

## **ALIGNMENT SELECTED FOR I-69, SECTION 9 FROM HERNANDO, MS TO MILLINGTON, TN**

The Tennessee Department of Transportation (TDOT) and the Mississippi Department of Transportation (MDOT) have selected the "systems approach" alignment for I-69, Segment 9. After consideration of the potential environmental impacts of the alternative alignments studied and after evaluation of public comments, the preferred alternative alignments were selected. A joint press release was issued on November 30, 2004, announcing the decision on the selected route. This press release can

be found on the TDOT web site at [www.tennessee.gov/tdot/news](http://www.tennessee.gov/tdot/news).

TDOT, MDOT and the Federal Highway Administration would like to thank all those citizens who attended the recent Corridor Public Hearings held in Millington, Arlington, Byhalia, Southaven and Memphis regarding the section of proposed Interstate 69 that extends from Hernando, Mississippi, to Millington, Tennessee. Approximately 1,200 individuals attended the hearings. A total of 454 responses, including oral comments, letters, emails and petitions, were received as a result of the Corridor Public Hearing process. A list of concerns expressed by the public at the Corridor Hearings can be found in the box below.

### **SYSTEM APPROACH** **(SELECTED ALTERNATIVE)**

The primary route for proposed I-69 will begin at the I-55/MS 304 Interchange, currently under construction in Hernando, Mississippi, and follow existing Interstates I-55, I-240 and I-40 through central Memphis. The alignment will then follow Tennessee State Route 300 (101) to its junction with US 51. At this point, it will follow Alternative Alignment A-1 west of US 51 and extend north approximately 15.2 miles on new location. It will interchange with SR 385 in Millington. The I-69 system also includes an outer loop, proposed to be designated as I-269. It also begins at the I-55/MS 304 Interchange in Hernando and extends east approximately 28.6 miles on new location. It will follow Alternative Alignment B-1 and connect with State Route 385 south of Collierville. It will then follow the approved route for State Route 385 (currently under development from Collierville to I-40 at Arlington), and will then follow existing State Route 385 into Millington. It will interchange with I-69 at the existing US 51/SR 385 Interchange.

In Tennessee, the Alternative Alignment A-1 has been chosen over the A-3 alignment for the I-69 corridor located in the Northwest Memphis area. The alignment runs west of US 51, intersecting State Route 388. It will be approximately 15.2 miles in length.

#### **Public Concerns:**

- Impacts to neighborhoods and schools
- Loss of property values
- Air pollution
- Noise pollution
- Economic benefits
- Safety (increased truck traffic, lack of enforcement of truck standards from Mexico)
- Transporting hazardous materials
- Increased crime
- Creating a drug corridor
- Urban sprawl
- Increase in flooding
- Loss of wetlands
- Loss of farmland
- Economic development
- Increase jobs and opportunities
- Open land to development
- Increase tax revenues
- Improved traffic service
- Meets goals of local long-range plans

Alignment A-1 was preferred by most people attending the I-69 corridor hearings and is the environmentally preferred alignment. It is also less costly than the A-3 alignment.

In Mississippi, Alternative Alignment B-1 was chosen over the B-2 and B-3 alignments for the new location portion of I-269. It will be approximately 28.6 miles in length.

The B-1 alignment is shorter than the B-2 alignment. It requires less property and is less costly. The B-3 alignment was opposed by many people at the corridor hearings because of disruptions to existing and planned residential developments and schools in the area.

#### **FUTURE PROJECT ACTIVITIES**

A Final Environmental Impact Statement (FEIS) is being prepared for the selected alignments. An Archaeological Survey of the selected alignment is also underway. The results of this survey will be included in the FEIS.

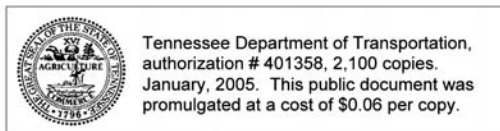
After the FEIS is approved by the Federal Highway Administration (FHWA), a Record of Decision (ROD) will be prepared and published in the Federal Register. The target date for publication of the ROD is late summer 2005. Advancing this segment of I-69 beyond the location study is dependent upon future federal funding. At the present time, there is no funding

available and no schedule has been set for the design, right-of-way acquisition, or construction phases of the project.



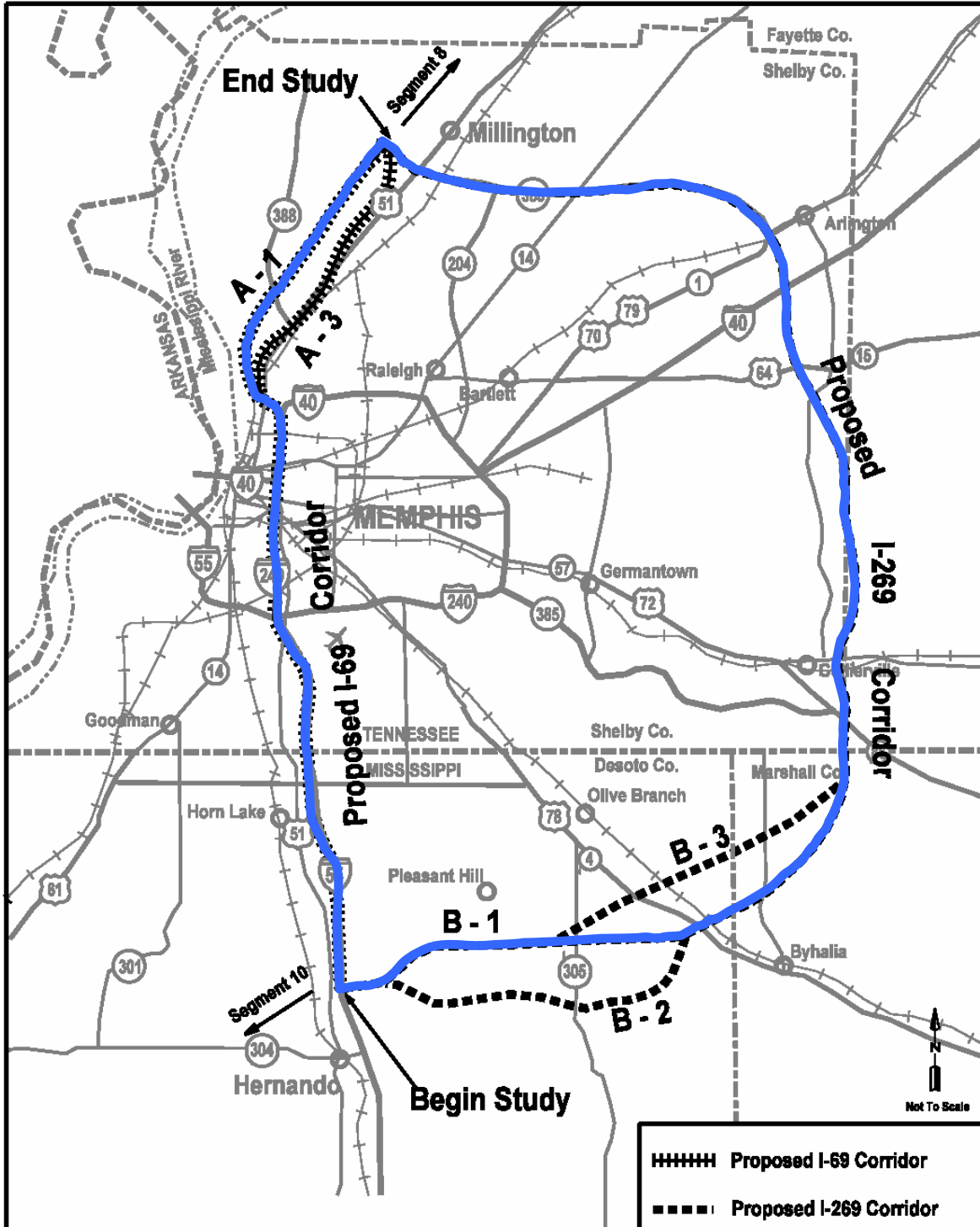
**June 28, 2004 Byhalia, Miss. Corridor Public Hearing**

For more information, please visit the Tennessee Department of Transportation web site at [www.tennessee.gov/tdot](http://www.tennessee.gov/tdot) and click on "Project Information".



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# GENERAL LOCATION MAP



**CORRIDOR 18 (INTERSTATE 69)**  
**Proposed Alternative Alignments**  
**Segment Of Independent Utility #9**  
 From I-55/MS 304 Near Hernando To US51/TN385 Near Millington

Shelby and Fayette Counties, TN  
 Desoto and Marshall Counties, MS

Revised 08/10/03

## SYSTEM APPROACH ALTERNATIVE MAP

**————** DENOTES SELECTED ALTERNATIVE