

Executive Summary
UT Martin – Selmer Campus
State Route 5 (US 45), McNairy County
PIN #109927.01

Purpose

In 2006, legislation was passed for access improvement to the University of Tennessee Martin Selmer campus on State Route 5 (US 45) in McNairy County, Tennessee. In response to the legislation, the Tennessee Department of Transportation (TDOT) has commissioned this study to define the purpose and need for access improvements and to develop options to satisfy the purpose and need.

This report documents the analyses conducted to evaluate the opportunities for improving access to the UTM Selmer campus at two locations along State Route 5 in Selmer, McNairy County, Tennessee. Consideration has been given by the Town of Selmer, McNairy County, and TDOT to relocating the southernmost access along State Route 5 at Glover Drive to an improved access to serve both the Selmer campus and industrial site.

Improvement Options

Option 1 – No-Build: The intersection of State Route 5 and Lakeview Road/Glover Drive would remain under current operations and roadway geometry. A new access would not be extended to State Route 5 and all access to the UTM Selmer campus would remain the same. No construction costs.

Option 2 – Build: This build option includes extending a new access from the UTM Selmer campus directly to State Route 5. The existing Glover Drive connection to State Route 5, as well as the northbound left turn lane on State Route 5 into Glover Drive, would be sacrificed and the existing opening in the controlled access fence would be relocated. This new connection would require the crossing of a blue line stream and cutting of the existing controlled access fence. Cost: \$1,331,200.

Option 3 – Build: This improvement option includes relocating the Glover Drive connection to State Route 5 and extending Three Star Drive to State Route 5. The existing Glover Drive connection to State Route 5, as well as the northbound left turn lane on State Route 5 into Glover Drive, would be sacrificed and the existing opening in the controlled access fence would be relocated to Three Star Drive. This new connection would require the crossing of a blue line stream and cutting of the existing controlled access fence. Cost: \$1,027,700.

TRANSPORTATION PLANNING REPORT

UT-Martin Selmer Campus Access Improvement

State Route 5 (US Highway 45)

MCNAIRY COUNTY

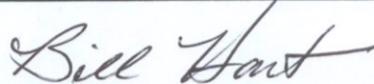
PIN #109927.01



PREPARED BY
Neel-Schaffer, Inc.

For the

TENNESSEE DEPARTMENT OF TRANSPORTATION
PROJECT PLANNING DIVISION

| Approved by: | Signature | DATE |
|----------------------------------------------------|--------------------------------------------------------------------------------------|--------|
| CHIEF OF ENVIRONMENT AND PLANNING |  | 5/7/09 |
| TRANSPORTATION DIRECTOR PROJECT PLANNING DIVISION |  | 5-7-09 |
| TRANSPORTATION MANAGER 2 PROJECT PLANNING DIVISION |  | 5/7/09 |

This document is covered by 23 USC § 409 and its production pursuant to fulfilling public planning requirements does not waive the provisions of § 409.

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1. STUDY HISTORY & BACKGROUND INFORMATION

1.1 Purpose of Report

In 2006, legislation was passed for access improvement to the University of Tennessee Martin Selmer campus on State Route 5 in McNairy County, Tennessee. In response to the legislation, the Tennessee Department of Transportation (TDOT) has commissioned this study to define the purpose and need for access improvements and to develop options to satisfy the purpose and need.

1.2 Study History

Improvements to the access to the UTM Selmer campus have been considered for several years by the Town of Selmer. Specifically, in 2006, Mayor Robinson requested a new ramp for the UTM Selmer campus. This original request would provide a new access from the UTM Selmer Campus directly to State Route 5. Correspondence with State Representative Randy Rinks and State Senator John Wilder resulted in legislation for the new access. Documentation of the legislation is included in Appendix A.

This report documents the analyses conducted to evaluate the opportunities for improving access to the UTM Selmer campus and the industrial site located along the west side of State Route 5 in Selmer, McNairy County, Tennessee. Consideration has been given by the Town of Selmer, McNairy County, and TDOT to relocating the southernmost access along State Route 5 at Glover Drive to a new access location to the campus and industrial site.

1.3 Study Area

The area under investigation is located in northwestern McNairy County, in a primarily suburban residential area with industrial, residential, and institutional uses. The UTM Selmer campus is located west of State Route 5. The study area is located between two locations – the intersection of State Route 5 and Lakeview Road/Glover Drive (log mile 16.42) and the proposed location of the extension of Three Star Drive to State Route 5 (log mile 16.93). An area location map is shown in Figure 1. Figure 2 shows the locations under study and an overview of the study area is shown in Figure 3.

1.4 Existing Transportation Conditions

State Route 5 is a four-lane median-divided roadway that provides a connection between Interstate 40 north of Jackson, Tennessee and south to the Mississippi state line. State Route 5 is functionally classified as a rural principal arterial.

The Tennessee Roadway Information Management System (TRIMS) shows that from 2005 through 2007, the intersection of State Route 5 and Lakeview Road/Glover Drive experienced one crash that was not severe. State Route 5 at Dowty Road, which provides indirect access to the campus and industrial site, experienced four crashes in the three-year period from 2005 through 2007. The crash rate for this period at this intersection was 0.372, which is slightly higher than the statewide average for similar intersections of 0.180.

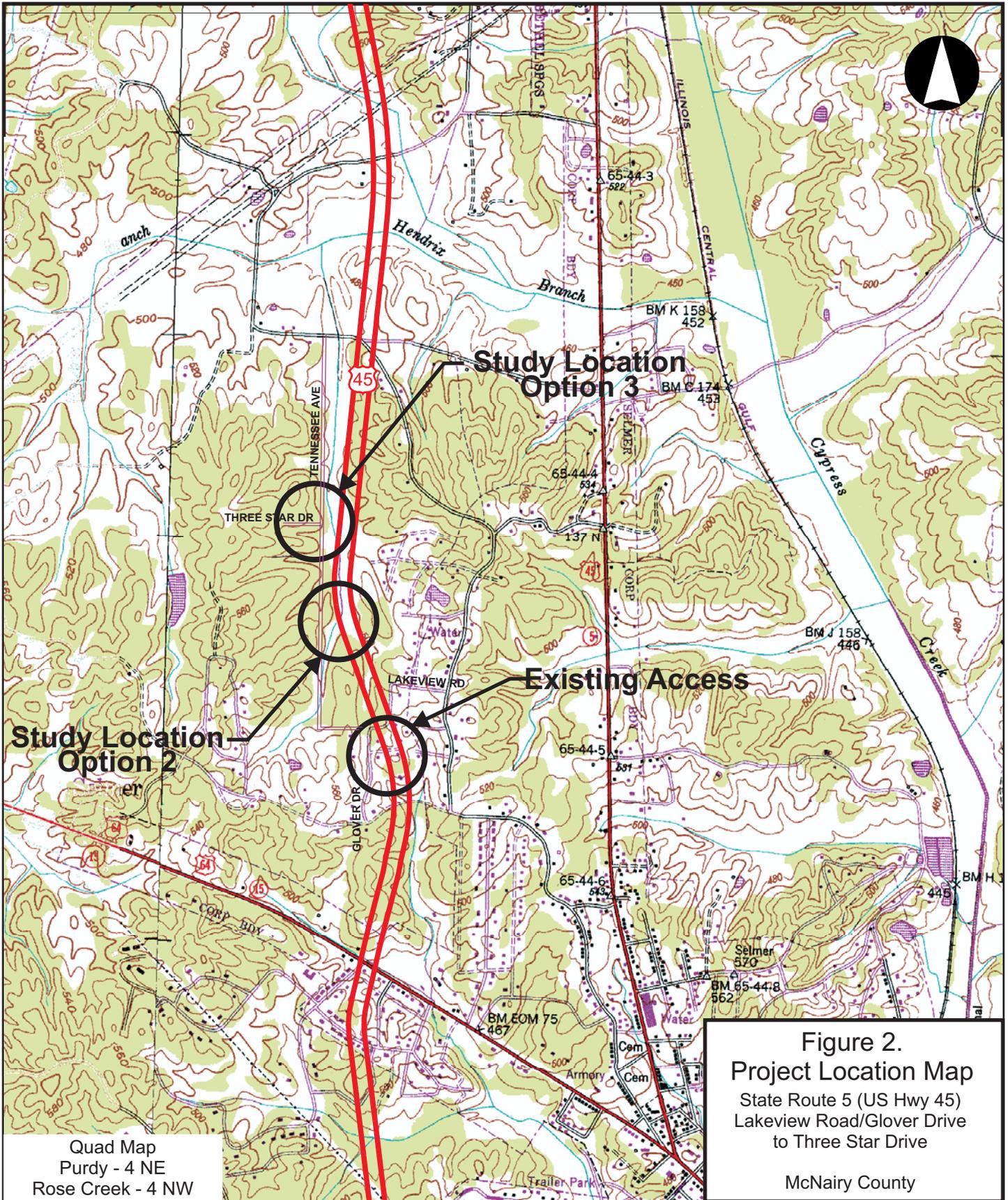
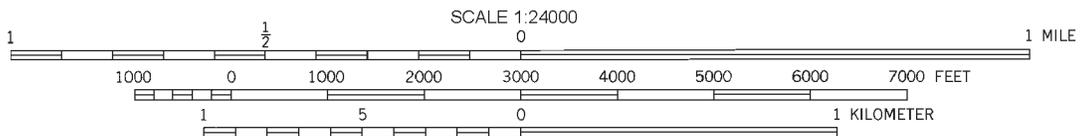


Figure 2.
Project Location Map
 State Route 5 (US Hwy 45)
 Lakeview Road/Glover Drive
 to Three Star Drive
 McNairy County

Quad Map
 Purdy - 4 NE
 Rose Creek - 4 NW



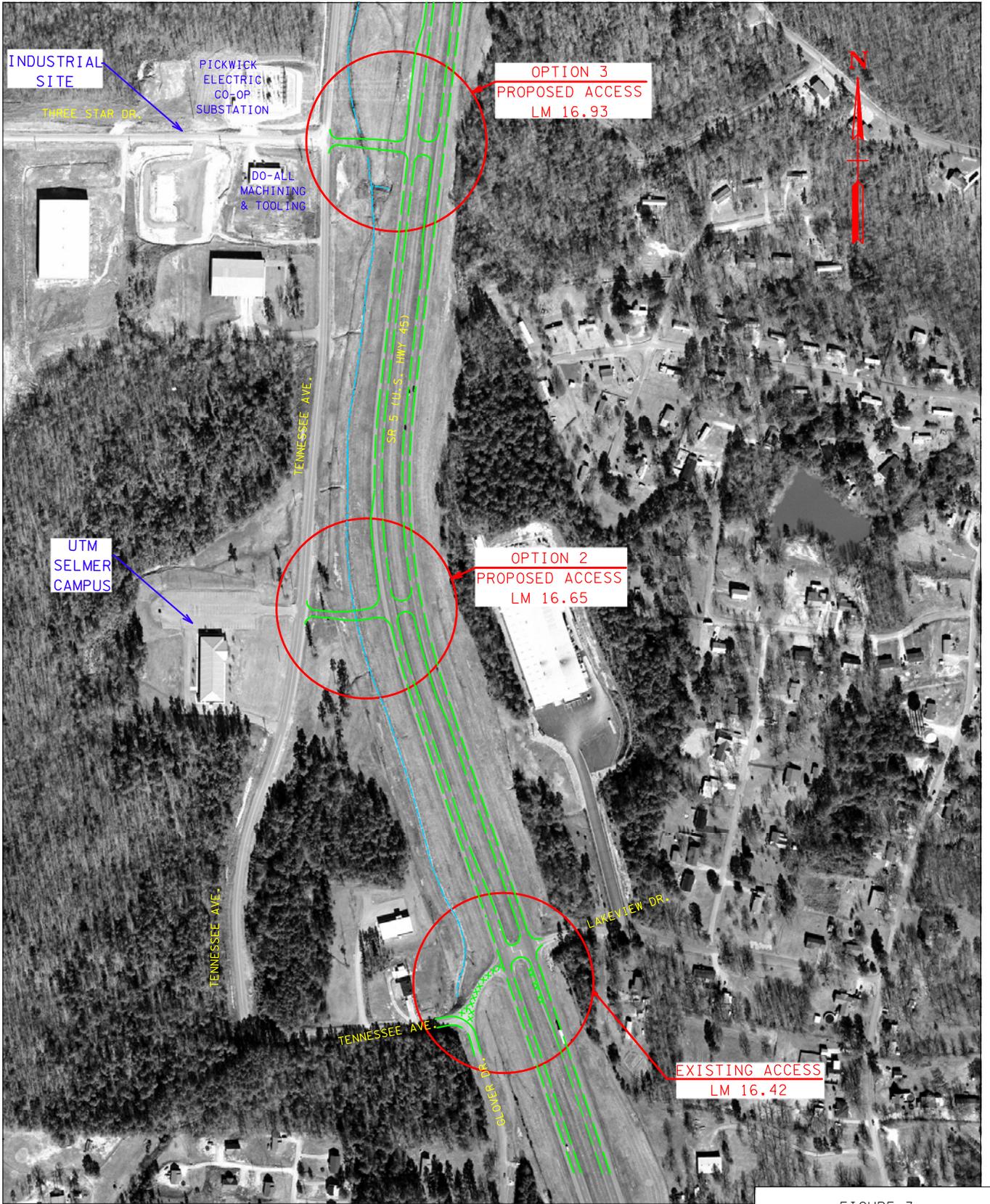


FIGURE 3
 OVERVIEW OF PROJECT AREA
 STATE ROUTE 5 (US HWY 45)
 LAKEVIEW ROAD/GLOVER DRIVE
 TO THREE STAR DRIVE
 McNAIRY COUNTY

State Route 5 is a four-lane median divided rural principal arterial in the study area. The intersection of State Route 5 and Lakeview Road/Glover Drive is a four-legged intersection with a median opening and northbound and southbound left turn lanes on State Route 5. There is currently no median openings at the proposed locations at the UTM Selmer campus or where Three Star Drive would be extended to State Route 5. Photos of the study area are shown below.



Existing Access – Eastbound view of Glover Drive at State Route 5 (to be scarified)



Option 2 – Southbound view of State Route 5 near possible extension from UTM Selmer campus



Option 2 – Westbound view from State Route 5 near possible extension from UTM Selmer campus



Option 3 – Northbound view of State Route 5 near possible Three Star Drive extension



Option 3 – Westbound view from State Route 5 at Three Star Drive



Option 3 – Eastbound view of State Route 5 from end of Three Star Drive

2. PURPOSE & NEED OF PROJECT

The purpose of this study is to develop the options for the improvement of access to UTM Selmer campus along State Route 5. As a result of the analysis performed in this study, it has been found that a relocated location will provide improved access to the campus and the industrial site. It will also provide acceptable sight distance to State Route 5 from the UTM Selmer access extension and the extension of Three Star Drive. Field reviews, stakeholder meetings and review and analysis of existing data substantiate the desire and need for access changes to the UTM Selmer campus.

A field review, stake holder discussions and review and analysis of existing data substantiate the history and legislative issues being experienced in the study area. It has been determined that an improved access to serve the campus and industrial site is valid for the following:

Legislation – In 2006, Mayor Robinson requested a new ramp for the UTM Selmer campus. This original request would provide a new access from the UTM Selmer Campus directly to State Route 5. Correspondence with State Representative Randy Rinks and State Senator John Wilder resulted in legislation for the new access. Documentation of the legislation is included in Appendix A.

3. PROPOSED IMPROVEMENTS

The existing intersection of State Route 5 and Lakeview Road/Glover Drive is a four-legged intersection. A median opening with northbound and southbound left turn lanes is provided. There are currently no safety issues at this intersection; however, a new access would be a T-intersection with fewer conflict points. Four-legged intersections have 32 conflict points, while T-intersections have only nine conflict points. Also, the location of each of the proposed unsignalized accesses provides increased sight distance compared to the Lakeview Road/Glover Drive access.

Turning movement counts were conducted along State Route 5 at Lakeview Road/Glover Drive and at Dowty Road. The turning movement counts are included as Appendix B. From the counts obtained, it was determined that along State Route 5, there are minimal northbound and southbound left turning vehicles at either of the proposed intersections. The counts also indicate that the eastbound traffic on Glover Drive turning onto State Route 5 is minimal. Of the eastbound traffic on Glover Drive, the majority of traffic is turning right onto State Route 5. The current residential Glover Drive traffic will be able to easily access State Route 5 via Higginbottom Road located to the south.

The current turning movements at the two existing intersections operate at LOS C or better during both AM and PM peak hours, with most operating at LOS A or B. The turning movements currently experience minimal delay. The existing traffic volumes

were reassigned to account for the relocation of the access to the UTM Selmer campus and the industrial site. Capacity analyses of the reassigned traffic volumes indicate that the intersection will operate at improved levels of service – LOS A at either of the proposed T-intersections. These traffic patterns and volumes and the capacity analyses indicate that the relocation of the State Route 5 access will have minimal impact on the motoring public. More detailed traffic analysis and volumes that support this conclusion are shown in Appendix B. The existing turning movement counts and capacity analyses worksheets are also included in Appendix B.

Three proposed options have been developed for the study area: No-Build and two Build Options.

Option 1 – No-Build

The intersection of State Route 5 and Lakeview Road/Glover Drive would remain under current operations and roadway geometry. All access to the UTM Selmer campus and the industrial site would remain the same.

No construction costs would be incurred for the No-Build option.

Option 2

As previously mentioned, the Town of Selmer has been considering improving the access to the UTM Selmer campus for several years. Improving the access to the campus will require the relocation of the existing Glover Drive access to State Route 5 and providing improved access from the UTM Selmer campus to State Route 5. In keeping with current TDOT access control policy, the existing Glover Drive connection to State Route 5, as well as the northbound left turn lane on State Route 5 into Glover Drive, would be scarified. The existing drainage system will remain. The controlled access fence along the west side of State Route 5 would be extended across the scarified portion of Glover Drive.

This build option also includes extending a new access from the UTM Selmer campus directly to State Route 5. This new connection would require the crossing of a blue line stream and cutting of the existing controlled access fence. Also, a new median opening and northbound left lane would be provided along State Route 5 at this location. A southbound right turn lane would also be provided along State Route 5 at this location. Based on the expected traffic volumes at the new intersection, as shown in Appendix B, a traffic signal would not be warranted.

The conceptual layout of Option 2 is included in Appendix C. The estimated project cost of this option is \$1,331,200. It should be noted that the cost for Option 2 includes incidentals for right-of-way, but no land costs since, according to the Town of Selmer, the Town and Industrial Board own the affected land (see letter in Appendix A). The cost estimate worksheets for Option 2 are included as Appendix D.

Option 3

This build option includes eliminating the Glover Drive connection to State Route 5 and extending Three Star Drive to State Route 5. As with the Option 2, the existing Glover Drive connection to State Route 5, as well as the northbound left turn lane on State Route 5 into Glover Drive, would be scarified, with existing drainage system to remain. The controlled access fence along the west side of State Route 5 would be extended across the scarified Glover Drive.

This build option also includes extending Three Star Drive to State Route 5. This new connection would require the crossing of a blue line stream and cutting of the existing controlled access fence. Also, a new median opening and northbound left lane would be provided along State Route 5 at this location. A southbound right turn lane would also be provided along State Route 5 at this location. Based on the expected traffic volumes at the new intersection, as shown in Appendix B, a traffic signal would not be warranted.

The conceptual layout of Option 3 is included in Appendix C. The estimated project cost of this option is \$1,027,700. As with Option 2, Option 3 includes incidentals for right-of-way, but no land costs since, according to the Town of Selmer, the Town and Industrial Board own the affected land (see Appendix A for copy of letter). The cost estimate worksheets for Option 3 are included as Appendix D.

It should be noted that the difference in cost between Option 2 and Option 3 is due to the terrain at Option 2 made it necessary to have approximately five feet of fill over the boxes to achieve the necessary grade. The extra height of the fill necessitated an increase in the length of the boxes compared with Option 3. The extra length of the boxes accounts for the increase in cost for the structure and in large part to the increase in cost.

4. FIELD INVESTIGATION

As part of this study, a field investigation was made on Tuesday, November 18, 2008 at 10:00 AM by:

Liz Smith, TDOT Conceptual and NEPA
Roger Lewis, TDOT Project Management
Jane Jones, TDOT Design
David Robinson, Mayor of Selmer
Rudy Moore, McNairy County EMA
Whitney Sullivan, Southwest TN Development District
Layne Moffett, Pickwick Electric Co-op
Barry Alexander, Neel-Schaffer (N-S)
Dyan Damron, N-S

At the field review, the history of the study area, previous correspondence and findings were discussed. Discussion was also held regarding the scarification of the access across from Lakeview Road. The team was informed that the Glover Drive

approach would be scarified, leaving the existing drainage system in place. The history of the project was discussed by Mayor Robinson. Conceptual sketches of a new access were provided by Mr. Lewis.

Mayor Robinson asked if the designation of a blue line stream that the new access will cross can be checked to ensure its classification. A public meeting will be held once the details of the project are developed. The Town of Selmer will manage these public meetings.

The field review notes are included as Appendix E.

5. ADDITIONAL CONDITIONS AND ISSUES

5.1 Environmental Protection Agency Results

A search of occurrences of Environmental Protection Agency (EPA) items within the study area resulted in no locations found. The EPA results indicate that there are no Superfund National Priorities List (NPL) sites located within the study area. Also, there were no Toxics Release Inventory (TRI) locations within the study area.

5.2 FEMA Flood Zone Results

A review of the Federal Emergency Management Agency (FEMA) flood maps indicates that the study intersection is located within a published flood plain, according to Map Number 4701320004D effective December 2, 2008. Also, there is a blue line stream that runs parallel to State Route 5 just west of the road. The new access will cross this stream.

5.3 Early Environmental Screening (EES)

In preparation of Transportation Planning Reports (TPR), TDOT has introduced an environmental screening process for the project study area. By screening the latest available Geographic Information Systems (GIS) environmental data during the early stages of project planning, TDOT and the public will be better prepared to anticipate potential environmental issues and mitigation requirements. This screening process involves using GIS to assess environmental data as it spatially relates to the project's Area of Potential Effect (APE). In broad terms, the GIS environmental data reviewed in this TPR include the following layers:

❖ **1,000 ft EES Corridor**

- Community Impact--Cemetery Sites: Cemetery & Cemetery Property
- Institutions—Churches, Schools, Hospitals
- Sensitive Community Populations
- Ecology—Rare & Protected Species: Bats
- Railroads & Public Lands—Railroads

❖ **2,000 ft EES Corridor**

- Historic Architecture—National Register

- Hazardous Substances & Geology
 - Superfund Sites
 - Geology—Superfund Sites
- Railroads & Public Lands—TWRA Lakes & Other Public Lands

- ❖ **4,000 ft EES Corridor**
 - Ecology—Terrestrial Species
 - TDEC Conservation Sites
 - TDEC Scenic Waterways
 - Large Wetland Impacts
 - Railroads & Public Lands
 - Tennessee Natural Areas Programs & Wildlife Management Areas

- ❖ **10,000 ft EES Corridor**
 - Ecology—Rare & Protected Species: Aquatic Species
 - Hazardous Substances & Geology—Geology: Caves

As of the publication of this document, the GIS data within each layer was up to date relevant to date of its publication. This data will be updated as part of the ongoing project development process.

All of the previously referenced GIS data is shown on the study area location maps included in Appendix F. Also more detailed EES Scoring Sheets are included in Appendix F.

APPENDIX

- A. Approved Legislation
- B. Turning Movement Counts
- C. Conceptual Layouts
- D. Cost Estimate Worksheets
- E. Field Review Notes
- F. EES Material

Appendix A
Approved Legislation

Earmark
(c) From the funds appropriated to the Department of Transportation for construction, there is earmarked the sum of \$650,000 for the sole purpose of improvements of an access road to the University of Tennessee at Martin Center in McNairy County.

Earmark
(d) From the funds appropriated to the Department of Transportation for construction, there is earmarked the sum of \$700,000 for the sole purpose of constructing an entrance at the University of Tennessee at Martin McNairy County/Selmer campus.

Item 30. From the funds appropriated to the Department of Military, there is earmarked a sum sufficient for the sole purpose of implementing Senate Bill No. 2487/House Bill No. 2468 and Senate Joint Resolution No. 667, if such bill and resolution become law.

Item 31. From the funds appropriated to the Comptroller of the Treasury for property tax relief, there is earmarked a sum sufficient for the sole purpose of implementing Senate Bill No. 1555/House Bill No. 1350 and Senate Bill No. 2764/House Bill No. 2777, if such bills become law.

Item 32. From the funds appropriated by the provisions of this act for classification compensation and compression, there is earmarked a sum sufficient to be allocated to the Secretary of State, Office of the Comptroller and the Treasury Department, for the sole purpose of addressing compensation adjustments. Any such sum allocated to the Secretary of State, Office of the Comptroller or the Treasury Department shall be subject to approval by both Speakers.

Item 33. From the funds appropriated by the provisions of this act for classification compensation, there is earmarked a sum sufficient to be allocated to the General Assembly for the sole purpose of addressing compensation adjustments.

Item 34. From the funds appropriated to the Department of Environment and Conservation, there is earmarked a sum of \$50,000 for the sole purpose of making a grant in such amount to the Tennessee Parks and Greenways Foundation for the sole purpose of preserving public presentations of Tennessee State Naturalist, Mack Prichard.

Item 35. From the funds appropriated to the unemployment compensation trust fund, there is earmarked a sum sufficient for the sole purpose of implementing Senate Bill No. 3036/House Bill No. 2883, relative to unemployment benefits, if such bill becomes law.

Item 36. From the funds appropriated to the Alcohol and Drug Addiction Treatment Fund (ADAT) established by § 40-33-211(c)(2), there is earmarked a sum sufficient not to exceed \$1,591,000 for the sole purpose of implementing the provisions of Senate Bill No. 3212/House Bill No. 3235, relative to drug and alcohol assessments and treatment, if such bill becomes law.

Item 37. From the funds appropriated to the Department of Commerce and Insurance, there is earmarked a sum sufficient for the sole purpose of implementing the provisions of Senate Bill No. 3718/House Bill No. 3792, relative to firefighters' training, if such bill becomes a law.

Item 38. From the funds appropriated to the Department of Personnel, there is earmarked a sum sufficient for the sole purpose of developing a proposed comprehensive

Town of Selmer, Tennessee

Aldermen

John Smith
John Finlayson
Paul Simpson
Lloyd Tennyson
Edward Smith

DAVID ROBINSON, Mayor
ANN HENDERSON, Recorder

Neal Burks, Chief of Police
Anthony Carr, Fire Chief
Terry Abernathy, Attorney
Bill Webb, City Judge
Jim Replogle, Building Inspector
Theadies Sebree, Street Dept.
Mike Dickey, Sanitation Dept.

March 3, 2009

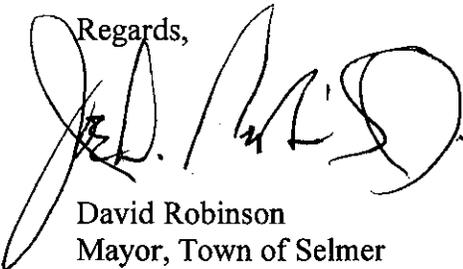
Mr. Paul Degges, P.E.
Chief Engineer
Tennessee Department of Transportation
505 Deaderick Street, Suite 700
Nashville, TN 37243

Dear Paul,

Per your request, please consider this letter as confirmation that the Town of Selmer and the Selmer – McNairy County Industrial Development Board will provide the land at no cost to TDOT for the exit ramp off the Hwy 45 bypass into the North Industrial Park at Three Star Drive.

Should you need additional information or documentation, please let me know.

Regards,



David Robinson
Mayor, Town of Selmer

cc: Mr. Maurice Frank Hamm
Mr. Jim Rickman
Mayor Jai Templeton
Ms. Dyan Damron

Appendix B
Turning Movement Counts

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Intersection: State Route 45 at Lakeview Road

Date: 11/6/2008

Recorder: C. Rogers

N-S Project Number: 7287-003

Notes: _____

| Start Time | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|------------|------------|-----|----|------------|-----|---|-------------|---|----|-------------|----|----|
| | SR 45 | | | SR 45 | | | Lakeview Rd | | | Lakeview Rd | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 6 :00 | | | | | | | | | | | | |
| 6 :15 | | | | | | | | | | | | |
| 6 :30 | | | | | | | | | | | | |
| 6 :45 | | | | | | | | | | | | |
| 7 :00 | 1 | 49 | 1 | 0 | 55 | 0 | 1 | 0 | 1 | 7 | 0 | 3 |
| 7 :15 | 4 | 79 | 3 | 1 | 85 | 1 | 2 | 0 | 3 | 7 | 1 | 0 |
| 7 :30 | 3 | 72 | 1 | 2 | 81 | 1 | 0 | 0 | 3 | 8 | 1 | 3 |
| 7 :45 | 7 | 61 | 3 | 3 | 65 | 0 | 0 | 1 | 1 | 2 | 1 | 0 |
| 8 :00 | 4 | 78 | 0 | 0 | 62 | 3 | 2 | 3 | 4 | 2 | 3 | 0 |
| 8 :15 | 7 | 58 | 1 | 1 | 68 | 0 | 0 | 0 | 3 | 6 | 1 | 0 |
| 8 :30 | 4 | 60 | 5 | 1 | 75 | 2 | 0 | 0 | 3 | 1 | 0 | 2 |
| 8 :45 | 4 | 51 | 2 | 0 | 66 | 0 | 2 | 2 | 4 | 0 | 2 | 0 |
| 9 :00 | | | | | | | | | | | | |
| 9 :15 | | | | | | | | | | | | |
| 9 :30 | | | | | | | | | | | | |
| 9 :45 | | | | | | | | | | | | |
| 10 :00 | | | | | | | | | | | | |
| 10 :15 | | | | | | | | | | | | |
| 10 :30 | | | | | | | | | | | | |
| 10 :45 | | | | | | | | | | | | |
| 11 :00 | 6 | 72 | 5 | 1 | 52 | 2 | 0 | 0 | 6 | 3 | 1 | 1 |
| 11 :15 | 4 | 60 | 6 | 0 | 61 | 0 | 1 | 0 | 4 | 3 | 0 | 1 |
| 11 :30 | 8 | 54 | 1 | 1 | 53 | 1 | 1 | 3 | 13 | 5 | 3 | 0 |
| 11 :45 | 4 | 69 | 1 | 0 | 65 | 1 | 0 | 0 | 6 | 3 | 4 | 0 |
| 12 :00 | 4 | 65 | 1 | 0 | 51 | 0 | 1 | 1 | 9 | 4 | 0 | 0 |
| 12 :15 | 14 | 66 | 4 | 1 | 64 | 1 | 0 | 0 | 3 | 0 | 2 | 1 |
| 12 :30 | 8 | 74 | 3 | 0 | 59 | 1 | 0 | 1 | 9 | 3 | 0 | 0 |
| 12 :45 | 10 | 74 | 3 | 1 | 61 | 2 | 0 | 0 | 1 | 3 | 2 | 0 |
| 1 :00 | | | | | | | | | | | | |
| 1 :15 | | | | | | | | | | | | |
| 1 :30 | | | | | | | | | | | | |
| 1 :45 | | | | | | | | | | | | |
| 2 :00 | | | | | | | | | | | | |
| 2 :15 | | | | | | | | | | | | |
| 2 :30 | 6 | 65 | 6 | 1 | 66 | 1 | 2 | 0 | 12 | 2 | 0 | 0 |
| 2 :45 | 10 | 62 | 5 | 1 | 74 | 0 | 0 | 0 | 3 | 5 | 0 | 2 |
| 3 :00 | 6 | 99 | 4 | 0 | 79 | 3 | 1 | 0 | 7 | 10 | 3 | 1 |
| 3 :15 | 3 | 77 | 2 | 1 | 57 | 0 | 0 | 1 | 6 | 6 | 2 | 0 |
| 3 :30 | 5 | 85 | 4 | 0 | 79 | 0 | 0 | 0 | 9 | 5 | 0 | 2 |
| 3 :45 | 13 | 84 | 1 | 2 | 103 | 3 | 1 | 0 | 6 | 5 | 0 | 0 |
| 4 :00 | 3 | 96 | 3 | 2 | 81 | 0 | 0 | 0 | 2 | 2 | 1 | 3 |
| 4 :15 | 4 | 81 | 3 | 2 | 69 | 1 | 1 | 1 | 11 | 3 | 1 | 0 |
| 4 :30 | 3 | 90 | 5 | 2 | 83 | 0 | 0 | 1 | 16 | 8 | 0 | 1 |
| 4 :45 | 3 | 88 | 1 | 1 | 62 | 1 | 1 | 0 | 13 | 5 | 0 | 0 |
| 5 :00 | 4 | 100 | 8 | 1 | 79 | 1 | 0 | 0 | 9 | 1 | 0 | 2 |
| 5 :15 | 7 | 78 | 2 | 0 | 64 | 0 | 0 | 0 | 5 | 3 | 7 | 3 |
| 5 :30 | 15 | 71 | 0 | 0 | 70 | 0 | 2 | 3 | 2 | 1 | 0 | 0 |
| 5 :45 | 15 | 55 | 1 | 3 | 78 | 3 | 0 | 0 | 1 | 1 | 0 | 1 |
| 6 :00 | | | | | | | | | | | | |
| 6 :15 | | | | | | | | | | | | |
| 6 :30 | | | | | | | | | | | | |
| 6 :45 | | | | | | | | | | | | |
| AM Peak | 18 | 290 | 7 | 6 | 293 | 5 | 4 | 4 | 11 | 19 | 6 | 3 |
| Mid Peak | 30 | 274 | 9 | 1 | 239 | 3 | 1 | 2 | 27 | 10 | 6 | 1 |
| PM Peak | 23 | 351 | 12 | 8 | 336 | 4 | 2 | 2 | 35 | 18 | 2 | 4 |

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

Intersection: State Route 45 at Dowty Road

Date: 11/6/2008

Recorder: D. Owen

N-S Project Number: 7287-003

Notes: _____

| Start Time | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|------------|------------|-----|----|------------|-----|---|-----------|----|---|-----------|----|----|
| | SR 45 | | | SR 45 | | | Dowty Rd | | | Dowty Rd | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 6 :00 | | | | | | | | | | | | |
| 6 :15 | | | | | | | | | | | | |
| 6 :30 | | | | | | | | | | | | |
| 6 :45 | | | | | | | | | | | | |
| 7 :00 | 0 | 55 | 1 | 5 | 52 | 1 | 0 | 2 | 3 | 1 | 2 | 1 |
| 7 :15 | 1 | 74 | 3 | 4 | 76 | 2 | 0 | 0 | 2 | 5 | 1 | 0 |
| 7 :30 | 1 | 68 | 0 | 2 | 73 | 3 | 0 | 2 | 1 | 5 | 2 | 6 |
| 7 :45 | 0 | 56 | 4 | 4 | 70 | 2 | 0 | 3 | 2 | 2 | 2 | 4 |
| 8 :00 | 2 | 73 | 1 | 2 | 51 | 1 | 0 | 4 | 4 | 2 | 3 | 6 |
| 8 :15 | 1 | 64 | 0 | 5 | 73 | 2 | 0 | 0 | 1 | 0 | 2 | 1 |
| 8 :30 | 1 | 55 | 1 | 1 | 78 | 0 | 1 | 1 | 2 | 2 | 1 | 2 |
| 8 :45 | 1 | 42 | 10 | 1 | 63 | 0 | 0 | 1 | 2 | 1 | 2 | 2 |
| 9 :00 | | | | | | | | | | | | |
| 9 :15 | | | | | | | | | | | | |
| 9 :30 | | | | | | | | | | | | |
| 9 :45 | | | | | | | | | | | | |
| 10 :00 | | | | | | | | | | | | |
| 10 :15 | | | | | | | | | | | | |
| 10 :30 | | | | | | | | | | | | |
| 10 :45 | | | | | | | | | | | | |
| 11 :00 | 2 | 72 | 0 | 3 | 50 | 2 | 0 | 1 | 0 | 1 | 1 | 4 |
| 11 :15 | 2 | 59 | 3 | 3 | 55 | 3 | 1 | 1 | 2 | 4 | 2 | 2 |
| 11 :30 | 0 | 50 | 2 | 2 | 51 | 0 | 3 | 4 | 3 | 0 | 3 | 3 |
| 11 :45 | 5 | 62 | 0 | 2 | 62 | 3 | 2 | 1 | 0 | 1 | 0 | 1 |
| 12 :00 | 2 | 64 | 2 | 4 | 52 | 2 | 4 | 2 | 1 | 1 | 1 | 2 |
| 12 :15 | 4 | 63 | 0 | 0 | 61 | 2 | 0 | 1 | 0 | 1 | 2 | 1 |
| 12 :30 | 1 | 70 | 0 | 4 | 61 | 2 | 1 | 3 | 2 | 0 | 0 | 3 |
| 12 :45 | 3 | 71 | 0 | 2 | 55 | 2 | 0 | 0 | 0 | 0 | 3 | 1 |
| 1 :00 | | | | | | | | | | | | |
| 1 :15 | | | | | | | | | | | | |
| 1 :30 | | | | | | | | | | | | |
| 1 :45 | | | | | | | | | | | | |
| 2 :00 | | | | | | | | | | | | |
| 2 :15 | | | | | | | | | | | | |
| 2 :30 | 0 | 64 | 2 | 3 | 68 | 1 | 5 | 2 | 2 | 2 | 1 | 2 |
| 2 :45 | 0 | 64 | 1 | 5 | 76 | 3 | 1 | 1 | 2 | 0 | 2 | 2 |
| 3 :00 | 2 | 85 | 8 | 4 | 72 | 1 | 2 | 4 | 0 | 3 | 1 | 2 |
| 3 :15 | 6 | 70 | 0 | 2 | 62 | 0 | 2 | 1 | 1 | 1 | 2 | 5 |
| 3 :30 | 2 | 74 | 5 | 2 | 74 | 1 | 4 | 0 | 3 | 0 | 2 | 11 |
| 3 :45 | 2 | 76 | 3 | 5 | 91 | 1 | 0 | 1 | 2 | 2 | 1 | 6 |
| 4 :00 | 2 | 87 | 2 | 3 | 78 | 1 | 3 | 3 | 1 | 3 | 1 | 6 |
| 4 :15 | 0 | 73 | 2 | 6 | 74 | 5 | 2 | 5 | 1 | 2 | 3 | 5 |
| 4 :30 | 5 | 80 | 1 | 3 | 76 | 0 | 6 | 3 | 3 | 1 | 3 | 4 |
| 4 :45 | 3 | 73 | 1 | 4 | 60 | 2 | 4 | 0 | 1 | 2 | 1 | 5 |
| 5 :00 | 3 | 92 | 3 | 2 | 77 | 4 | 1 | 0 | 0 | 1 | 4 | 7 |
| 5 :15 | 0 | 79 | 0 | 5 | 62 | 1 | 1 | 2 | 1 | 3 | 4 | 4 |
| 5 :30 | 2 | 65 | 4 | 4 | 70 | 5 | 5 | 6 | 0 | 2 | 1 | 4 |
| 5 :45 | 0 | 53 | 0 | 2 | 79 | 3 | 2 | 0 | 0 | 1 | 1 | 0 |
| 6 :00 | | | | | | | | | | | | |
| 6 :15 | | | | | | | | | | | | |
| 6 :30 | | | | | | | | | | | | |
| 6 :45 | | | | | | | | | | | | |
| AM Peak | 4 | 271 | 8 | 12 | 270 | 8 | 0 | 9 | 9 | 14 | 8 | 16 |
| Mid Peak | 12 | 259 | 2 | 10 | 236 | 9 | 7 | 7 | 3 | 3 | 3 | 7 |
| PM Peak | 9 | 316 | 8 | 17 | 319 | 7 | 11 | 12 | 7 | 8 | 8 | 21 |

**TENNESSEE DEPARTMENT OF TRANSPORTATION
PROJECT PLANNING DIVISION**

PROJECT NO.: _____ ROUTE: S.R. 5
 COUNTY: McNAIRY CITY: SELMER
 PROJECT PIN NUMBER: _____
 PROJECT DESCRIPTION: ENTRANCE TO U.T. MARTIN AT SELMER

DIVISION REQUESTING:

| | | | |
|-------------------------------------------|-------------------------------------|-----------------------|--------------------------|
| MAINTENANCE | <input type="checkbox"/> | PAVEMENT DESIGN | <input type="checkbox"/> |
| PLANNING | <input checked="" type="checkbox"/> | STRUCTURES | <input type="checkbox"/> |
| PROG. DEVELOPMENT & ADM. | <input type="checkbox"/> | SURVEY & DESIGN | <input type="checkbox"/> |
| PUBLIC TRANS. & AERO. | <input type="checkbox"/> | TRAFFIC SIGNAL DESIGN | <input type="checkbox"/> |
| YEAR PROJECT PROGRAMMED FOR CONSTRUCTION: | _____ | OTHER _____ | <input type="checkbox"/> |
| PROJECTED LETTING DATE: | _____ | | |

TRAFFIC ASSIGNMENT:

| BASE YEAR | | SEE ATTACHMENTS | | | | | DESIGN ROADWAY % TRUCKS | | DESIGN AVERAGE DAILY LOADS | |
|-----------|------|-----------------|-----|---|------|-----------|-------------------------|------|----------------------------|-------|
| AADT | YEAR | AADT | DHV | % | YEAR | DIR.DIST. | DHV | AADT | FLEX | RIGID |
| | 2014 | | | | 2034 | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |

REQUESTED BY: NAME BILL HART DATE 3/25/09
 DIVISION PROJECT PLANNING
 ADDRESS SUITE 1000 JAMES K. POLK BLDG
NASHVILLE, TN 37243

REVIEWED BY: TONY ARMSTRONG Tony Armstrong DATE 4-1-09
 TRANSPORTATION MANAGER 1
 SUITE 1000, JAMES K. POLK BUILDING

APPROVED BY: BILL HART Bill Hart DATE 4/1/09
 TRANSPORTATION MANAGER 2
 SUITE 1000, JAMES K. POLK BUILDING

COMMENTS:

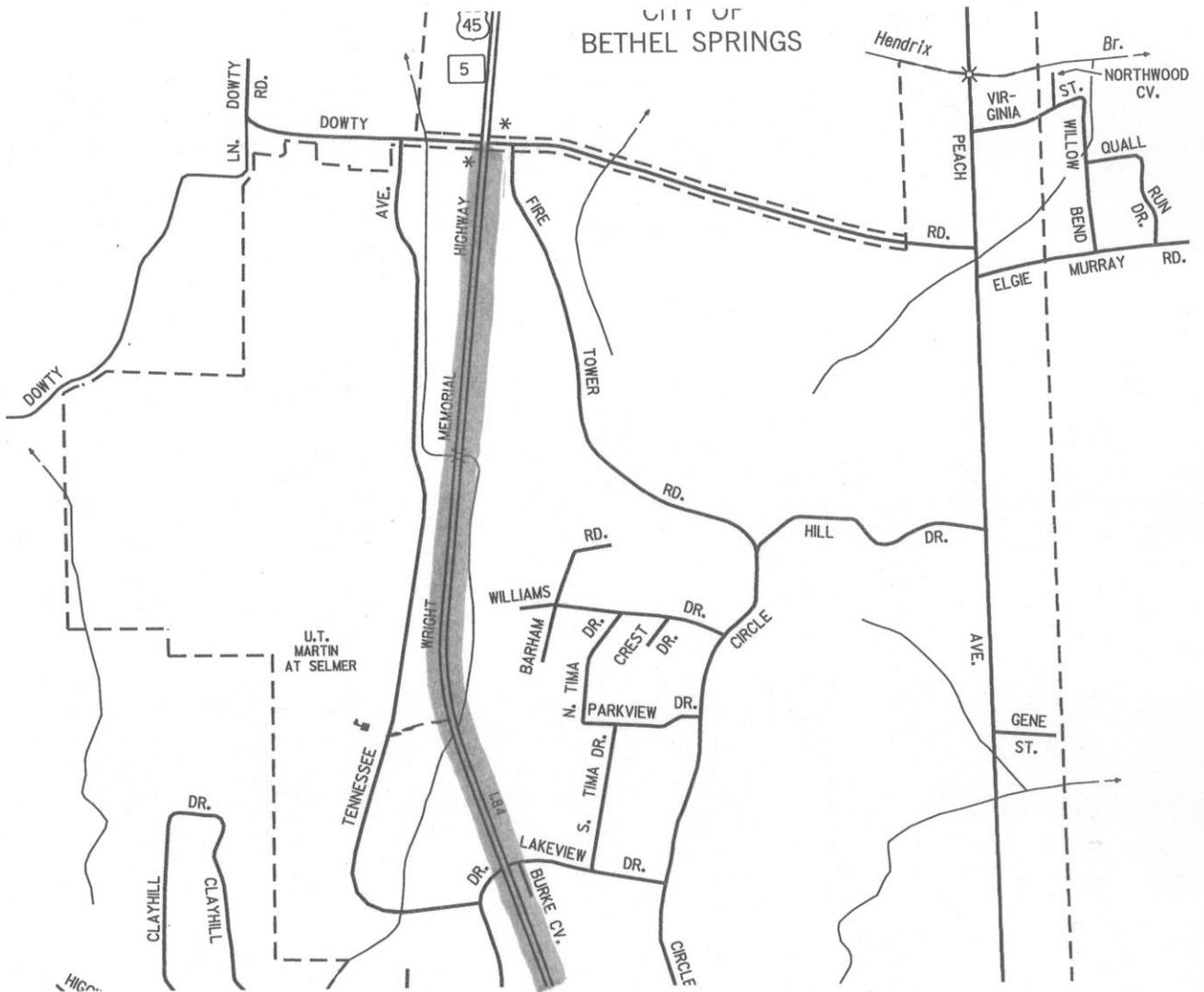
THIS TRAFFIC IS BASED ON 2008 CYCLE COUNTS, 2-8 HOUR TURNING MOVEMENT COUNTS DONE BY NEEL-SCHAFFER [NOV. 2008] & 4-24 HOUR SPECIAL MACHINE COUNTS [MARCH 2009]. THE FUTURE TRAFFIC IS BASED ON GROWTH RATE FROM THE ADAM COMPUTER PROGRAM.

DHV'S ARE NOT REQUIRED FOR SIDE ROADS LESS THAN 1000 AADT.

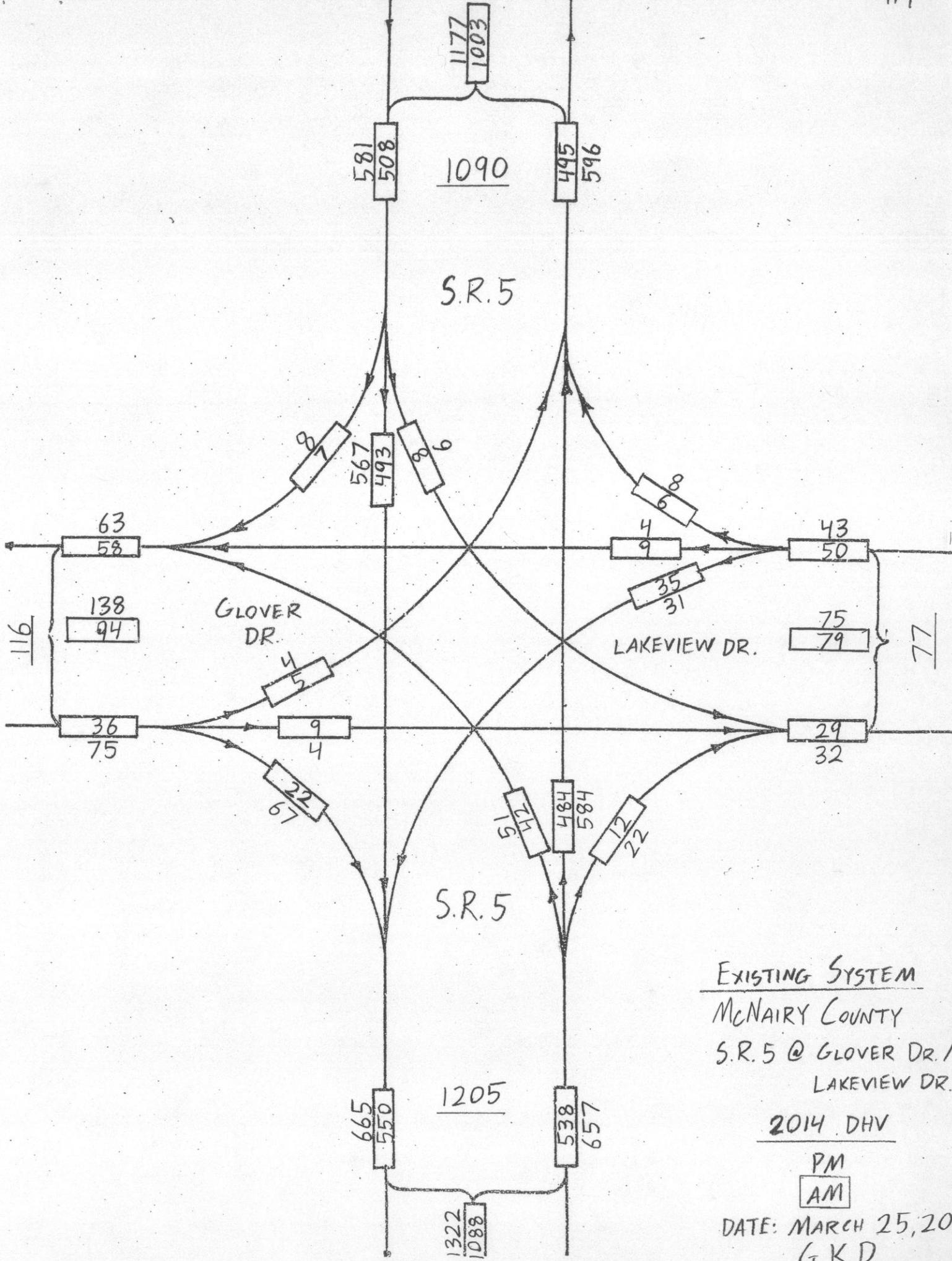
NOTE: FOR BRIDGE REPLACEMENT PROJECTS, ADLs ARE NOT REQUIRED FOR AADT's OF 1000 OR LESS AND PERCENTAGE OF TRUCKS OF 7% OR LESS.

SEE ATTACHMENTS FOR TURNING MOVEMENTS AND/OR OTHER DETAILS.

(REV. 9/20/07)



McNairy County
Selmer
S.R. 5 @ Prop. U.T. Martin
@ Selmer Entrance
Date: March 31, 2009
G.K.D.

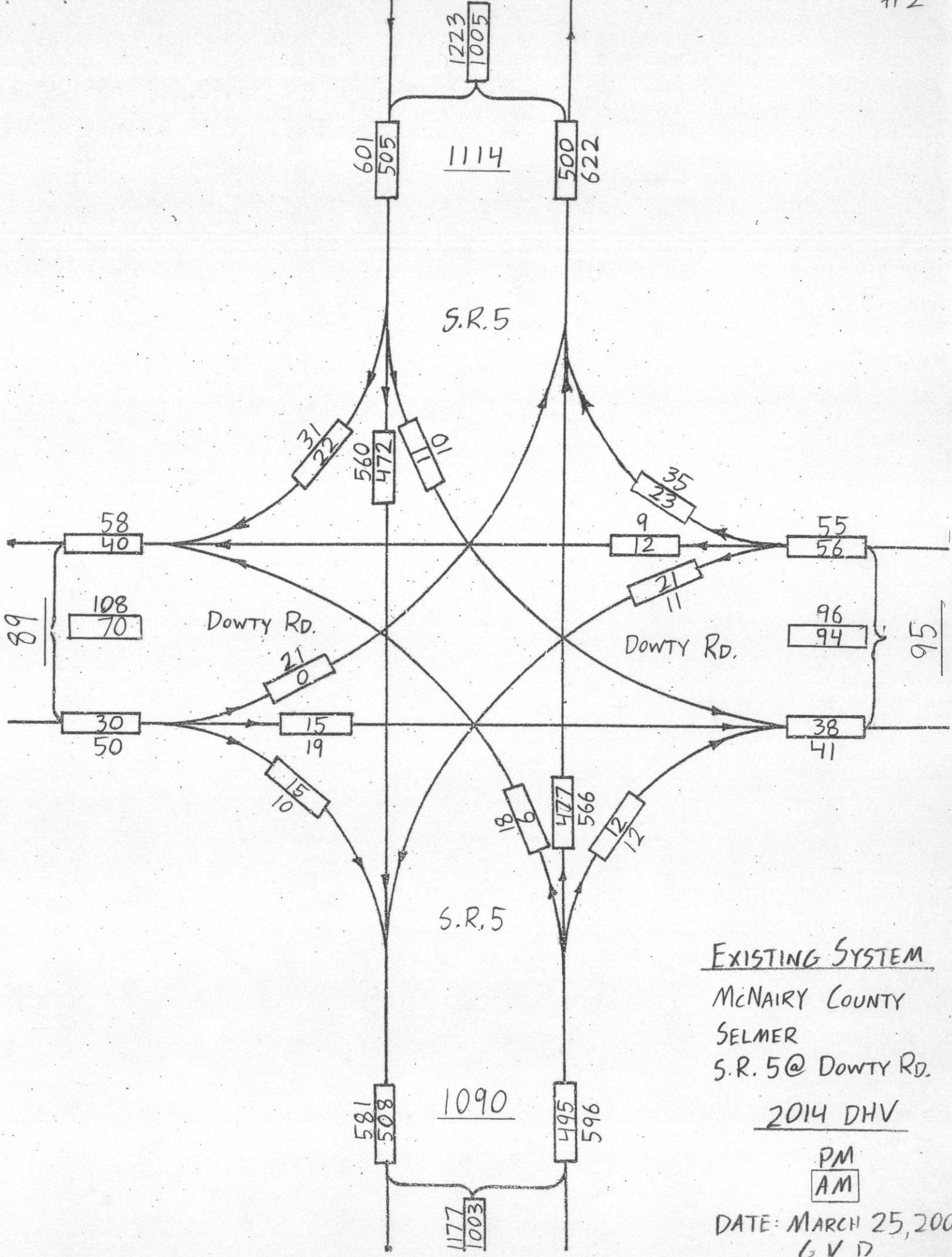


EXISTING SYSTEM
 McNAIRY COUNTY
 S.R. 5 @ GLOVER DR. /
 LAKEVIEW DR.

2014 DHV

PM
 AM

DATE: MARCH 25, 2014
 G K D



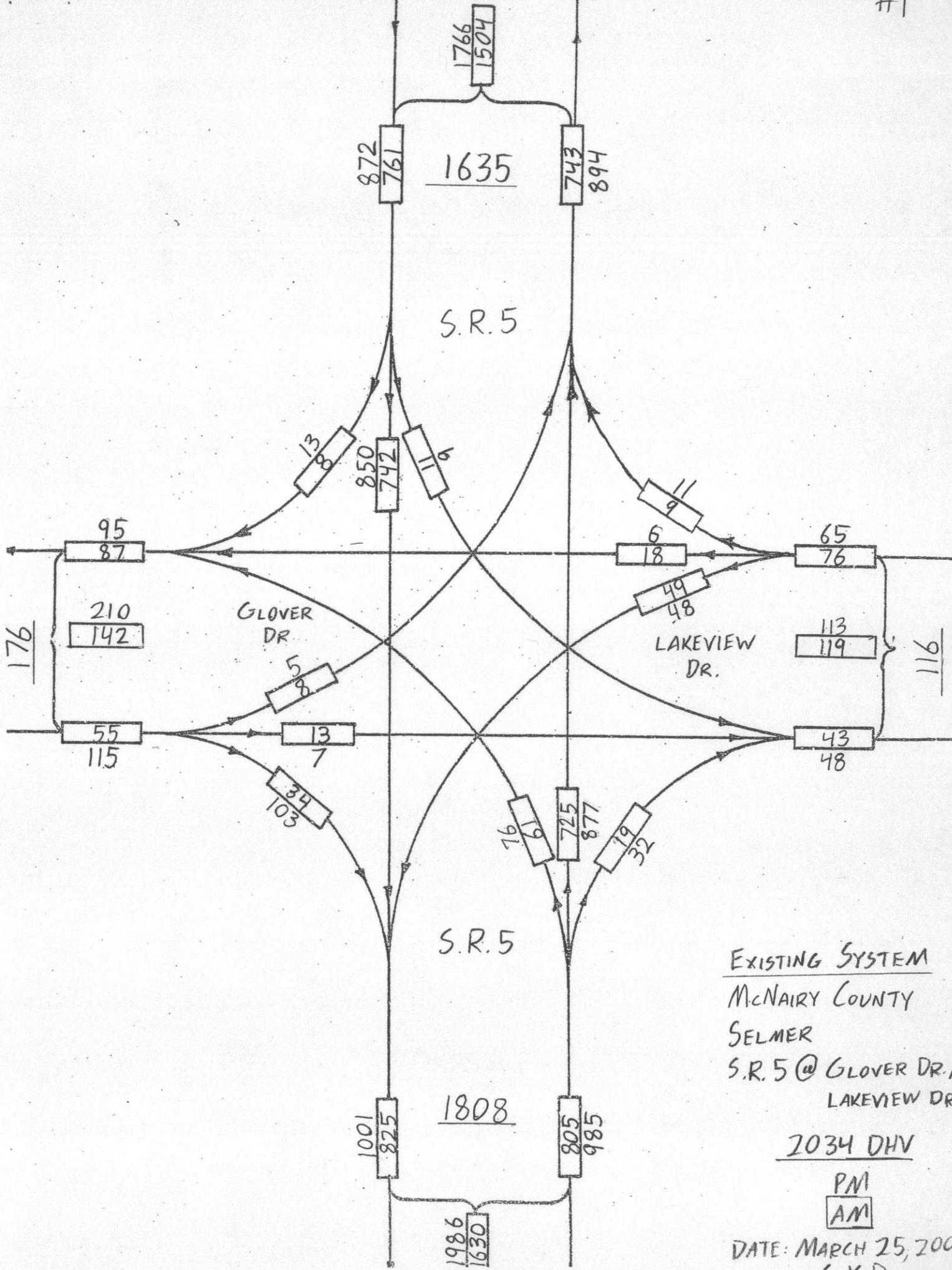
EXISTING SYSTEM

McNAIRY COUNTY
 SELMER
 S.R. 5 @ Dowty Rd.

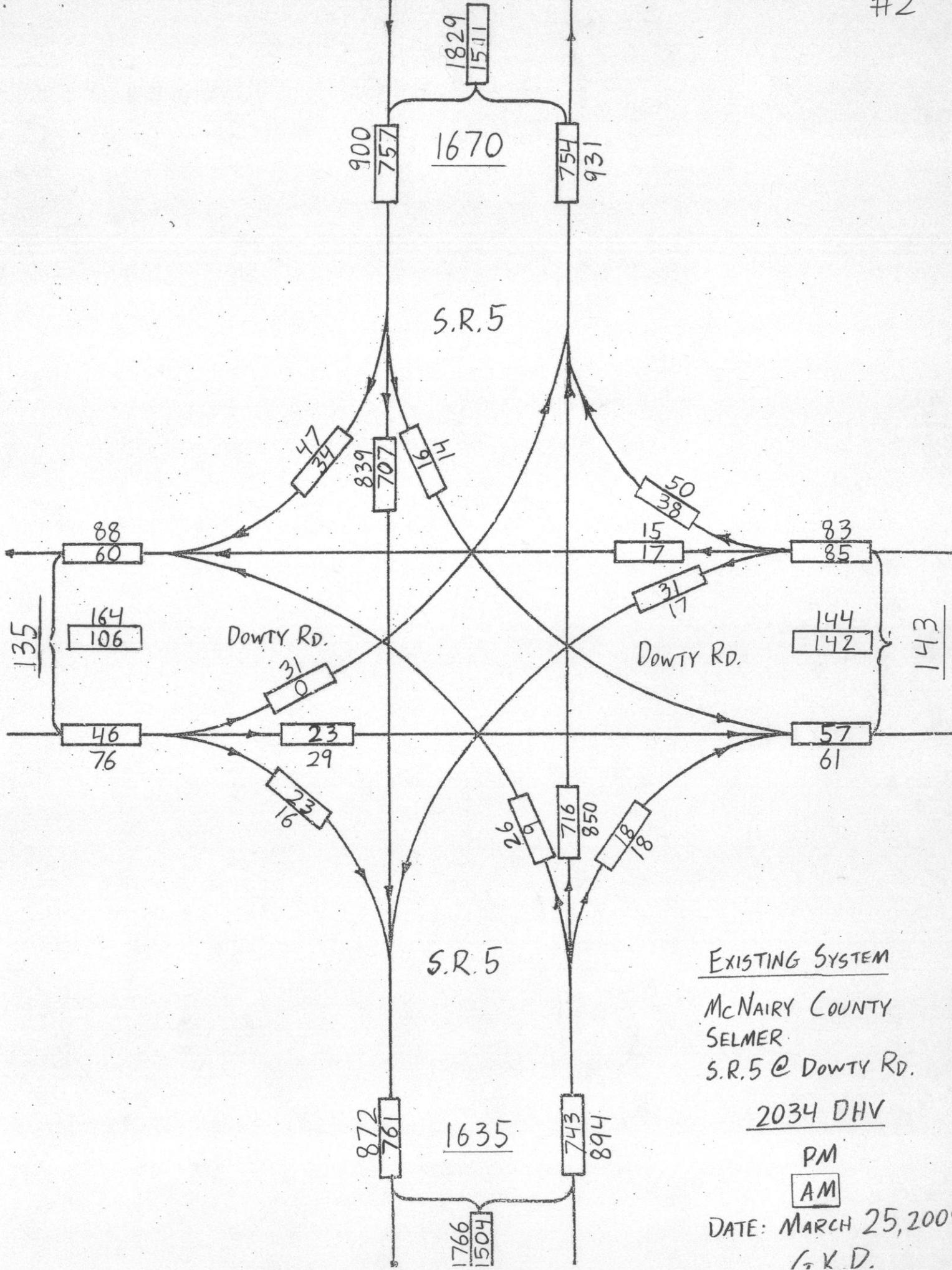
2014 DHV

PM
 AM

DATE: MARCH 25, 200
 G V D



EXISTING SYSTEM
 McNAIRY COUNTY
 SELMER
 S.R. 5 @ GLOVER DR./
 LAKEVIEW DR.
2034 DHV
 PM
 AM
 DATE: MARCH 25, 2006
 L.V.D.

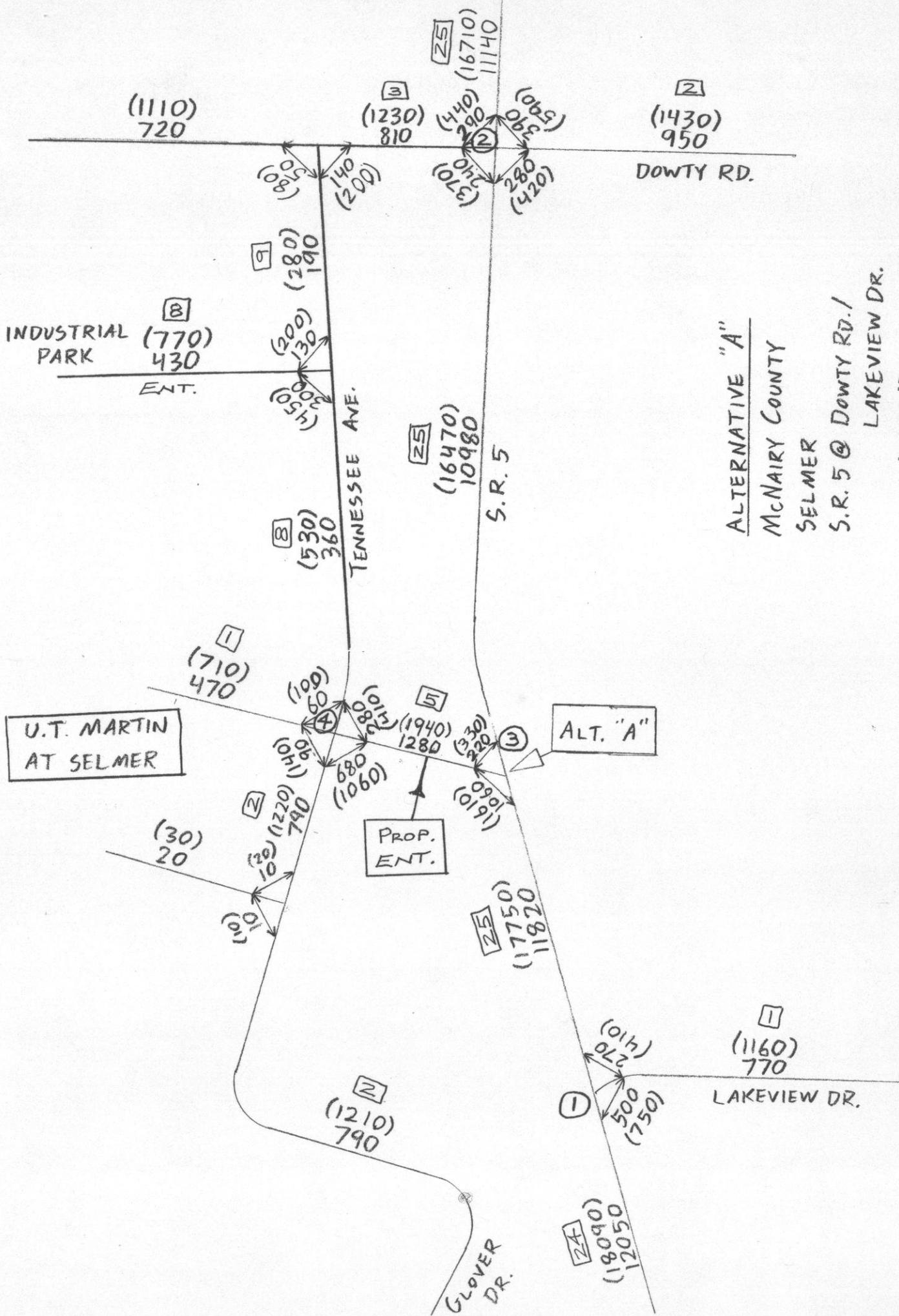


EXISTING SYSTEM
 McNAIRY COUNTY
 SELMER
 S.R. 5 @ Dowty Rd.

2034 DHV

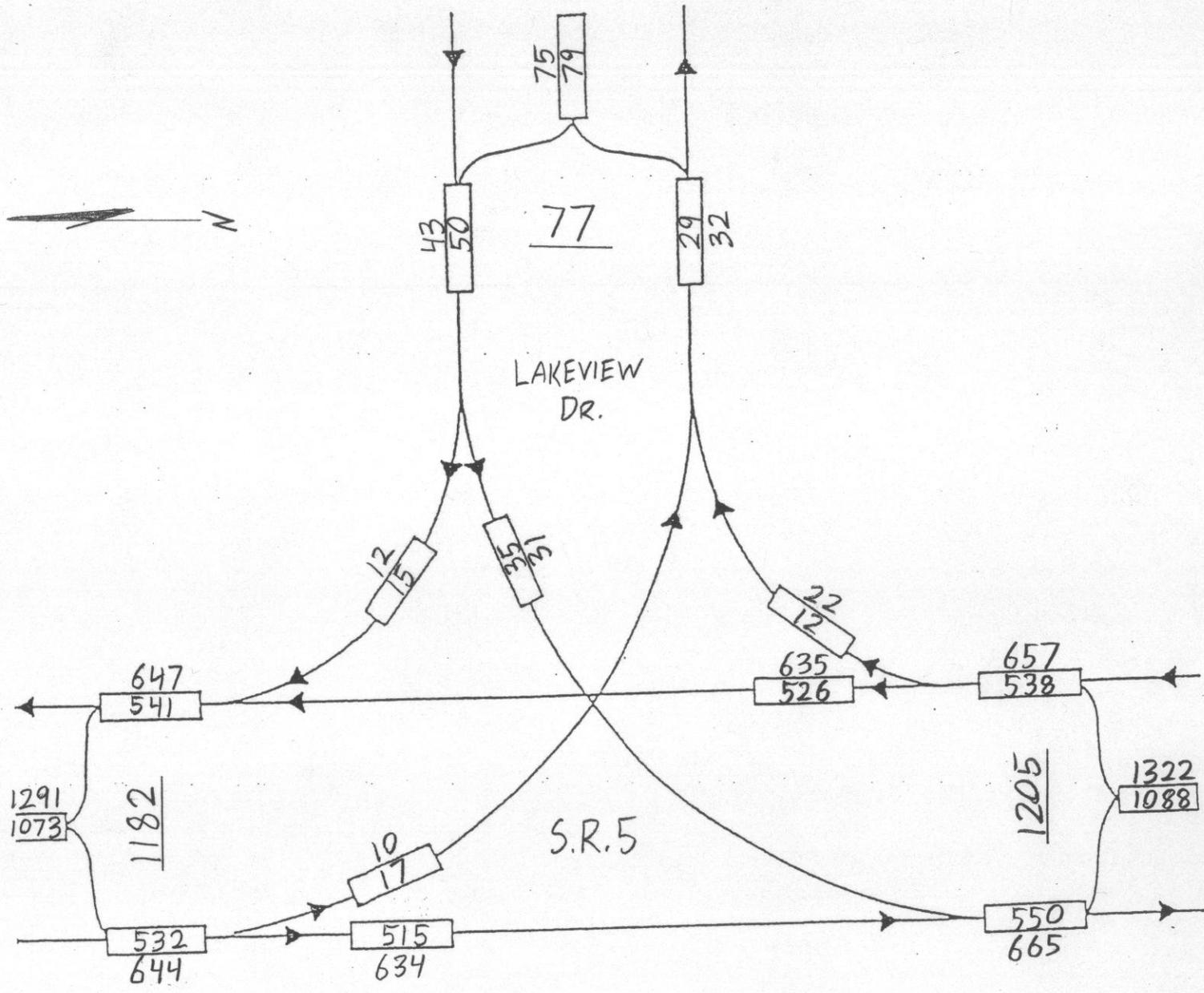
PM
 AM

DATE: MARCH 25, 2009
 G. K. D.



ALTERNATIVE "A"
 McNAIRY COUNTY
 SELMER
 S.R. 5 @ Dowty Rd. /
 LAKEVIEW DR.

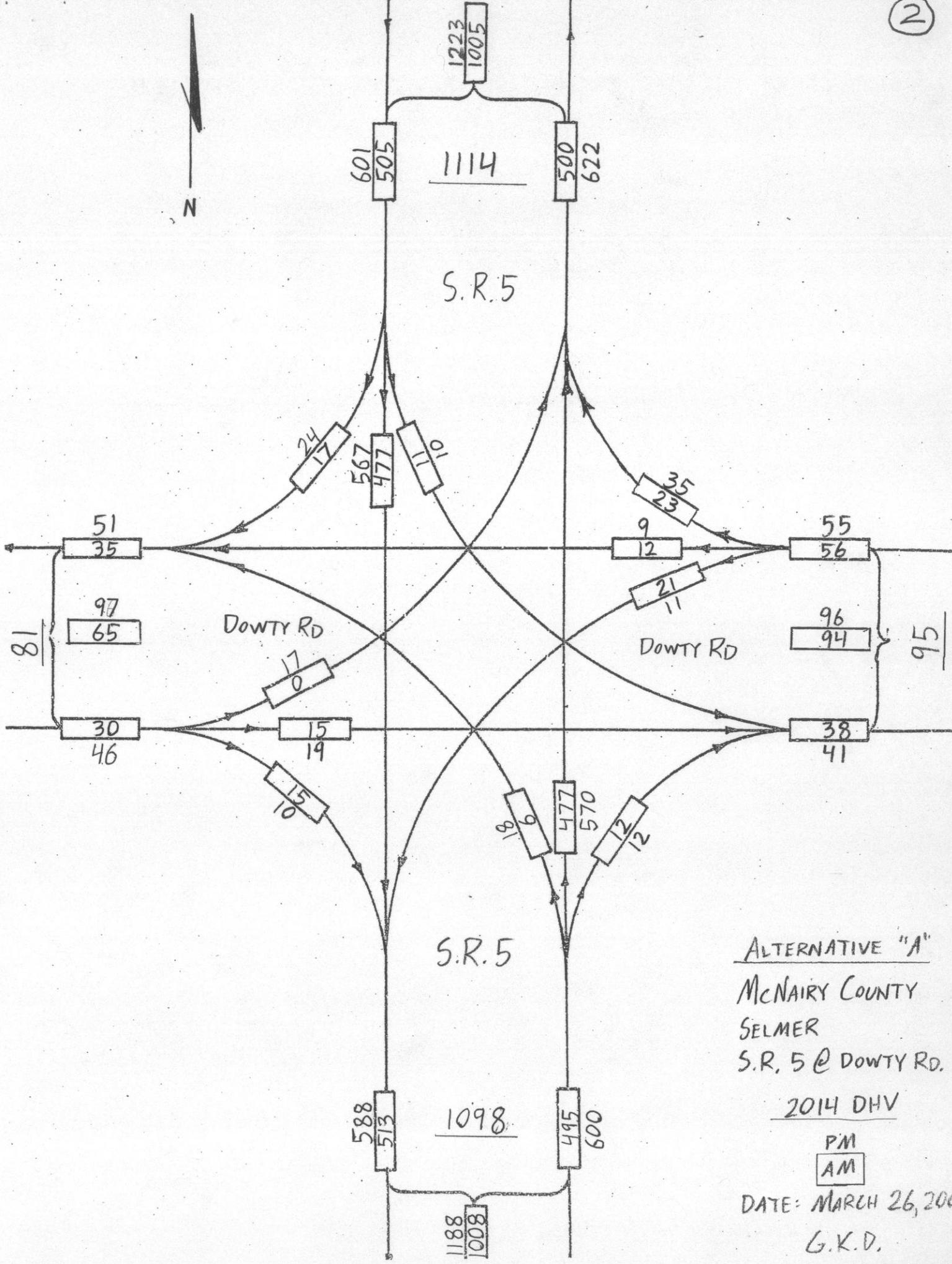
LEGEND:
 2014 ADT: 000 AADT Truck % - 0
 2034 ADT: (000)
 DATE: MARCH 25 2009 G.K.D



ALTERNATIVE "A"
 McNAIRY COUNTY
 SELMER
 S.R.5 @ LAKEVIEW DR
 2014 DHV

PM
 AM

DATE: MARCH 26.2009

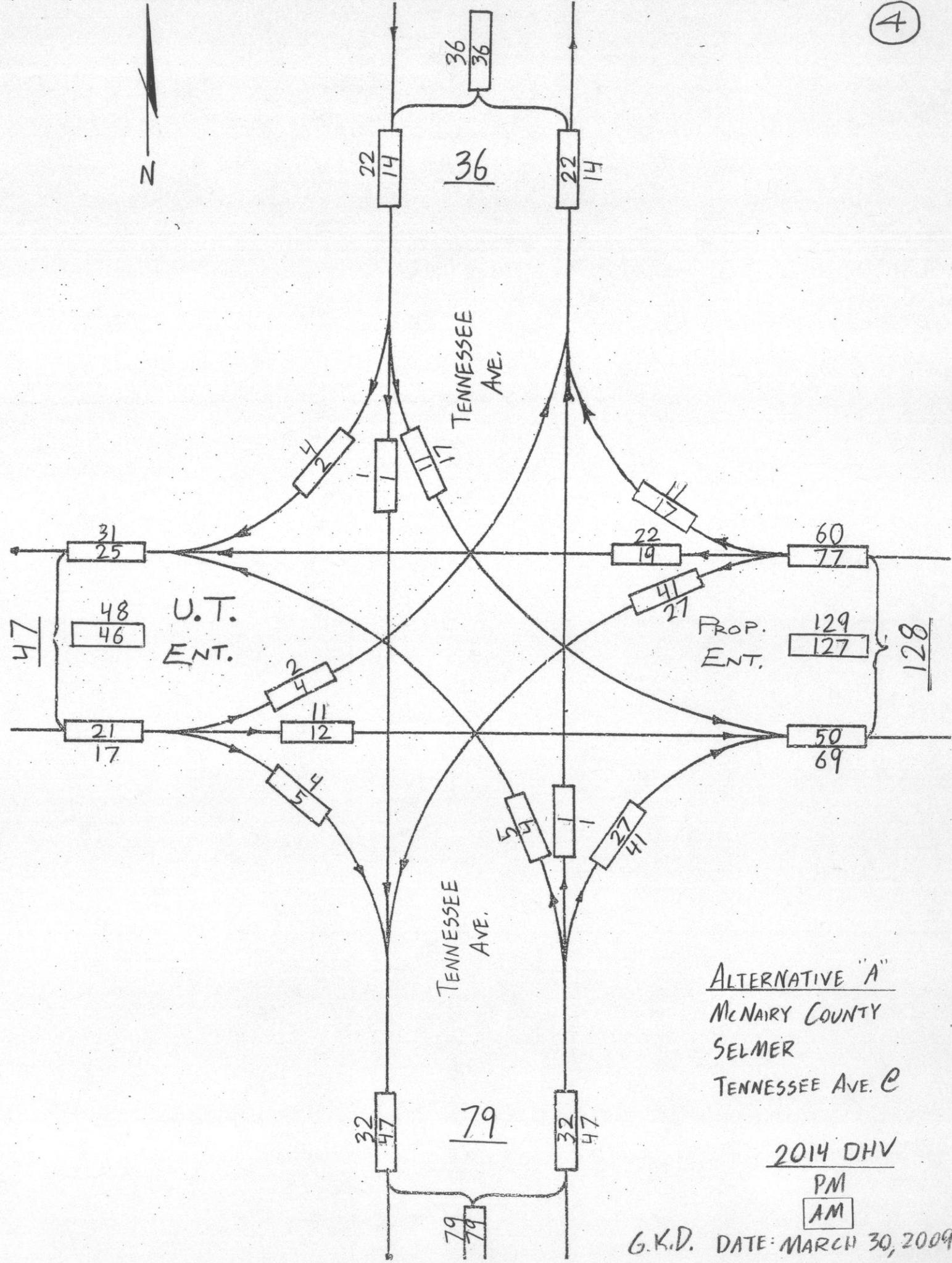


ALTERNATIVE "A"
 McNAIRY COUNTY
 SELMER
 S.R. 5 @ DOWTY RD.

2014 DHV

PM
 AM

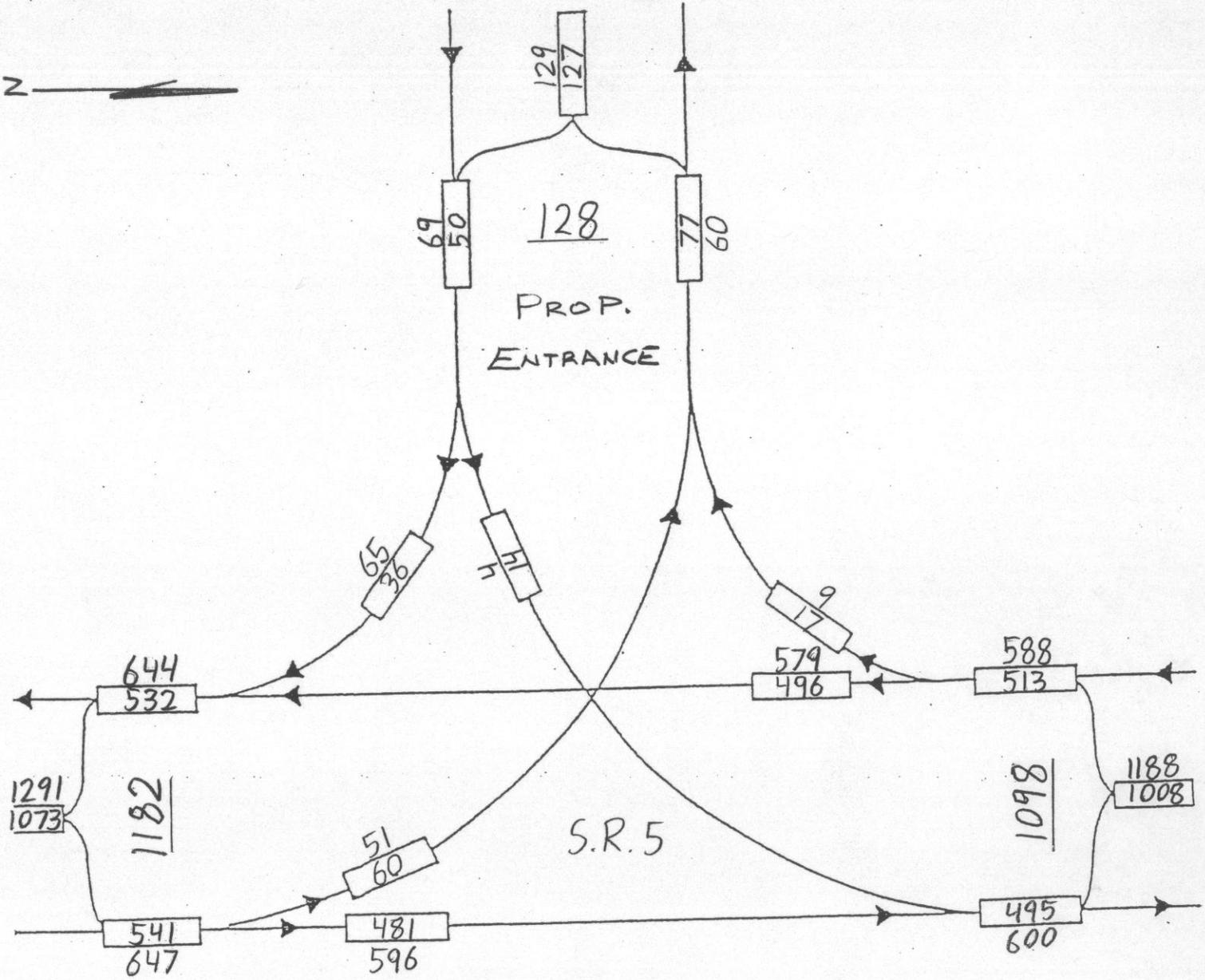
DATE: MARCH 26, 200
 G.K.D.



ALTERNATIVE "A"
 MCNAIRY COUNTY
 SELMER
 TENNESSEE AVE. @

2014 DHV
 PM
 AM

G.K.D. DATE: MARCH 30, 2009

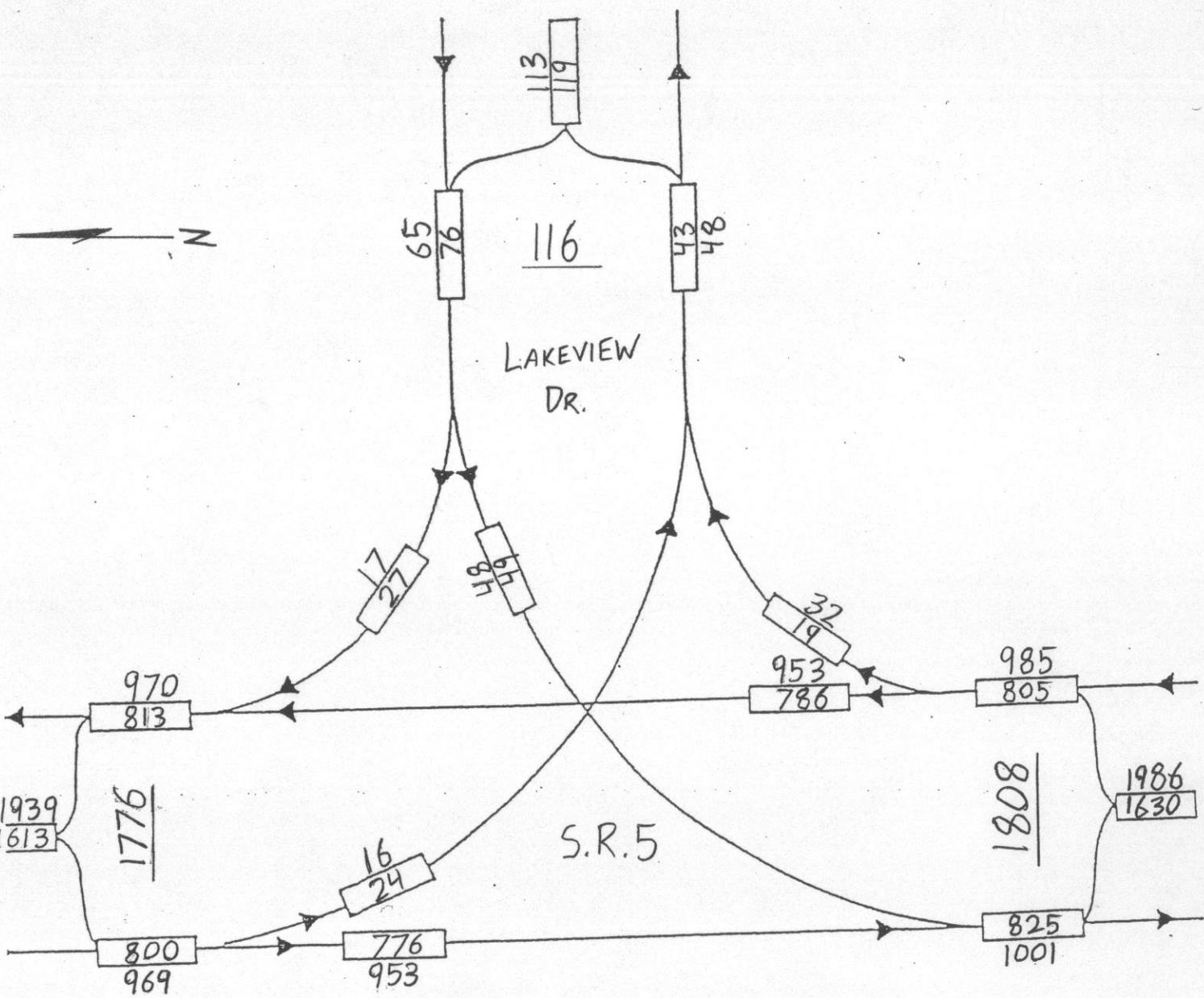


ALTERNATIVE "A"
 McNAIRY COUNTY
 SELMER
 S.R. 5 @

2014 DHV

PM
 AM

DATE: MARCH 26, 2009
 G.K.D.

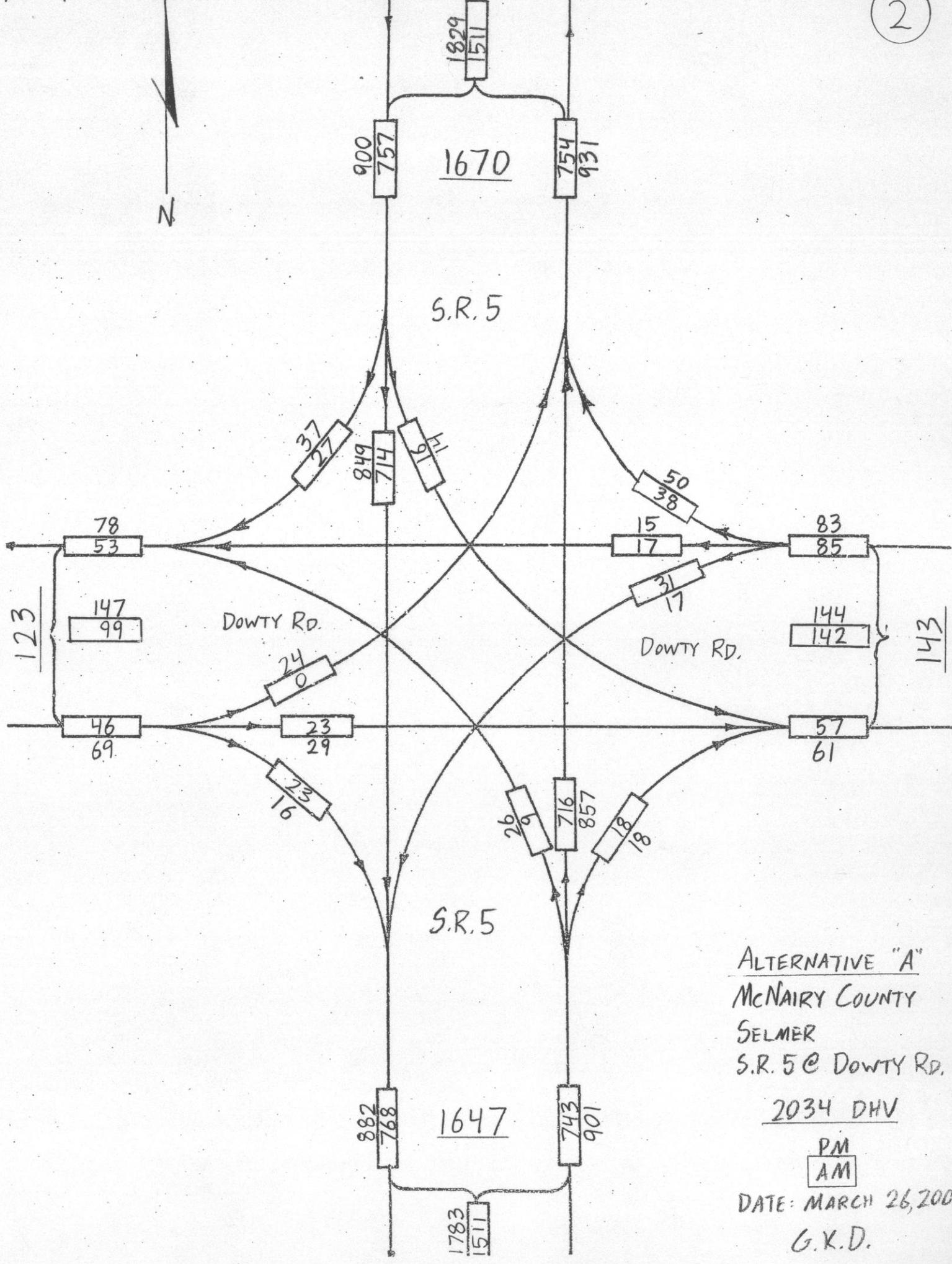


ALTERNATIVE "A"
 McNAIRY COUNTY
 S.R. 5 @ LAKEVIEW DR

2034 DHV

PM
 AM

G.K.D. DATE: MARCH 26, 2001



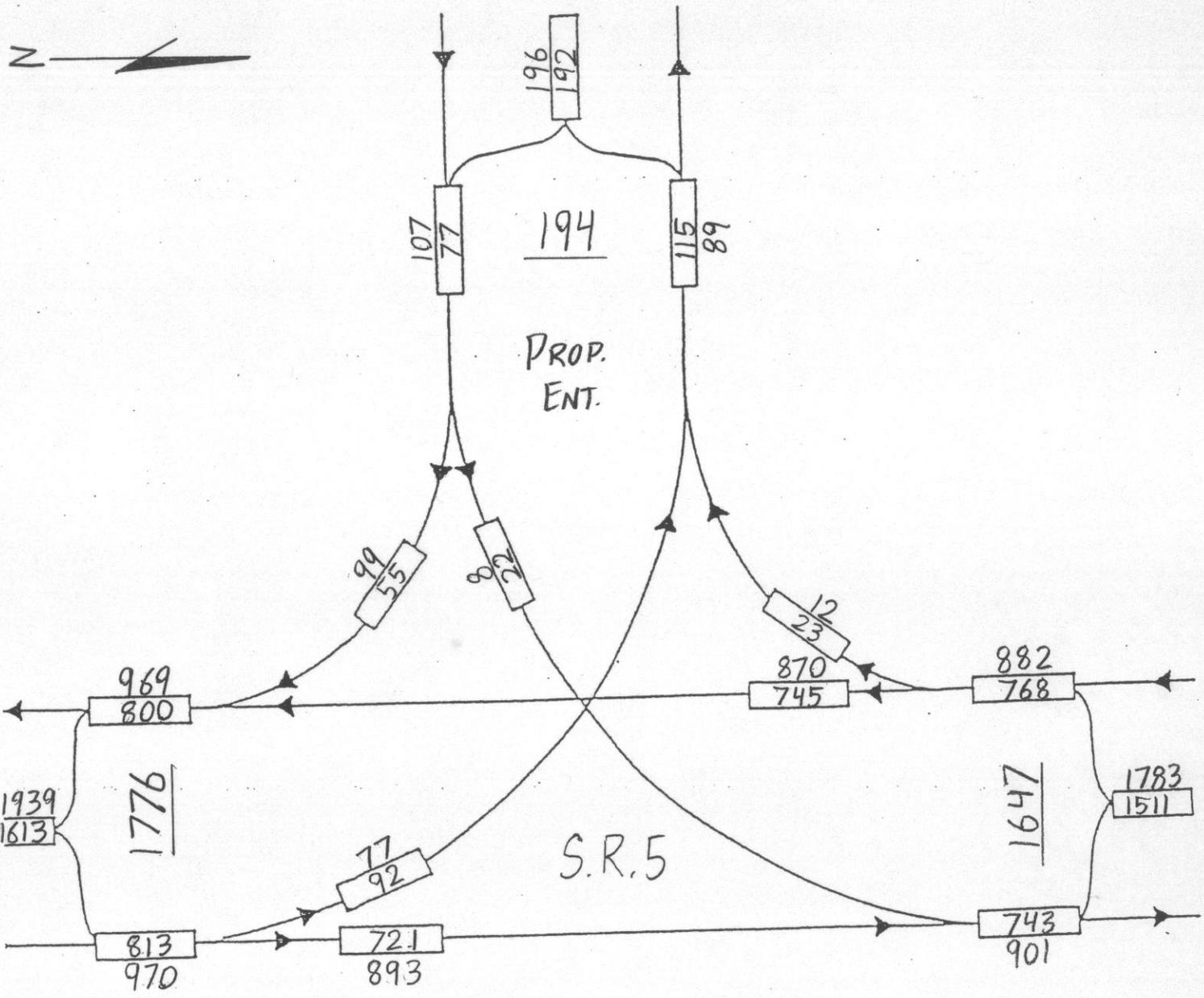
ALTERNATIVE "A"
 McNAIRY COUNTY
 SELMER
 S.R. 5 @ Dowty Rd.

2034 DHV

PM
 AM

DATE: MARCH 26, 2009

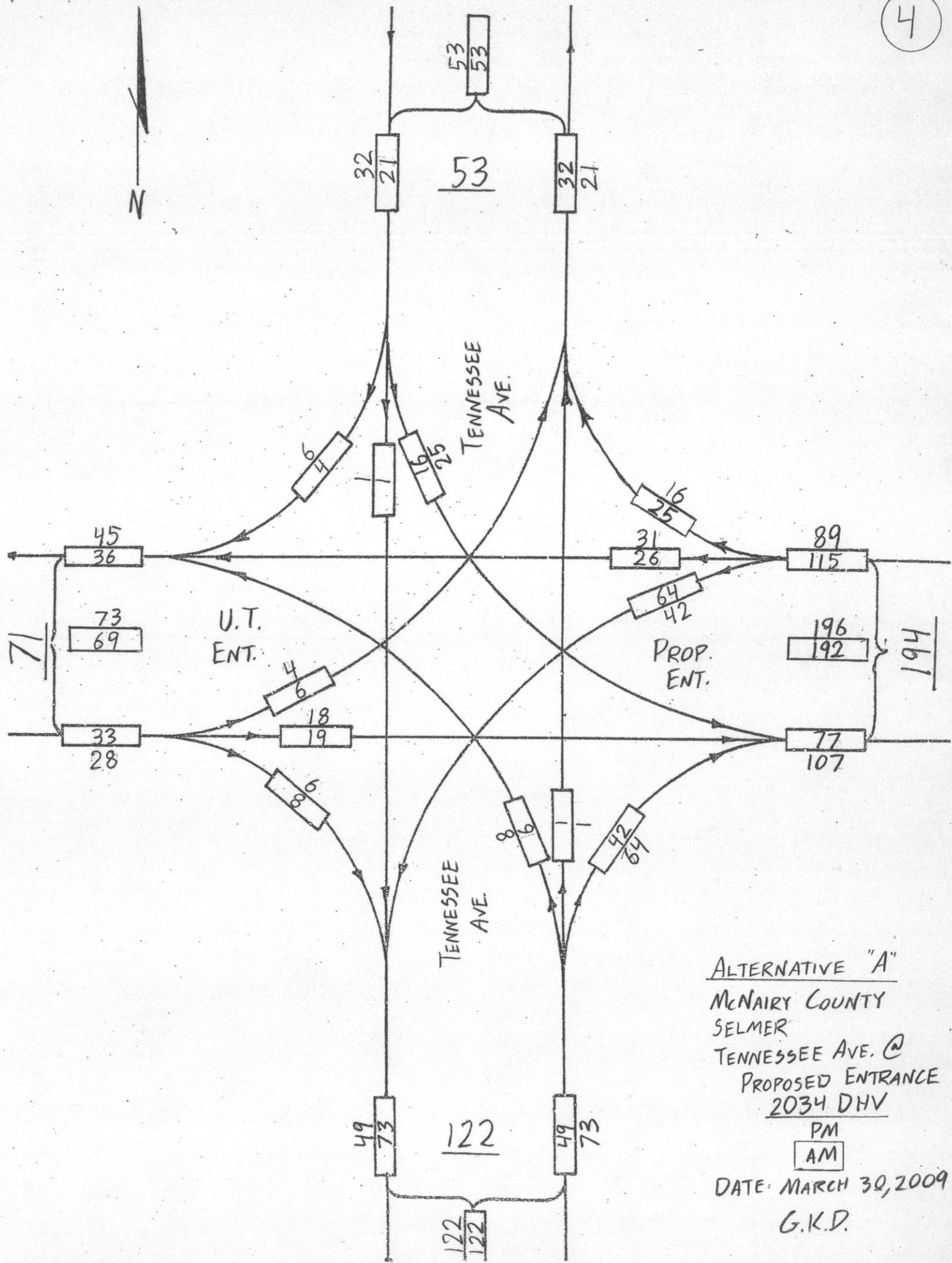
G.K.D.



ALTERNATIVE "A"
 McNAIRY COUNTY
 SELMER
 S.R. 5 @ PROPOSED ENT.
 2034 DHV

PM
 AM

SKD DATE: MARCH 26 2009



ALTERNATIVE "A"
 McNAIRY COUNTY
 SELMER
 TENNESSEE AVE. @
 PROPOSED ENTRANCE
 2034 DHV
 PM
 AM
 DATE: MARCH 30, 2009
 G.K.D.

INDUSTRIAL PARK

ENT.

PROP. ENT.

ALT. "B"

ALTERNATIVE "B"

McNAIRY COUNTY

SELMER

S.R. 5 @ Dowty Rd./

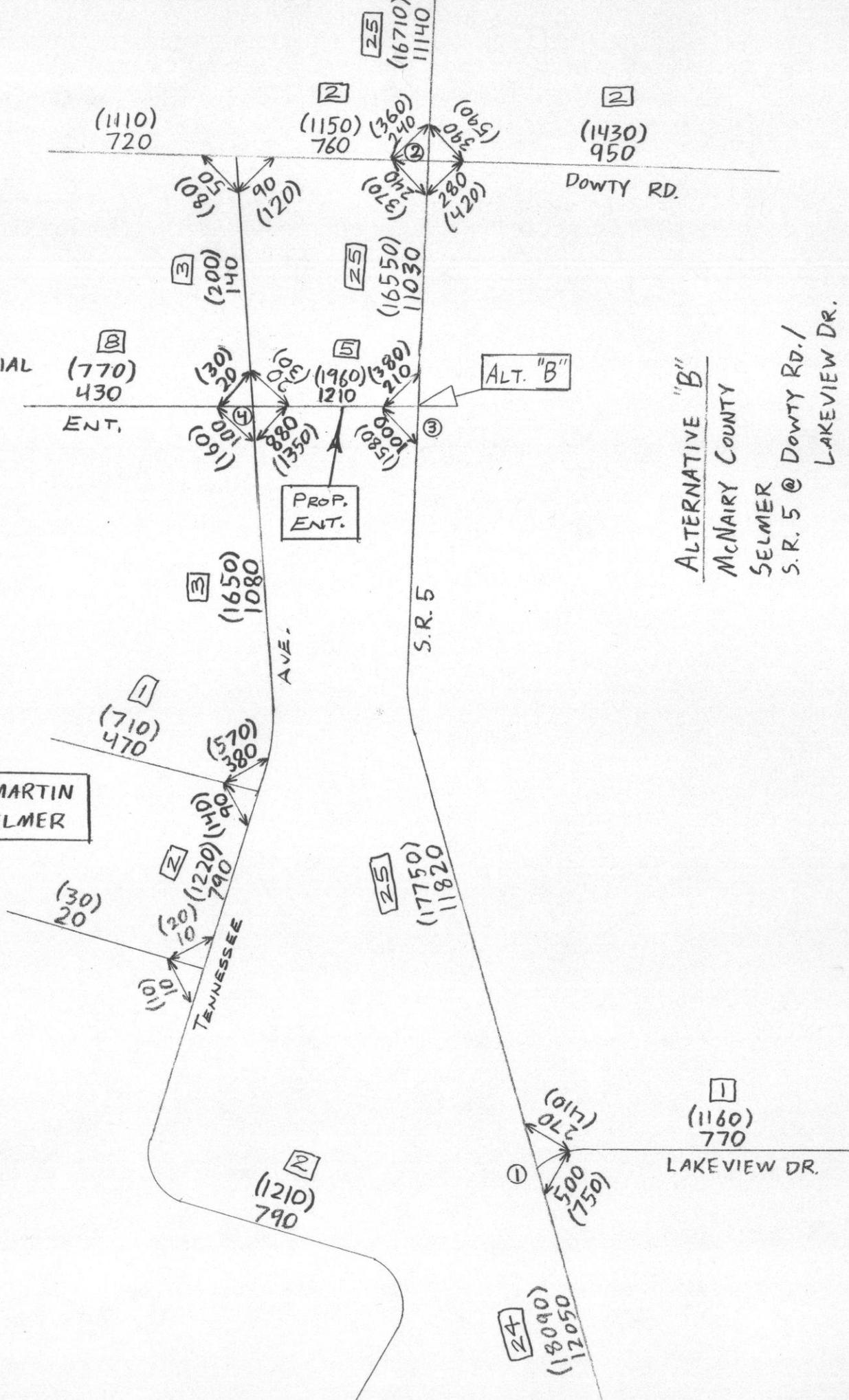
LAKEVIEW DR.

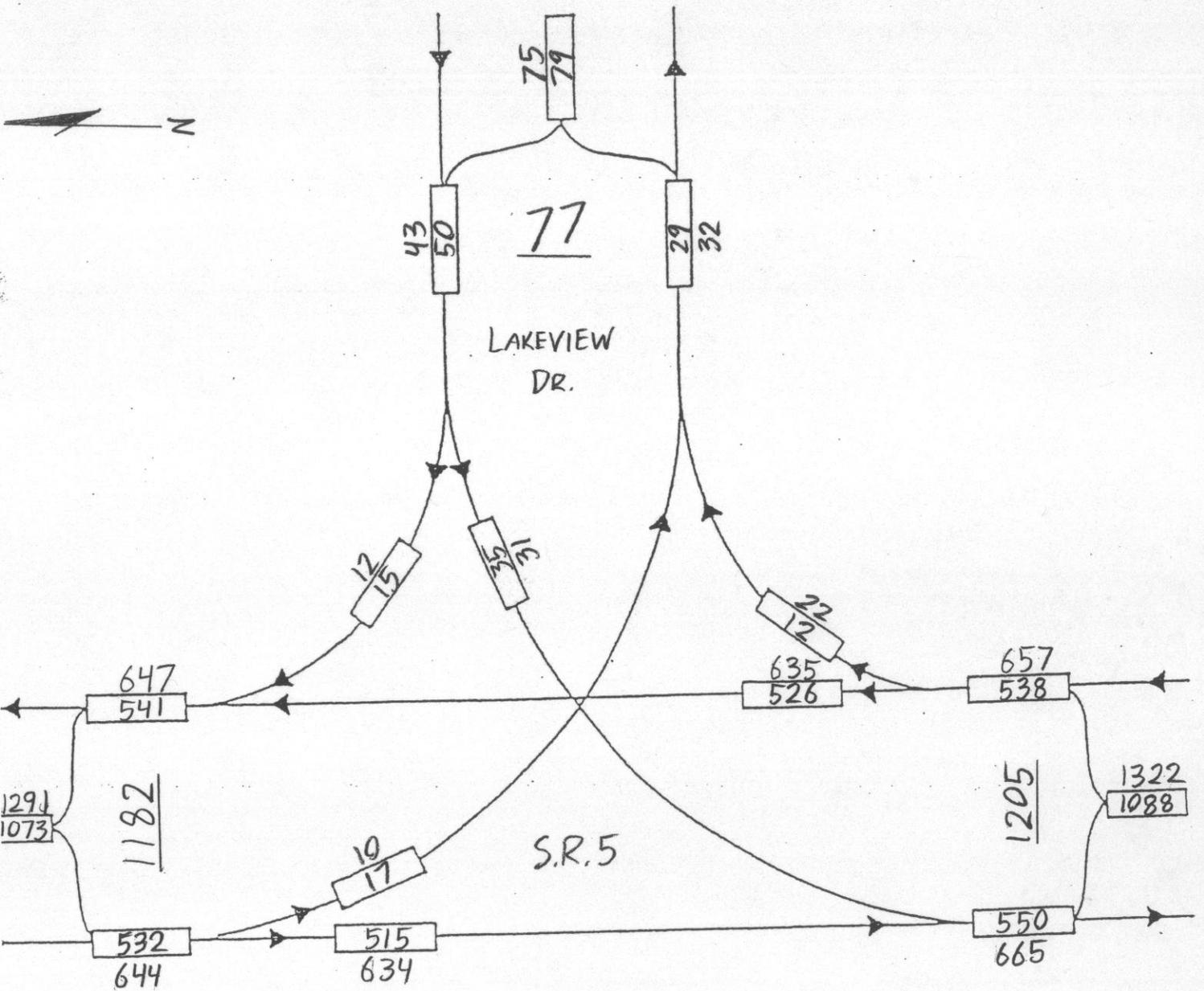
LEGEND:

2014 ADT-000 AADT TRUCK 76-0

2034 ADT-(000)

DATE: MARCH 25, 2009 C.V.D.

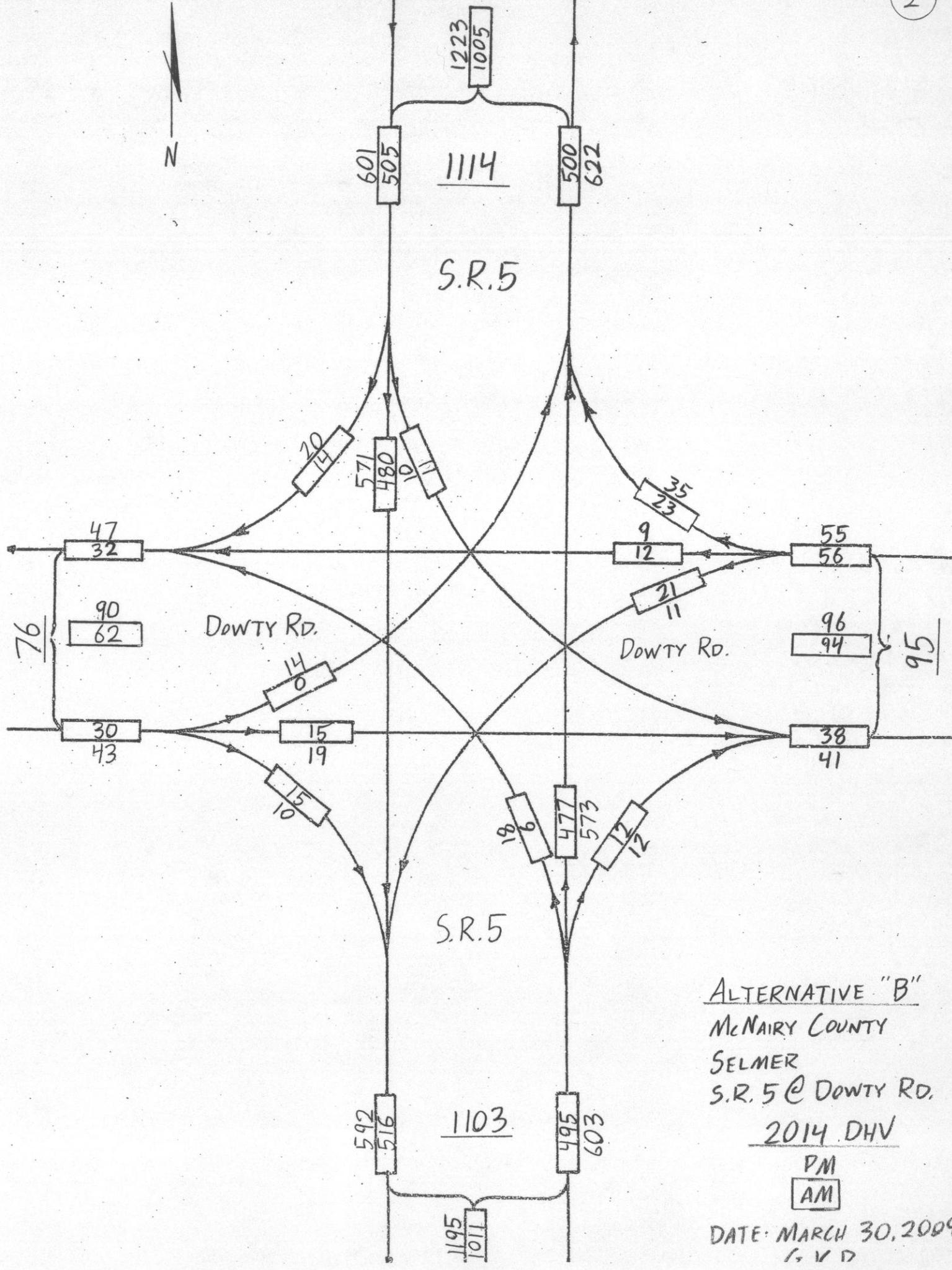




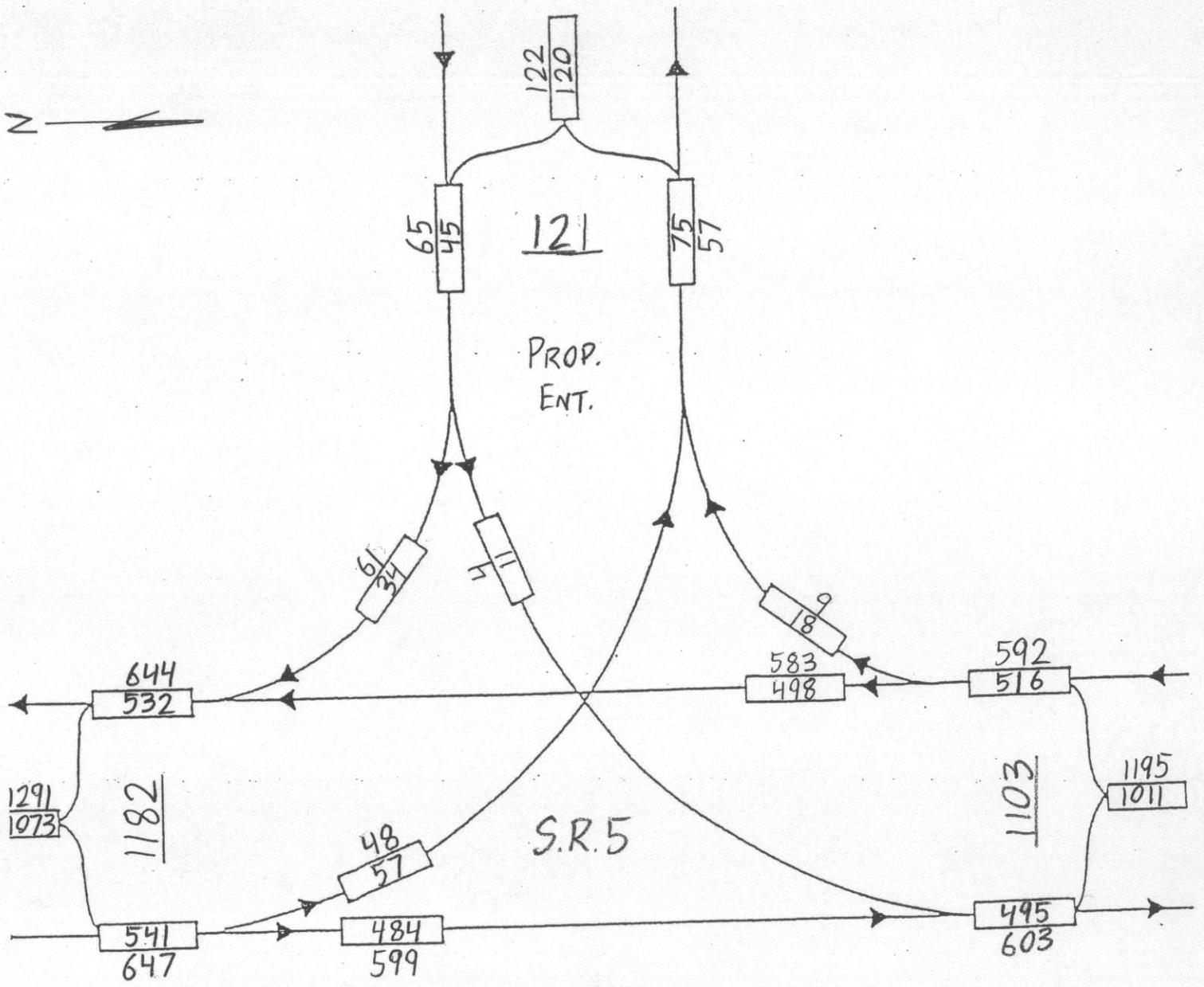
ALTERNATIVE "B"
 McNAIRY COUNTY
 SELMER
 S.R. 5 @ LAKEVIEW DR.
 2014 DHV

PM
 AM

G.K.D. DATE: MARCH 30, 2009



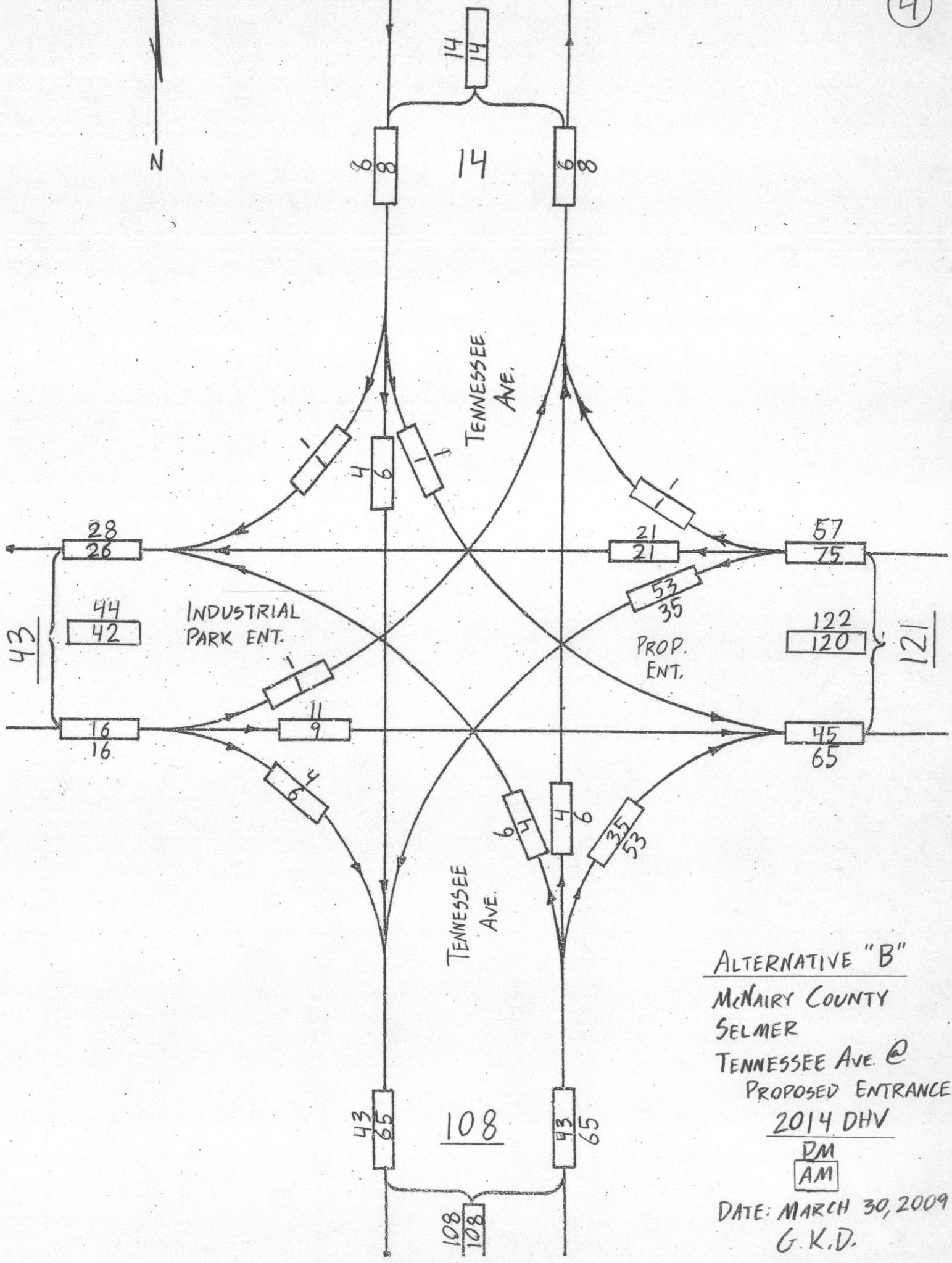
ALTERNATIVE "B"
 McNAIRY COUNTY
 SELMER
 S.R. 5 @ Dowty Rd.
 2014 DHV
 PM
 AM
 DATE: MARCH 30, 2009
 G. V. D.



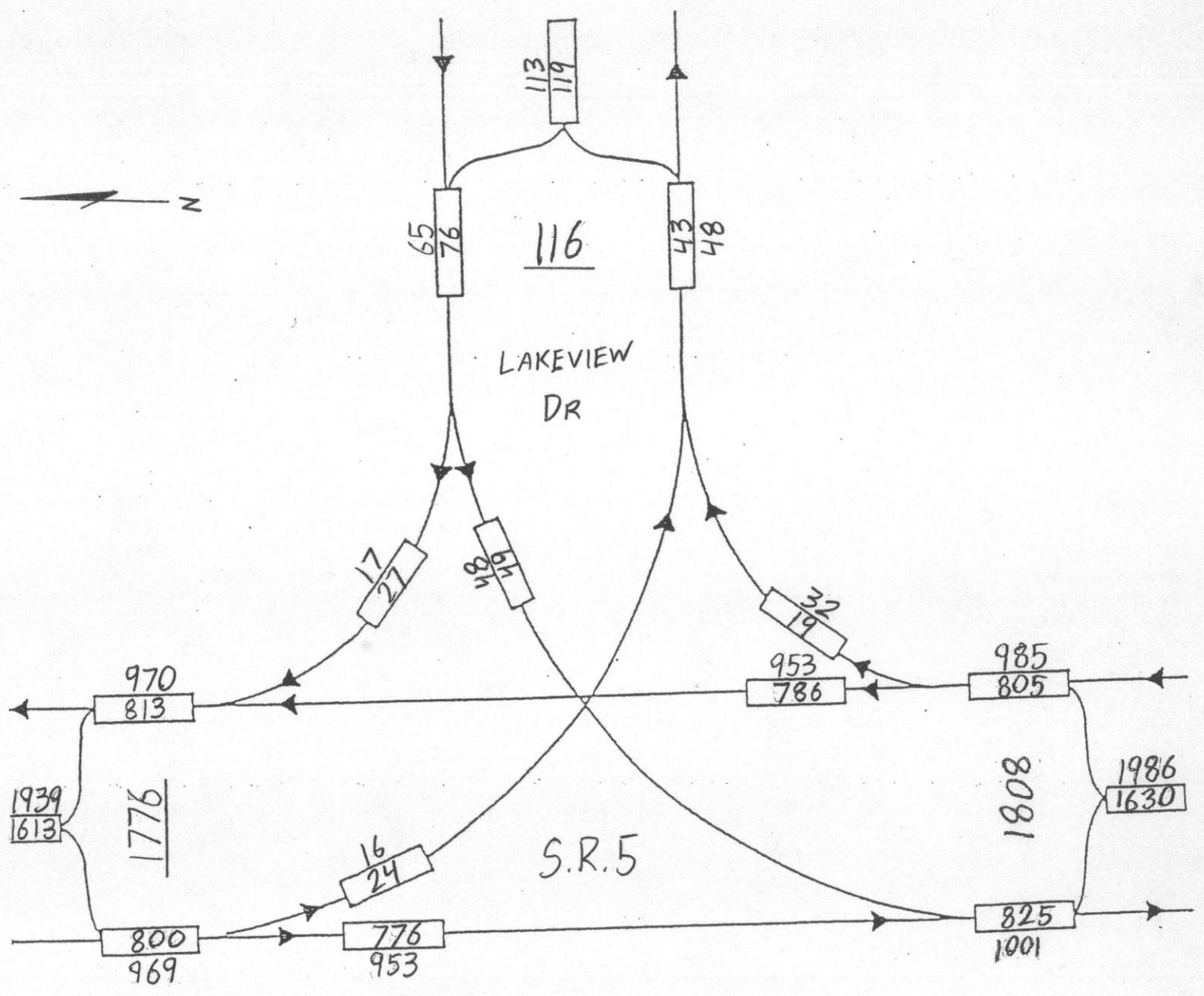
ALTERNATIVE "B"
 McNAIRY COUNTY
 SELMER
 S.R. 5 @ PROP. ENTRANCE
 2014 DHV

PM
 AM

G.K.D. DATE: MARCH 30 2009



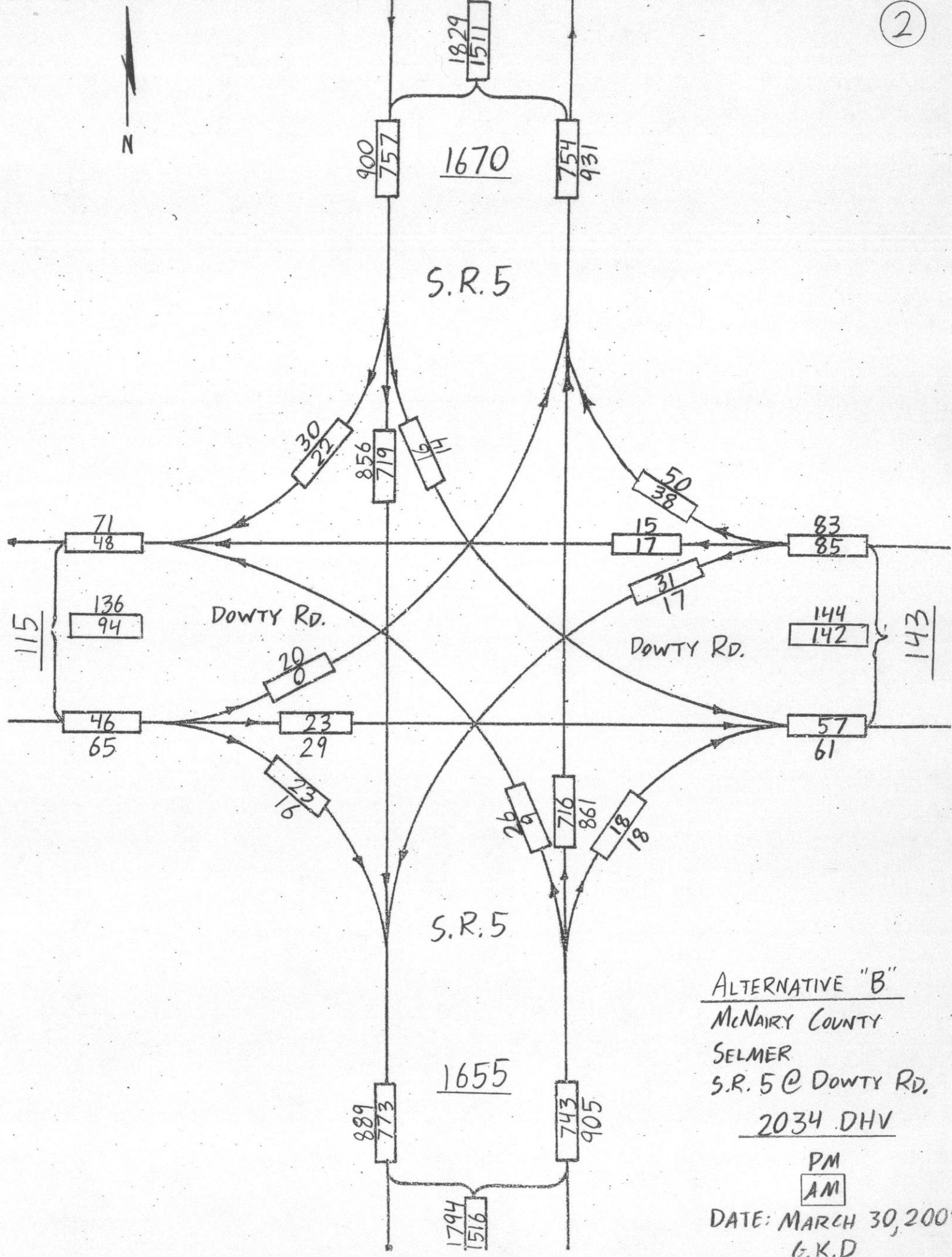
ALTERNATIVE "B"
 McNAIRY COUNTY
 SELMER
 TENNESSEE AVE. @
 PROPOSED ENTRANCE
 2014 DHV
 PM
 AM
 DATE: MARCH 30, 2009
 G.K.D.



ALTERNATIVE "B"
 McNAIRY COUNTY
 SELMER
 S.R. 5 @ LAKEVIEW DR
 2034 DHV

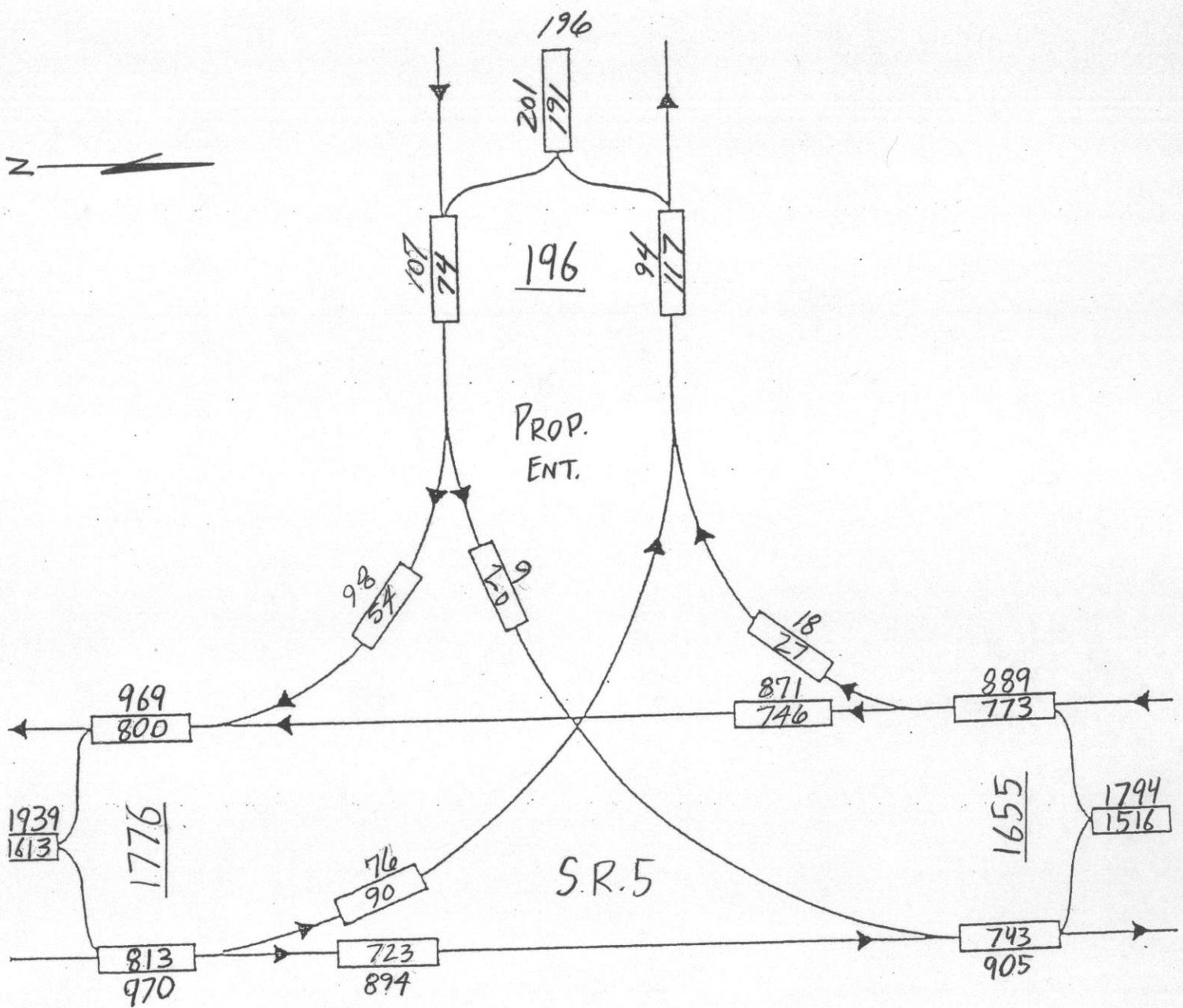
PM
 AM

G.K.D. DATE: MARCH 30, 2009

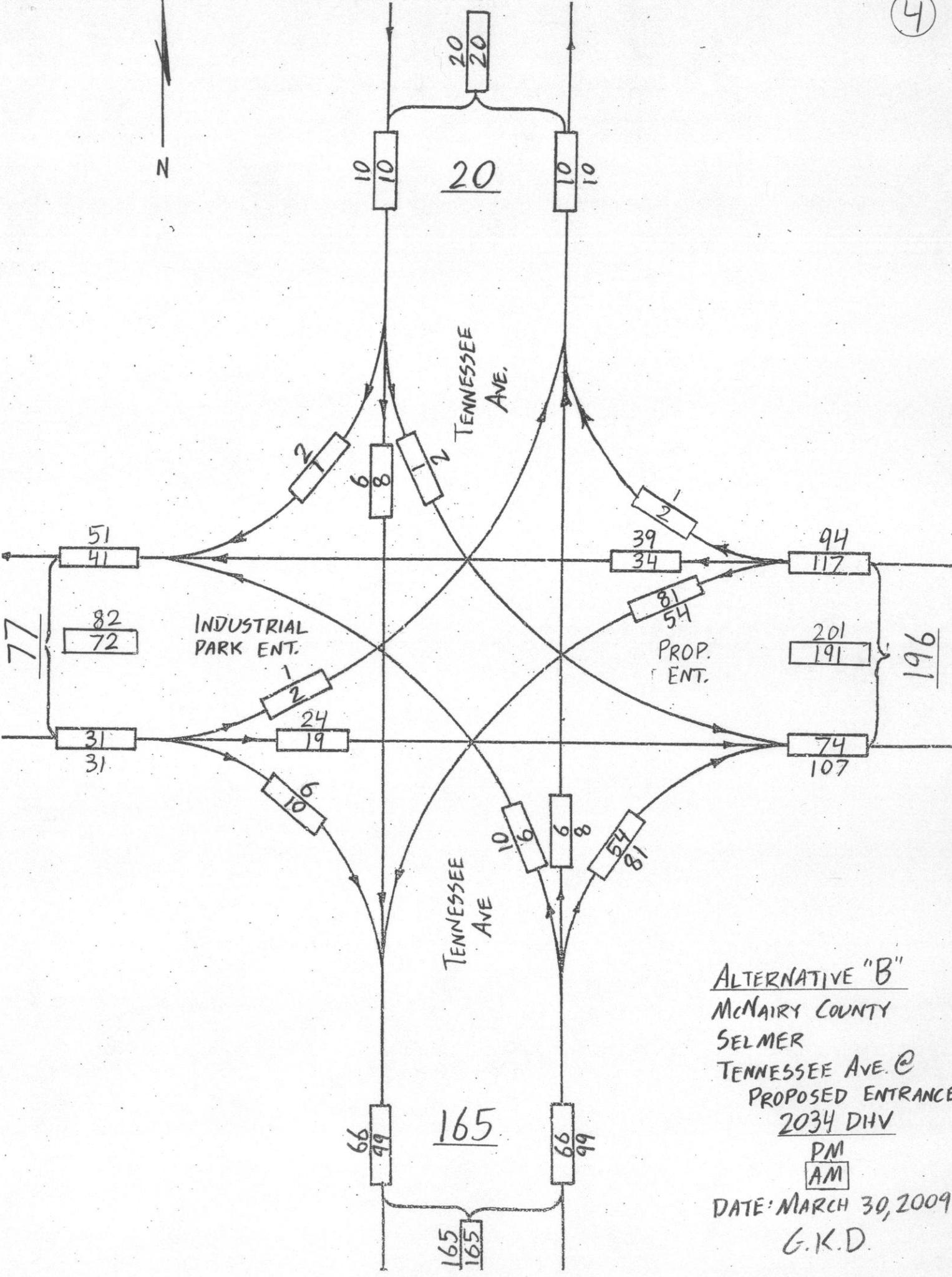


ALTERNATIVE "B"
 McNAIRY COUNTY
 SELMER
 S.R. 5 @ DOWTY RD.
 2034 DHV

PM
 AM
 DATE: MARCH 30, 200
 G.K.D



ALTERNATIVE "B"
 McNAIRY COUNTY
 SELMER
 S.R. 5 @ PROP. ENTRANCE
 2034 DHV
 PM
 AM
 DATE: MARCH 30, 2009
 G V D



ALTERNATIVE "B"
 McNAIRY COUNTY
 SELMER
 TENNESSEE AVE. @
 PROPOSED ENTRANCE
 2034 DIHV
 PM
 AM
 DATE: MARCH 30, 2009
 G.K.D.

TWO-WAY STOP CONTROL SUMMARY

Analyst: DCD
 Agency/Co.: Neel-Schaffer, Inc.
 Date Performed: 2/6/2009
 Analysis Time Period: Existing AM Peak Hour
 Intersection: SR 5 & Dowty
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2008
 Project ID: UTM Selmer Campus - State Route 5 TPR
 East/West Street: Dowty Road
 North/South Street: State Route 5
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

| Major Street: | Approach Movement | Northbound | | | Southbound | | |
|------------------------|-------------------|------------|--------|--------|------------|--------|--------|
| | | 1 L | 2 T | 3 R | 4 L | 5 T | 6 R |
| Volume | | 4 | 271 | 8 | 12 | 270 | 8 |
| Peak-Hour Factor, PHF | | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly Flow Rate, HFR | | 4 | 301 | 8 | 13 | 300 | 8 |
| Percent Heavy Vehicles | | 2 | -- | -- | 2 | -- | -- |
| Median Type/Storage | | Undivided | | | / | | |
| RT Channelized? | | | | | | | |
| Lanes | | 1 | 2 | 0 | 1 | 2 | 0 |
| Configuration | | L | T | TR | L | T | TR |
| Upstream Signal? | | No | | | No | | |

| Minor Street: | Approach Movement | Westbound | | | Eastbound | | |
|----------------------------------|-------------------|-----------|--------|--------|-----------|---------|---------|
| | | 7 L | 8 T | 9 R | 10 L | 11 T | 12 R |
| Volume | | 14 | 8 | 16 | 0 | 9 | 9 |
| Peak Hour Factor, PHF | | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly Flow Rate, HFR | | 15 | 8 | 17 | 0 | 10 | 10 |
| Percent Heavy Vehicles | | 2 | 2 | 2 | 2 | 2 | 2 |
| Percent Grade (%) | | 0 | | | 0 | | |
| Flared Approach: Exists?/Storage | | No | | | / No / | | |
| Configuration | | LTR | | | LTR | | |

Delay, Queue Length, and Level of Service

| Approach | NB | SB | Westbound | | | Eastbound | | | | |
|------------------|------|------|-----------|------|---|-----------|----|------|----|----|
| | | | 7 | 8 | 9 | 10 | 11 | 12 | | |
| Movement | 1 | 4 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Lane Config | L | L | | LTR | | | | LTR | | |
| v (vph) | 4 | 13 | | 40 | | | | 20 | | |
| C(m) (vph) | 1249 | 1248 | | 535 | | | | 531 | | |
| v/c | 0.00 | 0.01 | | 0.07 | | | | 0.04 | | |
| 95% queue length | 0.01 | 0.03 | | 0.24 | | | | 0.12 | | |
| Control Delay | 7.9 | 7.9 | | 12.3 | | | | 12.0 | | |
| LOS | A | A | | B | | | | B | | |
| Approach Delay | | | | 12.3 | | | | 12.0 | | |
| Approach LOS | | | | B | | | | B | | |

TWO-WAY STOP CONTROL SUMMARY

Analyst: DCD
 Agency/Co.: Neel-Schaffer, Inc.
 Date Performed: 2/6/2009
 Analysis Time Period: Existing PM Peak Hour
 Intersection: SR 5 & Dowty
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2008
 Project ID: UTM Selmer Campus - State Route 5 TPR
 East/West Street: Dowty Road
 North/South Street: State Route 5
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

| Major Street: | Approach Movement | Northbound | | | | Southbound | | |
|------------------------|----------------------|------------|--------|--------|---|------------|--------|--------|
| | | 1 L | 2 T | 3 R | | 4 L | 5 T | 6 R |
| Volume | | 9 | 316 | 8 | | 17 | 319 | 7 |
| Peak-Hour Factor, PHF | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 |
| Hourly Flow Rate, HFR | | 10 | 351 | 8 | | 18 | 354 | 7 |
| Percent Heavy Vehicles | | 2 | -- | -- | | 2 | -- | -- |
| Median Type/Storage | | Undivided | | | / | | | |
| RT Channelized? | | | | | | | | |
| Lanes | | 1 | 2 | 0 | | 1 | 2 | 0 |
| Configuration | | L | T | TR | | L | T | TR |
| Upstream Signal? | | No | | | | No | | |

| Minor Street: | Approach Movement | Westbound | | | | Eastbound | | |
|----------------------------------|----------------------|-----------|--------|--------|---|-----------|---------|---------|
| | | 7 L | 8 T | 9 R | | 10 L | 11 T | 12 R |
| Volume | | 8 | 8 | 21 | | 11 | 12 | 7 |
| Peak Hour Factor, PHF | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 |
| Hourly Flow Rate, HFR | | 8 | 8 | 23 | | 12 | 13 | 7 |
| Percent Heavy Vehicles | | 2 | 2 | 2 | | 2 | 2 | 2 |
| Percent Grade (%) | | 0 | | | | 0 | | |
| Flared Approach: Exists?/Storage | | No | | | / | No / | | |
| Configuration | | LTR | | | | LTR | | |

Delay, Queue Length, and Level of Service

| Approach | NB | SB | Westbound | | | Eastbound | | | | |
|------------------|------|------|-----------|------|---|-----------|----|------|----|----|
| | | | 7 | 8 | 9 | 10 | 11 | 12 | | |
| Movement | 1 | 4 | | 7 | 8 | 9 | | 10 | 11 | 12 |
| Lane Config | L | L | | LTR | | | | LTR | | |
| v (vph) | 10 | 18 | | 39 | | | | 32 | | |
| C(m) (vph) | 1194 | 1196 | | 524 | | | | 390 | | |
| v/c | 0.01 | 0.02 | | 0.07 | | | | 0.08 | | |
| 95% queue length | 0.03 | 0.05 | | 0.24 | | | | 0.27 | | |
| Control Delay | 8.0 | 8.1 | | 12.4 | | | | 15.1 | | |
| LOS | A | A | | B | | | | C | | |
| Approach Delay | | | | 12.4 | | | | 15.1 | | |
| Approach LOS | | | | B | | | | C | | |

TWO-WAY STOP CONTROL SUMMARY

Analyst: DCD
 Agency/Co.: Neel-Schaffer, Inc.
 Date Performed: 2/6/2009
 Analysis Time Period: Existing AM Peak Hour
 Intersection: SR 5 & Lakeview/Glover
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2008
 Project ID: UTM Selmer Campus - State Route 5 TPR
 East/West Street: Lakeview Road/Glover Drive
 North/South Street: State Route 5
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

| Major Street: | Approach Movement | Northbound | | | Southbound | | |
|------------------------|-------------------|-------------|--------|--------|------------|--------|--------|
| | | 1 L | 2 T | 3 R | 4 L | 5 T | 6 R |
| Volume | | 18 | 290 | 7 | 6 | 293 | 5 |
| Peak-Hour Factor, PHF | | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly Flow Rate, HFR | | 20 | 322 | 7 | 6 | 325 | 5 |
| Percent Heavy Vehicles | | 2 | -- | -- | 2 | -- | -- |
| Median Type/Storage | | Raised curb | | | / 1 | | |
| RT Channelized? | | | | | | | |
| Lanes | | 1 | 2 | 0 | 1 | 2 | 0 |
| Configuration | | L | T | TR | L | T | TR |
| Upstream Signal? | | No | | | No | | |

| Minor Street: | Approach Movement | Westbound | | | Eastbound | | |
|----------------------------------|-------------------|-----------|--------|--------|-----------|---------|---------|
| | | 7 L | 8 T | 9 R | 10 L | 11 T | 12 R |
| Volume | | 19 | 6 | 3 | 4 | 4 | 11 |
| Peak Hour Factor, PHF | | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly Flow Rate, HFR | | 21 | 6 | 3 | 4 | 4 | 12 |
| Percent Heavy Vehicles | | 2 | 2 | 2 | 2 | 2 | 2 |
| Percent Grade (%) | | 0 | | | 0 | | |
| Flared Approach: Exists?/Storage | | No | | | / No / | | |
| Configuration | | LTR | | | LTR | | |

Delay, Queue Length, and Level of Service

| Approach Movement | NB | SB | Westbound | | | Eastbound | | |
|-------------------|------|------|-----------|---|---|-----------|----|----|
| | | | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Config | L | L | LTR | | | LTR | | |
| v (vph) | 20 | 6 | 30 | | | 20 | | |
| C(m) (vph) | 1226 | 1227 | 501 | | | 642 | | |
| v/c | 0.02 | 0.00 | 0.06 | | | 0.03 | | |
| 95% queue length | 0.05 | 0.01 | 0.19 | | | 0.10 | | |
| Control Delay | 8.0 | 7.9 | 12.6 | | | 10.8 | | |
| LOS | A | A | B | | | B | | |
| Approach Delay | | | 12.6 | | | 10.8 | | |
| Approach LOS | | | B | | | B | | |

TWO-WAY STOP CONTROL SUMMARY

Analyst: DCD
 Agency/Co.: Neel-Schaffer, Inc.
 Date Performed: 2/6/2009
 Analysis Time Period: Existing PM Peak Hour
 Intersection: SR 5 & Lakeview/Glover
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2008
 Project ID: UTM Selmer Campus - State Route 5 TPR
 East/West Street: Lakeview Road/Glover Drive
 North/South Street: State Route 5
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

| Major Street: | Approach Movement | Northbound | | | Southbound | | |
|------------------------|-------------------|------------|--------|--------|------------|--------|--------|
| | | 1 L | 2 T | 3 R | 4 L | 5 T | 6 R |
| Volume | | 23 | 351 | 12 | 8 | 336 | 4 |
| Peak-Hour Factor, PHF | | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly Flow Rate, HFR | | 25 | 390 | 13 | 8 | 373 | 4 |
| Percent Heavy Vehicles | | 2 | -- | -- | 2 | -- | -- |
| Median Type/Storage | | Undivided | | | / | | |
| RT Channelized? | | | | | / | | |
| Lanes | | 1 | 2 | 0 | 1 | 2 | 0 |
| Configuration | | L | T | TR | L | T | TR |
| Upstream Signal? | | No | | | No | | |

| Minor Street: | Approach Movement | Westbound | | | Eastbound | | |
|----------------------------------|-------------------|-----------|--------|--------|-----------|---------|---------|
| | | 7 L | 8 T | 9 R | 10 L | 11 T | 12 R |
| Volume | | 18 | 2 | 4 | 2 | 2 | 35 |
| Peak Hour Factor, PHF | | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly Flow Rate, HFR | | 20 | 2 | 4 | 2 | 2 | 38 |
| Percent Heavy Vehicles | | 2 | 2 | 2 | 2 | 2 | 2 |
| Percent Grade (%) | | 0 | | | 0 | | |
| Flared Approach: Exists?/Storage | | No | | | / | No / | |
| Configuration | | LTR | | | LTR | | |

Delay, Queue Length, and Level of Service

| Approach Movement | NB | SB | Westbound | | | Eastbound | | |
|-------------------|------|------|-----------|------|---|-----------|----|-----|
| | | | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Config | L | L | | LTR | | LTR | | LTR |
| v (vph) | 25 | 8 | | 26 | | 42 | | |
| C(m) (vph) | 1178 | 1152 | | 359 | | 714 | | |
| v/c | 0.02 | 0.01 | | 0.07 | | 0.06 | | |
| 95% queue length | 0.07 | 0.02 | | 0.23 | | 0.19 | | |
| Control Delay | 8.1 | 8.1 | | 15.8 | | 10.4 | | |
| LOS | A | A | | C | | B | | |
| Approach Delay | | | | 15.8 | | 10.4 | | |
| Approach LOS | | | | C | | B | | |

TWO-WAY STOP CONTROL SUMMARY

Analyst: DCD
 Agency/Co.: Neel-Schaffer, Inc.
 Date Performed: 2/6/2009
 Analysis Time Period: Reassigned AM Peak Hour
 Intersection: SR 5 & Lakeview
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2008
 Project ID: UTM Selmer Campus - State Route 5 TPR
 East/West Street: Lakeview Road
 North/South Street: State Route 5
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

| Major Street: | Approach Movement | Northbound | | | Southbound | | |
|------------------------|-------------------|-------------|--------|--------|------------|--------|--------|
| | | 1 L | 2 T | 3 R | 4 L | 5 T | 6 R |
| Volume | | 299 | 7 | 10 | 299 | | |
| Peak-Hour Factor, PHF | | 0.90 | 0.90 | 0.90 | 0.90 | | |
| Hourly Flow Rate, HFR | | 332 | 7 | 11 | 332 | | |
| Percent Heavy Vehicles | | -- | -- | 2 | -- | -- | |
| Median Type/Storage | | Raised curb | | | / 1 | | |
| RT Channelized? | | | | | | | |
| Lanes | | 2 | 0 | | 1 | 2 | |
| Configuration | | T | TR | | L | T | |
| Upstream Signal? | | No | | | | No | |

| Minor Street: | Approach Movement | Westbound | | | Eastbound | | |
|----------------------------------|-------------------|-----------|--------|--------|-----------|---------|---------|
| | | 7 L | 8 T | 9 R | 10 L | 11 T | 12 R |
| Volume | | 19 | | 9 | | | |
| Peak Hour Factor, PHF | | 0.90 | | 0.90 | | | |
| Hourly Flow Rate, HFR | | 21 | | 10 | | | |
| Percent Heavy Vehicles | | 2 | | 2 | | | |
| Percent Grade (%) | | | 0 | | | 0 | |
| Flared Approach: Exists?/Storage | | | | No | / | | / |
| Configuration | | | LR | | | | |

Delay, Queue Length, and Level of Service

| Approach Movement | NB | SB | Westbound | | | Eastbound | | |
|-------------------|----|--------|-----------|------|---|-----------|----|----|
| | | | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Config | 1 | 4 L | | LR | | | | |
| v (vph) | | 11 | | 31 | | | | |
| C(m) (vph) | | 1217 | | 626 | | | | |
| v/c | | 0.01 | | 0.05 | | | | |
| 95% queue length | | 0.03 | | 0.16 | | | | |
| Control Delay | | 8.0 | | 11.1 | | | | |
| LOS | | A | | B | | | | |
| Approach Delay | | | | 11.1 | | | | |
| Approach LOS | | | | B | | | | |

TWO-WAY STOP CONTROL SUMMARY

Analyst: DCD
 Agency/Co.: Neel-Schaffer, Inc.
 Date Performed: 2/6/2009
 Analysis Time Period: Reassigned PM Peak Hour
 Intersection: SR 5 & Lakeview
 Jurisdiction:
 Units: U. S. Customary
 Analysis Year: 2008
 Project ID: UTM Selmer Campus - State Route 5 TPR
 East/West Street: Lakeview Road
 North/South Street: State Route 5
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

| Major Street: | Approach Movement | Northbound | | | Southbound | | |
|------------------------|-------------------|-------------|--------|--------|------------|--------|--------|
| | | 1 L | 2 T | 3 R | 4 L | 5 T | 6 R |
| Volume | | 362 | 12 | | 10 | 352 | |
| Peak-Hour Factor, PHF | | 0.90 | 0.90 | | 0.90 | 0.90 | |
| Hourly Flow Rate, HFR | | 402 | 13 | | 11 | 391 | |
| Percent Heavy Vehicles | | -- | -- | | 2 | -- | -- |
| Median Type/Storage | | Raised curb | | | / 1 | | |
| RT Channelized? | | | | | | | |
| Lanes | | 2 | 0 | | 1 | 2 | |
| Configuration | | T | TR | | L | T | |
| Upstream Signal? | | No | | | No | | |

| Minor Street: | Approach Movement | Westbound | | | Eastbound | | |
|----------------------------------|-------------------|-----------|--------|--------|-----------|---------|---------|
| | | 7 L | 8 T | 9 R | 10 L | 11 T | 12 R |
| Volume | | 18 | | 6 | | | |
| Peak Hour Factor, PHF | | 0.90 | | 0.90 | | | |
| Hourly Flow Rate, HFR | | 20 | | 6 | | | |
| Percent Heavy Vehicles | | 2 | | 2 | | | |
| Percent Grade (%) | | 0 | | | 0 | | |
| Flared Approach: Exists?/Storage | | No | | | / / | | |
| Configuration | | LR | | | | | |

Delay, Queue Length, and Level of Service

| Approach Movement | NB | SB | Westbound | | | Eastbound | | |
|-------------------|----|--------|-----------|------|---|-----------|----|----|
| | | | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Config | 1 | 4 L | | LR | | | | |
| v (vph) | | 11 | | 26 | | | | |
| C(m) (vph) | | 1140 | | 553 | | | | |
| v/c | | 0.01 | | 0.05 | | | | |
| 95% queue length | | 0.03 | | 0.15 | | | | |
| Control Delay | | 8.2 | | 11.8 | | | | |
| LOS | | A | | B | | | | |
| Approach Delay | | | | 11.8 | | | | |
| Approach LOS | | | | B | | | | |

Appendix C

Conceptual Layouts

Index Of Sheets

| SHEET NO. | DESCRIPTION |
|-----------|------------------|
| 1 | TITLE SHEET |
| 2 | TYPICAL SECTION |
| 3 | OVERVIEW MAP |
| 4-6 | PROPOSED LAYOUTS |

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

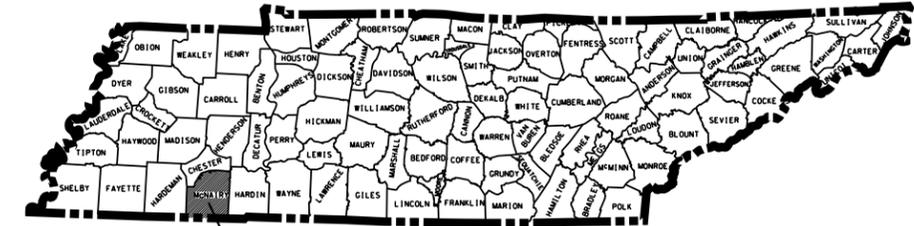
| TENN. | YEAR | SHEET NO. |
|--------------------|------|-----------|
| | 2008 | 1 |
| FED. AID PROJ. NO. | | |
| STATE PROJ. NO. | | |

MCNAIRY COUNTY

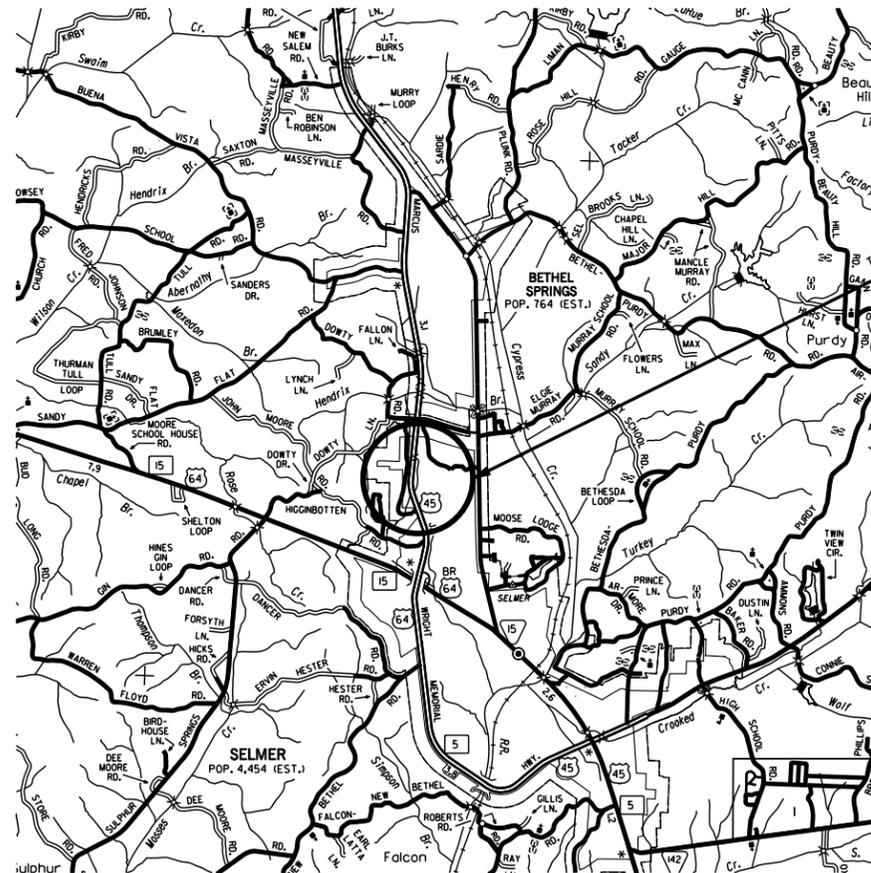
STATE ROUTE 5 (U.S. HWY 45)
FROM LAKEVIEW/GLOVER DR.
TO THREE STAR DRIVE
SERVING UT MARTIN-SELMER CAMPUS

CONCEPT DRAWING

STATE HIGHWAY NO. 5 F.A.H.S. NO.



PROJECT LOCATION



STUDY LOCATION



SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED MARCH 1, 2006 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT

TDOT ROAD SP. SV. 2 _____

DESIGNER NEEL-SCHAFFER INC. CHECKED BY _____

P.E. NO. _____

N.T.S.

STUDY LENGTH

3855 FT.

INTERSECTION

SR-5 @ LAKEVIEW/GLOVER DR.
AND
SR-5 @ THREE STAR DR.

APPROVED: _____
CHIEF ENGINEER

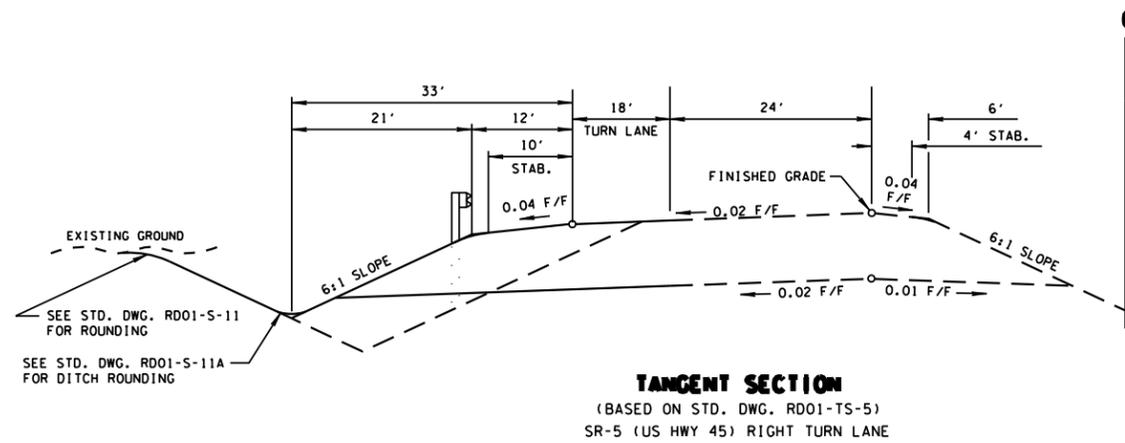
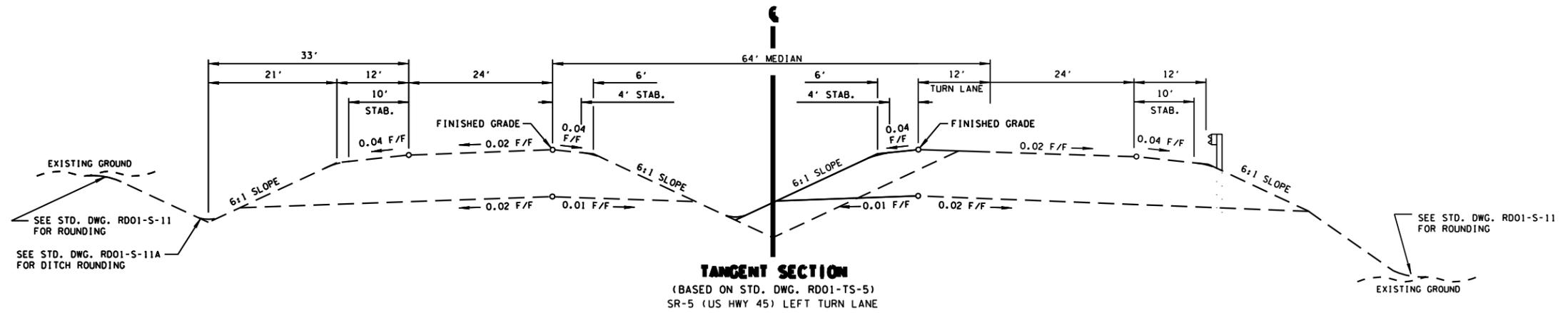
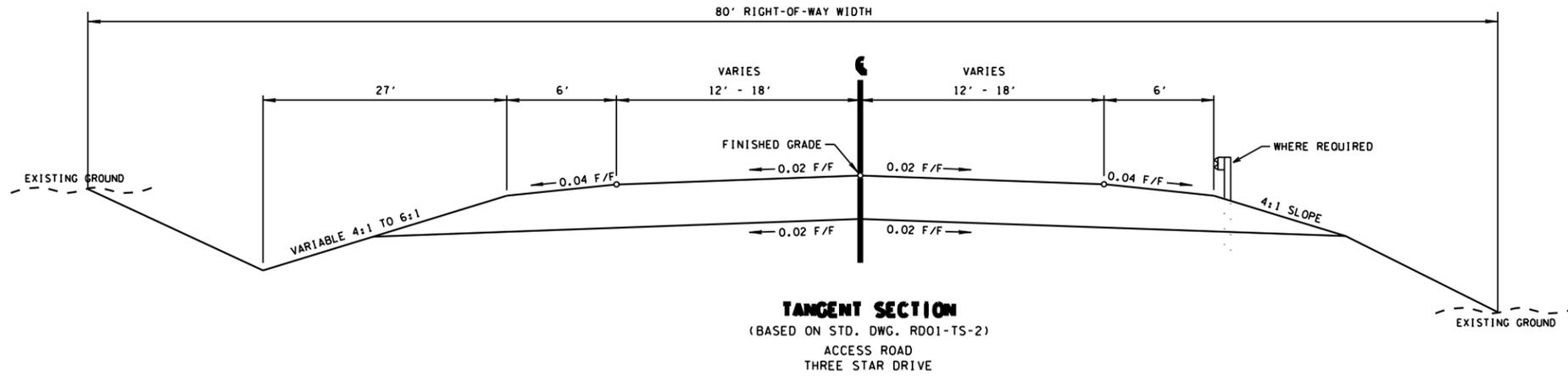
DATE: _____

APPROVED: _____
COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

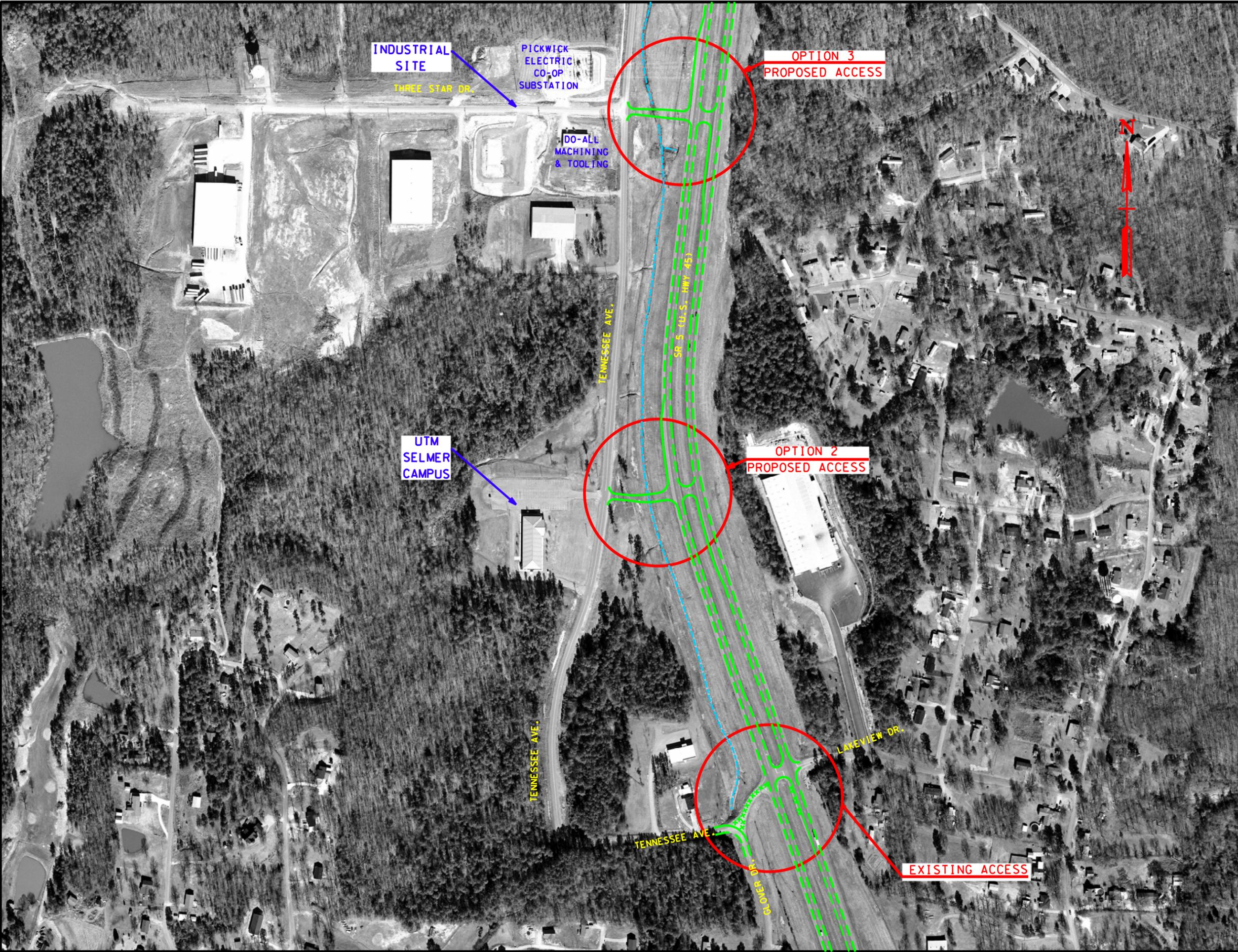
APPROVED: _____
DIVISION ADMINISTRATOR DATE

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---------|------|-------------|-----------|
| CONCEPT | 2008 | | 2 |
| | | | |
| | | | |



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| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---------|------|-------------|-----------|
| CONCEPT | 2008 | | 3 |
| | | | |
| | | | |



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

OVERVIEW MAP

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---------|------|-------------|-----------|
| CONCEPT | 2008 | | 4 |
| | | | |
| | | | |



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STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

CONCEPT LAYOUT
 OPTION 2

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---------|------|-------------|-----------|
| CONCEPT | 2008 | | 5 |
| | | | |
| | | | |



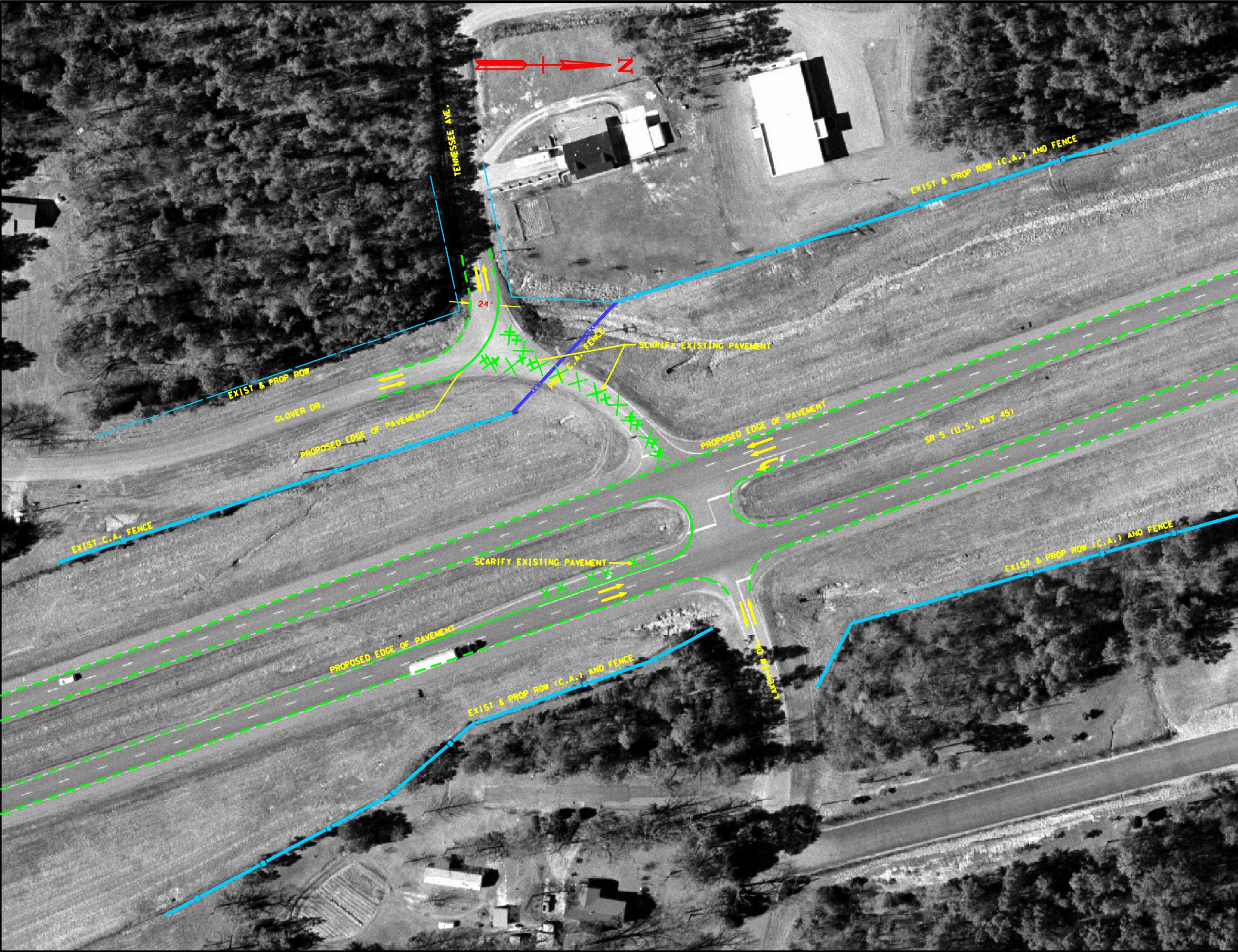
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STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION

CONCEPT LAYOUT
 OPTION 2

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|---------|------|-------------|-----------|
| CONCEPT | 2008 | | 6 |
| | | | |
| | | | |

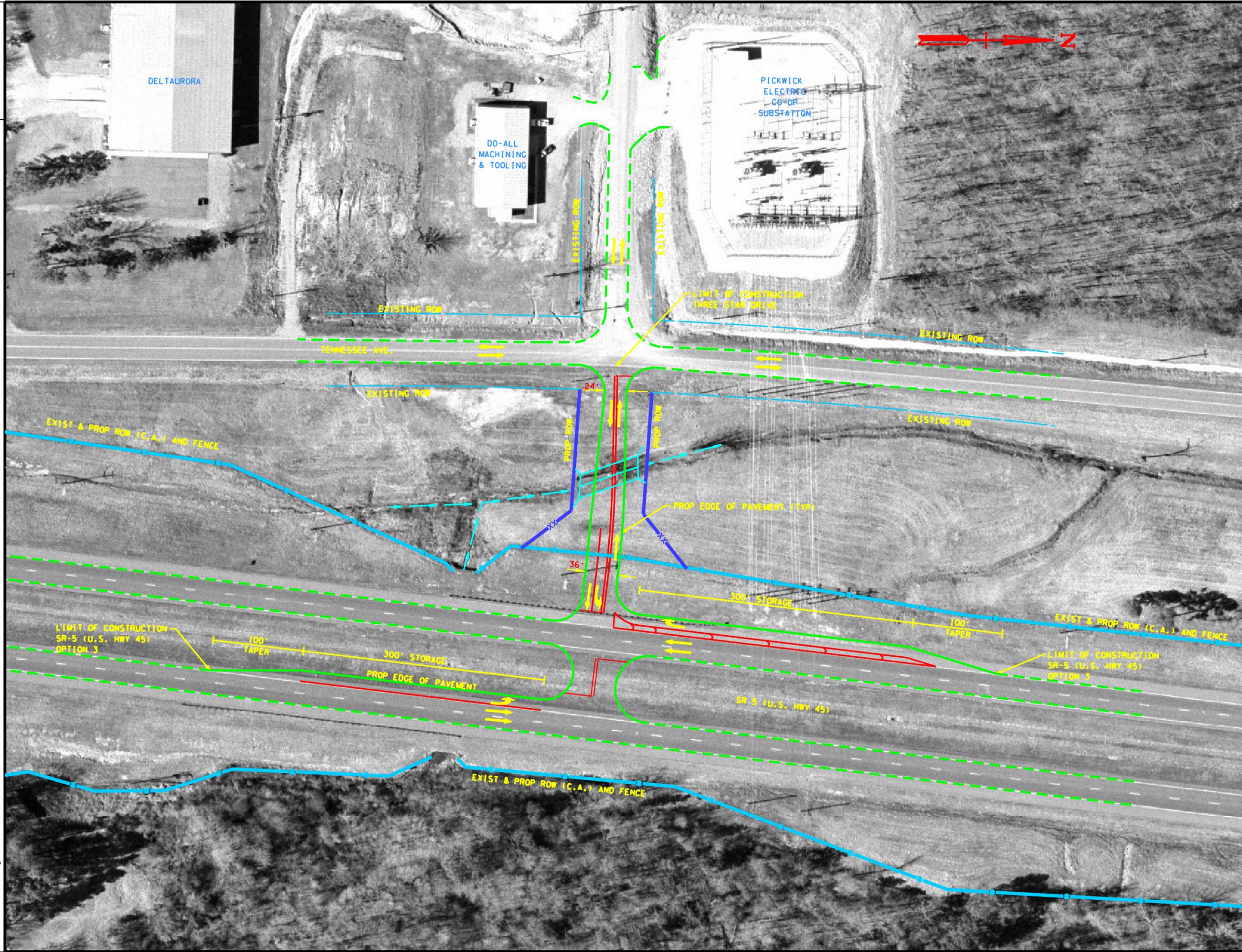


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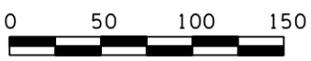


STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
 CONCEPT LAYOUT
 OPTION 3

| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---------|------|-------------|-----------|
| CONCEPT | 2008 | | 7 |
| | | | |
| | | | |



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
CONCEPT LAYOUT
OPTION 3

Appendix D

Cost Estimate Worksheets

COST DATA SHEET

Project Total

PROJECT: SR 5 @ Campus Option '2'

LENGTH: 876 feet CROSS-SECTION: 4-lane, divided

Right-of-Way

| | | |
|---------------------------------------------------|----|-----------------|
| Land, Improvements and Damages (0.38± Acres)..... | \$ | - |
| Incidentals (1 Tracts)..... | \$ | 5,000.00 |
| Relocation Payments: (0 Residences)..... | \$ | |
| (0 Business) | | |
| (0 Non-Profits) | | |
| TOTAL RIGHT-OF-WAY COST | \$ | <u>5,000.00</u> |

Utility Relocation

| | | |
|------------------------------------|----|-----------------|
| Reimbursable..... | \$ | 4,400.00 |
| Non-Reimbursable..... | \$ | - |
| TOTAL ADJUSTMENT COST | \$ | <u>4,400.00</u> |

Construction

| | | |
|------------------------------------------|----|--------------|
| Clearing and Grubbing..... | \$ | 83,000.00 |
| Earthwork..... | \$ | 154,000.00 |
| Drainage (Includes Erosion Control)..... | \$ | 35,000.00 |
| Structures..... | \$ | 413,000.00 |
| Paving..... | \$ | 208,000.00 |
| Maintenance of Traffic..... | \$ | 20,000.00 |
| Sodding..... | \$ | 39,000.00 |
| Signing..... | \$ | 15,000.00 |
| Signalization | \$ | - |
| Guardrail..... | \$ | 28,000.00 |
| Other Construction Items (8.5%)..... | \$ | 49,840.00 |
| CONSTRUCTION SUB TOTAL | | 1,044,840.00 |
| Mobilization..... | \$ | 52,240.00 |
| 10% Engineering and Contingencies..... | \$ | 104,480.00 |

TOTAL CONSTRUCTION COST..... \$ 1,201,560.00

Preliminary Engineering (10%)..... \$ 120,200.00

TOTAL PROJECT COST..... \$ 1,331,200.00

COST DATA SHEET

Project Total

PROJECT: SR 5 @ Three Star Drive

Option '3'

LENGTH: 868 feet

CROSS-SECTION: 4-lane, divided

Right-of-Way

| | | |
|---------------------------------------------------|----|------------------|
| Land, Improvements and Damages (0.38± Acres)..... | \$ | - |
| Incidentals (2 Tracts)..... | \$ | 10,000.00 |
| Relocation Payments: (0 Residences)..... | \$ | |
| (0 Business) | | |
| (0 Non-Profits) | | |
| TOTAL RIGHT-OF-WAY COST | \$ | <u>10,000.00</u> |

Utility Relocation

| | | |
|------------------------------------|----|-----------------|
| Reimbursable..... | \$ | 4,400.00 |
| Non-Reimbursable..... | \$ | - |
| TOTAL ADJUSTMENT COST | \$ | <u>4,400.00</u> |

Construction

| | | |
|------------------------------------------|----|------------------|
| Clearing and Grubbing..... | \$ | 75,000.00 |
| Earthwork..... | \$ | 78,000.00 |
| Drainage (Includes Erosion Control)..... | \$ | 40,000.00 |
| Structures..... | \$ | 256,000.00 |
| Paving..... | \$ | 206,000.00 |
| Maintenance of Traffic..... | \$ | 20,000.00 |
| Sodding..... | \$ | 39,000.00 |
| Signing..... | \$ | 16,000.00 |
| Signalization | \$ | - |
| Guardrail..... | \$ | 28,000.00 |
| Other Construction Items (8.5%)..... | \$ | 43,040.00 |
| CONSTRUCTION SUB TOTAL | | 801,040.00 |
| Mobilization..... | \$ | 40,050.00 |
| 10% Engineering and Contingencies..... | \$ | <u>80,100.00</u> |

TOTAL CONSTRUCTION COST..... \$ 921,190.00

Preliminary Engineering (10%)..... \$ 92,100.00

TOTAL PROJECT COST..... \$ 1,027,700.00

Appendix E
Field Review Notes

MEMORANDUM

TO: Christopher Armstrong, TDOT Planning
FROM: Dyan Damron, Neel-Schaffer
DATE: November 21, 2008
SUBJECT: SR 5 – UT Selmer TPR Field Review

**State Route 5 at UT Selmer TPR
Initial Field Review & Stakeholder Meeting
Tuesday, November 18, 2008
10:00 a.m. (CST)
On-Site (State Route 5 between Lakeview Road and Dowty Road)**

Attendees:

Liz Smith, TDOT Conceptual and NEPA
Roger Lewis, TDOT Project Management
Jane Jones, TDOT Design
David Robinson, Mayor of Selmer
Rudy Moore, McNairy County EMA
Whitney Sullivan, Southwest TN Development District
Layne Moffett, Pickwick Electric Co-op
Barry Alexander, Neel-Schaffer (N-S)
Dyan Damron, N-S

The following are highlights of the meeting/field review that was held:

1. **Review of TPR Scope** – N-S reviewed the general scope of work for the TPR being conducted for the new access to UT Selmer on State Route 5. Discussion was also held regarding the scarification of the access across from Lakeview Road. The history of the project was discussed by Mayor Robinson. Conceptual sketches of the new access were provided by Mr. Lewis.
2. **Existing Access** – There is an existing access across from Lakeview Road. This access location will be scarified. The controlled access fence will be extended across the scarified location. TDOT indicates that the median opening will remain at this location but the northbound left turn lane will be removed. Ms. Sullivan inquired why this access must be eliminated. It was answered that it would be removed to result in no net increase in the number of access points to UT Selmer and to minimize the turning movements along this segment of State Route 5.
3. **New Access** – A new access is proposed that will extend Three Star Road from its intersection with Tennessee Avenue to State Route 5. The controlled access fence will be cut to allow this new access. Also, a new median opening will be provided along State Route 5. It was indicated that the Town of Selmer will be responsible for acquiring right-of-way. This new access will require a blue line stream crossing.
4. **Blue Line Stream** – Mayor Robinson asked if the designation for the blue line stream that the new access will cross can be checked to ensure that it is properly classified.
5. **Public Meeting** – A public meeting will be held once the details of the project are developed. The Town of Selmer will manage these public meetings.

**If anyone has any changes, corrections, or additions, please contact Neel-Schaffer as soon as possible. Otherwise, N-S will proceed with the SR 5 at UT Selmer TPR assuming the above data is correct.*



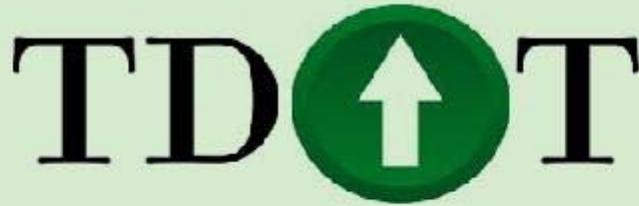
Eastbound view of the existing access at State Route 5 that will be scarified – across from Lakeview Road



Westbound view of the proposed location for new access – extension of Three Star Road across blue line stream



Appendix F
EES Material



Tennessee Department of Transportation
 EARLY ENVIRONMENTAL SCREENING PROCESS (EES)
 PROJECT SCORING

Project Score Factors

| | Total Impacts Evaluated | Total Impacts to Evaluate | EES Evaluation |
|------------------------------|-------------------------------------------|------------------------------|-----------------|
| Project Impact Areas: | 15 | 15 | Complete |
| Date of Evaluation: | March 03, 2009 | | |
| Evaluation done by: | Chris Armstrong | | |
| | Transportation Planner 4 | | |
| County: | McNairy | | |
| Route: | State Route 5 (U.S. 45) | | |
| PIN: | 109927.01 | | |
| Termini: | Lakeview/Glover Drive to Three Star Drive | | |

Impact Ranking of Features Evaluated: Total by Rank

| | |
|-------------------------------------------------|-----------|
| Features with No Impact | 12 |
| Cemetery Sites & Cemetery Properties | |
| National Register Sites | |
| Bat | |
| Aquatic Species | |
| TDEC Conservation Sites & TDEC Scenic Waterways | |
| Superfund Sites | |
| Caves | |
| Pyritic Rock | |
| Railroads | |
| Tennessee Natural Areas Program | |
| Wildlife Management Areas | |
| TWRA Lakes & Other Public Lands | |
| Features with Low Impact | 1 |
| Terrestrial Species | |

Features with Moderate Impact **1**

Large Wetland Impacts

Features with Substantial Impact **0**

Community Impacts Present:

Institutions:

Populations:

No population present

Minority populations 24%

Linguistically isolated populations

Populations below poverty - State average- 13%

Populations below poverty - State average- 27%

EES Project Impact: **Complete**

Impacts Evaluated Within 1,000 Ft of Study Area

CEMETERY SITES & CEMETERY PROPERTIES

Impact

**Project Impact
(Environmental, Time,
Cost, Design, and
Maintenance)**

None - No impact on the project as there are no known cemetery sites within or abutting the project study area or corridor. It is anticipated that a 'normal' effort to complete this environmental review as part of NEPA.

INSTITUTIONS & SENSITIVE COMMUNITY POPULATIONS

Sensitive Populations Project Impact:

Present

Not Present

Institutions:

| | Present | Not Present |
|-----------------|--------------------------|-------------------------------------|
| Hospital | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| School | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Church | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Public Building | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Populations:

| | | |
|-------------------------------------|-------------------------------------|-------------------------------------|
| No population present | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 65 and older populations | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Disability populations | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Households without a vehicle | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Minority populations 24% | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Linguistically isolated populations | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | | |
|-------------------------------------------------|-------------------------------------|--------------------------|
| Populations below poverty - State average - 13% | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Populations below poverty - State average - 27% | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

BAT

Impact

| | |
|--------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Impact (Environment, Time, Cost, Design, and Maintenance) | <input checked="" type="checkbox"/> None – No project impact is anticipated. There is no occurrence of Indiana or gray bats within 4 miles of the proposed project study area or corridor. |
|--------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

RAILROADS

Impact

| | |
|--------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Impact (Environment, Time, Cost, Design, and Maintenance) | <input checked="" type="checkbox"/> None – No impact on the project is anticipated. There are no railroads located within the project study area or corridor. |
|--------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|

Impacts Evaluated Within 2,000 Ft of Study Area

NATIONAL REGISTER SITES

Impact

| | |
|----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Impact (Environmental, Time, Cost, Design, and Maintenance) | <input checked="" type="checkbox"/> None – No project impact is anticipated as there are no National Register listed properties abutting or within the project study area or corridor. |
|----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

SUPERFUND SITES

Impact

| | |
|--------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Impact (Environment, Time, Cost, Design, and Maintenance) | <input checked="" type="checkbox"/> None – No project impact is anticipated as there are no known contaminated land tracts abutting or within the project study area or corridor. |
|--------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

PYRITIC ROCK

Impact

| | |
|--------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project Impact (Environment, Time, Cost, Design, and Maintenance) | <input checked="" type="checkbox"/> None – No project impact is anticipated. Pyritic rock is not known to occur in the study area/corridor or project does not involve excavation. Limestone (symbolized as dark green) and dolomite (symbolized as light green) are present. |
|--------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

TWRA LAKES & OTHER PUBLIC LANDS

Impact

**Project Impact
(Environment, Time,
Cost, Design, and
Maintenance)**

- None** – No impact on the project is anticipated as there are no parks located within or abutting the project study area or corridor.

Impacts Evaluated Within 4,000 Ft of Study Area

TERRESTRIAL SPECIES

Impact

**Project Impact
(Environment, Time,
Cost, Design, and
Maintenance)**

- Low** – Minimal impact on the project is predicted as there is a known rare or state protected terrestrial species located within the project study area or corridor. A survey for the species may be required.

TDEC CONSERVATION SITES & TDEC SCENIC WATERWAYS

Impact

**Project Impact
(Environment, Time,
Cost, Design,
Maintenance)**

- None** – No project impact is expected as there are no scenic waterways or TDEC Conservation Sites within project study area or corridor.

LARGE WETLAND IMPACTS

Impact

**Project Impact
(Environment, Time,
Cost, Design,
Maintenance)**

- Moderate** – Region 4: Moderate impact on the project is likely as there are greater than 0.5 but less than 5 acres of wetlands within the project study area or corridor. Compensatory mitigation will be required. Design effort will be needed to avoid and minimize impacts to wetlands to the maximum extent practicable. If a floodplain is crossed by the project, floodplain culverts may be necessary.

TENNESSEE NATURAL AREAS PROGRAM

Impact

**Project Impact
(Environment, Time,
Cost, Design, and
Maintenance)**

- None** – No impact on the project is anticipated as the project study area or corridor does not include a Natural Area.

WILDLIFE MANAGEMENT AREAS

Impact

**Project Impact
(Environment, Time,
Cost, Design, and
Maintenance)**

- None** – No project impact is anticipated as a WMA does not abut nor is located within the project study area or corridor.

Impacts Evaluated Within 10,000 Ft of Study Area

AQUATIC SPECIES

Impact

**Project Impact
(Environment, Time,
Cost, Design, and
Maintenance)**

- None** - No impact to the project is anticipated. There is no known occurrence of a rare, state, or federally-protected aquatic species within the project study area or corridor.

CAVES

Impact

**Project Impact
(Environment, Time,
Cost, Design, and
Maintenance)**

- None** – No project impact is anticipated as there are no caves in the project study area or corridor.

EES Report

Project 109927.01
1,000 Foot Corridor
December 17, 2008

Community Impact

Cemetery Sites

Cemetery There are none.

Cemetery Property There are none.

Institutions There are none.

Sensitive Community Populations

No Population Present Present

Population 65 & Over Not Present

Disability Not Present

Households without Vehicle Not Present

Minority Population-24% Not Present

Linguistically Isolated Present

Below Poverty-13.5% Not Present

Below Poverty-27% Not Present

Ecology

Rare & Protected Species

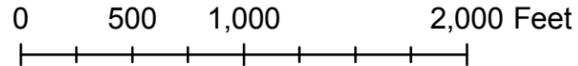
Bats There are none.

Railroads & Public Lands

Railroads Not Present



State Route 5 (US-45)



Legend

- †† Cemetery
- Cemetery Property
- Hospital
- School
- Church
- Public Building
- No Population Present
- Population 65 and Over
- Disability
- Households without a vehicle
- Minority Population - 24%
- Linguistically Isolated
- Below Poverty - 13.5%
- Below Poverty - 27%
- Bat
- Rivers and Waterways
- Streams
- Lakes and Ponds

State Route 5 (US-45)

UTM Selmer Access Road

Early Environmental Screening

1,000 ft Corridor

EES Report

PIN 109927.01
2,000 Foot Corridor
December 18, 2008

Historic Architecture & Archaeology

Historic Architecture

National Register Sites

There are none.

Hazardous Substances & Geology

Superfund Sites

There are none.

Geology

Pyritic Rock

There are none.

Railroads & Public Lands

Public Lands

TWRA Lakes

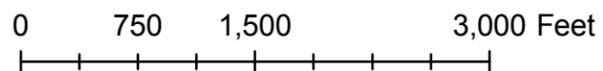
There are none.

Other Public Lands

There are none.



State Route 5 (US-45)



Legend

- ★ National Register Sites
- Superfund Sites
- Formation that contains acid producing rock *Formation that contains acid*
- Includes formations that contain acid producing rock
- Formation that may contain potentially acid producing rock
- Includes formations that may contain acid producing rock
- Limestone
- Dolomite
- TWRA Lakes
- Recreation
- Nature
- Federal
- State
- Rivers and Waterways
- Streams
- Lakes and Ponds

State Route 5 (US-45)

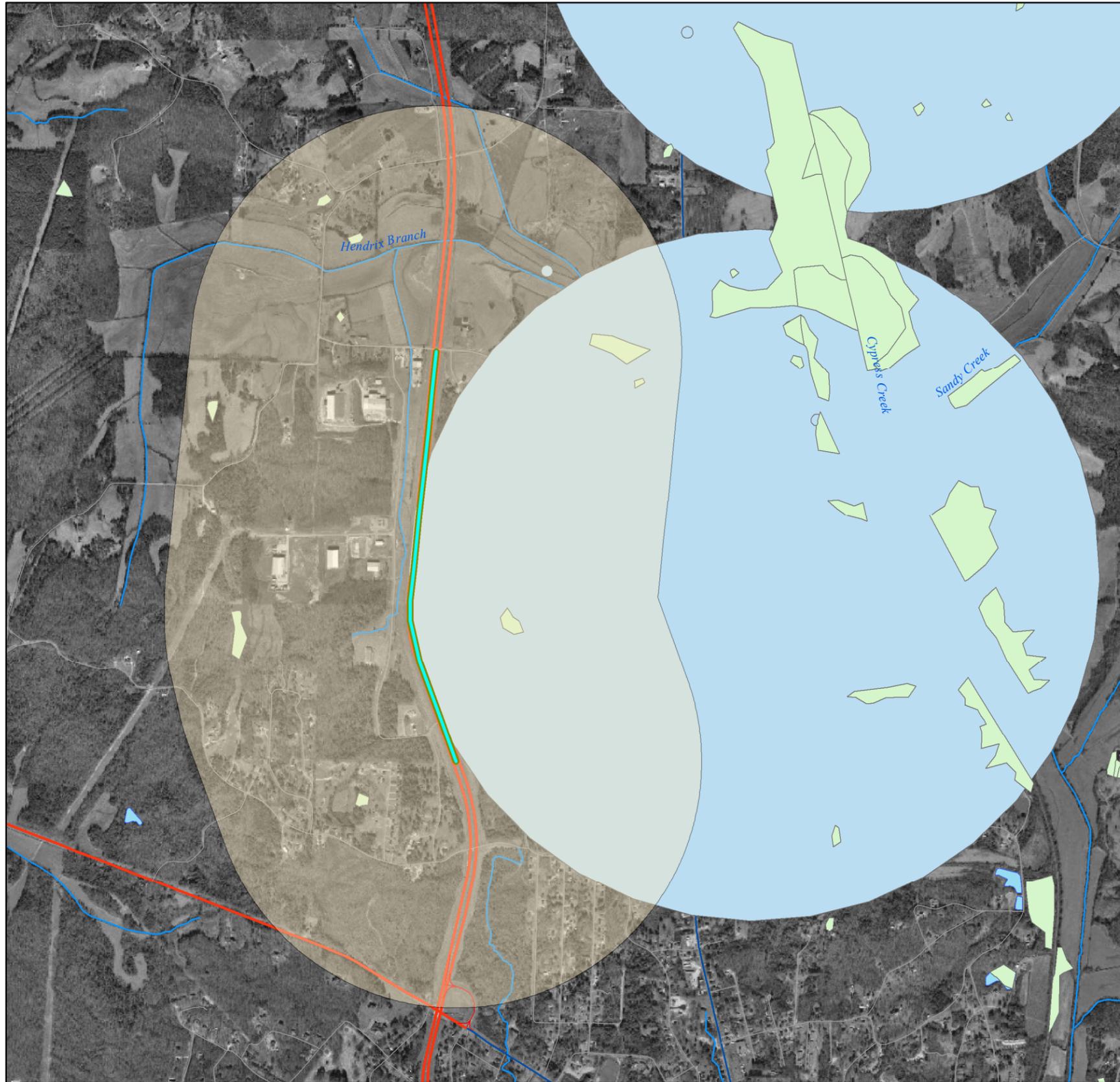
UTM Selmer Access Road

Early Environmental Screening

2,000 ft Corridor

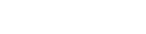


State Route 5 (US-45)



0 1,050 2,100 4,200 Feet

Legend

-  Large Wetland Impacts
-  Terrestrial Species
-  TDEC Conservation Sites
-  TDEC Scenic Waterways
-  Tennessee Natural Areas Program
-  Wildlife Management Areas

State Route 5 (US-45)

UTM Selmer Access Road

Early Environmental Screening

4,000 ft Corridor

EES Report

PIN 109927.01
10,000 Foot Corridor
December 18, 2008

Ecology

Rare & Protected Species

Aquatic Species

There are none.

Hazardous Substances & Geology

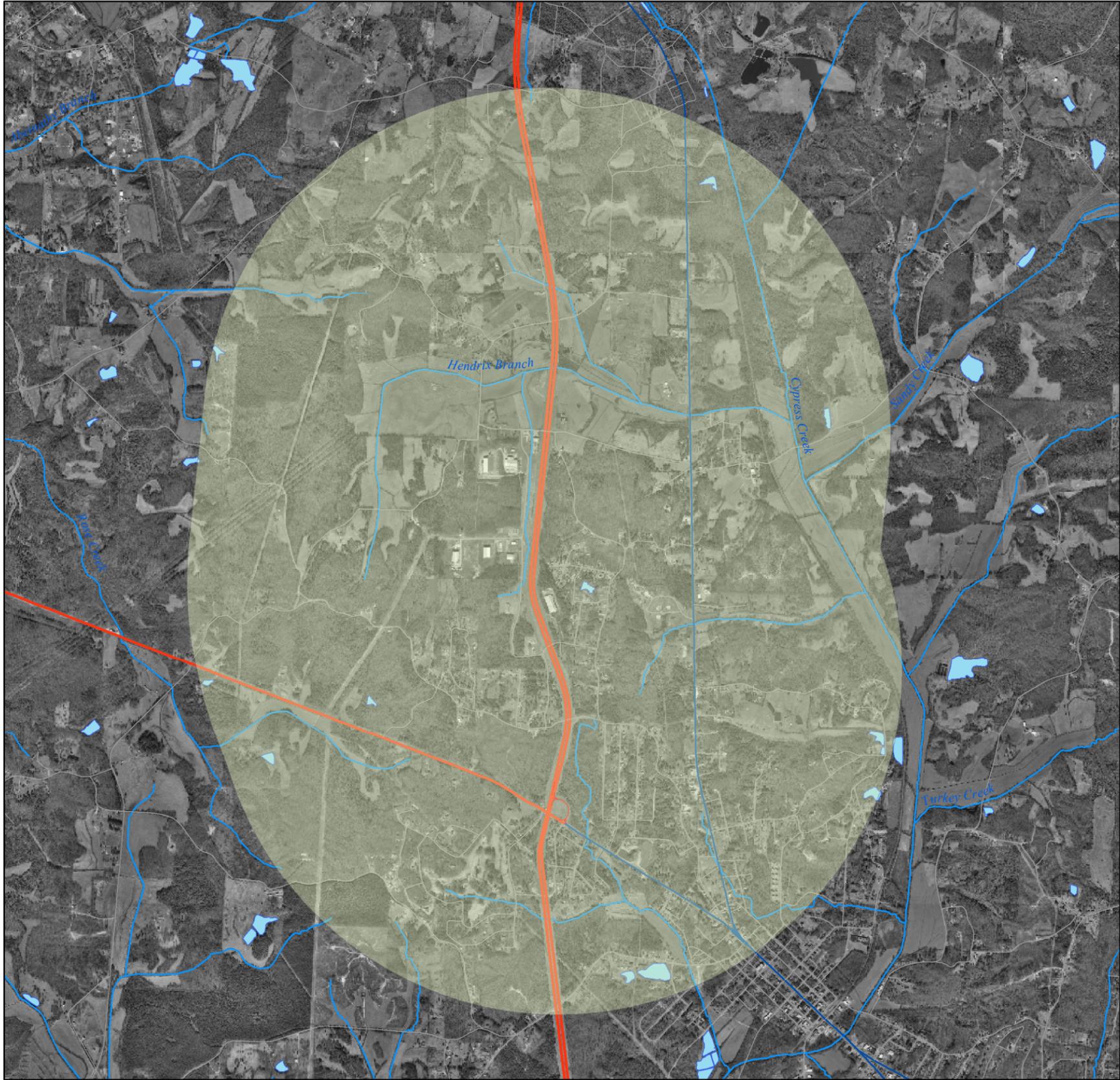
Geology

Caves

There are none.



State Route 5 (US-45)



0 1,750 3,500 7,000 Feet

Legend

-  Aquatic Species
-  Caves
-  Rivers and Waterways
-  Streams
-  Lakes and Ponds

State Route 5 (US-45)

UTM Selmer Access Road

Early Environmental Screening

10,000 ft Corridor