



State Route 19 Improvements

Public Meeting

February 27, 2025

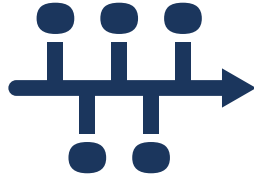


Purpose of Tonight's NEPA Public Meeting

To provide information on:



Project
Status



Project
Schedule



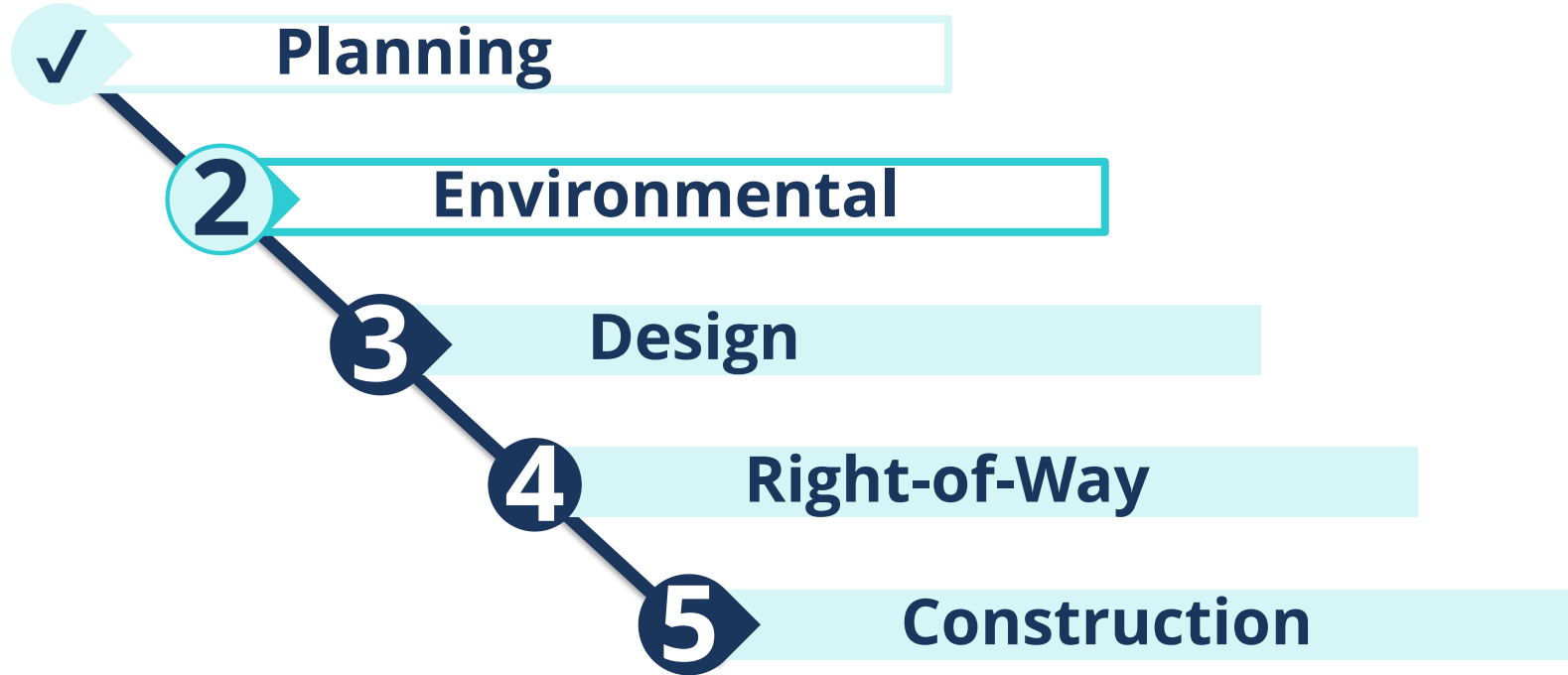
Purpose
and Need



Range of Alternatives
Under Consideration

To answer your questions and gather your feedback

Overview of the TDOT Project Development Process



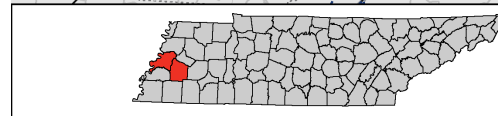
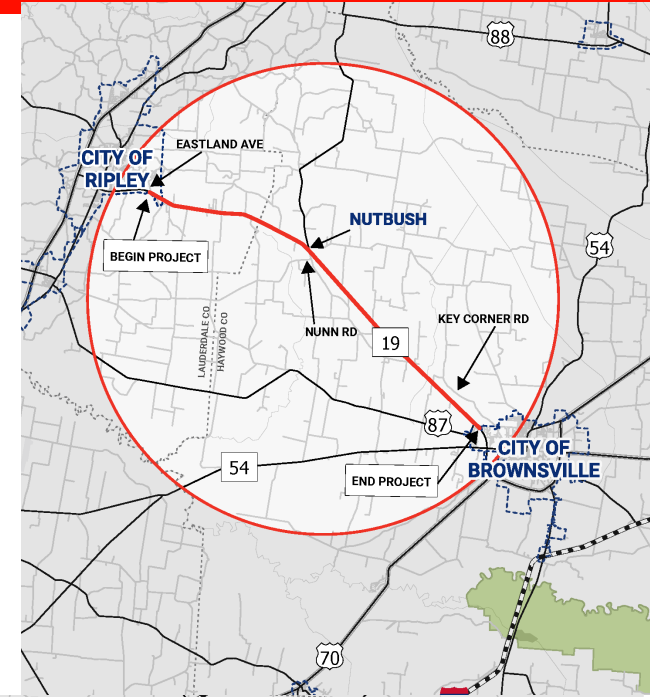
Project Location

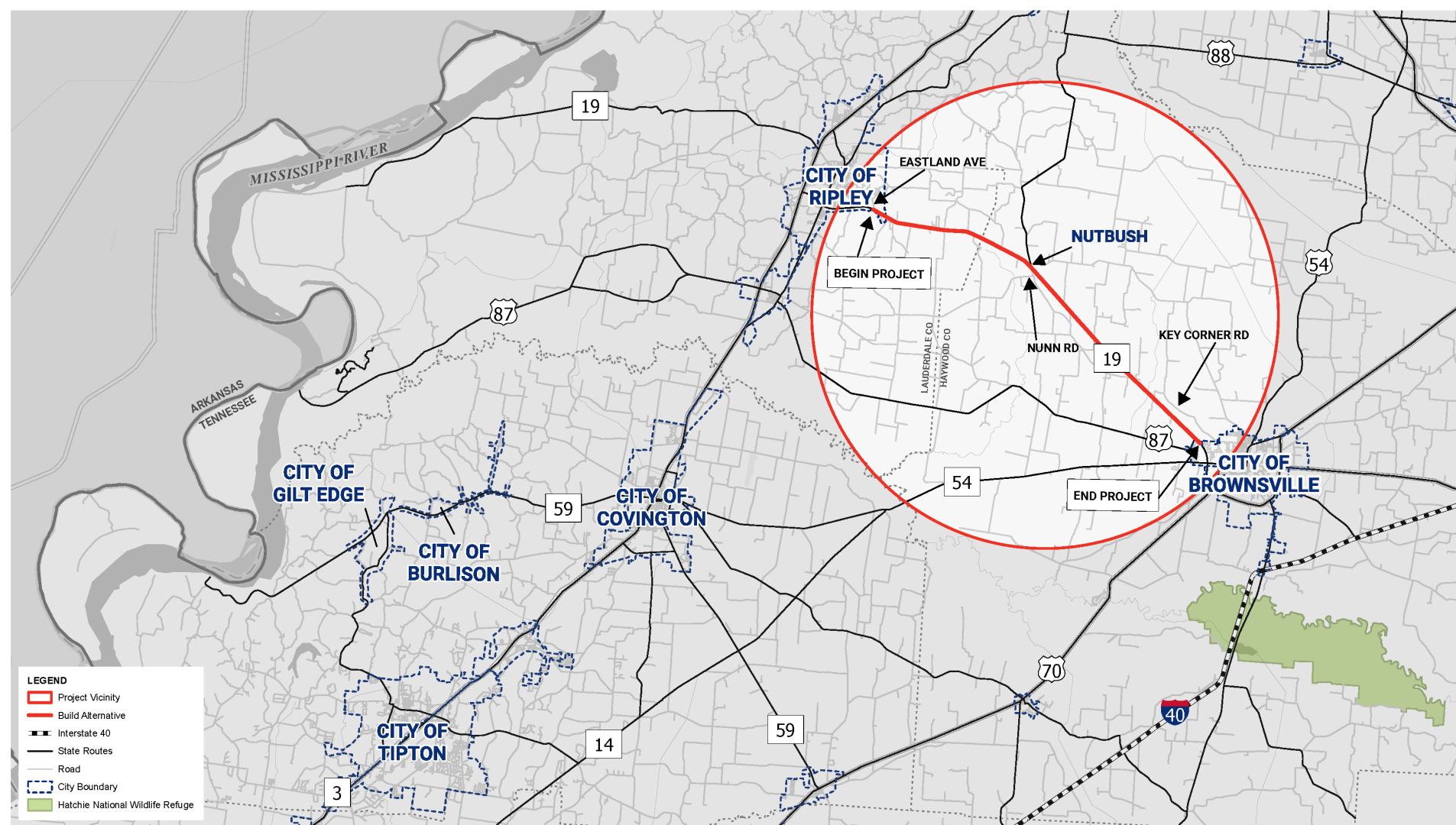
Project Termini

- Begin Project: east of Eastland Ave.
- End Project: east of SR-87

Project Length

- Total project length: 15.4 miles





LEGEND

- Project Vicinity
- Build Alternative
- Interstate 40
- State Routes
- Road
- City Boundary
- Hatchie National Wildlife Refuge

Preliminary Purpose and Need

Preliminary Need:

- Increased percentage of severe crashes
- Geometric roadway deficiencies

Preliminary Purpose:

- Reduce severity of crashes
- Improve roadway to meet current design standards



Project History

1996	TDOT Feasibility Study for improvements to SR-19
2003	TDOT Advanced Planning Report (APR) recommends widening SR-19 to four lanes along entire project from Ripley to Brownsville.
2009	TDOT Transportation Planning Report (TPR) prepared in response to public opposition to a four-lane roadway. TPR determined that localized improvements and increasing the lane widths of the existing travel lanes and shoulders in many areas along the project were warranted.
2018	A D-List Categorical Exclusion (CE) was approved for the SR-19 project.
2024 –	<ul style="list-style-type: none">• Design plans were developed for the proposed project• The Federal Highway Administration (FHWA) and TDOT move the project forward as an Environmental Assessment (EA) based on anticipated number of relocations.• An EA is currently under development

Alternatives Being Evaluated in the Environmental Assessment

Two alternatives are currently being evaluated in the EA:

- No-Build Alternative
- Build Alternative

- **No-Build Alternative:**

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

Alternatives Being Evaluated in the Environmental Assessment

Build Alternative:

- **From east of Eastland Avenue to just west of Gill Brackin Road:**
 - Would shift alignment to north and widen the two 11-foot travel lanes to 12-foot travel lanes
 - Would widen the shoulders from 2 feet to 10 feet (8-foot paved)
 - Proposes realigning the following intersections:
 - Willie Paris Road at SR-19
 - Ross Road/Gause Lane at SR-19
 - Tall Oaks Cove at SR-19
 - Sanford Road/Conner Whitefield Road at SR-19
 - Watson Road/Carney Road at SR-19
 - Springhill Road at SR-19



Alternatives Being Evaluated in the Environmental Assessment

Build Alternative:

- **From just west of Gill Brackin Road to the project end east of SR-87:**
 - Would mill and resurface the existing 11-foot travel lanes and shoulders
 - Would correct erosion/slope issues in two locations
 - Proposes realigning the following intersections:
 - Forked Deer Road at SR-19
 - Nunn Road at SR-19
 - Jim Binford Lane at SR-19
 - Small Road at SR-19
 - Woodlawn Road/Briar Creek Road at SR-19
 - Old SR-19 at SR-19



Resources Analyzed in an EA

- Land use
 - Transportation
 - Relocations
 - Cultural resources
 - Floodplains
 - Streams and wetlands
 - Threatened and endangered species
-
- Historic and Archaeological Resources
 - Section 4(f) resources
 - Farmland
 - Air quality
 - Noise
 - Hazardous materials
 - Visual resources

Next Steps

- **NEPA**
 - Complete environmental technical studies and draft the EA.
- **Future Public Engagement**
 - To further engage the public, following FHWA approval of the EA, TDOT will:
 - Make the approved EA available for public review (including the results of all technical studies).
 - Hold a public hearing to present the findings of the environmental technical studies.
 - Invite feedback and comments from the public on the EA.



Anticipated Schedule (Subject to Change)



Quarter 1: January through March

Quarter 2: April through June

Quarter 3: July through September

Quarter 4: October through December

*Once the final environmental document is approved by FHWA, the Planning and Environmental Phase is complete

How to Submit Comments

- Complete a comment card at the public meeting and drop in the box at the sign-in table.
- Send a Comment Card or Letter by mail to:
NEPA Public Meeting
Attn: SR-19 Project
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

How to Submit Comments

- Email comments to:
TDOT.comments@tn.gov
use the subject line *State Route 19 Project*
- Complete an online comment form available on the SR-19 project website at
<https://www.tn.gov/tdot/projects/region-4/state-route-19.html>
or by scanning the QR code



Right-of-Way Acquisition

The Tennessee Department of Transportation (TDOT) follows a federally mandated process to acquire property, which includes:

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

Full details of TDOT's Right-of-Way Acquisition process can be found in the TDOT ROW Manual at:

www.tn.gov/content/dam/tn/tdot/right-of-way-division/ROW_Procedures_Manual.pdf

If you have a question regarding the TDOT Right-of-Way Acquisition and Relocation process, speak to a TDOT ROW Representative tonight or contact:

Sally Norville

TDOT Region 4

Email: sara.h.norville@tn.gov

Phone: 731-935-0124

For More Information

Mr. Ben Webb, PE, PMP

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