. Copies of the handout and comment card are included in Attachment 3.

Several display boards and maps were placed in the school cafeteria that illustrated the project's Build Alternative. Copies of the approved EA and Technical Appendices, which included copies of the functional layouts and associated technical studies, were also available for viewing at the hearing. TDOT staff members were available throughout the hearing to answer questions and provide information to members of the public.

After providing attendees time to review the handouts and displays in the school cafeteria, a PowerPoint presentation was given in the adjacent auditorium that briefly discussed the NEPA process, the purpose and need for the project, the alternatives studied in the EA, and the findings of the EA. A copy of the PowerPoint presentation which was presented is included in Attachment 3.

Following the presentation, attendees were invited to participate in a formal question and answer session. This session allowed participants to ask questions or provide comments on the project that could be answered or responded to by representatives from TDOT. Instances where individuals inquired about a specific property related question were asked to speak individually with a TDOT representative following the formal question and answer session. In addition, if a public comment was received and could not be answered by a TDOT representative present at the hearing, then the individual's contact information was collected and the appropriate person from TDOT was suggested to contact that person at a later date.



A court reporter was also available during the hearing to provide participants with the opportunity to have their comments recorded orally, and to record all questions and answers provided during the formal question and answer session.

## **2.3 Summary of Public Comments**

In order for the comments to be included in this summary, TDOT asked that completed comment cards, letters or e-mails be submitted by December 4, 2015. All comment cards postmarked by December 4, 2015 are considered a part of the official transcript.

A variety of options were available to encourage public input during the comment period. The public provided input through the following means:

- Official oral comments to the court reporter.
- Written comments – comment cards which could either be left at the hearing or mailed in, letters, and e-mails.
- Informal comments given by the public during the question and answer portion of the Public Hearing which became part of the transcript.

The official comment record shows a total of 38 individuals provided input in the various formats available. Due to the variety of ways to respond, some individuals commented in multiple formats. A total of 21 individuals provided verbal statements during the question and answer session or directly to the court reporter at the hearing. A total of 22 individuals provided comments on the comment forms provided at the hearing before December 4, 2015. In addition, TDOT received letters, extended notes attached to comment forms, or emails with comments regarding the project from five individuals. A copy of the Public Hearing transcript, which includes all verbal comments received during the question and answer session, and the verbal statements provided directly to the court reporter is contained in Attachment 4. Attachment 5 contains copies of all comment cards, letters, e-mails, and other notes submitted to TDOT prior to December 4, 2015.

### **2.3.1 Informal Comments Provided at the Public Hearing**

During the hearing, members of the public were encouraged to express their comments or concerns and to ask questions about the projects during the question and answer portion of the hearing. A total of 21 people gave comments that were recorded during the question and answer portion of the Public Hearing.

Table 1 summarizes major points made by the public during this session. Please note that similar questions or comments which were made by the public were grouped by topic where possible.

**Table 1. Summary of Public Hearing Comments Received During the Question and Answer Period.**

Comment and Commenter	Disposition
<b>Question-and-Answer Period</b>	
<p>Commenter: Rick Saunders and Randall Hinton</p> <p>Comment: Will T.G.T. Road end at the proposed Portland Bypass?</p>	<p>The short segment of T.G.T. Road located east of the proposed bypass will not have access and will become a cul-de-sac at its western end near the Portland Bypass. People in this area will be able to access Portland Bypass using the proposed Kirby Drive connector located just north of the existing T.G.T. Road and directly across from Kirby Drive. Direct access to the Portland Bypass will be provided to T.G.T. Road west of the proposed bypass with an at-grade intersection.</p>
<p>Commenter: Anna Emerson, Nashville Area Metropolitan Planning Organization</p> <p>Comment: Where will direct access points to Portland Bypass be provided, and which ones are at-grade and grade-separated?</p>	<p>Proposed At-grade access points:</p> <ul style="list-style-type: none"> <li>• Northbound existing SR-109 at the southern terminus of the project;</li> <li>• SR-76;</li> <li>• Jackson Road;</li> <li>• Collins Road west of the proposed bypass,</li> <li>• College Street;</li> <li>• T.G.T. Road; and</li> <li>• Kenwood Drive.</li> </ul> <p>At-grade access points with New Connector Roads:</p> <ul style="list-style-type: none"> <li>• Kirby Drive via the Kirby Drive Connector;</li> <li>• Woods Road via a short connector; and</li> </ul> <p>In addition, a grade-separated interchange will be constructed at SR-52, and a grade-separated flyover ramp will connect southbound existing SR-109 to the southern end of the bypass route.</p> <p>Based on comments received at the Public Hearing and comments received following the official close of the public comment period, TDOT will look at providing a bridge for Payne Road over the proposed Portland Bypass during the design phase. A bridge would provide access for farmers needing to move equipment from one side of the bypass to the other, and would allow Payne Road to serve as a secondary access route to the Gateview Elementary School to the west.</p>

Comment and Commenter	Disposition
<p>Commenter: Brian Harbin</p> <p>Comment: What do the lines on the maps indicate at roadways like Payne Road and near SR-76?</p>	<p>Some existing roadways, such as Dorris Road, will become cul-de-sacs where they meet the proposed Portland Bypass right-of-way. The small circles shown indicate the proposed cul-de-sacs in those areas. The pink hashed areas indicate pavement from the cut off portions of those existing roadways that would be removed. Some of the other lines, such as those shown near SR-76, indicate realignment of some of the existing roadways to separate their intersections with existing roads from the Portland Bypass vicinity. For instance, the south end of Dorris Road is being realigned to connect with SR-76 further west of its current intersection to avoid having two intersections along SR-76 that are too close together. This is due to SR-76 having a proposed new intersection with the Portland Bypass.</p>
<p>Commenter: Brian Harbin</p> <p>Comment: Are you saying that Payne Road will be a cul-de-sac and not have a direct connection to the Portland Bypass? If so, you should consider that there are plans to provide access to Payne Road from the Gateview Elementary School located west of the Portland Bypass in an effort to remove some of the traffic from SR-52 near the main school access. Not providing access to Payne Road from the Portland Bypass may cause an issue with those plans.</p>	<p>Based on comments received at the Public Hearing and comments received following the official close of the public comment period, TDOT will look at providing a bridge for Payne Road over the proposed Portland Bypass during the design phase. A bridge would provide access for farmers needing to move equipment from one side of the bypass to the other, and would allow Payne Road to serve as a secondary access route to the Gateview Elementary School to the west.</p> <p>No direct access to Payne Road is expected to be provided to the Portland Bypass, but providing a bridge over the bypass will allow users of Payne Road to continue to and from the existing SR-109 and other local roadways in the area and would not sever any of those connections.</p>
<p>Commenter: Randall Hinton</p> <p>Comment: How will turning T.G.T Road into a cul-de-sac or dead-end east of the proposed Portland Bypass affect property values for the homes on the remaining street. Also, how would it affect property values east of the proposed bypass where access will be provided?</p>	<p>Existing economic conditions and potential economic impacts associated with the Build Alternative are discussed in Section 3.5 of the approved EA. Potential indirect effects of the Portland Bypass on land use and the economic environment are analyzed in Sections 3.18.3.1 and 3.18.5.1 of the approved EA, respectively.</p>

Comment and Commenter	Disposition
<p>Commenter: Jodie Harris</p> <p>Comment: How will the Portland Bypass affect the flooding along Summers Branch near T.G.T Road? Several years ago the City of Portland rerouted all of their flood water into Summers Branch so when it rains we get flooding near our homes.</p>	<p>As discussed in Section 3.7.4 (Floodplains) of the approved EA, there is a known 100-year floodplain in the vicinity of Summers Branch and T.G.T. Road that will be taken into consideration during the design phase. TDOT will conduct a hydraulic study during the design phase to determine the appropriate culvert sizing, stream diversions, floodwater storage, etc. to ensure that proper conveyance of floodwaters under the roadway to minimize impacts to current drainage patterns. To remain in compliance with applicable laws and regulations related to floodplains, including EO 11988, <i>Floodplain Management</i>, the roadway would not increase the base flood elevations upstream from the floodplain crossing so as to not cause new, or worsen any existing, flooding issues in the area.</p>
<p>Commenter: Lee Hayslip</p> <p>Comment: Can you provide an update on the funding for the Portland Bypass project? Has any money been approved for it and what are the next steps for getting funding approved?</p>	<p>The project currently only has funding for the environmental and preliminary design phases, but not for right-of-way acquisition or construction. However, TDOT is moving forward with the environmental and preliminary design process so if funding does become available the project will be ready to move forward to the final design and right-of-way phases. There is currently no known timeframe as to when or if funding beyond the environmental and preliminary design phases will be available.</p>
<p>Commenter: Bill Dye</p> <p>Comment: Is the Portland Bypass the final link in the overall SR-109 improvements between I-40 and I-65? If so, when will this project be constructed?</p>	<p>The Portland Bypass is the final proposed major improvement to the SR-109 corridor, with all of the other improvements to the north and south having been already constructed, currently under construction, or into the final design and right-of-way stages as discussed in Section 1.2 (Project Background) and shown in Figure 1-2 of the approved EA. Due to unavailable funding, there is no timeframe available for when the Portland Bypass project would be constructed if it is carried forward beyond the environmental and preliminary design phases.</p>



Comment and Commenter	Disposition
<p>Commenter: David Holdy</p> <p>Comment: Is there a new SR-109 Interchange or construction project being built near the north end of the Portland Bypass project at I-65? If so, where did the funding for that project come from?</p>	<p>As discussed in Section 1.2 (Project Background) of the approved EA, the northern terminus of the Portland Bypass project will connect to the southern terminus of a separate TDOT project referred to as the New I-65/SR-109 Interchange and New Four-lane Extension (TDOT PIN #: 107338.00). Construction on that project began in Fall 2015 and is expected to be complete by May 2018. Funding for TDOT PIN #: 107338.00 was approved for the 2014 fiscal year with a combination of Federal and State funding, with the majority being Federal money due to its connection with the Interstate system and portions occurring within the existing interstate right-of-way. More information regarding that project, including the project timeline and details on the components or features being constructed, is located on TDOT's website at: <a href="https://www.tn.gov/tdot/topic/interstate-65-interchange-at-state-route-109">https://www.tn.gov/tdot/topic/interstate-65-interchange-at-state-route-109</a></p>
<p>Commenter: Michael McClellan</p> <p>Comment: The presentation mentioned that there were 29 noise receptors impacted by the project. Can you explain what noise receptors are?</p>	<p>As discussed in Section 3.10 of the EA, noise receptors are places like schools, churches, hospitals, residences, cemeteries, etc. that are sensitive to noise levels and where increased noise levels from things like new highways can have an effect on those types of uses. Noise receptors are divided into different categories or types of receptors referred to as Noise Abatement Criteria. These criteria are based on the sensitivity of those land uses to noise. All noise receptors within those various categories are then studied to determine how the noise levels would change due to the proposed project. For the Portland Bypass, it was determined that 29 residences, or sensitive receptors, would be impacted by substantial increased noise levels due to the increased traffic noise. These increases were primarily due to the introduction of traffic noise in rural areas where existing noise levels are very low.</p>
<p>Commenter: John Groves</p> <p>Comment: Are the improvements along the SR-109 corridor, including the Portland Bypass, an alternative to a northern loop of I-840?</p>	<p>TDOT has chosen to invest funding to improve the SR-109 corridor between I-40 and I-65 due to challenges in identifying a suitable route to construct or extend I-840 north of Nashville. The SR-109 corridor provides a logical corridor that can be used to efficiently move traffic between I-40 and I-65.</p>

Comment and Commenter	Disposition
<p>Commenter: William Mobbs</p> <p>Comment: Is noise abatement a term referring to ways to cut down noise levels? If so, is there any noise abatement planned for the Portland Bypass project?</p>	<p>Noise abatement does refer to measures taken to reduce sounds or vibrations, or to protect people from exposure to them. A preliminary noise abatement evaluation was conducted in accordance with TDOT's Noise Policy to determine the feasibility and reasonableness of installing noise barriers to protect impacted residences along the route (see Section 3.10.5 (Mitigation of Noise Impacts) and Appendix I (Noise Technical Report) of the approved EA). Based on that analysis, noise barriers are not considered reasonable for any of the impacted areas. A new noise abatement evaluation will be conducted once a final design has been developed to determine if the findings of the noise barrier analyses have changed due to any changes that may occur in the design of the roadway when compared to that studied in the EA. However, due to the more rural nature of the project area, and relative isolation of most of the impacted residences, it is unlikely that noise barriers will be reasonable for this project.</p>
<p>Commenter: Barry Wilson</p> <p>Comment: What three businesses will the Portland Bypass project impact?</p>	<p>As stated in Section 3.4.1 (Displacement Impacts) and Attachment C (TDOT Conceptual Stage Relocation Plan) of the approved EA, the three businesses identified in the preliminary analyses that would be displaced by the project include a boat repair shop, a barber shop, and one unidentified structure that appeared to be a potential business. Although some farming operations would be partially impacted by the project, no complete displacements to any one farm operation are expected. Due to the nature of the project, there will be some unavoidable residential and business displacements, as well as impacts to farming operations regardless of the alternative selected. TDOT will continue to coordinate with property owners potentially affected by the project throughout the remainder of the environmental phase and in the design phase to try to identify ways to minimize impacts.</p>

Comment and Commenter	Disposition
<p>Commenter: Vivian Harris and Jodie Harris</p> <p>Comment: Will the Portland Bypass increase the amount of truck traffic in the area? If so, does that affect which homes will need to be purchased or displaced by the project? For instance if a home is near the proposed roadway would it need to be purchased because of increased safety concerns due to more heavy trucks using the highway?</p>	<p>Based on traffic projections completed for the project, the traffic volumes, including the number of trucks, are projected to increase in the study area through the design year of 2040 (see Tables 1.1 and 2.1 of the approved EA). However, the number of trucks does not dictate the number of residences that would need to be displaced or purchased due to the project. The displacements are determined based on the proposed right-of-way boundaries designed for the project. In this case, that is generally a 250-foot wide area. In some areas, it may be wider or narrower due to changes in topography, etc., which can affect the space required to construct the roadway in a manner that will meet design and safety standards. Those same standards would help dictate if any type of barriers, guardrails, or grade changes would be needed to ensure the safety of residences that remain adjacent to the new roadway and ensure proper safety zones are considered. Also, keep in mind that the proposed right-of-way boundaries shown on the functional layouts in Appendix A of the approved EA are preliminary in nature and will be finalized during design.</p>
<p>Commenter: Brian Harbin</p> <p>Comment: The new I-65/SR-109 Interchange Project being constructed to the north is going to immediately increase the truck traffic on the existing SR-109 and roadway system in the area. Will that impact the urgency of the Portland Bypass project in terms of approval for funding?</p>	<p>The Portland Bypass project is the final link in a series of overall SR-109 corridor improvements that have been completed or are currently underway. Several things are considered when prioritizing projects for funding throughout the State, including needs based on safety, congestion relief, and other factors. If carried forward beyond the environmental phase, the Portland Bypass project will need to be prioritized amongst other projects throughout the region and State to determine which ones will receive funding for design, right-of-way, and construction first.</p>
<p>Commenter: Brian Harbin</p> <p>Comment: Is safety of a roadway measured pre-accident or post-accident? In other words does there have to be serious incidents before safety is taken into consideration, or will they try to project where safety issues will occur and install signals or other improvements to prevent them before those incidents occur?</p>	<p>Safety features for the roadway will be designed utilizing current safety and design standards. The location of traffic signals/signs, etc., for intersecting roadways will be determined during the final design phase and will be based on traffic projections, among a variety of other factors. Safety issues will continue to be evaluated once the roadway is under operation and if problem areas exist, additional efforts will be completed to help resolve those issues.</p>

Comment and Commenter	Disposition
<p>Commenter: Unidentified Speaker</p> <p>Comment: Will I be able to move my cattle from one side of the Portland Bypass to the other since it runs through the middle of my farm?</p>	<p>TDOT will continue to work with property owners during the design phase of the project to consider what options there may be for impacted farms where there is a need to move livestock and/or equipment from one side of the roadway to the other on a regular basis.</p>
<p>Commenter: Randall Hinton</p> <p>Comment: We understand that the Portland Bypass project is a top priority within the SR-109 corridor, but where does the priority of this project stand in relation to the SR-109 widening project in Wilson County?</p>	<p>All of the other major SR-109 improvement projects in Wilson and Sumner Counties are already complete, or are currently funded through at least the right-of-way phase, including the projects in Wilson County. Therefore, those projects will not affect the funding for the Portland Bypass project. If carried forward beyond the environmental phase, the Portland Bypass project will need to be prioritized amongst other projects throughout the region and State to determine which ones will receive funding for design, right-of-way, and construction first.</p>
<p>Commenter: Larry Summers</p> <p>Comment: Have there been any studies to determine how the Wilson County improvements to SR-109 will affect the traffic on SR-09 in the Portland area?</p>	<p>The traffic projections developed for this project discussed in the EA have taken other improvements within the SR-109 corridor, including those in Wilson County, into consideration. Refer to Tables 1.1 and 2.1 of the approved EA for traffic data for the No-Build and Build Alternatives for the base year 2020 and design year 2040. Based on the traffic analyses, the Portland Bypass would allow traffic to pass through the Portland area more efficiently, while substantially reducing the number of vehicles, including large trucks in the downtown area. For design year 2040, the annual average daily traffic (AADT) through downtown Portland would decrease by 16,480 vehicles for the Build Alternative and truck traffic would decrease from 14 percent of total AADT to 8 percent. Removing truck traffic and other vehicles from the existing downtown section of SR-109 would improve traffic flow and safety, and potentially reduce air pollutant emissions and noise in the central business district.</p>

Comment and Commenter	Disposition
<p>Commenter: Doug Yoeckel</p> <p>Comment: I think that what most people are concerned with is the channeling of traffic through the City of Portland if the Portland Bypass is not constructed. It is likely that the Wilson County improvements will funnel more traffic into the Portland area. The main concern from the increased traffic would be the safety concern. Is there anything that could mitigate that?</p>	<p>The traffic projections developed for this project have taken other improvements within the SR-109 corridor, including those in Wilson County, into consideration. Refer to Tables 1.1 and 2.1 of the approved EA for traffic data for the No-Build and Build Alternatives for the base year 2020 and design year 2040. For design year 2040, the AADT through downtown Portland would be 16,480 vehicles higher under the No-Build Alternative compared to the Build Alternative, and safety benefits would not be realized. Part of the identified Purpose and Need for the Portland Bypass Project is to reduce traffic through downtown Portland or improve safety in the downtown area. As discussed in Section 2.3.3 of the approved EA, Transportation System Management projects were considered as standalone alternatives, but were eliminated from further study, because they do not fully meet the purpose and need for the project, and would not substantially improve north-south traffic flow, reduce truck traffic, or improve safety along SR-109 in Portland.</p>
<p>Commenter: Charles Ware and Brian Harbin</p> <p>Comment: Will traffic signals be installed on the Portland Bypass at College Street due to the schools being located nearby and traffic having to cross the highway? And if we don't agree with the design of the location of stop signs versus stoplights, etc. will we have another opportunity to discuss the issue with TDOT before the project is built?</p>	<p>Safety features for the roadway will be designed utilizing current safety and design standards. The location of traffic signals/signs, etc., for intersecting roadways will be determined during the final design phase and will be based on traffic projections, among other factors. The public will have another opportunity to provide input on the design of the project, including locations of traffic signals/signs, during the Design Public Meeting. This meeting will be held once the design is close to being final, but at a point when changes can still be made if needed prior to construction. Safety issues will continue to be evaluated once the roadway has been constructed and is under operation. If problem areas are identified based on unusually high crash rates or severity along any stretches or at any intersections, additional efforts will be made to help resolve those issues.</p>
<p>Commenter: Charles Ware</p> <p>Comment: When will property value decreases be considered for this project?</p>	<p>Existing economic conditions and potential economic impacts associated with the Build Alternative are discussed in Section 3.5 of the approved EA. Potential indirect effects of the Portland Bypass on land use and the economic environment are analyzed in Sections 3.18.3.1 and 3.18.5.1 of the approved EA, respectively.</p>

Comment and Commenter	Disposition
<p>Commenter: Barry Wilson</p> <p>Comment: Why didn't the City of Portland plan for increased traffic years ago when they probably knew there was going to be traffic issues as the City continued to grow?</p>	<p>The City of Portland did recognize that there would be future traffic issues and did begin the planning process to resolve those issues. Those early efforts have led to the proposed Portland Bypass project. In the mid 2000's, the City of Portland requested that TDOT look at options for improving traffic and safety due to the growth of the new industry and the inherent increase in truck and employee traffic in and around Portland that was beginning to increase more rapidly at the time. In response, TDOT prepared a Transportation Planning Report (TPR) to identify potential options for resolving those issues. The TPR was approved in August 2006. The TPR identified three basic options that involved relocating SR-109 from near SR-76 northward to I-65 in an effort to remove traffic from downtown Portland. All of those options identified SR-109 bypass routes that were located west of downtown Portland. All of those options followed a relatively similar route between SR-76 and SR-52 and then varied in their alignment and proposed connections from SR-52 north and westward. The TPR study determined that widening SR-109 through downtown was not a good option due to costly right-of-way and utility relocations in the existing business district. Since that time, TDOT began studying the Portland Bypass in 2011 taking information from the TPR and developing the current Build Alternative. The current Build Alternative is similar to the Option C corridor from the TPR. The TPR Option C corridor had the lowest estimated construction cost, was the shortest in length, had the lowest potential for environmental impacts, provided the best connectivity between I-40 and I-65, addressed safety concerns, and had the best connection with the proposed I-65/SR-109 Interchange project to the north. As the EA progressed, a few minor shifts were made to the Build Alternative in relation to the original TPR Option C alignment to avoid various constraints and to maintain appropriate design features.</p>



Comment and Commenter	Disposition
<p>Commenter: Bethany McClellan</p> <p>Comment: The presentation stated that two of the benefits of the project would be to improve the safety for pedestrians and bicyclists in downtown Portland. That is great, but can you explain what other benefits this project will have when considering that there will be all of the costs in terms of loss of property, property values, and the loss of rural environment? It seems like the project only benefits certain groups of people but negatively impacts a lot of other people.</p>	<p>As stated in the EA and in the Public Hearing handout, the project would provide the following benefits:</p> <ul style="list-style-type: none"> <li>• improved traffic capacity (LOS) and system linkage;</li> <li>• increased safety due to reduced traffic and trucks through downtown Portland;</li> <li>• improved circulation among the cities and communities in the project area;</li> <li>• improved regional accessibility to the project area; and</li> <li>• reduced travel times.</li> </ul> <p>All of these benefits would allow the project to meet the stated purpose and need and help to resolve many of the traffic and safety concerns TDOT identified through the TPR process.</p>
<p>Commenter: Hord Rhodes</p> <p>Comment: I know the congestion and construction and everything is bad here, but why can't they hook on out to I-65 at SR-52 using Hollis Chapel Road and keep the traffic out a way from where it's dangerous for children and the schools and everything?</p>	<p>As discussed in Section 2.3 (Alternatives Previously Considered but Eliminated) of the approved EA, an option was previously considered in the TPR that would have connected SR-109 over to SR-52 and utilize the existing SR-52/I-65 Interchange. That option, Option A from the TPR, would have been longer, had more potential environmental impacts, higher costs, and would not have been able to meet the purpose and need of the project as well as the Build Alternative. In addition, in order to keep truck traffic from still traveling through downtown Portland, an extra Kirby Drive Connector would have been needed between SR-52 and Kirby Drive, which would have still placed traffic along the routes near the existing Portland High School and adjacent Middle School. For that reason, that option would still have impacted a similar amount of farmland. The Build Alternative has been determined the best option to meet the purpose and need of the project while minimizing environmental impacts and costs associated with the project. The Build Alternative has been developed in coordination with the City of Portland and regulatory agencies. The roadway will be designed to meet all design and safety standards in order to provide the safest route possible based on the best available information, including input from local officials and members of the public.</p>

### 2.3.2 Official Verbal Comments to the Court Reporter

During the Public Hearing, four people gave statements to the court reporter regarding the SR-109 (Portland Bypass). The comments made to the court reporter are summarized by comment in Table 2.

**Table 2. Official Verbal Comments to the Court Reporter.**

Comment and Commenter	Disposition
<b>Court Reporter (Verbal Comments)</b>	
<p>Commenter: Kathy Suttle</p> <p>Comment: SR-76 and Jackson Road are my main access to Portland. Will there be a stoplight or stop sign at SR-76 and/or Jackson Road where the proposed Portland Bypass crosses those areas? I need to get across the four-lane Portland Bypass to get to and from town and a lot of locals also use these roadways to travel back and forth from Portland.</p>	<p>Safety features for the roadway will be designed utilizing current safety and design standards. The location of traffic signals/signs, etc., for intersecting roadways will be determined during the final design phase and will be based on traffic projections, among other factors. The public will have another opportunity to provide input on the design of the project, including locations of traffic signals/signs, during the Design Public Meeting. This meeting will be held once the design is close to being final, but at a point when changes can still be made if needed prior to construction. Safety issues will continue to be evaluated once the roadway has been constructed and is under operation. If problem areas are identified based on unusually high crash rates or severity along any stretches or at any intersections, additional efforts will be made to help resolve those issues.</p> <p>If the Portland Bypass is constructed, local residents in the SR-76 vicinity could access the new roadway to travel into Portland by using the at-grade intersections at SR-76 or Jackson Road and then the proposed SR-52 grade-separated interchange that will provide access to SR-52 and on into downtown Portland. This option would likely provide a faster and potentially safer route than the existing narrow local roadways with little to no shoulders. If the existing roadways are still the preferred routes for local residents, then there will still be access across Portland Bypass at SR-76 and Jackson Road via the at-grade intersections whether traffic signals are installed or not.</p>



Comment and Commenter	Disposition
<p>Commenter: Randall Collins</p> <p>Comment: This project is going to impact five tracts of property we own as part of a farm that has been farmed by my family for over 100 years. The proposed road will cut through the middle of several of these tracts leaving smaller irregular shaped tracts of land on either side. This land is currently some of the best farmland in Sumner County and the proposed roadway would degrade the value of these lands for farming due to access issues, more edge, and less room for large equipment to maneuver in the fields. This would all result in reduced income due to decreased efficiency and yield from crops. I'm also concerned about the property value of the farmland because of the project impacts.</p>	<p>TDOT will continue to work with affected landowners throughout the remainder of the environmental phase and the design phase to try to identify areas where minor shifts in the alignment could be made to reduce the impacts to existing farmland. TDOT will compensate affected property owners by carrying out a ROW relocation program in accordance with the Tennessee Uniform Relocation Act of 1972, and Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91646).</p> <p>Existing economic conditions and potential economic impacts associated with the Build Alternative are discussed in Section 3.5 of the approved EA. Potential indirect effects of the Portland Bypass on land use and the economic environment are analyzed in Sections 3.18.3.1 and 3.18.5.1 of the approved EA, respectively.</p>
<p>Commenter: Randall Collins</p> <p>Comment: If no access is provided to or across the proposed Portland Bypass at Payne Road we will not be able to get our large equipment from one side of the new road to the other without having to travel several miles out of the way on small local roadways not suitable for traveling with large equipment for large distances. This is a big concern.</p>	<p>As shown in Appendix A (Preliminary Functional Plans, Figure 3.7) of the approved EA, no direct access to Payne Road is expected to be provided by the Portland Bypass.</p> <p>Based on comments received at the Public Hearing and in comments received during the official comment period, TDOT will look at providing a bridge for Payne Road over the proposed Portland Bypass during the design phase. If a bridge is considered during design, the bridge would provide access for farmers needing to move equipment from one side of the bypass to the other, and would allow Payne Road to serve as a secondary access route to the Gateview Elementary School to the west.</p>
<p>Commenter: Randall Collins</p> <p>Comment: My residence is within 300 feet of the proposed road so I am concerned about the increased noise levels. I am likely one of the 29 noise impacts expected from the new roadway.</p>	<p>Noise impacts will occur for 29 residences based on the Noise Study provided in Appendix I of the approved EA. Noise impacts will be evaluated again during the design phase to determine if changes have occurred based on the final design and whether any type of noise barriers are considered feasible and reasonable in accordance with the TDOT Noise Policy.</p>

Comment and Commenter	Disposition
<p>Commenter: Randall Collins</p> <p>Comment: Some of the farm fields being crossed by the project have sinkholes in them, some of which were previously filled in.</p>	<p>TDOT is aware of sinkholes occurring within the proposed project right-of-way. A geotechnical study will be completed during the design phase to determine if any alignment changes are required and/or to determine appropriate sinkhole treatments where needed.</p>
<p>Commenter: Joe Payne</p> <p>Comment: I farm several tracts of farmland impacted by the project. This project will make several of the fields inoperable due to getting equipment to the fields or maneuvering the large equipment in the small pieces of farmland that have been split by the new roadway.</p>	<p>TDOT will continue to work with affected landowners throughout the remainder of the environmental phase and the design phase to try to identify areas where minor shifts in the alignment could be made to reduce the impacts to existing farmland.</p> <p>TDOT will compensate affected property owners by carrying out a right-of-way relocation program in accordance with the Tennessee Uniform Relocation Act of 1972, and Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91646).</p>
<p>Commenter: Joe Payne</p> <p>Comment: Getting from one side of the road to the other is of paramount importance to me. The loss of efficiency in farming the properties is a primary impact to me. This tremendously impacts my livelihood.</p>	<p>TDOT will continue to work with affected landowners throughout the remainder of the environmental phase and the design phase to try to identify areas where minor shifts in the alignment could be made to reduce the impacts to existing farmland.</p> <p>As shown in Appendix A (Preliminary Functional Plans, Figure 3.7) of the approved EA, no direct access to Payne Road is expected to be provided by the Portland Bypass. Based on comments received at the Public Hearing and in comments following the Public Hearing, TDOT will look at providing a bridge for Payne Road over the proposed Portland Bypass during the design phase.</p> <p>If property is acquired, TDOT will compensate affected property owners by carrying out a right-of-way relocation program in accordance with the Tennessee Uniform Relocation Act of 1972, and Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91646).</p>

Comment and Commenter	Disposition
<p>Commenter: Joe Payne</p> <p>Comment: The people that live in this area have chosen to maintain a more farm-friendly or rural setting than some other areas around Portland that have been developed more. The families have historically maintained the integrity of the farms for that purpose. This project will wreck all of that. Like many others, I am not willing to give up a long historical lifestyle so somebody else can easily get from point A to point B or ride a bicycle. I do not care to make that sacrifice.</p>	<p>Comment noted. TDOT will continue to work with affected landowners throughout the remainder of the environmental phase and the design phase to try to identify areas where minor shifts in the alignment could be made to reduce the impacts to existing farmland.</p> <p>If property is acquired, TDOT will compensate affected property owners by carrying out a right-of-way relocation program in accordance with the Tennessee Uniform Relocation Act of 1972, and Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646).</p>
<p>Commenter: Kenneth Brewer</p> <p>Comment: I don't have land that is directly affected by this project, but anyone who lives close to this is going to be impacted. One thing I would like to see is access to Payne Road so that farmers in the area can move equipment from one side of the roadway to the other. If you cut off Payne Road it's going to make a big detour to get to some of that property.</p>	<p>As shown in Appendix A (Preliminary Functional Plans, Figure 3.7) of the approved EA, no direct access to Payne Road is expected to be provided by the Portland Bypass. Based on comments received at the Public Hearing and in comments following the Public Hearing, TDOT will look at providing a bridge for Payne Road over the proposed Portland Bypass during the design phase.</p> <p>If property is acquired, TDOT will compensate affected property owners by carrying out a right-of-way relocation program in accordance with the Tennessee Uniform Relocation Act of 1972, and Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91-646).</p>

Comment and Commenter	Disposition
<p>Commenter: Kenneth Brewer</p> <p>Comment: I had experience dealing with TDOT in 1994 when they put SR-52 West in and cut my farm in two. At that time 94 percent of the comments on record were against the project, but they built it anyway. This shows the validity of these comments. I believe that whatever they decide to do they are going to do regardless of what I say here or write, which is not the way government is supposed to work.</p>	<p>Comment noted. TDOT strives to build projects that are wanted by the local communities. In this case, the local officials of the City of Portland have determined there is a need for a project that will reduce traffic through downtown Portland and help with current and future congestion and safety issues in the area. Analyses conducted for the EA confirmed that current and future congestion and safety issues exist. These analyses are discussed in Sections 1.3.3 (Traffic and Capacity), 1.3.4 (Roadway Deficiencies), and 1.3.5 (Crashes/Safety) of the approved EA. In coordination with the City of Portland, State and Federal Agencies, and the public via previous public involvement efforts, TDOT identified the Build Alternative as the best solution, with the fewest overall environmental impacts and costs.</p> <p>In terms of public support for the project, based on the 2015 Public Hearing analyses, 26 percent of respondents preferred the No-Build Alternative, 11 percent selected the Build Alternative, and 63 percent provided input but did not specify a preference for an alternative. Of the 63 percent of individuals that did not provide a preference for an alternative, it appeared at least some of them would support the project, if some of the impacts to landowners and farmers could be reduced or additional access could be provided, etc.</p> <p>The public will have another opportunity to provide input on the design of the project during the Design Public Meeting. This meeting will be held once the design is close to being final but at a point when changes can still be made if needed prior to construction.</p>
<p>Commenter: Kenneth Brewer</p> <p>Comment: This project will cut some of the farm fields into triangles, which makes farming those remaining tracts very difficult and makes a piece of land useless.</p>	<p>TDOT will continue to work with affected landowners throughout the remainder of the environmental phase and the design phase to try to identify areas where minor shifts in the alignment could be made to reduce the impacts to existing farmland.</p> <p>If property is acquired, TDOT will compensate affected property owners by carrying out a right-of-way relocation program in accordance with the Tennessee Uniform Relocation Act of 1972, and Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91646).</p>

### **2.3.3 Official Comments in Letters or Emails**

During the official comment period, five people submitted letter or emails to TDOT regarding the SR-109 (Portland Bypass). The comments provided in letters and emails are summarized in Table 3. Please note that similar comments which were made by the public were grouped by topic where possible.

**Table 3. Comments Provided in Letters and Emails to TDOT.**

Comment and Commenter	Disposition
<b>Letters and Emails</b>	
<p>Commenter: Randall Collins</p> <p>Comment: This project is going to impact five tracts of property we own as part of a farm that has been farmed by my family for over 100 years. The proposed road will cut through the middle of several of these tracts leaving smaller irregular shaped tracts of land on either side. This land is currently some of the best farmland in Sumner County and the proposed roadway would degrade the value of these lands for farming due to access issues, more edge, and less room for large equipment to maneuver in the fields. This would all result in reduced income due to decreased efficiency and yield from crops. I'm also concerned about the property value of the farmland because of the project impacts.</p>	<p>TDOT will continue to work with affected landowners throughout the remainder of the environmental phase and the design phase to try to identify areas where minor shifts in the alignment could be made to reduce the impacts to existing farmland.</p> <p>TDOT will compensate affected property owners by carrying out a right-of-way relocation program in accordance with the Tennessee Uniform Relocation Act of 1972, and Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91646).</p>
<p>Commenter: Randall Collins</p> <p>Comment: It was stated that 13 residences and 3 businesses will be impacted with this bypass. Was this farming enterprise one of the 3 businesses included? We have more to lose in terms of acreage than anyone on this section of the bypass. Approximately 50 acres of prime farmland will be taken within the proposed right-of-way. This creates a significant loss of income to our family and to the farmer that farms our land. The purchase of land by TDOT cannot replace the current value lost as well as production yields. It also leads to the loss of devalued waste land as previously discussed. Not only does this land loss decrease our income, it also greatly impacts our tenant. His profits will be decreased by increased expenses and lost and reduced yields. This will lower his income and profitability in his farming BUSINESS.</p>	<p>Although farming operations will be impacted, no complete displacement of any one farm will occur due to the project. Therefore, no farming operations are included in the three business displacements reported in Section 3.4.1 (Displacement Impacts) of the approved EA. TDOT understands the concern regarding loss of farming income, and will continue to work with affected landowners throughout the remainder of the environmental phase and the design phase to try to identify areas where minor shifts in the alignment could be made to reduce the impacts to existing farmland.</p> <p>For unavoidable displacements and property acquisitions, TDOT will carry out a right-of-way relocation program in accordance with the Tennessee Uniform Relocation Act of 1972, and Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91646).</p>



Comment and Commenter	Disposition
<p>Commenter: Randall Collins</p> <p>Comment: In addition if this is a limited access road we have lost the right to sale our land in the future at appreciated values for commercial.</p>	<p>Comment noted. Existing economic conditions and potential economic impacts associated with the Build Alternative are discussed in Section 3.5 of the approved EA. Potential indirect effects of the Portland Bypass on land use and the economic environment are analyzed in Sections 3.18.3.1 and 3.18.5.1 of the approved EA, respectively.</p> <p>For unavoidable displacements and property acquisitions, TDOT will carry out a right-of-way relocation program in accordance with the Tennessee Uniform Relocation Act of 1972, and Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91646).</p>
<p>Commenter: Randall Collins</p> <p>Comment: If no access is provided to or across the proposed Portland Bypass at Payne Road we will not be able to get our large equipment from one side of the new road to the other without having to travel several miles out of the way on small local roadways not suitable for traveling with large equipment for large distances. This is a big concern.</p>	<p>As shown in Appendix A (Preliminary Functional Plans, Figure 3.7) of the approved EA, no direct access to Payne Road is expected to be provided by the Portland Bypass.</p> <p>Based on comments received at the Public Hearing and in comments received during the official comment period, TDOT will look at providing a bridge for Payne Road over the proposed Portland Bypass during the design phase. If a bridge is considered during design, the bridge would provide access for farmers needing to move equipment from one side of the bypass to the other, and would allow Payne Road to serve as a secondary access route to the Gateview Elementary School to the west.</p>
<p>Commenter: Randall Collins</p> <p>Comment: A comment from a TDOT representative at the November 12, 2015 Public Hearing stated that the bypass was aligned to allow a perpendicular intersection on SR-76 and SR-52. Even though you are going to make SR-52 five lanes at the bypass intersection, why not just adjust its alignment to allow the bypass and its intersection to move eastwardly approximately 200 feet.</p>	<p>TDOT will continue to refine the design of the roadway and intersections/interchanges during the design phase. Input from landowners and the public will be considered and where feasible changes in the alignment may be made to reduce impacts to farmland, residences, etc. However, the overall design must meet current safety and design standards and provide an efficient and safe roadway that meets the purpose and need of the project.</p> <p>The public will have another opportunity to provide input on the design of the project during the Design Public Meeting. This meeting will be held once the design is close to being final, but at a point when changes can still be made if needed prior to construction.</p>

Comment and Commenter	Disposition
<p>Commenter: Joe Payne</p> <p>Comment: I farm several tracts of farmland impacted by the project. This project will make several of the fields inoperable due to getting equipment to the fields or maneuvering the large equipment in the small pieces of farmland that have been split by the new roadway.</p>	<p>TDOT will continue to work with affected landowners throughout the remainder of the environmental phase and the design phase to try to identify areas where minor shifts in the alignment could be made to reduce the impacts to existing farmland.</p> <p>TDOT will compensate affected property owners by carrying out a right-of-way relocation program in accordance with the Tennessee Uniform Relocation Act of 1972, and Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91646).</p>
<p>Commenter: Joe Payne</p> <p>Comment: Getting from one side of the road to the other is of paramount importance to me. The loss of efficiency in farming the properties is a primary impact to me. This tremendously impacts my livelihood.</p>	<p>TDOT will continue to work with affected landowners throughout the remainder of the environmental phase and the design phase to try to identify areas where minor shifts in the alignment could be made to reduce the impacts to existing farmland.</p> <p>As currently shown in Appendix A (Preliminary Functional Plans, Figure 3.7) of the approved EA, no direct access to Payne Road is expected to be provided to the Portland Bypass. Based on comments received at the Public Hearing and in comments following the Public Hearing, TDOT will look at providing a bridge for Payne Road over the proposed Portland Bypass during the design phase.</p> <p>If property is acquired, TDOT will compensate affected property owners by carrying out a right-of-way relocation program in accordance with the Tennessee Uniform Relocation Act of 1972, and Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91646).</p>

Comment and Commenter	Disposition
<p>Commenters: Kenneth B. Brewer and Lila Mae Brewer</p> <p>Comment: The No-Build Alternative should be selected because there are too many negative impacts on the area to proceed with this project. It should be cancelled for the following reasons:</p> <ol style="list-style-type: none"> <li>1. It will take over 200 acres of some of the best farmland in this area. Farmland seems to be the target for the DOT for some reason. The proposed route cuts some fields into triangles, which are not conducive to using large equipment and essentially makes them useless for farm use.</li> <li>2. It will take 13 houses and 3 businesses. No one's house or land for that matter should be taken against their free will. I know the State has the legal right to condemn land, but to take something, anything, against someone's free will is morally and ethically wrong. The laws should be changed.</li> <li>3. You are negatively affecting wetlands, floodplains, and sinkholes. To replace wetlands artificially with more land turned into wetlands simply is not the same and usually doesn't work.</li> </ol>	<p>Comments have been noted.</p> <ol style="list-style-type: none"> <li>1. The No-Build Alternative would have minimal environmental impacts, but it would not meet the proposed project's identified purpose and need. Although only one Build Alternative was carried forward for detailed study in the EA, several other Build Alternatives were previously considered during scoping, but were eliminated for various reasons. As discussed in Section 2.3 of the approved EA, known environmental constraints that would have caused more substantial impacts to sensitive resources when compared to the Build Alternative that was carried forward for further study was one reason for eliminating alternatives from further consideration. TDOT will continue to work with affected landowners throughout the remainder of the environmental phase and the design phase to try to identify areas where minor shifts in the alignment could be made to reduce the impacts to existing farmland.</li> <li>2. For unavoidable displacements and property acquisitions, TDOT will carry out a right-of-way relocation program in accordance with the Tennessee Uniform Relocation Act of 1972, and Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91646).</li> <li>3. TDOT will continue to work with regulatory agencies during the permit acquisition process to determine appropriate mitigation measures for all wetland and stream impacts. All work will be performed in accordance with local, State, and Federal requirements/permits.</li> </ol>

Comment and Commenter	Disposition
<p>Commenters: Kenneth B. Brewer and Lila Mae Brewer</p> <p>Comment: The No-Build Alternative should be selected because there are too many negative impacts on the area to proceed with this project. It should be cancelled for the following reasons (Continued):</p> <ol style="list-style-type: none"> <li>4. The impact to the rural countryside is a big negative. This would be permanent. Air quality would be permanently affected. People in this area picked this area because of the quiet, simplistic, rural lifestyle and this would be permanently ruined by this project.</li> </ol> <p>If you decide to build it, then the following comments apply:</p> <ol style="list-style-type: none"> <li>5. Payne Road should not be cut off. As a matter of fact more roads should have access. The way you have it now basically cuts the City of Portland off.</li> <li>6. The alignment north of SR-52 should be moved to the east to avoid the impacted residences.</li> </ol>	<ol style="list-style-type: none"> <li>4. As discussed in Section 3.1 (Land Use) of the approved EA, the entire Build Alternative corridor is located either within the existing Portland city limits or in the proposed Urban Growth Boundary where urban development is most likely to occur in the reasonably foreseeable future according to Sumner County's <i>2035 Comprehensive Plan</i>. Implementation of the project under the Build Alternative would be consistent with, and an important component of, the planned growth and associated land use changes in the northwest portion of Sumner County, including planned growth within the Portland Urban Growth Boundary. It is consistent with the land use plans and policies adopted by the City of Portland and Sumner County's <i>2035 Comprehensive Plan</i>. An Air Quality Study was completed as part of the EA and is included as Appendix H of the approved EA. According to this analysis, no air quality impacts are expected due to this project.</li> <li>5. As currently shown in Appendix A (Preliminary Functional Plans, Figure 3.7) of the approved EA, no direct access to Payne Road is expected to be provided to the Portland Bypass. Based on comments received at the Public Hearing and in comments following the Public Hearing, TDOT will look at providing a bridge for Payne Road over the proposed Portland Bypass during the design phase.</li> <li>6. TDOT will continue to work with affected landowners throughout the remainder of the environmental phase and the design phase to try to identify areas where minor shifts in the alignment could be made to reduce the impacts to in terms of displacements. For unavoidable displacements and property acquisitions, TDOT will carry out a right-of-way relocation program in accordance with the Tennessee Uniform Relocation Act of 1972, and Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91646).</li> </ol>

Comment and Commenter	Disposition
<p>Commenters: Kenneth B. Brewer</p> <p>Comment: A highway built of this type would be dangerous because of the high speed of the traffic. You may design it for a 60 mph speed, but all one has to do is travel the new SR-109 route to Gallatin to see most people are going easily over 70 mph. Local, County, and State law enforcement do not seem to try to enforce the speed limit. You may say the design and building of the road is your job, not enforcing the law, but the fact is if you don't build it then we won't have to deal with the dangerous speeders this will put in our area. To build this road will cost some people their lives eventually.</p>	<p>Comment noted. The Portland Bypass would be built to current safety and design standards. TDOT will continue to monitor the roadway during its operation to identify any potential safety issues and will make necessary improvements were deemed necessary to provide the safest route possible.</p>
<p>Commenter: Kenneth B. Brewer</p> <p>Comment: Much of the reputed truck traffic that comes to Portland now is because of the trucks skipping the weigh scales on I-65. They simply use SR-52 to SR-109 to go around the weigh station, which is illegal. If this project is built a weigh station should be put at the north end of SR-109 to stop this. That would reduce truck traffic through Portland.</p>	<p>Comments noted. TDOT is not currently planning to construct a weigh station on SR-109 to eliminate truck traffic. SR-109 is used for trucks traveling to and from local industrial/warehousing areas along with trucks traveling through the area to gain access to I-65. Improving system linkage by providing a better north/south route to connect the SR-109 improvements that have been completed south of Portland and the new I-65 Interchange and associated SR-109 improvements north of Portland are some of the primary needs for the project.</p>

Comment and Commenter	Disposition
<p>Commenter: Kenneth B. Brewer</p> <p>Comment: I had experience dealing with TDOT in 1994 when they put SR-52 West in and cut my farm in two. At that time over 90 percent of the comments on record were against the project, but they built it anyway. I ran for state representative in 1992 to try to have some influence with restricting funds where people did not want roads to be pushed upon them. I narrowly lost. I will be writing my state representative and senator to ask them to vote against funding any road bill that would include this project. Many of the people in this area feel this way but are afraid to express their views in fear of you may run a road through their house next. I was assured at the last meeting that the DOT had greatly improved since 1994 and was a “kinder and gentler” agency to deal with. Taking 200 acres of private land and 13 homes and 3 businesses is not by idea of being kind or even reasonable</p>	<p>Comment noted.</p>
<p>Commenter: Lila Mae Brewer</p> <p>Comment: I have lived on this farm for 90 years and still in good health and I hope I never see all the land ruined in this section of Portland.</p>	<p>Comment noted.</p>



Comment and Commenter	Disposition
<p>Commenter: Mary Ann Payne Golden</p> <p>Comment: I am writing as a joint-owner of a large plot of farmland that will be sliced in two by this project. Please consider my reservations concerning the project as follows:</p> <ol style="list-style-type: none"> <li>1. The use of the term “cul-de-sac”. This seems to be the wrong choice of words with respect to this project. The term seems appropriate for subdivisions. The term softens the actual meaning of the word “dead end”... It seems no regard was given to how farmers were going to get their farm equipment to the parts of their land that will be cut off by the project. We do not want to turn our land in to subdivisions. We are farmers who strive to make a living in a modern-day agricultural environment that requires large amounts of land and large equipment in order to provide basic drops for food for both man and livestock. Is it still possible for Payne Road to have access across the proposed bypass?</li> <li>2. Alternative access to blocked acreage is another concern. The available route one would need to take to get to land cut off on one side of Payne Road from the other would be long and difficult for large farm equipment, such as a combine.</li> <li>3. It seems that in many small towns, the bypass location process always bypasses direct access to an industrial park. Therefore the tractor trailers exit such bypasses and drive directly through town to reach their destination. Of course wide open farmland provides a “Path of least resistance” when plans are made for new roads.</li> </ol>	<p>Comments noted.</p> <ol style="list-style-type: none"> <li>1. As currently shown in Appendix A (Preliminary Functional Plans, Figure 3.7) of the approved EA, no direct access to Payne Road is expected to be provided to the Portland Bypass. Based on comments received at the Public Hearing and in comments following the Public Hearing, TDOT will look at providing a bridge for Payne Road over the proposed Portland Bypass during the design phase.</li> <li>2. As shown in Appendix A (Preliminary Functional Plans, Figure 3.7) of the approved EA, no direct access to Payne Road is expected to be provided by the Portland Bypass. Based on comments received at the Public Hearing and in comments received during the official comment period, TDOT will look at providing a bridge for Payne Road over the proposed Portland Bypass during the design phase. If a bridge is considered during design, the bridge would provide access for farmers needing to move equipment from one side of the bypass to the other, and would allow Payne Road to serve as a secondary access route to the Gateview Elementary School to the west.</li> <li>3. The Portland Bypass will provide direct access to the industrial area near Kirby Drive via the Kirby Drive connector. The northern terminus of the Portland Bypass will connect to existing SR-109 which will provide direct access to other industrial/warehousing areas. TDOT will continue to work with affected landowners throughout the remainder of the environmental phase and the design phase to try to identify areas where minor shifts in the alignment could be made to reduce the impacts to existing farmland.</li> </ol>

Comment and Commenter	Disposition
<p>Commenter: Mary Ann Payne Golden (Continued)</p> <p>4. I realize fighting battles with the State of Tennessee seems a lost cause. The “powers that be” can take solace in that the poor farmer was paid for his/her land and that is the end of the story and it is a done deal. But what about the livelihoods that will be interrupted if not destroyed. Sure Point A can still reach Point B; but the costs for the time, effort, downtime, and expenses for equipment use, lost production time most likely never enters the minds of planners. Please consider the great impact of dissecting Payne Road will have on many land owners on both sides of the dead-end or cul-de-sac.</p>	<p>4. Comment noted. Based on comments received at the Public Hearing and in comments following the Public Hearing, TDOT will look at providing a bridge for Payne Road over the proposed Portland Bypass during the design phase.</p>
<p>Commenter: Jodie Harris</p> <p>Comments: I live on T.G.T. Road, and have lived on this road for 51 years. My concern is due to existing flooding in this area due to the City of Portland drainage. If you build the road flooding will be an issue. I am concerned that my yard and my home will flood if the road is built up too high.</p>	<p>As discussed in Section 3.7.4 (Floodplains) of the approved EA, there is a known 100-year floodplain in the vicinity of Summers Branch and T.G.T. Road that will be taken into consideration during the design phase. TDOT will conduct a hydraulic study during the design phase to determine the appropriate culvert sizing, stream diversions, floodwater storage, etc. to ensure that proper conveyance of floodwaters under the roadway to minimize impacts to current drainage patterns. To remain in compliance with applicable laws and regulations related to floodplains, including EO 11988, <i>Floodplain Management</i>, the roadway would not increase the base flood elevations upstream from the floodplain crossing so as to not cause new, or worsen any existing, flooding issues in the area.</p>
<p>Commenter: Jodie Harris</p> <p>Comment: My house is only about 20 feet outside of the proposed 250-ft right-of-way. My concern is that an 18-wheeler will run off of the road and crash into my house causing me to have safety concerns. I am worried that I will not be able to sleep because I will be worried about the trucks hitting my house. I understand the need to get the traffic out of Portland, but not at the cost of my or my family's life.</p>	<p>TDOT will construct a roadway that meets the current safety and design standards. This will include incorporating any type of barriers, guardrails, or grade changes that would be needed to ensure the safety of residences that remain adjacent to the new roadway and ensure proper safety zones are considered.</p> <p>Proposed right-of-way boundaries shown on the functional layouts in Appendix A are preliminary in nature and will be finalized during design.</p>

Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, Southern Environmental Law Center (SELC)</p> <p>Comment: The SELC has a long-standing interest in State Route 109 ("SR-109"), and we strongly support efforts to improve this corridor.</p>	<p>Comment noted.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: We have serious concerns with the environmental review and project selection processes for improvements along the corridor, including the Portland Bypass. More particularly, we believe the Draft EA is insufficient because without specific design features, it is not clear that the Portland Bypass will meet the proposed purpose and need.</p>	<p>The environmental review process was conducted in accordance with the National Environmental Policy Act (NEPA) procedures, following both FHWA and TDOT policies. In addition, the project was developed using the Tennessee Environmental Streamlining Agreement (TESA) procedures for the consideration of purpose and need, identification of alternatives, and assessment of potential environmental impacts. The proposed project has logical termini and independent utility, as it would be a useful and usable section of roadway without additional improvements to other sections of SR-109 within the corridor. The Portland Bypass project meets all the purpose and need objectives as outlined in the approved Environmental Assessment (EA). Specifically, the project would improve local, regional, and statewide mobility by improving traffic flow on the SR-109 corridor through the Portland area. It would enhance system linkage by providing an improved north/south route to link the SR-109 improvements completed south of Portland and the new I-65 interchange and the associated SR-109 improvements north of Portland. The proposed improvements would serve present and future traffic demands; would reduce the volume of traffic, especially trucks, on existing SR-109 through downtown Portland, thereby improving traffic flow and overall capacity; would provide a roadway that meets current design standards; and would provide a safer route that would be able to handle high traffic volumes in a safe and efficient manner. It would therefore meet the listed needs for the project (system linkage, transportation demand, traffic and capacity, roadway deficiencies, and safety).</p> <p>TDOT developed the project in coordination with the City of Portland to determine the general location and preliminary design studied in the EA. Should any modification to the proposed design occur after the environmental review process is complete, TDOT would reassess the impacts to ensure the overall findings of the approved environmental document are still accurate.</p>

Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: We believe the Draft EA is insufficient because alternatives to this project have not been adequately considered.</p>	<p>TDOT began evaluating options to address the need to improve traffic flow, reduce truck traffic, and enhance safety on SR-109 through downtown Portland in a Transportation Planning Report (TPR), which was approved in August 2006. Following approval of the TPR, TDOT continued to evaluate alternatives in accordance with the TESA process. After considering a range of alternatives during the TPR and TESA processes, TDOT decided that it was appropriate to analyze the No-Build Alternative and one Build Alternative in detail in the EA. Other alternatives considered during the NEPA process were eliminated from detailed analysis because they did not meet the purpose and need for the project or because they were not considered reasonable alternatives. Transportation System Management (TSM) improvements (e.g., interchange improvements, addition of turning lanes, and changes to signal locations and timing) and widening of existing SR-109 through downtown Portland were eliminated because they did not meet the purpose and need for the project, including the need to reduce existing heavy truck traffic and projected future traffic volume through downtown Portland. Other bypass options following alternative alignments (TPR Option A, TPR Option B, and alternatives that bypass Portland to the east) were dismissed because they were not considered reasonable alternatives based on economic, technical, and environmental factors when compared to other available options. A discussion of the alternatives that were considered but dismissed and the reasons for eliminating them is provided in Section 2.3 of the approved EA.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: We believe the Draft EA is insufficient because the impacts of this proposal have not been fully assessed. We believe these issues and the extent of environmental impacts of this project warrant careful consideration in a more comprehensive Environmental Impact Statement ("EIS").</p>	<p>The environmental review process was conducted in accordance with NEPA following both FHWA and TDOT policies. In addition, the project was developed using the TESA procedures for the consideration of purpose and need, identification of alternatives, and assessment of potential environmental impacts included in the EA to date. TDOT, in consultation with the FHWA Tennessee Division Office, determined that an EA was an appropriate environmental document type for this project. As identified in the EA, no significant impacts were identified during the environmental analysis; therefore, the preparation of an EIS is not appropriate.</p>

Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: We recognize that SR-109 is a critical corridor in Middle Tennessee and have long been involved in proposals for this corridor. SELC was actively engaged in the compromise to improve SR-109 in lieu of a northern State Route 840 outer beltway for the Nashville region. In the years since, we have followed the progress of TDOT's efforts to study and improve SR-109.</p>	<p>Comment noted.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: We are aware that TDOT is currently using SR-109 as part of the Federal Highway Administration's Public Health &amp; Transportation Corridor Planning Framework beta test. As we understand it, the project seeks to define transportation and public health issues, develop goals and objectives that promote public health, and identify preferred alternatives to optimize public health. This is an important effort.</p>	<p>TDOT used the SR-109 corridor to participate in FHWA's Health in Transportation Corridor Planning Framework Beta Test. The purpose of the Framework is to support agency efforts to incorporate health into corridor planning studies. The Framework identifies issues to consider and data, tools, and resources that may be helpful in corridor planning activities. The purpose of the Beta Test was to assess the effectiveness of the Framework and identify potential areas for improvement in the tool. TDOT only tested a portion of the Framework. The outcome of TDOT's Beta Test on SR-109 was the development of a standard process for the continuing consideration of public health during the transportation planning process in Tennessee. Implementation of the Build Alternative would not preclude consideration of improvements in support of health in transportation, should such improvement be identified in the future.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: Although this project is of limited scope and duration, we hope that TDOT internalizes the lessons learned and transfers them to other corridors.</p>	<p>Comment noted.</p>

Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: We have been observing the progress of the SR-109 Access Management Study (“Study”) facilitated by the Nashville Area Metropolitan Planning Organization (“MPO”). The Study’s preliminary findings suggest best practices, safety elements, and design criteria along a sliding scale of access. Using a variety of access categories recognizes that different roads and/or segments serve different purposes or have already been developed to a point where they cannot be re-designated. However, for the SR-109 corridor as a whole, the goal must be to limit access points in order to increase both safety and mobility.</p> <p>The most restrictive class of access (designated “Class I” in the Study) is likened to an “expressway” where access is provided only by grade-separated interchanges, there is no direct public or private access, and a non-traversable median is required. If it is to be built, the Portland Bypass has the potential to be a Class I roadway and should be so designed.</p>	<p>Currently, the SR-109 Access Management Study is in draft form. TDOT is participating in the development of the Access Management Study and is developing the SR-109 EA in a manner which should not preclude consideration of further future improvements within the corridor that may arise as part of the Access Management Study or other studies. Note that a full control of access facility is one that gives preference to through traffic by providing access connections with selected public roads only by prohibiting crossings at direct private driveway connections. A partial control of access facility also gives preference to through traffic but may have some crossings at grade and some private driveway connections. Although the Portland Bypass is not proposed as a full control of access facility at this time, the proposal is for a partial control of access facility that is consistent with the SR-109 section south of Portland. The level of access for the Portland Bypass will be finalized during the design phase, taking into consideration the safety and mobility of the overall SR-109 corridor on a regional basis, as well as the needs of the local community. Public officials, as well as members of the public, have expressed interest in more access than is currently provided for in the plan. For projects like the Portland Bypass, the local and regional needs must be balanced to provide a facility that meets the purpose and need and provides a safe and efficient transportation system. Access points along the Portland Bypass will be limited to the extent possible, while still allowing the roadway to fit in with the long-term plans of the local community.</p>



Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: It is not evident that it should be built at all. On the one hand, we believe the Portland Bypass must be a Class I roadway if it is to meet the Draft EA's stated purpose and need. On the other hand and as discussed below, it is not yet clear that any bypass—as currently envisioned and subject to future local-level development decisions—will meet the Draft EA's stated purpose and need given that the Level of Service (“LOS”) would not be significantly improved and there may be less destructive alternatives. In other words, we are not categorically opposed to bypasses, but the Draft EA has not sufficiently justified this bypass's need by considering and ruling out less damaging alternatives. If a bypass is required after a robust alternatives analysis, we believe it must be designed in a way that ensures that it will meet a need while also minimizing disruptive land use and other environmental impacts that often follow bypass construction.</p>	<p>Although only one Build Alternative was carried forward for detailed study in the EA, several other Build Alternatives were previously considered during scoping, but were eliminated due to various reasons, such as failure to meet the project Purpose and Need. This discussion of the alternatives which were previously dismissed is included in Section 2.3 of the approved EA. The project would result in significant improvements in Level of Service, which are quantified in Section 2.2.2 in the approved EA. In general, "with the proposed Build Alternative in place, traffic volumes on existing SR-109 through downtown Portland would be reduced by half in the base year of operation (2020)." In addition, for Base Year 2020, the LOS along SR-109 from SR 76 to SR 52 would improve from a LOS B for existing conditions to a LOS A (best operating conditions/free flow) for the proposed improvements. The LOS along SR-109 between SR-52 and SR-41 would improve from LOS D (drivers being severely restricted in maneuverability) to a LOS A. TDOT will continue to coordinate with the local officials regarding access points along the proposed bypass, however, land use decisions are at the discretion of local officials and TDOT is not a party to those decisions. TDOT has no control of land use outside of the proposed right-of-way.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: While we understand that the Portland Bypass has not yet reached the design phase, it would not be inappropriate for the Draft EA to include such best practices and safety elements to ensure that the bypass is meeting its stated purpose and need.</p>	<p>TDOT's policy is to ensure the design of the project includes best practices and safety elements that meet current design and safety standards, while still providing a facility that will meet the stated purpose and need of the proposed project.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: It would not be inappropriate for the Draft EA to include such best practices and safety elements to ensure that the bypass is guaranteed to be consistent with the larger corridor improvement strategies being investigated by the Study.</p>	<p>Currently, the SR-109 Access Management Study is in draft form. TDOT is participating in the development of the Access Management Study. As the project progresses to the design phase of project development, TDOT will review appropriate studies and agreements to ensure that the design of the project is consistent with, and supports, the larger corridor improvement strategies.</p>

Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: Currently, the Draft EA lacks several of the best practices and design elements recommended (preliminarily) by the Study. For example, the nominal purpose of the Portland Bypass is “to improve local, regional, and statewide mobility”, but the Draft EA states, “Access is expected to be provided to many of the existing roads in the area.” This statement is of concern if this means “direct” access.</p>	<p>Although the Portland Bypass is not proposed as a fully-controlled access facility at this time, it is a limited access facility that is consistent with the SR-109 section south of Portland, and it does meet the purpose and need for the project. For projects like the Portland Bypass, the local and regional needs must be balanced to provide a facility that meets the purpose and need and provides a safe and efficient transportation system. Access points along the Portland Bypass will be limited to the extent possible, while still allowing the roadway to fit in with the long-term plans of the local community.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: We are also concerned by the many access points on the preliminary design drawings that are not grade-separated interchanges. A proliferation of access points on the Portland Bypass will slow traffic and therefore provide no more benefit than the current segment of SR-109 that passes through downtown Portland—wasting millions of taxpayer dollars and causing significant damage with little or little to no benefit.</p>	<p>Although the Portland Bypass is not proposed as a full control of access facility at this time, it is a partial control of access facility that is consistent with the SR-109 section south of Portland, and it does meet the purpose and need for the project. Access points along the Portland Bypass will be limited to the extent possible, while still allowing the roadway to fit in with the long-term plans of the local community. Based on traffic projections completed for the Build Alternative (see Section 2.2.2 of the EA), the Portland Bypass from north of SR-52 to existing SR-109 north of Kirby Drive would provide a LOS A in 2020 and 2040. Comparatively, existing SR-109 through Portland’s CBD (SR-52 to Kirby Drive) would provide a LOS D in 2020 and 2040 under the No-Build Alternative. The LOS for SR-109 through the CBD would improve to LOS C in 2020 and 2040 under the Build Alternative, resulting in approximately 16,000 fewer vehicles (8% of those being trucks) traveling on existing SR-109 through downtown Portland. These traffic projections assumed six access points along the Portland Bypass: existing 109, SR 76, SR 52, College St, TGT Road to the west, Kirby Road, Kenwoods Dr./Woods Road where the existing and the proposed project connect.</p> <p>Removing truck traffic and other vehicles from the existing downtown section of SR-109 would improve traffic flow and safety, and potentially reduce air pollutant emissions and noise in the central business district.</p>

Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: According to the SR-109 Study, traffic volumes are projected to more than double by 2040 along the corridor, and truck percentage is forecasted to increase as much as fourfold. Therefore, in order to ensure that SR-109 fulfils its promise to provide improved access and mobility in a fast-growing region, we believe all TDOT projects along the corridor—especially new road projects like the proposed Portland Bypass must be consistent with the principles of safety.</p>	<p>Currently, the SR-109 Access Management Study is in draft form. TDOT is participating in the development of the Access Management Study. As the project progresses to the design phase of project development, TDOT will review appropriate studies and agreements to ensure that the design of the project is consistent with, and supports, the larger corridor improvement strategies. TDOT's policy is to ensure the design of the project includes best practices and safety elements that meet current design and safety standards, while still providing a facility that would meet the stated purpose and need of the proposed project.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: In order to ensure that SR-109 fulfils its promise to provide improved access and mobility in a fast-growing region, ,we believe all TDOT projects along the corridor—especially new road projects like the proposed Portland Bypass—must provide the highest feasible speeds.</p>	<p>The design speed of the Portland Bypass including horizontal and vertical alignments, clear zones, etc. will be done according to TDOT standard criteria for roadways of its type. The speed limit will be set by the local government within city limits when construction is complete as is standard across the state.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: In order to ensure that SR-109 fulfils its promise to provide improved access and mobility in a fast-growing region, we believe all TDOT projects along the corridor-especially new road projects like the proposed Portland Bypass-control future land use conditions to prevent development from undermining efficient movement through the corridor.</p>	<p>TDOT will continue to coordinate with the local officials regarding access points along the proposed bypass, however, land use decisions are at the discretion of local officials and TDOT is not a party to those decisions. TDOT has coordinated with the local officials through the SR-109 Corridor Management Agreement about the importance of the connection between land use and transportation.</p>

Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: It may well be that the Portland Bypass is needed and can achieve these objectives, but we cannot know that unless TDOT explains why less impactful alternatives are inappropriate and prepares an Environmental Impact Statement.</p>	<p>The environmental review process was conducted in accordance with NEPA following both FHWA and TDOT policies. In addition the project was developed using the TESA procedures for the consideration of purpose and need, identification of alternatives, and assessment of potential environmental impacts included in the EA to date. The proposed project has logical termini and independent utility, as it would be a useful and usable section of roadway without additional improvements to other sections of SR-109 within the corridor. The Portland Bypass project would meet all the purpose and need objectives as outlined in the approved EA. TDOT developed the project in coordination with the City of Portland to determine the general location and preliminary design studied in the EA. Should any modification to the proposed design occur after the environmental review process is complete, TDOT will reassess the impacts to ensure the overall findings of the approved environmental document are still accurate. Although only one Build Alternative was carried forward for detailed study in the EA, several other Build Alternatives were previously considered during scoping, but were eliminated due to various reasons, such as failure to meet the project's Purpose and Need. This discussion of the alternatives which were previously dismissed is included in Section 2.3 of the approved EA.</p>

Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: We are concerned with the use of an Environmental Assessment in the Portland Bypass analysis rather than a more comprehensive Environmental Impact Statement ("EIS"). "NEPA is one of our most important tools for ensuring that all federal agencies take a 'hard look' at the environmental implications of their actions." Sw. Williamson Cnty. Cmty. Ass'n, Inc. v. Slater, 243 F.3d 270, 278 (6th Cir. 2001) (quoting Kleppe v. Sierra Club, 427 U.S. 390, 410 n.21 (1976)). NEPA requires federal agencies to prepare a "detailed statement," known as an Environmental Impact Statement ("EIS"), regarding all "major Federal actions significantly affecting the quality of the human environment." 42 U.S.C. § 4332(2)(C); 40 C.F.R. § 1502.3. "A significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial." 40 C.F.R. § 1508.27(b).</p> <p>FHWA regulations clarify that, in the transportation context, there are certain types of actions that normally require an EIS, including "a new controlled access freeway" and "a highway project of four or more lanes on new location." 23 C.F.R. § 771.115(a). While the Portland Bypass is not a stand-alone new highway, it is described as a "new segment of State Route (SR) 109" that will convert 193 acres of farmland to transportation uses and that will impact more than 5,000 feet of stream channels and at least 11 wetlands. Given the nature of the proposed project and the extent of its impacts, an EIS should be prepared.</p>	<p>The environmental review process was conducted in accordance with NEPA following both FHWA and TDOT policies. In addition, the project was developed using the TESA procedures for the consideration of purpose and need, identification of alternatives, and assessment of potential environmental impacts included in the approved EA. TDOT, in consultation with the FHWA Tennessee Division Office, determined that an EA was an appropriate environmental document type for this project. As stated in the approved EA, no significant impacts were identified during the environmental analysis; therefore, the preparation of an EIS is not appropriate.</p> <p>In accordance with CEQ regulations, TDOT considered context and intensity when analyzing the significance of impacts. Farmland impacts were analyzed in accordance with the Farmland Protection Policy Act (FPPA) of 1981 with technical assistance from the Natural Resources Conservation Service (NRCS). Factors used in evaluating the impacts of the project include the acreage impacted, site assessment score calculated by NRCS in accordance with the FPPA, current land use, and planned future land use. The U.S. Department of Agriculture recommends that sites receiving a score totaling 160 or more (260 is the maximum) be given increasingly higher levels of consideration for protection and the consideration of additional alternatives with fewer impacts. The site assessment score for the Build Alternative was below the 160 point threshold. The farmland conversion impact rating form (AD-1006) is included in Appendix B of the approved EA. On Form AD-1006 the NRCS reported on 12/3/2014 that the typical farm size in Sumner County is 107 acres. Also on Form AD-1006, the NRCS reported on 12/3/2014 that the total farm acreage in Sumner County is 239,000 acres. The percentage of farmland that would be converted by the project is 0.01 percent of the county's total farmland acreage. Although much of the project area is currently agricultural, it is within the City of Portland's Urban Growth Boundary in areas where planned residential and commercial development is already anticipated.</p>

Comment and Commenter	Disposition
	<p>Most of the aquatic habitats in the study area are of somewhat reduced quality from past and present human disturbances. The approximately 5,000 linear feet of stream channel that would be impacted by the Build Alternative includes areas that are already encapsulated at existing roadways. Using the ArcGIS Online Tennessee Stream data from 2008, there is approximately 3,335,372 linear feet of stream in Sumner County. The amount of streams impacted by the project is 0.1 percent of all stream in the county. The project would not impact Exceptional Tennessee Waters or Outstanding National Resource Waters. As discussed in Section 3.7.2.4 (Mitigation of Aquatic Resources Impacts) of the approved EA, impact avoidance and minimization measure would be utilized and unavoidable impacts will be mitigated as required by applicable laws and regulations. As summarized in Table 3.7 of the approved EA, 13 wetlands totaling about 7.85 acres have been identified within or adjacent to the project limits and approximately 2.36 acres would likely be permanently filled or drained under the Build Alternative. Additional wetland acreage could be temporarily disturbed and indirectly affected. The National Wetland Inventory GIS data layer (<a href="https://www.fws.gov/wetlands/data/data-download.html">https://www.fws.gov/wetlands/data/data-download.html</a>) identified approximately 6,334 acres of wetlands in Sumner County. Only 0.1 percent of these wetland would be impacted under the Build Alternative. As discussed in Section 3.7.3.2 (Mitigation of Wetland Impacts), of the approved EA, impact avoidance and minimization measure would be utilized and unavoidable impacts will be mitigated as required by applicable laws and regulations.</p>



Comment and Commenter	Disposition
<p>(cont. from above) An agency that is uncertain whether an EIS is required may first develop an Environmental Assessment (“EA”). An EA is a concise public document that “provide[s] sufficient evidence and analysis” for determining whether to prepare an EIS or issue a Finding of No Significant Impact (“FONSI”). 40 C.F.R. §§ 1508.9(a). The information provided in the Draft EA, although limited, is sufficient to suggest that an EIS should be prepared.</p>	<p>Factors used in considering the significance of impacts on stream channels included the length impacted, stream classification, current/past alterations, and impact avoidance, minimization, and mitigation measures. Most of the aquatic habitats in the study area are of somewhat reduced quality from past and present human disturbances. The approximately 5,000 linear feet of stream channel that would be impacted by the Build Alternative includes areas that are already encapsulated at existing roadways. The project would not impact Exceptional Tennessee Waters or Outstanding National Resource Waters. As discussed in Section 3.7.2.4 (Mitigation of Aquatic Resources Impacts) of the approved EA, impact avoidance and minimization measure would help ensure impacts are not significant, and unavoidable impacts will be mitigated as required by applicable laws and regulations.</p> <p>As summarized in Table 3.7 of the approved EA, 13 wetlands totaling about 7.85 acres have been identified within or adjacent to the project limits and approximately 2.36 acres would likely be permanently filled or drained under the Build Alternative. Additional wetland acreage could be temporarily disturbed and indirectly affected. As discussed in Section 3.7.3.2 (Mitigation of Wetland Impacts), of the approved EA, impact avoidance and minimization measures would help ensure impacts are not significant and unavoidable impacts will be mitigated as required by applicable laws and regulations. Mitigation requirements would account for the functions and values of the wetlands permanently impacted, and would help to ensure no net loss of wetlands and less than significant impacts to wetlands.</p>
<p>Commenter: Anne E. Passino, SELC. Comment: Moreover, even if FHWA and TDOT determine that an EIS is not required, the EA must discuss the need for the proposed project, as well as “environmental impacts of the proposed action and alternatives.” See 40 C.F.R. § 1508.9(b). We submit that the Draft EA fails to do this and is inadequate for multiple reasons.</p>	<p>As identified in the EA, no significant impacts were identified during the environmental analysis; therefore, the preparation of an EIS is not appropriate. The approved EA discusses the need for the proposed project throughout Chapter 1. Chapter 3 of the approved EA discusses the environmental consequences of both the No-Build and Build Alternatives.</p>

Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: Section 102(2)(E) of NEPA, 42 U.S.C. §4332(2)(E), requires an agency to consider alternatives to the proposed action. Courts have interpreted this provision to require full and meaningful consideration of all reasonable alternatives, regardless of whether an EIS or an EA is being prepared. See, e.g., <i>Env'tl. Prot. Info. Ctr. v. United States Forest Serv.</i>, 234 Fed. Appx. 440, 442-43 (9th Cir. 2007); <i>Bob Marshall Alliance v. Hodel</i>, 852 F.2d 1223, 1228-29 (9th Cir. 1988).</p> <p>Generally, “the range of alternatives that must be discussed under the National Environmental Policy Act is a matter within an agency’s discretion.” <i>Save Our Cumberland Mountains v. Kempthorne</i>, 453 F.3d 334, 342 (6th Cir. 2006) (internal quotations omitted) (affirming EA valid but expressing that agency’s consideration of only three alternatives – granting a license, denying a license, or taking no action – “unduly circumscribes the scope of alternatives that the statute and regulations require federal agencies to consider”). However, when exercising this discretion, “[A]n agency may not define the objectives of its action in terms so unreasonably narrow that only one alternative from among the environmentally benign ones in the agency’s power would accomplish the goals of the agency’s action, and the EIS would become a foreordained formality.” <i>Citizens Against Burlington, Inc. v. Busey</i>, 938 F.2d 190, 196 (D. C. Cir. 1991); see <i>Kempthorne</i> at 343 (“[T]he suggestion that the agency had authority only to mention [the proposed] three alternatives in its environmental assessment presents a false trichotomy.”).</p>	<p>The environmental review process was conducted in accordance with NEPA following both FHWA and TDOT policies. The project used TESA procedures for the consideration of purpose and need, identification of alternatives, and assessment of potential environmental impacts included in the approved EA. One Build Alternative and the No-Build Alternative were carried forward in the EA although several other alternatives were considered earlier in the project development process. The August 31, 2006 TPR included three alternatives (Option A, Option B, and Option C). Option C became the Build Alternative while Option A and B were eliminated because they did not meet the project’s stated purpose and need. Other concepts, such as shifting the proposed bypass route to the east of Portland and/or construction of Transportation System Management (TSM) projects, including widening the existing SR-109 through Portland’s downtown, were also considered. All of these alternatives and/or concepts were removed from further consideration, because they were not able to fully meet the purpose and need for the project, were not expected to substantially improve north-south traffic flow, reduce truck traffic, and/or improve safety along SR-109 in Portland, or because of known environmental constraints that would have caused more substantial impacts to sensitive resources when compared to the Build Alternative that was carried forward for further study. Section 2.3 of the approved EA provides additional details about alternatives considered but eliminated, and reasons for eliminating them from further consideration.</p>

Comment and Commenter	Disposition
<p>(<i>cont. from above</i>) Further, guidance from the President’s Council on Environmental Quality (“CEQ”) provides, “Reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant.” CEQ, A Citizen’s Guide to NEPA at 16 (Dec. 2007) (Attachment 24). See also Forty Most Frequently Asked Questions Concerning CEQ’s NEPA Regulations, 46 Fed. Reg. 18,016, Q.A. 2a (Mar. 23, 1981). The alternatives analysis is the heart of the environmental review. See 40 C.F.R. § 1502.14.</p> <p>In lieu of a robust and proper alternatives analysis, the Draft EA here truly considers only two alternatives: “The No-Build Alternative” and “The Build Alternative.” However, “[w]here the agency considers only a no-action alternative along with two ‘virtually identical alternatives,’ NEPA is violated.” <i>Ocean Mammal Inst. v. Gates</i>, 546 F. Supp. 2d 960, 976 (D. Haw. 2008), modified in part on other grounds, No. 07-00254DAELEK, 2008 WL 2020406 (D. Haw. May 9, 2008)..</p>	

Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: The Draft EA briefly states that other alternatives were considered over the years but were eliminated for various reasons. The failure to evaluate these alternatives and their peremptory elimination render the Draft EA defective and incomplete.</p>	<p>The environmental review process was conducted in accordance with NEPA following both FHWA and TDOT policies. In addition, the project was developed using the TESA procedures for the consideration of purpose and need, identification of alternatives, and assessment of potential environmental impacts included in the EA to date. "The EA may either (1) discuss the preferred alternative and identify any other alternatives considered or (2) if the applicant has not identified a preferred alternative, the alternatives under consideration. The EA does not need to evaluate in detail all reasonable alternatives for the project, and may be prepared for one or more build alternatives" (from "Guidance for Preparing and Processing Environmental and Section 4(f) Documents" - FHWA Technical Advisory T 6640.8A, October 30, 1987). While some proposals may have several reasonable Build Alternatives that would satisfy the Purpose and Need, the process for the SR-109 project resulted in only one Build Alternative that was carried forward for more detailed study in the EA. Although only one Build Alternative and the No-Build Alternative were carried forward in the EA, several other alternatives were considered early in the NEPA process. Those additional alternatives are discussed in Section 2.3 of the approved EA.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: In addition to a lack of discussion about shorter bypass routes impacting less farmland, the Draft EA does not discuss rail as a means to reduce freight traffic.</p>	<p>While Federal-aid highway funding can be used for certain projects that facilitate the movement of freight, such as freight distribution and transfer facilities and intermodal facilities, the primary means by which freight movement is enhanced by TDOT is by the improvement of roadway facilities, which provide for safer and more efficient routes for the movement of freight. The SR-109 project would provide a continuous connection between I-40 east of Nashville to I-65 north of Nashville, providing an alternative route for freight movement that avoids not only traffic congestion in Nashville, but also the congestion through the central business district of Portland. The Draft Tennessee Statewide Multimodal Freight Plan currently contains a Middle Tennessee Project List, which includes the SR-109 (Portland Bypass) project as well as the new I-65/SR-109 Interchange project. There are two projects (studies) related to rail listed on the Statewide Freight Project List, the results of which could eventually affect the project area, including 1) preparation of a Feasibility Study of rail lines running parallel to I-81, I-40, I-65 and I-24 and 2) a Statewide study of intermodal facility locations. These studies would not affect the current plan for the SR-109 (Portland Bypass) project.</p>

Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: The Draft EA does not discuss transit as a means to reduce congestion caused by single vehicle occupancy travel.</p>	<p>While expanding transit options in the area (i.e., regularly scheduled bus routes to Nashville, Gallatin, Lebanon, or light rail lines) might improve vehicular traffic conditions in the Portland area, including along SR-109, such improvements are not currently proposed. Transit improvements would not, by themselves, meet the overall purpose and need of the project as discussed in Chapter 1 of the approved EA.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: The Draft EA offers short shrift to Transportation Systems Management ("TSM") improvements as a way to improve flow on the current corridor.</p>	<p>TSM project in the area could be implemented as future stand-alone projects to help further improve some of the local traffic flow and safety concerns. However, as noted in Section 2.3.3 of the EA, implementing TSM projects alone would not meet the overall purpose and need of the project defined in Chapter 1. In addition, implementing only TSM alternatives would not allow for full realization of an improved SR-109 corridor from I-40 to I-65.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: The Draft EA does not discuss a combination of these alternatives (TSM, transit, rail) as a means to achieve the purpose and need of the project. Here, by considering only a no-action alternative and one build action alternative, TDOT defeats the purpose of the EA, which is to examine the impacts of the proposed action in comparison to alternatives. See 40 C.F.R. § 1508.9(b).</p>	<p>Implementing a combination of TSM, transit, and rail projects in the area could be implemented as future stand-alone projects to help further improve some of the local traffic flow and safety concerns. However, TSM projects would not likely be effective in a city with Portland's population. Also, as mentioned in Section 2.3.3 of the EA, implementing these projects alone, or in combination would not meet the overall purpose and need of the project defined in Chapter 1. Based on FHWA guidance, including TSM, rail, and/or transit options, or a combination of these options, as a full alternative in the EA is not required.</p>

Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: Moreover, the failure to consider other alternatives undermines planning efforts in the 109 Corridor as well as TDOT policies and plans recognizing the need for multimodal solutions.</p>	<p>Implementing TSM projects in the area could be implemented as future stand-alone projects to help further improve some of the local traffic flow and safety concerns. However, as mentioned in Section 2.3.3 of the EA, implementing TSM projects alone would not meet the overall purpose and need of the project defined in Chapter 1. Based on FHWA guidance, including TSM projects as a full alternative in the EA is not required. Currently, the SR-109 Access Management Study is in draft form. TDOT is participating in the development of the Access Management Study and TDOT has coordinated with the local officials through the SR-109 Corridor Management Agreement about the importance of the connection between land use and transportation. As the project progresses to the design phase of project development, TDOT will review appropriate studies and agreements to ensure that the design of the project is consistent with, and supports, the larger corridor improvement strategies. TDOT's policy is to ensure the design of the project includes best practices and safety elements that meet current design and safety standards, while still providing a facility that would meet the stated purpose and need of the proposed project.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: The Draft EA's analysis of indirect and cumulative effects is much too limited to provide an accurate depiction of the potential far-reaching impacts that the Draft EA suggests the Portland Bypass would have.</p>	<p>The analysis is consistent with FHWA guidance "Considering Cumulative Effects under the National Environmental Policy Act." No significant cumulative impacts were identified through the preparation of the EA. Should any modification to the proposed design occur after the environmental review process is complete, TDOT will reassess the impacts to ensure the overall findings of the approved environmental document are still accurate.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: The Draft EA stresses TDOT's view of the importance of this project for enhancing transportation system linkages and providing an improved north/south route between I-40 and I-65. Yet the Draft EA unjustifiably limits its indirect and cumulative effects analysis. The potential far-reaching regional</p>	<p>In accordance with FHWA guidance, "Considering Cumulative Effects under the National Environmental Policy Act," environmental assessments are prepared for actions that are not CEs and do not clearly require the preparation of an EIS. One of the primary purposes of an EA is to help the FHWA decide whether or not an EIS is needed and, therefore, should address only those resources or features that have the likelihood to be significantly impacted. The EA should be a concise document that briefly provides sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant</p>



Comment and Commenter	Disposition
<p>impacts of this project must be addressed to provide an accurate picture of the indirect and cumulative effects of this project.</p> <p>The indirect effects of this project—which under the Council on Environmental Quality’s (“CEQ”) definition in 40 C.F.R. § 1508.8 includes effects that are “later in time or farther removed in distance”—will clearly extend far beyond this narrow geographical area of the 7.2 mile bypass itself, particularly in the case of economic effects and the significant increase in diesel truck traffic stemming from I-40/I-65.</p>	<p>impact. It should not contain long descriptions, detailed information, or analyses.</p> <p>The cumulative impact analyses for this project included the project area that had a reasonable potential to be noticeably affected by implementation of the proposed project, in combination with other past, present, and reasonably foreseeable future projects. As discussed in Section 3.18.2.2 and summarized in Table 3.17 of the approved EA, the boundaries of the cumulative impact analysis varied in size depending on resource category. For example, the analysis area for the economic environment was Sumner County and the City of Portland planning areas, while the analysis area for terrestrial natural resources was a one-mile buffer surrounding the project center line. The other improvements to the SR-109 corridor that are shown on Figure 1-2. Some of these projects were in various stages of development (i.e. planning, ROW acquisition, construction) as identified on Figure 1-2 in the approved EA. These projects are included in the cumulative impact analysis as both past actions and present actions. Currently, most of these projects have been completed with the Portland Bypass as the final link in the overall SR-109 project corridor.</p> <p>The following reasonably foreseeable future actions as outlined in the approved EA would likely occur near and within the study area regardless of whether the proposed project is implemented:</p> <ul style="list-style-type: none"> <li>• Continuation of private project development and activity trends: Based on the City of Portland’s future land use map, much of the area within and adjacent to the Build Alternative will be converted from agricultural and open land to urban land uses including residential, commercial, and industrial uses. Development of new low density (0-2 units per acre) to medium density (2-3 units per acre) residential neighborhoods on subdivided tracts is one of the primary trends that would continue in the area based on the future land use map. Commercial developments will continue primarily along existing routes including SR-52 and SR-109. Industrial development is expected to remain primarily north of downtown Portland east of SR-109 near Kirby Road, and to the northwest in the vicinity of the proposed SR-109/I-65 interchange (TDOT PIN#: 107338.00).</li> </ul>

Comment and Commenter	Disposition
	<ul style="list-style-type: none"> <li>• Minor improvements and/or maintenance of existing roadways and bridges: Routine roadway, bridge, and ROW maintenance activities and other minor improvements would continue to be required on existing local and regional roadways to improve safety and traffic flow, and to support the anticipated increases in vehicular traffic within the region.</li> </ul> <p>Maintenance activities may include resurfacing roadways, widening or repairing shoulders, repairing or replacing culverts and small bridges, improving intersections by adding turn lanes and/or signals, mowing, snow removal, and various other activities. Most of these activities are expected to have minor environmental impacts due to their small area of impact and short-lived construction period or duration. Therefore, those activities would not have a high potential to result in measurable cumulative impacts with other projects, such as the proposed project.</p> <ul style="list-style-type: none"> <li>• Continuation of Urban Growth in Sumner County: Based on the UGB and PGA mapping for the City of Portland and surrounding areas contained in the Sumner County 2035 Comprehensive Plan (2010), urban growth is expected to continue in the project vicinity (refer to Figure 3-3). This development in Sumner County is part of the overall outward expansion of Nashville and its suburbs. All of the land in northwestern Sumner County falling within the study area falls within either the UGB of Portland or is considered to be PGA by Sumner County. Therefore, it is expected that this area would continue to become more developed in the reasonably foreseeable future.</li> <li>• Construction of the I-65 Interchange/SR-109 Relocation Project (PIN #: 107338.00): The I-65 Interchange project would provide improved traffic flow and interstate access north of Portland. The new I-65 Interchange and SR-109 relocation/extension project (TDOT PIN #: 107338.00) is being constructed independent of the proposed project.</li> </ul> <p>The indirect effects of the Build Alternative were analyzed qualitatively for the approved EA in regional, county, and local contexts, with emphasis placed on secondary growth in a local context. A relatively high degree of uncertainty exists about the amount or timing of any secondary development associated with the Build Alternative because land use decisions are under the jurisdiction of local agencies and development is highly dependent on future economic conditions. Growth in the area is</p>

Comment and Commenter	Disposition
	<p>primarily under the jurisdiction of local government agencies, primarily the City of Portland. The extent of land use changes would be the responsibility of the local governments under their local ordinances and land use planning policies, and the indirect effects of induced growth from transportation projects is a consideration in those local government land use planning decisions.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: Similarly, it is important to stress that CEQ's definition of cumulative impacts, as noted in the Draft EA, is "impacts on the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions . . . ." 40 C.F.R. § 1508.7. The phrase "when added to" clearly indicates that impacts are to be measured by the combined impact of the project and other activities in the project area. However, in numerous places, the Draft EA treats the incremental impacts of the Portland Bypass as if they are to be compared to the impacts of other actions in the project area, and in most cases, it determines that the effects of the project will be minimal in light of this comparison.</p>	<p>In the approved EA, the Indirect and Cumulative Impacts analysis presents a comprehensive, long-term look at how the construction of the Build Alternative (if selected) and other past, present and future plan developments and transportation projects might result in additional regional impacts. In accordance with FHWA guidance, "Considering Cumulative Effects under the National Environmental Policy Act," environmental assessments are prepared for actions that are not CEs and do not clearly require the preparation of an EIS. One of the primary purposes of an EA is to help the FHWA decide whether or not an EIS is needed and, therefore, should address only those resources or features that have the likelihood to be significantly impacted. The EA should be a concise document that briefly provides sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact. It should not contain long descriptions, detailed information, or analyses.</p>

Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: "Indirect" impacts are those impacts that are later in time or farther removed in distance from a given project, but still reasonably foreseeable. They may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems. 40 C.F.R. § 1508.8(b). Indirect impacts are particularly important in the assessing a proposed transportation project because additional highway capacity can facilitate significant and often rapid secondary development near the project area. "Cumulative" impacts are those impacts that result from the incremental impacts on the environment from a project when added to past, present, and reasonably foreseeable future actions in the same area. These impacts can arise from individually minor, but collectively significant, actions taking place over a period of time. 40 C.F.R. § 1508.7.</p>	<p>Comment noted.</p>

Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: Therefore, as an initial matter, it is perplexing that the Draft EA notes that, "Since the lands immediately adjacent to the proposed route for the project are within the [Urban Growth Boundary] of Portland . . . it is expected that a similar amount of development would occur in the foreseeable future. Therefore, the Build Alternative is not expected to differ substantially from the No-Build Alternative." Draft EA at 116. See also Draft EA at 120 ("Secondary developments associated with the Build Alternative may result in potential for impacts to these resources sooner due to the improved transportation, which could promote faster development in the immediate area. However, since much of the area is expected to be more heavily developed in the long-term there would be minimal differences between the No-Build and Build Alternatives."); accord Draft EA at 111, 112, 117.</p>	<p>Best planning practices were used to guide analysis based on best available information using local and regional long term planning documents cited in the approved EA. Based on those documents, much of the area within the Urban Growth Boundary of Portland, which includes the proposed Portland Bypass corridor, is likely to be developed within the reasonably foreseeable future with or without the bypass being constructed (see Appendix B for additional analysis). While the land within the study area may develop more quickly as a result of implementation of the SR-109 project, there is no evidence to suggest that lands not already identified for development or that different types of land use development than locals have already planned for would occur as a result of the proposed project. As noted in the approved EA, the Build Alternative is expected to accelerate development and areas adjacent to the new roadway may be the first areas to become developed. These areas are also included under the City of Portland's Urban Growth Boundary.</p>

Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: In fact, the Draft EA acknowledges that the Portland Bypass will encourage development in an area that is now 80% agriculture and that falls just shy of USDA standards that would entitle it to higher levels of protection: "Improved accessibility and travel efficiency would likely enhance the potential for new highway-oriented and community-based development. Thus, it can logically be expected that the proposed project could cause some relocation of existing business activity in addition to the generation of new business activity within the immediate area. Much of the land in the project vicinity would be considered suited for development, except some areas within the 100-year floodplain along Summers Branch and its tributaries, or other areas with natural or man-made constraints, including gas pipeline corridors in the area."</p>	<p>As the commenter notes, the EA correctly acknowledges that there would be potential indirect impacts to farmland and other existing land uses due to secondary development. However, the magnitude of those impacts cannot be predicted at this time. In addition, as stated in the EA, based on local planning documents available at the time of the study, much of the land in the area is expected to be developed at some time in the reasonably foreseeable future as the City of Portland continues to grow and expand within the Urban Growth Boundary. The timing and magnitude of this development cannot be fully predicted, but is likely to occur to some extent based on the available information.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: The magnitude of the other SR-109 projects and development activities in the area should be combined with the project to determine total cumulative effects, rather than used to downplay the impacts the Portland Bypass would have.</p>	<p>The degree to which indirect and cumulative impacts need to be addressed in an EA depends of the potential for the impacts to be significant and will vary by resource, project type, geographic location, and other factors. This issue should be addressed with other agencies and NEPA participants during early coordination activities or scoping. Section 3.18.2.2 defines the Past, Present, and Reasonably Foreseeable Future Actions identified within the cumulative impact analysis areas for each resource as defined in Table 3.17 of the EA. The impacts of each of those projects, both adverse and beneficial, were considered as part of the cumulative impacts analyses. The analysis of cumulative impacts discussed in the EA is consistent with FHWA guidance "Considering Cumulative Effects under the National Environmental Policy Act."</p>



Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: Further, transportation demand and growth modeling should be performed to assess whether this project will change likely traffic and growth patterns in the region. Right now, 80% of the land within the study area is considered agricultural land. Despite the City of Portland's designated Urban Growth Boundary and "Future Land Use Plan Map," there are not zoning ordinances in place to ensure smart growth of potential future development.</p>	<p>The traffic projections reported in the EA were developed based on county wide growth rates. Traffic capacity analyses were conducted to predict how this project would likely change the traffic volumes and flow on existing SR-109 and other local roadways. Zoning decisions are at the discretion of local officials, and TDOT is not a party to those decisions. However, TDOT will continue to work with local officials to provide a roadway with a final design, including access points, that will fit into the short- and long-term growth plans of the local community and region as a whole, while still meeting the overall purpose and need of the project as a component of the overall state transportation system.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: By preparing a comprehensive EIS, TDOT and FHWA can ensure that the environmental review encompasses all the proposed project's cumulative and indirect impacts in accordance with NEPA.</p>	<p>The environmental review process was conducted in accordance with NEPA following both FHWA and TDOT policies. In addition, the project was developed using the TESA procedures for the consideration of purpose and need, identification of alternatives, and assessment of potential environmental impacts included in the review of the EA to date. TDOT, in consultation with the FHWA Tennessee Division Office, determined that an EA was an appropriate environmental document type for this project. As discussed in the EA, no significant impacts were identified during the environmental analysis; therefore, the preparation of an EIS is not appropriate.</p>

Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: In addition, noticeably missing from the Draft EA's analysis of cumulative impacts of the project with other "past, present, and reasonably foreseeable future actions" is discussion of the SR-109 Corridor Management Agreement. As mentioned above, the SR-109 CMA is intended to make the corridor a workable alternative to SR-840 North. At present, "Several other sections of SR-109, including sections of SR-109 in southern Portland, and other sections to the south have already been improved and are either under construction or constructed." In fact, upon information and belief, many of the SR-109 segments currently under construction do not limit direct access to SR-109 and are therefore inconsistent with the access management principles being advanced by the CMA study committee and its consultants.</p>	<p>Currently, the SR-109 Access Management Study is in draft form. TDOT has coordinated with the local officials through the SR-109 Corridor Management Agreement about the importance of the connection between land use and transportation. Section 3.18 Indirect and Cumulative Impacts of the EA lists the past, present, and reasonably foreseeable future actions analyzed in the cumulative impact analysis. Since most of the SR-109 corridor improvement projects were complete and/or ongoing at the time the EA was finalized, those projects were considered as part of the past and present actions for which cumulative impacts were considered. The one project that was still in the final design phase at the time the EA was being developed was the I-65 Interchange/SR-109 Relocation Project (PIN#: 107338.00), which was included in the reasonably foreseeable future action items. That project has since moved into the construction phase. The cumulative impact analysis for the Portland Bypass is consistent with FHWA guidance "Considering Cumulative Effects under the National Environmental Policy Act."</p> <p>Even though the proposed project complements the previous and ongoing improvements to SR-109, the Portland Bypass is a stand-alone project with independent utility that would meet the stated purpose and need of the specific project. Should substantial changes to the level of access be required during the final design phase due to the Corridor Management Agreement or other reasons, the impacts of the project would be reassessed to ensure that no significant impacts would occur. However, since the Build Alternative was developed for a roadway with partial access-control, the direct, indirect, and cumulative impact analyses have already taken partial access, and the potential consequences of that access, into consideration. Based on input from local officials, residents, and farmers, not providing enough access points would not allow the roadway to fit into the context of the community.</p>

Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: The Draft EA's near silence about these concurrent projects in the impact analysis, however, cannot mask the underlying truth that these "concurrent" projects are so interconnected with the proposed project that treating them as separate violates NEPA. The reality is that these projects and the proposed project share a related purpose, timeframe, location and funding.</p> <p>NEPA requires the environmental review to consider "connected actions" and the regulatory definition of "connected actions" includes those activities which "cannot or will not proceed unless other actions are taken previously or simultaneously." 40 C.F.R. § 1508.25(a)(ii). Due to the funding and operational linkages between the Portland Bypass and the other SR-109 projects, they must be considered "connected" and included in the NEPA review.</p> <p>Failing to include the other SR-109 construction projects necessary to complete the regional network connectivity as part of the NEPA review means that the Draft EA cannot adequately assess the environmental impact of the proposed project on SR-109. Considering the impact of these projects on a segment by segment basis may not adequately capture the full scope of their impacts because construction of a regional network (and encouraging more through-traffic on SR-109) may yield impacts greater than the sum of its constituent parts.</p>	<p>The environmental review was conducted in accordance with NEPA following TDOT and FHWA policies. In addition, the project was developed using the TESA process. This project has logical termini and independent utility from other SR-109 improvements within the corridor. The Portland Bypass project would meet all the purpose and need objectives as outlined in the approved EA. TDOT developed the project in coordination with the City of Portland to determine the general location and preliminary design studied in the EA. Should any modification to the proposed design occur after the environmental review process is complete, TDOT will reassess the impacts to ensure the overall findings of the approved environmental document are still accurate.</p> <p>Section 3.18 Indirect and Cumulative Impacts of the EA lists the past, present, and reasonably foreseeable future actions analyzed in the cumulative impact analysis. Since most of the SR-109 corridor improvement projects were complete and/or ongoing at the time the EA was finalized, those projects were considered as part of the past and present actions for which cumulative impacts were considered. The one project that was still in the final design phase at the time the EA was being developed was the I-65 Interchange/SR-109 Relocation Project (PIN#: 107338.00), which was included in the reasonably foreseeable future action items. That project has since moved into the construction phase.</p>

Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: Reliable estimates of truck traffic are central to an adequate air quality analysis because trucks produce significantly greater air pollution than smaller automobiles. However, in the Draft EA's discussion of air quality, it concludes that only a "qualitative" Mobile Source Air Toxics (MSAT) analysis is required for this project, because it falls within the category of projects with "low potential MSAT effects." It appears that the Draft EA's Air Quality Technical Report only evaluated the project in comparison to examples of "Projects with Low Potential MSAT Effects."</p>	<p>According to the EA, the Portland Bypass would fall within FHWA's category of projects with "low potential MSAT effects." Please reference Attachment F of the approved EA for a detailed explanation of why this project falls within this category.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: The Air Quality Technical Report refers to traffic volumes where AADT is projected to be in the range of 140,000 to 150,000 or greater by the design year, then concludes that it is not expected that there will be any appreciable difference in overall MSAT emissions between the No-Build and Build Alternatives based on the projected traffic volumes. However, FHWA guidance specific to freight-related air quality notes that examples of freight projects that would require quantitative MSAT analysis include "development or expansion of a major truck/rail intermodal yard or a major port expansion or access improvement" (emphasis added). Analysis of the Portland Bypass under this first criterion is clearly necessary under FHWA guidance. EPA provided other examples of projects that will fall into the above category, including new exit ramps and other highway facility improvements to connect a highway or expressway to a major freight, bus, or intermodal terminal.</p>	<p>The reference in the Air Quality Technical Report to an AADT in the range of 140,000 to 150,000 was not a projection for the SR-109 project. FHWA developed a tiered approach with three categories for analyzing MSAT in NEPA documents, depending on specific project circumstances. One of the three categories is "Quantitative analysis to differentiate alternative for projects with higher potential MSAT effects". For this, the highest, category of impacts, a project should have an AADT that is "projected to be in the range of 140,000 to 150,000 or greater by the design year." The SR-109 project has a design year traffic volume varying from 20,660 to 25,920, which is well below the range needed for a quantitative analysis. To meet the criteria for a quantitative analysis, the project would need to "create or significantly alter a major intermodal freight facility", which this project does not do; therefore, the SR-109 project does not qualify for a quantitative analysis. This project would not provide new access as the industrial areas that would be served by the new roadway are already served by existing SR-109. Therefore, the Portland Bypass falls within the category of projects with "low potential MSAT effects." This project is not expected to substantially increase the number of trucks traveling to and from those industrial/warehousing areas, but is expected to improve the flow of those trucks through the area. Therefore, there would be a low potential for MSAT effects.</p>

Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: The report does not acknowledge that, if SR-109 achieves its purpose, more freight traffic will divert from the Interstates and impact the air quality along the 109 Corridor. Rather, the Draft EA notes that “Sumner County is currently in attainment for all [National Ambient Air Quality Standards]” and that transportation plans need not conform to the State Implementation Plan (“SIP”) to achieve air quality standards. Unfortunately, Sumner County is likely to be in non-attainment within the year. In October 2015, the Environmental Protection Agency announced that it tightened the ozone pollution standard from 75 to 70 parts per billion (“ppb”). Based on 2012-2014 monitoring data, portions of the MPO’s area are at risk of being in non-attainment for the new ozone standard.</p>	<p>The most recent ozone monitoring data is for years 2013 through 2015. The 2013-2015 design value for Sumner County based on the monitored data is 0.067 ppm and below the new ozone NAAQS of 0.070 ppm. The 2013-2015 design values at the other monitors in the Nashville area are between 0.062 and 0.065 ppm. Designations for the 2015 ozone standard will likely be based on monitored data for years 2014-2016. States will be submitting designation recommendations to EPA in late 2016 and EPA’s schedule indicates that final designations will be made in late 2017. The current data indicates that the area could remain in attainment of the ozone NAAQS.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: We are mindful that significant efforts have been made to solve the growing mobility and safety concerns on SR-109 and that the proposed Portland Bypass has been studied with a specific eye toward contributing to a larger solution. We agree that improvements must be made to the corridor, but we need to be careful not to pursue wasteful and destructive projects and to ensure that any projects chosen will in fact improve safety and mobility in the corridor and minimize adverse impacts.</p>	<p>Comment noted.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: We hope that TDOT and FHWA will conduct an EIS.</p>	<p>Comment Noted.</p>

Comment and Commenter	Disposition
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: We hope that TDOT and FHWA will re-evaluate whether there are effective alternatives to the Portland Bypass that are less negatively impactful to local land use patterns and environmental resources.</p>	<p>TDOT will continue to work with local officials to provide a roadway with a final design, including access points, that will fit into the short and long term growth plans of the local community and region as a whole, while still meeting the overall purpose and need of the project as a component of the overall state transportation system. However, land use decisions and zoning decisions are at the discretion of local officials and TDOT is not a party to those decisions. TDOT has no control of land use outside of the proposed right-of-way.</p>
<p>Commenter: Anne E. Passino, SELC</p> <p>Comment: We hope that TDOT and FHWA will embed design principles in all of its alternatives to ensure any chosen project meets the stated purpose and need.</p>	<p>TDOT's policy is to ensure the design of the project includes best practices and safety elements that meet current design and safety standards, while still providing a facility that will meet the stated purpose and need of the proposed project. TDOT uses several references to ensure that projects meet current design and safety standards, including, but not limited to, TDOT's "Roadway Design Guidelines", "Standard Drawings, and "Traffic Design Manual"; AASHTO's "A Policy on Geometric Design of Highways and Streets" and "Roadside Design Guide"; and the "Manual on Uniform Traffic Control Devices".</p>



### 2.3.4 Public Comment Forms

The public provided written comments by filling out a comment card distributed by TDOT at the Public Hearing. By the close of the comment period (received or postmarked by December 4, 2015), TDOT had received 22 cards.

The form asked the respondents to provide input on the following:

- 1) Primary interest in the proposed project;
- 2) Preference of one of the two alternatives (No-Build Alternative and Build Alternative);
- 3) Preference of the preferred SR-52/Portland Bypass Interchange option (Folded Diamond or Partial Folded Diamond Interchange) and reasons for choosing;
- 3) Concerns about the environmental impacts of the project as addressed in the SR-109 (Portland Bypass EA or issues/concerns not presented in the EA; and
- 5) Any additional comments about the proposed project.

On the comment card, participants were asked about their primary interest in the project. Of the comment cards that were completed and submitted, 11 individuals indicated they were concerned citizens, nine were affected residents, 11 were affected landowners, and one was an affected business.

Each participant was asked to comment on choosing or preferring the No-Build Alternative or the Build Alternative on the comment forms provided to them. Out of the 22 comment forms received, only 14 respondents selected a preference for an alternative. Of those, 10 individuals selected the No-Build Alternative, and four individuals selected the Build Alternative.

Of those that selected a preference for the type of interchange to be constructed at SR-52, two individuals selected the Folded-Diamond Interchange option, two selected the Partial Folded Diamond Interchange option, and two had no preference. Two individuals that selected the No-Build Alternative provided their preference for an interchange option in case the project was to be built.

Participants were asked to select their general concerns regarding the project on the comment forms. A total of 12 individuals indicated concerns for the natural environment, 14 for impacts to residences and businesses, 16 for impacts to farmland, 11 for impacts to air quality, and 14 for impacts to noise.

Several individuals providing comments on the comment cards had more specific questions or concerns regarding the project. Those additional comments/concerns provided on comment cards are summarized in Table 4. Please note that similar questions or comments which were made by the public were grouped by topic where possible.

**Table 4. Comments Provided on Comment Cards.**

Comment and Commenter	Disposition
<b>Comments on Comment Cards</b>	
<b>Comment Cards-Individual Comments</b>	
<p>Commenter: Thomas McCormick</p> <p>Comment: College Street needs a folded or partial folded diamond interchange due to the impacts on existing residences and businesses due to traffic flows, especially if it ever gets a barricade due to accidents.</p>	<p>Due to the proximity of College Street to SR-52 a grade-separated interchange is not feasible at College Street. An at-grade-intersection will be provided at College Street and the proposed Portland Bypass. Traffic control options for this intersection will be determined during the design phase based on traffic projections and other considerations.</p>
<p>Commenter: Barry Wilson</p> <p>Comment: The project will affect 45 years of hard work.</p>	<p>Comment noted.</p>
<p>Commenter: Larry Summers</p> <p>Comment: I own property that is affected with the proposed plan. I cannot sell or build on the property until this project is either built or goes away.</p>	<p>Comment noted.</p>
<p>Commenter: Fred E. Curry</p> <p>Comment: Shifting the roadway 200 feet to the north would preserve homes of higher value than the present exhibit.</p>	<p>TDOT will continue to work with affected landowners throughout the remainder of the environmental phase and the design phase to try to identify areas where minor shifts in the alignment could be made to reduce the impacts to in terms of displacements. For unavoidable displacements and property acquisitions, TDOT will carry out a right-of-way relocation program in accordance with the Tennessee Uniform Relocation Act of 1972, and Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91646).</p>

Comment and Commenter	Disposition
<p>Commenter: Bill Dye</p> <p>Comment: There are no records of the Fulghum Cemetery and no one knows who is buried there. The cemetery has been abandoned all of my lifetime since the 1930's. Cattle run in it and rocks are piled in it. Building remnants and brush are in it. Solutions for this area would be to find the graves and have the state exhume them and I will provide new burial plots. The other option would be to put the Fulghum Cemetery in the 48-foot median of the proposed bypass.</p>	<p>The Fulghum Cemetery is located off of Cherry Lane, just east of the current Build Alternative, and would not be impacted by the project as proposed. However, should TDOT consider changes in the design of the Build Alternative that would move the current Build Alternative to the east of its current alignment in that area as the commenter is proposing, the impacts to Fulghum Cemetery will need to be reevaluated.</p>
<p>Commenter: Bill Dye</p> <p>Comment: According to the EA, 18 people voted for Option C at the February 2012 Public Meeting held for the project. That option has now been changed to run over three homes rather than across open land. Please run the road between my home and the school as originally planned.</p>	<p>The previous Option C studied in the 2006 Transportation Planning Report and presented at the 2012 Public Meeting would have directly impacted the Fulghum Cemetery. In the Build Alternative analyzed in the approved EA, the roadway was shifted to the west, in part to avoid the cemetery. The alignment was also shifted to provide space for the newly proposed SR-52/Portland Bypass Interchange. In addition, the previous Option C was closer to the Portland High School and Middle School than the current Build Alternative. TDOT will continue to consider options in this area to determine if the proposed alignment could be shifted back to the east just enough to avoid displacements north of SR-52 along College Street, while still avoiding Fulghum Cemetery.</p> <p>The public will have another opportunity to provide input on the design of the project during the Design Public Meeting. This meeting will be held once the design is close to being final, but at a point when changes can still be made if needed prior to construction.</p>

Comment and Commenter	Disposition
<p>Commenters: John P. Crafton, Betty Crafton, and John P. Crafton Jr</p> <p>Comment: The map shows a barn that has been burnt and buried and is no longer there. The map shows a house being torn down. Our concern is that the right-of-way should go to the property line. We do not want to have a strip of land by the road that cannot be farmed.</p>	<p>TDOT will continue to work with affected landowners throughout the remainder of the environmental phase and the design phase to try to identify areas where minor shifts in the alignment could be made to reduce the impacts to existing farmland and other land uses.</p> <p>If property is acquired, TDOT will compensate affected property owners by carrying out a right-of-way relocation program in accordance with the Tennessee Uniform Relocation Act of 1972, and Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91646).</p>
<p>Commenter: Lee Hayslip</p> <p>Comment: I am concerned about any situation that would impact the volume of stormwater drainage. Many citizens worry about flooding.</p>	<p>As discussed in Section 3.7.4 (Floodplains) of the approved EA, there is a known 100-year floodplain in the vicinity of Summers Branch and T.G.T. Road that will be taken into consideration during the design phase. TDOT will conduct a hydraulic study during the design phase to determine the appropriate culvert sizing, stream diversions, floodwater storage, etc. to ensure that proper conveyance of floodwaters under the roadway to minimize impacts to current drainage patterns. To remain in compliance with applicable laws and regulations related to floodplains, including EO 11988, <i>Floodplain Management</i>, the roadway would not increase the base flood elevations upstream from the floodplain crossing so as to not cause new, or worsen any existing, flooding issues in the area.</p>
<p>Commenter: Lee Hayslip</p> <p>Comment: After seeing the advantages of the “New 109” that stopped the dangerous section over “The Ridge”, I am sold on this plan. When completed this SR-109 corridor will bring much prosperity to this area. Mayor Wilber and others have shown excellent leadership and vision in proposing this important project.</p>	<p>Comment noted.</p>

Comment and Commenter	Disposition
<p>Commenters: Patrick Dalrymple and Kelly Dalrymple</p> <p>Comment: I do not want this bypass to affect the property value, or mine or my neighbor's homes. We have a quiet neighborhood that is perfect for our children to grow up in and I have concerns of "costs" to our families that this will impose on us.</p>	<p>Comment noted.</p>
<p>Commenters: Judy Lyell and Amy Kendall</p> <p>Comment: Before attending the meeting, I was for the bypass. Now I realize it isn't truly bypassing, but diverting traffic from downtown to residential area where most of our schools are located. Also I can't see crossing over the creek and destroying the remaining wood area where the planned bypass goes off of SR-109 south of Portland. If bypassing Portland, the proposed roadway must bypass it completely.</p>	<p>Comment noted. This project was initiated because the local officials of Portland determined there was a need for a project that would reduce traffic through downtown Portland and help with current and future congestion and safety issues in the area. In coordination with the City of Portland, State and Federal Agencies, and the public via previous public involvement efforts, TDOT identified the current Build Alternative as the best solution to meeting the purpose and need, with the fewest overall environmental impacts and costs. Options that move the bypass further from downtown Portland would not provide the traffic and safety benefits in downtown Portland which is part of the identified purpose and need of this project.</p>

Comment and Commenter	Disposition
<p>Commenter: No name provided</p> <p>Comment: There was a bypass proposal to expand SR-52. Why wasn't that option selected? It would save millions of dollars and would not disrupt nearly as many lives.</p>	<p>The 2006 Transportation Planning Report (TPR) looked at three main options for finding a solution to the traffic issues in downtown Portland on SR-109. One of the options in the TPR, Option A, did look at rerouting SR-109 from near SR-76 northwestward to SR-52 and then widening SR-52 out to I-65. However, based on the TPR and subsequent studies and input gathered for the project, it was determined that that option would not have provided as many benefits to the traffic and safety issues in downtown Portland as the Build Alternative. In addition, it would have been a longer route with higher costs and more potential environmental impacts than the Build Alternative. In addition, in order to keep truck traffic from still traveling through downtown Portland, an extra Kirby Drive Connector would have been needed between SR-52 and Kirby Drive, which would have still placed traffic along the routes near the existing Portland High School and adjacent Middle School. For that reason, that option would still have impacted a similar amount of farmland. The current Build Alternative has been determined the best option to meet the purpose and need of the project while minimizing environmental impacts and costs associated with the project. The Build Alternative has been developed in coordination with the City of Portland and regulatory agencies. The roadway will be designed to meet all design and safety standards in order to provide the safest route possible based on the best available information, including input from local officials and members of the public.</p>



Comment and Commenter	Disposition
<p>Commenter: Lucretia Mobbs</p> <p>Comment: The five benefits you list could all be achieved by routing trucks to Highway 52, thus eliminating the need to disrupt, displace, and spend enormous amounts of money. The adverse impacts will greatly diminish the quality of life in Portland.</p>	<p>One of the options in the TPR, Option A, did look at rerouting SR-109 from near SR-76 northwestward to SR-52 and then widening SR-52 out to I-65. However, based on the TPR and subsequent studies and input gathered for the project, it was determined that that option would not have provided as many benefits to the traffic and safety issues in downtown Portland as the Build Alternative. In addition, it would have been a longer route with higher costs and more potential environmental impacts than the current Build Alternative. In addition, in order to keep truck traffic from still traveling through downtown Portland, an extra Kirby Drive Connector would have been needed between SR-52 and Kirby Drive, which would have still placed traffic along the routes near the existing Portland High School and adjacent Middle School. For that reason, that option would still have impacted a similar amount of farmland. The Build Alternative has been determined the best option to meet the purpose and need of the project while minimizing environmental impacts and costs associated with the project. The Build Alternative has been developed in coordination with the City of Portland and regulatory agencies. The roadway will be designed to meet all design and safety standards in order to provide the safest route possible based on the best available information, including input from local officials and members of the public.</p>
<p>Commenter: Lucretia Mobbs</p> <p>Comment: The adverse impacts will greatly diminish the quality of life in Portland.</p>	<p>Comment noted.</p>
<p>Commenters: Lucretia Mobbs and William J. Mobbs</p> <p>Comment: Building a weigh station on SR-109 will eliminate most of the truck traffic.</p>	<p>Comments noted. TDOT is not currently planning to construct a weigh station on SR-109 to eliminate truck traffic.</p>

Comment and Commenter	Disposition
<p>Commenter: Vivian Harris</p> <p>Comment: My concern is the roadway coming to close to residences. The danger of heavy trucks after exiting SR109 and heading south at Kirby Drive.</p>	<p>TDOT will construct a roadway that meets the current safety and design standards. This will include incorporating any type of barriers, guardrails, or grade changes that would be needed to ensure the safety of residences that remain adjacent to the new roadway and ensure proper safety zones are considered. Also, keep in mind that the proposed right-of-way boundaries shown on the plans do not indicate the roadway itself would be that close to a home. The actual roadway would be centered in the middle of the 250-foot right-of-way, and would therefore be further from any structures than the lines shown to indicate the edge of the right-of-way boundary.</p>
<p>Commenter: Vivian Harris</p> <p>Comment: My concern is due to existing flooding of Summers Branch in the T.G.T. Road area due to water from heavy rains having nowhere to go.</p>	<p>As discussed in Section 3.7.4 (Floodplains) of the approved EA, there is a known 100-year floodplain in the vicinity of Summers Branch and T.G.T. Road that will be taken into consideration during the design phase. TDOT will conduct a hydraulic study during the design phase to determine the appropriate culvert sizing, stream diversions, floodwater storage, etc. to ensure that proper conveyance of floodwaters under the roadway to minimize impacts to current drainage patterns. To remain in compliance with applicable laws and regulations related to floodplains, including EO 11988, <i>Floodplain Management</i>, the roadway would not increase the base flood elevations upstream from the floodplain crossing so as to not cause new, or worsen any existing, flooding issues in the area.</p>

Comment and Commenter	Disposition
<b>Comment Cards-General Concerns and Comments</b>	
<p>Commenters: Kenneth B. Brewer, Lila Mae Brewer, Janet Butt, Patrick Dalrymple, Kelly Dalrymple, Billy K. Dye, Jodie Harris, Amy Kendall, Judy Lyell, Lucretia Mobbs, William J. Mobbs, and no name provided.</p> <p>Comment: General concerns about impacts to natural resources.</p>	<p>The primary impacts to natural resources for this project are impacts to streams, wetlands, and some wildlife habitats as identified in Section 3.7 (Natural Resources) of the approved EA. Many of the potential impacts to natural resources, including water quality within streams, will be offset by the roadway design and by Federal, State, and local regulations that require erosion and sediment control plans, the implementation of best management practices, and various water quality permits that require water quality monitoring. In addition, TDOT has coordinated with the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, the U.S. Environmental Protection Agency, the Tennessee Wildlife Resource Agency, and the Tennessee Department of Environment and Conservation about the proposed project. TDOT will continue to work with regulatory agencies throughout the remainder of the environmental, design, and permitting processes to avoid, minimize, and mitigate impacts to natural resources as appropriate.</p>
<p>Commenters: Kenneth B. Brewer, Lila Mae Brewer, Janet Butt, Fred Curry, Patrick Dalrymple, Kelly Dalrymple, Billy K. Dye, Amy Kendall, Judy Lyell, Lucretia Mobbs, and William J. Mobbs</p> <p>Comment: General concerns about air quality impacts due to traffic and/or construction in the area.</p>	<p>An Air Quality Study was completed as part of the EA and is included as Appendix H of the approved EA. According to this analysis, no air quality impacts are expected due to this project.</p>
<p>Commenters: Phillip B. Beld, Kenneth B. Brewer, Lila Mae Brewer, Janet Butt, Randall Collins, Fred Curry, Patrick Dalrymple, Kelly Dalrymple, Billy K. Dye, Vivian Harris, Amy Kendall, Judy Lyell, Michael McClellan, Lucretia Mobbs, William J. Mobbs, and no name provided</p> <p>Comment: General concerns about noise impacts due to traffic and/or construction in the area.</p>	<p>As discussed in Section 3.10 of the approved EA, noise impacts will occur for 29 residences along the Portland Bypass due to substantial noise level increases from traffic. A noise abatement evaluation was conducted (see Section 3.10.5 (Mitigation of Noise Impacts) and Appendix I (Noise Technical Report) of the approved EA), but no areas were found to be feasible and reasonable for noise barriers to be installed due to the number of homes that could be protected by such barriers in any one location.</p>

Comment and Commenter	Disposition
<p>Commenters: Phillip B. Beld, Kenneth B. congestion, Lila Mae Brewer, Randall Collins, John P. Crafton, Betty Crafton, John P. Crafton Jr., Fred Curry, Patrick Dalrymple, Kelly Dalrymple, Billy K. Dye, Mary Ann Payne Golden, Jodie Harris, Vivian Harris, Amy Kendall, Judy Lyell, Lucretia Mobbs, William J. Mobbs, no name provided, Joe Payne, and Barry Wilson</p> <p>Comment: General concerns about the impacts to farmland.</p>	<p>TDOT will continue to work with affected landowners throughout the remainder of the environmental phase and the design phase to try to identify areas where minor shifts in the alignment could be made to reduce the impacts to existing farmland and other land uses. As discussed in Section 3.6 (Farmland) of the approved EA, TDOT coordinated with the Natural Resource Conservation Service (NRCS) through the farmland (AD-1006) coordination process. The farmland impact rating scores for the Build Alternative were below the threshold where further evaluation is recommended by NRCS.</p>
<p>Commenters: Kenneth B. Brewer, Randall Collins, Patrick Dalrymple, Kelly Dalrymple, Billy K. Dye, Mary Ann Payne Golden, Randall Hinton, and Charles Ware</p> <p>Comment: General concerns about impacts to property values.</p>	<p>Section 3.18 (Indirect and Cumulative Impacts) of the approved EA correctly acknowledges that there would be potential indirect impacts to farmland and other existing land uses due to secondary development. However, the positive and negative outcomes of those impacts on property values cannot be predicted at this time. In addition, as stated in Section 3.18 of the approved EA, based on local planning documents available at the time of the study, much of the land in the area is expected to be developed at some time in the reasonably foreseeable future as the City of Portland continues to grow and expand within the Urban Growth Boundary.</p>
<p>Commenters: Phillip B. Beld, Kenneth B. Brewer, Lila Mae Brewer, Janet Butt, Fred Curry, Patrick Dalrymple, Kelly Dalrymple, Billy K. Dye, Jodie Harris, Vivian Harris, Lucretia Mobbs, William J. Mobbs</p> <p>Comment: General concerns about impacts to homes and businesses.</p>	<p>An analysis based on preliminary plans indicates that approximately 13 homes and three businesses would be displaced by the Build Alternative (see Section 3.4.1 of the approved EA). If the Build Alternative is selected, TDOT would carry out a right-of-way and Relocation Program in accordance with Tennessee's Uniform Relocation Assistance Act of 1972, and the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (PL91-646), as amended.</p>
<p>Commenters: Thomas McCormick and Billy K. Dye</p> <p>Comment: Supported construction of the Folded Diamond Interchange due to reduced impacts to natural resources and residential areas.</p>	<p>Comment noted.</p>

### **2.3.5 Comments Received after the Official Close of the Comment Period**

Following the Public Hearing, several of the affected citizens that provided comments at the hearing and/or on comment cards or emails, requested one-on-one follow-up meetings with TDOT representatives to discuss concerns about the project. TDOT met with those individuals during December 2015 and is taking those comments into consideration, along with all of the other comments received by the 12/4/15 close of the official public comment period. The concerns discussed at the one-on-one meetings were similar to the comments individuals provided during the comment period and are noted in the previous tables.

Two primary issues were discussed at those in-person meetings. The first primary concern discussed was impacts to farmland and whether there would be any options to reduce impacts to individual tracts of farmland by shifting the alignment closer to property lines in an effort to avoid splitting large fields and/or leaving small irregular tracts on one side of the new roadway. The second primary concern discussed at the meetings involved options for providing access for large equipment to and from farmland that would be divided or split by the proposed bypass, including providing access across Payne Road since that roadway is used by local farmers to move equipment back and forth between fields in the area on a regular basis. Summaries of these conversations are provided in Attachment 6.

During an informal meeting with the Southern Environmental Law Center (SELC) on January 28, 2016, SR-109 was briefly discussed. A summary of this meeting is included in Attachment 6. SELC noted the existence of a Corridor Management Agreement (CMA) relevant to SR-109 and referenced statements made in their written comments submitted during the public comment period. TDOT briefly discussed the purpose of the CMA (to further develop and enhance coordination amongst project leaders and relevant stakeholders in not only the project itself, but in the long-term goals of the area surrounding the project) and that responses to the submitted comments would further clarify how that CMA would play into the project and the environmental review process.

SELC asked who responds to comments submitted through the public comment process. TDOT explained that the FHWA has oversight and final approval of the disposition of comments, but that TDOT develops the initial responses with FHWA input as needed. Once developed, those responses go to FHWA for review and approval before they are finalized.

## **State Route 109 (Portland Bypass)**

### **Public Hearing Summary Appendix Attachments**

#### **Contents**

- Attachment 1: Notice of Availability of Approved Environmental Document and Notice of Public Hearing**
- Attachment 2: Public Hearing Sign-in Sheets**
- Attachment 3: Public Hearing Materials**
- Attachment 4: Public Hearing Transcript**
- Attachment 5: Comment Cards, Letters, and E-mails**
- Attachment 6: Follow-up Meeting Summaries**



**Attachment 1:**

**Notice of Availability of Approved Environmental Document  
and Notice of Public Hearing**

**NOTICE OF AVAILABILITY OF THE APPROVED ENVIRONMENTAL DOCUMENT AND  
NOTICE OF PUBLIC HEARING**

The Tennessee Department of Transportation (TDOT) announces the availability of the approved Environmental Assessment (EA) for the State Route (SR) 109 (Portland Bypass) project. The project includes constructing a new four-lane bypass located west of downtown Portland beginning on existing SR-109 south of SR-76, and ending north of downtown Portland on existing SR-109. The project would include a new Kirby Drive connector, widening of SR-52 to five lanes from near West Market Street westward to a proposed new grade-separated SR-52/SR-109 (Portland Bypass) interchange, and realignment and/or reconfiguration of several local roads intersected by the proposed project.

The EA was approved by the Federal Highway Administration on September 14, 2015. The EA can be reviewed on TDOT's project website [www.tn.gov/tdot/article/robertson-sumner-counties-SR-109-Portland-Bypass](http://www.tn.gov/tdot/article/robertson-sumner-counties-SR-109-Portland-Bypass) or at any of the locations listed below.

TDOT Region 3  
6601 Centennial Blvd.  
Nashville, TN 37209  
Attn: Lori Lange or John Zirkle

Portland Public Library of Sumner County  
301 Portland Blvd.  
Portland, TN 37148  
Phone: (615) 325-2279

In addition, TDOT will conduct a **National Environmental Policy Act (NEPA) Public Hearing** for the State Route 109 (Portland Bypass) Project on Thursday, November 12, 2015 at Portland High School, 600 College Street, Portland, TN from 5:00 PM to 7:00 PM.

This Public Hearing is being held in order to provide the public an opportunity to provide input on the approved EA prior to completion of the final environmental document. A brief presentation will be followed by a question and answer period. Representatives from TDOT will be present to address questions pertaining to the general location of the Build Alternative, and the social, economic, and environmental impacts of the proposed project. TDOT will also have representatives available to answer questions on the relocation assistance program if the Build Alternative is selected.

The public is invited to ask questions and make comments during the hearing and will be given the opportunity to make their opinions known concerning the project. Aside from comments regarding the EA, anyone with questions regarding this Public Hearing may contact Mr. Greg Hamilton at the address below:

Greg Hamilton  
Tennessee Department of Transportation  
505 Deaderick Street, Suite 600  
Nashville, TN 37243  
615.532.3483  
[Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov)

All comments received at the hearing or within the specified comment period will be included in the official hearing transcript. A court reporter will be available to receive oral statements. In addition, comment cards are available for those who prefer to make written statements. Written statements and other exhibits may be submitted by December 4, 2015, by email to [Tdot.comments@tn.gov](mailto:Tdot.comments@tn.gov), reference SR-109 (Portland Bypass), or by mail to the following address:

Public Hearing Comments  
Attn: State Route 109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

Persons with a disability, who require aids or services to participate at the meeting, may contact Ms. Margaret Mahler at the following address no later than ten (10) days prior to the date of the meeting:

Ms. Margaret Mahler  
TDOT ADA Compliance  
Suite 400, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243

or by e-mail:

[Margaret.Z.Mahler@tn.gov](mailto:Margaret.Z.Mahler@tn.gov)  
615/741-4984 (phone)  
615/532-5995 (fax)  
615/253-8311 TTY Relay

TDOT is an Equal Opportunity Employer and does not discriminate on the basis of race, age, sex, religion, color, disability or national origin.

**Attachment 2:**  
**Public Hearing Sign-in Sheets**

# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet



### STATE ROUTE 109 (PORTLAND BYPASS) ENVIRONMENTAL ASSESSMENT-SUMNER COUNTY

Public Hearing; November 12, 2015 - 5:00-7:00 p.m.; Portland High School

Name (Please Print)	Address (Street, City, State Zip)	Phone Number or E-Mail
Wanda Annette	P.O. Box 366, Portland, TN	615-308-6769
<del>GAF</del>		
Tammy Webb	1024 Cherry Sp. Dr. Cottonwood	615-672-3137
Beverly Robson	130 N. Harris Rd., Portland	615-323-7401
Jodie Harris	129 T.G.T Road	615-914-1231
Harold Hardy	748 College St	615-325-4391
Nancy Dickens	123 TGT Rd	615-325-9328
Kenneth B Brewer	1868 New Deal Pkwy Rd Portland	615-828-2779
Yvonne Heady	906 N Broadway Portland	615-325-9388
Edward P. Smith		
Larry Dickens	249 NORTH LEATH ROAD	615-428-0952
Bill Dye	632 College St Portland TN	615-325-6093
Doug Keckel	100 S Russell St Portland	615-325-6776
Kenny Chino	110 Bloomsbury Drive Portland	270-535-2006
Ken Wilber	Ken 118 Cummings Blvd, Portland	615-456-8420

# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet



### STATE ROUTE 109 (PORTLAND BYPASS) ENVIRONMENTAL ASSESSMENT-SUMNER COUNTY

Public Hearing; November 12, 2015 - 5:00-7:00 p.m.; Portland High School

Name (Please Print)	Address (Street, City, State Zip)	Phone Number or E-Mail
Vickie George	171 Dorris Rd, Portland, TN 37148	615-325-7648
Thomas McCormick	1007 Alameda Dr. Portland TN 37148	615 335 0851
Drew Jennings	142 Cora St Portland TN 37148	615-957-5702
Nancy Payne	300 N. Harris Rd., Portland 37148	615-519-8632
Terry Vanatta	119 TGT Rd., Portland TN	615-714-9146
Kathy Suttle	236 Brandy Hollow Rd Portland, TN 37148	615-325-4424
Lee Hayslip	1301 Hwy 52 E Portland, TN-37148	615-325-2834
Nancy Vandewalker	106 Dorris Rd Portland	615-812-7432
Charles Ware	149 Cora Street	615-202-0993
JOHN GRIVES	3815 HY. 25 COTTON TOWN TN 37046	615-654-2290
Rick Saunders	103 TGT R Portland TN 37148	615-210-6771
Danny Biggs	262 Dorris Rd Portland TN 37148	615-456-0125
Rebecca McMillan	345 Crafter Rd. Portland 37148	615 323 9880
Mark Hedges	102 Donoho Rd Portland 37148	615-478-1861
David Andrews	121 Mesa Dr Portland TN	615 598-0042



# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet



### STATE ROUTE 109 (PORTLAND BYPASS) ENVIRONMENTAL ASSESSMENT-SUMNER COUNTY

Public Hearing; November 12, 2015 - 5:00-7:00 p.m.; Portland High School

Name (Please Print)	Address (Street, City, State Zip)	Phone Number or E-Mail
RICHARD HUNNICUTT	201 DONATO RD PORTLAND 37148	615-739-3459
Ricky & Rita Truolove	146 Dorris Road Portland TN 37148	615 604 4539
David & Anna Nettles	366 Blue Door Rd Portland	325-4906
Kristen Daughtry	488 Fowler Ford Rd. Portland 37148	615-406-6450
Grant Beers	110 Dugan Dr. Portland	615 325 1654
Liz Biggs	262 Dorris Rd., Portland 37148	615-405-6421
William D. Mobbs	130 THACKER DR, PORTLAND, TN 37148	
JUDY LEWIS HELL	255 DORRIS RD, PORTLAND, TN 37148	615 325 5552
GLENN & JANETTE ELLIOTT	2188 HWY 76, Portland, TN 37148	615-325-3301
Marian Bowman	151 Cox Street, Portland, TN 37148	615-516-0366
Dennis Russell	400 Villanova Lake Portland, TN 37148	615-745-7142
Ronnie Monday	470 Jackson Rd Portland TN 37148	615-325-9473
Jerry Johns	188 Dorris Rd Portland, TN 37148	615-325-7703
John & Betty Crafton	1036 Hwy 52W Portland TN 37148	615-325-3256
Brenda Brown	128 Woods Rd. Portland, TN 37148	615-323-7705

# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet



### STATE ROUTE 109 (PORTLAND BYPASS) ENVIRONMENTAL ASSESSMENT-SUMNER COUNTY

Public Hearing; November 12, 2015 - 5:00-7:00 p.m.; Portland High School

Name (Please Print)	Address (Street, City, State Zip)	Phone Number or E-Mail
Randall & Patsy Hinton	117 TGT Rd. Portland, TN 37148	615-325-2919
Wesley Harris	141 T.G.T. Rd. Portland TN 37148	615-325-4608
Kim Hallum	300 Willowlake Dr Portland TN	615-519-4974
Brian Harbin	" " " " " "	615-887-8538
BRITT REID	2128 Hwy 76, Portland	615-710-8100
Ernest McEliff	3158 Highway 109 N Portland TN	615-613-3199
Evelyn McEliff	3158 Highway 109 N Portland TN	615-613-3199
John C. C.	209 Crafton Rd Portland	615-969-6264
Stephane Brown	109 Lyon Dr., Portland	615-325-5823
Steve Powers	P.O. Box 596 Portland TN	615-325-4925
Luther Brath	P.O. Box 216 Port "	615-325-2233
Jim Baker	1110 College St. Portland, TN 37148	615-202-7820
Nora Perdue	412 North Russell	
Sandy Drake	306 Timberlane Dr. Franklin, Ky 42134	270-223-7362
Tina Carter	510 Fowler Rd Portland TN 37148	615-390-7837



# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet



### STATE ROUTE 109 (PORTLAND BYPASS) ENVIRONMENTAL ASSESSMENT-SUMNER COUNTY

Public Hearing; November 12, 2015 - 5:00-7:00 p.m.; Portland High School

Name (Please Print)	Address (Street, City, State Zip)	Phone Number or E-Mail
BOBBY FISHER	593 Jackson Rd Portland TN 37148	fishburn593@gmail.com
<del>Flora Fisher</del>	106 Old Westmoreland Rd 37148	615-325-9430
Kenneth Graham	3231 Hwy 109 N. 37148	615-325-3153
Larry Summers	3153 Hwy 76 37148	Lsummers325@bellsouth.net
Martha Satterfield	200 Forester Rd 37075	615-681-1321 isatterf@yahoo.com
Cardyn Meadows	929 So Broadway Portland, TN 37148	615-323-7292
Beverly Watson	636 Denning Ford Rd " " "	bev.watson@comcast.net
Bill Newland	120 Newland TN	
Tommy Gault	200 N. Happy Hollow A	325-6960
Donna Quinn	P.O. Box 428, Franklin, KY 42135	615-317-9147
Kerry Prunett	1204 S. Russell Portland TN 37148	615-325-4641
DON EDEN	7769 MEISTON RD WHITEHOUSE 37188	—
<del>Alfred</del> Ramona M Cousins	1079 Payne Rd Portland TN 37148	615-325-3877
Denise Geminden	1419 Hwy 259 Portland TN	615/325-9484
Billy Geminden	" " " TN	"

## Public Hearing Sign-In Sheet



**STATE ROUTE 109 (PORTLAND BYPASS)  
ENVIRONMENTAL ASSESSMENT-SUMNER COUNTY**

**Public Hearing; November 12, 2015 - 5:00-7:00 p.m.; Portland High School**

[illegible]



[illegible]



# Tennessee Department of Transportation

## Public Hearing Sign-In Sheet for Staff and Consultants



### STATE ROUTE 109 (PORTLAND BYPASS) ENVIRONMENTAL ASSESSMENT-SUMNER COUNTY

Public Hearing; November 12, 2015 - 5:00-7:00 p.m.; Portland High School

Name (Please Print)	Title	Agency/Firm	Email Address	Phone Number
Luke F. Eggering		Parsons	luke.eggering@parsons.com	314-412-0390
Andrea Barbaro		WSP/Parsons Brinckerhoff	Barbaro@pbworld.com	615-340-9199
Ian Preston		TDOT	ian.preston@tn.gov	615-944-4949
Kevin Abel		Parsons	Kevin.Abel@parsons.com	902486181
Liana Dranes		TDOT	Liana.M.Dranes@tn.gov	615-308-3170
Erick Hout-Hawkins		TDOT	Erick.HoutHawkins@tn.gov	615-268-6937
Linda Tidwell		TDOT	Linda.Tidwell@tn.gov	615-253-2860
Holly Cantrell		TDOT	holly.cantrell@tn.gov	615-532-5869
Heather Jensen		TDOT	heather.jensen@tn.gov	615 350 4302
Mwofay Ajiboye		TDOT	MWAFAY.Ajiboye@tn.gov	615 532-6005
Joel Budnik		Parsons	joel.budnik@parsons.com	314-819-5016
GREG DYER		TDOT	GREGORY.DYER@TN.GOV	615-741-5780
Lisa Williams	Court Reporter	-	lisawill1833@comcast.net	615-397-7616
Jon Zirkle		TDOT	jon.zirkle@tn.gov	615-350-4254
Greg Hamilton		TDOT	GREG.HAMILTON@TN.GOV	615-532-3423

## Public Hearing Sign-In Sheet for Staff and Consultants



**STATE ROUTE 109 (PORTLAND BYPASS)**  
**ENVIRONMENTAL ASSESSMENT-SUMNER COUNTY**

**Public Hearing; November 12, 2015 - 5:00-7:00 p.m.; Portland High School**

[illegible]

**Attachment 3:**  
**Public Hearing Materials**



## AGENDA

- 5:00-5:30 pm Sign in/Review Handout/View Displays (cafeteria)  
5:30-5:45 pm PowerPoint Presentation (auditorium)  
5:45-6:00 pm Question and Answer Session (auditorium)  
6:00-7:00 pm Visit displays, ask questions of project team, and/or speak with court reporter (cafeteria)

## PUBLIC HEARING

November 12, 2015

5:00 – 7:00 p.m.

Portland High School

**STATE ROUTE 109**

**(PORTLAND BYPASS)**

from SR-109 near SR-76 to SR-109  
north of Downtown Portland in  
Sumner County, TN

## WELCOME

The Tennessee Department of Transportation (TDOT) welcomes you to this public hearing and thanks you for your participation. The goal of this meeting is to update you on the State Route (SR) 109 (Portland Bypass) project and to gather public input on the environmental study and proposed options.

You will have an opportunity to ask questions and comment on the proposed alternatives and their impacts.

The meeting will include a short presentation, followed by an opportunity for attendees to ask questions. Maps of the project area and other pertinent information are displayed in the cafeteria. TDOT representatives will be present throughout the evening to discuss the proposed SR-109 (Portland Bypass) project with you and answer any questions that you may have. They can be identified by their name tags.

## YOUR COMMENTS ARE IMPORTANT TO US

Public comments are an important part of the planning process. Should you wish to make comments today, please complete the Comment Card and deposit it in the comment box, which is identified by a large sign. If you do not wish to fill out a Comment Card at this time, you have until December 4, 2015, to submit comments to the address provided on the card. A court reporter is also available for those persons who desire to make a verbal statement about the project.

## ABOUT THE NEPA PROCESS

This meeting is part of the NEPA process. NEPA stands for the National Environmental Policy Act of 1969. It is a process required by the federal government for projects or undertakings that use federal funds. Since the proposed SR-109 (Portland Bypass) is being assisted with federal funds, the project is subject to NEPA requirements. TDOT has prepared a NEPA Environmental Assessment (EA) in the current project phase. The Federal Highway Administration approved the EA on September 14, 2015.

NEPA requires the evaluation of potential social and environmental impacts as part of the process of developing alternatives for a proposed highway project.

## PROJECT PURPOSE AND NEED

The purpose of the proposed project is to improve local, regional, and statewide mobility by improving traffic flow on the SR-109 corridor through Portland, TN.

The proposed project is intended to address transportation needs that have been identified through coordination with local officials, agencies, and the public. These needs are based on:

- Anticipated increases in transportation demand due to planned growth and associated land use changes;
- Existing and projected traffic volumes;
- Improving system linkage;
- Existing roadway deficiencies; and
- Safety concerns due to increasing traffic, especially trucks.

## PROJECT BACKGROUND

TDOT proposes to construct a new segment of SR-109 from existing SR-109 south of the City of Portland to SR-109 north of Portland in Sumner County. This project, referred to as the Portland Bypass, was initiated at the request of the City of Portland due to the growth of new industry and the inherent increase of truck and employee traffic in and around Portland's downtown and industrial/warehousing areas.

A Transportation Planning Report (TPR) was approved in August 2006. Based on the findings of the TPR, it was determined that widening existing SR-109 would not be capable of serving future traffic volumes nor reducing truck traffic through the City of Portland's Central Business District (CBD). The widening of existing SR-109 through the city would necessitate acquisition of costly right-of-way (ROW) and utility relocations due to the existing developed commercial and residential areas. Instead, the TPR envisioned the proposed project would realign SR-109 from near SR-76 south of Portland northward to I-65 using an alignment to the west of downtown Portland.

In June 2011, TDOT began studying the proposed project in an Environmental Assessment (EA) pursuant to the National Environmental Policy Act (NEPA) of 1969. An EA was considered the appropriate environmental documentation for this project due to the scope of the project and the uncertainty regarding the potential for significant impacts.

In addition to addressing concerns due to localized growth and

inherent increased traffic, this project would provide regional transportation benefits by helping TDOT finalize the long-term improvements to the SR-109 corridor between I-40 in Wilson County and I-65 in Robertson County.

## PROJECT DESCRIPTION

Within the project limits, existing SR-109 is a five-lane roadway (two through lanes in each direction separated by a continuous center left-turn lane) from near SR-76 north to SR-52. From SR-52 through downtown Portland, the roadway is four lanes with a series of signalized and unsignalized at-grade intersections. North of downtown Portland the roadway transitions back to two-lanes through its terminus at SR-41 (U.S. 31W).

Two alternatives are proposed: the No-Build Alternative and one Build Alternative.

### No-Build Alternative

The No-Build Alternative involves making no changes to existing SR-109 except for routine maintenance. The No-Build Alternative does not meet the project purpose and need.

### Build Alternative

The Build Alternative would meet the project purpose and need. The Build Alternative includes the construction of a four-lane, partial access controlled facility extending west of downtown Portland from existing SR-109 south of SR-76, northward to existing SR-109 north of downtown Portland. The project length 7.2 miles, and the ROW width is approximately 250 feet.

A grade-separated interchange is proposed at SR-52. Two options are being considered for the SR-52/Portland Bypass Interchange:

- **Folded Diamond Option:** All of the interchange ramps would be located south of SR-52.
- **Partial Folded Diamond Option:** The southbound Portland Bypass ramp onto westbound SR-52 is located in the northwest quadrant of the interchange and all other ramps are south of SR-52.

A flyover ramp is proposed at the southern terminus of the project to provide unimpeded access for southbound traffic on the existing SR-109 to merge with the proposed Portland Bypass.

A section of SR-52 between the proposed SR-52/Portland Bypass Interchange and West Market Street would be widened to five lanes and include sidewalks. Several other local roads intersected by the proposed bypass would be realigned and/or reconfigured, including provision of a Kirby Drive connector to the proposed bypass.

## POTENTIAL IMPACTS

### No-Build Alternative Impacts

The No-Build Alternative would have no environmental impacts, but future mobility would be adversely impacted and safety would also likely decline.

### Build Alternative Impacts

The Build Alternative would have the beneficial effect of improving local and regional mobility and safety.

The primary benefits of the Build Alternative include:

- Improved traffic capacity and system linkage;
- Increased safety;







- Improved circulation among the cities and communities in the project area;
- Improved regional accessibility to the project area; and
- Reduced travel times.

The primary adverse impacts of the Build Alternatives would include:

- Displacement of 13 residences and 3 businesses;
- Conversion of up to 193 acres of farmland to transportation uses;
- Noise impacts to 29 receptors;
- Impacts to surface waters, including up to 5,387 linear feet of stream channel from 18 streams;
- Impacts to up to 2.36 acres of wetland from 11 wetlands;
- Impacts to 1.7 acres of floodplain area;
- Impacts to karst features, including two sinkholes;
- Conversion of up to 214 acres of land to highway ROW, resulting in loss of wildlife habitat; and
- Temporary construction impacts (fugitive dust, siltation, construction noise, etc.).

The improved mobility along the proposed bypass route could enhance the area for new development resulting in potential indirect adverse environmental impacts.

Any impacts associated with this project would be cumulative to other past, present, and reasonably foreseeable projects, or activities that have occurred, are occurring, or would occur in the project vicinity. Future project plans would be developed to avoid, minimize impacts, or mitigate impacts, as feasible.

## RIGHT-OF-WAY (ROW) AND RELOCATION

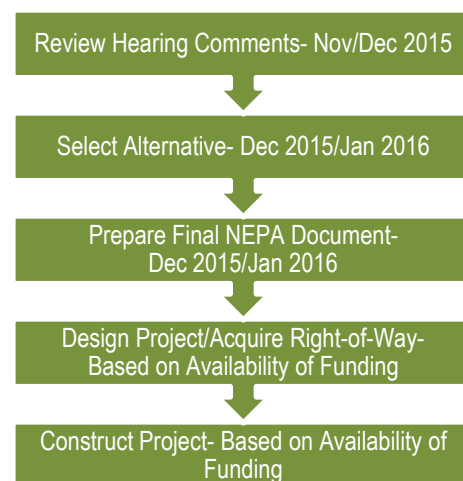
The project's Build Alternative would acquire up to 214 acres of ROW and would displace an estimated 13 residences and 3 businesses.

To minimize unavoidable effects of right-of-way acquisition and the displacement of people, TDOT will carry out a ROW relocation program in accordance with:

- Tennessee's Uniform Relocation Assistance Act of 1972, and
- Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91646).

An information pamphlet entitled "Relocation Assistance Program" is available at this meeting. It outlines the services offered and any payments for which you may be eligible.

## WHAT ARE THE NEXT STEPS?



## PROJECTED SCHEDULE

The schedule for future project phases (ROW acquisition and construction) will be determined based on identification of funding.

## FOR MORE INFORMATION, PLEASE CONTACT:

Greg Hamilton  
 TDOT Project Manager  
 615-532-3483  
[Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov)

Hard copies of the EA are available for public inspection at the locations listed below.

Portland Public Library of  
 Sumner County  
 301 Portland Blvd.  
 Portland, TN 37148  
 (615) 325-2279

TDOT Region 3  
 6601 Centennial Blvd.  
 Nashville, TN 37209  
 Attn: John Zirkle  
 (615) 350-4254

A copy of the EA can be viewed at this website:

[www.tn.gov/tdot/article/robertson-sumner-counties-SR-109-Portland-Bypass](http://www.tn.gov/tdot/article/robertson-sumner-counties-SR-109-Portland-Bypass)

Public comments concerning this project can also be submitted to: [TDOT.Comments@tn.gov](mailto:TDOT.Comments@tn.gov). Be sure to include the project name (SR-109 (Portland Bypass), Sumner County).

Or, you can mail comments to:

Public Hearing Comments  
 ATTN: SR-109 (Portland Bypass)  
 Tennessee Department of Transportation  
 Suite 700, James K. Polk Building  
 505 Deaderick Street  
 Nashville, Tennessee 37243-0332

\*Comments postmarked by December 4, 2015 will be included in the official transcript of this public hearing.

**YOU MUST TAPE CLOSED BEFORE MAILING.**



**For additional project information:**

Visit the TDOT website at <https://www.tn.gov/tdot/article/robertson-sumner-counties-SR-109-Portland-Bypass>  
Or contact Mr. Greg Hamilton, TDOT Project Management Division, at [Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov) or 615.532.3483.

*TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of  
race, age, sex, religion, color, disability or national origin*

Fold at this line second

Project Comments (PIN 106634.01)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

PLACE  
STAMP  
HERE

**Return Comments Postmarked by December 4, 2015 to:**

**Public Hearing Comments  
ATTN: SR-109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0332**

Fold at this line first

Your Name: \_\_\_\_\_

Date: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

\_\_\_\_\_

County of Residence: \_\_\_\_\_

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): \_\_\_\_\_

Please return comment form postmarked no later than **December 4, 2015.**

## STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

### COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

#### Which describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen \_\_\_\_\_ Affected Resident \_\_\_\_\_ Affected Landowner \_\_\_\_\_

Affected Business \_\_\_\_\_ Name of Business \_\_\_\_\_

#### Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)

No Build Alternative \_\_\_\_\_

Build Alternative \_\_\_\_\_

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange:  
(PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange \_\_\_\_\_ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange \_\_\_\_\_ (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange \_\_\_\_\_ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

#### Please list reasons for your choice of alternative below: (PLEASE PRINT)

---

---

---

#### What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)

\_\_\_\_\_ Impacts to the Natural Environment

\_\_\_\_\_ Air Quality impacts

\_\_\_\_\_ Impacts to Existing Residences/Businesses

\_\_\_\_\_ Noise Impacts

\_\_\_\_\_ Impacts to Farmland

\_\_\_\_\_ Other(s) – Please describe below

---

---

---

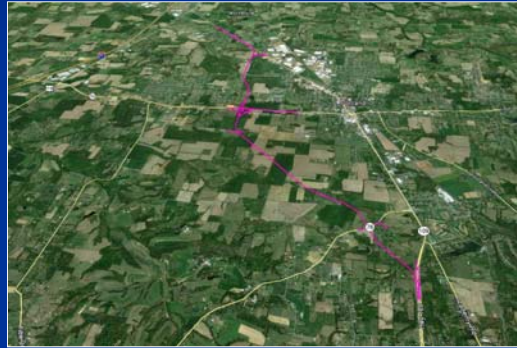
#### Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)

---

---

---

# State Route 109 (Portland Bypass) Sumner County, TN



NEPA Public Hearing  
November 12, 2015



## Public Hearing Agenda

5:00 Open House (Cafeteria)

5:30 Presentation / Q&A (Auditorium)

6:15 Breakout Session (Cafeteria)

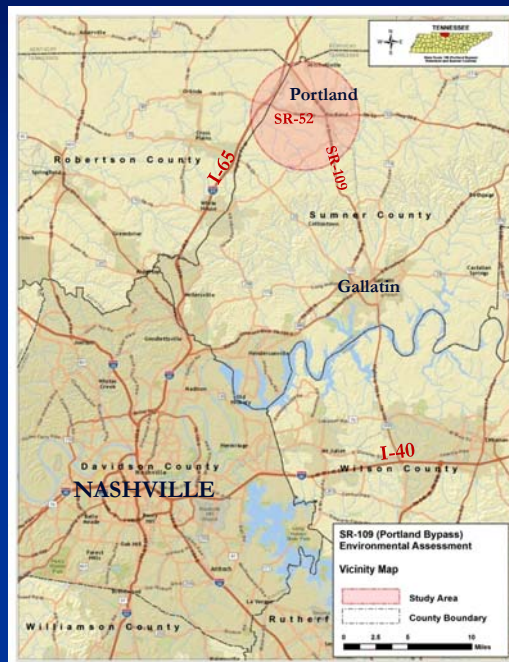
7:00 Adjourn





## Purpose of Public Hearing

- Discuss proposed improvements to SR 109 (Portland Bypass), the NEPA process, and next steps
- Receive input from the public
- Answer questions and address concerns



## Project Vicinity



## Project Background

- The proposed SR-109 (Portland Bypass) would be the final link in the overall corridor improvements between I-40 and I-65.
- A Transportation Planning Report (TPR) was approved by TDOT on August 31, 2006.
- The TPR identified three options for the SR-109 (Portland Bypass).
- In July 2011, TDOT notified FHWA that it intended to initiate the NEPA process.



## National Environmental Policy Act (NEPA)

- The National Environmental Policy Act of 1969 (NEPA) is an environmental review process required by the federal government for all projects that use federal funds.
- The SR-109 (Portland Bypass) project is being assisted with federal funds through the Federal Highway Administration (FHWA).
- An Environmental Assessment (EA) was considered the appropriate environmental documentation due to the project scope and level of uncertainty regarding potential impacts.



## The NEPA Process Completed to Date

- February 2012 - A Public Meeting was held to gather input related to the project.
- March-December 2012 - TDOT identified a Build Alternative alignment to study in the EA, taking input from local officials, agencies, and the public into consideration.
- December 2012-May 2015 - TDOT conducted technical studies and drafted the EA.
- The EA was approved on September 14, 2015 by FHWA.



## Project Purpose and Need

The primary purpose of the proposed project is to improve local, regional, and statewide mobility by improving traffic flow on the SR-109 corridor through the City of Portland.



## Project Purpose and Need (cont.)

- The need for this project is based on:
  - Anticipated increases in transportation demand due to planned growth and associated land use changes
  - Existing and projected traffic data
  - Continued improvement in system linkage
  - Existing roadway deficiencies
  - Safety concerns due to increasing traffic, especially heavy trucks, in downtown Portland

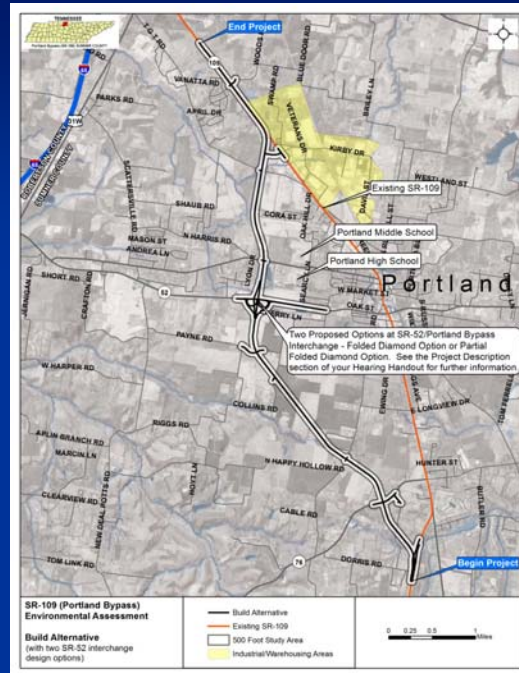


## Project Alternatives

- No-Build Alternative and one Build Alternative.
- Build Alternative includes construction of a four-lane divided highway with partial access control.
- Design: 12-foot traffic lanes, paved shoulders, 48-foot median, 250-foot right-of-way (ROW).



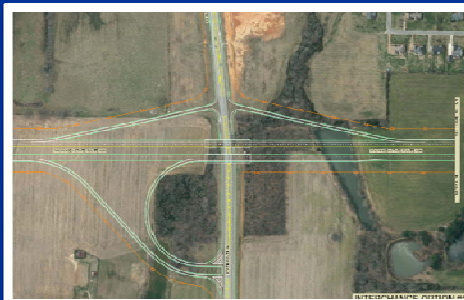
## Build Alternative



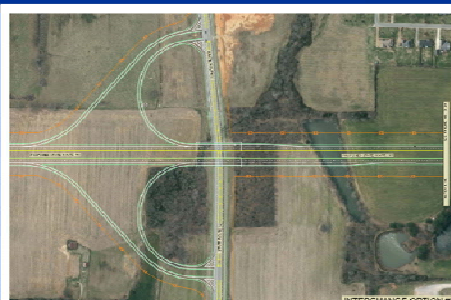
## Build Alternative (cont.)

- Build Alternative includes two SR-52/SR-109 (Portland Bypass) Interchange configuration options which were analyzed separately in the EA:

Partial Folded Diamond



Folded Diamond



## Environmental Resources Evaluated

### Natural Resources



- Jurisdictional Wetlands
- Threatened and Endangered Species
- Streams and Water Quality
- Habitat Assessment
- Prime Farmland
- Floodplains

### Socio-economic Resources



- Economic Trends/Population
- Displacements
- Land Use
- Community Facilities
- Environmental Justice



## Other Resources Evaluated

- Hazardous Materials
- Karst Features (caves, sinkholes)
- Noise Impacts
- Air Quality Impacts
- Cultural Resources (historic, prehistoric, architectural)



### Anticipated Benefits under the Build Alternative

- Improved level-of-service (LOS) on SR-109;
- Reduced traffic, especially trucks, through the central business district of Portland;
- Improved regional transportation network;
- Potential for safety improvements resulting from:
  - reduction in congestion related crashes, and
  - improved pedestrian/bicyclists facilities.



### Impacts Associated with the Build Alternative

- Streams - 19 impacted, 4,836 linear feet (folded diamond interchange) to 5,387 linear feet (partial folded diamond interchange);
- Wetlands - 11 present, 2.36 acres impacted;
- Ponds - 14 present, 2.3 acres impacted;
- 100-year Floodplains - One crossed, 1.7 acres;
- Noise - 29 receptors impacted;





## Impacts Associated with the Build Alternative (cont.)

- **Federally-listed Species:**
  - Indiana Bat and Northern Long-eared Bat - Not Likely to Adversely Affect,
  - Gray Bat - Best Management Practices (BMPs) Sufficient to Minimize Harm;
- **State-listed Species:**
  - Orange-fin Darter and Splendid Darter- Suitable Habitat Present, but BMP's Sufficient,
  - Teardrop Darter - No Suitable Habitat Present;



## Impacts Associated with the Build Alternative (cont.)

- **Geology** - Two sinkholes identified during ecology study (to be documented further in design phase).
- **Cultural Resources** - No NRHP-listed or Eligible Sites. However, nearby Fulghum Cemetery should be avoided;
- **Visual Resources** - Minimal Impacts as defined in EA;
- **Bicyclists and Pedestrians** - Beneficial impacts due to new sidewalks along SR-52 and paved shoulders.

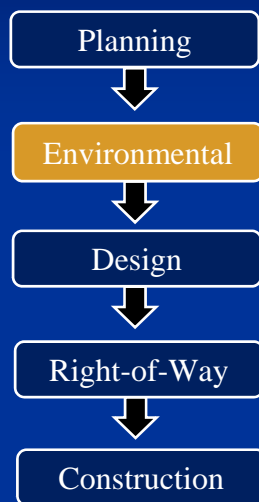


## Impacts Associated with the Build Alternative (cont.)

- Displacements - 13 residences and 3 small businesses;
- Environmental Justice - One minority population was identified, but no disproportionate impacts;
- Prime and Unique Farmland - 183 acres (partial folded diamond interchange to 193 acres (folded diamond interchange) impacted; and
- Other Resources (Air Quality, Section 4(f), Section 6(f), Invasive Species, Hazardous Materials) - No Impacts.



## What are the next steps in the process?



- Review Hearing Comments
  - Nov/Dec 2015
- Select Alternative
  - Dec 2015/Jan 2016
- Prepare Final NEPA Document
  - Dec 2015/Jan 2016



## Comments

Your comments are important to us!

- Participate in the question-and-answer session
- Submit or mail-in comment cards
- Provide verbal comments to the court reporter



Thank you for your  
attendance and  
participation.



**Attachment 4:**  
**Public Hearing Transcript**

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

NATIONAL ENVIRONMENTAL POLICY ACT PUBLIC MEETING  
SUMNER COUNTY STATE ROUTE 109 [PORTLAND BYPASS],  
FROM EXISTING SR-109 NEAR SR-76 TO SR-109 NORTH OF  
DOWNTOWN PORTLAND

PIN 106634.01

ORAL STATEMENTS were received at the  
Portland High School, 600 College Street, Portland,  
Tennessee from 5:00 p.m. until 7:00 p.m. on  
November 12, 2015, as recorded by Lisa Williams,  
Licensed Court Reporter, and Notary Public in and  
for the State of Tennessee at Large.

---

Prepared by:

Lisa Williams, LCR, CCR  
132 Colonial Drive  
Hendersonville, Tennessee 37075

1 MS. HEATHER JENSEN: I'm going to go  
2 ahead and get started. welcome. My name is  
3 Heather Jensen. I am the TDOT Community Relations  
4 officer for this region. This region includes 26  
5 counties which, of course, includes Sumner and  
6 Robertson County.

7 We're pleased to see so many people here  
8 today. I do want to stress to you that we are very  
9 early in this process and this is the time when it  
10 is critical to have your input so we appreciate  
11 everyone being here and being with us today.

12 I do want to make sure that each of you signed  
13 in when you came in. There are a lot of materials  
14 at that sign-in desk. One, we want to make sure  
15 that your presence is known so we want that on  
16 record; and two, we want to make sure that you have  
17 the opportunity to give us as much of your feedback  
18 as possible.

19 There is an information sheet that is on the  
20 sign-in table, which is just outside these doors.  
21 If you didn't get one when you came in be sure you  
22 get one before you leave. There is a lot of  
23 information on here about where we are with this  
24 project. Also there is a Comment Form, and you  
25 have 21 business days to fill this out. So if you



1 know of any of your neighbors or anyone that  
2 couldn't attend tonight and maybe you want to take  
3 them one or if you want to take one with you, maybe  
4 you have some concerns that you want to think about  
5 and then put into words, please do that. Take that  
6 with you and send it in because it is very  
7 important to us.

8 Before we get started I do want to thank Mayor  
9 Wilber for being here, and I do want to invite you  
10 -- is there anything you would like to say before  
11 we get started?

12  
13 MAYOR KEN WILBER: No. I just think  
14 it is very important that everyone let their  
15 comments be known.

16  
17 MS. HEATHER JENSEN: Great. Thank  
18 you so much. Again, we appreciate you being here  
19 and all of our representatives. I understand that  
20 we have some counsel members here as well, and we  
21 appreciate their presence and their involvement in  
22 this process.

23 Again, you see kind of the rundown of what  
24 we're looking at. We tried to have a little bit of  
25 an open house because we've got two different

1 spaces so hopefully some of you were able to take a  
2 look at the displays and maybe ask a few questions,  
3 and we hope to answer as many questions as we can  
4 tonight. If we can't answer your questions, we  
5 will get them answered so please know that. We're  
6 going to do everything we can to get your input and  
7 answer your questions or concerns.

8 We do have a short presentation. After the  
9 presentation we will have a question and answer  
10 session. We do ask that the questions stay  
11 somewhat generalized. If you have questions about  
12 your specific property or something specific, we  
13 ask that you meet one-on-one with our  
14 representatives just so that we don't tie up the  
15 group with those questions. And then after we're  
16 done with that we will break out again so that way  
17 if you've got questions and want to look again at  
18 the displays, we invite you to do that and  
19 encourage you to do that.

20 Again, you have a couple of options in giving  
21 us your input and we welcome that any way that you  
22 can. We do welcome your input with the question  
23 and answer session that we're gonna have, with the  
24 break-out session that we're going to have, with  
25 the comment cards and, of course, as you can see

1 here we have a court reporter so please, please  
2 give us your input. Even if it's just a comment,  
3 if it's a question or whatever it may be, we  
4 encourage that. Again, we are very early in this  
5 process and this is the time where that information  
6 is vital to us so we want to make sure that we have  
7 that.

8 Just to kind of -- I'm sure that most of you  
9 know why we're here but just to kind of reiterate  
10 that we are here to talk about State Route 109,  
11 which is going to be part of the Portland Bypass,  
12 which will connect to the north and to the south of  
13 Portland, and, of course, bypass the City of  
14 Portland. We're going to talk a little bit about  
15 the proposed improvements, and we're going to talk  
16 about the NEPA process.

17 This is a NEPA Public Hearing so that's why we  
18 want to explain that to you and kind of what that  
19 means and also talk about the next steps, where we  
20 go with this project after this. And, again, once  
21 we talk about that we're going to open it up to  
22 answer your questions or your concerns. Again, if  
23 we don't have those answers tonight we will get  
24 them for you so, again, please give us as much  
25 input as you can because that's why we're here.

1           At this time I'm going to turn it over to Luke  
2           Eggering and he is going to go through this and,  
3           again, we ask that you hold your questions until  
4           the end and let him get through with this. It is a  
5           little bit lengthy because it's environmental and  
6           we have a lot of stuff to go through so if you will  
7           hold it until the end we will get your questions  
8           answered in the question and answer session. Thank  
9           you.

10  
11                       MR. LUKE EGGERING: Thank you. Can  
12           you hear me in the back?

13  
14                       (Whereupon, the attendees nodded  
15           their heads in the affirmative.)

16  
17                       MR. LUKE EGGERING: Okay. Sometimes  
18           when I talk with the presentation I will turn  
19           around and read a bullet and I will trail off like  
20           that. So if I trail off just remind me because it  
21           is kind of force of habit.

22  
23                       (Whereupon, a video presentation was  
24           given by Mr. Eggering, and these proceedings were  
25           not asked to be transcribed.)

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

MR. LUKE EGGERING: With that, I  
will turn it back over to Heather for Q & A.

MS. HEATHER JENSEN: That is kind of  
the quick presentation. We wanted to make sure  
that we got through with everything but also to  
make sure that we had time to answer your  
questions.

Um, we are going to open up to questions. I  
do ask for the sake of the court reporter that when  
you present your question please say your name and  
your address so that she may denote it for the  
record, and also try to be as clear as possible.  
We tried to hook up another mic and it didn't work  
out, so please be as clear as possible. I will try  
to repeat the question for everyone else and, of  
course, we have several representatives here to  
help us answer those questions.

So at this time if you have a question, please  
raise your hand. There has got to be one question  
out there.

(Whereupon, an individual raised  
their hand.)

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

MS. HEATHER JENSEN: Yes, sir.

MR. RICK SAUNDERS: Ah, yes, I'm  
Rick Saunders. I live at 103 TGT Road. And where  
-- on the north end where the Kirby inter --  
interchange crosses a part of TGT Road, will it end  
or will it cross over TGT?

MS. HEATHER JENSEN: Again, just in  
case you didn't hear him he's asking about the  
Kirby Road connector. Does someone want to address  
that?

MR. LUKE EGGERING: Did he say Kirby  
Road or TGT Road?

MS. HEATHER JENSEN: Well, it's  
right there with the Kirby Road connector. He's  
talking about TGT but, yes.

MR. LUKE EGGERING: Okay. I don't  
have the design in front of me.

MS. HEATHER JENSEN: Greg, do you



1 want to get it? Greg is going to come down and  
2 answer your question.

3  
4 MR. GREG DYER: Sir, can I hear your  
5 question one more time?

6  
7 MR. RICK SAUNDERS: Ah, yes. Where  
8 the Kirby Road crosses over on the north end of the  
9 loop, --

10  
11 MR. GREG DYER: Yes, sir.

12  
13 MR. RICK SAUNDERS: -- it would be  
14 crossing TGT Road. I've heard that TGT Road ends  
15 -- well, you know, right now it runs over to 31W to  
16 109.

17  
18 MR. GREG DYER: Correct.

19  
20 MR. RICK SAUNDERS: Will the bypass  
21 cross over that?

22  
23 MR. GREG DYER: Right now the bypass  
24 is crossing TGT Road. The way that it's laid out  
25 right now is that TGT on the western side of the

1 bypass would still be connected into the bypass.  
2 TGT on the eastern side is a cul-de-sac and that's  
3 -- that was due on -- at the level we're at, we  
4 were seeing that -- if we're looking on the -- on  
5 the east side of the bypass the traffic that was on  
6 that part of TGT we could just have them reroute  
7 onto the existing 109 and then onto the bypass  
8 instead of giving them direct access.

9

10 MR. RICK SAUNDERS: When you come  
11 off of 109 that end will become like a dead end  
12 street?

13

14 MR. GREG DYER: I'm sorry?

15

16 MR. RICK SAUNDERS: It will become  
17 like a dead end street?

18

19 MR. GREG DYER: TGT will, yes, sir.

20

21 MR. RICK SAUNDERS: Okay. All  
22 right. Thank you.

23

24 MR. GREG DYER: Sure.

25

1 MS. HEATHER JENSEN: Next question.

2

3 (whereupon, an individual raised  
4 their hand.)

5

6 MS. HEATHER JENSEN: Yes, ma'am.

7

8 MS. ANNA EMERSON: Hi, my name is  
9 Anna Emerson, and I'm with the Nashville Area  
10 Metropolitan Planning Organization. I just had a  
11 question about the stub outs that are shown on the  
12 map for the roads that will cross over the new  
13 bypass. Are those planned to be the only direct  
14 accesses to the bypass, or how many direct  
15 connections do you guys anticipate?

16

17 MS. HEATHER JENSEN: Again, she is  
18 asking about direct access to the corridor once we  
19 finish it.

20

21 MR. GREG DYER: Um, everything that  
22 is shown in the plans is what we're showing as  
23 direct access right now, but obviously that could  
24 change through the comments that we receive today.  
25 They are limited because the bypass is full

1 controlled access with a limited number of access  
2 points that we have, but it is -- it is a few, but  
3 the ones that are shown are the only ones that are  
4 being considered right now.

5  
6 MS. ANNA EMERSON: So you will have  
7 the major interchange there at State Route 52.  
8 will the other road connections just be at-grade  
9 connections, is that what it will be at this point?

10  
11 MR. GREG DYER: Yes.

12  
13 MS. ANNA EMERSON: Okay.

14  
15 (whereupon, an individual raised  
16 their hand.)

17  
18 MS. HEATHER JENSEN: Yes, sir.

19  
20 MR. BRIAN HARBIN: Brian Harbin, I'm  
21 at 300 willow Lake Drive. Can you explain what the  
22 Payne Road connector is there? And down at Highway  
23 76 there is a line that I don't really understand  
24 what they -- what they represent.

1  
2 MR. GREG DYER: Sure. And actually,  
3 to clarify this, I misspoke earlier. I misspoke to  
4 a few of you and told you that Payne Road was going  
5 to have connection to the bypass and that, at this  
6 stage, is not true. Payne Road will be  
7 cul-de-saced and will not have access to the bypass  
8 on either side.

9 Ah, 76 will have full access, it will be an  
10 at-grade access, and we will look -- we will have  
11 to look later at the design to see if that is going  
12 to be stop patrol or signal patrol. It's probably  
13 going to be -- more than likely it will be a signal  
14 control.

15  
16 MR. BRIAN HARBIN: Are you saying  
17 that Payne Road will be a cul-de-sac?

18  
19  
20 MR. GREG DYER: How we have it  
21 designed right now, yes, sir. If you disagree with  
22 that, please put it in a comment.

23  
24 MR. BRIAN HARBIN: Well, there's --  
25 there's been plans to access Gateview Elementary

1 from Payne Road, --

2  
3 MR. GREG DYER: Okay.

4  
5 MR. BRIAN HARBIN: -- and if they do  
6 that, if that takes place, that is gonna eliminate  
7 traffic on 52, --

8  
9 MR. GREG DYER: Okay. Obviously, --

10  
11 MR. BRIAN HARBIN: -- which would  
12 mean people would be coming from town using Payne  
13 Road to access Gateview Elementary and if it is a  
14 cul-de-sac then I don't see how that is possible.

15  
16 MR. GREG DYER: Correct. Well, yes,  
17 access to that school is very important so --

18  
19 MR. BRIAN HARBIN: The school is  
20 there.

21  
22 MR. GREG DYER: Okay.

23  
24 MR. BRIAN HARBIN: There is plans to  
25 extend the road that goes into the school property

1 from 52 currently onto Payne Road from the other  
2 direction --

3

4 MR. GREG DYER: Okay.

5

6 MR. BRIAN HARBIN: -- to kind of  
7 ease the traffic burden that's on 52 currently.

8

9 MR. GREG DYER: Okay. I guess what  
10 I can tell you is that we will definitely  
11 investigate further and change the design if it  
12 needs to be changed.

13

14 MR. BRIAN HARBIN: And, I'm sorry,  
15 what did you say about 76? It looks like there is  
16 connector there I know but beyond that onto Dorris  
17 Road --

18

19 MR. GREG DYER: Dorris Road will be  
20 cul-de-saced on both sides, ah, 76 will have access  
21 from both, from both approaches.

22

23 MR. BRIAN HARBIN: I'm sorry, Dorris  
24 Road?

25



1 MR. GREG DYER: Dorris Road will be  
2 cul-de-saced on -- on each -- on each end. Dorris  
3 Road won't have access from either approach onto  
4 the bypass.

5  
6 MR. BRIAN HARBIN: If you got the  
7 same drawing that I do, on 76 you could go -- you  
8 have connectors drawn, and there is another like an  
9 L-shaped line?

10  
11 MR. GREG DYER: Yes. Part of the  
12 existing Dorris Road, because the connection point  
13 is going to be so close to the bypass, we had to  
14 move that access point back away from the  
15 intersection of 76 and the new bypass. So we are  
16 actually showing Dorris being realigned further  
17 back, further away from the bypass, so we have a  
18 separation of those two intersections.

19  
20 MR. BRIAN HARBIN: So Dorris Road  
21 where there is a curve now will actually just come  
22 straight out to 76?

23  
24 MR. GREG DYER: That's correct.

1 MR. BRIAN HARBIN: Okay.

2

3 MS. HEATHER JENSEN: And, again,  
4 just to stress, all of this is preliminary. This  
5 is why we're here so it's good that you brought up  
6 that point, and you may want to come down and speak  
7 directly with the court reporter and just remind  
8 her about the schools so we can look into that  
9 further and see where we need to go from there.

10

11 (Whereupon, an individual raised  
12 their hand.)

13

14 MS. HEATHER JENSEN: Yes, sir.

15

16 MR. RANDALL HINTON: Just so I'm  
17 clear. My name is Randall Hinton, and I live at  
18 117 TGT Road. You are saying that TGT,  
19 approximately two houses down from where I live, is  
20 going to be a dead end and there will be no access  
21 from TGT into the bypass; is that correct?

22

23 MR. LUKE EGGERING: From the west?

24

25 MR. GREG DYER: Our intention right

1 now is that if you're -- if you're traveling -- if  
2 you're -- if you're on the west side of the bypass  
3 you will access --

4  
5 MR. RANDALL HINTON: I'm on the east  
6 side of the bypass. I'm on the east side of the  
7 bypass.

8  
9 MR. GREG DYER: As it is designed  
10 now that will be cul-de-saced on the east side of  
11 the bypass.

12  
13 MR. RANDALL HINTON: Do you have any  
14 notion, so you have done this type of thing before,  
15 as to how this is going to impact property values  
16 on the east side of TGT Road and the west side,  
17 too, for that matter?

18  
19 MR. GREG DYER: I think that's a --  
20 maybe a right-of-way question, I'm not sure. Is  
21 there -- should we -- I think we should try to --  
22 we will try to address your question maybe in the  
23 break-out session, if that's okay?

24  
25 (Whereupon, an individual raised

1 their hand.)

2  
3 MS. HEATHER JENSEN: Yes, ma'am.

4  
5 MS. JODIE HARRIS: I'm Jodie Harris,  
6 129 TGT Road. I'm three houses down from him.  
7 When you put the cul-de-sac in -- of course now the  
8 road is coming into, the way it looks, into my --  
9 above my driveway, between the driveway and my  
10 house, but several years ago Portland rerouted all  
11 of their flood water out to Sumner's Branch so  
12 every time it rains we get all of Portland's water.  
13 So when that cul-de-sac goes in, are y'all gonna  
14 redo that road so the water can flow freely and not  
15 back up into our homes? Because -- because in May  
16 of -- when was the flood, in 2010?

17  
18 MR. GREG DYER: '10.

19  
20 MS. JODIE HARRIS: It got up really  
21 -- it did not get to my house but that is because  
22 my elevation is higher because all of Portland's  
23 water comes out to that branch -- because Portland  
24 used to get flooded before they rerouted it and  
25 you're messing with a -- a water flow that, from

1     what y'all have done so far, will not control it if  
2     we get another rain like that.

3  
4                   MS. HEATHER JENSEN:   Do you want to  
5     address that?

6  
7                   MR. JIM OZMENT:   I'll just -- I'll  
8     just try to answer that quickly.  Anytime that we  
9     build roads, obviously, hydrolics, in the way that  
10    water drains, we -- we impact that so we have  
11    hydrologists that study that.  There will be a  
12    hydrolics study that accompanies the final design  
13    and all of that should be taken into account as far  
14    as culvert sizing, stream diversions.  You do some  
15    of that with permitting, you know it depends on  
16    what you need to do with the stream, so sometimes  
17    it becomes a permit issue but all of that is done  
18    primarily in final design.

19           And I know a lot of you probably have -- seem  
20    to have questions about this specific area.  It may  
21    be beneficial instead of talking about all of this,  
22    the details of that, is to meet afterwards and all  
23    of you from the same area right there we can get  
24    together and look at the map and maybe answer some  
25    of those questions that all of y'all might have in

1 common.

2  
3 MS. JODIE HARRIS: Well, my concern  
4 is though I don't know who -- I don't know -- I  
5 don't know if TDOT rerouted it, I don't know if the  
6 City of Portland did it, but they -- it has not  
7 been with that water -- because every time it  
8 floods, we have to call the City out because you  
9 can't -- you cannot cross over. Of course, if it's  
10 going to be at the end of the road it's not going  
11 to matter other than I can't get out.

12 But even at the other side of Sumner's Branch,  
13 that floods also so they're -- all of that water  
14 gathers throughout that farmland and in the roads  
15 because it doesn't as of right now -- because I  
16 know the environmentalist have been out there  
17 numerous times. Every time it rains they are out  
18 there measuring and checking, but all of that is  
19 gonna -- I mean, are they going to redo it? Are  
20 they going to make that more free flowing?

21  
22 MR. JIM OZMENT: As I -- as I said,  
23 at this point, I don't -- I don't think anyone here  
24 can answer that. At this stage of preliminary  
25 design, those details haven't been looked into. We

1 are trying to gather the information about what the  
2 potential impacts are so that we can push that  
3 information to the final design, and if they would  
4 to be able to be aware of those issues and be able  
5 to take care of them. So it's very important that  
6 all of you from that community and that area speak  
7 to the court reporter or put it in your comments to  
8 let us know that these issues exist and we will do  
9 our best to address it.

10 I'm not sure that anybody here right now can  
11 answer that question, I'm sorry, but it's mainly  
12 because we're just not far enough in the design to  
13 be able to address that here at this point.

14  
15 MS. JODIE HARRIS: It is just  
16 something that you need to keep -- y'all need to  
17 keep that in mind.

18  
19 MR. JIM OZMENT: Yes, ma'am, and  
20 please put that down in your comments and let us  
21 know. All of the comments that you write or leave  
22 with the court reporter are all considered equally.  
23 They are all put into a spreadsheet and passed on  
24 through from this point into the design process for  
25 consideration. Thank you.



1  
2 MS. HEATHER JENSEN: As he said, it  
3 is going to be best if you have got specific  
4 property questions to talk one-on-one with our  
5 representatives. Does anyone else have a general  
6 question that we might be able to answer?  
7

8 (Whereupon, an individual raised  
9 their hand.)  
10

11 MS. HEATHER JENSEN: Yes, sir, back  
12 in the back.  
13

14 MR. LEE HAYSLIP: Yeah, Lee Hayslip,  
15 1301 Highway 52. I noticed a lot of your next  
16 steps here is noted based on availability of  
17 funding. Can you give me at least a general update  
18 of where you stand? Has any money been approved?  
19 How much? Where does it stand on getting the next  
20 steps approved?  
21

22 MS. HEATHER JENSEN: That is a good  
23 question. It is very important to know that we are  
24 in the middle of a transportation funding crisis.  
25 This is a very important project to TDOT, but we

1 also have a more than five billion dollar backlog  
2 of projects statewide so it is, obviously,  
3 competing with other projects.

4 We do want to move it forward at this time.  
5 No, it is not approved for right-of-way or for  
6 construction so we are a ways out from that, but we  
7 want to be ready should the money be available to  
8 move forward and the best way to do that is to  
9 continue with the process. So unfortunately I  
10 don't have a timeframe for you, but that gives you  
11 an idea of what we're looking at. Does someone  
12 else have a question?

13  
14 (Whereupon, an individual raised  
15 their hand.)

16  
17 MS. HEATHER JENSEN: Yes, sir.

18  
19 MR. BILL DYE: I'm Bill Dye, and I  
20 live here at 632 College Street. My home is one of  
21 those that is designated to be destroyed or  
22 relocated. If I understood you right you said that  
23 this would be the final link of this whole  
24 connector from 40 to 65? This would be the final  
25 --

1  
2 MS. HEATHER JENSEN: This is one of  
3 our final projects to complete the 109 corridor.  
4

5 MR. BILL DYE: Okay. This is the  
6 final, this would be the last --  
7

8 MS. HEATHER JENSEN: This our last  
9 proposed improvement, yes, sir.  
10

11 MR. BILL DYE: How long can I expect  
12 to live here at 632 College Street? Do you have  
13 any rough estimate?  
14

15 MS. HEATHER JENSEN: That I'm not  
16 sure of. Again, it all depends on how much funding  
17 we get approved to move this project forward.  
18

19 MR. BILL DYE: But there is no rough  
20 order of magnitude to date?  
21

22 MS. HEATHER JENSEN: No, sir. We  
23 still have to go through the design process.  
24 Again, we're very early in this process but this is  
25 part of the process that we have to follow so --

1  
2 MR. BILL DYE: Personally, I hope  
3 the money never becomes available.  
4

5 MS. HEATHER JENSEN: I understand.  
6

7 MR. BILL DYE: But I doubt that I'll  
8 live that long. My friends tell me that I won't  
9 ever live to see it, but I don't like that option  
10 either.  
11

12 MS. HEATHER JENSEN: I don't like  
13 that either. No, we appreciate your input. We  
14 have several improvements along 109. As most of  
15 you know we have 840 that kind of loops around the  
16 south of Nashville and to the west, but 109 is  
17 essentially our northern corridor and so we made a  
18 lot of improvements to make it -- to provide more  
19 mobility for this portion of the state in Middle  
20 Tennessee. So we have done improvements in Wilson  
21 County, and Sumner County, and, yes, this is our  
22 final link of proposed improvements for 109 in this  
23 area.  
24

25 (Whereupon, an individual raised

1 their hand.)

2  
3 MS. HEATHER JENSEN: Yes, sir.

4  
5 MR. DAVID JOHNSON: Are they  
6 planning an on/off ramp at the end of this project?  
7 And according to the end of this project, before it  
8 gets to 31w, already they are building new roads in  
9 Robertson County and in Sumner County to the  
10 warehouses. Where did they get the funds for those  
11 if you don't have the funds for these?

12  
13 MS. HEATHER JENSEN: Can you say  
14 your name for me just for the court reporter,  
15 please?

16  
17 MR. DAVID HOLDY: 748 College  
18 Street.

19  
20 MS. HEATHER JENSEN: Thank you so  
21 much. Keep in mind any TDOT project that is  
22 currently being constructed it -- it has already  
23 been allotted funds. We don't build anything we  
24 can't pay for so those projects have already been  
25 approved if it is a TDOT project. I'm not sure of

1 the exact project that you're talking about so I  
2 can't speak specifically to -- to that specific  
3 project, but if it is a TDOT project it is funded  
4 so that is why it is under construction.

5 This project -- again, it takes time to  
6 develop these projects, and this is an important  
7 project. It was prioritized by the local planning  
8 organization, by local officials, as a project that  
9 they desire and especially needed to relieve  
10 congestion and improve safety along this corridor.  
11 So we hope that it moves forward if that's what  
12 everyone wants and if that's going to make it a  
13 significant impact and a positive impact on this  
14 community.

15  
16 MR. DAVID HOLDY: Are they going to  
17 build an on/off ramp on 65 at the end of this road?

18  
19 MS. HEATHER JENSEN: They are  
20 currently in the process of building a new 109/65  
21 interchange, and that project is funded. It's  
22 currently under construction -- it just began  
23 construction.

24  
25 (Whereupon, an individual raised

1     their hand.)

2

3                   MS. HEATHER JENSEN:   Yes, sir, just  
4     behind you.

5

6                   MR. MICHAEL MCCLELLAN:   I'm Michael  
7     McClellan, at 345 Crafton Road, and I was just  
8     asking a general question about the power point.  
9     There were 29 noise -- what we they called? Noise  
10    receptors. I -- what are those?

11

12                  MS. HEATHER JENSEN:   Do you want to  
13    address that?

14

15                  MR. LUKE EGGERING:   Noise is not  
16    specifically my area. I'm more of a biologist, but  
17    those are the areas where we took readings that  
18    rose above the level to be impacted. I don't know  
19    if Kevin --

20

21                  MR. KEVIN ABEL:   Typically,  
22    sensitive receptors are around where a road --  
23    forgive me, let me stand up. Neighborhoods,  
24    churches, cemeteries even, schools, things where  
25    noise impacts the growth or it would really make a



1 difference. You know, we take noise readings and  
2 then determine if the noise from the road will make  
3 it significantly -- significantly louder than it is  
4 right now.

5  
6 MR. LUKE EGGERING: It is an  
7 incremental thing so if you live next to it right  
8 now and there is a lot of truck traffic and it's  
9 loud, it's that increment above that. Whereas if  
10 you live out in the country and there is no noise,  
11 then it is pretty loud.

12  
13 MR. MICHAEL MCCLELLAN: So -- so you  
14 identified 29 places that it will be louder?

15  
16 MR. LUKE EGGERING: Yes, it reached  
17 that threshold of being what would be considered an  
18 impact. Just because you can hear a road out on  
19 the horizon that doesn't necessarily make -- make  
20 it an impact, it has to reach a certain decibel  
21 level, and that is actually explained in the  
22 document and we've got a copy of it on the tables  
23 in the cafeteria. We have got a nice picture that  
24 kind of explains and it gives relative decibels of  
25 certain common things, everything from an airplane

1 flying over down to a lawn more so you can kind of  
2 get an idea.

3  
4 MS. HEATHER JENSEN: Thank you.

5  
6 (Whereupon, an individual raised  
7 their hand.)

8  
9 MS. HEATHER JENSEN: Right here.

10  
11 MR. JOHN GROVES: If I understood  
12 you correctly this could possibly be an alternative  
13 route to -- from 65 to 40 instead of building a  
14 northern loop of I-840?

15  
16 MS. HEATHER JENSEN: Yes.  
17 Unfortunately 840 we found that there were too many  
18 challenges to extending that so, yes, 109 is what  
19 the department has chosen to invest in as an  
20 alternate route between 40 and 65, yes, sir. Can I  
21 get your name real quick, I'm sorry?

22  
23 MR. JOHN GROVES: John Groves,  
24 Cottontown, Highway 25.

1 MS. HEATHER JENSEN: Thank you.  
2 Someone right here had a question?

3  
4 (Whereupon, an individual raised  
5 their hand.)

6  
7 MS. HEATHER JENSEN: Yes, sir.

8  
9 MR. WILLIAM MOBBS: Yes. My name is  
10 William Mobbs, 130 Thacker Drive. I -- I was  
11 looking at this noise thing in the book there and  
12 there was a term called noise abatement, which I  
13 take is a way to cut down noise?

14  
15 MS. HEATHER JENSEN: Uh-huh.  
16 (Affirmative).

17  
18 MR. WILLIAM MOBBS: I would like to  
19 ask if there is such a thing as that, and how do  
20 you go about doing it, and is there any plan here  
21 to cut down noise where it has an impact?

22  
23 MR. JIM OZMENT: I'll take that.  
24 I'm sorry, I didn't introduce myself earlier. I'm  
25 Jim Ozment, I'm the Director of the Environmental

1 Division at TDOT. It's a very good question and a  
2 lot of people, especially on new alignments, have a  
3 lot of concern about the noise that was not there.  
4 They just had a pasture in their backyard and all  
5 of a sudden there is going to be a four-lane  
6 facility so a lot of people do have questions about  
7 noise.

8 You're correct, there were 28 that were  
9 identified as going to be impacted. An impact  
10 level is like Luke stated, it's either above 66  
11 decibels or it is a significant increase over  
12 background, it's like a 15 -- 10 to 15 decibel  
13 increase because there was nothing and now there is  
14 something so those are the ways that we look at the  
15 noise.

16 For your question about what do we do to abate  
17 noise, there is a policy that's -- there are  
18 Federal rules about how we study it and then we  
19 have a standard set policy that basically states  
20 what has to have happen in order to construct a  
21 noise wall.

22 I'm sure if y'all have driven in Nashville  
23 you've seen a lot of the noise walls go up, it --  
24 it comes down to feasibility. It is can you build  
25 it and it actually do some good, and is it a

1 reasonable expense because they are very expensive  
2 to build, so it comes down to that, and abatement  
3 is evaluated upon how many houses. Isolated  
4 impacts like one or two houses at a time really  
5 never qualify for a noise abatement type of -- or  
6 treatment. We can't pay for insulation like  
7 airports do with windows or insulating your homes,  
8 Federal highway funding does not allow for that  
9 type of an abatement.

10 There is some research into quieter pavements.  
11 You know, some pavements might be quieter. Well,  
12 concrete makes more noise than asphalt, but there  
13 are different types of asphalts. So we're looking  
14 at that as well but that hasn't been an approved  
15 methodology for abatement at this point either but  
16 it -- I can -- I can pretty much assure you that  
17 it's not more like a condensed area with quite a  
18 number of houses in one spot to make the cost  
19 benefit-type ratio work, then the likelihood of  
20 abatement might not be there.

21 You can see it all across Tennessee and all  
22 across the nation, there are homes right up against  
23 the interstate and you don't see a wall there and  
24 that's the reason, you can't build spot walls for  
25 every potential impact up against this road.

1 I will say that you do get more consideration  
2 being a new alignment than people that were  
3 widening or people that build a subdivision, you  
4 know, closer to the -- to the road itself, but the  
5 analysis thus far does not have any noise walls  
6 included in the study based upon what we've done.  
7 We will relook at that once final design gets done,  
8 it may change the grade, it might move closer to  
9 more people, it may move further away and be  
10 beneficial, but we double check that and redo that  
11 report later in the design phase. Does that answer  
12 your question?

13  
14 MR. WILLIAM MOBBS: Yes.

15  
16 MS. HEATHER JENSEN: I think there  
17 was a question back there.

18  
19 (Whereupon, an individual raised  
20 their hand.)

21  
22 MR. BARRY WILSON: Barry Wilson, 552  
23 Jackson Road. What three businesses will it  
24 affect?

1 MS. HEATHER JENSEN: I don't have  
2 that information right in front of me. I don't --

3  
4 MR. LUKE EGGERING: Ask him if he  
5 can see us in the cafeteria and we'll -- we'll tell  
6 him.

7  
8 MS. HEATHER JENSEN: Do you mind  
9 seeing them in the cafeteria? They don't have it  
10 right in front of them, it's in our paperwork that  
11 we've got with our displays, but we can go over  
12 that with anyone else who is interested in that.

13  
14 (Whereupon, an individual raised  
15 their hand.)

16  
17 MS. HEATHER JENSEN: Yes, ma'am.

18  
19 MS. VIVIAN HARRIS: Vivian Harris,  
20 141 TGT Road. Has there been a study whether or  
21 not there is going to be more truck traffic on this  
22 road than what is now coming through Portland since  
23 it is a direct connection road?

24  
25 MS. HEATHER JENSEN: You're asking



1 about truck traffic. Are you asking if it is going  
2 to increase on the bypass?

3  
4 MS. VIVIAN HARRIS: Yes, uh-huh.  
5 (Affirmative).

6  
7 MR. GREG DRYER: After Jim did his  
8 introduction I realized that I didn't introduce  
9 myself either. My name is Greg Dyer. I'm a  
10 manager in the Strategic Transportation Investments  
11 Division as a partner of TDOT. We're primarily  
12 responsible for preliminary engineering. To answer  
13 your question, something that our office does is we  
14 work up some traffic volumes for projects. So we  
15 have traffic volumes that is there now and then  
16 what we usually do is we forecast that number out  
17 to twenty years from now to know what that number  
18 is going to grow to. So that number will grow over  
19 the years and that proportion of trucks will also  
20 grow.

21 Now I can't give you a concrete number of the  
22 number of trucks that will be out, it's -- it's  
23 sometimes a fool's error to forecast traffic and  
24 give you specific numbers other than to tell you  
25 that, yes, it will increase especially because, as

1 Heather said, this is a strategic corridor for TDOT  
2 and we see this as somewhere we're going to route  
3 for a traffic through.  
4

5 MS. VIVIAN HARRIS: Will that also,  
6 with knowing that, -- because with all of the large  
7 trucks, will that make a difference or have  
8 anything to do with the property that they do take  
9 when they go -- when they go to buying up the  
10 property because of houses sitting so close to this  
11 road -- the impact of what the heavy traffic trucks  
12 will have on those properties?  
13

14 MR. GREG DYER: I think this goes  
15 back to the -- maybe the noise abatement issue  
16 possibly? I mean, it impacts --  
17

18 MS. VIVIAN HARRIS: I'm worried  
19 about my house, about the safety of it.  
20

21 MR. GREG DRYER: The safety of the  
22 -- the -- just the --  
23

24 MS. JODIE HARRIS: Driving through  
25 the house.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

MS. VIVIAN HARRIS: Well, driving through or just -- some of these that are shown affect my daughters here. It is showing coming up within ten feet --

MS. JODIE HARRIS: Ten feet of her --

MS. VIVIAN HARRIS: -- of the driveway.

MS. JODIE HARRIS: Yeah, ten feet of my deck.

MS. VIVIAN HARRIS: Can the impact of what -- I mean, we're already on TGT Road and some get quite a bit of heavy traffic, --

MR. GREG DYER: Sure.

MS. VIVIAN HARRIS: -- and I was just going by one lady also, but the impact of when it's constant, and I know more are going to come off of the interstate and take this route than they

1 are now, so what impact is that going to have when  
2 it is so close to a house?

3  
4 MR. GREG DYER: Sure. So the  
5 right-of-way lane --

6  
7 MS. VIVIAN HARRIS: The safety part.

8  
9 MS. JODIE HARRIS: The safety part  
10 of it.

11  
12 MR. GREG DYER: Yes, ma'am. So the  
13 right-of-way limits for the corridor is 250 feet,  
14 correct, but our actual road is going to be, you  
15 know, centered within that right-of-way. So the  
16 road is not going to be at the edge of the prop --  
17 of the property that we're purchasing, it's going  
18 to be in the middle of that right-of-way.

19 So we're not going to -- you know, maybe the  
20 land that we're purchasing is within ten feet of  
21 your property, but our road is going to be, you  
22 know, within that right-of-way.

23 As far as, you know, it being safe, you know,  
24 it's part of our design. Obviously the geometrics  
25 of the curves that we're designing are going to

1 meet the speed that we're posting. We are going to  
2 have --

3  
4 MS. JODIE HARRIS: You can forget  
5 the speed.

6  
7 MS. VIVIAN HARRIS: Yeah.

8  
9 MS. JODIE HARRIS: The speed means  
10 nothing in Portland.

11  
12 MR. GREG DYER: Okay. You know,  
13 we're --

14  
15 MS. VIVIAN HARRIS: Especially on  
16 TGT Road.

17  
18 MS. JODIE HARRIS: We don't have  
19 enough police to patrol that.

20  
21 MR. GREG DYER: Okay. And we, you  
22 know, as part of the design also we have our  
23 standard safety kind of measures that we have,  
24 guardrail sign and striping. We, you know, it's no  
25 problem painting the markings. We do the best to

1 make the road as safe as possible when we design it  
2 for users. You know, for users that ignore the  
3 signs and striping that --

4  
5 MS. JODIE HARRIS: I mean, I get  
6 that but what -- the way you -- the way that it is  
7 showing with my house, and I know there is a lot of  
8 other people that's -- I mean, this poor gentleman  
9 is losing his, it was showing where they were going  
10 to take his house. Well, even the line that it was  
11 showing with mine at 141 TGT Road it was still  
12 coming over my driveway, into my yard, and it's ten  
13 feet -- it's 15 feet from my kitchen door.

14  
15 MR. GREG DYER: Yes, ma'am.

16  
17 MS. JODIE HARRIS: And all it's  
18 going to take is a slick road one night and an 18  
19 wheeler will wipe out my house, and then am I going  
20 to sue y'all? Who am I going to sue because it  
21 will happen?

22  
23 MR. GREG DYER: I mean, the best I  
24 can say is that the road will be designed to our  
25 standards and, you know, we will put a guardrail

1 out there as required and --

2

3 MS. JODIE HARRIS: Well, it's gonna  
4 -- you're gonna have to have a lot of guardrails on  
5 that road, a lot more than what is from 109 through  
6 Gallatin to Portland, because there is not that  
7 many houses up through that are sitting as close as  
8 my house is that y'all are showing.

9

10 MR. GREG DYER: Again, I would be  
11 glad to talk to you individually at the break-out  
12 session about your property.

13

14 MS. JODIE HARRIS: You probably  
15 don't want to talk to me.

16

17 MS. HEATHER JENSEN: And it's  
18 important to remember that a lot those features  
19 will be determined in the design phase. We're not  
20 yet to that phase but we can talk a little bit more  
21 about it one on one if you've got some specific  
22 questions.

23

24 (Whereupon, an individual raised  
25 their hand.)

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

MS. HEATHER JENSEN: Yes, sir.

MR. BRIAN HARBIN: One of the -- one of the concerns with the new interchange is that the truck traffic is going to increase immediately. The current load system without the bypass, will that impact the urgency of this project with it's approval for funding?

MS. HEATHER JENSEN: Can you say your name one more time for her?

MR. BRIAN HARBIN: I'm Brian Harbin.

MS. HEATHER JENSEN: Thank you. Again, this is an important project for TDOT. It's difficult to say whether or not that will be prioritized before that, but certainly safety is a top priority. When we prioritize projects, safety is also going to be above congestion or, you know, development or other factors that play into it. So certainly that could be a consideration when we talk about funding and where this project rates with that, but that's -- again, keep in mind it's



1 in competition with several projects across the  
2 state but it is all of the things that we factor  
3 into; what we're looking at, what impact it's going  
4 to have; is safety going to be improved; is  
5 congestion going to be eased and those sort of  
6 things. So, yes, it does factor into that.

7  
8 MR. BRIAN HARBIN: Is safety  
9 measured pre-accident or post-accident?

10  
11 MS. HEATHER JENSEN: We -- our  
12 Safety Office is going to talk a little bit more  
13 about that. We look at just about everything. We  
14 look at the history of the road, we look at the  
15 future of the road. We're looking at the big  
16 picture of the entire thing.

17  
18 MR. BRIAN HARBIN: And I appreciate  
19 that but what my question is does there have to be  
20 incidents before safety is taken into  
21 consideration, or will they try to project safety  
22 before there are incidents?

23  
24 MR. GREG DYER: I got this. Part of  
25 our division's responsibility is also safety

1 projects. So your question seems to be taking two  
2 different paths as far as generally how is a safety  
3 project initiated. We look at crash history on  
4 that route and the severity of those crashes.  
5 What is unique about this project, of course, is  
6 that it's an alignment so there's not a history to  
7 look at.

8 Something that is being developed at the  
9 Federal level is a tool that is going to help us  
10 gauge these type of projects of how safe that route  
11 is going to be and it is sort of a way to predict  
12 how many crashes that are going to be on a route  
13 similar to ours. That is a tool that's still --  
14 we're working to develop and implement in our  
15 department.

16 So if your question is do we know how safe  
17 this route is going to be or how many crashes are  
18 expected to happen on this route, it's really --  
19 it's -- maybe I'm missing your question.  
20

21 MR. BRIAN HARBIN: My question -- my  
22 question was -- will the fact that there is an  
23 interchange at the interstate that's going to tie  
24 into this project, --  
25

1 MR. GREG DYER: Yes.

2

3 MR. BRIAN HARBIN: -- will that  
4 impact the urgency of the approval of this project?  
5 And her answer was that safety would take  
6 precedence over congestion and that is where safety  
7 came into play.

8

9 MR. GREG DYER: And -- and you're  
10 question is also I guess targeted towards, you  
11 know, how does -- how does this project get  
12 prioritized related to the projects that's already  
13 --

14

15 MR. BRIAN HARBIN: My question was  
16 will the priority change because of its connection  
17 -- because of the connection to 65? Because this  
18 becomes the unfinished leg of this project, it's  
19 obviously going to create much more congestion --

20

21 MR. GREG DYER: Sure.

22

23 MR. BRIAN HARBIN: -- than in our  
24 current situation. Will that raise the urgency or  
25 the priority level of this project with whoever is

1 approving it?

2

3

4

5

6

7

8

9

10

11

12

13

14

15

16

17

18

19

20

21

22

23

24

25

MR. GREG DYER: I mean, the fact that this is the missing link in our 109 corridor makes it a priority. As far as where it is on that priority other than saying it's a high priority, I don't know that we can really speak to that.

(Whereupon, an individual raised their hand.)

MS. HEATHER JENSEN: Let me grab him back here, sorry.

UNIDENTIFIED SPEAKER: Will there be somebody there that can direct traffic so I can get my cows across the road? I mean, if it's going to go right through the middle of your farm, because you know you've got cows on this side and you want to bring them to that side, I mean, you know somebody needs to be there. If we're talking about safety, we don't want to get no cows hit.

MS. HEATHER JENSEN: And, honestly, that is a valid concern. We had a similar

1 situation down in Murray County so, please, let the  
2 court reporter know where you live and where that  
3 concern is and that it is going to divide your  
4 property because that is something that we will  
5 want to consider when we move forward.

6  
7 (whereupon, an individual raised  
8 their hand.)

9  
10 MS. HEATHER JENSEN: Yes, sir.

11  
12 MR. RANDALL HINTON: My general  
13 question on priority is -- I asked a question  
14 before. We understand that this is one of the top  
15 priorities in this corridor, but where does it  
16 stand in relation to the approximately eight and a  
17 half miles in Wilson County that is still two lanes  
18 that would be, I assume, the completion of the  
19 four-lane project all the way through to I-40?

20  
21 MS. HEATHER JENSEN: It's important  
22 to know that that project is a little farther ahead  
23 in development. We're already working on  
24 right-of-way for that stretch and so the next step  
25 for that one will be construction, which is not yet

1 funded. But because it is a little bit further in  
2 development it would likely, I would say, get done  
3 before this section. I'm sorry, give me your name.  
4

5 MR. RANDALL HINTON: It is Randall  
6 Hinton, H-I-N-T-O-N.  
7

8 MS. HEATHER JENSEN: Thank you so  
9 much.  
10

11 (whereupon, an individual raised  
12 their hand.)  
13

14 MR. LARRY SUMMERS: Larry Summers  
15 3153 Highway 76. Is there any studies on what the  
16 ecrease(sic) or increase, whatever, of traffic if  
17 you -- when they complete the Wilson County section  
18 of this that's going to be funneled through  
19 Portland?  
20

21 MS. HEATHER JENSEN: I know that  
22 they have --  
23

24 MR. LARRY SUMMERS: Do you have an  
25 projection on that?

1  
2 MS. HEATHER JENSEN: I know that  
3 they have projections just like you said for the  
4 next 20 years that estimates how much traffic, and  
5 that's an important thing to know, but regardless  
6 of whether we build this you're going to have  
7 increased traffic through Portland. I don't know  
8 if you want to speak directly to it? We don't have  
9 the numbers right in front of us because that is a  
10 different section but --

11  
12 MR. GREG DYER: We do have general  
13 traffic numbers if you -- if you want to see  
14 general traffic numbers or maybe a schematic that  
15 shows where -- what our projections are, we can  
16 definitely give those to you. But as far as how  
17 traffic volumes of the bypass are going to be  
18 related to the completion of the Wilson County  
19 section, I -- I don't see the completion of the  
20 Wilson County being that much of a net change to  
21 Portland itself. The completion of the Portland  
22 Bypass will induce, you know, some different  
23 traffic numbers, but just the completion of a  
24 different projects other than this one may not be  
25 that big of a difference as far as volumes go.

1  
2 (whereupon, an individual raised  
3 their hand.)  
4

5 MS. HEATHER JENSEN: Yes, sir.  
6

7 MR. DOUG YOECKEL: I just wanted to  
8 follow up with that. I'm Doug Yoeckel, I'm with  
9 the City of Portland. I think what everybody's  
10 concern here is the channeling -- because the  
11 bypass won't be done, the channeling through  
12 downtown with all of the traffic. So if you're  
13 talking about the completion of Wilson County and  
14 it coming through the downtown area, it's going to  
15 put more traffic into the downtown area.

16 I think that is where everybody is talking  
17 about the safety concerns is the channeling it  
18 through there. Once the bypass is done I think  
19 there is less of a concern. But right now if  
20 you're going channel all of that traffic through  
21 the middle of this town, you know, I think that is  
22 where most of these questions are coming. Is there  
23 anything to mitigate that?  
24

25 MS. HEATHER JENSEN: I don't believe



1     there is at this time, and it's important to know  
2     that that stretch doesn't necessarily mean that  
3     everyone is connecting to 65. But, yes, that is a  
4     valid concern and I think that is something that we  
5     can address at a later time. I'm sorry, can you  
6     say your name one more time?

7  
8                   MR. DOUG YOECKEL: Doug Yoeckel.

9  
10                   (Whereupon, an individual raised  
11     their hand.)

12  
13                   MS. HEATHER JENSEN: Yes.

14  
15                   MR. CHARLES WARE: Charles Ware, 149  
16     Cora Street. I have two questions. They were  
17     asked in the cafeteria, but I didn't hear the  
18     answers so I am going to ask them again. When is  
19     the safety features going to be addressed as far as  
20     like on College Street, stoplights?

21             I live in a subdivision, Cora Street, which is  
22     going to be right next to the interstate as far as  
23     -- you have, you've got two schools -- actually  
24     three -- four schools there with the children, the  
25     safety concerns as far as, you know, them crossing

1 and things of that nature; and then the other thing  
2 I have is property value decrease. When is that  
3 going to be addressed, is that later on in the  
4 process?

5  
6 MS. HEATHER JENSEN: First -- your  
7 first question, are you talking about the crossing  
8 over of the bypass, is that what you're  
9 referencing?

10  
11 MR. CHARLES WARE: One -- and I hate  
12 to bring up a sore subject cause I know it's  
13 probably still fresh in a lot of people's minds but  
14 when you guys did the Gallatin part we had a bad  
15 accident that killed some children because the  
16 safety wasn't taken into consideration. You had a  
17 semi-truck coming one way and the kids in a car  
18 going the other way. You've got a high school,  
19 you've got a middle school, you've got a elementary  
20 school, and you've got a Montessori school, you've  
21 got subdivisions, is that going to be the  
22 responsibility of the City or is the State going to  
23 address that?

24  
25 MS. HEATHER JENSEN: Certainly we

1 addressed that and I -- I do take issue with saying  
2 that safety was not addressed at that intersection  
3 because it was. Now we have made some improvements  
4 because of what happened out there, you are  
5 correct, so -- but as far as like the actual  
6 intersections, again, it depends on -- I don't know  
7 if College Street actually crosses over.

8  
9 MR. GREG DYER: It does.

10  
11 MS. HEATHER JENSEN: Okay.

12  
13 MR. GREG DYER: It will be -- and  
14 College Street will be stop patrol.

15  
16 MR. CHARLES WARE: What do you mean  
17 by that?

18  
19 MR. GREG DYER: College Street will  
20 both -- both of the approaches of College Street  
21 will have stop signs and the bypass will be at  
22 free-flow movement and that's --

23  
24 MR. CHARLES WARE: You've got stop  
25 signs on a major interstate? Stop signs or

1 stoplights?  
2

3 MR. GREG DYER: It -- it will depend  
4 on traffic volumes and it will depend on the  
5 safety. The -- that -- I spoke too soon, that  
6 decision has not been made right now.  
7

8 MR. CHARLES WARE: When will it be  
9 made?  
10

11 MR. GREG DYER: Later in the design  
12 process, when they're -- when they're doing firm  
13 design and we have firm traffic numbers on College  
14 street and on the bypass.  
15

16 MR. CHARLES WARE: Now -- and I hate  
17 to keep interrupting you.  
18

19 MR. GREG DYER: Go ahead.  
20

21 MR. CHARLES WARE: Will there be  
22 another thing like this if you guys decide to put a  
23 stop signs there on College where we can come back  
24 and say no we want stoplights or is it just final?  
25

1 MR. GREG DYER: It's --

2

3 MR. LUKE EGGERING: There will be a  
4 Design Hearing.

5

6 MR. GREG DYER: It --

7

8 MR. LUKE EGGERING: There will be a  
9 Design Hearing.

10

11 MR. GREG DYER: I'm sorry?

12

13 MR. LUKE EGGERING: There will be a  
14 Design Hearing.

15

16 MR. GREG DYER: Yeah, there will be  
17 a Design Hearing. There will be another hearing  
18 about this and, I mean, --

19

20 MR. CHARLES WARE: So we'll be able  
21 to -- I'm sorry if I keep interrupting you, but if  
22 there is stop signs then we can come back and say  
23 no that is not acceptable?

24

25 MR. GREG DYER: It -- that will be

1 evaluated. I mean, if this project gets on the  
2 ground and it's, you know, -- if, you know, we --  
3 we will evaluate the route from a safety  
4 perspective to see how it's performing and, you  
5 know, monitor the crashes that are going on there  
6 and, you know, -- there and anywhere throughout the  
7 state if there is a safety issue, you know, we will  
8 go out there and address it. If -- and if a change  
9 of that intersection to a traffic signal is  
10 appropriate then, yes, we'll do that.

11  
12 MS. HEATHER JENSEN: But to answer  
13 your question before we get there, before we go to  
14 construction, there will be a Design Meeting where  
15 they will determine what is best for that  
16 intersection whether it's a stop sign, stoplight or  
17 whatever. We will hold the meeting just like this  
18 where you can give your feedback so if you don't  
19 approve of a stop sign or a signal or whatever is  
20 decided for that, you can have your input with that  
21 as well. That will be another step in the process.

22  
23 MR. BARRY WILSON: I don't know if  
24 this is a City of Portland problem or if it  
25 somebody else's problem?

1  
2 MS. HEATHER JENSEN: By what, I'm  
3 sorry? I don't understand your question.  
4

5 MR. BARRY WILSON: Well, I mean, if  
6 this is all for the City of Portland, why didn't  
7 the City of Portland a long time ago take care of  
8 this problem? If they knowed this all was going to  
9 happen, why did it have to affect all of us?  
10

11 MS. HEATHER JENSEN: Why did they  
12 need a -- they didn't need a bypass; is that what  
13 you're asking?  
14

15 MR. BARRY WILSON: Yeah.  
16

17 MS. HEATHER JENSEN: Okay.  
18

19 MR. BARRY WILSON: If the traffic  
20 was such an issue and the City of Portland knowed  
21 that there was probably going to be issues by the  
22 way the recruited or whatever they done within the  
23 City, why didn't they prepare for this years ago  
24 instead of affect all of our lives?  
25

1 MS. HEATHER JENSEN: It is difficult  
2 to answer that question. Usually projects are  
3 determined by the local planning organization and  
4 that organization determines a long-range plan just  
5 as the Department does.

6  
7 MR. BARRY WILSON: Okay.

8  
9 MS. HEATHER JENSEN: So when --

10  
11 MR. BARRY WILSON: The --

12  
13 MS. HEATHER JENSEN: -- we -- I'm  
14 sor --

15  
16 MR. BARRY WILSON: -- Planning  
17 Committee -- the Planning Committee years ago  
18 should have addressed this problem along time ago.

19  
20 MS. HEATHER JENSEN: That is a valid  
21 point, but I can't answer that question  
22 unfortunately. I'm sorry, can you give me your  
23 name for the court reporter, please?

24  
25 MR. BARRY WILSON: Barry Wilson.



1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

MS. HEATHER JENSEN: Thank you.

(Whereupon, an individual raised  
their hand.)

MS. HEATHER JENSEN: Yes, sir.

MR. BRIAN HARBIN: Brian Harbin  
again. I addressed what he was asking about the  
lights at College Street and the bypass. Is it  
feasible to expect that there will be a stoplight  
right there? I mean, I think -- I understand  
you're telling him that we're going to have a  
meeting and all of this up the road, but this road  
is being built to cross over 52 without a light.  
Can we honestly expect that there is a possibility  
of a stoplight to stop traffic on this road?

MR. GREG DYER: It will -- it will  
be based on the traffic volumes of College Street  
and the Bypass.

MR. BRIAN HARBIN: So you're -- so  
you're saying that (Indiscernible) away from where

1 you're building an overpass, do you expect there  
2 could potentially be a stoplight right there?

3  
4 MR. GREG DYER: Potentially. Now,  
5 again, this is something that they'll -- they'll  
6 have to evaluate in the design phase.

7  
8 MS. BETHANY MCCLELLAN:  
9 (Indiscernible).

10  
11 MS. HEATHER JENSEN: I'm sorry. I'm  
12 sorry, what?

13  
14 MS. BETHANY MCCLELLAN: Hi, I'm  
15 Bethany McClellan. I live at 345 Crafton Road so  
16 I'm not directly impacted in the way that some of  
17 you are but according to the little presentation,  
18 the little power point, it said that two of the  
19 benefits, or the potential benefits, were safety  
20 for pedestrians and safety for bicyclists downtown.  
21 I think that is great but those are two potential  
22 benefits, and I would really like to ask the  
23 question who can explain to me how all of these  
24 costs like the loss of property, the loss of  
25 property value, the loss of a rural sort of

1 environment that a lot of us happen to really love  
2 -- I'd love to know benefits beyond pedestrian's  
3 safety and bicyclist's safety?

4 I would love for someone to explain to me how  
5 all of us in this room are going to be benefited by  
6 this project because y'all have made it very clear  
7 that it is very important to TDOT. Why is this  
8 very important to us beyond the two things that  
9 were listed on the power point?

10  
11 MS. HEATHER JENSEN: That is a good  
12 point. I know that one of the issues that we have  
13 in this area is a lot of truck traffic coming  
14 through downtown Portland and this would certainly  
15 ease that congestion and allow them to go around  
16 Portland. Again this is why we're here, to get  
17 your input. If there isn't great support for it  
18 from your local leaders or from you guys, then we  
19 won't build it.

20 Basically we have a lot of projects that  
21 people want and that they want to improve, but it  
22 is important to us and we have determined that it  
23 is important to the local area to ease congestion  
24 to get some of that truck traffic away from the  
25 City of Portland so that you guys can keep your

1 nice quiet town.

2

3 MS. BETHANY MCCLELLAN: It's just  
4 hard to see how, you know. I feel like it just  
5 benefits certain groups of people --

6

7 MS. HEATHER JENSEN: Sure.

8

9 MS. BETHANY MCCLELLAN: -- and it  
10 will really impact negatively a lot of other  
11 people.

12

13 MS. HEATHER JENSEN: I understand.  
14 I understand. And, again, that's why we're here to  
15 get your input. Let us know how you feel about it  
16 and let us know what changes you'd like to see. If  
17 you have an alternate idea, please let us know that  
18 as well. I mean, that's why we're here. If it's  
19 okay with you guys I think we will turn it over --

20

21 (Whereupon, an individual raised  
22 their hand.)

23

24 MS. HEATHER JENSEN: I'm sorry.

25

1 MR. HORD RHODES: My name is Hord  
2 Rhodes. I live on 106 Old Westmoreland Road. I  
3 know the congestion and construction and everything  
4 is awful bad here, but why can't they hook on out  
5 here at the Interstate 52 and go over to Hollis  
6 Chapel Road and get the traffic off of that way  
7 without coming through where it is dangerous for  
8 children at the schools and everything? Just come  
9 off of the 52 Exit there and y'all stay up that  
10 away at Hollis Chapel Road.

11  
12 MS. HEATHER JENSEN: I don't know  
13 that that has been looked at but if you will share  
14 that with our court reporter that would be great.  
15 Again, it is something for us to take a look at.  
16 Again, I'm going to go ahead and let it go back to  
17 our break-out session so if you guys have specific  
18 questions about your properties or about the  
19 project, we have several representatives here with  
20 TDOT. We greatly appreciate all of you coming and  
21 participating tonight and we appreciate it.

22 Don't forget to take a comment card with you  
23 and speak with the court reporter if you need to.  
24 Thank you.

25

1 (Whereupon, the Q & A Session was  
2 completed and the following are comments that were  
3 given:)

4  
5 \*\* \*\* \*\*

6  
7 MS. KATHY SUTTLE: I'm Kathy Suttle.  
8 I live at 236 Brandy Hollow Road. They were  
9 discussing crossing -- this is going to be a  
10 four-lane road, correct? That is what I  
11 understand, I thought it was going to be four  
12 lanes. Anyway, 76 and Jackson Road are my main  
13 access to Portland so I was wondering when it  
14 crosses Jackson and when it crosses 76 whether I'm  
15 gonna -- is there going to be a stop or a stoplight  
16 because a lot of the people out in that area go  
17 that way to get into town?

18 Let me show you. I'm right down this way.  
19 (Indicating). I have got to cross 76 here and then  
20 I have got to cross Jackson Road on my way into  
21 Portland because that's my main two roads I travel  
22 to get into town. I will have to cross this new  
23 access road here twice if I go Jackson Road or 76,  
24 so I was wondering what they're going to do with  
25 those crossings for the locals out there? Is it

1 stoplights or -- I wanted to see what kind of help  
2 they are going to help us do to get across that  
3 road. If it's four lanes, I've to cross four lanes  
4 of traffic to get into town.

5 I have to cross this road either way. Either  
6 way I go I have to cross this road that they are  
7 going to put out there. If I have to like come to  
8 a four-way stop and look and make sure those trucks  
9 aren't going to run over me trying to go on into  
10 town -- see, it's going to hit Happy Hollow Road  
11 and that is not too far from me. This is Dorris  
12 Road and I'm right over here off of 76.

13 (Indicating). I am just wondering what they were  
14 going to do here when it crosses Jackson here as  
15 far as locals crossing over those roads?

16  
17 \*\* \*\* \*\*  
18

19 MR. RANDALL COLLINS: Randall  
20 Collins, 1074 Payne Road. This adversely affects  
21 our property. We have five tracts of property that  
22 this is going to be going through on our farm, it  
23 is about an 800-acre farm to take into  
24 consideration of. There is going to be some  
25 cul-de-sacs there on the Payne Road and this is

1 going to impact how we get equipment to and from  
2 one side of the farm to the other, that is a big  
3 concern of ours.

4 The other concern is that I'm within 300 feet  
5 of this road, my house is, and also I'm concerned  
6 about the noise level. Where this road is coming  
7 into, close to the proximity of my home, it is an  
8 elevation so I'm sure I'm one of the 29 noise  
9 levels that are impacted on this road, or I want to  
10 think I am.

11 At the same time I want to make sure that we  
12 have access to our farm in being able to transport  
13 equipment to and from the property without adverse  
14 affects, and that we will be able to go hopefully  
15 across the road from where this property is  
16 dividing, subdividing the tracts of land, and not  
17 have to go around in a circuitous route for several  
18 miles taking a tractor, taking plows, taking  
19 combines or whatever which would also impact safety  
20 of individuals that are on the road whether they  
21 are driving or whatever. It is a concern of mine  
22 as how you're going to address this and what it is  
23 going to do to property values, the property values  
24 of the farmland?

25 These are tracts of land that are very large



1 for this area here, they are prime area -- they're  
2 prime tracts of property and as a result of that  
3 when you subdivide it and you take a rectangular  
4 field and subdivide it and make two triangular  
5 fields out of it you have decreased the efficiency  
6 of production because you can't farm on point  
7 roads. You run out of the road into a small area  
8 because you can't even turn your equipment, plus  
9 also it decreases the value of the property as  
10 well.

11 This is prime property, it is some of the best  
12 productive and most efficient farmland there is in  
13 Sumner County and you are going right through the  
14 middle of these fields that have been farmed for  
15 over 100 years with this family.

16 There is also another field that has a  
17 sinkhole in it and the road is going right through  
18 the middle of that sinkhole field. In addition,  
19 there is a one tract of land that there has been  
20 sinkholes in the past, they are now filled in, but  
21 I'm sure they are still in the subsoil or  
22 subterranean area where the road is going to be so  
23 I would think that would create an impact as well.  
24 I just wanted to express my opinion and voice my  
25 opinion here and also follow up in written form.

1 All right. Thank you.

3 \*\* \*\* \*\*

5 MR. JOE PAYNE: Joe Payne, 200 North  
6 Harris Road. I am a farmer and I don't -- I am  
7 impacted from south of Highway 76 and we don't own  
8 all of those property. We own some of them, but we  
9 farm all of the way through almost to 109. This is  
10 going to make long-planned efficiency fields, in  
11 some cases what is left, just not operable. Just  
12 getting from this side of what used to be a  
13 continuous field, getting from this side of it to  
14 just what is left on the other side, is paramount  
15 importance to me. How do I get there, and is it  
16 worth going there once you do?

17 That is my primary -- the loss of the  
18 properties itself, in my particular case, is not as  
19 paramount as the destruction of efficiency in what  
20 is remaining and access to parcels.

21 On one side of the proposed road or the other,  
22 how do you get there? We are tremendously  
23 impacting, my livelihood. This corridor or  
24 quadrant of the county, City, will say they have  
25 chosen to maintain a more farm-friendly rural

1 agricultural setting than maybe some other  
2 quadrants of Portland where they have been  
3 developed more, you know. The families have  
4 historically maintained the integrity of the farms  
5 for that purpose. This, in one fell swoop, is  
6 going to wreck all of that.

7 Like many here, I think, I am not really  
8 willing to give up a long historical lifestyle so  
9 somebody else can easily get from point A or B or  
10 ride a bicycle. I don't care to be that -- to make  
11 that sacrifice. I guess that is it.

12  
13 \*\* \*\* \*\*

14  
15 MR. KENNETH BREWER: Kenneth Brewer,  
16 1868 New Deal Potts Road. I don't have land that  
17 is directly affected by this, but anyone who lives  
18 close to this is going to be impacted. There is a  
19 couple of things I have seen that if it is built I  
20 don't care for; one thing is there is no access to  
21 Payne Road. My mother lives on Payne Road on a  
22 farm and that whole area is farmland and they need  
23 to have access in moving equipment from one side to  
24 the other. If you cut off Payne Road it's going to  
25 make a big detour to get to some of that property.

1           Some of the property this is cutting up, it is  
2 cutting fields up in triangles. Evidently these  
3 people have no farming experience, as you can't  
4 farm a triangle. Not being able to get a big piece  
5 of equipment in there basically makes a piece of  
6 land useless.

7           I will say this, too, I have had experience  
8 dealing with TDOT in the past. In 1994 they put  
9 Highway 52 West in, which cut my farm into, and at  
10 that time 94 percent of the comments on record were  
11 against that project and they built it anyway.  
12 This shows me the validity of these comments. I  
13 believe personally that whatever they decide to do  
14 they are going to do irregardless of what I say  
15 here or write, which is not the way government is  
16 supposed to work.

17           My first choice for this is no build. If it  
18 is to be done, I think they really need to be  
19 sympathetic to anybody that they even would  
20 consider imminent domain. I think imminent domain,  
21 even though it's technically legal, it is morally  
22 and ethically wrong. When you take something from  
23 someone and it's not yours, irregardless of what  
24 you offer to pay for it, that is stealing, no ifs,  
25 ands, or buts. Those are my comments.

1  
2 (whereupon, no other comments were  
3 given to the court reporter, and the following  
4 hearing was concluded at 7:00 p.m.)  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

1     STATE OF TENNESSEE     )  
2                                     ) ss.  
3     COUNTY OF SUMNER     )

4             I, LISA WILLIAMS, Notary Public in and for  
5     the State of Tennessee at Large,

6             DO HEREBY CERTIFY that the foregoing National  
7     Environmental Policy Act Public Hearing thereof was  
8     transcribed; that all oral statements received by  
9     all persons therein was taken as the truth; that  
10    the proceedings of said hearing were  
11    stenographically reported by me in shorthand; and  
12    that the foregoing pages constitute a true and  
13    correct transcription of said proceedings to the  
14    best of my ability.

15            I FURTHER CERTIFY that I am not a relative or  
16    employee or attorney or counsel for any of the  
17    parties hereto; nor a relative or an employee of  
18    such attorney or counsel, nor do I have any  
19    interest in the outcome or events of this action.

20            IN WITNESS WHEREOF, I have hereunto affixed  
21    my official signature and seal of office this 20th  
22    day of December, 2015.

23            \_\_\_\_\_  
24    Lisa Williams, LCR  
25    Notary At Large  
   My Commission Expires: December 17, 2018

**Attachment 5:**  
**Comment Cards, Letters, and E-mails**

**YOU MUST TAPE CLOSED BEFORE MAILING.**



**For additional project information:**

Visit the TDOT website at <https://www.tn.gov/tidot/article/robertson-sumner-counties-SR-109-Portland-Bypass>  
Or contact Mr. Greg Hamilton, TDOT Project Management Division, at [Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov) or 615.532.3483.

*TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of  
race, age, sex, religion, color, disability or national origin*

Fold at this line second

Project Comments (PIN 106634.01)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

PLACE  
STAMP  
HERE

**Return Comments Postmarked by December 4, 2015 to:**

**Public Hearing Comments  
ATTN: SR-109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0332**

Fold at this line first

Your Name: Thomas McCormick Date: 11/12/15  
Mailing Address: 1007 Alameda Dr  
Portland TN 37148  
County of Residence: Sumner  
Phone Number (optional): 615 335 0851  
E-mail Address (optional): TMccormick@cityofportlandTN.gov

Please return comment form postmarked no later than **December 4, 2015.**



## STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

### COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

#### Which describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen ☒ Affected Resident ☐ Affected Landowner ☐

Affected Business ☐ Name of Business

#### Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)

No Build Alternative ☐

Build Alternative ☒

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange: (PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange ☒ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange ☐ (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange ☐ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

#### Please list reasons for your choice of alternative below: (PLEASE PRINT)

less impact on wet lands.

#### What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)

☐ Impacts to the Natural Environment

☐ Air Quality impacts

☒ Impacts to Existing Residences/Businesses

☐ Noise Impacts

☐ Impacts to Farmland

☐ Other(s) – Please describe below

College street needs a folded or Partial Folded diamond due to the impacts on existing Residences and businesses due to traffic flows especially if it ever gets a barricade due to accidents.

Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)

**YOU MUST TAPE CLOSED BEFORE MAILING.**



**For additional project information:**

Visit the TDOT website at <https://www.tn.gov/tdot/article/robertson-sumner-counties-SR-109-Portland-Bypass>  
Or contact Mr. Greg Hamilton, TDOT Project Management Division, at [Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov) or 615.532.3483.

*TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of  
race, age, sex, religion, color, disability or national origin*

Fold at this line second

Project Comments (PIN 106634.01)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

PLACE  
STAMP  
HERE

**Return Comments Postmarked by December 4, 2015 to:**

**Public Hearing Comments  
ATTN: SR-109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0332**

Fold at this line first

Your Name: \_\_\_\_\_

Date: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

\_\_\_\_\_

County of Residence: \_\_\_\_\_

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): \_\_\_\_\_

Please return comment form postmarked no later than **December 4, 2015.**

## STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

### COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

Which describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen ☒ Affected Resident ☐ Affected Landowner ☐

Affected Business ☒ Name of Business Wilson Dairy Farms

Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)

No Build Alternative ☐

Build Alternative ☒

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange: (PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange ☐ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange ☐ (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange ☐ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

Please list reasons for your choice of alternative below: (PLEASE PRINT)

life affect 45yrs of hard work to be taken away

What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)

☐ Impacts to the Natural Environment

☐ Air Quality impacts

☐ Impacts to Existing Residences/Businesses

☐ Noise Impacts

☒ Impacts to Farmland

☐ Other(s) – Please describe below

Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)

City of Portland + State of Tenn faulter to see this would never had happened

YOU MUST TAPE CLOSED BEFORE MAILING.



**For additional project information:**

Visit the TDOT website at <https://www.tn.gov/tdot/article/robertson-sumner-counties-SR-109-Portland-Bypass>  
Or contact Mr. Greg Hamilton, TDOT Project Management Division, at [Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov) or 615.532.3483.

*TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of  
race, age, sex, religion, color, disability or national origin*

Fold at this line second

Project Comments (PIN 106634.01)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

PLACE  
STAMP  
HERE

Return Comments Postmarked by December 4, 2015 to:

**Public Hearing Comments  
ATTN: SR-109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0332**

Fold at this line first

Your Name: Larry Summers

Date: 11-12-15

Mailing Address: 3153 Hwy 76  
Portland TN 37148

County of Residence: Sumner

Phone Number (optional): 615-351 6028

E-mail Address (optional): Lsummers325@BellSouth.net

Please return comment form postmarked no later than **December 4, 2015.**

## STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

### COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

#### Which describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen \_\_\_\_\_ Affected Resident \_\_\_\_\_ Affected Landowner ☒

Affected Business \_\_\_\_\_ Name of Business \_\_\_\_\_

#### Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)

No Build Alternative \_\_\_\_\_

Build Alternative ☒

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange:  
(PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange \_\_\_\_\_ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange ☒ (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange ☒ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

#### Please list reasons for your choice of alternative below: (PLEASE PRINT)

I own property that is affected. With the  
purposed plan I cannot sell or build on  
property

#### What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)

\_\_\_\_\_ Impacts to the Natural Environment

\_\_\_\_\_ Air Quality impacts

\_\_\_\_\_ Impacts to Existing Residences/Businesses

\_\_\_\_\_ Noise Impacts

\_\_\_\_\_ Impacts to Farmland

☒ Other(s) – Please describe below

as long as project does not proceed or go  
away my property is not saleable.

#### Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)

**YOU MUST TAPE CLOSED BEFORE MAILING.**



**For additional project information:**

Visit the TDOT website at <https://www.tn.gov/tdot/article/robertson-sumner-counties-SR-109-Portland-Bypass>  
Or contact Mr. Greg Hamilton, TDOT Project Management Division, at [Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov) or 615.532.3483.

*TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of  
race, age, sex, religion, color, disability or national origin*

Fold at this line second

Project Comments (PIN 106634.01)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

PLACE  
STAMP  
HERE

**Return Comments Postmarked by December 4, 2015 to:**

**Public Hearing Comments  
ATTN: SR-109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0332**

Fold at this line first

Your Name: Fred E Curry

Date: 11-12-15

Mailing Address: 2131 Highway 76  
Portland, tn 37148

County of Residence: Sumner

Phone Number (optional): 615-325 4080

E-mail Address (optional): NECurry@AUL.com

Please return comment form postmarked no later than **December 4, 2015.**

## STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

### COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

#### Which describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen ☒ Affected Resident \_\_\_\_\_ Affected Landowner ☒  
Affected Business \_\_\_\_\_ Name of Business \_\_\_\_\_

#### Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)

No Build Alternative ☒

Build Alternative \_\_\_\_\_

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange:  
(PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange \_\_\_\_\_ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange \_\_\_\_\_ (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange \_\_\_\_\_ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

#### Please list reasons for your choice of alternative below: (PLEASE PRINT)

---

---

---

#### What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)

\_\_\_\_\_ Impacts to the Natural Environment ☒ Air Quality impacts  
☒ Impacts to Existing Residences/Businesses ☒ Noise Impacts  
☒ Impacts to Farmland \_\_\_\_\_ Other(s) – Please describe below

---

---

---

#### Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)

Shifting road 200 ft. to the North would preserve  
Homes of higher value than present exhibit

YOU MUST TAPE CLOSED BEFORE MAILING.



**For additional project information:**

Visit the TDOT website at <https://www.tn.gov/tdot/article/robertson-sumner-counties-SR-109-Portland-Bypass>  
Or contact Mr. Greg Hamilton, TDOT Project Management Division, at [Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov) or 615.532.3483.

*TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of  
race, age, sex, religion, color, disability or national origin*

Fold at this line second

Project Comments (PIN 106634.01)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

PLACE  
STAMP  
HERE

Return Comments Postmarked by December 4, 2015 to:

**Public Hearing Comments  
ATTN: SR-109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0332**

Fold at this line first

Your Name:

Bill Dye

Date:

Mailing Address:

County of Residence:

Phone Number (optional):

E-mail Address (optional):

Please return comment form postmarked no later than **December 4, 2015.**



## STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

### COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

#### Which describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen \_\_\_\_\_ Affected Resident \_\_\_\_\_ Affected Landowner \_\_\_\_\_

Affected Business \_\_\_\_\_ Name of Business \_\_\_\_\_

#### Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)

No Build Alternative \_\_\_\_\_

Build Alternative \_\_\_\_\_

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange:  
(PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange \_\_\_\_\_ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange \_\_\_\_\_ (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange \_\_\_\_\_ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

#### Please list reasons for your choice of alternative below: (PLEASE PRINT)

---

---

---

#### What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)

\_\_\_\_\_ Impacts to the Natural Environment

\_\_\_\_\_ Air Quality impacts

\_\_\_\_\_ Impacts to Existing Residences/Businesses

\_\_\_\_\_ Noise Impacts

\_\_\_\_\_ Impacts to Farmland

\_\_\_\_\_ Other(s) – Please describe below

---

---

---

#### Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)

---

---

---

12 NOV 2015

## 109 BY PASS MEETING

I GREEN STREET - FULGHUM CEMETERY  
NO RECORDS - NO ONE KNOWS WHO IS BURIED THERE -  
CEMETERY HAS BEEN ABANDONED ALL

OF MY LIFE TIME 1930'S - CATTLE RUN IN IT  
ROCKS PILED IN IT - BUILDING REMNANTS  
BRUSH - JUST GROWN UP - SOLUTIONS -

(A) FIND THE GRAVES - STATE EXUME & I WILL  
PROVIDE THE BURIAL PLOTS

(B) PUT THE FULGHUM GRAVE YARD  
IN THE 48' MEDIAN

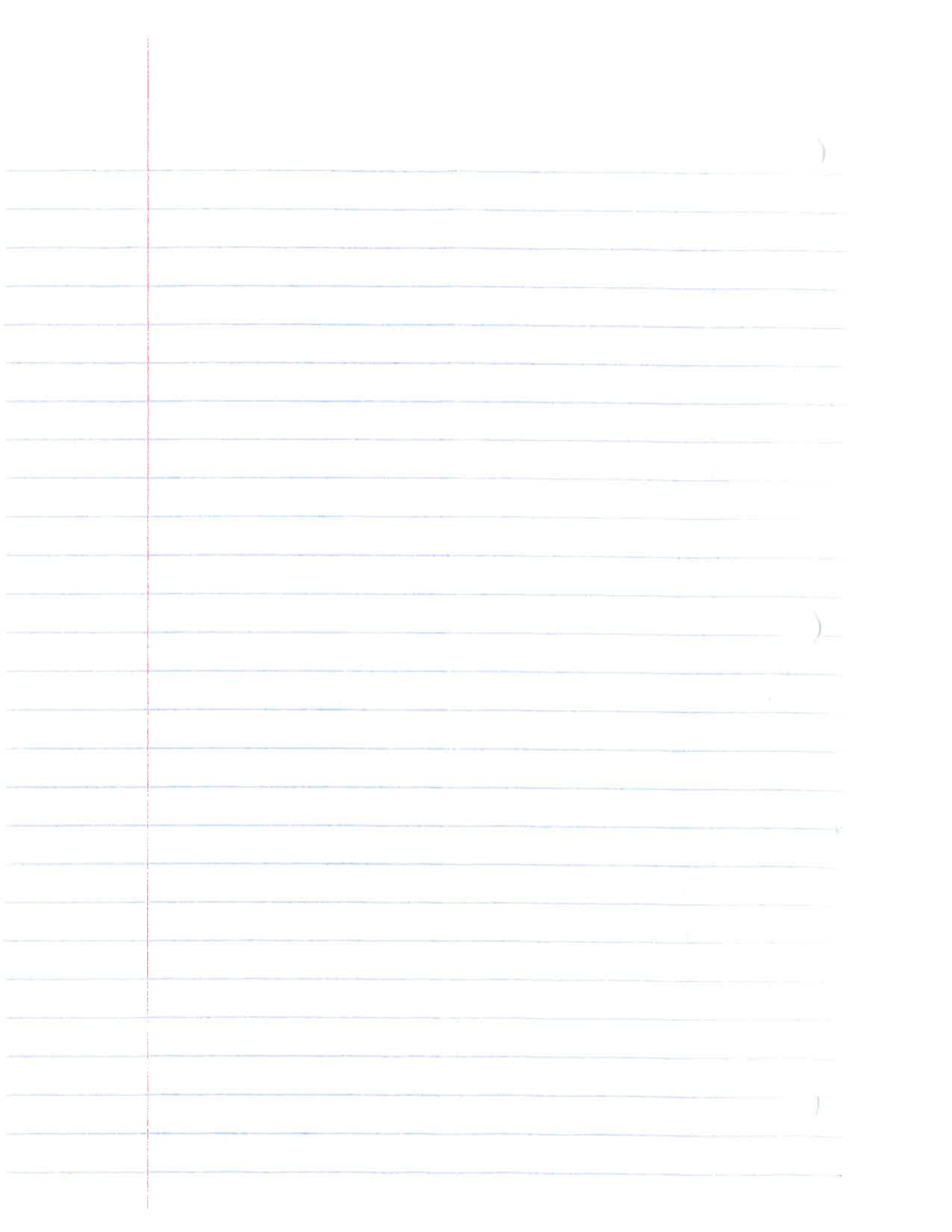
II PAGE 132 OF LATEST PROPOSAL - 18 PEOPLE  
VOTED FOR OPTION C WHICH HAS NOW  
BEEN CHANGED TO RUN OVER 3 (PAGE 131 LIST)  
HOMES RATHER THAN ACROSS OPEN LAND

III ON PAGE 9 OF 2013 ARCHITECTURAL  
ASSESSMENT - 2 PEOPLE LISTED ON THIS  
PAGE HAD PROPERTY ORIGINALLY CROSSED  
BY OPTION C - NOT ANYMORE

PLEASE RUN THE ROAD BETWEEN MY  
HOME AND THE SCHOOL AS ORIGINALLY  
PLANNED.

© 832 COLLEGE STREET

RESPECTFULLY  
BILL DYE  
606-225-6093



**YOU MUST TAPE CLOSED BEFORE MAILING.**



**For additional project information:**

Visit the TDOT website at <https://www.tn.gov/tdot/article/robertson-sumner-counties-SR-109-Portland-Bypass>  
Or contact Mr. Greg Hamilton, TDOT Project Management Division, at [Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov) or 615.532.3483.

*TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of  
race, age, sex, religion, color, disability or national origin*

Fold at this line second

Project Comments (PIN 106634.01)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

NASHVILLE TN 370

13 NOV 2015 PM 7 L



**Return Comments Postmarked by December 4, 2015 to:**

**Public Hearing Comments  
ATTN: SR-109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0332**

Fold at this line first

Your Name: John P. Crafton  
Bettie Crafton  
Date: 11-11-15  
Mailing Address: John P. Crafton Jr.  
1036 Hwy 52 W Portland TN. 37148  
County of Residence: Sumner  
Phone Number (optional): 615-325-3256  
E-mail Address (optional): JCRAFTONTA@GMAIL.COM  
JPCRAFTJA@aol.com

Please return comment form postmarked no later than **December 4, 2015.**



## STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

### COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

Which describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen \_\_\_\_\_ Affected Resident \_\_\_\_\_ Affected Landowner ☒

Affected Business \_\_\_\_\_ Name of Business \_\_\_\_\_

Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)

No Build Alternative \_\_\_\_\_

Build Alternative \_\_\_\_\_

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange:  
(PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange \_\_\_\_\_ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange \_\_\_\_\_ (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange \_\_\_\_\_ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

Please list reasons for your choice of alternative below: (PLEASE PRINT)

---

---

---

What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)

\_\_\_\_\_ Impacts to the Natural Environment

\_\_\_\_\_ Air Quality impacts

\_\_\_\_\_ Impacts to Existing Residences/Businesses

\_\_\_\_\_ Noise Impacts

☒ Impacts to Farmland

\_\_\_\_\_ Other(s) – Please describe below

*Map also shows a barn - has been + buried - not there now - Right-of-way follow property line -*

Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)

*Map shows House being torn down - Our concern is that right-of-way go to the property line - Rd going to house for T&TRC is at property line - That we do not have any strip of land by the road that cannot be farmed at (above)*



NASHVILLE TN 370  
YOU MUST TAPE CLOSED BEFORE MAILING.



**For additional project information:**

Visit the TDOT website at <https://www.tn.gov/tidot/article/robertson-sumner-counties-SR-109-Portland-Bypass>  
Or contact Mr. Greg Hamilton, TDOT Project Management Division, at [Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov) or 615.532.3483.

*TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of  
race, age, sex, religion, color, disability or national origin*

Fold at this line second

Project Comments (PIN 106634.01)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

NASHVILLE TN 370

13 NOV 2015 PM 2 L



Return Comments Postmarked by December 4, 2015 to:

Public Hearing Comments  
ATTN: SR-109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0332

Fold at this line first

Your Name:

Jodie Harris

Date:

11.12.15

Mailing Address:

129 T. GT. Road  
Portland TN 37148

County of Residence:

Sumner

Phone Number (optional):

615.714.1231

E-mail Address (optional):

Jodiehairdresser2@comcast.net

Please return comment form postmarked no later than **December 4, 2015.**

## STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

### COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

Which describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen ☒ Affected Resident ☒ Affected Landowner ☒

Affected Business \_\_\_\_\_ Name of Business \_\_\_\_\_

Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)

No Build Alternative \_\_\_\_\_

Build Alternative \_\_\_\_\_

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange:  
(PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange \_\_\_\_\_ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange \_\_\_\_\_ (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange \_\_\_\_\_ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

Please list reasons for your choice of alternative below: (PLEASE PRINT)

What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)

☒ Impacts to the Natural Environment

☒ Impacts to Existing Residences/Businesses

☒ Impacts to Farmland

\_\_\_\_\_ Air Quality impacts

\_\_\_\_\_ Noise Impacts

\_\_\_\_\_ Other(s) - Please describe below

Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)



My Concern:

I live at 141 T.G.T. Road, I have lived on this road all my 51 years, third generation (which I know) doesn't matter. Fact is I know how the flood waters flow, small rain, heavy rain, Portland hasn't done a very good job at preventing flooding. I hope you do better. If not Built right, you will have a mess on your hands when the Road is impassable because it has flooded out.

My Second & most concern is from the map my House, is only 20 feet out of the 250 feet Rightaway.

My Bedroom window & Kitchen if a Eighteen Wheeler Rans off the Road will Hit My House. I haven't lived here, worked hard for my story to end this way. If the Road is Built up - my yard-house will flood - I has Never before untill .... Would any of you want to or live within a Hwy Built for Road traffic almostly factor workers



who already fly on this road  
of 18 wheelers! I dread the  
day when I lay down to sleep &  
can't due to worry about trucks  
hitting my house.

I understand the need to get  
the traffic out of Portland But  
Not at the cost of My or My family's  
life. The Road of Right away might  
as well come thru my house  
Cause eventually a truck will.

Jodie Harris  
615-714-1231  
Jodiehairdresser@comcast.net

**YOU MUST TAPE CLOSED BEFORE MAILING.**



**For additional project information:**

Visit the TDOT website at <https://www.tn.gov/tdot/article/robertson-sumner-counties-SR-109-Portland-Bypass>  
Or contact Mr. Greg Hamilton, TDOT Project Management Division, at [Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov) or 615.532.3483.

*TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of  
race, age, sex, religion, color, disability or national origin*

Fold at this line second

Project Comments (PIN 106634.01)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

NASHVILLE TN 370

16 NOV 2015 PM 7 L



Return Comments Postmarked by December 4, 2015 to:

**Public Hearing Comments  
ATTN: SR-109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0332**

372430332



Fold at this line first

Your Name: LEE HAYSLIP

Date: 11/13/15

Mailing Address: 1301 Hwy 52E  
PORTLAND, TN. 37148-5310

County of Residence: Sumner

Phone Number (optional): 615.325.2834 Cell 615.448.8073

E-mail Address (optional): LB.HAYSLIP@AOL.COM

Please return comment form postmarked no later than **December 4, 2015.**



## STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

### COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

**Which describes your primary interest in the project? (CHECK ALL THAT APPLY)**

Concerned Citizen ☒ Affected Resident ☐ Affected Landowner ☐

Affected Business ☐ Name of Business

**Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)**

No Build Alternative ☐

Build Alternative ☒

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange:  
(PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange ☐ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange ☐ (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange ☒ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

**Please list reasons for your choice of alternative below: (PLEASE PRINT)**

**What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)**

☐ Impacts to the Natural Environment

☐ Impacts to Existing Residences/Businesses

☐ Impacts to Farmland

☐ Air Quality impacts

☐ Noise Impacts

☒ Other(s) - Please describe below

Any situation that would impact the path or volume of storm water drainage. Many citizens worry about flooding.

**Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)**

AFTER seeing the advantage of the "New 109" that stops the dangerous section over "the ridge" I AM SOLD on this plan. When completed this 109 corridor will bring much prosperity to this area. Mayor Wanda and others have shown excellent leadership and vision in proposing this improvement.

YOU MUST TAPE CLOSED BEFORE MAILING.



For additional project information:

Visit the TDOT website at <https://www.tn.gov/tdot/article/robertson-sumner-counties-SR-109-Portland-Bypass>  
Or contact Mr. Greg Hamilton, TDOT Project Management Division, at [Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov) or 615.532.3483.

*TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of  
race, age, sex, religion, color, disability or national origin*

Fold at this line second

Project Comments (PIN 106634.01)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

NASHVILLE TN 370

17 NOV 2015 PM 7 L



Return Comments Postmarked by December 4, 2015 to:

Public Hearing Comments  
ATTN: SR-109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0332

372430332



Fold at this line first

Your Name: Patrick + Kelly Dalrymple

Date: 11/17/15

Mailing Address: 150 Cora St.

Portland, TN 37148

County of Residence: Sumner

Phone Number (optional): 615-323-9468

E-mail Address (optional): dal2448@yahoo.com

Please return comment form postmarked no later than **December 4, 2015.**



## STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

### COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

Which describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen \_\_\_\_\_ Affected Resident ☒ Affected Landowner ☒

Affected Business \_\_\_\_\_ Name of Business \_\_\_\_\_

Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)

No Build Alternative ☒

Build Alternative \_\_\_\_\_

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange:  
(PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange \_\_\_\_\_ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange \_\_\_\_\_ (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange \_\_\_\_\_ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

Please list reasons for your choice of alternative below: (PLEASE PRINT)

Do not want this bypass to affect the property value, or my neighbors and mine homes. We have a quiet neighborhood that is perfect for our children to grow up in, and I have concerns of "costs" to our families this will impose on us.

What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)

☒ Impacts to the Natural Environment

☒ Impacts to Existing Residences/Businesses

☒ Impacts to Farmland

☒ Air Quality impacts

☒ Noise Impacts

\_\_\_\_ Other(s) – Please describe below

Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)

11-19-2015

Lucretia mobbs

130 Thacker DR

Portland In 37148

Sumner County

lucretiamobbs@gmail.com



## STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

### COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

Which describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen \_\_\_\_\_ Affected Resident ☒ Affected Landowner \_\_\_\_\_

Affected Business \_\_\_\_\_ Name of Business \_\_\_\_\_

Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)

No Build Alternative ☒

Build Alternative \_\_\_\_\_

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange:  
(PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange \_\_\_\_\_ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange \_\_\_\_\_ (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange \_\_\_\_\_ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

Please list reasons for your choice of alternative below: (PLEASE PRINT)

The five benefits you list could all be achieved by routing trucks to Highway 52 thus eliminating the need to disrupt, displace, and spend enormous amounts of money. The 9 adverse impacts will greatly diminish the quality of life in Portland!

What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)

☒ Impacts to the Natural Environment

☒ Impacts to Existing Residences/Businesses

☒ Impacts to Farmland

☒ Air Quality impacts

☒ Noise Impacts

\_\_\_\_ Other(s) – Please describe below

Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)

Building a weigh station on 109 will eliminate most of the truck traffic

**YOU MUST TAPE CLOSED BEFORE MAILING.**



**For additional project information:**

Visit the TDOT website at <https://www.tn.gov/tidot/article/robertson-sumner-counties-SR-109-Portland-Bypass>  
Or contact Mr. Greg Hamilton, TDOT Project Management Division, at [Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov) or 615.532.3483.

*TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of  
race, age, sex, religion, color, disability or national origin*

Fold at this line second

Project Comments (PIN 106634.01)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

NASHVILLE TN 372  
19 NOV 2015 PM 1 L



**Return Comments Postmarked by December 4, 2015 to:**

**Public Hearing Comments  
ATTN: SR-109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0332**

372430332

372430332



Fold at this line first

Your Name: WILLIAM J. MOBBS Date: 11/19/2015  
Mailing Address: 130 THACKER DR  
PORTLAND, TN 37148  
County of Residence: SUMNER  
Phone Number (optional):  
E-mail Address (optional): BILL MOBBS@GMAIL.COM

Please return comment form postmarked no later than **December 4, 2015.**



## STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

### COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

Which describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen \_\_\_\_\_ Affected Resident ☒ Affected Landowner \_\_\_\_\_

Affected Business \_\_\_\_\_ Name of Business \_\_\_\_\_

Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)

No Build Alternative ☒

Build Alternative \_\_\_\_\_

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange:  
(PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange \_\_\_\_\_ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange \_\_\_\_\_ (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange \_\_\_\_\_ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

Please list reasons for your choice of alternative below: (PLEASE PRINT)

---

---

---

What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)

☒ Impacts to the Natural Environment

☒ Impacts to Existing Residences/Businesses

☒ Impacts to Farmland

☒ Air Quality impacts

☒ Noise Impacts

\_\_\_\_ Other(s) – Please describe below

---

---

---

Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)

BUILDING A TRUCK WEIGHT STATION ON  
HWY 109 WILL ELIMINATE MOST OF  
THE TRUCK TRAFFIC.



**TN** **TDOT**  
Department of  
Transportation

Visit the TDOT website at <https://www.tn.gov/tdot/article/robertson-sumner-counties-SR-109-Portland-Bypass>  
Or contact Mr. Greg Hamilton, TDOT Project Management Division, at [Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov) or 615.532.3483.

Fold at this line second

PLACE  
STAMP  
HERE

**Public Hearing Comments  
ATTN: SR-109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0332**

**Fold at this line first**

**E-mail Address (optional):** \_\_\_\_\_

Please return comment form postmarked no later than **December 4, 2015.**



## STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

### COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

Which describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen ☒ Affected Resident ☒ Affected Landowner ☒

Affected Business \_\_\_\_\_ Name of Business \_\_\_\_\_

Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)

No Build Alternative \_\_\_\_\_

Build Alternative \_\_\_\_\_

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange: (PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange ☒ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange \_\_\_\_\_ (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange \_\_\_\_\_ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

Please list reasons for your choice of alternative below: (PLEASE PRINT)

ALL ON SOUTH SIDE

What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)

☒ Impacts to the Natural Environment

☒ Air Quality impacts

☒ Impacts to Existing Residences/Businesses

☒ Noise Impacts

☒ Impacts to Farmland

\_\_\_\_ Other(s) – Please describe below

Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)

— PLEASE SEE NOTE ON ATTACHMENT —



## TABLE OF CONTENTS

Statement of Determination .....	1
Project Description .....	3
Environment and Land Use .....	5
Historic Context .....	5
Public Involvement .....	9
Survey Methods and Results .....	10
Inventoried Properties Table .....	17
Surveyed Properties .....	20
Surveyed Property 1-Wilson Farm .....	20
Surveyed Property 2-Hodges House .....	29
Surveyed Property 3-Payne Farm .....	32
Conclusions .....	35
Bibliography .....	35

## ATTACHMENTS

Attachment One: Fact Sheets

Attachment Two: Public Participation

## FIGURES

1. General Project Location Map .....	2
2. Aerial Project Location Map .....	4
3. Historic Photos of Portland .....	7
4. Photos of Properties Outside APE .....	11
5. Overview Project Location Map with Inventoried Properties .....	13
6. Inventoried Property Maps .....	14-16
7. View of the façade of the Wilson farmhouse .....	20
8. Rear three-quarters view of the Wilson farm house .....	22
9. South elevation of the Wilson House and concrete block garage .....	23
10. Outbuildings on the Wilson Farm .....	24
11. Photos of the Ached Roof Barn .....	25
12. Other outbuildings on the Wilson Farm .....	26
13. Photos of Livestock Sheds on the Wilson Farm .....	27
14. Aerial photo of the Wilson Farm .....	28
15. Three-quarters view of the Hodges House .....	29
16. Rear three quarters view of the Hodges House .....	30
17. View of the south elevation and garage of the Hodges House .....	31
18. View of the façade of the Payne House .....	32
19. Photos of the Payne House .....	33
20. Views of the outbuildings on the Payne Farm .....	34

11/16/2015  
NOTE:

THESE 3 SURVEYED  
PERSONS ALL BENEFITED  
(SHIFT TO THE WEST)  
IN THE ROUTE FOR  
THE PORTLAND 109  
BYPASS TO THE  
DERIVEMENT OF THE  
PROPERTY OWNED  
BY WILLIAM COLLINS  
AND MYSELF. WHY  
DO YOU WISH TO TAKE  
3 HOMES ON COLLEGE  
STREET WHEN YOU  
COULD GO THEN OPEN  
LAND? MY HOME  
WAS CLEARLY  
OUTSIDE THE ORIGINAL  
ROUTE. PLEASE  
GIVE CONSIDERATION  
TO GOING THROUGH  
MY PROPERTY AS  
ORIGINALLY PROPOSED.

Bill Die

@ 632 COLLEGE ST  
PORTLAND TN 37148

0615-325-6043









YOU MUST TAPE CLOSED BEFORE MAILING.



**For additional project information:**

Visit the TDOT website at <https://www.tn.gov/tdot/article/robertson-sumner-counties-SR-109-Portland-Bypass>  
Or contact Mr. Greg Hamilton, TDOT Project Management Division, at [Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov) or 615.532.3483.

*TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of  
race, age, sex, religion, color, disability or national origin*

Fold at this line second

Project Comments (PIN 106634.01)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

NASHVILLE TN 372

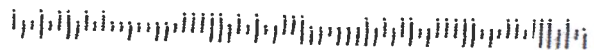
24 NOV 2015 PM 1 T



Return Comments Postmarked by December 4, 2015 to:

**Public Hearing Comments  
ATTN: SR-109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0332**

372430332



Fold at this line first

Your Name: VIVIAN HARRIS

Date: 11-16-15

Mailing Address: 141 T.G.T. Rd.  
Portland TN 37148

County of Residence: Sumner

Phone Number (optional): 615-325-4608

E-mail Address (optional): \_\_\_\_\_

Please return comment form postmarked no later than **December 4, 2015.**



## STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

### COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

Which describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen \_\_\_\_\_ Affected Resident \_\_\_\_\_ Affected Landowner ☒ \_\_\_\_\_

Affected Business \_\_\_\_\_ Name of Business \_\_\_\_\_

Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)

No Build Alternative \_\_\_\_\_

Build Alternative \_\_\_\_\_

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange: (PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange \_\_\_\_\_ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange \_\_\_\_\_ (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange \_\_\_\_\_ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

Please list reasons for your choice of alternative below: (PLEASE PRINT)

---

---

---

What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)

☐ Impacts to the Natural Environment

☒ Impacts to Existing Residences/Businesses

☒ Impacts to Farmland

☐ Air Quality impacts

☒ Noise Impacts

☒ Other(s) – Please describe below

*My concern is the roadway coming so close to resident. The danger of heavy trucks after exiting 109 and heading south at Kirby Drive*

Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)

*I question the impact on T.G.T. Rd & land of water, with nowhere to go into Summers Branch, which can not take heavy rains now.*



YOU MUST TAPE CLOSED BEFORE MAILING.



**For additional project information:**

Visit the TDOT website at <https://www.tn.gov/tdot/article/robertson-sumner-counties-SR-109-Portland-Bypass>  
Or contact Mr. Greg Hamilton, TDOT Project Management Division, at [Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov) or 615.532.3483.

*TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of  
race, age, sex, religion, color, disability or national origin*

Fold at this line second

Project Comments (PIN 106634.01)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332



Return Comments Postmarked by December 4, 2015 to:

**Public Hearing Comments  
ATTN: SR-109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0332**

372430332



Fold at this line first

Your Name: KENNETH B. BREWER

Date: Nov. 29 / 15

Mailing Address: 1868 NEW DEAL POTTS RD.  
PORTLAND, TN. 37148

County of Residence: SUMNER

Phone Number (optional): 615-828-2779

E-mail Address (optional): \_\_\_\_\_

Please return comment form postmarked no later than **December 4, 2015.**

## STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

### COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

#### Which describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen ☒ Affected Resident \_\_\_\_\_ Affected Landowner \_\_\_\_\_

Affected Business \_\_\_\_\_ Name of Business \_\_\_\_\_

#### Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)

No Build Alternative ☒

Build Alternative \_\_\_\_\_

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange:  
(PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange \_\_\_\_\_ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange ☒ <sup>IF BUILT</sup> (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange \_\_\_\_\_ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

#### Please list reasons for your choice of alternative below: (PLEASE PRINT)

---

---

---

#### What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)

☒ Impacts to the Natural Environment

☒ Air Quality impacts

☒ Impacts to Existing Residences/Businesses

☒ Noise Impacts

☒ Impacts to Farmland

\_\_\_\_ Other(s) – Please describe below

---

---

---

#### Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)

SEE ATTACHED LETTER

---

---

---



Kenneth B. Brewer  
1868 New Deal Potts Rd.  
Portland, TN. 37148 615-828-2779

*State Route 109 Bypass Project*

*Dear Sir:*

*I have attached the comment form and have checked the NO BUILD choice. There are too many negative impacts on the area to precede with this project. It should be canceled for the following reasons:*

- 1. It will take over 200 acres of some of the best farm land in this area. Farm land seems to be a target for the DOT for some reason. The proposed route cuts some fields into triangles which are not conducive to using large equipment and essentially makes them useless for farm use. .*
- 2. It will take 13 houses and 3 businesses. No ones house...or land for that matter should be taken against their free will. I know the state has the legal right to condemn land, but to take something, anything, against someone's free will is morally and ethically wrong. Actually that is the definition for stealing (even though I know you offer to pay what you call just compensation.) The laws should be changed. I personally would not in good conscience work for an organization that takes anything away from people against their will.*
- 3. You are negatively affecting wetlands, flood plains, and sinkholes. To replace wetlands artificially with more land turned into wetlands simply is not the same and usually does not work.*
- 4. The noise impact to the rural countryside is a big negative. This would be permanent. Air quality would be permanently effected. People in this area picked this area because of the quite, simplistic rural lifestyle and this would be permanently ruined by this project.*
- 5. A highway built of this type would be dangerous because of the high speed of the traffic. You may design it for a 60 mph speed....but all one has to do is travel the new 109 route to Gallatin to see most people going easily over 70. Local and county, and even state law enforcement does not seem to try to enforce the speed limit. Simply travel on the interstates in TN and see who goes 70...very few. You may simply say that the design and building is your job, not enforcing the law...but the fact is...if you don't build it then we won't have to*



*deal with the dangerous speeders this will put in our area. To build this road will cost some people their lives eventually.*

*IF you do decide to build it then the following comments apply:*

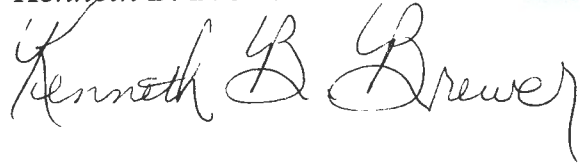
- 1. Payne road should not be cut off. As a matter of fact more roads should have access. The way you have it now basically cuts the city of Portland off.*
- 2. The alignment north of 52 on Bill Dye's property should be moved to the east between the school and his house. This was the original "gentleman's" agreement made years ago. To remove an 86 old man from his house or make it unlivable is deplorable. Just so you will know, I am not related in any way to Mr. Dye, I just feel like he is being unreasonably treated.*
- 3. Much of the reputed truck traffic that comes to Portland now is because of trucks skipping the weigh scales on I-65. They simply use 52 west and 109 north to go around the weigh station, which is illegal. If this project is built a weigh station should be put at the north end of 109 to stop this. This would greatly reduce the traffic flow through Portland.*

*I have no land that is being considered to be used directly by this project. I have family land that is located on Payne road that is close and would be affected by noise and sight of this project. My comments are mostly as a concerned and local citizen. My farm west of Portland was cut in two pieces when highway 52 was built in 1994. I fought against this to no avail. I had a private meeting with our state senator at that time...and assistant road commissioner Ray Terrell, who quite frankly was very intimidating. Over 90% of the recorded comments at that time were against the project and it was built anyway...so much for comments. I ran for state representative in 1992 to try to have some influence with restricting funds where people did not want roads to be pushed upon them. I narrowly lost. I have often thought of running again and would make this my primary task to limit new unwanted roads. I will be writing my state representative and senator to ask them to vote against funding any road bill that would include this project. Many of the people in this area feel this way but are afraid to express their*

views in fear of you may run a road through their house next. I was assured at the last meeting that the DOT had greatly improved since 1994 and was a "kinder and gentler" agency to deal with. Taking 200 acres of private land and 13 homes and 3 businesses is not my idea of being kind...or even reasonable.

Thank you for reading these comments as they speak for many unspoken people in this area.

Kenneth B. Brewer

A handwritten signature in cursive script that reads "Kenneth B. Brewer". The signature is written in dark ink and is positioned below the printed name.

**YOU MUST TAPE CLOSED BEFORE MAILING.**



**For additional project information:**

Visit the TDOT website at <https://www.tn.gov/tdot/article/robertson-sumner-counties-SR-109-Portland-Bypass>  
Or contact Mr. Greg Hamilton, TDOT Project Management Division, at [Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov) or 615.532.3483.

*TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of  
race, age, sex, religion, color, disability or national origin*

Fold at this line second

Project Comments (PIN 106634.01)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

NASHVILLE TN 370  
02 DEC 2015 PM 2 L



Return Comments Postmarked by December 4, 2015 to:

**Public Hearing Comments  
ATTN: SR-109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0332**

372430332



Fold at this line first

Your Name: Phillip B. Bird

Date: 11/30/15

Mailing Address: 2128 Hwy 76  
Portland, TN 37148

County of Residence: Sumner County

Phone Number (optional): 615-325-9591

E-mail Address (optional): \_\_\_\_\_

Please return comment form postmarked no later than **December 4, 2015.**



# STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

## COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

Which describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen \_\_\_\_\_ Affected Resident ☒ Affected Landowner ☒

Affected Business \_\_\_\_\_ Name of Business \_\_\_\_\_

Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)

No Build Alternative \_\_\_\_\_

Build Alternative \_\_\_\_\_

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange:  
(PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange \_\_\_\_\_ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange \_\_\_\_\_ (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange \_\_\_\_\_ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

Please list reasons for your choice of alternative below: (PLEASE PRINT)

---

---

---

What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)

\_\_\_\_\_ Impacts to the Natural Environment

☒ Impacts to Existing Residences/Businesses

☒ Impacts to Farmland

\_\_\_\_\_ Air Quality impacts

☒ Noise Impacts

\_\_\_\_\_ Other(s) - Please describe below

---

---

---

Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)

---

---

---

**YOU MUST TAPE CLOSED BEFORE MAILING.**



**For additional project information:**

Visit the TDOT website at <https://www.tn.gov/tdot/article/robertson-sumner-counties-SR-109-Portland-Bypass>  
Or contact Mr. Greg Hamilton, TDOT Project Management Division, at [Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov) or 615.532.3483.

*TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of  
race, age, sex, religion, color, disability or national origin*

Fold at this line second

Project Comments (PIN 106634.01)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

NASHVILLE TN 370

01 DEC 2015 PM 3 L



**Return Comments Postmarked by December 4, 2015 to:**

**Public Hearing Comments  
ATTN: SR-109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0332**

372430332



Fold at this line first

Your Name: LILA MAE BREWER

Date: Nov. 30-2015

Mailing Address: 1080 Payne Rd.  
PORTLAND, TN. 37148

County of Residence: SUMNER

Phone Number (optional): 615-325-2525

E-mail Address (optional): \_\_\_\_\_

Please return comment form postmarked no later than **December 4, 2015.**



## STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

### COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

Which describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen ☒ Affected Resident \_\_\_\_\_ Affected Landowner \_\_\_\_\_

Affected Business \_\_\_\_\_ Name of Business \_\_\_\_\_

Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)

No Build Alternative ☒

Build Alternative \_\_\_\_\_

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange:  
(PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange \_\_\_\_\_ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange ☒ (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange \_\_\_\_\_ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

Please list reasons for your choice of alternative below: (PLEASE PRINT)

on paper

What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)

☒ Impacts to the Natural Environment

☒ Air Quality impacts

☒ Impacts to Existing Residences/Businesses

☒ Noise Impacts

☒ Impacts to Farmland

Other(s) - Please describe below

on paper

Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)



## My Comments on the on the by pass

My first choice is No Build because of the following reasons -

1. The taking of almost 200 acres of the best farm land in this area.
2. The taking of 13 homes and 3 businesses. It is morally wrong to condemn property.
3. Loss of wetlands + wildlife.
4. Adverse noise impact to homes in this quiet rural area.

These alone are more than enough reasons to cancel the project completely.

Please do not cut off Payne Rd.

Move it north of 52 to east of Bill Dyer House like you were going to do several years ago.

I am hoping you will not even build it. I have lived on this farm for 90 years and still in good health and I hope I never see the all the land ruined in this section of Portland.

Mrs. Lila Mae Brewer  
1080 Payne Rd.  
Portland, Tn.



Greg Hamilton

December 3, 2015

Re: SR-109 (Portland By Pass)

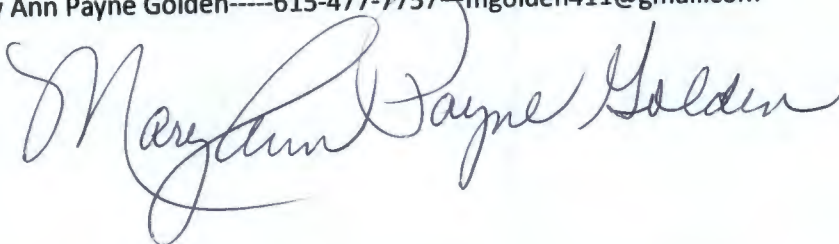
CUSTOMER USE ONLY	
FROM: (PLEASE PRINT)	PHONE: 615-477-7757
Mary Ann Golden	
121 Berger St	
Newmanburg TN 35464	
PAYMENT BY ACCOUNT (if applicable)	

Please review and take into consideration my reservations concerning the above project. I am writing as a joint-owner of a large plot of farmland that will be sliced into by this project.

1. **THE USE OF THE TERM "CUL DE SAC."** This seems to be the wrong choice of words with respect to this project. This term seems appropriate for subdivisions—nice streets with no through traffic. This term softens the actual meaning of the word "DEAD END." Are you and your engineers familiar with the size of modern farm equipment, such as combines, headers, tractors, grain wagons, etc. From the plans we were shown, it seems that no regard was given as to how we, as well as other farmers, will get the above mentioned equipment to the parts of our land that will be cut off by this "dead end." We are not developers who want to take chopped up farms and make the acreage Dream Land Estates. We are farmers who strive to make a living in a modern-day agricultural environment which requires large amounts of land and large equipment in order to provide basic crops for food for both man and livestock. Were there alternative plans which allowed for Payne Road to cross over this proposed By Pass? Is it a "done deal" that no alternative solution can be found. Surely more than one design approach was taken when reviewing this By Pass.
2. **ALTERNATIVE ACCESS TO BLOCKED ACREAGE.** Did your engineers take "test drives" to see how to get from one side of Payne Road to the other? Of course, in actuality one can still get from Point A to Point B, but they will have to pass through Points C, D, and E in order to reach Point B. Please remember that if in fact your engineers did make this test drive, I feel sure they did it in a car and not a combine or any other type of large farm equipment.
3. **ACCESS TO INDUSTRIAL PARKS.** It seems in many small towns, the By Pass location process always "by passes" direct access to an industrial park. Therefore, the tractor trailer trucks exit such by passes and drive directly through town to reach their destination. Of course, wide open farm land provides a "path of least resistance" when plans are made for new roads.
4. **FINANCIAL COSTS.** I realize that fighting battles with the State Of Tennessee seems a lost cause. Yes, the "powers that be" can take solace in that the poor farmer was paid for his/her land and that is the end of the story on that end of the deal. But what about the livelihoods that will be interrupted if not destroyed. Sure, Point A can still reach Point B, but the costs for time, effort, downtime and expenses for equipment-use lost production time, most likely never enters the minds of "planners."

Once again, please review the genuine concerns I have concerning the great impact the dissecting of Payne Road will have upon on many land owners on both sides of the DEAD END or "cul de sac" as titled in the plan.

Mary Ann Payne Golden-----615-477-7757-----mgolden411@gmail.com



YOU MUST TAPE CLOSED BEFORE MAILING.



**For additional project information:**

Visit the TDOT website at <https://www.tn.gov/tdot/article/robertson-sumner-counties-SR-109-Portland-Bypass>  
Or contact Mr. Greg Hamilton, TDOT Project Management Division, at [Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov) or 615.532.3483.

*TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of  
race, age, sex, religion, color, disability or national origin*

Fold at this line second

Project Comments (PIN 106634.01)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

NASHVILLE TN 372  
19 NOV 2015 PM 1 L



Return Comments Postmarked by December 4, 2015 to:

**Public Hearing Comments  
ATTN: SR-109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0332**

372430332



Fold at this line first

Your Name: Judy Hyell

Date: Nov 17, 2015

Mailing Address: 259 Dorris Rd

Portland TN 37148

County of Residence: SUMNER

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): \_\_\_\_\_

Please return comment form postmarked no later than **December 4, 2015**.



## STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

### COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

#### Which describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen ☒ Affected Resident ☐ Affected Landowner ☐

Affected Business ☐ Name of Business

#### Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)

No Build Alternative ☒

Build Alternative ☐

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange: (PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange ☐ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange ☐ (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange ☐ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

#### Please list reasons for your choice of alternative below: (PLEASE PRINT)

Before attending meeting, I was FOR bypass. Now I realize it isn't truly bypassing but diverting traffic from "downtown" to residential area where most of our schools are located. Also I can't see crossing over the creek and destroying the remaining wood area where the planned "Bypass" goes off SR 109 south of Portland.

#### What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)

☒ Impacts to the Natural Environment

☐ Impacts to Existing Residences/Businesses

☒ Impacts to Farmland

☒ Air Quality impacts

☒ Noise Impacts

☐ Other(s) - Please describe below

#### Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)

If bypassing Portland is a must the bypass it completely

**YOU MUST TAPE CLOSED BEFORE MAILING.**



**For additional project information:**

Visit the TDOT website at <https://www.tn.gov/tdot/article/robertson-sumner-counties-SR-109-Portland-Bypass>  
Or contact Mr. Greg Hamilton, TDOT Project Management Division, at [Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov) or 615.532.3483.

*TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of  
race, age, sex, religion, color, disability or national origin*

Fold at this line second

Project Comments (PIN 106634.01)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332



**Return Comments Postmarked by December 4, 2015 to**

**Public Hearing Comments  
ATTN: SR-109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0332**

372430332



Fold at this line first

Your Name: \_\_\_\_\_

Date: 11-21-15

Mailing Address: \_\_\_\_\_

County of Residence: Sumner

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): \_\_\_\_\_

Please return comment form postmarked no later than **December 4, 2015.**



## STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

### COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

#### Which describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen ☒ Affected Resident \_\_\_\_\_ Affected Landowner \_\_\_\_\_

Affected Business \_\_\_\_\_ Name of Business \_\_\_\_\_

#### Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)

No Build Alternative \_\_\_\_\_

Build Alternative \_\_\_\_\_

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange:  
(PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange \_\_\_\_\_ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange \_\_\_\_\_ (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange \_\_\_\_\_ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

#### Please list reasons for your choice of alternative below: (PLEASE PRINT)

---

---

---

#### What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)

☒ Impacts to the Natural Environment

☒ Impacts to Existing Residences/Businesses

☒ Impacts to Farmland

\_\_\_\_\_ Air Quality impacts

☒ Noise Impacts

\_\_\_\_\_ Other(s) – Please describe below

---

---

---

#### Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)

<sup>Bypass</sup>  
There was a proposal to expand SR-52. Why wasn't that option selected?  
It would save millions of dollars and would not disrupt nearly as many  
lives.

**YOU MUST TAPE CLOSED BEFORE MAILING.**



**For additional project information:**

Visit the TDOT website at <https://www.tn.gov/tidot/article/robertson-sumner-counties-SR-109-Portland-Bypass>  
Or contact Mr. Greg Hamilton, TDOT Project Management Division, at [Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov) or 615.532.3483.

*TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of  
race, age, sex, religion, color, disability or national origin*

Fold at this line second

Project Comments (PIN 106634.01)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

NASHVILLE TN 370

19 NOV 2015 PM 2 L



Return Comments Postmarked by December 4, 2015 to:

**Public Hearing Comments  
ATTN: SR-109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0332**

372430332



Fold at this line first

Your Name: Amy Kendall

Date: 11-17-15

Mailing Address: 255 Norris Rd

Portland, TN 37148

County of Residence: Sumner

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): \_\_\_\_\_

Please return comment form postmarked no later than **December 4, 2015.**



## STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

### COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

Which describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen ☒ Affected Resident ☒ Affected Landowner ☐

Affected Business ☐ Name of Business

Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)

No Build Alternative ☒

Build Alternative ☐

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange:  
(PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange ☐ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange ☐ (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange ☐ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

Please list reasons for your choice of alternative below: (PLEASE PRINT)

this is not a true bypass. it's just moving traffic from one place to another but still in Portland.

What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)

☒ Impacts to the Natural Environment

☐ Impacts to Existing Residences/Businesses

☒ Impacts to Farmland

☒ Air Quality impacts

☒ Noise Impacts

☐ Other(s) - Please describe below

Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)

YOU MUST TAPE CLOSED BEFORE MAILING.



For additional project information:

Visit the TDOT website at <https://www.tn.gov/tdot/article/robertson-sumner-counties-SR-109-Portland-Bypass>  
Or contact Mr. Greg Hamilton, TDOT Project Management Division, at [Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov) or 615.532.3483.

*TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of  
race, age, sex, religion, color, disability or national origin*

Fold at this line second

Project Comments (PIN 106634.01)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, TN 37243-0332

CAROL STREAM  
IL 601  
05 DEC '15  
PM 4 L



Return Comments Postmarked by December 4, 2015 to:

**Public Hearing Comments  
ATTN: SR-109 (Portland Bypass)  
Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0332**

372430332



Fold at this line first

Your Name: JANet BUTT

Date: 12/3/15

Mailing Address: 110 Lyon Dr  
Portland TN 37148

County of Residence: Sumner

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): gail@tekpak.com

Please return comment form postmarked no later than **December 4, 2015.**

## STATE ROUTE 109 (PORTLAND BYPASS)

From SR-109 near SR-76 to SR-109 North of Downtown Portland in Sumner County, PIN 106634.01

### COMMENT FORM FOR PUBLIC HEARING

The Tennessee Department of Transportation (TDOT) is proposing to improve a 7.2-mile segment of State Route (SR) 109 from existing SR-109 south of the City of Portland near SR-76, northward to SR-109 north of Portland in Sumner County. This project is hereafter referred to as the Portland Bypass. The project is currently in the National Environmental Policy Act (NEPA) Phase and TDOT, in cooperation with the Federal Highway Administration, has developed an Environmental Assessment (EA), the findings of which are presented at this hearing. TDOT needs your assistance and input regarding this project. Please take a few moments to answer the questions below and submit this form tonight OR you may return the comment card by mail to the address on the back of this sheet before **December 4, 2015**.

#### Which describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen \_\_\_\_\_ Affected Resident ☒ Affected Landowner \_\_\_\_\_  
Affected Business \_\_\_\_\_ Name of Business \_\_\_\_\_

#### Of the alternatives studied in the EA, which alternative do you prefer? (PLEASE CHECK ONLY ONE ALTERNATIVE)

No Build Alternative ☒

Build Alternative \_\_\_\_\_

If you selected the Build Alternative, please indicate your preferred option for the SR-52/Portland Bypass Interchange:  
(PLEASE CHECK ONLY ONE INTERCHANGE OPTION)

Folded Diamond Interchange \_\_\_\_\_ (all SR-52 Interchange ramps remain south of SR-52)

Partial Folded Diamond Interchange \_\_\_\_\_ (the southbound Portland Bypass exit ramp to SR-52 is in the NW quadrant)

No Preference for the Interchange \_\_\_\_\_ (either of the two SR-52/Portland Bypass Interchange options is acceptable)

Please list reasons for your choice of alternative below: (PLEASE PRINT)

---

---

---

#### What concerns do you have regarding the environmental impact of the project? (CHECK ALL THAT APPLY)

☒ Impacts to the Natural Environment

☒ Impacts to Existing Residences/Businesses

\_\_\_\_\_ Impacts to Farmland

☒ Air Quality impacts

☒ Noise Impacts

\_\_\_\_\_ Other(s) – Please describe below

---

---

---

Additional Comments (PLEASE PRINT - USE EXTRA SHEETS IF NEEDED)

---

---

---

**From:** [Greg Hamilton](#)  
**To:** ["Randall Collins"](#)  
**Cc:** [Jon Zirkle](#); [Neal Priest](#); [Meridith Krebs](#)  
**Subject:** RE: SR-109(Portland Bypass)  
**Date:** Wednesday, November 18, 2015 7:25:37 AM

---

Mr. Collins

I appreciate your letter and feel for you and your plight sincerely. This issue and this project are both out of my control now. I would suggest you concentrate your message to our Region 3 ROW office , Jon Zirkle [Jon.Zirkle@tn.gov](mailto:Jon.Zirkle@tn.gov), Neal Priest [Neal.Priest@tn.gov](mailto:Neal.Priest@tn.gov), and the environmental division, Meridith Krebs [Meridith.Krebs@tn.gov](mailto:Meridith.Krebs@tn.gov).

Thank you

Greg Hamilton |  
Suite 600 J.K. Polk Building  
505 Deaderick Street, Nashville TN 37243  
P 615-532-3483 C 615-425-6171  
[Greg.Hamilton@tn.gov](mailto:Greg.Hamilton@tn.gov)

-----Original Message-----

From: Randall Collins [<mailto:rmchercumer@icloud.com>]  
Sent: Tuesday, November 17, 2015 11:06 PM  
To: Greg Hamilton  
Subject: SR-109(Portland Bypass)

Dear Mr. Greg Hamilton and TDOT staff,

My name is Randall Collins, and I along with my sisters, Donna Collins Dixon and Sandy Collins Drake, currently own the farm estate of the late William and Frances Collins. We receive most of our income renting the majority of the tillable acreage for row crops to Mr. Joe Payne. Several parcels of this farm lying adjacent to the proposed SR-109(Portland Bypass) will be adversely impacted in addition to acreage west of the road project. The road will diagonally bisect all 5(five) parcels of land resulting in a loss of approximately 50(fifty) acres. Also several acres will become wasted, useless, untillable fallow land. In addition, over 450(four hundred fifty) acres of remaining farmland lying immediately west of this bypass will be adversely impacted due to the proposed closure of Payne Road.

My dad died December 9, 2012. My mom passed away February 5, 2015 this year. For over 55(fifty five) years, they devoted and dedicated their lives by acquiring and improving this farm. I am the 4th(fourth) generation of Collins' to be involved with this farming operation. My dad was able to purchase most of the farm my great grandfather had started almost 100(one hundred) years ago. This farm was my dad's full time profession for his lively hood. He was a good steward of the land. Practicing soil conservation, crop rotations, along with new land and crop management techniques and weed control, he was able to restore and enhance the productivity and profitability of this land. Not only was equipment essential for this enterprise but hard work and sweat equity were of necessity. Using a hoe, we chopped out Canadian thistle, Pigweed, Jimson weed, Rag weed, Smart weed, Johnson grass, cocklebur and other noxious weeds that would choke out and reduce what was planted to allow certification for raising foundation seed crops. The results were weed and filth free crops that could be certified by a onsite crop inspector validating the cleanliness and purity of the crop and fields. This allowed for a premium price for the crop when it was sold. These efforts paid off. The rewards from this excruciating labor not only increased income, but also created a more productive and fertile soil and land.

The proposed bypass CUTS through the heart of some of the most fertile, prime, productive farmland in Northern Sumner County. Not only does it CUT through 5(five) tracts of this land, but it



diagonally bisects every one of them. When a rectangular field is diagonally divided in this manner it results in 2(two) remaining triangle shaped plots. This angular end tract of land becomes worthless for 3(three) different reasons: 1) It can not be farmed or row cropped-a combine with a 40(forty) foot header, or a 30(thirty) foot disc or a 90(ninety) foot boom sprayer can not maneuver in this restricted area. 2) This triangular section of waste land can not be cultivated and therefore has the potential to grow up and become a source for noxious weed contamination, etc. Even more, a 16(sixteen) foot wide tractor with a 14(fourteen) foot wide bush hog can not access this area to keep it mowed down to prevent overgrowth of foreign vegetation! 3) Since this triangular section of land can not be cultivated it will result in a 3(three) fold monetary loss. 1st, by loss of yield and therefore decreased income. 2nd, the land's worth is diminished because it has no utility value. It does not improve the situation that one of your TDOT representatives mentioned in a breakout session November 12, 2015, "well just sale that irregular parcel to your adjoining neighbor". This is an absurd suggestion-we do not want to sale anything! 3rd, there is a decreased efficiency in plowing, planting, spraying and harvesting. In a rectangular field, Mr. Payne's farm equipment can cover 10(ten) acres per hour. In a triangular field the best that can be done is about 5(five) acres per hour. This translate into higher wages per hour for farm labor, added fuel cost, increased equipment depreciation and increased hours of extra work and efforts. In addition to the diagonally bisected land ALL the cultivated crop adjacent to the right of way(r.o.w.) will have point rows for the entire length of this diagonal tract. The result of this will ALWAYS decrease the yield of the planted crop by 50(fifty) percent. Also all outside rows of any crop will never yield as much as the interior planted field. Therefore the potential to lose even more yield will occur because you have more exposed outside point rows due to the divided property.

It was stated that 11(eleven) residences and 3(three) businesses will be impacted with this bypass. Was this farming enterprise one of the 3(three) businesses included? We have more to lose in terms of acreage than anyone on this section of the bypass. Approximately 50(fifty) acres of prime farmland will be taken within the proposed r.o.w.. This creates a significant loss of income to our family and to Mr. Payne. The purchase of land by TDOT can not replace the current value lost as well as production yields. It also leads to the loss of devalued waste land as previously discussed. In addition, if this a limited access road we have lost the right to sale our land in the future at appreciated values for commercial, residential and crop land, etc.. Not only does this land loss decrease our income it also greatly impacts our tenant, Mr. Joe Payne. His profits will be decreased by increased expenses and lost and reduced yields. This will lower his income and profitability in his farming BUSINESS!

How are we to access these fields that the road divides as previously explained? Will there be an easement or egress from one side of the highway to the other? Surely we can not be land locked. Hopefully there has to be a provision to allow equipment to access both sides of the road to enter these bisected tracts of farmland. Here again this only adds to the inefficiency, expense and increased costs in production of a crop. The net economic bottom line is definitely is impacted.

I am also concerned with the closure of Payne Road. This is also a major thoroughfare for transporting farm equipment to the rest of our farm as well as residents(as myself) traveling east and west. Have you considered the safety issue of farm machinery detouring around a closed Payne Road at the bypass to get on Highway 52, to New Deal Potts Road to get back on Payne Road? A 16(sixteen) foot wide tractor pulling a 30(thirty) foot wide fold-down disc, or an 18(eighteen) foot wide combine without header needing to travel this circuitous route several times per day/week can create potential traffic congestion and possible safety issues and injuries. This is a farming community. We are just one farming enterprise of many others that depend on this open corridor of Payne Road. What a nightmare that will be created if you close this road as proposed.

A comment from a TDOT representative on November 12, 2015 bypass hearing breakout session stated the bypass was aligned to allow a perpendicular intersection on Highway 76 and Highway 52. Have you not considered it would be more economical to alter Highway 76(a 2 lane road) than it would be a 250(two hundred and fifty) foot r.o.w. bypass? The same goes for Highway 52. Even though you are going to make Highway 52 5(five) lanes at the bypass intersection why not adjust its alignment to allow the bypass and its intersection to move eastwardly approximately 200(two hundred) feet?

I have expressed my concerns with your court recorder on November 12, 2015, but I wanted to present them to you in written draft. I am passionate about my heritage and the future of our community. I would hope that my comments would resonate with consideration, conviction, wisdom, common sense and sound judgement BEFORE your proposed SR-109(Portland Bypass) is finalized.

You may contact me @ 615.325.3877, or e-mail @ rmchercumer@icloud .com.

Thank you.

Sincerely,  
Randall Collins

**From:** [Randall Collins](#)  
**To:** [Meridith Krebs](#)  
**Subject:** SR-109(Portland Bypass)  
**Date:** Wednesday, November 18, 2015 9:03:02 PM

---

Dear Ms. Meredith Krebs,

My name is Randall Collins, and I along with my sisters, Donna Collins Dixon and Sandy Collins Drake, currently own the farm estate of the late William and Frances Collins. We receive most of our income renting the majority of the tillable acreage for row crops to Mr. Joe Payne. Several parcels of this farm lying adjacent to the proposed SR-109(Portland Bypass) will be adversely impacted in addition to acreage west of the road project. The road will diagonally bisect all 5(five) parcels of land resulting in a loss of approximately 50(fifty) acres. Also several acres will become wasted, useless, untillable fallow land. In addition, over 450(four hundred fifty) acres of remaining farmland lying immediately west of this bypass will be adversely impacted due to the proposed closure of Payne Road.

My dad died December 9, 2012. My mom passed away February 5, 2015 this year. For over 55(fifty five) years, they devoted and dedicated their lives by acquiring and improving this farm. I am the 4th(fourth) generation of Collins' to be involved with this farming operation. My dad was able to purchase most of the farm my great grandfather had bought almost 100(one hundred) years ago. This farm was my dad's full time profession for his lively hood. He was a good steward of the land. Practicing soil conservation, crop rotations, along with new land and crop management techniques and weed control, he was able to restore and enhance the productivity and profitability of this land. Not only was equipment essential for this enterprise but hard work and sweat equity were of necessity. Using a hoe, we chopped out Canadian thistle, Pigweed, Jimson weed, Rag weed, Smart weed, Johnson grass, cocklebur and other noxious weeds that would choke out and reduce what was planted to allow certification for raising foundation seed crops.

The results were weed and filth free crops that could be certified by an onsite crop inspector validating the cleanliness and purity of the crop and fields. This allowed for a premium price for the crop when it was sold. These efforts paid off. The rewards from this excruciating labor not only increased income, but also created a more productive and fertile soil and land.

The proposed bypass CUTS through the heart of some of the most fertile, prime, productive farmland in Northern Sumner County. Not only does it CUT through 5(five) tracts of this land, but it diagonally bisects every one of them. When a rectangular field is diagonally divided in this manner it results in 2(two) remaining triangle shaped plots. This angulated tract of land becomes worthless for 3(three) different reasons: 1) It can not be farmed or row cropped-a combine with a 40(forty) foot header, or a 30(thirty) foot disc or a 90(ninety) foot boom sprayer can not maneuver in this restricted area. 2) This triangular section of waste land can not be cultivated and therefore has the potential to grow up and become a source for noxious weed contamination, etc. Even more, a 16(sixteen) foot wide tractor with a 14(fourteen) foot wide bush hog can not access this area to keep it mowed down to prevent overgrowth of foreign vegetation! 3) Since this triangular section of land can not be cultivated it will result in a 3(three) fold monetary loss. 1st, by loss of yield and therefore decreased income. 2nd, the land's worth is diminished because it has no utility value. It does not improve the situation that one of your TDOT representatives mentioned in a breakout session November 12, 2015, "well just sale that irregular parcel to your adjoining neighbor". This is an absurd suggestion-we

do not want to sale anything! 3rd, there is a decreased efficiency in plowing, planting, spraying and harvesting. In a rectangular field, Mr. Payne's farm equipment can cover 10(ten) acres per hour. In a triangular field the best that can be done is about 5(five) acres per hour. This translate into higher wages per hour for farm labor, added fuel cost, increased equipment depreciation and increased hours of extra work and efforts. In addition to the diagonally bisected land, ALL the cultivated crop adjacent to the right of way(r.o.w.) will have point rows for the entire length of this diagonal tract. The result of this will ALWAYS decrease the yield of the planted crop by 50(fifty) percent. Also, all outside rows of any crop will never yield as much as the interior planted field. Therefore the potential to lose even more yield will occur because you have more exposed outside point rows due to the divided property.

It was stated that 11(eleven) residences and 3(three) businesses will be impacted with this bypass. Was this farming enterprise one of the 3(three) businesses included? We have more to lose in terms of acreage than anyone on this section of the bypass. Approximately 50(fifty) acres of prime farmland will be taken within the proposed r.o.w.. This creates a significant loss of income to our family and to Mr. Payne. The purchase of land by TDOT can not replace the current value lost as well as production yields. It also leads to the loss of devalued waste land as previously discussed. In addition, if this a limited access road we have lost the right to sale our land in the future at appreciated values for commercial, residential and crop land, etc.. Not only does this land loss decrease our income, it also greatly impacts our tenant, Mr. Joe Payne. His profits will be decreased by increased expenses and lost and reduced yields. This will lower his income and profitability in his farming BUSINESS!

How are we to access these fields that the road divides as previously explained? Will there be an easement or egress from one side of the highway to the other? Surely we can not be land locked! Hopefully there has to be a provision to allow equipment to access both sides of the road to enter these bisected tracts of farmland. Here again this only adds to the inefficiency, expense and increased costs in production of a crop. The net economic bottom line is definitely impacted.

I am also concerned with the closure of Payne Road. This is also a major thoroughfare for transporting farm equipment to the rest of our farm as well as residents(myself included) traveling east and west. Have you considered the safety issue of farm machinery detouring around a closed Payne Road at the bypass to get on Highway 52, to New Deal Potts Road to get back on Payne Road? A 16(sixteen) foot wide tractor pulling a 30(thirty) foot wide fold-down disc, or an 18(eighteen) foot wide combine without header needing to travel this circuitous' route several times per day/week can create potential traffic congestion and possible safety issues and injuries. This is a farming community. We are just one farming enterprise of many others that depend on this open corridor of Payne Road. What a nightmare that will be created if you close this road as proposed.

A comment from a TDOT representative on November 12, 2015 bypass hearing breakout session stated the bypass was aligned to allow a perpendicular intersection on Highway 76 and Highway 52. Have you not considered it would be more economical to alter Highway 76(a 2 lane road) than it would be a 250(two hundred and fifty) foot r.o.w. bypass? The same goes for Highway 52. Even though you are going to make Highway 52 5(five) lanes at the bypass intersection why not adjust its alignment to allow the bypass and its intersection to move eastwardly approximately 200(two hundred) feet?

I have expressed my concerns with your court recorder on November 12, 2015, but I wanted to present them to you in written draft. I am passionate about my heritage and the future of our community. I would hope that my comments would

resonate with consideration, conviction, wisdom, common sense and sound judgement BEFORE your proposed SR-109(Portland Bypass) is finalized.

You may contact me @ [615.325.3877](tel:615.325.3877), or e-mail @ [rmchercumer@icloud .com](mailto:rmchercumer@icloud.com).  
Thank you.

Sincerely,  
Randall Collins

Sent from my iPad  
Sent from my iPad  
Sent from my iPad

**From:** [Jon Zirkle](#)  
**To:** ["Randall Collins"](#)  
**Cc:** [Greg Hamilton](#); [Neal Priest](#); [Frederick Miller](#)  
**Subject:** RE: SR-109 (Portland Bypass)  
**Date:** Friday, November 20, 2015 4:03:53 PM  
**Attachments:** [image001.png](#)

---

Mr. Collins,

I appreciate your email and comments at the public hearing. I also appreciate your connection to the land and the appreciation you have for history and agriculture in Sumner County both of which have helped this community to be a great place to live and work. I know you have been in contact with Mr. Greg Hamilton and Ms Lori Lange who have helped guide this roadway project's development to its current state along with the TDOT Environmental Division, the FHWA, the City of Portland, and the MPO. As you are aware, Greg and Lori are moving or have moved to other positions within TDOT. As a manager in Region 3 Project Development, I along with Mr. Freddy Miller in our HQ Design Division and Mr. Neal Priest in Right of Way will monitor the project's progress from the environmental document phase into the design and right of way phases of the project.

The environmental hearing you attended is one step in our environmental document development. The information gathered there is considered and responded to in a formal process with input from different TDOT divisions and any adjustments or additional studies needed for the project at this stage are made while other issues are addressed with a public response. Issues like some of the ones you mention will be considered in the design and right of way phases of the project while others may be addressed in construction.

The bypass alignment presented at the environmental hearing was chosen and considered carefully with many criteria including engineering design requirements, impacts to agricultural lands, ecological features, air and noise, environmental justice issues, and historic and cultural issues among others. The alignment presented was chosen in conjunction with the City of Portland and the MPO. The current alignment was chosen over other alternatives to attempt to balance out the criteria mentioned above with the overall least impact from the project.

Unfortunately with roadway projects on new alignment, some impacts to agricultural land and ecological features are unavoidable. While we try to minimize these overall impacts in the corridor, some impacts to property owners such as you can be very large up to complete relocation of owners and tenants. While yours is not a relocation issue, the impacts as you have described are significant. Some of these impacts may be addressed in design or construction but most likely will be in addressed in the right of way phase during acquisition and negotiation.

We will continue to address property access issues in design such as the impacts to Payne Rd. Some adjustments within the environmental study corridor are possible during the design phase and damages to the agricultural lands and business will likely be addressed in right of way.

I hope this helps and I am sure we will correspond throughout the continuing development of this bypass project. If I have mis-stated any parts of the process here, I will be sure to research it further

as we move along and let you know. My contact information is in my email signature.



**Jon Zirkle** | C.E. Manager 2  
Region 3 Project Development  
Main Office Building, 2<sup>nd</sup> Floor  
6601 Centennial Blvd, Nashville, TN 37243  
p. 615-350-4254 c. 615-306-2039  
[jon.zirkle@tn.gov](mailto:jon.zirkle@tn.gov)  
[tn.gov/tdot](http://tn.gov/tdot)

---

**From:** Randall Collins [mailto:rmchercumer@icloud.com]  
**Sent:** Wednesday, November 18, 2015 8:56 PM  
**To:** Jon Zirkle  
**Subject:** SR-109 (Portland Bypass)

Dear Mr. Jon Zirkle,

My name is Randall Collins, and I along with my sisters, Donna Collins Dixon and Sandy Collins Drake, currently own the farm estate of the late William and Frances Collins. We receive most of our income renting the majority of the tillable acreage for row crops to Mr. Joe Payne. Several parcels of this farm lying adjacent to the proposed SR-109(Portland Bypass) will be adversely impacted in addition to acreage west of the road project. The road will diagonally bisect all 5(five) parcels of land resulting in a loss of approximately 50(fifty) acres. Also several acres will become wasted, useless, untillable fallow land. In addition, over 450(four hundred fifty) acres of remaining farmland lying immediately west of this bypass will be adversely impacted due to the proposed closure of Payne Road.

My dad died December 9, 2012. My mom passed away February 5, 2015 this year. For over 55(fifty five) years, they devoted and dedicated their lives by acquiring and improving this farm. I am the 4th(fourth) generation of Collins' to be involved with this farming operation. My dad was able to purchase most of the farm my great grandfather had bought almost 100(one hundred) years ago. This farm was my dad's full time profession for his lively hood. He was a good steward of the land. Practicing soil conservation, crop rotations, along with new land and crop management techniques and weed control, he was able to restore and enhance the productivity and profitability of this land. Not only was equipment essential for this enterprise but hard work and sweat equity were of necessity. Using a hoe, we chopped out Canadian thistle, Pigweed, Jimson weed, Rag weed, Smart weed, Johnson grass, cockleburs and other noxious weeds that would choke out and reduce what was planted to allow certification for raising foundation seed crops. The results were weed and filth free crops that could be certified by an onsite crop inspector validating the cleanliness and purity of the crop and fields. This allowed for a premium price for the crop when it was sold. These efforts paid off. The rewards from this excruciating labor not only increased income, but also created a more productive and fertile soil and land.

The proposed bypass CUTS through the heart of some of the most fertile, prime, productive farmland in Northern Sumner County. Not only does it CUT through 5(five)



tracts of this land, but it diagonally bisects every one of them. When a rectangular field is diagonally divided in this manner it results in 2(two) remaining triangle shaped plots. This angulated tract of land becomes worthless for 3(three) different reasons: 1) It can not be farmed or row cropped-a combine with a 40(forty) foot header, or a 30(thirty) foot disc or a 90(ninety) foot boom sprayer can not maneuver in this restricted area. 2) This triangular section of waste land can not be cultivated and therefore has the potential to grow up and become a source for noxious weed contamination, etc. Even more, a 16(sixteen) foot wide tractor with a 14(fourteen) foot wide bush hog can not access this area to keep it mowed down to prevent overgrowth of foreign vegetation! 3) Since this triangular section of land can not be cultivated it will result in a 3(three) fold monetary loss. 1st, by loss of yield and therefore decreased income. 2nd, the land's worth is diminished because it has no utility value. It does not improve the situation that one of your TDOT representatives mentioned in a breakout session November 12, 2015, "well just sale that irregular parcel to your adjoining neighbor". This is an absurd suggestion-we do not want to sale anything! 3rd, there is a decreased efficiency in plowing, planting, spraying and harvesting. In a rectangular field, Mr. Payne's farm equipment can cover 10(ten) acres per hour. In a triangular field the best that can be done is about 5(five) acres per hour. This translate into higher wages per hour for farm labor, added fuel cost, increased equipment depreciation and increased hours of extra work and efforts. In addition to the diagonally bisected land, ALL the cultivated crop adjacent to the right of way(r.o.w.) will have point rows for the entire length of this diagonal tract. The result of this will ALWAYS decrease the yield of the planted crop by 50(fifty) percent. Also, all outside rows of any crop will never yield as much as the interior planted field. Therefore the potential to lose even more yield will occur because you have more exposed outside point rows due to the divided property.

It was stated that 11(eleven) residences and 3(three) businesses will be impacted with this bypass. Was this farming enterprise one of the 3(three) businesses included? We have more to lose in terms of acreage than anyone on this section of the bypass. Approximately 50(fifty) acres of prime farmland will be taken within the proposed r.o.w.. This creates a significant loss of income to our family and to Mr. Payne. The purchase of land by TDOT can not replace the current value lost as well as production yields. It also leads to the loss of devalued waste land as previously discussed. In addition, if this a limited access road we have lost the right to sale our land in the future at appreciated values for commercial, residential and crop land, etc.. Not only does this land loss decrease our income, it also greatly impacts our tenant, Mr. Joe Payne. His profits will be decreased by increased expenses and lost and reduced yields. This will lower his income and profitability in his farming BUSINESS!

How are we to access these fields that the road divides as previously explained? Will there be an easement or egress from one side of the highway to the other? Surely we can not be land locked! Hopefully there has to be a provision to allow equipment to access both sides of the road to enter these bisected tracts of farmland. Here again this only adds to the inefficiency, expense and increased costs in production of a crop. The net economic bottom line is definitely impacted.

I am also concerned with the closure of Payne Road. This is also a major thoroughfare for transporting farm equipment to the rest of our farm as well as residents(myself included) traveling east and west. Have you considered the safety issue of farm machinery detouring around a closed Payne Road at the bypass to get on Highway 52, to New Deal Potts Road to get back on Payne Road? A 16(sixteen) foot wide tractor pulling a 30(thirty) foot wide fold-down disc, or an 18(eighteen) foot wide combine without header needing to travel this circuitous' route several times per day/week can create potential traffic congestion and possible safety issues and injuries. This is a farming community. We are just one farming

enterprise of many others that depend on this open corridor of Payne Road. What a nightmare that will be created if you close this road as proposed.

A comment from a TDOT representative on November 12, 2015 bypass hearing breakout session stated the bypass was aligned to allow a perpendicular intersection on Highway 76 and Highway 52. Have you not considered it would be more economical to alter Highway 76(a 2 lane road) than it would be a 250(two hundred and fifty) foot r.o.w. bypass? The same goes for Highway 52. Even though you are going to make Highway 52 5(five) lanes at the bypass intersection why not adjust its alignment to allow the bypass and its intersection to move eastwardly approximately 200(two hundred) feet?

I have expressed my concerns with your court recorder on November 12, 2015, but I wanted to present them to you in written draft. I am passionate about my heritage and the future of our community. I would hope that my comments would resonate with consideration, conviction, wisdom, common sense and sound judgement BEFORE your proposed SR-109(Portland Bypass) is finalized.

You may contact me @ [615.325.3877](tel:615.325.3877), or e-mail @ [rmchercumer@icloud .com](mailto:rmchercumer@icloud.com).

Thank you.

Sincerely,  
Randall Collins

Sent from my iPad

Sent from my iPad

LAW OFFICE

**HARSH & HARSH**

123 PUBLIC SQUARE

GALLATIN, TENNESSEE

37066-2885

(615) 452-4611

RICHARD H. HARSH  
(1906-1974)

FAX: (615) 452-4372

NATHAN HARSH  
JOE HARSH

November 13, 2015

Tennessee Department of Transportation  
Design Division  
James K. Polk Building, Ste. 1200  
Nashville, TN 37243

RE: SR-109 Portland Bypass

TO WHOM IT MAY CONCERN:

I would like to obtain a copy of the sign-in sheet and/or the names and addresses of the individuals who attended the November 12, 2015 meeting held at the Portland High School regarding the above referenced project.

Thank you in advance for your assistance with this request. If you should have any questions pertaining to this correspondence, feel free to contact me or my assistant, Connie Austin.

Sincerely,



Joe Harsh

JH:cia

# SOUTHERN ENVIRONMENTAL LAW CENTER

Telephone 615-921-9470

2 VICTORY AVENUE SOUTH, SUITE 500  
NASHVILLE, TN 37213

Facsimile 615-921-8011

December 4, 2015

*SENT VIA ELECTRONIC MAIL*

*TDOT.Comments@tn.gov; Greg.Hamilton@tn.gov; Theresa.Claxton@dot.gov*

Greg Hamilton  
Tennessee Department of Transportation  
505 Deaderick Street, Suite 600  
Nashville, TN 37243

Theresa Claxton  
Planning and Program Management Team Leader  
Tennessee Division Office  
Federal Highway Administration  
404 BNA Drive, Building 200, Suite 508  
Nashville, TN 37217

RE: Draft Environmental Assessment for the Proposed State Route 109 Portland Bypass

Dear Mr. Hamilton and Ms. Claxton,

The Southern Environmental Law Center (“SELC”) would like to provide the following comments on the draft Environmental Assessment issued by the Tennessee Department of Transportation (“TDOT”) for the proposed State Route 109 Portland Bypass (“Portland Bypass Draft EA” or “Draft EA”).<sup>1</sup> SELC is a non-profit, non-partisan organization that works throughout Tennessee and the Southeast to promote transportation and land use decisions that protect our natural resources and quality of life, and our Land and Community Program promotes smarter growth, sensible transportation choices, community revitalization, and open space conservation.

SELC has a long-standing interest in State Route 109 (“SR-109”), and we strongly support efforts to improve this corridor. However, we have serious concerns with the environmental review and project selection processes for improvements along the corridor, including the Portland Bypass. More particularly, we believe the Draft EA is insufficient because (1) without specific design features, it is not clear that the Portland Bypass will meet the proposed purpose and need, (2) alternatives to this project have not been adequately considered, and (3) the impacts of this proposal have not been fully assessed. We believe these issues and the

---

<sup>1</sup>Environmental Assessment State Route 109 (Portland Bypass), available at [https://www.tn.gov/assets/entities/tdot/attachments/SR-109\\_Portland\\_Bypass\\_EA\\_09-15-15.pdf](https://www.tn.gov/assets/entities/tdot/attachments/SR-109_Portland_Bypass_EA_09-15-15.pdf).

extent of environmental impacts of this project warrant careful consideration in a more comprehensive Environmental Impact Statement (“EIS”).

## **I. SELC SUPPORTS THE CORRIDOR MANAGEMENT COMMITTEE’S GOALS AND AN IMPROVED STATE ROUTE 109**

We recognize that SR-109 is a critical corridor in Middle Tennessee and have long been involved in proposals for this corridor. SELC was actively engaged in the compromise to improve SR-109 in lieu of a northern State Route 840 outer beltway for the Nashville region. In the years since, we have followed the progress of TDOT’s efforts to study and improve SR-109.

Among other things, we are aware that TDOT is currently using SR-109 as part of the Federal Highway Administration’s Public Health & Transportation Corridor Planning Framework beta test.<sup>2</sup> As we understand it, the project seeks to define transportation and public health issues, develop goals and objectives that promote public health, and identify preferred alternatives to optimize public health.<sup>3</sup> This is an important effort. Although this project is of limited scope and duration, we hope that TDOT internalizes the lessons learned and transfers them to other corridors.

Likewise, we have been observing the progress of the SR-109 Access Management Study (“Study”) facilitated by the Nashville Area Metropolitan Planning Organization (“MPO”), which is nearing completion. The Study’s preliminary findings suggest best practices, safety elements, and design criteria along a sliding scale of access. Using a variety of access categories recognizes that different roads and/or segments serve different purposes or have already been developed to a point where they cannot be re-designated. However, for the SR-109 corridor as a whole, the goal must be to limit access points in order to increase both safety and mobility. For example, the most restrictive class of access (designated “Class I” in the Study) is likened to an “expressway” where access is provided only by grade-separated interchanges, there is no direct public or private access, and a non-traversable median is required.

If it is to be built, the Portland Bypass has the potential to be a Class I roadway and should be so designed. However, it is not evident that it should be built at all. On the one hand, we believe the Portland Bypass must be a Class I roadway if it is to meet the Draft EA’s stated purpose and need. On the other hand and as discussed below, it is not yet clear that any bypass—as currently envisioned and subject to future local-level development decisions—will meet the Draft EA’s stated purpose and need given that the Level of Service (“LOS”) would not be significantly improved and there may be less destructive alternatives. In other words, we are not

---

<sup>2</sup> Framework Beta Test (FHWA-HEP-15-022), Federal Highway Administration, *available at* [http://www.fhwa.dot.gov/planning/health\\_in\\_transportation/resources/framework/framework\\_beta\\_test/index.cfm](http://www.fhwa.dot.gov/planning/health_in_transportation/resources/framework/framework_beta_test/index.cfm); “Survey requests SR 109 feedback,” THE GALLATIN NEWS (July 31, 2015), *available at* <http://www.gallatinnews.com/survey-requests-sr-109-feedback-cms-14326>.

<sup>3</sup> “State Route 109 Corridor Management Committee,” Nashville Area Metropolitan Planning Organization (Jan. 23, 2015), *available at* [http://www.nashvillempo.org/docs/SR109\\_CMA/SR%20109\\_CMC\\_Meeting\\_012315\\_Final.pdf](http://www.nashvillempo.org/docs/SR109_CMA/SR%20109_CMC_Meeting_012315_Final.pdf).

categorically opposed to bypasses but the Draft EA has not sufficiently justified this bypass's need by considering and ruling out less damaging alternatives; if a bypass is required after a robust alternatives analysis, we believe it must be designed in a way that ensures that it will meet a need while also minimizing disruptive land use and other environmental impacts that often follow bypass construction.

While we understand that the Portland Bypass has not yet reached the design phase,<sup>4</sup> it would not be inappropriate for the Draft EA to include such best practices and safety elements to ensure that the bypass (1) is meeting its stated purpose and need and (2) is guaranteed to be consistent with the larger corridor improvement strategies being investigated by the Study. Currently, the Draft EA lacks several of the best practices and design elements recommended (preliminarily) by the Study.<sup>5</sup> For example, the nominal purpose of the Portland Bypass is “to improve local, regional, and statewide mobility”<sup>6</sup> but the Draft EA states, “Access is expected to be provided to many of the existing roads in the area.”<sup>7</sup> This statement is of concern if this means “direct” access. We are also concerned by the many access points on the preliminary design drawings that are not grade-separated interchanges.<sup>8</sup> A proliferation of access points on the Portland Bypass will slow traffic and therefore provide no more benefit than the current segment of SR-109 that passes through downtown Portland—wasting millions of taxpayer dollars and causing significant damage with little for little to no benefit.

---

<sup>4</sup> We note that TDOT's analysis of the environmental impacts of the proposed bypass is based on a project that does not have a final design. As such, we cannot know the full impacts of the project. For example, without a plan to ensure limited access to the Portland Bypass, TDOT cannot accurately predict the environmental impacts of the project. The footprint of the project, alone, is not sufficient to analyze the project's impacts.

<sup>5</sup>Project team partners include City of Gallatin, City of Lebanon, City of Portland, Sumner County, Wilson County, Greater Nashville Regional Council, Tennessee Department of Transportation, Tennessee Department of Environment & Conservation, Federal Highway Administration, Gresham, Smith and Partners, Philip B. Demosthenes, LLC, Kimley-Horn & Associates, and Younger Associates. See “SR 109 Access Management Study,” Nashville Area Metropolitan Planning Organization, available at [http://www.nashvillempo.org/regional\\_plan/land\\_use/study\\_sr109.aspx](http://www.nashvillempo.org/regional_plan/land_use/study_sr109.aspx).

<sup>6</sup> Draft EA at S-1.

<sup>7</sup> Draft EA at 24 (“Access is expected to be provided to many of the existing roads in the area. However, some minor roads may no longer have direct access to the proposed project. Roads that are not provided direct access to the Build Alternative would still have access to other existing routes in the area to which they currently connect, or where possible, would be provided new connections to adjacent roadways. Details of the design will be determined during the future project phases.”).

<sup>8</sup> Indeed, at the public hearing, we understand that some members of the community asked TDOT whether streets depicted crossing the proposed bypass in the design drawings will have traffic signals and were told that current plans do not call for signalization, though they might in the future only if modeling shows it to be necessary. We believe that direct public and private access to the bypass is inconsistent with both the Study's safety principles and with design criteria ensuring improved travel times.



According to the SR-109 Study, traffic volumes are projected to more than double by 2040 along the corridor, and truck percentage is forecasted to increase as much as fourfold.<sup>9</sup> Therefore, in order to ensure that SR-109 fulfills its promise to provide improved access and mobility in a fast-growing region, we believe all TDOT projects along the corridor—especially new road projects like the proposed Portland Bypass—must be consistent with the principles of safety, provide the highest feasible speeds, and control future land use conditions to prevent development from undermining efficient movement through the corridor. It may well be that the Portland Bypass is needed and can achieve these objectives, but we cannot know that unless TDOT explains why less impactful alternatives are inappropriate and prepares an Environmental Impact Statement.

## **II. THE PROPOSAL, OR AT LEAST THE DRAFT ENVIRONMENTAL ASSESSMENT, SHOULD HAVE TRIGGERED THE PREPARATION OF AN ENVIRONMENTAL IMPACT STATEMENT**

We are concerned with the use of an Environmental Assessment in the Portland Bypass analysis rather than a more comprehensive Environmental Impact Statement (“EIS”). “NEPA is one of our most important tools for ensuring that all federal agencies take a ‘hard look’ at the environmental implications of their actions.” *Sw. Williamson Cnty. Cmty. Ass’n, Inc. v. Slater*, 243 F.3d 270, 278 (6th Cir. 2001) (quoting *Kleppe v. Sierra Club*, 427 U.S. 390, 410 n.21 (1976)). NEPA requires federal agencies to prepare a “detailed statement,” known as an Environmental Impact Statement (“EIS”), regarding all “major Federal actions significantly affecting the quality of the human environment.” 42 U.S.C. § 4332(2)(C); 40 C.F.R. § 1502.3. “A significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial.” 40 C.F.R. § 1508.27(b).

FHWA regulations clarify that, in the transportation context, there are certain types of actions that normally require an EIS, including “a new controlled access freeway” and “a highway project of four or more lanes on new location.” 23 C.F.R. § 771.115(a). While the Portland Bypass is not a stand-alone new highway,<sup>10</sup> it is described as a “new segment of State Route (SR) 109”<sup>11</sup> that will convert 193 acres of farmland to transportation uses and that will impact more than 5,000 feet of stream channels and at least 11 wetlands.<sup>12</sup> Given the nature of the proposed project and the extent of its impacts, an EIS should be prepared.

---

<sup>9</sup> “State Route 109 Corridor Management Committee,” Nashville Area Metropolitan Planning Organization (Jan. 23, 2015), available at [http://www.nashvillempo.org/docs/SR109\\_CMA/SR%20109\\_CMC\\_Meeting\\_012315\\_Final.pdf](http://www.nashvillempo.org/docs/SR109_CMA/SR%20109_CMC_Meeting_012315_Final.pdf).

<sup>10</sup> “Notice of Availability of the Approved Environmental Document and Notice of Public Hearing,” Tennessee Department of Transportation (Nov. 12, 2015) <https://www.tn.gov/tdot/event/public-hearing-on-environmental-assessment-for-sr-109-portland-bypass>.

<sup>11</sup> Draft EA at S-1.

<sup>12</sup> Draft EA at S-3.

An agency that is uncertain whether an EIS is required may first develop an Environmental Assessment (“EA”). An EA is a concise public document that “provide[s] sufficient evidence and analysis” for determining whether to prepare an EIS or issue a Finding of No Significant Impact (“FONSI”). 40 C.F.R. §§ 1508.9(a). The information provided in the Draft EA, although limited, is sufficient to suggest that an EIS should be prepared. Moreover, even if FHWA and TDOT determine that an EIS is not required, the EA must discuss the need for the proposed project, as well as “environmental impacts of the proposed action and alternatives.” See 40 C.F.R. § 1508.9(b). We submit that the Draft EA fails to do this and is inadequate for multiple reasons.

### **III. THE ENVIRONMENTAL ASSESSMENT DOES NOT ADEQUATELY DISCUSS ALTERNATIVES**

Section 102(2)(E) of NEPA, 42 U.S.C. §4332(2)(E), requires an agency to consider alternatives to the proposed action. Courts have interpreted this provision to require full and meaningful consideration of all reasonable alternatives, regardless of whether an EIS or an EA is being prepared. See, e.g., *Env'tl. Prot. Info. Ctr. v. United States Forest Serv.*, 234 Fed. Appx. 440, 442-43 (9th Cir. 2007); *Bob Marshall Alliance v. Hodel*, 852 F.2d 1223, 1228-29 (9th Cir. 1988).

Generally, “the range of alternatives that must be discussed under the National Environmental Policy Act is a matter within an agency’s discretion.” *Save Our Cumberland Mountains v. Kempthorne*, 453 F.3d 334, 342 (6th Cir. 2006) (internal quotations omitted) (affirming EA valid but expressing that agency’s consideration of only three alternatives – granting a license, denying a license, or taking no action – “unduly circumscribes the scope of alternatives that the statute and regulations require federal agencies to consider”). However, when exercising this discretion, “[A]n agency may not define the objectives of its action in terms so unreasonably narrow that only one alternative from among the environmentally benign ones in the agency’s power would accomplish the goals of the agency’s action, and the EIS would become a foreordained formality.” *Citizens Against Burlington, Inc. v. Busey*, 938 F.2d 190, 196 (D. C. Cir. 1991); see *Kempthorne* at 343 (“[T]he suggestion that the agency had authority only to mention [the proposed] three alternatives in its environmental assessment presents a false trichotomy.”).

Further, guidance from the President’s Council on Environmental Quality (“CEQ”) provides, “Reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant.” CEQ, *A Citizen’s Guide to NEPA* at 16 (Dec. 2007) (Attachment 24). See also *Forty Most Frequently Asked Questions Concerning CEQ’s NEPA Regulations*, 46 Fed. Reg. 18,016, Q.A. 2a (Mar. 23, 1981). The alternatives analysis is the heart of the environmental review. See 40 C.F.R. § 1502.14.

In lieu of a robust and proper alternatives analysis, the Draft EA here truly considers only two alternatives: “The No-Build Alternative” and “The Build Alternative.”<sup>13</sup> However, “[w]here the agency considers only a no-action alternative along with two ‘virtually identical alternatives,’ NEPA is violated.” *Ocean Mammal Inst. v. Gates*, 546 F. Supp. 2d 960, 976 (D. Haw. 2008), *modified in part on other grounds*, No. 07-00254DAELEK, 2008 WL 2020406 (D. Haw. May 9, 2008).

The Draft EA briefly states that other alternatives were considered over the years but were eliminated for various reasons.<sup>14</sup> The failure to evaluate these alternatives and their peremptory elimination render the Draft EA defective and incomplete. In addition to a lack of discussion about shorter bypass routes impacting less farmland, the Draft EA does not discuss rail as a means to reduce freight traffic, does not discuss transit as a means to reduce congestion caused by single vehicle occupancy travel, and offers short shrift to Transportation Systems Management (“TSM”) improvements as a way to improve flow on the current corridor.<sup>15</sup> Nor does the Draft EA discuss a combination of these alternatives as a means to achieve the purpose and need of the project. Here, by considering only a no-action alternative and one build action alternative, TDOT defeats the purpose of the EA, which is to examine the impacts of the proposed action in comparison to alternatives. *See* 40 C.F.R. § 1508.9(b).<sup>16</sup> Moreover, the failure to consider other alternatives undermines planning efforts in the 109 Corridor as well as TDOT policies and plans recognizing the need for multimodal solutions.<sup>17</sup>

#### IV. THE ENVIRONMENTAL ASSESSMENT DOES NOT ADEQUATELY DISCUSS DIRECT AND INDIRECT CUMULATIVE IMPACTS

The Draft EA’s analysis of indirect and cumulative effects is much too limited to provide an accurate depiction of the potential far-reaching impacts that the Draft EA suggests the Portland Bypass would have.<sup>18</sup>

---

<sup>13</sup> Draft EA at p. 23. *See also id.* at pp. 30-34 (describing “Alternatives Previously Considered but Eliminated”).

<sup>14</sup> Draft EA at pp. 30-34.

<sup>15</sup> Draft EA at pp. 33-34.

<sup>16</sup> Under the “No-Build Alternative,” TDOT informs that “no other major improvements would be constructed.”<sup>16</sup> Although this is standard in EAs, in many ways it is also a false assumption not supported by the realities of city planning and development. Draft EA at p. 23.

<sup>17</sup> TDOT Multimodal Access Policy (July 31, 2015) *available at* [https://www.tn.gov/assets/entities/tdot/attachments/TDOT\\_Multimodal\\_Access\\_Policy\\_Signed.pdf](https://www.tn.gov/assets/entities/tdot/attachments/TDOT_Multimodal_Access_Policy_Signed.pdf) (“The Department of Transportation recognizes the benefits of integrating multimodal facilities into the transportation system as a means to improve the mobility, access and safety of all users. The intent of this policy is to promote the inclusion of multimodal accommodations in all transportation planning and project development activities at the local, regional and state levels and to develop a comprehensive, integrated, and connected multimodal transportation network.”).

<sup>18</sup> Draft EA at pp. 106-125. *See, e.g., id.* at p. 111 (“Secondary development would occur at other strategic points along the Build Alternative, such as near the SR-52 intersection. Highway-oriented commercial development, such

The Draft EA stresses TDOT's view of the importance of this project for enhancing transportation system linkages and providing an improved north/south route between I-40 and I-65. Yet the Draft EA unjustifiably limits its indirect and cumulative effects analysis. The indirect effects of this project—which under the Council on Environmental Quality's ("CEQ") definition in 40 C.F.R. § 1508.8 includes effects that are "later in time or farther removed in distance"—will clearly extend far beyond this narrow geographical area of the 7.2 mile bypass itself, particularly in the case of economic effects and the significant increase in diesel truck traffic stemming from I-40/I-65. The potential far-reaching regional impacts of this project must be addressed to provide an accurate picture of the indirect and cumulative effects of this project.

Similarly, it is important to stress that CEQ's definition of cumulative impacts, as noted in the Draft EA,<sup>19</sup> is "impacts on the environment which result from the incremental impact of the action *when added to* other past, present, and reasonably foreseeable future actions . . . ." 40 C.F.R. § 1508.7. The phrase "when added to" clearly indicates that impacts are to be measured by the *combined* impact of the project and other activities in the project area. However, in numerous places, the Draft EA treats the incremental impacts of the Portland Bypass as if they are to be *compared to* the impacts of other actions in the project area, and in most cases, it determines that the effects of the project will be minimal in light of this comparison.

"Indirect" impacts are those impacts that are later in time or farther removed in distance from a given project, but still reasonably foreseeable. They may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems. 40 C.F.R. § 1508.8(b). Indirect impacts are particularly important in the assessing a proposed transportation project because additional highway capacity can facilitate significant and often rapid secondary development near the project area. "Cumulative" impacts are those impacts that result from the incremental impacts on the environment from a project when added to past, present, and reasonably foreseeable future actions in the same area. These impacts can arise from individually minor, but collectively significant, actions taking place over a period of time. 40 C.F.R. § 1508.7.

Therefore, as an initial matter, it is perplexing that the Draft EA notes that, "Since the lands immediately adjacent to the proposed route for the project are within the [Urban Growth Boundary] of Portland . . . it is expected that a similar amount of development would occur in the foreseeable future. Therefore, the Build Alternative is not expected to differ substantially from the No-Build Alternative." Draft EA at 116. *See also* Draft EA at 120 ("Secondary developments

---

as service stations, fast food restaurants, truck stops, and motels, would most likely be the initial types of development. . . . It is likely that much of the developable open space in this area would be converted to more dense residential developments in the foreseeable future regardless of the new roadway being constructed due to the expected growth of the area and its proximity to Nashville. Therefore, the land use changes associated with the Build Alternative may not differ substantially from the No-Build Alternative in the long-term. However, the development of some areas would occur sooner than under the No-Build Alternative.").

<sup>19</sup> Draft EA at p. 35.

associated with the Build Alternative may result in potential for impacts to these resources sooner due to the improved transportation, which could promote faster development in the immediate area. However, since much of the area is expected to be more heavily developed in the long-term there would be minimal differences between the No-Build and Build Alternatives.”); *accord* Draft EA at 111, 112, 117.

In fact, the Draft EA acknowledges that the Portland Bypass will *encourage* development in an area that is now 80% agriculture and that falls just shy of USDA standards that would entitle it to higher levels of protection:<sup>20</sup>

Improved accessibility and travel efficiency would likely enhance the potential for new highway-oriented and community-based development. Thus, it can logically be expected that the proposed project could **cause some relocation** of existing business activity in addition to the **generation of new business** activity within the immediate area. **Much of the land in the project vicinity would be considered suited for development**, except some areas within the 100-year floodplain along Summers Branch and its tributaries, or other areas with natural or man-made constraints, including gas pipeline corridors in the area.

Draft EA at p. 52 (emphasis added).

The magnitude of the other SR-109 projects and development activities in the area should be combined with the project to determine total cumulative effects, rather than used to downplay the impacts the Portland Bypass would have. Further, transportation demand and growth modeling should be performed to assess whether this project will change likely traffic and growth patterns in the region. (Right now, 80% of the land within the study area is considered agricultural land. Despite the City of Portland’s designated Urban Growth Boundary and “Future Land Use Plan Map,” there are not zoning ordinances in place to ensure smart growth of potential future development.<sup>21</sup>) By preparing a comprehensive EIS, TDOT and FHWA can ensure that the environmental review encompasses all the proposed project’s cumulative and indirect impacts in accordance with NEPA.

In addition, noticeably missing from the Draft EA’s analysis of cumulative impacts of the project with other “past, present, and reasonably foreseeable future actions” is discussion of the

---

<sup>20</sup> Draft EA at p. 54 (“[T]he farmland impact rating score for the Build Alternative of 158 and 159 points for the partial folded and folded diamond interchanges, respectively, is below the 160-point threshold previously discussed.”). *Accord id.* at p. 112 (“If the Build Alternative is constructed, new developments could be promoted, especially near intersections with existing roads such as SR-76, Jackson Road, SR-52, College Street and TGT Road where access to the Build Alternative would be provided. Any development promoted by the project would be cumulative to the other expected growth within the City of Portland, and/or within the UGB . . .”).

<sup>21</sup> Draft EA at pp. 36, 38. *Id.* at p. 29 (“Local planners can facilitate controlled growth in the area by implementing local zoning and helping to identify important growth corridors or likely transportation needs as early as possible.”).

SR-109 Corridor Management Agreement.<sup>22</sup> As mentioned above, the SR-109 CMA is intended to make the corridor a workable alternative to SR-840 North. At present, “Several other sections of SR-109, including sections of SR-109 in southern Portland, and other sections to the south have already been improved and are either under construction or constructed.”<sup>23</sup> In fact, upon information and belief, many of the SR-109 segments currently under construction do not limit direct access to SR-109 and are therefore inconsistent with the access management principles being advanced by the CMA study committee and its consultants.

The Draft EA’s near silence about these concurrent projects in the impact analysis, however, cannot mask the underlying truth that these “concurrent” projects are so interconnected with the proposed project that treating them as separate violates NEPA. The reality is that these projects and the proposed project share a related purpose, timeframe, location and funding.

NEPA requires the environmental review to consider “connected actions” and the regulatory definition of “connected actions” includes those activities which “cannot or will not proceed unless other actions are taken previously or simultaneously.” 40 C.F.R. § 1508.25(a)(ii). Due to the funding and operational linkages between the Portland Bypass and the other SR-109 projects, they must be considered “connected” and included in the NEPA review.

Failing to include the other SR-109 construction projects necessary to complete the regional network connectivity as part of the NEPA review means that the Draft EA cannot adequately assess the environmental impact of the proposed project on SR-109. Considering the impact of these projects on a segment by segment basis may not adequately capture the full scope of their impacts because construction of a regional network (and encouraging more through-traffic on SR-109) may yield impacts greater than the sum of its constituent parts.

## **V. THE ENVIRONMENTAL ASSESSMENT DOES NOT SUFFICIENTLY DISCUSS DIRECT ENVIRONMENTAL IMPACTS LIKE AIR QUALITY IMPACTS**

Reliable estimates of truck traffic are central to an adequate air quality analysis because trucks produce significantly greater air pollution than smaller automobiles. However, in the Draft EA’s discussion of air quality, it concludes that only a “qualitative” Mobile Source Air Toxics (MSAT) analysis is required for this project, because it falls within the category of projects with “low potential MSAT effects.”<sup>24</sup> It appears that the Draft EA’s *Air Quality Technical Report* only evaluated the project in comparison to examples of “Projects with Low Potential MSAT Effects.”<sup>25</sup>

---

<sup>22</sup> CMAs and the goals for the SR-109 CMA are referenced on pp. 3-4 but the conclusions from the study are not discussed.

<sup>23</sup> Draft EA at S-5; pp. 4-6.

<sup>24</sup> Draft EA at p. 82.

<sup>25</sup> Draft EA at Attachment F.



The *Air Quality Technical Report* refers to traffic volumes where AADT is projected to be in the range of 140,000 to 150,000 or greater by the design year, then concludes that it is not expected that there will be any appreciable difference in overall MSAT emissions between the No-Build and Build Alternatives based on the projected traffic volumes. However, FHWA guidance specific to freight-related air quality notes that examples of freight projects that would require quantitative MSAT analysis include “development or expansion of a major truck/rail intermodal yard or a major port expansion *or access improvement*” (emphasis added).<sup>26</sup> Analysis of the Portland Bypass under this first criterion is clearly necessary under FHWA guidance. EPA provided *other examples* of projects that will fall into the above category, including new exit ramps and other highway facility improvements to connect a highway or expressway to a major freight, bus, or intermodal terminal.<sup>27</sup>

The report does not acknowledge that, if SR-109 achieves its purpose, more freight traffic will divert from the Interstates and impact the air quality along the 109 Corridor. Rather, the Draft EA notes that “Sumner County is currently in attainment for all [National Ambient Air Quality Standards]”<sup>28</sup> and that transportation plans need not conform to the State Implementation Plan (“SIP”) to achieve air quality standards. Unfortunately, Sumner County is likely to be in non-attainment within the year. In October 2015, the Environmental Protection Agency announced that it tightened the ozone pollution standard from 75 to 70 parts per billion (“ppb”). Based on 2012-2014 monitoring data, portions of the MPO’s area are at risk of being in non-attainment for the new ozone standard.<sup>29</sup>

## VI. CONCLUSION

We are mindful that significant efforts have been made to solve the growing mobility and safety concerns on SR-109 and that the proposed Portland Bypass has been studied with a specific eye toward contributing to a larger solution. We agree that improvements must be made to the corridor, but we need to be careful not to pursue wasteful and destructive projects and to ensure that any projects chosen will in fact improve safety and mobility in the corridor and minimize adverse impacts. As a result, we hope that TDOT and FHWA will (1) conduct an EIS; (2) re-evaluate whether there are effective alternatives to the Portland Bypass that are less negatively impactful to local land use patterns and environmental resources and (3) embed design principles in all of its alternatives to ensure any chosen project meets the stated purpose and need.

---

<sup>26</sup> FHWA, *Freight and Air Quality Handbook* at 18 (May 2010).

<sup>27</sup> PM<sub>2.5</sub> and PM<sub>10</sub> Hot-Spot Analyses in Project-Level Transportation Conformity Determinations for the New PM<sub>2.5</sub> and Existing PM<sub>10</sub> National Ambient Air Quality Standards, 71 Fed. Reg. 12468, 12491 (Mar. 10, 2006).

<sup>28</sup> Draft EA at p. 82.

<sup>29</sup> For example, EPA’s interactive map shows Sumner County in non-attainment. See “Ozone Maps,” U.S. Environmental Protection Agency, available at <http://www3.epa.gov/airquality/ozonepollution/maps.html>.

## Budnik, Joel

---

**From:** Meridith Krebs [Meridith.Krebs@tn.gov]  
**Sent:** Wednesday, December 16, 2015 12:25 PM  
**To:** Budnik, Joel  
**Subject:** FW: SR 109  
**Attachments:** RE: SR-109 (Portland Bypass); SR109 bypass public comment - Mr. Dye

Please add to the admin record....



**Meridith C. Krebs** | Program Oversight  
Environmental Division/Major Projects Office  
James K. Polk Building, Suite 900  
505 Deaderick Street, Nashville, TN 37243  
p. 615-741-3653 c. 404-386-7282  
[meridith.krebs@tn.gov](mailto:meridith.krebs@tn.gov)  
[tn.gov/tdot](http://tn.gov/tdot) [tn.gov](http://tn.gov)

---

**From:** Jon Zirkle  
**Sent:** Wednesday, December 16, 2015 12:10 PM  
**To:** Holly Cantrell  
**Cc:** Gregory Dyer; Neal Priest; Meridith Krebs  
**Subject:** RE: SR 109

Thanks for checking. Neal Priest, Greg Dyer and I met with Mr. Collins this morning.

His main concerns are those that I believe have been expressed at the public hearing and to Lori Lange and Greg Hamilton in meetings and/or conversations prior to that. His main concerns are how the alignments affect his family farm that he and relatives have pieced back together with purchases after some selloffs over the decades. It is actively and productively farmed by Mr. Joe Payne who farms for other property owners also impacted by the Bypass. Mr. Payne met with me at an earlier date and expressed similar concerns to Mr. Collins.

Mr. Collins has concerns with the geometric layout of the road and how it splits the farms and the impact some of which could be pretty large on the productivity of the fields. He made some suggestions on what he thinks the road should look like some of which are not feasible but Greg is going to look into the geometric issues to see if a couple of adjustments could be made to improve these impacts to his farm and Mr. Bill Dye's property without adversely affecting other properties. Mr. Dye's comments have been submitted at the hearing and to Greg Hamilton and Lori Lange prior to that as well. The specific issues to be checked on are:

1. Not splitting Payne Rd completely and cutting off access – alternatives to be considered in design phase would be adding a bridge over the bypass or tee'ing one or both sides of the road into the bypass – Payne Rd is used by the property owners/farmers to access the farm fields on both sides of the bypass and would impact productivity considerably. It also forces other property owners on Payne Rd to detour more than twice the current distance to access 109 south of Portland.
2. Adjusting the alignment for a better crossing of the farm fields and avoid Mr. Dye's house which was brought up at the public hearing too. Greg will investigate shifting the alignment slightly east or west depending on the geometric constraints.
3. Access issues like adding field entrances for heavy farm equipment as was done on SR109 south of Portland or frontage roads so there are not large loss of access tracts and impacts to hauling heavy farm equipment to the

farm fields on either side of the Bypass. Greg will check the feasibility on this route and why they are allowed on 109 south of Portland.

While the bridge and frontage road issues will have to be investigated during the design phase of the project when survey and appraisal data are available, Greg will get back to us and Mr. Collins with other info like alignment adjustments and field entrances after the holidays. I attached previous correspondence I have had on this issue since the public hearing.

If I have left anything out or misspoke, Greg or Neal can comment further.

Thanks.



**Jon Zirkle** | C.E. Manager 2  
Region 3 Project Development  
Main Office Building, 2<sup>nd</sup> Floor  
6601 Centennial Blvd, Nashville, TN 37243  
p. 615-350-4254 c. 615-306-2039  
[jon.zirkle@tn.gov](mailto:jon.zirkle@tn.gov)  
[tn.gov/tdot](http://tn.gov/tdot)[\[tn.gov\]](http://tn.gov)

---

**From:** Holly Cantrell  
**Sent:** Tuesday, December 15, 2015 1:48 PM  
**To:** Jon Zirkle  
**Subject:** FW: SR 109

Jon,

I hope the week is treating you well. I wanted to check in on the meeting you're having with Randall Collins tomorrow. Could you get back to me and let me know if that meeting is related to any of the comments he made either at the meeting or during the comment process?

If so, after your meeting – we'll need a written summary to include for the NEPA document showing when and how those comments/questions were addressed.

Obviously, if he has any NEPA or environmental questions, be sure to send him our way.

Thanks!



**K. Holly Cantrell** | Manager  
Environmental Division/ Major Projects  
James K. Polk Building, 9<sup>th</sup> Floor  
505 Deaderick, Nashville, TN 37243  
[holly.cantrell@tn.gov](mailto:holly.cantrell@tn.gov)  
[tn.gov/tdot](http://tn.gov/tdot)[\[tn.gov\]](http://tn.gov)

Thank you for your consideration of these comments. We would be glad to discuss any of these points with you further.

Sincerely,

A handwritten signature in blue ink, reading "Anne Passino". The signature is fluid and cursive, with the first name "Anne" and last name "Passino" clearly distinguishable.

Anne E. Passino  
Staff Attorney

cc: Toks Omishakin, TDOT  
Jim Ozment, TDOT

**Attachment 6:**  
**Follow-up Meeting Summaries**

---

---

---

---

**From:** Jon Zirkle [mailto:Jon.Zirkle@tn.gov]  
**Sent:** Wednesday, December 16, 2015 12:10 PM  
**To:** Holly Cantrell  
**Cc:** Gregory Dyer; Neal Priest; Meridith Krebs  
**Subject:** RE: SR 109

Neal Priest, Greg Dyer and I met with Mr. Collins this morning.

His main concerns are those that I believe have been expressed at the public hearing and to Lori Lange and Greg Hamilton in meetings and/or conversations prior to that. His main concerns are how the alignments affect his family farm that he and relatives have pieced back together with purchases after some selloffs over the decades. It is actively and productively farmed by Mr. Joe Payne who farms for other property owners also impacted by the Bypass. Mr. Payne met with me at an earlier date and expressed similar concerns to Mr. Collins.

Mr. Collins has concerns with the geometric layout of the road and how it splits the farms and the impact some of which could be pretty large on the productivity of the fields. He made some suggestions on what he thinks the road should look like some of which are not feasible but Greg is going to look into the geometric issues to see if a couple of adjustments could be made to improve these impacts to his farm and Mr. Bill Dye's property without adversely affecting other properties. Mr. Dye's comments have been submitted at the hearing and to Greg Hamilton and Lori Lange prior to that as well. The specific issues to be checked on are:

1. Not splitting Payne Rd completely and cutting off access – alternatives to be considered in design phase would be adding a bridge over the bypass or tee'ing one or both sides of the road into the bypass – Payne Rd is used by the property owners/farmers to access the farm fields on both sides of the bypass and would impact productivity considerably. It also forces other property owners on Payne Rd to detour more than twice the current distance to access 109 south of Portland.
2. Adjusting the alignment for a better crossing of the farm fields and avoid Mr. Dye's house which was brought up at the public hearing too. Greg will investigate shifting the alignment slightly east or west depending on the geometric constraints.
3. Access issues like adding field entrances for heavy farm equipment as was done on SR109 south of Portland or frontage roads so there is not a large loss of access tracts and impacts to hauling heavy farm equipment to the farm fields on either side of the Bypass. Greg will check the feasibility on this route and why they are allowed on 109 south of Portland.

While the bridge and frontage road issues will have to be investigated during the design phase of the project when survey and appraisal data are available, Greg will get back to us and Mr. Collins with other info like alignment adjustments and field entrances after the holidays. I attached previous correspondence I have had on this issue since the public hearing.



If I have left anything out or misspoke, Greg or Neal can comment further.

Thanks.



**Jon Zirkle** | C.E. Manager 2  
Region 3 Project Development  
Main Office Building, 2<sup>nd</sup> Floor  
6601 Centennial Blvd, Nashville, TN 37243  
p. 615-350-4254 c. 615-306-2039  
[jon.zirkle@tn.gov](mailto:jon.zirkle@tn.gov)  
[tn.gov/tdot](http://tn.gov/tdot) [[tn.gov](http://tn.gov)]

## **State Route 109, Portland Bypass (PIN 106634.01) From Near SR 75 to Proposed Interchange at I-65**

### **Summary of Discussion Outside of Public Comment Period**

Location: TDOT HQ

Participants: Toks Omishakin (TDOT), Holly Cantrell (TDOT), Anne Davis (SELC), Anne Passino (SELC)

Date: January 28, 2016

During an informal meeting with the Southern Environmental Law Center (SELC), State Route (SR) 109 was briefly discussed. SELC noted the existence of a Corridor Management Agreement relevant to SR109 and referenced statements made in their written comments submitted during the public comment period. TDOT briefly discussed the purpose of the Corridor Management Agreement – to further develop and enhance coordination amongst project leaders and relevant stakeholders in not only the project itself but in the long term goals of the area surrounding the project - and that responses to the submitted comments would further clarify how that CMA would play into the project and the environmental review process.

SELC asked who responds to comments submitted through the public comment process. TDOT explained that the Federal Highway Administration (FHWA) has oversight and final approval of the disposition of comments, but that TDOT develops the initial responses with FHWA input as needed. Once developed, those responses go to FHWA for review and approval before they are finalized.

THIS PAGE INTENTIONALLY LEFT BLANK

---

**APPENDIX B – STATE ROUTE 109 (PORTLAND BYPASS) –  
MEMORANDUM TO FILE - Supplementary and Updated Economic,  
Land Use and Population Data**

---

## Memorandum to File

**Project:** State Route 109 (Portland Bypass), From State Route 109 near State Route 76 to State Route 109 North of Downtown Portland, Sumner County, Tennessee

**Prepared by:** Mark Collins and Amanda Molsberry, Parsons

**Date:** June 29, 2017

**Subject:** Supplementary and Updated Economic, Land Use and Population Data

---

### Introduction

This memorandum to file provides supplemental and additional information regarding the potential for secondary or induced growth associated with the State Route 109 (Portland Bypass) Project (SR-109) and is intended to provide updated information regarding future growth, economic, and land development patterns since approval of the SR-109 (Portland Bypass) Environmental Assessment (EA) (September 14, 2015). This information was developed in response to comments from the Federal Highway Administration (FHWA) on July 25, 2016 and constitutes additional analysis, justification, and supplemental information for the findings presented in the EA. Future growth and development within the project area is anticipated under both the No-Build and Selected Alternative. Based upon information provided below by the City of Portland and Sumner County, increased development within Sumner County and the City of Portland is expected to continue as more residents move to the Nashville area and as businesses are either attracted to locate future businesses or expand existing operations.

### Project Area Population Trends and Forecasts

The project area, located 40 miles north of Nashville in Sumner County, extends from the existing SR-109 south of the City of Portland to SR-109 north of the City of Portland. Sumner County is part of the Nashville Metropolitan Planning Area (See Figure 1-1 of the EA). The Nashville area has experienced rapid population and job growth over the last two decades. According to the *Middle Tennessee Connected 2016-2040 Regional Transportation Plan (2040 RTP)* adopted February 2016, the seven-county area that comprises the metropolitan planning area of Nashville is expected to see a 76 percent increase in population and an 81 percent increase in jobs from 2010 to 2040. The significance of Middle Tennessee's growth is further reinforced when one considers that more than half (52 percent) of the state's projected 2.5 million population increase between 2010 and 2040 is expected to occur within the 10-county area around Nashville (Nashville Metropolitan Organization (MPO) 2016).

Between 1980 and 2000, Sumner County was the 7<sup>th</sup> fastest growing county in the state. In 2016, Sumner County was identified as one of the ten fastest growing counties in Tennessee (University of Tennessee, Tennessee State Data Center, 2016.). From 2000 to 2025, Sumner County is projected to be in the top ten counties with the highest growth rates in the state, and the population is anticipated to increase by 48 percent from 2016-2040 (Nashville MPO, 2016). The City of Portland's population is also on the rise. Between 2000 and 2014, the City of Portland's population increased by 37 percent or at a rate of 2.5 percent annually. In 2016, the annual growth rate was identified as 2.3 percent (University of Tennessee, Tennessee State Data Center, 2016.). Population projections were unavailable for the City of Portland, but the *Sumner County 2035 Comprehensive Plan*, adopted July 2010, stated that by 2025, over 15,000 residents are projected to live in the City of Portland, a 36 percent increase since 2010. Population data from 1990 to 2040 for Tennessee, the Nashville Metropolitan Area, Sumner County, and the City of Portland are shown on Table 1.1.

**Table 1.1. Population Data: Tennessee, the Nashville Metropolitan Area, Sumner County and City of Portland, Tennessee.**

Geographic Area	Population					
	1990	2000	2010	2015	2020	2040
<b>Tennessee</b>	4,894,492	5,703,719	6,356,897	6,767,159	7,192,931	8,910,265
<b>Nashville Metropolitan Area</b>	977,639	1,221,741	1,499,305	1,686,745	1,877,601	2,643,254
<b>Sumner County</b>	103,281	130,449	161,250	173,851	186,825	238,950
<b>City of Portland</b>	8,458	11,480	10,973	11,853 <sup>1</sup>	N/A	N/A
<sup>1</sup> - 2014 N/A – 2020 and 2040 population projections for the City of Portland are not available. Source(s): Tennessee Department of Economic and Community Development 2015 Data Sheets ( <a href="http://www.tnecd.com/county-profiles/">http://www.tnecd.com/county-profiles/</a> ), Tennessee State Data Center ( <a href="http://tndata.utk.edu/sdc-demographics.htm">http://tndata.utk.edu/sdc-demographics.htm</a> ), and U.S. Census Bureau: State and County QuickFacts. ( <a href="https://www.census.gov/quickfacts/table/PST045216/00">https://www.census.gov/quickfacts/table/PST045216/00</a> )						

### **Economic Conditions**

The Nashville economy has also seen rapid growth in a variety of employment sectors including healthcare management, the automotive industry, and the publishing industry during the last two decades. The finance, insurance, and real estate and service sectors are also expected to see meaningful gains in the coming years (Nashville MPO, 2016). Economic growth in the Nashville area has been attributed to the positive business climate, central location, existing transportation and logistics infrastructure, lower than national average cost of living, and good quality of life (Nashville MPO, 2016).

According to the *2040 RTP*, the region is expected to see an increased demand for goods and services to serve the growing market for raw materials for manufacturing and supply chains. The freight and logistics industry is a critical component of the Nashville regional economy. The area has become a transportation hub for many industries because of its location within 650 miles of half the U.S. population. Nashville sits at the nexus of major highways and rail routes. Interstate 24 (I-24), Interstate 40 (I-40), and Interstate 65 (I-65) are all primary interstates that pass through Nashville. I-24 and I-40 cross multiple states, and I-65 connects the Gulf of Mexico to the Great Lakes. The Nashville area is served by the following short line railroads: CSX Transportation, Nashville and Eastern Railroad, and Nashville and Western Railroad. There is also an international airport and intermodal facilities that allow commodities to travel over long distances on rail or barge to transfer to truck.

Sumner County's economy also has been diversifying. In 2005, trade, transportation, and utilities and manufacturing employed 55 percent of the workforce, but the County is starting to see higher than average growth rates in the retail and industrial sectors. The County increased office, industrial, and commercial square footage between 2000 and 2010. Retail employment growth is anticipated to double by 2035 with an annual growth rate of 1.60 percent. The amount of retail employment is projected to be at least 50% higher in 2035 than in 2008. Industrial employment is anticipated to do the same with an annual growth rate of 1.69 percent (Sumner County, 2010).

Middle Tennessee has strong cross-county commuting patterns. While Davidson County has been the greatest draw of work trips for the region, reverse commuting and suburban to suburban commuting has become increasingly common (Nashville MPO, 2016).



The changing economy has allowed more people to live and work without leaving Sumner County and brought more commuters into Sumner County for work (Sumner County, 2010). County-to-County workflow data provided by the U.S. Census Bureau is shown on Table 1.2.

**Table 1.2. County-to-County Workflow.**

Year	Commute to Sumner County for Work	Commute out of Sumner County for Work	Place of Residence and Work Location is Sumner County
2000	10,029	32,842	31,914
2010	12,763	36,033	36,210
2013	12,647	36,181	39,590
Source: U.S. Census Bureau, 2000, 2010, and 2013.			

As the population of Sumner County grows, the number of persons in the labor force also continues to grow (Table 1.3).

**Table 1.3. Sumner County Labor Force.**

Year	Population of Sumner County	Labor Force
2000	130,449	70,256
2005	143,648	75,139
2010	161,250	83,250
2015	175,989	88,328
Source: Nashville MPO, 2016.		

The largest employers in Sumner County are located in the cities of Gallatin and Portland (Table 1.4). According to Denise Geminden, City of Portland's Economic and Community Development director, the city limits of Portland span both Sumner County and Robertson County, and the City of Portland draws their labor force from both areas. In March 2016, the City of Portland labor force was approximately 131,354 persons within a 30-minute drive of the City of Portland (Geminden, 2016). The major employers for the City of Portland are shown on Table 1.5.

**Table 1.4. Sumner County Major Employers.**

Employer	City	Number of Employees
Sumner County Government and County Schools	Gallatin	4,307
Unipres U.S.A. Inc.	Portland	1,200
Sumner Regional Medical Center	Gallatin	1,070
Source: Sumner County, 2016.		

**Table 1.5. City of Portland Major Employers.**

Employer	City	Number of Employees
Macy's	Portland	1,158
Unipres U.S.A. Inc.	Portland	1,200
Kyowa, America	Portland	485
Source: Geminden, 2016.		

The City of Portland's proximity to I-65 lends itself to distributors who seek to bridge geographically dispersed markets. The City of Portland's existing industrial base currently consists of approximately 65 distribution, warehousing, and manufacturing industries (Geminden, 2016). Ms. Geminden indicated that the City of Portland has been experiencing steady industrial growth in all segments, especially the automotive and automotive provider industry.

Several industrial project locations in relation to the proposed SR-109 (Portland Bypass) project are shown on Figure 1. Multiple automotive industrial companies have recently expanded or have plans to expand in the industrial and warehousing areas of the City of Portland. Some companies are increasing their existing square footage while others are purchasing new acreage to develop. Detailed information from the City of Portland concerning the proposed projects along with the current industrial listing for the City of Portland are available in Appendix A.

There has also been industrial growth outside of the automotive industry. Shoals Technologies, which is a solar provider, purchased property on Shoals Way, and Stevison Ham Co., a pork and poultry processing plant, expanded their current building to allow for new processes. They plan to hire at least 25 employees in the next three years.

#### **Existing Land Use in the Project Area**

The project study area is in Sumner County and is located primarily west of the City of Portland and east of I-65. Existing land use in the study area consists primarily of rural land used for agricultural purposes, as shown in Figure 3-1 of the approved EA. The area contains scattered farmsteads with small residential developments and local roads interspersed. Industrial/warehousing areas are present to the north and to the east of the study area along Vaughn Parkway and Fred White Boulevard near I-65 in Robertson County and east of SR-109 near Kirby Drive just north of the City of Portland's downtown.

Approximately 80 percent of the land within the proposed project right-of-way (ROW) contains agriculture, pasture, or early stages of old-field succession. Nearly 11 percent of the land contains scattered forest fragments and shrub/scrub habitats. The remaining land contains a mixture of commercial, industrial, and residential developments and associated infrastructure.

Since the approval of the EA, there have been minor land use changes within the project vicinity. According to the Sumner County Director of Planning and Stormwater, Mr. Rodney Joyner, small subdivisions (i.e. 1-2 homes on 1-acre lots) have been constructed within the project area (Joyner, 2016). As shown on Figure 1, some new industries have come into the area, while others have also expanded their existing buildings or have purchased additional properties in the area.

Memorandum to File: Supplementary and Updated Economic, Land Use, and Population Data

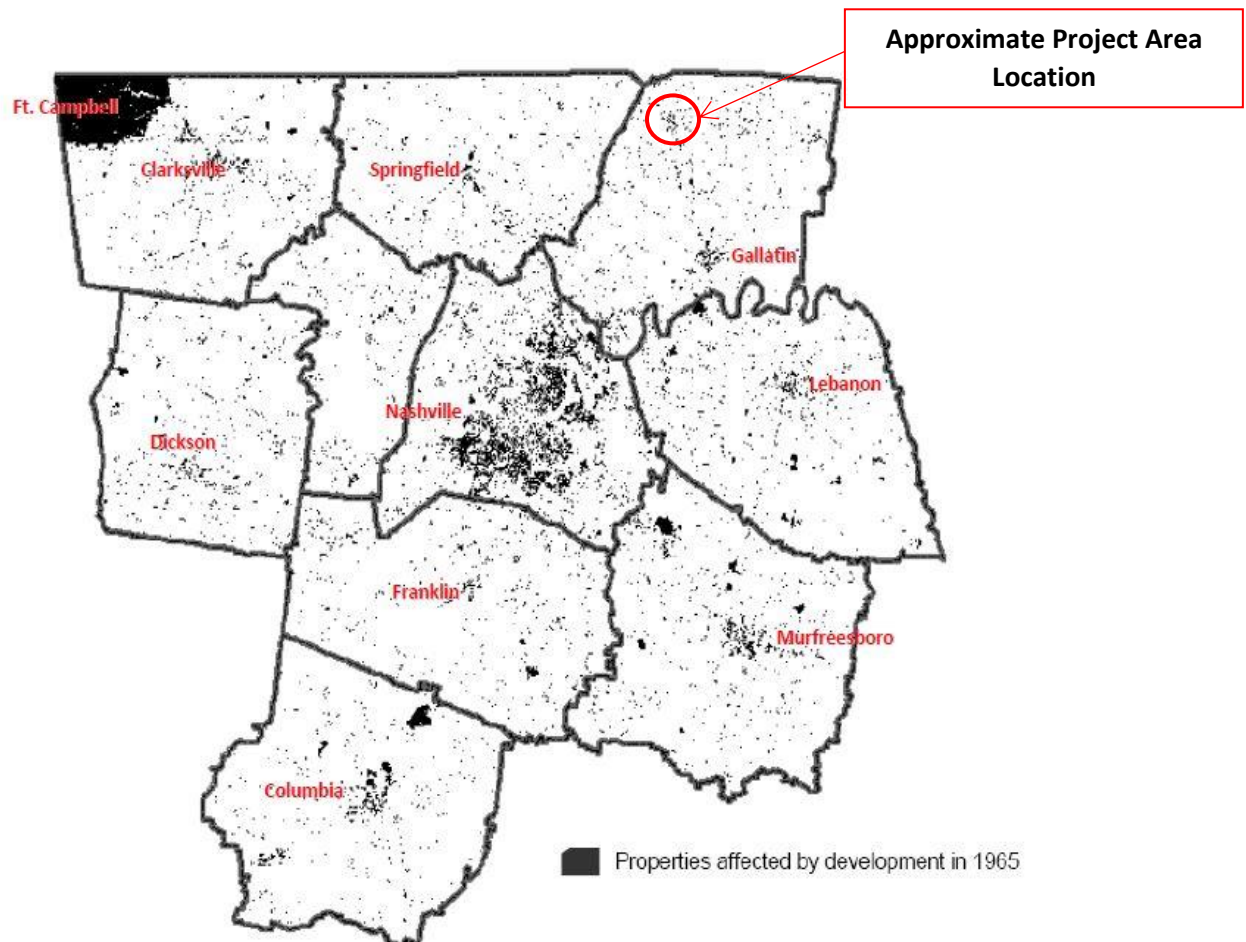


## Land Use and Transportation Plan Updates

Multiple studies and plans have been developed along the SR-109 corridor to help guide development in the region. The *Tri-County Transportation and Land Use Study* was completed by the Nashville MPO and adopted in February 2012. This study was the first effort to bring local jurisdictions together to develop or modify the land use and transportation elements of comprehensive plans to create a shared vision for growth and development in the counties served by the MPO: Robertson, Sumner, and Wilson Counties. The study began in 2007 and analyzed land use and transportation.

Part of the *Tri-County Transportation and Land Use Study* was evaluating the consumption of land in the Nashville area, which has accelerated rapidly over the last few decades. Figure 2 shows land consumption in 1965. Development was mainly centered around Nashville and smaller cities such as Clarksville, Springfield, and Gallatin, as noted on the map. Most of the development in Sumner County was centered near Gallatin and the area between Davidson County and what would become the City of Hendersonville.

**Figure 2: Land Consumption, 1965**

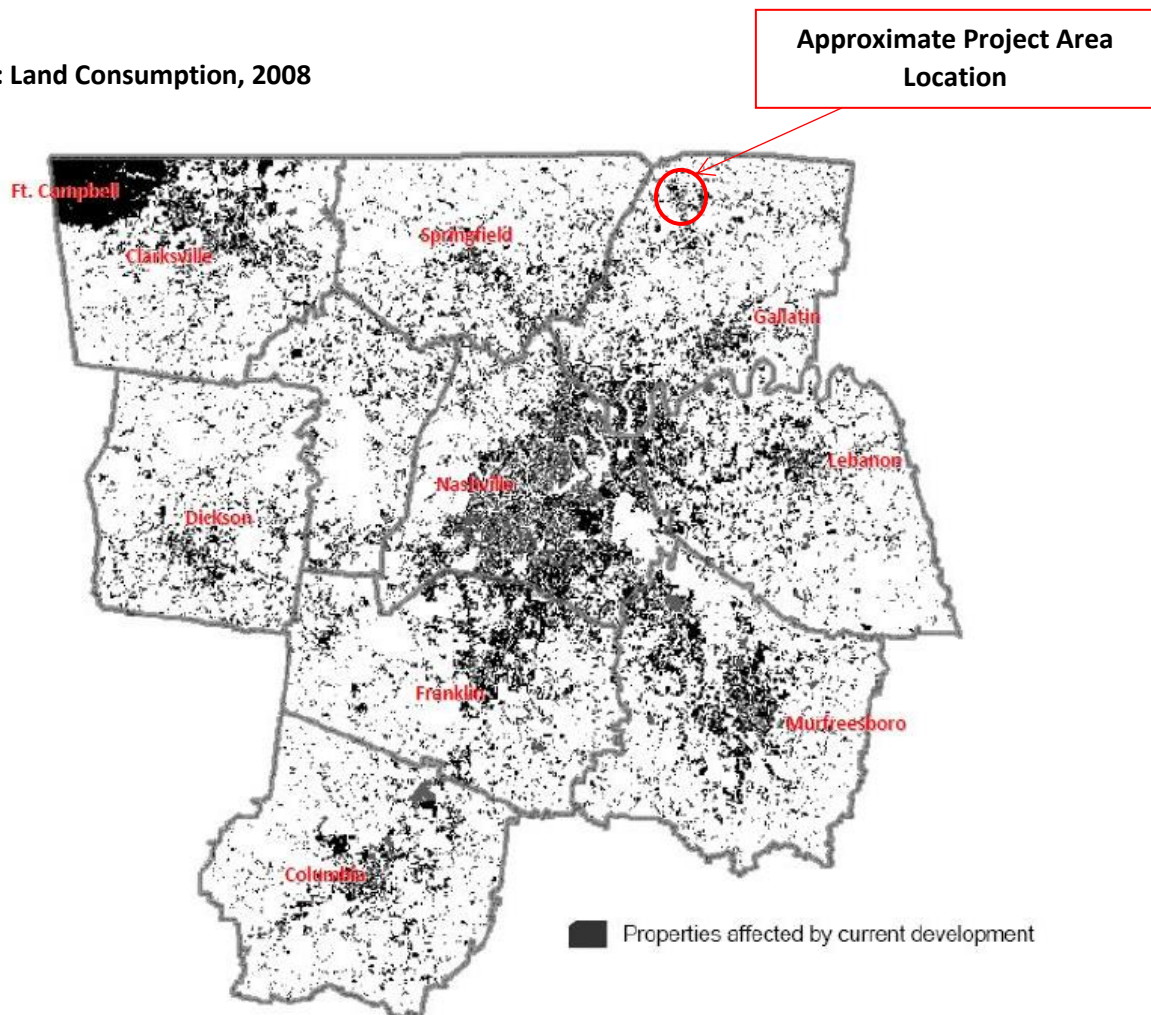


Source: Tri-County Transportation and Land Use Study, Nashville MPO, 2012.



Figure 3 from 2008 shows where development in the region has occurred over the past 40 years. The growth of Nashville and its suburban communities is apparent. Land development in Sumner County was concentrated around Old Hickory Lake while the rest of Sumner County was generally agricultural and timber/forested areas with pockets of residential infrastructure through the remainder of the county.

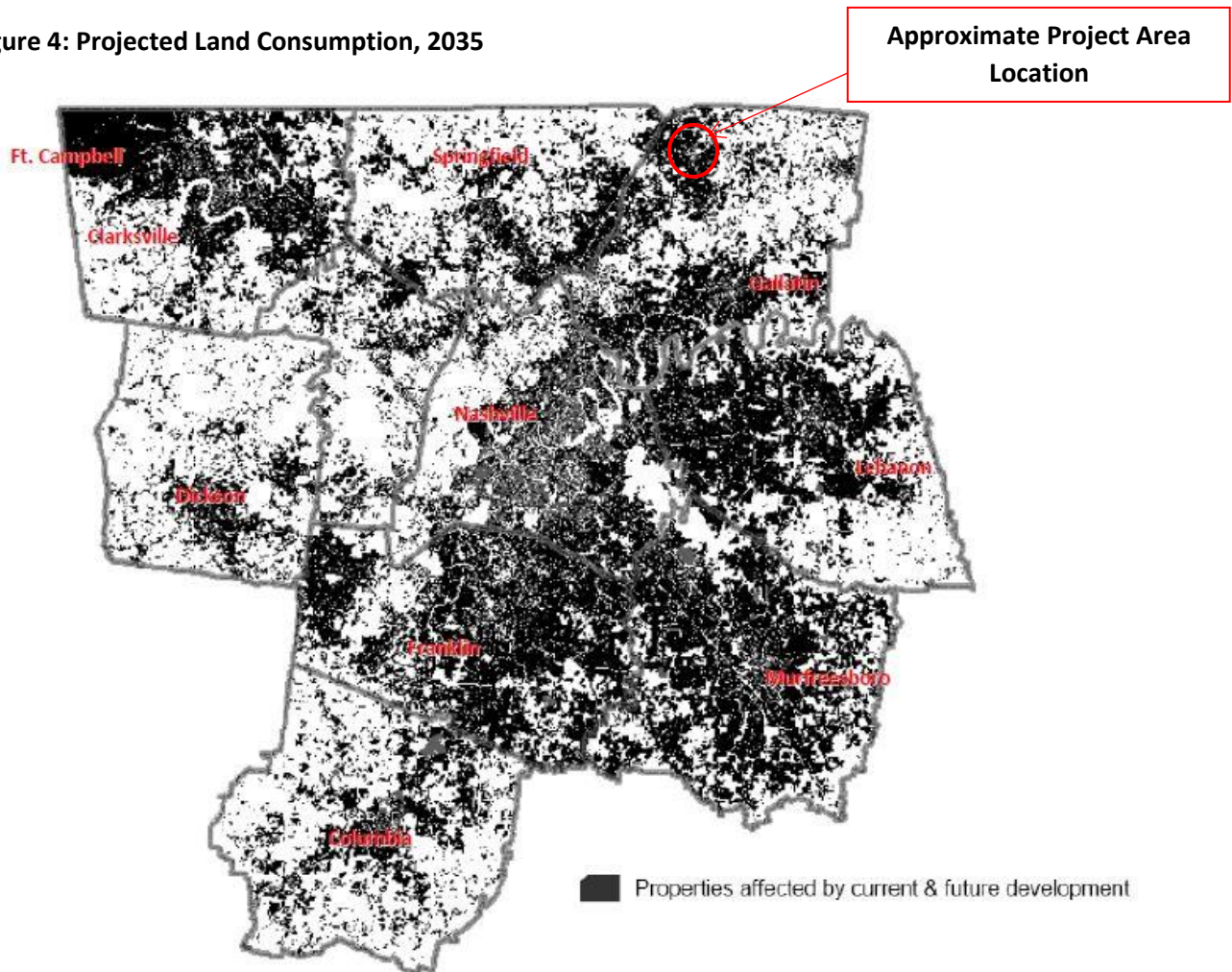
**Figure 3: Land Consumption, 2008**



Source: Tri-County Transportation and Land Use Study, Nashville MPO, 2012.

Figure 4 depicts land consumption projected by 2035, if existing land use policies are considered “business as usual” and are maintained by the region. The current direction of growth in the area is a dispersed pattern of development that places an undue burden on local governments, as infrastructure and services are more expensive to provide.

Figure 4: Projected Land Consumption, 2035



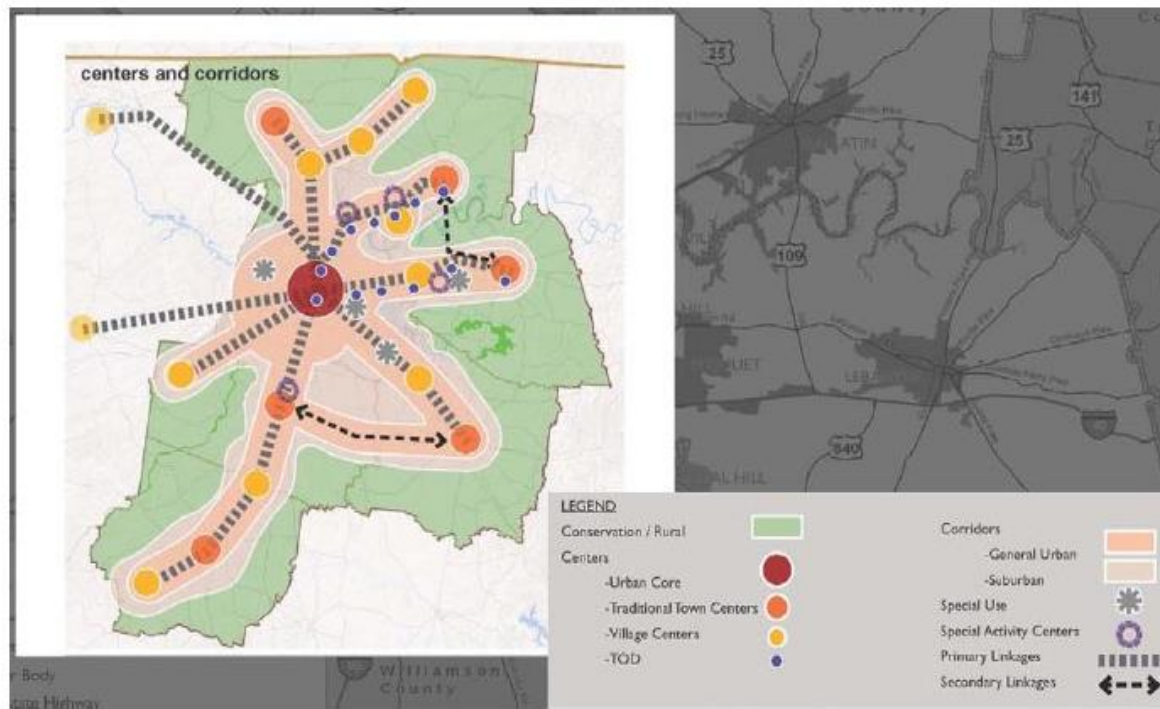
Source: Tri-County Transportation and Land Use Study, Nashville MPO, 2012.

Scenario planning was an important component of the *Tri-County Transportation and Land Use Study*. It was used to help determine the best possible direction for future development. Three regional growth scenarios were evaluated: “business as usual,” centers and corridors, and centers. Each was selected based on its potential to achieve the goals defined by the community.

The report concluded that the best approach was to redirect growth to Preferred Growth Areas using the preferred growth strategy called centers and corridors. The conceptual centers and corridors concept is shown on Figure 5.



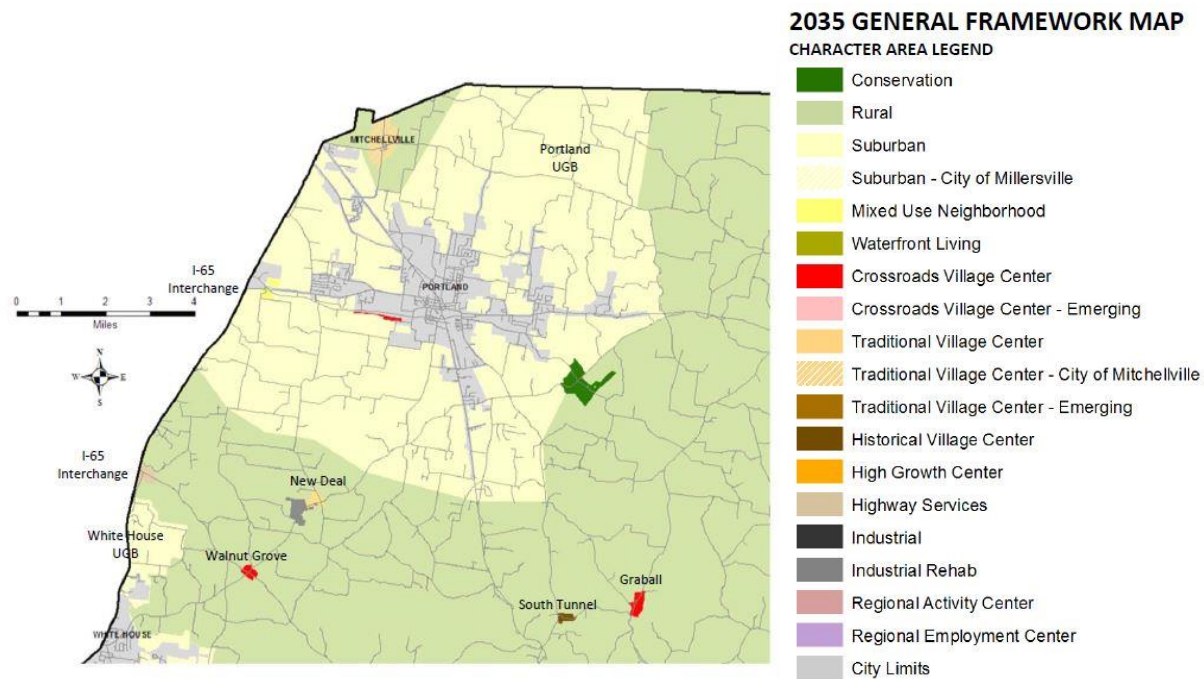
**Figure 5: Conceptual Centers and Corridors Concept**



Source: Tri-County Transportation and Land Use Study, 2012.

To achieve this objective, local growth management policies would have to change from conventional land use designations to “character areas” in developing their comprehensive plans. The *Sumner County 2035 Comprehensive Plan*, using the character areas concept as described in the *Tri-County Transportation and Land Use Study*, created a 2035 General Framework Map for their unincorporated area. The framework map for the project area is shown on (Figure 6).

**Figure 6: 2035 General Framework Map for Northwest Sumner County**



Source: Sumner County 2035 Comprehensive Plan, 2010.

The defined character area for the SR-109 (Portland Bypass) project would be entirely within a suburban character area with a crossroads village center where the proposed interchange at SR-52 and SR-109 would be located. The suburban character area is primarily for residential land use at low density (one dwelling per acre). The crossroad village center is an area with a variety of uses that may include several essential commercial services mixed with smaller residential lots.

In addition to recommending character areas, Section 4.4 of the *Tri-County Transportation and Land Use Study* presented policies to better link transportation planning and land use planning. These recommendations resulted in a change in focus to access management policies along SR-109. The SR-109 Corridor Management Agreement (CMA) was adopted February 2013 and is a partnership among jurisdictions (Gallatin, Lebanon, Portland, Sumner County, and Wilson County), TDOT, Tennessee Department of Environment and Conservation (TDEC), and the Nashville MPO.

The purpose of the CMA is to provide a framework for the organizations to work together to collaboratively make decisions related to the growth and development of SR-109 between I-65 and I-40. It encourages collaboration on land use planning, road way design and capacity, access management, and traffic management operations to ensure that the corridor meets the needs of the community while remaining safe and minimizing any negative consequences that degrade the performance of the corridor, the economy, or impact quality of life in the region. The CMA goals for SR-109 are to: improve regional transportation for residents, commuters, and freight; provide economic development; and preserve community character.

The CMA also established a corridor management committee made up of representatives from each of the signatory agencies and this committee served as the steering committee for the Tennessee Department of Transportation's (TDOT) *SR-109 Access Management Study*. The *SR-109 Access Management Study*, which is currently a draft document and therefore subject to change, describes corridor vision, goals, and performance measures; access classifications and recommendations;

recommended access management practice improvements; and implementation recommendations using prior plans. Because the recommendations of the study are not binding, the successful implementation of the proposed standards depends on each agency and jurisdiction taking the necessary steps to adopt the recommendations into their applicable policies, ordinances, regulations or rules.

The *SR-109 Access Management Study* describes how currently SR-109 does not operate under a unified vision at the local, regional, or statewide scales. One recommendation in the report is to establish uniform access classifications along the route. It is identified as an important first step to manage SR-109, so the roadway may provide seamless travel through north central Tennessee. The study recommends that the new SR-109 (Portland Bypass) and the area leading up to the new I-65 interchange maintain a Class II access management standard to preserve long-term traffic capacity, travel times, and safety. A Class II access management standard is the most restrictive roadway that still features direct access. The direct access is only granted to well-spaced public street intersections. The roadway speeds are no lower than 45 miles per hour. Land use surrounding the roadway would need to be designed with an adequate secondary street network. No temporary driveways are permitted under this classification and nontransferable medians are highly recommended (Nashville MPO, 2016).

In anticipation of the planned improvement for both the new interchange at I-65 and the planned SR-109 (Portland Bypass), the City of Portland conducted the *North Gateway Corridor Planning Study* in 2016. The study relied heavily on participation and engagement with local community and stakeholders along the corridor. The project was completed in three phases: *Inventory Analysis, Strategic Development Plan with Corridor Concepts, and Growth Study*. The key goals and objectives of the plan are:

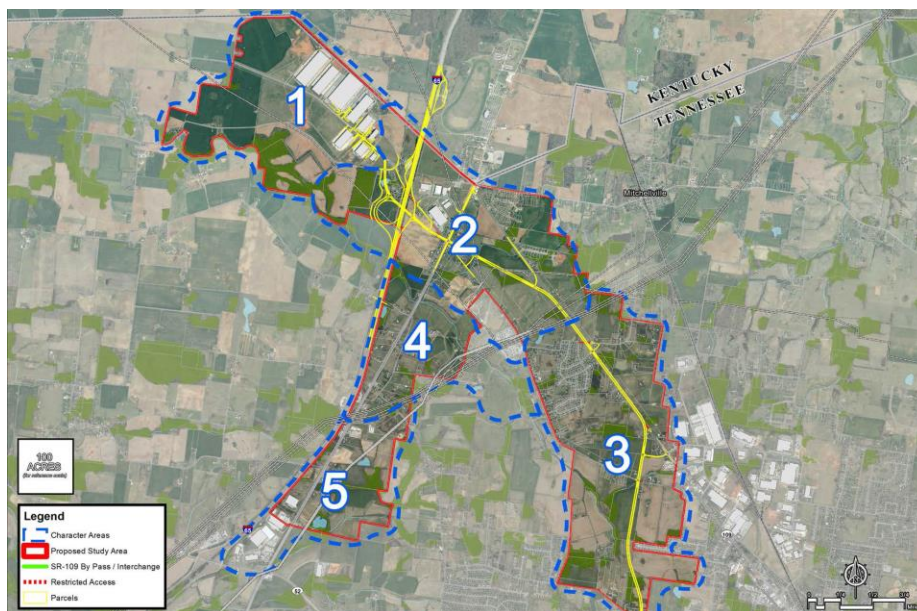
- Economic Growth and Development
- A Clear Pattern to Establish Future Land Use and Preserve Community Character
- Planning for Good Transportation and Utility Infrastructure Needs
- Preservation of Key Open Spaces

The plan was established to position the City of Portland to promote regional commerce and tourism while establishing design objectives to enhance quality of life in Portland, encourage tourism, and create agricultural commerce zones to maintain the rural qualities. The document separated the corridor into character areas defined by analyzing existing land uses, existing land features, future growth opportunities, and the unique qualities of each area (Figure 7).

Character area 1 is an area for continued industrial development and job growth. The area may include manufacturing, general warehousing, research, and development. The new I-65 interchange is within character area 2 and could become a regional activity node that may include large hotels, retail outlets, a convention center, medical center, or retirement community. The land uses in this area would be designed to serve a larger regional user group. The area could also accommodate mixed-use development that includes commercial office and high density residential. Character area 3, which is on the north side of Portland, is described as particularly suited for varying densities and income levels for residential development. In addition, small scale retail to serve the neighborhood market would also be well suited. Character area 4 is described as an ideal location for agricultural-commerce because of the natural, cultural, and historic resources in the area. This also may be a good location for recreational opportunities. The final area, character area 5, is an area appropriate for small scale interstate retail, convenience retail, and shopfront retail due to the proximity to I-65 and SR-52.



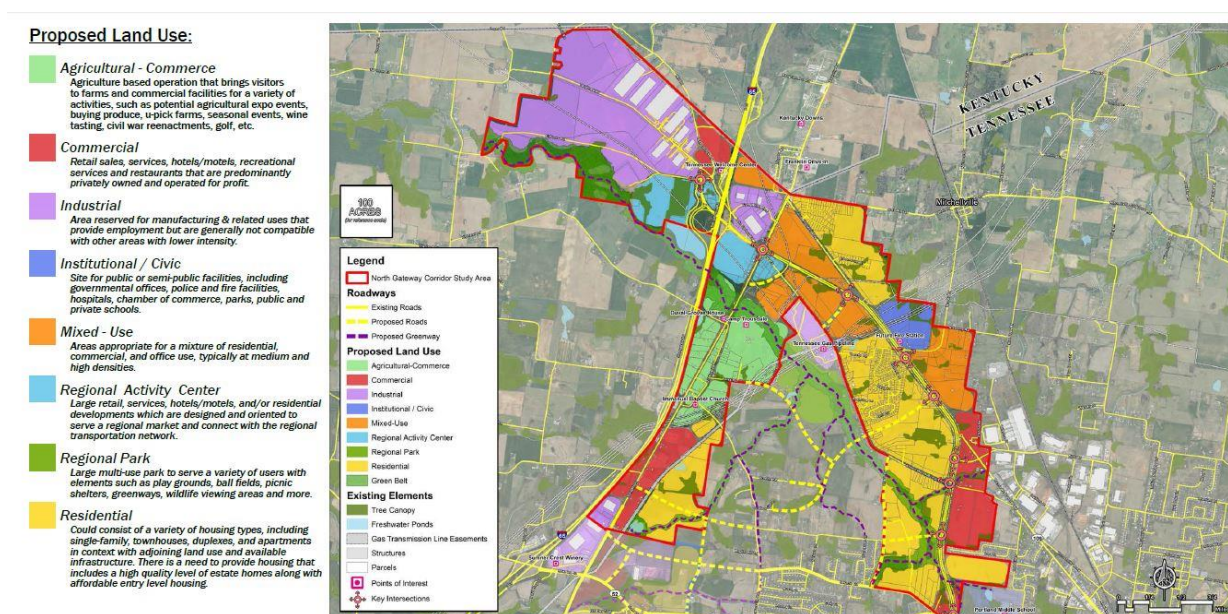
**Figure 7: Character Area Map for North Gateway Corridor**



Source: North Gateway Corridor Planning Study, 2016.

In addition to character areas, the *North Gateway Corridor Planning Study* also established a proposed land use plan for the Portland area as shown on Figure 8

**Figure 8: Proposed Land Use Map for North Gateway Corridor**



Source: North Gateway Corridor Planning Study, 2016.

Although the proposed land use does not conflict with the recommended Class II access classifications in the *SR-109 Access Management Study*, the study cautions that an interchange access plan should be done in conjunction with the *North Gateway Corridor Planning Study*. The economic impact of the interchange would be limited if it is undermined by traffic conflicts, delays, and congestion if there are frequent access points (Nashville MPO 2016).

## Future Land Use

The SR-109 (Portland Bypass) Project is located either within the existing limits of the City of Portland or within the Urban Growth Boundary (UGB) of the City of Portland (Figure 3-3 of the approved EA). The UGB is where urban development is most likely to occur in the reasonably foreseeable future per the *Sumner County 2035 Comprehensive Plan*.

Sumner County's future land use is expected to be guided by the centers and corridors approach, as described in the *Tri-County Transportation and Land Use Study and Sumner County 2035 Comprehensive Plan*. Because the City of Portland is an established community with an existing state route corridor, it is included in the study as a Village Center. SR-109 around the City of Portland is designated a Growth Corridor. Growth of Village Centers occurs through infill and redevelopment as well as expansion into adjoining areas, while Growth Corridors are aligned with regional arterial highways that will accrue growth due to their importance as commuting routes.

It is not possible at this time to fully predict the amount or timing of secondary development, because local governments have jurisdiction over land use decisions and future economic conditions are difficult to predict. The City of Portland's Future Land Use Plan Map (Figure 3-2 of the approved EA) indicates that additional residential and commercial development is planned for the project area. However, there are no existing firm commitments for residential or commercial development in the area (Joyner, 2016).

According to Rodney Joyner, the planning director for Sumner County, if the SR-109 (Portland Bypass) project is constructed, it would initially develop with commercial businesses that would support commuter traffic (i.e. gas stations, fast food restaurants, convenience stores/mini-marts) (Joyner, 2016). Currently, the downtown of the City of Portland supports daily commuter traffic by providing commercial services including fast food restaurants, eat-in restaurants, gas stations, auto parts and hardware stores, grocery stores, banks, and pharmacies. There is heavier patronage of the downtown City of Portland businesses during the lunch times and less in the evenings (Joyner, 2016). With the SR-109 (Portland Bypass), there would be a need for service oriented businesses along the project corridor to serve truck traffic.

Mr. Joyner also reasons that the construction of the SR-109 (Portland Bypass) project would instantly open up other residential and industrial development opportunities in the project area, because of the accessibility of available land. There is a substantial amount of property between the Cities of Portland and Gallatin that remains sparsely populated with single-family homes and large farms on either side. As Sumner County shifts from agricultural industries to more service oriented industries, many of these farms are being sold off. There are large farm acreages (i.e. 100+ acres) in the project area that could be used for industrial development as well as minor subdivisions (i.e. 1-2 homes on 1 acre lots) (Joyner, 2016). The conversion of farms to minor residential subdivisions would be consistent with the Future Land Use Plan for Portland (Figure 3-2 of the approved EA). There are areas in the project area designated as low density residential (0-2 units per acre). There are also areas within the project area on the Future Land Use map that are designated industrial mainly around the existing industrial/warehouse areas.

The Nashville metropolitan area, which includes Sumner County, is currently experiencing a shortage of homes relative to the demand the real estate industry is seeing. Builders cannot keep up with the demand (Joyner, 2016). Although construction of new homes in the Nashville Metropolitan Area is up 11 percent this year, data finds that the current supply of vacant lots ready for construction will only last approximately 14 months. A healthy supply is considered to be 18-24 months (Metrostudy, 2016). The finished lot supply has been low all year and dipped into the severe lot shortage category just about one year ago (Metrostudy, 2016). Due to pressures of incoming residents, Mr. Joyner believes growth will

eventually accelerate in the SR-109 (Portland Bypass) project area. He said this is true for the City of Portland as well as for the City of Gallatin. In Joyner's opinion, "growth will occur around the cities of Portland and Gallatin with or without the bypass" (Joyner, 2016).

As mentioned earlier, for the City of Portland and Sumner County to achieve the goals and vision laid out for the SR-109 corridor as described in the *Sumner County 2035 Comprehensive Plan*, the *Tri-County Transportation and Land Use Study*, the *North Gateway Corridor Planning Study* and the draft *SR-109 Access Management Study*, successful implementation depends on each agency and jurisdiction taking the necessary steps to adopt the recommendations into their applicable policies, ordinances, regulations or rules. The *North Gateway Corridor Planning Study* recommends implementation tools to help adopt the proposed vision and recommend land use patterns in the report. The City of Portland is planning to wait until the *SR-109 Access Management Study* is adopted to ensure that the changes are coordinated with the recommendations in the study (Geminden, 2017). Furthermore, if any of the proposed developments are committed to, a detailed traffic analysis would be needed as they are not accounted for in the traffic analysis completed for the SR-109 (Portland Bypass) EA.

## Conclusions

The seven-county area around the Nashville Metropolitan Area is anticipated to grow substantially over the next decade. The Metropolitan Planning Area of Nashville is expected to see a 76 percent increase in population and an 81 percent increase in jobs from 2010 to 2040. Sumner County is projected to be in the top ten counties with the highest growth rates in the state.

Sumner County is currently experiencing an increased demand for office, industrial, and commercial space while the entire Nashville metropolitan area is experiencing a shortage of homes relative to the real estate demand. There is a substantial amount of property between the Cities of Portland and Gallatin that remains sparsely populated with single-family homes and large farms on either side. With the county shifting away from the agricultural industry and the pressures of incoming residents, this land would provide opportunities for industrial, commercial, and residential developments in the project area. Increased development within Sumner County and the City of Portland is expected to continue. Industries in Portland are expanding current operations and new businesses are also coming into the region. Furthermore, scattered throughout the project area, minor subdivisions are developing. This type of development is expected to continue with or without the bypass.

With the bypass, similar types of development would occur. Initially, areas near the on and off ramps or at the SR-52 and SR-109 interchange associated with the proposed project would most likely develop first with needed gasoline stations and light commercial to support the existing truck traffic. The presence of the bypass may accelerate development in the project area by improving access in areas where there is available land for development. Growth in the SR-109 project area is expected to be guided by the centers and corridor approach in the *Tri-County Transportation and Land Use Study*, the character areas on the General Framework Map in the *Sumner County 2035 Comprehensive Plan*, according to the goals of the SR-109 Corridor Management Agreement, *SR-109 Access Management Study*, and the *North Gateway Corridor Planning Study*. Although it is difficult to fully predict the amount or timing of secondary development because local governments have jurisdiction over land use decisions and future economic conditions are difficult to predict, the SR-109 corridor would accrue growth due to its importance as a commuting route.



## References

- Bureau of Labor Statistics, 2015. Local Area Unemployment Statistics.  
<http://www.bls.gov/lau/tables.htm>. Website accessed September 29, 2016.
- City of Portland, 2016. North Gateway Corridor Study. Draft August 2016.
- Geminden, 2016. Personal Communication between Denise Geminden (Economic Development Director for the City of Portland) and Amanda Molsberry (Parsons) on September 12, 2016 and on October 5, 2016.
- Geminden, 2017. Personal Communication between Denise Geminden ((Economic Development Director for the City of Portland) and Amanda Molsberry (Parsons) on March 7, 2017.
- Joyner, 2016. Personal Communication between Rodney Joyner (Planner for Sumner County) and Amanda Molsberry (Parsons) on September 13, 2016 and on October 4, 2016.
- Metrostudy, 2016. Nashville Housing 2Q16: Region Struggling to Meet Growing Demand for New Homes, as Prices Hit Record Highs. <http://www.metrostudy.com/nashville-housing-2q16-region-struggling-meet-growing-demand-new-homes-prices-hit-record-highs/>. Website accessed November 8, 2016.
- Nashville MPO, 2012. Tri-County Transportation and Land Use Study Final Report February 2012.  
[http://www.nashvillempo.org/docs/tricounty/TriCounty\\_FINAL\\_REPORT.pdf](http://www.nashvillempo.org/docs/tricounty/TriCounty_FINAL_REPORT.pdf).
- Nashville MPO, 2016. Nashville Area Metropolitan Planning Organization. Middle Tennessee Connected 2014-2040 Regional Transportation Plan adopted February 17, 2016.  
[http://www.nashvillempo.org/plans\\_programs/rtp/2040\\_rtp\\_document.aspx](http://www.nashvillempo.org/plans_programs/rtp/2040_rtp_document.aspx). Website accessed October 6, 2016.
- Nashville MPO, 2016. Draft Final Report SR-109 Access Management Study. August 2016.
- State of Tennessee, 2013. SR-109 Corridor Management Agreement. February 2013.
- Sumner County, 2010. 2035 Comprehensive Plan: Sumner County's Blueprint to the Future. Adopted July 2010.
- Sumner County, 2016. Workforce. [http://www.forwardsumner.org/data\\_center/workforce](http://www.forwardsumner.org/data_center/workforce). Website accessed October 6, 2016.
- University of Tennessee, State Data Center, 2016. <http://tndata.utk.edu/>
- USCB, 2000. United States Census Bureau Commuting Journey to Work Data, 2000.  
<http://www.census.gov/hhes/commuting/>.
- USCB, 2010. United States Census Bureau Commuting Journey to Work Data, 2006-2010.  
<http://www.census.gov/hhes/commuting/>.
- USCB, 2013. United States Census Bureau Commuting Journey to Work Data, 2009-2013.  
<http://www.census.gov/hhes/commuting/>.

## **Appendix A – Tennessee State Route 109 Corridor Management Agreement**

**TENNESSEE STATE ROUTE 109  
CORRIDOR MANAGEMENT AGREEMENT**

**MEMORANDUM OF UNDERSTANDING  
CORRIDOR MANAGEMENT ALONG STATE ROUTE 109**

**I. Purpose**

The purpose of this Agreement is to provide a framework for the signatory agencies, organizations and governments, within Sumner County, Wilson County, the City of Gallatin, the City of Lebanon, the City of Portland, the Nashville Area Metropolitan Planning Organization (MPO) and the State of Tennessee, to work collaboratively in the management of State Route 109 (SR 109) between Interstate 65 and Interstate 40 and promote safe and efficient operation, enhance and sustain economic development and support environmental conservation along the corridor.

**II. Agreement**

WHEREAS, Tennessee's *Long Range Transportation Plan* recognizes the value of interregional highway corridors in providing citizens and businesses throughout Tennessee with high quality access to educational, employment, health care and recreational opportunities and supports commerce and tourism; and

WHEREAS, the State of Tennessee Department of Transportation and the Nashville Area MPO have identified transportation improvements along the SR 109 corridor in their respective plans and work programs; and

WHEREAS, Sumner County, Wilson County, the City of Gallatin, the City of Lebanon, the City of Portland and the Nashville Area MPO have prepared plans and studies describing their vision for the SR 109 corridor, including:

- Nashville Area MPO Regional Transportation Plan 2035;
- Nashville Area MPO Transportation Improvement Program 2011-2015;
- Nashville Area MPO Tri-County Land Use and Transportation Study;
- Nashville Area MPO Northeast Corridor Mobility Study;
- 2035 Comprehensive Plan: Sumner County's Blueprint to the Future;
- Wilson County Gateway Land Use Master Plan;
- Gallatin on the Move 2020;
- Lebanon Future Land Use Plan Update 2006;
- Lebanon Major Thoroughfare Plan 2006;
- Portland Future Land Use Map; and

WHEREAS, SR 109 has been identified as a corridor that enhances the economic vitality of the state, providing essential access for the region of the state and Sumner and Wilson Counties to major economic markets and cultural centers; and

WHEREAS, the continued growth of the region is leading to increasing travel demand in the corridor, which, if unmanaged, can negatively affect the level of performance and safety experienced by users of the roadway; and

WHEREAS, community leaders, residents and transportation officials have identified this growing travel demand and development pressure as a concern with potential negative consequences for the safety and operation of the corridor, with potential to degrade the performance of the corridor, and the resulting implications for the economy and quality of life of the region; and

WHEREAS, elected officials, agency staff, and representatives of the State of Tennessee, Sumner County, Wilson County, the Cities of Gallatin, Lebanon and Portland, and the Nashville Area MPO have identified the following prioritized list of corridor management goals for the SR 109 corridor:

- Improve regional transportation for local residents, commuters and freight;
- Promote economic development;
- Preserve community character; and

WHEREAS, those same representatives identified four corridor management strategies and associated tools applicable to the corridor for purposes of achieving the identified corridor management goals, including:

- Land Use Planning;
- Roadway Design and Capacity;
- Access Management; and
- Traffic Management and Operations.

NOW, THEREFORE, the State of Tennessee, Sumner County, Wilson County, the cities of Gallatin, Lebanon and Portland and the Nashville Area MPO agree to cooperate in the pursuit, adoption and implementation of the strategies and actions detailed below:

1. **Land Use Planning**—describes the location and type of places and activities along a corridor. The organization of those land uses can influence a variety of factors, including traffic patterns, economic activity and community character. Tools to implement the land use strategy may include:

- Land use plans;
- Zoning, including design overlays;
- Subdivision regulations; and
- Urban services plans.

Parties to this agreement recognize the importance of the Land Use Planning strategy and tools to achieving the corridor management goals established for the SR 109 corridor. The parties agree to:

- a. Consider accepting by resolution of their respective legislative bodies and planning commissions the findings and recommendations of the Tri-County Land Use and Transportation Study (2011) developed by the Nashville Area MPO.

2. **Roadway Design and Capacity**—design improvements enhance the safety and operation of the road, while capacity improvements allow more vehicles to travel on the road. Roadway design and capacity is also an important strategy to protect environmental resources in a corridor. Tools to implement the Roadway Design and Capacity Strategy may include:

- Roadway alignment;
- Travel lane and shoulder widths;
- Medians;
- Crosswalks;
- Bicycle lanes;
- On-street parking;
- Sustainable stormwater controls;
- On and off-ramp locations;
- Number of travel lanes;
- Intersection geometry and curb radii;
- Channelized right-turns;
- Roundabouts; and
- Interchange improvements.

Parties to this Agreement recognize the importance of the Roadway Design and Capacity strategy and tools to achieving the corridor management goals established for the SR 109 corridor. The parties agree to:

- a. Develop ultimate, long-range corridor roadway design concepts and cross sections with the State Department of Transportation as the lead agency; and
  - b. Develop a corridor alignment and capacity plan that defines and preserves required future right-of-way.
3. **Access Management**—defines the relationship of adjacent land uses and activities to the corridor itself. The nature of that access can have a significant impact on mobility, congestion and safety. Tools to implement the access management strategy may include:

- Medians/channelization standards;
- Spacing standards;
- Corner clearance standards;
- Driveway design standards;
- Connectivity and cross-access standards;
- Street network standards;
- Access management plans; and
- Wayfinding signage.

Parties to this agreement recognize the importance of the Access Management strategy and tools to achieving the corridor management goals established for the SR 109 corridor. The parties agree to:

- a. Develop corridor access management standards and a corridor access management plan. The standards and plan will establish the location, spacing, design, and operation of driveways, traffic signals, median openings, interchanges, and street connections to the roadway;

- b. Approve and adopt the corridor access management standards and corridor access management plan.

4. **Traffic Management and Operations**—encompasses a wide range of activities aimed at maintaining or improving the overall safety and efficiency of a corridor for all users. This strategy is employed for a variety of reasons including maximizing roadway capacity, facilitating alternative modes (pedestrians, bicycles, transit), minimizing impacts from non-recurring events (traffic crashes, construction projects, maintenance activities, special events, etc.) and improving safety. Tools to implement the Traffic Management and Operations strategy may include:

- Traffic Signal Timing and Coordination;
- Integrated Intelligent Transportation Systems (ITS) applications;
- Emergency Responder Technology;
- Truck/Freight Plan;
- Work Zone Management;
- Travel Demand Management;
- Traffic Bottleneck Removal;
- Traffic Impact Studies (rezoning, subdivision, site plans, access requests);
- Transportation Plans; and
- Setting and Measuring Corridor Performance Goals.

Parties to this Agreement recognize the importance of the Traffic Management and Operations strategy and tools to achieving the corridor management goals established for the SR 109 corridor. The parties agree to:

- a. Develop a process for coordinated traffic management and operations, including corridor wide traffic impact study requirements; and
- b. Develop corridor traffic management and operations standards and performance goals.



### **III. Governance**

#### **1. Adoption, Amendment and Termination**

This Agreement will become effective when an appointed and authorized representative of each State of Tennessee Agency, the Nashville Area MPO, Sumner County, Wilson County, and the Cities of Gallatin, Lebanon and Portland have placed their signature in the block below.

This Agreement may be amended, in whole or in part, by mutual agreement of all parties as evidenced by signatures on an amended agreement. The signatory parties agree to confer with respect to the continuation of the Agreement, or if there is the necessity for any amendments, on an annual basis. The State Department of Transportation will coordinate this meeting by identifying the date and location along with gathering input from the participating Agencies, Counties, Cities and MPO for preparation of the agenda.

The signatory parties may withdraw from this Agreement at any time provided that the withdrawing party notifies the other signatories sixty (60) days in advance of the desired date of withdrawal to allow time to remedy the reason for withdrawal. In the event efforts to remedy the reason for withdrawal are unsuccessful, the withdrawing party may withdraw from the Agreement without prejudice but at the risk of forfeiting its ability to participate in future activities and improvements taken as part of this Agreement.

Notwithstanding the foregoing, however, this Agreement shall remain in force until terminated by written agreement of the signatory parties.

#### **2. Programming, Funding, Budgeting and Reimbursement**

This Agreement is neither a fiscal nor a funding obligation. Any transfer of funds between signatories that occurs as a result of the actions outlined in this Agreement may take place through applicable laws, agreements, existing authorities and procedures.

Nothing in this Agreement shall obligate the signatories to expend appropriations, obligate funds or enter into any contract or agreement.

#### **3. Administration**

This Agreement will be coordinated by the State Department of Transportation in cooperation with the other signatories. The signatory parties, moreover, shall form a Corridor Management Committee to implement the course of action described in this Agreement. The Corridor Management Committee shall include a designated representative from each of the signatories to this Agreement. Committee members will develop committee rules and operating procedures and establish a regular schedule of meetings.

The Corridor Management Committee will function as the steering committee for this Agreement with the responsibility of providing strategic guidance on the actions described herein. In the absence of corridor wide policies, plans, standards and regulations, the Corridor Management Committee will also serve as a coordinating committee for proposed improvements and projects affecting the corridor. Adoption or approval of any policies, plans, standards or regulations

recommended under this Agreement will be at the sole discretion of the legislative and/or appointed bodies of the signatory parties.


IV. Signatures

IN WITNESS WHEREOF, each of the parties hereto has executed this Agreement as of the date shown with the signature below:

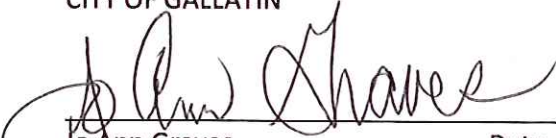
SUMNER COUNTY

  
\_\_\_\_\_  
Anthony Holt Date  
County Executive


WILSON COUNTY

  
\_\_\_\_\_  
Randall Hutto Date  
Mayor

CITY OF GALLATIN

  
\_\_\_\_\_  
Jo Ann Graves Date  
Mayor 2/15/13


CITY OF LEBANON

  
\_\_\_\_\_  
Philip Craighead Date  
Mayor 1/29/13

CITY OF PORTLAND

  
\_\_\_\_\_  
Kenneth Wilber Date  
Mayor 1-29-13

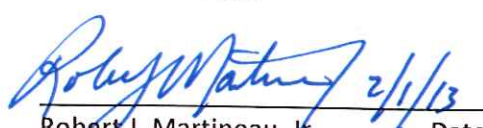
NASHVILLE AREA MPO

  
\_\_\_\_\_  
Michael Skipper Date  
Executive Director 2/15/13

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

  
\_\_\_\_\_  
John C. Schroer Date  
Commissioner FEB 13 2013

STATE OF TENNESSEE  
DEPARTMENT OF ENVIRONMENT  
& CONSERVATION

  
\_\_\_\_\_  
Robert J. Martineau, Jr. Date  
Commissioner 2/1/13

## **Appendix B – Personal Communication with Denise Geminden**

**Person Called:** Denise Geminden, Community Development and Economic Development Director  
for the City of Portland

**Phone Number** 615-322-6776

**Called By:** Amanda Molsberry - Parsons

**Subject:** SR-109 Portland Bypass

### **Brief Description of Conversation:**

A message was left on voicemail for Ms. Geminden on September 1, 2016. Because she needed to consult with other people, we corresponded via email.

Parsons asked questions concerning truck traffic in the area and projected and planned growth within the project area. Denise Geminden responded via email September 12, 2016.

**Molsberry, Amanda**

---

**Subject:** FW: Portland Development Trends  
**Attachments:** Industrial Listing\_Portland August 2016 Complete.xls

Amanda,  
I've attached Portland latest industrial listing. I am offering the following industrial growth within our automotive sector:

***MISA***

~6,000 SF Office Space - 6 new employees from corporate  
Located and landlocked with current 200,000 SF Building  
Purchased 13 acres to the south - May be planning an expansion in the future  
MISA provides coil metal for several of the local industries including Unipres.

***Kyowa***

Added 75,000 SF - Doubled their footprint.  
Approximately 26.5 Million capital investment

***DAIDO -***

6.6 Acres  
89,515 SF -  
Adding a heat treatment and stamping machinery line - 2,520 SF New  
Three Million in New capital investment  
About 10 New Jobs

***DePor Industries***

18,600 SF Addition increasing the size of the building to 72,000 SF  
4 million in capital investment  
15 New employees  
Reported a Phase II of the project expanding an additional 40,000 SF with 3 million in additional capital investment.

***Tsubaki***

With my last request for employee database update Tsubaki reported 15 new employees.

In addition, ***Unipres*** in Portland received the contract to manufacture the parts for the Nissan Rogue in Portland. In the last three years they have invested an additional \$250 million in their campus and added approximately 600-800 new employees.

Hatch Stamping bought 107,000 SF in Portland and within a year purchased another local business (Metal Quest) and now occupies two campuses.

***North American Stamping Group*** has grown within the last four-five years and they purchased an additional campus on Kirby Road. They now occupy two campuses.

Other growth:

***Shoals Technologies*** - a solar provider purchased property on Shoals Way and within a short period of time purchased another campus in the TN Business Park. They also have two campuses in Portland.

We have a new industry from California who purchased a new 54,000 SF building in the TN Business park. This company ***Pacific Western (PWS)*** provides marketing personalization products.

***Stevison Ham*** recently added 18,162 SF to add new processes and hired new employees (planning to hire at least 25 in the next three years).

***Macy's*** growth cycle is gearing up now with additional deliveries to accommodate Christmas orders. Their truck deliveries and employee base ramps up during this time of year. They maintain 1,000 employees but during the holidays their employee base may grow to 3,000 or more.

I guess the story in a nutshell is that we are experiencing steady industrial growth in all segments but especially in automotive and automotive providers.

However, most of the new truck traffic is being generated by existing industries. The bypass will definitely be used for South bound and some North bound deliverers who wish to "bypass" Nashville to travel East on 40. It appears the truck traffic will be equally distributed with the Portland area and those who wish to use Exit 120 as an alternative route to the East.

Please give me a call if you have any questions.



# Portland, TN Industrial Listing



Industry Name & Contact Information	Process	# Employees	NAIC	Corporate Location	Date Located
<b>ACCURIDE</b>	Nickel Plating	4	332813	Evansville, Indiana	1970
111 Industrial Drive					Imperial
Tim Briggs - Plating Coordinator					
Shauna Mack - HR (Offsite - Henderson KY)					
<b>Axiom Impressions</b>					Sep-06
Address: 104 Challenger Drive, Suite 300	Printing	40		Liberty, MO	Purchased by
Contact: Rick Morrison VP Operations					JTS Direct
Phone: 615.323-7300	<a href="http://www.axiomimpressions.com">www.axiomimpressions.com</a>				2013
					Axiom - 2015
<b>ATA Retail Services</b>	<a href="http://www.ataretail.com">www.ataretail.com</a>				
Address: 214 Kirby Road	Distribution Impulse Merchandising	72		Pleasanton, California	2012
Contact: Sherrie Arnold	Products				
Phone: 800-287-1604					
Customer Service ~ Recruiting Manager					
<b>BCK, LP (Baylor Trucking)</b>	Trucking Dry Box Loads	51		Sunman, Indiana	Fall 2001
Address: 5569 Highway 31W	<a href="http://www.baylortrucking.com">www.baylortrucking.com</a>				
Portland, Tennessee 37148					
Phone: 323-0720 323-0728 F					
<b>Collins Construction Company</b>		10		Portland, TN	



Contact: Larry Collins					
Phone: 325-9216					
<b>Collins Tool Co.</b>	Tool & Die	4	333514		1973
Address: 224 Riggs Avenue					
P.O. Box 207					
Phone: 325-5090					
<b>Commercial Warehouse Cartage (For UTC F&amp;S)</b>	Distribution	140		Ft. Wayne, IN	Spring 2001
Address: Commercial Warehouse & Cartage	<a href="http://www.cwclogon.com">www.cwclogon.com</a>				
101 Veterans Drive					
Contact: Rick Schutte, Facility Mgr					
Felisha Page, HR Manager					
Phone: 323-8000 Fax 323-8044					
<b>The Crown Group</b>	Coating Auto Parts	60		Warren, Michigan	Summer 1989
Address: 133 Davis Street	Powder & E-Coating				
Contact: Preston Whittington, Gen Mgr	<a href="http://www.thecrowngrp.com">www.thecrowngrp.com</a>				
Chris Clubbs, HR					
Phone: 325-3900 325-4410 F					
<b>Cumberland Electric Membership</b>	Power Distributor	22			
Address: 207 South Broadway	<a href="http://www.cemc.org">www.cemc.org</a>				
Contact: Todd Hesson					
Phone: 325-4172					
<b>Daido Corporation</b>	Distribution of Roller Chains	80		Portland	Sept, 2002
Address: 1031 Fred White Boulevard	<a href="http://www.daidocorp.com">www.daidocorp.com</a>			Japanese Company	
P.O. Box 7659					
Contact: Hirotaka Yokaichi, President					
Pam Crowdus, HR 323-4007					
Phone: 323-4020 323-4015 F					

<b>Depor Industries</b>	Corrosion Resistant Coatings	10		Troy, Michigan	Winter 2007
Address: 1022 Fred White Blvd.	<a href="http://www.deporindustries.net">www.deporindustries.net</a>		Subsidiary of the Magni Group		
Contact: R McIntosh, Plant Manager					
Lupe Perez, Human Resources					
Phone: 325-9540 325-9546					
<b>Design Construction Co.</b>	Steel Bldg Construction	15		Portland, TN	1986
Address: 132-B North Russell Street P.O. Box 875					
Contact: Danny Everette					
Phone: 325-6294					
<b>Diemaster Machine &amp; Tool</b>	Tool & Die	19	333514	Portland, Tennessee	1974
Address: 200 East Longview Dr.				Location	
P. O. Box 409					
Contact: Ferrell Webb, Owner					
Ken Webb, Mgr.					
Phone: 325-9288 325-7808 F					
<b>Dorman Products _ OE Solutions</b>					
Address: 3150 Barry Drive	After Market Automotive Provider	380		Colmar, PA	Spring 2006
Jay White, HR - Miles Monhollen, HRG	<a href="http://www.dormanproducts.com">www.dormanproducts.com</a>				
Clinton Shultz, VP Operations					
Brandon Norris, Director of Operations					
Phone: 323-7020 323-8595 F					
<b>Drew Foam Products</b>	Styrofoam	65	424990	1093 Hwy 278 E	1997
Address: 3050 Barry Drive	<a href="http://www.drewfoam.com">www.drewfoam.com</a>			Monticello, Arkansas 71655	
				870.367.6245	
Contact: Jerry Middleton, Plant Manager				fax 870.367.2697	
Barbara Hayden, Human Resources (ARK)					
Phone: 325-1877 325-1888 F					
<b>Fastenal</b>	Fastener Distributor	4			2010

200 Kirby Road	<a href="http://www.fastenal.com">www.fastenal.com</a>				Moved Here
Contact: Colton Phelps					2013
Phone: 325-0612					
<b>First Fleet Trucking, Inc.</b>	Trucking	130	484121	202 Heritage Park Drive,	Summer 1991
Address: 111 Faultless Drive	<a href="http://www.firstfleetinc.com">www.firstfleetinc.com</a>			Murfreesboro 37219	
Contact: Benny Tuck, Ext 105 /T. E. Vanatta X1301					
Phone: 325-7300					
<b>Flexpac, Inc.</b>	Recycled Skid tops	8			Fall 1993
Address: 121 North Russell	<a href="http://www.flexpac.com">www.flexpac.com</a>				
P. O. Box 548					
Contact: Steve Cook Owner/Manager					
Phone: 325-5578 325-6577 F					
<b>Food Warming Equipment Co, Inc.</b>	<a href="http://www.fwe.com">www.fwe.com</a>	86		Crystal Lake, Illinois	2012
Address: 5599 Highway 31W	Manufacturer Food Warmng Equipment				
Contact: Chris Huffman, VP Mfg					
Brian Gates, HR Director					
Phone: 325-2774					
<b>GasTite/Titeflex</b>	Corrugated Stainless Steel Tubing	64		Springfield,	Jun-06
Address: 1116 Vaughn Drive	<a href="http://www.gastite.com">www.gastite.com</a>			Massachusetts	
Contact: David Minchey, Plant Supervisor					
Leslie Dawes, HR Manager					
Phone: 325-1100 325-9259 F					
<b>Garrott Bros.</b>	Ready Mix	Satellite	327320	Gallatin, Tennessee	Summer 1956
Address: 123 Morningside Drive				P. O. Box 419	
Contact: John Garrott, Jr					
Phone: 325-3422 452-8952 F					

<b>Hatch Stamping</b>					
Address: 1216 Jay Bird Drive	Automotive Stamping	90		Chelsea Michigan	April, 2015
Contact: Rick Botham, Plant Manager					<i>Purchased</i>
Phone: 734/593-0682	<a href="http://www.hatchstamping.com">www.hatchstamping.com</a>				<i>Metal Quest 2015</i>
Diane Overmyer, HR ~ Judi Wooten ~ Lauren Wilson					
<b>Hatch Stamping Campus 2</b>					
Address: 1109 Vaughn Parkway	Tool & Die	65	331111	Portland, TN	Metalquest 8/1/1998
Contact: Stephen Paroda, Plant Manager					New Location 2010
HR Judi Wooten - Lauren Wilson					Hatch Purchased
Suzanne Morrison					2016
<b>Hodges Group</b>	Grading/Excavation	21		Portland, TN	Fall 1990
Address: 100 Main Street Suite 204	<a href="http://www.hodges-group.com">www.hodges-group.com</a>				
P. O. Box 600					
Contact: James Hodges, CEO					
Phone: 325-2741 325-3128 F					
<b>Hospital Disposables</b>	Injection Molding	46	326199	Powell, Tenn.	Fall 1978
Address: 104 Wheeler Street	<a href="http://www.deroyal.com">www.deroyal.com</a>			(DeRoyal Industries	
Contact: Pam Withers, Plant Manager				Parent Companies)	
Phone: 325-9278 325-3338 F					
Hospital Disposables #2 -- Warehouse					
<b>Integrated Mfg System IMS</b>	Metal Fabrication	18	332312		Nov.1998
Address: 306 East Longview					
P. O. Box 7717					
Contact: Saeed Moharreri Owner, President					
Phone: 325-7775 325-7382 F					
<b>International Hanger</b>	Mfg & Distribution of wooden	14		Austin, Texas	Jun-08
Address: 1108 Vaughn Parkway	hangers				
Contact: James Patrick / Laurene Jacobs	<a href="http://www.hangers.com">www.hangers.com</a>				

Phone: 512/502-0636					
<b>KMC Music, Inc.</b>	Distribution	90		Bloomfield, Connecticut	April, 2004
Address: 1042A Fred White Boulevard	<a href="http://www.kmcmusic.com">www.kmcmusic.com</a>			55 Griffin Rd. So.	
Contact: Wayne Veith				Bloomfield, CT	
Rita Hallman				06002-9005	
Phone: 325-7104 325-7451 F					
<b>Kirby Bldg. Systems</b>	Pre-Engineered Metal Buildings	294	332311	Purchased by Nucor	Spring 1973
Addresss: 124 Kirby Drive	<a href="http://www.kirbybuildingsystems.com">www.kirbybuildingsystems.com</a>			Aug-07	
P.O. Box 390				Charlotte, NC	
Contact: Mark Specht, General Manager					
Ken Parkhurst, Controller					
Larissa Madewell, HR					
Phone: 325-4165 325-4165 F					
<b>Kyowa, America</b>	<a href="http://www.kyowaamerica.com">www.kyowaamerica.com</a>	485	336399	Portland Location	Mar-12
Address: 1039 Fred White Blvd					Began Const.
Contact: Connie Clark, Corporate Director	Automotive Plastic Injection Molding				
Phone: 615-323-2194					
<b>KY Gages</b>					
Address: 105 Flex Avenue	Manufacture Gages	6			Oct-12
Contact: Steve Nichols					
Phone: 745-5427					
<b>Logi Warehousing</b>	Public Warehousing & Transportation	25		Portland	1996
Address: 126 Davis	<a href="http://www.logi-inc.com">www.logi-inc.com</a>				
Contact: John White					
Phone: 325-9002 325-4097 F					

<b>Macy's Logistics &amp; Operations</b>	Distribution for Macy's	1158			2007
Contact: Philip Mann, VP 745-2001	<a href="http://www.macys.com">www.macys.com</a>				
Phone: 745-2000	Seasonal Workers June and December				
<b>Malt-O-Meal ~ MOM Brands</b>					
Address: 5557 Hwy 31 W North	Cereal Distribution	5	311230		Summer 1995
Contact: Greg Larson, Warehouse Mgr.	<a href="http://www.mombrands.com">www.mombrands.com</a>				
Karen Smith					
Phone: 325-2222 325-6005 F					
<b>Magna Techform of America</b>	Mfg. Automotive Parts	60		Ontario, Canada	Apr-08
Address: 128 Davis St., P. O. Box 567					Magna Techform
Contact: Gregory Poitrassom, GM	<a href="http://www.magna.com">www.magna.com</a>				America in 2014
Michelle Neely-Bearden, HR					
Phone: 323-8668					
<b>Midwestern Gas</b>					
Address: 220 TGT Road	Gas Transmission	8		23823 West Amoco Rd,	1948
Contact: Warren Skinneomoen Manager	<a href="http://www.mgt.nborder.com">www.mgt.nborder.com</a>			Channahon, Illinois 60410	
Phone: 325-2001 325-2030 F					
<b>MISA Metal Processing, Inc.</b>					
Address: 104 Western Drive	Steel Processing	78	423510	New York, New York	1990
P.O. Box 469	<a href="http://www.misa.com">www.misa.com</a>				
Operations Contact - Don Deasy, General Mgr					
Phone: 325-5454 325-4815 F					
<b>N.A.S.G. Tennessee, North</b>					
Address: 119 Kirby Road	Auto Metal Stamping	350	332116	Portland Location	Summer 1998
Contact: David Hannah, CFO	<a href="http://www.nasg.net">www.nasg.net</a>				Expanded to
Bob Tyler, HR & EHS					New Location
Phone: 323-0500 323-0505 F					2013



<b>N.A.S.G. Tennessee, North 2</b>					
Address: 160 Kirby Road	Auto Metal Stamping	Included			
Bob Tyler, HR & EHS, Thomas Farmer					New Location
Phone: 323-0500 323-0505 F					2013
<b>NVR Building Products Company</b>					
Address: 200 Veterans Drive	Housing Components	17			Fall 1999
Contact: Regina Loring - Administration					Downsized 2006
Jim Kepple, North Carolina, Mgr.					
Phone: 323-7123 325-1923					Housing Market
<b>National Barn Co.</b>					
Address: 818 North Broadway	Frame Bldgs.	8			1999
Contact: Sam Lamberth	<a href="http://www.nationalbarn.com">www.nationalbarn.com</a>				
Phone: 325-2700 325-2701 F					
<b>Nationwide Southeast</b>					
Address: 816 North Broadway	Printed Matter	11		1000 S. River Industrial	1998
Contact: Mart Cleveland, Owner	<a href="http://www.nwlog.com">www.nwlog.com</a>			Bldg SE	
Phone: 325-9000 325-1929 F				Atlanta, Georgia 30315	
<b>New Deal Tool &amp; Die</b>					
Address: 3225 Hwy 76	Tool & Die	10		Portland, Tenn.	1953
P.O. Box 726					
Contact: Vernon Briley					
Robert Briley, Manager					
Phone: 325-2857 325-5831 F					
<b>Olhausen Billiards</b>					
Address: 1124 Vaughn Parkway	Mfg. Pool Tables	141		Portland, Tenn	Jun-06
Contact: Donald H. Olhausen, Pres (Founder)	<a href="http://www.olhausenbilliards.com">www.olhausenbilliards.com</a>				
Debbie Murillo, Human Resources					
Dave Robinson					
Phone: 323-8522					

<b>Packaging Fulfillment</b>					
Address: 123 Kirby Road	Integrated Dist. Fulfillment				Spring 2006
Contact: Mark Mondelli	<a href="http://www.packagingfulfillment.com">www.packagingfulfillment.com</a>				
Phone: 325-8686					
<b>Peyton Mid-South</b>					
Address: 120 Kirby Road	Distribution for Kroger	469		Louisville, Kentucky	Summer 1991
Contact: Jack Wood, Sr ~ Supply Chain Mgr				Cincinnati, Ohio	Expansion - 2002
HR: John Kleis					
2nd Location: 1165 Vaughn Parkway					
Phone: 325-8100 325-8134 F					
<b>Precision Cable</b>					
Address: 106 Industrial Drive	Cable Assembly	11	335999		Dec-94
P.O. Box 449					
Contact: Jim Burkhart, Owner/Manager					
Donna Holmes Human Resource					
Phone: 325-5086 325-6703 F					
<b>Precision Industries</b>					
Address: 222 Riggs Ave. P.O. 447	Metal Stamping	79	332116		1973
Contact: Tresa Holloway - Tim Key					
Phone: 325-4127 325-3108 F	<a href="http://www.precind.com">www.precind.com</a>				
<b>National Retail Solutions, Retail Solutions</b>	Distribution - Bath Products	2		Lakewood, WA	Mar-10
Address: 141 Veterans Drive					
Ronnie Kenny, Manager	<a href="http://www.retailimportsintl.com">www.retailimportsintl.com</a>				
<b>SFW, LLC</b>					
Address: 323 Victor Reiter Parkway					
P.O. Box 1423 Lebanon - 37088	Store Fixtures Whse.	16	484121		1998
Contact: Clarence Plemons, President	<a href="http://www.storefixturewarehouse.com">www.storefixturewarehouse.com</a>				

Renee McCloud, Warehouse Mgr.					
P. O. Box 1423 Lebanon, TN 37088					
Phone: 325-4750 325-0962 F					
<b>S.R. Smith Company</b>					
Address: 105 Challenger Drive	Pool Fixtures	65	332999	1017 SW Berg Parkway,	Summer 1996
Contact: Mike Gilbert, Plant Manager	<a href="http://www.srsmith.com">www.srsmith.com</a>			Canby, Oregon 97013	
HR: Wanna Boyd				P O Box 400	
Phone: 325-0770 325-0775 F				Phone 503.266.2231	
<b>Shoals Technologies</b>	<a href="http://www.shoalstech.com">www.shoalstech.com</a>	272			Winter 2008
Address: 1400 Shoals Way	Solar Cable Assemblies				
1035 Fred White Boulevard				Additional Location	Jan-11
Contact: Dan Koulianos- George Solon					
Phone: 325-5250					
<b>Stevison Ham Co.</b>					
Address: 125 Stevison Ham Rd. P.O. 219	Fully cooked Pork & Poultry Processing	115			Summer 1971
Contact: President Michael Stevison	<a href="http://www.tennesseetraditions.com">www.tennesseetraditions.com</a>				
Lara Stevison, HR/Debbie Lanius					
Phone: 325-4161 325-5914 F					
<b>Sun Products</b>	Detergent Distribution Center	60		Corporate Office	Summer 2009
Address: 1171 Vaughn Parkway	EXEL Third Party Logistics			60 Danbury Road	
Contact: Tony Wolfe, Mgr				Wilton, CT 06897	
<b>SurfKoat</b>	Specialty Concrete & Masonry Coatings	7			Nov-10
Address: 134 Davis Street	<a href="http://www.surfkoat.com">www.surfkoat.com</a>				
Contact: Todd Winters					
<b>Taylor Truck Line</b>	Logistics	25			Jul-06
Address: 5734 Hwy 31W	<a href="http://www.taylortruckline.com">www.taylortruckline.com</a>			Maintenance Shop 2011	
Contact: Jeff Balent Local Manager					
Phone: 325-3526					

<b>Tenn. Gas Pipeline</b>					
Address: 208 TGT Rd.	Gas Transmission	18			1947
Contact: Mike Smith, District Supt. & Personnel	<a href="http://www.tennesseeadvantage.com">www.tennesseeadvantage.com</a>				
Phone: 325-4121 325-6722 F					
<b>Thomas &amp; Betts</b>					
Address: 200 Challenger Dr.	Electrical Boxes	422	335932	Memphis, Tennessee	1990 (1994)
Contact: Peggy Jordan, HR	<a href="http://www.tnb.com">www.tnb.com</a>			Growth 2001 -2005	
Matthew J. Fadule, Plant Manager Ext. 232					
Phone: 325-6800 325-6818 F					
<b>U.S. Tsubaki Holdings, Inc., Conveyor Operations Division</b>	Engineering, design, mfg, and				
Address: 138 Davis Street	installation of industrial conveyor	21	333922	Wheeling, IL	Winter 1987
Contact: Craig Beasley, General Manager	systems and components				
HR: Yukiko Cyr, HR Generalist	<a href="http://www.ustsubaki.com">www.ustsubaki.com</a>				
Phone: 325-9221 325-2442 F					
<b>U.S. Tsubaki Automotive, LLC</b>	Production and distribution of				
Address: 138 Davis Street	automotive timing system parts	107	332111	Chicopee, MA	Summer 2012
Contact: Tim Goble, Director of Operations	and components.				
HR: Yukiko Cyr, HR Generalist	<a href="http://www.ustsubaki.com">www.ustsubaki.com</a>				
<b>UNIPRES</b>					
Address: Kirby Rd, P. O. Box 799	Metal Stamping Automotive Parts	1022	336370	Japan	Summer 1987
Contact: President, Takeo Sato	<a href="http://www.unipres.com">www.unipres.com</a>				
Susan Dye, CFO					
Missy Hennings, HR					
Phone: 325-7311 325-4956 F					
<b>United Structures of America</b>					
Address: 214 Fountain Head Rd. P.O. 605	Pre-Engineered Metal Buildings	125	332311	Houston -	1985 Spring

Contact: Damon Drake, VP General Manager	<a href="http://www.usabldg.com">www.usabldg.com</a>			Buschong, Texas	
Don Jones, Plant Manager					
Contact: Linda Gilliam					
Phone: 325-7351 325-2509 F					
<b>Volunteer Recylcing</b>					
Address: 121 Morningside Drive	Recycling	10		Portland, Tn	1983
P. O. Box 634	<a href="http://www.volunteerrecycling.com">www.volunteerrecycling.com</a>				
Contact: Mark Thompson					
Phone: 325-2176					
<b>Western Plastics</b>					
Address: 105 Western Dr.	Plastic Injection	88 Perm		Westlake, Ohio	Fall 1979
Contact:	Molding	20 Temp	(Scott Fetzer Corporation)		
Drew Mexic, Director of Operations					
Judy Brown, HR Manager X 102					
Phone: 325-7331 866-347-7324 F					
<b>XPO Logistics - Formerly New Breed Weight Watchers</b>	Distribution	75		High Point, NC	2008 Winter
Address: 1115-B Vaughn Parkway	<a href="http://www.newbreed.com">www.newbreed.com</a>				
Contact: Cheryl Payne					
Phone: 323-7826					

Parsons followed up on September 30, 2016 with some additional questions concerning labor force and top employers in Portland. Denise responded on October 5, 2016 with the following:

Top Three Employers: Macy's Robertson County, Unipres Sumner County, and Kyowa in Robertson County.

She also provided a labor market report for a 30 mile drive:

Portland, TN 30-Minute Drive Labor Shed

### LABOR SHED ANALYSIS

The **Portland, TN 30-Minute Drive Labor Shed** consists of 3 counties: Robertson, Simpson (KY), and Sumner.

Characteristic	Portland, TN 30- Minute Drive Labor Shed	Robertson	Simpson (KY)	Sumner
<b>Population, 2014</b>	251,211	67,024	17,551	166,636
By Age				
Under 20 Years	68,019	18,628	4,511	44,880
20 to 39 Years	61,446	16,400	4,526	40,520
40 to 59 Years	73,195	19,955	4,778	48,462
60 to 79 Years	40,521	9,970	3,086	27,465
80 Years and Over	8,030	2,071	650	5,309
<b>25 to 64 Years</b>	134,815	36,179	9,271	89,365
By Sex				
% Male	48.9%	49.2%	48.4%	48.8%
% Female	51.1%	50.8%	51.6%	51.2%
<b>Labor Force</b>	131,354	34,338	8,000	89,016
Employed	126,032	32,905	7,570	85,557
Unemployed	5,322	1,433	430	3,459
Unemployment Rate	4.1%	4.2%	5.4%	3.9%
<b>Job Growth, 2010-2015</b>	25.8%	31.9%	12.7%	25.7%
<b>Tennessee Available Labor Estimates*</b>	5,110	1,460	Unavailable	3,650
Discouraged	340	100		240
Unemployed	4,650	1,330		3,320
Partially Unemployed	120	30		90
<b>Educational Attainment, Age 25 to 64</b>				
High School diploma and higher	89.7%	87.5%	88.0%	90.8%
Associate's degree and higher	31.1%	26.2%	22.0%	34.0%
Bachelor's degree and higher	22.9%	17.9%	15.4%	25.7%

\*Available Labor Estimates are only available for Tennessee counties. Available Labor does not include counties from any other state than Tennessee.

Sources:

- (a) Population Estimates: U.S. Census Bureau, American Community Survey 5-Year Estimates
- (b) Labor Force Estimates January 2016: BLS LAUS, Not Seasonally Adjusted for local areas
- (c) Job Growth, 2010-2015: Economic Modeling Specialists Intl.
- (d) Available Labor Estimates -- Tennessee, February 2016, Tennessee Department of Labor and Workforce Development. Available labor includes:
  - 1) Discouraged workers -- persons who want jobs but have given up searching because they do not think they can find work. To be classified as discouraged, one must have searched for work during the prior year and be explicitly reported as currently available for work.
  - 2) Unemployed workers -- persons who did not find work at all during the survey week and were currently available for work; and
  - 3) Partially unemployed -- persons who worked less than full time during the survey week.
- (e) Educational Attainment: U.S. Census Bureau American Community Survey 5-Year Estimates, Age 25 to 64 years.



Parsons followed up on March 7, 2017 with some additional questions concerning the “implementation tools” in the North Gateway Corridor Planning Study.

- 1) The implementations and recommendations that are proposed in the North Gateway Corridor Study --- is the city going to pursue them?
- 2) Where are the recommendations in development? Have you started working towards implementing any of them?
- 3) We are specifically interested in the recommendations to land use and zoning? Have you implemented any of those changes?

Ms. Geminden said she consulted with the Mayor and they are not planning to move forward with any of the implementation tools recommended in the study until they see the Final Access Management Study Report.

## **Appendix C – Personal Communication with Rodney Joyner**

**Person Called:** Rodney Joyner, Director of Planning and Stormwater for Sumner County

**Phone Number** 615-451-6097

**Called By:** Amanda Molsberry - Parsons

**Subject:** SR-109 Portland Bypass

### **Brief Description of Conversation:**

A message was left on voicemail for Mr. Joyner initially on September 1, 2016. He was in and out of the office, therefore, correspondence was done via email. Parsons asked questions concerning truck traffic in the area and projected and planned growth within the project area.

He responded via email on September 13, 2016:

- 1) Some of the major industries in Sumner County that would benefit from the proposed SR-109 (Portland Bypass) Project are future industrial & commercial. Obviously, there's an enormous amount of property between Portland and Gallatin that remains sparsely populated with single-family homes and large farms on both sides of the existing 109 corridor. The Portland Bypass would instantly open up development opportunities.
- 2) Growth will eventually show up in the Portland Bypass area due to the pressures of incoming residents. The County is currently experiencing a shortage of homes relative to the demand the real estate industry is seeing. In my opinion, growth will occur in that area with or without the bypass.
- 3) As of this time, all future planning in the unincorporated areas of the future bypass will take into consideration the bypass going in at some point.
- 4) Currently, Sumner County does not have any long-term plans for industrial or commercial growth in the bypass area.
- 5) The truck traffic that Portland has on a daily basis is primarily due to the large industrial parks located in their city limits, along with the industrial parks in Gallatin. The truck traffic is evident along the 109 corridor throughout the day, every day. The real question has been how much of this truck traffic can be contributed to thru traffic incoming from I-65 all the way to Wilson County, via 109.

A follow up call was made to Mr. Joyner on October 4, 2016.

Mr. Joyner discussed how he is not sure if the way they anticipated SR-109 to grow has actually occurred. He believes what they are going to see is smaller businesses and light commercial migrating out to the area of the new bypass near the exits, which may impact the businesses in downtown Portland. The new light commercial will be service oriented businesses that can cater to the truck traffic and travelers along the route. He said it seems now that local businesses in Portland support the truck traffic currently. He said there is a healthy, busy lunch crowd and then not a lot in the evenings. There are not a many gas stations along that stretch, so he feels more of those will probably pop up.

There are a lot of old farms with not a lot on them in the area planned for development. The county is seeing a shift from agricultural to more light services industry. There are some of very minor subdivisions popping up where those old farms are. These minor subdivisions are typically 1-2 homes on 1 acre lots. He thinks that once sewer gets to an area and it can be put in affordably – you'll see a lot more of those minor subdivisions coming in as well. Since there are a lot of large (100+ acre farms) in that area, which is very rare, there is the potential for industries to come into the area.

He agrees that the bypass will accelerate development in areas that are currently planned for future development. He thought that was definitely true for the City of Portland. He also said he wouldn't be surprised if the City of Gallatin isn't more impacted by the bypass. He said they are currently experiencing more growth than the city of Portland. They have a larger population in Gallatin, and he said that there are a lot of people that live in Portland and work in Gallatin. He said Gallatin has a lot of light commercial already, so he said that is an area where you might see more subdivision growth. He said they can't build enough homes there to keep up with the demand.

It was also discussed with them if there were any firm commitments for residential or commercial development along the Bypass. He said that the City of Portland, City of Gallatin, and Sumner County had regular meetings and discussions to create a corridor management plan. He said the goal was to create a land use plan for that corridor. The discussions always included the bypass coming into the area, so it was always part of their planning. These meetings did not make any plans with specifics rather just general plans that could occur. He said he doesn't exactly recall why but the meetings ended, but they did and they never adopted any formal plan. When asked if there were any planned residential or commercial developments planned for the area, he said he is not aware of any planned development.

---

## **APPENDIX C – City of Portland North Gateway Corridor Planning Study**

---

THIS PAGE INTENTIONALLY LEFT BLANK

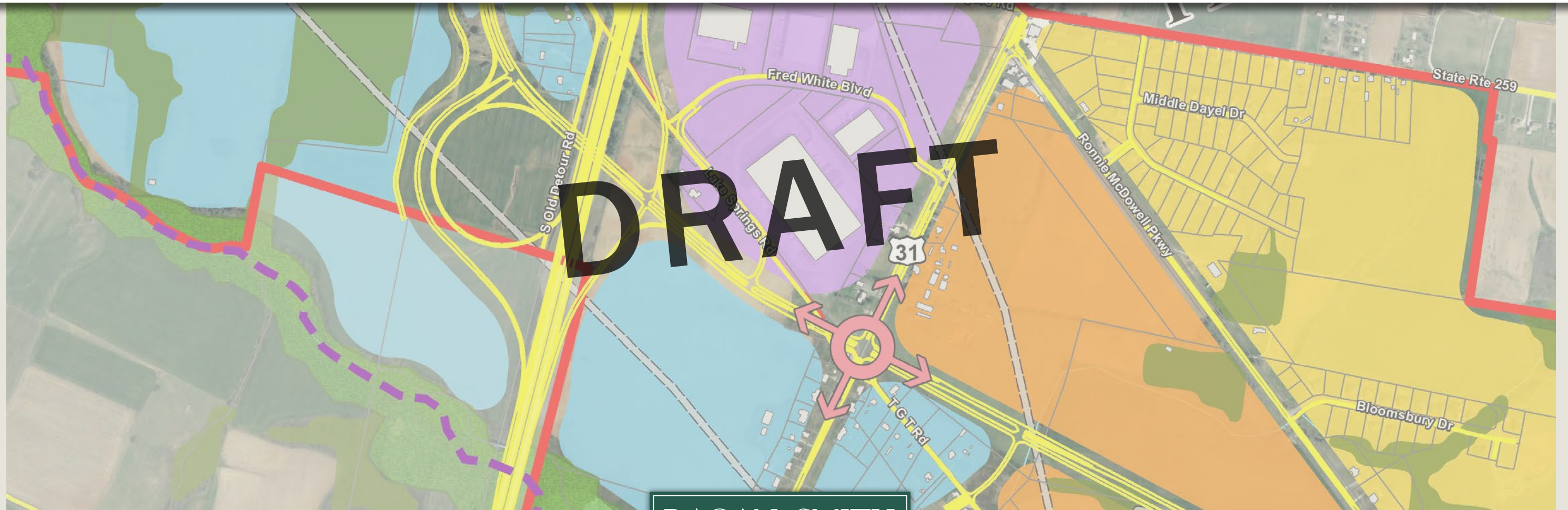


CITY OF PORTLAND

# NORTH GATEWAY CORRIDOR

## PLANNING STUDY

AUGUST 1, 2016



RAGAN SMITH



# ACKNOWLEDGMENTS



*In developing the North Gateway Corridor Study Plan, the Ragan-Smith and Jones-Bridget Consulting team worked closely with City of Portland Officials and members of the Steering and Technical Committees. This plan could not have been possible without the time and efforts put forth by the following:*

RAGAN • SMITH

jones-bridget  
consulting group

## **Steering Committee Members:**

- Mayor Ken Wilber
- Denise Geminden
- Sherri Ferguson
- Ald. Luther Bratton
- Jerry Taylor
- Jessica Hunter
- James Hodges
- Billy Geminden
- Barry Young
- Margo Fosnes
- Jim Cummings
- Joe Cummings
- Bill Buntin
- Mayor Howard Bradley
- Doug Vann
- Jeff Collins
- Philip Mann

## **Technical Committee Members:**

- Mayor Ken Wilber
- Bryan Price
- Thomas McCormick
- Jackie West
- Andrew Pieri
- Carlton Cobb
- Al West
- Kwabena Aboagye “KB”
- Anna Emerson
- Leslie Meehan
- Rebecca Gorham

## **Documents Referenced:**

- Highway 52 Corridor Plan (June 2008)
- SR 109 Access Management Study (Draft Final Report 9 January 2016)
- Portland Greenways and Trails Plan (Conceptual Plan 2017)
- City of Portland Design Review Standards (Adopted November 5th, 2012)
- City of Portland Subdivision Regulations and Zoning Ordinance (Current as of June 2016)



Project Background		Inventory & Analysis		Strategic Development Plan		Implementation Recommendations	
Acknowledgments		Existing Land Use	6	Proposed Land Use Map	11	Executive Summary (12 Key Ideas)	33
Table of Contents		Transportation Network	7	Proposed Land Use Patterns	12	Implementation	34
Corridor Plan Goals & Objectives	1	SR-109 / I-65 Interchange	8	Proposed Transportation Network	13		
Project Study Area – Surrounding Context	2	Utilities	9	Proposed Street Sections	14		
Corridor Plan Process	3	Natural & Cultural Resources	10	Potential Greenway Linkage	15		
Project Approach	4			Greenway Crossings	16		
Community Leadership & Public Input	5			Wayfinding, Monuments, and Signage	17		
				Community Branding	18		
				Stormwater Opportunities	19		
				Character Area Map	20		
				Character Area 1	21-22		
				Character Area 2	23-24		
				Character Area 3	25-26		
				Character Area 4	26-28		
				Character Area 5	29-30		
				Development Scenario Character Area 2	31		
				Opportunity Comparisons	32		



# Corridor Plan Goals & Objectives

*The City of Portland has recognized the importance of the North Gateway Corridor in shaping its future. The new I-65 interchange and the plans for the future State Route 109 Bypass along with potential development on Highway 31 between interstate exits, will greatly change the physical, economic and environmental landscape of Portland and its surrounding area. The first step in developing the North Gateway Corridor Plan was to establish the key goals and objectives for the study itself. The Ragan Smith team conducted initial stakeholder discussions and worked in partnership with the City of Portland staff, the gateway technical committee and the gateway steering committee to confirm the key goals and objectives as follows:*

## Economic Growth and Development:

- *Position the City of Portland to accommodate healthy economic growth along the North Gateway Corridor and promote regional commerce and tourism.*

## A Clear Pattern to Establish Future Land Use & Preserve Community Character:

- *Map a clear plan to shape specific land use patterns in the gateway and follow through with zoning overlay and development standards to match this pattern.*
- *Establishing design objectives that protect and enhance the quality of life for Portland residents and encourage visitors to return.*

## Planning for Good Transportation and Utility Infrastructure Needs:

- *Anticipate the impact of the new Route 109 interchange and bypass, plan for good connections to the surrounding community and make provision to expand the water, sanitary sewer and stormwater infrastructure to accommodate future growth.*

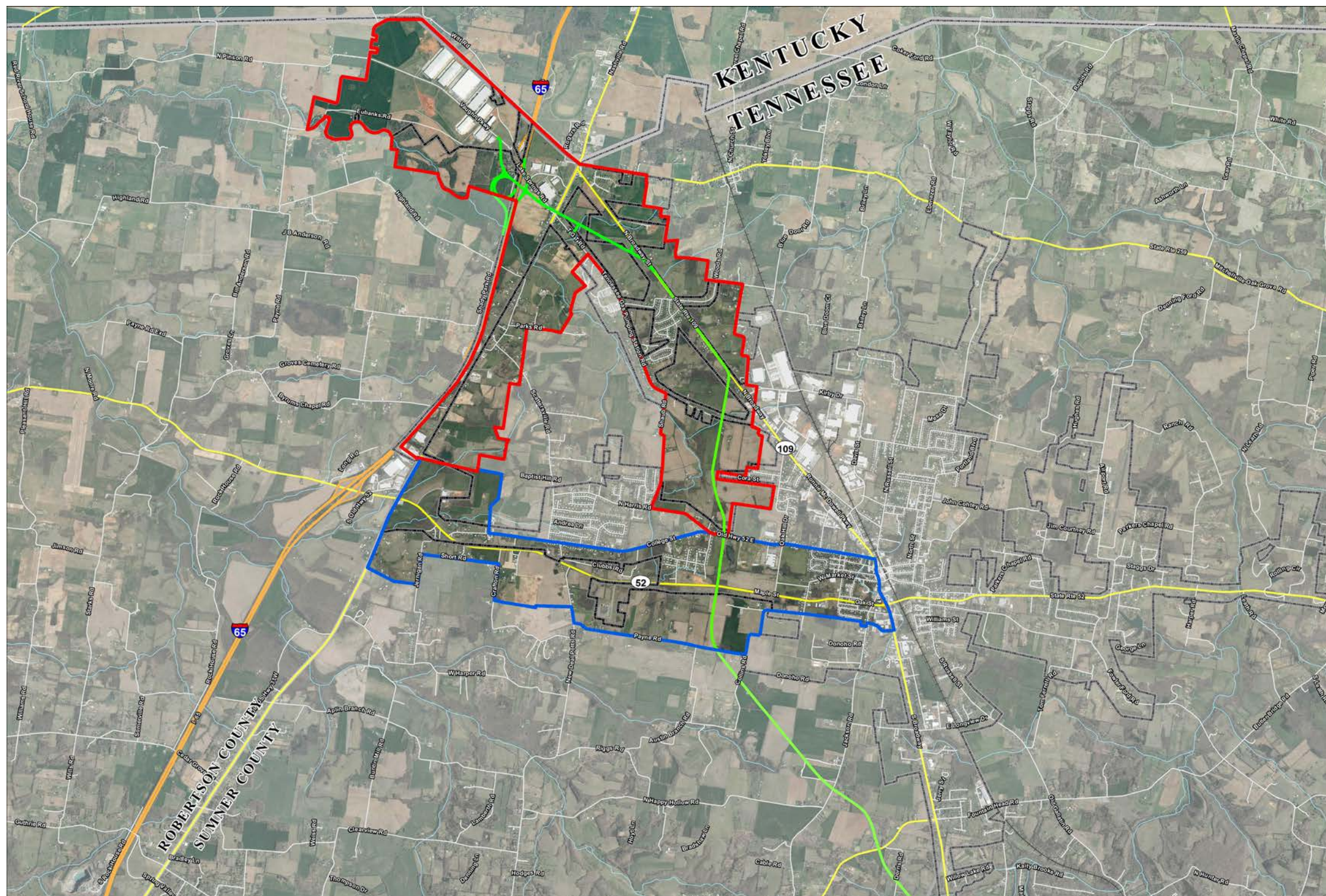
## Preservation Of Key Open Space Areas:

- *Create an agricultural commerce zone to enhance the rural qualities of Portland, encourage agricultural commerce, and designate a greenbelt area for potential parks, greenways and the protection of cultural and natural resources.*





# Project Study Area - Surrounding Context



The corridor plan was developed from the following area:

- *Highway 31W starting just north of the intersection with Hwy 52 and extending north-east to the intersection of existing State Route 109.*
- *State Route 109 from the new I-65 interchange and extending south-west to College Street.*
- *The industrial park on the north-west side of I-65.*





The corridor planning process relied heavily on participation and engagement with the local community and stakeholders along the corridor. The process was conducted in 3 main phases with the intent of allowing careful analysis of the existing data and identification of key opportunities and constraints followed by the exploration of strategic concepts and the selection and documentation of the best solutions. The 3 main phases of the study include:

1. *Inventory Analysis Phase*
2. *Strategic Development Plan with Corridor Concepts and Growth Study*
3. *Implementation recommendations of Final Development Plan.*

The study was done using a collaborative approach by assembling a project team that included:

- *City of Portland Staff, Project Steering / Tech Committees and Key Community Stakeholders*
- *The Ragan Smith team of land planners, transportation engineers and landscape architects*
- *Jones-Bridget Consulting Group*
- *TDOT Representatives*
- *Nashville MPO Representatives*
- *Sumner County Representatives*

*Ragan Smith was the lead firm to coordinate efforts throughout all phases of the project.*

#### *Project Schedule:*

February 2016:	Kick-off Meeting
February 29, 2016:	Steering & Technical Committee Meetings #1
March 16, 2016:	Project Team Meeting to Review Open House Preparation
March 23, 2016:	On site tour of Corridor with City of Portland Officials
March 31, 2016:	Stakeholder Interviews & Public Open House Steering & Technical Committee Meetings #2
April 5, 2016:	Project Team Meeting to recap Public Open House
April 26, 2016:	Project Team Review Meeting
May 11, 2016:	Steering & Technical Committee Meetings #3
May 26, 2016:	Public Visioning Workshop Steering & Technical Committee Meetings #4
June 21, 2016:	Chamber of Commerce Presentation
June 23, 2016:	Steering & Technical Committee Meetings #5
August 01, 2016:	Presentation to City Planning Commission & City Council
August 18, 2016:	Steering & Technical Committee Meetings #6
September, 2016:	Final Review by Planning Commission & City Council









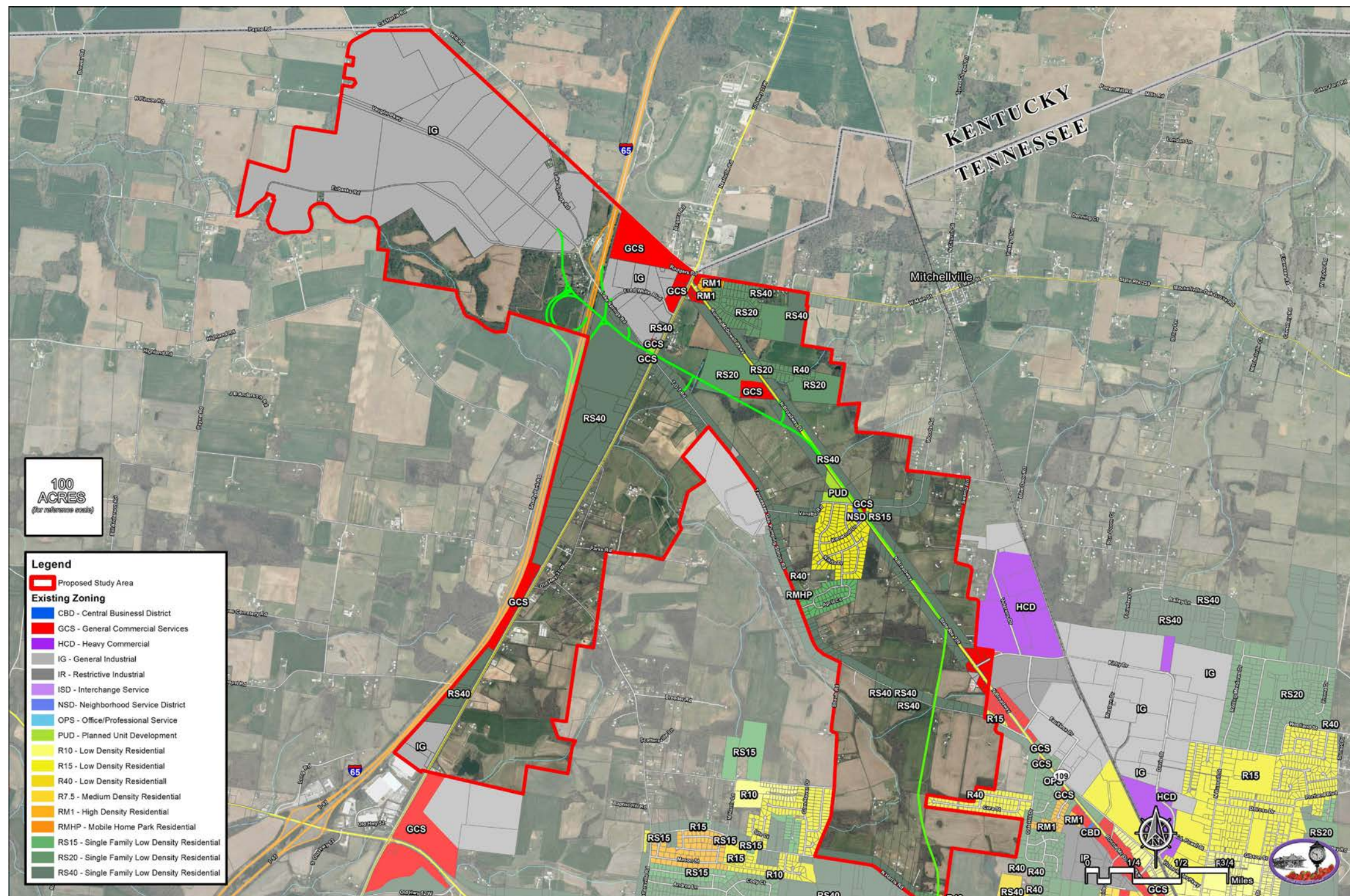


# Community Leadership & Public Input

Throughout the Corridor Study process, steering and technical committee involvement was considered a high priority. Several workshops and public input meetings were held to discuss the project goals, review design concepts, and to gather public input which proved invaluable in the planning process. The following is a summary of documented input for the North Gateway Corridor Study. These suggestions have helped to shape the development of the Master Plan Documents. Empirical measurements of priorities and review comments are summarized at the bottom of this table.

Economic Growth & Development:		Land Use & Community Character:		Transportation & Utility Infrastructure:		Preservation of Key Open Space Areas:	
<ul style="list-style-type: none"><li>• Increase tourism opportunities and encourage visitors to come back.</li><li>• Maintain current industrial growth and promote future industrial growth.</li><li>• Maintain and increase commercial growth.</li><li>• Increase the tax base to accommodate growth and amenities.</li><li>• Provide more housing opportunities and more quality neighborhoods.</li><li>• Need for hotels, restaurants, and retail to handle corporate guests.</li><li>• Increase density and mixture of land uses near the interstate.</li></ul>		<ul style="list-style-type: none"><li>• Create a well-developed land use plan for the corridor.</li><li>• Create future Design Guidelines for the corridor that can be adopted as standards.</li><li>• Improve aesthetics throughout.</li><li>• Protect the rural / small town feeling of the Portland.</li><li>• Protect natural resources and viewsheds (trees, creeks, and open space) along the corridor.</li></ul>		<ul style="list-style-type: none"><li>• Improve road and street networks.</li><li>• Create a walkable community and connections for bikes and pedestrians.</li><li>• Strategically plan for driveway and curb cuts along the corridor that balance good access with safety.</li><li>• Plan for improve utility infrastructure to support future development.</li><li>• Accommodate stormwater facilities in future growth and look for opportunities to improve existing drainage.</li><li>• Design intersections and access points to accommodate future growth.</li><li>• Promote opportunities and events for the City of Portland in the Tennessee Welcome Center.</li><li>• Identify the Portland Exit on Interstate 65 with monuments and/or wayfinding signage.</li></ul>		<ul style="list-style-type: none"><li>• Establish greenbelt along Summers Branch to connect the industrial area in the north-west portion of the corridor to Downtown Portland.</li><li>• Need additional parks (active &amp; passive) to serve the future growth.</li><li>• Recognize historical &amp; cultural properties, preserve and promote them.</li><li>• Promote agricultural commerce.</li><li>• Provide for greenway system throughout the corridor that connects to surrounding land use.</li><li>• Consider greenspace and landscape improvements along roadways.</li></ul>	
Priorities and Related Review Comments Received During Input Process							
• # of responses emphasizing this topic as a priority:	28		27		5		5
• # of written reviews regarding topic:	21		20		28		7





## Overview:

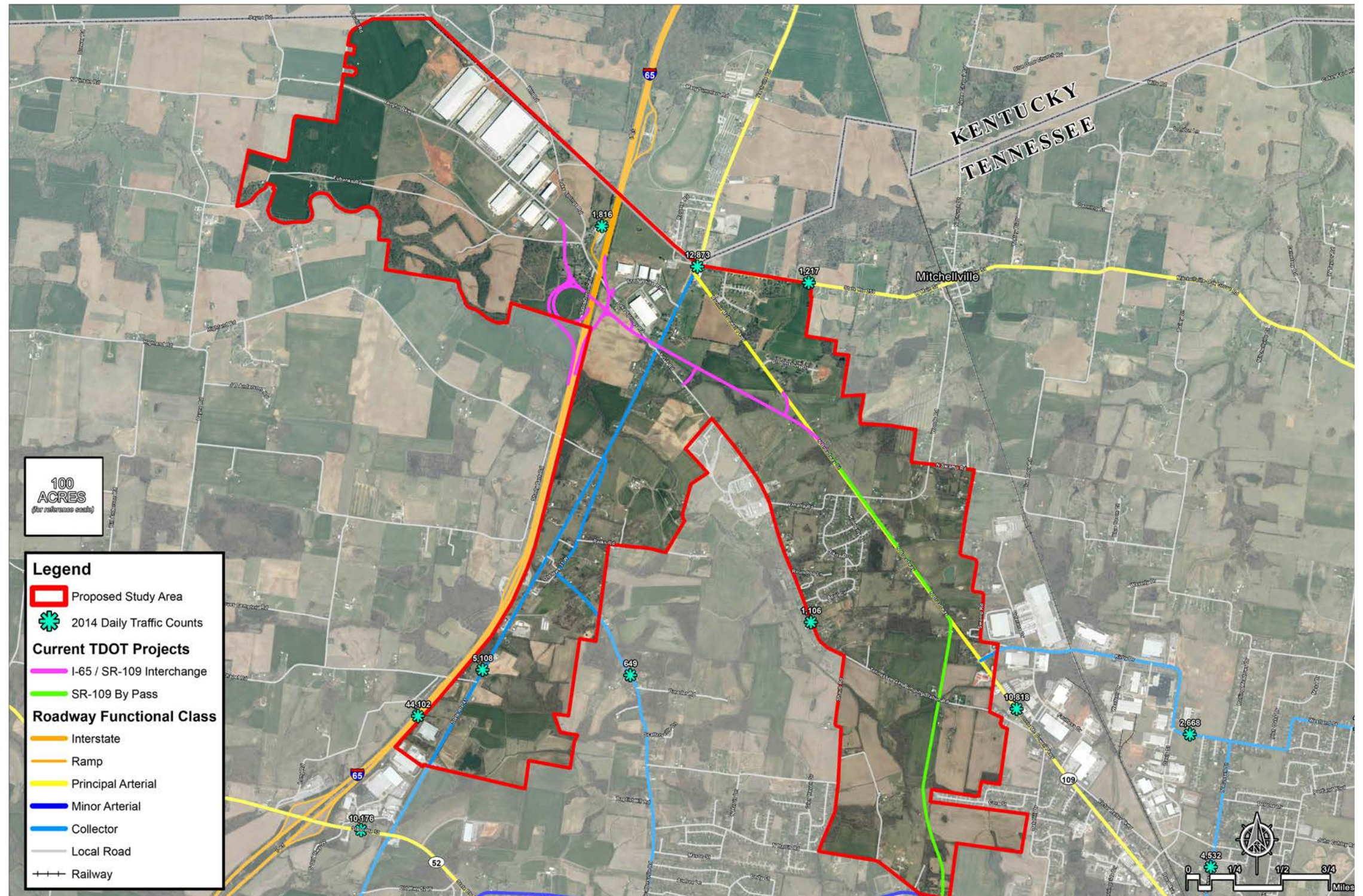
- There is a need to increase opportunities for a greater mixture and higher density of land uses throughout the corridor.
- Adjustments to existing zoning should be considered to match the future land use vision created for this corridor.
- Strong opportunity exists to capture commercial and industrial tax income at the Interstate to support infrastructure growth throughout the city and revitalization of the downtown core.
- It will be important to connect the North Gateway Corridor Study to the previously completed Highway 52 Corridor Study.
- According to the Nashville MPO projections the population growth for Portland will grow by 58.5% between 2012 and 2040, increasing from 17,565 to 27,846.
- The triangle formed by Interstate 65, Highway 52 and the New State Route 109 bypass is a logical place for a majority of this growth to occur.
- Growth potential typically follows transportation corridors. State Route 109, Highway 31 and Highway 52 are the most likely corridors to experience growth in Portland.





## Transportation Overview:

- The North Gateway Corridor currently has two large transportation projects set to be implemented that will dramatically change traffic patterns in the City of Portland.
- The new I-65 Interchange and future State Route 109 bypass will greatly increase traffic volumes through the corridor. This increased traffic will also increase commercial and retail opportunities.
- The new I-65 interchange will combine the exit for the Tennessee Welcome Center and State Route 109.
- The future State Route 109 bypass will have controlled access points, and an overpass with ramps will provide limited access at Highway 52.
- A secondary network of collector streets will need to be developed in a manner that strategically connects to the controlled access points on State Route 109.
- State Route 109 will become the primary route for traffic connecting Interstate 65 on the north side of Nashville to Interstate 40 on the east side of Nashville.
- The Nashville area MPO projects traffic volumes to more than double by 2040.
- Truck percentage is anticipated to increase as much as four times by 2040.







## New Interchange:

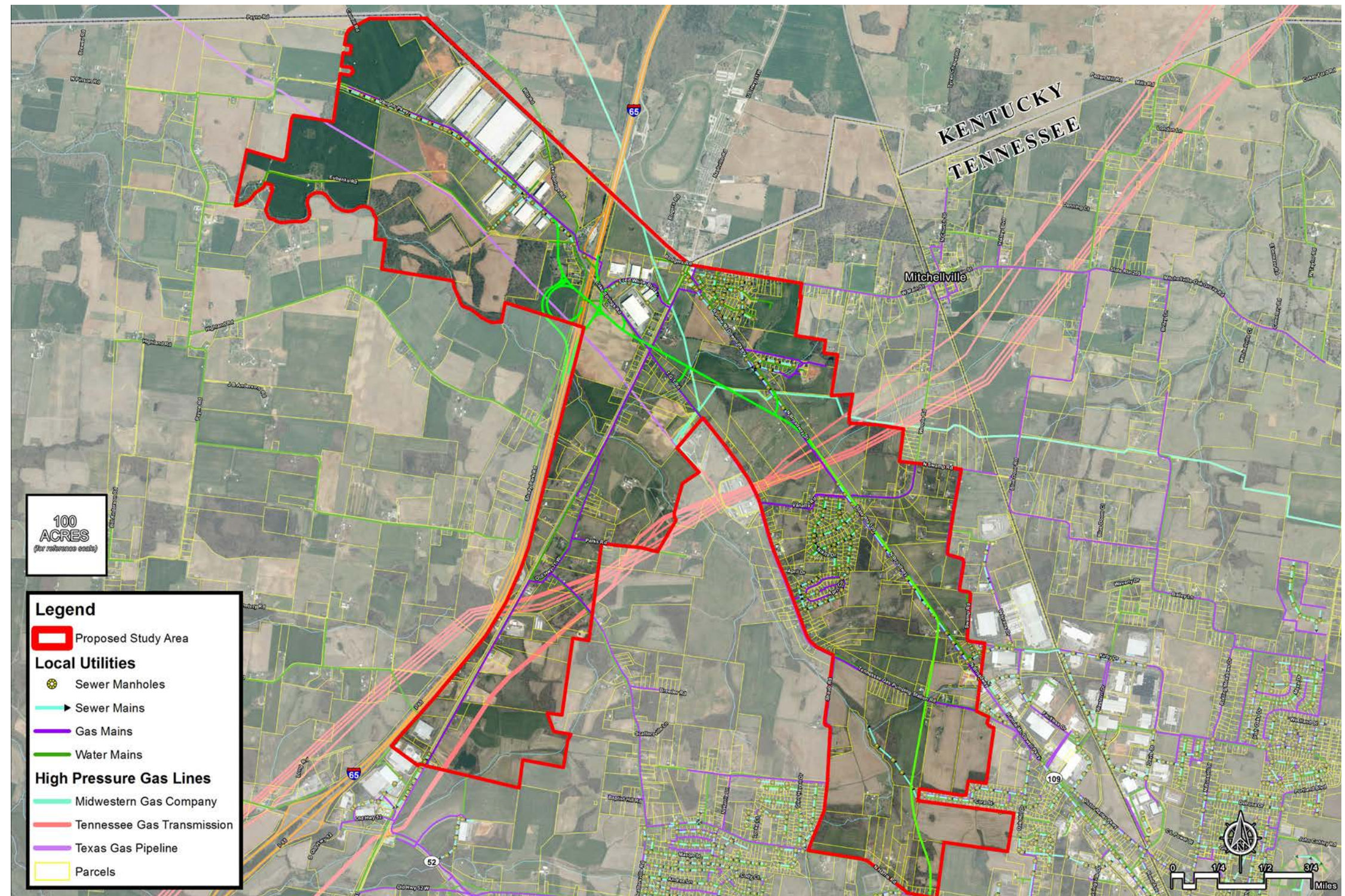
- The southbound exit at SR 109 and I-65 will be designed to combine the exit for the Tennessee Welcome Center with the exit for the City of Portland. This means that southbound vehicles will need to make the decision to exit for Portland well in advance of approaching the actual exit ramp.
- There was a high level of concern expressed by community leaders regarding this condition. It will be important to clearly identify the exit with significant signage that gives drivers time to select the exit ramp before they see it.
- The SR 109 Exit will serve as a primary route into the Portland community. It warrants visual and functional consideration as a gateway experience for the community of Portland.
- Monument and landscape features should be evaluated as important elements to create a gateway experience for Portland.



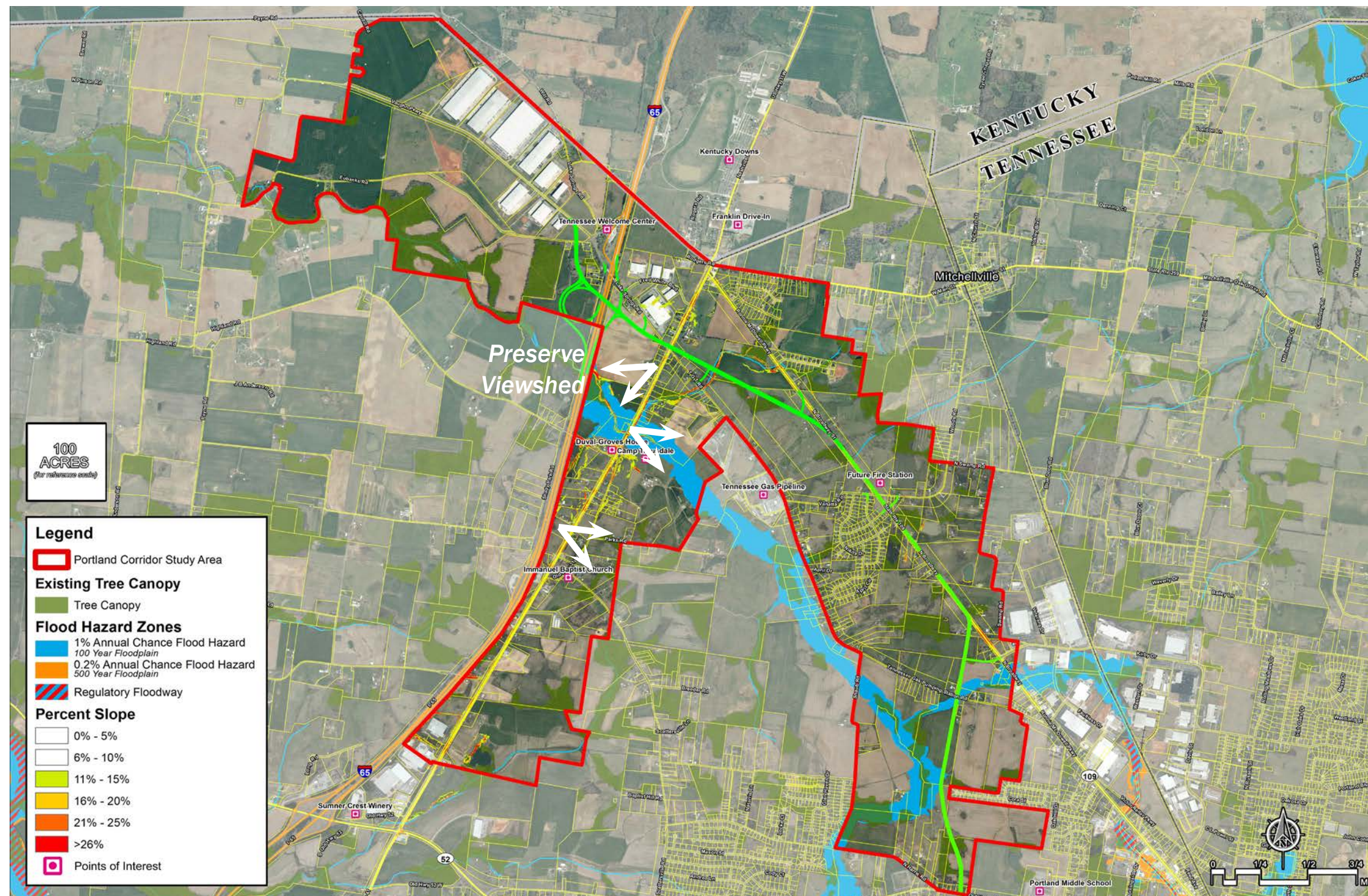


### Utility Overview:

- Several high pressure gas transmission lines are present and bisect the corridor in numerous locations.
- Three gas companies have transmission lines present in the corridor:
  - Tennessee Gas Transmission
  - Midwestern Gas Company
  - Texas Gas Pipeline
- These high pressure gas lines will limit development in many areas, however the gas line easements will create open space and inherit land use boundaries.
- High pressure gas transmission lines as depicted from public records and field marks are general locations and do not represent precise locations of actual lines.
- The level of service for local utilities is adequate for the current level of development but will need improvements in capacity and expansion to the service area as the corridor develops.
- The City of Portland is currently doing a full assessment of their existing sanitary treatment facilities to make adjustments that will provide additional capacity for growth. This will be critical in any long range plans for future developments.







## Natural Resources Overview:

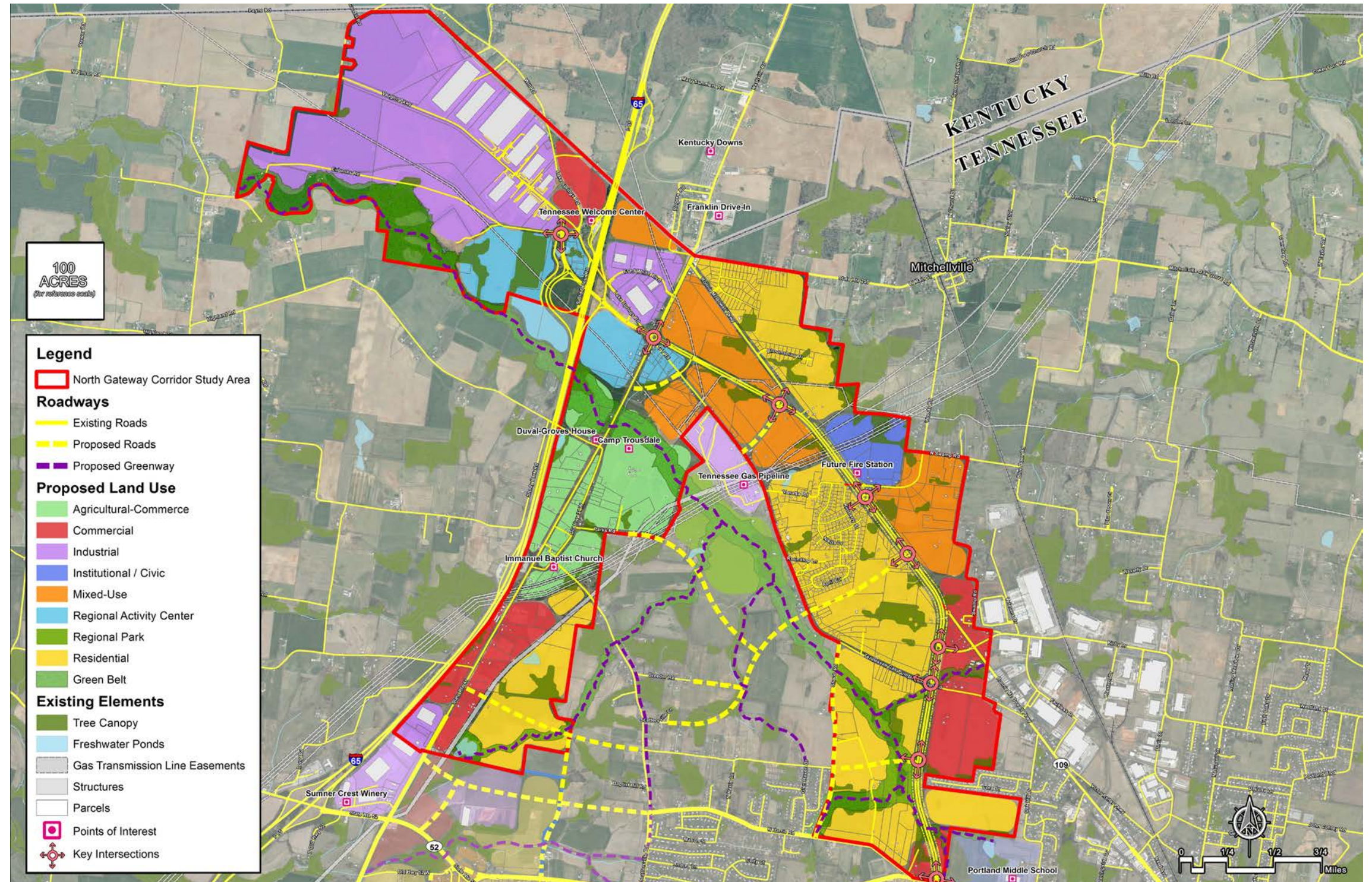
- Summers Branch and the surrounding floodplain produce a great opportunity for a greenbelt of open space and a greenway trail to connect the future development at the new I-65 interchange to Downtown Portland.
- Additionally, Buntin Branch and other streams in the corridor along with the existing tree canopy areas provide the opportunity to establish a greenbelt with more trails and/or greenways.
- It will be important to address the need for additional stormwater management locations along the corridor as the volume of runoff will increase with future development.
- There are several viewsheds in the corridor that would be valuable assets worth preserving to keep the small town, agrarian feel of Portland.
- The historical points of interest along the corridor include the Duval Groves House and Civil War encampment at Camp Trousdale along Hwy 31.
- Cultural points of interest on or near the corridor include Kentucky Downs, the Franklin Drive-In movie theater, the Sumner Crest Winery, and Old Friends Thoroughbred Retirement Farms
- Creating connections between environmental, historic, and cultural elements will be important.





## Proposed Land Use:

- Agricultural - Commerce**  
Agriculture based operation that brings visitors to farms and commercial facilities for a variety of activities, such as potential agricultural expo events, buying produce, u-pick farms, seasonal events, wine tasting, civil war reenactments, golf, etc.
- Commercial**  
Retail sales, services, hotels/motels, recreational services and restaurants that are predominantly privately owned and operated for profit.
- Industrial**  
Area reserved for manufacturing & related uses that provide employment but are generally not compatible with other areas with lower intensity.
- Institutional / Civic**  
Site for public or semi-public facilities, including governmental offices, police and fire facilities, hospitals, chamber of commerce, parks, public and private schools.
- Mixed - Use**  
Areas appropriate for a mixture of residential, commercial, and office use, typically at medium and high densities.
- Regional Activity Center**  
Large retail, services, hotels/motels, and/or residential developments which are designed and oriented to serve a regional market and connect with the regional transportation network.
- Regional Park**  
Large multi-use park to serve a variety of users with elements such as play grounds, ball fields, picnic shelters, greenways, wildlife viewing areas and more.
- Residential**  
Could consist of a variety of housing types, including single-family, townhouses, duplexes, and apartments in context with adjoining land use and available infrastructure. There is a need to provide housing that includes a high quality level of estate homes along with affordable entry level housing.







# Proposed Land Use Patterns

Encouraging Economic Growth & Development Patterns:	Land Use Patterns to Preserve Community Character and Enhance Quality of Life Issues:	Transportation & Utility Infrastructure Needs:	Preservation of Key Open Space Areas for Environmental Quality, Parks & Greenways:
<ul style="list-style-type: none"> <li>• Provide for ample industrial growth on the west side of the interstate.</li> <li>• Create a Regional Activity Center and promote higher densities and a full mixture of uses (commercial, office and residential) at the Hwy 31 and Hwy 109 Interchange</li> <li>• Encourage commercial development along the west side of the new Route 109 that fits with the existing context of Portland's urban area and has a local context</li> <li>• Encourage a node of commercial development along Hwy 31 north of the intersection of Hwy 52 that encourages growth typical for Interstate amenities and commerce and transitions into the agricultural commerce zone</li> <li>• Provide for areas of residential expansion to accommodate an increase in population that serves the commercial market and provides housing needs for anticipated employment growth</li> <li>• Provide a mixture of housing opportunities that include high end residential and affordable "work force" housing</li> <li>• Anticipate the need for a large regional park that could serve local residents and draw tournament level athletic events in baseball, softball, soccer, golf, and other sports to stimulate the local economy</li> </ul>	<ul style="list-style-type: none"> <li>• Encourage a high density and varied mixture of growth at the I - 65 interchange and at the key intersections of Highway 31 and Route 109 and at Highway 31 and Route 52 allowing for portions of the corridor to relax in density, accommodate residential neighborhoods and protect key rural view sheds</li> <li>• Encourage high end restaurants and retail within the regional activity center</li> <li>• Create an Agricultural Commerce Zone that preserves and enhances the rural character of Portland, encourages unique space for community events and helps create branding opportunities for tourism in Portland</li> <li>• Provide for good bicycle and pedestrian connection routes that encourage multiple modes of travel through the corridor, connect neighborhoods, parks, and areas of commerce</li> <li>• Provide a pattern for a corridor overlay district and / or design guidelines to strengthen visual elements in the corridor</li> <li>• Provide a greenbelt area that encourages healthy activity with opportunities to participate in athletic programs and connection routes for pedestrian, bicycle, and recreational options</li> </ul>	<ul style="list-style-type: none"> <li>• Key intersection and connections points have been identified on Route 109 to access surrounding land development and connect to a local collector and a local road network route</li> <li>• A hierarchy of road networks has been created to anticipate key collector routes and dissipate traffic over a grid of travel options</li> <li>• Key greenway crossing points (signalized, tunnel or bridge options) have been identified on Route 109 and surrounding collector roads to anticipate the need for connecting the community across major vehicular travel routes</li> <li>• Street patterns have been proposed that consider multi use trails, sidewalks and bike lanes</li> <li>• New Right Of Way's are designed to accommodate room for utility easements, multi-modal transportation, and possible street trees</li> <li>• Wayfinding signage and monuments have been suggested at the interstate exit and at key intersections along the corridor</li> <li>• The protective easements for high pressure gas lines along the corridor have been anticipated with proposed land use patterns</li> <li>• Focus high intensity uses along portions of the corridor where existing water, sanitary sewer and gas mains can easily be extended</li> <li>• Suggest continued emphasis on upgrading the capacity of the city's sanitary sewer services</li> </ul>	<ul style="list-style-type: none"> <li>• Greenbelt areas have been identified that connect environmental features such as existing drainage ways, waterways and tree canopy and serve as possible routes for bicycle and pedestrian connections.</li> <li>• Areas for acquisition of park and greenway have been identified to preserve pleasant places for people to play, exercise, socialize and connect to nature.</li> <li>• Preservation and enhancement of key viewsheds have been proposed as part of the agricultural commerce zone</li> <li>• Healthy and active lifestyles are encouraged with the proposed greenbelt area</li> <li>• Cultural points of interest have been identified and promoted as part of the agricultural commerce district</li> </ul>

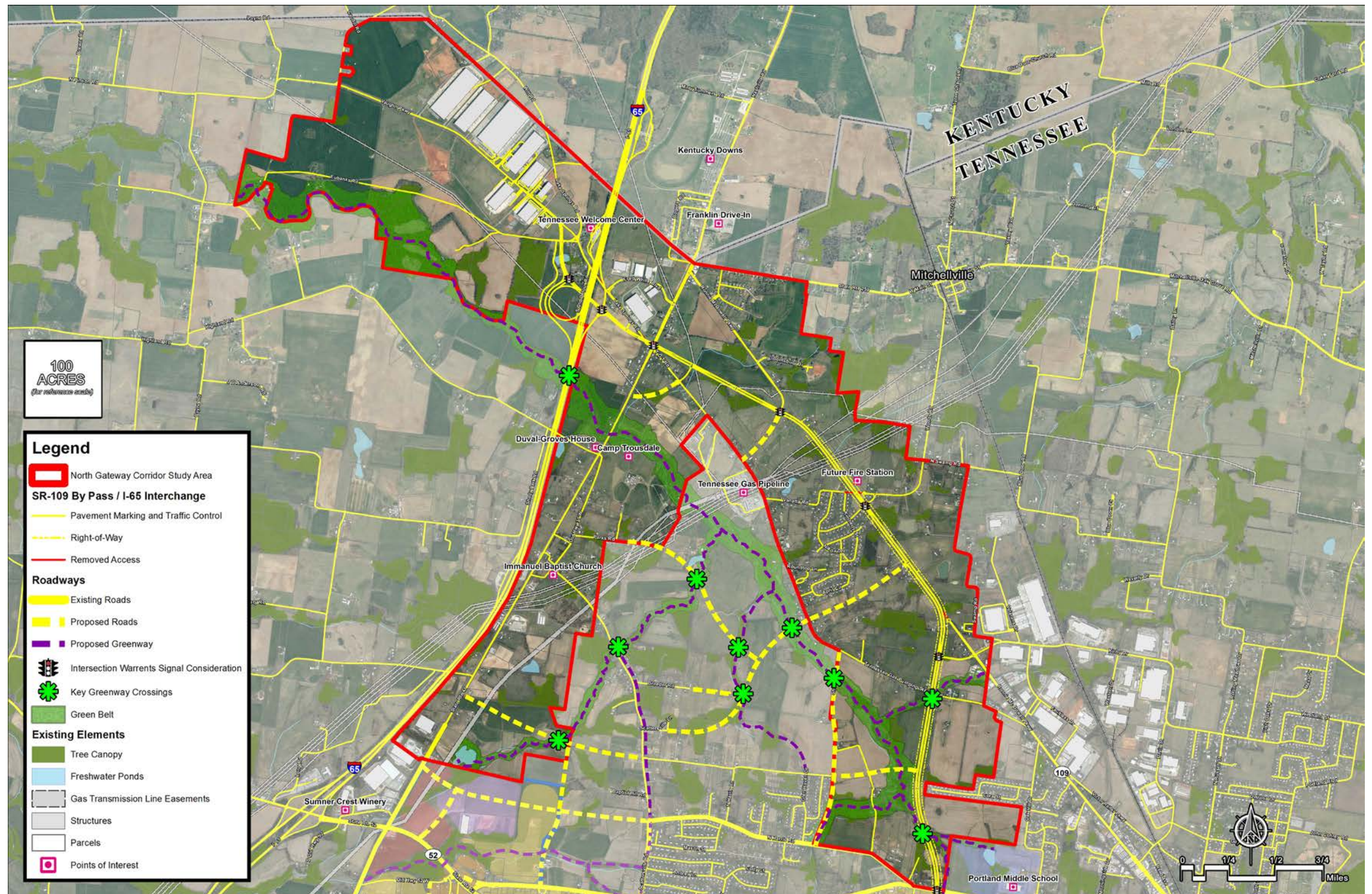




# Proposed Transportation Network

## Proposed Transportation Overview:

- The new I-65 interchange and State Route 109 bypass will improve local, regional, and statewide mobility. Traffic flow in the North Gateway Corridor will increase through Portland. This increase in traffic will promote commerce and industry, but also has the potential to create conflicts with the existing homes and businesses along Ronnie McDowell Pkwy.
- The limited access of the future bypass creates an increased demand for additional connector roads throughout the corridor. Some of the connectors will require new construction, while others will be improvements or extensions of existing roadways. Proposed collector routes are identified as dashed yellow lines.
- The City of Portland should work with TDOT to implement the new bypass portion of State Route 109 as quickly as possible to alleviate the negative impacts of vehicular and truck traffic on the existing State Route 109 that passes through Portland's urban corridor.
- Key greenway crossings are identified and should be considered in the design and construction on the State Route 109 bypass and with the implementation of future collector roads.
- TDOT has proposed the new State Route 109 to be classified as a Class II Arterial with a median. This limits signal spacing to 1 mile, while median openings and street spacings will be limited to 1/4 mile. The proposed land use plan for this corridor works in conjunction with this access management plan.





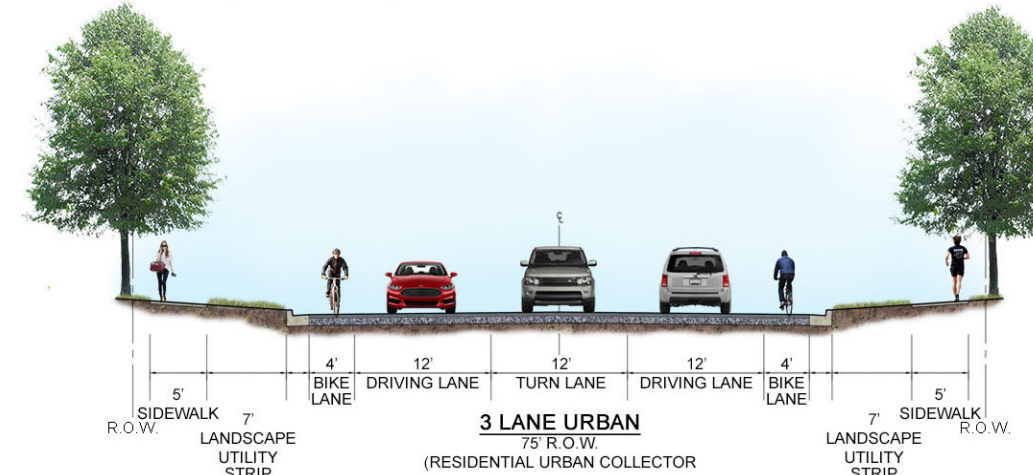
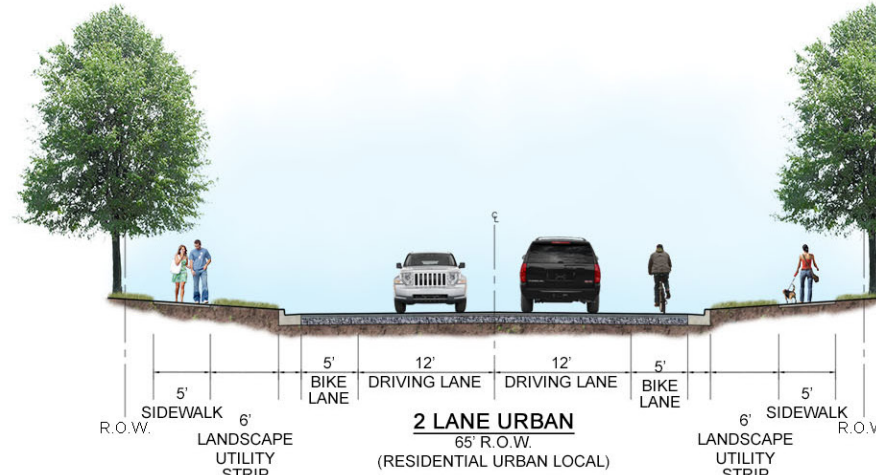
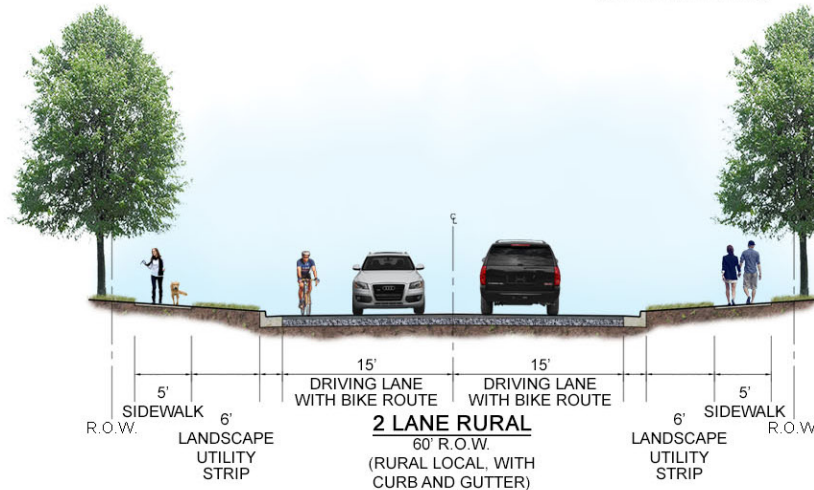
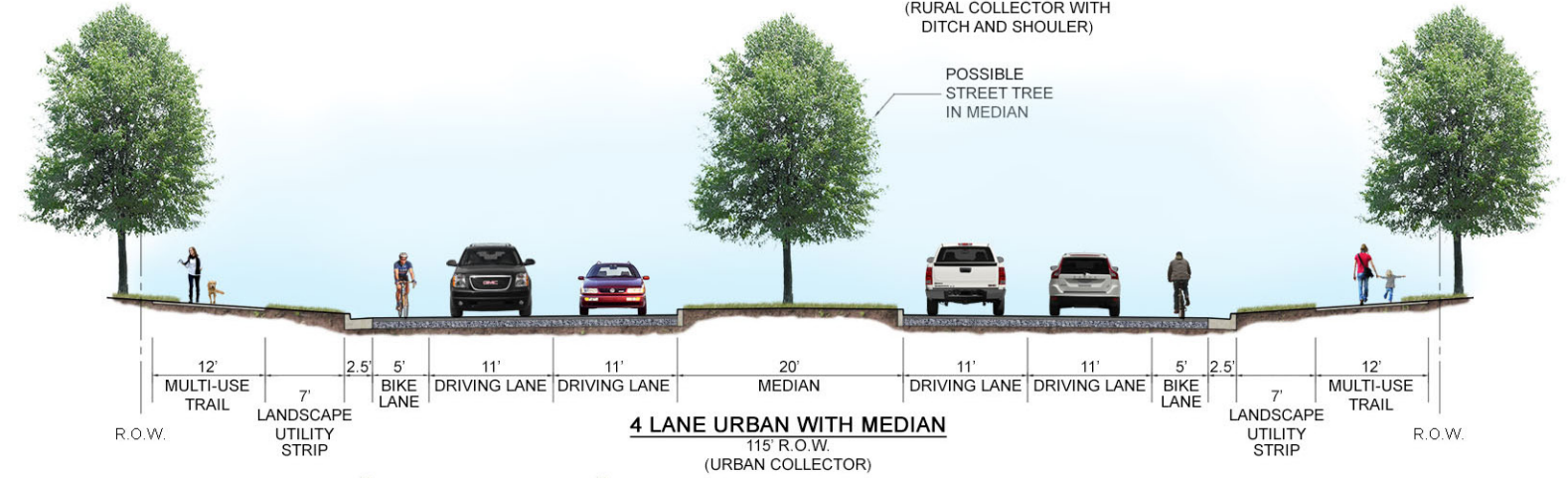
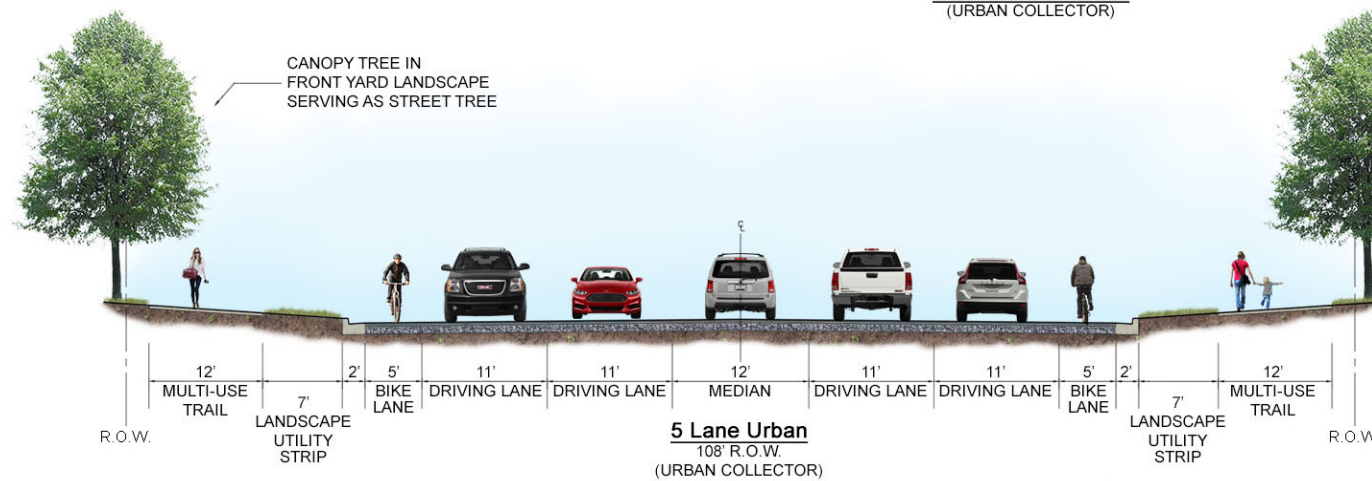
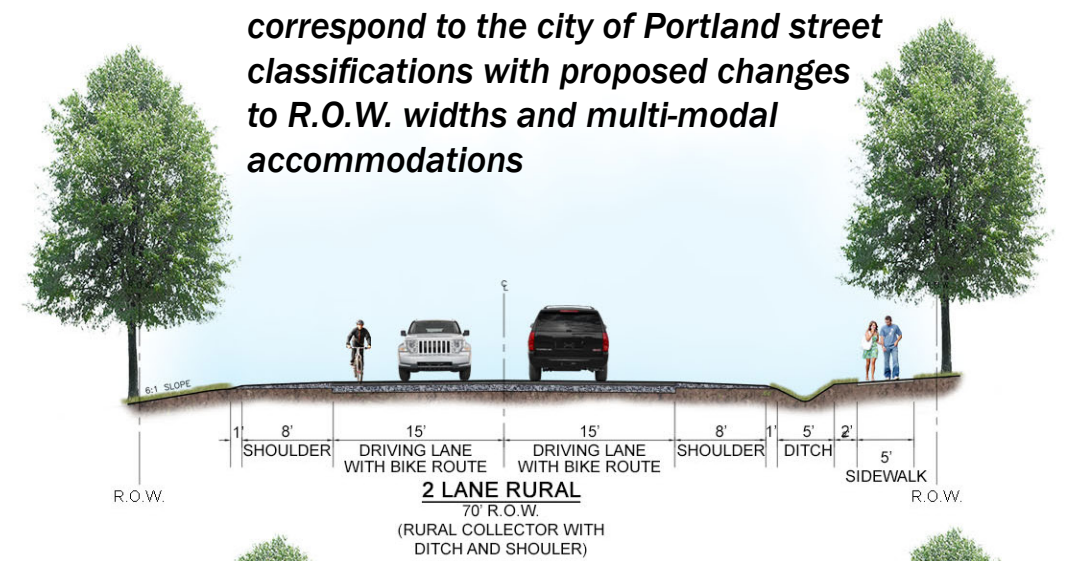
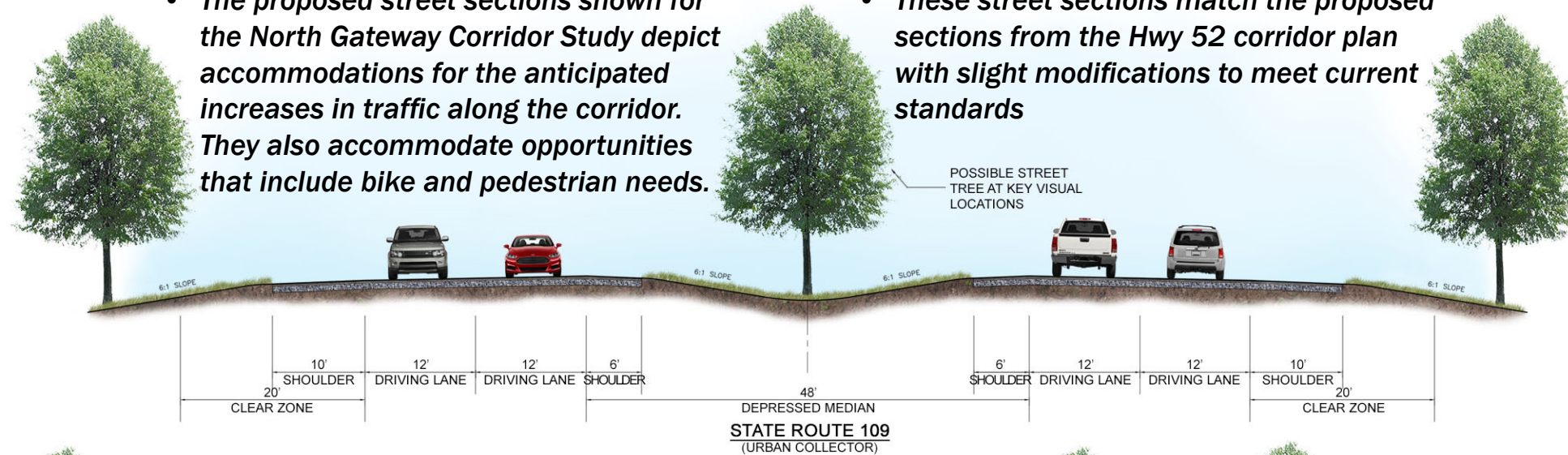


# Proposed Street Sections

- The proposed street sections shown for the North Gateway Corridor Study depict accommodations for the anticipated increases in traffic along the corridor. They also accommodate opportunities that include bike and pedestrian needs.

- These street sections match the proposed sections from the Hwy 52 corridor plan with slight modifications to meet current standards

- Street sections are identified to correspond to the city of Portland street classifications with proposed changes to R.O.W. widths and multi-modal accommodations







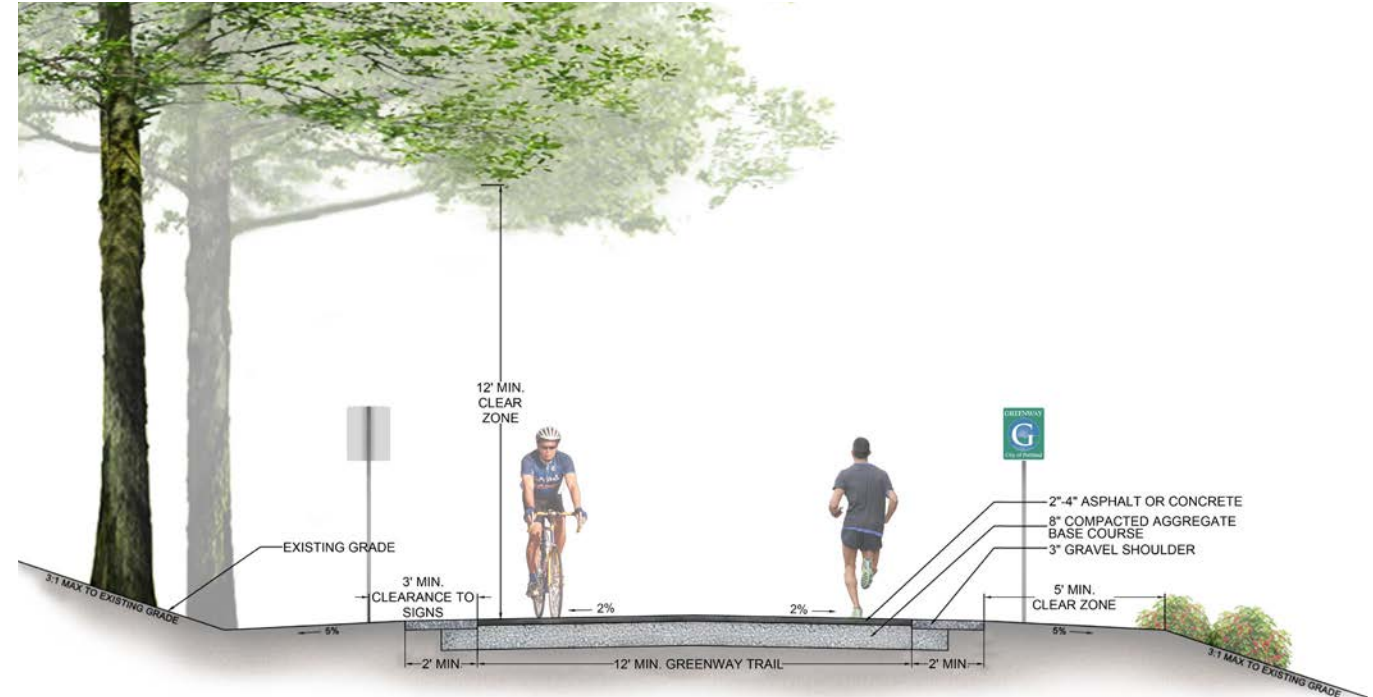
# Proposed Greenway Linkage



Photo Simulation

## Greenway Networking:

*An important part of the transportation network along the North Gateway Corridor is the development of a greenway system. The greenway network encourages healthy and active lifestyles and it works in tandem with the preservation of natural waterways and mature stands of canopy trees. The greenway experience provides a peaceful and comfortable environment for people in contrast to the fast moving vehicular experience created along Route 109. A greenway system will also help promote interest in the proposed regional activity center and agricultural commerce zones, encouraging visitors to leave their cars, and connect to surrounding points of interest in Portland by using the greenway*



Section View

## General Greenway Design Considerations:

- Greenways are designed to accommodate pedestrians, strollers, roller blades, wheelchairs, and bicycles.
- A greenway trail should be designed to meet the Americans with Disabilities Act of 1990 (ADA) guidelines. Current accessibility guidelines establish a maximum running slope of 5% and a maximum cross slope of 2%.
- Limited areas of the trail may be designed to 8.3%, provided there are ramp landings every 30 feet. Handrails may be required on portions of the trail exceeding 5%.
- Portions of a greenway may require construction of an elevated boardwalk or bridge to span areas with poor drainage, excessive slopes, or water bodies.
- A typical greenway trail width is proposed at 12' of hard surface, with 2' shoulders on each side, and 5' of cleared natural area beyond the shoulder.
- Greenway trail distance markers, wayfinding signage, benches, and trailheads should all be considered in the specific design of each greenway section.





## Greenway Crossings:

*Greenway connections across State Route 109, Interstate 65, and other parts of the road network need to be anticipated as part of the transportation plan. The following examples depict some typical crossing options that might be appropriate along the North Gateway Corridor Study:*

- *Below grade tunnels combined with drainage ways*
- *At grade crossings at signalized intersections*
- *Mid-block at grade crossings with pedestrian activated signals*



*At Grade Intersection Crossing at Signalized Intersections*



*Mid Block At-Grade Greenway Crossing*



*Below Grade Tunnels Combined with Drainageways*





# Wayfinding, Monuments, and Signage

*Wayfinding signage will be important at the interchange exits and along the Route 1009, Highway 31, and Highway 52 corridors. A clear and consistent message can be communicated providing direction to key points of interest along the corridors. Wayfinding signage should work in tandem with community branding*







## Community Branding:

*A marketing plan should be developed to capture the desired brand for Portland. This branding would be utilized at key intersections along the corridor and throughout the community. Banners, artistic icons, murals, and logos can all be incorporated into the corridor landscape and street furnishings.*

# *Proud Progressive*

# PORTLAND

## The New Gateway to Tennessee

Portland, Tennessee is a progressive community. Just as community leaders capitalized on the assets of their agriculture-base economic opportunities in the past, Portland leaders continue to maximize their competitive advantages of location and resources in the areas of industry and commerce today.



Photo Opportunities Near Visitors Center



Creative Street Furnishings



Artistic Murals



Visual Panaramas in Agricultural District





# Stormwater Opportunities

- Stormwater treatment will be an important aspect of the required infrastructure for the North Gateway Corridor Study as development occurs. Individual parcels will be required to accommodate stormwater infrastructure to prevent any increased potential flooding and treat runoff for water quality.
- In addition to on site requirements, opportunities for regional treatment exists in greenbelt and open space areas. Preservation of canopy and protection of stream bank vegetation is also a part of the plan to protect the watershed.
- Additional opportunities exist to treat stormwater with bioretention swales and porous paving applications. These tools are integrated into the public street network as part of new and existing street improvement projects.







# Character Area Map



## Character Area Overview:

The character areas were defined by analyzing the existing land uses, existing land features, future growth opportunities and the unique qualities of different parts of the corridor.

### Character Area 1:

Opportunities to continue industrial development and job growth. Additionally, opportunity for greenway connections and a community park.

### Character Area 2:

This area has the opportunity to become a regional activity node with the new I-65 interchange. This area could include large hotels, retail outlets, a convention center medical center or retirement community and other land uses that are purposed to served a larger regional user group.

### Character Area 3:

This area is particularly well suited for Residential of varying density, such as single-family, townhomes, duplexes, and/or apartment complexes. Furthermore, small-scaled retail to serve the neighborhood market would be well suited.

### Character Area 4:

This area is ideal for Agricultural-Commerce due to the natural, cultural, and historical resources present. This can consist of wide range of activities such as "you-pick" fields, hay rides, and numerous seasonal events that could preserve and enhance the unique character of Portland. Recreational opportunities could include a golf course.

### Character Area 5:

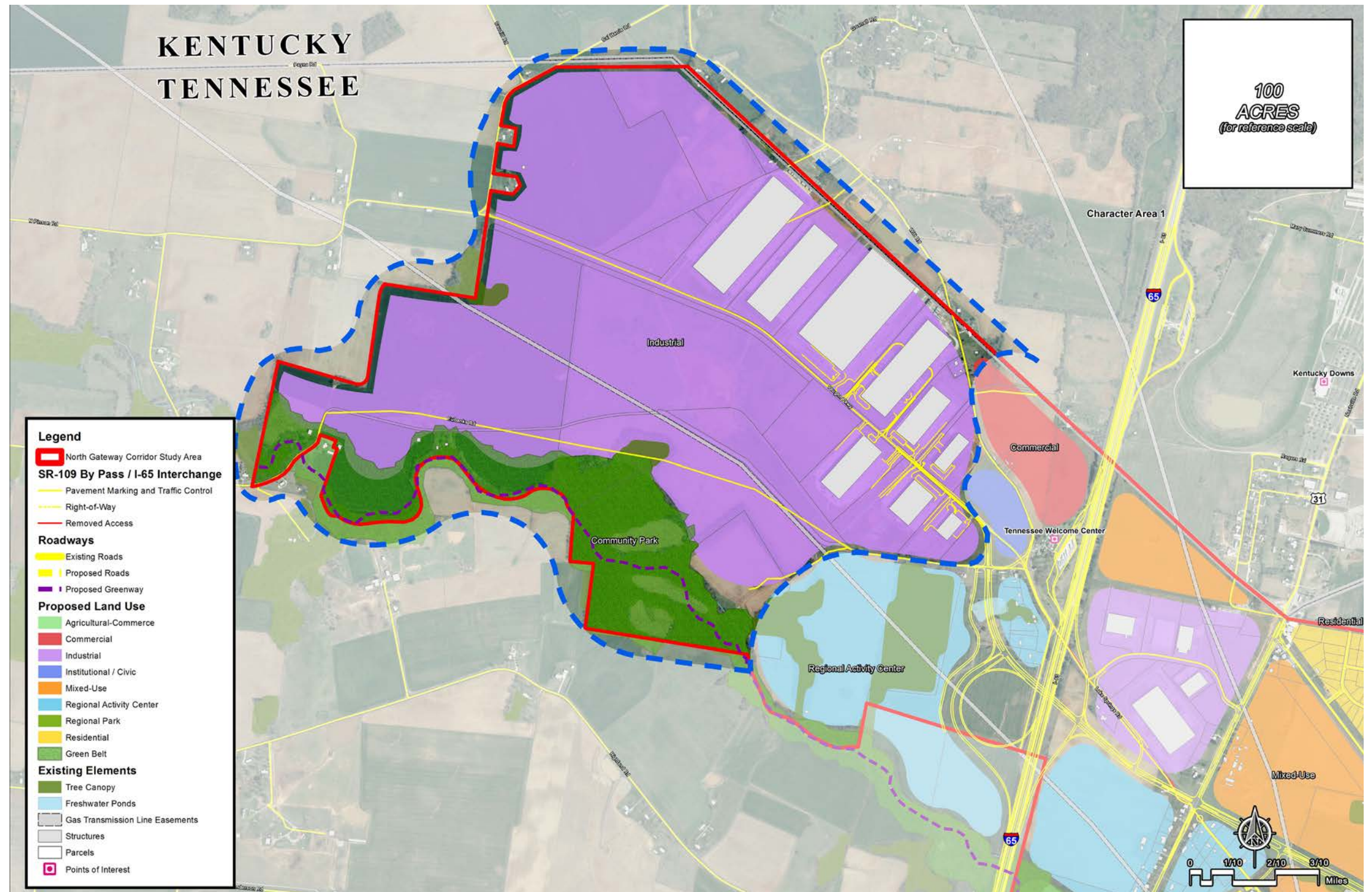
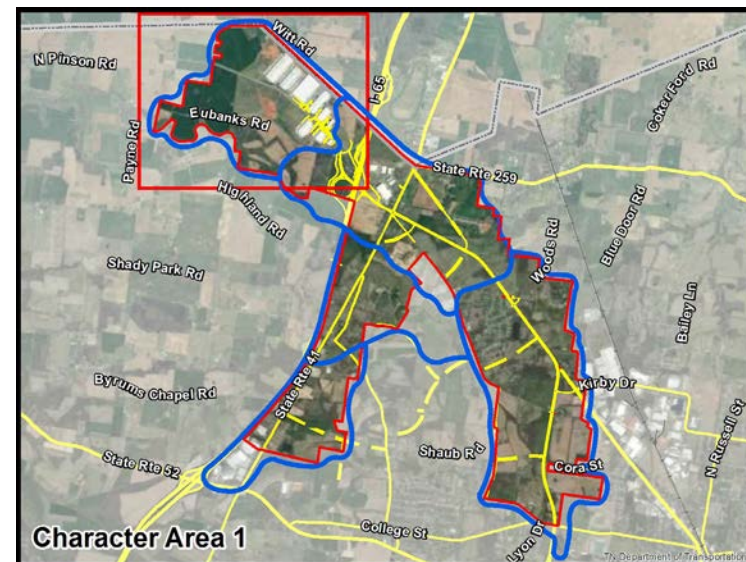
The close proximity to I-65 of this area makes it appropriate for small-scale interstate retail, convenience retail, and shopfront retail. This area will connect to the commercial node proposed in the previously completed Highway 52 Corridor Study.





## Character Area 1 Overview:

- Expanded industrial growth that continues to provide job opportunities.
- Area could include manufacturing, general warehousing, research and development.
- Opportunity for a greenway trail connection through greenbelt and land for a community park.
- Opportunity to provide stormwater treatment in greenbelt area.







## Industrial:



Example of Industrial Park  
Monument Sign



Creative Industrial Design



Typical Industrial Building  
Architecture



Creative Industrial Building  
Entrance Features



Typical Industrial Site  
Design

## Park Space (Green Belt):



Potential Greenway  
Underpass



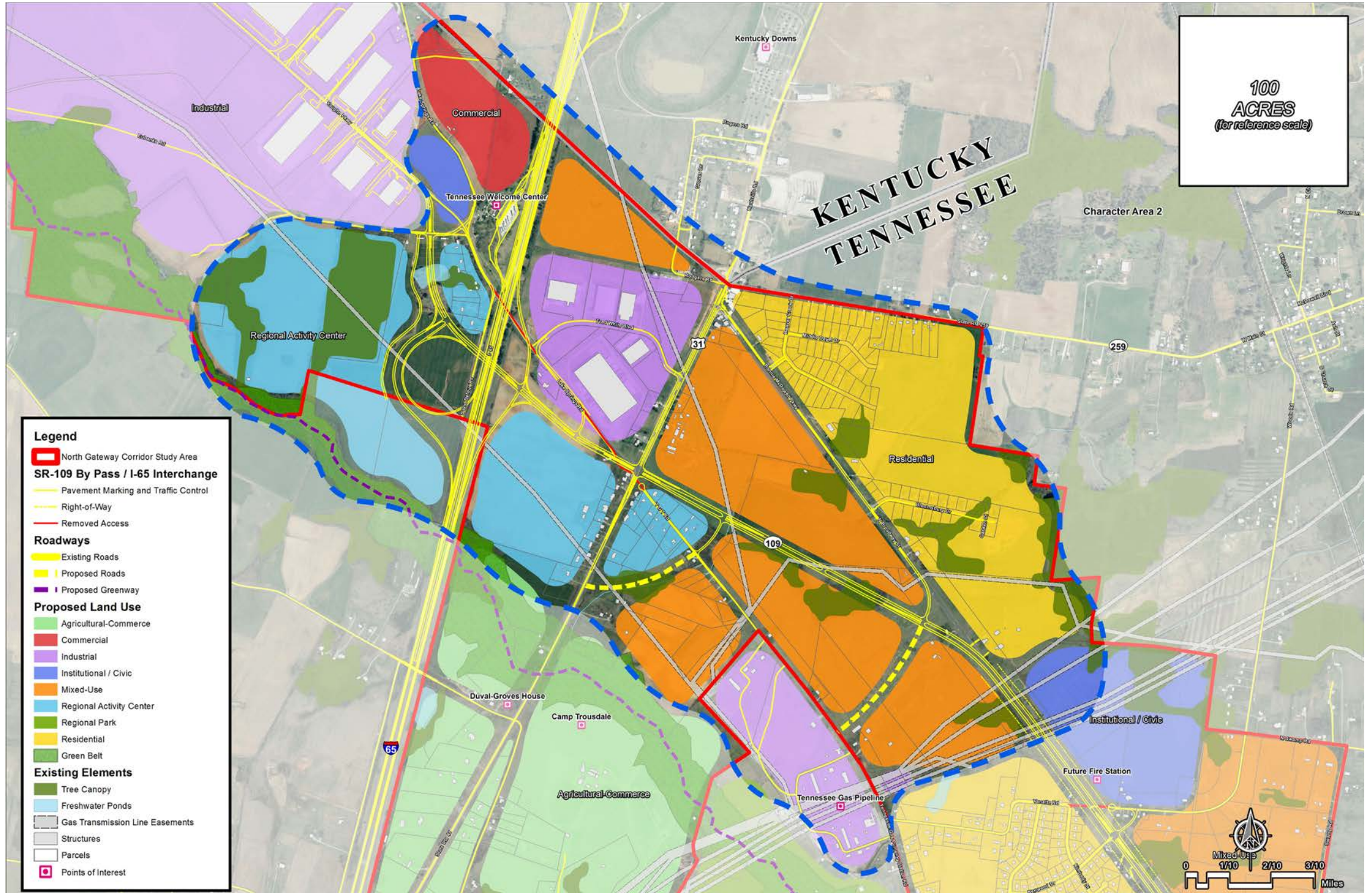
Potential Passive Community Park with  
Stormwater Treatment





## Character Area 2 Overview:

- The new interchange, bypass and visitors center along with easy drive to Nashville and Bowling Green create a prime location for Regional Activity Center and mixture of residential options.
- Area could include large hotels, convention centers, large retail outlets and civic or institutional land uses, that are designed and orientated to serve regional users as well as local users.
- This area is also well suited for mixed-use land development that includes commercial, office and high density residential, as it transitions to a lower density and demand area further away from the new interchange.



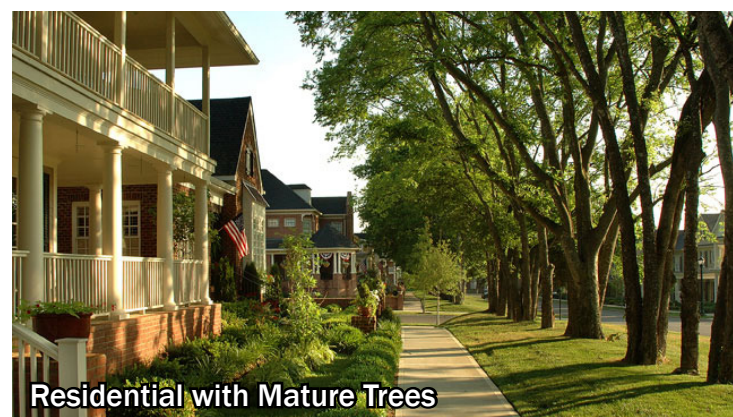
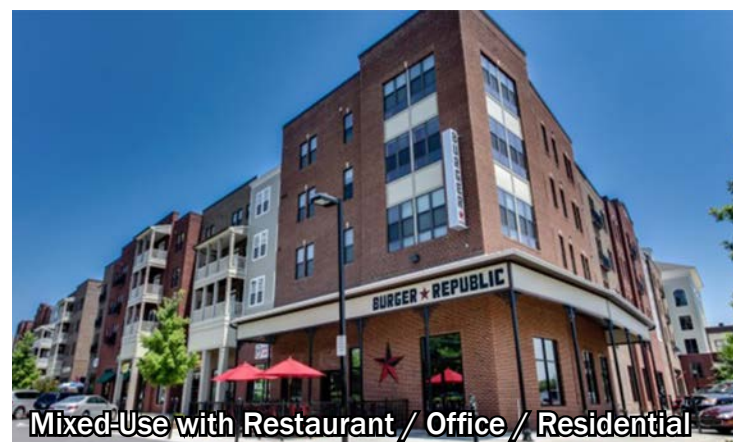




## Commercial:



## Mixed-Use:



## Regional Activity Center:



## Residential:

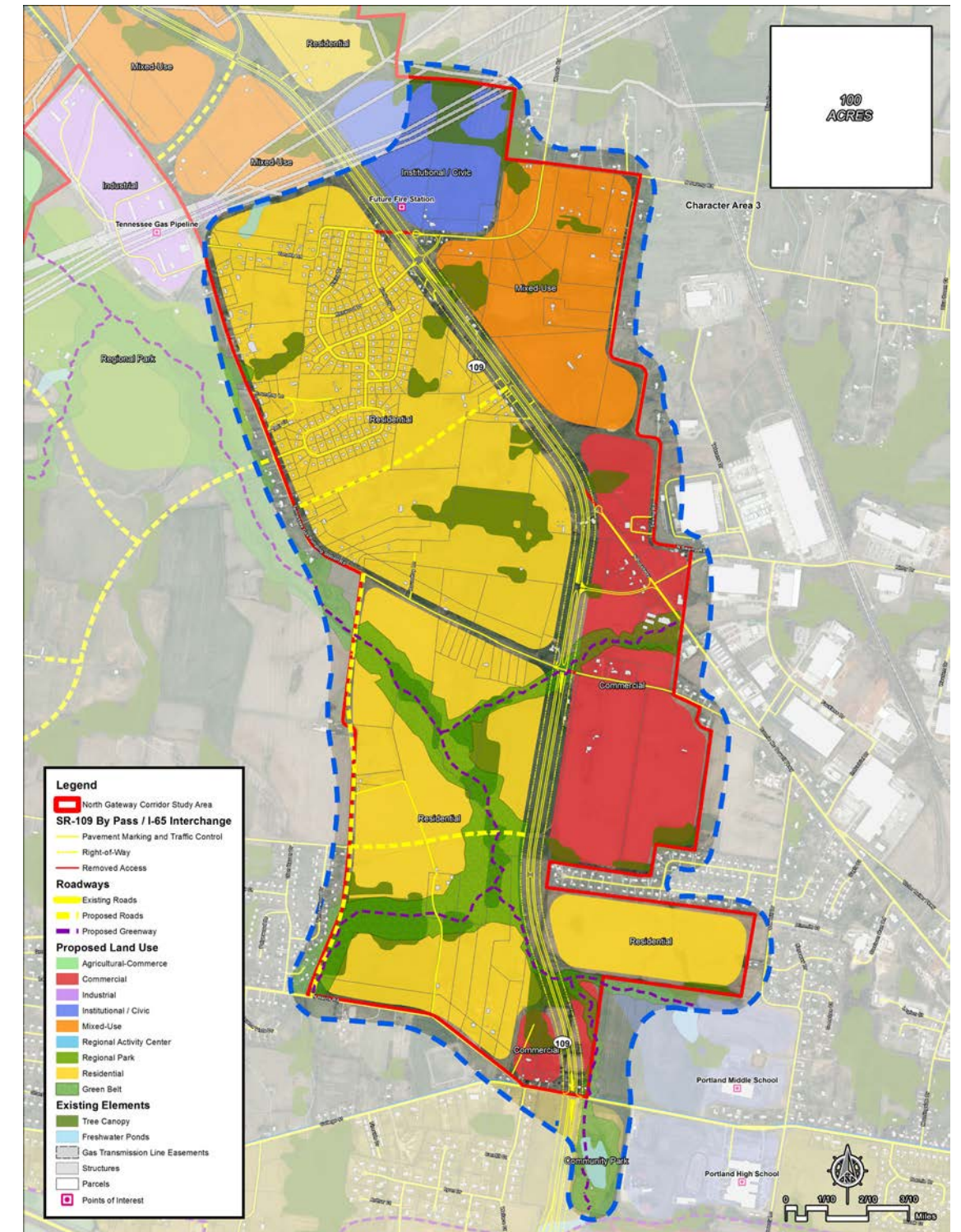
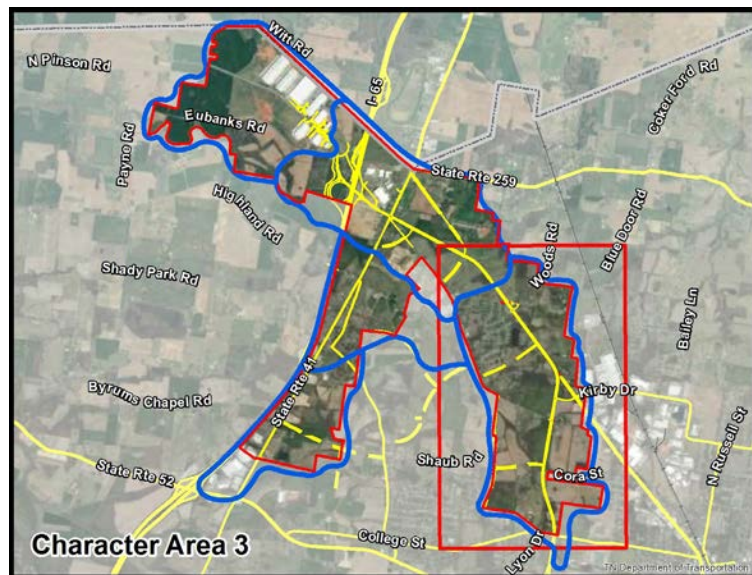






## Character Area 3 Overview:

- This area is well suited for residential of varying density and income level, mixed-use, institutional / civic, and commercial land uses. Residential use could include single-family, townhouses, duplexes, and/or apartment complexes.
- Mixed-use in this area is appropriate for medium density retail or offices, professional services, convenience retail, and shop front retail that will serve the market at a neighborhood and local scale along with various residential uses.
- The Institutional / Civic use is designated where the future fire station will be located, along with the surrounding land the could be used as a public park, open space, or the expansion of civic buildings.
- The Commercial area is appropriate for small-scale retail or offices, professional services, convenience retail, and shop front retail that will serve the market at a neighborhood scale.







## Commercial:



Retail to Serve Local Community



Typical Commercial Services



Typical Restaurant Services

## Mixed-Use:



Example of Residential Commercial Mix



Example of Potential Assisted Living

## Residential:



Single Family Residential



High End Amenity Example for Residential Development



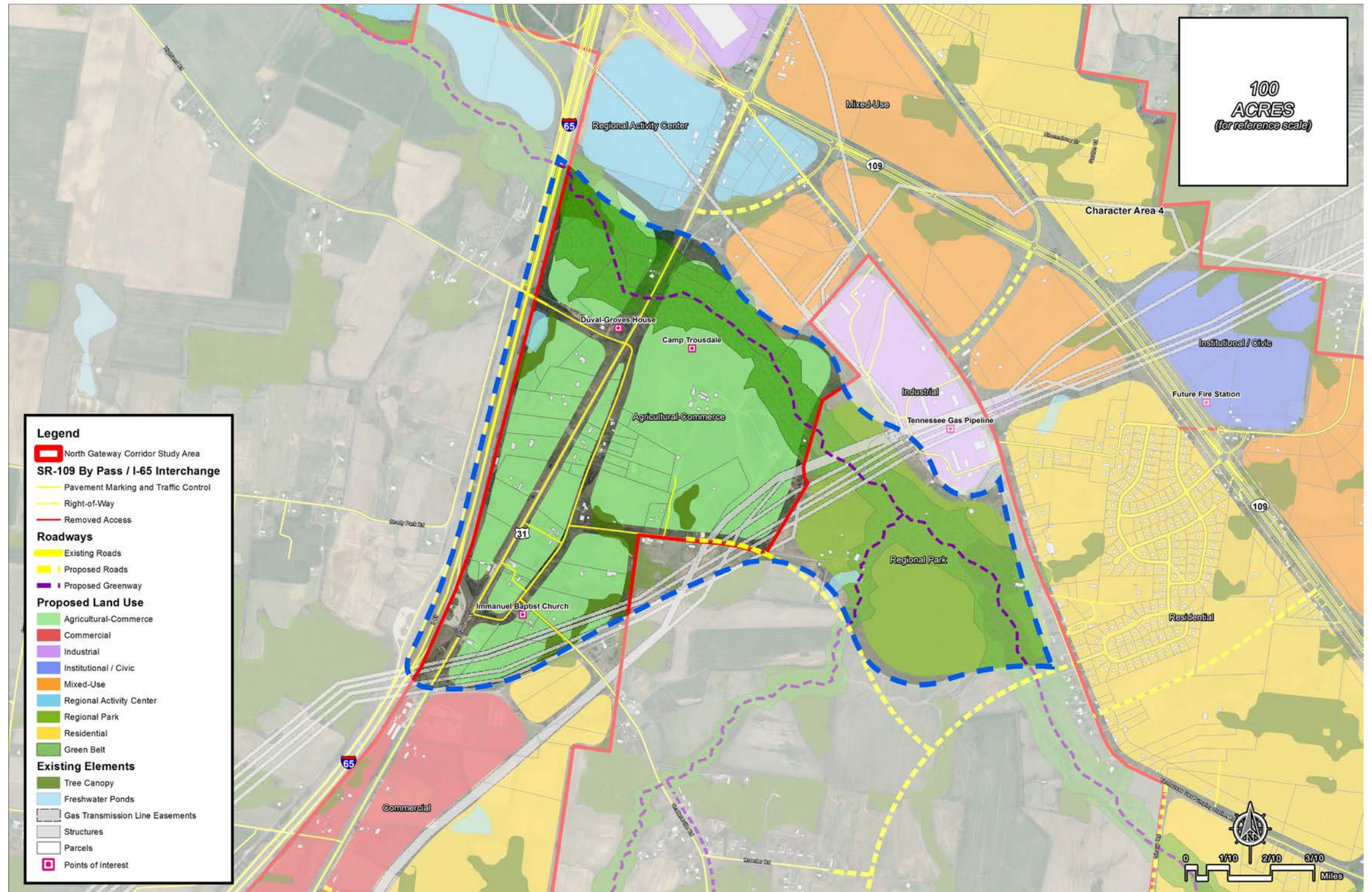
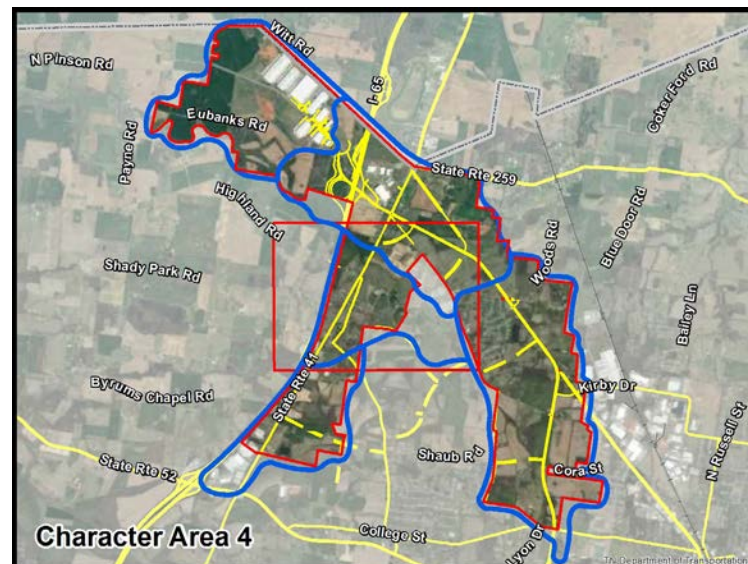
Example of Medium Density Residential





## Character Area 4 Overview:

- *Agricultural commerce and tourism is an appropriate use in this area due to the historic value, natural resources and existing view sheds. This can preserve and enhance some of Portland's unique character*
- *Agricultural – Commerce can consist of wide range of activities such as “you-pick” fruits & vegetables, horseback riding, honey and wine tastings, micro breweries, hay rides and seasonal events, golf courses, or shopping in farm gift shops and farm stands for local produce or hand-crafted gifts.*
- *The greenbelt in area four holds potential for a regional scale park that could serve the new growth and development of the corridor and offer high level athletic facilities for tournament play as well as passive uses.*







## Agricultural - Commerce:



Local "You-Pick" Activity



Local Pumpkin Patch

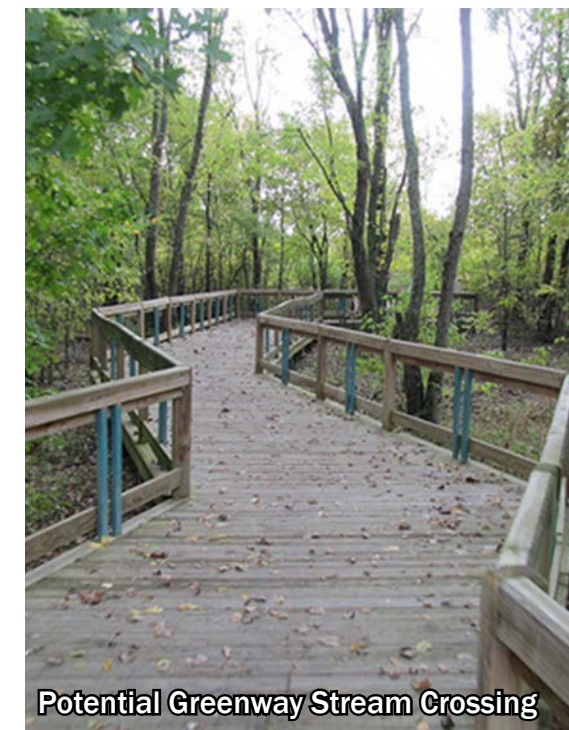


Micro Brewery

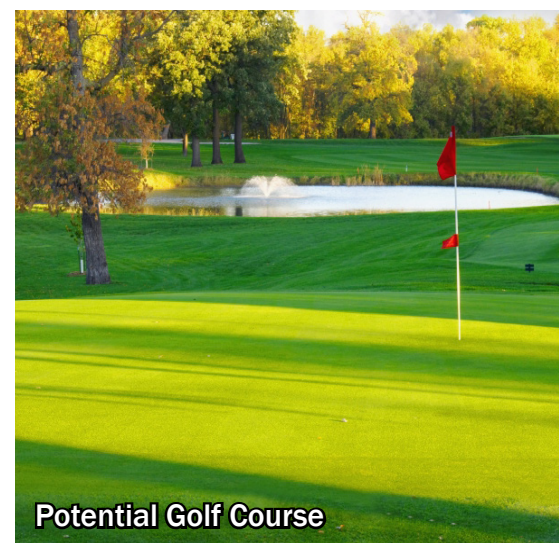
## Regional Park (Green Belt):



Regional Athletic Complex



Potential Greenway Stream Crossing



Potential Golf Course



Potential Historic Park

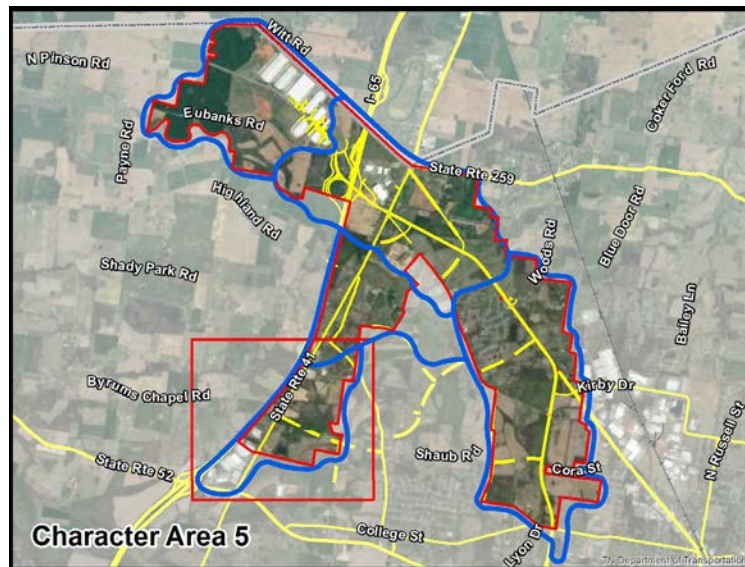
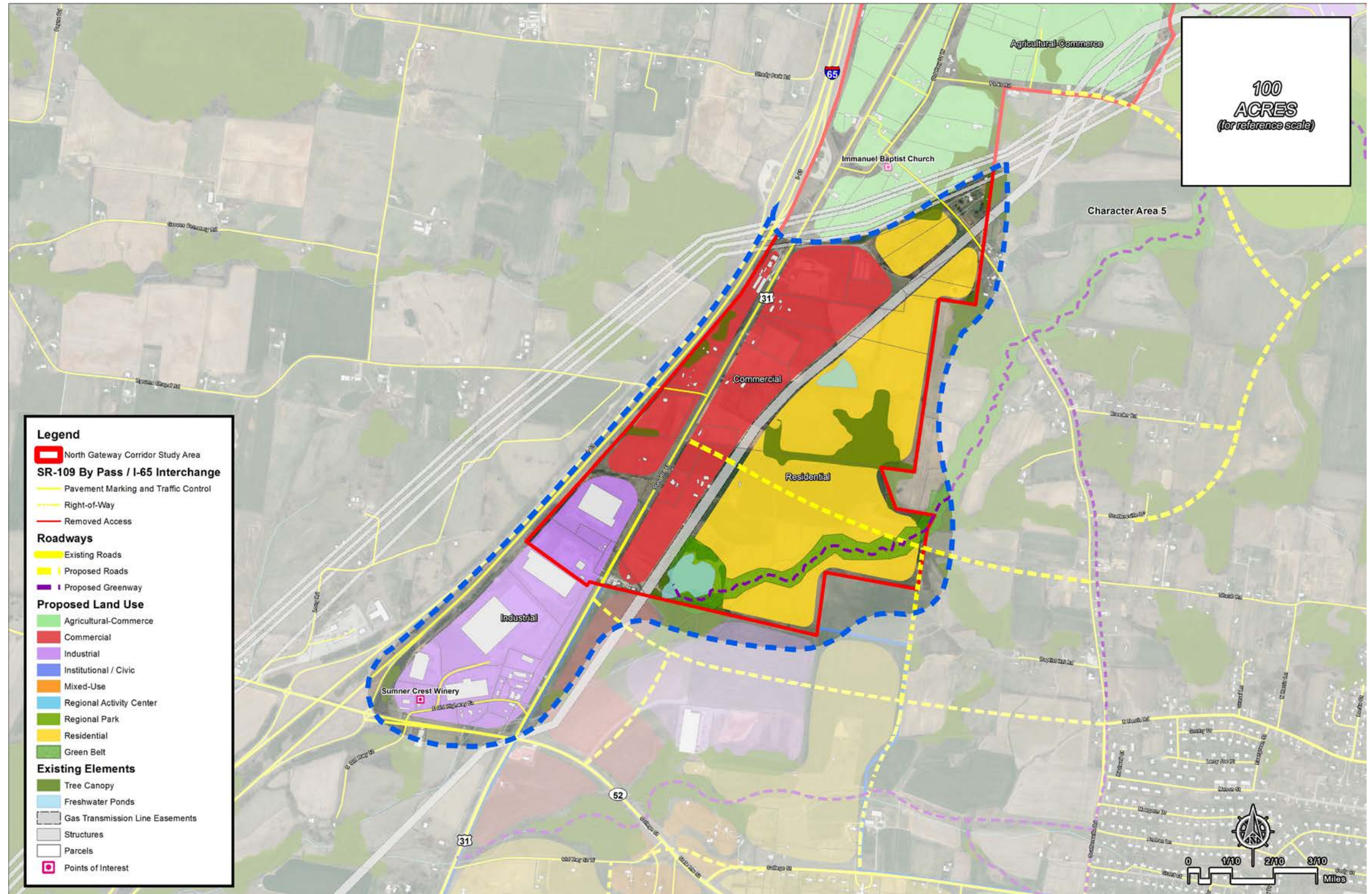




## Character Area 5 Overview:

This area is well suited for Residential and Commercial uses along with the existing Industrial use.

- The residential use could consist of single-family, townhouses, duplexes, and/or apartment complexes.
- The Commercial area is appropriate for interstate retail, professional services, convenience retail, and shop front retail. It should be developed with visual consideration that transitions into the agricultural-commerce area.
- Great opportunity for a potential park and trailhead to greenway.
- Area five will connect to the commercial node proposed in the Hwy 52 Corridor plan







## Commercial:



Typical Fast Food Restaurant



Gas Station // Convenience Store



Typical Restaurant

## Residential:



High End Single Family Residential



Typical Multi-family Residential



Example of Green Space worked into Residential Design

## Industrial:



Agricultural Commerce Center (CO-OP)



Creative Architectural Treatment to Industrial / Office Building

## Park and Trailhead

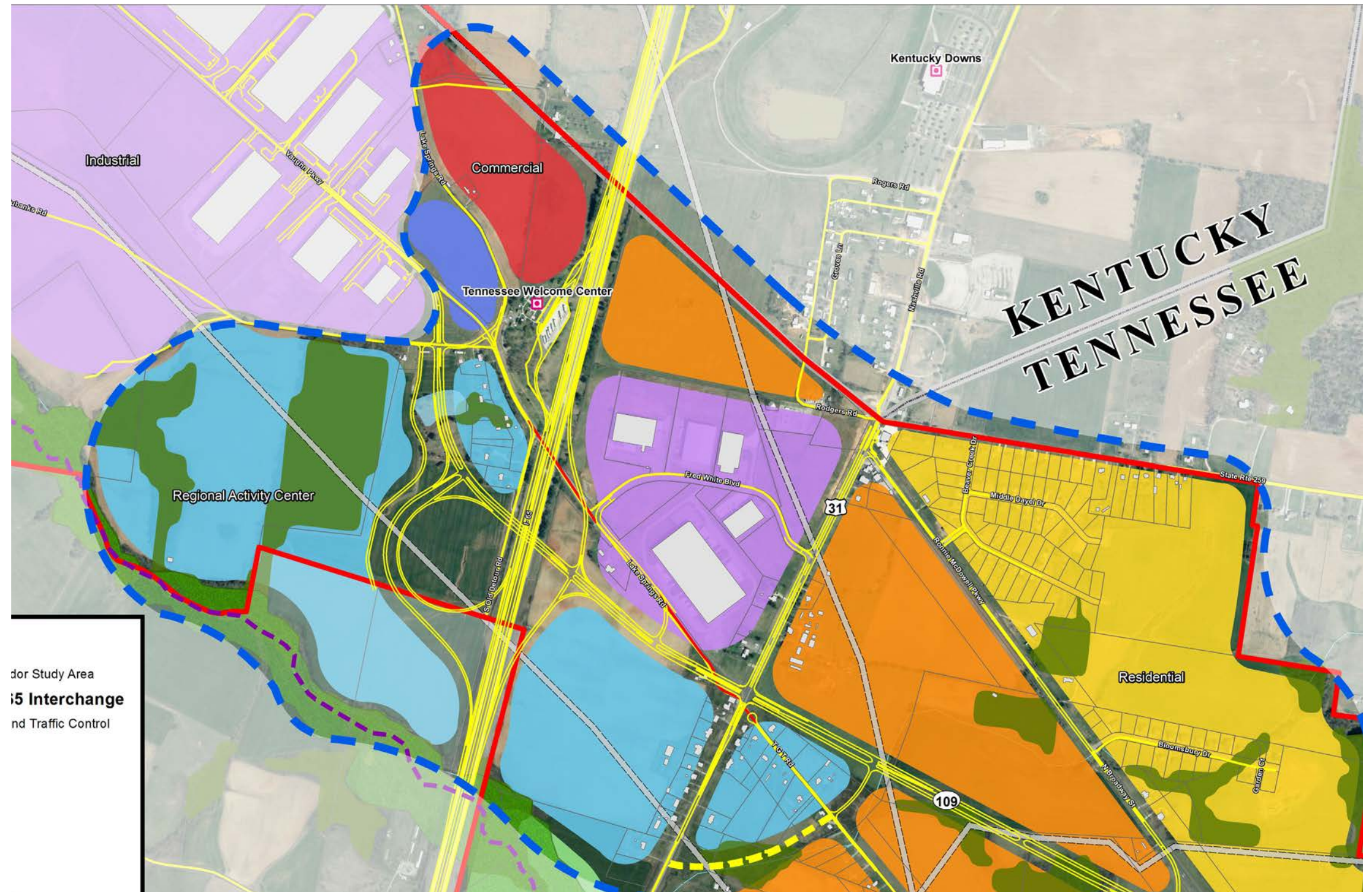


Example of Possible Structures and Furnishings at Trailhead

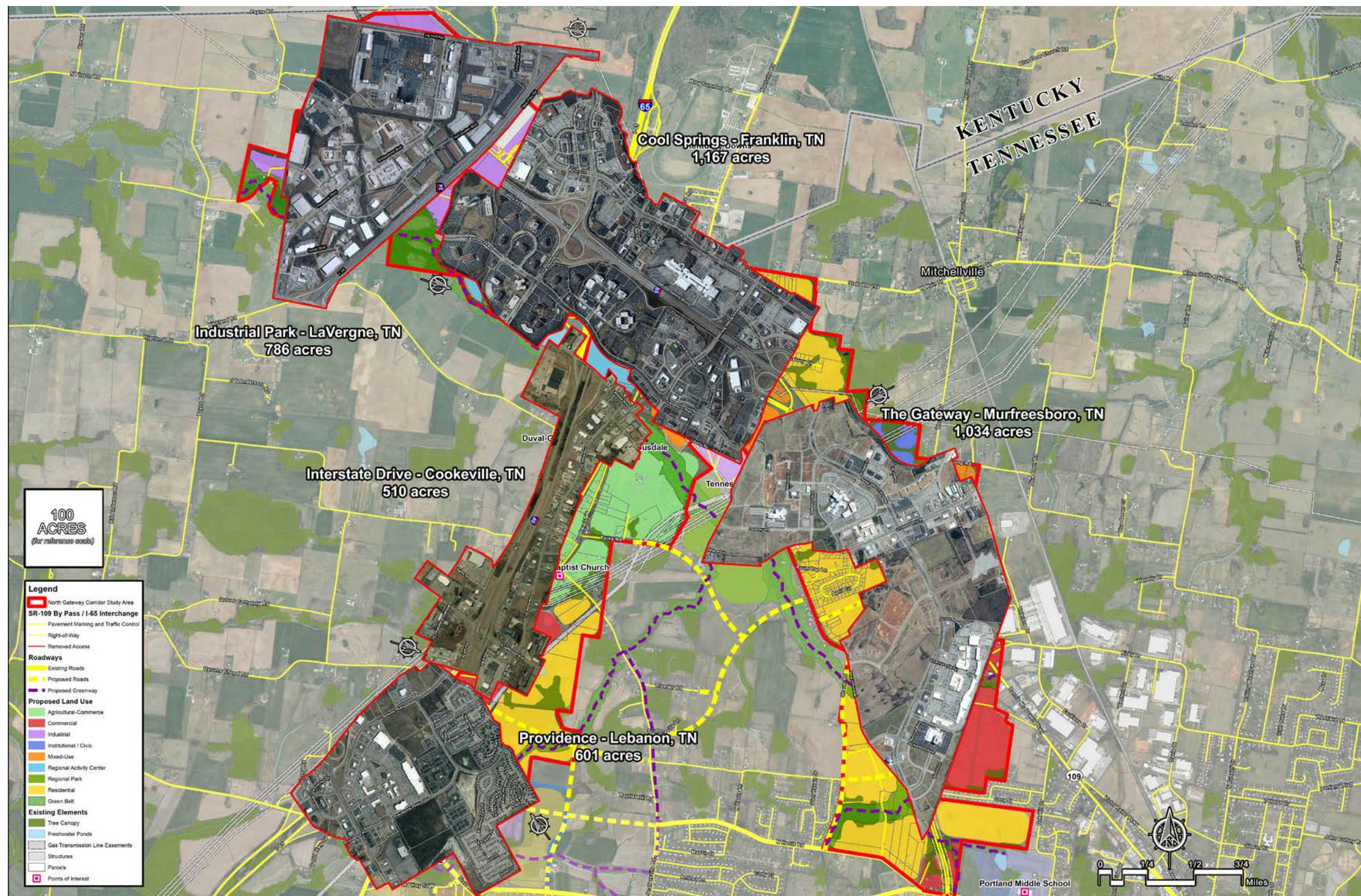




# Development Scenario: Character Area 2







## North Gateway Corridor Study

### Interchange City - LaVergne, TN

• 786 Acres

### Cool Springs - Franklin, TN

• 1,167 Acres

### The Gateway - Murfreesboro, TN

• 1,034 Acres

### Interstate Drive - Cookeville, TN

• 510 Acres

### Providence - Mt. Juliet, TN

• 601 Acres

*The North Gateway Corridor includes a vast amount of land area consisting of approximately 4,000. The existing land patterns shown are not to suggest a literal application of development to the corridor, but rather to show the scale of development potential and communicate the level of opportunity that exists in the corridor. Several existing development areas found in the Middle Tennessee region have been projected on top of the corridor as a comparison.*





# Executive Summary (12 Key Ideas)

The North Gateway Corridor Study has outlined the results of extensive inventory and conceptual analysis. Compiled from this analysis are twelve key ideas that should be highlighted as the most important. These are the ideas that should create momentum for the plan to move forward and impact real and positive change for the corridor, the community, and for the people who live in and visit Portland.

## Economic Growth & Development:



**1** Increased Traffic Will Generate Increased Opportunity. Capture high density and high quality at interchange nodes

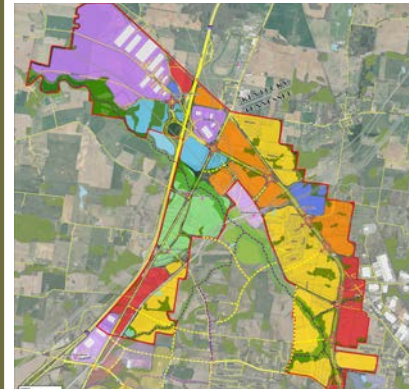


**5** Conduct Economic Market Research to analyze current market conditions and implement recommendations that capture opportunities that match the goals the Economic Development Department



**9** Create a Brand for Portland and carry it through monuments and wayfinding signage along the corridor. Make Portland "The new Gateway to Tennessee"

## Land Use & Community Character:



**2** Adopt a Plan that regulates land use and plans for smart growth. Combine the land use plans of the North West Gateway with the Highway 52 Plan



**6** Apply Specific Design Standards to enhance the visual and functional experience along the corridor(s)



**10** Increase the Mixture of Uses to incorporate a blend of commercial, office, and residential at key nodes of development

## Transportation & Utility Infrastructure:



**3** Plan and Design for Connections in the transportation network, especially at key intersections and future collector routes



**7** Invest in Utility Infrastructure to accommodate future growth, especially in the increased capacity for sanitary sewer services and stormwater management



**11** Create a Walkable Community that plans for pedestrians and bicycles

## Preservation of Key Open Space Areas:



**4** Create an Agricultural Commerce Zone that promotes the beauty and culture of Portland's rural character



**8** Plan for a Green Belt to be preserved along the primary drainage ways of the corridor(s)



**12** Anticipate Space for Future Parks and greenways to promote healthy lifestyles for Portland residents. Plan for at least one community and two neighborhood parks near the corridor(s)





# Implementation Tools

*The North Gateway Corridor Plan has developed a strong vision. It is important to adopt a strategy to implement the proposed vision and the recommended land use patterns for the North Gateway Corridor Plan. This was emphasized throughout the planning process by the public, the steering committee and the technical advisory committee. The following tools should be considered by the City of Portland to help implement strategic investments:*

Economic Growth & Development:	Land Use & Community Character:	Transportation & Utility Infrastructure:	Preservation of Key Open Space Areas:
<ol style="list-style-type: none"><li>1 Connect an economic market research and strategic development plan the corridor(s)</li><li>2 Continue to promote industrial and commercial growth through the community and economic development department (like TN Centerfield Sites Program and Business News Journals)</li><li>3 Develop marketing and branding plan for the corridor and the city of Portland</li></ol>	<ol style="list-style-type: none"><li>1 Adopt an overlay plan/district to encompass Route 109, Highway 31, and Highway 52 corridors. This will serve as a tool to guide planning decisions and regulate future growth.</li><li>2 Update zoning and subdivision regulations to match overlay plan. Specific districts for mixed use, regional activity and agricultural commerce should be adopted. Planned developments can be a tool utilized for achieving land use and design objectives</li><li>3 Update specific design guidelines for the overlay plan/districts that include considerations for:<ul style="list-style-type: none"><li>-Architectural Guidelines</li><li>-Parking</li><li>-Landscape</li><li>-Stormwater Treatment</li><li>-Screening Buffers</li></ul></li></ol>	<ol style="list-style-type: none"><li>1 Continue coordination with TDOT and the Nashville MPO on the access management plan and city objectives for the corridor (including surrounding road infrastructure, possible monumentation and wayfinding signage, and the design of key intersections and greenway crossings)</li><li>2 Continue to plan for the development and expansion of sanitary sewer services to accommodate the growth that will come to this corridor and the surrounding city.</li><li>3 Prepare a city thoroughfare plan coordinate with the county on a county-wide connectivity plan</li></ol>	<ol style="list-style-type: none"><li>1 Create and adopt an agricultural commerce and tourism district. Work with landowners that desire to preserve tracts of land for agrarian use</li><li>2 Establish stream buffer and open space requirements that allow for greenway easements as part of buffer objectives</li><li>3 Identify specific parks, recreation and greenway needs in an updated Parks and Greenway Master Plan</li></ol>
Funding and Resource Opportunities:			
City of Portland Revenue and Leveraging Options: City Bonds; Hotel/Motel Tax; Stormwater Assessment Fees; T.I.F. District (Public Infrastructure)			
<div><div><div>TDOT/Local Programs:</div><div>STP (Surface Transportation Funds); TAP (Transportation Alternatives Program); Multi-Modal Access Grants; CMAQ (Congestion Mitigation Air Quality)</div></div><div><div>Nashville Area MPO</div><div>Transportation &amp; Infrastructure Grants; Walking &amp; Biking Connectivity; Transit</div></div><div><div>TN Housing Development Agency</div><div>Rehabilitate Existing Housing; Create Infill Housing Opportunities; Housing Development Strategy</div></div><div><div>TN Department of Economic Development</div><div>TN Downtown Program; TN Main Street Program (Historic Main St. Revitalization); Environmental Hazard Studies</div></div><div><div>TDEC &amp; EPA</div><div>RETP (Recreation Education Trails); GDG (Green Development Grants); LPRF (Local Parks &amp; Recreation); Land &amp; Water Conservation Funds; EPA 319 (Non Source Pollution)</div></div><div><div>TN Department of Health</div><div>Promoting Walkable Communities; Health Related Greenway Funding</div></div></div>			