

CORRIDOR PUBLIC HEARING

**State Route 126 (Memorial Boulevard)
Corridor Improvement Project**

From East Center Street to Interstate 81 in Sullivan County, Kingsport, TN

TDOT PIN 105467.00

December 11, 2012

**11:30 a.m. to 1:30 p.m.
Kingsport Civic Center Auditorium
1550 Fort Henry Drive
Kingsport, TN 37664**

**6:00 p.m. to 8:00 p.m.
Sullivan Central High School
131 Shipley Ferry Road
Blountville, TN 37617**



Welcome

Thank you for attending this Corridor Public Hearing. Please take this opportunity to read the information provided in this handout to become better acquainted with the proposed project.

The purpose of this hearing is to gather information from you about the Draft Environmental Impact Statement (DEIS) prepared for this project, and approved by the Federal Highway Administration (FHWA) on January 5, 2012. As well, TDOT will share information on activities that have occurred since that publication of the DEIS.

Tennessee Department of Transportation (TDOT) representatives are available to answer questions regarding the project. Please take time to discuss the project with them. A court reporter is also available for those persons who desire to make a verbal statement about the project and want that statement included in the official transcript of this hearing.

A comment form is available at this Public Hearing for your use. Please take a moment to fill out the form and give us your opinion regarding the proposed State Route 126 Corridor Improvements. The information that you provide will be used by the FHWA and TDOT decision makers regarding final approval of the project.

Completed comment forms may be deposited in the box by the door as you exit. If you would like to complete your comment form later, you may submit written comments to:

Public Hearing Comments
SR 126 (Memorial Blvd) Corridor Improvement Project
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243

All written comments submitted by mail must be post marked by **January 31, 2013**.

The agenda for this meeting is as follows:

- Informal Review of Project Plans and Informal Discussion with Project Team
- Welcome, Introductions, and Opening Remarks
- Presentation
- Formal Question & Answer Session with Panel
- Informal Review of Project Plans and Informal Discussion with Project Team

Facilitator:	
Mark Nagi	TDOT Community Relations Officer – Region 1
Project Panel List	
Jim Ozment	TDOT, Interim Director Environmental Division Mr. Ozment is responsible for the activities of the Environmental Division, which includes an Environmental Documentation Section.
Steve Allen	TDOT, Director Project Planning Division This division is comprised of three offices: Short Range Planning Office, Conceptual and NEPA Planning Office, and the Safety Planning and Travel Data Office.
Gary King	TDOT, Project Management Office Mr. King works with the Environmental Division Document Manager, JonnaLeigh Stack, and is responsible for coordination among TDOT divisions for this project.
Oliver Farris	TDOT, Region 1 Right-of-way Director This Division is responsible for the appraisal and acquisition of land needed for State roadway construction, and the relocation of affected families and businesses.
Ralph Comer	Assistant Chief, Environment and Planning Bureau This Bureau coordinates transportation and environmental planning for four Divisions: Environmental, Long-Range Planning, Project Planning, and Multimodal.
Stan King	Senior Manager, Environmental Consultant, Florence & Hutcheson This consultant firm assisted TDOT in the environmental document preparation.

PROJECT DESCRIPTION

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to improve State Route (SR) 126. The limits of the 8.4 mile long project extend from East Center Street, within the City of Kingsport's City Limits, east to Interstate 81 (I-81) in Sullivan County, Tennessee. SR 126 is also known as Memorial Boulevard within the study limits.

SR 126 (Memorial Boulevard) is primarily a two-travel lane facility (one travel lane in each direction) throughout the study corridor. Each travel lane is approximately eleven feet wide. The existing right-of-way varies from approximately sixty feet to three hundred feet wide. The speed limit varies from thirty-five to fifty miles per hour. Many sharp curves and steep grades along the route are signed with supplemental speed plaques advising lower safe travel speeds than the posted speed limit. Many roadside hazards are located in close proximity to the travel lanes. Narrow shoulders are present along the majority of the route. Sidewalks are present along approximately 0.1 mile (1%) of the 8.4 mile long corridor. Curbs are located sporadically along the route, with the majority of the corridor having roadside ditches.

WHERE TO VIEW THE DEIS

Printed copies of the DEIS are available for public review at:

Kingsport Mayor's Office
225 West Center Street
Kingsport, TN 37066

Kingsport Public Library
400 Broad Street
Kingsport, TN 37066

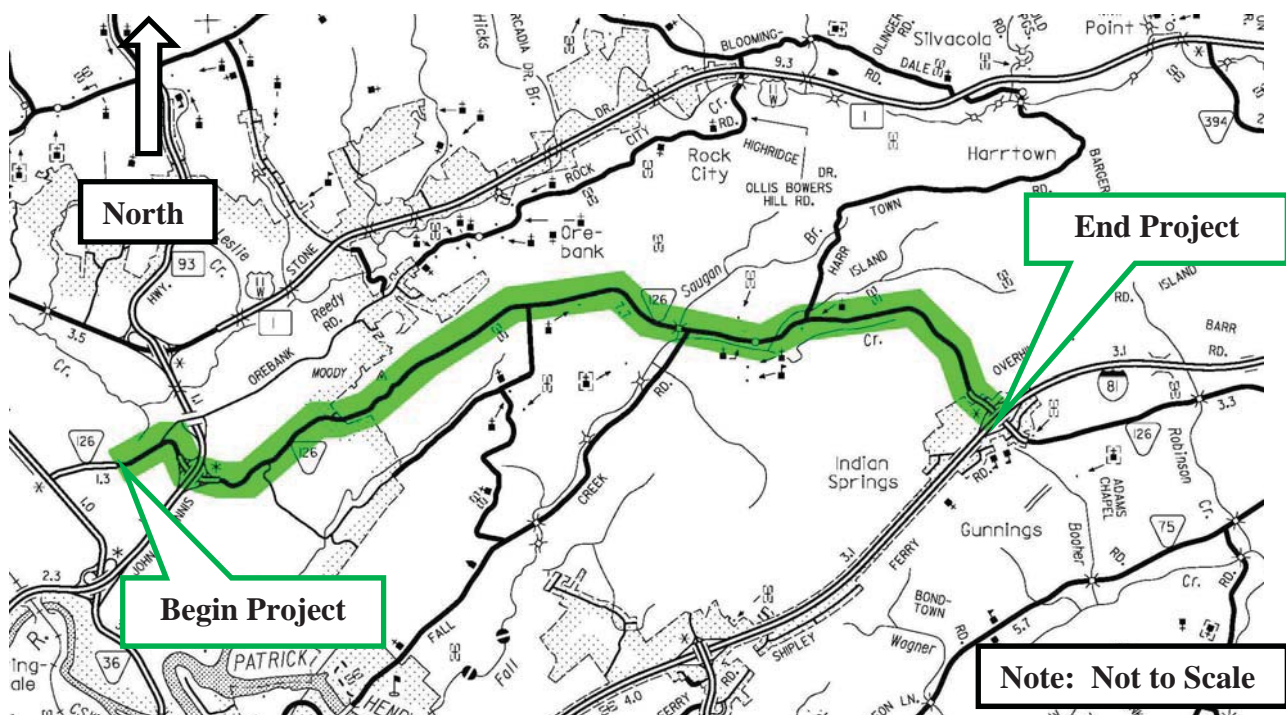
Kingsport Metropolitan
Planning Organization
201 West Market Street
Kingsport, TN 37066

TDOT Region I
Design Office
7345 Region Lane
Knoxville, TN 37914

An electronic copy of the DEIS is also available at:

<http://www.tn.gov/tdot/SR126>

General Location Map



From East Center Street to Interstate 81 in Sullivan County, Kingsport, Tennessee

REQUIREMENTS FOR ENVIRONMENTAL REVIEW

The National Environmental Policy Act (NEPA) requires that projects receiving federal funding or requiring major federal action (e.g., permits) undergo an environmental review process. Design, right-of-way acquisition, and construction of a project cannot proceed until this requirement has been successfully completed.

PURPOSE AND NEED OF THE PROJECT

The purpose of the project is to provide a safe, efficient route for local traffic between the City of Kingsport and I-81. Improvements should be sensitive to the context of the different land uses along the corridor. Specifically, the improvements along the western half of the project, which is more commercial and residential, are proposed improve access management to adjacent businesses and homes and improved pedestrian and bicycle connectivity. The improvements along the eastern half of the project should complement the rural nature of the area.

The safety of the route needs to be improved. Crash rates observed along the entire SR 126 (Memorial Boulevard) study corridor exceed the statewide average crash rates for similar roadway segments. These needs for improved safety can be summarized as follows:

- The width of the roadway generally needs to be improved. Most of the existing roadway includes 11 foot wide lanes with narrow shoulders.
- The width of the shoulders need to be improved. The shoulders along the route are typically no wider than 2 feet and often not paved. The narrow shoulders, along with other existing geometric deficiencies, contribute to the high crash rates and create a less than desirable route for pedestrians and bicyclists.
- The geometry of the roadway needs to be improved. Numerous horizontal and vertical curves along the route are inadequate for the posted speed limit.
- Improved access management is needed along the commercial areas of the route. The public cited access onto SR 126 (Memorial Boulevard) as a major problem. Difficulty entering or exiting business parking lots was identified as a significant problem because of uncontrolled access to businesses along the roadway. Many of the access points are located near or within substandard curves or hills that limit sight distance for drivers attempting to turn into or out of the businesses.
- Improved response time for emergency vehicles is needed. With improvements, emergency vehicles would be able to respond more efficiently to emergencies within and near the project corridor. Wider shoulders would enable motorists to pull over and allow the emergency vehicles to pass through to their intended destinations. Current conditions along SR 126 (Memorial Boulevard) do not feature many areas for vehicles to pull over.
- Improved access for mail delivery is needed. Current geometric conditions along SR 126 (Memorial Boulevard) create bottlenecks during mail delivery. Wider shoulders would enable delivery vehicles to depart the travel lane and motorists pass more safely.
- Improved access for school busses is needed. Current geometric conditions along SR 126 (Memorial Boulevard) make it difficult for school busses to make turns. Wider paved roadway widths would improve accessibility for the school busses along the corridor.

Improved traffic operations are needed along the route. This will be the result of the improvements described above, which will result in better traffic flow.

ALTERNATIVES EVALUATED IN DEIS

The No-Build and two Build Alternatives are currently under consideration for this project. The No-Build, or No-Action, Alternative makes no improvements to SR 126 (Memorial Boulevard) other than scheduled maintenance activities. Build Alternative A improves SR 126 (Memorial Boulevard) to a four-lane facility (two travel lanes in each direction) within the commercial and residential areas of the western half of the study corridor. The eastern half of the study corridor, which is rural in nature, will remain a two-travel lane facility. Improved shoulders will be provided along the entire corridor and sidewalks will be extended to the majority of the commercial and residential areas. Alternative B is a refinement of Alternative A. Alternative B utilizes the same proposed typical roadway cross sections as Alternative A, but the length of the four-travel lane section is reduced to minimize environmental impacts.

The No-Build Alternative does not meet the purpose and need of the project. The No-Build Alternative does not create a safer, more efficient route for local traffic between the City of Kingsport and I-81. The existing narrow lane and shoulder widths would not be improved. The numerous deficient horizontal and vertical curves would not be improved. These existing geometric deficiencies lead to the observed high crash rate along the route. The narrow shoulders and lack of sidewalks limit bicycle and pedestrian usage of the facility. The No-Build Alternative does not improve access management along the route. The existing poor access management contributes to poor traffic operations and higher crash rates. The No-Build Alternative does not improve traffic operations or travel times for commuters or emergency response vehicles.

Build Alternatives A and B both meet the purpose and need of the project. Both Build Alternatives create a safer, more efficient route between the City of Kingsport and I-81. Lane widths and shoulder widths will be improved along the corridor. Deficient horizontal and vertical curves will be improved. These geometric improvements will create a safer, more efficient route. The addition of wider shoulders along the entire corridor and sidewalks along commercial and residential areas will promote bicycle and pedestrian usage of the facility. Access management will be improved along the commercial areas of the corridor through the use of raised grass medians and curb and gutter. Throughout the entire study corridor access management will be improved by closing or realigning many side road intersections with SR 126 (Memorial Boulevard). Improved access management will improve the safety and efficiency of the route. Both Build Alternatives improve traffic operations and travel times for both commuters and emergency response vehicles. Both Build Alternatives A and B provide these improvements in a context sensitive design, preserving the rural nature of the eastern half of the study corridor.

ALTERNATIVE A

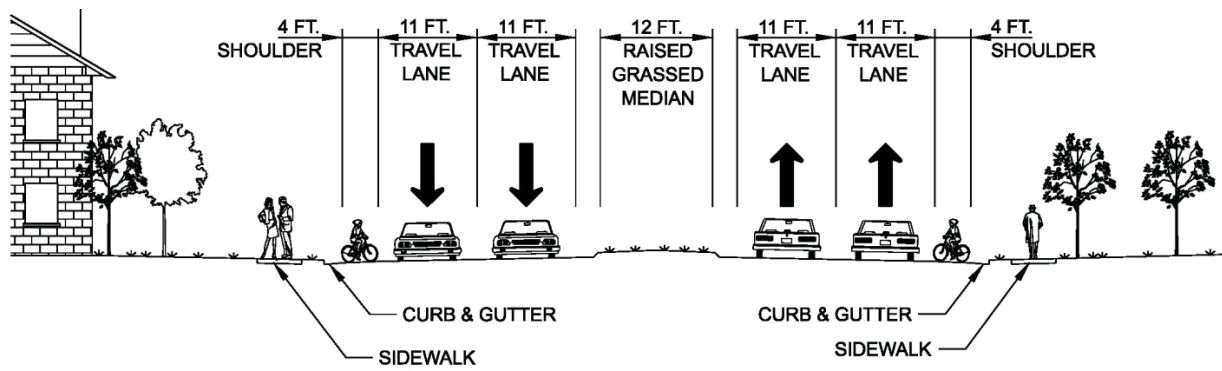
Build Alternative A improves SR 126 (Memorial Boulevard) to a four-lane facility (two travel lanes in each direction) within the commercial and residential areas of the western half of the study corridor. The eastern half of the study corridor, which is rural in nature, will remain a two-travel lane facility. Either a raised median or two way left turn lane (TWLTL) will be

provided along the majority of the route. Improved shoulders will be provided along the entire corridor and sidewalks will be extended to the majority of the commercial and residential areas.

Several different typical cross sections are proposed along the SR 126 (Memorial Boulevard) corridor. Additional right-of-way will be required along the entire corridor to accommodate the proposed improvements.

1. East Center Street (L.M. 3.72) to west of Hawthorne Street (L.M. 4.71)

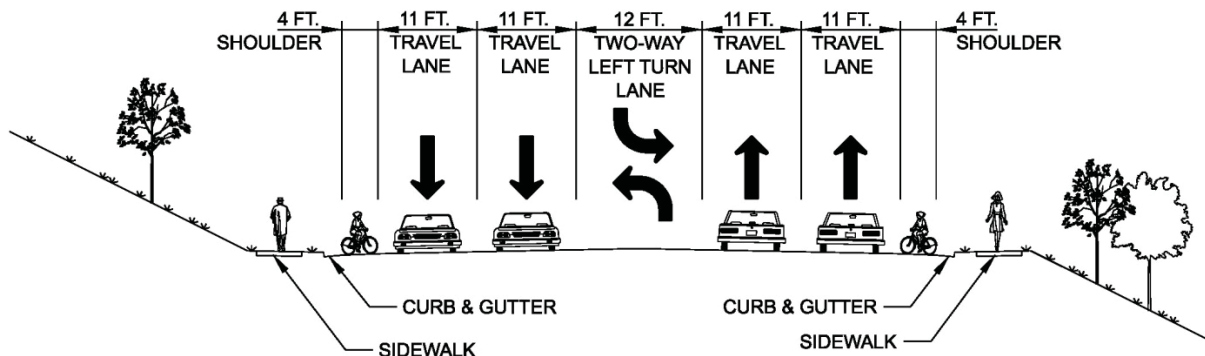
On the first 1.0 mile long segment from East Center Street to west of Hawthorne Street, the proposed cross section includes four travel lanes (two in each direction), a raised grass median, four-foot wide paved shoulders, and curb and gutter. Sidewalks will be located on both sides of the roadway. The travel lanes will be eleven feet wide. The four-foot wide shoulders will accommodate bicyclists. The design speed of this segment is 35 miles per hour.



SEGMENT 1 PROPOSED TYPICAL SECTION

2. West of Hawthorne Street (L.M. 4.71) to Harbor Chapel Road (L.M. 5.18)

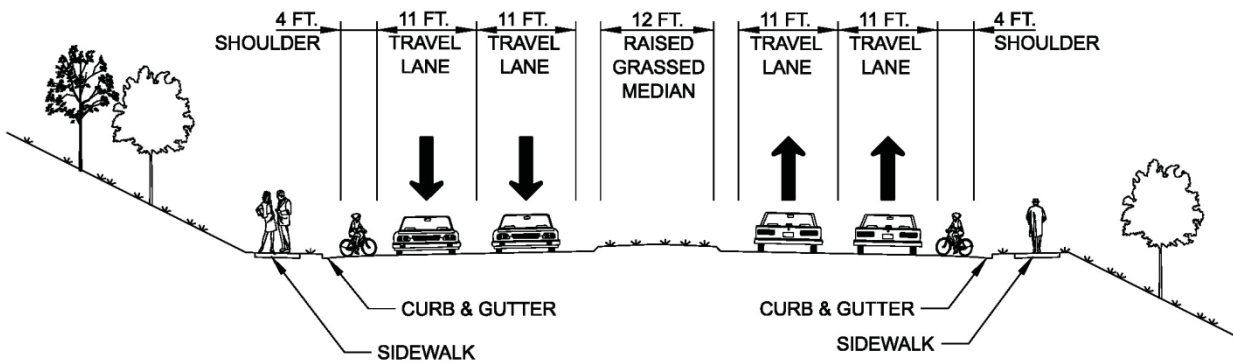
The proposed cross section of this 0.5 mile long segment of SR 126 (Memorial Boulevard) from west of Hawthorne Street to Harbor Chapel Road includes four travel lanes (two in each direction), four-foot wide paved shoulders, and curb and gutter. The median in this section will consist of a two-way left turn lane, instead of the raised grass median proposed in Segment 1. Sidewalks will be located on both sides of the roadway. The travel lanes will be eleven feet wide. The four-foot wide shoulders will accommodate bicyclists. The design speed of this segment is 35 miles per hour.



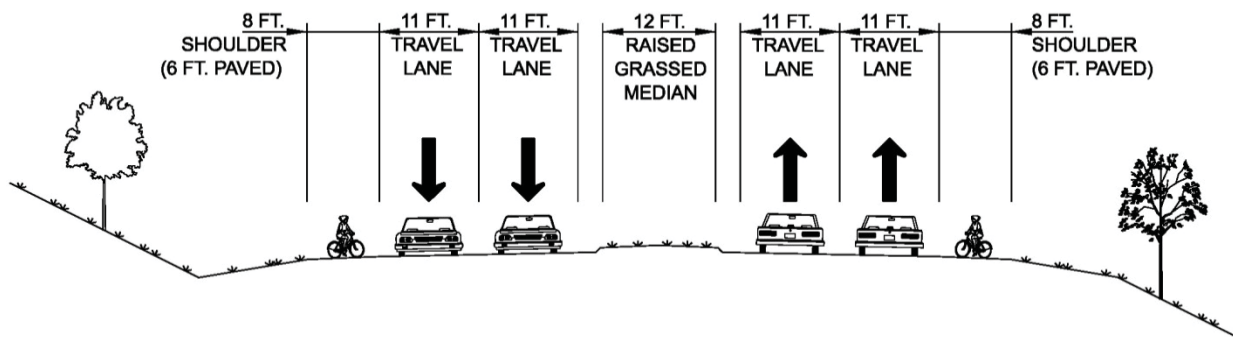
SEGMENT 2 PROPOSED TYPICAL SECTION

3. Harbor Chapel Road (L.M. 5.18) to Cooks Valley Road (L.M. 7.66)

The proposed cross section of this 2.5 mile long segment (Segment 3A) of SR 126 (Memorial Boulevard) from Harbor Chapel Road to Cooks Valley Road includes four travel lanes (two in each direction), and a raised grass median. The first 0.6 mile of this segment from Harbor Chapel Road to east of Old Stage Road includes four-foot wide paved shoulders, curb and gutter, and sidewalks on both sides of the roadway. The next 1.9 miles of this segment (Segment 3B) from east of Old Stage Road to Cooks Valley Road will not have curb and gutter, and instead will have roadside ditches for drainage. The shoulders will be eight feet wide, six feet of which will be paved. No sidewalks will be provided along this 1.9 mile segment between Old Stage Road and Cooks Valley Road due to the lack of properties fronting SR 126 (Memorial Boulevard). The travel lanes throughout the entire 2.5 mile long segment will be eleven feet wide. The four to six-foot wide paved shoulders will accommodate bicyclists. The design speed of this segment is 45 miles per hour.



SEGMENT 3A PROPOSED TYPICAL SECTION

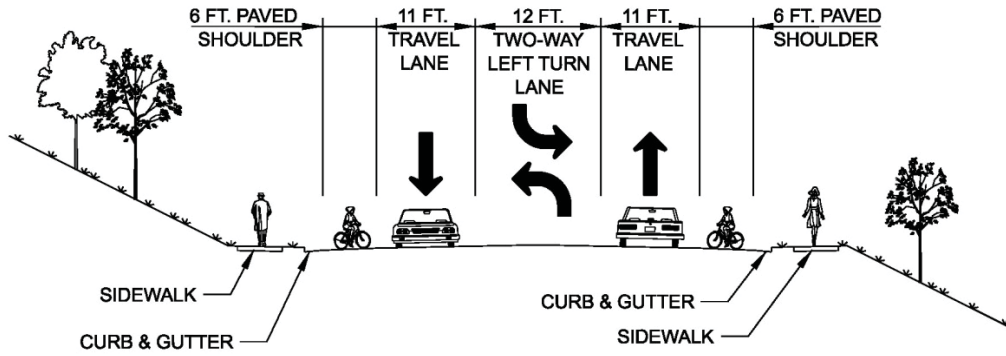


SEGMENT 3B PROPOSED TYPICAL SECTION

4. Cooks Valley Road (L.M. 7.66) to Harr Town Road (L.M. 10.11)

The proposed cross section of this 2.5 mile long segment of SR 126 (Memorial Boulevard) from Cooks Valley Road to Harr Town Road includes two travel lanes (one in each direction), six-foot wide paved shoulders, and curb and gutter. The median in this section will consist of a

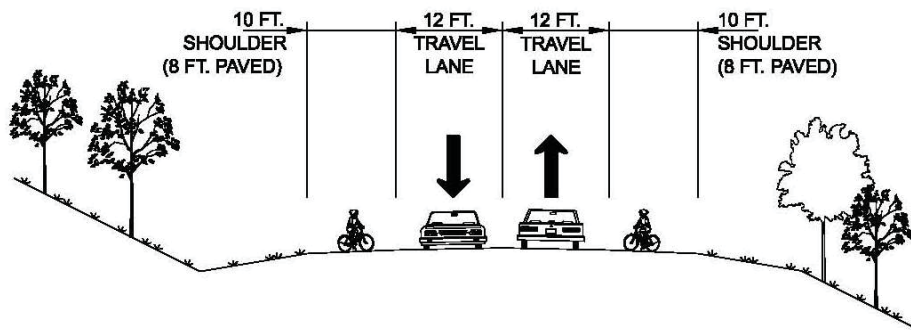
two-way left turn lane. Sidewalks will be located on both sides of the roadway. The travel lanes will be eleven feet wide. The six-foot wide shoulders will accommodate bicyclists. The design speed of this segment is 45 miles per hour.



SEGMENT 4 PROPOSED TYPICAL SECTION

5. Harr Town Road (L.M. 10.11) to west of Carolina Pottery Drive (L.M. 11.90)

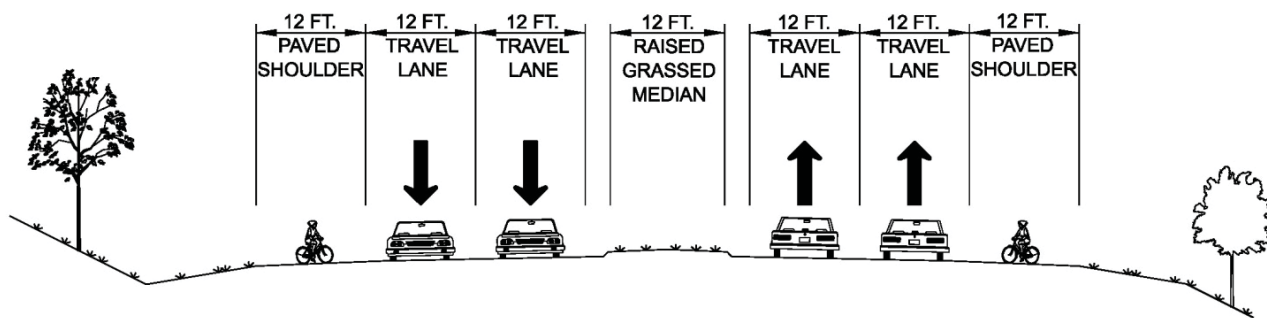
The proposed cross section of this 1.8 mile long segment of SR 126 (Memorial Boulevard) from Harr Town Road to west of Carolina Pottery Drive includes two travel lanes (one in each direction) with no median. This section will not have curb and gutter, and instead will have roadside ditches for drainage. The shoulders will be ten feet wide, eight feet of which will be paved. No sidewalks will be provided due to the rural nature of the surrounding community. The travel lanes will be twelve feet wide. Rumble strips will be provided along the centerline of the roadway to deter drivers from crossing into the opposing lane. Rumble strips will also be provided along the shoulders. The shoulder rumble strips will include ten-foot gaps between thirty-foot rumble strip segments to accommodate bicyclists. The design speed of this segment is 45 miles per hour.



SEGMENT 5 PROPOSED TYPICAL SECTION

6. West of Carolina Pottery Drive (L.M. 11.90) to I-81 (L.M. 12.12)

The proposed cross section of this 0.2 mile long segment of SR 126 (Memorial Boulevard) from west of Carolina Pottery Drive to I-81 includes four travel lanes (two in each direction), and a raised grass median. This segment will not have curb and gutter, and instead will have roadside ditches for drainage. The shoulders will be twelve feet wide and paved. No sidewalks will be provided along this segment due to the rural nature of the surrounding community. The travel lanes will be twelve feet wide. The twelve-foot wide paved shoulders will accommodate bicyclists. The design speed of this segment is 45 miles per hour.



SEGMENT 6 PROPOSED TYPICAL SECTION

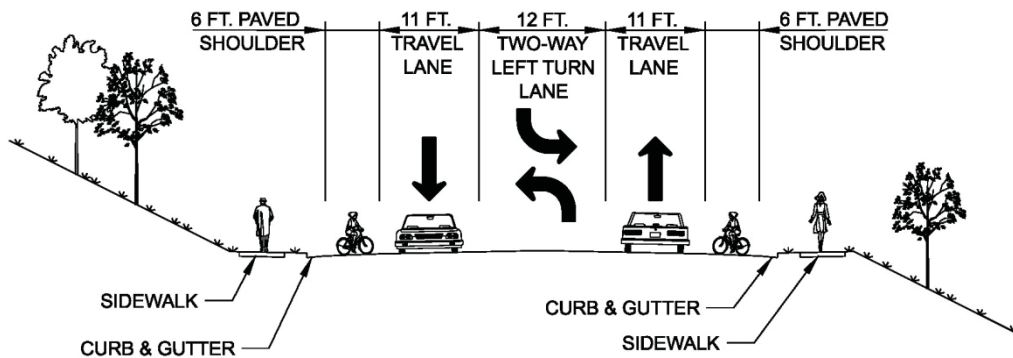
The proposed alignment of Alternative A generally follows the existing alignment. The proposed alignment shifts from side to side to minimize impacts, reduce earthwork volumes, simplify constructability, and improve the curvature of the roadway. Despite the effort to minimize impacts, considerable additional right-of-way will be required and many residences and businesses will need to be relocated. Numerous gravesites will also need to be relocated.

ALTERNATIVE B

Alternative B is a refinement of Alternative A. Alternative B utilizes the same proposed typical roadway cross sections as Alternative A, but the length of the four-travel lane section of Segment 3 is reduced. As a result, the two-travel lane section of Segment 4 begins further west, near Lemay Drive, and is longer than in Alternative A. Retaining walls will also be utilized in the vicinity of historic Yancey's Tavern and East Lawn Memorial Gardens Cemetery. These modifications were made to minimize impacts to Yancey's Tavern and the East Lawn Memorial Gardens Cemetery located on opposing sides of SR 126 (Memorial Boulevard) in Segment 4. It should be noted that numerous gravesites will still need to be relocated with Alternative B. Additional changes incorporated into Alternative B include minor modifications of the proposed centerline to minimize excavation and fill impacts. Alternative B subsequently requires less additional right-of-way and impacts fewer residences and businesses than Alternative A.

Segment 4 Alternate B East of Lemay Drive (L.M. 7.20) to Harr Town Road (L.M. 10.11)

The proposed cross section of this 2.9 mile long segment of SR 126 (Memorial Boulevard) from east of Lemay Drive to Harr Town Road includes two travel lanes (one in each direction), six-foot wide paved shoulders, and curb and gutter. The median in this section will consist of a two-way left turn lane. Sidewalks will be located on both sides of the roadway. The travel lanes will be eleven feet wide. The six-foot wide shoulders will accommodate bicyclists. The design speed of this segment is 45 miles per hour.



SEGMENT 4 ALT B PROPOSED TYPICAL SECTION

ENVIRONMENTAL IMPACTS

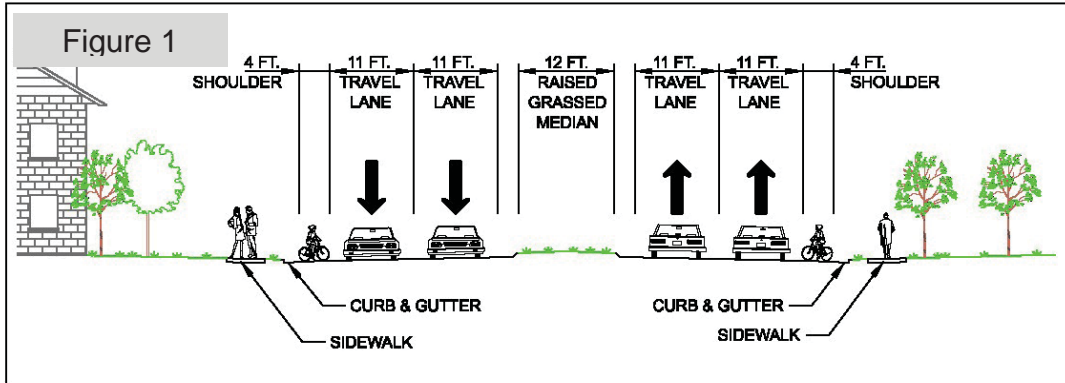
Build Alternative – The adverse impacts associated with this project involve:

- The displacement of ninety (90) to three hundred and fifty (350) graves, dependent upon which Build Alternative is selected.
- The displacement of one hundred and sixty two (162) to two hundred and forty one (241) residential relocations, dependent upon which Build Alternative is selected.
- The displacement of thirty (30) to forty-three (43) business displacements, dependent upon which Build Alternative is selected.
- There will also be temporary impacts during construction such as traffic delays, noise and dust. (See Summary Table)

ALTERNATIVE B – REVISED DESIGN CONCEPT NOT EVALUATED IN DEIS

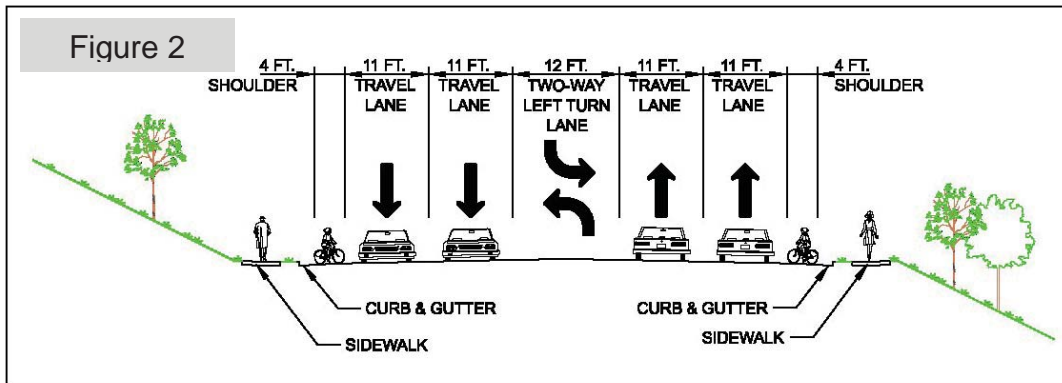
Since the approval and circulation of the Draft Environmental Impact Statement on January 9, 2012 updated traffic data has been developed and a new traffic capacity manual has become available. From these new developments, the Department of Transportation reevaluated the design of the alternatives and is considering changes that would reduce the number of project impacts. The design modifications being considered are described in the next four pages. (See Summary Table)

The original four-lane concept that extended from East Center Street to Lemay Road has been reduced in length. The revised design concept proposes a four-lane roadway from East Center Street to Harbor Chapel Road. The first segment of this four-lane beginning at East Center Street and extending to Hawthorne Street will have two, eleven foot lanes in each director separated by a twelve foot raised grass median with bicycle lanes and sidewalks on both sides of the roadway. (Figure 1)



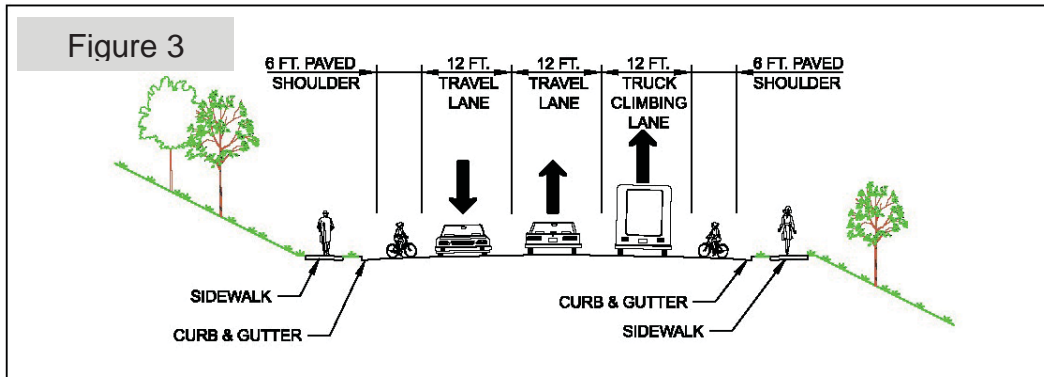
From East Center to Hawthorne Street

At Hawthorne Street the grass median will transition to a two-way left center turn-lane and continue to Harbor Chapel Road. (Figure 2)



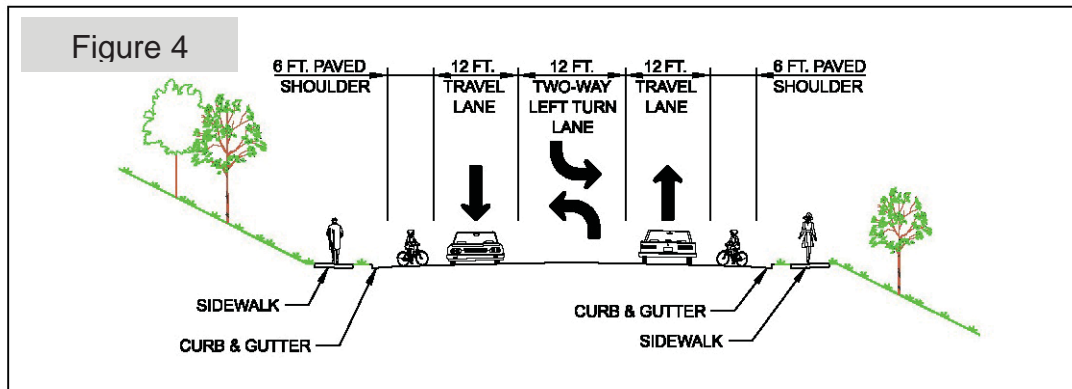
West of Hawthorne to Harbor Chapel Road

At Harbor Chapel Road the roadway cross-section is reduced to a two-lane roadway (one-lane in each direction) with a twelve foot eastbound truck climbing lane. Sidewalks and bike lanes are proposed for both sides of the roadway. This three-lane roadway will continue to Old Stage Road. (Figure 3)



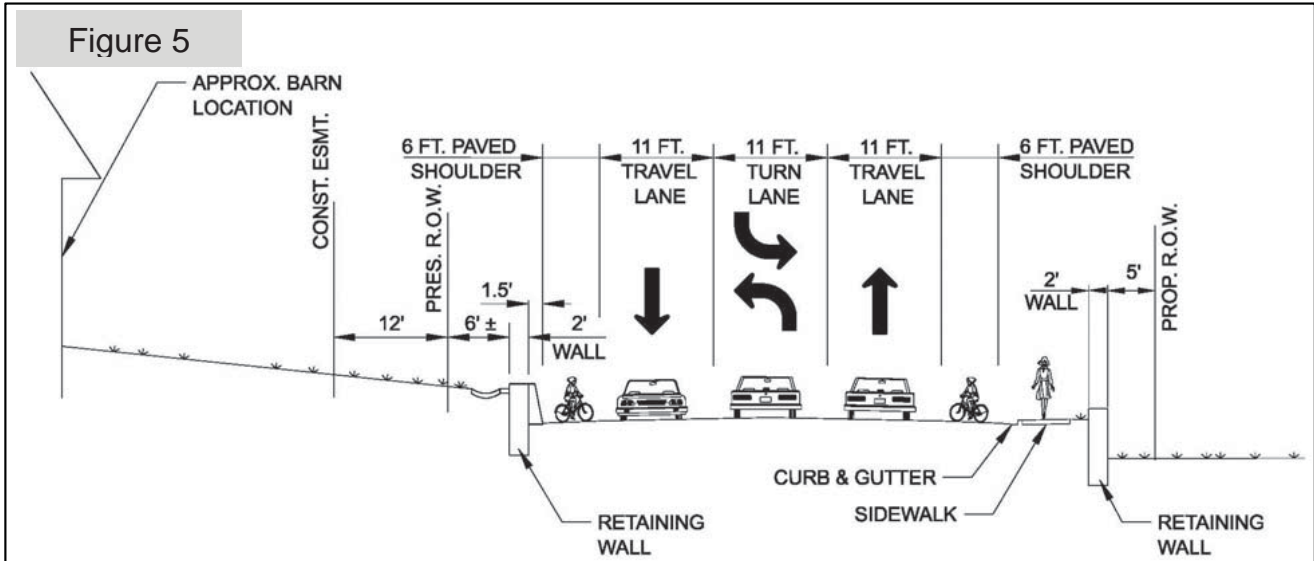
From Harbor Chapel Road to West of Old Stage Road

The three-lane roadway will transition near Old Stage Road to a two-lane roadway (one-lane in each direction) separated by a two-way left turn center lane, which is continued to Harr Town Road. Sidewalks and bike lanes are proposed for both sides of the roadway. (Figure 4)



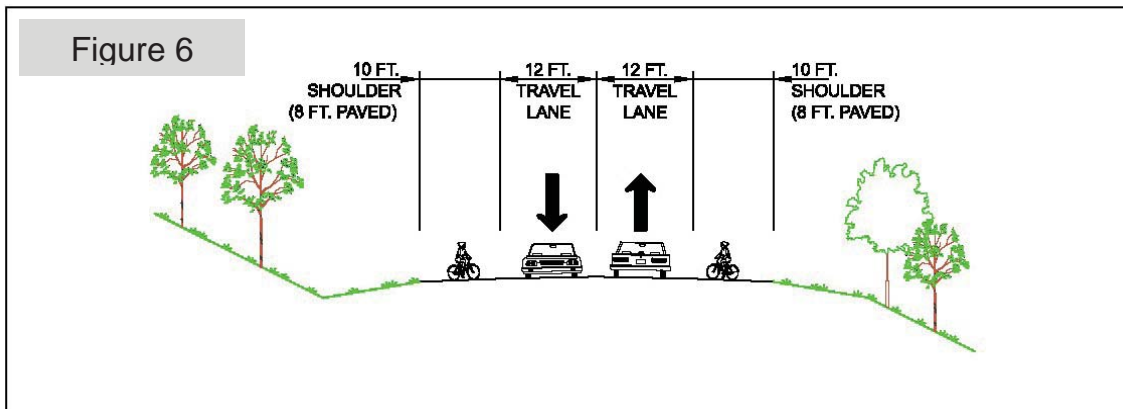
From East of Old Stage Road to Harr Town Road

The proposed three-lane cross-section is compressed as it passes between Yancey's Tavern and the East Lawn Memorial Gardens. This design concept avoids taking property from the National Register Listed Yancey's Tavern and avoids displacing any known grave sites. (Figure 5)



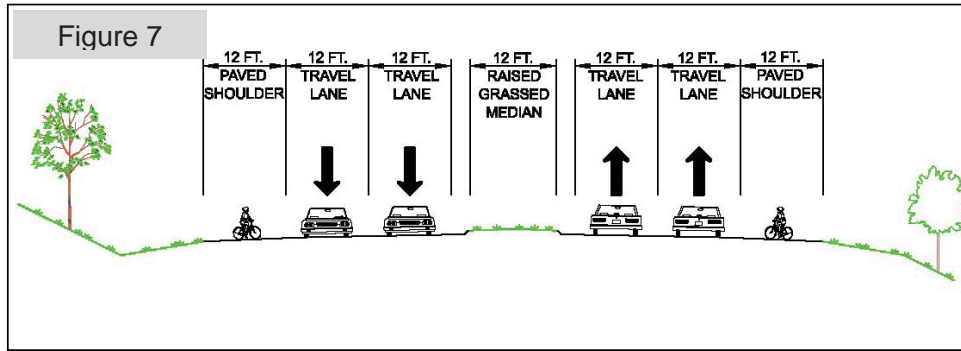
Compressed Typical Section at Yancey's Tavern and East Lawn Memorial Garden

At Harr Town Road the roadway cross-section transitions to a two-lane roadway with ten foot shoulders and continues to Carolina Pottery Road. (Figure 6)



From Harr Town Road to Carolina Pottery Drive

The roadway transitions at Carolina Pottery Road to a four-lane divided highway with a twelve foot raised grass median with paved shoulders and continues to Interstate 81 the ending point for this project. (Figure 7)



From West of Carolina Pottery to I-81

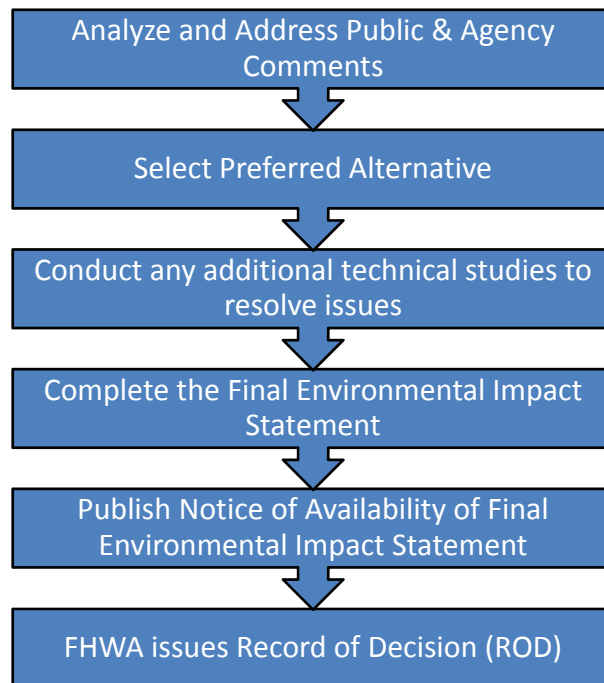
The revised design of Alternative B (B Modified) provides the same level of service as the alternatives proposed in the DEIS. The revised design reduces the cost and number of residential displacements, avoids Yancey’s Tavern and avoids displacing all known grave sites, while offering the same level of safety improvements as Alternative A and B. The proposed revisions are shown on the exhibits being presented at the Corridor Public Hearing.

Summary of Project Data & Estimated Impacts for SR 126 (Memorial Boulevard)				
Item	No-Build	Build Alternative A	Build Alternative B	Alternative B Modified
Estimated Right-of-Way Acquisition (Acres)	0	239	121	100
Residential Displacements	0	241	162	104
Business Displacements	0	43	30	24
Non-Profit Displacements (Volunteer Fire Sta.)	0	1	1	1
Air Quality/Noise Impacts Requiring Mitigation	0	0	0	0
Archaeological Sites Impacted	0	0	0	0
Historic Sites Impacted	0	1	1	1
Section 4(f) Properties Impacted	0	0	0	0
Gravesites Impacted	0	350	90	0
Wetlands Impacted (Acres)	0	0	0	0
Stream Crossings (Linear Feet)	0	4863	3107	3107
Floodplains Impacts (Acres)	0	4	3.2	3.2
Forest Land Acquired (Acres) ²	0	75	54.8	50+
Threatened/Endangered Species Impacts	0	0	0	0
Hazardous Material Sites Impacted (Parcels)	0	2	3	3
Farmland Impacted (Acres)	0	15	5	5
Total Estimated Project Cost	\$ -	\$ 120,316,000	\$ 99,565,000	\$ 97,000,000

1. The estimated ROW width is reported and based upon the typical width needed for each typical section. Actual proposed ROW widths will vary throughout the project based upon the use of slope easements, total versus partial property acquisitions, uneconomic remnants, etc.
2. Includes all forest land impacted within the estimated construction limits, which may be within slope easements and outside of the ROW limits

NEXT STEPS IN THE ENVIRONMENTAL PROCESS

The next steps in the environmental process for this project after this public hearing are illustrated below.



A Record of Decision must be issued prior to final design, right-of-way acquisition, purchase of construction materials, and the beginning of construction. The following federal and state actions will also be required for the implementation of the project:

- U.S. Corps of Engineers (COE): Section 404 permit under the Clean Water Act.
- Tennessee Department of Environment and Conservation (TDEC): Aquatic Resources Alteration Permit (ARAP).

RIGHT-OF-WAY ACQUISITION AND RELOCATION

In order to minimize unavoidable effects of right-of-way acquisition and the displacements of people, TDOT will carry out a right-of-way relocation program in accordance with Tennessee's Uniform Relocation Assistance Act of 1972, and the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (P.L. 91646).

An information pamphlet "*Relocation Assistance Program*" is available and outlines the services offered and any payments for which you may be eligible, such as moving expenses and replacement housing benefits for owners and tenants. The brochure also outlines the eligibility requirements for receiving these payments.

TDOT will provide advance notification of impending right-of-way acquisition. The Right-of-Way Office has the responsibility, once a project is approved, of appraising, purchasing and, if required, assisting individuals, families or businesses in relocating.

Before acquiring property, all properties are appraised on the basis of comparable sales and land use values in the area. In some instance, for values of \$10,000 or less, this process might not be done. The value will be established by using real estate appraisers who will prepare, for TDOT's use, written appraisals using actual sales data in the surrounding community.

When an appraisal is necessary, the appraiser will contact each property owner and offer the owner the opportunity to accompany him on an inspection of the property. After the appraisal is complete, the Right-of-Way Appraisal staff will review and field check the findings for accuracy to ensure that everything relating to value has been considered in establishing the amount to be offered.

Owners of property will be offered fair market value for their property rights, as it is TDOT's desire to pay fair market value for the necessary property.

REGISTER YOUR COMMENTS

You are encouraged to make a formal comment that will be incorporated into the official project summary in one of four ways:

1. Make an oral statement to the court reporter.
2. Submit your written comments tonight before you leave.
3. Make a comment and/or ask questions tonight during the formal portion of the hearing.
4. Mail your comments to the Department (postmarked by **January 31, 2013**) to:

**Public Hearing Comments
SR 126 (Memorial Blvd) Corridor Improvement Project
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243**

*Please make sure to include **your name and address** on your submitted comment form or letter so that it will be included in the official record.

FOR MORE INFORMATION PLEASE CONTACT:

JonnaLeigh Stack
TDOT Environmental Manager
(615)253-2463 - JonnaLeigh.Stack@tn.gov

Gary King
TDOT Project Management Division
(615)741-4777 – Gary.King@tn.gov



East Lawn Cemetery facing entrance and SR 126



Intersection of SR 126 and Chestnut Ridge Road



East Lawn Cemetery entrance and SR 126



Yancey's Tavern near intersection of Chestnut Ridge Road and SR 126

PROJECT DEVELOPMENT PROCESS

Environmental Impact Statement

SR 126

We are here.
PUBLIC HEARING
Conduct NEPA Public Hearing

Consider Agency and Public Comments

FEIS
Prepare Final Environmental Impact Statement

Consider Agency and Public Comments

INFORMATION
NEPA Public Hearing Web Site

ROD
Prepare Record of Decision and Publish in Federal Register

INFORMATION
Design Public Hearing Right-of-way Meeting Web Site

DESIGN
Determine the physical construction of the highway including how it would be constructed and with what materials.

Develop Design Plans

Develop Right-of-way Plans

Prepare Final Design Plans

DEIS
Prepare Draft Environmental Impact Statement

Conduct Required Environmental Studies

Determine Purpose and Need for Project and Develop Alternatives

INFORMATION
Public Meetings Web Site

Coordinate With Resource Agencies

PROJECT INITIATION AND EARLY PUBLIC INVOLVEMENT

RIGHT-OF-WAY
Purchase Needed Right-of-way

Coordinate Utilities Adjustment

Finalize Construction Drawings

CONSTRUCTION
Construction Contracts are awarded and construction begins.

Acquire All Necessary Construction Permits

Maintain Traffic

The Blue signs represent opportunities throughout the studies for the public to stay informed and provide input. The Green signs indicate major activities occurring throughout the project development process.



EDRA
CHESTNUT RIDGE