

## Environmental Commitments

Commitments are involved on the project.

### List of Environmental Commitments

The project will be developed in accordance with the Tennessee Department of Transportation's (TDOT) Standard Specifications for Road and Bridge Construction, which addresses sediment and erosion control and siltation; channelization; floodplains; construction impacts; utility relocation; and traffic maintenance and detours. Best Management Practices (BMPs) will be stringently implemented throughout the construction period.

#### Hazardous Materials

This project involves a Moderate Risk of environmental impact from two (2) sites in the northeast quadrant of the interchange. A Phase II Environmental Site Assessment involving intrusive field investigations will be conducted by the Design/Build Team when definitive right-of-way (ROW) plans are completed. In the event that hazardous substances/wastes are encountered within the proposed ROW, their disposition shall be subject to all applicable regulations, including the applicable sections of the Federal Resource Conservation and Recovery Act (RCRA), as amended; and the Tennessee Hazardous Waste Management Act of 1983, as amended. See the Hazardous Materials section of this document.

#### Ecology - Wetlands

Attempts to avoid and/or minimize impacts to wetlands will be undertaken during design and construction of this project. Impacts to wetlands will be mitigated as appropriate. TDOT will coordinate with resource agencies prior to the finalization of mitigation plans and submitting permit applications. See the Protection of Wetlands section of this document.





STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
ENVIRONMENTAL DIVISION  
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## D-List Categorical Exclusion

### Memorandum

**To** Gary Fottrell  
Environmental Program Engineer  
Federal Highway Administration—Tennessee Division  
404 BNA Drive, Suite 508  
Nashville, Tennessee 37217

**From** Ann Andrews  
Transportation Manager II

**Date** 06/14/2012

### Project Information

**Route** I-40

**Termini** at SR-222 (Exit 42)

**County** Fayette County **PIN #** 114219.00

	<b>PE #</b>	<b>Right of Way #</b>	<b>Construction #</b>	<b>Other #</b>
<b>Federal</b>	IM-40-1(328)	N/A	N/A	N/A
<b>State</b>	24001-0147-44	N/A	N/A	N/A

### Planning

- The project is in an MPO/TPO**—The relevant TIP page is included as an appendix.
- The project is in an RPO**—The relevant STIP page is included as an appendix.
- N/A**—The project is not included in a TIP or STIP.

### Project Description

#### Description of project

This project involves upgrading the interchange of I-40 at SR-222 (Exit 42) in Fayette County, Tennessee. This interchange is currently a traditional diamond interchange. Within the interchange study area, I-40 is a four (4)-lane divided, limited access interstate facility and SR-222 is a two (2)-

lane arterial facility that bridges over I-40. SR-222, also known as Stanton-Somerville Road, provides direct interstate access to Stanton to the north and Somerville to the south. Somerville is the County Seat for Fayette County.

The nearest interchange to the east along I-40 is located five (5) miles away at Exit 47 (Dancyville Road). The nearest interchange to the west is located seven (7) miles away at Exit 35 (SR-59). The project location maps provided in the Attachments and in Appendix A show the study location and the surrounding area, with the proximity of the adjacent interchanges highlighted, and the approximate location of a future Megasite that would be the target location of a large-scale economic development area for West Tennessee.

TDOT completed an Interchange Modification Study (IMS) in November 2011, which explored modification options for the I-40 and SR-222 interchange. After completion of the IMS, TDOT chose a preferred interchange modification concept, Concept 5, to move forward in the TDOT Design/Build process. Concept 5 is referred to as Alternative 5 in this environmental document. A project plan showing Alternative 5 is included in the Attachments and in Appendix B.

This project is included in the State Transportation Improvement Program (STIP), #24000. It is also included in the TDOT Proposed Comprehensive Multimodal Program. A copy of the STIP is provided in the Attachments and in Appendix C.

## **Purpose and Need**

### *Description of purpose and need*

#### Project Status:

The request for upgrading the interchange of I-40 at SR-222 was initiated by the Tennessee Department of Economic and Community Development (TDECD) on behalf of the Tennessee Valley Authority (TVA). In March 2007, the University of Memphis conducted an economic research study on land adjacent to the interchange area referred to as the "Memphis-Jackson I-40 Advantage Megasite." The report, entitled "The Potential Economic Impact of an Automobile Assembly Plant: I-40 Advantage Auto Park," discusses the economic impacts and characteristics of the Megasite and evaluates the potential for this location to bring jobs, income and tax revenue to the citizens of West Tennessee. The report concluded that the Megasite could create approximately 2,000 jobs.

In November 2011, TDOT completed an Interchange Modification Study (IMS), which provided a detailed evaluation of potential modifications and/or configurations to better accommodate existing and future traffic traveling through the interchange of I-40 and SR-222 (Exit 42). The IMS addressed issues required to obtain Federal Highway Administration (FHWA) approval for an interchange modification, consistent with TDOT's roadway design standards. The IMS considered existing and future traffic conditions around I-40 and SR-222 to assess the potential traffic impacts on the interstate and connecting roadway system over a twenty (20) year planning horizon. Horizon years used for traffic studies were 2014 and 2034.

TVA's Megasite Program offers sites suitable for large-scale manufacturing that are certified as ready for development. To be certified, a large land parcel must meet the criteria of being ready for sale, accessible to utilities and physically developable. The proposed improvements to the I-40 and SR-222 interchange are essential to the development of the Megasite located on the north side of I-40 within the study area, as shown in the project location map included in Appendix A.

#### Capacity:

The exits adjacent to the I-40 and SR-222 interchange are Exits 35 and 47. Both of these exits are too far away to adequately serve the future Megasite. Highway Capacity Software was used to analyze the I-40 and SR-222 interchange for existing and proposed conditions for the horizon years 2014 and 2034.

For the no-build alternative (existing conditions), the eastbound and westbound turning movements at Exit 42 perform at a LOS F. If improvements are made to the interchange, these turning movements can be improved to perform at a LOS C or better in both horizon years. All other turning movements for the proposed improved interchange perform at a LOS B or better.

#### System Linkage:

SR-222 is also known as Stanton-Somerville Road. This road provides direct interstate access to Stanton to the north and Somerville to the south. Exit 42 would serve as the primary access from I-40 to the Megasite. The IMS was prepared in conjunction with other studies and planned projects in the study area. These projects are as follows:

- I-40/I-81 Corridor Feasibility Study – In 2007 TDOT concluded that the I-40 corridor will merit at least one (1) additional lane in each direction in the future.
- SR-222 Relocation & System Improvements Feasibility Study – A draft study was prepared in 2009 to evaluate the feasibility of improving SR-222 to better meet the needs of the area necessitated if the Megasite were developed. The feasibility study established the immediate and long-term needs of the study area and assessed various options for meeting these needs in the future. One need is to relocate the alignment of SR-222 to allow for the full development of the Megasite area.
- Potential I-40 Interchange Justification Study (IJS) – If the Megasite is developed, there is a potential need for a new interchange to the east of the I-40 and SR-222 interchange (Exit 42). Preliminary analysis was conducted to investigate the viability of providing a new interchange on I-40 between Exit 42 and Exit 47. The analysis conceptualized the proposed interchange configuration as a trumpet layout with a bridge over I-40 connecting to a new State Industrial Access (SIA) roadway on the north side of I-40. Auxiliary lanes along I-40 are included in conjunction with the addition of a new interchange.
- Potential State Industrial Access (SIA) Road to Connect the Potential I-40 Interchange to the Megasite – Similar to the new interchange, a State Industrial Access (SIA) road is directly dependent upon the potential new interchange and the development of the Megasite. The SIA provides an alternative connection from the Megasite to the potential new interchange on I-40.

Provided in Appendix D is a map from the IMS showing how these projects relate to the proposed improvements at the I-40 and SR-222 interchange.

#### Transportation Demand:

To predict the traffic demand in the study area, the IMS projected traffic volumes using the following calculated growth rates:

- I-40: 2.6%
- SR-59 (Exit 35): 2.19%
- SR-222 (Exit 42): 2.00%
- Dancyville Road (Exit 47): 2.00%

The horizon years used for traffic calculations were 2014 and 2034. For both horizon years, the time periods analyzed were AM and PM Design Hour Volumes (DHV) and Annual Average Daily Traffic (AADT). The truck stop, Pilot Travel Center, located in the project area on SR-222 at Exit 42, attracts heavy truck volumes not indicative of the other sections along SR-222. In addition to these considerations, traffic projections were generated for the future Megasite development and other assumed related development. Traffic projections assumed 2,000 full-time employees for the future industrial park. In addition, it was assumed that four (4) fast food restaurants and two (2) convenience stores with gas pumps would be developed.

#### Legislation:

In 2009, the Governor of Tennessee requested the State's General Assembly to include approximately \$27 million in the next fiscal-year's budget for the construction of roads, bridges, water and sewer lines, and other infrastructure items related to the potential Megasite. The proposed modifications to the I-40 and SR-222 interchange (Exit 42) will provide substantial infrastructure improvements for the Megasite. The request was approved. The TDECD has authorized funding for the preparation of Preliminary Engineering documents for the SR-222 construction improvements that are proposed in conjunction with this study (discussed above in System Linkage).

#### Social or Economic Conditions:

The TDECD stresses the importance of the Megasite for regional economic growth. The facility would be anticipated to provide 2,000 jobs to the region which would provide income and tax revenue to West Tennessee. Even though there are no confirmed developments for the Megasite, the ECD envisions that all of the paperwork, including construction design documents, be completed and shovel-ready when a tenant for the Megasite is identified, so that roadway improvements can be in place in conjunction with the opening of the Megasite. If the Megasite is developed, the Megasite will serve a regional need with primary access from I-40 via the Exit 42 interchange.

#### Land Use:

Currently, land use in the vicinity of the study interchange is a mixture of various commercial, residential, agricultural and institutional land uses. In general, the northern area along SR-222 contains agricultural and residential land uses along with some commercial land uses - a service station (Earl's Garage) and a motel (America's Best Value Inn). The southern area along SR-222 is primarily undeveloped, with some agricultural and residential land uses. Directly adjacent to the I-40 and SR-222 interchange are the following land uses:

- Northeast quadrant - There is an abandoned service station with known underground storage tanks (USTs).
- Northwest quadrant - Primarily agricultural with some residential (no commercial development).
- Southeast quadrant - There is a truck stop (Pilot Travel Center) and a hotel (Deerfield Inn). There is also a waste water treatment facility located adjacent to I-40 that is owned by the Pilot Travel Center and is also used by the Deerfield Inn.
- Southwest quadrant - There is a gas station/convenience store (Exxon) and a church (Bethlehem Hebron Chapel). A cemetery is adjacent to the church.

The proposed interchange improvements are to accommodate future land uses for the area. The development of an industrial Megasite is expected to change the land uses and traffic demands in the project area. Project area photos are provided in Appendix E.

#### Safety:

During the latest bridge inspection for the SR-222 bridge over I-40, the overall condition of the study bridge was determined to be rated as fair with a sufficiency rating of 63.2. TDOT Structures Division has determined that the existing bridge consists of four (4) spans and is not a candidate for retrofit and needs to be replaced with a two (2) span structure for the following reasons:

- Any new bridge would be a two (2) span structure for the safety of motorists travelling on I-40.
- A two (2) span structure would accommodate any future widening of I-40 without additional bridge modifications.
- The cost of widening the existing structure to accommodate the required travel lanes plus full shoulders would be greater than the cost of replacing the entire structure.

Crash data was analyzed and included data from 2005 to 2007. A total of twenty-one (21) crashes were reported within the vicinity of the study interchange during this three (3) year period. Of these twenty-one (21) reported crashes, eight (8) occurred along I-40 and thirteen (13) occurred along SR-222. The predominant types of crashes were right angle crashes (7) and rear end crashes (5). The overall severity damage totals included five (5) injury crashes with no incapacitating injury or fatal crashes.

## Public Involvement

- No public meeting/hearing was held on the project.
- A public meeting/hearing was held on the project. The meeting/hearing summary is included as an appendix.

#### *Summary of public involvement*

No public meetings were held for the proposed project.

## Project Alternatives

#### *Summary of project alternatives*

During the course of TDOT's IMS, a total of six (6) build interchange concepts were developed for evaluation. In addition, a no-build concept was evaluated to determine the transportation impacts if no construction improvements are made to the study interchange. Two (2) of the six (6) concepts were determined to be viable and were considered for the proposed project. The two viable IMS concepts, now referred to as Project Alternatives, were as follows:

#### Alternative 1 - Partial Traditional Diamond Interchange East of the Existing Interchange

This alternative consists of constructing a new SR-222 bridge, perpendicular to I-40, approximately 500 feet east of the existing SR-222 bridge structure. Alternative 1 satisfies the travel demands of the interchange and is a free-flow ramp.

### Alternative 5 - Combined Traditional/Tight Diamond Interchange

This concept consists of rebuilding the SR-222 bridge at the same location on the same skew angle. However, the I-40 eastbound interchange ramp terminal intersection is relocated approximately one hundred fifty (150) feet closer towards I-40, and the separate roadway connection providing access to the Pilot Travel Center and other destinations on the south side of I-40 is eliminated. Alternative 5 satisfies the three hundred (300) feet of controlled access limits for this interchange, and does not include a separate frontage road paralleling SR-222. Also, Alternative 5 does not result in construction impacts to the church/cemetery site adjacent to the interchange.

### No-Build Alternative

No construction improvements are made to the study interchange. The No-Build alternative is considered as an option if the Megasite is not developed. However, if the Megasite is developed, then the interchange will require upgrade improvements.

### Preferred Alternative

The preferred build alternative that TDOT has chosen for the I-40 and SR-222 interchange is Alternative 5. This alternative is a combined traditional/tight diamond interchange. For this build alternative, the I-40 westbound interchange ramp terminal intersection functions as a traditional diamond interchange, and the I-40 eastbound interchange ramp terminal intersection functions as a tight diamond interchange. The west side of SR-222 will remain on the existing location, due to a church and cemetery located on the south side of I-40, and all of the widening will be along the east side of SR-222. The widening of SR-222 will create additional access challenges and will require more direct negotiations with the Pilot Station and Deerfield Inn properties.

In order to eliminate all access driveways within the controlled access limits, the first (or closest) driveway from I-40 to the Exxon gas station/convenience store is closed and the Deerfield Inn driveway is relocated approximately fifty (50) feet southward. The Exxon gas station/convenience store has a third driveway that has been temporarily closed with bollards. The removal of these bollards would provide for a second driveway replacing the closed driveway.

Alternative 5 also includes widening SR-222 adjacent to the church/cemetery site in the southwest quadrant of the interchange. A lane add/drop situation occurs at the Hebron Road intersection, thus creating the four-lane typical section northward on SR-222. These SR-222 improvements reduce the construction impacts on SR-222 south of I-40 to approximately one thousand four hundred (1,400) feet south from the southern ramp terminal intersection. On the north side of I-40, a field drive would be constructed to Thorpe Drive since it is located within the proposed controlled access limits. The estimated costs for the bridge structure include a 25-percent contingency, as the proposed bridge is located at the same location of the existing bridge and is being constructed under traffic. The total estimated cost for Alternative 5 is \$13.2 million.

A map from the Interchange Modification Study showing Build Alternative 5 (referred to on the map as Concept 5) is provided in Appendix B.



## Relocation and Right-of-Way (ROW) Impacts

- The project does not involve relocation.
- The project involves relocation and the relevant Conceptual Stage Relocation Plan is included in the Technical Studies Appendix.
- The project involves permanent easements.

### **Summary for relocation and ROW impacts**

The proposed build alternative, Alternative 5, is expected to require approximately 2.2 acres of new right-of-way. No relocations are anticipated.

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## TECHNICAL STUDIES

### Ecology

- The Ecology Report is included in the Technical Studies Appendix.
- An ecology report was not prepared for this project.

### **Summary for ecology**

TDOT performed an ecological evaluation for the proposed project, which was submitted March 28, 2012. The evaluation concluded that three (3) wetland areas, one (1) stream, one (1) spring and no (0) protected species are present within the project limits. A copy of the ecological evaluation is included in Appendix F.

### Executive Order 11990—Protection of Wetlands

- No wetland areas protected under Executive Order 11990 will be impacted.
- Wetlands are impacted and supporting documentation is included as an appendix.

### **Summary for protection of wetlands**

Three (3) wetlands, one (1) stream, and one (1) spring are present within the proposed project limits. Based on preliminary right-of-way limits developed to-date, approximately 0.16 acres of wetland would be impacted by the proposed project. This impact would be covered under a Nationwide Permit from the U.S. Army Corps of Engineers, pursuant to Section 404 of the Clean Water Act. An Aquatic Resources Alteration Permit (ARAP) from the State of Tennessee would be required. This impact acreage should be considered a “worst-case” scenario. Measures to avoid and/or minimize impacts will be undertaken during design and construction. Impacts to wetlands will be mitigated as appropriate. The Design/Builder will coordinate with resource agencies prior to the finalization of mitigation plans and submitting permit applications. A copy of the ecological evaluation is included in Appendix F.

## Endangered Species

### USFWS

- The proposed project meets the TDOT/U.S. Fish and Wildlife Service (USFWS) Memorandum of Agreement (MOA). No further coordination with USFWS is required. A copy of the MOA is included as an appendix.
- The proposed project has been coordinated with the USFWS Field Office. The USFWS response dated 03/22/2012 is included as an appendix. Endangered species collection records available to the Service do not indicate that federally listed or proposed endangered or threatened species occur within the impact area of the project. Based on the information available at this time, we believe that the requirements of Section 7 of the Endangered Species Act of 1973, as amended, are fulfilled. A copy of the USFWS letter is included in the Attachments and Appendix F.

### TDEC Database

- On 03/28/2012 the preparer checked the Tennessee Department of Environment and Conservation (TDEC) database to determine if any federal or state listed endangered species are known to exist in the project area. The findings are included in the appendix.
- N/A—A check of the TDEC database was not required.

### TDEC Resource Management Division

- The proposed project was coordinated with TDEC's Resource Management Division. The TDEC response dated \_\_\_\_\_ is included as an appendix.
- N/A—Coordination with TDEC's Resource Management Division was not required because either no plant species of concern were found during the TDEC database check or were determined not to be affected by the project.

### TWRA

- The proposed project was coordinated with Tennessee Wildlife Resources Agency (TWRA). TWRA response dated \_\_\_\_\_ is included as an appendix.
- N/A—Coordination with TWRA was not required because no animal species of concern were found during the TDEC database check.

### Summary for federal- and state-protected species and their habitats

No federally listed or proposed endangered or threatened species occur within the impact area of the project. A copy of the ecological evaluation is included in Appendix F. The concurrence letter from the U.S. Fish and Wildlife Service is included in the Attachments and in Appendix F.

## Biological Assessment for Endangered Species

- No Biological Assessment is needed.
- A Biological Assessment will be required prior to construction.
- The Biological Assessment is included in the Technical Studies Appendix.
- A concurrence letter dated \_\_\_\_\_ is included as an appendix.

### Summary of Biological Assessment

No biological assessment was required for this project.

## Executive Order 11988—Floodplain Management

- No encroachments upon the 100-year floodplain protected under Executive Order 11988 are involved.
- Encroachments upon the 100-year floodplain are involved.

### *Summary for floodplain management*

Our office has checked the Flood Insurance Rate Map (FIRM) for the subject project. This project is not in a FEMA floodway, floodplain or study area. It is located on the Flood Insurance Rate Map in Fayette County, Panel 70 of 605, Map #47047C0070C. The design of our roadway system is in compliance with the floodplain management criteria set forth in the National Flood Insurance Regulations of Title 44 of the Code of Federal Regulations (CFR). They are also consistent with requirements of floodplain management guidelines for implementing Executive Order 11988 and Federal Highway Administration guidelines 23 CFR 650A. A copy of the FEMA FIRM is provided in Appendix G.

## Fish and Wildlife Service Coordination Act 1958

- The project does not involve channelization.
- The project involves channelization.

### *Summary of channelization*

N/A

## Wild and Scenic Rivers

- The project does not involve a designated Wild and Scenic River.
- The project involves a designated Wild and Scenic River.

### *Summary for Wild and Scenic Rivers*

N/A

## Air Quality

- The Air Quality Report is included in the Technical Studies Appendix.
- Air quality coordination information is included as an appendix.

### *Summary for transportation conformity*

This project is located in an area that is in attainment for all regulated criteria pollutants. Therefore, conformity does not apply to this project. A copy of air quality coordination is included in Appendix H.

### *Summary for mobile source air toxics (MSAT)*

- The project is exempt from MSAT analysis. Coordination information is included as an appendix.
- An MSAT analysis is required.

This project involves improvements to the existing interchange including widening 1) the SR-222 bridge over I-40 and 2), the exit ramps from I-40 to provide additional turn lanes. The project will not result in any meaningful changes in traffic volumes, vehicle mix, location of the existing facility or any other factor that would cause an increase in emissions impacts relative to the no-build alternative. As

such, this project will generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special MSAT concerns per FHWA's "Interim Guidance Update on Air Toxic Analysis in NEPA Documents".

Moreover, the EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOBILE6.2 model forecasts a combined reduction of 72 percent in the total annual emission rate for the priority MSAT from 1999 to 2050, while vehicle-miles of travel are projected to increase by 145 percent. This will both reduce the background level of MSAT, as well as the possibility of even minor MSAT emissions from this project.

A copy of air quality coordination is included in Appendix H.

**Particulate Matter 2.5 (PM<sub>2.5</sub>)**

- The project area is in a nonattainment area for PM<sub>2.5</sub>.
- The project area is in attainment for PM<sub>2.5</sub>.
- Inter-agency consultation (IAC) documentation is included as an appendix.

**Noise**

- This project is Type III. Coordination information is included as an appendix.
- This project is Type I or Type II. The Noise Report is included in the Technical Studies Appendix

**Summary for Type I or Type II noise analysis**

The project is Type I in accordance with the FHWA noise standards, "Procedures for Abatement of Highway Traffic and Construction Noise", 23 CFR 772, and the TDOT's "Policy on Highway Traffic Noise Abatement".

The land uses in the project area within approximately 500 feet of I-40 include an Exxon gas station, the Pilot Travel Center and the Deerfield Inn.

The gas station and travel center are Category F land uses that are not noise-sensitive. Motels are Category C land uses. The Deerfield Inn, however, does not have any exterior areas of frequent human use. Therefore, the motel is not noise-sensitive.

Since there are no noise-sensitive land uses in the project area, a detailed noise study is not needed.

A copy of noise coordination is included in Appendix H.

**Section 4(f) of the Department of Transportation Act of 1966**

- No land given protection under Section 4(f) will be affected by this project.
- Section 4(f) land is involved. The required Section 4(f) evaluation is included as an appendix.
- A *de minimus* finding for this project is included as an appendix.

**Summary for Section 4(f)**

No Section 4(f) properties are impacted by this project.

## Section 6(f) of the Land and Water Conservation Fund Act of 1965

- Section 6(f) is not involved.  
 Section 6(f) is involved. Supporting documentation is included as an appendix.

### *Summary for Section 6(f)*

No Section 6(f) properties are impacted by this project.

## Section 106 of the National Historic Preservation Act of 1966

- This project meets a TDOT/Tennessee State Historic Preservation Office (SHPO) Memorandum of Understanding (MOU). No further coordination with the SHPO is necessary.

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- Combined Cultural Resources Report was prepared (the combined report is in the Technical Studies Appendix).

- SHPO combined cultural resources letter dated 03/29/2012 is included as an appendix.

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- Separate Cultural Resources Reports were prepared (see next two sections below). The Historic/Architectural and the Archaeology Reports are in the Technical Studies Appendix.

- SHPO historic/architectural resources letter dated \_\_\_\_\_ is included as an appendix.

- National Register of Historic Places listed or eligible historic/architectural properties are affected.

- No National Register of Historic Places listed or eligible historic/architectural properties are affected.

- SHPO archaeological resources letter dated \_\_\_\_\_ is included as an appendix.

- National Register of Historic Places listed or eligible archaeological properties are affected.

- No National Register of Historic Places listed or eligible archaeological properties are affected.

### *Summary for cultural resources (historic/architectural and archaeological)*

A combined historic and archaeological Cultural Resource Assessment was prepared for the proposed project and was completed in March 2012. The Cultural Resource Assessment concluded that there are no cultural resources listed on or eligible for listing on the National Register of Historic Places within the project area of potential effect. The State Historic Preservation Officer (SHPO) concurred with these findings in a letter dated March 29, 2012. A copy of the Cultural Resource Assessment is included in Appendix I. A copy of the SHPO letter is included in the Attachments and Appendix I.

As part of the Section 106 coordination process, TDOT coordinated with the Fayette County Mayor in a letter dated March 19, 2012, to ask if the County wished to be a consulting party. TDOT received no response from this coordination. Details concerning this coordination are included in the Cultural Resource Assessment in Appendix I.

- Cultural resources mitigation measures are included as an appendix.

No cultural resources mitigation measures are required.

**Native American consultation**

- This project does not require Native American consultation. Verification that coordination is not required is included as an appendix.
- Pursuant to 36 CFR 800, a consultation letter dated 03/21/2012 was sent to the following tribes (check below all tribes that apply) and is included as an appendix.
- Responses were received from the following tribes (check below all tribes that apply) and are included as an appendix.
- No tribal responses were received.

**Letters sent to/responses received from:**

(Check all that apply.)

Sent to	Received from		Sent to	Received from	
<input type="checkbox"/>	<input type="checkbox"/>	Absentee—Shawnee Tribe of Oklahoma	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Muscogee (Creek) Nation
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Alabama Quassarte Tribal Town	<input type="checkbox"/>	<input type="checkbox"/>	Poarch Band of Creek Indians
<input type="checkbox"/>	<input type="checkbox"/>	Cherokee Nation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Quapaw Tribe of Oklahoma
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Chickasaw Nation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Shawnee Tribe
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Choctaw Nation of Oklahoma	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Thlopthlocco Tribal Town
<input type="checkbox"/>	<input type="checkbox"/>	Eastern Band of Cherokee Indians	<input checked="" type="checkbox"/>	<input type="checkbox"/>	United Keetoowah Band of Cherokee Indians in Oklahoma
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Eastern Shawnee Tribe of Oklahoma	<input type="checkbox"/>	<input type="checkbox"/>	Other—
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Kialegee Tribal Town	<input type="checkbox"/>	<input type="checkbox"/>	Other—

**Summary of tribal responses and other concerns**

No tribal responses were received. A copy of the Native American consultation letter is included in the Attachments.

**Hazardous Materials**

- No underground storage tanks or sources of hazardous materials are, or have been, located in the project impact area. If any hazardous materials are found during construction they will be handled and disposed of in compliance with applicable federal and state regulation. Verification that there are not sites or a study is not needed is included as an appendix.
- Hazardous material site(s) are involved.
- The Hazardous Materials (Phase I ESA) Report is included in the Technical Studies Appendix.

### **Summary for hazardous materials**

Acquisition of data using desktop resources and Tennessee Department of Environment and Conservation (TDEC) file reviews indicate a Moderate Risk of environmental impact to the project from two (2) sites in the northeast quadrant of the interchange. A Phase II Environmental Site Assessment involving intrusive field investigations on Parcel 005.00 Map 012 (Site 1) and Parcel 003.00 Map 005 (Site 2) will be conducted by the Design/Build Team, when definitive right-of-way (ROW) plans are completed. Site 1 is a former dump site. Site 2, a former gas station, has no record of registered Underground Storage Tanks (USTs) at TDEC. USTs may remain onsite at this property

In the event that hazardous substances/wastes are encountered within the proposed ROW, their disposition shall be subject to all applicable regulations, including the applicable sections of the Federal Resource Conservation and Recovery Act (RCRA), as amended; and the Tennessee Hazardous Waste Management Act of 1983, as amended.

TDOT has reviewed the available environmental databases, including the TDEC Superfund Database, TDEC Registered UST database and EPA's Enviromapper.

A copy of the Hazardous Materials coordination is included in Appendix J.

### **Environmental Justice**

- No Environmental Justice issue is involved.
- Environmental Justice issues are involved.
- Environmental Justice documentation is included in the Technical Studies Appendix.

#### **Summary for Environmental Justice issue(s)**

There are no environmental justice issues for this project.

### **Other Issues**

- No other issues are involved.
- Other issues are involved.
- Supporting documentation of other issues is included as an appendix.

#### **Summary of other issues**

N/A

### **Environmental Commitments**

- Commitments are not involved on the project.
- Commitments are involved on the project and are described in the attached green sheet.

## Preparer's Certification

I hereby certify that I have read and understand the detailed instructions for completing a D-List Categorical Exclusion, and have prepared this document in accordance with those instructions and the Tennessee Environmental Procedures Manual.

Prepared by



Date: 06/14/2012

Ashley R. Farless, PE, AICP for  
TDOT Environmental Documentation Office

## TDOT Approval

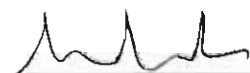
The Environmental Division TDOT has reviewed the proposed project for compliance with environmental laws and regulations. This project as proposed will not involve significant impacts to planned growth, land use, or existing travel patterns. The above findings demonstrate the fact that the proposed improvements will not indirectly or cumulatively have any significant environmental impacts. Therefore; it is our recommendation that this project be classified as Categorical Exclusion under the provision of 23 CFR, 771.117(d).

Reviewed by

David Thompson  
TDOT Environmental Documentation Office

Date: mm/dd/yyyy

Approved by

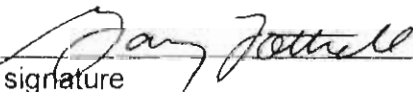


Ann Andrews  
Transportation Manager II  
TDOT Environmental Documentation Office

Date: mm/dd/yyyy

## FHWA Concurrence

Concurrence



signature

Gary Fottrell

name

Environmental Program Engineer

title

Federal Highway Administration—Tennessee Division

Date:

6/19/12



cc: Suzanne Herron  
Ann Epperson  
David Thompson  
Melanie Bumpus  
Ronnie Porter

D-List Categorical Exclusion  
I-40 at SR-222 (Exit 42)  
Fayette County  
TDOT PIN 114219.00

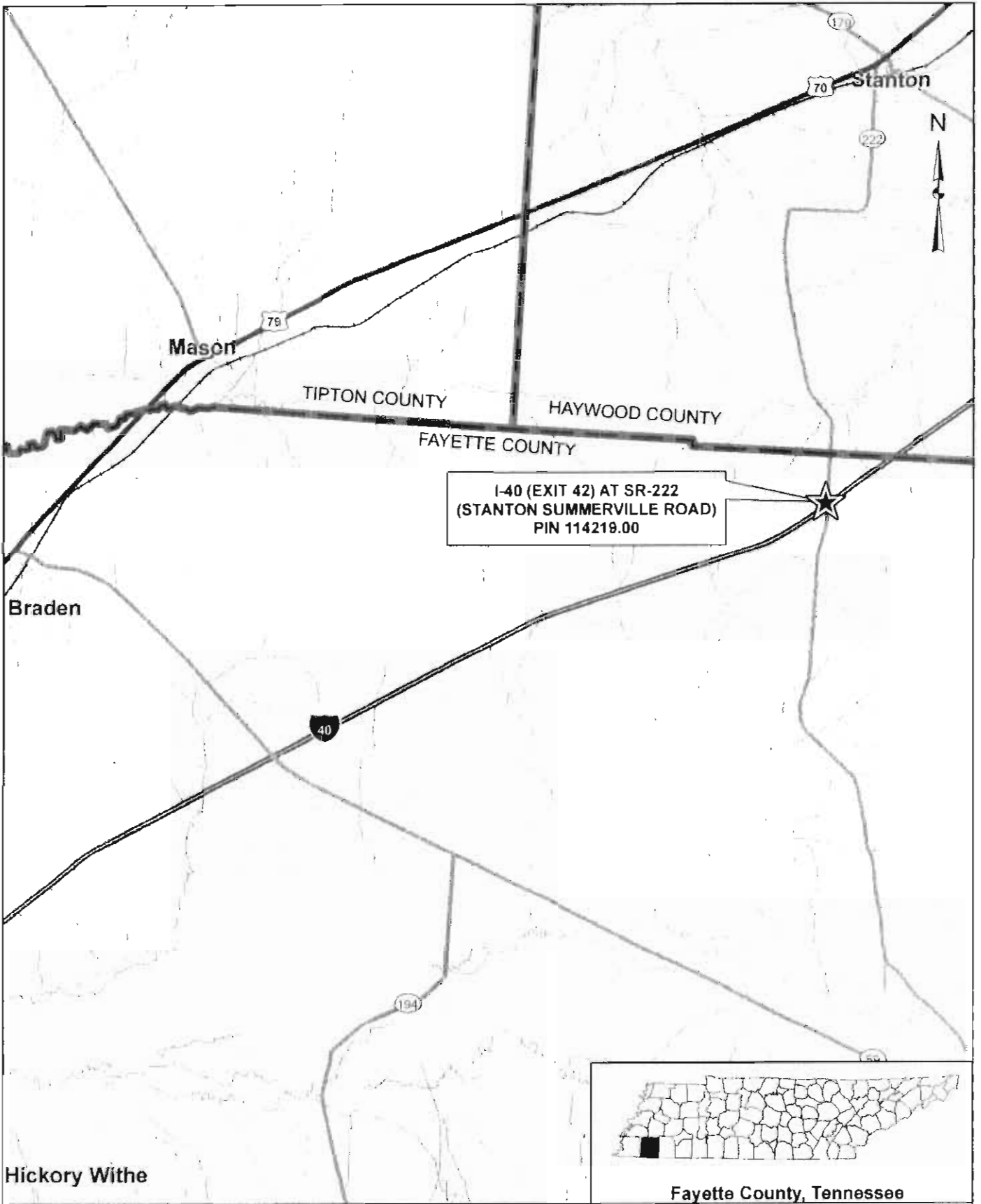


## **Attachments**

D-List Categorical Exclusion  
I-40 at SR-222 (Exit 42)  
Fayette County  
TDOT PIN 114219.00



## **Project Location Maps**

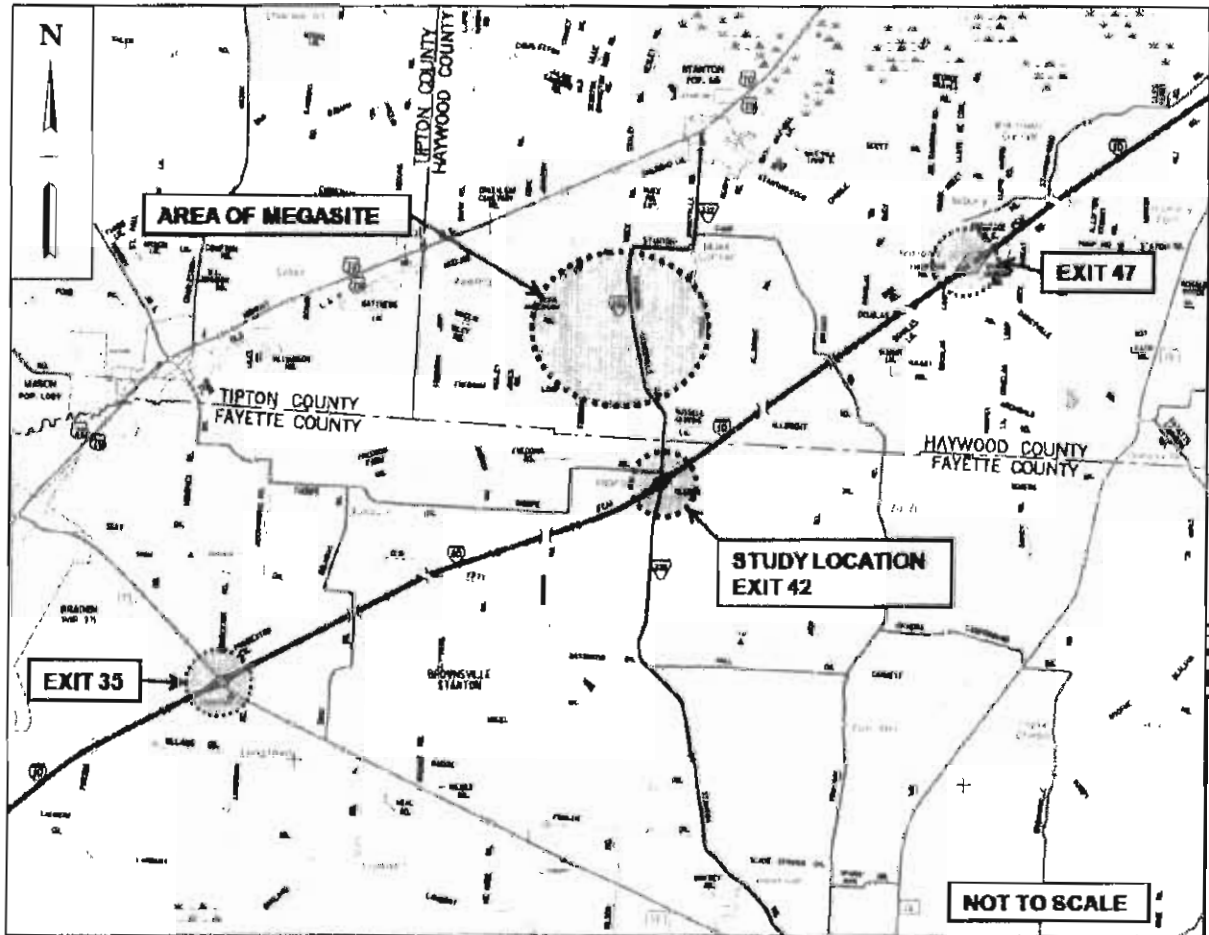


# PROJECT LOCATION MAP

D-List Categorical Exclusion  
I-40 at SR-222 (Exit 42)  
Fayette County  
TDOT PIN 114219.00



Project Location Map  
Adjacent Exits and Proposed Area of Future Megasite



D-List Categorical Exclusion  
I-40 at SR-222 (Exit 42)  
Fayette County  
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Project Location Map  
Existing Interchange Overview



D-List Categorical Exclusion  
I-40 at SR-222 (Exit 42)  
Fayette County  
TDOT PIN 114219.00



## **Preferred Alternative 5**

D-List Categorical Exclusion  
I-40 at SR-222 (Exit 42)  
Fayette County  
TDOT PIN 114219.00



## **State Transportation Improvement Program (STIP)**



TENNESSEE DEPARTMENT OF TRANSPORTATION

GERALD NICELY, COMMISSIONER

# **STIP**

***STATE TRANSPORTATION IMPROVEMENT PROGRAM***

PRODUCED BY

TENNESSEE DEPARTMENT OF TRANSPORTATION

PROGRAM DEVELOPMENT AND ADMINISTRATION DIVISION

JIM MOORE, DIRECTOR

OCTOBER 2010

THIS DOCUMENT CAN BE ACCESSED VIA TDOT'S WEBSITE AT  
[www.TDOT.STATE.TN.US/](http://www.TDOT.STATE.TN.US/)

**TENNESSEE DEPARTMENT OF TRANSPORTATION**  
**FY 2011 THRU FY 2014**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**TITLE 23 U.S.C., SECTIONS 105 & 135**

STIP #	24000	TDOT PIN	114219 00	LENGTH IN MILES		LEAD AGENCY	TDOT
COUNTY:	FAYETTE	TOTAL PROJECT COST		\$10,000,000			
ROUTE:	I-40						
TERMINI:	INTERCHANGE @ SR-222						
PROJECT DESCRIPTION: MODIFY INTERCHANGE							
REMARKS							
<u>FISCAL YEAR</u>	<u>TYPE OF WORK</u>	<u>FUNDING TYPE</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>	
2011	PE-N	IM	175,000	157,500	17,500		
2011	PE-D	IM	325,000	292,500	32,500		

STIP #	24010	TDOT PIN		LENGTH IN MILES		LEAD AGENCY	TDOT
COUNTY:	FAYETTE	TOTAL PROJECT COST		\$90,900,000			
ROUTE:							
TERMINI:	MEMPHIS REGIONAL INTERMODAL FACILITY						
PROJECT DESCRIPTION: CONSTRUCT INTERMODAL FACILITY FOR NORFOLK SOUTHERN RAILROAD							
REMARKS THIS IS THE RURAL PORTION OF THIS PROJECT THE REMAINDER OF THE PROJECT IS CONTAINED IN THE MEMPHIS TIP AS PROJECT NUMBER TN-C							
<u>FISCAL YEAR</u>	<u>TYPE OF WORK</u>	<u>FUNDING TYPE</u>	<u>TOTAL FUNDS</u>	<u>FED FUNDS</u>	<u>STATE FUNDS</u>	<u>LOCAL FUNDS</u>	
2011	CONST	ARRA/TIGER	90,900,000	5,500,000		38,400,000	

TENNESSEE DEPARTMENT OF TRANSPORTATION  
 PROPOSED FISCAL YEARS 2012 - 14 TIP  
 PROPOSED COMPREHENSIVE MULTIMODAL PROGRAM  
 APRIL 28, 2011

County	Route	Description	Length	Type of Work	FY-12	FY-13	FY-14
Dickson- Hickman- Rutherford- Williamson- Wilson		Nashville SmartWay Remote Travel Time Assessment for SR-840	0.0	Construction	CN		
Fayette	I-40	Interchange at SR-196 (Hickory Wattle Road)	0.0	Right-of-Way	RW		
Fayette	I-40	Interchange @ SR-222	0.0	Right-of-Way		RW	
Fayette	SR-76	Bridges over Overflow, LM 0.55 & North Fork Wolf River, LM 0.74	0.0	Bridge	CN		
Fentress	SR-28 US-127	From SR-62 at Clarkrange to North of South Franklin Loop Road	2.8	Preliminary Engineering	PE		
Hamblen- Jefferson	SP-66/REL	SR-160 in Morristown to Interstate 81 @ SR-341	5.0	Stage Construction			CN
Hamilton- Bradley	I-75	Chattanooga SmartWay ITS Expansion	12.0	Preliminary Engineering	PE		
Hamilton	I-24 US-27	North of I-24 to South of Tennessee River Bridge (Additional Lanes)	1.5	Construction			CN
Hamilton	SR-29 US-27	Original Bridge over Tennessee River (Widening)	0.0	Construction			CN
Hamilton	SR-29 US-27	North of Tennessee River Bridge to SR-8 (US-127) (Additional Lanes)	1.6	Construction	CN		
Hamilton	SR-317	(Apsan Pike) Intersection at Old Leo Hwy to SR-321	2.2	Right-of-Way Construction	RW		CN
Hancock	SR-70	Bridge over Clinch River, LM 1.65	0.0	Bridge	CN		

D-List Categorical Exclusion  
I-40 at SR-222 (Exit 42)  
Fayette County  
TDOT PIN 114219.00



## **U.S. Fish and Wildlife Concurrence**



# United States Department of the Interior

FISH AND WILDLIFE SERVICE  
446 Neal Street  
Cookeville, TN 38501

March 22, 2012

Mr. Matt Richards  
Tennessee Department of Transportation  
Environmental Planning and Permits  
James K. Polk Building, Suite 900  
505 Deaderick Street  
Nashville, Tennessee 37243-0334

Subject: FWS #12-CPA-0361. Proposed construction to the Interstate 40 Interchange at State Route 22; P.E. 24001-1147-44, PIN# 114219.00, Fayette County, Tennessee.

Dear Mr. Richards:

Thank you for your correspondence dated March 7, 2012, regarding the proposal for construction to the Interstate 40 Interchange at State Route 22 in Fayette County, Tennessee. The Tennessee Department of Transportation has requested a list of threatened or endangered species that may be present within the project area. Personnel of the U.S. Fish and Wildlife Service have reviewed the subject proposal and offer the following comments.

Endangered species collection records available to the Service do not indicate that federally listed or proposed endangered or threatened species occur within the impact area of the project. We note, however, that collection records available to the Service may not be all-inclusive. Our data base is a compilation of collection records made available by various individuals and resource agencies. This information is seldom based on comprehensive surveys of all potential habitat and thus does not necessarily provide conclusive evidence that protected species are present or absent at a specific locality. Therefore, based on the best information available at this time, we believe that the requirements of section 7 of the Endangered Species Act of 1973, as amended, are fulfilled for this species. Obligations under the Act must be reconsidered if (1) new information reveals impacts of the proposed action that may affect listed species or critical habitat in a manner not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed action.

Information available to the Service does not indicate that wetlands exist in the vicinity of the proposed project. However, our wetland determination has been made in the absence of a field inspection and does not constitute a wetland delineation for the purposes of Section 404 of the Clean Water Act. The Corps of Engineers should be contacted if other evidence, particularly that obtained during an on-site inspection, indicates the potential presence of wetlands.

If you have any questions regarding our comments, please contact John Griffith of my staff at 931/528-6481 (ext. 228) or by email at [john\\_griffith@fws.gov](mailto:john_griffith@fws.gov).

Sincerely,

A handwritten signature in cursive script that reads "Mary E. Jennings". The signature is written in black ink and is positioned above the typed name and title.

Mary E. Jennings  
Field Supervisor

D-List Categorical Exclusion  
I-40 at SR-222 (Exit 42)  
Fayette County  
TDOT PIN 114219.00



**SHPO Concurrence**



**TENNESSEE HISTORICAL COMMISSION**  
DEPARTMENT OF ENVIRONMENT AND CONSERVATION  
2941 LEBANON ROAD  
NASHVILLE, TN 37243-0442  
(615) 532-1550

March 29, 2012

Ms. Martha Carver  
Tennessee Department of Transportation  
505 Deaderick St/900  
Nashville, Tennessee, 37243-0349

RE: FHWA, ARCHITECTURAL/ARCHAEOLOGICAL SURVEY REPORT, I-40/SR-222/PIN#  
114219.00, UNINCORPORATED, FAYETTE COUNTY

Dear Ms. Carver:

In response to your request, received on Monday, March 26, 2012, we have reviewed the documents you submitted regarding your proposed undertaking. Our review of and comment on your proposed undertaking are among the requirements of Section 106 of the National Historic Preservation Act. This Act requires federal agencies or applicant for federal assistance to consult with the appropriate State Historic Preservation Office before they carry out their proposed undertakings. The Advisory Council on Historic Preservation has codified procedures for carrying out Section 106 review in 36 CFR 800. You may wish to familiarize yourself with these procedures (Federal Register, December 12, 2000, pages 77698-77739) if you are unsure about the Section 106 process. You may also find additional information concerning the Section 106 process and the Tennessee SHPO's documentation requirements at <http://www.tennessee.gov/environment/hist/federal/sect106.shtml>

Considering the information provided, we find that the area of potential effects for this undertaking contains no cultural resources eligible for listing in the National Register of Historic Places. You should notify interested persons and make the documentation associated with this finding available to the public.

All borrow areas outside proposed rights-of-way will require separate certification as specified under Section 107.06-Federal Aid Provisions. If your agency proposes any modifications in current project plans or discovers any archaeological remains during the ground disturbance or construction phase, please contact this office to determine what further action, if any, will be necessary to comply with Section 106 of the National Historic Preservation Act.

This office appreciates your cooperation.

Sincerely,

E. Patrick McIntyre, Jr.  
Executive Director and  
State Historic Preservation Officer

EPM/jyg



D-List Categorical Exclusion  
I-40 at SR-222 (Exit 42)  
Fayette County  
TDOT PIN 114219.00



## **Native American Coordination**