

Quality Assurance Review

Project Information

Route: SR-1
Termini: Bridge over Muddy Creek, LM 2.13 (IA)
County: Haywood
PIN: 128113.03
Preparer: Abby Harris

Certification

By signing below, you certify that this document has been reviewed for compliance with all applicable environmental laws, regulations and procedures. The document has been evaluated for quality, accuracy, and completeness, and that all source material has been verified, compiled and included in the attachments and technical appendices.

Reviewer:	Joe Santangelo	Signature:	Joseph D. Santangelo <small>Digitally signed by Joseph D. Santangelo Date: 2018.10.11 08:15:47 -05'00'</small>
Title:	Environmental Supervisor	Comment:	Approved

Reviewer:	Enter Reviewer Name	Signature:	
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Reviewer:	Enter Reviewer Name	Signature:	
Title:	Enter Reviewer Title	Comment:	Enter Comment

Programmatic Categorical Exclusion

Notice of Activity

State Route (SR) 1

Bridge over Muddy Creek, Log Mile (LM) 2.13

Haywood County

PIN 128113.03

Submitted Pursuant to the National Environmental Policy Act of 1969, 42 U.S.C. 4332(2)(c)

Joseph D. Santangelo Digitally signed by Joseph D. Santangelo
Date: 2018.10.11 07:59:20 -05'00' 10/11/2018

Tennessee Department of Transportation

Date

Project Information

General Information

Route: State Route (SR) 1
Termini: Bridge over Muddy Creek, Log Mile (LM) 2.13
County: Haywood
PIN: 128113.03
Plans: Not Applicable
Date of Plans: N/A

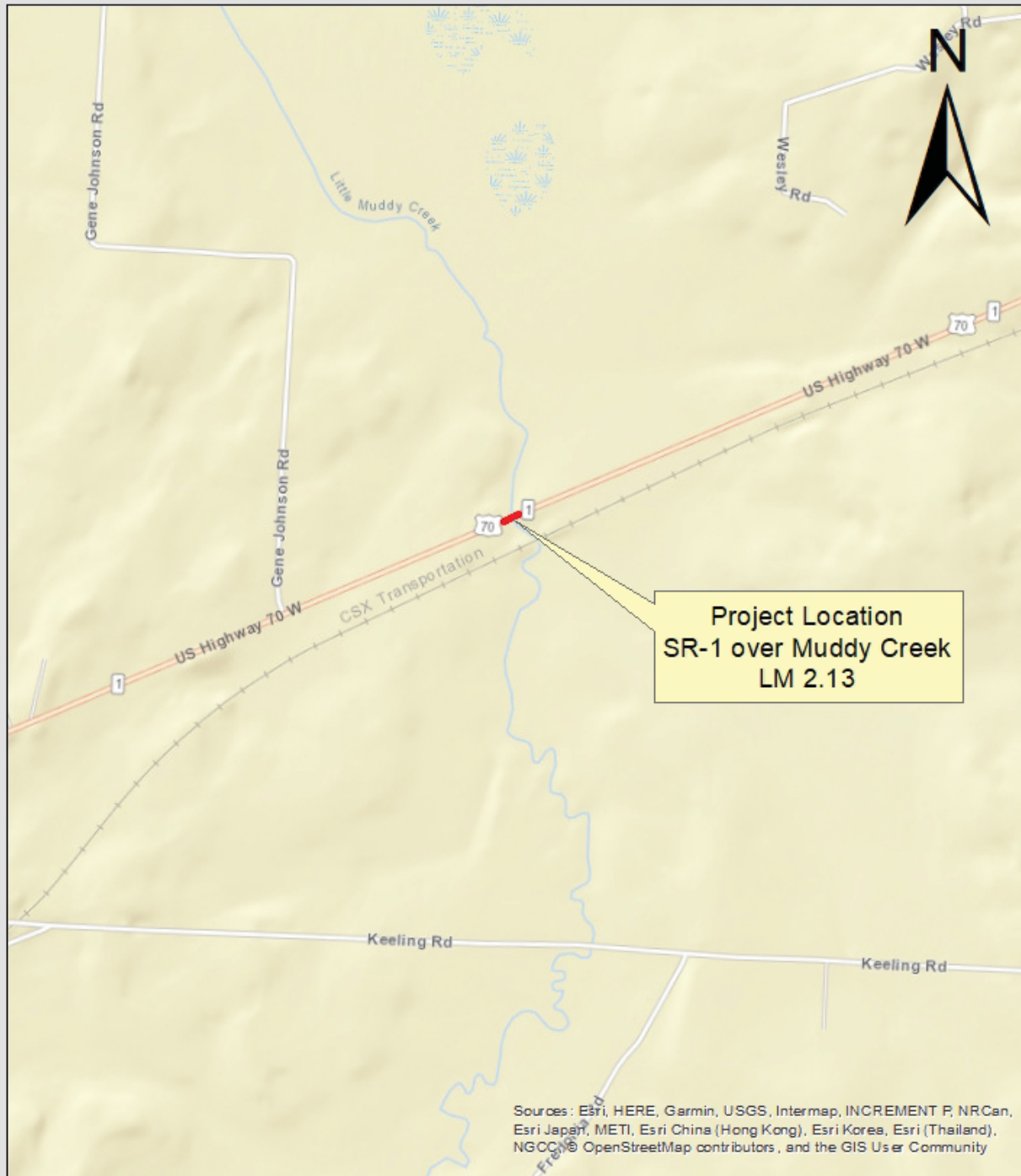
Project Funding

Planning Area: Southwest Tennessee Rural Planning Organization (RPO)
STIP/TIP: 1799003 - National Highway Performance Program (NHPP) Grouping

Funding Source	Preliminary Engineering	Right-of-Way	Construction
Federal	BR-NH-1(382)	BR-NH-1(382)	BR-NH-1(382)
State	38002-1216-94	38002-2216-94	38002-3216-94

Project Location

Project Location Map PIN 128113.03 Haywood County SR-1 Bridge over Muddy Creek (LM 2.13)



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, OpenStreetMap contributors, and the GIS User Community

-----End Section-----

Reevaluation Information

Reason for Reevaluation

- It has been more than three years since approval of the previous environmental documentation.
- Changes to applicable laws, regulations, and procedures.
- Changes to the project design or scope of work.
- Changes to the project location or existing conditions.
- Record of continuing project development and activity.

Previous Documentation

Document Type	Approval Date	Type of Plans	Date of Plans
Programmatic Categorical Exclusion	08/24/2018	Transportation Investment Report (TIR)	04/02/2018

Reevaluation Emphasis

Is this reevaluation focusing on a specific portion of the original project?

No

Project Overview

Introduction

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to replace the SR-1 bridge over Muddy Creek at log mile (LM) 2.13 in Haywood County.

Background

A Programmatic Categorical Exclusion (PCE) was approved on 8/24/2018 for the proposed project under PIN 124505.00. Since the approval of the PCE, the project PIN has been changed. The proposed project is now being developed under PIN 128113.03. To date, no other changes to the proposed project have occurred. The PCE and documentation of the PIN change are located in the Technical Appendices.

Existing Conditions

Have there been any changes to the existing conditions?

No

-----End Section-----

Project Development

Purpose

Have there been any changes to the goals and purpose of the project?

No

Need

Have there been any changes to the conditions or issues the project is intending to address?

No

Range of Alternatives

Have any new build design alternatives been developed for this project?

No

Public Involvement

Has there been any public involvement since the approval of the previous documentation?

No

-----End Section-----

Project Design

Existing Layout

Have there been any changes to the existing layout?

No

Proposed Layout

Have there been any changes to the proposed layout?

No

Typical Section

Have there been any changes to the typical section?

No

Scope of Work

Have there been any changes to the scope of work?

No

Right-of-Way

Have there been changes to the amount of right-of-way or easements required for the project?

No

Relocations and Displacements

Have there been any changes to the amount of displacements and relocations?

No

Access Control

Have there been any changes that impact access to adjacent parcels?

No

Traffic Control

Have there been any changes to traffic control measures, detours or closures?

No

Environmental Studies

Does the project require any additional environmental studies at this time?

No

An evaluation of the current project design has determined that additional environmental studies are not required at this time. Should any changes occur, the project will be reassessed to determine if further studies are needed.

-----End Section-----

Conclusion

Determination

Does the original document designation remain valid for this project?

Yes

Designation: Programmatic Categorical Exclusion

This federal-aid highway project qualifies for a Categorical Exclusion under 23 C.F.R 771.117(d) and does not exceed the thresholds listed in Section IV(A)(1)(b) of the 2015 Programmatic Agreement between the Federal Highway Administration, Tennessee Division and the Tennessee Department of Transportation. The Department has determined that the specific conditions and criteria for these CE's are satisfied and that significant environmental impacts will not result from this action. This project is therefore designated as a Programmatic Categorical Exclusion and does not require Administration approval.

Supporting Material

All source material and supporting information is included in the attachments and technical appendices. The attachments are located at the end of the environmental document and include information on funding, agency coordination, and memoranda. The technical appendices are compiled as a separate document and include the project plans, technical study reports and other information.

Certification

By signing below, you certify that this document has been prepared in compliance with all applicable environmental laws, regulations and procedures. You can attest to the document's quality, accuracy, and completeness, and that all source material has been verified, compiled and included in the attachments and technical appendices.

Preparer: Abby Harris

Title: TESS - NEPA

Signature:

Abby
Harris

Digitally signed
by Abby Harris
Date: 2018.10.10
11:03:16 -05'00'

Attachments

Acronyms

AADT	Annual Average Daily Traffic	NRCS	Natural Resource Conservation Service
ADA	American Disabilities Act	NRHP	National Register of Historic Places
APE	Area of Potential Effect	PCE	Programmatic Categorical Exclusion
BMP	Best Management Practice	PIN	Project Identification Number
CAA	Clean Air Act	PM	Particulate Matter
CE	Categorical Exclusion	PND	Pond
CEQ	Council of Environmental Quality	RCRA	Resource Conservation and Recovery Act
CFR	Code of Federal Regulations	ROW	Right-of-Way
CMAQ	Congestion Management and Air Quality	ROD	Record of Decision
DEIS	Draft Environmental Impact Statement	RPO	Rural Planning Organization
FEMA	Federal Emergency Management Act	SIP	State Implementation Plan
FONSI	Findings of No Significant Impact	SNK	Sinkhole
EA	Environmental Assessment	SR	State Route
EIS	Environmental Impact Statement	STIP	State Transportation Improvement Plan
EJ	Environmental Justice	STR	Stream
EPA	Environmental Protection Agency	TDEC	T.N. Department of Environment and Conservation
EPH	Ephemeral Stream	TDOT	Tennessee Department of Transportation
FHWA	Federal Highway Administration	TIP	Transportation Improvement Program
FIRM	Flood Insurance Rate Map	SHPO	T.N. State Historic Preservation Office
FPPA	Farmland Protection Policy Act	TPO	Transportation Planning Organization
GHG	Greenhouse Gas	TVA	Tennessee Valley Authority
GIS	Geographic Information System	TWRA	Tennessee Wildlife Resource Agency
IAC	Interagency Consultation	USDOT	U.S. Department of Transportation
LWCF	Land and Water Conservation Fund	USACE	U.S. Army Corps of Engineers
LOS	Level of Service	USFWS	U.S. Fish and Wildlife Service
MOA	Memorandum of Agreement	UST	Underground Storage Tank
MOU	Memorandum of Understanding	VMT	Vehicle Miles Travelled
MPO	Metropolitan Planning Organization	VPD	Vehicles Per Day
MSAT	Mobile Source Air Toxicity	WWC	Wet Weather Conveyance
NEPA	National Environmental Policy Act		

State Transportation Improvement Program

STIP Project List

STIP #
TDOT PIN #
LENGTH IN MILES
LEAD AGENCY

COUNTY
TOTAL PROJECT COST

ROUTE

TERMINI

PROJECT DESCRIPTION

REMARKS



COUNTY MAP

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	PE, ROW, CONST	NHPP	167,800,000	134,240,000	33,560,000	
2018	PE, ROW, CONST	NHPP	167,800,000	134,240,000	33,560,000	
2019	PE, ROW, CONST	NHPP	167,800,000	134,240,000	33,560,000	
2020	PE, ROW, CONST	NHPP	167,800,000	134,240,000	33,560,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

Appendices

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>National Highway Performance Program (NHPP) Grouping</p> <p>STIP# 1799003</p>	<p>Projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS), including</p> <ul style="list-style-type: none"> ● Rehabilitation, resurfacing, restoration, preservation, and operational improvements. ● Traffic operations, ● Bridge and tunnel improvements, ● Safety improvements, ● Bicycle and pedestrian improvements, and ● Environmental mitigation. 	<ul style="list-style-type: none"> ● Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance ● Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition ● Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps ● Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: <ul style="list-style-type: none"> ○ Infrastructure-based intelligent transportation systems (ITS) capital improvements ○ Traffic Management Center (TMC) operations and utilities ○ Freeway service patrols ○ Traveler information ● Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures ● Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure ● Rail-highway grade crossing improvements ● Highway safety improvements: <ul style="list-style-type: none"> ○ Installation of new or improvement of existing guardrail ○ Installation of traffic signs and signals/lights ○ Spot safety improvements ● Sidewalk improvements ● Pedestrian and/or bicycle facilities ● Traffic calming and traffic diversion improvements ● Noise walls ● Wetland and/or stream mitigation ● Environmental restoration and pollution abatement ● Control of noxious weeds and establishment of native species

Technical Appendices

Notice of Activity

State Route (SR) 1

Bridge over Muddy Creek, Log Mile (LM) 2.13

Haywood County

PIN 128113.03

Previous Environmental Documentation

Programmatic Categorical Exclusion

State Route (SR) 1

Bridge over Muddy Creek, Log Mile (LM) 2.13

Haywood County

PIN 124505.00

Submitted Pursuant to the National Environmental Policy Act of 1969, 42 U.S.C. 4332(2)

Project Information

General Information

Route: SR-1 (US-70)
Termini: Bridge over Muddy Creek, LM 2.13
Municipality: Unincorporated (west of Stanton)
County: Haywood
PIN: 124505.00
Plans: Transportation Investment Report (TIR)
Date of Plans: 04/02/2018

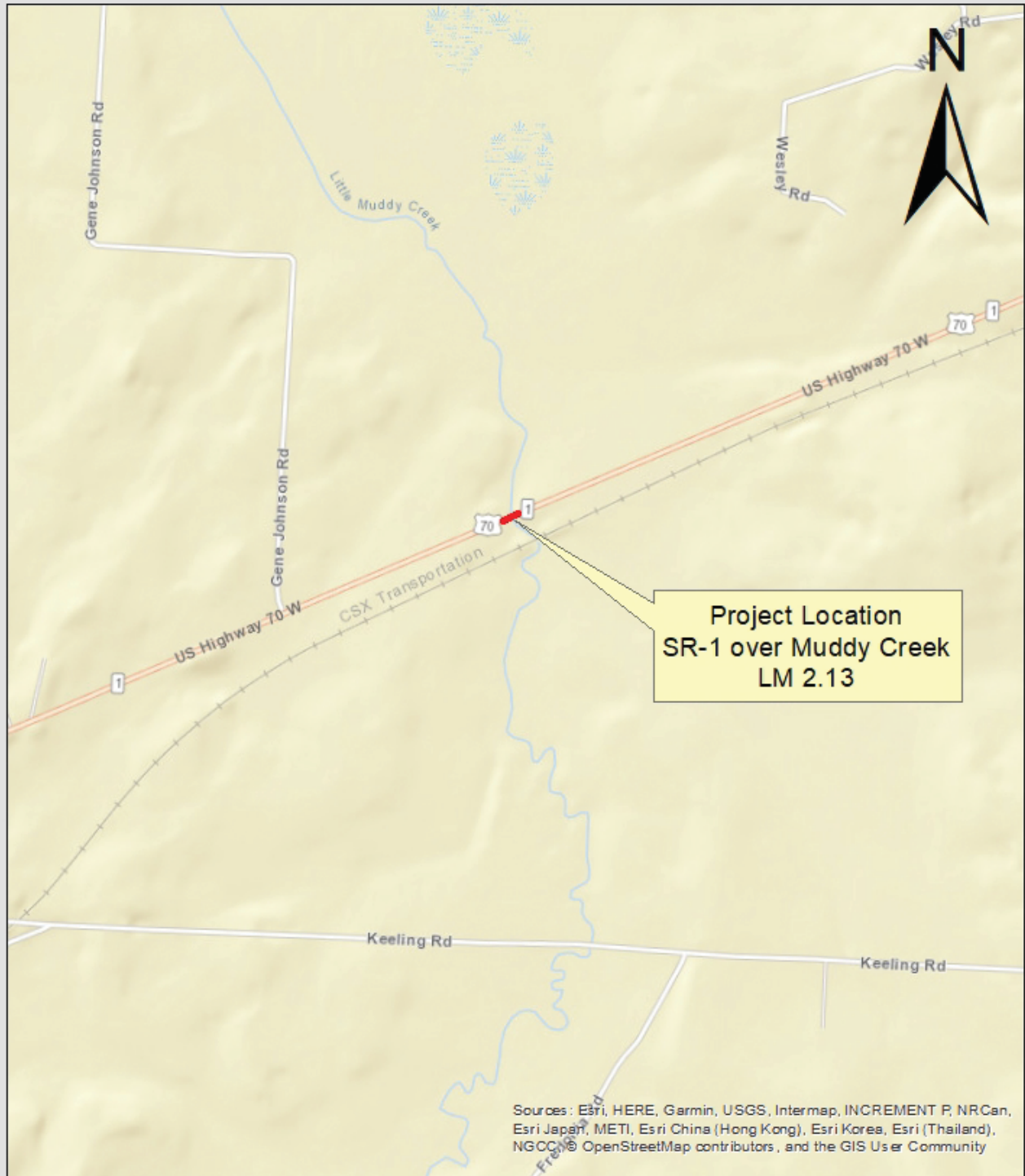
Project Funding

Planning Area: Southwest Tennessee Rural Planning Organization (RPO)
STIP/TIP: 1799003 - National Highway Performance Program (NHPP) Grouping

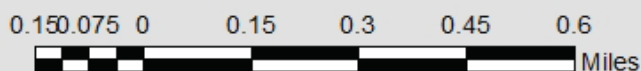
Funding Source	Preliminary Engineering	Right-of-Way	Construction
Federal	BR-NH-1(382)	BR-NH-1(382)	BR-NH-1(382)
State	38002-1216-94	38002-2216-94	38002-3216-94

Project Location

Project Location Map PIN 124505.00 Haywood County SR-1 Bridge over Muddy Creek (LM 2.13)



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, OpenStreetMap contributors, and the GIS User Community



Project Overview

Introduction

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to replace the SR-1 bridge over Muddy Creek at log mile (LM) 2.13 in Haywood County.

Background

Every two years, TDOT performs a comprehensive inspection and subsequent evaluation of all public bridges across the state in order to determine the status of their working condition and operating limits to ensure that they are in accordance with the Federal Highway Administration (FHWA) National Bridge Inspection Standards (NBIS). These inspections are recorded and published in the National Bridge Inventory (NBI) Tennessee Inventory and Appraisal Report. One of the components of this evaluation is the designation of a sufficiency rating. A sufficiency rating is calculated for each individual bridge that is used to carry vehicular traffic. Ratings are measured on a scale of 0 to 100. A rating of 100 corresponds to a bridge that qualifies as an “entirely sufficient bridge,” while a rating of 0 denotes a bridge that is “entirely deficient.” Bridges that receive a sufficiency rating of less than 80.0 are eligible for rehabilitation; bridges that earn a rating below 50.0 are eligible for replacement. Another component of the NBI are the condition ratings. Condition ratings are used to describe the existing, in-place bridge as compared to the as-built condition. The physical condition of the deck, superstructure, and substructure components of a bridge are evaluated for a condition rating. Condition ratings are assigned codes ranging from 0-9, with 0 being failed condition and 9 being excellent condition.

According to the NBI, Tennessee Inventory and Appraisal Report published on 07/27/2018, located in the Technical Appendices, the SR-1 Bridge over Muddy Creek at LM 2.13 received a sufficiency rating of 45.8. This qualifies the bridge for replacement. The bridge's superstructure received a condition rating of 4, or poor condition, indicating advanced section loss, deterioration, spalling or scour. The bridge's deck and substructure received a condition rating of 5, or fair condition, indicating all of the primary structural elements are sound but may have minor section loss, cracking, spalling or scour. The bridge's stream channel and channel protection received a condition rating of 6, or satisfactory condition, indicating the structural elements show some minor deterioration.

This project contains an official detour route of 26.8 miles in length which exceeds the 25 mile threshold for a rural detour route prompting Federal Highway Administration (FHWA) coordination/approval; however, a local detour route of 21 miles is also proposed which allows this document to be processed as a Programmatic Categorical Exclusion (PCE). Correspondence with FHWA is located in the Technical Appendices.

Project Development

Need

The proposed project is needed to address insufficient structural elements of the SR-1 bridge over Muddy Creek as indicated by the assigned condition ratings and overall sufficiency rating of 45.8.

Purpose

The purpose of the proposed project is to improve structural elements of the SR-1 bridge over Muddy Creek by replacing the existing bridge.

Range of Alternatives

Other than the selected design, were any alternative build designs developed for this project?

No

No-Build

In the development of design solutions that address the needs outlined above and achieve the purpose of the project, TDOT evaluated the potential consequences should the project not be implemented. This option, known as the No-Build alternative, assumed the continuation of current conditions and set the baseline from which the impacts of the selected design were compared.

Public Involvement

Has there been any public involvement for the project?

No

Project Design

Existing Conditions and Layout

Based on the TIR dated 04/02/2018, located in the Technical Appendices, the project bridge is classified as a Rural Arterial Road carrying two 12-foot travel lanes, one in either direction, and consists of two main spans, steel beams, a concrete deck and asphalt surface. The structure has an out-to-out width of 34 feet-five inches and an overall structure length of 65 feet. The project bridge was constructed on 1926 and was rehabilitated in 1959.

Scope of Work

The proposed alignment and grade for the replacement structure will remain the same as the existing structure. The proposed structure will be a two span prestressed box beam structure with a total length of 70 feet. Two unequal spans of 30 feet and 40 feet will make up the length of the bridge and will allow the pier to be moved out of the creek. The proposed structure will consist of two 12-foot travel lanes with eight (8) foot shoulders and single slope concrete parapets for a total structure out-to-out width of 41 feet-three inches. The project will extend 150 feet from the structure to the east and to the west in order to install guardrail and to taper the paved shoulders back into the existing roadway.

Right-of-Way

Does this project require the acquisition of right-of-way or easements?

Yes

Right-of-Way Acquisition Table

Permanent Acquisition			Temporary Acquisition		
R.O.W Acquisition	Drainage Easements	Total	Slope Easements	Construction Easements	Total
0.340	0.000	0.340	0.000	0.000	0.000

*Measured in acres

According to the TIR, it is estimated that two (2) tracts of land will be affected resulting in approximately 0.34 acres of right-of-way (ROW) acquisition. It is also estimated that underground and overhead utilities will need to be relocated.

Displacements and Relocations

Will this project result in residential, business or non-profit displacements and relocations?

No

Changes in Access Control

Will changes in access control impact the functional utility of any adjacent parcels?

No

Traffic and Access Disruption

At this time, are traffic control measures and temporary access information available?

Yes

Will this project involve traffic control measures that may result in major traffic disruptions?

No

According to the TIR, two detour routes will be utilized for the proposed project. The official detour route has a length of 26.8 miles, or 32 minutes. From the project location, this detour would follow SR-1 northeast for 2.2 miles to SR-179. The detour would continue northwest along SR-179 for 9.8 miles to SR-14. The detour would then continue southwest along SR-14 for 2.9 miles to SR-59. The detour would continue south along SR-59 for 5.9 miles where it would reconnect with SR-1. The detour would continue six miles north east back to the project location.

The local route detour has a length of 21 miles, or 25 minutes. This detour would follow SR-1 northeast for 2.2 miles to SR-179. The route would then follow SR-179 northwest 7.2 miles to Charleston-Mason Road. From there, the route would follow Charleston-Mason Road south to reconnect to SR-1. The detour would continue 5.6 miles northeast back to the project location.

Environmental Studies

Water Resources

Are there any water resources, wetlands or natural habitat located within the project area?

Yes

Labels	Type*	Function	Quality	Estimated Impacts		
				Permanent	Temporary	Total
Wetlands						
WTL-1	Emergent	Wildlife habitat	Low Resource value	Unknown**	Unknown**	Unknown**
Streams						
STR-1	Perennial		Assessed - Not Supporting	0 ft		0 ft

*Identification of features has not been reviewed by regulatory agencies and determinations of stream type could possibly be changed. Predicted impacts are considered "preliminary" and will not be completely accurate until the time of permit application.

**Impacts are unknown at this time as no plans are available.

Mitigation of impacts to streams or any other fluvial systems will be accomplished through the avoidance and minimization of potential impacts during the design process. Permanent stream alterations such as relocations, impoundments or channel modification will be mitigated on-site to the extent possible in order to return the channel to its most probable natural state. Impacts that cannot be mitigated on-site will be subject to a compensatory mitigation plan that may include restoration of a comparable resource or application of an in-lieu fee program.

Protected Species

Is the Grouped Programmatic No Effect Activities Consultation (2017) and the TDEC-DNA (2015) MOA applicable to this project?

No

Rare Species Dataviewer:

The TDEC Rare Species Dataviewer was reviewed on 02/08/2018.

Rare Species List			
Species Name	Status	Species Potential within Right-of-Way	Accommodations
Reniform sedge (<i>Carex reniformis</i>)	State	Low Potential: Present habitat unsuitable	Not applicable

As indicated in the Environmental Studies Report (ESR) located in the Technical Appendices, the Rare Species Dataviewer indicated no threatened or endangered species within a one mile radius of the project limits and one species within a one to four mile radius which is shown in the table above.

U.S. Fish and Wildlife Service (USFWS):

Coordination with the USFWS was completed on 02/23/2018.

Coordination with the USFWS on 02/23/2018, located in the Technical Appendices, states, "we believe that the requirements of section 7 of the Endangered Species Act of 1973, as amended, are fulfilled for all species that currently receive protection under the Act. Obligations under section 7 of the Act should 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.

Our National Wetland Inventory maps indicate that the project is bounded by a sizable wetland on either side of the road. If wetland impacts would occur, the Corps of Engineers and the Tennessee Department of Environment and Conservation should be contacted regarding the presence of regulatory wetlands and the requirements of wetlands protection statutes."

Tennessee Wildlife Resources Agency (TWRA):

Coordination with TWRA was completed on 03/05/2018.

Coordination with the TWRA on 03/05/2018, located in the Technical Appendices, states, "The implementation of standard BMP's will be sufficient to satisfy the needs of the Tennessee Wildlife Resources Agency for this proposed project."

Floodplain Management

Flood Zone: Zone A - No Base Flood Elevations Determined

Portions of this project are located in or near a FEMA defined floodplain however there is no detailed study. The project is located on Flood Insurance Rate Maps in Haywood County, Panel 305 of 400, Map # 47075C0305D. The design of the roadway system will be consistent with the Memorandum of Understanding (MOU) between FHWA and FEMA and with the floodplain management criteria set forth in the National Flood Insurance Regulations of Title 44 of the Code of Federal Regulations (CFR). It will be consistent with the requirements of floodplain management guidelines for implementing Executive Order 11988 and FHWA guidelines 23 CFR 650A. A portion of the FEMA FIRM is included in the Attachments.

Air Quality

Transportation Conformity:

Correspondence dated 04/13/2018 with TDOT's Air Quality and Noise Section states, "This project is in Haywood County which is in attainment for all regulated criteria pollutants. Therefore, conformity does not apply to this project."

Mobile Source Air Toxics (MSAT):

In the correspondence referenced above, it states, "This project qualifies as a categorical exclusion under 23 CFR 771.117 and, therefore, does not require an evaluation of MSATs per FHWA's [Federal Highway Administration] 'Interim Guidance Update on Air Toxic Analysis in NEPA [National Environmental Policy Act] Documents' dated October 2016."

Noise

In accordance with FHWA requirements and TDOT's Noise Policy this project is determined to be **Type III**

No significant noise impacts are anticipated for this project and a noise study is not needed.

Farmland

Is this project exempt from the provisions of the Farmland Protection Policy Act (FPPA)? **Yes**

FPPA Exemption: Small Acreage (3 acres or less for an existing bridge or interchange)

Section 4(f)

Does this project involve the use of property protected by Section 4(f) (49 USC 303)? **No**

Section 6(f)

Does this project involve the use of property assisted by the L&WCF? **No**

Cultural Resources

Does the Interstate Highway exemption or MOU between TDOT and the SHPO (2015) apply? **No**

Are NRHP listed or eligible cultural resources within the project Area of Potential Effect (APE)? **No**

Historic/Architectural Concurrence:

Concurrence from the TN State Historic Preservation Office (TN-SHPO) was received on 06/12/2018.

Correspondence with the TN-SHPO dated 06/12/2018, located in the Technical Appendices, states "no architectural resources eligible for listing in the National Register of Historic Places will be affected by this undertaking. If project plans are changed or archaeological remains are discovered during project construction, 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."

Archaeology Concurrence:

Concurrence from the TN State Historic Preservation Office (TN-SHPO) was received on 06/21/2018.

Correspondence with the TN-SHPO dated 06/21/2018, located in the Technical Appendices, states "no archaeological resources eligible for listing in the National Register of Historic Places will be affected by this undertaking. If project plans are changed or archaeological remains are discovered during project construction, 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."

Native American Consultation

Does this project require Native American consultation?

Yes

Native American Consultation was requested on 04/04/2018.

Native American Consultation					
Sent	Response		Sent	Response	
<input type="checkbox"/>	<input type="checkbox"/>	Absentee Shawnee Tribe of Oklahoma	<input type="checkbox"/>	<input type="checkbox"/>	Muscogee (Creek) Nation
<input type="checkbox"/>	<input type="checkbox"/>	Cherokee Nation	<input type="checkbox"/>	<input type="checkbox"/>	Poarch Band of Creek Indians
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Chickasaw Nation	<input type="checkbox"/>	<input type="checkbox"/>	Quapaw Tribe of Oklahoma
<input type="checkbox"/>	<input type="checkbox"/>	Choctaw Nation of Oklahoma	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Shawnee Tribe
<input type="checkbox"/>	<input type="checkbox"/>	Eastern Band of Cherokee Indians	<input type="checkbox"/>	<input type="checkbox"/>	Thlopthlocco Tribal Town
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Eastern Shawnee Tribe of Oklahoma	<input checked="" type="checkbox"/>	<input type="checkbox"/>	United Keetoowah Band of Cherokee Indians
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Kialegee Tribal Town	<input type="checkbox"/>	<input type="checkbox"/>	Other

Shawnee Tribe:

The response was received on 04/06/2018.

In a letter dated 04/06/2018, located in the Technical Appendices, the Shawnee Tribe stated, "The Shawnee Tribe's Tribal Historic Preservation Department concurs that no known historic properties will be negatively impacted by this project. We have no issues or concerns at this time, but in the event that archaeological materials are encountered during construction, use, or maintenance of this location, please re-notify us at that time as we would like to resume immediate consultation under such a circumstance."

Environmental Justice

Are there any disproportionately high or adverse effects on low-income or minority populations?

No

The proposed project does not have the potential to cause disproportionately high or adverse effects on low-income or minority populations.

Hazardous Materials

Does the project involve any asbestos containing materials?

No

Does the project involve any other hazardous material sites?

No

Bicycle and Pedestrian

Does this project include accommodations for bicycles and pedestrians?

Yes

Correspondence dated 04/17/2018 with TDOT's Multimodal Transportation Resources Division, located in the Technical Appendices, states, "This project accommodates bicycle and pedestrian traffic with an 8' shoulder in a rural area."

Environmental Commitments

Does this project involve any environmental commitments?

No

Additional Environmental Issues

Are there any additional environmental concerns involved with this project?

No

Conclusion

Review Determination

Determination: Programmatic Categorical Exclusion

This federal-aid highway project qualifies for a Categorical Exclusion under 23 C.F.R 771.117(d) and does not exceed the thresholds listed in Section IV(A)(1)(b) of the 2016 Programmatic Agreement between the Federal Highway Administration, Tennessee Division and the Tennessee Department of Transportation. The Department has determined that the specific conditions and criteria for these CEs are satisfied and that significant environmental impacts will not result from this action. This project is therefore designated as a Programmatic Categorical Exclusion and does not require Administration approval.

Reference Material

All source material used in support of the information and conclusions presented in this document are included in the attachments and technical appendices. The attachments are located at the end of the environmental document and include information on funding, agency concurrence, applicable agency agreements, and special commitment support. The technical appendices are compiled as a separate document and include the project plans, technical reviews, reports and any other additional information.

Preparer Certification

By signing below, you certify that this document has been prepared in compliance with all applicable environmental laws, regulations and procedures. You can attest to the document's quality, accuracy, and completeness, and that all source material has been compiled and included in the attachments and technical appendices.

Abby
Harris

Digitally signed by
Abby Harris
Date: 2018.08.24
11:52:11 -05'00'

Document Preparer

Document Approval

By signing below, you officially concur that this document is in compliance with all applicable environmental laws, regulations and procedures. You have reviewed and verified the document's quality, accuracy, and completeness and that all source material has been compiled and included in the attachments and technical appendices.

Joseph D. Santangelo

Digitally signed by Joseph D. Santangelo
Date: 2018.08.24 13:01:15 -05'00'

Tennessee Department of Transportation

Attachments

Acronyms

AADT	Annual Average Daily Traffic	NRCS	Natural Resources Conservation Service
ADA	Americans with Disabilities Act	NRHP	National Register of Historic Places
APE	Area of Potential Effect	PCE	Programmatic Categorical Exclusion
BMP	Best Management Practice	PIN	Project Identification Number
CAA	Clean Air Act	PM	Particulate Matter
CE	Categorical Exclusion	PND	Pond
CEQ	Council on Environmental Quality	RCRA	Resource Conservation and Recovery Act
CFR	Code of Federal Regulations	ROW	Right-of-Way
CMAQ	Congestion Mitigation and Air Quality	ROD	Record of Decision
DEIS	Draft Environmental Impact Statement	RPO	Rural Planning Organization
FEMA	Federal Emergency Management Agency	SIP	State Implementation Plan
FONSI	Finding of No Significant Impact	SNK	Sinkhole
EA	Environmental Assessment	SR	State Route
EIS	Environmental Impact Statement	STIP	State Transportation Improvement Program
EJ	Environmental Justice	STR	Stream
EPA	Environmental Protection Agency	TDEC	TN Department of Environment and Conservation
EPH	Ephemeral Stream	TDOT	Tennessee Department of Transportation
FHWA	Federal Highway Administration	TIP	Transportation Improvement Program
FIRM	Flood Insurance Rate Map	SHPO	State Historic Preservation Office
FPPA	Farmland Protection Policy Act	TPO	Transportation Planning Organization
GHG	Greenhouse Gas	TVA	Tennessee Valley Authority
GIS	Geographic Information System	TWRA	Tennessee Wildlife Resources Agency
IAC	Interagency Consultation	USDOT	U.S. Department of Transportation
LWCF	Land and Water Conservation Fund	USACE	U.S. Army Corps of Engineers
LOS	Level of Service	USFWS	U.S. Fish and Wildlife Service
MOA	Memorandum of Agreement	UST	Underground Storage Tank
MOU	Memorandum of Understanding	VMT	Vehicle Miles Traveled
MPO	Metropolitan Planning Organization	VPD	Vehicles Per Day
MSAT	Mobile Source Air Toxics	WWC	Wet Weather Conveyance
NEPA	National Environmental Policy Act		

State Transportation Improvement Program

STIP Project List

STIP #	1799003	TDOT PIN #		LENGTH IN MILES		LEAD AGENCY	TDOT
COUNTY	STATEWIDE - RURAL					TOTAL PROJECT COST	\$671,200,000
ROUTE							
TERMINI	NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP) - GROUPING						
PROJECT DESCRIPTION	SEE APPENDIX STATE GROUPING DESCRIPTION FOR A COMPREHENSIVE LISTING OF ACTIVITIES INCLUDED BUT NOT LIMITED FOR ELIGIBILITY						
REMARKS							



COUNTY MAP

FY	PHASE	FUNDING	TOTAL FUNDS	FED FUNDS	STATE FUNDS	LOCAL FUNDS
2017	PE, ROW, CONST	NHPP	167,800,000	134,240,000	33,560,000	
2018	PE, ROW, CONST	NHPP	167,800,000	134,240,000	33,560,000	
2019	PE, ROW, CONST	NHPP	167,800,000	134,240,000	33,560,000	
2020	PE, ROW, CONST	NHPP	167,800,000	134,240,000	33,560,000	



VICINITY MAP

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

Grouping Category	Function of Grouping Activities	Allowable Work Types
<p>National Highway Performance Program (NHPP) Grouping</p> <p>STIP# 1799003</p>	<p>Projects for the preservation and improvement of the conditions and performance of the National Highway System (NHS), including</p> <ul style="list-style-type: none"> • Rehabilitation, resurfacing, restoration, preservation, and operational improvements, • Traffic operations, • Bridge and tunnel improvements, • Safety improvements, • Bicycle and pedestrian improvements, and • Environmental mitigation. 	<ul style="list-style-type: none"> • Minor rehabilitation, pavement resurfacing, preventative maintenance, restoration, and pavement preservation treatments to extend the service life of highway infrastructure, including pavement markings and improvements to roadside hardware or sight distance • Highway improvement work including slide repair, rock fall mitigation, drainage repairs, or other preventative work necessary to maintain or extend the service life of the existing infrastructure in a good operational condition • Minor operational and safety improvements to intersections and interchanges such as adding turn lanes, addressing existing geometric deficiencies, and extending on/off ramps • Capital and operating costs for intelligent transportation systems (ITS) and traffic monitoring, management, and control facilities and programs: <ul style="list-style-type: none"> ○ Infrastructure-based intelligent transportation systems (ITS) capital improvements ○ Traffic Management Center (TMC) operations and utilities ○ Freeway service patrols ○ Traveler information • Bridge and tunnel construction (no additional travel lanes), replacement, rehabilitation, preservation, protection, inspection, evaluation, and inspector training and inspection and evaluation of other infrastructure assets, such as signs, walls, and drainage structures • Development and implementation of a State Asset Management Plan including data collection, maintenance and integration, software costs, and equipment costs that support the development of performance-based management systems for infrastructure • Rail-highway grade crossing improvements • Highway safety improvements: <ul style="list-style-type: none"> ○ Installation of new or improvement of existing guardrail ○ Installation of traffic signs and signals/lights ○ Spot safety improvements • Sidewalk improvements • Pedestrian and/or bicycle facilities • Traffic calming and traffic diversion improvements • Noise walls • Wetland and/or stream mitigation • Environmental restoration and pollution abatement • Control of noxious weeds and establishment of native species



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Tennessee ES Office
446 Neal Street
Cookeville, Tennessee 38501



February 23, 2018

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

Subject: FWS# 18-CPA-0264. Proposed replacement of the State Route 1 Bridge over a Branch over Little Muddy Creek at LM 2.13; PIN 124505.00, P.E. 38002-0216-94, Haywood County, Tennessee.

Dear Mr. Nehus:

Thank you for your correspondence dated February 7, 2018, regarding the proposal to replace the State Route 1 Bridge over Little Muddy Creek in Haywood County, Tennessee. The Tennessee Department of Transportation requests our comments on any federally listed species of concern for this project. Personnel of the U.S. Fish and Wildlife Service (Service) have reviewed the information provided 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 database 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. However, 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 all species that currently receive protection under the Act. Obligations under section 7 of the Act should 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.

Our National Wetland Inventory maps indicate that the project is bounded by a sizable wetland on either side of the road. If wetland impacts would occur, the Corps of Engineers and the Tennessee Department of Environment and Conservation should be contacted regarding the presence of regulatory wetlands and the requirements of wetlands protection statutes.

If you have any questions regarding our comments, please contact John Griffith of my staff at 931/525-4995 or by email at john_griffith@fws.gov.

Sincerely,

A handwritten signature in blue ink that reads "Mary E. Jennings". The signature is written in a cursive style with a large, stylized "M" and "J".

Mary E. Jennings
Field Supervisor

Tennessee Wildlife Resource Agency Coordination

Tim Nehus

From: Casey Parker
Sent: Monday, March 05, 2018 9:46 AM
To: Tim Nehus; TDOT Env.LocalPrograms
Cc: Rob Todd
Subject: Correction of PIN RE: Haywood Co. SR-1 over L. Muddy Cr. and Branch PINs 124505.00 and 124503.00

Correction: PIN 124505.00 and PIN 124503.00

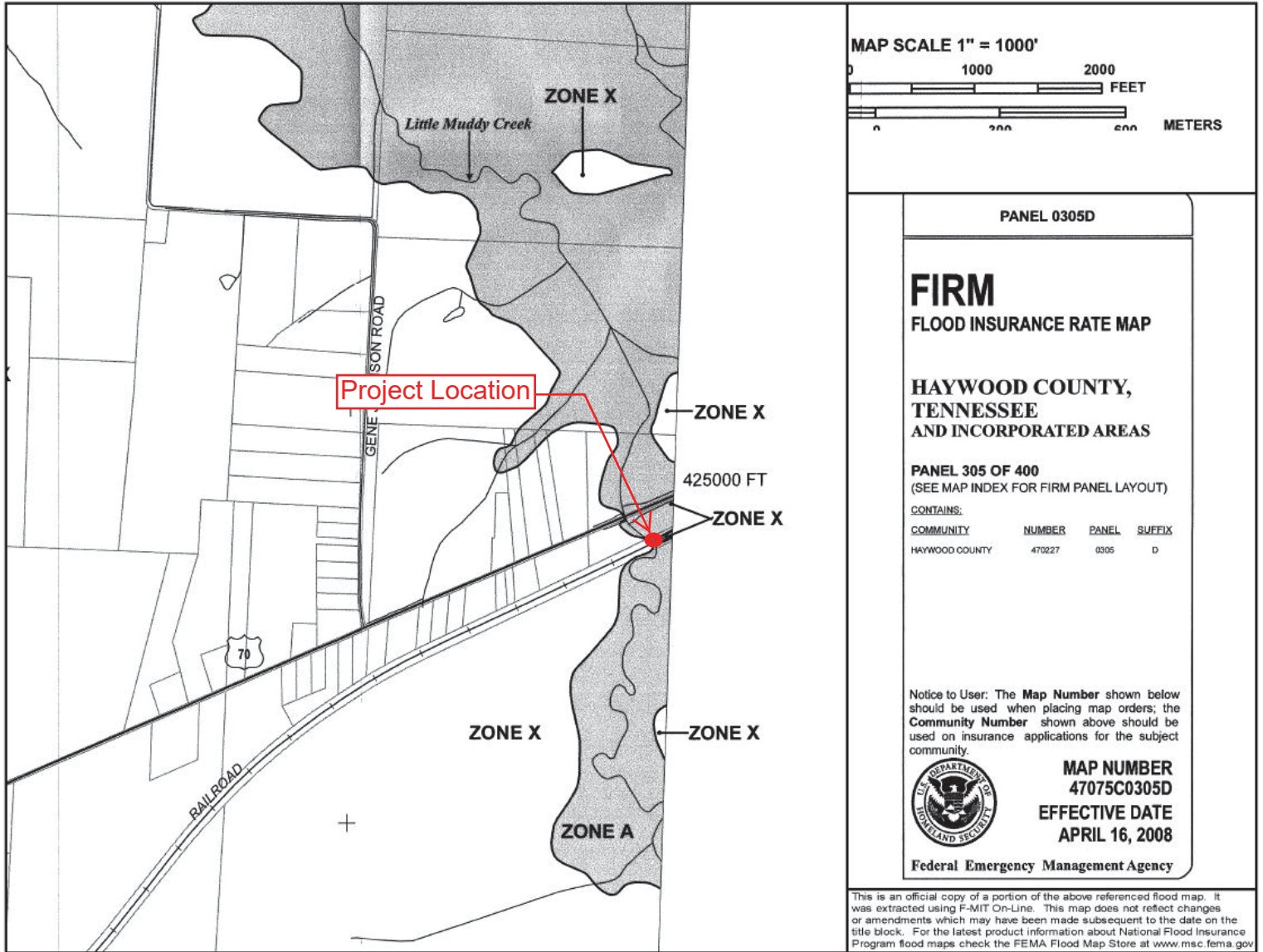
Subject: Haywood County; SR-1, HWY 70 E. Bridge over Branch at LM 2.89; P.E. 38002-0217-94, PIN 124505.00
Haywood County; SR-1, HWY 70 E. Bridge over Branch at LM 2.89; P.E. 38002-0217-94, PIN 124503.00
Mr. Tim Nehus,

I have reviewed the information that you provided regarding the proposed replacement of the subject bridges in Haywood County, Tennessee. The implementation of standard BMP's will be sufficient to satisfy the needs of the Tennessee Wildlife Resources Agency for this proposed project. Thank you for the opportunity to review and comment, please contact me if you need further assistance.

Casey Parker - Wildlife Biologist
Liaison to TDOT & Federal Highway Administration
Tennessee Wildlife Resources Agency
Environmental Services Division
Email: casey.parker@tn.gov



Floodplain Map





TENNESSEE HISTORICAL COMMISSION
STATE HISTORIC PRESERVATION OFFICE
2941 LEBANON PIKE
NASHVILLE, TENNESSEE 37243-0442
OFFICE: (615) 532-1550
www.tnhistoricalcommission.org

June 12, 2018

Ms. Katherine Looney
Tennessee Department of Transportation
505 Deaderick St
Suite 900
Nashville, TN 37243-1402

RE: FHWA / Federal Highway Administration, Replacement of the SR 1 Bridge over Muddy Creek, Log Mile 2.13/ PIN 124505.00, , Haywood County, TN

Dear Ms. Looney:

In response to your request, we have reviewed the architectural survey report and accompanying documentation submitted by you regarding the above-referenced 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 applicants 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 (Federal Register, December 12, 2000, 77698-77739).

Considering the information provided, we concur that no architectural resources eligible for listing in the National Register of Historic Places will be affected by this undertaking. If project plans are changed or archaeological remains are discovered during project construction, 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. Questions or comments may be directed to Casey Lee (615 253-3163).

Your cooperation is appreciated.

Sincerely,

A handwritten signature in black ink that reads "E. Patrick McIntyre, Jr." in a cursive script.

E. Patrick McIntyre
Executive Director and
State Historic Preservation Officer

EPM/cjl



TENNESSEE HISTORICAL COMMISSION
STATE HISTORIC PRESERVATION OFFICE
2941 LEBANON PIKE
NASHVILLE, TENNESSEE 37243-0442
OFFICE: (615) 532-1550
www.tnhistoricalcommission.org

June 21, 2018

Mr. Phillip R. Hodge
Tennessee Department of Transportation
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-1402

RE: FHWA / Federal Highway Administration, SR-1/US Highway 70 Bridge Replacement over Little Muddy Creek, Haywood County, TN

Dear Mr. Hodge:

In response to your request, we have reviewed the archaeological report of investigations and accompanying documentation submitted by you regarding the above-referenced 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 applicants 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 (Federal Register, December 12, 2000, 77698-77739).

Considering the information provided, we find that no archaeological resources eligible for listing in the National Register of Historic Places will be affected by this undertaking. If project plans are changed or archaeological remains are discovered during project construction, 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. Complete and/or updated Tennessee Site Survey Forms should be submitted to the Tennessee Division of Archaeology for all sites recorded and/or revisited during the current investigation. Questions or comments may be directed to Jennifer Barnett (615) 687-4780.

Your cooperation is appreciated.

Sincerely,

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

EPM/jmb

Project Development

From: [Joseph Santangelo](#)
To: [Abby Harris](#); [Brittany Hyder](#); [Crystal Alfaro](#)
Cc: [Sharon Sanders](#)
Subject: Design-Build Bridge Projects
Date: Wednesday, October 3, 2018 1:10:38 PM
Attachments: [image001.png](#)
Importance: High

All,

The PINs have recently changed for all of these projects. Please see below and update your tracking reports and project files accordingly.

If you have projects that have been approved under the old PIN, I'm awaiting guidance on how to proceed...

Brittany – 124139.00 – New PIN: 128113.01

Crystal – 124285.00 – New PIN: 128113.02

Abby – 124505.00 – New PIN: 128113.03

Abby – 124503.00 – New PIN: 128113.04

Abby – 124637.00 – New PIN: 128113.05

Crystal – 124712.00 – New PIN: 128113.06

Thank you,



Joe Santangelo | Environmental Supervisor
Environmental Division – NEPA Section
James K. Polk Building, 9th Floor
505 Deaderick Street
Nashville, TN 37243
p. 615-253-1454
Joseph.Santangelo@tn.gov