

C-List Categorical Exclusion

Does the action described in this "c-list" Categorical Exclusion (CE) exceed one or more of the thresholds described in the PCE Agreement, thereby requiring review and approval by the Federal Highway Administration (FHWA)? No

Interstate 40

Truck Parking and Bridges Replacement over the Caney Fork River

Smith and Putnam Counties

PIN 131552.01

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

Document Approval

By signing below, the authorized signatory concurs that this document is in compliance with all applicable environmental laws, regulations and procedures. The authorized signatory has reviewed and verified the document's quality, accuracy, and completeness and that all source material has been compiled and included in the technical appendices.

Tennessee Department of Transportation

Environmental Commitments

Owner	Commitment
Ecology	In accordance with the Programmatic Consultation for Addressing Cliff Swallows and Barn Swallows on Transportation Projects dated 9/16/2020, cliff swallow and barn swallow nests, eggs, or birds (young and adults) will not be disturbed between April 15 and July 31. From August 1 to April 14, nests may be removed or destroyed, and measures may be implemented to prevent future nest building at the site (e.g., closing off area using netting).
Ecology	Due to the presence of multiple state listed fish species, in stream work is prohibited from April 1 to June 30.
Ecology	Haul road(s) shall not extend beyond one-third the stream [Caney Fork River (STR-1)] width to avoid disturbing flow.

Project Information

General Information

Route: Interstate 40

Termini: Truck Parking and Bridges Replacement over the Caney Fork River

County: Smith and Putnam Counties

PIN: 131552.01

Plans: ETSA and Concept Layouts

Date of Plans: 04/24/2024

Type of Work Bridge Replacement and Rest Area Improvements

Project Funding

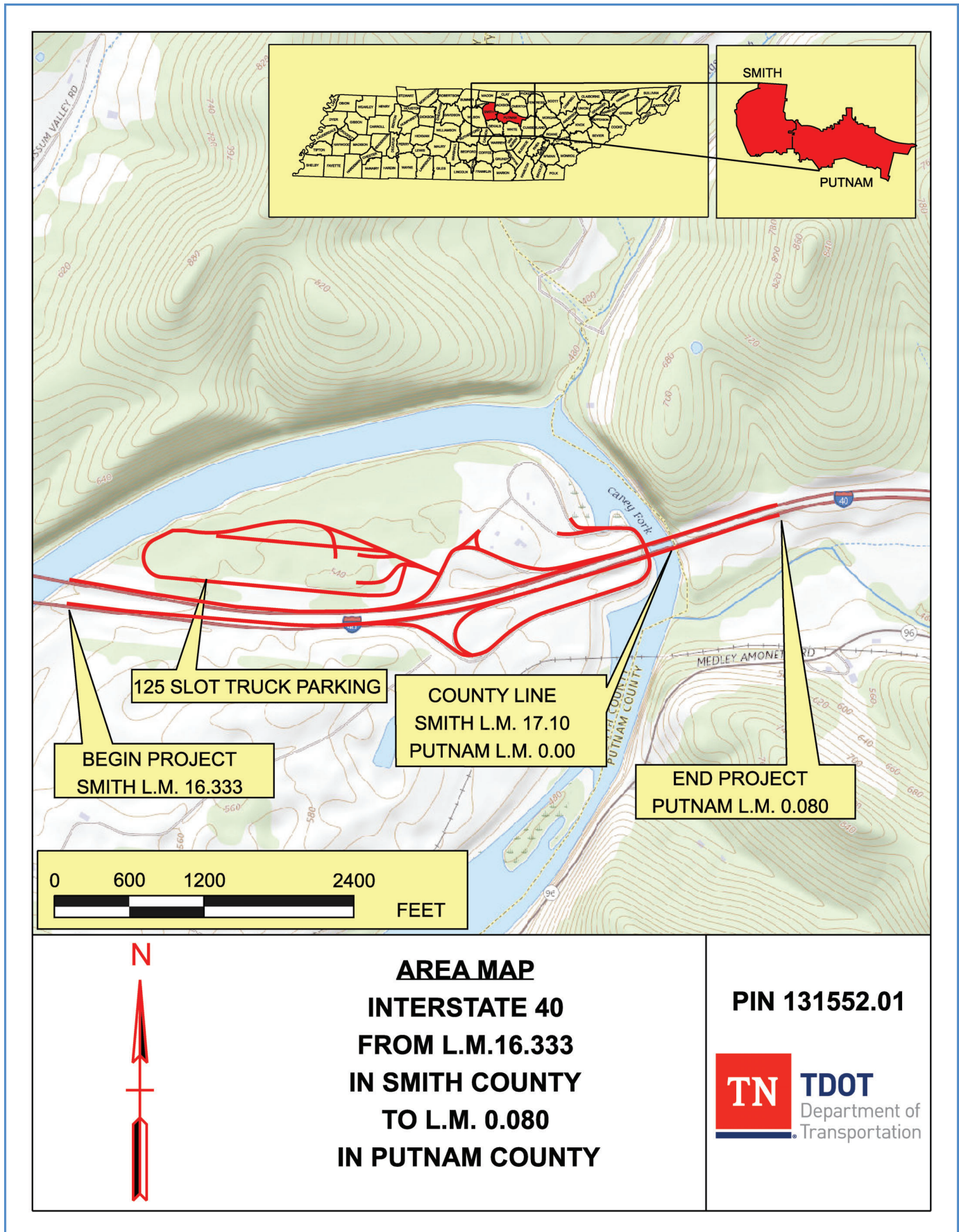
Planning Area: Dale Hollow Rural Planning Organization (RPO) and Center Hill RPO

STIP/TIP: STIP ID 23801040050 (Fiscal Year 2023-2026)

Funding Source	Preliminary Engineering	Right-of-Way	Construction
Federal	NH-I-40-5(161)	NH-I-40-5(161)	NH-I-40-5(161)
State	PE-N: 80I040-F0-009 PE-D: 80I040-F1-009; 80I040-S1-006	80I040-F2-009	80I040-F3-009

Project Location

Figure 1. Project Location Map



Project Overview

Introduction

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), proposes to construct a 125-bay truck parking expansion at the Interstate (I) 40 Welcome Center and replacement of the I-40 twin bridges over the Caney Fork River (Bridge Numbers 80I00400035 and 80I00400036) without added capacity, in Smith and Putnam Counties, Tennessee. The project also proposes to extend acceleration and deceleration lane lengths for the existing I-40 entrance and exit ramps for the Welcome Center. The proposed project limits are along I-40 beginning in Smith County at Log Mile (LM) 16.333 and continuing east into Putnam County to LM 0.080. The proposed project area is shown in Figure 1.

The proposed federal-aid highway project has been determined to be a "C-List" Categorical Exclusion (CE) pursuant to the conditions of the following CEs: Title 23 of the Code of Federal Regulations (CFR) 771.117(c)(12), "Improvements to existing rest areas and truck weigh stations."; 23 CFR 771.117(c)(26), "Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section."; and 23 CFR 771.117(c)(28), "Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in paragraph (e) of this section." The proposed project does meet the constraints of 23 CFR 771.117(e).

Background

In 2022, TDOT submitted a proposal for rest area improvements (truck parking expansion, ramp improvements, and bridge replacements) for potential funding through the Infrastructure for Rebuilding America (INFRA) grant. INFRA grants are awarded through the U.S. Department of Transportation (USDOT) for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

The USDOT INFRA grant was awarded to TDOT and preliminary design activities started in 2023. Federal funding is anticipated to be utilized in the construction of the proposed project.

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 FHWA National Bridge Inspection Standards (NBIS). These inspections are recorded and published in the National Bridge Inventory (NBI) Tennessee Inventory and Appraisal Report. There are three components of the evaluation: (1) sufficiency rating, (2) condition rating, and (3) appraisal rating, described below.

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."

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 to 9, with 0 being failed condition and 9 being excellent condition. As shown in Table 1, the lowest condition rating for both bridges was for the superstructure, which received a rating of 6 (satisfactory condition - structural elements show some minor deterioration).

Appraisal ratings are used to evaluate a bridge in relation to the level of service it provides. The structure is compared to a new structure built to current standards for the particular type of road. Components evaluated and given an appraisal rating include the structural evaluation, deck geometry, the underclearance rating, waterway adequacy and the approach roadway alignment. Appraisal ratings are assigned codes ranging from 0 to 9, with 0 being a closed bridge and 9 being superior to present desirable criteria. As shown in Table 1, the lowest appraisal rating for both bridges was for underclearance which received a rating of 4 (meets minimum tolerable limits to be left in place as is).

The results of the NBI Tennessee Inventory and Appraisal Reports for the I-40 twin bridges (Bridge Numbers 80I00400035 and 80I00400036) that are included in the proposed scope of work are summarized in Table 1. The inspection ratings for Bridge Numbers 80I00400035 and 80I00400036 vary only in the sufficiency rating, where Bridge 80I00400035 received a rating of 90.0 and Bridge 80I00400036 received a rating of 91.0. All condition and appraisal ratings were the same for both bridges.

Table 1. Bridge Geometric Data and Inspection Results

	Bridge Number 80I00400035	Bridge Number 80I00400036
Sufficiency Rating	90.0	91.0
Geometric Data		
Max Span Length	89.9 feet	89.9 feet
Total Bridge Length	319.9 feet	319.9 feet
Bridge Curb to Curb Width	42 feet	42 feet
Bridge Out to Out Width	44 feet	44 feet
Min Vertical Clearance	14.9 feet *	14.9 feet *
Condition Rating		
Deck	7	7
Superstructure	6	6
Substructure	7	7
Stream channel and channel protection	7	7
Appraisal Rating		
Structural Evaluation	6	6
Deck Geometry	8	8
Underclearance	4	4
Waterway Adequacy	6	6
Approach Roadway Alignment	8	8

Source: NBI Tennessee Inventory and Appraisal Report published 03/11/2024

*Vertical clearance does not meet current TDOT Structural Design Guidelines of 16.5 feet

While the underclearance appraisal received a rating of 4, as noted above, the existing vertical clearance of Bridge Numbers 80I00400035 and 80I00400036 is 14.9 feet which does not meet the current TDOT structural design standard of 16.5 feet and the bridges are therefore proposed for replacement.

Finally, both bridges are approaching the end of their service life (fewer than 10 years remaining) and would be scheduled for replacement in the coming years due to age. Therefore, replacing both bridges as part of this single project, rather than as separate projects separated by only a few years, would reduce impacts by requiring only one round of road closures and traffic interruptions to users of both I-40 and the Welcome Center.

An Environmental Studies Request (ESR) initiating review of the Concept Layouts dated 04/24/2024, which included an Environmental Technical Study Area (ETSA), was distributed to TDOT Environmental Division Technical Sections as well as the TDOT Multimodal Transportation Resources Division Office of Active Transportation on 07/16/2024.

The ETSA and Concept Layouts dated 04/24/2024, which are included in the Technical Appendices, will serve as the focus of this evaluation.

Project Development

Need

The proposed improvements are needed to address truck parking overflow and reduce illegal parking on the off and on ramp shoulders generated as a result of the high volume of truck traffic observed utilizing the Welcome Center. A traffic analysis was performed for the proposed project which shows that trucks make up 38 percent of eastbound volume and 41 percent of westbound volume through the Welcome Center. This high volume of truck traffic through the Welcome Center causes an overflow in truck parking that results in illegal parking on the off/on ramp shoulders. The traffic analysis is included in the ETSA and Concept Layouts.

Additionally, the existing deceleration and acceleration lanes providing access to and from I-40 and the Welcome Center do not comply with the current design standards outlined in the current AASHTO A Policy on Geometric Design of Highways and Streets ("The Green Book"). The existing westbound and eastbound deceleration lanes are approximately 450 feet and 135 feet long, respectively, and the existing westbound and eastbound acceleration lanes are approximately 610 feet and 660 feet long, respectively. Based on the ramp design speed of 30 MPH, as shown on the supplementary plaques, deceleration and acceleration lanes would need to be 520 feet and 1,350 feet, respectively, to comply with Green Book standards. The proposed project is needed to address the design deficiencies.

Lastly, the proposed replacement of the I-40 twin bridges (Bridge Numbers 80I00400035 and 80I00400036) over the Caney Fork River are needed to increase the vertical clearance to comply with current TDOT structural design guidelines, and to address the superstructure condition and underclearance appraisal elements that show signs of deficiency based on the 2024 NBI reports, rated 6 and 4 respectively. Additionally, due to both bridges nearing the end of their service lives, both would need to be replaced within the next few years to extend their service lives.

Purpose

The purpose of the proposed project is to provide additional commercial parking capacity at the I-40 Welcome Center and update acceleration and deceleration lanes to comply with the most recent Green Book design standards. The purpose of the proposed project is also to provide a structurally sufficient crossing for I-40 over the Caney Fork River that would achieve improved sufficiency, condition, and appraisal ratings, and increase vertical clearance to meet current TDOT structural design guidelines.

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. The No-Build Alternative was not selected, as it would not meet the purpose and need of the proposed project.

Public Involvement

Has there been any public involvement for the project?

No

Existing Conditions and Layout

The section of existing I-40 in the project area is a full access-controlled, four (4) lane divided interstate with two (2) 12-foot-wide lanes in each direction and 10-foot-wide outside and 4-foot-wide inside shoulders. The proposed project length is approximately 0.86 miles.

The crossing of I-40 over the Caney Fork River consists of two (2) bridges (Bridge Numbers 80I00400035 and 80I00400036), each with two (2) 12-foot-wide travel lanes and 10-foot-wide outside and 4-foot-wide inside shoulders. The existing bridges are four (4) span prestressed concrete box beam structures built in 1971 and rehabilitated in 1991. The existing bridge structures are approximately 320 feet in length with out-to-out widths of 44 feet.

The proposed truck parking expansion area is located at the I-40 Welcome Center, adjacent to the Caney Fork River in the Smith County portion of the project area. The Welcome Center is accessible from I-40 in both directions and has two (2) passenger vehicle parking areas and two (2) commercial/truck parking areas. There is also a dedicated parking area for anglers with an unimproved footpath for access to the Caney Fork River. The footpath is not a designated trail and is not maintained by TDOT. The Welcome Center has multiple buildings and facilities, which include the main welcome center building, several small detached vending buildings, covered and uncovered picnic table areas, and paved side walks and walking paths. There is also a small cemetery, a drip field septic system, and an existing water treatment facility on the Welcome Center property. The proposed truck parking area would avoid impacts to the cemetery and septic system.

The immediate area surrounding the proposed project is primarily rural and forested with agricultural, transportation, and residential land uses. The area around the Welcome Center is primarily open space with individual and small groupings of trees; however forested areas occur to the west of the Welcome Center, in the area of the proposed truck parking area, and along the banks of the Caney Fork River and on both sides of I-40.

Proposed Project Description

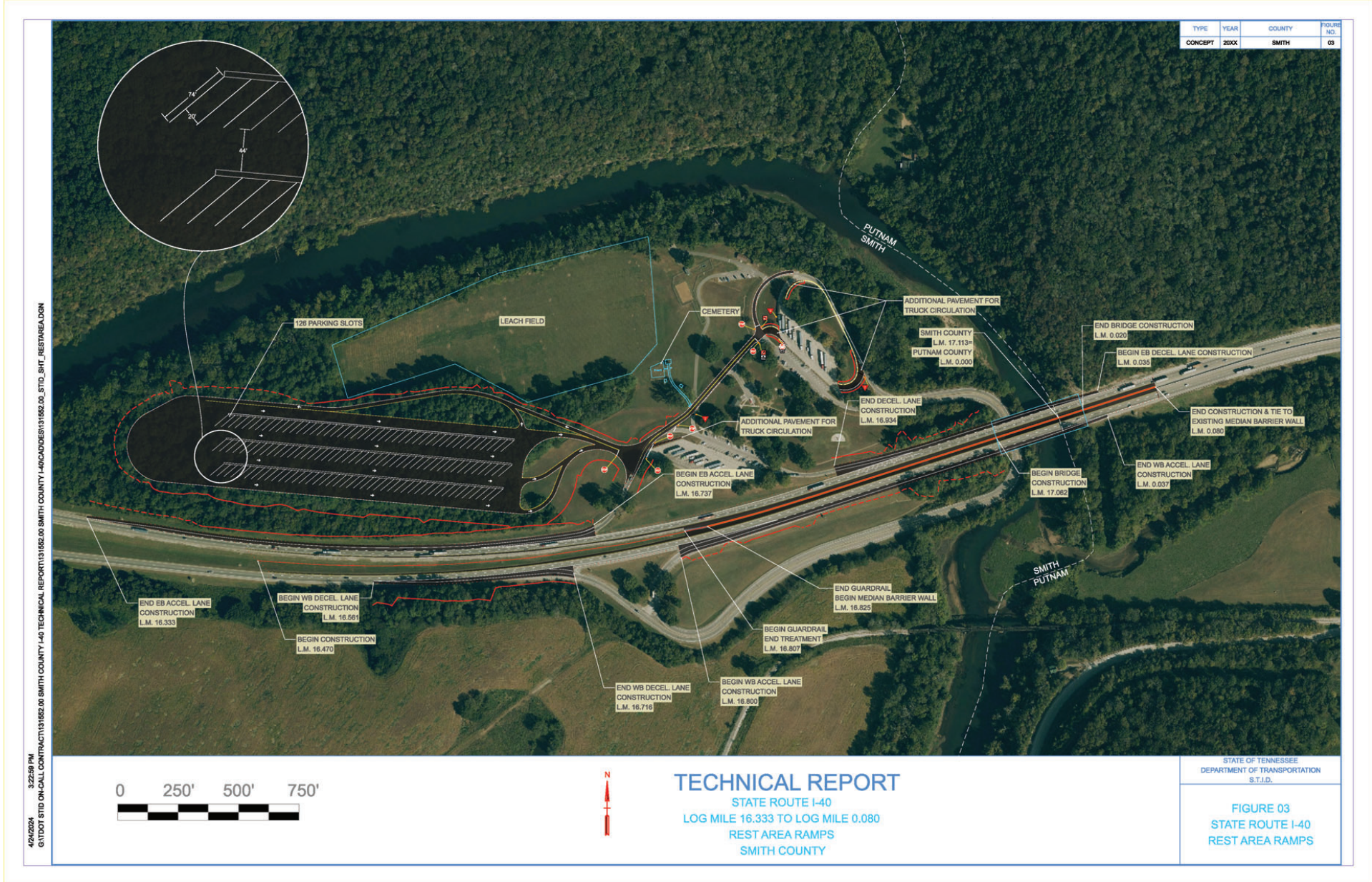
The proposed project would utilize three (3) conceptual typical sections for I-40: a four (4) lane freeway with a non-bifurcated median (two-way road with traffic flowing in both directions without a physical divider), a four (4) lane freeway with depressed median, and a six (6) lane freeway with median barrier for the proposed bridge.

The bridge replacement portion of the proposed project would replace the twin bridges (Bridge Numbers 80I00400035 and 80I00400036) that carry I-40 over the Caney Fork River with a single six (6) lane, barrier divided structure. The proposed project would lengthen the existing acceleration and deceleration lanes that provide ingress and egress to the Welcome Center. The replacement bridge would not increase capacity but would be wider than under existing conditions to accommodate a portion of the extended eastbound deceleration and westbound acceleration lanes across the Caney Fork River and would provide additional vertical clearance for the Welcome Center access road that crosses under the bridges. Activities associated with the bridge replacement would include removal of the existing bridges and a retaining wall.

The activities associated with the truck parking expansion at the Welcome Center would consist of an additional 125-bay truck parking area, to be located in the forested area to the west of the existing truck parking area. Improvements would also include additional pavement to improve truck circulation, repaving, and signing.

Figure 2 depicts the proposed improvements. Refer to the Concept Report included in the Technical Appendices for additional details on the proposed project.

Figure 2. Concept Level Plans for Proposed Improvements



Proposed Typical Section

The non-bifurcated typical section of I-40 would include two (2) 12-foot-wide travel lanes, variable width acceleration/deceleration lanes, and 12-foot-wide outside (10-foot paved) and 16-foot-wide inside shoulders. The depressed median typical section of I-40 would include the same number of travel lanes and widths but with four-foot-wide inside shoulders in each direction, and a variable width depressed median.

The typical section of the replacement bridge would include a six (6) lane bridge deck with a median barrier. Each lane would be 12-feet-wide and consist of four (4) travel lanes (two [2] in each direction) and two (2) acceleration/deceleration lanes (one [1] in each direction). The proposed bridge typical section would include 12-foot-wide outside shoulders and variable width inside shoulders.

The typical section of the Welcome Center access collector road would include two (2) 12-foot-wide lanes and six-foot-wide shoulders (four-foot paved) in each direction.

Refer to Figures 3 through 6 for the detailed typical section drawings for the proposed project.

Figure 3: Typical Section for Bridge Over Caney Fork River (Median Barrier 6-Lane Bridge Deck)

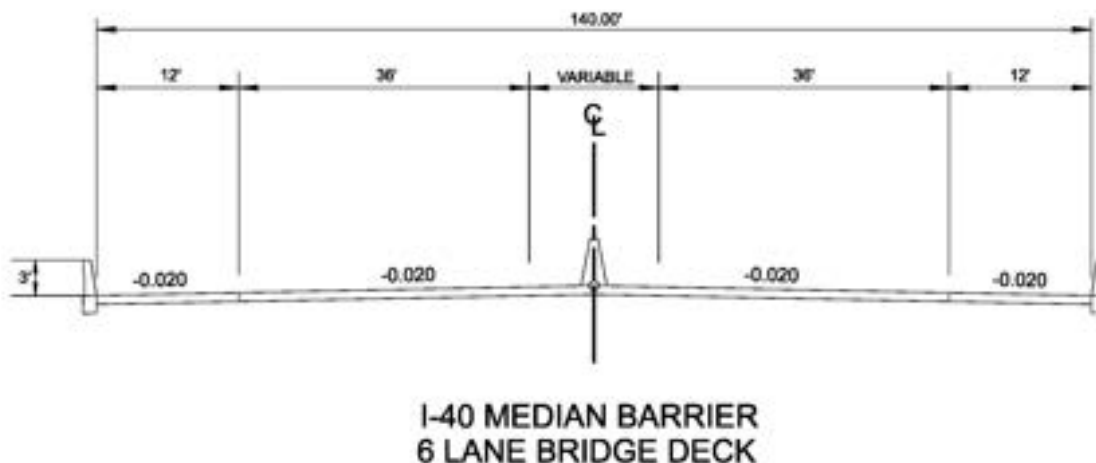


Figure 4: Non-Bifurcated Typical Section I-40 Freeway 4 Lane

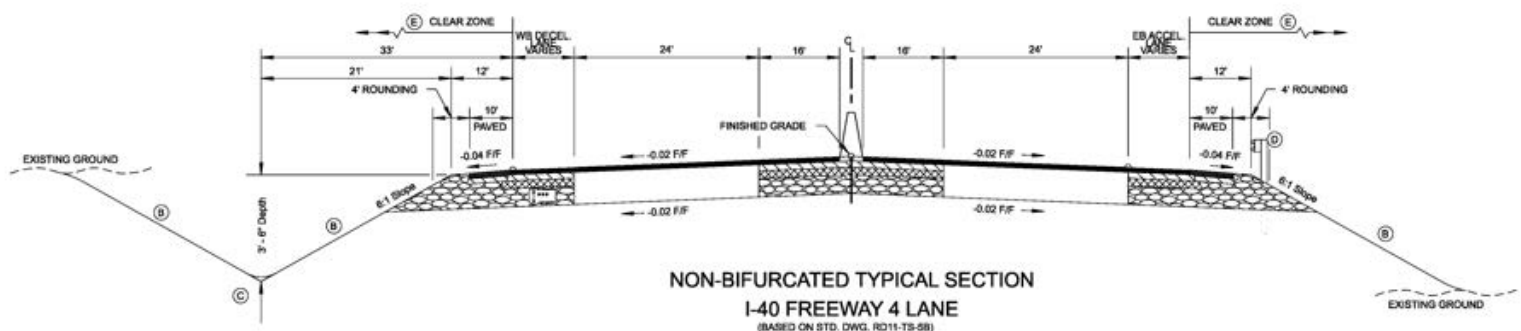


Figure 5: Depressed Median Typical Section I-40 Freeway 4 Lane

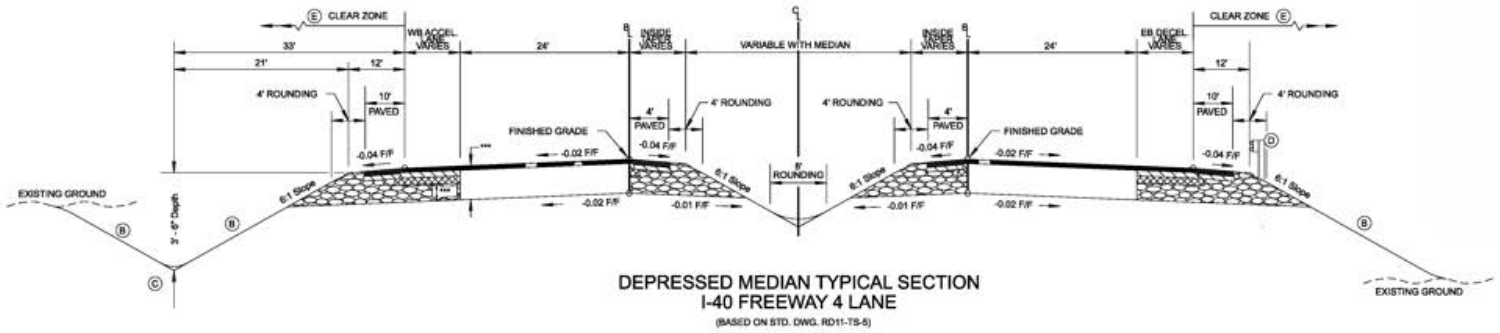
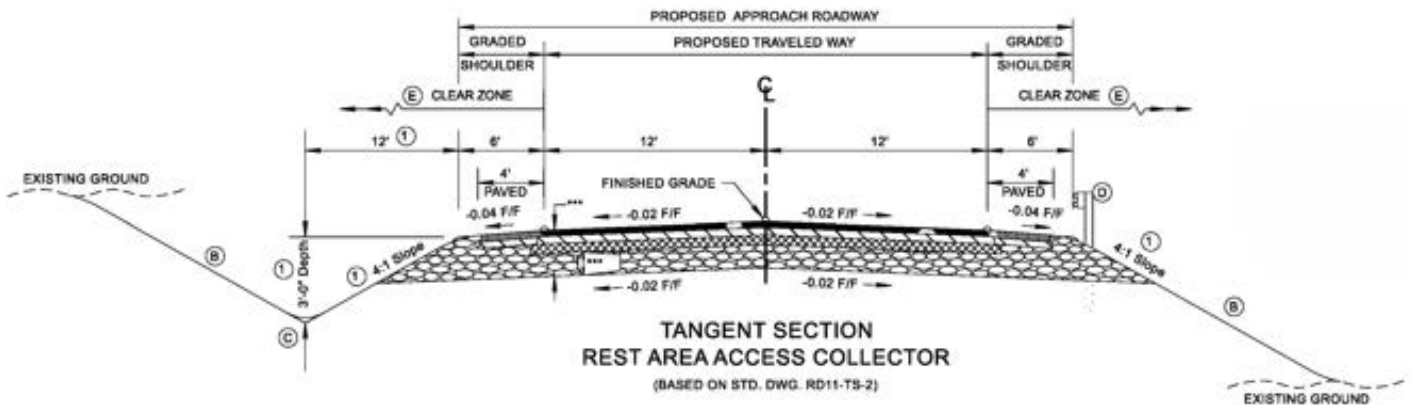


Figure 6: Typical Tangent Section Rest Area (Welcome Center) Access Collector



Right-of-Way

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

No

Relocations

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

No

Changes in Access Control

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

No

Traffic Control Measures

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

No

As Traffic Control information is made available, it will be included in future reevaluation efforts.

Water Resources

Are there any water resources impacted within the project area?

Yes

Coordination with the TDOT Ecology Section was completed on 09/26/2024. The TDOT Ecology Section prepared an Environmental Boundaries Report (EBR) dated 09/26/2024 that documented two (2) streams (686 linear feet/4.09 acres) and four (4) wet weather conveyances (1,463 linear feet/0.53 acres) within the ETSA boundary for the proposed project (Table 2 below). According to the EBR dated 09/26/2024, no wetlands or other features were identified in the ETSA boundary. The EBR is included in the Technical Appendices.

Table 2. Water Resources Table for NEPA Documentation

Project Name: Smith/Putnam I-40 Truck Parking and Bridge Replacement over the Caney Fork River

PIN: 131552.01

Water Resource Table for NEPA Documentation

Based on: ETSA

Date: 12/14/2023

Table Amounts are based on (choose only one): Estimated extent of resource within ETSA

Water Resources (Non-Wetland)							
Label	Type	Latitude	Longitude	Receiving Waters	Quality	Amount (Linear Feet)	Amount (Acres)
STR-1	Perennial Stream	36.141983	-85.810155	Cumberland River	ETW/Impaired (303(d))	686	4.09
STR-2	Perennial Stream	36.138627	-85.801272	Caney Fork River	Fully Supporting	0	0
WWC-1	Wet Weather Conveyance	36.138589	-85.818901	Caney Fork River	Unassessed	492	0.37
WWC-2	Wet Weather Conveyance	36.141784	-85.810451	Caney Fork River	Unassessed	168	0.03
WWC-3	Wet Weather Conveyance	36.139532	-85.800223	Caney Fork River	Unassessed	145	0.01
WWC-4	Wet Weather Conveyance	36.1141392	-85.799378	Caney Fork River	Unassessed	658	0.12
Total:						2,149	5

**For the purposes of the NEPA document, Amount is assumed to be Permanent Loss.

Note- Features and estimated amounts referenced in this table are based on information available and may change as the project is further refined throughout project development.

Throughout the design process, TDOT will endeavor to minimize impacts to streams, wetlands, or any other jurisdictional water features through avoidance and minimization. Where impacts cannot be avoided or sufficiently minimized, compensatory mitigation for permanent stream impacts would be accomplished either through permittee responsible mitigation, mitigation banks, or In-Lieu Fee mitigation to satisfy statutory requirements.

TDOT Ecology Section Coordination:

Coordination with the TDOT Ecology Section was completed on 09/26/2024. In their signed ESR response, the TDOT Ecology Section stated:

"Based on the information provided, an environmental boundaries report dated September 26, 2024, has been completed. Species coordination was completed with TWRA, TDEC DNA, and USFWS for the project, and the coordination documents are included within the EBR. Species coordination for this project is based on current understanding of the project scope, any changes to which could lead to additional coordination being required."

The results of the state and federal agency coordination are summarized below. Refer to the Technical Appendices for the TDOT Ecology Section's signed ESR response dated 09/26/2024, as well as coordination with USFWS, TWRA, and TDEC DNA.

Species Coordination

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

In their signed ESR response dated 09/26/2024, the TDOT Ecology Section stated that species coordination was completed with USFWS for the project and coordination, dated 06/06/2024, is included in the EBR.

The USFWS determined that no federally listed or proposed species or critical habitat would be impacted by the proposed project.

The USFWS determination concluded that the requirements of the Endangered Species Act (ESA) are fulfilled for all species that currently receive protection under the ESA. Obligations under Section 7 of the ESA 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.

The USFWS added that standard construction best management practices (BMPs) would be necessary to ensure instream work is separated from flowing waters, project-related pollutants, including petroleum-based pollutants and concrete and cement dust, are kept out of the Caney Fork River and if necessary, instream haul road(s) should be limited to no greater than one-third of the stream width to avoid obstructing flow. The haul road restriction has been included in the Environmental Commitments Section.

Tennessee Wildlife Resources Agency (TWRA):

In their signed ESR response dated 09/26/2024, the TDOT Ecology Section stated that species coordination was completed with TWRA for the project and coordination, dated 06/14/2024, which is included in the EBR, determined that time of year restrictions for in-stream work will be required due to multiple state listed species.

TWRA concluded that to minimize impacts to the Lake Sturgeon (*Acipenser fulvescens*; State Endangered) and Blue Sucker (*Cycleptus elongatus*; State Threatened), no in-stream construction should occur during the combined species spawning season from April 1 through June 30. This time of year restriction has been included in the Environmental Commitments Section.

Tennessee Department of Environment and Conservation (TDEC):

In their signed ESR response dated 09/26/2024, the TDOT Ecology Section stated that species coordination was completed with TDEC Division of Natural Areas (DNA) for the project and coordination, dated 09/24/2024, which is included in the EBR, determined that no effects to state listed plant species are anticipated as a result of this project. The TDEC-DNA noted that a number of state listed species are in the vicinity of the project, so further coordination may be required if the project scope of work changes.

Floodplain Management

Flood Zone: Zone A - No Base Flood Elevations Determined

Portions of this project are located in or near a Federal Emergency Management Agency (FEMA) defined floodplain; however, there is no detailed study. The project is located on Flood Insurance Rate Maps (FIRM) in Smith County, Panels 240 and 245 of 305, Map numbers 47159C0240D and 47159C0245D, and in Putnam County, Panel 75 of 400, Map number 4714C0075D.

The design of the roadway system will be consistent with the Memorandum of Understanding (MOU) between Federal Highway Administration (FHWA) and FEMA and with the floodplain management criteria set forth in the National Flood Insurance Regulations (NFIR) of Title 44 of the CFR. It will be consistent with the requirements of floodplain management guidelines for implementing Executive Order 11988 and FHWA guidelines 23 CFR 650A. Portions of the FEMA FIRM are included in the Technical Appendices.

Air Quality

Transportation Conformity:

Coordination with the TDOT Air Quality and Noise Section was completed on 07/25/2024. In their signed ESR response, the TDOT Air Quality and Noise Section stated the following:

"This project is in Smith and Putnam Counties which are in attainment for all regulated criteria pollutants. Therefore, conformity does not apply to this project."

Mobile Source Air Toxics (MSAT):

Additionally, the TDOT Air Quality and Noise Section stated the following:

"This project qualifies as a categorical exclusion under 23 CFR 771.117 and, therefore, does not require an evaluation of MSATs per FHWA's "Interim Guidance Update on Air Toxic Analysis in NEPA Documents" dated January 2023."

Refer to the Technical Appendices for a copy of the TDOT Air Quality and Noise Section's signed ESR response dated 07/25/2024.

Noise

In accordance with FHWA requirements and TDOT's Noise Policy this project is determined to be	Type I
Did a screening analysis for this Type I project predict potential noise impacts?	No

Coordination with the TDOT Air Quality and Noise Section was completed on 07/25/2024. In their signed ESR response, the TDOT Air Quality and Noise Section stated the following:

"As presented in this ETSA and draft concept report dated 04/24/2024, this project will add travel lanes in the bridge replacement and add parking capacity to the rest stop. Therefore, this project is a Type I in accordance with the FHWA noise regulation in 23 CFR 772 and TDOT's noise policy. However, there are no noise sensitive land uses adjacent to the project area, and a noise study is not needed.

Note that if the project termini are extended in subsequent plans in such a way that there are adjacent noise sensitive land uses within any part of the project area limits, those changes could trigger the need to conduct a required noise study."

Refer to the Technical Appendices for a copy of the TDOT Air Quality and Noise Section's signed ESR response dated 07/25/2024.

Farmland

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

Yes

FPPA Exemption: Small Acreage (10 acres or less per linear mile)

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

Are any Agreements/Exemptions regarding Cultural Resources applicable to this project?

No

Are NRHP listed or eligible cultural resources within the project Area of Potential Effect (APE)?

Yes

Cultural Resources		
Type of Resource	Name of Resource	Determination of Effect
Historical/Architectural	Buffalo Valley Railway Bridge	No Adverse Effect
Archaeological	Site 40SM273	No Adverse Effect
Archaeological	Site 40PM184	No Adverse Effect

Historic/Architectural Concurrence:

Concurrence from the TN State Historic Preservation Office (TN-SHPO) was received on 08/05/2024.

The TDOT Cultural Resources Section conducted an architectural and historic resources survey within the APE of the proposed project. The survey identified three (3) properties within the APE and recommended one (1) property, the Buffalo Valley Railway Bridge, eligible for listing on the National Register of Historic Places (NRHP). The two (2) remaining properties were recommended not eligible. The TDOT Cultural Resources Section's architectural and historic resources survey report concluded with a recommendation that the proposed project would have no effect to the Buffalo Valley Railway Bridge.

The TN-SHPO concurred on 08/05/2024 that no architectural resources eligible for listing in the NRHP would be affected by this undertaking.

Refer to the Technical Appendices for a copy of the TDOT Cultural Resources Section's signed ESR response dated 08/05/2024 and TN-SHPO coordination materials.

Archaeology Concurrence:

Concurrence from the TN-SHPO was received on 07/21/2025.

The TDOT Cultural Resources Section conducted an archaeological resources survey within the APE of the proposed project. The survey identified three (3) properties within the APE and recommended Site 40SM273 potentially eligible for listing, Site 40PM184 eligible for listing, and Site 40SM274 not eligible for listing in the NRHP. As all eligible and potentially eligible sites would be avoided, the TDOT Cultural Resources Section's archaeological resources survey report concluded with a recommendation that the proposed project would have no adverse effect to Site 40SM273 and Site 40PM184.

The TN-SHPO concurred on 07/21/2025 that no archaeological resources listed, eligible, or potentially eligible for listing in the NRHP would be adversely affected by this undertaking.

Refer to the Technical Appendices for a copy of the TDOT Cultural Resources Section's signed ESR response dated 07/24/2025 and TN-SHPO coordination materials.

Native American Consultation

Does this project require Native American consultation?

Yes

Native American Consultation was requested on 05/23/2024.

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

Cherokee Nation:

The response was received on 06/19/2024.

The Cherokee Nation responded with a finding of no impacts to Cherokee cultural resources. The Cherokee Nation requested to be contacted in the event of an inadvertent archaeological finding.

Shawnee Tribe:

The response was received on 07/25/2024.

The Shawnee Tribe responded and concurred that no known properties of significance will be negatively impacted by this project. The Shawnee Tribe requested to be contacted in the event of an inadvertent archaeological finding.

TDOT Cultural Resources Native American Consultation (NAC) Coordination:

Coordination with the TDOT Cultural Resources Section was completed on 07/26/2024. In their signed ESR response, the TDOT Cultural Resources Section stated the following:

"An invitation to participate in the Section 106 process was sent on May 23, 2024 to all federally recognized Native American tribes with interests in the subject county: Absentee-Shawnee Tribe of Indians in Oklahoma, Cherokee Nation, Eastern Band of Cherokee Indians, Eastern Shawnee Tribe of Oklahoma, The Muscogee (Creek) Nation, Shawnee Tribe, Thlopthlocco Tribal Town, and United Keetoowah Band of Cherokee Indians in Oklahoma.

To date, no other responses have been received. TDOT will re-initiate consultation if additional cultural resources studies are required or if archaeological materials or human remains are discovered during construction. All NAC correspondence is on file with TDOT Cultural Resources."

Refer to the Technical Appendices for a copy of the TDOT Cultural Resources Section's ESR response dated 07/26/2024.

Hazardous Materials

Does the project involve any hazardous material sites?

No

Coordination with the TDOT Hazardous Materials Section was completed on 07/17/2024. In their signed ESR response, the TDOT Hazardous Materials Section stated the following:

"Based on the Environmental Technical Study Area figures no known hazardous materials sites affect this project as it is currently planned, and no additional hazardous material studies are recommended at this time. Bridge 80I00400036 was previously surveyed and no asbestos was detected. Bridge 80I00400035 has been scheduled for survey and the report is due in August 2024. In the event hazardous materials or wastes are encountered within the right-of-way, notification shall be made per TDOT Standard Specifications for Road and Bridge Construction (January 1, 2021) Section 107.08.C. Disposition of hazardous materials or wastes shall be subject to all applicable Federal, State, and local regulations, including the applicable sections of the Federal Resource Conservation and Recovery Act, as amended; the Comprehensive Environmental Response, Compensation, and Liability Act, as amended; and the Tennessee Hazardous Waste Management Act of 1983, as amended. Databases reviewed include Google Earthmager, EPA National Priorities List, EPA EnviroMapper (Envirofacts), TDEC Registered Underground Storage Tanks Public Data Viewer and Data and Reports, TDEC Division of Water Resources Public Data Viewer and Oil and Gas Wells database, TDEC Division of Remediation Sites Public Data Viewer, TDOT Integrated Bridge Information System, and others, as necessary."

Refer to the Technical Appendices for a copy of the TDOT Hazardous Materials Section's ESR response dated 07/17/2024.

Multimodal Transportation

Does this project include accommodations for bicycles and pedestrians? Yes

Coordination with the TDOT Multimodal Transportation Resources Division's Office of Active Transportation was completed on 08/22/2024. In their signed ESR response, the Office of Active Transportation stated the following:

"This project is to include sidewalks, crosswalks, curb-ramps & proper lighting to connect drivers to rest area facilities. See Multimodal Access Policy, VII. PROCEDURES, A. 1-7."

Refer to the Technical Appendices for a copy of the TDOT Office of Active Transportation ESR response, dated 08/22/2024, and a copy of the 2015 TDOT Multimodal Policy.

Environmental Commitments

Does this project involve any environmental commitments? Yes

Additional Environmental Issues

Are there any additional environmental concerns involved with this project? No

Conclusion

Review Determination

Determination: (c)(12), (c)(26), and (c)(28) - meets (e)

This proposed federal-aid highway project has been determined to be a "C-List" CE pursuant to the conditions of the following CEs: 23 CFR 771.117(c)(12), "Improvements to existing rest areas and truck weigh stations."; 23 CFR 771.117(c)(26), "Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (including parking, weaving, turning, and climbing lanes), if the action meets the constraints in paragraph (e) of this section."; and 23 CFR 771.117(c)(28), "Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in paragraph (e) of this section." The proposed project does meet the constraints of 23 CFR 771.117(e).

Reference Material

All source material used in support of the information and conclusions presented in this document are included in the technical appendices. The technical appendices are compiled as a separate document and include information on funding, agency concurrence, applicable agency agreements, special commitment support, 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 technical appendices.

Trent A. Deason

Document Preparer

Acronyms

AADT	Annual Average Daily Traffic	PCE	Programmatic Categorical Exclusion
ADA	Americans with Disabilities Act	PIN	Project Identification Number
APE	Area of Potential Effect	PM	Particulate Matter
BMP	Best Management Practice	PND	Pond
CAA	Clean Air Act	RCRA	Resource Conservation and Recovery Act
CE	Categorical Exclusion	ROD	Record of Decision
CFR	Code of Federal Regulations	ROW	Right-of-Way
CMAQ	Congestion Mitigation and Air Quality	RPO	Rural Planning Organization
DEIS	Draft Environmental Impact Statement	SIP	State Implementation Plan
EA	Environmental Assessment	SNK	Sinkhole
EIS	Environmental Impact Statement	SR	State Route
EPA	Environmental Protection Agency	STIP	State Transportation Improvement Program
EPH	Ephemeral Stream	STR	Stream
FEIS	Final Environmental Impact Statement	TDEC	TN Department of Environment and Conservation
FEMA	Federal Emergency Management Agency	TDOT	Tennessee Department of Transportation
FHWA	Federal Highway Administration	TIP	Transportation Improvement Program
FIRM	Flood Insurance Rate Map	SHPO	State Historic Preservation Office
FONSI	Finding of No Significant Impact	TPO	Transportation Planning Organization
FPPA	Farmland Protection Policy Act	TVA	Tennessee Valley Authority
GIS	Geographic Information System	TWRA	Tennessee Wildlife Resources Agency
IAC	Interagency Consultation	USACE	U.S. Army Corps of Engineers
LWCF	Land and Water Conservation Fund	USDOT	U.S. Department of Transportation
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		
NRCS	Natural Resources Conservation Service		
NRHP	National Register of Historic Places		