

# State Route 19 Improvements

From East of Eastland Avenue in Lauderdale County to East of State Route 87 in Haywood County, TN

PIN 102251.00

## NEPA Public Hearing

Thursday, April 23, 2026  
from 5PM–7PM

Ripley High School  
254 S Jefferson Street  
Ripley TN, 38063



### Notice of Availability of the Environmental Assessment

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA) is proposing improvements to State Route (SR) 19 from east of Eastland Avenue in Lauderdale County to east of SR-87 in Haywood County. The length of the proposed project is approximately 15.4 miles.

Because the proposed project is being designed and constructed utilizing federal transportation dollars, the project is subject to the requirements of the National Environmental Policy Act (NEPA). TDOT and FHWA have prepared an Environmental Assessment (EA) in accordance with the NEPA to identify and evaluate the environmental effects of the proposed project and to avoid or mitigate these effects. The EA was approved by FHWA on March 30, 2026. Hard copies of the EA and associated technical appendices are available for public inspection at the following locations:

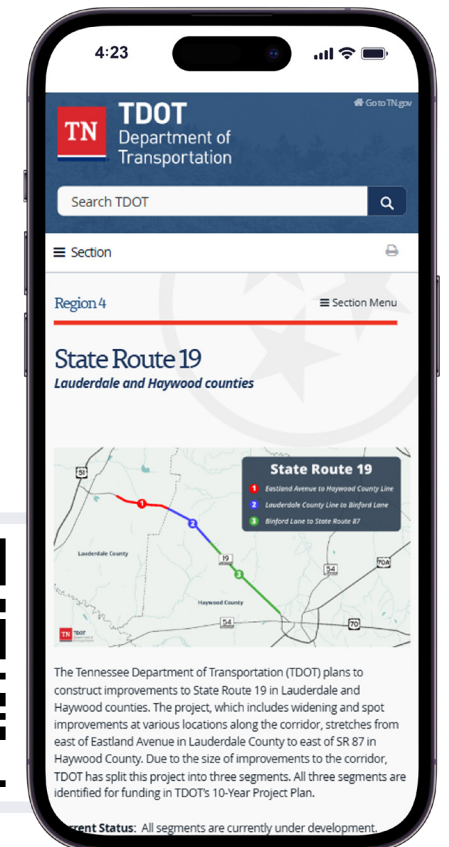
**Ripley City Hall**  
110 South Washington St.  
Ripley, TN 38063

**Haywood County Courthouse**  
1 North Washington Ave.  
Brownsville, TN 38012

Hard copies of the EA and associated technical appendices are available for the public to review tonight.

All of the Public Hearing materials presented today are also available on the project website.

To learn more, scan QR Code or visit  
[www.TN.gov/tdot/projects/region-4/state-route-19.html](http://www.TN.gov/tdot/projects/region-4/state-route-19.html)



### Purpose of this Hearing

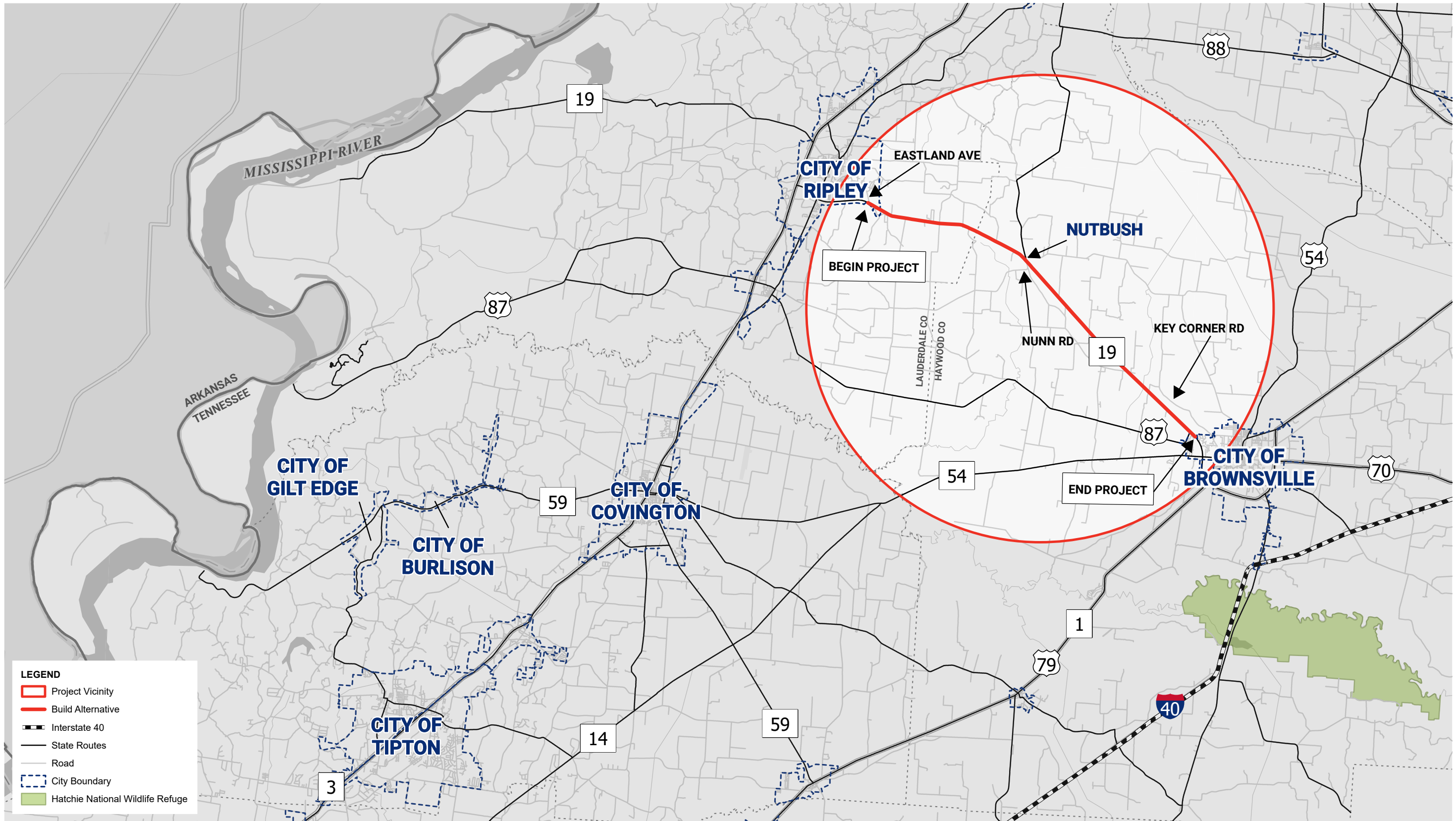
The purpose of this NEPA Public Hearing is to present to the public the findings of the approved EA including TDOT's identification and recommendation for the Preferred Alternative, any anticipated social, economic, and environmental impacts of the Preferred Alternative, and preliminary plans to mitigate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

Tonight's NEPA Public Hearing will consist of a formal presentation followed by a formal Question and Answer (Q&A) session, allowing attendees to publicly voice their feedback and raise relevant

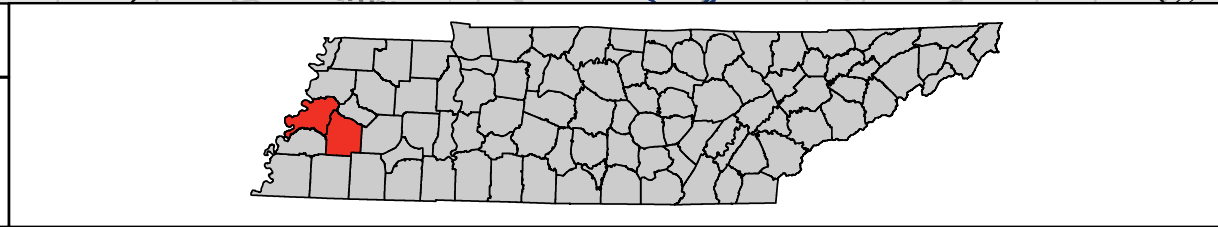
questions directly to the TDOT project team regarding the current status and next steps for the proposed project, the recommended Preferred Alternative, and the anticipated environmental impacts of the Preferred Alternative as identified and disclosed in the EA. Following the formal presentation and Q&A session, the remainder of the Public Hearing will be an Open House format, during which time attendees will be invited to visit stations where they can review various project materials. Representatives from the project team will be available during this time to assist attendees in reviewing the materials provided and speak with attendees directly about the project, the current proposed design, and the EA.

A court reporter will be present throughout the Public Hearing. The court reporter will provide a complete transcription of the presentation and Q&A session, to be included in the project record, and will be available during the Open House to record verbal comments from the public.

In this handout, please find a description of the purpose and need for the project, a location map, a summary of environmental impacts, project status, and information on how you can provide feedback to the project team. The project design displays, Environmental Assessment, and all the hearing materials presented tonight will be available for review and download via the project website.



<b>PROJECT VICINITY MAP</b>	
<b>PROJECT</b>	<b>STATE ROUTE 19</b> <i>From east of Eastland Avenue to east of State Route 87</i> <i>Lauderdale and Haywood Counties</i> <b>TDOT PIN 102251.00</b>



0 2 4 8 12 Miles

**TN** **TDOT**  
Department of Transportation



## Project History

Since the late 1990s, a number of studies have been conducted to explore potential improvements to SR-19. In February 2018, the Federal Highway Administration (FHWA) approved a D-List Categorical Exclusion (CE) for the proposed project. As design of the proposed project progressed, changes to the proposed design were made that required further review and coordination with FHWA. After further coordination with FHWA in 2024, an Environmental Assessment was initiated.

## Why is the Project Needed?

The following preliminary needs for the proposed SR-19 project have been identified as follows:

- ◆ Increased percentage of severe crashes
- ◆ Existing Roadway Geometric Deficiencies
- ◆ Improve SR-19 to meet the Legislative Intent of the “Improving Manufacturing, Public Roads, and Opportunities for a Vibrant Economy” (IMPROVE) Act and the Transportation Modernization Act (TMA)

## What is the Purpose?

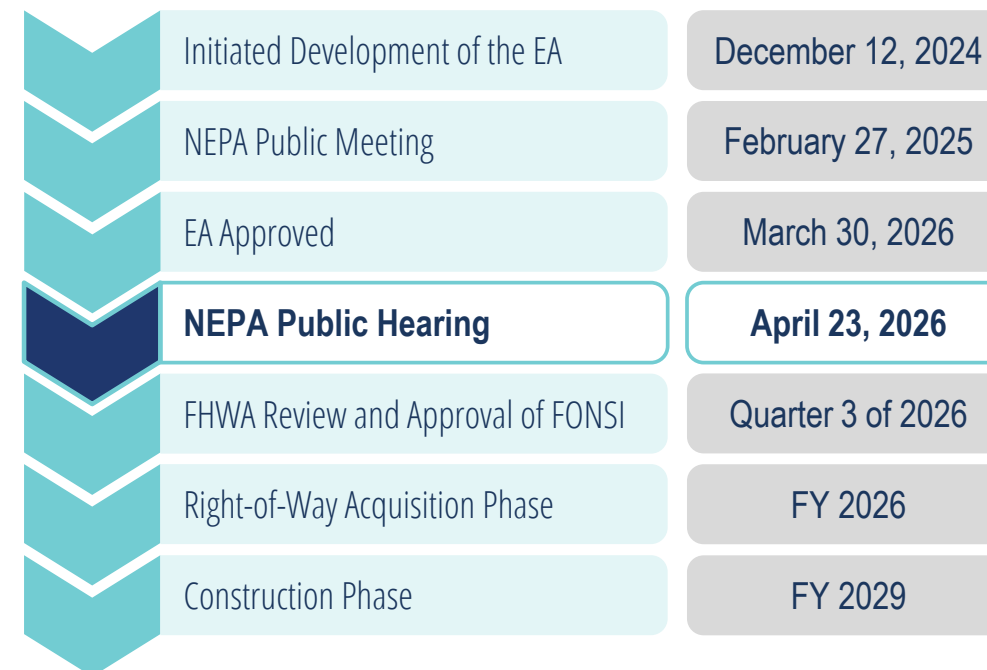
The preliminary purpose of the proposed SR-19 project has been identified as the following:

- ◆ Reduce the rate of severe crashes
- ◆ Improve roadway geometric deficiencies to meet current TDOT design standards.
- ◆ Meet the legislative intent of the IMPROVE Act and TMA



## What is the Project Schedule?

Transportation projects are developed in four phases. Planning and Environmental Design, Design, Right-of-Way, and Construction. The following is an estimated timeline for various aspects of the proposed project. Note that forecasted dates are subject to change.



Quarter 1: January through March

Quarter 2: April through June

Quarter 3: July through September

Quarter 4: October through December

\*All proposed dates are subject to change



## What Alternatives Were Evaluated in the Environmental Assessment?

A No-Build Alternative and one Build Alternative were evaluated in the EA. Each alternative is described below.

**No-Build Alternative:** The No-Build Alternative would retain the existing state route and roadway configuration throughout the project area except for those modifications to the roadway network that have been programmed and approved for implementation, as identified in TDOT’s 25-Year Long Range Transportation Policy Plan,<sup>1</sup> State Transportation Improvement Program (STIP),<sup>2</sup> and the TDOT 10-Year Project Plan<sup>3</sup> and would allow for routine maintenance and safety upgrades.

### Build Alternative:

The Build Alternative would include the following improvements:

- ◆ East of Eastland Avenue to west of Gill Brackin Road: Widen to two 12-foot travel lanes with 10-foot shoulders (8-foot paved).
- ◆ West of Gill Brackin Road to Nunn Road: Mill and resurface the existing roadway.
- ◆ Nunn Road to east of Jim Binford Lane: Widen to two 12-foot travel lanes with 10-foot shoulders (8-foot paved).
- ◆ East of Jim Binford Lane to east of SR-87: Mill and resurface the existing roadway.
- ◆ Additional Improvements: Realign several intersections, correct geometric deficiencies, and address erosional/slope issues throughout the project area.

<sup>1</sup> <https://www.tn.gov/tdot/long-range-planning-home/25-year-transportation-policy-plan.html>

<sup>2</sup> [https://www.tn.gov/content/dam/tn/tdot/programdevelopment/Tennessee%20STIP%202023-2026%20Final\\_R%2022-24.pdf](https://www.tn.gov/content/dam/tn/tdot/programdevelopment/Tennessee%20STIP%202023-2026%20Final_R%2022-24.pdf)

<sup>3</sup> <https://www.tn.gov/content/dam/tn/tdot/build-with-us/04042610YP.pdf>

# Environmental Assessment

## Environmental Impacts:

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

### Impact Categories Evaluated in the EA

- ◆ Land Use
- ◆ Farmland
- ◆ Transportation Infrastructure
- ◆ Community Impact, Relocations, and Economic Resources
- ◆ Air Quality
- ◆ Noise
- ◆ Cultural Resources
- ◆ Natural Resources
- ◆ Visual Impacts
- ◆ Hazardous Materials



Impact Category		No-Build Alternative Effects Determination	Build Alternative Effects Determination
Land Use	Direct Conversion of Land to a Transportation Use	No Effect	The Build Alternative would convert 98.8 acres of land to transportation use.
	Existing Land Use	No Effect	The overall existing land uses within the corridor are not expected to be altered by the Build Alternative.
	Zoning	No Effect	Lauderdale County has no zoning ordinances; therefore, the Build Alternative would not conflict with any local zoning requirements. In Haywood County, the Build Alternative complies with the general access-control provisions applicable across all zones.
	Future Land Use	No Effect	There are no publicly available development permits for the areas within the Ripley urban growth boundary (UGB) in Lauderdale County that would intersect with the Build Alternative. The Build Alternative would be consistent with the goals of Haywood County's future land use plan, Haywood NEXT.
	Planned Development	No Effect	The Build Alternative would not directly affect any planned developments or areas/properties identified for future planned development in Lauderdale County. The planned Blue Oval City development in Haywood County is approximately 14 miles south of the proposed project. Given the distance from the project corridor, the Build Alternative would not affect this site.
	Legislation, Plans, and Policies	No Effect	The Build Alternative would be consistent with stated infrastructure and economic development goals.
Farmland	Farm Size and Agricultural Employment	No Effect	The Build Alternative would convert a small portion of farmland in Lauderdale and Haywood Counties to transportation use. The Build Alternative would not impact agricultural employment and farm operations.
	Prime Farmland	No Effect	The Build Alternative would convert less than 6.5 acres of prime farmland per linear mile, which meets the 10-acre or less threshold for the FPPA small acreage exemption, therefore, the proposed project qualifies for exemption from FPPA requirements and consideration of additional alternatives to reduce farmland impacts is not required.
Transportation Infrastructure	Road Network	No Effect	The Build Alternative would improve safety and roadway geometry throughout the corridor and improve operations at strategic intersections including those with Forked Deer Road, Conner Whitefield Road, and Nunn Road.
	Bicycle and Pedestrian Facilities	The No-Build Alternative would be inconsistent with the State Transportation Improvement Program (STIP) and would not support the infrastructure goals of the legislation, plans, and policies.	The Build Alternative would include 10-foot shoulders (8-foot paved) from east of Eastland Avenue to just west of Gill Bracken Road and from Nunn Road to east of Jim Binford Lane, which would accommodate bicyclists on SR-19.

Impact Category		No-Build Alternative Effects Determination	Build Alternative Effects Determination	
Community Impacts, Relocations, and Economic Resources	Residential/ Business Relocations	No Effect	The Build Alternative would result in approximately 26 residential (20 single-family and 6 mobile home), and 2 business potential relocations.	
	Community Stability and Cohesion	No Effect	While the Build Alternative would result in the following, it is not anticipated to have an adverse effect on community cohesion: 26 residential relocations/2 business relocations 240 square foot construction easement (temporary) from Elam Baptist Church Temporary inconvenience accessing community facilities within the SR-19 project area. The Build Alternative would not introduce new or alter current perceived barriers that discourage interaction across the roadway.	
	Economic Conditions	No Effect	The Build Alternative would not negatively affect employment in the current top three industries in Lauderdale or Haywood Counties or impact the unemployment rates. The Build Alternative is not likely to change commuting patterns. The Build Alternative would not affect the development of Blue Oval City.	
Air Quality	Air Quality	No Effect	Lauderdale and Haywood Counties are both in attainment for all regulated criteria pollutants. Therefore, transportation conformity would not apply to the proposed project. The Build Alternative qualifies as a "Project with Low Potential Mobile Source Air Toxic (MSAT) Effect" and is not anticipated to create adverse MSAT effects. The Build Alternative may generate intermittent and temporary construction-related pollutant emissions and dust.	
Noise	Noise	No Effect	The Build Alternative is Type III in accordance with 23 CFR 772; therefore, no noise analysis or abatement considerations are required.	
Cultural Resources	Historic Resources	No Effect	No Effect.	
	Archaeological Resources	No Effect	No Effect.	
	Section 4(f) - Historic Properties	No Effect	No Effect.	
	Native American Consultation	No Effect	No Effect.	
Natural Resources	Aquatic Resources	No Effect	The Build Alternative would impact the following aquatic resources: <ul style="list-style-type: none"> <li>♦ 82 wet-weather conveyances/upland drainage features/ephemeral streams (16,983 linear feet)</li> <li>♦ 6 perennial streams (3,473 linear feet)</li> <li>♦ 28 intermittent streams (13,802 linear feet)</li> <li>♦ 16 wetlands (4.29 acres)</li> <li>♦ 8 ponds (1.4 acres)</li> </ul>	
	Water Quality	No Effect	The Build Alternative would impact five 303(d) listed streams: <ul style="list-style-type: none"> <li>♦ Briar Creek</li> <li>♦ Cane Creek</li> <li>♦ Lagoon Creek</li> <li>♦ Meridian Creek</li> <li>♦ Pond Creek</li> </ul>	
	Threatened and Endangered Species	No Effect	The Build Alternative was determined "Not Likely to Adversely Affect" the tricolored bat ( <i>Perimyotis subflavus</i> ) and "Not likely to jeopardize continued existence of the Monarch Butterfly" ( <i>Danaus plexippus</i> ).	
	Geology	No Effect	Construction would include minor rock cuts and may result in impacts to geology, such as impacts to drainage and ground and slope stability.	
	Floodplains	No Effect	The Build Alternative would impact approximately 3.6 acres of FEMA designated 100-year floodplains.	
	Visual Impacts	Visual Impacts	No Effect	The Build Alternative is anticipated to have a neutral effect on the neighbors' and travelers' experience of overall visual quality within the area of visual effect (AVE).
	Hazardous Materials	Hazardous Materials	No Effect	Two potential hazardous materials sites were identified (Tracts 106 and 42). The Build Alternative is not anticipated to acquire right-of-way (ROW) on either tract. However, should ROW acquisition become necessary on either tract, a Phase I Environmental Site Assessment (ESA) may be required.

## Right-of-Way and Relocations

An information pamphlet, *Relocation Assistance Program*, outlines the services offered from the TDOT Regional Relocation Staff, and helps identify any payments for which you may be eligible, such as moving expenses and replacement housing benefits for owners and tenants. The pamphlet also outlines the eligibility requirements for receiving these payments. The pamphlet is available for download from the TDOT Relocation Office website: [www.TN.gov/tdot/right-of-way-division/relocation-office.html](http://www.TN.gov/tdot/right-of-way-division/relocation-office.html).

If you have a question regarding the TDOT Relocation process, please contact Mr. Erick Hunt-Hawkins, *TDOT Environmental Division, NEPA Team Lead* at [Erick.Hunt-Hawkins@TN.gov](mailto:Erick.Hunt-Hawkins@TN.gov) or (615) 253-5163.

## How Do I Submit Comments?

### Questions

You are encouraged to provide comments and input on the proposed project. Your input will become part of the official public record for this project. Below are the ways you can ask questions and submit comments.

Please call (615) 253-5163 and leave your question via voicemail or with the TDOT representative. For voicemails, please be sure to include your name and phone number along with your question so that we can contact you with the requested information. If you have a question or information request that needs to be answered before you can submit a formal comment, please be sure to submit your question no later than **May 7, 2026**. A TDOT representative will respond to questions and information requests within 7 days.

### Comments

Formal public comments received or postmarked by **May 14, 2026**, will be included in the official summary of the Public Hearing. Formal comments can be submitted via any of the following methods:



#### Comment Card:

Submit a Comment Card in-person during the Public Hearing or via email or mail. Comment Cards are pre-addressed for your convenience.



#### Verbal Comment:

Record a verbal comment in-person with the Court Reporter during the Public Hearing or by calling (615) 253-5163 and leaving a voicemail with your name, phone number, and comment.



#### Email:

Submit a comment via email to [TDOT.Comments@TN.gov](mailto:TDOT.Comments@TN.gov) using the subject line "State Route 19 Project"



#### Online Comment Form:

Fill out an online comment form, available on the SR-19 project website [www.TN.gov/tdot/projects/region-4/state-route-19.html](http://www.TN.gov/tdot/projects/region-4/state-route-19.html) or by scanning the QR code.



#### Letter:

Mail in your comment to:

#### NEPA Public Hearing

Attn: SR-19 Project  
*Tennessee Department of Transportation*  
William R. Snodgrass Tennessee Tower, 14th Floor  
312 Rosa L. Parks Ave, Nashville, TN 37243



For additional information, please contact the following TDOT representatives:

#### Mr. Ben Webb, P.E., PMP

*Region 4 Project Management*

Email: [Benjamin.Webb@TN.gov](mailto:Benjamin.Webb@TN.gov) | Phone: (731) 747-5006

#### Mr. Erick Hunt-Hawkins

*TDOT Environmental Division, NEPA Team Lead*

Email: [Erick.Hunt-Hawkins@TN.gov](mailto:Erick.Hunt-Hawkins@TN.gov) | Phone: (615) 253-5163