

# WASHINGTON COUNTY, TENNESSEE BOARD OF COUNTY COMMISSIONERS

## RESOLUTION NO. 25-02-16

### **RESOLUTION RATIFYING THE ACCEPTANCE AND EXECUTION OF THE AMENDED STATE OF TENNESSEE, DEPARTMENT OF TRANSPORTATION CONTRACT AND AMENDING FISCAL YEAR 2025 BUDGET**

WHEREAS, Resolution 23-05-08, authorized the application for the Tennessee Department of Transportation State Industrial Access Program to improve the intersection of Highway 11-E and Precision Blvd/Stockyard Road; and

WHEREAS, as part of the project, TDOT as requested \$2,500.00 from Washington County to fund signalization; and

WHEREAS, the County Mayor requests approval and ratification of an amendment to the Tennessee Department of Transportation contract, attached hereto as Exhibit A, as executed on or about February 12, 2025, to fund the signal; and

WHEREAS, the County Mayor requests the following amendments to Fiscal Year Budget 2024-2025:

1. Increase \$2,500.00 to expense line item 101-58190-599-420 (Other Economic and Community Development- Other Charges);
2. Decrease \$2,500.00 from equity line item 101-34510-420 (Restricted for General Government); and

WHEREAS, the Budget Committee at its February 12, 2025 meeting recommended consideration and approval of this request to the Board of County Commissioners; now therefore

BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF WASHINGTON COUNTY, TENNESSEE THAT:

SECTION 1. The amended contract is approved and its execution ratified.

SECTION 2. Fiscal Year Budget 2024-2025 is amended to:

1. Increase \$2,500.00 to expense line item 101-58190-599-420 (Other Economic and Community Development- Other Charges).
2. Decrease \$2,500.00 from equity line item 101-34510-420 (Restricted for General Government).

SECTION 3. This Resolution shall take effect from and after the date on which it is approved by the County Mayor or as indicated by certification of the County Clerk, as hereinafter set forth.

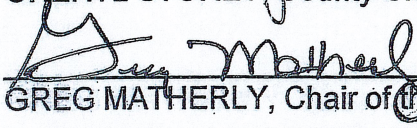
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**Introduced by Commissioner:** *Davenport*  
**Seconded by Commissioner:** *Tucker*  
**Commissioners Voting FOR:** *Tucker, Johnson, Fitzgerald, Edens, Davenport Matherly, England, Malone, Stout, Tomita, Jones, Wexler, Wheeler, Carder*  
**Commissioners Voting AGAINST:**  
**Commissioners Abstaining:**  
**Commissioners Absent:** *Huffine*

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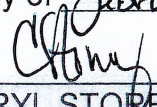
ADOPTED BY THE COUNTY LEGISLATIVE BODY, in session duly assembled, on this the 24<sup>th</sup> day of February, 2025.

  
\_\_\_\_\_  
CHERYL STOREY, County Clerk

  
\_\_\_\_\_  
GREG MATHERLY, Chair of the Board

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REFERRED to County Mayor this the 25 day of February 2025.

  
\_\_\_\_\_  
CHERYL STOREY, County Clerk

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APPROVED by County Mayor on this the 25 day of February 2025.

  
\_\_\_\_\_  
WILLIAM J. GRANDY, County Mayor

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The County Mayor having declined to approve this Resolution, the same became effective on the \_\_\_ day of \_\_\_\_\_ 2025, pursuant to Tennessee Code Annotated § 5-6-107(b)(5).

\_\_\_\_\_  
CHERYL STOREY, County Clerk

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Approved as to form by the County Attorney this 25<sup>th</sup> day of February 2025.

  
\_\_\_\_\_  
ALLYSON L. WILKINSON, County Attorney

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**STATE OF TENNESSEE**  
**DEPARTMENT OF TRANSPORTATION**  
**LOCAL PROGRAMS & COMMUNITY INVESTMENTS DIVISION**  
SUITE 1000, JAMES K. POLK BUILDING  
505 DEADERICK STREET  
NASHVILLE, TENNESSEE 37243-1402  
(615) 741-2208

**BUTCH ELEY**  
DEPUTY GOVERNOR &  
COMMISSIONER OF TRANSPORTATION

**BILL LEE**  
GOVERNOR

January 13, 2025

The Honorable Joe Grandy III  
Mayor, Washington County  
P.O. Box 219  
Jonesborough, TN 37659-0219

Re: State Industrial Access serving Sungwoo and Appalachian Producers  
Washington Co  
PIN: 134217.00 / 134217.01 / 134217.02  
Federal Project Number: N/A  
State Project Number: 90ACOU-S1-002 / 90LCOU-S3-004 / 90ACOU-S3-003  
Agreement Number: 230289 Amendment 1

Dear Mayor Grandy:

I am attaching an amendment to the original contract for the development of the referenced project. The amendment creates baby pins to bill separately for each company accessing the state industrial access road. Please review the amendment and advise me if it requires any additional explanation. The estimated cost for your agency's share of the Right-of-way for PIN 134217.01 is fifty percent or \$1,250.00 and for PIN 134217.02 is \$500,500.00 or the total for both pins is \$501,750.00.

If you find the amendment fully satisfactory, please execute it in accordance with all rules, regulations and laws. Adobe Sign will then forward the document for the signature of the attorney for your agency. Upon execution by your Agency, please return your right-of-way deposit of \$501,750.00 to me. Once the amendment is fully executed Adobe Sign will email you a link to download the amendment for your records.

The deposit may be made either by check made payable to the State of Tennessee Department of Transportation, Attn.: Matt Burcham in the Local Programs Development Office at the address listed above, or via deposit into the Local Government Investment Pool (LGIP) account. To deposit funds into your LGIP account, please follow the attached instructions.

If you have any questions or need any additional information, please contact Ms. Maria Hunter at 615-532-3632 or [maria.hunter@tn.gov](mailto:maria.hunter@tn.gov).

Sincerely,

*Mike Gilbert*

Mike Gilbert,  
Manager, Local Programs and Community Investments

Attachment

**Amendment Number: 1**

**Agreement Number: 230289**

**Project Identification Number: 134217.00 / 134217.01 / 134217.02**

**Federal Project Number: N/A**

**State Project Number: 90ACOU-S1-002 / 90LCOU-S3-004 /  
90ACOU-S3-003**

THIS AGREEMENT AMENDMENT is made and entered into this 18th day of Feb., 20 25 by and between the STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION, an agency of the State of Tennessee (hereinafter called the "Department") and the WASHINGTON COUNTY (hereinafter called the "Agency"), for the purpose of providing an understanding among the parties of their respective obligations related to the management of the project described as:

"PIN 134217.00, State Industrial Access serving Sungwoo and Appalachian Producers;  
PIN 134217.01, State Industrial Access serving Appalachian Producers;  
PIN 134217.02, State Industrial Access serving Sungwoo"

1. State Project Number 90ACOU-S3-002 is deleted in its entirety and replaced with the following:

State Project Number 90ACOU-S1-002 / 90LCOU-S3-004 / 90ACOU-S3-003

2. The language of Agreement # 230289 dated August 29, 2023 Exhibit A is hereby deleted in its entirety and replaced with the attached Exhibit A for Amendment 1.
3. The language of Agreement # 230289 dated August 29, 2023 Exhibit B is hereby deleted in its entirety and replaced with the attached Exhibit B for Amendment 1

All provisions of the original contract not expressly amended hereby shall remain in full force and effect.

Amendment to Replace Project Number & Exhibits A & B

IN WITNESS WHEREOF, the parties have caused this instrument to be executed by their respective authorized officials on the date first above written.

WASHINGTON COUNTY

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

Signature: Joe Grandy  
Joe Grandy (Feb 12, 2025 11:22 EST)

Email: jgrandy@washingtoncountyttn.org

B

Signature: Paul H. Eley

Email: TDOT.COMMISSIONER'S.Office@tn.gov

APPROVED AS TO  
FORM AND LEGALITY

APPROVED AS TO  
FORM AND LEGALITY

Signature: Allyson L. Wilkinson, County Attorney  
Allyson L. Wilkinson, County Attorney (Feb 12, 2025 13:44 EST)

Email: awilkinson@washingtoncountyttn.org

B

Signature: Leslie South  
Leslie South (Feb 16, 2025 14:01 CST)

Email: TDOT.Legal.Attorneys@tn.gov

Signature: Steve Allen  
Steve Allen (Feb 17, 2025 05:52 CST)

Email: Steve.Allen@tn.gov

Community Investments Division

EXHIBIT "A" for AMENDMENT 1

Agreement #: 230289

Project Identification #: 134217.00 / 134217.01 / 134217.02

Federal Project #: N/A

State Project #: 90ACOU-S1-002 / 90LCOU-S3-004 / 90ACOU-S3-003

Project Description: PIN 134217.00: State Industrial Access serving Sungwoo and Appalachian Producers, Upgrade Blalock Rd to SIA standard two 12' lane widths with 4' paved shoulders. 134217.01: State Industrial Access serving Appalachian Producers: Upgrade Stockyard Rd to SIA standard two 12' lane widths with 4' paved shoulders. Add a right turn lane onto SR-411 to tie into an existing safety project (PIN 132103.00) that signalizes the intersection. A new access road will be built from Stockyard Rd to provide access to the Appalachian Producers Cooperative and end in a cul-de-sac. and 134217.02: State Industrial Access serving Sungwoo: Upgrade Blalock Rd to SIA standard two 12' lane widths with 4' paved shoulders..

**Change in Cost:** Cost hereunder is controlled by the figures shown in the TIP and any amendments, adjustments or changes thereto.

Type of Work: PIN 134217.00 Reconstruction; PIN 134217.01 New Construction; PIN 134217.02 Reconstruction

Phase	Funding Source	Fed %	State %	Local %	Estimated Cost
<b>PE-DESIGN</b>	SIA	0%	100%	0%	<b>\$718,000.00</b>
<b>RIGHT-OF-WAY</b>	SIA	0%	50%	50%	\$5,000.00
<b>CONSTRUCTION</b>	SIA	0%	100%	0%	\$1,460,000.00
<b>RIGHT-OF-WAY</b>	SIA	0%	50%	50%	\$1,001,000.00
<b>CONSTRUCTION</b>	SIA	0%	100%	0%	\$5,720,000.00

**Ineligible Cost:** If the Project includes federal funds, then one hundred percent (100%) of the actual cost will be paid from Agency funds if any Project costs are at any time deemed to be ineligible costs for federal funding by the Federal Highway Administration.

**Legislative Authority:** SIA: Industrial Highway Act of 1959, TCA 54-5-401, et seq.

**Amendment TIP**

**TDOT Engineering Services (TDOT ES):** In order to comply with all federal and state laws, rules, and regulations, the TDOT Engineering Services line item in Exhibit A is placed there to ensure that TDOT's expenses associated with the project during construction are covered.

For federal funds included in this contract, the CFDA Number is 20.205, Highway Planning and Construction funding provided through an allocation from the US Department of Transportation.



**STATE INDUSTRIAL ACCESS ROAD**

**TO SERVE**

**Sungwoo Hitech America  
&  
Appalachian Producers Cooperative**

**Washington County, Tennessee**

**PIN 134217.00  
134217.01  
134217.02**

**PREPARED BY**

**TENNESSEE DEPARTMENT OF TRANSPORTATION  
PROJECT MANAGEMENT DIVISION**

**December 10, 2024**

## INTRODUCTION AND LOCATION

Washington County has requested that TDOT assist with improving Blalock Road and Stockyard Road to provide better access to Sungwoo Hitech America and Appalachian Producers Cooperative.

Since 1977, Sungwoo Hitech America has evolved into a future technology innovation leader in the global automobile market. They have established lightweight technology, using new materials such as aluminum, CFRP, magnesium and giga steel. Sungwoo is committed to maintaining and creating new technologies such as battery system assembly (BSA), hydrogen storage apparatus, thermal imaging camera and LiDAR. This facility initially created 117 new jobs with an annual payroll of \$4,137,120. By December 2025, the industry is anticipated to create a total of 400 new jobs with an annual payroll of \$114,144,000. Sungwoo is investing \$14,989,000 in capital investments.

Appalachian Producers Cooperative has built a regional meat processing plant to provide local farmers with the facilities and resources to provide their consumers with sustainable and USDA-approved quality produce. The facility will be able to process around 125 head capacity per week and is the first farmer-owned cooperative established in Tennessee in over 50 years. This facility will initially create 17 new jobs with an annual payroll of \$1,020,136. By September 2027, the industry is anticipated to create 26 new jobs with an annual payroll of \$1,560,208. Appalachian Producers Cooperative is investing \$9 million in capital investments.

## PROPOSED IMPROVEMENT AND COST

Washington County has requested that TDOT manage all phases of this project. The proposed improvements will upgrade Blalock Rd. (134217.02) beginning at the intersection of State Route 34 with a right turn lane onto Blalock Rd. from the east side of SR 34. Blalock Rd. will be upgraded to the SIA standard of 2- 12' lane widths with 4' paved shoulders. Additionally, this project will add connectivity between Blalock Rd and Performance Drive (Project Starlight, an SIA project currently under construction- PIN 129986.00). Refer to attached concept for details.

The proposed improvements on Stockyard Rd. (134217.01) will upgrade the current road to the SIA standard 2- 12’ lane widths with 4’ paved shoulders. The project will also add a right turn lane onto State Route 411 to tie into an existing safety project (PIN 132103.00) that signalizes the intersection. A new access road will be built from Stockyard Road to provide access to the Appalachian Producers Cooperative and end in a cul-de-sac. Refer to attached concept for details.

The County will be responsible for 50% cost share on all right-of-way (ROW) and reimbursable utilities associated with this project. Once the project is complete, all maintenance for Blalock Rd., Stockyard Rd., and the new access road will remain the responsibility of the local government.##The construction phase will include all removal, paving, striping, signing and installation of safety features.

The estimated costs for this project are as follows:

	<u>Local</u>	<u>State</u>
<b>134217.00</b>		
Preliminary Engineering	\$0	\$718,000
<b>134217.01 (Stockyard Rd Improvements)</b>		
ROW/ Utilities (50% local deposit required)	\$2,500	\$2,500
Construction	\$0	\$1,460,000
<b>134217.02 (Blalock Rd Improvements)</b>		
ROW/ Utilities (50% local deposit required)	\$500,500	\$500,500
Construction	\$0	\$5,720,000

ECONOMIC ANALYSIS

As an indicator of the economic feasibility of this proposal, a benefit cost ratio was calculated. This ratio is a comparison of monetary benefit of project to the cost of the project, expressed in present value. The benefit is estimated from projected sales tax revenue generated by the added jobs and the actual real and personal property taxes that will be collected on the capital investment over a period of 10 years. The cost is the sum of the estimated project cost and the present value of the annual maintenance over 10 years.

This ratio was found to be **1.01 to 1**.

# TENNESSEE DEPARTMENT OF TRANSPORTATION

## STATE INDUSTRIAL ACCESS PROGRAM



TDOT

Department of  
Transportation

## APPLICATION AND INFORMATION PACKET

REVISED NOVEMBER 9, 2021



APPLICATION FOR THE STATE INDUSTRIAL ACCESS PROGRAM

General Information

Local Government(s) Making Application: Washington County, Tennessee
Mailing Address: 100 E Main Street, Jonesborough, TN 37659
Industry Name: Sungwoo Hitech America
Type of Industry: Manufacturing

Primary Contact Person

For the Local Government:

Name: Alicia Summers
Title: Executive Director
Agency: Washington County Economic Development Council
Phone: 423.794.9173
E-mail: asummers@johnsoncitytn.org

For the Industry:

Name: SJ Lee
Title: President
Agency: Sungwoo Hitech America
Phone: 423.597.3252
E-mail: sjlee@swhitech.us

Employment and Investment Information

NOTE: If this project is an expansion or relocation of an existing facility in Tennessee: include only the additional employment added by your project, and include only the increase in value of real and personal property for this site.

Employment

Anticipated Date Facility is Operational: 1/3/2023
Initial Employment (# of new jobs only): 117
\*Anticipated Date of Full Employment: 12/31/2025
\*Full Employment (total# new jobs): 400
Average Hourly or Annual Wage: \$ 17.00

\* Anticipated full employment within the next five years.

Capital Investment

Estimated Capital Investment: \$ 114,989,000
Average daily number of heavy trucks expected to use the proposed road: 50
Will there be any property tax breaks? O Y ON
If yes, describe the nature and/or schedule of the tax abatement.

Personal Property Tax Abatement: 3 years at 100% for machinery and equipment only



# APPLICATION FOR THE STATE INDUSTRIAL ACCESS PROGRAM

## General Information

**Local Government(s) Making Application:** Washington County, Tennessee

**Mailing Address:** 100 E Main Street, Jonesborough, TN 37659

**Industry Name:** Appalachian Producer Co-op

**Type of Industry:** Meat Processing

### Primary Contact Person

**For the Local Government:**

**Name:** Alicia Summers

**Title:** Executive Director

**Agency:** Washington County Economic Development Council

**Phone:** 423.794.9173

**E-mail:** asummers@johnsoncitytn.org

**For the Industry:**

**Name:** Mark Zinnanti

**Title:** General Manager

**Agency:** Appalachian Producers Cooperative

**Phone:** 423.834.0387

**E-mail:** zinnanti60@gmail.com

## Employment and Investment Information

*NOTE: If this project is an expansion or relocation of an existing facility in Tennessee: include only the additional employment added by your project, and include only the increase in value of real and personal property for this site.*

### Employment

**Anticipated Date Facility is Operational:** 9/1/2024

**Initial Employment (# of new jobs only):** 17

**\*Anticipated Date of Full Employment:** 9/1/2027

**\*Full Employment (total# new jobs):** 26

**Average Hourly or Annual Wage:** \$ 60,000

*\* Anticipated full employment within the next five years.*

### Capital Investment

**Estimated Capital Investment:** \$ 9,000,000

**Average daily number of heavy trucks expected to use the proposed road:** 35

**Will there be any property tax breaks?**  Y  N

**If yes, describe the nature and/or schedule of the tax abatement.**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## Responsibilities

The following phases and available options for responsibility of a typical SIA project are listed below. Following this list on the next page is more information on what each party would be responsible for in each case.

Please read carefully the descriptions of responsibility and then indicate which option the local government wishes to choose for each phase. *(Descriptions can be found on pages 4 and 5 of this application.)*

- The local government wishes to perform all work and manage this project locally using the Local Program Development Office guidelines. The local government will be reimbursed under the guidelines and terms set by the Local Program Development Office and the SIA Program.

*(If this option is chosen, skip to bottom of page.)*

- The local government wishes for TDOT to manage the project with the responsibility for each phase indicated below.

LOCAL	TDOT	PHASE
<input type="radio"/>	<input checked="" type="radio"/>	Survey and Design
<input type="radio"/>	<input checked="" type="radio"/>	Right-of-Way Acquisition, Utilities Relocation, Railroad Crossings (if applicable)
<input type="radio"/>	<input checked="" type="radio"/>	Construction—grading, drainage, and base
<input type="radio"/>	<input checked="" type="radio"/>	Construction—pavement

### TDOT Multimodal Access

Sidewalks are not included on projects approved for funding through the State Industrial Access Program. In order to comply with Departmental policies related to the inclusion of sidewalks on TDOT projects, please select one of the following options.

- The local government elects to move the project forward without the inclusion of sidewalks and construction costs will remain as indicated in the responsibility portion of the application.
- The local government has chosen to include sidewalks in the requested project. We understand that including sidewalks with this project will be at a non-participating construction cost and the local government will be responsible for 100% of the cost before the project can be advertised for bid letting.

## Description of Responsibilities Association with Each Phase Option

### Survey and Design

LOCAL – The local government will provide the survey and design (through its own forces or consultant), which meets TDOT guidelines at no cost to TDOT. The work must be coordinated with the appropriate TDOT Regional Survey & Design Office.

TDOT – TDOT will provide the necessary survey and design for the project with no cost to the local government.

### Right-of-Way Acquisition

LOCAL – The local government will secure donations or purchase the necessary right-of-way for the project, at no cost to TDOT, in accordance with State policies and procedures. This must be coordinated through the appropriate Regional Right-of-Way Office.

TDOT – TDOT will purchase the necessary right-of-way for the project. TDOT and the local government will each be responsible for 50% of the actual cost. The local government will also be responsible for submitting a deposit of the 50% match of the estimated amount before right-of-way acquisition. This deposit is applied toward the local government's share of the actual cost, and any amount over the actual cost is refunded to the local government. If the actual cost is higher than the estimated cost then the local government will be responsible for 50% of the additional required funds.

AS

We have read the above statement in regard to Right-of-Way Acquisition and understand the terms indicated here. *(Initial Please)*

### Utility Relocation

#### State Let Project

*If TDOT lets the project to construction, the Department will coordinate the relocation of utilities regardless of who pays for the relocations.*

LOCAL – The local government will be responsible for contracting for the adjustment of all conflicting utilities and the cost of relocating reimbursable utilities with no cost to TDOT.

TDOT – The relocation of the utilities will be contracted by TDOT's Utility Office. The local government will pay fifty percent (50%) of the estimated reimbursable cost for relocating the utilities. To qualify as a reimbursable utility cost, the utility that is being relocated due to the SIA project must have been located outside the existing public right-of-way.

AS

We have read the above statement in regard to Utility Relocation and understand the terms indicated here. *(Initial Please)*

#### Locally Let Project

LOCAL – If the locals are letting the project to a construction contract, they are responsible for all utility coordination, reimbursable cost, and must provide certification/documentation to the TDOT utility office to be approved and certified prior to scheduling the contract letting.

TDOT – TDOT will approve and certify the utilities prior to the letting. To qualify as a reimbursable utility cost, the utility that is being relocated due to the SIA project must have been located outside the existing public right-of-way.

### **Railroad Crossings**

LOCAL – The local government will be responsible for the coordination of any construction, alteration, or upgrade of railroad crossings associated with the SIA project, and the local government will be responsible for 100% of the cost. If requested by locals, TDOT can coordinate but the cost will be 100% local.

TDOT – TDOT will coordinate any construction, alteration, or upgrade of railroad crossings associated with the SIA project, and the local government will be responsible for 50% of the cost.

**AS**

We have read the above statement in regard to Railroad Crossings and understand the terms indicated here. *(Initial Please)*

### **Construction – grading, drainage, and base**

LOCAL – The local government will be responsible for the construction of and costs associated with the earthwork, drainage features, and base material needed for the SIA. The local government will ensure the construction and materials meet TDOT’s specifications. The local government will also be responsible for complying with any state or federal rules, regulations, and laws pertaining to permits and will secure any permits needed to perform this work. This option is at no cost to TDOT and is subject to a determination of the local government’s ability to manage the project by TDOT’s Local Programs Development Office.

TDOT – TDOT will be responsible for the construction of and costs associated with the earthwork, drainage features, and base material needed for the SIA. TDOT will also be responsible for securing any permits needed to perform this work. This is all at no cost to the local government.

### **Construction – pavement**

LOCAL – The local government will be responsible for the construction of and costs associated with paving the SIA. The local government will ensure the construction and materials meet TDOT’s specifications. The local government will also be responsible for complying with any state or federal rules, regulations, and laws pertaining to permits and will secure any permits needed to perform this work. This option is at no cost to TDOT and is subject to a determination of the local government’s ability to manage the construction project by TDOT’s Local Programs Development Office.

TDOT – TDOT will be responsible for the construction of and costs associated with paving the SIA. TDOT will also be responsible for securing any permits needed to perform this work. This option is at no cost to the local government.

## SIA Roadway Features

The SIA program provides only for a standard road with the following specifications:

- Travel lanes - 2 lanes (1 in each direction) at 12 feet wide, for a total of 24 feet of travel lanes
- Signals- Dependent on an intersection meeting TDOT signal warrant requirements
- Shoulders - 2 paved/stabilized shoulders (1 on each side) at 4 feet wide
- Pavement - 10 inches of base stone  
3 inches of "A" mix (asphalt base)  
2 inches of "BM-2" mix (asphalt base)  
1.25 inches of "D" mix (asphalt surface)

## Exhibits

Attach the following exhibits:

- Location Map – map showing the location of the industrial site in relation to the city or county making application.
- Site Map – map showing industrial site, proposed plant location and footprint, road names, and plant entrance locations. Map should be to scale and should include approximate measurements.
- Resolution – Resolution adopted by local governing body in support of the project and SIA application.
- Agreements – Written agreements among local government agencies for shared responsibility of funding (if applicable).
- Additional Roadway Features - Descriptions of items being requested that exceed SIA standard. E.g. curb and gutter; turn lanes; sidewalks; traffic signal

## Authorization

It is the desire of insert city and/or county name to make application to the Tennessee Department of Transportation (TDOT) for assistance in the construction of an Industrial Highway under the provisions of the Industrial Highway Act of 1959.

The information provided in this application is for review and economic analysis of the proposed SIA project. All information is accurate to the best of our knowledge.

Authorized by:

  
Signature of City/County Mayor only

Name: Joe Grandy  
Title: Mayor  
Agency: Washington County, TN



TENNESSEE DEPARTMENT OF TRANSPORTATION  
**INFORMATION AND PROCEDURES**  
FOR THE STATE INDUSTRIAL ACCESS PROGRAM

## Background

The Industrial Highway Act of 1959 (T.C.A. 54-5-403) authorizes the Tennessee Department of Transportation (TDOT) to contract with cities and counties for the development of “Industrial Highways” to provide access to industrial areas and to facilitate the development and expansion of industry within the State of Tennessee.

TDOT implements the Industrial Highway Act through the department’s State Industrial Access (SIA) Program. The department will consider and approve Industrial Highways based on project eligibility, economic criteria, physical constraints, and available funding.

## Eligibility and Application Process

Presented in this section are the requirements and procedures for preparing and submitting an SIA application to TDOT and developing projects under the State Industrial Access Program. For information about project eligibility contact TDOT’s Project Management Division at (615) 532-3207.

### 1. Project Eligibility for Consideration

The proposed project is required to be eligible as an industrial highway. An “Industrial Highway” is defined as any road or street designated and located to provide access to an industry site or industrial park. The designated roadways may be eligible for the funding under the TDOT SIA Program. An Industrial Highway cannot be constructed on private property and must be a public road open to traffic.

### 2. Field Review

Representatives from TDOT and the local city and/or county will review the proposed project in the field. The purpose of the review is to confirm the “Eligibility for Consideration” of the project, discuss the parameters of the project, and gather information to develop a cost estimate for the project.

### 3. Application

The Application consists of four items:

- a. An Application Form detailing information about the proposed industry or industry expansion and the local government participation,
- b. Location Map depicting the location of the proposed industry in relation to the city or county submitting the application,
- c. Site Map depicting the current and proposed roadways, industry site, and plant or building entrance locations,
- d. A certified Resolution or Ordinance indicating the Application for SIA funding is an official action by the local government. (A sample Resolution is presented on page 13.)

If local governments are sharing any portion of the funding responsibility, a written agreement between local governments should also be submitted at the time of the application. This helps streamline the process of drafting a contract between TDOT and the local government(s) for the project and clarifies the responsibilities of each agency.

4. Consideration

TDOT will consider and approve Industrial Highways based on project eligibility, economic criteria, physical constraints, and available funding.

5. Approval

Upon approval of the Application, TDOT and the local government will execute a contract defining the responsibilities of each party. Appropriate monetary deposits will be submitted by the applicant.

## Project Activities

1. ROW and Utilities Deposits

If the applicant chose the option of TDOT acquiring ROW and/or relocating utilities, the local government is required to deposit the full estimated amount of its share of the cost. During the initial analysis of the application, TDOT’s ROW Office will estimate the cost of acquiring ROW (which may include damages to the remainder) and relocating utilities. This is a preliminary estimate because many details of the ROW and utilities plans are not known at that time, and it is usually based on the “worst-case” scenario. Any unused portion of the deposit will be returned to the local government at the close-out of the project.

### Timing for ROW acquisition

<u># of Tracts</u>	<u>Months Needed</u>
1 – 10	10 – 12 (12-14 if relocations)
11 – 50	12 – 18
51 – 100	18 – 24
101 – 150	24 – 36
150+	26 – 30+

**\*Projects with no ROW acquisition still require 9 months for utility coordination if needed**  
**Project with no ROW and no utilities require 6 months for environmental permits**

2. Project Design

The typical section for Industrial Highway projects is two 12-foot wide lanes with 4 foot-wide paved shoulders. Additional design features may be requested and paid for by the Applicant. The additional work may be included in the construction contract as non-participating items and will be at no cost to TDOT. A construction deposit for non-participating items will be required before TDOT advertises the project for construction bids.

### 3. Permits

#### a. Environmental Permits

The following two conditions will determine the responsibility for obtaining environmental permits. Environmental Guidelines for Industrial Highways is described on pages 11-12.

1. When TDOT is performing the construction phase of the project, whether by TDOT maintenance forces or project contract, TDOT will conduct the technical studies and obtain all environmental permits.
2. When the local government is performing the construction phase, it will be responsible for the technical studies and for obtaining all environmental permits for the work performed.

#### b. Permits Required for Plant or Building Site

The local government is responsible for obtaining all federal, state, and local permits for all other development of the plant or building site.

### 4. Construction

The project may be constructed by one of the following three general options:

- a. The project may be let to contract or constructed by the local government according to the policies set forth by the TDOT [Local Programs Development Office](#).
- b. The project may be let to contract or constructed by TDOT.
- c. The project may be let to contract or constructed by a partnership between the local government and TDOT.

The local government should clearly mark the preferred options in the RESPONSIBILITIES section of the Application Form.

### 5. After Construction

The Industrial Highway becomes a public city street/county road, and the local government assumes full responsibility for the maintenance of the Industrial Highway after construction is completed.

## Typical Process Timeline for TDOT-managed projects

Month	Milestone
1	Submit Application <i>must include official Resolution approved by City or County</i>
2	Receive TDOT Approval
3	Receive Proposed Contract from Local Programs
4	Obtain Fully Executed Contract <i>timeline depends on local government signing and returning contract</i>
5	Preliminary Engineering Phase Funding Approved
5	Kickoff Meeting
6	Survey & Design Begins
8	ROW/Utilities Deposit Due
9	NEPA Document (TEER) Approved
12	ROW Field Review
13	ROW Plans Distribution <i>NEPA document must be approved and ROW/Utilities funding authorized before ROW plans are distributed</i>
14	ROW Acquisition Begins <i>see next page for acquisition timeline</i>
23	Construction Field Review
24	Construction Turn-In <i>Final construction plans, environmental document and permits, ROW and utility certification, non-participating deposits, and railroad agreements</i>
26	Project Advertised
27	Bid Letting
28	Award Contract
29	Construction Begins <i>12 to 18 months to complete depending on project scope</i>

\*Please note that each project is unique and will most likely deviate from this **typical** timeline. This is intended as a guide to the process and general durations for an average project.

\* Projects requiring railroad coordination **will** impact this timeline.

AS We have read the above statement in regard to TDOT Typical Timelines and are aware this is only an estimate and does not constitute a commitment to project deadlines.  
*(Initial Please)*

## Environmental Guidelines for Industrial Highways

Transportation projects that do not involve federal aid funding and do not otherwise constitute a major federal action (such as these SIA projects) are exempt from the provisions of National Environmental Policy Act of 1969 (NEPA).

Federal court law, however, has established that under some circumstances, NEPA may apply to a non-federal project.

In a 2001 Tennessee case (*Southwest Williamson County Community Association v. Slater, et al.*), the Sixth Circuit Court of Appeals defined two alternative tests for determining whether a non-federal project might actually constitute a major federal action to the extent that the requirements of NEPA would apply. The two tests identified in this case are:

1. When the non-federal project restricts or limits the statutorily prescribed federal decision-makers' choice of reasonable alternatives; or
2. When the federal decision makers have authority to exercise sufficient control or responsibility over the non-federal project so as to influence the outcome of the project.

State-funded transportation projects that require the acquisition of right-of-way and/or the construction of new roadways and other transportation facilities must undergo a rigorous environmental review. The environmental review is documented in a Tennessee Environmental Evaluation Report (referred to as a TEER) that will be made available for public review.

A TEER is prepared for a state-funded transportation project that meets both of the following criteria:

1. Is a transportation route (including a bridge project); and
2. Requires acquisition or disturbance of at least one acre of new or additional right-of-way, unless there are special circumstances that would necessitate the preparation of a TEER for a project with less than one acre of property acquisition.

Special circumstances that would result in the need to prepare a TEER under the second criterion listed above include, but are not limited to, the following:

1. Displacement of any commercial or residential occupants;
2. The use of land from a property or district that is listed on or eligible for listing on the National Register of Historic Places or a National Historic Landmark, which would cause an adverse effect to that resource;

3. The use of land from a public park or recreation area, designated forest, or wildlife management area;
4. Work that requires a US Coast Guard construction permit, or an individual US Army Corps of Engineers Section 404 Permit;
5. Construction in, across, or adjacent to a river designated as a component of the National System of Wild and Scenic Rivers or high-quality streams, including streams designated as Exceptional Tennessee Waters (ETW), as designated by Tennessee's water quality standard;
6. Work encroaching on a regulatory floodway or work affecting the base floodplain (100-year flood) elevation of a water course or lake;
7. Work in wetlands;
8. Change in access control;
9. A known hazardous materials site within the proposed right-of-way;
10. An adverse effect to federal or state designated threatened or endangered species or their critical habitat; or
11. A formal request for the preparation of a TEER is received from a local citizen, group or organization, and the request is based on identified environmental concerns.

For the Tennessee Department of Transportation (TDOT) Environmental Procedures Manual relating to State-Funded projects in its entirety visit the following site:

<https://www.tn.gov/assets/entities/tdot/attachments/EnviroProcMan.pdf>

Early identification of sensitive areas will enable TDOT to implement changes to avoid environmental impacts, coordinate with state and federal agencies, and obtain required permits prior to construction of an SIA roadway. If these sensitive areas cannot be completely avoided, the impacts must be minimized, and the effects of the proposed project must be mitigated.

These activities have the potential to lengthen the project schedule and increase project cost.

If the local government chooses to prepare the project plans, the local government must provide the TDOT Environmental Division with accurate maps or aerial photography on which to base technical environmental studies.

When TDOT is performing the construction phase of the project, whether by TDOT maintenance forces or project contract, TDOT will conduct the technical studies and obtain all environmental permits.

When the local government is performing the construction phase, it will be responsible for the technical studies and for obtaining all environmental permits for the work performed.

## Sample Resolution

WHEREAS, the insert name of city and/or county, Tennessee, is vitally interested in the economic welfare of its citizens and wishes to provide the necessary leadership to enhance this area's capabilities for growth and development, and

WHEREAS, the provision of jobs to area citizens by local industry is both necessary and vital to the economic well-being of the insert name of city and/or county, and

WHEREAS, the Industrial Highway Act of 1959 authorizes the Tennessee Department of Transportation to contract with cities and counties for the construction of "Industrial Highways" to provide access to industrial areas and to facilitate the development and expansion of industry within the State of Tennessee, and

WHEREAS, the insert name of city and/or county will be responsible for all maintenance of the proposed industrial access roadway upon completion of this project, and

WHEREAS, insert company name plans to construct a insert type of facility in the insert name of city and/or county, and

WHEREAS, the construction of an industrial access road to serve said proposed plant is necessary and vital to the successful completion of this project and the future economic well-being of this area, and

NOW, THEREFORE BE IT RESOLVED by the insert name of city and/or county, that a contract be entered into with the Tennessee Department of Transportation for assistance in construction and completion of the herein proposed industrial access highway under the provisions of the Industrial Highway Act of 1959.

Adopted this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_\_.

\_\_\_\_\_  
City or County Mayor

ATTEST:

\_\_\_\_\_  
Recorder, City or County

## Checklist for Application Process

- Contact TDOT's Strategic Transportation Investments Division about potential SIA
- Participate in Field Review with TDOT at the site
- Approve concept/cost provided by TDOT
- Complete the application form
- Obtain resolution from the local governing body in support of project
- Submit application with location map, site map, resolution, and local funding agreements (if applicable) attached
- Receive approval letter from TDOT
- Contacted by TDOT's Local Programs Office about contract, program requirements, etc.
- Receive proposed contract
- Review and accept contract (must submit original color contract with watermark)
- Receive fully executed contract from TDOT

## Contact Information

### TDOT Economic Development Office (located at TDOT Headquarters in Nashville)

Danielle Hagewood	615.253.2521	<a href="mailto:Danielle.Hagewood@tn.gov">Danielle.Hagewood@tn.gov</a>
Tintin Czach	615.532.8054	<a href="mailto:Tintin.Czach@tn.gov">Tintin.Czach@tn.gov</a>

### TDOT Local Programs Office (located at TDOT Headquarters in Nashville)

Kimery Grant	615.741.5323	<a href="mailto:Kimery.Grant@tn.gov">Kimery.Grant@tn.gov</a>
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### TDOT Environmental Division (located at TDOT Headquarters in Nashville)

Environmental Documents	<a href="mailto:TDOT.Env.NEPA@tn.gov">TDOT.Env.NEPA@tn.gov</a>
Environmental Permits	<a href="mailto:TDOT.Env.Permits@tn.gov">TDOT.Env.Permits@tn.gov</a>

**WASHINGTON COUNTY, TENNESSEE  
BOARD OF COUNTY COMMISSIONERS**

**RESOLUTION NO. 23-05-08**

***RESOLUTION AUTHORIZING APPLICATION FOR THE TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
STATE INDUSTRIAL ACCESS PROGRAM***

WHEREAS, Washington County, Tennessee, is vitally interested in the economic welfare of its citizens and wishes to provide the necessary leadership to enhance this area's capabilities for growth and development; and

WHEREAS, the provision of jobs to area citizens by local industry is both necessary and vital to the economic well-being of Washington County, Tennessee; and

WHEREAS, the Industrial Highway Act of 1959 authorizes the Tennessee Department of Transportation to contract with cities and counties for the construction and maintenance of "Industrial Highways" to provide access to industrial areas and to facilitate the development and expansion of industry within the State of Tennessee; and

WHEREAS, TDOT may construct a roadway in Washington County, Tennessee as an extension of Stockyard Road, Blalock Road and traffic signalization at the entrance to the Washington County Industrial Park; and

WHEREAS, the construction of an industrial access road to serve said proposed Washington County Industrial Park is necessary and vital to the successful completion of projects and the future economic well-being of this area; now therefore

**BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF WASHINGTON COUNTY, TENNESSEE THAT:**

SECTION 1. In support of the improvements to Stockyard Road, Blalock Road and traffic signalization at the entrance to the Washington County Industrial Park, the Board of County Commissioners of Washington County, Tennessee authorizes the Application for the Tennessee Department of Transportation State Industrial Access Program and, upon award, Washington County may enter into a future contract with the Tennessee Department of Transportation for assistance in construction and completion of the herein proposed industrial access highway under the provisions of the Industrial Highway Act of 1959.

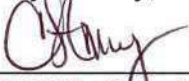
SECTION 2. This Resolution shall take effect from and after the date on which it is approved by the County Mayor or as indicated by certification of the County Clerk, as hereinafter set forth.

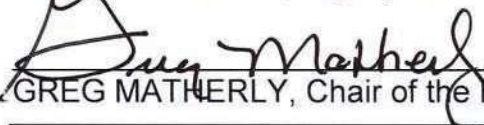
**Introduced by Commissioner:** *England*  
**Seconded by Commissioner:** *Wexler*  
**Commissioners Voting FOR:** *Tucker, Johnson, Edens, Davenport, Matherly, England, Malone, Williams, Tomita, Jones, Wexler, Huffine, Wheeler, Carder*  
**Commissioners Voting AGAINST:** *None*  
**Commissioners Abstaining:** *None*  
**Commissioners Absent:** *Fitzgerald*

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ADOPTED BY THE COUNTY LEGISLATIVE BODY, in session duly assembled, on this the 22<sup>nd</sup> day of May, 2023.

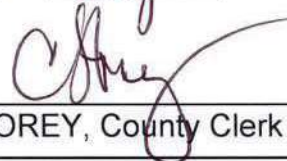
  
\_\_\_\_\_  
CHERYL STOREY, County Clerk

  
\_\_\_\_\_  
GREG MATHERLY, Chair of the Board

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REFERRED to County Mayor this the 25 day of May 2023.

  
\_\_\_\_\_  
CHERYL STOREY, County Clerk

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APPROVED by County Mayor on this the 26 day of May 2023.

  
\_\_\_\_\_  
WILLIAM J. GRANDY, County Mayor

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The County Mayor having declined to approve this Resolution, the same became effective on the \_\_\_ day of \_\_\_\_\_ 2023, pursuant to Tennessee Code Annotated § 5-6-107(b)(5).

\_\_\_\_\_  
CHERYL STOREY, County Clerk

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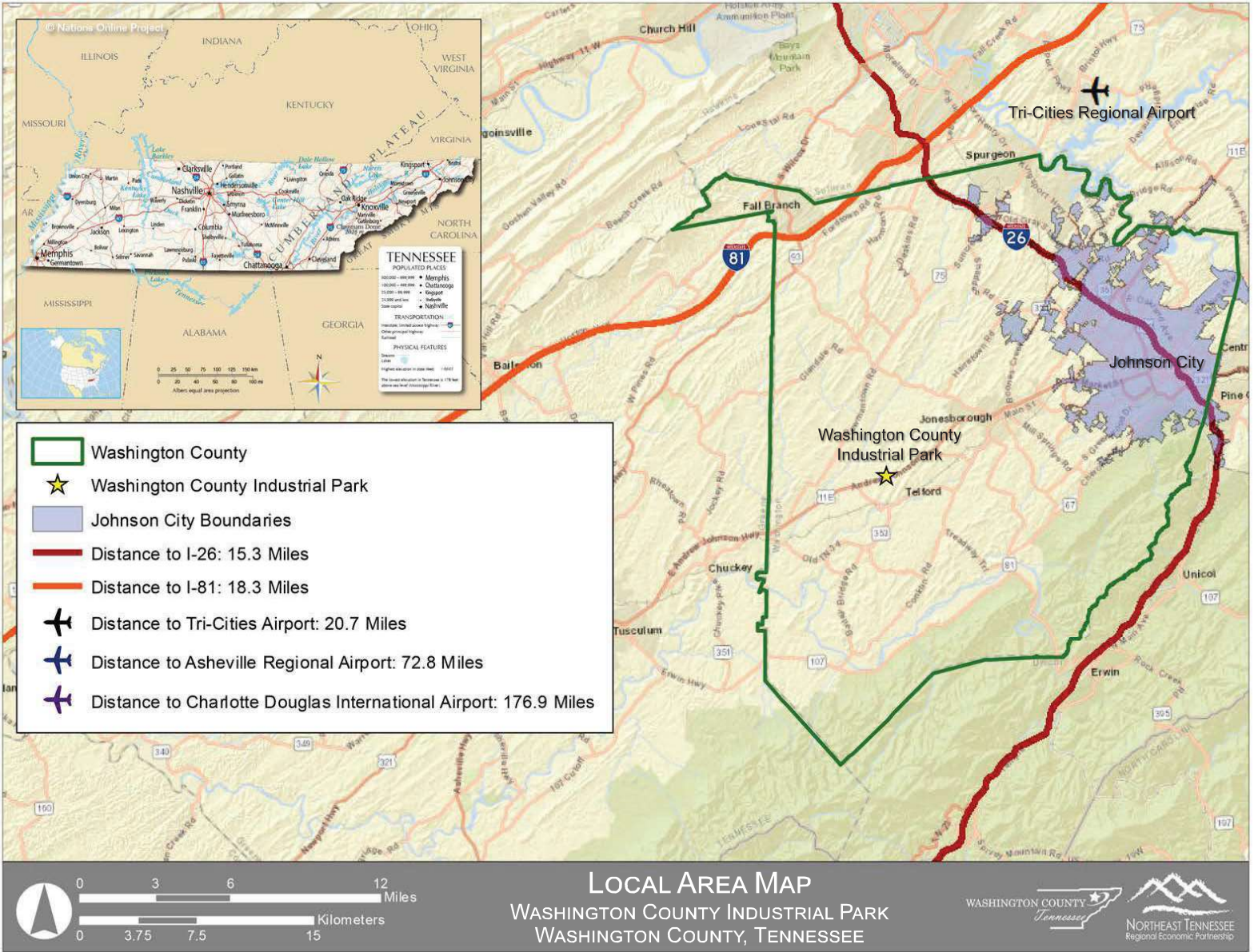
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Approved as to form by the County Attorney this 23rd day of May 2023.

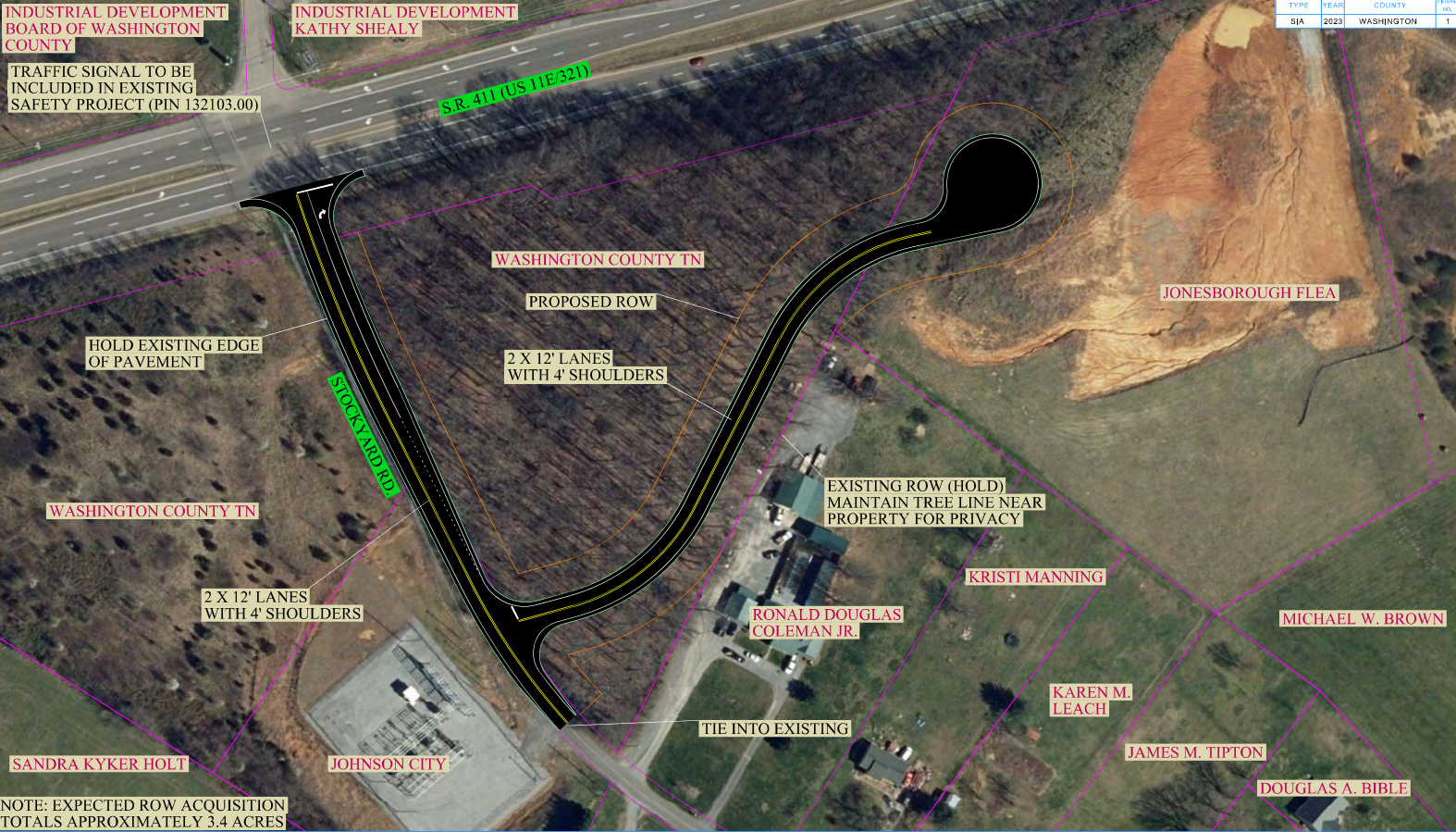
  
\_\_\_\_\_  
ALLYSON L. WILKINSON, County Attorney

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PIN: 134217.01



TYPE	YEAR	COUNTY	PLANNING NO.
SIA	2023	WASHINGTON	1



### STATE INDUSTRIAL ACCESS

MEAT PACKING PLANT  
PROPOSED SIA ROAD  
WASHINGTON COUNTY

STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
S.T.I.D.

FIGURE 1  
PROPOSED  
SIA ROAD

7/6/2023 1:25:57 PM X:\ECP-SIA Projects\Realign - Washington\Stockyard Rd. Improvements\Concepts\Sheet 1 - with right turn lane.dgn

# COST ESTIMATE SUMMARY

PIN: 134217.01

<b>Route:</b>	Proposed SIA Road
<b>Termini:</b>	SR 411 (US 31E/321) to Cul-de-sac
<b>Scope of Work:</b>	Stockyard Rd. Improvements and Proposed SIA Road w/ wide shoulder
<b>Project Type of Work:</b>	Construction-New
<b>County:</b>	Washington
<b>Length:</b>	0.28 Miles
<b>Date:</b>	October 31, 2022
<b>Estimate Type:</b>	Concept



DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL
	0%	0%	0%	
<b>Construction Items</b>				
Removal Items	\$0	\$0	\$0	\$15,800
Asphalt Paving	\$0	\$0	\$0	\$430,000
Concrete Pavement	\$0	\$0	\$0	\$0
Drainage	\$0	\$0	\$0	\$50,100
Appurtenances	\$0	\$0	\$0	\$0
Structures	\$0	\$0	\$0	\$0
Fencing	\$0	\$0	\$0	\$0
Signalization & Lighting	\$0	\$0	\$0	\$0
Railroad Crossing	\$0	\$0	\$0	\$0
Earthwork	\$0	\$0	\$0	\$308,000
Clearing and Grubbing	\$0	\$0	\$0	\$45,700
Seeding & Sodding	\$0	\$0	\$0	\$7,500
Rip-Rap or Slope Protection	\$0	\$0	\$0	\$0
Guardrail	\$0	\$0	\$0	\$0
Signing	\$0	\$0	\$0	\$1,200
Pavement Markings	\$0	\$0	\$0	\$3,700
Maintenance of Traffic	\$0	\$0	\$0	\$22,300
Mobilization 5%	\$0	\$0	\$0	\$44,200
Other Items and Annual Inflation 10%	\$0	\$0	\$0	\$92,900
Const. Contingency (Structures Not Included) 30%	\$0	\$0	\$0	\$306,000
Const. Eng. & Inspec. 10%	\$0	\$0	\$0	\$133,000
Construction Estimate	\$0	\$0	\$0	\$1,460,000
<b>Interchanges &amp; Unique Intersections</b>				
Roundabouts	\$0	\$0	\$0	\$0
Interchanges	\$0	\$0	\$0	\$0
<b>Right-of-Way &amp; Utilities</b>				
	LOCAL	STATE	FEDERAL	TOTAL
	50%	50%	0%	
Right-of-Way	\$2,500	\$2,500	\$0	\$5,000
Utilities	<del>\$134,000</del>	<del>\$134,000</del>	\$0	<del>\$268,000</del>
<b>Preliminary Engineering</b>				
	LOCAL	STATE	FEDERAL	TOTAL
	0%	0%	0%	
Prelim. Eng. 10.0%	\$0	\$0	\$0	\$146,000
<b>Total Project Cost (2022)</b>	\$ 156,500	\$ 156,500	\$ -	\$ 1,920,000



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

REPORT 44 - FINAL RIGHT-OF-WAY AND UTILITY ESTIMATE

State Project No.(s): 90LCOU-S1-004,90LCOU-S3-004,90LCOU-S2-004  
Federal Project No.(s):  
PIN No.: 134217.01  
County(s): Washington  
Description: State Industrial Access serving Appalachian Producers Route: SIA

Estimated Right-of-Way will be available months after adequate ROW plans & authorization provided.

Tracts on Project:

Incidentals \$13,414.50  
Total \$13,414.50

Remarks:

RG Prepared by: ^^Elect\_Sign1 Name^^ Date: ^^Elect\_Sign1\_Date^^

RG Approved: ^^Elect\_Sign2 Name^^ Date: ^^Elect\_Sign2\_Date^^

UTILITIES on Project:		6		Railroad:
UTILITY	SERVICE	TOTAL COST (CH86)	COMPENSABLE COST	
ATMOS	Gas / Oil Transmission	\$0.00	\$0.00	
BrightRidge	Electric Distribution	\$0.00	\$0.00	
BrightSpeed	CATV	\$0.00	\$0.00	
Comcast Cable	CATV	\$0.00	\$0.00	
Communications LLC				
Jonesborough, Town of	Sewer / Sanitary	\$0.00	\$0.00	
Jonesborough, Town of	Water	\$0.00	\$0.00	
Total Utility Cost		\$0.00	\$0.00	

Est. Adjustment: 0

RG Prepared by: ^^Elect\_Sign3 Name^^ Date: ^^Elect\_Sign3\_Date^^

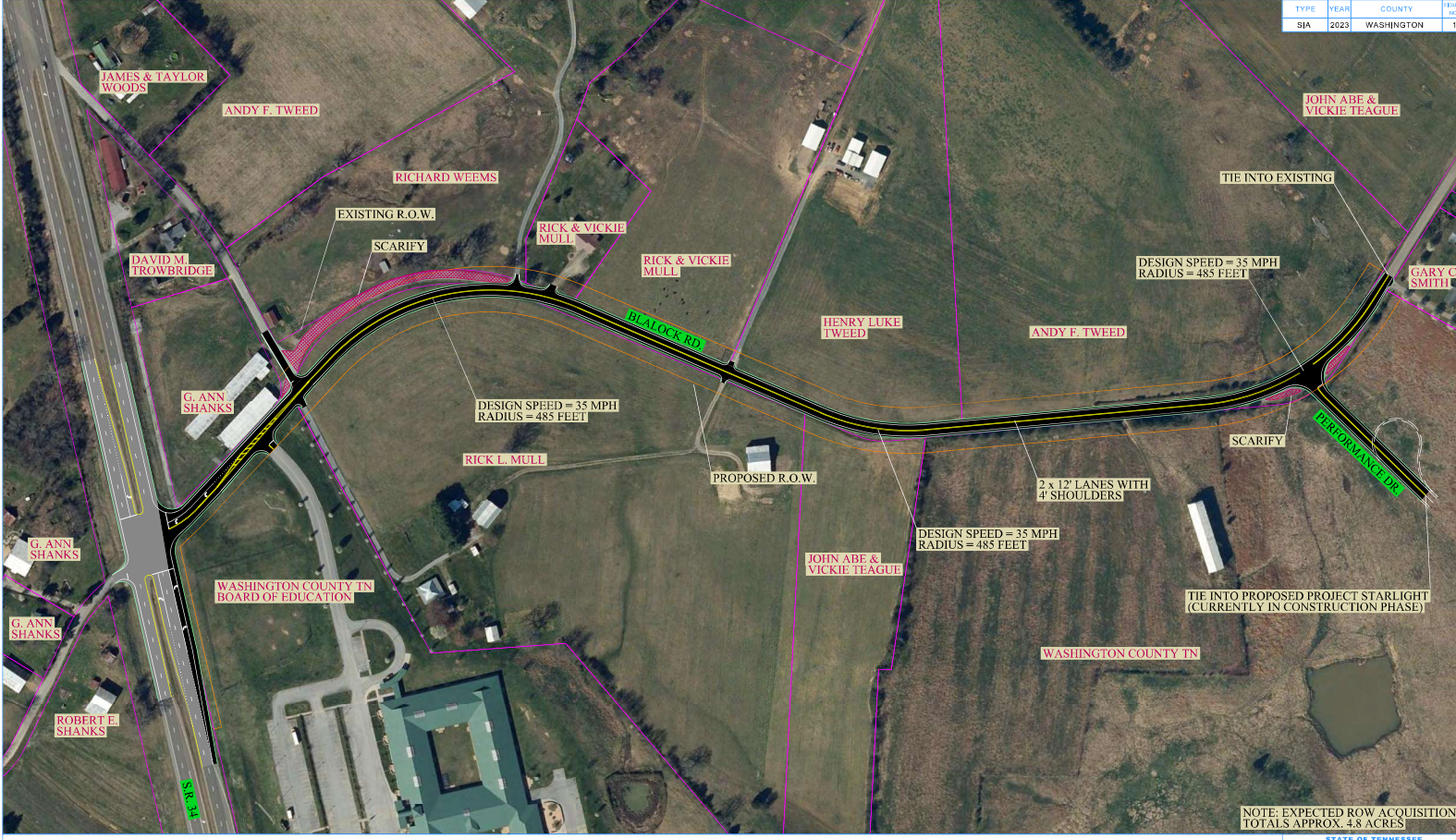
RG Approved State Utility Coord: ^^Elect\_Sign4 Name^^ Date: ^^Elect\_Sign4\_Date^^

RG Mgr Approved: ^^Elect\_Sign5 Name^^ Date: ^^Elect\_Sign5\_Date^^

Remarks:

PIN: 134217.02

TYPE	YEAR	COUNTY	SHEET NO.
SIA	2023	WASHINGTON	1



NOTE: EXPECTED ROW ACQUISITION TOTALS APPROX. 4.8 ACRES



### STATE INDUSTRIAL ACCESS

PROJECT SUNGWO  
BLALOCK RD. AND INTERSECTIONS AT S.R. 34  
WASHINGTON COUNTY


STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
S.T.I.D.

FIGURE 1  
BLALOCK RD.

7/6/2023 1:16:16 PM X:\ECPD-SIA Projects\Region 1\Washington\Sungwo -H\Tech America\Microstation Sheet 1.dgn

# COST ESTIMATE SUMMARY

PIN: 134217.02

Route:	Blalock Rd.		
Termini:	Sungwoo Hitech - SR 34 to Performance Dr.		
Scope of Work:			
Project Type of Work:	Reconstruction		
County:	Washington		<b>Estimate Developed By</b> <b>Initial/Organization</b>
Length:	0.86 Miles		
Date:	April 24, 2023		<b>DD/STID</b>
Estimate Type:	Concept		
Years Inflated:	3		

DESCRIPTION	LOCAL	STATE	FEDERAL	TOTAL
	0%	0%	0%	
<b>Construction Items</b>				
Removal Items	\$0	\$0	\$0	\$86,700
Asphalt Paving	\$0	\$0	\$0	\$1,240,000
Concrete Pavement	\$0	\$0	\$0	\$0
Drainage	\$0	\$0	\$0	\$169,000
Appurtenances	\$0	\$0	\$0	\$0
Structures	\$0	\$0	\$0	\$0
Fencing	\$0	\$0	\$0	\$0
Signalization & Lighting	\$0	\$0	\$0	\$0
Railroad Crossing	\$0	\$0	\$0	\$0
Earthwork	\$0	\$0	\$0	\$660,000
Clearing and Grubbing	\$0	\$0	\$0	\$35,300
Seeding & Sodding	\$0	\$0	\$0	\$25,500
Rip-Rap or Slope Protection	\$0	\$0	\$0	\$0
Guardrail	\$0	\$0	\$0	\$25,800
Signing	\$0	\$0	\$0	\$2,550
Pavement Markings	\$0	\$0	\$0	\$34,600
Maintenance of Traffic	\$0	\$0	\$0	\$97,900
Mobilization 5%	\$0	\$0	\$0	\$138,000
Other Items and Annual Inflation 10%	\$0	\$0	\$0	\$291,000
Const. Contingency (Structures Not Included) 50%	\$0	\$0	\$0	\$1,620,000
Const. Eng. & Inspec. 10%	\$0	\$0	\$0	\$512,000
<b>Construction Estimate</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,720,000</b>
<b>Interchanges &amp; Unique Intersections</b>				
Roundabouts	\$0	\$0	\$0	\$0
Interchanges	\$0	\$0	\$0	\$0
<b>Right-of-Way &amp; Utilities</b>	<b>LOCAL</b>	<b>STATE</b>	<b>FEDERAL</b>	<b>TOTAL</b>
	50%	50%	0%	
Right-of-Way	\$164,000	\$164,000	\$0	\$328,000
Utilities	\$336,500	\$336,500	\$0	\$673,000
<b>Preliminary Engineering</b>	<b>LOCAL</b>	<b>STATE</b>	<b>FEDERAL</b>	<b>TOTAL</b>
	0%	0%	0%	
Prelim. Eng. 10.0%	\$0	\$0	\$0	\$572,000
<b>Total Project Cost (2023)</b>	<b>\$ 500,500</b>	<b>\$ 500,500</b>	<b>\$ -</b>	<b>\$ 7,290,000</b>