C-List Categorical Exclusion

Reevaluation

SR-6

From Walton Lane to Wiley Street

Davidson County

PIN 125526.09

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

William J Spires
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Date: 2024.08.30 09:17:14 -05'00'

08/30/2024

Tennessee Department of Transportation

Date







Project Information

General Information

Route: SR-6

Termini: From Walton Lane to Wiley Street

County: Davidson County

PIN: PIN 125526.09

Plans: Functional Design Plans

Date of Plans: 02/14/2024

Project Funding

Planning Area: Nashville Area Metropolitan Planning Organization (MPO)

STIP/TIP: 2023-89-118 - Highway Safety Improvement Program (HSIP) Grouping

Funding Source	Preliminary Engineering	eliminary Engineering Right-of-Way				
Federal	HSIP-6(145)	HSIP-6(145)	HSIP-6(145)			
State	(PE-N) 19025-0233-94 (PE-D) 19025-1233-94	19025-2233-94	19025-3233-94			

Project Location



------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
C-List Categorical Exclusion	07/25/2022	Pedestrian Safety Report	03/15/2022

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), proposes to implement pedestrian safety improvements along State Route 6 (SR-6) / (Gallatin Pike), from Walton Lane (Log Mile (LM) 16.75), to Wiley Street (Log Mile (LM) 19.01), in Davidson County, Nashville, Tennessee.

This federal-aid highway project has been determined to be a "C-List" CE pursuant to 23 CFR 771.117(c)(27), "Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting, if the action meets the constraints in paragraph (e) of this section." The project does meet the constraints of 23 CFR 771.117(e).

Background

A C-List Categorical Exclusion (CE) was approved for the project on 07/25/2022, based on the Pedestrian Safety Initiative Report dated 03/15/2022. Since then, Right-of-Way (ROW) Field Review Plans dated 06/07/2023 have been developed. The Environmental review of the plans yielded a comment from the TDOT Cultural Resources Section regarding proposed ROW and easements (see Figure 1.) taken from the Nashville National Cemetery. Correspondence dated 07/27/2023 from the TDOT Cultural Resources Section states "Because the cemetery is listed on the National Register of Historic Places, taking ROW from the property will trigger the 4(f) process, potentially constitute an adverse effect under Section 106". It was requested that no ROW or easements be taken from the historic property. The TDOT Cultural Resources Section correspondence dated 07/27/2023 is included in the Technical Appendices. Since then, Functional Plans dated 02/14/2024 have been developed, which show avoidance of impact for the historic property.

On 05/17/2024 the TDOT NEPA section consulted with the FHWA regarding Reevaluation of the previously approved CE. On 05/23/2024, the FHWA conclusion recommended the CE Reevaluation "showing how the selected alternative has changed." Copies of the 05/17/2024 and 05/23/2024 correspondence between TDOT and FHWA are included in the Technical Appendices. The Functional Plans dated 02/14/2024 are included in the Technical Appendices, and serve as the focus of this Reevaluation.

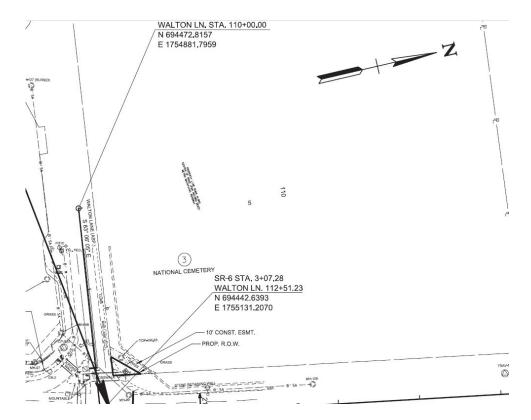


Figure 1. Right-of-Way Field Review Plans dated 06/07/2023

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?

Yes

The proposed layout of the project will include modifications to selected project corridor parcels, which will include permanent access loss to accommodate for the pedestrian safety improvements as well as public transit enhancements. Please refer to the Access Control section of this document for further details.

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?

Yes

	Right-of-Way (ROW) Acquisition Table										
	Perm	anent	Ter								
	ROW Acquisition	Drainage Easements	Slope Easements	Construction Easements	Total						
Previous:	0	0	0	0	0						
Current:	0.049	0	0	0.774	0.823						

^{*}Totals are calculated in acreage

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?

Yes

According to the project design engineer there are proposed changes to access for parcels located along SR-6. Included in the Technical Appendices is an access exhibit superimposed on the Functional Plans dated 02/14/2024.

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The access exhibit demonstrates which driveways for parcels will be closed. Project parcels identified as #6, #39, #75, #76, #85 and #86 are all proposing to have access loss along SR-6. On 05/09/2024, the project design engineer stated, "In working with the TDOT and NDOT design teams as well as WeGo, installation of desired pedestrian safety improvement will require driveway closures and these locations were determined to provide the best improvements with the least amount of disruption to adjacent businesses." According to correspondence dated 05/16/2024, the project design engineer stated, "The design team at TDOT and [consultant] considered all options for proposed closures to provide pedestrian safety improvements along SR-6, particularly around heavily used WeGo [see Figures 2, 3] transit stops that are being relocated in some instances to align with proposed improvements. In our opinion, the areas identified for loss of access provide the highest level of pedestrian safety while also minimizing disruptions to adjacent properties." A copy of the design correspondence dated 05/09/2024 and 05/16/2024 is included in the Technical Appendices.



Figure 2. Proposed Access Loss Emmitt Ave. and SR-6 Source: Google Earth

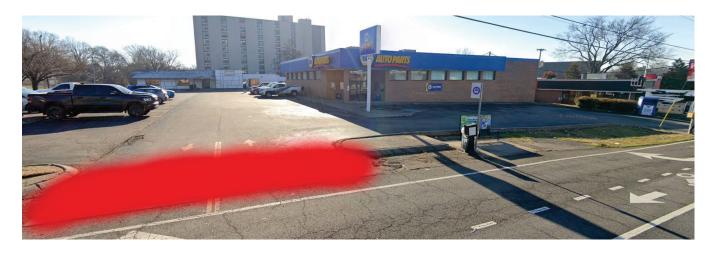


Figure 3. Proposed Access Loss Berkley Dr. and SR-6 Source: Google Earth

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?

Yes

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

Environmental Studies

Water Resources

Have there been any changes that impact any streams, wetlands, or rivers in the project area?

No

No water resources were identified by the TDOT Ecology Section in their review of the Functional Design Plans. Refer to the Technical Appendices for a copy of the TDOT Ecology Section's Environmental Studies Request (ESR) response dated 07/09/2024.

Navigable Waterways

Have there been any changes that impact a navigable waterway?

No

Protected Species

Have there been any changes that affect protected species?

No

On 07/09/2024, the TDOT Ecology Section stated, "...this project fits Condition 2 of the TDEC DNA MOA as well as all conditions of the TWRA MOA and the GPNEAA with FHWA regarding USFWS coordination. These determinations are based on current understanding of the project scope, any change to which could lead to coordination being required." A copy of the TDOT Ecology Section ESR is included in the Technical Appendices.

Floodplain Management

Have there been any changes to the floodplain location or potential floodplain impacts?

No

Air Quality

Have there been any changes that impact the previous air quality determinations?

No

Noise

Have there been any changes that impact the noise type or require additional noise studies?

No

Farmland

Have there been any changes that affect farmland?

No

Section 4(f)

Have there been changes that involve property protected by Section 4(f) (49 USC 303)?

Yes

Is this project exempt from the requirements for Section 4(f) approval per 23 CFR 774.13?

No

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A response, located in the Technical Appendices, from the TDOT Cultural Resources Section dated 08/23/2024, states "In a letter dated August 19, 2024, the Tennessee State Historic Preservation Office (TN SHPO) concurred that the project as currently proposed will not adversely affect the Nashville National Cemetery, Spring Hill Cemetery, or the City Road Chapel United Methodist Church. The TN SHPO also concurred that that this project qualifies for the Section 4f Exception for Temporary Occupancy as it meets the following conditions:

- 1. The duration of the occupancy will be less than the time needed for construction of the project and there will be no change in ownership.
- 2. The scope of the work would be minor resulting in minimal changes to the property.

Have there been any changes that impact low-income or minority populations?

- 3. No significant features of the property would be adversely affected.
- 4. The occupied segments of the property would be returned to their as-found conditions or better."

A Final Temporary Occupancy Evaluation was approved by the FHWA on 08/23/2024 for the eligible National Register Boundary of the City Road Chapel United Methodist Church. A copy of the FHWA approval coordination has been included in the Technical Appendices.

Section 6(f)

Have there been changes that involve property purchased with assistance from the L&WCF?

Cultural Resources

Have there been any changes that affect cultural resources?

No

Native American Consultation

Have there been any changes that require Native American consultation?

Environmental Justice

No

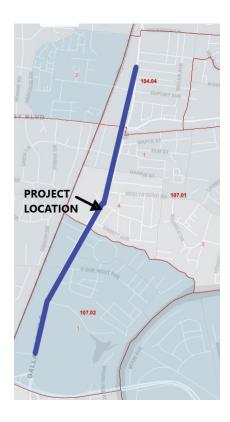


Figure 4. Project Location Map (reviewed on US Census Bureau website, 5/30/2024).

Environmental Justice Analysis Tables

	LIIVII OIII	nentai just	ice Analys	is lables		
		Minority P	opulations			
Census Tract (CT)/ Block Group (BG)	CT 104.04 BG 1	CT 107.01 BG 1	CT 107.01 BG 4	CT 107.02 BG 1	CT 107.02 BG 2	Davidson Co.
% Minority/Non-White	32.4%	65.3%	70.1%	44.3%	75.1%	44.4%
Exceeds County Average by 10% or More	No	Yes	Yes	No	Yes	
Is BG Population Avg. >50%	No	Yes	Yes	No	Yes	
Meet EJ Criteria?	No	Yes	Yes	No	Yes	
		Low-Income	Population:	S		
Census Tract (CT)/	CT 104.04	CT 107.01	CT 107.01	CT 107.02	CT 107.02	Davidson
Block Group (BG)	BG 1	BG 1	BG 4	BG 1	BG 2	Co.
% Low-Income/Below Poverty Line	12.6%	12.8%	11.4%	23.8%	27.8%	14.3%
Exceeds County Average by 10% or More	No	No	No	No	Yes	
Is BG Population Avg. >50%	No	No	No	No	No	
Meet EJ Criteria?	No	No	No	No	Yes	j

 $Source: U.S.\ Census\ Bureau,\ 2022\ American\ Community\ Survey\ 5-Year\ Estimates.\ ACS\ data\ was\ accessed\ and\ reviewed\ on\ 05/30/2024\ from\ the\ U.S.\ Census\ Bureau\ website.$

Table 1. EJ Analysis for Davidson County, CT 104.04, BG 1; CT 107.01, BG 1,4; CT 107.02, BG 1,2.

Due to the presence of minority and low-income EJ populations within the area of the Selected Alternative, the TDOT Quality and NEPA Section coordinated with the TDOT Civil Rights Division on 06/06/2024.

On 06/06/2024, the TDOT Civil Rights Division provided the following project determination: "Actions and steps taken are found to be in accordance with the mandates of Title VI of the 1964 Civil Rights Act, the National Environmental

Policy Act of 1969, and 42.U.S.C. 4332(2), and Executive Order 12898. There does not appear to be any Title VI nor Environmental Justice issues."

Copies of the U.S. Census Bureau data, the EJ Analysis, and the TDOT Civil Rights Division coordination are included in the Technical Appendices.

Hazardous Materials

Have there been any changes that affect hazardous material sites?

No

Environmental Commitments

Have there been any changes to the environmental commitments?

No

Additional Environmental Issues

Are there any additional environmental concerns involved with this project?

Yes

Additional Environmental Studies							
	☐ Geotechnical		Visual Impacts		Indirect and Cumulative Impacts		Other

Multimodal Transportation

A response, located in the Technical Appendices, from the TDOT Multimodal Transportation Resources Division dated 05/30/2024 "Pedestrian Road Safety Initiative (PRSI): This project includes crosswalk enhancements (e.g. PHB, RRFB, pedestrian-signal), sidewalks, and other active transportation facilities. See TDOT Roadway Design Guidelines 3-405.00 and TDOT Multimodal Policy VII.Procedures.A.1 through 7." A copy of the TDOT Roadway Design Guidelines 3-405.00 and the TDOT Multimodal Access Policy has been included in the Technical Appendices.

Conclusion

Determination

Does the original document designation remain valid for this project?

Yes

Designation: C-List Categorical Exclusion

This federal-aid highway project qualifies for a Categorical Exclusion under 23 C.F.R 771.117(c) and does not exceed the thresholds listed in Section IV(A)(1)(b) of the 2024 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 C-List Categorical Exclusion and does not require Administration approval.

Supporting 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.

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 technical appendices.

Preparer: Brian Kluttz

Signature: Brian

Title: Senior Technical Specialist

Brian Digitally signed by Brian Kluttz Date: 2024.08.30 08:56:53 -05'00'

Acronyms

NEPA

National Environmental Policy Act

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
ВМР	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	Metropoliton Planning Organization	VPD	Vehicles Per Day
MSAT	Mobile Source Air Toxicity	WWC	Wet Weather Conveyance

Technical Appendices

C-List CE Right-of-Way Reevaluation SR-6

From Walton Lane to Wiley Street

Davidson County

PIN 125526.09







Previous Environmental Documentation







C-List Categorical Exclusion

State Route 6 (SR-6) / (Gallatin Pike)

State Route 6 (Gallatin Pike), from Walton Lane (LM 16.75) to Wiley Street (LM 19.01)

Nashville

Davidson County

PIN 125526.09

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







Project Information

General Information

Route: State Route 6 (SR-6) / (Gallatin Pike)

Termini: State Route 6 (Gallatin Pike), from Walton Lane (LM 16.75) to Wiley Street (LM 19.01)

Municipality: Nashville

County: Davidson

PIN: 125526.09

Plans: Pedestrian Safety Initiative Report

Date of Plans: 03/15/2022

Project Funding

Planning Area: Nashville MPO

STIP/TIP: 2019-89-118 - Highway Safety Improvement Program (HSIP, HRRR, Section 154)

Funding Source	Preliminary Engineering	Right-of-Way	Construction
Federal	HSIP-6(145)	HSIP-6(145)	HSIP-6(145)
State	19025-0233-94 (PE-N) 19025-1233-94 (PE-D)	19025-2233-94	19025-3233-94

Project Location



Project Overview

Introduction

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to implement pedestrian safety improvements along State Route 6 (SR-6) / (Gallatin Pike), from Walton Lane (Log Mile (LM) 16.75), to Wiley Street (Log Mile (LM) 19.01), in Davidson County, Nashville, Tennessee. This federal-aid highway project has been determined to be a "C-List" CE pursuant to 23 CFR 771.117(c) (27), "Highway safety or traffic operations improvement projects, including the installation of ramp metering control devices and lighting, if the action meets the constraints in paragraph (e) of this section." The project does meet the constraints of 23 CFR 771.117(e).

Background

The proposed project is funded through the Pedestrian Road Safety Initiative (PRSI) Program. The goal of the PRSI program is to create safer roadways for pedestrians. To achieve this, the objectives of the PRSI program are to reduce the number of fatal and severe pedestrian crashes by identifying safety concerns and implementing counter measures consistent with FHWA's Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE) and FHWA's Safe Transportation for Every Pedestrian (STEP) Initiative. According to the Pedestrian Safety Initiative Report (PSIR) dated 03/15/2022, the proposed project was requested by the TDOT Multimodal Transportation Resources Division and was identified as a candidate to reduce pedestrian crashes along corridors and intersections throughout the State of Tennessee. The Pedestrian Safety Initiative Report (PSIR) summarizes the scope of work for the proposed project and provides conceptual design of safety improvements to be made along the corridor. Copies of the Pedestrian Safety Initiative Report (PSIR) and conceptual design are included in the Technical Appendices.

An on-site field review of the project area was conducted on July 20th, 2021 to identify pedestrian safety deficiencies and potential improvements. During the site visit, the field team evaluated all signalized and unsignalized minor street intersections along SR-6 (Gallatin Pike) from Walton Lane (LM 16.75) to Wiley Street (LM 19.01). Observations made as a result of the field visit include several inadequate pedestrian signals and either inadequate or lack of pedestrian curb ramps along with many deficient driveway surfaces and sidewalk connections. Additional field observations collected indicate that there is a need for more pedestrian crossings and that there is a lack of sufficient warning devices and pavement markings at pedestrian crossing locations, such as flashing beacons and crosswalk pavement markings.

As part of the Pedestrian Safety Initiative Report (PSIR), an analysis of the crash data for SR-6 (Gallatin Pike) from Walton Lane (LM 16.75) to Wiley Street (LM 19.01) was also completed. According to the PSIR, a total of seventy (70) pedestrian crashes were reported within the project area between 01/01/2016 and 06/22/2021. Of the total pedestrian crashes, one (1) crash resulted in a fatality (involving one (1) fatality) and twenty-one (21) crashes resulted in incapacitating injuries (involving twenty-two (22) incapacitating injuries). According to the supporting data, 50% of the pedestrian crashes in the project corridor occurred at intersections and 54% occurred during during dark or dusk lighting conditions. More information can be found in the crash diagrams appended to the Pedestrian Safety Initiative Report (PSIR), which is included in the Technical Appendices.

Improvements are recommended based on methodologies provided in the American Association of State Highway Transportation Officials' (AASHTO) Highway Safety Manual. Procedures used to prioritize these improvements are based on methodologies provided in the FHWA manual, Crash Modification Factors in Practice: Using CMFS to Quantify the Safety in the Value Engineering Process. More specifically, the "observed crash frequency with crash modification factor (CMF)" method was used for this study. This methodology is particularly effective when sufficient crash data is available for the study location. In addition to requiring historical crash data, the methodology utilizes industry standard crash modification factors. Per the FHWA, "a CMF estimates a safety countermeasure's ability to reduce crashes and crash severity. Transportation professionals frequently use CMF values to identify countermeasures with the greatest safety benefit for a particular crash type or location."

Project Development

Need

The proposed project is needed to improve pedestrian safety conditions along SR-6 (Gallatin Pike) from Walton Lane (LM 16.75) to Wiley Street (LM 19.01) in Davidson County, Nashville, Tennessee. Due to recent crash rates within the project corridor, this location was added to the Highway Safety Improvement Program (HSIP) list after being identified as a candidate project by the TDOT Multimodal Transportation Resources Division to reduce pedestrian crashes along corridors and intersections throughout the State of Tennessee.

Purpose

The proposed project would implement Pedestrian Safety Initiative (PSI) type measures along SR-6 (Gallatin Pike) from Walton Lane (LM 16.75) to Wiley Street (LM 19.01) in Nashville, Tennessee, in order to reduce the frequency and severity of pedestrian related crashes along the project corridor.

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 does not meet the purpose and need of the proposed project.

Public Involvement

Has there been any public involvement for the project?

No

Project Design

Existing Conditions and Layout

According to the PSIR, SR-6 (Gallatin Pike) is classified as an Urban Principal Arterial and provides north to south connectivity across Davidson County, Tennessee. Within the project limits, SR-6 (Gallatin Pike) consists of four (4) to six (6) 12-foot travel lanes (two or three lanes in each direction) and paved shoulders ranging between one (1) and twelve (12) feet wide. The posted speed limit is 40 mph.

Proposed Project Description

According to the PSIR dated 3/15/2022, the proposed project would follow the existing roadway and would implement Pedestrian Safety Initiative type measures along SR-6 (Gallatin Pike) from Walton Lane (LM 16.75) to Wiley Street (LM 19.01). Twenty-four (24) locations were identified for improvements. CMFs were applied and 14 locations received priority recommendation for improvements. All proposed work would be completed within the existing ROW and would not alter the existing typical section of the roadway on SR-6 (Gallatin Pike).

Recommended improvements have been categorized as either short-term (ST), mid-term (MT), or long-term (LT) based on the expected time frame required for implementation and the level of complexity. Improvements have been prioritized by expected reduction to pedestrian/vehicle type crashes in order to enable a cost-benefit analysis to guide construction and by their alignment with the needs of the impacted community along SR-6 (Gallatin Pike).

Recommended improvements for the selected intersections along SR-6 (Gallatin Pike) between Walton Lane (LM 16.75) to Wiley Street (LM 19.01) have been summarized in Table 1.

SR-6 (Gallatin Pike) Intersection	Log Mile	Short Term	Mid-Term	Long-Term	Recommended Improvements
		X			Install a truncated dome warning mat for the southeast corner curb ramp
Woles-Assa	46.75	X			Trim existing vegetation to improve pedestrian visibility at the intersection
Walton Lane	16.75		X		Install a new curb ramp in the northwest corner for the existing marked crosswalk
			X		Remove the eastbound channelized right turn lane and channelized island
		X			Split-phase the traffic signal for east-west side street movements
Berkley Drive			X		Add pedestrian crossings with ADA compliant curb ramps, pedestrian signals, pushbuttons, and high- visibility crosswalk pavement markings for the north and east legs
	47.00		X		Add ADA compliant pedestrian pushbuttons in the SW corner
	17.32		X		Remove the north bound right-turn lane and shift the existing bus stop closer to the protected crossing
		, ,	X		Reduce curb radii in the northeast and southeast corners to slow turning traffic movements and reduce pedestrian crossing distances
Midblock crossing north of Due West Avenue	17.49		X		Install a new midblock pedestrian crossing controlled by a PHB/HAWK
west Avenue			X		Replace four (4) non-ADA compliant driveway ramps on the west side
		X			Install a dynamic left-turn blank out warning sign for the southbound left-turn movements
East Palestine Avenue	17.537		X		Provide new pedestal poles with new pedestrian pushbuttons and signal indications in ADA compliant locations
			Х		Reduce curb radii in the northeast and southeast corners to slow turning traffic movements and reduce pedestrian crossing distances
	17.616		X		Add ADA compliant curb ramps, crossings and high-visibility crosswalk pavement markings for the west leg
Moving Center Court	17.646	5	X		Reduce curb radii in the NW and SW corners to slow turning traffic movements and reduce pedestrian crossing distances
ę			X		Add pedestrian crossings with ADA compliant curb ramps, pedestrian signals, pushbuttons, and high- visibility crosswalk pavement markings
Webster Street	17.73		X		Straighten the crosswalk skew between the SE and SW corners to reduce pedestrian crossing distance
			X	1	Close the driveway on the east side of SR-6 (Gallatin Pike) located just south of the intersection

Table 1 - Recommended Improvements

Project Design

SR-6 (Gallatin Pike) Intersection	Log Mile	Short Term	Mid-Term	Long-Term	Recommended Improvements			
		X			Install dynamic left-turn blank out warning signs for the eastbound and westbound left-turn movement:			
					Add pedestrian crossings with ADA compliant curb ramps, pedestrian signals, pushbuttons, and high-			
			X		visibility crosswalk pavement markings			
	3				Provide new pedestal poles with new pedestrian pushbuttons and signal indications in ADA compliant			
	47.007		X		locations			
Emmitt Avenue	17.837		11		Reconfigure the driveway for Madison Town Center to reduce pedestrian crossing distance and align			
			X		better with roadway			
	2		X		Reduce curb radii in the SE corners to slow turning traffic movements and reduce pedestrian crossing			
	2		X		distances			
			X					
			1 64		Close the driveway on the east side of SR-6 (Gallatin Pike) located just south of the intersection			
			X		Install a new pedestrian crossing controlled by a PHB/HAWK			
Harrington Avenue/Madison Library	18.157		X		Reduce curb radii in the SE corners to slow turning traffic movements and reduce pedestrian crossis distances			
Library		-	X		Improve street lighting between Neelys Bend Road and Harrington Avenue			
	1				The state of the s			
	40.000	X			Install dynamic left-turn blank out warning signs for the eastbound and westbound left-turn movement			
Madison Street/Harris Street	18.238				Rebuild the existing signal to include upgrades to all pedestrian signal infrastructure and ADA complian			
			X		ramps and reduced curb radii			
	18.343 /	v						
Woodruff Street/Hickory Street	18.378	X	X		Add pedestrian crossings with ADA compliant curb ramps and two (2) truncated dome warning mats, pedestrian signals, pushbuttons, and high-visibility crosswalk pavement markings			
	18.3/8		X		Install a PHB/HAWK with a median pedestrian refuge island			
		1	X		Install a new pedestrian crossing controlled by a PHB/HAWK			
Maple Street	18,438		X		Close one of the two Kroger center driveways on the west side of SR-6 (Gallatin Pike)			
Maple Street	10.430		X		Improve street lighting between Hickory Street and Maple Street			
		X	^		Restripe longitudinal style crosswalk pavement markings to increase visibility			
		X			Add raised pavement markers for additional visibility			
					Provide new pedestal poles with new pedestrian pushbuttons and signal indications in ADA compliant			
SR-45 (Old Hickory Boulevard)	18.57		X		locations			
, , , , , , , , , , , , , , , , , , , ,			X		Remove southbound right turn lane and extend bike lane			
					Replace shared lane with a separated bike lane and add curb extension to reduce pedestrian crossing			
			X		distance			
NO METER LANGUAGE CONTRACT	nove a		X		Install a new pedestrian crossing controlled by a PHB/HAWK			
Midblock crossing north of SR-45	18.65		X					
					Include a median pedestrian refuge island and curb extensions in conjunction with the midblock crossing			
	I CLUMBER S		X		Add ADA compliant curb ramps and high-visibility crosswalk pavement markings			
Dupont Avenue/Williams Avenue	18.857		X		Reduce curb radii at all corners to slow turning traffic movements and reduce pedestrian crossing			
					distances			

Table 1 cont'd - Recommended Improvements

Right-of-Way

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

No

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?

No

Environmental Studies

Water Resources

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

No

Protected Species

Are the TDOT and USFWS GPNEA (2022) and TDEC-DNA MOA (2022) applicable to this project?

Yes

In a response dated 06/08/2022, the TDOT Ecology Section stated, "The Pedestrian Road Safety Initiative, dated March 4, 2022, has been reviewed. Based on the review, this project is covered by the 2022 Grouped Programmatic No Effect Activities Consultation between TDOT, and FHWA and the 2022 Memorandum of Agreement between TDOT, FHWA, and TDEC DNA. TWRA clearance has been granted. No further coordination is required for this project, provided there is no work in the water, no materials are allowed to enter any water, and there is no additional removal or trimming of vegetation other than what has already been described. If any of the latter occur for this project, the Ecology section will need to be contacted for further coordination."

In correspondence dated 06/08/2022, the TWRA responded, "I have reviewed the information that you provided regarding the proposed improvement project from Walton Ln to Wiley Street in Davidson 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."

Copies of the TDOT Ecology Section ESR response, 2022 GPNEA, 2022 TDEC-DNA MOA, and TWRA correspondence are included in the Technical Appendices.

Floodplain Management

Flood Zone: Zone AE (Cross Hatched) - Floodway Area in Zone AE

Portions of this project are located in or near a FEMA defined floodplain and/or floodway; however there is no work that will affect the base flood elevations or floodway limits (i.e., bridge repair, paving, roadway and bridge maintenance, intersection improvements, etc.). The project is located on Flood Insurance Rate Maps in Davidson County, Panels 138, 139, 251 of 478, Map #s 47037C0138H, 47037C0139H, and 47037C0251H. The design of the roadway system is 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.

Copies of the FEMA FIRM panels are located in the Technical Appendices.

Air Quality

Transportation Conformity:

In a response dated 04/02/2022, the TDOT Air Quality and Noise Section stated, "This project is in Davidson County which is in attainment for all regulated criteria pollutants. Therefore, conformity does not apply to this project." A copy of the TDOT Air Quality and Noise Section ESR response is included in the Technical Appendices.

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 PA between TDOT, FHWA and the SHPO (2021) apply?

Yes

Exemption: 2021 Programmatic Agreement for Minor Transportation Projects

Coordination with the TDOT Cultural Resources Section dated 06/22/2022 states, "For Historic Preservation and Archaeology, the undertaking as currently proposed qualifies as a Screened Undertaking pursuant to the Programmatic Agreement (PA) among FHWA, TDOT, TN-SHPO, and the ACHP. As such, no additional review or documentation is necessary at this time. Should the scope of the project change, including, but not limited to new ROW or easements, then further Section 106 review will be required."

A copy of the TDOT Cultural Resources Section ESR response and the 2021 Programmatic Agreement are included in the Technical Appendices.

Native American Consultation

Does this project require Native American consultation?

Yes

Native American Consultation was requested on 04/01/2022

	Native American Consultation									
Sent	Response		Sent	Response						
\boxtimes		Absentee Shawnee Tribe of Oklahoma	\boxtimes		Muscogee (Creek) Nation					
\boxtimes		Cherokee Nation			Poarch Band of Creek Indians					
		Chickasaw Nation			Quapaw Nation					
		Choctaw Nation of Oklahoma	\boxtimes		Shawnee Tribe					
\boxtimes		Eastern Band of Cherokee Indians	\boxtimes		Thlopthlocco Tribal Town					
\boxtimes	\boxtimes	Eastern Shawnee Tribe of Oklahoma	\boxtimes		United Keetoowah Band of Cherokee Indians					
\boxtimes		Kialegee Tribal Town			Other					

Eastern Shawnee Tribe of Oklahoma:

The response was received on 04/26/2022

In correspondence dated 04/26/2022, the Eastern Shawnee Tribe of Oklahoma stated, "As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes NO Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation."

In an ESR response dated 07/08/2022, the TDOT Native American Coordination Section stated, "An invitation to participate in the Section 106 process was sent on April 1, 2022 to all federally recognized Native American tribes with interests in the subject county.

The Eastern Shawnee responded that the project proposes NO Adverse Effect or endangerment to their known sites of interest on April 26, 2022.

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.

(Following guidance issued on April 8, 2020 by the Advisory Council on Historic Preservation (ACHP) in response to the COVID-19 outbreak, federal agencies are to remain flexible regarding federally recognized Native American tribes' Section 106 review responsibilities.

The ACHP's guidance furthermore indicates that federal agencies may not foreclose on the statutory rights afforded to federally recognized Native American tribes under the National Historic Preservation Act and regulations implementing Section 106 of the Act. As several federally recognized Native American tribes with interests in Tennessee have indicated that their ability to carry out their Section 106 review responsibilities is diminished or otherwise limited, it should be expected that tribal responses for the subject project may be received subsequent to the date of this ESR and that any such response may require additional information, fieldwork, or coordination with any or all tribes and, perhaps, the SHPO and/or ACHP. An updated ESR will be provided in the event that any additional responses are received, along with updated Section 106 documentation, if any.)"

A copy of the TDOT Native American Section's ESR and Early Section 106 Consultation Packet is included in the Technical Appendices. The Eastern Shawnee Tribe of Oklahoma's response can be found within the Early Section 106 Consultation Packet.

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

In a response dated 04/01/2022, the TDOT Hazardous Materials Section stated, "Bicycles and Pedestrian Facility projects do not require additional hazardous materials studies if the work activities are conducted within the present right-of-way. Based on a review of the Pedestrian Road Safety Initiative plans dated 9 February 2022 the project does not require further studies. 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 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 Earth imagery, EPA National Priorities List, EPA MyEnvironment, 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."

A copy of the TDOT Hazardous Materials Section ESR response is included in the Technical Appendices.

Bicycle and Pedestrian

Does this project include accommodations for bicycles and pedestrians?

Yes

In a response dated 05/16/2022, the TDOT Multimodal Transportation Resources Division stated, "This project accommodates pedestrians via safety improvements." A copy of the TDOT Multimodal Transportation Resources Division ESR response is included in the Technical Appendices.

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: C-List Categorical Exclusion

This federal-aid highway project qualifies for a Categorical Exclusion under 23 C.F.R 771.117(c) and does not exceed the thresholds listed in Section IV(A)(1)(b) of the 2018 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 C-List 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 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 attachments and technical appendices.

Derek R. Adams Digitally signed by Derek R. Adams Date: 2022.07.21 13:21:08 -04'00'

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.

Sam Patterson Patterson Date: 2022.07.25 11:12:37 -05'00'

Tennessee Department of Transportation

Attachments

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		

Page 14 PIN 125526.09 07/21/2022

Technical Appendices

C-List Categorical Exclusion

State Route 6 (SR-6) / (Gallatin Pike)

State Route 6 (Gallatin Pike), from Walton Lane (LM 16.75) to Wiley Street (LM 19.01)

Nashville

Davidson County

PIN 125526.09







Nashville MPO TIP# 2019-89-118

Transportation Improvement Program for FYs 2020-2023

Project Name	Highway Safety Improvement Program (HSIP) Grouping			TIP#	2019-89-118			
Improvement Type	Safety			Lead Agency	TDOT			
County	Multi-County	Length	0.00	Regional Plan ID	Safety			
Air Quality Status	Exempt	TDOT PIN	126759.00	Project Cost	\$2,600,000.00			
Route	Highway Safety Improvement Program (HSIP) Grouping							
Location	Regionwide - Nashville Area MPO							
Project Description	Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem, including workforce development, training and education activities. Eligibility of specific projects, strategies, and activities is generally based on: Consistency with SHSP; Crash experience, crash potential, or other data- supported means; Compliance with the requirements of Title 23 of the USC; State's strategic or performance-based safety goals to reduce fatalities and serious injuries on all public roads. Please refer to Appendix G of the TIP document for more information about and work allowable from this grouping.							

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2020	PE, ROW, CONSTRUCTION	HSIP	\$975,000.00	\$877,500.00	\$97,500.00	\$0.00
2021	PE, ROW, CONSTRUCTION	HSIP	\$812,500.00	\$731,250.00	\$81,250.00	\$0.00
2022	PE, ROW, CONSTRUCTION	HSIP	\$487,500.00	\$438,750.00	\$48,750.00	\$0.00
2023	PE, ROW, CONSTRUCTION	HSIP	\$325,000.00	\$292,500.00	\$32,500.00	\$0.00
TOTAL			\$2,600,000.00	\$2,340,000.00	\$260,000.00	\$0.00

PROJECT NOTES



Project Development



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION PROJECT PLANNING DIVISION

SUITE 1000, JAMES K. POLK BUILDING 505 DEADERICK STREET NASHVILLE, TENNESSEE 37243-0334

Joe Galbato, III INTERIM COMMISSIONER Bill Lee GOVERNOR

MEMORANDUM

To: Mr. Paul Degges

Chief Engineer and Deputy Commissioner

From: Dan Pallme

Multimodal Transportation Resources Division Interim Director

Date: March 4, 2022

Subject: Pedestrian Road Safety Initiative (PRSI)

State Route 6 (Gallatin Pike), From Walton Lane (L.M. 16.75) to Wiley

Street (L.M. 19.01)

Davidson County, PIN 125526.09

This project was requested by the TDOT Multimodal Transportation Resources Division as a candidate project to reduce pedestrian crashes along corridors and intersections throughout the State of Tennessee. This section of State Route 6 (Gallatin Pike) from log mile 16.75 to log mile 19.01 is a four (4) to six (6) lane undivided urban principal arterial. Lane widths are eleven (11) feet and twelve (12) feet with shoulder widths of one (1) foot to twelve (12) feet. After a complete review of the project, State Route 6 (Gallatin Pike) was added to the Highway Safety Improvement Program (HSIP) list.

The total estimated cost of the identified short-term and mid-term improvements listed in this PRSI report is \$3,044,900. A detailed cost breakdown by location and measure is provided in the appendix. Right-of-way acquisition is not anticipated. General maintenance and signal maintenance agreements with the Metropolitan Government of Nashville and Davidson County are required. A local match is not required. These improvements will be part of a design project and will be let to contract.

If you should need any further information, please contact me at (615) 741-4031 or email me at daniel.pallme@tn.gov.

Attachment

CC: Mr. Preston Elliott

Mr. Will Reid

Mr. Jeff Jones

Mr. Ben Price

Ms. Susannah Kniazewycz

Mr. Matt Meservy

Mr. Ronnie Porter

Mr. Steve Allen

Mr. Lee J. Smith

Mr. David Layhew

Mr. Stacy Morrison

Mr. Jonathan Russell

Mr. Brian Hurst

Mr. Jim Waters

Mr. Mike Gilbert

Mr. Shaun Armstrong

Mr. Brandon Darks

Mr. Terry Gladden

Mr. Greg Hamilton

Mr. Nathan Vatter

Mr. Steve Bryan

Ms. Michelle Nickerson

Mr. Shane Hester

Mr. Stanley Sumner

TDOT.Multimodal@tn.gov

TDOT.Env.Permits@tn.gov

HQRailroadCoordinator@tn.gov

TDOT.ada@tn.gov

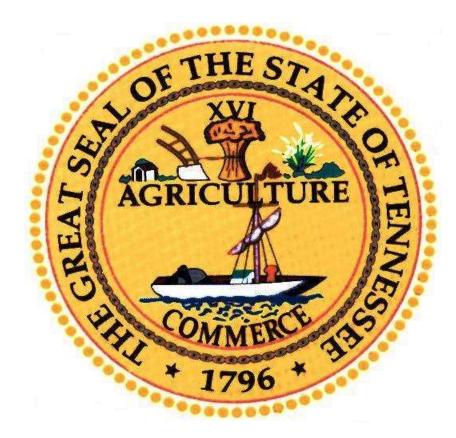
Sean Pfalzer, Greater Nashville Regional Council

Ms. Jessica Rich, FHWA

Ms. Kim Van Ata, TN Highway Safety Office

File

TENNESSEE DEPARTMENT OF TRANSPORTATION



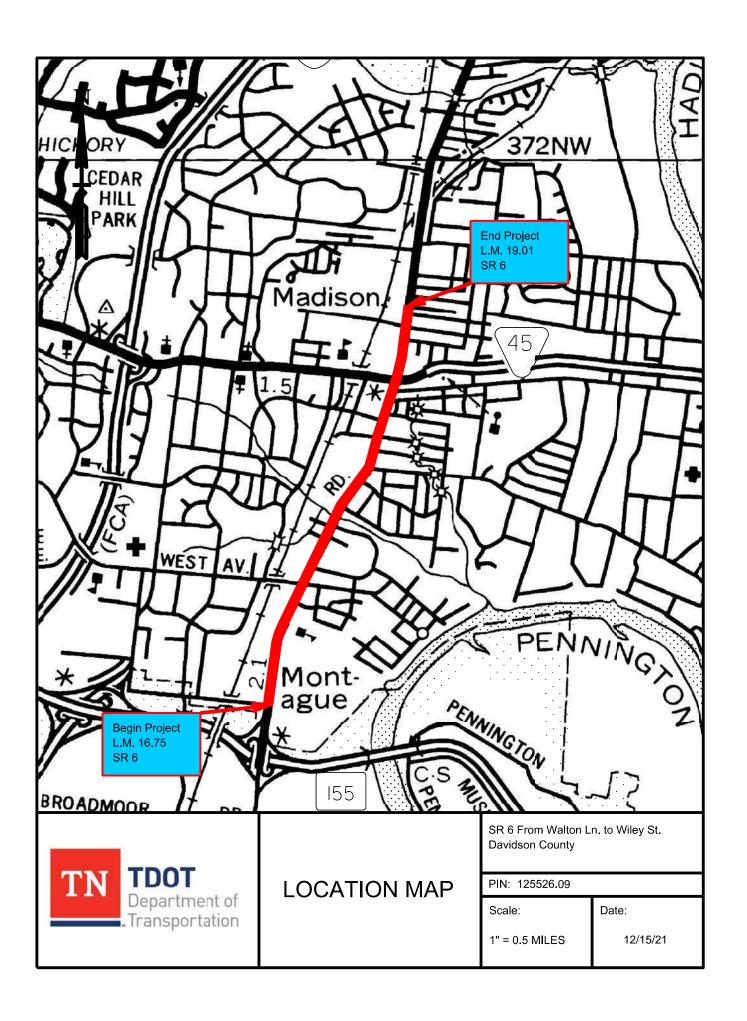
PEDESTRIAN ROAD SAFETY INITIATIVE

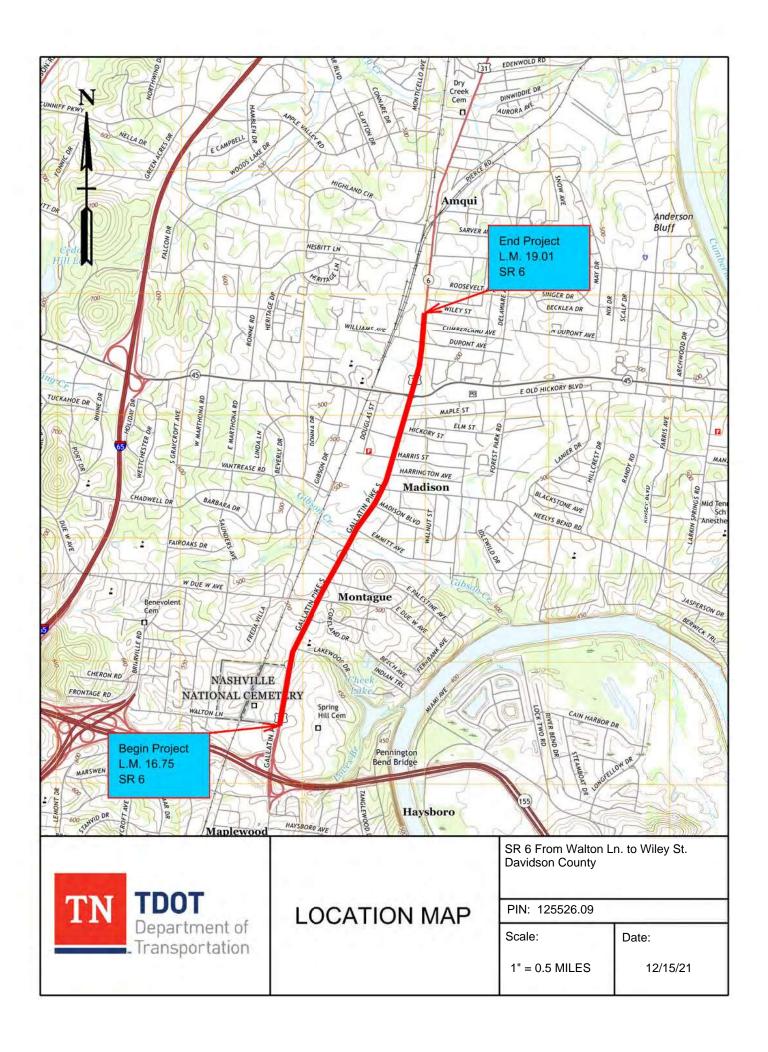
STATE ROUTE 6 (GALLATIN PIKE)

From Walton Lane to Wiley Street LM 16.75 to LM 19.01 DAVIDSON COUNTY PIN 125526.09

PREPARED BY KCI Technologies Inc. for the Multimodal Transportation Resources Division

Approved by:	Signature	DATE
Director Multimodal Transportation Resources Division	Daniel C. Pallme	03-15-2022





NOTES TO USERS

use in administering the National Flood Insurance Program. It does a dentify all areas subject to flooding, particularly from local drainage.

in more detailed information in areas where Base Flood Elevations (BFE) floodesign have been determined, users are encouraged to consult the Flood and Floodesign (DBI and/or Sections) of Sillineari Elevations tables and Floodesign (DBI and/or Sections) of Sillineari Elevations tables because the Base of Sillineari Elevation (DBI and/or Sillineari Elevations) blood be assure that BFEs whom on the FRM represent reached whitelebol blood be assure that BFEs and one of the FRM represent reached whitelebol many than the section of the BFEs and the section of the section of the whitelebol section of the BFEs and the section of flood sillinearies consistent out whiteless described the BFEs and the section of the section of sections described to the BFEs and the section of the section of sections and sections of the BFEs and the section of sections and sections of the BFEs and the section of sections and sections are sections as the section of sections and sections are sections as the section of sections and sections are sections as the section of sections and sections are sections as the section of sections and sections are sections as the section of sectio

Boundaries of the floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydrautic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Aries may be protected by flood centrol structures. Rafer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this paradiction.

The projection used in the projection of this map was State Plane Tencessee FIPS-4100. The historiest dataset was NADSS, GRIS1900 spheroat, Differences in datum, spheroid, projection or State Plane zones used in the production of Fifths for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction bundaries. These differences due to all affect the accordance of the scale of the state of the scale of

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NOS Information Sensions NOAA, NINGS12 National Geodetic Sarvey SSMC-3, 85022 1315 East West Highway Shert Spring, Maryland 20010-3282 (301) 713-3242

To obtain oursel abouton description, and/or foreston information for basish man shown on this map, please contact the information Services Branch of the Nation Geodetic Survey at (391) 713-3242 or visit its verballe at http://www.ngs.nose.gov/

Sees map information shown on this FIRM was provided in digital livrast by the Metopolitan Government of Nashyllie and Davidson County. This information was photogrammetrically complete from serial photography dated March 2008.

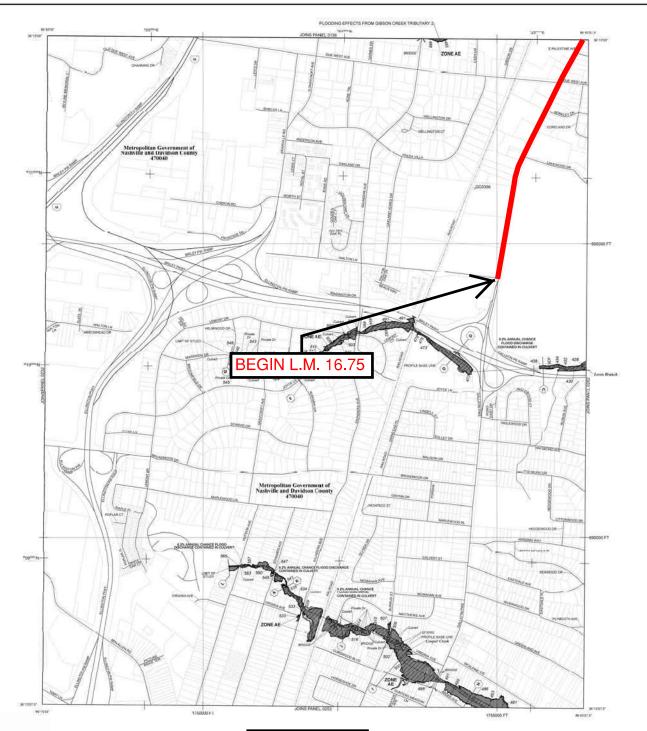
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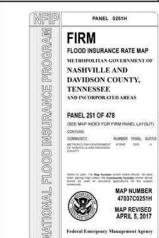
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The 'profile base lines' depicted on this map represent the hydraulic modeling baselines that metch the flood profiles in the FTS report. As a result of improved bogographic data, the 'profile base lines' in steme cases, may device significantly from the channel centerine or appear outside the SFHA.







Federal Emergency Management Agency

NOTES TO USERS

use in administering the National Flood Insurance Program. It does a dentify all areas subject to flooding, particularly from local desirance

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To obtain numericalization description, and/or function information for based man shown on this map, please contact the information Services Branch of the Nation Geodetic Survey at (301) 713-3242 or visit its website at http://www.ngu.nose.gov/

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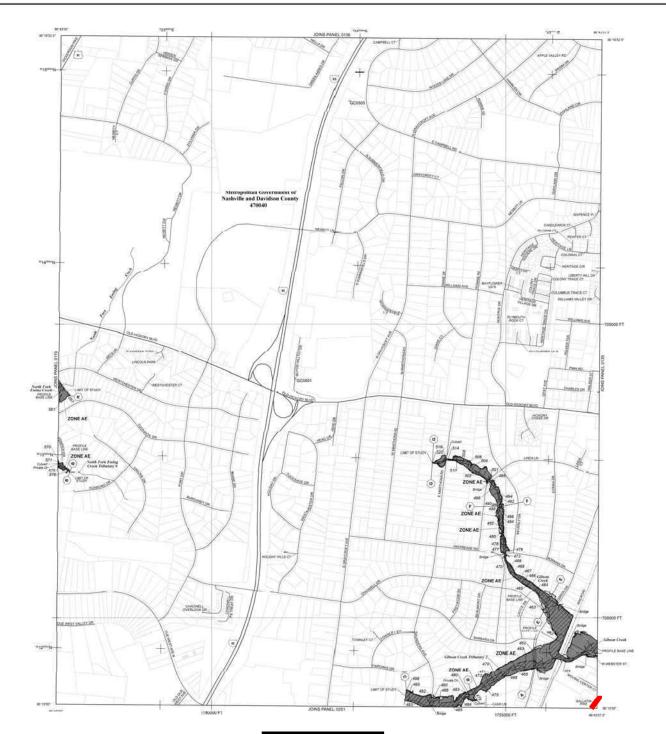
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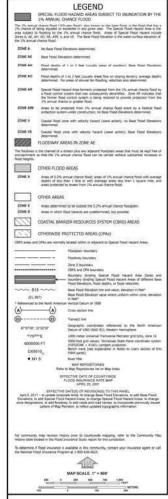
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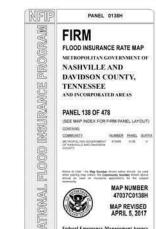
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For Information and questions about this map, possible product), associated with National Flood Instances Program in general, passes call the FEMA. Map, information Additional of 1877-1878, May 16-1877-36-2079, or the FEMA Internation Additional of 1877-1878, May 16-1877-36-2079, or the FEMA Internation Additional or 1877-1878, May 16-1877-36-2079, or the FEMA previously associated from the FEMA gradual services of this nat. May of these products can be content or desired panel by vising the FEMA Map Services Center velocitive or by saling the FEMA Map shortwards Additional.

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Federal Emergency Management Agency

NOTES TO USERS

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Certain areas not in Special Flood Hazard Areas may be protected by Rood control structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood

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NGS Information Services NGAA, NeNGS12 National Geodetic Survey SSMC-2, #8002 1315 East West Highway Sherr Spring, Maryland 20910-3282 (301) 713-3242

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Sees map information shown on this FIRM was provided in digital format by the Metopolitan Government of Nashyllie and Davidson County. This Information was photogrammetrically complient from serial photography dated March 2008.

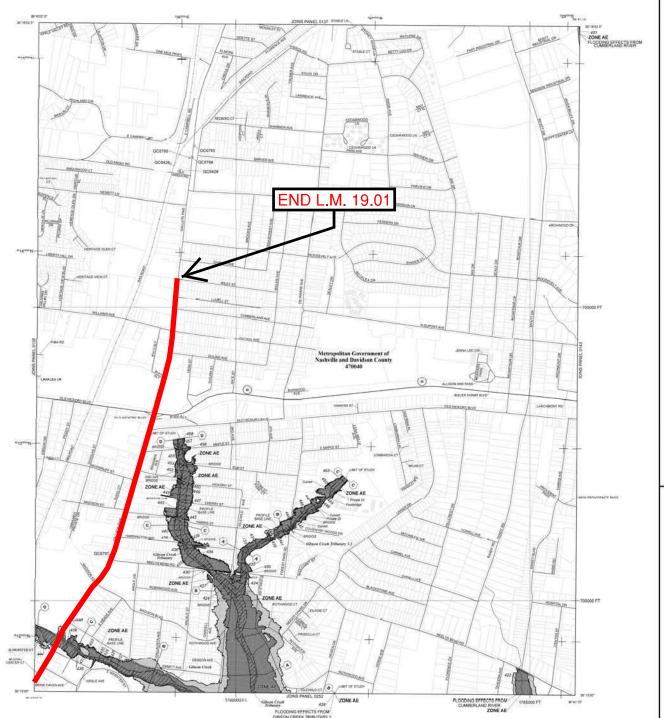
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To determine if fixed insurance is awaitible in this community, contact your insurance agent or call the fiscoinal Flood Insurance Program at 1-600-638-6623.

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FLOOD INSURANCE RATE MAP

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TENNESSEE

AND INCORPORATED AREAS

PANEL 139 OF 478

[SEE MAP INDEX FOR FIRM PANEL LAYOUT)

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APRIL 5, 2017

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PEDESTRIAN ROAD SAFETY INITIATIVE

Program Overview

This project is funded through the Pedestrian Road Safety Initiative (PRSI) Program. The goal of the PRSI program is to create safer roadways for pedestrians. To achieve this, the objectives of the PRSI program are to reduce the number of fatal and severe pedestrian crashes by identifying safety concerns and implementing counter measures consistent with FHWA's Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE) and FHWA's Safe Transportation for Every Pedestrian (STEP) Initiative. Projects qualify for the PRSI program based on its score and ranking by the TDOT Pedestrian Safety Prioritization Tool. The TDOT Pedestrian Safety Prioritization Tool scores and ranks both high-risk intersections and high-risk corridors based on the following criteria: Safety, Infrastructure, Equity, and Pedestrian Demand.

Project Selection

This project was requested by the TDOT Multimodal Transportation Resources Division as a candidate project to reduce pedestrian crashes along corridors and intersections throughout the State of Tennessee. This section of State Route 6 (Gallatin Pike), from log mile 16.75 to log mile 19.01, is a four (4) to six (6) lane undivided urban principal arterial with lane widths of eleven (11) and twelve (12) feet and shoulder widths between one (1) foot and twelve (12) feet.

State Route 6 (Gallatin Pike) was chosen for the PRSI Program based on pedestrian crash data from 2013 through 2015 with a total of twenty-five (25) pedestrian crashes, five (5) resulting in fatalities and five (5) resulting in incapacitating injuries. The TDOT Pedestrian Safety Prioritization Tool was refined in 2020 to account for a larger range of factors contributing to pedestrian crashes. The updated methodology places State Route 6 (Gallatin Pike) in the top 5% of unsafe urban principal arterials for pedestrians statewide. From January 1st, 2016 through June 22nd, 2021 a total of seventy (70) pedestrian crashes were reported within the project limits including one (1) crash resulting in a fatality and twenty-two (22) crashes resulting in incapacitating injuries. A pedestrian crash diagram from January 1st, 2016 through June 22nd, 2021 is provided in the appendix.

Stakeholder Engagement

Primary stakeholders for the project were identified by the TDOT Multimodal Transportation Resources Division and invited to an onsite field review held on Tuesday, July 20th, 2021. Detailed observations, site photos, and input from the field review are provided in the appendix. General observations along the project limits include non-compliant pedestrian signals, non-compliant or lack of pedestrian curb ramps, deficient driveway surfaces and sidewalk connections, and a need for additional pedestrian crossings. The lack of sufficient warning devices and pavement markings, such as flashing beacons and crosswalk pavement markings, were also observed at pedestrian crossing locations.

The purpose of the field review was to confirm the improvements detailed in the No Plans document dated December 9, 2019 and to determine if additional recommendations were needed to improve pedestrian safety.

At the initial field review, stakeholders walked the length of the project limit to identify pedestrian safety deficiencies and potential improvements. KCI Technologies staff members collected and complied notes which were shared with the entire team for revisions. Once the notes were finalized with comments from TDOT, Metro Nashville, WeGo, and Walk Bike Nashville they served as the basis of a detailed list of improvements considered for inclusion into the project.

Information Used in Review

- County highway map
- United States Geological Survey (USGS) Maps
- FEMA FIRM Map
- Aerial Photographs
- TRIMS Route Feature Descriptions Listings and Geometric Reports
- Annual Average Daily Traffic (AADT) collected by TDOT
- No Plans Document obtained from PRSI report dated December 9, 2019
- On-Site Visit on July 20, 2021.

PRSI Team Members

NAME	TITLE	ORGANIZATION	EMAIL
	TDOT Office of M	ultimodal Planning Te	eam Members
Veda Nguyen	Civil Engineering Manager 2	TDOT	veda.nguyen@tn.gov
	Field I	Review Team Member	s
Michelle Nickerson	Section Manager	TDOT	michelle.nickerson@tn.gov
Cam Morris	Transportation Project Specialist Sr.	TDOT	cam.morris@tn.gov
Neil Hansen	Transportation Manager 1	TDOT	neil.hansen@tn.gov
Grace Whitehouse	Intern	TDOT	grace.whitehouse@tn.gov
Sofia McMillan	Intern	TDOT	sofia.mcmillan@tn.gov
Derek Hagerty	Traffic Engineer	Metro Nashville	derek.hagerty@nashville.gov
Justin Cole	Senior Transit Planner	WeGo	justin.cole@nashville.gov
Nora Kern	Executive Director	Walk Bike Nashville	nora@walkbikenashville.org
Cathy Carrillo	Schools Manager	Walk Bike Nashville	cathy@walkbikenashville.org
Brandon Taylor	Project Manager, Consultant	KCI Technologies	Brandon.taylor@kci.com
Jonathan Cleghon	Project Engineer, Consultant	KCI Technologies	Jonathan.cleghon@kci.com
Josh Green	Project Engineer, Consultant	KCI Technologies	Josh.green@kci.com

Scope of Work

The scope of additional improvements identified include full traffic signal rebuilds, curb ramp installations, additional street lighting, pedestrian signal improvements, PHB/HAWK (Pedestrian Hybrid Beacon/High Intensity Activated Crosswalk) improvements, crosswalk pavement markings, and curb extensions. All improvements shall comply with the state and local accessibility guidelines as well as the requirements set forth in the 2010 Americans with Disabilities Act (ADA) and the Public Rights-of-Way Accessibility Guidelines (PROWAG).

Recommended improvements have been categorized as either short-term or mid-term based on the expected time frame required for implementation and the level of complexity. Improvements have been prioritized by expected reduction to pedestrian/vehicle type crashes in order to enable a cost-benefit analysis to guide construction. Long-term improvement recommendations have been identified but will not be implemented under PRSI construction due to the significant environmental, ROW, and utility impacts. These long-term recommendations may serve as the foundation for future TDOT or local government projects. Mid-term improvements may also not be implemented if survey and initial design studies determine significant environmental, ROW, or utility impacts.

The total estimated cost of improvements listed in this PRSI report is \$3,044,900. A detailed cost breakdown by location and measure is provided in the appendix. Right-of-way acquisition is not anticipated. Pending survey results, some mid-term improvements may not be implemented due to right-of-way impacts. General maintenance and signal maintenance agreements with the Metropolitan Government of Nashville and Davidson County are required. These improvements will be part of a design project and will be let to contract.

Concept Figures



STATE ROUTE 6
LOG MILE 16.75 TO LOG MILE 19.01
DAVIDSON COUNTY

STATE ROUTE 6 LOG MILE 16.75 TO

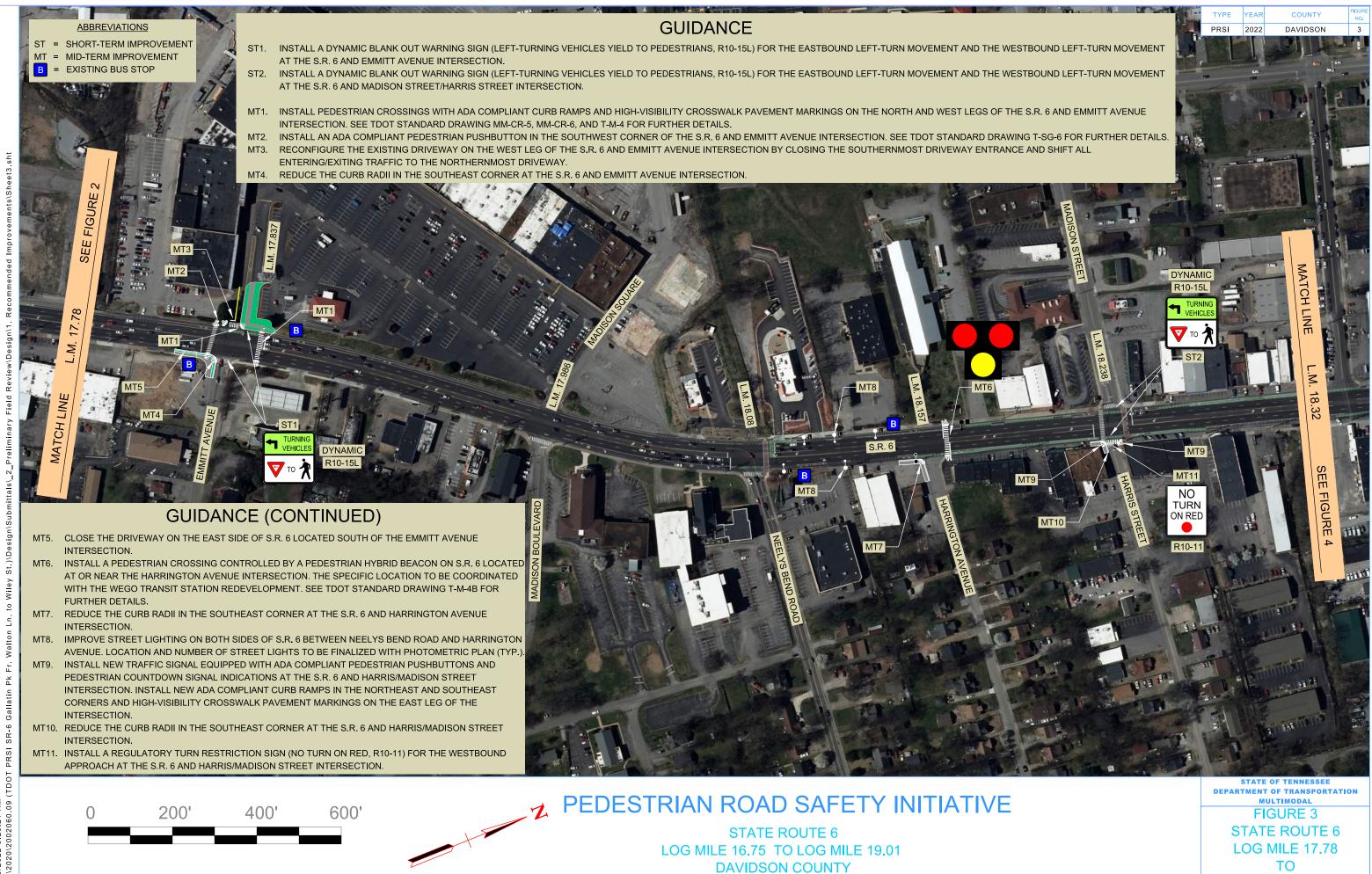
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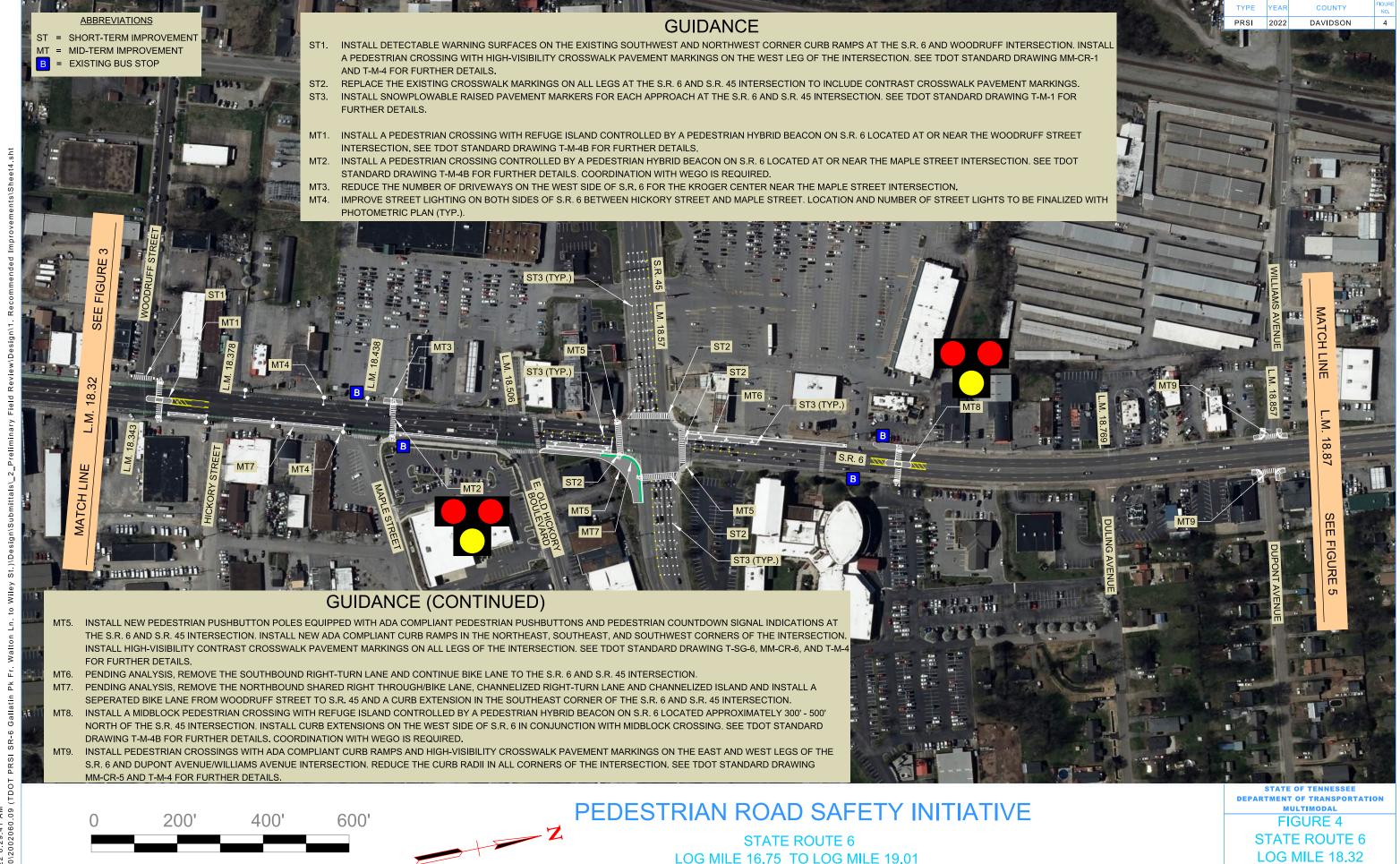
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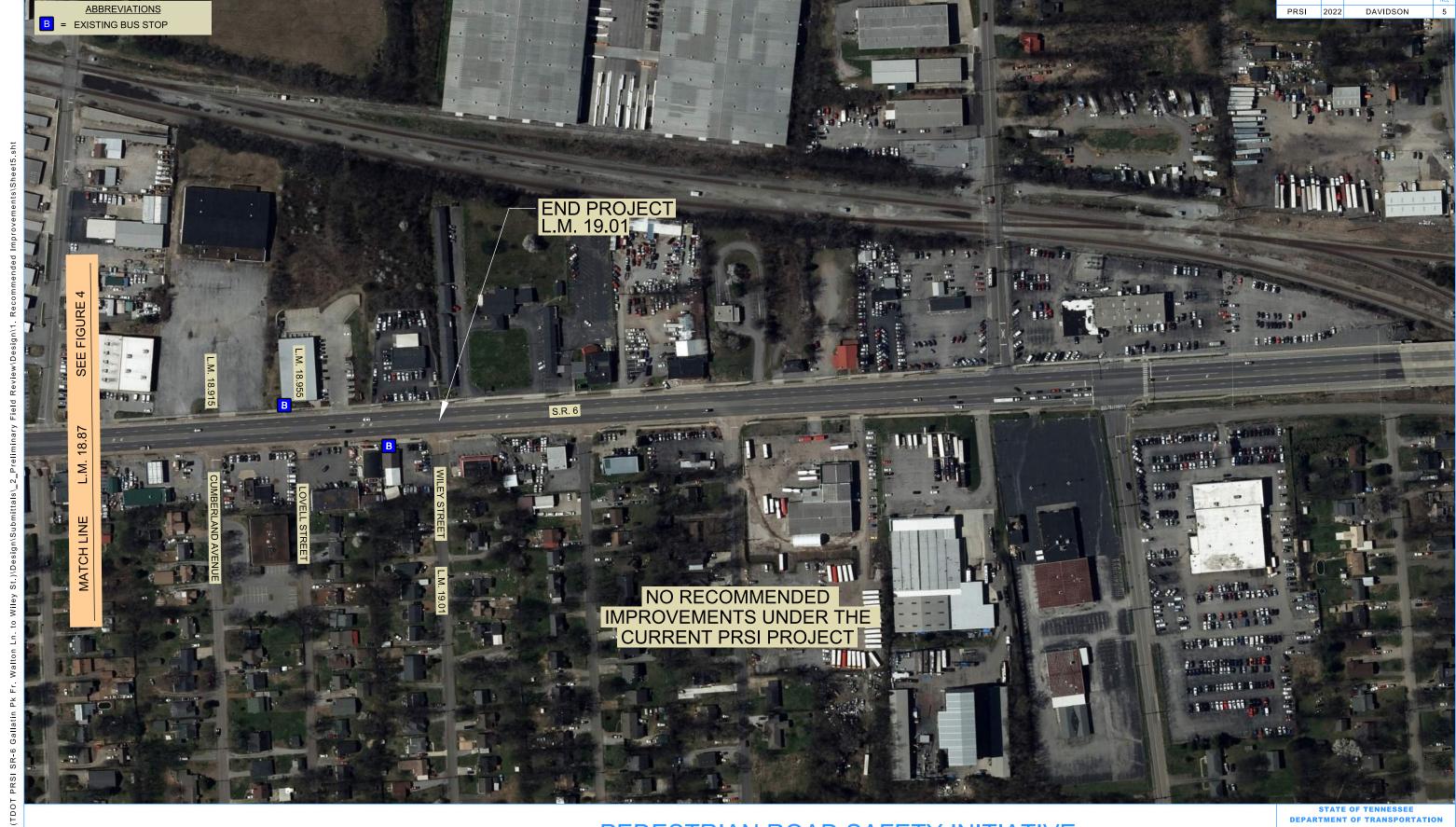
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PEDESTRIAN ROAD SAFETY INITIATIVE

STATE ROUTE 6 LOG MILE 16.75 TO LOG MILE 19.01 **DAVIDSON COUNTY**

FIGURE 5

STATE ROUTE 6 **LOG MILE 18.87** TO **LOG MILE 19.01**

APPENDIX

1. LOCATION SPECIFIC INTERSECTION AND SEGMENT IMPROVEMENT REVIEW

KCI, TDOT, and the project team field evaluated all signalized and unsignalized minor street intersections along State Route 6 (Gallatin Pike) between Walton Lane and Wiley Street. Several uncontrolled midblock locations were also assessed, particularly in the vicinity of existing bus stops and high pedestrian crash locations. The team reviewed the recommendations detailed in the existing no plans document, determined if additional recommendations were needed in order to comply with Chapter 3 – Multimodal Design of TDOT's Roadway Design Guidelines, and identified additional infrastructure improvements that could improve pedestrian safety throughout the corridor. Prior to conducting the field review, KCI produced pedestrian and bicycle crash diagrams with data between January 1, 2016 and June 22, 2021. Having this crash data available during the field review allowed the team to focus attention on locations along the corridor with the highest concentration of crashes and provided specific details as to the cause of crashes occurring in the area. Field review items are detailed in the following tables for each intersection and additional comments are provided as discussed. Additional notes are provided with site pictures located in the Appendix where a visual clarification may be helpful. The table below lists each location considered for improvements.

SIGNALIZED INTERSECTION, UN-SIGNALIZED INTERSECTION, AND MID-BLOCK IMPROVEMENT LOCATIONS

ID	Log Mile*	Location	Control Type
1	16.75	SR-6 AT WALTON LANE	Signalized
2	17.15	SR-6 AT LAKEWOOD DRIVE	Signalized
3	17.25	SR-6 AT ST. JOSEPH SCHOOL MIDBLOCK CROSSING	Mid-Block
4	17.32	SR-6 AT BERKLEY DRIVE	Signalized
5	17.43	SR-6 AT DUE WEST AVENUE	Signalized
6	17.49	SR-6 AT MIDBLOCK CROSSING NORTH OF DUE WEST AVENUE	Mid-Block
7	17.54	SR-6 AT E. PALESTINE AVENUE	Signalized
8	17.65	SR-6 AT MOVING CENTER COURT	Un-signalized
9	17.73	SR-6 AT WEBSTER STREET	Signalized
10	17.84	SR-6 AT EMMITT AVENUE	Signalized
11	18.08	SR-6 AT NEELYS BEND ROAD	Signalized
12	18.16	SR-6 AT HARRINGTON AVENUE/MADISON LIBRARY	Un-signalized
13	18.24	SR-6 AT MADISON STREET/HARRIS STREET	Signalized
14	18.34/18.38	SR-6 AT WOODRUFF STREET/HICKORY STREET	Un-signalized
15	18.44	SR-6 AT MAPLE STREET	Un-signalized
16	18.52	SR-6 AT E. OLD HICKORY BOULEVARD	Signalized
17	18.57	SR-6 AT SR-45 (OLD HICKORY BOULEVARD)	Signalized
18	18.65	SR-6 AT MIDBLOCK CROSSING NORTH OF SR-45	Mid-Block
19	18.77	SR-6 AT DULING AVENUE	Un-signalized
20	18.86	SR-6 AT DUPONT AVENUE/WILLIAMS AVENUE	Un-signalized
21	18.92	SR-6 AT CUMBERLAND AVENUE	Un-signalized
22	18.96	SR-6 AT LOVELL STREET	Un-signalized
23	18.98	SR-6 AT MIDBLOCK CROSSING NORTH OF LOVELL STREET	Mid-Block
24	19.01	SR-6 AT WILEY STREET	Un-signalized
*Log l	*Log Miles for mid-block segments are provided for the recommended crossing location.		

Improvements have been categorized as either short-term or mid-term based on the expected time frame required for implementation and the level of complexity. Descriptions for each category are provided below. Cost was not considered as a factor when categorizing projects as short-term or mid-term.

Short-Term: Recommended improvements considered eligible for short-term implementation could be constructed immediately. Typically, these improvements include signage, pavement markings, and installation of truncated dome warning mats on existing ADA compliant curb ramps. Field verification is recommended for retrofit curb ramp installations. Short-term improvements typically require minimal engineering design, are constructed within the existing right-of-way, and do not require survey or subsurface excavation during construction.

Mid-Term: Mid-term PRSI improvements may require field run topographical survey in order to verify items such as ADA compliance for sidewalk or curb ramps, potential ROW constraints, or utility conflicts. Mid-term improvements generally include installation of new ADA compliant curb ramps with truncated dome warning mats, modifications to existing traffic signals to include upgraded pedestrian features, installation of PHB/HAWK controlled pedestrian crossings, and changes to lane configurations that require traffic data collection and analysis. Mid-term improvements may require survey, engineering design, and subsurface excavation during construction. In most cases it is expected that they can be constructed without right-of-way acquisition or utility relocation.

Long-Term: Long-term pedestrian improvements were identified during the field visit but will not be implemented under PRSI construction due to the significant environmental, ROW, and utility impacts. These long-term recommendations may serve as the foundation for future TDOT or local government projects and can be found in the **Additional Improvement Appendices**.

The short-term and mid-term improvements determined by KCI, TDOT, and the project team in the field can be prioritized based on their respective expected crash reductions. The procedures used to prioritize these improvements are based on methodologies provided in the American Association of State Highway Transportation Officials' (AASHTO) *Highway Safety Manual* and are further discussed in the Crash Modification Factors (CMF) and Improvement Prioritization appendices.

1. BEGIN PROJECT – STATE ROUTE 6 (GALLATIN PIKE) AT WALTON LANE (L.M. 16.75)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
	<u>Short-Term</u>	
	 Install a truncated dome warning mat for the southeast corner curb ramp. 	\$900
	 Trim existing vegetation to improve pedestrian visibility at the intersection. Vegetation in or over the ROW can be trimmed by TDOT personnel. Trimming of vegetation outside the ROW must be coordinated with property owner. 	\$1,000
	Short-Term Cost	\$1,900
Signalized		
	<u>Mid-Term</u>	
	 Install a new curb ramp in the northwest corner for the existing marked crosswalk. 	\$5,000
	 Remove the eastbound channelized right turn lane and 	
	channelized island. The southwest corner of the intersection can be modified with a curb extension.	\$25,000
	Mid-Term Cost	\$30,000
	Total Cost of Improvements	\$31,900

Additional long-term improvements were identified and can be found in the Additional Improvements appendices.

2. STATE ROUTE 6 (GALLATIN PIKE) AT LAKEWOOD DRIVE (ST. JOSEPH'S) (L.M. 17.153)

No improvements at this location are recommended under the current PRSI project. See the Additional Improvements appendices for recommendations for future projects.

3. STATE ROUTE 6 (GALLATIN PIKE) AT ST. JOSEPH SCHOOL MIDBLOCK CROSSING (L.M. 17.25)

No improvements at this location are recommended under the current PRSI project. See the Additional Improvements appendices for recommendations for future projects.

4. STATE ROUTE 6 (GALLATIN PIKE) AT BERKLEY DRIVE (L.M. 17.32)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
	 Short-Term Split-phase the traffic signal for east-west side street movements. Delay to motorists should be minimal since the movement opposite Berkley Drive is a low-volume driveway and the additional phase would only be served by the presence of a vehicle at the driveway or a pedestrian pushbutton call. 	\$5,000
	Short-Term Cost	\$5,000
Signalized	 Mid-Term Add pedestrian crossings with ADA compliant curb ramps, pedestrian signals, pushbuttons, and high-visibility crosswalk pavement markings for the north and east legs of the intersection. 	\$62,200
	 The pedestrian pushbutton is not ADA compliant in the southwest corner. Provide a new pedestrian pushbutton in an ADA compliant location. 	\$3,100
	 Pending analysis, remove the north bound right-turn lane in order to improve the existing bike lane and shift the existing bus stop closer to the protected crossing. 	\$5,000
	 Reduce curb radii in the northeast and southeast corners to slow turning traffic movements and reduce pedestrian crossing distances. 	\$40,000
	Mid-Term Cost	\$110,300
	Total Cost of Improvements	\$115,300

Additional long-term improvements were identified and can be found in the Additional Improvements appendices.

5. STATE ROUTE 6 (GALLATIN PIKE) AT DUE WEST AVENUE (L.M. 17.43)

No improvements at this location are recommended under the current PRSI project. See the Additional Improvements appendices for recommendations for future projects.

6. STATE ROUTE 6 (GALLATIN PIKE) AT MIDBLOCK CROSSING NORTH OF DUE WEST AVENUE (APPROXIMATE L.M. 17.49)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
New Midblock Pedestrian Crossing	 Mid-Term Install a new midblock pedestrian crossing controlled by a PHB/HAWK approximately 310' north of Due West Avenue. Replace four (4) non-ADA compliant driveway ramps on the west side. 	\$104,500 \$20,000
	Mid-Term Cost	\$124,500
	Total Cost of Improvements	\$124,500

The new midblock crossing should be designed so that pedestrians cross behind WeGo buses and are visible to passing motorists. Coordination with WeGo is required.

7. STATE ROUTE 6 (GALLATIN PIKE) AT E. PALESTINE AVENUE (L.M. 17.537)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
	 Short-Term Install a dynamic left-turn blank out warning sign for the southbound left-turn movements to improve motorist yielding behavior for pedestrians. Short-Term Cost	\$5,000 <i>\$5,000</i>
Signalized	 Mid-Term Pedestrian pushbuttons and signal indications are not ADA/MUTCD compliant in the northeast and northwest corners. Provide new pedestal poles with new pedestrian pushbuttons and signal indications in ADA compliant locations. Reduce curb radius in the southeast corner to slow turning 	\$29,200
	traffic movements and reduce pedestrian crossing distance. <i>Mid-Term Cost</i>	\$20,000 \$49,200
	Total Cost of Improvements	\$54,200

Additional long-term improvements were identified and can be found in the Additional Improvements appendices.

8. STATE ROUTE 6 (GALLATIN PIKE) AT MOVING CENTER COURT (L.M. 17.646)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
Minor Street Stop Control	 Mid-Term Install a new pedestrian crossing on the west leg of the intersection with ADA compliant curb ramps and high-visibility crosswalk pavement markings. Reduce curb radii in the northwest and southwest corners to slow turning traffic movements and reduce pedestrian crossing distances. Truck turning movements should be considered. 	\$12,500 \$40,000
	Mid-Term Cost	\$52,500
	Total Cost of Improvements	\$52,500

Additional long-term improvements were identified and can be found in the Additional Improvements appendices.

9. STATE ROUTE 6 (GALLATIN PIKE) AT WEBSTER STREET (L.M. 17.73)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
Signalized	 Mid-Term Add pedestrian crossings with ADA compliant curb ramps, pedestrian signals, pushbuttons, and high-visibility crosswalk pavement markings for the north, south, east, and west legs of the intersection. A full traffic signal rebuild should be considered due to the age and configuration of the existing traffic signal. Straighten the crosswalk skew between the southeast and southwest corners to reduce pedestrian crossing distance. Close the driveway on the east side of SR-6 (Gallatin Pike) located just south of the intersection. It appears that the driveway is no longer used since the parking lot has been marked with spaces that block access. 	Full Traffic Signal Rebuild
	Mid-Term Cost	\$350,000
	Total Cost of Improvements	\$350,000

A full traffic signal rebuild at the intersection is recommended as adding pedestrian crossings would require a significant investment to an aging span-wire traffic signal. The estimated cost for a new traffic signal is approximately **§350,000**. Additional long-term improvements were identified and can be found in the Additional Improvements appendices.

10. STATE ROUTE 6 (GALLATIN PIKE) AT EMMITT AVENUE (L.M. 17.837)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
	 Short-Term Install dynamic left-turn blank out warning signs for the eastbound and westbound left-turn movements to improve motorist yielding behavior for pedestrians. Short-Term Cost	\$10,000 \$10,000
	 Mid-Term Add pedestrian crossings with ADA compliant curb ramps, pedestrian signals, pushbuttons, and high-visibility crosswalk pavement markings for the north and west legs of the intersection. The pedestrian pushbutton is not ADA compliant in the southwest corner. Provide a new pushbutton pole with a new pedestrian pushbutton in an ADA compliant location. 	\$57,100 \$3,100
Signalized	 Reconfigure the driveway for Madison Town Center by closing the entrance half of the driveway and shifting all entering/exiting traffic to the existing exiting half of the driveway. This will reduce pedestrian crossing distance and align the driveway better with Emmitt Avenue. Reduce curb radius in the southeast corner to slow turning 	\$5,000 \$20,000
	 traffic movements and reduce pedestrian crossing distance. Close the driveway on the east side of SR-6 (Gallatin Pike), located just south of the intersection. It appears the driveway is no longer used as the property is vacant and vehicles have been observed cutting through the property. Mid-Term Cost	\$5,000 \$5,000 \$90,200
	Total Cost of Improvements	\$100,200

Additional long-term improvements were identified and can be found in the Additional Improvements appendices.

11. STATE ROUTE 6 (GALLATIN PIKE) AT NEELYS BEND ROAD (L.M. 18.08)

This traffic signal will be reconstructed as part of NDOT's Madison Station Boulevard extension capital improvement project, which will form a new intersection on the west side opposite Neelys Bend Road. No improvements are anticipated to be needed under the TDOT PRSI project. NDOT's improvements are also considered at this location in the prioritization analysis in the following section.

12. STATE ROUTE 6 (GALLATIN PIKE) AT HARRINGTON AVENUE / MADISON LIBRARY (L.M. 18.157)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
Minor Street Stop Control	 Mid-Term Install a new pedestrian crossing controlled by a PHB/HAWK at or near the intersection. The specific location to be coordinated with WeGo transit station redevelopment. Reduce curb radius in the southeast corner to slow turning traffic movements and reduce pedestrian crossing distance. Improve street lighting between Neelys Bend Road and Harrington Avenue. Nine (9) pedestrian/bicycle related crashes occurred in this section during dark or dusk conditions between May 2017 and June 2021. Mid-Term Cost	\$104,500 \$25,000 \$60,000 <i>\$189,500</i>
	Total Cost of Improvements	\$189,500

The new midblock crossing should be designed so that pedestrians cross behind WeGo buses and are visible to passing motorists. Coordination with WeGo is required. Additional pedestrian safety may result from closing the Madison Library driveway and providing access from Madison Station Boulevard. This driveway relocation would reduce turning movement conflicts between vehicles and pedestrians/bicycles in the vicinity of the public library and nearby WeGo bus stops. See the Appendix for a conceptual diagram of the proposed driveway relocation on Madison Station Boulevard. Depending on the PHB location, sidewalk modification and right-of-way acquisition may be necessary. Additional survey will be required to make this determination. In addition, consideration should be given to applying red pavement markings as allowed under an interim approval from the MUTCD to enhance the conspicuity of transit lanes, stops, and other multimodal facilities. According to the interim approval from the MUTCD, "positive operational effects have been noted in the experiments [involving red transit lanes] including the reduction of illegal occupancy of transit lanes by non-transit vehicles, travel time of transit vehicles, and illegal occupancy in transit lanes."

13. STATE ROUTE 6 (GALLATIN PIKE) AT MADISON STREET / HARRIS STREET (L.M. 18.238)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
Signalized	 Short-Term Install dynamic left-turn blank out warning signs for the eastbound and westbound left-turn movements to improve motorist yielding behavior for pedestrians.	\$10,000 \$10,000 \$350,000 \$350,000
	Total Cost of Improvements	\$360,000

Under the signal rebuild replace the existing north leg brick stamped crosswalk with a longitudinal crosswalk and move the east leg crosswalk closer to the intersection.

14. STATE ROUTE 6 (GALLATIN PIKE) AT WOODRUFF STREET / HICKORY STREET (L.M. 18.343/18.378)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
Minor Street Stop Control	 Short-Term Add a pedestrian crossing with two (2) truncated dome warning mats on existing curb ramps, high-visibility crosswalk pavement markings, and a new stop bar for the west leg (Woodruff Street) of the intersection.	\$3,700 \$3,700 \$114,500 \$114,500
	Total Cost of Improvements	\$118,200

Hickory Street is part of NDOT's traffic calming program and may not be suitable for installation of a traffic signal since this could potentially draw traffic to State Route 6 (Gallatin Pike) due to improved access at the intersection. A PHB/HAWK is preferred for this location.

15. STATE ROUTE 6 (GALLATIN PIKE) AT MAPLE STREET (L.M. 18.438)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
Minor Street Stop Control	 Mid-Term Install a new pedestrian crossing controlled by a PHB/HAWK on the north side of the Maple Street intersection. Close one of the two Kroger center driveways on the west side of SR-6 (Gallatin Pike) opposite Maple Street. Improve street lighting between Hickory Street and Maple Street. Nine (9) pedestrian/bicycle related crashes occurred in this section during dark or dusk conditions between October 2016 and June 2021. Mid-Term Cost	\$104,500 \$5,000 \$60,000 <i>\$169,500</i>
	Total Cost of Improvements	\$169,500

The new midblock crossing should be designed so that pedestrians cross behind WeGo buses and are visible to passing motorists. Coordination with WeGo is required. In addition, consideration should be given to applying red pavement markings as allowed under an interim approval from the MUTCD to enhance the conspicuity of transit lanes, stops, and other multimodal facilities.

16. STATE ROUTE 6 (GALLATIN PIKE) AT E. OLD HICKORY BOULEVARD (L.M. 18.52)

No improvements at this location are recommended under the current PRSI project. See the Additional Improvements appendices for recommendations for future projects.

17. STATE ROUTE 6 (GALLATIN PIKE) AT STATE ROUTE 45 (OLD HICKORY BOULEVARD) (L.M. 18.57)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
	 Short-Term Restripe longitudinal style crosswalk pavement markings with white bars framed by black bands to increase visibility on the existing light-colored concrete pavement. Add raised pavement markers along lane lines per TDOT standard and for additional visibility at pedestrian crossings during nighttime conditions. 	\$12,500 \$28,000
	Short-Term Cost	\$40,500
Signalized	Pedestrian pushbuttons are not ADA compliant in the northeast, southeast, and southwest corners. Provide new pushbutton poles with new pedestrian pushbuttons in ADA	\$56,300
	 compliant locations. New curb ramps will be required in the southeast and southwest corners. Pending analysis, remove southbound right turn lane and continue bike lane to intersection. 	\$10,000
	 Pending analysis, remove the northbound shared right through/bike lane, channelized right-turn lane and channelized island and install a separated bike lane from Woodruff Street to S.R. 45 and a curb extension to reduce pedestrian crossing distance. 	\$20,000
	Mid-Term Cost	\$86,300
	Total Cost of Improvements	\$126,800

18. STATE ROUTE 6 (GALLATIN PIKE) AT MIDBLOCK CROSSING NORTH OF STATE ROUTE 45 (OLD HICKORY BOULEVARD) (APPROXIMATE L.M. 18.65)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
New Midblock Pedestrian Crossing	 Mid-Term Install a new midblock pedestrian crossing controlled by a PHB/HAWK located approximately 300′ – 500′ north of the SR-45 (Old Hickory Boulevard) intersection. Include a median pedestrian refuge island and curb extensions in conjunction with the midblock crossing. Mid-Term Cost	\$104,500 \$50,000 <i>\$154,500</i>
	Total Cost of Improvements	\$154,500

The new midblock crossing should be designed so that pedestrians cross behind WeGo buses and are visible to passing motorists. Coordination with WeGo is required.

19. STATE ROUTE 6 (GALLATIN PIKE) AT DULING AVENUE (L.M. 18.769)

No improvements at this location are recommended under the current PRSI project. See the Additional Improvements appendices for recommendations for future projects.

20. STATE ROUTE 6 (GALLATIN PIKE) AT DUPONT AVENUE / WILLIAMS AVENUE (L.M. 18.857)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
	Mid-Term	
	 Add ADA compliant curb ramps and high-visibility crosswalk 	
	pavement markings for the east and west legs of the	\$22,800
Minor Street	intersection.	
Stop Control	 Reduce curb radii at all corners to slow turning traffic 	\$80,000
	movements and reduce pedestrian crossing distances.	700,000
	Mid-Term Cost	\$102,800
	Total Cost of Improvements	\$102,800

21. STATE ROUTE 6 (GALLATIN PIKE) AT CUMBERLAND AVENUE (L.M. 18.915)

No improvements at this location are recommended under the current PRSI project. See the Additional Improvements appendices for recommendations for future projects.

22. STATE ROUTE 6 (GALLATIN PIKE) AT LOVELL STREET (L.M. 18.955)

No improvements at this location are recommended under the current PRSI project. See the Additional Improvements appendices for recommendations for future projects.

23. STATE ROUTE 6 (GALLATIN PIKE) AT MIDBLOCK CROSSING NORTH OF LOVELL STREET (APPROXIMATE L.M. 18.98)

No improvements at this location are recommended under the current PRSI project. See the Additional Improvements appendices for recommendations for future projects.

24. END PROJECT – STATE ROUTE 6 (GALLATIN PIKE) AT WILEY STREET (L.M. 19.01)

No improvements at this location are recommended under the current PRSI project. See the Additional Improvements appendices for recommendations for future projects.

2. COST ESTIMATE

KCI, TDOT, and the project team evaluated all signalized and unsignalized minor street intersections along State Route 6 (Gallatin Pike) between Walton Lane and Wiley Street. Several uncontrolled midblock locations were also assessed, particularly in the vicinity of existing bus stops and previous pedestrian crashes. The team reviewed the recommendations detailed in the no plans document, determined if additional recommendations were needed in order to comply with Chapter 3 – Multimodal Design of TDOT's Roadway Design Guidelines, and identified additional infrastructure improvements that could improve pedestrian safety throughout the corridor.

The total construction estimate for short-term improvements is approximately **\$77,100**. The total construction estimate for mid-term improvements is approximately **\$1,973,800**. The total construction estimate for long-term improvements is **\$0**. The total construction estimate for all improvements, including mobilization, construction contingencies, and construction engineering and inspection is approximately **\$3,044,900**. Estimated subtotal costs of traffic maintenance, mobilization, construction contingencies, and construction engineering and inspection have been rounded up to the next \$1,000. The cost does not include engineering design.

	STATE ROUTE 6 (GALLATIN PIKE) - ESTIMATED CONSTRUCTION	COST SUMMARY				
LOG MILE	INTERSECTION	ESTIMATED				
16.75	WALTON LANE	\$31,900				
17.15	LAKEWOOD DRIVE (ST. JOSEPH'S)	\$0				
17.25	ST. JOSEPH'S SCHOOL MIDBLOCK CROSSING	\$0				
17.32	BERKLEY DRIVE	\$115,300				
17.43	DUE WEST AVENUE	\$0				
17.49	MIDBLOCK CROSSING NORTH OF DUE WEST AVENUE	\$124,500				
17.54	E. PALESTINE AVENUE	\$54,200				
17.65	MOVING CENTER COURT	\$52,500				
17.73	WEBSTER STREET	\$350,000				
17.84	EMMITT AVENUE	\$100,200				
18.08	NEELYS BEND ROAD	\$0				
18.16	HARRINGTON AVENUE / MADISON LIBRARY	\$189,500				
18.24	MASISON STREET / HARRIS STREET	\$360,000				
18.34/18.38	WOODRUFF STREET / HICKORY STREET	\$118,200				
18.44	MAPLE STREET	\$169,500				
18.52	E. OLD HICKORY BOULEVARD	\$0				
18.57	STATE ROUTE 45 (OLD HICKORY BOULEVARD)	\$126,800				
18.65	MIDBLOCK CROSSING NORTH OF STATE ROUTE 45	\$154,500				
18.77	DULING AVENUE	\$0				
18.86	DUPONT AVENUE / WILLIAMS AVENUE	\$102,800				
18.92	CUMBERLAND AVENUE	\$0				
18.96	LOVELL STREET	\$0				
18.98	MIDBLOCK CROSSING NORTH OF LOVELL STREET	\$0				
19.01	WILEY STREET	\$0				
	CLUDING MAINTENANCE OF TRAFFIC (10%)	\$2,254,900				
	TOTAL CONSTRUCTION ESTIMATE* INCLUDING MOBILIZATION (5%), CONTINGENCY (20%) & CEI (10%) \$3,044,900					
	e engineering design cost					

Route:

Description:

Project Type of Work:

County:
Length:
Date:
Date:
Description:

State Route 6 (Gallatin Pike) from Walton Lane to Wiley
PIN 125526.09 Pedestrian Road Safety Initiative (PRSI)
Projects
Safety

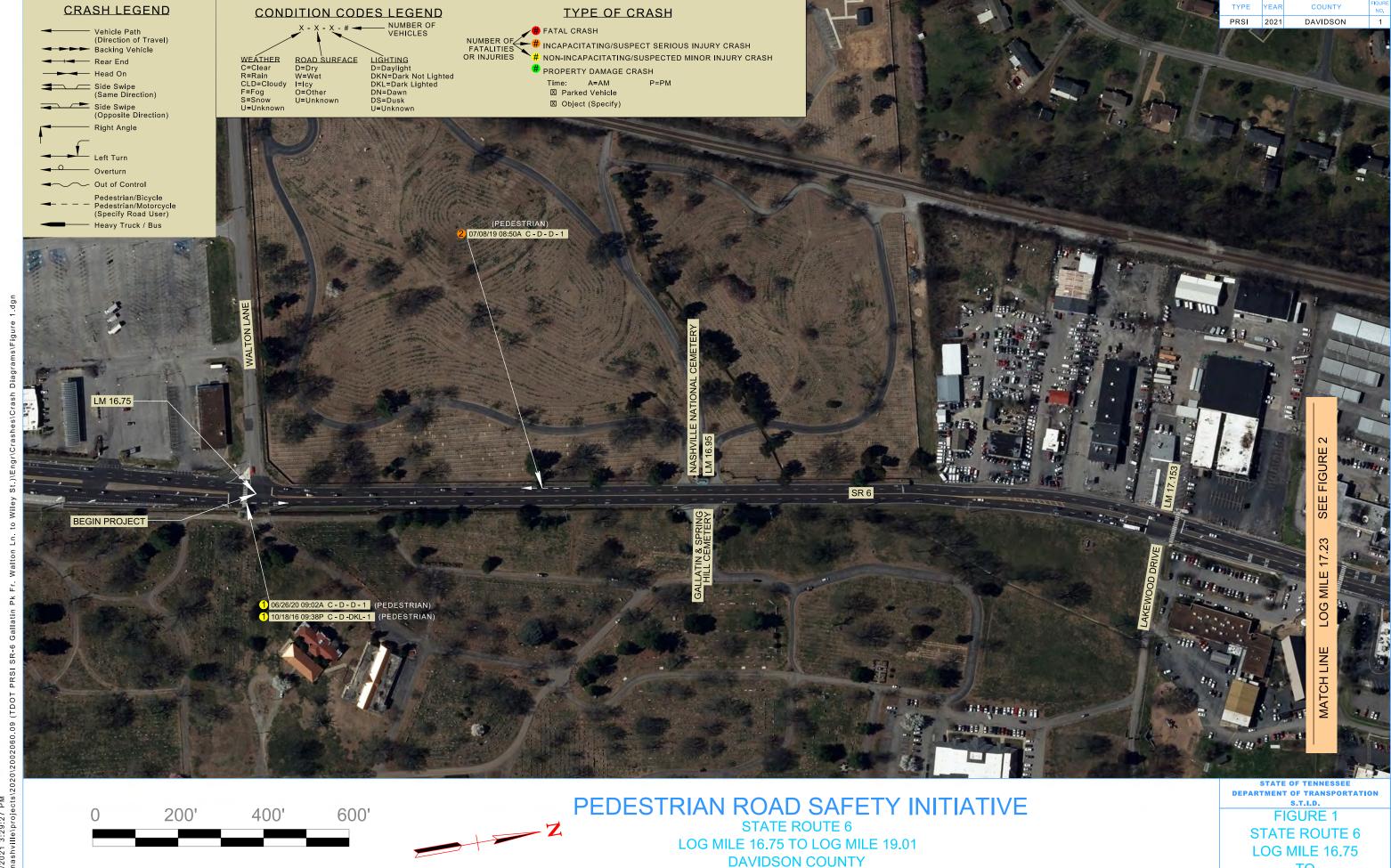
Davidson
2.26 Miles
December 14, 2021
Conceptual



DESCRIPTION CONSTRUCTION ITEMS (NOT TO INCLUDE ENGINEERING DE	SIGN)	FIELD REVIEW IMPROVEMENTS	TOTAL
Full Traffic Signal Rebuild		\$700,000	\$700,000
Curb Ramp Installation		\$188,000	\$188,000
Pedestrian Signal Improvements		\$141,000	\$141,000
PHB/HAWK Improvements		\$460,000	\$460,000
Crosswalk Pavement Markings		\$36,000	\$36,000
Curb Extensions		\$300,000	\$300,000
Sidewalk Extensions		\$0	\$0
Other Improvements (Signage, Signal Timing, Street Lighting, Refuge Islands, Etc.)		\$224,900	\$224,900
Maintenance of Traffic (rounded up to next \$1,000) 10%		\$205,000	\$205,000
SUBTOTAL		\$2,254,900	\$2,254,900
LOCAL MATCH 10%			
Mobilization (rounded up to next \$1,000)	5%		\$113,000
Const. Contingency (rounded up to next \$1,000)	20%		\$451,000
Const. Eng. & Inspec. (rounded up to next \$1,000)	10%		\$226,000
TOTAL CONSTRUCTION ESTIMA	TE		\$3,044,900

Davidson County State Route 6 (Gallatin Pike) From Walton Lane (L.M. 16.75) to Wiley Street (L.M. 19.01) PIN 125526.09

3. CRASH DIAGRAMS



TO **LOG MILE 17.23**



TO

LOG MILE 17.78

7/15/2021 3.26.22 PM



TO

LOG MILE 18.32

7/15/2021 3:23:14 PM



TO

LOG MILE 18.88



DAVIDSON COUNTY

BICYCLE/PEDESTRIAN CRASHES 1/1/2016-6/22/2021

TO

LOG MILE 19.01

7/19/2021 11:32:54 AM

4. CRASH MODIFICATION FACTOR (CMF) RESOURCES

U.S. Department of Transportation

Federal Highway Administration

1200 New Jersey Avenue, SE Washington, DC 20590 202-366-4000

Safety

Toolbox of Countermeasures and Their Potential Effectiveness

Downloadable Version PDF [552 KB]

FHWA-SA-018-41 September 2018

- Introduction
- Crash Reduction Factors
- Using the Tables
- References

Introduction

A CMF is the proportion of crashes that are expected to remain after the countermeasure is implemented. For example, an expected 20 percent reduction in crashes would correspond to a CMF of (1.00 - 0.20) = 0.80. In some cases, the CMF is negative, i.e. the implementation of a countermeasure is expected to lead to a percentage increase in crashes.

One CMF estimate is provided for each countermeasure. Where multiple CMF estimates were available from the literature, selection criteria were used to choose which CMFs to include in the issue brief:

Crash Reduction Factors

A CRF is the percentage crash reduction that might be expected after implementing a given countermeasure. In some cases, the CRF is negative, i.e. the implementation of a countermeasure is expected to lead to a percentage increase in crashes.

One CRF estimate is provided for each countermeasure. Where multiple CRF estimates were available from the literature, selection criteria were used to choose which CRFs to include in the issue brief:

- First, CMFs from studies that took into account regression to the mean and changes in traffic volume were preferred over studies that did not.
- Second, CMFs from studies that provided additional information about the conditions under which the countermeasures was applied (e.g. road type, area type) were preferred over studies that did not.

Where these criteria could not be met, a CMF may still be provided. In these cases, it is recognized that the estimate of the CMF may not be as reliable, but is the best available at this time. The CMFs in this issue brief may be periodically updated as new information becomes available.

The Desktop Reference for Countermeasures includes most of the CMFs included in this issue brief, and adds many other CMFs available in the literature. A few CMFs found in the literature were not included in the Desktop

Reference. Those excluded CMFs were considered to have smaller sample sizes or too large a standard error to be meaningful, or the original research did not provide sufficient detail for the CMF to be useful.

A CMF should be regarded as a generic estimate of the effectiveness of a countermeasure. The estimate is a useful guide, but it remains necessary to apply engineering judgment and to consider site-specific environmental, traffic volume, traffic mix, geometric, and operational conditions which will affect the safety impact of a countermeasure. Actual effectiveness will vary from site to site. The user must ensure that a countermeasure applies to the particular conditions being considered. The reader is also encouraged to obtain and review the original source documents for more detailed information, and to search databases such as the National Transportation Library (ntlsearch.bts.gov) for information that becomes available after the publication of this issue brief.

Return to top

Using the Tables

The CRFs for pedestrian crashes are presented in three tables which summarize the available information. The Tables are:

Table 1: Signalization Countermeasures

Table 2: Geometric Countermeasures

Table 3: Signs, Markings, Operational Countermeasures

Each table has the following columns:

- Countermeasure = the countermeasure name.
- Crash Severity = the crash severity used in the analysis. Where available, separate CMFs are provided for different crash severities. The crash severities are: all, fatal/injury, fatal, or injury. The categories depend on the approach taken by the original study. For example, some studies referred to fatal/injury (fatal and injury crashes combined). Some distinguished fatal from injury. "All" is used for CMFs from studies which did not specify the severity.
- CMF for Crash Type (SE) = the CMF value selected from the literature, listed under the column(s) for the appropriate crash type (All, Left-Turn, or Pedestrian). CMFs listed under the Pedestrian column refer to the reduction in crashes involving pedestrians crossing the street, unless otherwise specified. Standard error (SE) for the CMF is provided in parenthesis where available. The standard error is the standard deviation of the error in the estimate of the CMF. The true value of the CMF is unknown for a given treatment type. The standard error provides a measure of the precision of the estimate of the true value of the CMF. A relatively small standard error indicates that a CMF is more precisely known. A relatively large standard error indicates that a CMF is less precisely known.
- Reference Number = the reference number for the source information, as given in the reference list in this document.
- CMF ID = ID number of the CMF in the CMF Clearinghouse.
- Star Rating an indicator of the quality or confidence of the CMF and is based on the following factors: study design, sample size, standard error, potential bias, and data source. The ratings range from 1 to 5 where 5 indicates the highest or most reliable rating.

Cells with "—" indicate that no information is reported in the source document. For additional information, visit the FHWA Office of Safety website (safety.fhwa.dot.gov).

Example

COUNTERMEASURE	CRASH SEVERITY	CM	(6	CRASH TYPE SE)	REFERENCE NUMBER	STAR RATING
		ALL	LEFT	PEDESTRIAN		

			TURN				
Exclusive Pedestrian Phase	All	_	_	0.49 (0.16)	2	4117	2

Using the first countermeasure from Table 1 as an example, the following information can be gained from the table:

- 1. The countermeasure name is "Exclusive Pedestrian Phase."
- 2. The crash severity is "All," meaning that the original study calculated the CMF for all crash severities combined or did not specify a crash severity.
- 3. A CMF of 0.49 is listed under the "Pedestrian" column, meaning that a (1.00 0.49) = 51% reduction in pedestrian crashes is expected for this countermeasure.
- 4. The "—" in the "All" and "Left-Turn" columns indicates that CMFs for these crash types were not provided in the original study.
- 5. The standard error for this CMF is 0.16.
- 6. The reference number is 2, which refers to the 2012 study by Chen, Chen, Ewing, McKnight, Srinivasan, and Roe in the references list.
- 7. The CMF ID is 4117 in the CMF Clearinghouse.
- 8. This study has a 2 star rating.

Other Useful Resources

- www.cmfclearinghouse.org
- www.walkinginfo.org
- www.walkinginfo.org/pedsafe/
- <u>safety.fhwa.dot.gov/provencountermeasures</u>

TABLE 1. SIGNALIZED COUNTERMEASURES

		CMF FOR CRASH TYPE (SE)					
COUNTERMEASURE	CRASH SEVERITY	ALL	LEFT TURN	PEDESTRIAN	REFERENCE NUMBER	CMF ID	STAR RATING
Exclusive Pedestrian Phase	All	_	_	0.49 (0.16)	2	4117	2
Improved Signal Timing (ITE)	Fatal/Injury	_	_	0.63	14	383	2
Replace Existing "Walk/ Don't Walk" Signals with Pedestrian Countdown Signal Head	All	_	_	0.75	9	_	_
Replace Existing "Walk/ Don't Walk" Signals with Pedestrian Countdown Signal Head	All	_	_	0.3	15	5272	4
Implement Leading Pedestrian Interval (LPI)	All	_		0.413 (0.064)	4	1993	3
Remove Unwarranted Signals (One-Way	All	_		0.83	12	331	3

Street)							
Pedestrian Hybrid Beacon (PHB)	All	_		0.45 (0.167)	17	9020	4
PHB and Advanced Yield/Stop Markings/ Signs	All	_	_	0.43 (0.134)	17	9021	4
Increase Pedestrian Crossing Time	All	_	_	0.49 (0.10)	2	4658	3
Add New Traffc Signals, when Warranted	All	0.75 (0.07)	_	_	2	4658	3

TABLE 2. GEOMETRIC COUNTERMEASURES

		CMF FOR CRASH TYPE (SE)					
COUNTERMEASURE	CRASH SEVERITY	ALL	LEFT TURN	PEDESTRIAN	REFERENCE NUMBER	CMF ID	STAR RATING
Install Pedestrian Overpass/Underpass	Fatal/Injury	_	_	0.1	6	_	_
Install Pedestrian Overpass/Underpass	All	_	_	0.14	6	_	_
Install Pedestrian Overpass/Underpass (Unsignalized Intersection)	All	_	_	0.87	8	_	_
Install Raised Median	All			0.75	6	_	_
Install Raised Median at Unsignalized Crossing	All	_	_	0.69 (0.183)	17	8799	3
Install Raised Pedestrian Crossing	All	0.7	_	_	1		
Install Raised Pedestrian Crossing	Fatal/Injury	0.64	_	_	1		_
Install Sidewalk	All	_	_	0.12	10	_	_
Provide Paved Shoulder	All	_	_	0.29	6	_	_
Narrow Roadway from Four Lanes to Three Lanes (Two Through Lanes with Center Turn Lane)	All	0.71	_	_	7	199	5
Road Diet-Urban Area	All	_	_	0.81	11	5554	4

			(0.005)			
Road Diet–Suburban Area	All	_	0.53 (0.02)	12	2841	4

TABLE 3. SIGNS, MARKINGS, AND OPERATIONAL COUNTERMEASURES

		CMF FOR CRASH TYPE (SE)					
COUNTERMEASURE	CRASH SEVERITY	ALL	LEFT TURN	PEDESTRIAN	REFERENCE NUMBER	CMF ID	STAR RATING
Add Overhead Lighting	Injury Crashes	_	_	0.77	7	199	5
Improve Pavement Friction (Skid Treatment with Overlay)	Fatal/Injury	_	_	0.97	6		_
Increase Enforcement	All		_	0.77	16	_	_
Prohibit Right-Turn-on-Red	All	0.97	_	_	7	199	5
Prohibit Left Turns	All	_	_	0.9	6	_	_
Restrict Parking Near Intersections (to Off- Street)	All	_	_	0.7	6	_	_
High-Visibility Crosswalk	All	_	_	0.52 (0.17)	2	4658	3
Convert Parallel Lane to High-Visibility Crosswalk (School Zone)	All	—	_	0.63	5	2697	3
Advanced Stop/Yield	All	_		0.75 (0.230)	17	9017	3
Rectangular Rapid- Flashing Beacon (RRFB)	All	_	_	0.53 (0.377)	17	9024	2

References

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- 2. Chen, L., C. Chen, R. Ewing, C. McKnight, R. Srinivasan, and M. Roe. Safety Countermeasures and Crash Reduction in New York City&mash; Experience and Lessons Learned. Accident Analysis and Prevention. In print, 2012. Retrieved July 23, 2012.

- 3. De Brabander, B. and Vereeck, L., "Safety Effects of Roundabouts in Flanders: Signal type, speed limits and vulnerable road users." AAP-1407, Elsevier Science, (2006).
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- Feldman, M., J. Manzi, and M. Mitman. "An Empiracal Bayesian Evaluation of the Safety Effects of High-Visibility School (Yellow) Crosswalks in San Francisco, California." Transportation Research Record: Journal of the Transportation Research Board, No. 2198, Transportation Research Board, Washington, D.C., 2010, pp. 8-14.
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- 7. Harkey, D. et al., "Crash Reduction Factors for Traffc Engineering and ITS Improvements," NCHRP Report No. 617, (2008).
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- 10. McMahon, P., Zegeer, C., Duncan, C., Knoblauch, R., Stewart, R., and Khattak, A., "An Analysis of Factors Contributing to 'Walking Along Roadway' Crashes: Research Study and Guidelines for Sidewalks and Walkways," FHWA-RD-01-101, (March 2002)

Page last modified on October 16, 2018





CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF DETAILS

CMF ID: 8481

INSTALL PEDESTRIAN SIGNALS

DESCRIPTION:

PRIOR CONDITION: INTERSECTIONS WITHOUT PEDESTRIAN SIGNALS

CATEGORY: PEDESTRIANS

STUDY: DEVELOPING CRASH MODIFICATION FUNCTIONS FOR PEDESTRIAN SIGNAL IMPROVEMENT, SACCHI ET AL., 2015

Star Quality Rating: Rating Points Total:	(VIEW SCORE DETAILS) 115
Value:	Crash Modification Factor (CMF) $CMF_{FI} = 0.552 \times (V_{M,1}^* \times V_{m,1}^*)^{0.076} \times \exp(0.090 \times Area + 0.189[1 - (0.621)^s]/s)$ Where: $V_{M} = \text{Major Road AADT (in thousands of vehicles)}$ $V_{m} = \text{Minor Road AADT (in thousands of vehicles)}$ $Area = \text{Area Type Indicator (Residential = 0, Commercial = 1)}$ $S = \text{Number of years since treatment installation}$
Adjusted Standard Error:	
Unadjusted Standard Error:	
Value:	Crash Reduction Factor (CRF)
Adjusted Standard Error:	
Unadjusted Standard Error:	
Crash Type:	Applicability All
Crash Severity:	K (fatal),A (serious injury),B (minor injury),C (possible injury)

Roadway Types:

Number of Lanes:

Not specified

10/20/21, 3.5 1 1 W	Own Oldanighouse >> Own / Ora Details				
Road Division Type:					
Speed Limit:					
Area Type:	Urban and suburban				
Traffic Volume:					
Average Traffic Volume:					
Time of Day:	Not specified				
	If countermeasure is intersection-based				
Intersection Type:					
Intersection Geometry:	4-leg				
Traffic Control:	Signalized				
Major Road Traffic Volume:	Minimum of 5120 to Maximum of 44800 Annual Average Daily Traffic (AADT)				
Minor Road Traffic Volume:	Minimum of 650 to Maximum of 9530 Annual Average Daily Traffic (AADT)				
Average Major Road Volume :	: 23326 Annual Average Daily Traffic (AADT)				
Average Minor Road Volume :	2130 Annual Average Daily Traffic (AADT)				
	Development Details				
Date Range of Data Used:	2005 to 2013				
Municipality:	Metro Vancouver				
State:					
Country:	Canada				
Type of Methodology Used:	10				
Sample Size (crashes):	36 crashes				
Sample Size (sites):	13 sites				
Sample Size (site-years):	53 site-years				
	Other Details				
Included in Highway Safety Manual?	No				
Date Added to Clearinghouse:	Mar-13-2017				
Comments:					

VIEW THE FULL STUDY DETA

EXPORT DETAIL PAGE AS A F

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

For more information, contact Karen Scurry at karen.scurry@dot.gov

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse the information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.



C M F CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF DETAILS

CMF ID: 2089

RESTRICT LEFT OR RIGHT TURN (TRANSIT-SERVICED LOCATIONS)

DESCRIPTION:

PRIOR CONDITION: SIGNALIZED INTERSECTION

CATEGORY: ACCESS MANAGEMENT

STUDY: ANALYSIS OF TRANSIT SAFETY AT SIGNALIZED INTERSECTIONS IN TORONTO, SHALAH ET AL., 2009

Star Quality Rating:	[VIEW SCORE DETAILS]
Rating Points Total:	115
Value:	Crash Modification Factor (CMF) 0.87
Adjusted Standard Error:	
Unadjusted Standard Error:	0.02
	Crash Reduction Factor (CRF)
Value:	13.4 (This value indicates a decrease in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	2
	Applicability
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	Urban
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
www.cmfclearinghouse.org/detail.cfm2facid=2089	1/5

CMF Clearinghouse >> CMF / CRF Details

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	
Traffic Control:	Signalized
Major Road Traffic Volume:	Minimum of 3556 to Maximum of 50877 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	
	Development Details
Date Range of Data Used:	1999 to 2003
Municipality:	City of Toronto, Canada
State:	
Country:	
Type of Methodology Used:	7
Sample Size (sites):	1655 sites
	Other Details
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec-01-2009
Comments:	
	VIEW THE FULL STUDY DETA

EXPORT DETAIL PAGE AS A F

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C M F CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF DETAILS

CMF ID: 9738

PRESENCE OF DRIVEWAY ON AN INTERSECTION APPROACH CORNER

DESCRIPTION:

PRIOR CONDITION: NO DRIVEWAYS WITHIN 50 FEET OF ANY APPROACH CORNER AT A SIGNALIZED INTERSECTION

CATEGORY: ACCESS MANAGEMENT

STUDY: SAFETY EVALUATION OF CORNER CLEARANCE AT SIGNALIZED INTERSECTIONS, LE ET AL., 2018

Star Quality Rating:	VIEW SCORE DETAILS]
Rating Points Total:	150
rating (sints lotal)	
	Crash Modification Factor (CMF)
Value:	0.79
Adjusted Standard Error:	
Unadjusted Standard Error:	0.08
	Crash Reduction Factor (CRF)
Value:	21 (This value indicates a decrease in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	8
	Applicability
Crash Type:	All
Crash Severity:	K (fatal),A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Агеа Туре:	Not specified
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
	All

CMF Clearinghouse >> CMF / CRF Details

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	4-leg
Traffic Control:	Signalized
Major Road Traffic Volume:	Minimum of 10406 to Maximum of 93000 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	Minimum of 500 to Maximum of 48000 Annual Average Daily Traffic (AADT)
Average Major Road Volume :	37945 Annual Average Daily Traffic (AADT)
Average Minor Road Volume :	8598 Annual Average Daily Traffic (AADT)
	Development Details
Date Range of Data Used:	2009 to 2011
Municipality:	
State:	CA, NC
Country:	United States
Type of Methodology Used:	7
Sample Size (crashes):	1568 crashes
Sample Size (sites):	275 sites
Sample Size (site-years):	825 site-years
	Other Details
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Oct-27-2018
Comments:	This CMF is for the presence of a driveway on 1 approach corner within 50 feet of a signalized intersection compared driveways present.

VIEW THE FULL STUDY DETA

EXPORT DETAIL PAGE AS A F

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For more information, contact Karen Scurry at karen.scurry@dot.gov

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5. IMPROVEMENT PRIORITIZATION

Davidson County State Route 6 (Gallatin Pike) From Walton Lane (L.M. 16.75) to Wiley Street (L.M. 19.01) PIN 125526.09

The short-term, mid-term, and long-term improvements identified by KCI, TDOT, and the project team were prioritized based on their respective expected crash reductions to pedestrian/vehicle type crashes. Careful consideration was taken by KCI and the project team to select and prioritize improvements that align with the goals of TDOT and the needs of the impacted community along State Route 6 (Gallatin Pike). The procedures used to prioritize these improvements are based on methodologies provided in the FHWA manual, Crash Modification Factors in Practice: Using CMFS to Quantify the Safety in the Value Engineering Process which includes typical practices from the American Association of State Highway Transportation Officials' (AASHTO) Highway Safety Manual. More specifically, KCI implemented the "observed crash frequency with crash modification factor (CMF)" method. This methodology is particularly effective when sufficient crash data is available for the study location. In addition to considering historical crash data, the methodology utilizes industry standard crash modification factors. Per the FHWA, "a CMF estimates a safety countermeasure's ability to reduce crashes and crash severity. Transportation professionals frequently use CMF values to identify countermeasures with the greatest safety benefit for a particular crash type or location."

To select CMF's for the study locations, a list of countermeasures were identified, relevant CMFs were obtained, and CMF applicability was verified for pedestrian/vehicle type crashes in urban/suburban areas. To obtain applicable CMFs, the analyst first consulted Appendix B of the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations. These are listed in the Table below:

FHWA GUIDE FOR IMPROVING PEDESTRIAN SAFETY AT UNCONTROLLED CROSSING LOCATIONS – APPENDIX B

Appendix B: CRF and CMF Summary Table

Table 3, CRFs and CMFs by countermeasure.

Countermeasure	CRF	CMF	Basis	Reference
Crosswalk visibility enhancement ¹	<u> </u>	800	<u></u>	(v <u>—</u>)
Advance STOP/YIELD signs and markings	25%	0.75	Pedestrian crashes ²	Zegeer, et. al. 2017
Add overhead lighting	23%	0.77	Total injury crashes	Harkey, et. al. 2008
High-visibility marking ³	48%	0.52	Pedestrian crashes	Chen, et. al., 2012
High-visibility markings (school zone) ³	37%	0.63	Pedestrian crashes	Feldman, et. al. 2010
Parking restriction on crosswalk approach	30%	0.70	Pedestrian crashes	Gan, et. al., 2005
In-street Pedestrian Crossing sign	UNK	UNK	N/A	N/A
Curb extension	UNK	UNK	N/A	N/A
Daised eresswalk (eneed tables)	45%	0.55	Pedestrian crashes	Elvik, et. al., 2004
Raised crosswalk (speed tables)	30%	0.70	Vehicle crashes	EIVIK, et. dt., 2004
Pedestrian refuge island	32%	0.68	Pedestrian crashes	Zegeer, et. al., 2017
PHB	55%	0.45	Pedestrian crashes	Zegeer, et. al., 2017
Road Diet – Urban area	19%	0.81	Total crashes	Pawlovich, et. al., 2006
Road Diet – Suburban area	47%	0.53	Total crashes	Persaud, et. al., 2010
RRFB	47%	0.53	Pedestrian crashes	Zegeer, et. al. 2017

This category of countermeasure includes treatments which may improve the visibility between the motorist and the crossing pedestrian.

For countermeasures not considered in the FHWA manual, additional transportation resources were consulted, including the AASHTO *Highway Safety Manual*, the FHWA *Toolbox of Countermeasures and Their Potential Effectiveness*, and the CMF Clearinghouse database, which is a database that allows users to search CMFs from carefully vetted transportation research studies. Relevant CMF resources utilized in this study are contained in the Appendix.

To apply CMFs to the observed crashes in the study area, historical non-motorized crash data was obtained from Enhanced Tennessee Roadway Information Management System (ETRIMS) for the time period between January 1, 2016 and June 22, 2021. This data was further filtered to only include crashes occurring between June 22, 2016 and June 22, 2021 to account for a 5-year analysis period. In total, sixty-seven (67) non-motorized crashes were reported in the study area during the 5-year period. The State Route 6 (Gallatin Pike) corridor was divided into the eleven (11) signalized intersections, nine (9) unsignalized intersections, and four (4) roadway segments listed in the previous section. Observed crashes were assigned to each of these twenty-four (24) locations using engineering judgement based on information in the crash reports obtained from the Tennessee Integrated Traffic Analysis Network (TITAN) and crash diagrams produced by KCI.

²Refers to pedestrian street crossing crashes, and does not include pedestrians walking along the road crashes or "unusual" crash types.

The effects of high-visibility powement markings (e.g., ladder, continental crosswalk markings) in the "after" period is compared to pedestrian crashes with parallel line markings in the "before" period.

Davidson County State Route 6 (Gallatin Pike) From Walton Lane (L.M. 16.75) to Wiley Street (L.M. 19.01) PIN 125526.09

The selected CMFs were applied as a multiplicative factor to the number of observed crashes at each location to estimate a reduced number of anticipated crashes after the countermeasure has been implemented. The following equation was applied at each location:

$$N_{exp} = N_{obs} * (CMF_1 * CMF_2 * CMF_3)$$

Where,

Nobs is the number of observed crashes at a given location within a specific period

 N_{exp} is the number of expected crashes to occur at a specific location within a specific period

CMF₁, CMF₂, CMF₃... are the applicable crash modification factors at a specific location.

The anticipated 5-year crash total was calculated separately for each location following short-term, midterm, and long-term improvements to develop a method of prioritization for each improvement type. The 5-year crash totals observed and the anticipated 5-year crash totals determined at each location were analyzed as a historic yearly crash rates ($\frac{5-year\ N_{obs}}{5\ years}$) and $\frac{5-year\ N_{exp}}{5\ years}$). To determine the effectiveness of short-term, mid-term, and long-term improvements the difference in anticipated and observed yearly crash rates were calculated for each improvement category at each location. Locations (including signalized intersections, un-signalized intersections, and roadway segments) were ranked based on the anticipated improvement in yearly crash rates for each improvement category. The tables provided in the Appendix show location prioritization for short-term, mid-term, and long-term improvements, respectively.

The summary table shown below is compiled to provide TDOT additional assistance in the improvement prioritization process. Included for each location, are the number of non-motorized crashes observed during the five-year period, the yearly observed crash rate, the expected yearly crash rate following short term (st), mid-term (mt), and long-term (lt) improvements, and the difference in observed and expected crash rates. Also listed to assist with the decision process are the expected rates if short-term and mid-term improvements both were to be implemented (st & mt), and the expected rates if all improvements were to be implemented (total). The locations in the table are listed in descending order based on the anticipated improvement in yearly crash rates for the improvement category that provides the most significant benefit (max: st, mt, lt). Additionally, KCI has provided a column listing the most cost-effective solution to prioritize for each location based on anticipated crash reduction and type of improvement (prioritized recommendation). Location IDs are provided in the summary table that directly correlate to the improvement tables shown previously. These tables may be referenced for specific improvements at each location. Supplemental improvement concept layouts have also been provided in the Appendix by KCI.

Davidson County State Route 6 (Gallatin Pike) From Walton Lane (L.M. 16.75) to Wiley Street (L.M. 19.01) PIN 125526.09

Special consideration should be given when improvement locations are dependent on another improvement. For example, new curb ramps and pedestrian signals may be recommended on the same intersection approach where reduced curb radii are recommended. Therefore, the installation of pedestrian equipment and new curb ramps should consider the revised curb radii. Another example to be considered is a location where detectable warning mats are recommended as a short-term improvement, but a revised curb is recommended for mid-term improvements. In this scenario, it may be intuitive to install the warning mat during construction of the revised curb and pedestrian curb ramps.

LOCATION BASED CRASH ANALYSES RESULTS - IMPROVEMENT PRIORITIZATION RANKINGS AND RECOMMENDATIONS ALONG SR-6 (GALLATIN PIKE)

Rank	ID	LOCATION	Observed Crashes (Obs)	Years Analyzed	Obs/yr	Exp/yr (st)	(Obs-Exp)/yr (st)	Exp/yr (mt)	(Obs- Exp)/yr (mt)	Nexp/yr (Tot)	(Obs- Exp)/yr (Total)
1	11	SR-6 AT NEELYS BEND ROAD *	11	5	2.20	1.78	0.42	1.03	1.17	0.83	1.37
2	15	SR-6 AT MAPLE STREET	8	5	1.60	1.60	0.00	0.42	1.18	0.42	1.18
3	10	SR-6 AT EMMITT AVENUE	6	5	1.20	0.30	0.90	0.55	0.65	0.02	1.18
4	4	SR-6 AT BERKLEY DRIVE	6	5	1.20	0.61	0.59	0.53	0.67	0.03	1.17
5	17	SR-6 AT SR-45 (OLD HICKORY BOULEVARD)	6	5	1.20	0.36	0.84	0.49	0.71	0.15	1.05
6	7	SR-6 AT E. PALESTINE AVENUE	4	5	0.80	0.49	0.31	0.52	0.28	0.04	0.76
7	13	SR-6 AT MADISON STREET/HARRIS STREET	5	5	1.00	0.61	0.39	0.56	0.44	0.34	0.66
8	12	SR-6 AT HARRINGTON AVENUE/MADISON LIBRARY	4	5	0.80	0.80	0.00	0.18	0.62	0.18	0.62
9	1	SR-6 AT WALTON LANE	3	5	0.60	0.33	0.27	0.31	0.29	0.02	0.58
10	6	SR-6 AT MIDBLOCK CROSSING NORTH OF DUE WEST AVENUE	3	5	0.60	0.49	0.11	0.26	0.34	0.21	0.39
11	8	SR-6 AT MOVING CENTER COURT	2	5	0.40	0.32	0.08	0.13	0.27	0.01	0.39
12	18	SR-6 AT MIDBLOCK CROSSING NORTH OF SR-45 (OLD HICKORY BOULEVARD)	2	5	0.40	0.32	0.08	0.08	0.32	0.07	0.33
13	20	SR-6 AT DUPONT AVENUE/WILLIAMS AVENUE	2	5	0.40	0.32	0.08	0.13	0.27	0.11	0.29
14	9	SR-6 AT WEBSTER STREET	1	5	0.20	0.08	0.12	0.10	0.10	0.00	0.20
15	14	SR-6 AT WOODRUFF STREET/HICKORY STREET	1	5	0.20	0.10	0.10	0.06	0.14	0.03	0.17
16	22	SR-6 AT LOVELL STREET	1	5	0.20	0.20	0.00	0.07	0.13	0.07	0.13
17	5	SR-6 AT DUE WEST AVENUE	1	5	0.20	0.15	0.05	0.10	0.10	0.08	0.12
18	3	SR-6 AT ST. JOSEPH SCHOOL MIDBLOCK CROSSING	2	5	0.40	0.29	0.12	0.40	0.00	0.29	0.12
19	23	SR-6 AT MIDBLOCK CROSSING NORTH OF LOVELL STREET	1	5	0.20	0.20	0.00	0.09	0.11	0.09	0.11
20	16	SR-6 AT E. OLD HICKORY BOULEVARD	1	5	0.20	0.16	0.04	0.18	0.02	0.15	0.05
21	2	SR-6 AT LAKEWOOD DRIVE	0	5	0.00	0.00	0.00	0.00	0.00	0.00	0.00
22	19	SR-6 AT DULING AVENUE	0	5	0.00	0.00	0.00	0.00	0.00	0.00	0.00
23	21	SR-6 AT CUMBERLAND AVENUE	0	5	0.00	0.00	0.00	0.00	0.00	0.00	0.00
24	24	SR-6 AT WILEY STREET	0	5	0.00	0.00	0.00	0.00	0.00	0.00	0.00

^{*}Improvements to the intersection of State Route 6 (Gallatin Pike) and Neelys Bend Road are being made under a NDOT project and are not reflected in the PRSI recommendations.

NOTE: Locations above the red line represent priority recommendations for the PRSI project based on expected crash reduction and budget. Locations below the red line represent opportunities for additional improvements. Location IDs provided in the summary table directly correlate to the improvement tables shown in the report. These tables may be referenced for specific improvements at each location.

PRIORITY	EXPECTED PEDESTRIAN	INTERSECTION	ESTIMATE
	CRASH REDUCTION PER YEAR		COST
1	1.18	MAPLE ST	\$169,500
2	1.18	EMMITT AVE	\$100,200
3	1.17	BERKLEY DR	\$115,300
4	1.05	STATE ROUTE 45 (OLD HICKORY BLVD)	\$126,800
5	0.76	E. PALESTINE AVE	\$54,200
6	0.66	MADISON ST / HARRIS ST	\$360,000
7	0.58	WALTON LN	\$31,900
8	0.62	HARRINGTON AVE / MADISON LIBRARY	\$189,500
9	0.58	MIDBLOCK NORTH OF DUE WEST AVE	\$124,500
10	0.39	MOVING CENTER CT	\$52,500
11	0.33	MIDBLOCK NORTH OF STATE ROUTE 45	\$154,500
12	0.29	DUPONT AVE / WILLIAMS AVE	\$102,800
13	0.20	WEBSTER ST	\$350,000
14	017	WOODRUFF ST / HICKORY ST	\$118,200
15	0.13	LOVELL ST	\$51,400
16	0.12	DUE WEST AVE	\$129,000
17	0.12	ST. JOSEPH'S SCHOOL MIDBLOCK	\$5,300
18	0.11	MIDBLOCK NORTH OF LOVELL ST	\$140,500
19	0.05	E. OLD HICKORY BLVD	\$58,100
20	0.00	LAKEWOOD DR (ST. JOSEPH'S)	\$35,200
21	0.00	DULING AVE	\$51,400
22	0.00	CUMBERLAND AVE	\$51,400
23	0.00	WILEY ST	\$51,400
RIORITY 1-:	14 SUBTOTAL INCLUDING MAIN	NTENANCE OF TRAFFIC (10%)	\$2,225,300

NOTE: Locations above the red line represent priority recommendations for the PRSI project based on expected crash reduction and budget. Locations below the red line represent opportunities for additional improvements and details can be found in the **Additional Improvement Appendices.**

6. FIELD REVIEW SIGN IN SHEET

TDOT PRSI SR-6 (GALLATIN PIKE) FIELD REVIEW MEETING SIGN-IN JULY 20, 2021

NAME	CHOMIZATION		EMAIL			
Michelle Nickerson	TOUT Trapic	615741-0894	michelle nickersonatu.go			
arace unitenouse	toot		grace whitehouse@+n.gov			
Cam Morris	TDOT	615 - 770-1778	Cam. Morris@fn.gov			
Lindsy (rusar)	Walk Ble Nashule	347-244-3792	Lindsay & walkbiken cohulle			
athy Carriello	Walk Bike Nashville	615-571-3183	cashig walk bike nashijila org			
Vov Vem	11 4	615260198	nora @ walkbike washulla ay			
Sofia McMillan	TDOT multimodal		sofia munillan 2 tn. gov.			
VEIL HANSEN	TOOT LOCAL PROG.					
Justin Cole	We Go	615-862.5622	justa.colo@neshville.gov			
Derete Hagerly	Metro Nashville		derete. hagerty @ nashville			
JONATHAN CLEGHON	Kci	615-370-8410				
JOSH GREEN	1601	615-777-9352				
Brancon Taylor	ICCL		brandonataylor e Icci. com			
4.						

Davidson County State Route 6 (Gallatin Pike) From Walton Lane (L.M. 16.75) to Wiley Street (L.M. 19.01) PIN 125526.09

7. GENERAL NOTES

KCI discussed various project details along the corridor with TDOT, NDOT, WeGo, and Walk Bike Nashville staff. Among them were the lack of safe access and overall comfort level for pedestrians along the SR-6 (Gallatin Pike) corridor. While bike lanes are present along the majority of the study area, improvements could still be implemented by filling gaps where shared lanes are designated and by providing physical separation in the buffered sections. However, many significant improvements to the sidewalk network and non-motorized facilities are recommended to create a safe and attractive environment for all non-motorized users.

New sidewalks filling existing sidewalk gaps should be installed on both the east and west sides of SR-6 (Gallatin Pike) throughout the project limits to eliminate sidewalk gaps along the corridor. While sidewalk gaps throughout the corridor need to be addressed, many locations are expected to impact utilities and existing commercial developments. Additional right-of-way and survey data would be needed to determine the feasibility of sidewalk installation at these locations. However, three (3) specific sections were identified by the project team during the field review meeting for potential installation with limited impacts. The sections identified will provide needed connections to nearby bus stops, schools, and high-frequency pedestrian destinations and tie into crosswalk locations. In addition, existing right-of-way may be available or if right-of-way acquisition is required it would have a minimal impact on adjacent properties at the selected locations. The specific sidewalk gaps to be addressed are displayed in the aerial figures below and include:

• The west side of SR-6 (Gallatin Pike) between Walton Lane and the adjacent bus stop located approximately 200' to the south.



- The west side of SR-6 (Gallatin Pike) between E. Palestine Avenue and the existing sidewalk to the north and south.
- The west side of SR-6 (Gallatin Pike) between Emmitt Avenue and Neelys Bend Road.



In addition to new sidewalk connections, significant improvements could be made to improve the safety and overall comfort level of existing sidewalks for pedestrians. Low cost, short-term solutions could include the retrofitting of existing pedestrian infrastructure to reach a required level of ADA compliance. Additionally, regulatory and maintenance improvements could be considered, such as reducing and enforcing the speed limit to 35 mph as well as more frequent street cleaning and vegetation clearing by the TDOT Highway Beautification Office. High vehicle speeds were observed throughout the entire project limits and roadway debris was observed as an obstruction to pedestrian travel. Higher cost, longer-term solutions could include widened sidewalks to improve walkability and removal of utility pole obstructions. Obstructions within sidewalks commonly reducing the effective widths to less than five (5) feet along the entire project limits in combination with heavy vehicles and high speeds in the adjacent travel lanes creates a stressful environment for non-motorized travel.

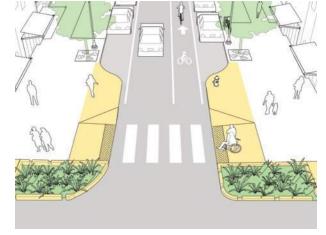
Street lighting should be improved on SR-6 (Gallatin Pike) throughout the entire project limits. Pedestrian and bicycle crash data assembled between January 1, 2016 and June 22, 2021 reveals a total of 70 crashes with non-motorized roadway users occurred during that time. Of the 70 total crashes, 39 (or 56%) occurred during dark or dusk lighting conditions. A high rate of crashes in dark conditions could correlate to a higher rate of severe crashes. According to the United States Department of Transportation National Highway Safety Administration (NHTSA), 76% of all pedestrian fatalities occurred in dark conditions. The Federal Highway Administration's (FHWA) Safe Transportation for Every Pedestrian (STEP) program

identifies street lighting as an effective countermeasure to improving pedestrian safety. Information from FHWA states that:

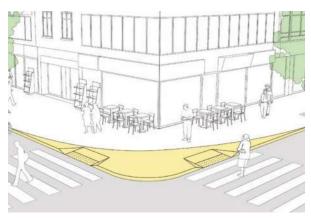
"Studies have identified a strong relationship between darker conditions and more severe injury pedestrian crashes. Appropriate lighting should increase visibility of pedestrian crosswalks and reduce glare for motorists. Illumination may also encourage more pedestrians to use crosswalks. Generally, overhead lights should be placed in advance of crosswalks and intersections, on both approaches, illuminating pedestrians from the sides and not creating overhead shadows on people crossing the road. At intersections, overhead lighting is estimated to reduce all types of injury crashes by 27%. Outside of intersections, overhead lighting improvements are estimated to reduce all types of injury crashes by 23%."

Corridor-wide improvements to street lighting on SR-6 (Gallatin Pike) should be implemented to improve the safety of non-motorized users. In addition to increases in the coverage of corridor lighting, light-emitting diode (LED) streetlights should be considered. Brighter LED streetlights will not only provide better visibility than the existing conditions, but they are also more environmentally friendly by reducing energy consumption and typically require less maintenance. Supplemental countermeasures, such as reflective signage, LED signs, crosswalk illumination, pedestrian hybrid beacons, and leading pedestrian intervals (LPI) can provide additional improvements to pedestrian safety in dark conditions.

Multiple locations were identified along the SR-6 (Gallatin Pike) corridor, particularly at stop controlled minor side streets, where the installation of curb extensions or pedestrian bulb-outs could improve pedestrian safety by reducing pedestrian crossing distances and exposure time. The curb extension, or pedestrian bulb-out, would utilize roadway width that is not needed for turning or moving vehicles to allow more space for pedestrians. NDOT requires a minimum roadway width of 27 feet, including the gutter pan, between curb extensions on Residential Low-Density Minor and Local Streets. Additional survey may be required in certain areas with drainage or underground utility concerns. In conjunction with or where curb extensions are not feasible, reducing intersection curb radii to slow turning vehicles



Example of Curb Extensions (Source: NACTO)



Example of Reduced Curb Radius (Source: NACTO)

should be considered. Curb radii between 10 feet and 15 feet could be applied depending on the specific location and design vehicle. Appropriate guidelines from TDOT, the National Association of City Transportation Officials (NACTO), and specific details adopted by NDOT should be adhered to during design.

Multiple mid-block pedestrian crossing locations on SR-6 (Gallatin Pike) were identified through the analysis of crash data and during field review observations where the need for actuated control would improve pedestrian safety, particularly at the areas surrounding existing bus stops, near high pedestrian generators, and within large gaps between protected pedestrian crossings. Pedestrian hybrid beacons (PHB), commonly referred to as a high intensity activated crosswalk (HAWK) beacons were preferred by the field review team for mid-block crossing control on this corridor. Prior to implementation, pedestrian traffic counts should be conducted, and the minimum threshold of 20 hourly pedestrian crossings specified by the *Manual of Uniform Traffic Control Devices* (MUTCD) should be considered. Proposed locations for new PHB/HAWK installations are near heavily used transit stops and adjacent to commercial and civic destinations frequented by pedestrians. Therefore, it is expected that the minimum threshold of 20 hourly pedestrian crossings will be achieved. Locations identified for installation of a PHB/HAWK include:

- Between Due West Avenue and E. Palestine Avenue, approximately 310' north of Due West Avenue. This location was identified due to a heavily used bus stop and a history of pedestrian crashes.
- At or near the intersection of Harrington Avenue / Madison Library. This location was identified
 due to a heavily used bus stop that will soon be redeveloped by WeGo. Improvement should be
 coordinated with WeGo.
- At or near the north side of the Maple Street intersection. This location was identified due to a history of pedestrian crashes, a bus stop, and two heavily trafficked grocery stores.
- Between SR-45 (Old Hickory Boulevard) and Duling Avenue, approximately 300′ 500′ north of SR-45 (Old Hickory Boulevard). The specific location should be coordinated with WeGo. This location was identified due to a bus stop and an existing unprotected crosswalk.
- Between Lovell Street and Wiley Street, approximately 110' north of Lovell Street. This location
 was identified due to a bus stop and a distance of over 1/3 of a mile to the nearest protected
 crossing.



Example of PHB/HAWK (Source: FHWA Safety Program)

The current 2009 Edition of MUTCD states "The pedestrian hybrid beacon should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs". Some of the locations identified above would not meet this guidance. However, a new edition of the MUTCD is expected in the near future and draft versions have removed the 100-foot separation guidance, which would allow a PHB/HAWK to be placed at an intersection controlled by stop or yield signs.

In the event that the new MUTCD does not remove the 100 foot separation guidance or if PHB/HAWK installation is found to be not feasible, then rectangular rapid flashing beacons (RRFB) should be considered as an alternative. If RRFBs are installed on SR-6 (Gallatin Pike), which carries a 5-lane section through the majority of the project limits, then they should be overhead mounted for added visibility. The preferred design would include one (1) overhead mast arm mounted RRFBs (dual sided) in addition to two (2) post mounted RRFB on both sides of the roadway. Solar power and wireless communication could be used to simplify construction. MUTCD Interim Approval (IA-21) provides guidelines for overhead RRFBs under the current edition of the (MUTCD).



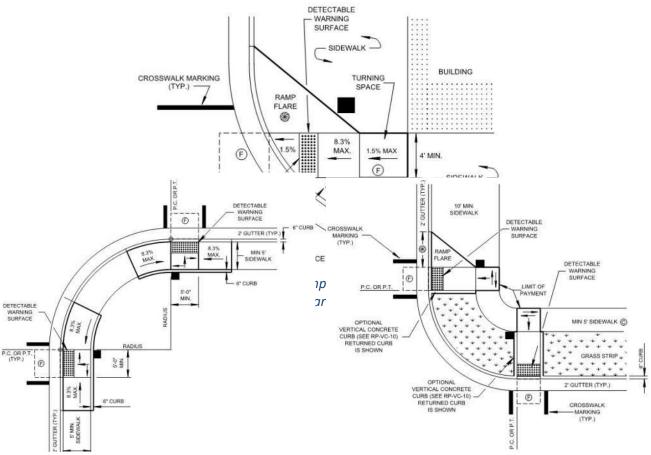
Example of Overhead & Pole Mounted RRFB Devices (Source: TAPCO)

Crosswalk pavement markings shall be longitudinal bar style, which are used on all TDOT routes and are preferred for all midblock crossing locations. Pavement markings at intersections with a concrete roadway surface at SR-6 (Gallatin Pike) / SR-45 (Old Hickory Boulevard) and multiple side streets to the north of SR-45 (Old Hickory Boulevard) were observed to be worn and noted by TDOT and NDOT as being difficult to maintain due to the lack of adhesion between concrete and thermoplastic pavement markings. Application of an epoxy primer prior to thermoplastic installation on concrete is recommended to improve adhesion and durability. As crosswalks are applied on concrete roadway surfaces, they should be installed with longitudinal style white bars framed by black bands to increase visibility on the existing light-colored concrete pavement. In addition, decorative crosswalks between Neelys Bend Road and SR-45 (Old Hickory Boulevard) should be replaced with high-visibility crosswalk pavement markings for increased pedestrian safety.

Pedestrian signal accommodations are generally provided along the SR-6 (Gallatin Pike) corridor. However, multiple locations were identified for improvements during the field review meeting that would

improve accessibility. In many locations accessible pedestrian signals (APS) are required to ensure ADA compliance, including the installation of pedestal poles and/or pedestrian pushbutton posts. Specific pedestrian signal improvements for each intersection are detailed in the Intersection Improvement Review section below.

Various curb ramp design elements within the limits of the SR-6 (Gallatin Pike) project are generally non-compliant or do not meet current preferred standards, particularly at minor street crossings, including the orientation of curb ramps for dual crossings and single crossings. The orientation of the curb ramps should direct pedestrian travel into the crosswalk compared to the travel lanes within the intersection. Multiple locations were deemed to have a non-standard orientation based on TDOT's multimodal standard drawings (MM-CR-1 through MM-CR-9). TDOT and NDOT require truncated dome surfaces to be yellow in color.



Example of Parallel Curb Ramp Outside Radius (Source: TDOT Standard Drawing MM-CR-6)

Example of Perpendicular Curb Ramp Outside Radius (Source: TDOT Standard Drawing MM-CR-6)

Heavy pedestrian traffic at signalized intersections, particularly in the area surrounding bus stops, and aggressive motorist behavior were observed at multiple locations during the field review meeting. The

project team would like to consider providing the following traffic signal associated countermeasures to improve pedestrian safety throughout the SR-6 (Gallatin Pike) corridor project limits.

- Leading Pedestrian Intervals (LPIs) for pedestrian crossings at all signalized intersections to help improve pedestrian safety. In addition, it is recommended that each intersection be examined for walk/flashing don't walk pedestrian signal timing adjustments, as needed, for compliance with the MUTCD and ADA.
- Flashing yellow arrow (FYA) traffic signal operations to replace all protected/permissive left turn signal operations. At this time, KCI is not recommending the installation of FYA due to the lack of available research correlating FYA to improvements in pedestrian safety. NDOT does not typically install FYA signal operations in Davidson County.
- Dynamic left-turn blank out warning signage for select intersection approaches to improve motorist yielding behavior for pedestrians. Dynamic signs are more visible during nighttime hours than static signs and can draw additional attention by only being activated during conflicting movements. The selected signalized intersections were chosen based on thresholds for the following measures: historic crash frequency, high vehicle turning volumes, and the presence of frequently utilized pedestrian destinations such as transit stops,

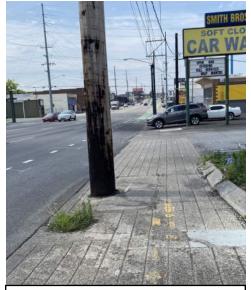


schools, libraries, or popular commercial developments. By applying engineering judgement to the available data, the following locations were recommended for installation of dynamic left-turn blank out warning signage:

- o State Route 6 (Gallatin Pike) at E. Palestine Avenue (L.M. 17.537)
- State Route 6 (Gallatin Pike) at Emmitt Avenue (L.M. 17.837)
- o State Route 6 (Gallatin Pike) at Madison Street / Harris Street (L.M. 18.238)
- Implementation of a "hot response" from pedestrian signals at high volume pedestrian locations and near bus stops. A "hot response" provides a pedestrian phase quickly after activation, which can improve compliance and reduce overall delay for pedestrians at a signalized intersection. A "hot response" may be particularly effective at midblock crossing locations controlled by PHBs where the distance to other signalized crossings is significant and may encourage use of the protected crossing.

Davidson County State Route 6 (Gallatin Pike) From Walton Lane (L.M. 16.75) to Wiley Street (L.M. 19.01) PIN 125526.09

8. FIELD REVIEW PHOTOS



Gallatin at Hickory - South



Gallatin at Walton - Southwest



Gallatin at Walton - Southeast



Gallatin at Walton - East



Gallatin at Walton - Southwest



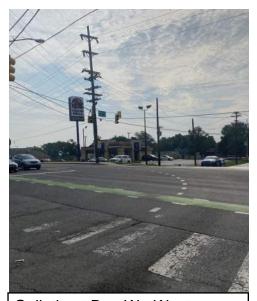
Gallatin at Due W - South



Gallatin at Due W - Southeast



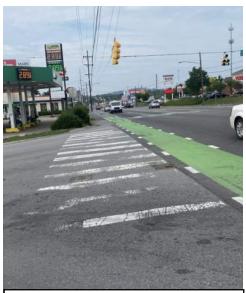
Gallatin at Due W - Northeast



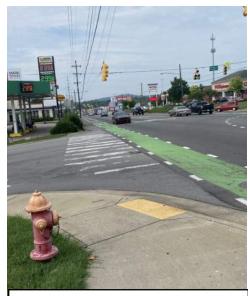
Gallatin at Due W - West



Gallatin at Due W - West



Gallatin at Due W - Southeast



Gallatin at Due W - Southeast



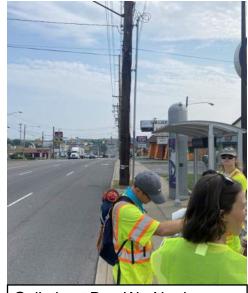
Gallatin at Due W - Northwest



Gallatin at Due W - North



Gallatin at Due W - North



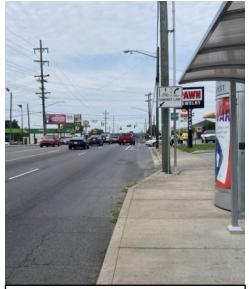
Gallatin at Due W - North



Gallatin at Due W - South



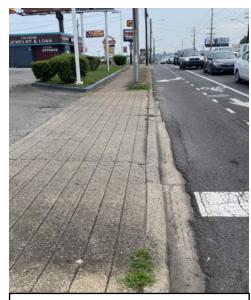
Gallatin at Due W - South



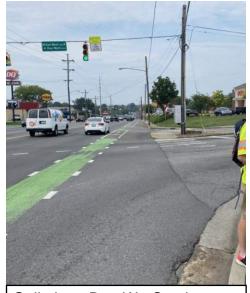
Gallatin at Due W - South



Gallatin at Due W - South



Gallatin at Due W - North



Gallatin at Due W - Southwest



Gallatin at Berkley - Southeast



Gallatin at Berkley - North



Gallatin at Berkley - Southeast



Gallatin at Berkley - South



Gallatin at Berkley - North



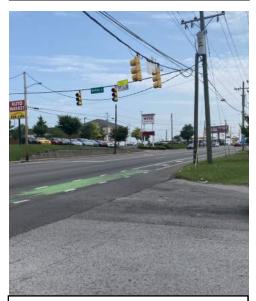
Gallatin at Berkley - North



Gallatin at Berkley - North



Gallatin at Berkley - North



Gallatin at Berkley - Northeast



Gallatin at Berkley - Southwest



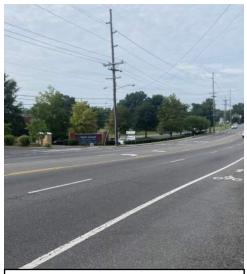
Gallatin at Berkley - South



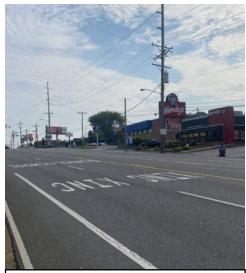
Gallatin at School Midblock - South



Gallatin at School Midblock - East



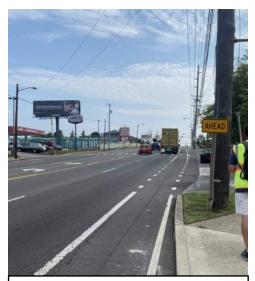
Gallatin at School Midblock - South



Gallatin at School Midblock - North



Gallatin at School Midblock - North



Gallatin at School Midblock - North



Gallatin at School Midblock - North



Gallatin at School Midblock - South



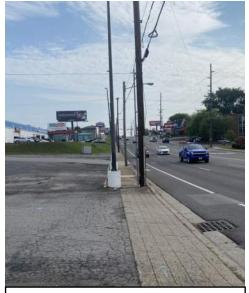
Gallatin at Lakewood -Northwest



Gallatin at Lakewood -Northeast



Gallatin at Lakewood - North



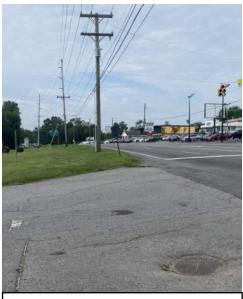
Gallatin at Lakewood - North



Gallatin at Lakewood - Northeast



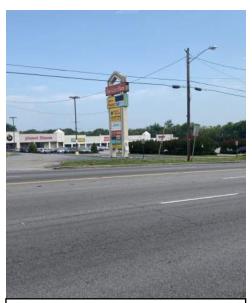
Gallatin at Lakewood - Northeast



Gallatin at Lakewood - South



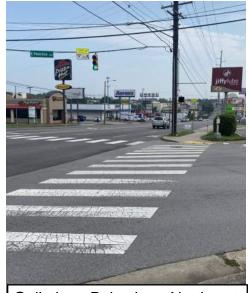
Gallatin at Lakewood - Northwest



Gallatin at Palestine - North



Gallatin at Palestine - Northeast



Gallatin at Palestine - Northeast



Gallatin at Palestine - Southwest



Gallatin at Palestine - Southwest



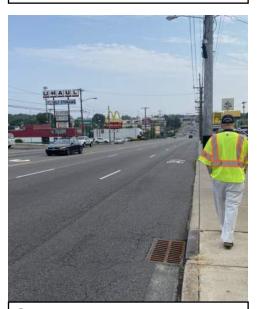
Gallatin at Palestine -Northwest



Gallatin at Palestine -Southeast



Gallatin at Palestine -Southeast



Gallatin at Palestine - North



Gallatin at Palestine - North



Gallatin at Palestine - North



Gallatin at Palestine - Northeast



Gallatin at Palestine - Southwest



Gallatin at Palestine -Northwest



Gallatin at Palestine - Northwest



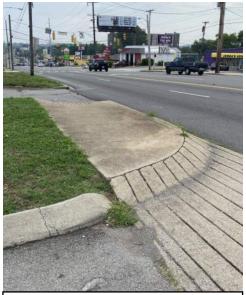
Gallatin at Palestine - Southwest



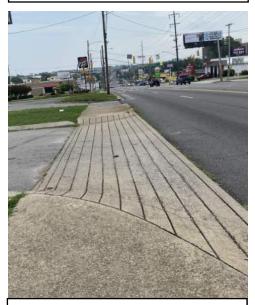
Gallatin at Palestine -Northwest



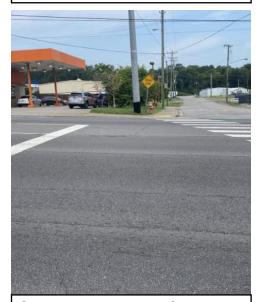
Gallatin at Palestine - South



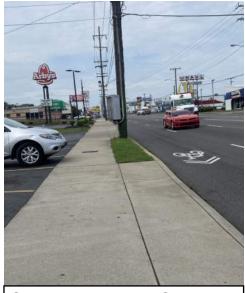
Gallatin at Palestine - South



Gallatin at Palestine - South



Gallatin at Webster - Southwest



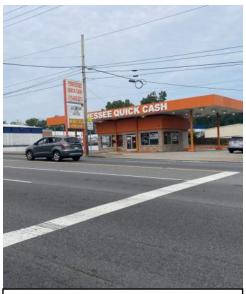
Gallatin at Webster - South



Gallatin at Webster - Northeast



Gallatin at Webster - Northwest



Gallatin at Webster - Southwest



Gallatin at Webster - Southwest



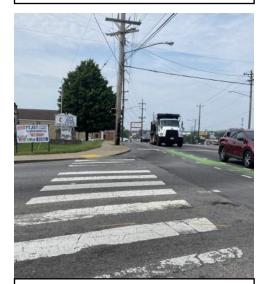
Gallatin at Webster - Northwest



Gallatin at Neelys Bend - West



Gallatin at Neelys Bend -Northeast



Gallatin at Neelys Bend -Southeast



Gallatin at Neelys Bend -Northwest



Gallatin at Neelys Bend -Southwest



Gallatin at Neelys Bend -Northeast



Gallatin at Neelys Bend - North



Gallatin at Neelys Bend - North



Gallatin at Neelys Bend - North



Gallatin at Neelys Bend - South



Gallatin at Neelys Bend - West



Gallatin at Neelys Bend - West



Gallatin at Neelys Bend - North



Gallatin at Neelys Bend - South



Gallatin at Neelys Bend - South



Gallatin at Neelys Bend - North



Gallatin at Neelys Bend - North



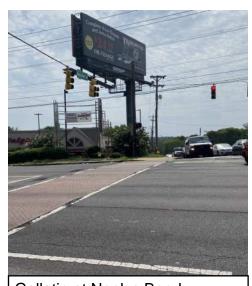
Gallatin at Neelys Bend - North



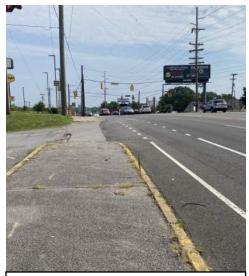
Gallatin at Neelys Bend - Northwest



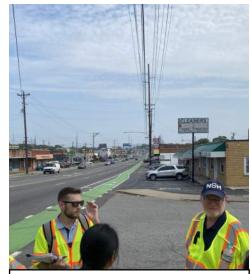
Gallatin at Neelys Bend - Northwest



Gallatin at Neelys Bend - Northwest



Gallatin at Neelys Bend - Northwest



Gallatin at Harrington - Northeast



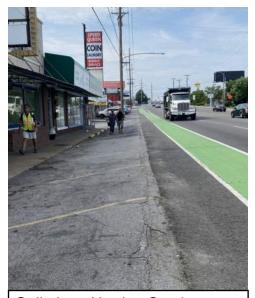
Gallatin at Harrington -Southeast



Gallatin at Harrington -Northeast



Gallatin at Harrington - South

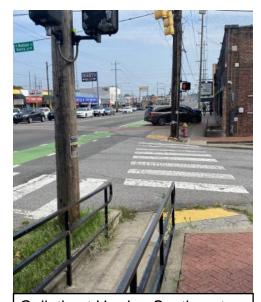


Gallatin at Harris - South





Gallatin at Harris - West



Gallatin at Harris - Southeast



Gallatin at Harris - Southwest



Gallatin at Harris - Southwest



Gallatin at Harris - Northwest



Gallatin at Harris - Northeast



Gallatin at Harris - Northwest



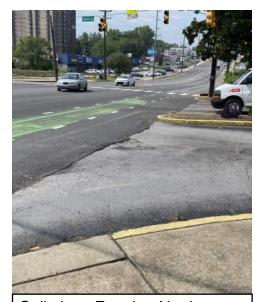
Gallatin at Harris - Southeast



Gallatin at Harris - Southwest



Gallatin at Harris - South



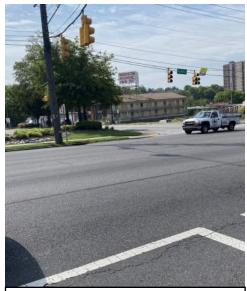
Gallatin at Emmitt - Northwest



Gallatin at Emmitt - Northwest



Gallatin at Emmitt - Southwest



Gallatin at Emmitt - Northeast



Gallatin at Emmitt - Southwest



Gallatin at Emmitt - Northwest



Gallatin at Emmitt - Southeast



Gallatin at Emmitt - Southwest



Gallatin at Emmitt - Southeast



Gallatin at Madison Blvd -South



Gallatin at Madison Blvd -South



Gallatin at Madison Blvd - North



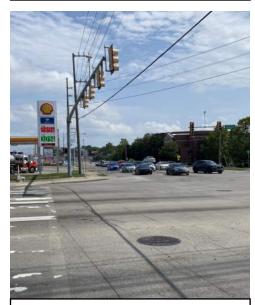
Gallatin at Madison Blvd - North



Gallatin at Madison Blvd -Northeast



Gallatin at Madison Blvd -Southeast



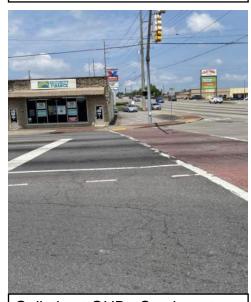
Gallatin at OHB - Northwest



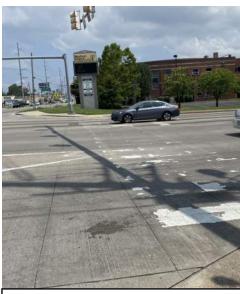
Gallatin at OHB - Southeast



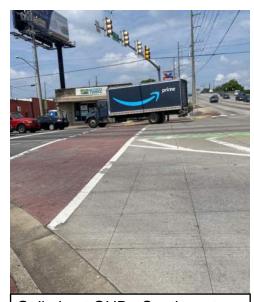
Gallatin at OHB - Southwest



Gallatin at OHB - Southwest



Gallatin at OHB - Northeast



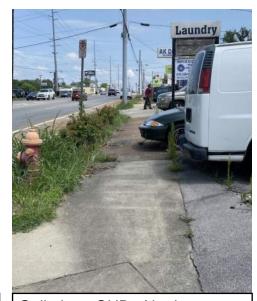
Gallatin at OHB - Southwest



Gallatin at OHB - Northwest



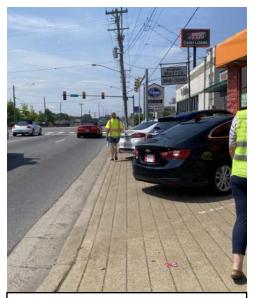
Gallatin at OHB - North



Gallatin at OHB - North



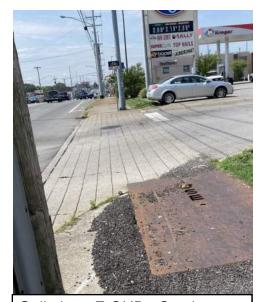
Gallatin at OHB - North



Gallatin at E OHB - Northwest



Gallatin at E OHB - Northwest



Gallatin at E OHB - Southwest



Gallatin at E OHB - Southeast



Gallatin at E OHB - Northwest



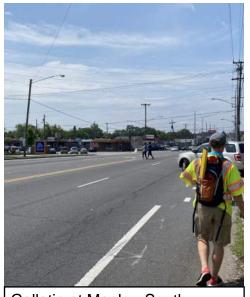
Gallatin at E OHB - Southeast



Gallatin at E OHB - Southeast



Gallatin at E OHB - North



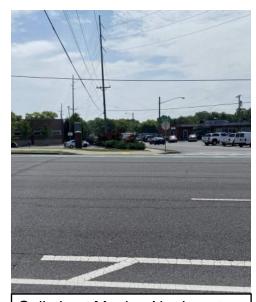
Gallatin at Maple - South



Gallatin at Maple - South



Gallatin at Maple - South



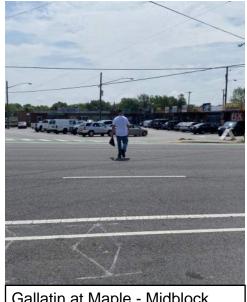
Gallatin at Maple - Northeast



Gallatin at Maple - North



Gallatin at Maple - Southeast

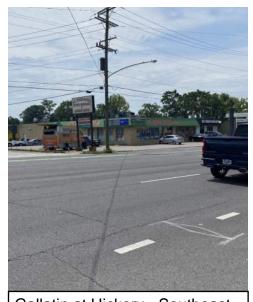


Gallatin at Maple - Midblock



Gallatin at Maple - South



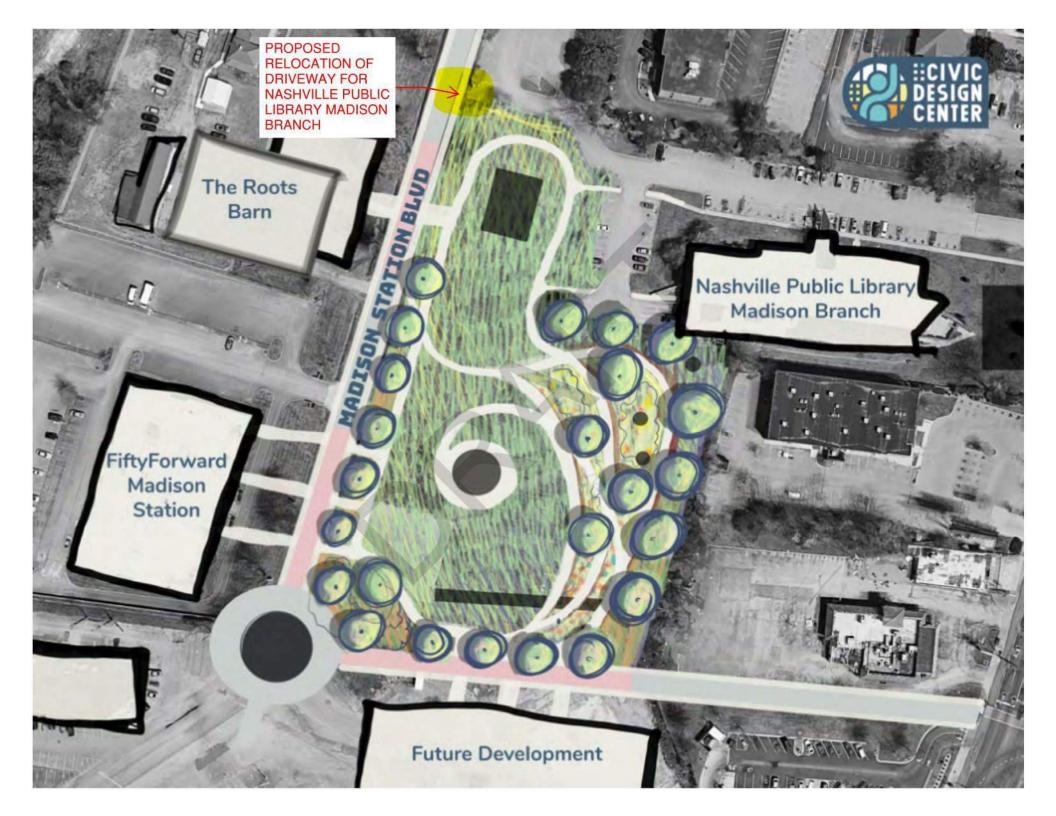


Gallatin at Hickory - Southeast



Gallatin at Hickory - Northeast

9. MADISON STATION BOULEVARD SITE PLAN WITH ALTERNATE DRIVEWAY LOCATION



Davidson County State Route 6 (Gallatin Pike) From Walton Lane (L.M. 16.75) to Wiley Street (L.M. 19.01) PIN 125526.09

10. ADDITIONAL LOCATION SPECIFIC INTERSECTION AND SEGMENT IMPROVEMENTS

1. BEGIN PROJECT – STATE ROUTE 6 (GALLATIN PIKE) AT WALTON LANE (L.M. 16.75)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
Signalized	 Long-Term Provide a sidewalk connection from the SW corner of the intersection to the adjacent bus stop located approximately 200' to the south. 	\$100,000
	Long-Term Cost	\$100,000
	Total Cost of Improvements	\$100,000

There is currently sidewalk being constructed in the SW corner of the intersection and continuing along Walton Lane to the west of the intersection. There is a large Amazon fulfillment center existing in the adjacent lot, but the excavation for the new sidewalk currently stops at the first driveway.

2. STATE ROUTE 6 (GALLATIN PIKE) AT LAKEWOOD DRIVE (ST. JOSEPH'S) (L.M. 17.153)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
Signalized	 Mid-Term Pedestrian pushbuttons are not ADA compliant in the NE and NW corners. Provide new pedestal poles with new pedestrian pushbuttons and curb ramps in compliant locations. A pole foundation for a parking lot light in the NW corner obstructs the curb ramp and may be in the existing right-of-way. Remove the pole. 	\$34,200 \$1,000
	Mid-Term Cost	\$35,200
	Total Cost of Improvements	\$35,200

NDOT offered to collect video of the intersection while school was in session to assess operations and determine if the signal is needed. Video would be used to observe traffic patterns and pedestrian movements, perform vehicle turning movement and pedestrian counts, and conduct a signal warrant analysis based on methodology contained in the MUTCD. There have been zero (0) pedestrian related crashes at this intersection since 2016.

3. STATE ROUTE 6 (GALLATIN PIKE) AT ST. JOSEPH SCHOOL MIDBLOCK CROSSING (L.M. 17.25)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
Uncontrolled Pedestrian Crossing	 Short-Term Install R1-5 signs in addition to yield lines for both northbound and southbound if the crossing remains. Install two (2) truncated dome warning mats for the NW and SW corner curb ramps of the driveway approximately 320' south of Berkley Drive. 	\$1,000 \$4,300
	Short-Term Cost	\$5,300
	Total Cost of Improvements	\$5,300

During the field review meeting, multiple opportunities to improve the existing midblock crossing at St. Joseph School were considered including moving the crossing, removing pull-in parking, and installation of a new Pedestrian Hybrid Beacon (PHB) or High Intensity Activated Crosswalk (HAWK) beacon. Following the field review meeting NDOT coordinated with church staff and it was determined that the midblock crossing is not used by school children or parishioners and, therefore, improvements to the crossing should not be considered a priority for those users. If the midblock crossing remains it should be improved with appropriate signage and pavement markings, otherwise, it should be considered for removal.

4. STATE ROUTE 6 (GALLATIN PIKE) AT BERKLEY DRIVE (L.M. 17.32)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
Signalized	 Long-Term Provide a sidewalk connection from the NE corner of the intersection to Due West Avenue located approximately 525' to the north. Long-Term Cost	\$262,500 <i>\$262,500</i>
	Total Cost of Improvements	\$262,500

5. STATE ROUTE 6 (GALLATIN PIKE) AT DUE WEST AVENUE (L.M. 17.43)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
	 Short-Term Install a "No Turn on Red" (R10-11) restriction for southbound traffic to improve pedestrian safety. Install two (2) truncated dome warning mats for the existing curb ramps located on the concrete island in the SW corner. Short-Term Cost	\$1,000 \$1,800 <i>\$2,800</i>
Signalized	 Mid-Term Add pedestrian crossings with ADA compliant curb ramps, pedestrian signals, pushbuttons, and high-visibility crosswalk pavement markings for the north, south, east, and west legs of the intersection. The driveway on the NW corner, approximately 45 feet north of the intersection, should be closed to accommodate a new curb ramp. 	\$101,200
	 Reduce curb radius in the SE corner to slow turning traffic movements, reduce pedestrian crossing distance, and provide space for a new pedestal pole. 	\$20,000
	 Evaluate removing the eastbound channelized right-turn lane and channelized island. The SW corner of the intersection could be modified with a curb extension if this improvement to pedestrian safety is considered feasible. 	\$5,000
	Mid-Term Cost	\$126,200
	Total Cost of Improvements	\$129,000

6. STATE ROUTE 6 (GALLATIN PIKE) AT MIDBLOCK CROSSING NORTH OF DUE WEST AVENUE (APPROXIMATE L.M. 17.49)

All identified improvements at this location are included in the current PRSI project.

7. STATE ROUTE 6 (GALLATIN PIKE) AT E. PALESTINE AVENUE (L.M. 17.537)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
Signalized	 Provide a sidewalk connection from the SW corner of the intersection approximately 160' to the south. Provide a sidewalk connection from the NW corner of the intersection approximately 100' to the north. Long-Term Cost	\$80,000 \$50,000 <i>\$130,000</i>
	Total Cost of Improvements	\$130,000

8. STATE ROUTE 6 (GALLATIN PIKE) AT MOVING CENTER COURT (L.M. 17.646)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
Minor Street Stop Control	Long-Term ● Provide a sidewalk connection from the SW corner of the intersection approximately 275′ to the south. Long-Term Cost	\$137,500 <i>\$137,500</i>
	Total Cost of Improvements	\$137,500

9. STATE ROUTE 6 (GALLATIN PIKE) AT WEBSTER STREET (L.M. 17.73)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
Signalized	 Long-Term Provide a sidewalk connection from the NW corner of the intersection approximately 400' to the north. Long-Term Cost	\$200,000 \$200,000
	Total Cost of Improvements	\$200,000

10. STATE ROUTE 6 (GALLATIN PIKE) AT EMMITT AVENUE (L.M. 17.837)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
Signalized	 Long-Term Provide a sidewalk connection from the NW corner of the intersection approximately 1,100' to the north. Long-Term Cost 	\$550,000 <i>\$550,000</i>
	Total Cost of Improvements	\$550,000

11. STATE ROUTE 6 (GALLATIN PIKE) AT NEELYS BEND ROAD (L.M. 18.08)

This traffic signal will be reconstructed as part of NDOT's Madison Station Boulevard extension capital improvement project, which will form a new intersection on the west side opposite Neelys Bend Road. No improvements are anticipated to be needed under the TDOT PRSI project. NDOT's improvements are also considered at this location in the prioritization analysis in the following section.

12. STATE ROUTE 6 (GALLATIN PIKE) AT HARRINGTON AVENUE / MADISON LIBRARY (L.M. 18.157)

All identified improvements at this location are included in the current PRSI project.

13. STATE ROUTE 6 (GALLATIN PIKE) AT MADISON STREET / HARRIS STREET (L.M. 18.238)

All identified improvements at this location are included in the current PRSI project.

14. STATE ROUTE 6 (GALLATIN PIKE) AT WOODRUFF STREET / HICKORY STREET (L.M. 18.343/18.378)

All identified improvements at this location are included in the current PRSI project.

15. STATE ROUTE 6 (GALLATIN PIKE) AT MAPLE STREET (L.M. 18.438)

All identified improvements at this location are included in the current PRSI project.

16. STATE ROUTE 6 (GALLATIN PIKE) AT E. OLD HICKORY BOULEVARD (L.M. 18.52)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
	Short-TermInstall dynamic left-turn blank out warning signs for the	
	northbound and southbound left-turn movements to improve motorist yielding behavior for pedestrians.	\$10,000
	Short-Term Cost	\$10,000
Signalized	 Mid-Term Add pedestrian crossings with ADA compliant curb ramps, 	
	pedestrian crossings with ADA compliant curb ramps, pedestrian signals, pushbuttons, and high-visibility crosswalk pavement markings for the south and west (driveway) legs of the intersection.	\$48,100
	Mid-Term Cost	\$48,100
	Total Cost of Improvements	\$58,100

17. STATE ROUTE 6 (GALLATIN PIKE) AT STATE ROUTE 45 (OLD HICKORY BOULEVARD) (L.M. 18.57)

All identified improvements at this location are included in the current PRSI project.

18. STATE ROUTE 6 (GALLATIN PIKE) AT MIDBLOCK CROSSING NORTH OF STATE ROUTE 45 (OLD HICKORY BOULEVARD) (APPROXIMATE L.M. 18.65)

All identified improvements at this location are included in the current PRSI project.

19. STATE ROUTE 6 (GALLATIN PIKE) AT DULING AVENUE (L.M. 18.769)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
Minor Street Stop Control	 Mid-Term Add ADA compliant curb ramps and high-visibility crosswalk pavement markings for the east leg of the intersection. Reduce curb radii in the NE and SE corners to slow turning traffic movements and reduce pedestrian crossing distances. 	\$11,400 \$40,000
	Mid-Term Cost	\$51,400
	Total Cost of Improvements	\$51,400

20. STATE ROUTE 6 (GALLATIN PIKE) AT DUPONT AVENUE / WILLIAMS AVENUE (L.M. 18.857)

All identified improvements at this location are included in the current PRSI project.

21. STATE ROUTE 6 (GALLATIN PIKE) AT CUMBERLAND AVENUE (L.M. 18.915)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
Minor Street Stop Control	 Mid-Term Add ADA compliant curb ramps and high-visibility crosswalk pavement markings for the east leg of the intersection. Reduce curb radii in the NE and SE corners to slow turning traffic movements and reduce pedestrian crossing distances. Mid-Term Cost	\$11,400 \$40,000 <i>\$51,400</i>
	Total Cost of Improvements	\$51,400

22. STATE ROUTE 6 (GALLATIN PIKE) AT LOVELL STREET (L.M. 18.955)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
Minor Street Stop Control	 Mid-Term Add ADA compliant curb ramps and high-visibility crosswalk pavement markings for the east leg of the intersection. Reduce curb radii in the NE and SE corners to slow turning traffic movements and reduce pedestrian crossing distances. Mid-Term Cost 	\$11,400 \$40,000 \$51,400
	Total Cost of Improvements	\$51,400

23. STATE ROUTE 6 (GALLATIN PIKE) AT MIDBLOCK CROSSING NORTH OF LOVELL STREET (APPROXIMATE L.M. 18.98)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
New Midblock Pedestrian Crossing	 Mid-Term Install a new midblock pedestrian crossing controlled by a PHB/HAWK located approximately 110' north of the Lovell Street intersection. Mid-Term Cost	\$104,500 \$104,500
	Total Cost of Improvements	\$104,500

The new midblock crossing should be designed so that pedestrians cross behind WeGo buses and are visible to passing motorists. Coordination with WeGo is required.

24. END PROJECT - STATE ROUTE 6 (GALLATIN PIKE) AT WILEY STREET (L.M. 19.01)

INTERSECTION TYPE	RECOMMENDED IMPROVEMENTS	COST
Minor Street Stop Control	 Mid-Term Add ADA compliant curb ramps and high-visibility crosswalk pavement markings for the east leg of the intersection. Reduce curb radii in the NE and SE corners to slow turning traffic movements and reduce pedestrian crossing distances. Mid-Term Cost	\$11,400 \$40,000 \$51,400
	Total Cost of Improvements	\$51,400

Davidson County State Route 6 (Gallatin Pike) From Walton Lane (L.M. 16.75) to Wiley Street (L.M. 19.01) PIN 125526.09

11. ADDITIONAL IMPROVEMENTS CONCEPT FIGURES

STATE ROUTE 6 LOG MILE 16.75 TO LOG MILE 19.01 **DAVIDSON COUNTY**

STATE ROUTE 6 **LOG MILE 16.75** TO

LOG MILE 17.27



LOG MILE 17.78

2/9/2022 10:04:19 AM

200'

PEDESTRIAN ROAD SAFETY INITIATIVE

STATE ROUTE 6 LOG MILE 16.75 TO LOG MILE 19.01 **DAVIDSON COUNTY**

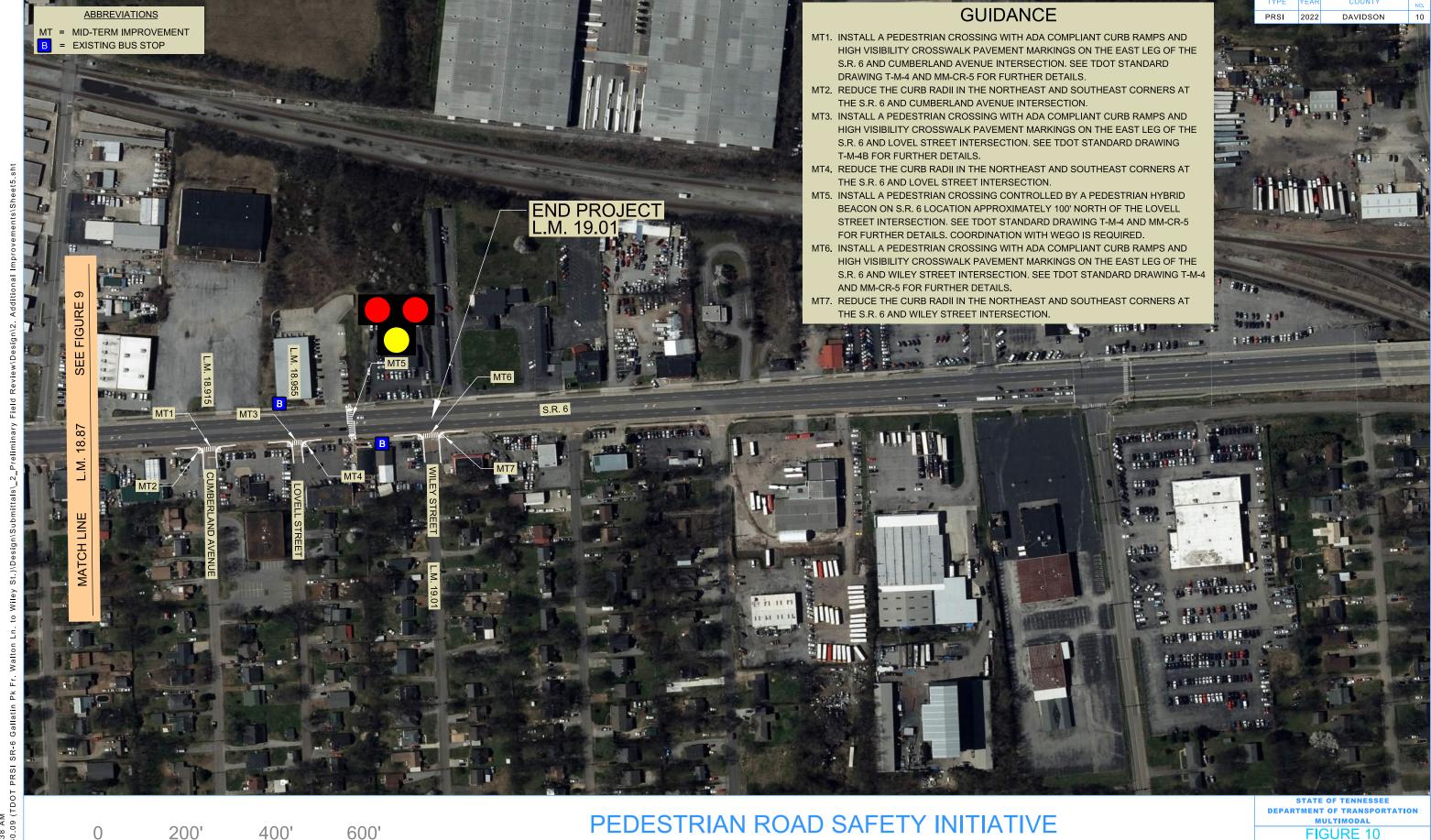
FIGURE 8 STATE ROUTE 6 **LOG MILE 17.78** TO **LOG MILE 18.32**

PEDESTRIAN ROAD SAFETY INITIATIVE

STATE ROUTE 6
LOG MILE 16.75 TO LOG MILE 19.01
DAVIDSON COUNTY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
MULTIMODAL

FIGURE 9 STATE ROUTE 6 LOG MILE 18.32 TO LOG MILE 18.87



PEDESTRIAN ROAD SAFETY INITIATIVE

STATE ROUTE 6 LOG MILE 16.75 TO LOG MILE 19.01 **DAVIDSON COUNTY**

FIGURE 10 **STATE ROUTE 6 LOG MILE 18.87** TO **LOG MILE 19.01**

Ecology

Environmental Studies Request

Project Information

Route: State Route 6 (SR-6)

Termini: From Walton Lane to Wiley Street

County: Davidson

PIN: 125526.09

Request

Request Type: Initial Environmental Study

Project Plans: Pedestrian Road Safety Initiative

Date of Plans: 03/04/2022

Location: Email Attachment

Certification

Requestor: Derek Adams Signature: Derek R.

Title: NEPA Specialist Adams

Digitally signed by Derek R. Adams Date: 2022.03.30 09:11:41 -04'00'

Environmental Study

Technical Section

Section: Ecology

Study Results

The Pedestrian Road Safety Initiative, dated March 4, 2022, has been reviewed. Based on the review, this project is covered by the 2022 Grouped Programmatic No Effect Activities Consultation between TDOT, and FHWA and the 2022 Memorandum of Agreement between TDOT, FHWA, and TDEC DNA. TWRA clearance has been granted. No further coordination is required for this project, provided there is no work in the water, no materials are allowed to enter any water, and there is no additional removal or trimming of vegetation other than what has already been described. If any of the latter occur for this project, the Ecology section will need to be contacted for further coordination.

Commitments

Did the study of this project result in any environmental commitments?

No

Additional Information

Is there any additional information or material included with this study?

Yes

Page 3

Type: Agency Coordination

Location: Email Attachment

Certification

Responder: Evelyn DiOrio Signature: Evelyn

Title: TESS Advanced

Evelyn
DiOrio

Digitally signed by Evelyn DiOrio
Date: 2022.06.08
15:22:36 -05'00'

12/2015

Evelyn DiOrio

From: Casey Parker

Sent: Wednesday, June 8, 2022 12:42 PM

To: Evelyn DiOrio

Cc: Vincent Pontello; R3 EnvTechOffice; TDOT.Env Ecology

Subject: RE: TDOT R3, Davidson Co, SR-6, From Walton Ln to Wiley St., PIN:125526.09

Follow Up Flag: Follow up Flag Status: Flagged

Subject: TDOT R3, Davidson Co, SR-6, From Walton Ln to Wiley St., PIN:125526.09

Ms. Evelyn DiOrio,

I have reviewed the information that you provided regarding the proposed improvement project from Walton Ln to Wiley Street in Davidson 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



From: Evelyn DiOrio <Evelyn.DiOrio@tn.gov>

Sent: Thursday, May 5, 2022 2:57 PM **To:** Casey Parker < Casey.Parker@tn.gov>

Cc: Vincent Pontello <Vincent.Pontello@tn.gov>; R3 EnvTechOffice <R3.EnvTechOffice@tn.gov>; TDOT.Env Ecology

<TDOT.Env.Ecology@tn.gov>

Subject: TDOT R3, Davidson Co, SR-6, From Walton Ln to Wiley St., PIN:125526.09

Casey,

The Tennessee Department of Transportation (TDOT) requests your review and comment on the subject project. TDOT proposes to make pedestrian safety improvements to state route 6 in Davidson County from Walton Lane to Wiley Street. These improvements would include sidewalk, crosswalk, accessible curb ramp and pedestrian signaling upgrades. The project begins at 36.238793, -86.723926 and ends at 36.269448, -86.710602. I have attached the KML file and species lists for the project. Please let me know if you need anything else.

Thanks,



Evelyn DiOrio | Environmental Studies Specialist Advanced Region 3 Environmental Tech Office Building A, 2nd floor 6601 Centennial Boulevard, Nashville, TN 37243 Phone 615-837-5004 | Cell 731-693-0253 evelyn.diorio@tn.gov tn.gov/tdot

GROUPED PROGRAMMATIC NO EFFECT ACTIVITIES AGREEMENT

BETWEEN

TENNESSEE DEPARTMENT OF TRANSPORTATION

AND

FEDERAL HIGHWAY ADMINISTRATION TENNESSEE DIVISION OFFICE

February 2022

SUBJECT:

This Grouped Programmatic No Effect Activities Agreement is being instituted between the Tennessee Department of Transportation (TDOT) and the Federal Highway Administration (FHWA) to help streamline State transportation (Title 23 U.S.C.) projects and activities which typically result in no effects to threatened/endangered (T/E) plant and animal species and/or their critical habitats in Tennessee.

PURPOSE:

The Endangered Species Act (ESA) directs all Federal agencies to work to conserve endangered and threatened species and to use their authorities to further the purposes of the Act. Section 7 of the Act, called "Interagency Cooperation," is the mechanism by which Federal agencies ensure the actions they take, including those they fund or authorize, do not jeopardize the existence of any listed species.

FHWA has designated TDOT as a non-federal representative pursuant to interagency cooperation under Section 7 in accordance with 50 CFR § 402.12. Under this designation, TDOT is required, with FHWA oversite, to implement FHWA's obligations under Section 7 for projects which are funded and/or executed by these agencies per Title 23 U.S.C. It is recognized that certain categories of FHWA/TDOT activities typically result in no effect to federally listed species or designated critical habitat and when the federal action agency makes a "no effect" determination, informal consultation with the USFWS is not required. This agreement defines required conditions and example activities covered pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 662(a)) and Section 7 consultation of the Endangered Species Act (16 U.S.C. 1531 et seq.) that TDOT and FHWA agree will result in a "no effects" determination for federally listed species and designated critical habitat. NEPA documentation for projects covered under this agreement will include this Agreement and a statement from TDOT Ecology Staff citing this agreement, rather than written correspondence to and from the USFWS.

SCOPE:

This Consultation does not supersede the responsibilities and obligations of the TDOT, the USFWS, or the FHWA, which are mandated by the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), or related regulations and agency policy. Example activities included in this Consultation have been evaluated in accordance with these statutes, regulations, and policies. FHWA and TDOT conclude that when the conditions of this agreement are satisfied, these activities will result in a "no effects" determination to T/E species or their designated critical habitats. Therefore, this agreement satisfies the requirements of both the Fish and Wildlife Coordination Act and Section 7 of the Endangered Species Act.

REQUIRED CONDITIONS FOR COVERAGE UNDER THIS PROGRAMMATIC AGREEMENT:

Both of the Following Conditions Must be Met

- (1) there are no documented records or suitable habitat for federally listed plant or animal species and no designated critical habitat within the project area, and
- (2) there will be no work in or disturbance to waters of the U. S., as defined by 40 C.F.R. 120.2 except work as described in examples 2 and 3 below.

Example Projects Covered Under This Programmatic Agreement Include:

- 1. Typical bridge repair projects confined to the structure above the waterline and not requiring disturbance of waterways, provided construction debris or other construction-related materials can be prevented from entering the waterway. The provisions of the most current "Programmatic Consultation for Addressing Cliff Swallows and Barn Swallows on Transportation Projects" regarding procedures addressing cliff swallow (*Hirundo pyrrhonota*) and barn swallow (*Hirundo rustica*) nesting sites are applicable. Activities considered exempt within this category include the following:
 - Bridge deck repair
 - Installation and repair of expansion joints
 - Removal and resurfacing of bridge and approach roadway pavement
 - Patching of substructures
 - Removal, replacement, and repair of beams
 - Removal and replacement of bridge deck cantilevers
 - Modification of piers and abutments above the surface of the water
 - Repair and replacement of bridge and approach guardrails
 - Sand blasting, painting, and sealing
- 2. Installation of impact attenuators on instream piers, providing substrate work is not involved, and they do not affect flow downstream.

- 3. Bridge inspections, including the portions of the piers under the surface of the water, provided no soil or substrate is disturbed.
- 4. Addition of intersection turning lanes.
- 5. Installation, replacement, or addition of traffic control signals, traffic control appurtenances, and information signs. Included are Intelligent Transportation Systems (ITS), fog detection systems, traffic information systems, flashing lights, reflectors, striping, rumble strips and stripes, and roadway signs.
- 6. Turning radius improvement at intersections.
- 7. Removal and replacement of existing pavement, provided that all old pavement is recycled/reused or is properly disposed of in accordance with TDOT's Waste and Borrow Policy, "TDOT Standard Specifications for Road and Bridge Construction", and/or other applicable regulations.
- 8. Installation and repair of guardrails, cable barriers, and jersey barriers.
- 9. Installation of railroad signals, signs, and other improvements at crossings.
- 10. Maintenance of roadway ditches and catch basins. No work under this exemption can occur in or within 50 feet of features regulated as waters of the U.S. as referenced in condition 2 above.
- 11. Replacement of overpasses which span roadways or railways.
- 12. Placement of riprap adjacent to existing bridge abutments to repair/prevent scour and protect the integrity of the structure. No work or materials shall be allowed in the water.
- 13. Enhancement of Rest Areas (e.g., repaving, landscaping, sprinkler system installation, lighting, building replacement or additions, sidewalk refurbishing).
- 14. Installation of noise walls.
- 15. Installation, replacement, or repair of highway lighting.
- 16. Improvements to existing interchange ramps, including: realignment, widening, and addition of turn lanes and shoulders.
- 17. Removal of vegetation along roads or under bridges.

- 18. Any projects not involving construction, earth-moving activities, or disturbances of any kind.
- 19. State funded and federal-aid projects that are administered by local governments with the assistance of the TDOT Local Programs Development Office.
- 20. Safe Routes to School Program.
- 21. Items deemed eligible for Transportation Alternatives Set-Aside (or other) funding, including:
 - Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
 - Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers
 - Inventory, control, and removal of outdoor advertising
 - Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23
 - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users
 - Construction of turnouts, overlooks, and viewing areas
 - Historic preservation and rehabilitation of historic transportation facilities
 - Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to (1) address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff and (2) to reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats

GENERAL PROVISIONS:

Agencies may unilaterally withdraw from this Agreement with 30 days written notice.

This Agreement will be reviewed every five years and revised as appropriate. Revisions may be requested at any time by an agency. All revisions will be made in writing and require the concurrence of each agency.

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Federal Highway	Administration,	Tennessee Division	າ Office

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Pamelan/ansbook	Date:	March 2, 2022			
Pamela M. Kordenbrock, Division Administrator					
Tennessee Department of Transportation					
Joseph Galbato, III Joseph Galbato, 111 (Feb 22, 2022 09:08 CST) Locardo Calbato, III, Interim Commissioner and Chief Finance	Date:	February 22, 2022			
Joseph Galbato III, Interim Commissioner and Chief Financial Officer					



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Tennessee Ecological Services Field Office 446 Neal Street Cookeville, Tennessee 38501 (931) 528-6481



January 14, 2022

Mr. Brandon Chance Environmental Division / Tech Studies Office James K. Polk Building, 9th Floor 505 Deaderick Street, Nashville, TN 37243

Subject: Grouped Programmatic No Effects Activities Agreement between the Tennessee

Department of Transportation and the Federal Highway Administration Tennessee

Division Office.

Dear Mr. Chance:

Thank you for the opportunity to review the Grouped Programmatic No Effect Activities Agreement (Agreement) between the Tennessee Department of Transportation (TDOT) and the Federal Highway Administration (FHWA). We understand the purpose of this Agreement is to streamline State transportation (Title 23 U.S.C.) projects and activities that have no effect to threatened/endangered plant and animal species and/or their critical habitats in Tennessee.

The FHWA has designated the TDOT as a non-federal representative pursuant to interagency cooperation under Section 7 consultation of the Endangered Species Act (ESA) (16 U.S.C. 1531 et seq.), in accordance with 50 CFR § 402.12. Under this designation, the TDOT is permitted, with oversight of the FHWA, to address the FHWA's obligations under Section 7 of the ESA for projects which are funded and/or executed by these agencies per Title 23 U.S.C.

It is recognized by both parties to this Agreement that certain categories of FHWA/TDOT activities typically have no effects to federally listed species or designated critical habitat and that a "no effect" determination completes consultation requirements under Section 7 of the ESA. This Agreement defines the conditions that must be met for a determination of "no effect". The TDOT and the FHWA, in coordination with the U.S. Fish and Wildlife Service (Service), have agreed that a "no effect" determination is appropriate for the defined activities, when there are no documented records or suitable habitat for federally listed plant or animal species, no designated critical habitat, and no disturbance to waters of the U.S., as defined by 40 C.F.R. 120.2. NEPA documentation for projects covered under this Agreement will include a copy of

the Agreement and a reference to its application from TDOT Ecology Staff, rather than written correspondence to and from the Service.

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,

Field Supervisor

xc: Ms. Tammy Sellers, TDOT Environmental Division Assistant Director

Mr. Gary Fottrell, Environmental Program Engineer, FHWA

MEMORANDUM OF AGREEMENT

BETWEEN

TENNESSEE DEPARTMENT OF TRANSPORTATION

AND

FEDERAL HIGHWAY ADMINISTRATION TENNESSEE DIVISION OFFICE

AND

TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION DIVISION OF NATURAL AREAS

March 2022

SUBJECT:

This Memorandum of Agreement (MOA) is being instituted between the Tennessee Department of Environment and Conservation Division of Natural Areas (TDEC DNA), the Tennessee Department of Transportation (TDOT), and the Federal Highway Administration, Tennessee Division Office (FHWA) to help streamline TDOT projects and activities which typically result in no adverse effects to state listed plant species or their habitats in Tennessee.

PURPOSE:

FHWA is required, pursuant to the Fish and Wildlife Coordination Act, (16 USC 662(a)) to consult with the head of the State agency "exercising administration over wildlife resources if any stream or water body is "controlled or modified for any purpose whatever". "Wildlife resources" includes animals as well as "aquatic and land vegetation upon which wildlife is dependent". TDOT, on behalf of FHWA, coordinates these projects, in part, with TDEC DNA.

TDEC DNA is charged with conserving rare plant species and their habitats as well as administering a system of state natural areas within Tennessee. In this role, TDEC DNA maintains data on the location and status of rare species and natural communities within the state and maintains a list of rare plants classified as endangered, threatened, or as a species of concern. TDEC DNA provides technical support regarding the use and interpretation of such data and provides written comments (as needed) regarding potential effects to rare plants (sometimes animals), natural communities, and conservation sites for federally funded and state funded projects.

This MOA applies to both state and federally funded projects and is intended to define conditions and provide example categories of projects and activities for which project-specific consultation with TDEC DNA is not required. Documentation for projects covered under this MOA will include a copy of this agreement and a statement from the TDOT Ecology staff citing the applicability of this agreement, rather than written correspondence to and from TDEC DNA. This documentation will be included in the Appendices of all applicable environmental documents (e.g., NEPA, TEER) and in the documentation for all applicable permit applications.

SCOPE:

The following conditions and example projects and activities have been evaluated and a conclusion reached by TDEC DNA, FHWA and TDOT that specific work meeting these conditions within these categories will not result in adverse effects to state listed plant species or their habitats. As a result, this MOA constitutes programmatic consultation/coordination between TDEC DNA, FHWA and TDOT.

CONDITIONS FOR COVERAGE UNDER THIS MEMORANDUM

- Based on a review of the TDEC Natural Heritage Database, both of the following criteria must be met:
 - TDOT ecology project review staff have determined that there are no known records of state or federally listed plants within the project study area.
 - TDOT ecology project review staff or qualified consultants have determined the project area does not contain habitat for state-listed plant species documented within four miles.

OR

- 2. TDOT ecology project review staff have determined that proposed activity is such that it would not impact undeveloped areas or natural vegetation outside the current developed footprint. Examples of such projects are listed below as a project type covered under this MOA which can be completed without regard to proximity of known or potential occurrences of rare plant species.
 - A. Typical bridge repair projects confined to the structure above the waterline and not requiring disturbance of waterways, provided construction debris or other construction-related materials can be prevented from entering the waterway by implementing Best Management Practices (BMP's) or properly installed erosion controls. Activities in this category include the following:
 - Bridge deck repair (scarification, patching, replacement, etc.)
 - Installation and repair of expansion joints
 - Removal and resurfacing of bridge and approach roadway pavement
 - Patching of substructures
 - Removal, replacement, and repair of beams
 - · Removal and replacement of bridge deck cantilevers
 - Modification of piers and abutments above the surface of the water
 - Repair and replacement of bridge and approach guardrails
 - · Sand blasting, painting, and sealing
 - B. Installation of impact attenuators on bridge piers, providing substrate work is not involved, and they do not affect flow downstream

- C. Bridge inspections, including the portions of the piers under the surface of the water, if no soil or substrate is disturbed
- Addition of intersection turning lanes provided new lanes are within the developed footprint of the roadway.
- E. Installation, replacement, or addition of traffic control signals or information signs. Included are Intelligent Transportation Systems (ITS), fog detection systems, traffic information systems, flashing lights, reflectors, striping, rumble strips and stripes, signs, and sidewalks provided such work is in the current developed footprint.
- F. Turning radius improvement at intersections
- G. Removal and replacement of existing pavement, provided that all old pavement is properly disposed of according to current regulations.
- H. Installation and repair of quardrails, cable barriers, and jersey barriers
- I. Installation of railroad signals, signs, and other improvements at crossings
- J. Maintenance of roadway ditches and catch basins, provided that the original size and dimensions are not increased. This category is confined to sloped ditches which only convey water for a short period during storm events. No work under this exception can occur within 50 feet of any stream.
- K. Replacement of overpasses which span roadways or railways
- L. Placement of riprap adjacent to existing bridge abutments to repair/prevent scour and protect the integrity of the structure. Work may not extend past the top of bank and no equipment or material is allowed in the stream channel.
- M. Enhancement of Rest Areas (e.g., repaving, landscaping, sprinkler systeminstallation, lighting, building replacement or additions, sidewalk refurbishing)
- N. Addition of intersection lighting
- O. Installation of noise walls
- P. Removal of vegetation along roads or under bridges provided such work is within the current developed footprint
- Q. Items deemed eligible for Transportation Alternatives Set-Aside (or other) funding, including:
 - Construction, planning, and design of on-road and off-road trail facilities for
 pedestrians, bicyclists, and other non-motorized forms of transportation, including
 sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming
 techniques, lighting and other safety-related infrastructure, and transportation
 projects to achieve compliance with the Americans with Disabilities Act of 1990.
 - Inventory, control, and removal of outdoor advertising
 - · Construction of turnouts, overlooks, and viewing areas provided such work is within the

current developed footprint

- Historic preservation and rehabilitation of historic transportation facilities
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to (1) address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff and (2) to reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats

GENERAL PROVISIONS:

Any signatory agency may unilaterally withdraw from this agreement with 30 days written notice. This MOA will be reviewed every five years and revised as appropriate. Revisions may be requested at any time by any signatory agency. All revisions will be made in writing and require the concurrence of the signatory agencies.

AGREEMENT BY:

Pamela M. Kordenbrock, Division Administrator

Tennessee Department of Environment and Conservation, Division of Natural Areas

Rg. M. Com (Mar 8, 2022 12:43 CST)	_{Date:} Mar 8, 2022			
Roger McCoy, Director TDEC DNA				
Tennessee Department of Transportation				
Joseph Galbato, III Joseph Galbato, III (Mar 7, 2022 09:31 CST)	Date: Mar 7, 2022			
Joseph Galbato III, Interim Commissioner and Chief Financial Officer				
Federal Highway Administration, Tennessee Division Office				
PamelaMfuSbook	Date: Mar 15, 2022			

Floodplain Management

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was State Plane Tennessee FIPS 4100. The **horizontal datum** was NAD83, GRS1980 spheroid. Differences in datum, spheroid, projection or State Plane zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov/ or contact the National Geodetic Survey at the following

NGS Information Services NOAA, N/NGS12 National Geodetic Survey SSMC-3, #9202 1315 East-West Highway Silver Spring, Maryland 20910-3282 (301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242 or visit its website at http://www.ngs.noaa.gov/.

Base map information shown on this FIRM was provided in digital format by the Metropolitan Government of Nashville and Davidson County. This information was photogrammetrically compiled from aerial photography dated March 2008.

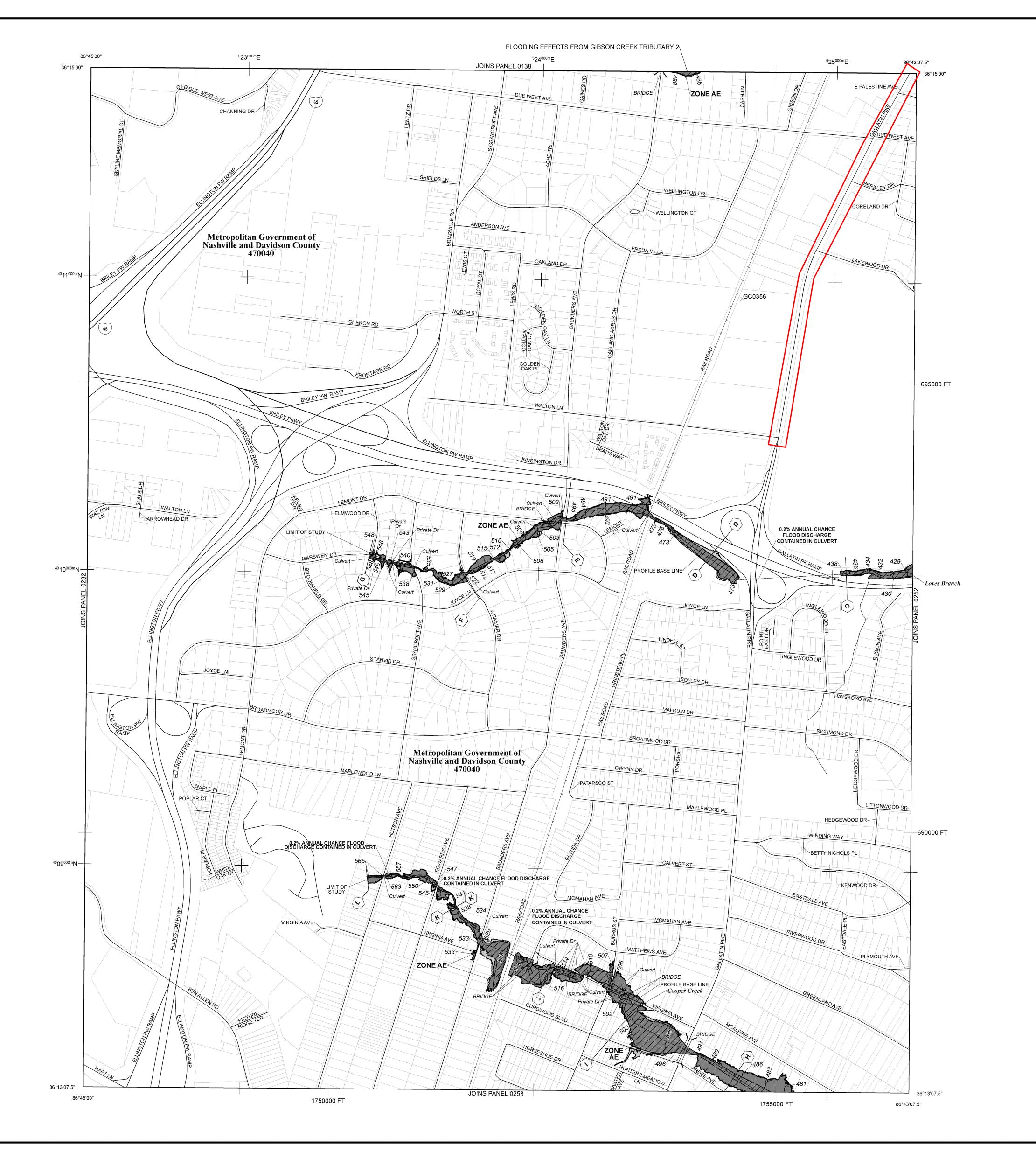
This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

For Information and questions about this map, available products associated with this FIRM including historic versions of this FIRM, how to order products or the National Flood Insurance Program in general, please call the FEMA Map Information eXchange at 1-877-FEMA MAP (1-877-336-2627) or visit the FEMA Map Service Center website at http://msc.fema.gov/. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website. Users may determine the current map date for each FIRM panel by visting the FEMA Map Service Center website or by calling the FEMA Map Information eXchange.

The "profile base lines" depicted on this map represent the hydraulic modeling baselines that match the flood profiles in the FIS report. As a result of improved topographic data, the "profile base line", in some cases, may deviate significantly from the channel centerline or appear outside the SFHA.



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ONE A No Base Flood Elevations determined.

ONE AE Base Flood Elevations determined.

ZONE AO

ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

determined. For areas of alluvial fan flooding, velocities also determined.

ONE AR

Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that

a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

9 Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.

Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths

Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

Coastal flood zone with velocity hazard (wave action); Base Flood Elevations

determined.
FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X

Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D

Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

Floodplain boundary

Floodway boundary

Zone D boundary

CBRS and OPA boundary

Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base

Flood Elevations, flood depths, or flood velocities

513 Sase Flood Elevation line and value; elevation in feet*

Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

(A) Cross section line

Transect line

97°07'30", 32°22'30"

Geographic coordinates referenced to the North American
Datum of 1983 (NAD 83) Western Hemisphere

Datum of 1983 (NAD 83), Western Hemisphere

1000-meter Universal Transverse Mercator grid ticks, zone 16

5000-foot grid values: Tennessee State Plane coordinate system (FIPSZONE = 4100), Lambert projection

DX5510.

Datum of 1983 (NAD 83), Western Hemisphere

1000-meter Universal Transverse Mercator grid ticks, zone 16

5000-foot grid values: Tennessee State Plane coordinate system (FIPSZONE = 4100), Lambert projection

Bench mark (see explanation in Notes to Users section of this

FIRM panel)

M1.5

River Mile

MAP REPOSITORIES

Refer to Map Repositories list on Map Index

FLOOD INSURANCE RATE MAP
APRIL 20, 2001

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL
April 5, 2017 – to update corporate limits, to change Base Flood Elevations, to add Base Flood
Elevations, to add Special Flood Hazard Areas, to change Special Flood Hazard Areas, to change

zone designations, to add floodway, to add roads and road names, to incorporate previously issued

Letters of Map Revision, to reflect updated topographic information

EFFECTIVE DATE OF COUNTYWIDE

For community map revision history prior to countywide mapping, refer to the Community Map

History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

JRANGE

MSI

MAP SCALE 1" = 500'
250 500 750

FIRM

FLOOD INSURANCE RATE MAP
METROPOLITAN GOVERNMENT OF
NASHVILLE AND

PANEL 0251H

TENNESSEE

AND INCORPORATED AREAS

DAVIDSON COUNTY,

ANEL 254 OF 470

PANEL 251 OF 478
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

METROPOLITAN GOVERNMENT 470040 0251 H
OF NASHVILLE AND DAVIDSON
COUNTY

NUMBER PANEL SUFFIX

MAP NUMBER

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.



47037C0251H MAP REVISED APRIL 5, 2017

Federal Emergency Management Agency

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was State Plane Tennessee FIPS 4100. The **horizontal datum** was NAD83, GRS1980 spheroid. Differences in datum, spheroid, projection or State Plane zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov/ or contact the National Geodetic Survey at the following

NGS Information Services NOAA, N/NGS12 National Geodetic Survey SSMC-3, #9202 1315 East-West Highway Silver Spring, Maryland 20910-3282 (301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242 or visit its website at http://www.ngs.noaa.gov/.

Base map information shown on this FIRM was provided in digital format by the Metropolitan Government of Nashville and Davidson County. This information was photogrammetrically compiled from aerial photography dated March 2008.

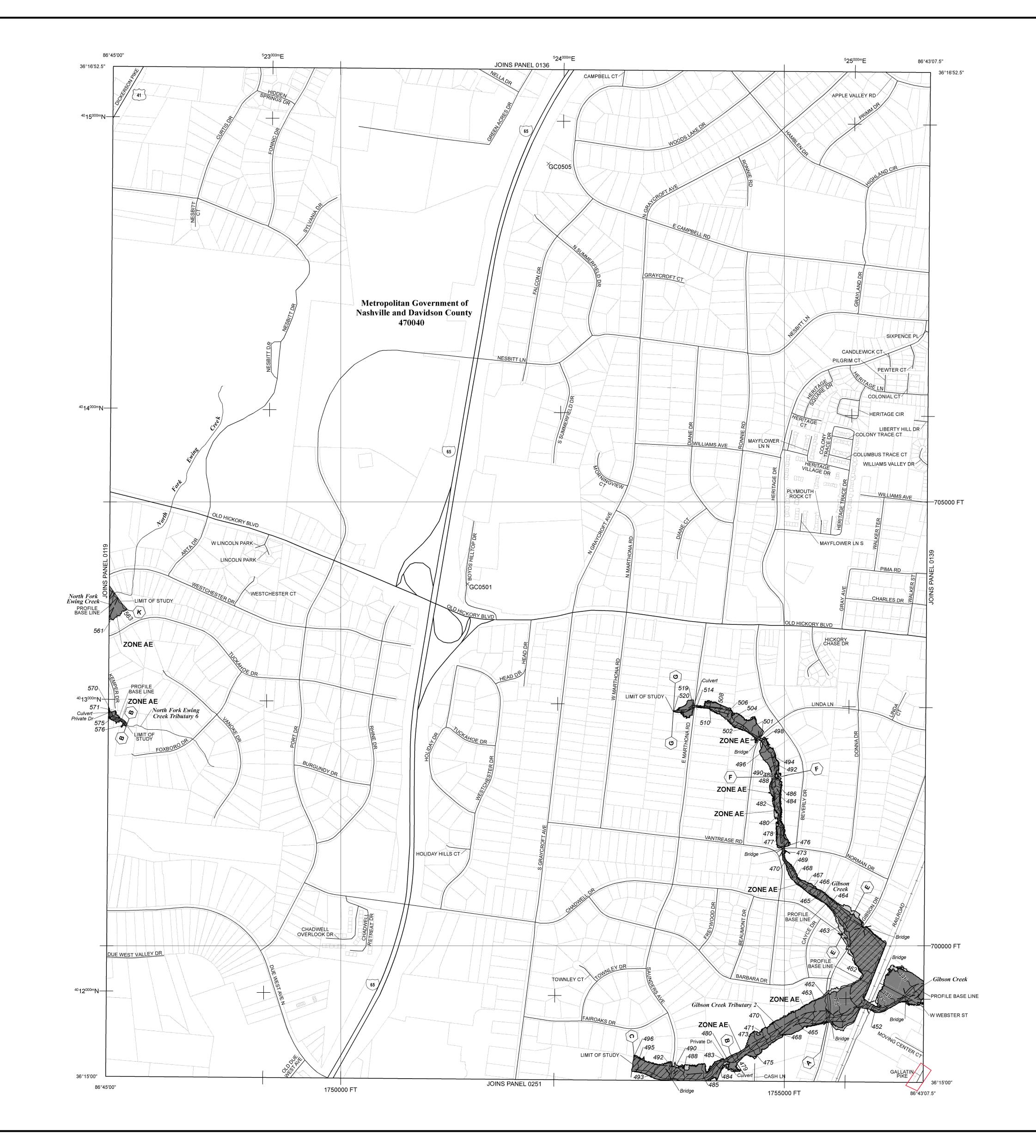
This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

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The "profile base lines" depicted on this map represent the hydraulic modeling baselines that match the flood profiles in the FIS report. As a result of improved topographic data, the "profile base line", in some cases, may deviate significantly from the channel centerline or appear outside the SFHA.



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of

No Base Flood Elevations determined.

DNE AE Base Flood Elevations determined.

ZONE AO

ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.

determined. For areas of alluvial fan flooding, velocities also determined.

ONE AR

Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the

1% annual chance or greater flood.
 E A99 Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.

Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths

Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.

Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X
Areas determined to be outside the 0.2% annual chance floodplain.

ZONE D
Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

Floodplain boundary

Floodway boundary

Zone D boundary

CBRS and OPA boundary

Boundary dividing Special Flood Hazard Area Zones and

boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths, or flood velocities

Base Flood Elevation line and value; elevation in feet*

Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

A Cross section line

Transect line

Transect line

97°07'30", 32°22'30"

Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere

4275^{000m}E 1000-meter Universal Transverse Mercator grid ticks, zone 16

6000000 FT

5000-foot grid values: Tennessee State Plane coordinate system
(FIPSZONE = 4100), Lambert projection

Bench mark (see explanation in Notes to Users section of this FIRM panel)

■ M1.5

River Mile

MAP REPOSITORIES
Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
APRIL 20, 2001

April 5, 2017 – to update corporate limits, to change Base Flood Elevations, to add Base Flood Elevations, to add Special Flood Hazard Areas, to change Special Flood Hazard Areas, to change zone designations, to add floodway, to add roads and road names, to incorporate previously issued Letters of Map Revision, to reflect updated topographic information

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

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History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call

the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

FLOOD INSURANCE RATE MAP

URANGE

ATTONIAL

METROPOLITAN GOVERNMENT OF
NASHVILLE AND
DAVIDSON COUNTY,
TENNESSEE

PANEL 0138H

AND INCORPORATED AREAS

PANEL 138 OF 478

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)
CONTAINS:

COMMUNITY

METROPOLITAN GOVERNMENT 470040 0138 H
OF NASHVILLE AND DAVIDSON

ILLE AND DAVIDSON

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.

MAP NUMBER



47037C0138H MAP REVISED APRIL 5, 2017

Federal Emergency Management Agency

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Boundaries of the floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report

Certain areas not in Special Flood Hazard Areas may be protected by **flood control** structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

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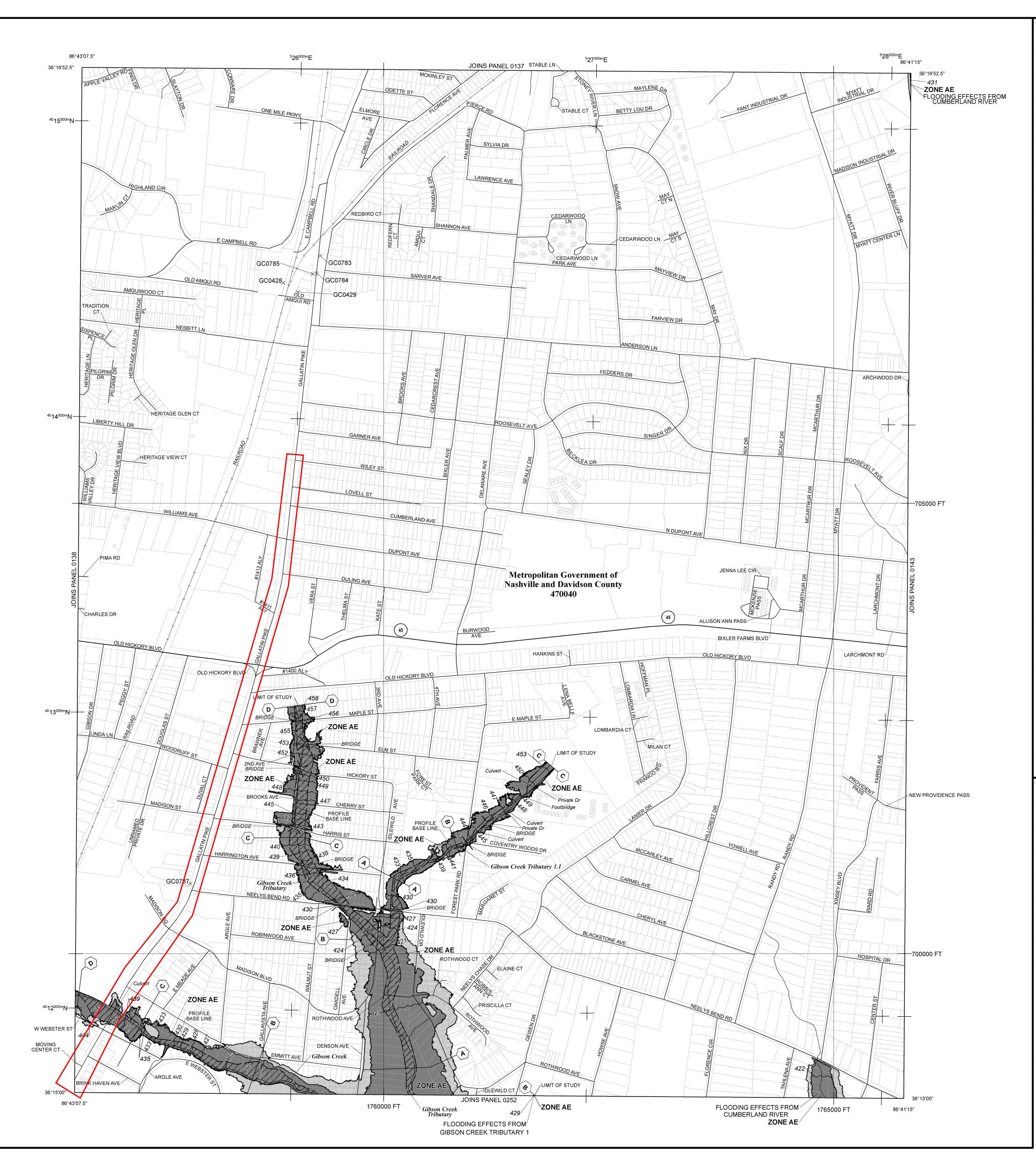
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LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

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No Base Flood Elevations determined. Base Flood Elevations determined.

the 1% annual chance flood.

ZONE AO

Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations

Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined. Special Flood Hazard Area formerly protected from the 1% annual chance flood by

a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.

Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations Coastal flood zone with velocity hazard (wave action); Base Flood Elevations

determined FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights. OTHER FLOOD AREAS

Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

(EL 987)

Areas determined to be outside the 0.2% annual chance floodplain. ZONE D Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas. Floodplain boundary

Floodway boundary

Zone D boundary CBRS and OPA boundary **************** Boundary dividing Special Flood Hazard Area Zones and

boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths, or flood velocities ~~~ 513 ~~~ Base Flood Elevation line and value; elevation in feet* Base Flood Elevation value where uniform within zone; elevation

* Referenced to the North American Vertical Datum of 1988 Cross section line 23)-----(23)

Geographic coordinates referenced to the North American 97°07'30", 32°22'30" Datum of 1983 (NAD 83), Western Hemisphere 4275^{000m}E 1000-meter Universal Transverse Mercator grid ticks, zone 16 5000-foot grid values: Tennessee State Plane coordinate system 6000000 FT (FIPSZONE = 4100), Lambert projection

Bench mark (see explanation in Notes to Users section of this DX5510. M1.5 MAP REPOSITORIES Refer to Map Repositories list on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP APRIL 20, 2001 EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

Elevations, to add Special Flood Hazard Areas, to change Special Flood Hazard Areas, to change zone designations, to add floodway, to add roads and road names, to incorporate previously issued Letters of Map Revision, to reflect updated topographic information

April 5, 2017 – to update corporate limits, to change Base Flood Elevations, to add Base Flood

For community map revision history prior to countywide mapping, refer to the Community Map

History table located in the Flood Insurance Study report for this jurisdiction. To determine if flood insurance is available in this community, contact your insurance agent or call

the National Flood Insurance Program at 1-800-638-6620. MAP SCALE 1" = 500'

JRANGE

PANEL 0139H

FIRM

FLOOD INSURANCE RATE MAP METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY,

TENNESSEE AND INCORPORATED AREAS

PANEL 139 OF 478 (SEE MAP INDEX FOR FIRM PANEL LAYOUT)

NUMBER PANEL SUFFIX METROPOLITAN GOVERNMENT 470040 0139

OF NASHVILLE AND DAVIDSON

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject



47037C0139H MAP REVISED **APRIL 5, 2017**

MAP NUMBER

Federal Emergency Management Agency

Air and Noise

Environmental Studies Request

Project Information

Route: State Route 6 (SR-6)

Termini: From Walton Lane to Wiley Street

County: Davidson

PIN: 125526.09

Request

Request Type: Initial Environmental Study

Project Plans: Pedestrian Road Safety Initiative

Date of Plans: 03/04/2022

Location: Email Attachment

Certification

Requestor: Derek Adams Signature: Derek R.

Title: NEPA Specialist Adams

Digitally signed by Derek R. Adams Date: 2022.03.30 09:11:41 -04'00'

Environmental Study

Technical Section

Section: Air and Noise

Study Results

AIR QUALITY

Transportation Conformity

This project is in Davidson County which is in attainment for all regulated criteria pollutants. Therefore, conformity does not apply to this project.

Mobile Source Air Toxics (MSATs)

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 October 2016.

NOISE

This project is Type III in accordance with the FHWA noise regulation in 23 CFR 772 and TDOT's noise policy; therefore, a noise study is not needed.

Commitments

Did the study of this project result in any environmental commitments?

No

Additional Information

Is there any additional information or material included with this study?

No

Certification

Responder: Chasity L. Stinson Signature: Chasity L. Digital Chasity L.

Title: TESS Advanced, TDOT Environmental Division

Digitally signed by Chasity L. Stinson Date: 2022.04.02

Stinson

05:52:12 -05'00'

Cultural Resources

Environmental Studies Request

Project Information

Route: State Route 6 (SR-6)

Termini: From Walton Lane to Wiley Street

County: Davidson

PIN: 125526.09

Request

Request Type: Initial Environmental Study

Project Plans: Pedestrian Road Safety Initiative

Date of Plans: 03/04/2022

Location: Email Attachment

Certification

Requestor: Derek Adams Signature: Derek R.

Title: NEPA Specialist Adams

Digitally signed by Derek R. Adams Date: 2022.03.30 09:11:41 -04'00'

Environmental Study

Technical Section

Section: **Cultural Resources**

Study Results

For Historic Preservation and Archaeology, the undertaking as currently proposed qualifies as a Screened Undertaking pursuant to the Programmatic Agreement (PA) among FHWA, TDOT, TN-SHPO, and the ACHP. As such, no additional review or documentation is necessary at this time. Should the scope of the project change, including, but not limited to new ROW or easements, then further Section 106 review will be required.

Commitments

Did the study of this project result in any environmental commitments?

No

Additional Information



No

Certification

Responder: Kim Vasut-Shelby

Title: **Environmental Supervisor** Signature: Kimberly

Vasut-Shelby Date: 2022.06.22 11:57:12 -05'00'

Digitally signed by Kimberly Vasut-Shelby

PROGRAMMATIC AGREEMENT AMONG THE FEDERAL HIGHWAY ADMINISTRATION, THE TENNESSEE DEPARTMENT OF TRANSPORTATION THE TENNESSEE STATE HISTORIC PRESERVATION OFFICER, AND THE ADVISORY COUNCIL ON HISTORIC PRESERVATION REGARDING IMPLEMENTATION OF TRANSPORTATION PROJECTS

WHEREAS, the Federal Highway Administration (FHWA), under the authority of 23 U.S.C. 101 et seq., implements the Federal-aid Highway Program (Program) in the state of Tennessee by funding and approving state and locally sponsored transportation undertakings that are administered by the Tennessee Department of Transportation (TDOT);

WHEREAS, the Tennessee FHWA Division Administrator is the "Agency Official" responsible for ensuring that the Program in the state of Tennessee complies with Section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. § 306108), as amended, and codified in its implementing regulations, 36 CFR Part 800, as amended (August 5, 2004) (hereafter 36 CFR 800);

WHEREAS, TDOT administers Federal-aid undertakings throughout the State of Tennessee as authorized by Title 23 U.S.C 302;

WHEREAS, TDOT has participated in the consultation and has been invited to be a signatory to the Programmatic Agreement (Agreement);

WHEREAS, the responsibilities of the Tennessee State Historic Preservation Officer (SHPO) under Section 106 of the NHPA and 36 CFR 800 are to advise, assist, review, and consult with Federal agencies as they carry out their historic preservation responsibilities and to respond to Federal agencies' requests within a specified period of time;

WHEREAS, Federal Agencies who recognize FHWA as the lead Federal agency for an undertaking may fulfill their obligations under Section 106 of NHPA according to 36 CFR 800.2(a)(2), provided that FHWA and TDOT follow the requirements of this Agreement and the other agency's undertaking does not have the potential to cause effects to historic properties beyond those considered by FHWA and TDOT;

WHEREAS, FHWA recognizes that it has a unique legal relationship with federally recognized Indian tribes (Tribes) set forth in the Constitution of the United States, treaties, statutes, and court decisions, and therefore, consultation with an Indian tribe must recognize government-to-government relationship between the federal government and Tribes;

WHEREAS, FHWA has consulted with the following Federally recognized Tribes with ancestral lands in Tennessee about this Agreement, has requested their comments, has taken any comments received into account, and has invited the Tribes to be concurring parties to this document. These Tribes include Absentee-Shawnee Tribe of Indians of Oklahoma, Cherokee Nation, The Chickasaw Nation, the Choctaw Nation of Oklahoma, Eastern Band of Cherokee

Indians, Eastern Shawnee Tribe of Oklahoma, Kialegee Tribal Town, the Muscogee (Creek) Nation, Poarch Band of Creeks, the Quapaw Nation, Shawnee Tribe, Thlopthlocco Tribal Town, and United Keetoowah Band of Cherokee Indians in Oklahoma;

WHEREAS, Section 106 consultation with the Tribes shall not be governed by this Agreement and TDOT undertakings shall continue to be coordinated with the Tribes in accordance with 36 CFR 800 Subpart B;

WHEREAS, ACHP issued the *Program Comment for Common Post-1945 Concrete and Steel Bridges*, which is applicable for bridges under TDOT's jurisdiction, on November 2, 2012 (Federal Register 77 FR 68790);

WHEREAS, pursuant to the consultation conducted under 36 CFR 800.14(b)(2)(i), the signatories have developed this Agreement in order to establish an efficient and effective program alternative for taking into account the effects of the Program on historic properties in Tennessee;

WHEREAS, FHWA has consulted with the ACHP pursuant to 36 CFR 800.14(b)(2)(i) and the ACHP has opted to participate as a signatory to this agreement;

WHEREAS, pursuant to 36 CFR 800.14(b)(2)(i), FHWA has requested comments from Federal agencies, State agencies, and representatives of local governments about this Agreement, and has taken any comments received into account;

WHEREAS, pursuant to 36 CFR 800.14 (b)(2)(ii), FHWA has notified the public, about this Agreement, has requested their comments, and has taken any comments received into account;

WHEREAS, the SHPO, ACHP, FHWA, and TDOT have participated in the development of this Agreement;

NOW, THEREFORE, the FHWA, TDOT, SHPO, and ACHP agree that the Program in Tennessee shall be carried out in accordance with the following stipulations in order to take into account the effects of the Program on historic properties in Tennessee and that these stipulations shall govern compliance of the Program with Section 106 of the NHPA until this Agreement expires or is terminated.

To aid the signatories of this Agreement, the stipulations are organized as follows:

- Applicability and Scope
- II. Definitions
- III. Professional Qualifications Standards
- IV. Responsibilities
- V. Consultation with Tribes
- VI. Participation of Other Consulting Parties and the Public
- VII. Review of Section 106 Undertakings
- VIII. Emergency Situations
 - IX. Post-Review Discoveries

- X. Identification and Treatment of Human Remains
- XI. Curation
- XII. Administrative Stipulations
- XIII. Dispute Resolution
- XIV. Amendment
- XV. Termination
- XVI. Confidentiality
- XVII. Duration of Agreement

STIPULATIONS

The FHWA, with the assistance of TDOT, shall ensure that the following measures are carried out:

I. APPLICABILITY AND SCOPE

- A. This Agreement sets forth the process by which FHWA, with the assistance of TDOT, will meet its responsibilities pursuant to Section 106 of the NHPA (54 U.S.C. §§ 306102 and 306108). The objective of this Agreement is to improve the efficiency and effectiveness of the procedures by which the signatories to this Agreement review Section 106 undertakings.
- B. Through this Agreement, FHWA and TDOT utilize three categories of undertakings (Unscreened Undertakings, as described at 36 CFR 800.3(a)(1); Screened Undertakings and Other Undertakings) that require different levels of review and consultation.
- C. The FHWA retains the responsibility to consult with Tribes as required under 36 CFR 800.2(c)(2) and 36 CFR 800.3(c-f), as amended. TDOT may assist FHWA with this requirement.
- D. At any time, TDOT may choose to process a project by following the procedures in 36 CFR Part 800 rather than by following the procedures in this Agreement. TDOT and FHWA will also process a project under the procedures in 36 CFR Part 800 if SHPO, ACHP, or FHWA so requests.

II. DEFINITIONS

A. Collection(s): Artifacts or other materials that are of a cultural origin and collected as a result of archaeological investigations of undertakings conducted pursuant to this Agreement and that are determined not to consist of human remains, or to contain, human remains, or to be a cultural item, associated funerary object, sacred object, or object of cultural patrimony, as defined by the Native American Graves Protection and Repatriation Act (NAGPRA). Collection(s) are also defined to include all records generated as part of archaeological investigations conducted pursuant to this Agreement.

- B. Ground disturbance: Any work or activity that results in a disturbance of earth, including, but not limited to, excavation or digging, trenching, drilling, augering, clearing, and grading.
- C. Qualified Staff: Non-contractor/consultant historians, architectural historians, archaeologists or other professional cultural resources practitioners directly employed by TDOT as employees of the State of Tennessee that meet the Secretary of the Interior's Professional Qualifications Standards for historic and archaeological resource studies. Qualified Staff are not qualified to determine or locate specific sites of cultural significance to a Tribe.
- D. Emergencies: Events that require immediate highway system and facility repairs necessary to 1) protect the life, safety, or health of the public; 2) minimize the extent of damage to the highway system and facilities; 3) protect remaining highway facilities; 4) restore essential traffic and/or 5) disaster or emergency declared by the President of the United States, or the Governor of Tennessee; or may be any event that results in immediate threats to life or property.

III. PROFESSIONAL QUALIFICATIONS STANDARDS

Actions prescribed by this Agreement that involve the identification, evaluation, recording, treatment, monitoring, or disposition of historic properties, or that involve the reporting or documentation of such actions in the form of reports, forms, or other records, shall be carried out by or under the direct supervision of a person or persons who meets the *Secretary of the Interior's Professional Qualifications Standards* (published in 48 FR 44738-44739) and the current Tennessee SHPO Standards and Guidelines for Archaeological Resource Management Studies (as amended) for archaeological investigations. However, nothing in this stipulation may be interpreted to preclude FHWA or TDOT or any agent or contractor thereof from using the services of persons who do not meet these qualifications standards, providing their activities are conducted under the direct supervision of a person who does meet the standards.

IV. RESPONSIBILITIES

The following section identifies the responsibilities of FHWA, TDOT, SHPO, and ACHP in complying with the terms of this Agreement.

A. FHWA Responsibilities

 Consistent with the requirements of 36 CFR 800.2(a) and 800.2(a)(1-4), FHWA remains legally responsible for ensuring that the terms of this Agreement are carried out and for all findings and determinations made pursuant to this Agreement by TDOT under the authority of FHWA. At any point in the Section 106 process, FHWA may inquire as to the status of any undertaking reviewed under the authority of this Agreement and, at its discretion, participate directly in any undertaking.

- FHWA retains the responsibility for government-to-government consultation with Tribes, as defined in 36 CFR 800.16(m), and consistent with 36 CFR 800.2(c)(2) and 36 CFR 800.3(c-f).
- Pursuant to 36 CFR 800.6 (a)(1), FHWA is responsible for notifying the ACHP of an adverse effect determination and offering the ACHP the opportunity to participate in the resolution of adverse effects.
- FHWA shall provide ACHP copies of any Memoranda of Agreement (MOA) or project Programmatic Agreement developed for undertakings with adverse effects to historic properties.
- FHWA shall be responsible for resolving disputes and objections pursuant to Stipulation XII of this Agreement.

B. TDOT Responsibilities

Under the authority of FHWA, TDOT may carry out the following steps with respect to undertakings covered by this Agreement. Delegation of these responsibilities is based on adequate and appropriate performance by TDOT as evaluated in monitoring by FHWA pursuant to Stipulation XI of this Agreement.

- a. 36 CFR 800.3(a) Determine whether the undertaking is a type of activity that has the potential to cause effects on historic properties.
- 36 CFR 800.3(e) Solicit public comment and involvement.
- 36 CFR 800.3(f) Identify other consulting parties who should be invited to participate in the undertakings covered by this Agreement.
- d. 36 CFR 800.4(a) Determine and document, in consultation with the SHPO, the scope of identification efforts including the undertaking's Area of Potential Effects (APE).
- e. 36 CFR 800.4(a) Gather information from Tribes identified to assist in identifying properties, including those located off tribal lands.
- f. 36 CFR 800.4(b) and (c) Identify and evaluate historic properties within the APE in consultation with the SHPO, Tribes, and consulting parties.
- g. 36 CFR 800.4(d)(1) and (2), On FHWA's behalf, in consultation with the SHPO, Tribes, and consulting parties determine whether historic properties will be affected by the undertaking.

- h. 36 CFR 800.5(a), On FHWA's behalf, in consultation with the SHPO, Tribes, and consulting parties, apply the criteria of adverse effect to determine if historic properties within the APE will be adversely affected by the undertaking.
- 36 CFR 800.5(a)(3) Where alternatives under consideration consist of corridors or large land areas, or where access is restricted, TDOT may use a phased process in applying the criteria of adverse effect consistent with phased identification and evaluation efforts conducted pursuant to 36 CFR 800.4(b)(2).
- j. 36 CFR 800.6 In consultation with FHWA, the SHPO, the ACHP (if it has chosen to participate), and any other consulting parties, TDOT will attempt to develop alternatives that avoid adversely affecting historic properties.
- k. 36 CFR 800.6 If avoidance is not possible, TDOT will continue consultation with FHWA, the SHPO, the ACHP (if it has chosen to participate), and any other consulting party, to execute a memorandum of agreement to resolve any adverse effects.
- Provide FHWA copies of all correspondence with the SHPO and Tribes sent out on its behalf.

C. ACHP Responsibilities

- 1. The ACHP will be notified of findings of adverse effect by FHWA and will be invited to participate in resolving the adverse effect of an undertaking in accordance to 36 CFR 800.6(a)(1). The Council will advise FHWA and all consulting parties whether it will participate within 15 days of receipt of notice or other request. Prior to entering the process, the Council will provide written notice to FHWA and the consulting parties that its decision to participate meets the criteria set forth in Appendix A to Part 800. The Council will also advise the FHWA of its decision to enter the process.
- The ACHP will participate, in accordance to Stipulation XII, in the resolution of disputes that may occur through the implementation of this Agreement.

D. SHPO Responsibilities

 The SHPO is responsible for responding to FHWA and TDOT requests according to the terms of this Agreement. The SHPO will participate in site visits and meetings to discuss large or complex undertakings upon request by TDOT or FHWA, as staff time and resources permit.

V. CONSULTATION WITH TRIBES

- A. FHWA retains ultimate responsibility for government to government relationships and consultation with Tribes consistent with the requirements of 36 CFR 800.2(c)(2) and 36 CFR 800.3(f).
- FHWA will identify and maintain information regarding Tribes' counties of interest within the state of Tennessee.
- C. FHWA will plan consultations appropriate to the scale of the undertaking and will use to the extent possible existing procedures and mechanisms (e.g., TDOT's environmental guidelines and Tennessee's tribal area of interest maps) to fulfill the consultation requirements pursuant to 36 CFR 800.2(a)(4).
- D. FHWA shall ensure that consultation with Tribes is initiated as early as possible in the planning of the undertaking and maintained throughout the Section 106 review process so that Tribes are provided a reasonable opportunity to identify their concerns about historic properties, advise on the identification and evaluation of historic properties, including those of traditional religious and cultural importance, articulate their views on the undertaking's effects on such properties, and participate in the resolution of adverse effects.
- E. In accordance with 36 CFR 800.2(c)(ii)(A), FHWA, and TDOT working on behalf of FHWA, recognize and acknowledge that early identification and discussion of preservation issues and concerns about confidentiality of information on historic properties are keys to successful resolution and protection of historic properties.
- F. Implementation of this Programmatic Agreement will have no effect on the current Tribal consultation process for undertakings in Tennessee. Tribal cultural resource professionals for each Tribe will continue to receive requests for information on all transportation undertakings within the state, except for those undertakings which have no potential to cause effects, as noted in 36 CFR 800.3(a)(1), and as further described in Section VII.A.1 of this Agreement.
- G. Protocol with Federally Recognized Tribes FHWA will ask TDOT to assist in consultation if the individual Tribes agree to alternate procedures. Alternate procedures will consist of outlining the process by which FHWA and TDOT provide project information and documentation to each Tribe. FHWA and TDOT will establish a Consultation Protocol with those federally recognized Tribes listed in this PA that wish to enter such agreement. The target date of completion for the Consultation Protocol will be within three years of the

signing of this PA. Consultation will follow the standard Section 106 process for those Tribes who do not wish to enter the Consultation Protocol agreement.

VI. PARTICIPATION OF OTHER CONSULTING PARTIES AND THE PUBLIC

- A. Individuals and organizations with a demonstrated interest in an undertaking shall be invited to participate in the Section 106 process due to the nature of their legal or economic relation to the undertaking or affected properties, or their concern with the undertaking's effects on historic properties.
 - In consultation with the SHPO, FHWA, or TDOT working on the behalf of FHWA, shall identify individuals or organizations who may have an interest in the undertaking, provide them with information about the undertaking, and invite them in writing to participate in the Section 106 process pursuant to 36 CFR 800.3(f). Their participation in undertakings covered under this Agreement shall be governed by 36 CFR 800.3(f)(3).
 - Written requests by other individuals, organizations, and agencies to become consulting parties will be evaluated on a case-by-case basis by TDOT and FHWA in consultation with the SHPO pursuant to 36 CFR 800.3(f)(3).
 - Other consulting parties include, but are not limited to, affected landowners, land managing agencies, permitting agencies, local governments, or historical societies.

B. Public Involvement

- Public Involvement in planning and implementing undertakings covered by the Agreement is referenced in the TDOT Environmental Division's Public Involvement Requirements Document that provides guidance for identifying, informing, and involving the public in all stages of environmental review. The Public Involvement Requirements Document reiterates that the Section 106 public outreach will be consistent with 36 CFR 800.2.
- 2. TDOT shall seek and consider the views of the public pursuant to 36 CFR 800.2(d)(1) in a manner that reflects the nature and complexity of the undertaking and its effects on historic properties, and the likely interest of the public in the effects on historic properties, confidentiality concerns of private individuals and businesses, and the relationship of the Federal involvement to the undertaking.
- TDOT will provide the public with information about an undertaking and its effects on historic properties and seek public comment and input pursuant to 36 CFR 800.2(d)(2).

- TDOT may use its procedures for public involvement under the National Environmental Policy Act in lieu of that required by Section 106 of the National Historic Preservation Act, if adequate opportunities for public involvement are provided and consistent with 36 CFR 800.4.
- TDOT shall plan to involve the public by identifying appropriate points in the Section 106 process for seeking public input and for notifying the public of proposed actions consistent with 36 CFR 800.2(d) and pursuant to 36 CFR 800.3(e).
- Public involvement and the release of information to the public shall be consistent with 800.11(c)(l and 3).
- TDOT shall make FHWA and SHPO aware of any and all known public comments as they relate to the historic properties potentially affected by the proposed undertaking, including properties of religious and cultural significance to the Tribes.
- 8. For those actions that do not routinely require public review and comment (e.g., Unscreened and Screened Undertakings), appropriate public involvement should be based on the specifics of the situation and commensurate with the type and location of historic properties, and the undertaking's potential impacts on them.

VII. REVIEW OF SECTION 106 UNDERTAKINGS

- A. Projects with No Potential to Cause Effect: Unscreened Undertakings
 - 1. Undertakings that have no potential to cause effects to historic properties, pursuant to 36 CFR 800.3(a)(1), are defined as those actions that by their nature, will not result in effects to historic properties. FHWA defines these to only non-construction related activities. For example, purchasing equipment, planning, and design all fall under this portion of the regulation and do not require any further obligations under Section 106. All other construction with a federal nexus must comply with 36 CFR 800 including any maintenance, new construction, and all construction related actions. Questions about applicability should be referred to the FHWA Federal Preservation Officer (FPO).
 - Projects with No Potential to Cause Effect will be reviewed in their entirety by TDOT Qualified Staff and will not be segmented by activity or subject to differential review procedures.

B. Screened Undertakings

 TDOT Qualified Staff will determine that an undertaking meets the criteria necessary to be classified as a Screened Undertaking, as defined in

- Appendix A. Qualified Staff will document the finding of no historic properties affected and FHWA has fulfilled its statutory responsibilities under Section 106 and will not require consultation with the SHPO.
- Screened Undertakings will be reviewed in their entirety and will not be segmented by activity or subject to differential review procedures.
- Screened Undertakings in Appendix A will not be coordinated with the TN-SHPO or the public due to the nature and magnitude of such undertakings and their potential to affect historic properties, assuming such properties were present.
- 4. TDOT Qualified Staff will review Appendix A to determine if the proposed project meets all of the outlined terms and conditions and will document TDOT project files with project-related information that indicates the reason the project was determined to be a Screened Undertaking.
- TDOT Qualified Staff will keep the TDOT project files up-to-date and will have all information available upon request from the TN-SHPO, cooperating agencies (as defined at 40 CFR 1508.1(e)), public, and Tribes that documents the determination of No Historic Properties Affected.
- TDOT may add additional activities to Appendix A pursuant to the amendment process provided in Stipulation XIII of this Agreement.
- For projects requiring permits, the federal permitting agency will independently review each undertaking, and may initiate consultation with the SHPO to ensure they fulfill their responsibilities under Section 106.

C. Other Undertakings

 For projects not listed in Appendix A, TDOT Qualified Staff shall follow the Section 106 process pursuant to 36 CFR 800.

D. Project Re-evaluation

- At any time, if an undertaking changes in the lead federal agency designation, scope, funding, or APE, the TDOT Qualified Staff shall reassess the previous findings issued by their respective specialties to determine if the findings remain valid or if additional survey or effects assessment is required. All determinations shall be provided to the new lead federal agency for review and comment.
- Should SHPO or a member of the public provide new information regarding an undertaking that would alter the re-evaluation determination made above, TDOT, SHPO, and consulting parties shall consult pursuant to 36

- CFR 800.4-6 and 800.13. Such information shall be provided to TDOT in a timely manner.
- Additional Section 106 consultation shall not be required if less than 10
 years have passed since the full project survey for historic properties, not
 including archaeological resources, was completed and concurred with by
 SHPO, or Right of Way (ROW) has been authorized.

VIII. EMERGENCY SITUATIONS

- A. The stipulations in this part fulfill FHWA's responsibilities under 36 CFR 800.12, Emergency Situations.
 - Repairs to address emergency situations as defined in stipulation II.D. can occur regardless of funding category, and regardless of declarations made by federal, state, or local agencies.
 - 2. For undertakings where the repair must be implemented within the first 30 days of the occurrence of the event that caused the emergency, or within the first 30 days of the declaration of the emergency by an appropriate authority, and where the undertaking has minimal potential to affect historic properties or where no historic properties are identified within the APE, environmental review, documentation, and coordination will happen concurrently or after the fact.
 - 3. For undertakings where the repair will be implemented more than 30 days after the occurrence of the event that caused the emergency or more than 30 days after the declaration of the emergency by an appropriate authority, TDOT will review the undertaking according to the procedures in Stipulation VII of this Agreement before the undertaking is implemented unless FHWA requests an extension from the ACHP in accordance with 36CFR800.12(d).
 - 4. If historic properties are identified within the APE for the emergency undertaking, TDOT shall notify the SHPO, FHWA, Tribes and the public prior to any work taking place. The SHPO, local government officials, and any Tribe that may attach traditional religious and cultural significance to historic properties likely to be affected will have seven days to respond to this notification and for all succeeding steps in the Section 106 process necessary to assess and resolve adverse effects
 - a) Written notification of an emergency action provided to the SHPO, Tribes, and the public shall be clearly and prominently marked as an emergency notification and shall include an explanation of how the action meets the requirements to be classified as an emergency undertaking as defined in II.D. of this Agreement. The notice shall

also include a brief description of the eligibility of the resource(s) involved and the nature and anticipated effect(s) of the emergency undertaking on the resource(s).

IX. POST-REVIEW DISCOVERIES

A. Unexpected Discoveries

- If previously unidentified archaeological or historic resources, or unanticipated effects, are discovered during the implementation of an undertaking, all activities that may affect the newly identified resources will cease, in accordance with TDOT's Standard Specifications for Road and Bridge Construction, Section 107.06, Federal Aid Provisions (human remains and burial sites), Section 203.04, General Construction Requirements (archaeological sites or artifacts) and Tennessee Code Annotated (TCA) §11-6-107, Discovery of sites, artifacts or human remains – Notice to division, contractors and authorities.
- No further construction in the area of discovery or other activities that might affect the newly discovered resource will proceed until the requirements of 36 CFR 800.13 have been satisfied, including consultation with Tribes that may attach traditional cultural and religious significance to the discovered resource.
- TDOT will consult with SHPO and Tribes, as appropriate, to record, document, and evaluate NRHP eligibility of the resource, assess the undertaking's effect on the resource, and develop a plan to avoid, minimize, or mitigate the adverse effects to eligible resources.
- 4. If neither the SHPO nor a Tribe files an objection within 7 calendar days of TDOT's plan for resolving adverse effects to an eligible resource, then TDOT may carry out the requirements of 36 CFR 800.13 on behalf of FHWA, and the ACHP does not need to be notified.

X. IDENTIFICATION AND TREATMENT OF HUMAN REMAINS

A. If human remains are identified prior to, during, or after construction, TDOT will develop a treatment plan in consultation with FHWA and the SHPO. If it is determined that the human remains are Native American, TDOT and FHWA will consult with the Tribes prior to the development or execution of a treatment plan. Tribes will be notified by email and phone call within 24 hours of the discovery. Data, including photographs, the use of skeletal documentation software, and any additional analysis, will not be collected on the remains without first consulting the Tribes.

- B. All work conducted on human remains and abandoned cemeteries will comply with TCA §11-6-107, 116, and 119, TCA §46-4-101 through 104, TCA §46-8-101 through 103, and TCA §39-17-311 and 312.
- C. All human remains identified during the development of undertakings on Federal lands and that are determined to be Native American will be treated in accordance with the provisions of the Native American Graves Protection and Repatriation Act (NAGPRA), with implementing regulations at 43 C.F.R. § 10.4

XI. CURATION

A. Non-Federal Lands

 For undertakings that occur on non-federal land, FHWA, or TDOT working on behalf of FHWA, shall ensure that collections resulting from archaeological investigations conducted under this Agreement are curated in accordance with guidelines of the Tennessee Division of Archaeology, the Secretary of the Interior's Standards for Archaeological Documentation and 36 CFR Part 79, "Curation of Federally-Owned and Administered Archaeological Collections," or as stipulated in a Memorandum of Agreement executed pursuant to 36 CFR 800.6(b)(1)(iv).

B. Federal Lands

 For undertakings, or portions thereof, that occur on federal land, FHWA, or TDOT working on behalf of FHWA, shall comply with the federal landmanaging agency's curation policies. In lieu of agency specific curation policies, collections resulting from archaeological investigations occurring on federal lands and conducted under this Agreement shall be curated in accordance with 36 CFR Part 79, "Curation of Federally-Owned and Administered Archaeological Collections," or as stipulated in a Memorandum of Agreement executed pursuant to 36 CFR 800.6(b)(1)(iv).

XII. ADMINISTRATIVE STIPULATIONS

- A. Annual Evaluation. TDOT will provide the SHPO, ACHP, and FHWA with the following:
 - A list in table form identifying all Unscreened undertakings processed under this Agreement from the previous calendar year and specifying project names, counties, and all findings pursuant to 36 CFR Part 800;
 - A list in table form identifying all Screened Undertakings for the previous calendar year. This table will include county, project names, activity (e.g., Appendix A.10), and the response date that Qualified Staff used Appendix A.

- The reporting period shall cover the previous calendar year and shall be submitted to FHWA, SHPO, and ACHP no later than March 1 of the following year.
- B. Additional Assessment: If needed, FHWA will prepare, with TDOT and SHPO input, an assessment of effectiveness of the Agreement, including a discussion of concerns and recommendations for changes, if any.

XIII. DISPUTE RESOLUTIONS

- Should any signatory party object in writing to FHWA regarding the manner in
 which the terms of this Agreement are carried out, FHWA will immediately
 notify the other signatory parties of the objection and proceed to consult with the
 objecting party to resolve the objection. FHWA will honor the request of any
 signatory party to participate in the consultation and will take any comments
 provided by such parties into account. The FHWA shall establish a reasonable
 timeframe for such consultations.
- Should any signatory party object to a TDOT or FHWA determination of eligibility, FHWA will submit the determination to the Keeper of the National Register of Historic Places for resolution.
- If the objection is resolved through consultation, FHWA may authorize the disputed action to proceed in accordance with the terms of such resolution.
- 4. If after initiating such consultation, FHWA determines that the objection cannot be resolved through consultation, FHWA shall forward all documentation relevant to the objection to the ACHP and other signatory parties, including FHWA's proposed response to the objection. Within 30 days after receipt of all pertinent documentation, ACHP shall exercise one of the following options:
 - Advise FHWA that ACHP concurs in FHWA's proposed response to the objection, whereupon FHWA will respond to the objection accordingly; or,
 - Provide FHWA with recommendations, which FHWA shall take into account in reaching a final decision regarding its response to the objection; or,
 - iii. Notify FHWA that the objection will be referred for comment pursuant to 36 CFR 800.7(a)(4) and proceed to refer the objection for comment. In this event, FHWA shall ensure that the Agency Official is prepared to take the resulting comments into account in accordance with 36 CFR 800.7(c)(4).

- Should ACHP not exercise one of the foregoing options within 30 days after receipt of all pertinent documentation, FHWA may assume ACHP's concurrence in its proposed response to the objection.
- 6. FHWA shall take into account any ACHP recommendation or comment and any comments from the other signatory parties to this Agreement in reaching a final decision regarding the objection. FHWA's responsibility to carry out all actions under this Agreement that are not the subjects of the objection shall remain unchanged.
- FHWA shall provide all other signatory parties to this Agreement with a written copy of its final decision regarding any objection addressed pursuant to this Stipulation.
- FHWA may authorize any action subject to objection under this Stipulation to proceed, provided the objection has been resolved in accordance with the terms of this Stipulation.
- 9. At any time during implementation of the terms of this Agreement, should any consulting party or member of the public raise an objection in writing pertaining to such implementation to any signatory party to this Agreement, that signatory party shall immediately notify FHWA. FHWA shall immediately notify the other signatory parties in writing of the objection. Any signatory party may choose to comment on the objection to FHWA. FHWA shall establish a reasonable time frame for this comment period. FHWA shall consider the objection, and in reaching its decision, FHWA will take all comments from the other parties into account. Within 15 days following closure of the comment period, FHWA will render a decision regarding the objection and respond to the objecting party. FHWA will promptly notify the other parties of its decision in writing, including a copy of the response to the objecting party. FHWA's decision regarding resolution of the objection will be final. Following the issuance of its final decision, FHWA may authorize the action subject to dispute hereunder to proceed in accordance with the terms of that decision.

XIV. AMENDMENT

- A. Any signatory party to this Agreement may at any time propose amendments, whereupon all signatory parties shall consult to consider such amendment. This Agreement may be amended only upon written concurrence of all signatory parties.
- B. Once written concurrence is received, a copy of the amended Programmatic Agreement will be circulated to the signatories for signing, such that each signatory will receive a copy. The amended document will become effective on the date that the final signatory has signed, which shall be ACHP.

XV. TERMINATION

- A. Any signatory party may terminate this agreement. If this Agreement is not amended as provided for in Stipulation XIII, or if any signatory party proposes termination of this Agreement for other reasons, the party proposing termination shall notify the other signatory parties in writing, explain the reasons for proposing termination, and consult with the other parties for no more than 30 days to seek alternatives to termination.
- B. Should such consultation result in an agreement on an alternative to termination, the signatory parties shall proceed in accordance with that agreement.
- C. Should such consultation fail, the signatory party proposing termination may terminate this Agreement by promptly notifying the other parties in writing.
- D. Should this Agreement be terminated, and beginning with the date of termination, FHWA shall ensure that until and unless a new Agreement is executed for the actions covered by this Agreement, such undertakings shall be reviewed individually in accordance with 36 CFR 800 Subpart B.

XVI. CONFIDENTIALITY

- A. All parties to this Agreement acknowledge that information about historic properties, potential historic properties, or properties considered historic for purposes of this Agreement are or may be subject to the provisions of Section 304 of NHPA. Section 304 allows FHWA to withhold from disclosure to the public, information about the location, character, or ownership of a historic resource if FHWA and TDOT determine that disclosure may 1) cause a significant invasion of privacy; 2) risk harm to the historic resource; or 3) impede the use of a traditional religious site by practitioners. Having so acknowledged, all parties to this Agreement will ensure that all actions and documentation prescribed by this Agreement are, where necessary, consistent with the requirements of Section 304 of the NHPA.
- B. Pursuant to Tennessee Code Annotated 11-1-102(c)(4), the Tennessee Division of Archaeology may withhold the specific location of archaeological sites or artifacts if it is determined that disclosure of such records would create a substantial risk of damage to or destruction of either the historical value of such site or artifact or private property.

XVII. DURATION OF AGREEMENT

A. This Agreement shall take effect upon execution by all signatories and will remain in effect for a period of five (5) years after the date it takes effect, unless it is terminated prior to that time. At least ninety days prior to the conclusion of the fiveyear period, FHWA will notify all parties in writing. If there are no objections from

- consulting parties, an amendment with signature pages will be circulated to all signatories and, once all signatories have signed the extension amendment, the Agreement shall then be extended for an additional five years.
- B. If any party objects to extending the Agreement, or proposes amendments, FHWA will consult with the parties to consider amendments or other actions to avoid termination.

Execution and implementation of this agreement provides evidence that FHWA has delegated certain Section 106 responsibilities to TDOT, and has afforded ACHP a reasonable opportunity to comment on the Program and its individual undertakings in Tennessee, that FHWA has taken into account the effects of the program and its individual undertakings on historic properties, and that FHWA has complied with Section 106 of the NHPA and 36 CFR 800 for the Program and its individual undertakings.

Signatories:		
Federal Highway Administ	ration	
By: Pamilankustone	<i>←</i>	
Pamela M. Kordenb	orock, Division Administrator dministration, TN Division	

Signatories:
State Historic Preservation Officer
By: E. Patrick McIntyre, Jr. E. Patrick McIntyre, Jr. (Jun 22, 2021 11:51 COT) E. Patrick McIntyre, Jr., Executive Director and SHPO

Signatories:	
Advisory Council on Historic Preservation	

By: Jannaham Jordan E. Tannenbaum, Vice Chairman July 30, 2021

nvited Signatory:
ennessee Department of Transportation
Clay Bright (Jun 22, 2021 08:08 CDT)
Clay Bright, Commissioner

Concurring Party:
Absentee-Shawnee Tribe of Indians in Oklahoma
Nothing in this Agreement shall be construed to waive the sovereign rights of the Absentee- Shawnee Tribe of Indians in Oklahoma, its officers, employees or agents
By:
John R. Johnson, Governor

Concurring Party:
Cherokee Nation
Nothing in this Agreement shall be construed to waive the sovereign rights of the Cherokee Nation, its officers, employees or agents
By:
Chad Harsha, Secretary of Natural Resources

Concurring Party:
The Chickasaw Nation
Nothing in this Agreement shall be construed to waive the sovereign rights of the Chickasaw Nation, its officers, employees or agents.
By:

Concurring Party:
The Choctaw Nation of Oklahoma
Nothing in this Agreement shall be construed to waive the sovereign rights of The Choctaw Nation of Oklahoma, its officers, employees or agents.
By:
Gary Batton, Chief

Concurring Party:
Eastern Band of Cherokee Indians
Nothing in this Agreement shall be construed to waive the sovereign rights of the Eastern Band of Cherokee Indians, its officers, employees or agents.
By:
Richard Sneed, Principal Chief

Concurring Party:
Eastern Shawnee Tribe of Oklahoma
Nothing in this Agreement shall be construed to waive the sovereign rights of the Eastern Shawnee Tribe of Oklahoma, its officers, employees or agents.
By:
Glenna J. Wallace, Chief

Concurring Party:
Kialegee Tribal Town
In this a description of the Violence Tribal
Nothing in this Agreement shall be construed to waive the sovereign rights of the Kialegee Tribal Yown, its officers, employees or agents.
By:
Tiger Hobia, Mekko

Concurring Party:
The Muscogee (Creek) Nation
Nothing in this Agreement shall be construed to waive the sovereign rights of The Muscogee (Creek) Nation, its officers, employees or agents.
By:
David Hill, Principal Chief

Concurring Party:
Poarch Band of Creeks
Nation in this American In the construction of the Color Board Boa
Nothing in this Agreement shall be construed to waive the sovereign rights of the Poarch Band of Creeks, its officers, employees or agents.
By:
Stephanie A. Bryan, Tribal Chair

Concurring Party:
Quapaw Nation
Nothing in this Agreement shall be construed to waive the sovereign rights of the Quapaw Nation, its officers, employees or agents.
Зу:
Joseph Byrd, Chairman

Concurring Party:
Shawnee Tribe
Nothing in this Agreement shall be construed to waive the sovereign rights of the Shawnee Tribe, its officers, employees or agents.
,,
By:
Ben Barnes, Chief

Concurring Party:
Thlopthlocco Tribal Town
Nothing in this Agreement shall be construed to waive the sovereign rights of the Thlopthlocco Tribal Town, its officers, employees or agents.
By:
Ryan Morrow, Town King

Concurring Party:
United Keetoowah Band of Cherokee Indians in Oklahoma
Nothing in this Agreement shall be construed to waive the sovereign rights of the United Keetoowah Band of Cherokee Indians in Oklahoma, its officers, employees or agents.
By:
Joe Bunch, Chief

Appendix A Screened Undertakings Not Requiring TN-SHPO Review

Projects limited to activities listed in Appendix A require internal review by Qualified Staff to determine whether a project including the listed activities meets all the terms and conditions in Appendix A and that no circumstances exist that would call for additional review. All activities listed in Appendix A are being performed within existing, previously disturbed right-of-way. Should the project activities fall outside existing, previously disturbed right-of-way, the project will be processed in the "Other Undertaking" category. If no such circumstances exist, Qualified Staff will document the finding of No Historic Properties Affected and that the project does not require any further review, will document the project file as appropriate, and provide an annual list of projects to the TN-SHPO, ACHP, and FHWA. Refer to Section VII.B of the Programmatic Agreement.

- Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, or
 preventative maintenance of pavement. Historic highways (National Register listed,
 those determined to be NR eligible by consensus, or those that have the potential for NR
 eligibility) are excluded from Appendix A and will be coordinated with the TN SHPO.
- General highway maintenance and repair, including filling potholes, crack sealing, joint grinding, milling, and resurfacing using materials like those that are being replaced or repaired.
- Extension of acceleration/deceleration lanes on a controlled access highway.
- 4. Pavement marking including striping, lane designations, and raised markings.
- 5. Pavement or installation of depressed curbs at existing driveways.
- Conversion of existing paved medians to turning lanes.
- Channelizing divisional refuge islands without increasing total pavement width.
- 8. Modification of existing access control in divided highways including but not limited to highway patrol cut-throughs and turn-arounds. Repair, replacement, or upgrading of signals, signs, and other traffic control devices in the same location and using materials like those that are being replaced or repaired.
- Construction of turning and auxiliary lanes (e.g., truck climbing, acceleration, and deceleration lanes) and shoulder widening.
- 10. Installation of rumble strips on existing shoulders.
- 11. Construction of pavement test areas on an existing roadway.
- 12. Installation of sidewalks, bicycle lanes, and shared use paths
- 13. Replacement or repair of existing curbs and gutters, sidewalks, Americans with Disabilities Act of 1990 (ADA) ramps and other features, fences, driveways and installation, replacement, or repair of street furniture in the same location and using materials like those that are being replaced or repaired.

- 14. Installation, restoration, replacement, or upgrading of under-deck lighting.
- Installation, restoration, replacement, or upgrading of lighting systems including conventional, high-mast, and offset lighting systems.
- 16. Installation of highway safety improvements including breakaway devices, shielding systems, reflective object markers, delineators, raised/snow plowable pavement markers and shoulder scoring.
- 17. Repair, replacement, or upgrade of existing highway safety hardware including guardrail, end terminals, attenuators, median barriers, cable barriers, and glare screens.
- 18. Installation of new cable barrier in the median of a divided highway.
- 19. Drainage structures that are less than or equal to twenty feet in length, are repaired or replaced in the same location and may include work to grade, drain, base, and pave the area immediately surrounding the small structure. Drainage structures that contribute to the National Register eligibility of a historic property or historic district are excluded from Appendix A and will be coordinated with the TN SHPO.
- Improvements to existing TDOT-owned maintenance facilities that are less than 50 years old.
- All work within interchanges, including realignment of on and off ramps, and within medians of divided highways.
- 22. Installation, repair, replacement, or upgrading of flashing signals or lights, traffic calming devices (lights, signs, and speed bumps), medians, crosswalks (including those constructed with pavers), or bicycle racks and lockers in the same location and using materials like those that are being replaced or repaired.
- Erosion control measures requiring new excavation, such as sediment ponds.
- Hazardous waste removal requiring excavation and disposal constituting a public hazard, and which requires immediate removal.
- 25. Repairs to bridges that are less than 50 years old, of a ubiquitous design, or that have been previously determined to be ineligible for listing in the National Register in consultation with the TN-SHPO. Repairs include but are not limited to bridge painting, cleaning, and replacement or repair of existing drainage system elements including plugging pipe, installation of stone riprap, rock-and-wire (gabion) mattress, concrete slabs in the waterways and other bridge scour counter-measures, milling and resurfacing of bridge decks, maintenance, deck patching, and replacement or repair of bridge joints, bridge railings, and guard rails, and seismic retrofitting a bridge in the same location and using materials similar to those that are being replaced or repaired.
- Storm damage repairs, such as culvert cleaning or repair, shoulder reconstruction, or slide or debris removal.
- Repair, replace, or upgrade the crossing surface between the railroad tracks and ten feet outside the railroad tracks.

- 28. Repair, replace, or upgrade existing Bungalow Boxes/Signal Control Boxes.
- 29. Repair, replace, reset, or upgrade of highway safety improvements including automatic flashing lights and gates, warning bells, and constant warning time track circuitry (train detection to activate lights and gates).
- 30. Repair, replace, reset or upgrade of electronic variable message signs, traffic sensors, closed circuit television cameras, and highway advisory radio systems including remote controlled flashing signs support structures.
- Installation of ramp metering systems and computer links to monitor and control traffic volumes throughout the roadway system.
- Installation and operation of Intelligent Transportation System elements such as cameras, weather stations, and traffic counters.
- Vegetation control, including activities such as mowing, brush removal/trimming, and herbicidal spraying.
- 34. Replacement or repair, slip-lining, or extension of culverts and other drainage structures which do not extend beyond or deeper than previous construction limits in the same location and using materials like those that are being replaced or repaired.
- 35. Erosion control measures that are affixed to or that otherwise occur on an existing structure (e.g., bridge or overpass) or within the prism (roadway and slopes) of an existing roadway.
- Above-ground hazardous waste removal and disposal constituting a public hazard, and which requires immediate removal.
- Acquisition of scenic easements.
- Inventory, control, or removal of outdoor advertising.
- 39. Bridge re-striping on four-lane roadways that include median cross-over lanes built to redirect traffic during construction, but which are then removed after construction is completed.
- 40. At or above grade improvements to existing rest areas, park, and ride lots, and truck weigh stations that are less than 50 years old.
- 41. Lease, licensing, or disposal of excess right-of-way that has been previously surveyed for architectural/historical within the last ten years and for archaeological resources within the last twenty years as part of an earlier TDOT Section 106 survey and where the results of that study found that the requested parcel(s) of excess right-of-way does not contain NRHP listed or eligible historic properties, or potentially eligible archaeological sites and the SHPO concurred with TDOT's findings.
- 42. Lease, licensing, or disposal of excess right-of-way that is within existing and previously disturbed right-of-way whether through road construction, private development, or changes in land use that render its potential for containing NRHP listed or eligible historic properties, or potentially eligible archaeological sites, moot.

Native American Consultation (NAC)

Environmental Studies Request

Project Information

Route: State Route 6 (SR-6)

Termini: From Walton Lane to Wiley Street

County: Davidson

PIN: 125526.09

Request

Request Type: Initial Environmental Study

Project Plans: Pedestrian Road Safety Initiative

Date of Plans: 03/04/2022

Location: Email Attachment

Certification

Requestor: Derek Adams Signature: Derek R.

Title: NEPA Specialist Adams

Digitally signed by Derek R. Adams Date: 2022.03.30 09:11:41 -04'00'

Environmental Study

Technical Section

Section: Native American Coordination

Study Results

An invitation to participate in the Section 106 process was sent on April 1, 2022 to all federally recognized Native American tribes with interests in the subject county.

The Eastern Shawnee responded that the project proposes NO Adverse Effect or endangerment to their known sites of interest on April 26, 2022.

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.

(Following guidance issued on April 8, 2020 by the Advisory Council on Historic Preservation (ACHP) in response to the COVID-19 outbreak, federal agencies are to remain flexible regarding federally recognized Native American tribes' Section 106 review responsibilities. The ACHP's guidance furthermore indicates that federal agencies may not foreclose on the statutory rights afforded to federally recognized Native American tribes under the National Historic Preservation Act and regulations implementing Section 106 of the Act. As several federally recognized Native American tribes with interests in Tennessee have indicated that their ability to carry out their Section 106 review responsibilities is diminished or otherwise limited, it should be expected that tribal responses for the subject project may be received subsequent to the date of this ESR and that any such response may require additional information, fieldwork, or coordination with any or all tribes and, perhaps, the SHPO and/or ACHP. An updated ESR will be provided in the event that any additional responses are received, along with updated Section 106 documentation, if any.)

Commitments

Did the study of this project result in any environmental commitments?

No

Additional Information

Is there any additional information or material included with this study?

Yes

Type: Native American Coordination

Location: Email Attachment

Certification

Responder: Drew Mahan

Signature: Drew Mahan Date: 2022.07.08 13:04:09 -05'00'

Title: **Native American Coordination**



Section 106 Early Coordination

PROJECT INFORMAT	ION			PII	N 125526.09	
DATE	SOURCE OF FUNDING		PROJECT, PROGRAM, OR REVIEW		N	
04/01/22	FUNDING - FEDERAL		BICYCLES AND PEDESTRIAN FACILITY		N FACILITY	
TDOT REGION	COUNTY	ROUTE TY	PE.	ROUTE N	JMBER/NAME	
REGION 3	DAVIDSON	STATE I	ROUTE	SR-6		
TERMINI						
From Walton Lane to W	iley Street					
RIGHT-OF-WAY		ROW AMOUNT	GROUND DISTU	JRBANCE	PROJECT LENGTH	
No new ROW and/or Easements		0	Yes		2.26 MILES	
DESCRIPTION						
Pedestrian safety improvements including sidewalks, crosswalks, pedestrian signal upgrades, and accessible						
curb ramps						

GEOGRAPHIC INFORMATION

VARIOUS	VARIOUS	-86.716892	36.2 532 01
USGS QUAD NAME	USGS QUAD NUMBER	LONGITUDE	LATITUDE

Datum: NAD_1983_StatePlane_Tennessee_FIPS_4100_Feet

The Trail of Tears, as recorded by the NPS-NHT, is not located within 1000' of this project.

PROXIMITY TO THE TRAIL OF TEARS

TRIBAL COORDINATION

THIS UNDERTAKING IS BEING COORDINATED WITH THE FOLLOWING FEDERALLY RECOGNIZED AMERICAN INDIAN TRIBES:

Absentee-Shawnee Tribe of Indians in Oklahoma

Cherokee Nation

Eastern Band of Cherokee Indians

Eastern Shawnee Tribe of Oklahoma

Kialegee Tribal TowN

Muscogee (Creek) Nation

Shawnee Tribe

Thlopthlocco Tribal Town

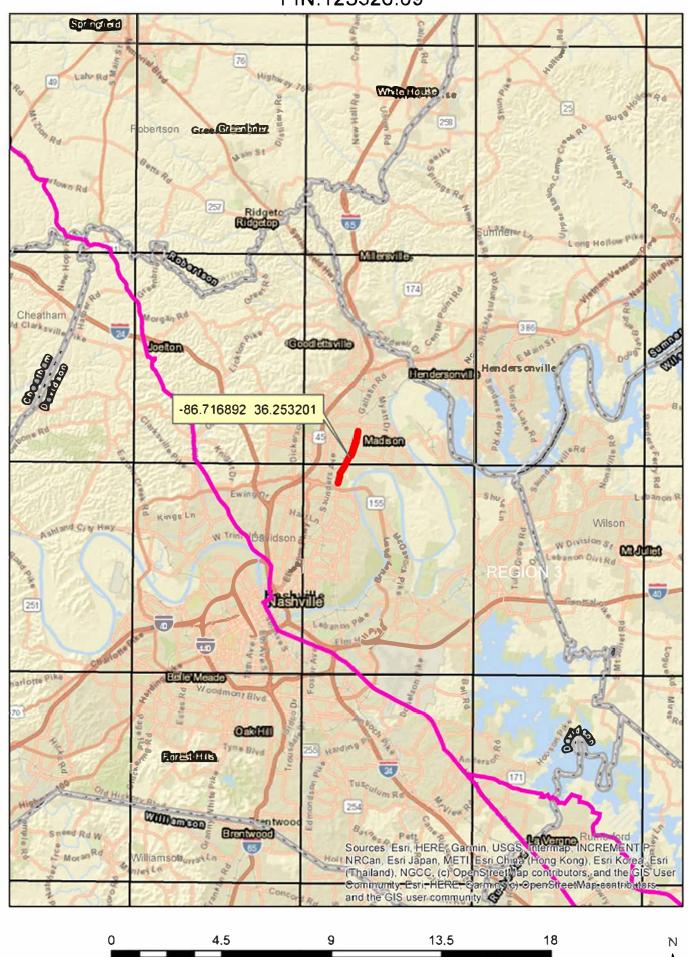
United Keetoowah Band of Cherokee Indians in

Oklahoma

^{*}NPS-NHT = National Park Service - National Historic Trails

Project Location: Vicinity View

PIN:125526.09



Miles

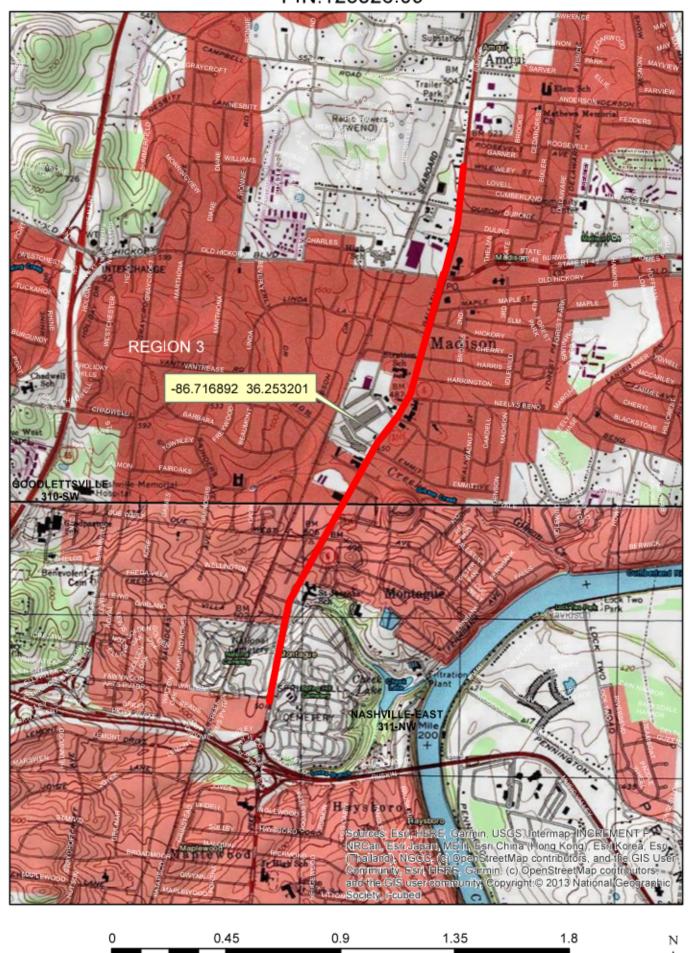
Trail of Tears

1:250,000



Project Location: Topo View

PIN:125526.09



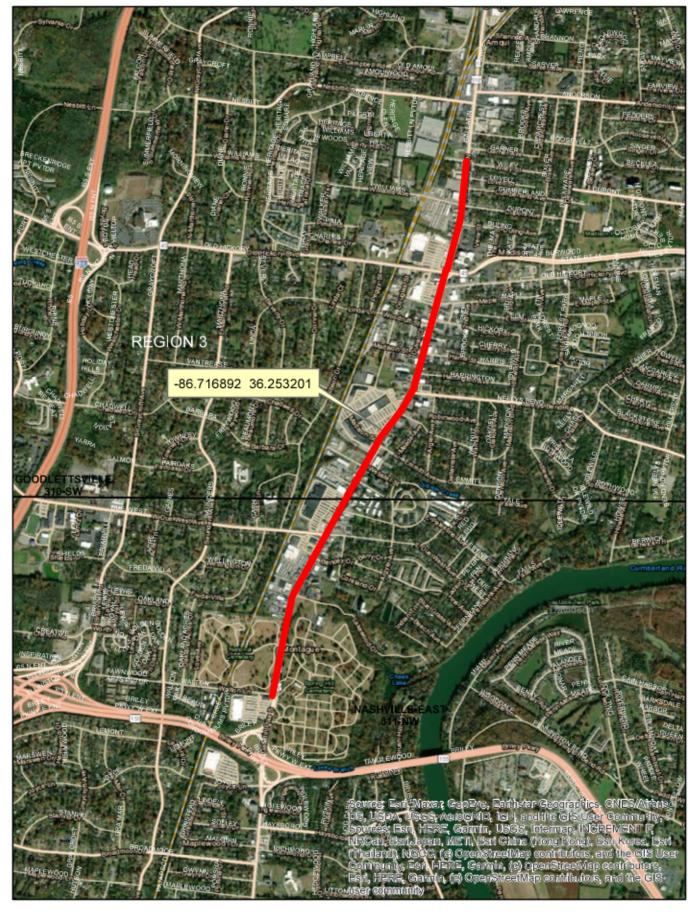


Miles 1:24,000

Trail of Tears

Project Location: Aerial View

PIN:125526.09





0 0.45 0.9 1.35 1.8

From: TDOT TribalCoordination

Sent: Friday, April 1, 2022 3:05 PM

To: egorsuch@ukb-nsn.gov

Subject: Section 106 Early Coordination_PIN 125526.09

Attachments: _S106 Early Coord WITH MAPS.pdf

Dear Ms. Gorsuch,

On behalf of the Tennessee Division of the Federal Highway Administration, and on behalf of Joe Santangelo, Cultural Resources Manager, I am pleased to provide you with information about the subject undertaking. Attached you will find a TDOT "Section 106 Early Coordination" form containing a description of the undertaking and maps illustrating its location.

This information is provided pursuant to 36 CFR 800.4(a)(4) as part of our effort to gather information about properties located within the area of potential effects which may be of religious and cultural significance to United Keetoowah Band of Cherokee Indians in Oklahoma and which may be affected by the undertaking. Information about such properties will remain confidential pursuant to 36 CFR 800.11(c).

If United Keetoowah Band of Cherokee Indians in Oklahoma requests to participate in the Section 106 process as a consulting party, we will provide documentation regarding the findings of the identification and evaluation effort and invite you to consult on the effects of the undertaking on historic properties located within the area of potential effects. You will also be invited to attend project meetings with FHWA, TDOT, and the Tennessee State Historic Preservation office, if any, and to provide input throughout the process. If you choose to not participate as a consulting party at this time, you may do so later by simply notifying me.

FHWA, and TDOT working on its behalf, recognize that early identification of historic properties of religious or cultural significance and concerns about confidentiality are keys to protection of such properties. To this end, I respectfully request any comments you have on the subject undertaking and any associated reports or other project materials within thirty (30) days of receipt. We have established a dedicated email address at TDOT.TribalCoordination@tn.gov and respectfully request that all correspondence is sent to this address. Of course, you may also provide comments directly to Mr. Santangelo at Joseph.Santangelo@tn.gov, by telephone at 615-253-1454, or by letter at the physical address below:

TDOT Environmental Division c/o Joe Santangelo James K. Polk Building, 9th Floor 505 Deaderick Street Nashville, TN 37243

We appreciate your time and review of this information.

Sincerely,



From: TDOT TribalCoordination

Sent: Friday, April 1, 2022 3:05 PM

To: THPO@tttown.org

Subject: Section 106 Early Coordination_PIN 125526.09

Attachments: _S106 Early Coord WITH MAPS.pdf

Dear Mr. Cloud,

On behalf of the Tennessee Division of the Federal Highway Administration, and on behalf of Joe Santangelo, Cultural Resources Manager, I am pleased to provide you with information about the subject undertaking. Attached you will find a TDOT "Section 106 Early Coordination" form containing a description of the undertaking and maps illustrating its location.

This information is provided pursuant to 36 CFR 800.4(a)(4) as part of our effort to gather information about properties located within the area of potential effects which may be of religious and cultural significance to Thlopthlocco Tribal Town and which may be affected by the undertaking. Information about such properties will remain confidential pursuant to 36 CFR 800.11(c).

If Thlopthlocco Tribal Town requests to participate in the Section 106 process as a consulting party, we will provide documentation regarding the findings of the identification and evaluation effort and invite you to consult on the effects of the undertaking on historic properties located within the area of potential effects. You will also be invited to attend project meetings with FHWA, TDOT, and the Tennessee State Historic Preservation office, if any, and to provide input throughout the process. If you choose to not participate as a consulting party at this time, you may do so later by simply notifying me.

FHWA, and TDOT working on its behalf, recognize that early identification of historic properties of religious or cultural significance and concerns about confidentiality are keys to protection of such properties. To this end, I respectfully request any comments you have on the subject undertaking and any associated reports or other project materials within thirty (30) days of receipt. We have established a dedicated email address at TDOT.TribalCoordination@tn.gov and respectfully request that all correspondence is sent to this address. Of course, you may also provide comments directly to Mr. Santangelo at Joseph.Santangelo@tn.gov, by telephone at 615-253-1454, or by letter at the physical address below:

TDOT Environmental Division c/o Joe Santangelo James K. Polk Building, 9th Floor 505 Deaderick Street Nashville, TN 37243

We appreciate your time and review of this information.

Sincerely,



From: TDOT TribalCoordination

Sent: Friday, April 1, 2022 3:05 PM

To: 'tonya@shawnee-tribe.com'

Subject: Section 106 Early Coordination_PIN 125526.09

Attachments: _S106 Early Coord WITH MAPS.pdf

Dear Ms. Tipton,

On behalf of the Tennessee Division of the Federal Highway Administration, and on behalf of Joe Santangelo, Cultural Resources Manager, I am pleased to provide you with information about the subject undertaking. Attached you will find a TDOT "Section 106 Early Coordination" form containing a description of the undertaking and maps illustrating its location.

This information is provided pursuant to 36 CFR 800.4(a)(4) as part of our effort to gather information about properties located within the area of potential effects which may be of religious and cultural significance to Shawnee Tribe and which may be affected by the undertaking. Information about such properties will remain confidential pursuant to 36 CFR 800.11(c).

If Shawnee Tribe requests to participate in the Section 106 process as a consulting party, we will provide documentation regarding the findings of the identification and evaluation effort and invite you to consult on the effects of the undertaking on historic properties located within the area of potential effects. You will also be invited to attend project meetings with FHWA, TDOT, and the Tennessee State Historic Preservation office, if any, and to provide input throughout the process. If you choose to not participate as a consulting party at this time, you may do so later by simply notifying me.

FHWA, and TDOT working on its behalf, recognize that early identification of historic properties of religious or cultural significance and concerns about confidentiality are keys to protection of such properties. To this end, I respectfully request any comments you have on the subject undertaking and any associated reports or other project materials within thirty (30) days of receipt. We have established a dedicated email address at TDOT.TribalCoordination@tn.gov and respectfully request that all correspondence is sent to this address. Of course, you may also provide comments directly to Mr. Santangelo at Joseph.Santangelo@tn.gov, by telephone at 615-253-1454, or by letter at the physical address below:

TDOT Environmental Division c/o Joe Santangelo James K. Polk Building, 9th Floor 505 Deaderick Street Nashville, TN 37243

We appreciate your time and review of this information.

Sincerely,



From: TDOT TribalCoordination

Sent: Friday, April 1, 2022 3:05 PM

To: raebutler@mcn-nsn.gov

Subject: Section 106 Early Coordination_PIN 125526.09

Attachments: _S106 Early Coord WITH MAPS.pdf

Dear Ms. Butler,

On behalf of the Tennessee Division of the Federal Highway Administration, and on behalf of Joe Santangelo, Cultural Resources Manager, I am pleased to provide you with information about the subject undertaking. Attached you will find a TDOT "Section 106 Early Coordination" form containing a description of the undertaking and maps illustrating its location.

This information is provided pursuant to 36 CFR 800.4(a)(4) as part of our effort to gather information about properties located within the area of potential effects which may be of religious and cultural significance to The Muscogee (Creek) Nation and which may be affected by the undertaking. Information about such properties will remain confidential pursuant to 36 CFR 800.11(c).

If The Muscogee (Creek) Nation requests to participate in the Section 106 process as a consulting party, we will provide documentation regarding the findings of the identification and evaluation effort and invite you to consult on the effects of the undertaking on historic properties located within the area of potential effects. You will also be invited to attend project meetings with FHWA, TDOT, and the Tennessee State Historic Preservation office, if any, and to provide input throughout the process. If you choose to not participate as a consulting party at this time, you may do so later by simply notifying me.

FHWA, and TDOT working on its behalf, recognize that early identification of historic properties of religious or cultural significance and concerns about confidentiality are keys to protection of such properties. To this end, I respectfully request any comments you have on the subject undertaking and any associated reports or other project materials within thirty (30) days of receipt. We have established a dedicated email address at TDOT.TribalCoordination@tn.gov and respectfully request that all correspondence is sent to this address. Of course, you may also provide comments directly to Mr. Santangelo at Joseph.Santangelo@tn.gov, by telephone at 615-253-1454, or by letter at the physical address below:

TDOT Environmental Division c/o Joe Santangelo James K. Polk Building, 9th Floor 505 Deaderick Street Nashville, TN 37243

We appreciate your time and review of this information.

Sincerely,



From: TDOT TribalCoordination

Sent: Friday, April 1, 2022 3:05 PM

To: dc13.dc4@gmail.com

Subject: Section 106 Early Coordination_PIN 125526.09

Attachments: _S106 Early Coord WITH MAPS.pdf

Dear Mr. Cook,

On behalf of the Tennessee Division of the Federal Highway Administration, and on behalf of Joe Santangelo, Cultural Resources Manager, I am pleased to provide you with information about the subject undertaking. Attached you will find a TDOT "Section 106 Early Coordination" form containing a description of the undertaking and maps illustrating its location.

This information is provided pursuant to 36 CFR 800.4(a)(4) as part of our effort to gather information about properties located within the area of potential effects which may be of religious and cultural significance to Kialegee Tribal Town and which may be affected by the undertaking. Information about such properties will remain confidential pursuant to 36 CFR 800.11(c).

If Kialegee Tribal Town requests to participate in the Section 106 process as a consulting party, we will provide documentation regarding the findings of the identification and evaluation effort and invite you to consult on the effects of the undertaking on historic properties located within the area of potential effects. You will also be invited to attend project meetings with FHWA, TDOT, and the Tennessee State Historic Preservation office, if any, and to provide input throughout the process. If you choose to not participate as a consulting party at this time, you may do so later by simply notifying me.

FHWA, and TDOT working on its behalf, recognize that early identification of historic properties of religious or cultural significance and concerns about confidentiality are keys to protection of such properties. To this end, I respectfully request any comments you have on the subject undertaking and any associated reports or other project materials within thirty (30) days of receipt. We have established a dedicated email address at TDOT.TribalCoordination@tn.gov and respectfully request that all correspondence is sent to this address. Of course, you may also provide comments directly to Mr. Santangelo at Joseph.Santangelo@tn.gov, by telephone at 615-253-1454, or by letter at the physical address below:

TDOT Environmental Division c/o Joe Santangelo James K. Polk Building, 9th Floor 505 Deaderick Street Nashville, TN 37243

We appreciate your time and review of this information.

Sincerely,



From: TDOT TribalCoordination

Sent: Friday, April 1, 2022 3:04 PM

To: 'thpo@estoo.net'

Subject: Section 106 Early Coordination_PIN 125526.09

Attachments: _S106 Early Coord WITH MAPS.pdf

Dear Mr. Barnes,

On behalf of the Tennessee Division of the Federal Highway Administration, and on behalf of Joe Santangelo, Cultural Resources Manager, I am pleased to provide you with information about the subject undertaking. Attached you will find a TDOT "Section 106 Early Coordination" form containing a description of the undertaking and maps illustrating its location.

This information is provided pursuant to 36 CFR 800.4(a)(4) as part of our effort to gather information about properties located within the area of potential effects which may be of religious and cultural significance to Eastern Shawnee Tribe of Oklahoma and which may be affected by the undertaking. Information about such properties will remain confidential pursuant to 36 CFR 800.11(c).

If Eastern Shawnee Tribe of Oklahoma requests to participate in the Section 106 process as a consulting party, we will provide documentation regarding the findings of the identification and evaluation effort and invite you to consult on the effects of the undertaking on historic properties located within the area of potential effects. You will also be invited to attend project meetings with FHWA, TDOT, and the Tennessee State Historic Preservation office, if any, and to provide input throughout the process. If you choose to not participate as a consulting party at this time, you may do so later by simply notifying me.

FHWA, and TDOT working on its behalf, recognize that early identification of historic properties of religious or cultural significance and concerns about confidentiality are keys to protection of such properties. To this end, I respectfully request any comments you have on the subject undertaking and any associated reports or other project materials within thirty (30) days of receipt. We have established a dedicated email address at TDOT.TribalCoordination@tn.gov and respectfully request that all correspondence is sent to this address. Of course, you may also provide comments directly to Mr. Santangelo at Joseph.Santangelo@tn.gov, by telephone at 615-253-1454, or by letter at the physical address below:

TDOT Environmental Division c/o Joe Santangelo James K. Polk Building, 9th Floor 505 Deaderick Street Nashville, TN 37243

We appreciate your time and review of this information.

Sincerely,



From: TDOT TribalCoordination

Sent: Friday, April 1, 2022 3:04 PM

To: syerka@nc-cherokee.com

Subject: Section 106 Early Coordination_PIN 125526.09

Attachments: _S106 Early Coord WITH MAPS.pdf

Dear Mr. Yerka,

On behalf of the Tennessee Division of the Federal Highway Administration, and on behalf of Joe Santangelo, Cultural Resources Manager, I am pleased to provide you with information about the subject undertaking. Attached you will find a TDOT "Section 106 Early Coordination" form containing a description of the undertaking and maps illustrating its location.

This information is provided pursuant to 36 CFR 800.4(a)(4) as part of our effort to gather information about properties located within the area of potential effects which may be of religious and cultural significance to Eastern Band of Cherokee Indians and which may be affected by the undertaking. Information about such properties will remain confidential pursuant to 36 CFR 800.11(c).

If Eastern Band of Cherokee Indians requests to participate in the Section 106 process as a consulting party, we will provide documentation regarding the findings of the identification and evaluation effort and invite you to consult on the effects of the undertaking on historic properties located within the area of potential effects. You will also be invited to attend project meetings with FHWA, TDOT, and the Tennessee State Historic Preservation office, if any, and to provide input throughout the process. If you choose to not participate as a consulting party at this time, you may do so later by simply notifying me.

FHWA, and TDOT working on its behalf, recognize that early identification of historic properties of religious or cultural significance and concerns about confidentiality are keys to protection of such properties. To this end, I respectfully request any comments you have on the subject undertaking and any associated reports or other project materials within thirty (30) days of receipt. We have established a dedicated email address at TDOT.TribalCoordination@tn.gov and respectfully request that all correspondence is sent to this address. Of course, you may also provide comments directly to Mr. Santangelo at Joseph.Santangelo@tn.gov, by telephone at 615-253-1454, or by letter at the physical address below:

TDOT Environmental Division c/o Joe Santangelo James K. Polk Building, 9th Floor 505 Deaderick Street Nashville, TN 37243

We appreciate your time and review of this information.

Sincerely,



From: TDOT TribalCoordination

Sent: Friday, April 1, 2022 3:04 PM

To: elizabeth-toombs@cherokee.org

Subject: Section 106 Early Coordination_PIN 125526.09

Attachments: _S106 Early Coord WITH MAPS.pdf

Dear Ms. Toombs,

On behalf of the Tennessee Division of the Federal Highway Administration, and on behalf of Joe Santangelo, Cultural Resources Manager, I am pleased to provide you with information about the subject undertaking. Attached you will find a TDOT "Section 106 Early Coordination" form containing a description of the undertaking and maps illustrating its location.

This information is provided pursuant to 36 CFR 800.4(a)(4) as part of our effort to gather information about properties located within the area of potential effects which may be of religious and cultural significance to Cherokee Nation and which may be affected by the undertaking. Information about such properties will remain confidential pursuant to 36 CFR 800.11(c).

If Cherokee Nation requests to participate in the Section 106 process as a consulting party, we will provide documentation regarding the findings of the identification and evaluation effort and invite you to consult on the effects of the undertaking on historic properties located within the area of potential effects. You will also be invited to attend project meetings with FHWA, TDOT, and the Tennessee State Historic Preservation office, if any, and to provide input throughout the process. If you choose to not participate as a consulting party at this time, you may do so later by simply notifying me.

FHWA, and TDOT working on its behalf, recognize that early identification of historic properties of religious or cultural significance and concerns about confidentiality are keys to protection of such properties. To this end, I respectfully request any comments you have on the subject undertaking and any associated reports or other project materials within thirty (30) days of receipt. We have established a dedicated email address at TDOT.TribalCoordination@tn.gov and respectfully request that all correspondence is sent to this address. Of course, you may also provide comments directly to Mr. Santangelo at Joseph.Santangelo@tn.gov, by telephone at 615-253-1454, or by letter at the physical address below:

TDOT Environmental Division c/o Joe Santangelo James K. Polk Building, 9th Floor 505 Deaderick Street Nashville, TN 37243

We appreciate your time and review of this information.

Sincerely,



From: TDOT TribalCoordination

Sent: Friday, April 1, 2022 3:04 PM

To: dfrazier@astribe.com

Subject: Section 106 Early Coordination_PIN 125526.09

Attachments: _S106 Early Coord WITH MAPS.pdf

Dear Ms. Frazier,

On behalf of the Tennessee Division of the Federal Highway Administration, and on behalf of Joe Santangelo, Cultural Resources Manager, I am pleased to provide you with information about the subject undertaking. Attached you will find a TDOT "Section 106 Early Coordination" form containing a description of the undertaking and maps illustrating its location.

This information is provided pursuant to 36 CFR 800.4(a)(4) as part of our effort to gather information about properties located within the area of potential effects which may be of religious and cultural significance to Absentee-Shawnee Tribe of Indians in Oklahoma and which may be affected by the undertaking. Information about such properties will remain confidential pursuant to 36 CFR 800.11(c).

If Absentee-Shawnee Tribe of Indians in Oklahoma requests to participate in the Section 106 process as a consulting party, we will provide documentation regarding the findings of the identification and evaluation effort and invite you to consult on the effects of the undertaking on historic properties located within the area of potential effects. You will also be invited to attend project meetings with FHWA, TDOT, and the Tennessee State Historic Preservation office, if any, and to provide input throughout the process. If you choose to not participate as a consulting party at this time, you may do so later by simply notifying me.

FHWA, and TDOT working on its behalf, recognize that early identification of historic properties of religious or cultural significance and concerns about confidentiality are keys to protection of such properties. To this end, I respectfully request any comments you have on the subject undertaking and any associated reports or other project materials within thirty (30) days of receipt. We have established a dedicated email address at TDOT.TribalCoordination@tn.gov and respectfully request that all correspondence is sent to this address. Of course, you may also provide comments directly to Mr. Santangelo at Joseph.Santangelo@tn.gov, by telephone at 615-253-1454, or by letter at the physical address below:

TDOT Environmental Division c/o Joe Santangelo James K. Polk Building, 9th Floor 505 Deaderick Street Nashville, TN 37243

We appreciate your time and review of this information.

Sincerely,





EASTERN SHAWNEE CULTURAL PRESERVATION DEPARTMENT

70500 East 128 Road, Wyandotte, OK 74370

April 26, 2022 TDOT 505 Deadrick St. Nashville, TN 372343

RE: PIN 125526.09, Davidson County, TN

Dear Mr. Santangelo,

The Eastern Shawnee Tribe has received your letter regarding the above referenced project(s) within Davidson County, TN. The Eastern Shawnee Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore, the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the project proposes **NO** Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Eastern Shawnee Tribe, as well as the appropriate state agencies (within 24 hours). We also ask that all ground disturbing activity stop until the Tribe and State agencies are consulted. Please note that any future changes to this project will require additional consultation.

In accordance with the NHPA of 1966 (16 U.S.C. § 470-470w-6), federally funded, licensed, or permitted undertakings that are subject to the Section 106 review process must determine effects to significant historic properties. As clarified in Section 101(d)(6)(A-B), historic properties may have religious and/or cultural significance to Indian Tribes. Section 106 of NHPA requires Federal agencies to consider the effects of their actions on all significant historic properties (36 CFR Part 800) as does the National Environmental Policy Act of 1969 (43 U.S.C. § 4321-4347 and 40 CFR § 1501.7(a). This letter evidences NHPA and NEPA historic properties compliance pertaining to consultation with this Tribe regarding the referenced proposed projects.

Thank you, for contacting the Eastern Shawnee Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact our Office.

Sincerely,

Paul Barton, Tribal Historic Preservation Officer (THPO)

Eastern Shawnee Tribe of Oklahoma

(918) 666-5151 Ext:1833

THPO@estoo.net

Hazardous Materials

Environmental Studies Request

Project Information

Route: State Route 6 (SR-6)

Termini: From Walton Lane to Wiley Street

County: Davidson

PIN: 125526.09

Request

Request Type: Initial Environmental Study

Project Plans: Pedestrian Road Safety Initiative

Date of Plans: 03/04/2022

Location: Email Attachment

Certification

Requestor: Derek Adams Signature: Derek R.

Title: NEPA Specialist Adams

Digitally signed by Derek R. Adams Date: 2022.03.30 09:11:41 -04'00'

Environmental Study

Technical Section

Section: Hazardous Materials

Study Results

Bicycles and Pedestrian Facility projects do not require additional hazardous materials studies if the work activities are conducted within the present right-of-way. Based on a review of the Pedestrian Road Safety Initiative plans dated 9 February 2022 the project does not require further studies. 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 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 Earth imagery, EPA National Priorities List, EPA MyEnvironment, 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.

Commitments

Did the study of this project result in any environmental commitments?

No

Additional Information

No

Is there any additional information or material included with this study?

Certification

Responder: Kyle Kirschenmann

Signature:

Kyle Kirschenmann

Digitally signed by Kyle Kirschenmann DN: cn=Kyle Kirschenmann, o=TDOT, ou=Hazardous Materials Section, email=kyle.kirschenmann@tn.gov, c=US

Date: 2022.04.01 08:19:23 -04'00'

Title: Environmental Manager Hazardous Materials Section

Multimodal

Environmental Studies Request

Project Information

Route: State Route 6 (SR-6)

Termini: From Walton Lane to Wiley Street

County: Davidson

PIN: 125526.09

Request

Request Type: Initial Environmental Study

Project Plans: Pedestrian Road Safety Initiative

Date of Plans: 03/04/2022

Location: Email Attachment

Certification

Requestor: Derek Adams Signature: Derek R.

Title: NEPA Specialist Adams

Digitally signed by Derek R. Adams Date: 2022.03.30 09:11:41 -04'00'

Environmental Study

Technical Section

Section: Multimodal

Study Results

This project accommodates pedestrians via safety improvements.

Commitments

Did the study of this project result in any environmental commitments?

No

Additional Information

Is there any additional information or material included with this study?

No

Certification

Signature: Robert Responder: Robert Johnson

Title: **Active Transport Analyst**

Johnson

Digitally signed by Robert Johnson Date: 2022.05.16 10:05:38 -05'00'



MULTIMODAL ACCESS POLICY

EFFECTIVE DATE:

July 31, 2015

AUTHORITY:

TCA 4-3-2303

If any portion of this policy conflicts with applicable state or federal laws or regulations, that portion shall be considered void. The remainder of this policy shall not be affected thereby and shall remain in full force and effect.

PURPOSE:

To create and implement a multimodal transportation policy that encourages safe access and mobility for users of all ages and abilities through the planning, design, construction, maintenance, and operation of new construction, reconstruction and retrofit transportation facilities that are federally or state funded. Users include, but are not limited to, motorists, transit-riders, freight-carriers, bicyclists and pedestrians.

APPLICATION:

The policy applies to Department of Transportation employees, consultants and contractors involved in the planning, design, construction, maintenance, and operation of state and federally funded projects, and local governments managing and maintaining transportation projects with funding through TDOT's Local Programs Development Office.

DEFINITIONS:

Highway:

A main road or thoroughfare, such as a street, boulevard, or parkway,

available to the public for use for travel or transportation.

Multimodal:

For the purposes of this policy, multimodal is defined as the movement of people and goods on state and functionally-classified roadways. Users include, but are not limited to, motorists, transit-riders, freight-carriers,

bicyclists and pedestrians, including those with disabilities.

Reconstruction:

Complete removal and replacement of the pavement structure or the addition

of new continuous traffic lanes on an existing roadway.

Retrofit

Changes to an existing highway within the general right-of-way, such as adding lanes, modifying horizontal and vertical alignments, structure

rehabilitation, safety improvements, and maintenance.

Roadway:

The portion of a highway, including shoulders, that is available for

vehicular, bicycle or pedestrian use.

POLICY:

The Department of Transportation recognizes the benefits of integrating multimodal facilities into the transportation system as a means to improve the mobility, access and safety of all users. The intent of this policy is to promote the inclusion of multimodal accommodations in all transportation planning and project development activities at the local, regional and statewide levels, and to develop a comprehensive, integrated, and connected multimodal transportation network. TDOT will collaborate with local government agencies and regional planning agencies through established transportation planning processes to ensure that multimodal accommodations are addressed throughout the planning, design, construction, maintenance, and operation of new construction, reconstruction and retrofit transportation facilities as outlined in TDOT's Multimodal Access Policy Implementation Plan.

TDOT is committed to the development of a transportation system that improves conditions for multimodal transportation users through the following actions:

- 1. Provisions for multimodal transportation shall be given full consideration in new construction, reconstruction and retrofit roadway projects through design features appropriate for the context and function of the transportation facility.
- 2. The planning, design and construction of new facilities shall give full consideration to likely future demand for multimodal facilities and not preclude the provision of future improvements. If all feasible roadway alternatives have been explored and suitable multimodal facilities cannot be provided within the existing or proposed right of way due to environmental constraints, an alternate route that provides continuity and enhances the safety and accessibility of multimodal travel should be considered.
- 3. Existing multimodal provisions on roadways shall not be made more difficult or impossible by roadway improvements or routine maintenance projects.
- 4. Intersections and interchanges shall be designed (where appropriate based on context) to accommodate the mobility of bicyclists and pedestrians to cross corridors as well as travel along them in a manner that is safe, accessible, and convenient.
- 5. While it is not the intent of resurfacing projects to expand existing facilities, opportunities to provide or enhance bicycle and pedestrian facilities shall be given full consideration during the program development stage of resurfacing projects.
- 6. Pedestrian facilities shall be designed and built to accommodate persons with disabilities in accordance with the access standards required by the Americans with Disabilities Act

- (ADA). Sidewalks, shared use paths, street crossings (including over- and undercrossings) and other infrastructure shall be constructed so that all pedestrians, including those with disabilities, can travel independently.
- 7. Provisions for transit-riders, pedestrians, and bicyclists shall be included when closing roads, bridges or sidewalks for construction projects where pedestrian, bicycle, or transit traffic is documented or expected.

EXCEPTIONS:

It is TDOT's expectation that full consideration of multimodal access will be integrated in all appropriate new construction, reconstruction and retrofit infrastructure projects. However, there are conditions where it is generally inappropriate to provide multimodal facilities. Examples of these conditions include, but are not limited to:

- 1. Controlled access facilities where non-motorized users are prohibited from using the roadway. In this instance, a greater effort may be necessary to accommodate these users elsewhere within the same transportation corridor.
- 2. The cost of accommodations would be excessively disproportionate to the need and probable use. Excessively disproportionate is defined as exceeding twenty percent (20%) of the total cost of the project. The twenty percent figure should be used in an advisory rather than an absolute sense, especially in instances where the cost may be difficult to quantify. Compliance with ADA requirements may require greater than 20% of project cost to accommodate multimodal access. Costs associated with ADA requirements are NOT an exception.
- Areas in which the population and employment densities or level of transit service
 around the facility, both existing and future, does not justify the incorporation of
 multimodal alternatives.
- 4. Inability to negotiate and enter into an agreement with a local government to assume the operational and maintenance responsibility of the facility.
- 5. Other factors where there is a demonstrated absence of need or prudence, or as requested by the Commissioner of the Department of Transportation.

Exceptions for not accommodating multimodal transportation users on State roadway projects in accordance with this policy shall be documented describing the basis and supporting data for the exception, and must be approved by TDOT's Chief Engineer and Chief of Environment and Planning or their designees.

DESIGN GUIDANCE:

The Department recognizes that a well-planned and designed transportation network is responsive to its context and meets the needs of its users. Therefore, facilities will be designed and constructed in accordance with current applicable laws and regulations, using best practices and guidance, including but not limited to the following: TDOT Standard Drawings and guidelines, American Association of State Highway and Transportation Officials (AASHTO) publications, Institute of Transportation Engineers (ITE) publications, the Manual on Uniform Traffic Control Devices (MUTCD), National Association of City Transportation Officials (NACTO) publications, the Public Rights-of-Ways Accessibility Guidelines (PROWAG), and the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

Signed:

PAUL DEGGES

Chief Engineer/Deputy Commissioner

TOKS OMISHAKIN

Chief of Planning/Deputy Commissioner

JOHN SCHROER Commissioner

Quality Assurance Review







Project Information

Route: State Route 6 (SR-6) / (Gallatin Pike)

Termini: State Route 6 (Gallatin Pike), from Walton Lane (LM 16.75) to Wiley Street (LM 19.01)

County: Davidson

PIN: 125526.09

Preparer: Derek Adams

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: Title:	Mary Hieronymus QA/QC Reviewer	Signature: Comment:	Mary Hieronymus Digitally signed by Mary Hieronymus Date: 2022.07.12 11:03:33 -04'00' 1st Draft Submittal
Reviewer: Title:	Sam Patterson Environmental Supervisor	Signature: Comment:	Sam Patterson Digitally signed by Sam Patterson Date: 2022.07.18 10:14:05 -05'00' Comments Made.
Reviewer: Title:	Mary Hieronymus QA/QC Reviewer	Signature: Comment:	Mary Hieronymus Digitally signed by Mary Hieronymus Date: 2022.07.21 15:24:14 -04'00' 2nd Draft Submittal
Reviewer: Title:	Sam Patterson Environmental Supervisor	Signature: Comment:	Sam Patterson Digitally signed by Sam Patterson Date: 2022.07.25 11:25:29 -05'00' Comments Addressed. Approved.
Reviewer: Title:	Enter Reviewer Name Enter Reviewer Title	Signature: Comment:	Enter Comment

TIP Page

Transportation Improvement Program for FYs 2023-2026

Project Name	Highway Safety Improvement Program (HSIP) Grouping		TIP#	2023-89-118	
Improvement Type	Safety			Lead Agency	TDOT
County	Multi-County	Length	0.00	Regional Plan ID	Safety
Air Quality Status	Exempt	TDOT PIN	126759.00	Project Cost	\$11,950,000.00
Route	Highway Safety Improvement Program (HSIP) Grouping				
Location	Regionwide - Nashville Area MPO				
Project Description	Any strategy, activity or project on a public road that is consistent with the data-driven State Strategic Highway Safety Plan (SHSP) and corrects or improves a hazardous road location or feature or addresses a highway safety problem, including workforce development, training and education activities. Eligibility of specific projects, strategies, and activities is generally based on: Consistency with SHSP; Crash experience, crash potential, or other data- supported means; Compliance with the requirements of Title 23 of the USC; State's strategic or performance-based safety goals to reduce fatalities and serious injuries on all public roads. Please refer to Appendix G of the TIP document for more information about and work allowable from this grouping.				

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2023	PE-N, PE-D, ROW, CONSTRUCTION	HSIP	\$5,280,000.00	\$4,752,000.00	\$528,000.00	\$0.00
2023	PE-N, PE-D, ROW, CONSTRUCTION	HSIP-R	\$1,844,500.00	\$1,660,050.00	\$184,450.00	\$0.00
2023	PLANNING	PHSIP	\$80,000.00	\$80,000.00	\$0.00	\$0.00
2024	PE-N, PE-D, ROW, CONSTRUCTION	HSIP	\$660,000.00	\$594,000.00	\$66,000.00	\$0.00
2024	PE-N, PE-D, ROW, CONSTRUCTION	HSIP-R	\$1,844,500.00	\$1,660,050.00	\$184,450.00	\$0.00
2024	PLANNING	PHSIP	\$0.00	\$0.00	\$0.00	\$0.00
2025	PE-N, PE-D, ROW, CONSTRUCTION	HSIP	\$330,000.00	\$297,000.00	\$33,000.00	\$0.00
2025	PE-N, PE-D, ROW, CONSTRUCTION	HSIP-R	\$1,054,000.00	\$948,600.00	\$105,400.00	\$0.00
2025	PLANNING	PHSIP	\$0.00	\$0.00	\$0.00	\$0.00
2026	PE-N, PE-D, ROW, CONSTRUCTION	HSIP	\$330,000.00	\$297,000.00	\$33,000.00	\$0.00
2026	PE-N, PE-D, ROW, CONSTRUCTION	HSIP-R	\$527,000.00	\$474,300.00	\$52,700.00	\$0.00
2026	PLANNING	PHSIP	\$0.00	\$0.00	\$0.00	\$0.00
TOTAL			\$11,950,000.00	\$10,763,000.00	\$1,187,000.00	\$0.00

REVISION HISTORY		

PROJECT NOTES	

Portland Urban Cluster

Springfield Urban Cluster

Pleasant View, Urban Cluster

Lebanon Urban Cluster

Nashville-Davidson Urbanized Area

Fairview Urban Cluster

Murfreesboro Urbanized Area

Spring Hill Urban Cluster

Columbia Urban Cluster

Mount Pleasant Urban Cluster

Project Development

From: Amy Fiscor

To: <u>Brian Kluttz</u>; <u>Jonathan Cleghon</u>

Cc: William Spires

Subject: Re: R3, Davidson County, Re-evaluation Consultation, PIN 125526.09

Date: Thursday, May 23, 2024 9:42:46 AM

Attachments: <u>image001.pnq</u>

Outlook-dxz2navc.pnq

Thank you for the update.



Amy Marie Fiscor, PE| Statewide Traffic Safety Engineer Traffic Operations Division/ Traffic Engineering Office James K. Polk Bldg. 18th Floor 505 Deaderick St. Nashville, TN 37243

Phone: (615) 350-4388 Amy.Fiscor@tn.gov

tn.gov/tdot

From: Brian Kluttz < Brian. Kluttz@tn.gov> Sent: Thursday, May 23, 2024 9:41 AM

To: Amy Fiscor <Amy.Fiscor@tn.gov>; Jonathan Cleghon <Jonathan.Cleghon@kci.com>

Cc: William Spires < William. Spires@tn.gov>

Subject: FW: R3, Davidson County, Re-evaluation Consultation, PIN 125526.09

Hi Amy, listed below is recent direction from FHWA regarding the present status on the above listed subject. FHWA is recommending TDOT Reevaluate the previously approved C-List CE environmental document. If you have any questions, please let me know. Thank You.

Brian



Brian Kluttz | Environmental Studies Specialist Advanced

Environmental Division/ Quality and NEPA Section

James K. Polk Building, 9th Floor 505 Deaderick St., Nashville, TN 37243 P: 615-391-9840

Brian.Kluttz@tn.gov

tn.gov/tdot

NEPA Programs Office (tn.gov)

From: DuBose, Frank (FHWA) <frank.dubose@dot.gov>

Sent: Thursday, May 23, 2024 7:33 AM **To:** Brian Kluttz < Brian.Kluttz@tn.gov>

Cc: William Spires < William.Spires@tn.gov>; Tammy Sellers < Tammy.Sellers@tn.gov> **Subject:** [EXTERNAL] RE: R3, Davidson County, Re-evaluation Consultation, PIN 125526.09

*** This is an EXTERNAL email. Please exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email - STS-Security. ***

Hey Brian,

Thanks for reaching out on this one. I would recommend a reevaluation in this case. TDOT is implementing some avoidance measures, and I think it would be beneficial to document this in a reevaluation showing how the selected alternative has changed. I also think it would be worthwhile to explore the impacts from the driveway closures.

Best.

Frank DuBose

Environmental Protection Specialist FHWA TN Division 404 BNA Drive, Suite 508 Nashville, TN 37217 frank.dubose@dot.gov

615-795-8830

From: Brian Kluttz < Brian.Kluttz@tn.gov>
Sent: Friday, May 17, 2024 1:53 PM

To: DuBose, Frank (FHWA) < <u>frank.dubose@dot.gov</u>>

Cc: William Spires < <u>William.Spires@tn.gov</u>>; Tammy, Sellers < <u>tammy.sellers@tn.gov</u>>

Subject: R3, Davidson County, Re-evaluation Consultation, PIN 125526.09

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Frank,

A C-List CE was previously approved by TDOT on 07/25/2022 for a Pedestrian Road Safety Initiative (PRSI) project in Davidson County, Tennessee, to address various safety deficiencies along SR-6 (Gallatin Pike), from Walton Lane (LM 16.75) to Wiley Street (LM 19.01) in the City of Nashville. According to the PRSI (03/15/2022), which serves as the focus of the approved 2022 C-List CE, right-of-way (ROW) acquisition was not anticipated.

Since then, ROW Field Review Plans dated 06/07/2023 were developed, which include anticipated ROW acquisition, and temporary construction easements totaling approximately 0.785 acres. Some of these tracts included 4(f) resources (i.e., Cemeteries). The TDOT Cultural Resources section communicated the need for avoidance of the existing cemetery uses, located at the project beginning (Walton Lane). Most recently, Functional Plans (dated 02/14/2024) have been developed and submitted. The Functional Plans include ROW acquisition, and temporary construction easements totaling approximately 0.811 acres. Most importantly, these plans indicate no proposed ROW within or adjacent to the cemeteries.

Please note the most recent Functional Plans are proposing specific driveway closures along SR-6. TDOT NEPA has consulted with the design engineer on this project, requesting an aerial exhibit of the proposed closures, and a statement indicating the closures will not "impact the functional utility" of the parcel and adjacent parcels. Attached is a copy of recent correspondence and the exhibit for your review and comment. The overall design and scope of work of the Selected Alternative remain consistent with the approved 2022 C-List-CE. Based on the attached, and the avoidance of conflicts with 4(f) resources, it would be my assessment that the proposed changes do not need a Reevaluation.

Considering the above information, TDOT does not believe a formal Re-Evaluation is necessary. Please let me know if FHWA concurs with TDOT's opinion. Please let me know if you require any additional information.

Thank you, Brian



Brian Kluttz | Environmental Studies Specialist Advanced

Environmental Division/ Quality and NEPA Section James K. Polk Building, 9th Floor 505 Deaderick St., Nashville, TN 37243 P: 615-391-9840

Brian.Kluttz@tn.gov tn.gov/tdot NEPA Programs Office (tn.gov)

Project Design

Index Of Sheets

FUNCTIONAL INDEX OF SHEETS

ENVIRONMENTAL NOTES
RIGHT-OF-WAY ACQUISITION TABLE
PROPERTY MAP3B – 3C
PRESENT LAYOUT4 – 10
RIGHT-OF-WAY DETAILS
PROPOSED LAYOUT4B – 10B
PROPOSED LAYOUT DETAIL
ENVIRONMENTAL NOTES
EROSION PREVENTION AND SEDIMENT CONTROL PLANS
SIGNING AND MARKING PLANS
SIGN SCHEDULE 27-28
SIGNAL LAYOUTS
SIGNAL DETAILS

SIG-7A, SIG-9A, SIG-10A, and SIG-12A

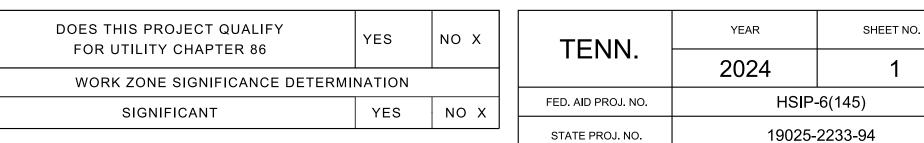
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

DAVIDSON COUNTY

SR-6 FROM WALTON LANE TO WILEY STREET IN NASHVILLE, TN

> FUNCTIONAL PLANS PEDESTRIAN, SIGNAL

STATE HIGHWAY NO. 6 F.A.H.S. NO. 31E



PROJECT LOCATION

19025-2233-94 END PROJECT NO. HSIP-6(145) R.O.W.

SR-6 (GALLATIN PIKE) STA. 105+31.08

N 703832.4846 E 1758895.2803

19025-2233-94 BEGIN PROJECT NO. HSIP-6(145) R.O.W.

STA. 3+20.41

SR-6 (GALLATIN PIKE)

N 694455.4234 E 1755134.1464

SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED JANUARY 1, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

DESIGNER: MATTHEW THERIOT, P.E.

(DESIGN) 19025-2233-94 P.E. NO. 125526.09 PIN NO.



R.O.W. LENGTH

BRIDGE LENGTH

PROJECT LENGTH

ROADWAY LENGTH

1.405 MILES 1.992 MILES 0.000 MILES 0.000 MILES **BOX BRIDGE LENGTH BOX BRIDGE LENGTH** 0.000 MILES

1.992 MILES

TRAFFIC DATA SURVEY 05-05-23 ADT (2025) 35,290 ADT (2030) 39,410 DHV (2030) 3539 55 - 45 T (ADT) T (DHV) 3 % 35 MPH

NO EXCLUSIONS

N

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

	FUNCTIONAL	
	PLANS	
[SEALED BY	
	WILL REID, CHIEF E	NGINEER

APPROVED:

U.S. DEP	ARTMEN [.]	T OF TRA	NSPORT	ATIC
FEDER	AL HIGHV	VAY ADM	INISTRA	TION
APPROVED:				

DATE

DIVISION ADMINISTRATOR

S DOT 2/14/2024 4:46:36 PM M:\2021\2108573.05 (T

TDOT C.E. MANAGER 1: STEVE BRYAN, P.E.

CHECKED BY: BRANDON TAYLOR, P.E.

FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS

ENVIRONMENTAL NOTES

SUBSECTION 1 – ENVIRONMENTAL GENERAL NOTES

ENVIRONMENTAL GENERAL NOTES

NATURAL RESOURCES

- (1) SOIL MATERIALS MUST BE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. EPSC MEASURES TO PROTECT NATURAL RESOURCES AND WATER QUALITY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD. APPROPRIATE EPSC MEASURES MUST BE INSTALLED ALONG THE BASE OF ALL FILLS AND CUTS, ON THE DOWNHILL SIDE OF STOCKPILED SOIL, AND ALONG NATURAL RESOURCES IN CLEARED AREAS TO PREVENT SEDIMENT MIGRATION INTO STREAMS, WETLANDS OR OTHER NATURAL FEATURES IN ACCORDANCE WITH TDOT STANDARDS. EPSC MEASURES SHALL BE INSTALLED ON THE CONTOUR, ENTRENCHED AND STAKED, AND EXTEND THE WIDTH OF THE AREA TO BE CLEARED.
- (2) NEW CHANNEL CONSTRUCTION SHALL BE COMPLETED IN THE DRY AND STABILIZED FOR AT LEAST 72 HOURS PRIOR TO DIVERTING WATER FROM THE EXISTING AND/OR TEMPORARY CHANNEL.
- (3) INSTREAM EPSC DEVICES REQUIRE THE TDOT ENVIRONMENTAL DIVISION PERMITS SECTION REVIEW AND MUST BE PROCESSED BY THE PERMITS SECTION TO OBTAIN WATER QUALITY PERMITS.
- (4) THE OPERATION OF EQUIPMENT IN WATERS OF THE STATE/U.S., INCLUDING WETLANDS AND EPHEMERAL, INTERMITTENT, AND PERENNIAL STREAMS. IS NOT ALLOWED.
- (5) THE WIDTH OF THE FILL ASSOCIATED WITH TEMPORARY CROSSINGS SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR THE ACTUAL CROSSING, NOT TO EXCEED THE WIDTH SPECIFIED IN THE STANDARD DRAWING.
- STREAM BEDS SHALL NOT BE USED AS TRANSPORTATION ROUTES FOR CONSTRUCTION EQUIPMENT. TEMPORARY CULVERT CROSSINGS SHALL BE LIMITED TO ONE POINT PER STREAM AND EPSC MEASURES SHALL BE USED WHERE THE STREAM BANKS ARE DISTURBED. WHERE THE STREAMBED IS NOT COMPOSED OF BEDROCK, A PAD OF CLEAN ROCK SHALL BE USED AT THE CROSSING POINT AND CULVERTED TO PREVENT THE IMPOUNDMENT OF WATER FLOW. CLEAN ROCK IS ROCK OF VARIOUS TYPE AND SIZE, DEPENDING UPON APPLICATION, WHICH CONTAINS NO FINES, SOILS, OR OTHER WASTES OR CONTAMINANTS. OTHER MATERIALS USED FOR ALL TEMPORARY FILLS SHALL BE COMPLETELY REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED AND THE AFFECTED AREAS RETURNED TO PREEXISTING ELEVATIONS. ALL TEMPORARY CROSSINGS SHALL BE CONSTRUCTED IN ACCORDANCE WITH STD. DWG. EC-STR-25 UNLESS SPECIFICALLY ADDRESSED IN THE EPSC PLANS ALTERNATIVELY, PLACING A TEMPORARY BRIDGE (E.G. BAILEY BRIDGE OR EQUIVALENT, TIMBERS, ETC.) FROM TOP OF BANK TO TOP OF BANK OR THE APPROPRIATE USE OF BARGES AT THE CROSSING TO AVOID DISTURBANCE OF THE STREAMBED IS AN ACCEPTABLE OPTION.
- (7) HEAVY EQUIPMENT WORKING IN WETLANDS WITH PERMITTED TEMPORARY IMPACTS SHALL BE PLACED ON MATS, OR OTHER MEASURES MUST BE TAKEN TO MINIMIZE SOIL DISTURBANCE AND COMPACTION UNLESS SPECIFICALLY ADDRESSED IN THE CONSTRUCTION PLANS. ANY MATS AND OTHER MEASURES USED FOR HEAVY EQUIPMENT SHALL BE REMOVED IN THEIR ENTIRETY AFTER THE WORK IS COMPLETED. ALL AFFECTED AREAS SHOULD BE RETURNED TO PRE-EXISTING CONDITIONS.
- (8) WETLANDS SHALL NOT BE USED AS EQUIPMENT STORAGE, STAGING, OR TRANSPORTATION AREAS, UNLESS SPECIFICALLY PROVIDED FOR IN THE CONSTRUCTION PLANS AND PERMITS.
- (9) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS PRIOR TO ANY CONSTRUCTION AND MAINTENANCE ACTIVITIES TO ENSURE THAT ENVIRONMENTAL FEATURES (E.G., STREAMS, WETLANDS, SPRINGS, ETC.) ARE NOT IMPACTED BEYOND PERMITTED LOCATIONS. IF THE CONTRACTOR OR TDOT INSPECTOR IS UNSURE OF THE IDENTITY OF AN ENVIRONMENTAL FEATURE, THE INSPECTOR SHALL CONTACT THE TDOT REGION ENVIRONMENTAL TECH GROUP IMMEDIATELY.

SPECIES

- (10) NO ACTIVITY MAY SUBSTANTIALLY DISRUPT THE MOVEMENT OF THOSE SPECIES OF AQUATIC LIFE INDIGENOUS TO THE WATER BODY, INCLUDING THOSE SPECIES THAT NORMALLY MIGRATE THROUGH THE AREA.
- (11) SHOULD CLIFF SWALLOW OR BARN SWALLOW NESTS, EGGS, OR BIRDS (YOUNG AND ADULTS) BE PRESENT, THE CONTRACTOR SHALL CONTACT THE REGIONAL ECOLOGY OFFICE TO DETERMINE IF SEASONAL

RESTRICTIONS WILL BE NECESSARY. GENERALLY, BIRDS, NESTS, AND EGGS MAY NOT BE DISTURBED BETWEEN APRIL 15 AND JULY 31. FROM AUGUST 1 TO APRIL 14, NESTS CAN BE REMOVED OR DESTROYED SO LONG AS BIRDS OR EGGS ARE NOT PRESENT, AND MEASURES IMPLEMENTED TO PREVENT FUTURE NEST BUILDING AT THE SITE (I.E., CLOSING OFF AREA USING NETTING).

(12) IF THE REMOVAL OF ANY TREES WITH A DIAMETER AT BREAST HEIGHT (DBH) GREATER THAN 3 INCHES IS DEEMED NECESSARY THE TDOT SUPERVISOR SHALL CONTACT THE TDOT ENVIRONMENTAL DIVISION, ECOLOGY SECTION IMMEDIATELY.

PERMITS, PLANS & RECORDS

- (13) THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR AND OBTAIN ANY NECESSARY ENVIRONMENTAL PERMITS OR APPROVALS, INCLUDING BUT NOT LIMITED TO ARCHAEOLOGY, ECOLOGY, HISTORICAL, HAZARDOUS MATERIALS, AIR AND NOISE, TDEC ARAP/401, USACE SECTION 404, TVA SECTION 26A, AND TDEC NPDES PERMITS, FROM FEDERAL, STATE AND/OR LOCAL AGENCIES REGARDING ANY MATERIAL AND STAGING AREAS AND THE OPERATION OF ANY PROJECT-DEDICATED ASPHALT AND/OR CONCRETE PLANTS TO BE USED. ANY SUCH PERMITS SHALL BE SUPPLIED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO THE USE OF THE PERMITTED AREA(S).
- (14) ANY DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, THE PROJECT AS CONSTRUCTED, AND THE PERMIT(S) ISSUED FOR THE PROJECT, SHALL BE BROUGHT TO THE ATTENTION OF THE TDOT PROJECT RESPONSIBLE PARTY. THE ENVIRONMENTAL DIVISION, DESIGN DIVISION, AND HEADQUARTERS CONSTRUCTION OFFICE SHALL BE CONTACTED IN THESE INSTANCES AND DECIDE WHICH HAS PRECEDENCE AND WHETHER PERMIT OR PLANS REVISIONS ARE NEEDED. IN GENERAL, PERMIT CONDITIONS WILL PREVAIL.
- (15) IF A CHANGE IN PROJECT SCOPE OCCURS DURING CONSTRUCTION, INCLUDING VALUE ENGINEERING, THE TDOT PERMIT SECTION SHALL BE CONTACTED TO DETERMINE WHETHER PERMIT REVISIONS ARE NEEDED. THE ROADWAY DESIGN DIVISION SHALL BE CONTACTED TO DETERMINE IF ANY PLAN REVISIONS ARE NEEDED.
- (16) THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATE. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.
- (17) ALL WATER QUALITY PERMITS SHALL BE POSTED NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE ACCESSIBLE TO THE PUBLIC. THE NAME, COMPANY NAME, EMAIL ADDRESS, TELEPHONE NUMBER AND ADDRESS OF THE PROJECT SITE OWNER, OPERATOR, OR A LOCAL CONTACT PERSON WITH A BRIEF DESCRIPTION OF THE PROJECT SHALL ALSO BE POSTED. IF POSTING THIS INFORMATION NEAR A MAIN ENTRANCE IS INFEASIBLE, THE INFORMATION SHALL BE PLACED IN A PUBLICLY ACCESSIBLE LOCATION NEAR WHERE THE CONSTRUCTION IS ACTIVELY UNDERWAY AND MOVED AS NECESSARY. THIS LOCATION SHALL BE POSTED AT THE CONSTRUCTION SITE. ALL POSTINGS SHALL BE MAINTAINED IN LEGIBLE CONDITION.

SUPPORT ACTIVITIES

(18) MATERIALS AND STAGING AREAS SHALL NOT AFFECT ANY WATERS OF THE STATE/U.S. UNLESS THESE AREAS ARE SPECIFICALLY COVERED BY ENVIRONMENTAL PERMITS, OBTAINED SOLELY BY THE CONTRACTOR. THE CONTRACTOR SHALL REVIEW ALL EXISTING PERMITS TO ENSURE THAT WORK AT PERMITTED SITES DOES NOT EXCEED EXPIRATION DATES. IF WORK IS GOING TO BE CONTINUED AFTER EXPIRATION DATES, THE CONTRACTOR SHALL CONTACT THE TDOT PROJECT RESPONSIBLE PARTY TO COMMENCE PERMIT RENEWAL PROCESS.

ENVIRONMENTAL

(20) EXCEPT AS OTHERWISE SPECIFIED, THERE ARE NO KNOWN SPECIAL ENVIRONMENTAL FACTORS PRESENT ON THIS PROJECT THAT INDICATE A NEED FOR SEASONAL LIMITATIONS ON THE CLEARING, GRUBBING, EXCAVATION, GRADING, CUTTING OR FILLING OPERATIONS OR ON THE TOTAL AREA OF EXPOSED SOIL.

TYPE YEAR PROJECT NO. SHEET NO. FUNC. 2024 HSIP-6(145) 2E

SUBSECTION 2 – ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL SPECIAL NOTES

ENVIRONMENTAL

1) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE SHALL BE INVITED TO ALL PRE-CONSTRUCTION MEETINGS.

ECOLOGY

- (2) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ADVISE THE CONTRACTOR DURING THE PRE-CONSTRUCTION MEETING WHEN ENVIRONMENTAL DIVISION PERSONNEL OR A DESIGNATED CONSULTANT WILL NEED TO BE ONSITE FOR WORK BEING DONE WHICH COULD AFFECT WATERS OF THE STATE/U.S. OR SPECIES.
- (3) STAFF FROM THE TDOT ENVIRONMENTAL DIVISION OR A DESIGNEE SHALL ATTEND THE PRE-CONSTRUCTION MEETING FOR ALL PROJECTS WHICH HAVE THREATENED OR ENDANGERED SPECIES OR CRITICAL HABITAT PROXIMAL TO SCHEDULED WORK. THIS WILL PROVIDE THE OPPORTUNITY TO ENSURE THAT PERSONNEL INCLUDING THE CONTRACTOR'S PERSONNEL AND SUBCONTRACTORS ARE MADE AWARE OF THE NECESSARY PRECAUTIONS THAT MUST BE FOLLOWED.
- (4) ALL PROJECTS WITH LEGALLY PROTECTED SPECIES OR CRITICAL HABITAT IDENTIFIED SHALL HAVE MEASURES IN PLACE TO CONTAIN CONCRETE DUST, CEMENT DUST AND ALL OTHER MATERIALS. THESE MATERIALS ARE NOT ALLOWED TO ENTER WATERS OF THE STATE/U.S.

SCOPE OF WORK

(6) SR 6 (GALLATIN PIKE) HAS BEEN IDENTIFIED BY TDOT AS A CORRIDOR IN NASHVILLE WITH HIGH PEDESTRIAN CRASH NUMBERS.THIS PROJECT INCLUDES IMPROVED SIGNAGE, HIGH-VISIBILITY CROSSWALK PAVEMENT MARKINGS, COUNTDOWN PEDESTRIAN SIGNALS, VIBROTACTILE AND AUDIBLE PEDESTRIAN PUSHBUTTONS, PEDESTAL POLES, TRUNCATED DOME WARNING MATS, NEW ADA/PROWAG-COMPLIANT CURB RAMPS, PEDESTRIAN REFUGE ISLANDS, CURB EXTENSIONS, PEDESTRIAN HYBRID BEACONS (PHB), A FULL TRAFFIC SIGNAL REBUILD, BUS STOP IMPROVEMENTS, AND OTHER PEDESTRIAN SAFETY INFRASTRUCTURE IMPROVEMENTS.

FUNCTIONAL PLANS

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

RIGHT-OF-WAY

- (1) ALL RAMPS MUST CONFORM TO THE DEPARTMENT'S "POLICY ON FINANCING CONSTRUCTION OF PUBLIC ROAD INTERSECTIONS AND DRIVEWAYS ON HIGHWAY RESURFACING, RECONSTRUCTION AND CONSTRUCTION PROJECTS ON NEW LOCATIONS", THE MANUAL ON RULES AND REGULATIONS FOR CONSTRUCTING DRIVEWAYS ON STATE HIGHWAY RIGHT-OF-WAY, STANDARD DRAWING RP-R-1, AND OTHER ACCEPTED DESIGN AND SAFETY STANDARDS.
- (2) NEW DRIVEWAYS PROVIDED IN THE PLANS WILL BE PAVED BASED ON THE 7 PERCENT CRITERIA. THOSE 7 PERCENT OR STEEPER IN GRADE WILL BE PAVED AND THOSE FLATTER THAN 7 PERCENT WILL BE COVERED WITH BASE STONE.
- (4) ON PROJECTS WITH CURB AND GUTTER THAT ARE ON STATE ROUTES, IT WILL BE THE RESPONSIBILITY OF THE OWNER TO SECURE A PERMIT. AFTER THE PERMIT HAS BEEN GRANTED, THE DEPARTMENT WILL CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE THROUGH THE CURB AND SIDEWALK, PROVIDED THE CURB AND SIDEWALK HAVE NOT BEEN CONSTRUCTED. IT WILL BE THE RESPONSIBILITY OF THE PROPERTY OWNER TO CONSTRUCT THE DRIVEWAY OR FIELD ENTRANCE FROM BACK OF SIDEWALK TO TOUCHDOWN POINT FOR ANY ADDITIONAL DRIVEWAYS OR FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS.
- (5) ON NON-STATE ROUTES, ADDITIONAL DRIVEWAYS AND FIELD ENTRANCES OTHER THAN THOSE PROVIDED IN THE PLANS SHALL REQUIRE A PERMIT ONLY IF THE LOCAL AGENCY SPECIFIES THE NEED FOR THAT PERMIT.

UTILITY

- (1) THE LOCATIONS OF UTILITIES SHOWN WITHIN THESE PLANS ARE APPROXIMATE ONLY. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. ABOVE GRADE AND UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM VISIBLE APPURTENANCES AT THE SITE, PUBLIC RECORDS, AND/OR MAPS PREPARED BY OTHERS. THEREFORE, RELIANCE UPON THE TYPE, SIZE, AND LOCATION OF UTILITIES SHOWN SHOULD BE DONE SO WITH THIS CIRCUMSTANCE CONSIDERED. DETAILED VERIFICATION OF EXISTENCE, LOCATION, AND DEPTH SHOULD ALSO BE MADE PRIOR TO ANY DECISION RELATIVE THERETO IS MADE. AVAILABILITY AND COST OF SERVICE SHOULD BE CONFIRMED WITH THE APPROPRIATE UTILITY COMPANY. IN TENNESSEE, IT IS A REQUIREMENT, PER "THE UNDERGROUND UTILITY DAMAGE PREVENTION ACT", THAT ANYONE WHO ENGAGES IN EXCAVATION MUST NOTIFY ALL KNOWN UNDERGROUND UTILITY OWNERS. NO LESS THAN THREE (3) OR NOT MORE THAN TEN (10) WORKING DAYS PRIOR TO THE DATE OF THEIR INTENT TO EXCAVATE AND ALSO TO AVOID ANY POSSIBLE HAZARD OR CONFLICT. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC., AT 1-800-351-1111 AS REQUIRED BY TCA 65-31-106 WILL BE REQUIRED.
- (2) UNLESS OTHERWISE NOTED, ALL UTILITY ADJUSTMENTS WILL BE PERFORMED BY THE UTILITY OR ITS REPRESENTATIVE. THE CONTRACTOR AND UTILITY OWNERS WILL BE REQUIRED TO COOPERATE WITH EACH OTHER IN ORDER TO EXPEDITE THE WORK REQUIRED BY THIS CONTRACT. ON CONTRACTS WHERE CONSTRUCTION STAKES, LINES, AND GRADES ARE CONTRACT ITEMS, THE CONTRACTOR WILL BE REQUIRED TO PROVIDE RIGHT-OF-WAY OR SLOPE STAKES, DITCH OR STREAM BED GRADES, OR OTHER ESSENTIAL SURVEY STAKING TO PREVENT CONFLICTS WITH THE HIGHWAY CONSTRUCTION. FREQUENTLY, THIS WILL BE REQUIRED AS THE FIRST ITEM OF WORK AND AT ANY LOCATION ON THE PROJECT DIRECTED BY THE ENGINEER.
- (3) THE CONTRACTOR WILL PROVIDE ALL NECESSARY PROTECTIVE MEASURES TO SAFEGUARD EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OF THIS PROJECT. IN THE EVENT THAT SPECIAL EQUIPMENT IS REQUIRED TO WORK OVER AND AROUND THE UTILITIES, THE CONTRACTOR WILL BE REQUIRED TO FURNISH SUCH EQUIPMENT. THE COST OF PROTECTING UTILITIES FROM DAMAGE AND FURNISHING SPECIAL EQUIPMENT WILL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS OF CONSTRUCTION.
- (4) PRIOR TO SUBMITTING HIS BID, THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR CONTACTING OWNERS OF ALL AFFECTED UTILITIES IN ORDER TO DETERMINE THE EXTENT TO WHICH UTILITY RELOCATIONS AND/OR ADJUSTMENTS WILL HAVE UPON THE SCHEDULE OF WORK FOR THE PROJECT. WHILE SOME WORK MAY BE REQUIRED 'AROUND' UTILITY FACILITIES THAT WILL REMAIN IN PLACE, OTHER UTILITY FACILITIES MAY NEED TO BE ADJUSTED CONCURRENTLY WITH THE CONTRACTOR'S OPERATIONS. ADVANCE CLEAR CUTTING MAY BE REQUIRED BY THE ENGINEER AT ANY LOCATION WHERE CLEARING IS CALLED FOR IN THE

SPECIFICATIONS AND CLEAR CUTTING IS NECESSARY FOR A UTILITY RELOCATION. ANY ADDITIONAL COST WILL BE INCLUDED IN THE UNIT PRICE BID FOR THE CLEARING ITEM SPECIFIED IN THE PLANS.

THE CONTRACTOR SHALL NOTIFY EACH INDIVIDUAL UTILITY OWNER OF HIS PLAN OF OPERATION IN THE AREA OF THE UTILITIES. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL CONTACT THE UTILITY OWNERS AND REQUEST THEM TO PROPERLY LOCATE THEIR RESPECTIVE UTILITY ON THE GROUND. THIS NOTIFICATION SHALL BE GIVEN AT LEAST THREE (3) BUSINESS DAYS PRIOR TO COMMENCEMENT OF OPERATIONS AROUND THE UTILITY IN ACCORDANCE WITH TCA 65-31-106. NOTIFICATION BY CALLING THE TENNESSEE ONE CALL SYSTEM, INC AT 1-800-351-1111 WILL BE REQUIRED.

UTILITY OWNERS

TELEPHONE, CABLE & FIBER OPTIC:

MASTEC INC.

800 S. DOUGLAS RD., 10TH FLOOR

CORAL GABLES, FL 33134

CONTACT:

OFFICE PHONE: 305 599 1800

CELL PHONE:
Email:

ELECTRIC:

NASHVILLE ELECTRIC SERVICES

1214 CHURCH ST.

NASHVILLE, TN, 37246

CONTACT:

OFFICE PHONE: 615 747 2530

CELL PHONE

GAS:
PIEDMONT NATURAL GAS

83 CENTURY BLVD

NASHVILLE, TN, 37214

CONTACT:
OFFICE PHONE: 615 872 2389

CELL PHONE:

TELEPHONE, CABLE & FIBER OPTIC:

AT&T

333 COMMERCE ST. 23RD FLOOR

NASHVILLE, TN, 37201

CONTACT:

OFFICE PHONE: 615 214 7318

CELL PHONE:

WATER & SEWER:

METRO WATER SERVICES

800 2ND AVE S.. NASHVILLE, TN, 37246 CONTACT: OFFICE PHONE: 615 862 1577 CELL PHONE: TELEPHONE, CABLE & FIBER OPTIC:
AMERICAN FIBER SYSTEMS (ZAYO)

AMERICAN FIBER SYSTEMS (2AYO
1805 29TH ST. SUITE 2050
BOULDER, CO, 80301
CONTACT:
OFFICE PHONE: 303 381 1683
CELL PHONE:
Email:

WATER:

Email:

MADISON SUBURBAN UTILITY DISTRICT
108 W. WEBSTER ST,
MADISON, TN 37115
CONTACT:
OFFICE PHONE: 615 868 3201
CELL PHONE:

TELEPHONE, CABLE & FIBER OPTIC:

MCI
3310 WEST END AVE
NASHVILLE, TN, 37203
CONTACT:
OFFICE PHONE: 615 297 8388
CELL PHONE:
Email:

TELEPHONE, CABLE & FIBER OPTIC:

COMCAST`
660 MAINSTREAM DR.
NASHVILLLE, TN, 37228
CONTACT:
OFFICE PHONE: 615 244 7462
CELL PHONE:

TRAFFIC

NASHVILLE DEPARTMENT OF TRANSPORTATION

740 S. 5TH ST.

NASHVILLE, TN, 37206

CONTACT:

OFFICE PHONE: 615 862 8760

CELL PHONE:

Email: TELEPHONE, CABLE & FIBER OPTIC:
CENTURYLINK LEVEL 3 COMMUNICATION
2530 PERIMETER PLACE DR.
NASHVILLLE, TN, 37214
CONTACT:

OFFICE PHONE: 615 800 2213
CELL PHONE:
Email:

FUNCTIONAL PLANS

TYPE

FUNC.

PROJECT NO.

HSIP-6(145)

SEALED BY

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY NOTES, UTILITY NOTES AND UTILITY OWNERS

6 PM .05 (TDOT - PRSI - SR 6 from Walton Lane to Wil		ey Street)\Design\BaseDrawings\003
4:48:46 PM 08573.05 (TDOT - PRSI - SR 6 from Walton		Nile
4:48:46 PM 08573.05 (TDOT - PRSI - SR 6 from Walton		Lane to
4:48:46 PM 08573.05 (TDOT - PRSI - SR		Walton
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TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS					TOTAL AREA	A	AREA	TO BE ACQ	UIRED		EMAINING RES	(S	EASEMENT	
110.	THE LITT OWNER	TAX MAP NO.	PARCEL NO.	DEED DOCUMENT BK.	REFERENCE PAGE	LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	SLOPE	CONST
1	NORTHSTAR CEMETARY SERVICES OF TENNESSEE, LLC	51	159	20070530-0064313			136.930	136.930					136.930			
2	MADISON CENTER PARTNERS, LLC	51	180	20171002-0100287		15.260		15.260				15.260				
3	NATIONAL CEMETARY	51-15	4	38	650	10.620		10.620				10.620				
4	WILDFLOWER PROPERTIES, LLC	51-11	100	20041230-0155041		7.080		7.080	17 S.F.		17 S.F.	7.080				206
5	BORCHERT ENTERPRISES, INC.	51-12	31	10375	940		0.470	0.470		80 S.F.	80 S.F.		0.468			598
6	SAINT JOSEPH CATHOLIC CHURCH	51	158	20130123-0007454			1.640	1.640		309 S.F.	309 S.F.		1.633			1058
7	FARHAD & MEHRNOOSH DAVACHI	51-8	219	20140826-0077865		1.360		1.360	13 S.F.		13 S.F.	1.360				214
8	WNR5 - MADISON, LLC	51-12	4	20170412-0035938			0.820	0.820		33 S.F.	33 S.F.		0.819			353
9	RAK PROPERTIES FAMILY, LLC	51-8	144	20161228-0136545			0.510	0.510					0.510			
10	MADISON GALLATIN, LLC	51-8	32	20180119-0005761		1.360		1.360				1.360				
11	ADASCO INTERNATIONAL, INC.	51-8	24	20130305-0021685		1.040		1.040				1.040				
12	JACQUELINE MARIE POE CONNER	51-8	106	20220408-0041328			0.790	0.790		89 S.F.	89 S.F.		0.788			550
13	RABON W. JOHNSON & GARY ALNER TOLIVER	51-8	187	20200124-0008856		0.500	J., J.	0.500				0.500				
14	JACQUELINE MARIE POE CONNER	51-8	217	20220408-0041328		0.000	0.520	0.520		13 S.F.	13 S.F.	0.000	0.520			313
 15	JAMES SAWYER WATTS	51-8	23	20201217-0149719		0.430	0.020	0.430		10 0.1 .	10 0.1 .	0.430	0.020			1045
16 16	JAMES E. JR. & RENEE S. MCGAUGH	51-8	109	20000418-0038993		0.100	0.520	0.100				0.100	0.520			1010
17	1130 GALLATIN PIKE, LLC	51-8	20	20211110-0150368		12.200	0.020	12.200				12.200	0.020			1421
1 <i>7</i>	ANTHONY & MARGO CROSS	51-8	110	20070501-0051544		12.200	0.480	0.480				12.200	0.480			1721
19	MARGO & SCOTT CROSS	51-8	111	20071011-0121061			0.430	0.430		446 S.F.	446 S.F.		0.420			807
20	REALTY INCOME CORP.	51-8	105	20030124-0009976			0.430	0.430		770 0.1 .	770 0.1 .		0.420			007
21	ADEL GAYED & SALWA SUROR	51-8	104	20131121-0119878			0.360	0.360					0.360			
22	TRACEY W. TOWNSEND, TRUSTEE	51-8	103	7654	252		0.200	0.200					0.200			
23			103			0.840	0.520	0.320				0.840	0.520			
	MOHAMMAD H. & ZARY RAHIMI	51-8 51.8		20180906-0088282		U.04U	0.260					0.040	0.260			
24	JIMMY R. MITCHELL	51-8	102.01	20160902-0092620			0.260	0.260					0.260			
<u>25</u>	JIMMY R. MITCHELL	51-8	102	20110504-0034305		0.000	0.260	0.260				0.000	0.260			4750
26	JONATHAN D. RUNION & RANDALL VOLAND	51-8	189	20220711-0079243		0.390	0.440	0.390				0.390	0.440			1758
27	JIMMY R. MITCHELL	51-8	101	20110504-0034304			0.110	0.110					0.110			
28	JIMMY R. MITCHELL	51-8	100	20110504-0034303			0.330	0.330					0.330			
29	JIMMY R. & NANCY C. MITCHELL	51-8	179	20010302-0019929	1		0.320	0.320					0.320			1-01
30	MCDONALD'S CORPORATION	51-8	193	5288	100	1.020		1.020				1.020				1581
31	THE HOUSING FUND, INC.	51-8	99	20220516-0056101			0.300	0.300					0.300			
32	BOCADALE COMPANY	51-8	17	8214	643	0.500		0.500				0.500				
33	ARBY'S PROPERTIES, LLC	51-8	194	20160104-0000210			78	0.660					0.660			
34	TENNESSEE QUICK CASH, INC.	51-8	16	20101102-0087796		0.520		0.520	76 S.F.		76 S.F.	0.518				219
35	CHURCHILL WINDLANDS EAST, LLC	51-8	84	20210806-0106359			3.430	3.430					3.430			
36	TENNESSEE OPERATIONS, LLC & ADEL GAYED	51-8	87	20140417-0032455			0.300	0.300					0.300			502
37	MADISON SUBURBAN UTILITY DISTRICT OF DAVIDSON COUNTY	51-8	9	20170630-0066252		2.340		2.340				2.340				
38	MID MADISON MARKETPLACE, LLC	51-8	53	20171130-0122250			1.640	1.640		181 S.F.	181 S.F.		1.636			165
39	721 MADISON SQUARE, LLC	51-4	65	20210405-0043587		31.720		31.720	420 S.F.		420 S.F.	31.710				0.323 A
40	SALAH GIRGIS	51-4	142	20120103-0000376			0.490	0.490					0.490			994
41	SALAH GIRGIS	51-4	143	20120103-0000376			0.270	0.270					0.270			
42	7-ELEVEN, INC.	51-4	121	20180131-0009906			1.140	1.140		21 S.F.	21 S.F.		1.140			274
43	ROBERT J. LENARD, TRUSTEE	51-4	178	20071019-0124363			0.650	0.650					0.650			
44	CITY ROAD CHAPEL UNITED METHODIST CHURCH, INC.	51-4	103	20150928-0098477			2.640	2.640					2.640			
45	BAKER-NASHVILLE, LLC	51-4	64	20001201-0118160		0.890		0.890				0.890				
46	WG DST 4	51-4	78	20150113-0003566			1.440	1.440					1.440			
47	S & M PROPERTIES AND INVESTMENTS	51-4	63	20180807-0077685		1.400		1.400				1.400				
48	CENTERSTONE COMMUNITY MENTAL HEALTH CENTERS	51-4	61	20050623-0071859		0.420		0.420				0.420				
49	THE SIMMONS TENNESSEE COMMUNITY PROPERTY TRUST	51-4	82	20220719-0082553			0.420	0.420					0.420			
50	CENTERSTONE COMMUNITY MENTAL HEALTH CENTERS	51-4	60	20000703-0065837		0.950		0.950	 	 	 	0.950	1	1		

TYPE	YEAR	PROJECT NO.	SHEET NO.	
FUNC.	2024	HSIP-6(145)	3A	
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FUNCTIONAL PLANS

SEALED BY

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

DISTURBED AREA

PROPOSED R.O.W. (15' OUTSIDE SLOPE LINES) 0.811 (AC)

N/A

1.013 (AC)

1.824 (AC)

IN BETWEEN SLOPE LINES

TOTAL DISTURBED AREA

TOTAL PROJECT AREA

RIGHT-OF-WAY ACQUISITION TABLE

PACE PROPERTY DURINGS					R.O.W. A	CQUISITI	ON TAE	BLE									
MAP NO		PROPERTY OWNERS	COUNTY RECORDS														
1			TAX	PARCEL	DEED DOCUMENT	REFERENCE	LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM.	SLOPE	CONST
Marie Conference 14			MAP NO.	NO.		PAGE									DRAINAGE		
10 10 10 10 10 10 10 10								0.590			122 S.F.	122 S.F.		0.587			
MARCA & PARLAM LAPRISON 314 5						262	6.640	0.740			470.0.5	470.0.5	6.640	0.700			
Description Company							0.120	0.740			1/3 S.F.	1/3 S.F.	0.120	0.736			345
Description																	
Common Property Common Pro							0.200	0.400					0.200	0.400			
MAINTER A MANNEM AND ACCESS OF CYTE CONTROL							0.230	0.400					0.230	0.400			
19 MACHINE & PARKET RESIDENCE 12 10 10 10 10 10 10 10							0.200	0.160					0.200	0.160			
DOCEMENT LIAL A ROBERT CAMPARISON 4-948 7-22 2007 C-2011050 1-0000 1-000 1-0000 1-0000 1-0000 1-00	59			168			0.170						0.170				
12 TRUNT	60	WALID M. & HANNA M. ANKI	42-16	233	20130619-0062920			0.210	0.210					0.210			451
GAMPIEC G. F. IR. GF.	61	JOSEPH LELAN & ROBERT EDWIN BROWN	42-16	167	20201013-0118450		1.090		1.090				1.090				
SAUSTROSS SAUS	62	J & J TRUST	42-16	212	20221012-0111684			0.460	0.460					0.460			
	63	CARRIE C. ELLIS	42-16		20090128-0007500								0.210				
ADMINISTRATION 1.000 1.0		,				638	0.170						0.170				
AMONIA ANNA RINDE SAND. 40-6 210 20 10 10 10 10 10 10 10 1		ADVENTISTS INC					• • •	0.660					• •-	0.660			
MANNEA & SOULARM AS & GYENN SHOWLE HINDERS 44-19 194 201							0.170	0.040					0.170	0.010			
MARKA ABER FERRA MARTEZ A BANA MARKO DO CREEZ ABER MARTER ABER MARTEZ A BANA MARKO DO CREEZ ABER MARTER ABER MARTEZ A BANA MARKO DO CREEZ ABER MARTER ABER MARTEZ A BANA MARKO DO CREEZ ABER MARTER ABER MARTEZ A BANA MARKO DO CREEZ ABER MARTER ABER MARTEZ A BANA MARKO DO CREEZ ABER MARTER ABER MARTEZ A BANA MARKO DO CREEZ ABER MARTER ABER MARTEZ A BANA MARKO DO CREEZ ABER MARTER ABER MARTEZ A BANA MARKO DO CREEZ ABER MARTER ABER MARTEZ A BANA MARKO DO CREEZ ABER MARTER ABER MARTEZ A BANA MARKO DO CREEZ ABER MARTEZ ABER MARTEZ A BANA MARKO DO CREEZ ABER MARTEZ ABER MARTE							2020 C F	0.210					2020 C F	0.210			
AMOREM & FORMER 140		· · · · · · · · · · · · · · · · · · ·					3920 S.F.	3/85 S E					3920 S.F.	3/85 S E			
MARIA ARRE PERM MARRIEZ & LIAN ARNOLDO GRIZ. 4-04 209 201301/201802 1.0 0.170						255	3020 S E	- 3403 3.F.					3020 S E				
SAJAH AYOUR GROSS							3320 0.1 .	0.580					3320 0.1 .				
AMTORNA ARES & EVERTAND SANTRAGO							0.170	0.000					0.170	0.000			
BESINETIAL & COMMERCIAL OPERATONS, LIC								1307 S.F.						1307 S.F.			49
MADSON CAR WASH PROPERTY TRUST	75	JUAN A. CRUZ & MARIA A. P. MARTINEZ	42-16	204	20090323-0025688			0.680	0.680					0.680			718
	76	BFS RETAIL & COMMERCIAL OPERATIONS, LLC	42-16	95	20020219-0020967		0.480		0.480				0.480				550
WARD CANADATA B. HOWERLE 42-16 244 784 78 0.450	77	MADISON CAR WASH PROPERTY TRUST	42-16	96	20200103-0000955		0.840		0.840				0.840				
BO ELLEN RESECOA RAMSAY								0.300						0.300			
### SHRIEY M. HEST RIPEY CASE, ETRUST						78	0.450						0.450				
82 SHIPLEY M. HEST-IRREVOCABLE TRUST							0.400	0.220					0.400	0.220			
BS CELEN REBICCIÓN ARMINAY A BARAL-VINNIHANTER 42-16 199 2014/02-10068004 0,050 0,500																	
SHIRLEY M. HEIST IRREVOCABLE TRUST 42-16 98 2016/00-0008002 0.500							0.120	0.220					0.120	0.220			
85 DELORES FAYE & ARTHURL PROMPOSE 44-18 42-18 222 20050321-030176 6.480	84						0.500	0.220					0.500	0.220			
87	85		43-13	141		691		0.330						0.330			569
ARC SEMDNTN001, LLC	86	KROGER LIMITED PARTNERSHIP I	42-16	232	20050321-0030179		6.480		6.480				6.480				468
BO GEORGE TSIOUS & PANAGIOTIS PATSAVOS 42-16 104 20070122-0003897 0.450 0.360	87	HILL CENTER FIVE POINTS-MADISON, LLC	43-13	43	20170725-0075225			2.410	2.410					2.410			569
90 DAVID & SUNY, KIM 91 ELLEN REBECCA RAMSAY 42.16 106 20141021-0088017 0.100 0.100 0.100 0.100 0.100 0.100 0.100 0.100 0.250		·															
91 ELLEN REBECCA RAMSAY							0.450						0.450				
92 319 INVESTMENTS, LLC 42-16 107 20209721-080217 0-250 0-250 0-250 0-0-2500 0-0-2500 0-0-2500 0-0-2500 0-0-2500 0-0-2500 0-0-2500 0-0-2500 0-0-2500 0							0.400	0.360					0.400	0.360			1357
99 349 HNVESTMENTS, LLC 42-16 226 20209724-0080247 0.100 0.1																	
94 J.M. DRAPER SR. 42-16 108 6860 348 0.190 0.190 0.190 1.010 1.010 778 95 JOHN W. ELLIS JR. & JULIE E. S. HILL & HENRY B. ELLIS 42-12 73 20120424-0035099 14.710 14.710 11.710 11.710 1.770 96 MADISON CHURCH OF CHRIST 43-9 400 2076525-0062885 9.130 9.130 9.130 165 S.F. 165 S.F. 9.126 207 97 FIFTH THIRD BANK, N.A. 43-9 399 20080415-0038112 1.020 1.							ļ										
95 JOHN W. ELLIS JR. & JULIE E. S. HILL & HENRY B. ELLIS 42:12 73 20120424-0035069 14.710 14.710 14.710 15.0 14.710 778 96 MADISON CHURCH OF CHRIST 43:9 400 20070525-0062885 9.130 9.130 165 S.F. 165 S.F. 9.126 207 97 FIFTH THIRD BANK, N.A. 43:0 399 20080415-0038112 1.020 1.02						348											
97 FIFTH THIRD BANK, N.A. 43-9 399 20080415-0038112 1.020 1.																	778
98 LIENS INVESTMENT COMPANY, INC. 43-9 24.01 20090807-0074690 S.F. 0 S.F. 0 S.F. 0 S.F. 99 THIRD NATIONAL BANK 42-16 77 3763 10 1.090 1.090 1.090 100 THE WALTON CO. 42-16 222 7542 749 0.390		MADISON CHURCH OF CHRIST						9.130	9.130		165 S.F.	165 S.F.		9.126			207
99 THIRD NATIONAL BANK	97	FIFTH THIRD BANK, N.A.	43-9	399	20080415-0038112			1.020	1.020					1.020			
100 THE WALTON CO. 42-16 222 7542 749 0.390 0.350 0.350 0.350 0.350 0.350 0.350 0.350 0.350 0.350 0.350 0.350 0.350 0.350 0.350 <	98	LIEN'S INVESTMENT COMPANY, INC.	43-9	24.01	20090807-0074690		S.F.		0 S.F.				0 S.F.				
101 RICHARD E. JR. & PAUL S. GORLEY 43-13 40 20070223-0022688 0.150 0.150 0.150 0.150 102 REBECCA E. & RODNEY S. JARVIS 43-13 39 20170522-0050344 0.150		THIRD NATIONAL BANK															
102 REBECCA E. & RODNEY S. JARVIS 43 13 39 20170522 0050344 0.150 0.150 0.150 0.150 103 RODNEY S. & REBECCA E. JARVIS 43 13 38 2001128 0116836 3049 S.F. 3049 S.F. 3049 S.F. 3049 S.F. 3049 S.F. 105 105 106 107 107 108 108 20120312 0021372 0.150 <td>100</td> <td>THE WALTON CO.</td> <td>42-16</td> <td>222</td> <td><u> </u></td> <td></td>	100	THE WALTON CO.	42-16	222	<u> </u>												
103 RODNEY S. & REBECCA E. JARVIS 43-13 38 20001128-0116836 3049 S.F. 3049 S.F. 3049 S.F. 104 RODNEY S. & REBECCA E. JARVIS 43-13 37 20001128-0116836 3049 S.F. 3049 S.F. 3049 S.F. 3049 S.F. 105																	
104 RODNEY S. & REBECCA E. JARVIS 43-13 37 20001128-0116836 3049 S.F. 3049 S.F. 3049 S.F. 105 105 105 FRED UPCHURCH 43-13 36 20120312-0021372 0.150																	
105 FRED UPCHURCH 43 13 36 20120312 0021372 0.150 <td></td>																	
106 DOROTHY SUE UPCHURCH 43-13 35 20030528-0071805 0.150 0			_	01					_								
107 KRISTINA WOOD 43-13 34 20200925-0110422 0.150<																	
108 KRISTINA WOOD 43-13 33 20200925-0110422 0.150 0.150 0.150 0.150 109 TRACY & KONYA WILLIAMS 43-13 413 20200521-0053015 0.410 0.410 0.410 110 VERCHOTA FLOORS. INC. 43-13 5 20080306-0022770 0.320 0.320 0.320																	
109 TRACY & KONYA WILLIAMS 43-13 413 20200521-0053015 0.410 0.410 0.410 0.410 110 VERCHOTA FLOORS. INC. 43-13 5 20080306-0022770 0.320 0.320 0.320 0.320																	
	109	TRACY & KONYA WILLIAMS	43-13	413	20200521-0053015			0.410	0.410					0.410			
	110			5	20080306-0022770			0.320	0.320					0.320			

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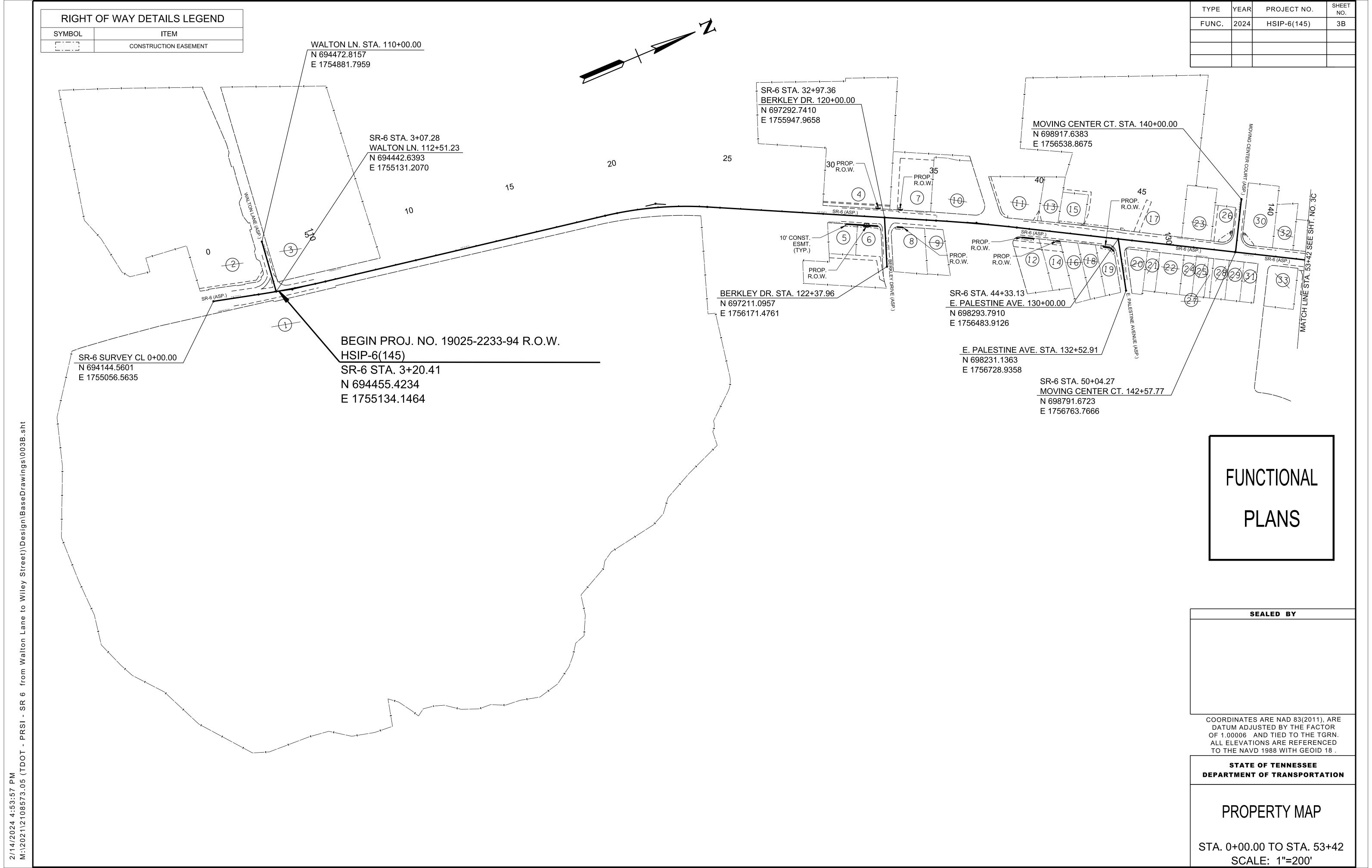
TYPE	YEAR	PROJECT NO.	NO.
FUNC.	2024	HSIP-6(145)	3A1

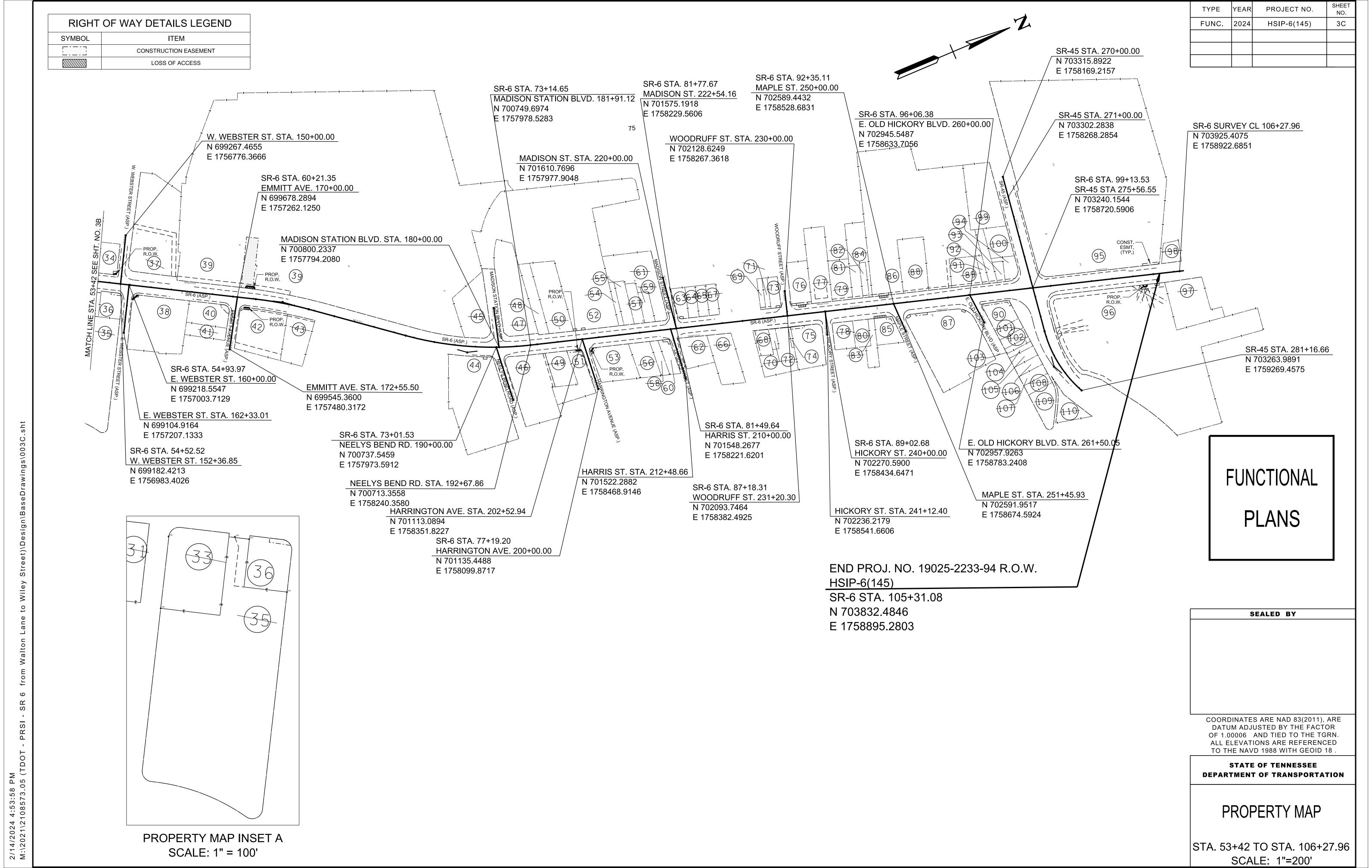
FUNCTIONAL PLANS

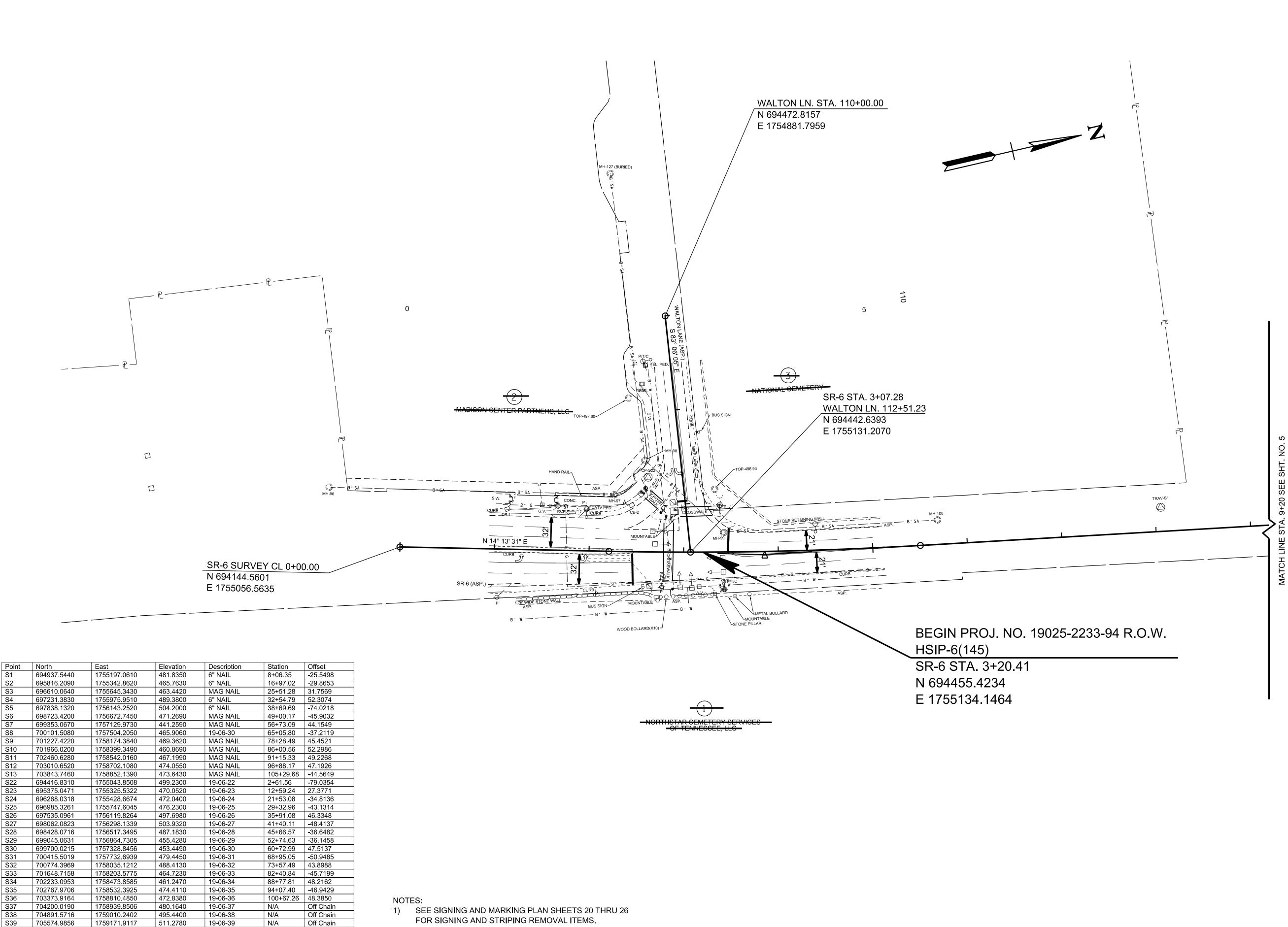
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY ACQUISITION TABLE







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2/16/2024 M:\2021\21 TYPE YEAR PROJECT NO. SHEET NO.

FUNC. 2024 HSIP-6(145) 4

FUNCTIONAL PLANS

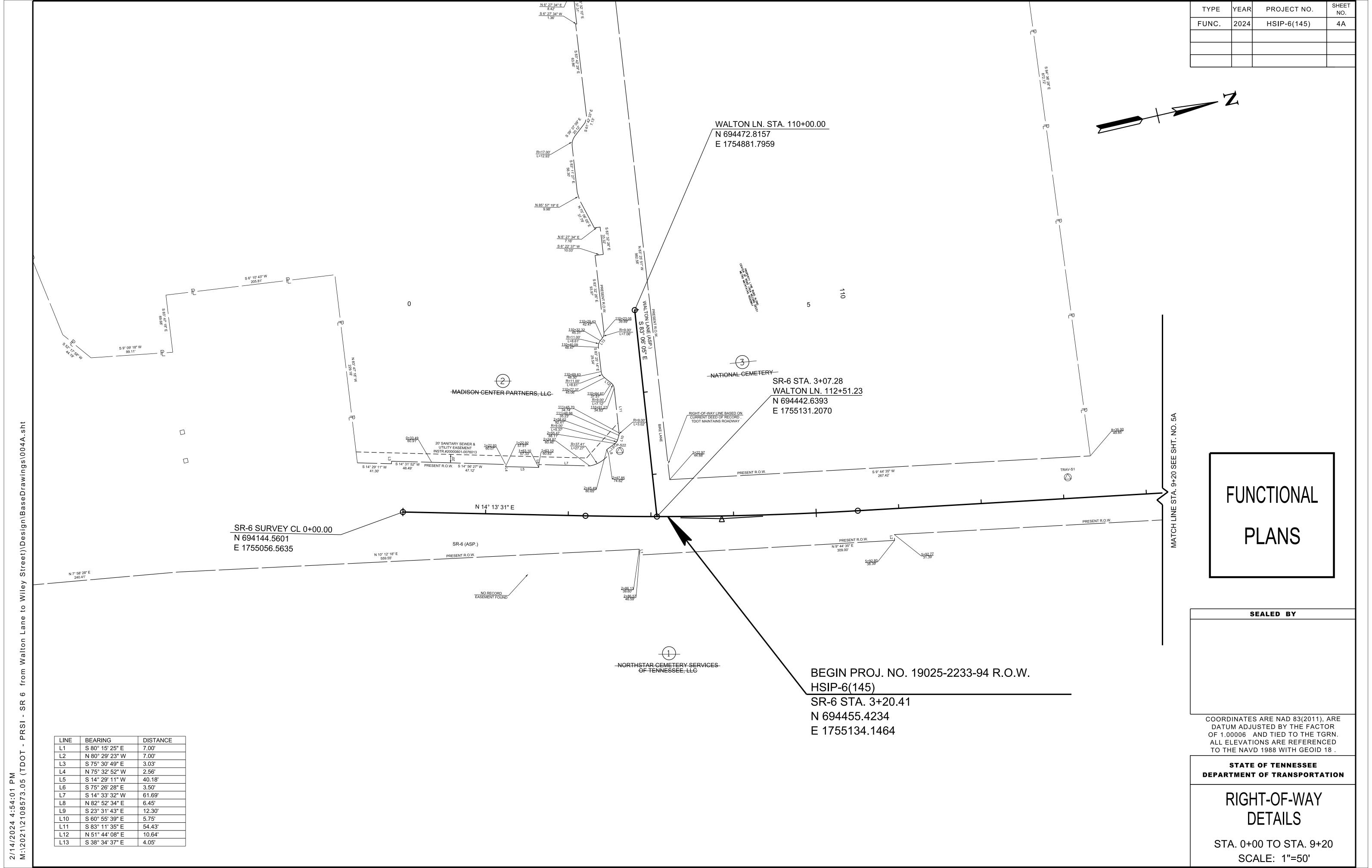
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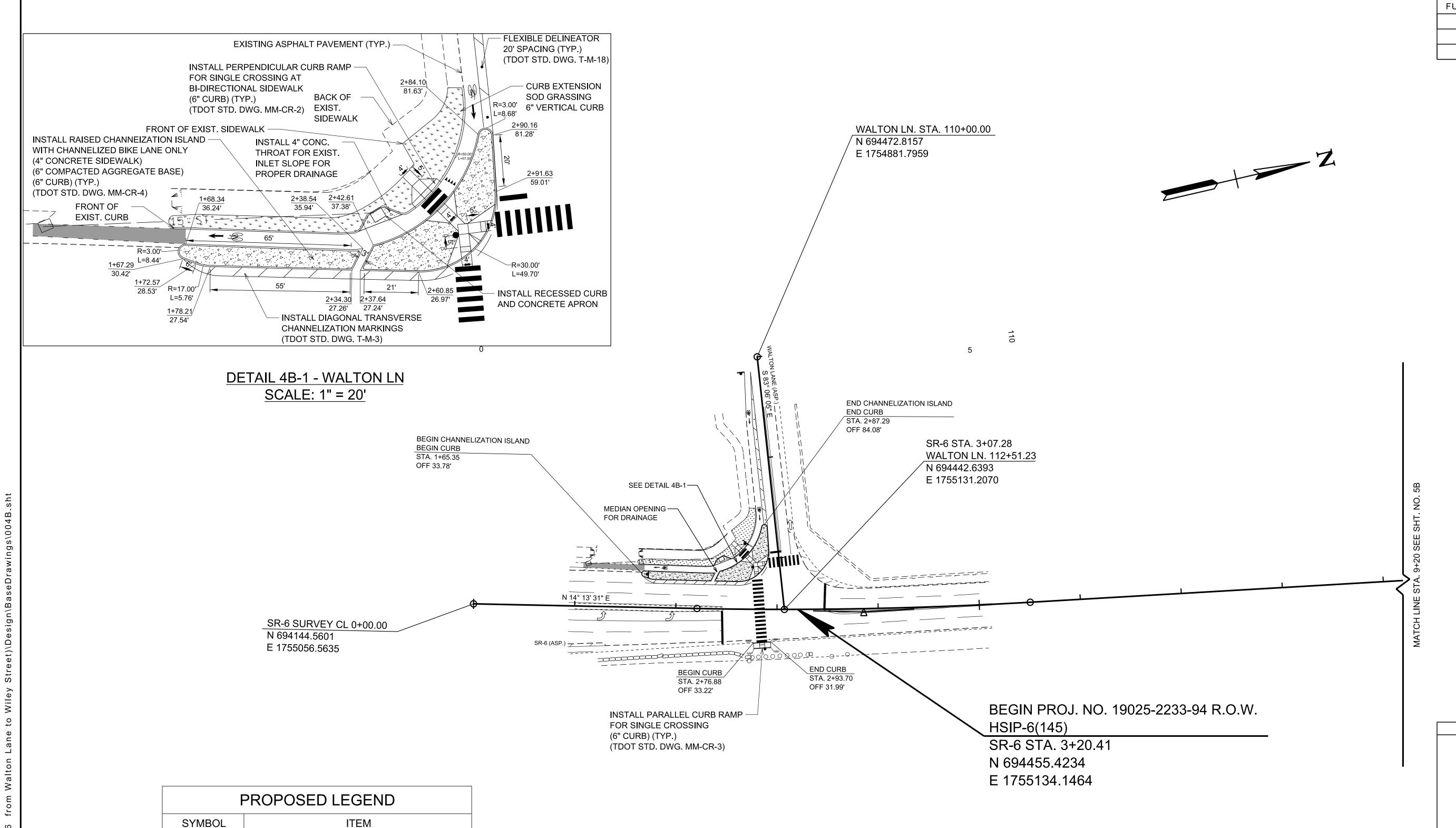
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 0+00 TO STA. 9+20 SCALE: 1"=50'





SR

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2/14/2024 4:54:02 PM M:\2021\2108573.05 (TDOT PROP. CONC. SIDEWALK

PROP. VEGETATIVE SIDEWALK BUFFER

DETECTABLE WARNING SURFACE, YELLOW

GREEN BIKE LANE MARKING

TYPE	YEAR	PROJECT NO.	NO.	
FUNC.	2024	HSIP-6(145)	4B	

FUNCTIONAL PLANS

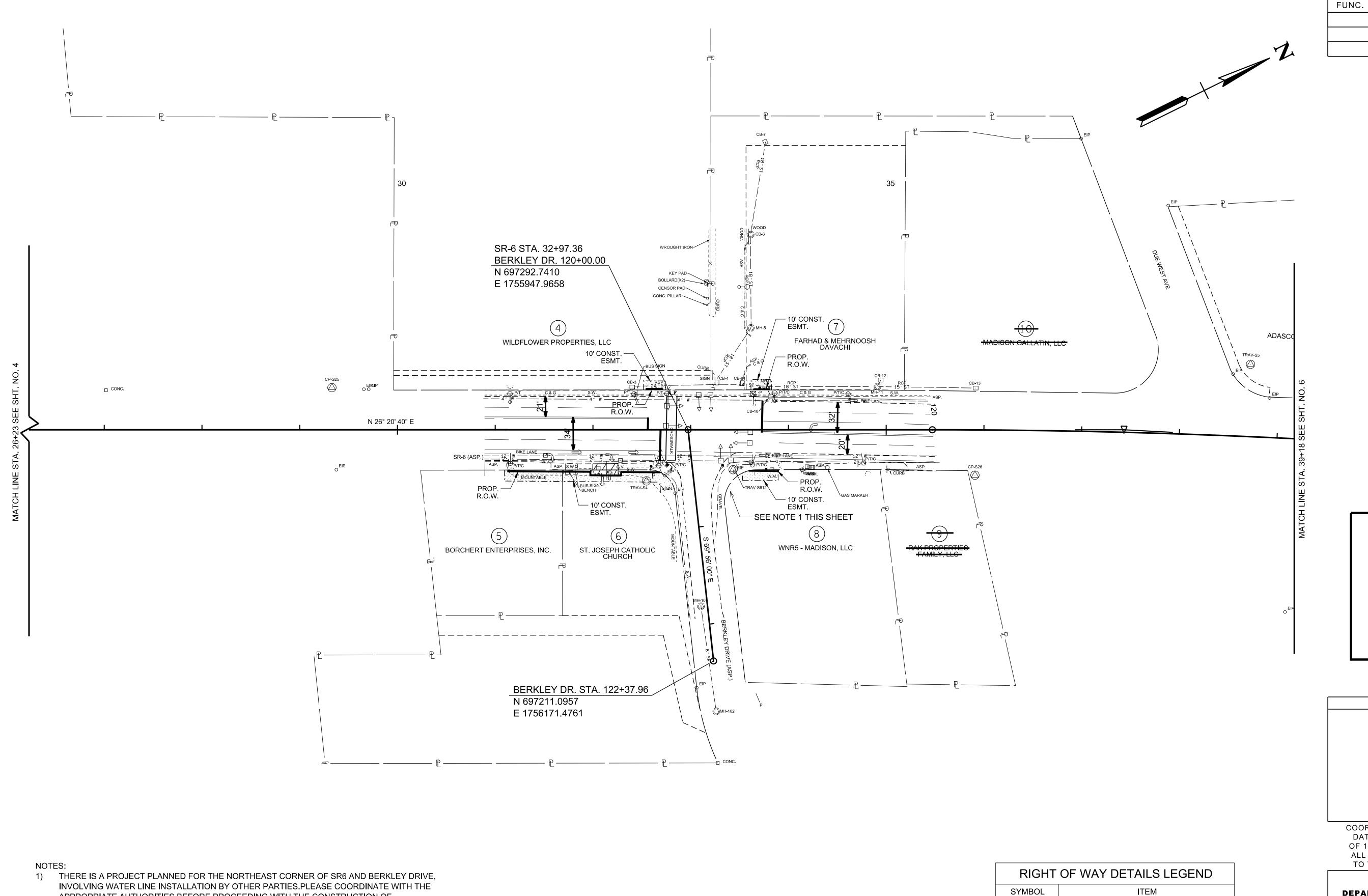
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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT

STA. 0+00 TO STA. 9+20 SCALE: 1"=50'



PROJECT NO.

HSIP-6(145)

TYPE

FUNCTIONAL PLANS

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION**

> **PRESENT** LAYOUT

CONSTRUCTION EASEMENT

LOSS OF ACCESS

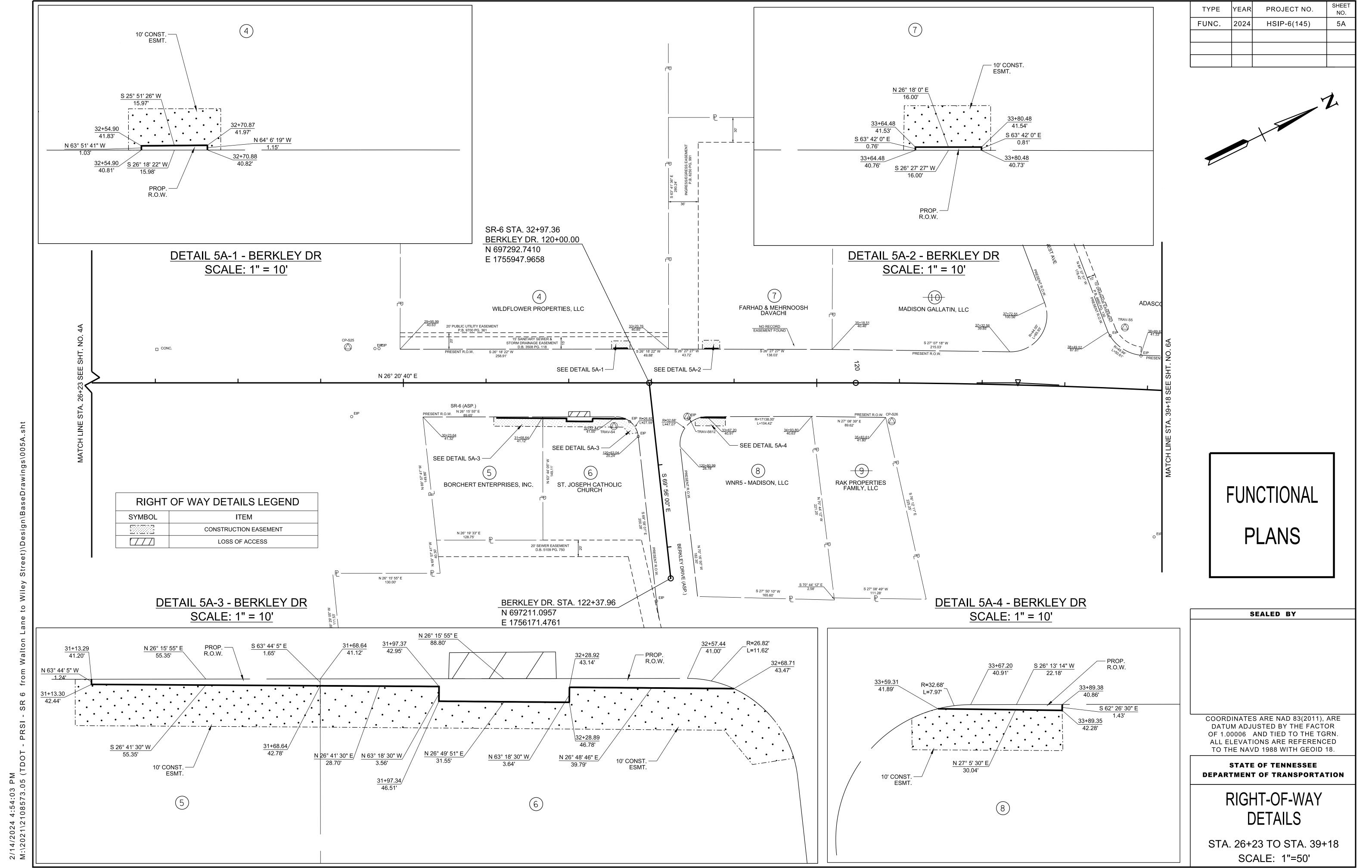
STA. 26+23 TO STA. 39+18 SCALE: 1"=50'

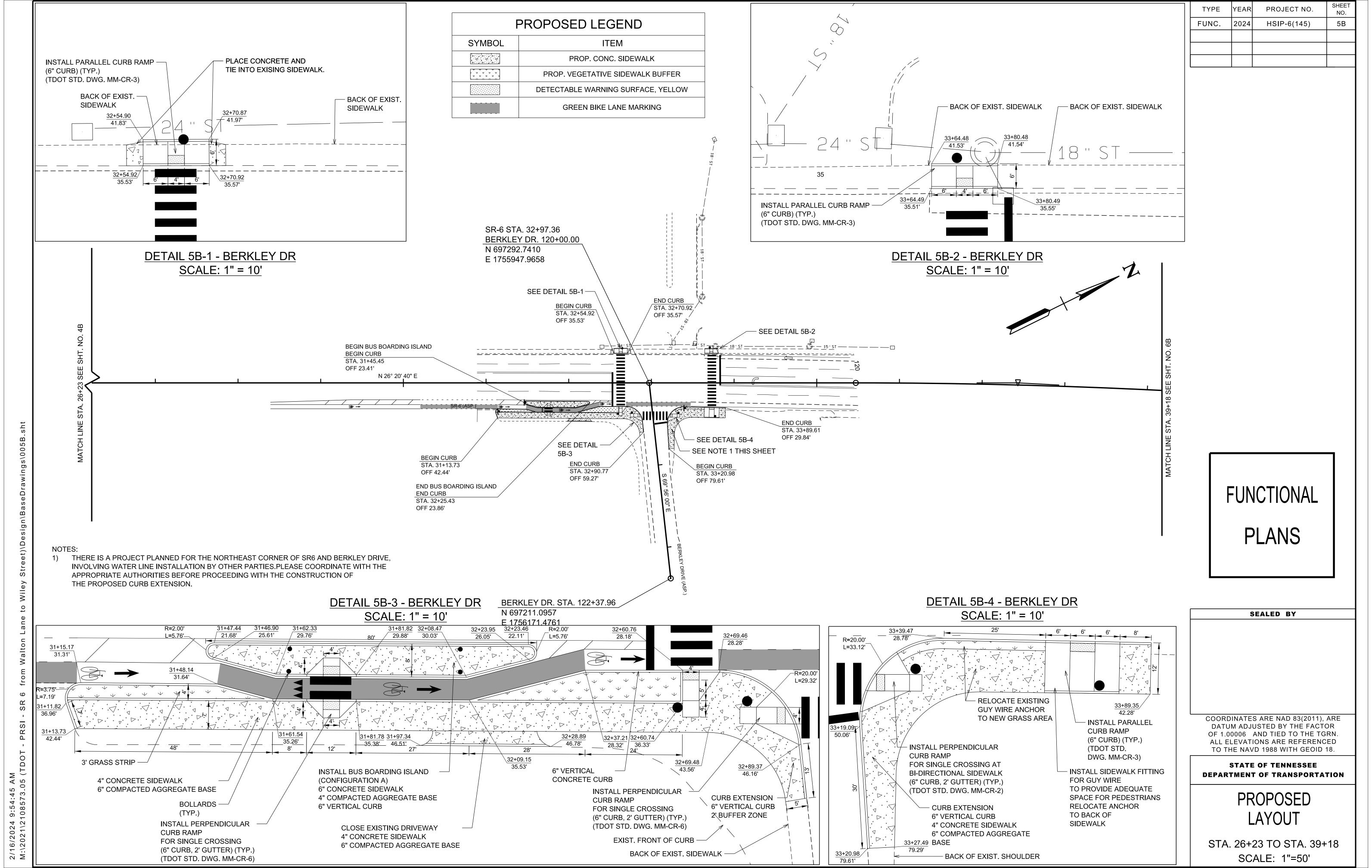
INVOLVING WATER LINE INSTALLATION BY OTHER PARTIES.PLEASE COORDINATE WITH THE APPROPRIATE AUTHORITIES BEFORE PROCEEDING WITH THE CONSTRUCTION OF THE PROPOSED CURB EXTENSION.

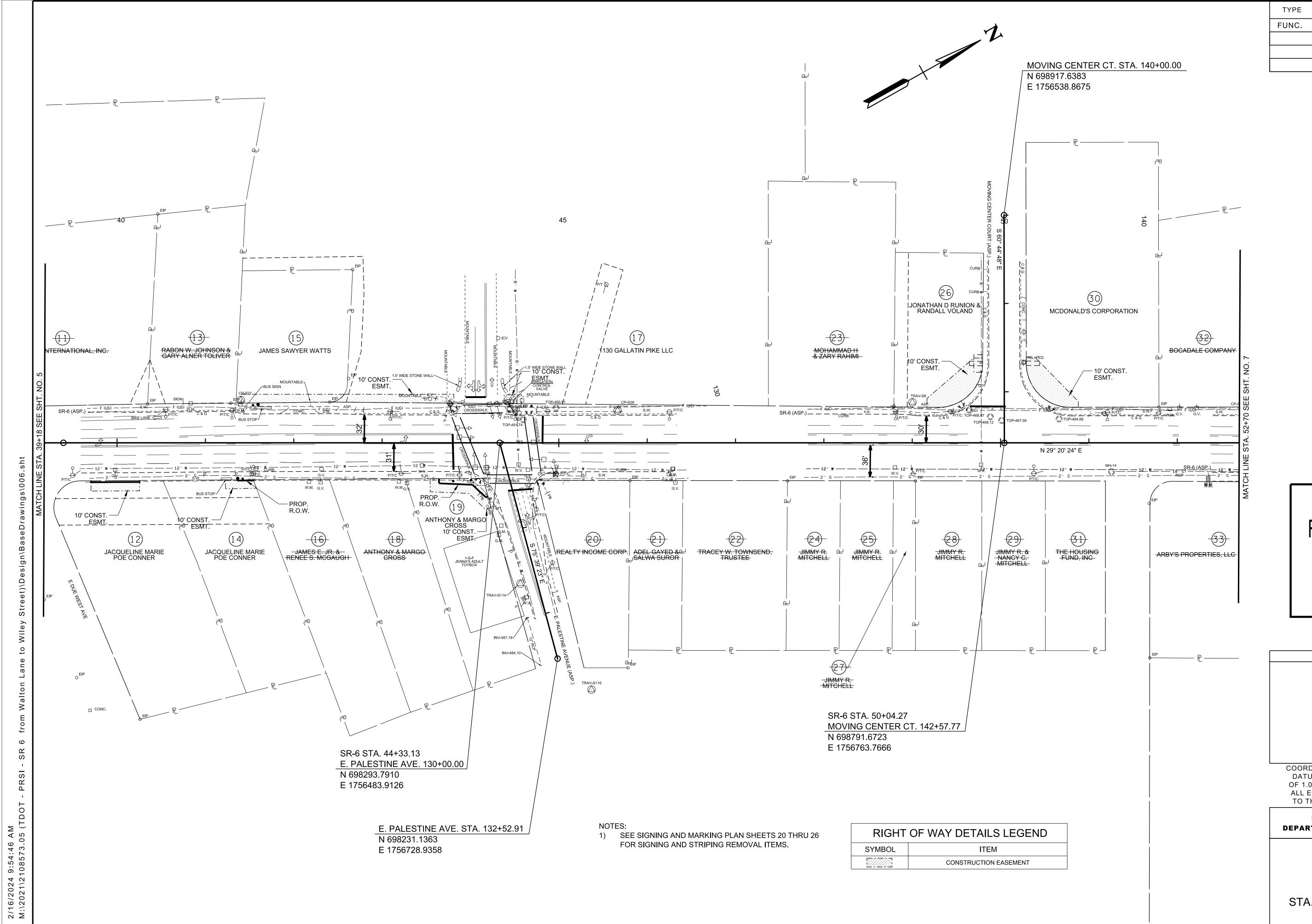
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2) SEE SIGNING AND MARKING PLAN SHEETS 20 THRU 26 FOR SIGNING AND STRIPING REMOVAL ITEMS.







TYPE YEAR PROJECT NO. SHEET NO.

FUNC. 2024 HSIP-6(145) 6

FUNCTIONAL PLANS

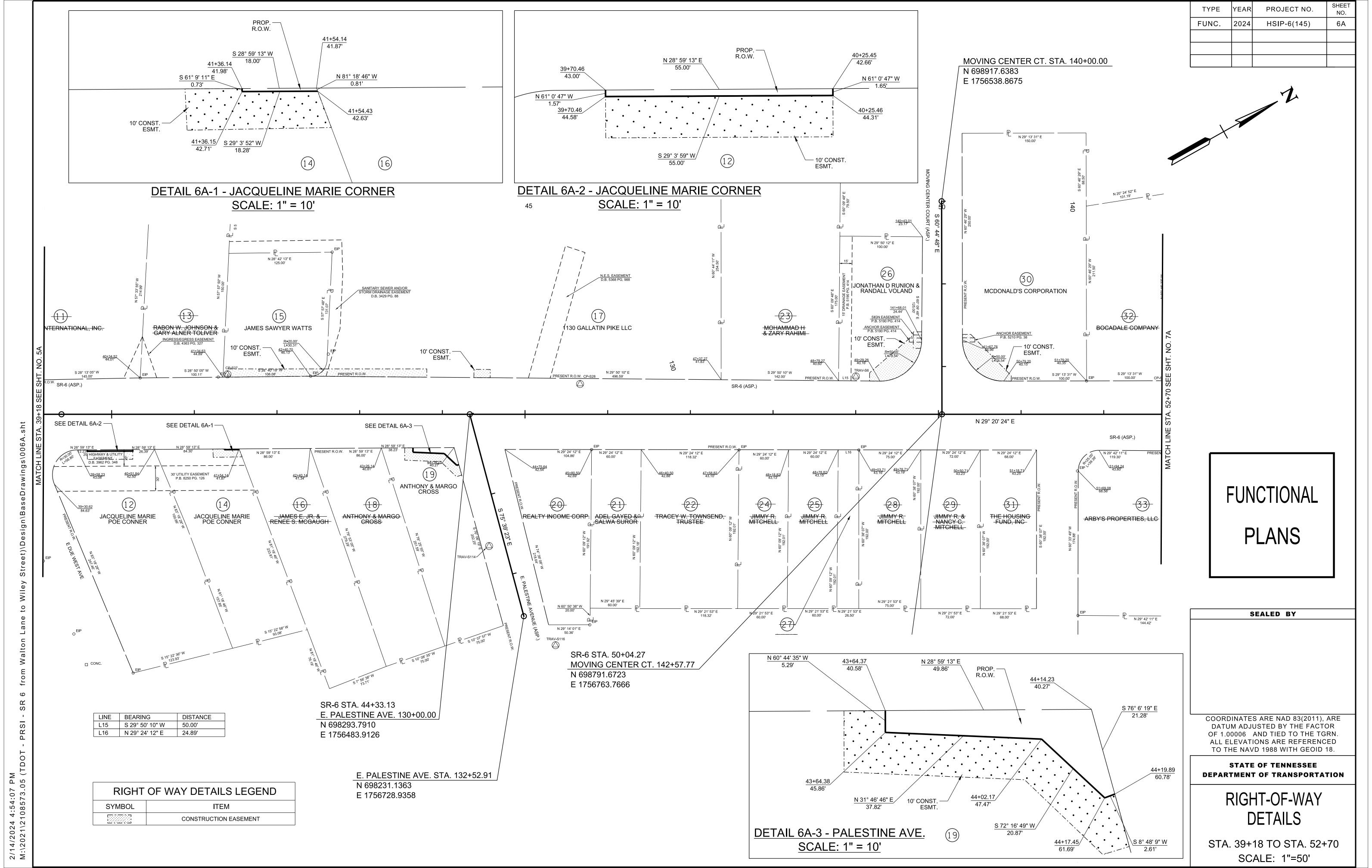
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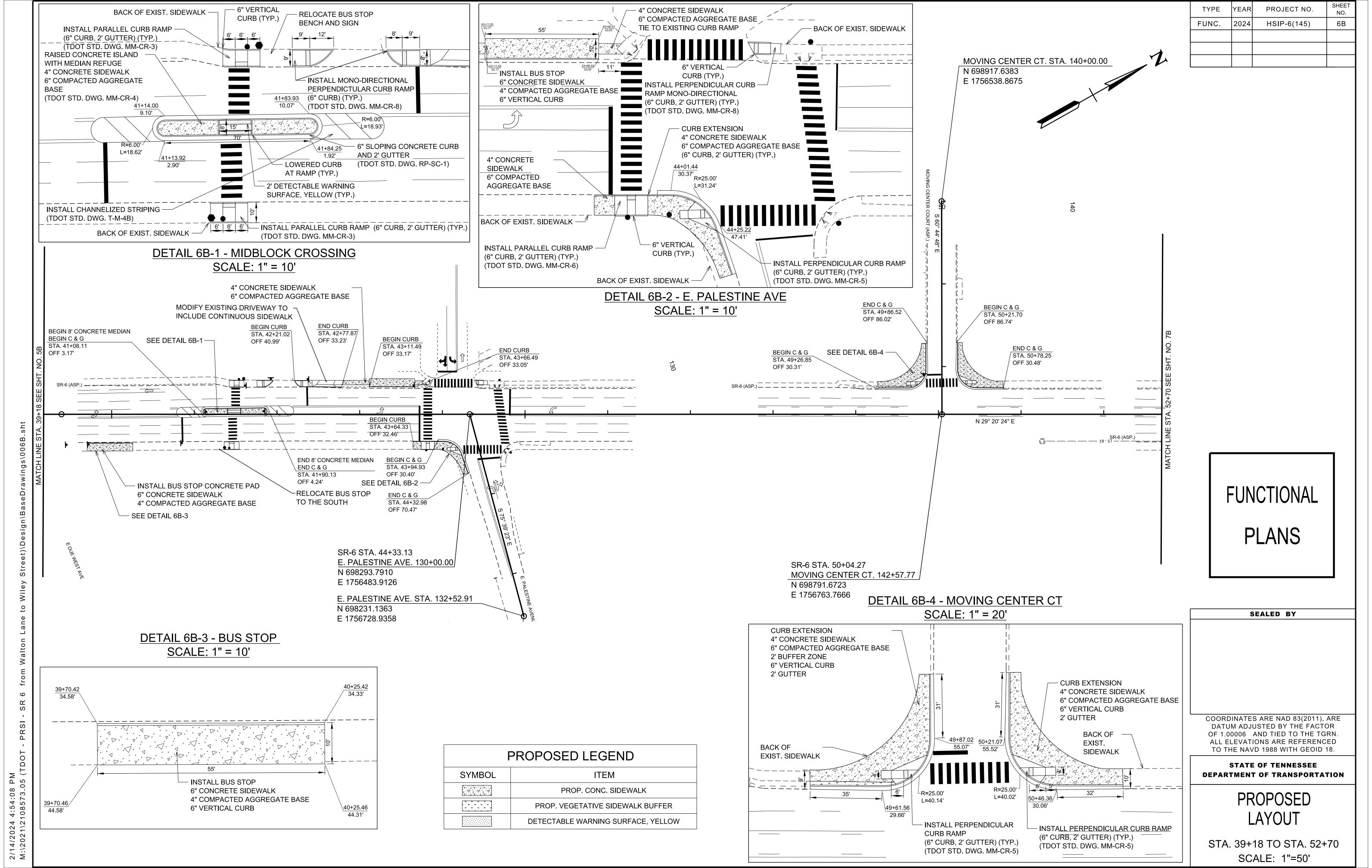
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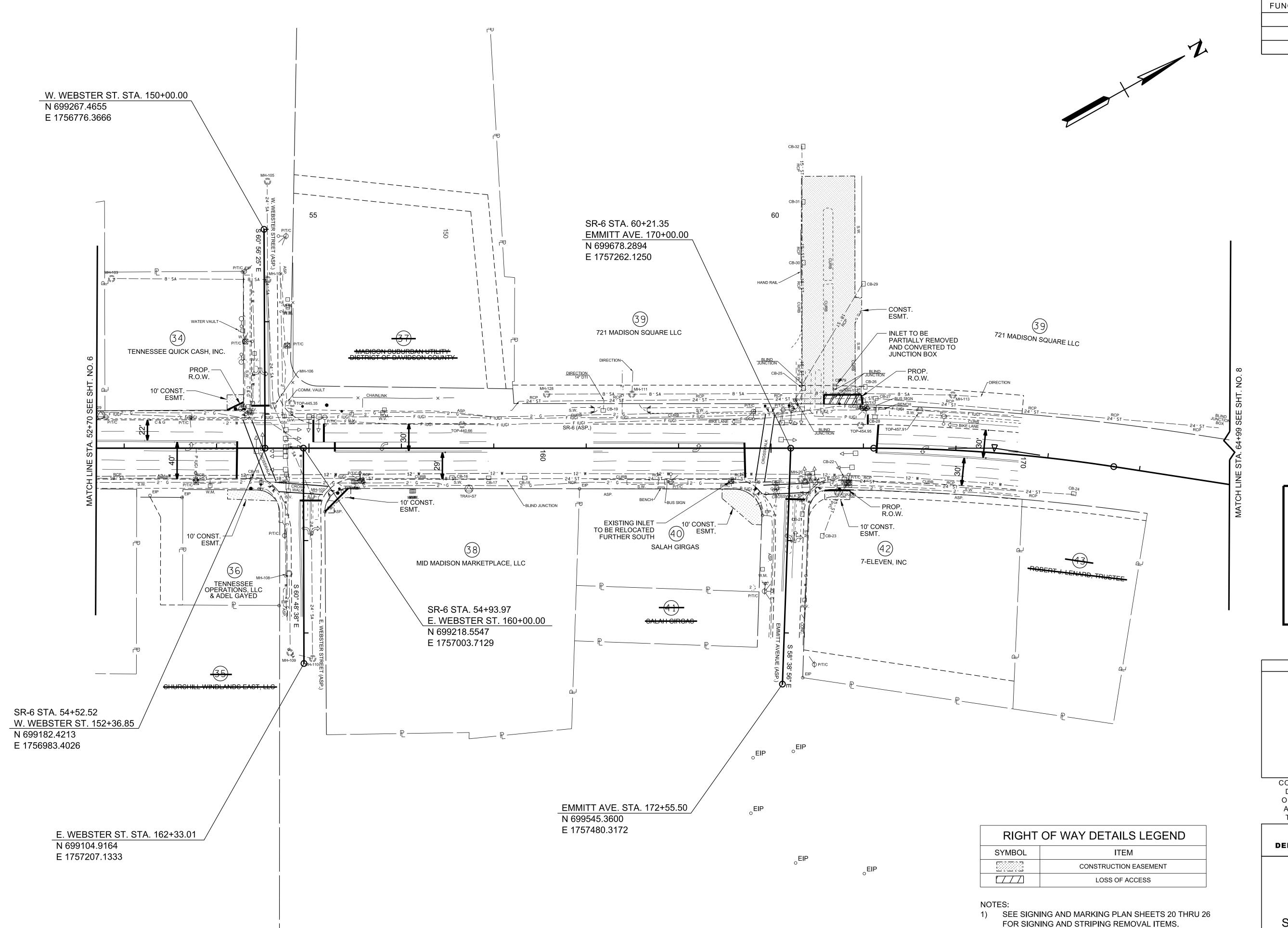
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 39+18 TO STA. 52+70 SCALE: 1"=50'







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FUNC. 2024 HSIP-6(145) 7

FUNCTIONAL PLANS

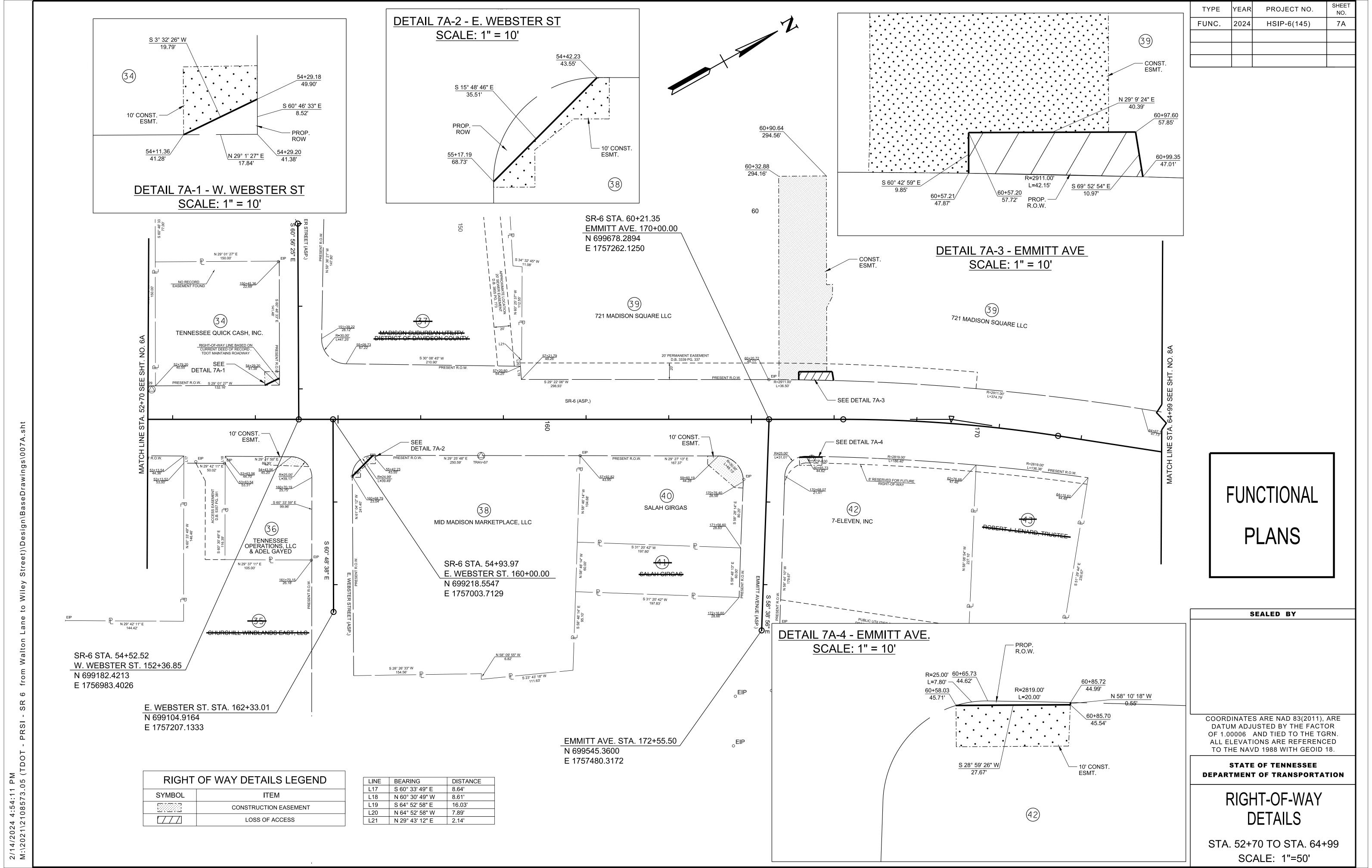
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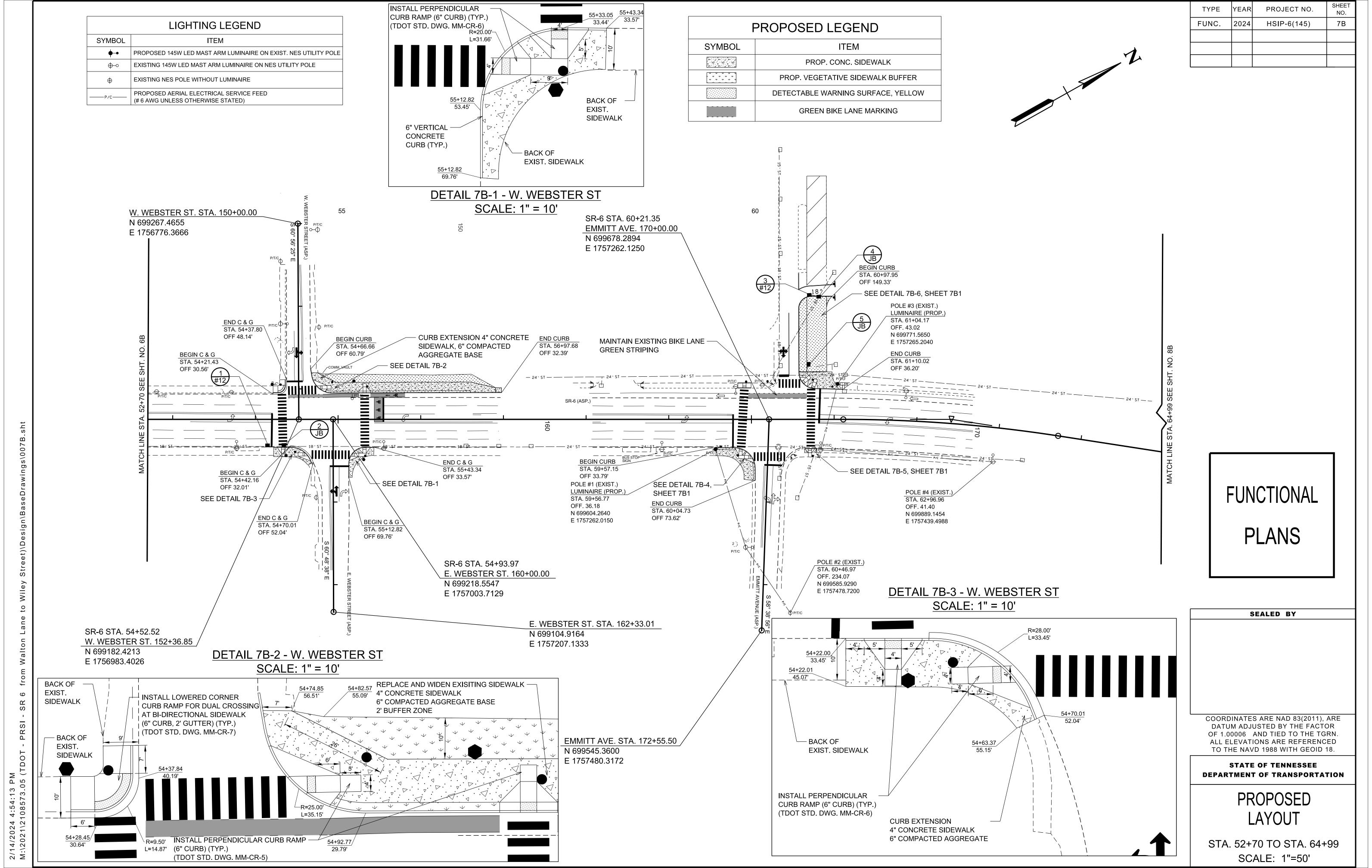
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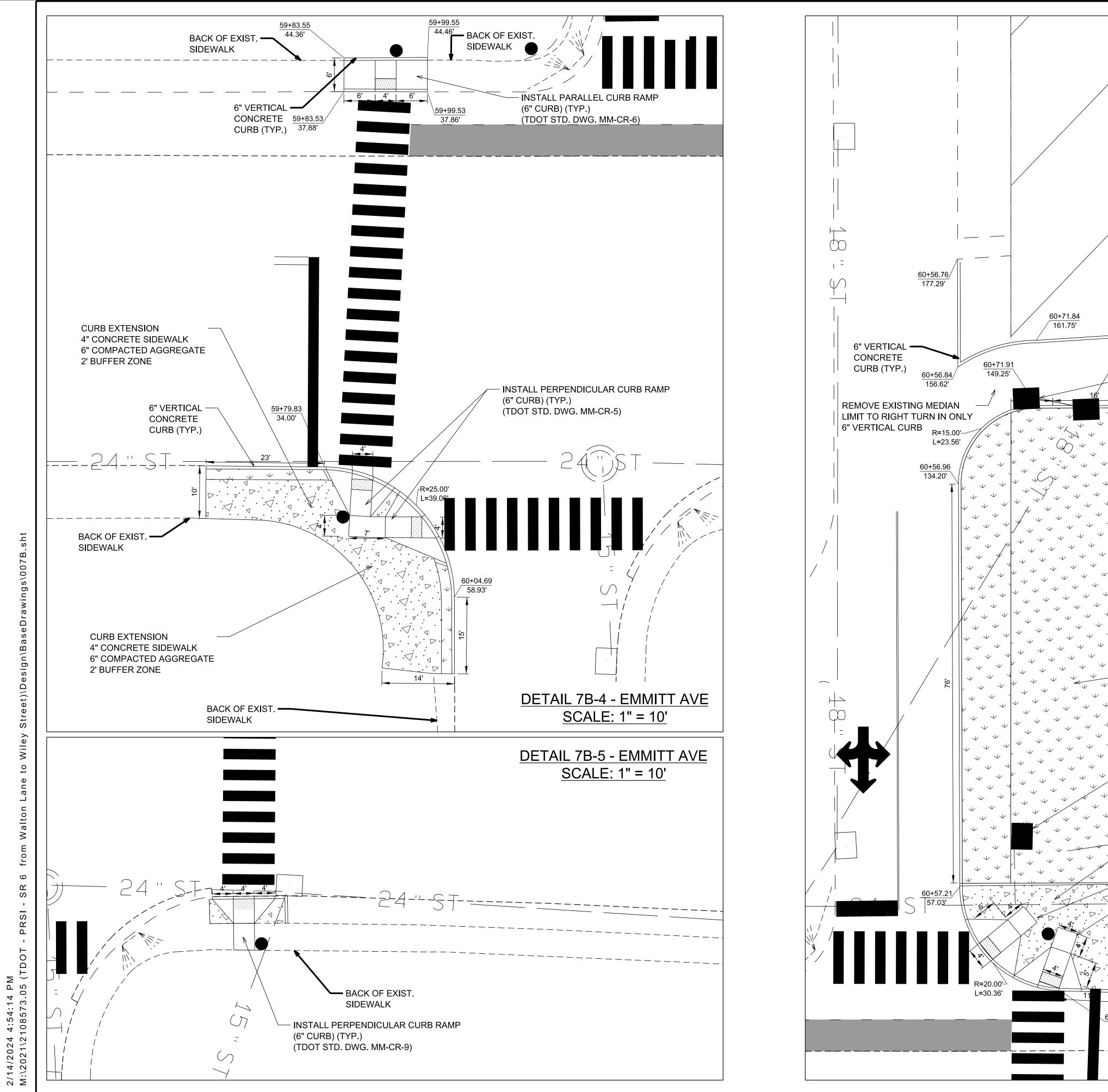
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

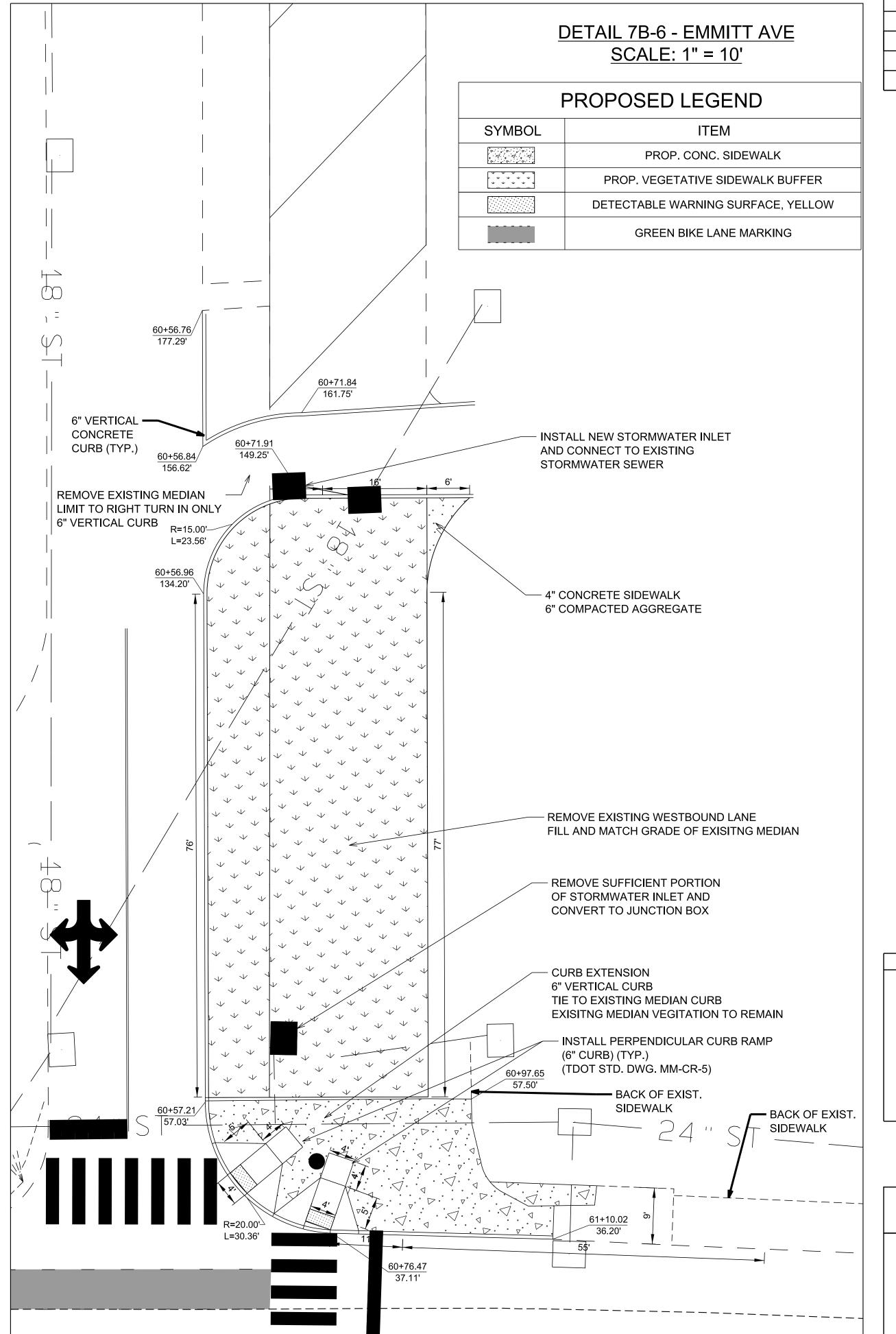
PRESENT LAYOUT

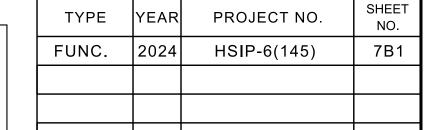
STA. 52+70 TO STA. 64+99 SCALE: 1"=50'

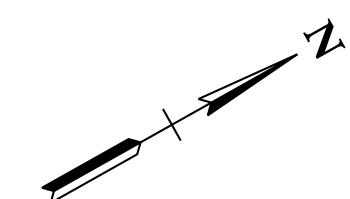










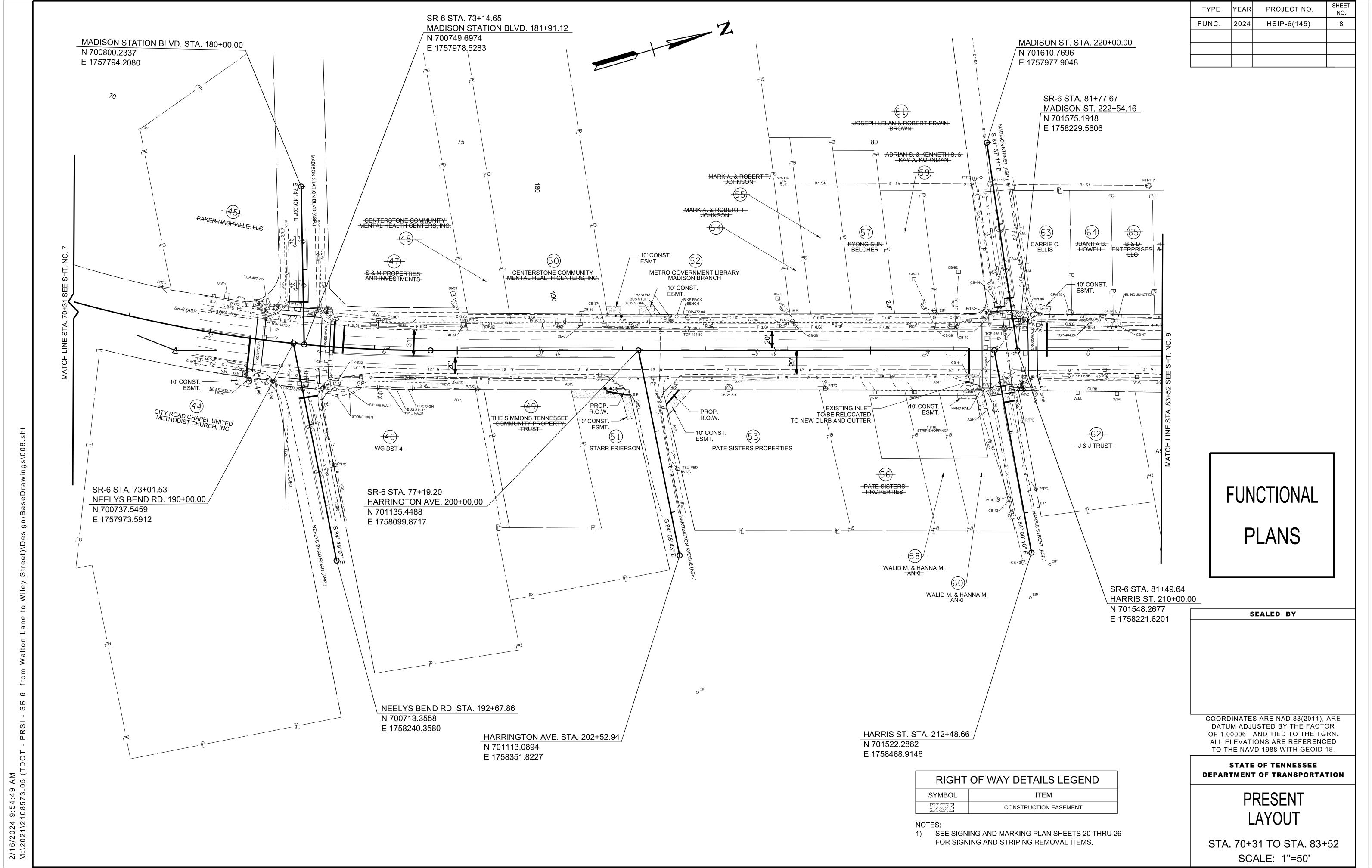


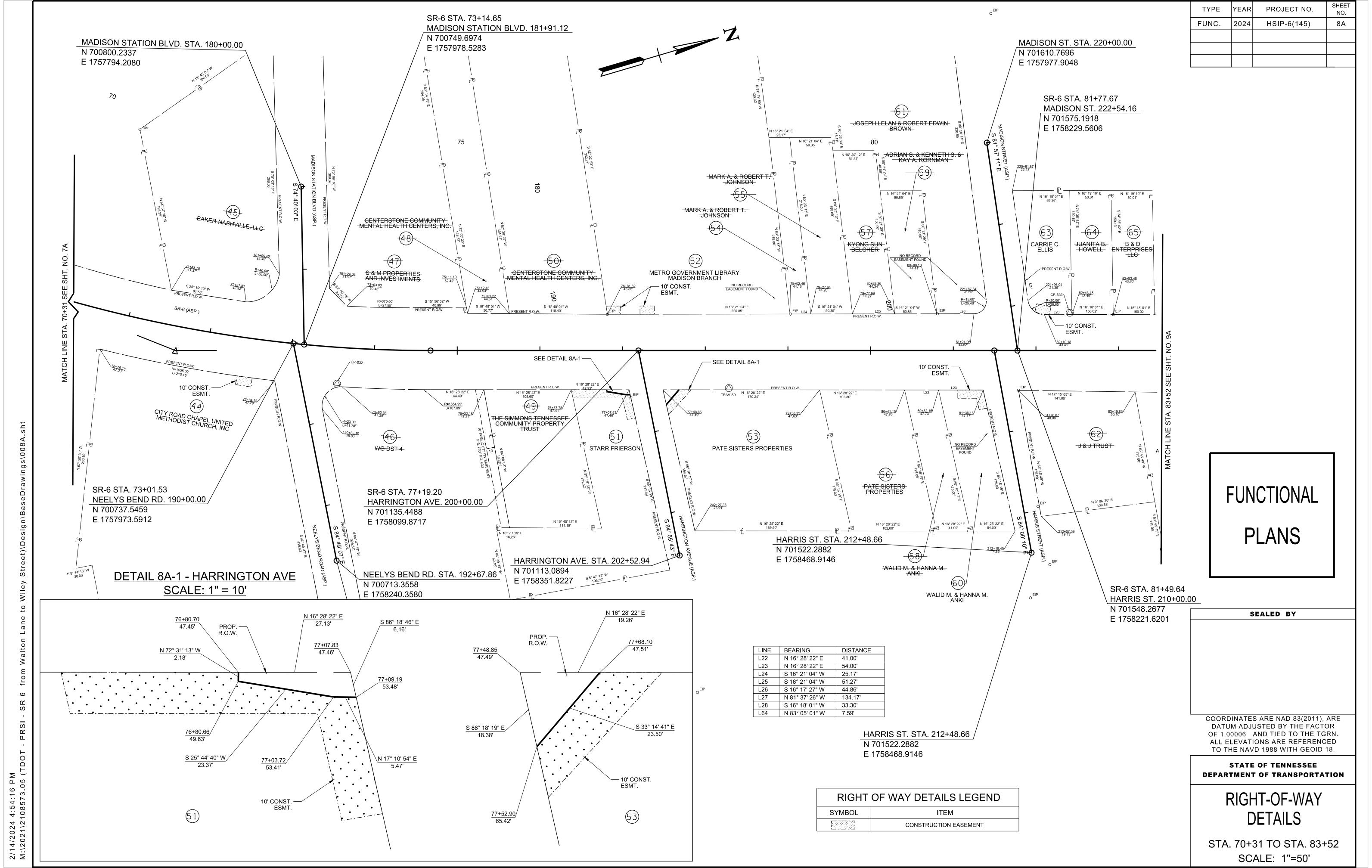
FUNCTIONAL PLANS

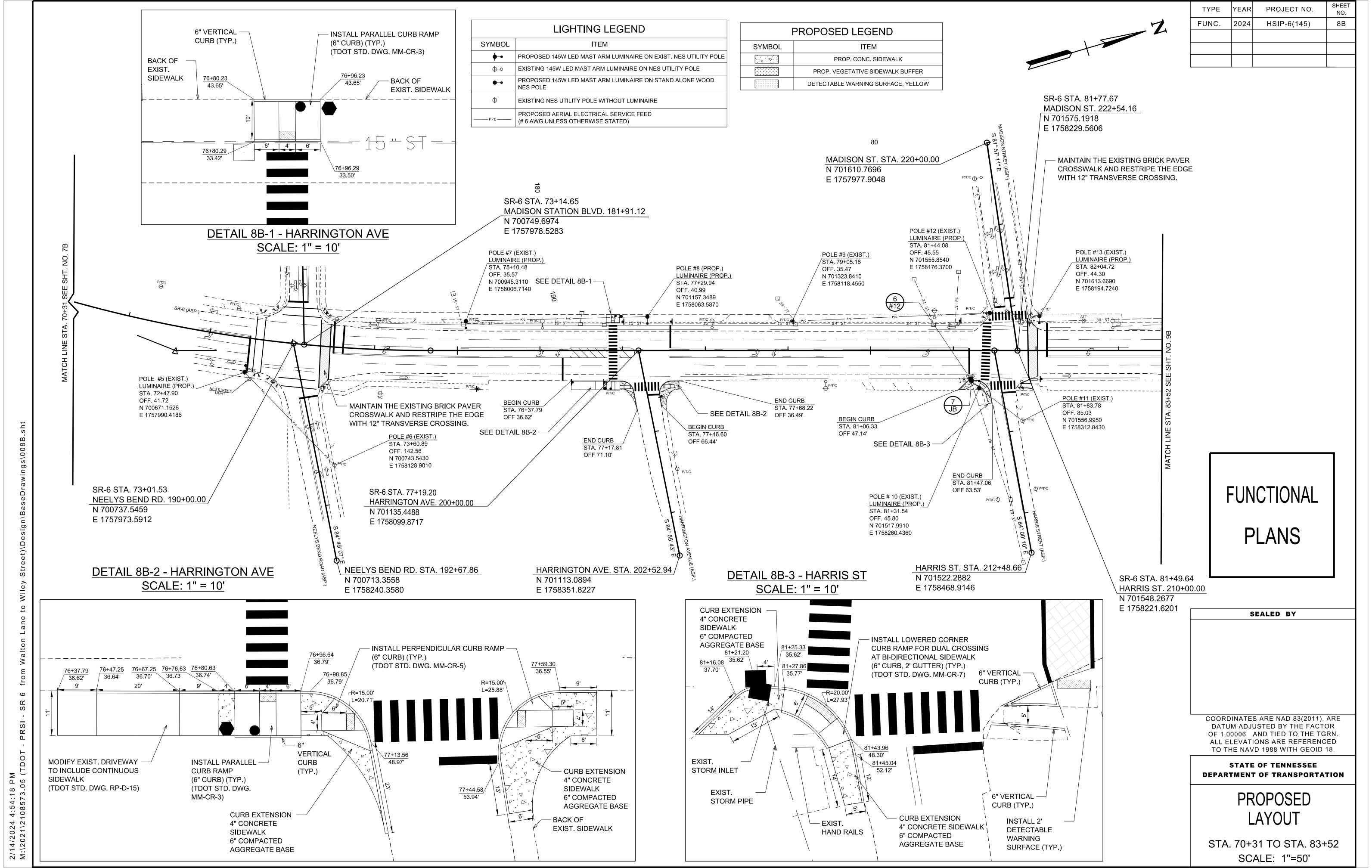
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STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT DETAIL







TYPE	YEAR	PROJECT NO.	NO.
FUNC.	2024	HSIP-6(145)	9

FUNCTIONAL PLANS

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION**

PRESENT

STA. 83+52 TO STA. 94+40 SCALE: 1"=50'

Street)\Desig

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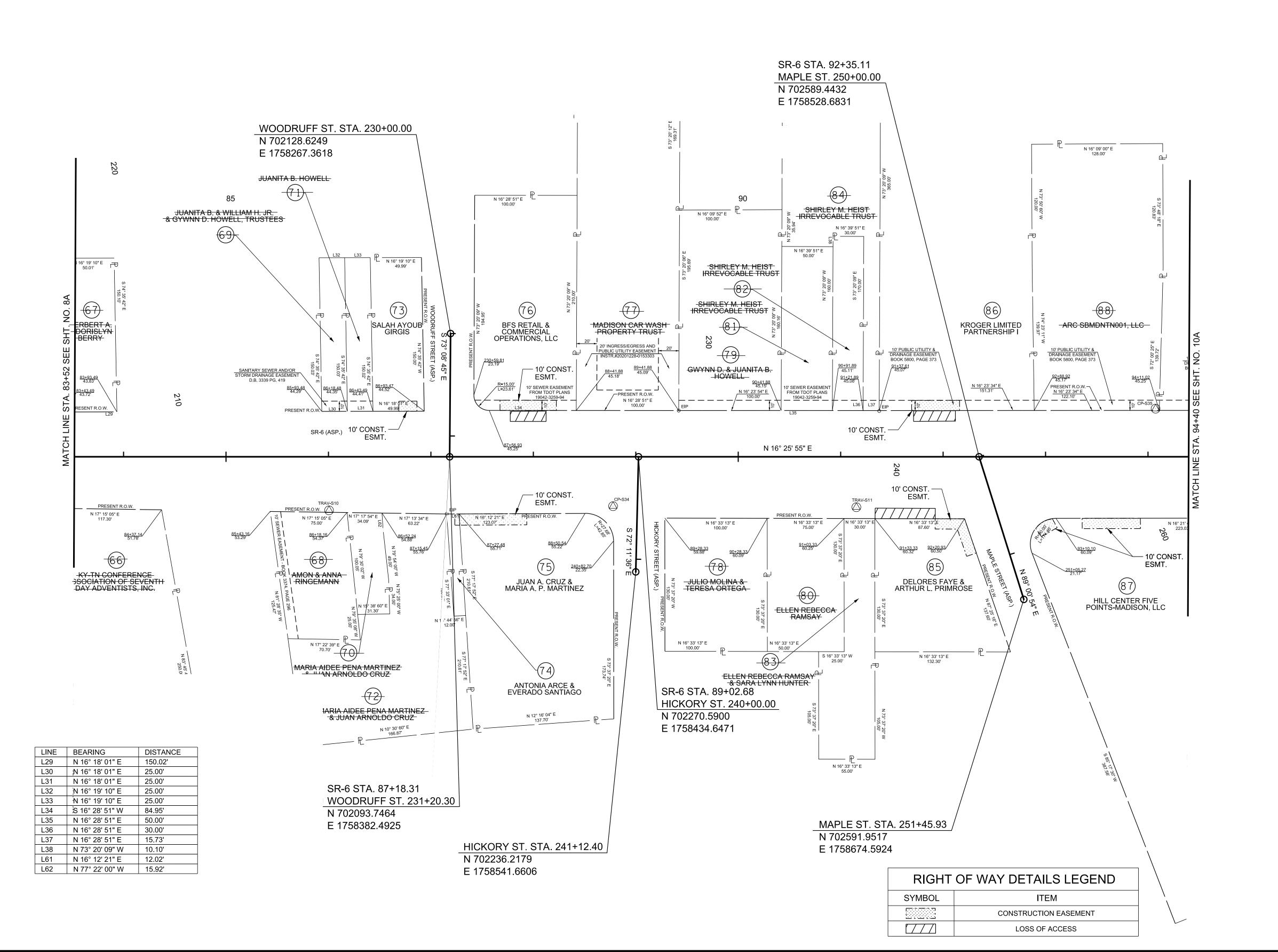
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LAYOUT

7

TYPE YEAR PROJECT NO. SHEET NO.

FUNC. 2024 HSIP-6(145) 9A



FUNCTIONAL PLANS

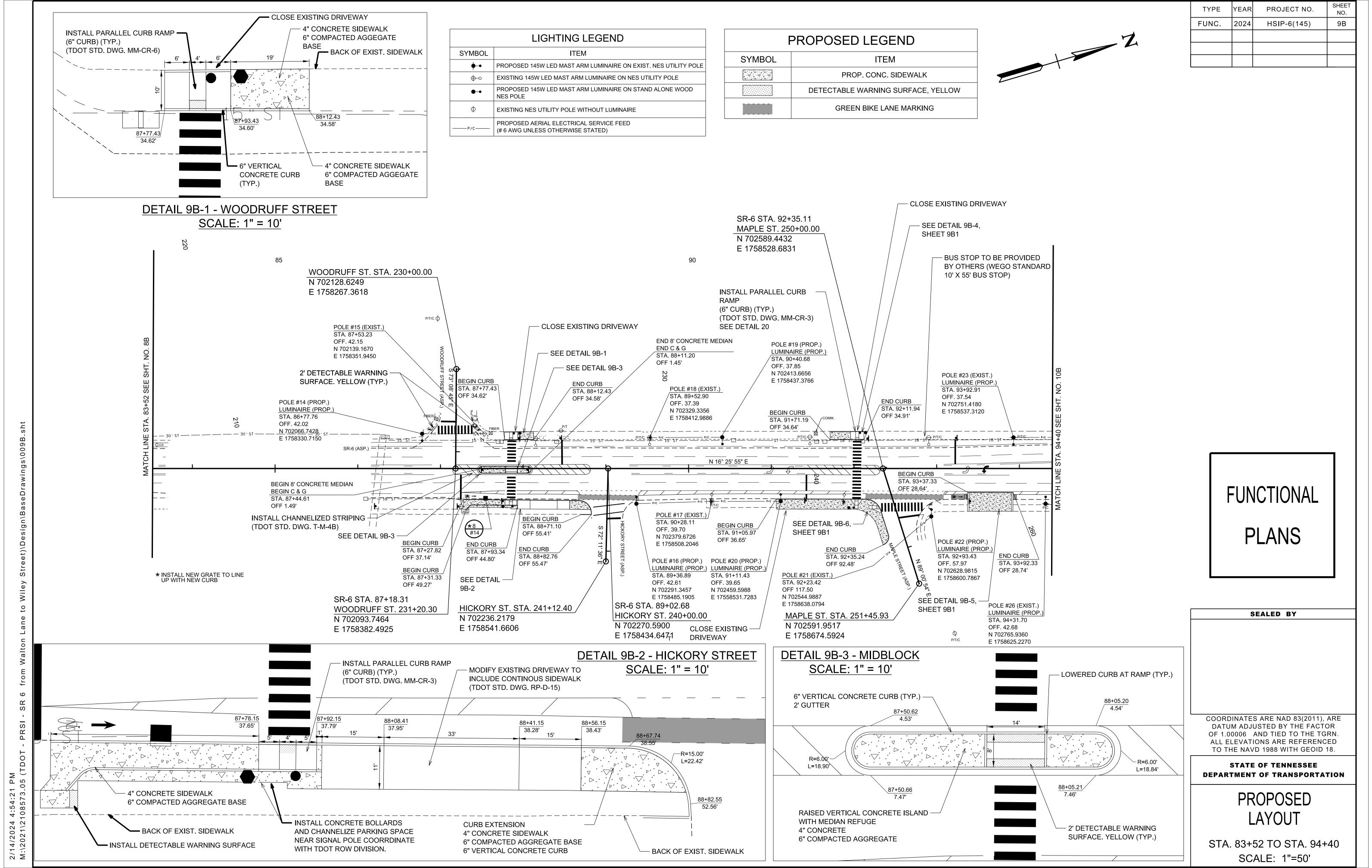
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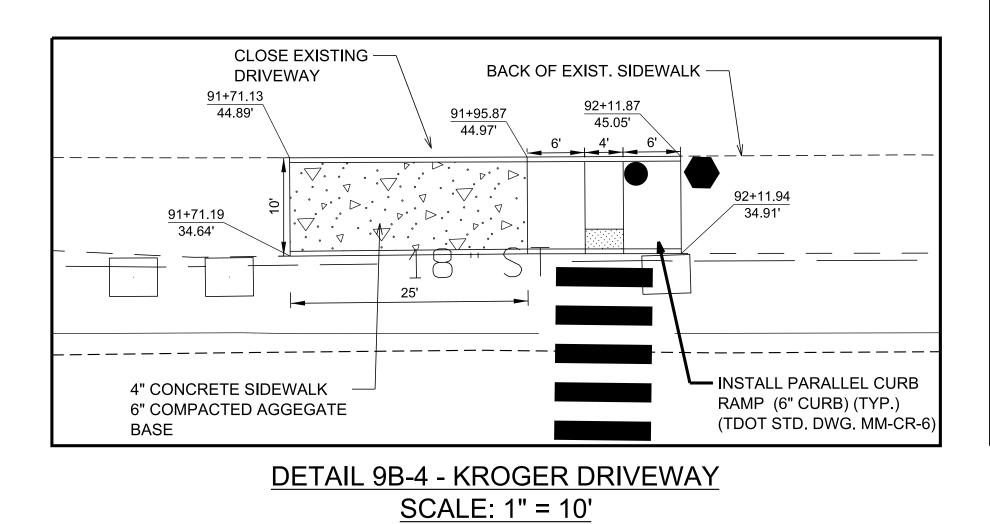
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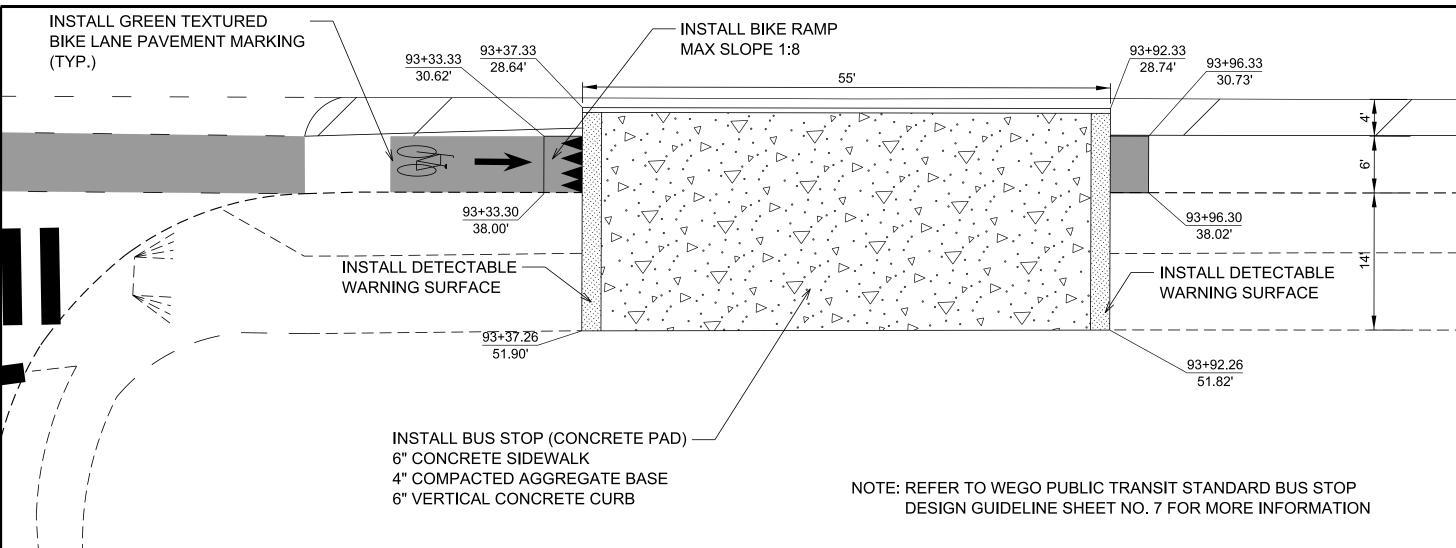
STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 83+52 TO STA. 94+40 SCALE: 1"=50'







DETAIL 9B-5 - WOODRUFF STREET

SCALE: 1" = 10'

INSTALL 10' LONGITUDINAL - INSTALL GREEN TEXTURED CROS-SWALK BIKE LANE PAVEMENT 91+96.06 36.82' (TDOT STD. DWG. T-M-4) 91+05.97 91+99.73 CLOSE EXISTING — 49.33' DRIVEWAY INSTALL PERPENDICULAR CURB RAMP (6" CURB) (TYP.) (TDOT STD. DWG. MM-CR-6) **CURB EXTENSION** 4" CONCRETE SIDEWALK 6" COMPACTED AGGREGATE BASE 6" VERTICAL CONCRETE CURB 92+28.29/ 70.35'

DETAIL 9B-6 - WOODRUFF STREET

SCALE: 1" = 10'

PROPOSED LEGEND			
SYMBOL	ITEM		
	PROP. CONC. SIDEWALK		
	DETECTABLE WARNING SURFACE, YELLOW		
100000	GREEN BIKE LANE MARKING		

PLANS

SEALED BY

FUNCTIONAL

PROJECT NO.

HSIP-6(145)

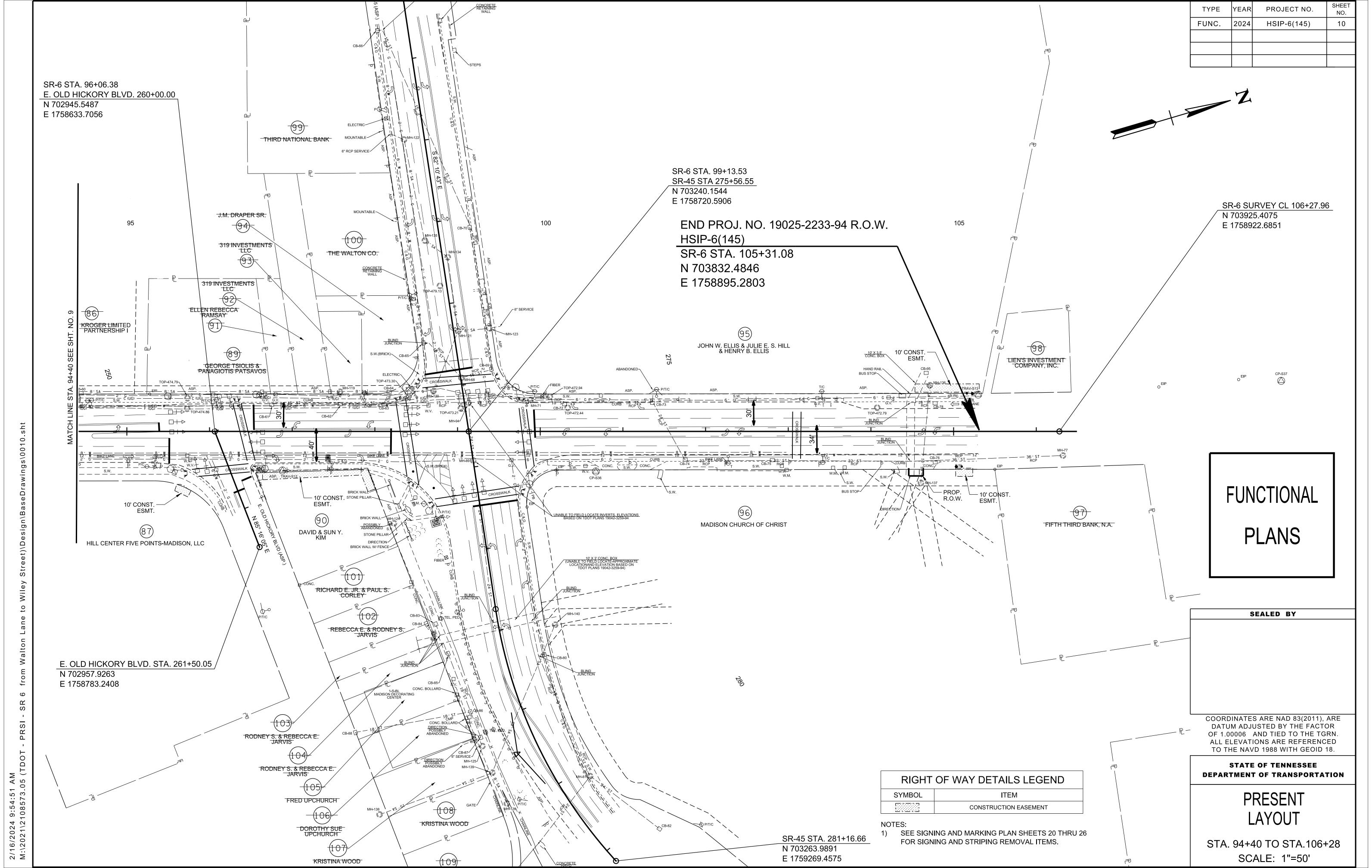
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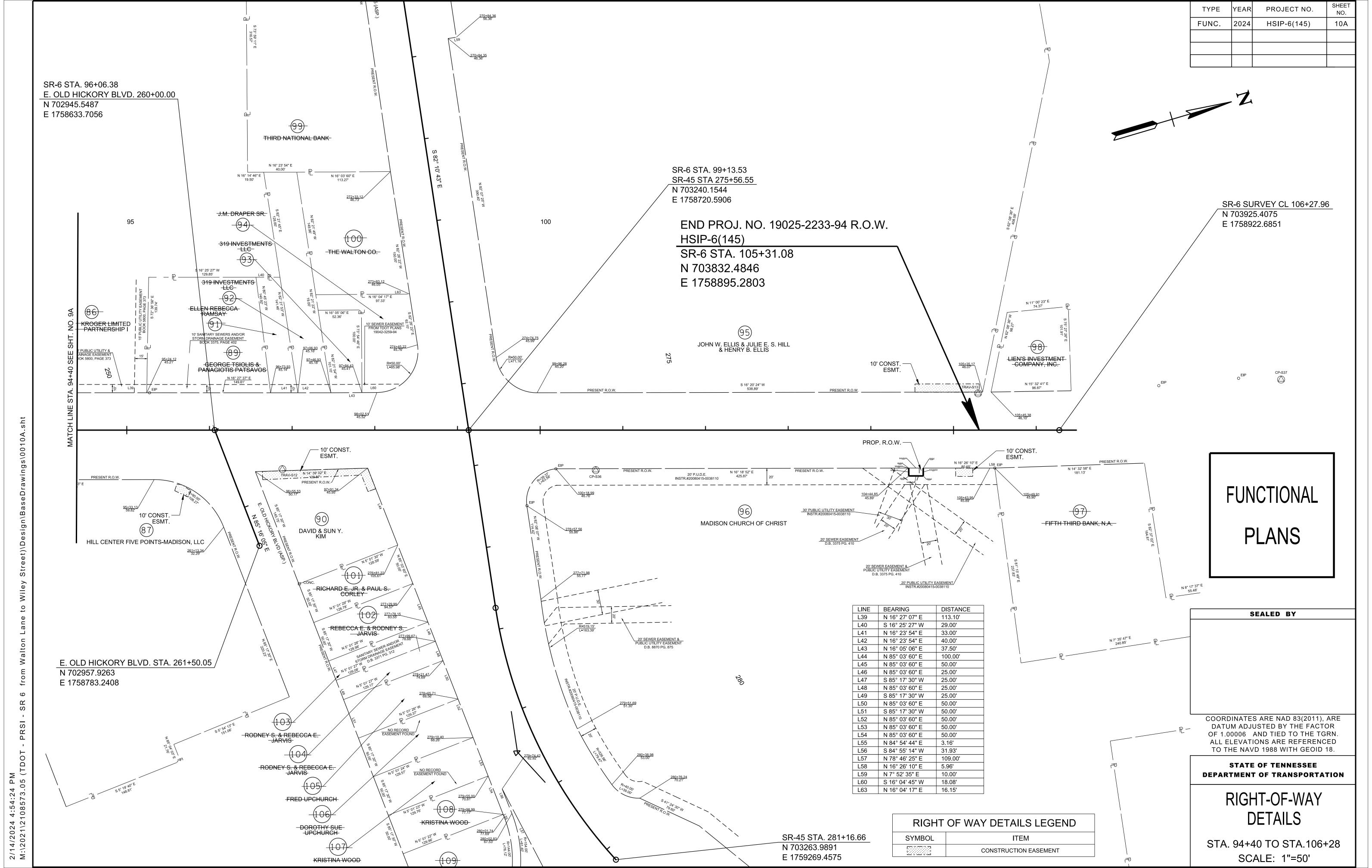
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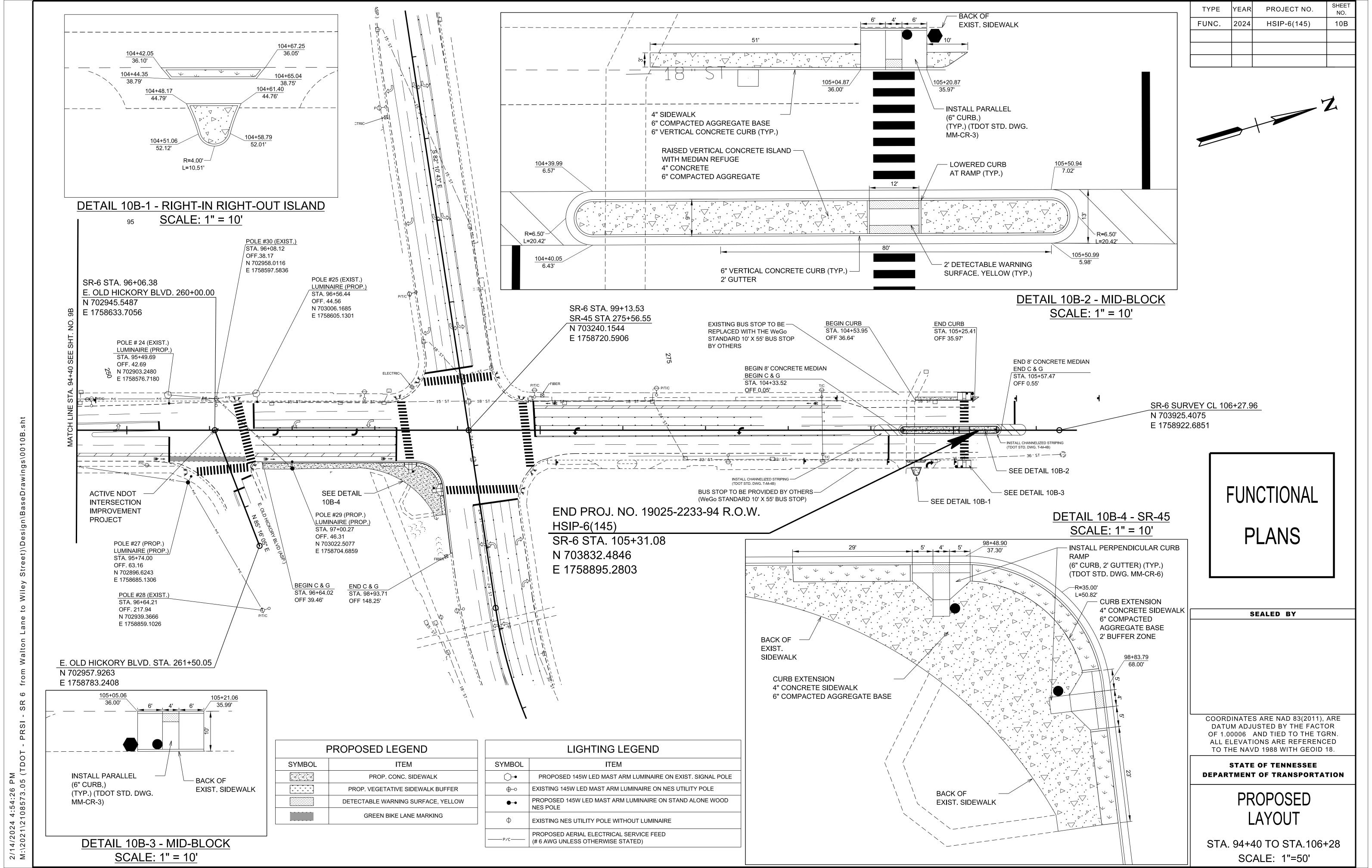
STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

PROPOSED LAYOUT DETAIL







t 4:54:27 PM 2108573.05 (TDOT - PRSI - SR 6 from Walton Lane to Wiley Street)\Design\BaseDrawing

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ENVIRONMENTAL NOTES

SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES

DISTURBED AREA

- (1) IF DISTURBED ACREAGE IS EQUAL TO ONE ACRE OR MORE, PLEASE CONTACT TDOT ENVIRONMENTAL DIVISION, PERMITS SECTION AS SOON AS POSSIBLE BECAUSE AN NPDES PERMIT WILL BE REQUIRED.
- (2) AREAS TO BE UNDISTURBED SHALL BE CLEARLY MARKED IN THE FIELD BEFORE CONSTRUCTION ACTIVITIES BEGIN.
- (3) UNLESS OTHERWISE NOTED IN THE PLANS, THE CONTRACTOR SHALL NOT CLEAR/DISTURB ANY AREA BEYOND 15 FEET FROM SLOPE LINES.
- (4) PRE-CONSTRUCTION VEGETATIVE GROUND COVER SHALL NOT BE DESTROYED, REMOVED OR DISTURBED (I.E. CLEARING AND GRUBBING INITIATED) MORE THAN 14 CALENDAR DAYS PRIOR TO GRADING OR EARTH MOVING ACTIVITIES UNLESS THE AREA IS MULCHED, SEEDED WITH MULCH. OR OTHER TEMPORARY COVER IS APPLIED.
- (5) CLEARING, GRUBBING, AND OTHER DISTURBANCE TO RIPARIAN VEGETATION SHALL BE LIMITED TO THE MINIMUM NECESSARY FOR SLOPE CONSTRUCTION AND EQUIPMENT OPERATIONS. EXISTING VEGETATION, INCLUDING STREAM AND WETLAND BUFFERS (UNLESS PERMITTED), SHOULD BE PRESERVED TO THE MAXIMUM EXTENT POSSIBLE. UNNECESSARY VEGETATION REMOVAL IS PROHIBITED.

SEDIMENT CONTROL

- (6) EPSC MEASURES SHALL BE INSTALLED AND FUNCTIONAL PRIOR TO ANY EARTH MOVING OPERATIONS AND SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.
- (7) TEMPORARY EPSC MEASURES MAY BE REMOVED AT THE BEGINNING OF THE WORKDAY BUT MUST BE REINSTALLED AT THE END OF THE WORKDAY OR BEFORE/DURING A PRECIPITATION EVENT.
- (8) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT THE OFFSITE MIGRATION OR DEPOSIT OF SEDIMENT OFF THE PROJECT LIMITS (E.G. R.O.W., EASEMENTS, ETC.), INTO WATERS OF THE STATE/U.S., OR ONTO ROADWAYS USED BY THE GENERAL PUBLIC. IF SEDIMENT ESCAPES THE CONSTRUCTION SITE, OFFSITE ACCUMULATIONS OF SEDIMENT THAT HAVE NOT REACHED A STREAM MUST BE REMOVED AT A FREQUENCY SUFFICIENT TO MINIMIZE OFFSITE IMPACTS (E.G., FUGITIVE SEDIMENT THAT HAS ESCAPED THE CONSTRUCTION SITE AND HAS COLLECTED IN A STREET MUST BE REMOVED SO THAT IT IS NOT SUBSEQUENTLY WASHED INTO STORM SEWERS AND STREAMS BY THE NEXT RAIN AND/OR SO THAT IT DOES NOT POSE A SAFETY HAZARD TO USERS OF PUBLIC STREETS). ARRANGEMENTS CONCERNING REMOVAL OF SEDIMENT ON ADJOINING PROPERTY MUST BE NEGOTIATED WITH THE ADJOINING PROPERTY OWNER BEFORE REMOVAL OF SEDIMENT.
- (9) OFFSITE VEHICLE TRACKING OF SEDIMENTS AND THE GENERATION OF DUST SHALL BE MINIMIZED. A STABILIZED CONSTRUCTION EXIT (A POINT OF ENTRANCE/EXIT TO THE CONSTRUCTION PROJECT) SHALL BE PROVIDED TO REDUCE THE TRACKING OF MUD AND DIRT ONTO PUBLIC ROADS BY CONSTRUCTION VEHICLES.
- (10) THE DEWATERING OF WORK AREAS, TRENCHES, FOUNDATIONS, EXCAVATIONS, ETC. THAT HAVE COLLECTED STORMWATER, WATER FROM VEHICLE WASH AREAS, OR GROUNDWATER SHALL BE EITHER HELD IN SETTLING BASINS OR TREATED BY FILTRATION AND/OR CHEMICAL TREATMENT PRIOR TO ITS DISCHARGE. ALL PHYSICAL AND/OR CHEMICAL TREATMENT WILL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURER'S GUIDELINES AND FULLY DESCRIBED IN THE EPSC PLANS. WATER DISCHARGED SHALL NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITHIN THE RECEIVING NATURAL RESOURCE. WATER MUST BE HELD IN SETTLING BASINS UNTIL AT LEAST AS CLEAR AS THE RECEIVING WATERS. SETTLING BASINS SHALL NOT BE LOCATED CLOSER THAN 20 FEET FROM THE TOP BANK OF A STREAM. SETTLING BASINS AND SEDIMENT TRAPS SHALL BE PROPERLY DESIGNED ACCORDING TO THE SIZE OF THE DRAINAGE AREAS OR VOLUME OF WATER TO BE TREATED TREATED WATER MUST BE DISCHARGED THROUGH A PIPE OR WELL-VEGETATED OR LINED CHANNEL, SO THAT THE DISCHARGE DOES NOT CAUSE EROSION OR SEDIMENT TRANSPORT. DISCHARGES FROM BASINS AND IMPOUNDMENTS SHALL UTILIZE OUTLET STRUCTURES THAT ONLY WITHDRAW WATER FROM NEAR THE SURFACE OF THE BASIN OR

IMPOUNDMENT. DISCHARGES MUST NOT CAUSE AN OBJECTIONABLE COLOR CONTRAST WITH THE RECEIVING STREAM.

INSPECTION. MAINTENANCE & REPAIR

- (12) THE TDOT CONSTRUCTION SUPERVISOR (OR THEIR DESIGNEE) AND THE CONTRACTOR'S RESPONSIBLE PARTY ARE RESPONSIBLE FOR INSPECTIONS. MAINTENANCE AND REPAIR ACTIVITIES ARE THE RESPONSIBILITY OF THE CONTRACTOR. THE TDOT CONSTRUCTION SUPERVISOR OR THEIR DESIGNEE SHALL COMPLETE THE EPSC INSPECTION REPORTS AND DISTRIBUTE COPIES PER THE CONTRACT.
- (13) TDOT CONSULTANTS AND CONTRACTOR STAFF RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDEC "LEVEL 1 FUNDAMENTALS OF EROSION PREVENTION AND SEDIMENT CONTROL FOR CONSTRUCTION SITES" COURSE AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION. TDOT STAFF AND SUPERVISORS RESPONSIBLE FOR THE INSPECTION, IMPLEMENTATION, MAINTENANCE, AND/OR REPAIR OF EPSC MEASURES SHALL SUCCESSFULLY COMPLETE THE TDOT "FUNDAMENTALS OF EROSION AND SEDIMENT CONTROL" CLASS AND ANY REFRESHER COURSES AS REQUIRED TO MAINTAIN CERTIFICATION.
- (14) EPSC CONTROLS SHALL BE INSPECTED ACCORDING TO PERMIT REQUIREMENTS TO VERIFY MEASURES HAVE BEEN INSTALLED AND MAINTAINED IN ACCORDANCE WITH TDOT STANDARD DRAWINGS, SPECIFICATIONS, AND GOOD ENGINEERING PRACTICES. EPSC INSPECTIONS SHALL BE DOCUMENTED ON THE TDOT EPSC INSPECTION REPORT.
- (15) DISCHARGE POINTS SHALL BE INSPECTED TO ASCERTAIN WHETHER EPSC MEASURES ARE EFFECTIVE IN PREVENTING EROSION AND CONTROLLING SEDIMENT INCLUDING SIGNIFICANT IMPACTS TO SURROUNDING NATURAL RESOURCES AND ADJACENT PROPERTY OWNERS. WHERE DISCHARGE LOCATIONS ARE INACCESSIBLE, NEARBY DOWN GRADIENT LOCATIONS SHALL BE INSPECTED. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE ROADWAY SEDIMENT TRACKING.
- (16) UPON CONCLUSION OF THE INSPECTIONS, EPSC MEASURES FOUND TO BE INEFFECTIVE SHALL BE REPAIRED, REPLACED, OR MODIFIED BEFORE THE NEXT RAIN EVENT, IF POSSIBLE, BUT IN NO CASE MORE THAN 24 HOURS AFTER THE INSPECTION OR WHEN THE CONDITION IS IDENTIFIED. IF THE REPAIR, REPLACEMENT OR MODIFICATION IS NOT PRACTICAL WITHIN THE 24 HOUR TIMEFRAME, WRITTEN DOCUMENTATION SHALL BE PROVIDED IN THE FIELD DIARY AND EPSC INSPECTION REPORT. AN ESTIMATED REPAIR, REPLACEMENT OR MODIFICATION SCHEDULE SHALL BE DOCUMENTED WITHIN 24 HOURS AFTER IDENTIFICATION.
- (17) INSPECTION, REPAIR, AND MAINTENANCE OF EPSC MEASURES SHALL BE PERFORMED ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM SEDIMENT CONTROL STRUCTURES WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY FIFTY PERCENT (50%). DURING SEDIMENT REMOVAL, THE CONTRACTOR SHALL TAKE STEPS TO ENSURE THAT STRUCTURAL COMPONENTS OF EPSC MEASURES ARE NOT DAMAGED AND THUS MADE INEFFECTIVE. IF DAMAGE DOES OCCUR, THE CONTRACTOR SHALL REPAIR THE EPSC MEASURES AT THE CONTRACTOR'S OWN EXPENSE.
- (18) THE EPSC PLAN SHALL BE UPDATED WHENEVER EPSC INSPECTIONS INDICATE, OR WHERE STATE OR FEDERAL OFFICIALS DETERMINE EPSC MEASURES ARE PROVING INEFFECTIVE IN ELIMINATING OR SIGNIFICANTLY MINIMIZING POLLUTANT SOURCES OR ARE OTHERWISE NOT ACHIEVING THE GENERAL OBJECTIVES OF CONTROLLING POLLUTANTS IN STORM WATER DISCHARGES ASSOCIATED WITH THE CONSTRUCTION ACTIVITY.
- (19) SEDIMENT REMOVED FROM SEDIMENT CONTROL STRUCTURES SHALL BE PLACED AND TREATED IN A MANNER SO THAT THE SEDIMENT IS CONTAINED WITHIN THE PROJECT LIMITS AND DOES NOT MIGRATE ONTO ADJACENT PROPERTIES AND INTO WATERS OF THE STATE/U.S. COST FOR THIS TREATMENT SHALL BE INCLUDED IN PRICE BID FOR ITEM NO. 209-05 SEDIMENT REMOVAL, C.Y.

EROSION PREVENTION

- (20) CONSTRUCTION SHALL BE SEQUENCED AND STAGED TO MINIMIZE THE EXPOSURE TIME OF GRADED OR DENUDED SOIL AREAS, PRESERVE TOPSOIL. AND MINIMIZE SOIL COMPACTION.
- (21) THE ACCEPTED EPSC PLAN SHALL REQUIRE THAT EPSC MEASURES BE IN PLACE BEFORE CLEARING, GRUBBING, EXCAVATION, GRADING, CULVERT OR BRIDGE CONSTRUCTION, CUTTING, FILLING, OR ANY OTHER EARTHWORK OCCURS, EXCEPT AS SUCH WORK MAY BE NECESSARY TO INSTALL EPSC MEASURES.

(22)	NO WORK SHALL BE STARTED UNTIL THE CONTRACTOR'S PLAN FOR THE
	STAGING OF OPERATIONS, INCLUDING THE PLAN FOR STAGING OF
	TEMPORARY AND PERMANENT EPSC MEASURES, HAS BEEN ACCEPTED BY
	THE TDOT RESPONSIBLE PARTY. THE CONTRACTOR'S EPSC PLAN SHALL
	INCORPORATE AND SUPPLEMENT, AS ACCEPTABLE, THE BASIC EPSC
	DEVICES ON THE EPSC PLAN.

- (23) TEMPORARY STABILIZATION SHALL BE INITIATED WITHIN 14 CALENDAR DAYS WHEN CONSTRUCTION ACTIVITIES ON A PORTION OF THE SITE ARE TEMPORARILY CEASED AND EARTH DISTURBING ACTIVITIES WILL NOT RESUME UNTIL AFTER 14 CALENDAR DAYS. PERMANENT STABILIZATION MEASURES IN DISTURBED AREAS SHALL BE INITIATED WITHIN 14 CALENDAR DAYS AFTER FINAL GRADING OF ANY PHASE OF CONSTRUCTION.
- (24) STEEP SLOPES SHALL BE TEMPORARILY STABILIZED NOT LATER THAN 7 DAYS AFTER CONSTRUCTION ACTIVITY ON THE SLOPE HAS TEMPORARILY OR PERMANENTLY CEASED. STEEP SLOPES ARE DEFINED AS A NATURAL OR CREATED SLOPE OF 35% GRADE OR GREATER REGARDLESS OF HEIGHT.
- (25) PERMANENT STABILIZATION WILL REPLACE TEMPORARY MEASURES AS SOON AS PRACTICABLE. PRIORITY SHALL BE GIVEN TO FINISHING OPERATIONS AND PERMANENT EPSC MEASURES OVER TEMPORARY EPSC MEASURES ON ALL PROJECTS.
- (26) TEMPORARY OR PERMANENT STABILIZATION MUST BE FREE OF FINES (SILT AND CLAY SIZED PARTICLES). UNPACKED GRAVEL CONTAINING FINES OR CRUSHER-RUN WILL NOT BE CONSIDERED SUFFICIENT STABILIZATION.
- (27) DELAYING THE PLANTING OF COVER VEGETATION UNTIL WINTER MONTHS OR DRY MONTHS SHOULD BE AVOIDED.

PERMITS. PLANS & RECORDS

(28) THE EPSC PLAN IS TO SERVE AS AN INITIAL GUIDE FOR SITE PERSONNEL AS THE CONSTRUCTION PROCESS DEVELOPS. IT MUST BE AMENDED, MODIFIED, AND UPDATED WHENEVER A CHANGE IN THE DESIGN OR CONSTRUCTION OF THE PROJECT OCCURS. THE STAGES DEPICTED IN THE EPSC PLANS MAY NOT COINCIDE WITH THE ACTUAL PHASES OF CONSTRUCTION ESTABLISHED BY THE CONTRACTOR DURING CONSTRUCTION, THUS MODIFICATIONS WILL BE REQUIRED TO ENSURE THE EPSC PLAN IS MAINTAINED TO DEPICT CURRENT SITE CONDITIONS. IT SHOULD BE MAINTAINED SUCH THAT IT WILL ALWAYS REFLECT THE MEASURES THAT ARE INSTALLED DURING THE VARIOUS PHASES OF CONSTRUCTION. IT IS IMPRACTICAL TO DETERMINE ALL THE INTERMEDIATE PHASES OF CONSTRUCTION THAT WILL OCCUR; THUS THESE DOCUMENTS WILL HAVE TO BE UPDATED THROUGHOUT THE LIFE OF THE CONSTRUCTION PROJECT.

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL

- (29) THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN A PROACTIVE METHOD TO PREVENT LITTER AND CONSTRUCTION WASTES FROM ENTERING WATERS OF THE STATE/U.S. THESE MATERIALS SHALL BE REMOVED FROM STORMWATER EXPOSURE PRIOR TO ANTICIPATED STORM EVENTS OR BEFORE BEING CARRIED OFFSITE BY WIND, OR OTHERWISE PREVENTED FROM BECOMING A POLLUTANT SOURCE FOR STORMWATER DISCHARGES. AFTER USE, MATERIALS USED FOR EPSC SHALL BE REMOVED FROM THE SITE.
- (30) THE CONTRACTOR SHALL TAKE APPROPRIATE STEPS TO ENSURE THAT PETROLEUM PRODUCTS OR OTHER CHEMICAL POLLUTANTS ARE PREVENTED FROM ENTERING WATERS OF THE STATE/U.S. ALL EQUIPMENT REFUELING, SERVICING, AND STAGING AREAS SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL LAWS, RULES, REGULATIONS, AND ORDINANCES, INCLUDING THOSE OF THE NATIONAL FIRE PROTECTION ASSOCIATION. APPROPRIATE CONTAINMENT MEASURES FOR THESE AREAS SHALL BE USED.
- (31) CONTRACTORS SHALL PROVIDE DESIGNATED TRUCK WASHOUT AREAS ON THE SITE. THESE AREAS MUST BE SELF CONTAINED, NOT CONNECTED TO ANY STORMWATER OUTLET OF THE SITE, AND PROPERLY SIGNED. WASH DOWN OR WASTE DISCHARGE OF CONCRETE TRUCKS SHALL NOT BE PERMITTED ONSITE UNLESS PROPER SETTLEMENT AREAS HAVE BEEN PROVIDED IN ACCORDANCE WITH BOTH STATE AND FEDERAL REGULATIONS.
- 32) WHEEL WASH WATER SHALL BE COLLECTED AND ALLOWED TO SETTLE
 OUT SUSPENDED SOLIDS PRIOR TO DISCHARGE. WHEEL WASH WATER
 SHALL NOT BE DISCHARGED DIRECTLY INTO ANY STORMWATER SYSTEM
 OR STORMWATER TREATMENT SYSTEM.

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FUNCTIONAL
PLANS

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STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

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ENVIRONMENTAL NOTES (CONTINUED)

SUBSECTION 3 – EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES (CONTINUED)

EROSION PREVENTION AND SEDIMENT CONTROL GENERAL NOTES (CONTINUED)

GOOD HOUSEKEEPING MEASURES & WASTE DISPOSAL (CONTINUED)

- (33) IF PORTABLE SANITARY FACILITIES ARE PROVIDED ON CONSTRUCTION SITES, SANITARY WASTE SHALL BE COLLECTED FROM THE PORTABLE UNITS IN A TIMELY MANNER BY A LICENSED WASTE MANAGEMENT CONTRACTOR OR AS REQUIRED BY ANY REGULATIONS. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF SANITARY WASTE.
- (34) ONLY CONSTRUCTION PRODUCTS NEEDED SHALL BE STORED ONSITE BY THE CONTRACTOR. THE CONTRACTOR SHALL STORE ALL MATERIALS UNDER COVER AND IN APPROPRIATE CONTAINERS. PRODUCTS MUST BE STORED IN ORIGINAL CONTAINERS AND LABELED. MATERIAL MIXING SHALL BE CONDUCTED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THE CONTRACTOR'S RESPONSIBLE PARTY SHALL INSPECT MATERIALS STORAGE AREAS REGULARLY TO ENSURE PROPER USE AND DISPOSAL.
- (35) WHEN POSSIBLE, ALL PRODUCTS SHALL BE USED COMPLETELY BEFORE PROPERLY DISPOSING OF THE CONTAINER OFFSITE. THE MANUFACTURER'S DIRECTIONS FOR DISPOSAL OF MATERIALS AND CONTAINERS SHALL BE FOLLOWED.
- (36) ALL PAINT CONTAINERS SHALL BE TIGHTLY SEALED AND STORED WHEN NOT REQUIRED FOR USE. EXCESS PAINT SHALL BE DISPOSED OF ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS AND APPLICABLE STATE AND LOCAL REGULATIONS.
- (37) ALL HAZARDOUS WASTE MATERIALS SHALL BE DISPOSED OF IN A MANNER WHICH IS COMPLIANT WITH LOCAL OR STATE REGULATIONS. SITE PERSONNEL SHALL BE INSTRUCTED IN THESE PRACTICES, AND THE INDIVIDUAL DESIGNATED AS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR SEEING THAT THESE PRACTICES ARE FOLLOWED. THE CONTRACTOR SHALL OBTAIN ANY AND ALL NECESSARY PERMITS TO DISPOSE OF HAZARDOUS MATERIAL.
- (38) OPEN BURNING IS PROHIBITED UNLESS IT IS SPECIFICALLY ALLOWED BY LAW. IF ALLOWED, NATURAL VEGETATION, TREES, AND UNTREATED LUMBER SHALL BE THE ONLY MATERIALS THAT CAN BE OPEN BURNED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL APPLICABLE STATE AND LOCAL PERMITS PRIOR TO ANY BURNING.
- (39) DISPOSAL OF ONSITE VEGETATION AND TREES BY CHIPPING THEM INTO MULCH IS PREFERABLE TO OPEN BURNING. THIS MULCH MAY BE USED AS AN ONSITE SOIL STABILIZATION MEASURE WHERE APPROPRIATE.
- (40) WASTE MATERIAL (EARTH, ROCK, ASPHALT, CONCRETE, ETC.) NOT REQUIRED FOR THE CONSTRUCTION OF THE PROJECT WILL BE DISPOSED OF BY THE CONTRACTOR. IMPACTS TO WATERS OF THE STATE/U.S. SHALL BE AVOIDED IF POSSIBLE. IF UNAVOIDABLE, THE CONTRACTOR WILL OBTAIN ANY AND ALL NECESSARY PERMITS INCLUDING, BUT NOT LIMITED TO NPDES, AQUATIC RESOURCES ALTERATION PERMIT(S), CORPS OF ENGINEERS SECTION 404 PERMITS, AND TVA SECTION 26A PERMITS TO DISPOSE OF WASTE MATERIALS.

SUPPORT ACTIVITIES

- (41) IF OFFSITE BORROW AND WASTE AREAS BECOME NECESSARY DURING THE LIFE OF THE PROJECT, THIS SUPPORT ACTIVITY SHALL BE ADDRESSED PER THE TDOT WASTE AND BORROW MANUAL.
- (42) MATERIALS AND STAGING AREAS SHALL BE LOCATED IN NON-WETLAND AREAS AND ABOVE THE 100-YEAR, FEDERAL EMERGENCY MANAGEMENT AGENCY FLOODPLAIN.
- (43) IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SUPPLY EPSC PLANS FOR THE MATERIAL AND STAGING AREAS TO THE ENVIRONMENTAL DIVISION COMPLIANCE AND FIELD SERVICES OFFICE FOR REVIEW.

SPILL PREVENTION, MANAGEMENT & NOTIFICATION

- (44) ALL ONSITE VEHICLES SHALL BE MONITORED FOR LEAKS AND RECEIVE REGULAR PREVENTIVE MAINTENANCE TO REDUCE THE CHANCE OF LEAKAGE AND SPILLS.
- (45) FOR ALL HAZARDOUS MATERIALS STORED ONSITE, THE MANUFACTURER'S RECOMMENDED METHODS FOR SPILL CLEAN UP SHALL BE CLEARLY POSTED. SITE PERSONNEL SHALL BE MADE AWARE OF THE PROCEDURES AND THE LOCATIONS OF THE INFORMATION AND CLEANUP SUPPLIES.

- (46) APPROPRIATE CLEANUP MATERIALS AND EQUIPMENT SHALL BE MAINTAINED BY THE CONTRACTOR IN THE MATERIALS STORAGE AREA ONSITE AND UNDER COVER. SPILL RESPONSE EQUIPMENT SHALL BE INSPECTED AND MAINTAINED BY THE CONTRACTOR AS NECESSARY TO REPLACE ANY MATERIALS USED IN SPILL RESPONSE ACTIVITIES.
- (47) ALL SPILLS SHALL BE CLEANED IMMEDIATELY AFTER DISCOVERY AND THE MATERIALS DISPOSED OF PROPERLY. THE SPILL AREA SHALL BE KEPT WELL VENTILATED AND PERSONNEL WILL WEAR APPROPRIATE PROTECTIVE CLOTHING TO PREVENT INJURY FROM CONTACT WITH A HAZARDOUS SUBSTANCE.
- (48) THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE THE SPILL PREVENTION AND CLEANUP COORDINATOR. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE SUPERINTENDENT HAS HAD APPROPRIATE TRAINING FOR HAZARDOUS MATERIALS HANDLING, SPILL MANAGEMENT, AND CLEANUP.
- (49) IF AN OIL SHEEN IS OBSERVED ON SURFACE WATER (E.G. SETTLING PONDS, DETENTION PONDS, SWALES), ACTION SHALL BE TAKEN IMMEDIATELY TO REMOVE THE MATERIAL CAUSING THE SHEEN. THE CONTRACTOR SHALL USE APPROPRIATE MATERIALS TO CONTAIN AND ABSORB THE SPILL. THE SOURCE OF THE OIL SHEEN WILL ALSO BE IDENTIFIED AND REMOVED OR REPAIRED AS NECESSARY TO PREVENT FURTHER RELEASES.
- (50) FERTILIZERS SHALL BE APPLIED ONLY IN THE AMOUNTS SPECIFIED. ONCE APPLIED, FERTILIZERS SHALL BE WORKED INTO THE SOIL TO LIMIT THE EXPOSURE TO STORMWATER.
- (51) IF A SPILL OCCURS THE CONTRACTOR'S RESPONSIBLE PARTY SHALL BE RESPONSIBLE FOR COMPLETING THE SPILL REPORTING FORM AND FOR REPORTING THE SPILL TO THE TDOT PROJECT RESPONSIBLE PARTY. ALL SPILLS MUST BE REPORTED TO THE APPROPRIATE AGENCY, AND MEASURES SHALL BE TAKEN IMMEDIATELY TO PREVENT THE POLLUTION OF WATERS OF THE STATE/U.S., INCLUDING GROUNDWATER, SHOULD A SPILL OCCUR.
- (52) WHERE A RELEASE CONTAINING A HAZARDOUS SUBSTANCE IN AN AMOUNT EQUAL TO OR IN EXCESS OF A REPORTABLE QUANTITY ESTABLISHED UNDER EITHER 40 CFR 117 OR 40 CFR 302 OCCURS DURING A 24 HOUR PERIOD, SEE THE LATEST TENNESSEE GENERAL PERMIT NO. TNR100000 STORMWATER DISCHARGES FROM CONSTRUCTION ACTIVITIES SECTION 5.1 FOR REPORTING REQUIREMENTS.
- (53) CONTRACTOR'S BULK FUEL AND PETROLEUM PRODUCTS STORED ONSITE OR ADJACENT TO THE R.O.W. IN ABOVE GROUND STORAGE CONTAINERS WITH A COMBINED CAPACITY OF 1320 GALLONS OR MORE SHALL HAVE SECONDARY CONTAINMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARING A SPILL PREVENTION CONTROL AND COUNTERMEASURE (SPCC) PLAN FOR THE BULK STORAGE AND BE SOLELY RESPONSIBLE FOR OBTAINING ANY NECESSARY LOCAL, STATE, AND FEDERAL PERMITS. THE SPCC PLAN AND/OR PERMITS SHALL BE KEPT ONSITE AND A COPY PROVIDED TO THE TDOT PROJECT RESPONSIBLE PARTY PRIOR TO STORING 1320 GALLONS ON SITE.

SUBSECTION 4 – EROSION PREVENTION AND SEDIMENT CONTROL SPECIAL NOTES

EROSION PREVENTION AND SEDIMENT CONTROL SPECIAL NOTES

STREAMS, WETLANDS & BUFFER ZONES

- (1) FOR PROJECTS THAT DISCHARGE INTO KNOWN EXCEPTIONAL TENNESSEE WATERS OR WATERS IMPAIRED BY SILTATION, A 60 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM WITH THIS DESIGNATION SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 60 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 30 FEET AT ANY MEASURED LOCATION.
- (2) A 30 FOOT NATURAL RIPARIAN BUFFER ZONE ADJACENT TO AND ON BOTH SIDES OF THE RECEIVING STREAM SHALL BE PRESERVED TO THE MAXIMUM EXTENT PRACTICABLE DURING CONSTRUCTION ACTIVITIES AT THE SITE. THE 30 FOOT CRITERION FOR THE WIDTH OF THE BUFFER ZONE CAN BE ESTABLISHED ON AN AVERAGE WIDTH BASIS AT A PROJECT, AS LONG AS THE MINIMUM WIDTH OF THE BUFFER ZONE IS MORE THAN 15 FEET AT ANY MEASURED LOCATION. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES.

(3) BUFFER ZONES ARE NOT SEDIMENT CONTROL MEASURES AND MUST NOT BE RELIED UPON AS PRIMARY SEDIMENT CONTROL MEASURES. THE RIPARIAN BUFFER ZONE SHALL BE ESTABLISHED BETWEEN THE TOP OF THE STREAM BANK AND THE DISTURBED CONSTRUCTION AREA. EVERY ATTEMPT SHALL BE MADE FOR CONSTRUCTION ACTIVITIES NOT TO TAKE PLACE WITHIN THE BUFFER ZONES. BEST MANAGEMENT PRACTICES (BMPS) PROVIDING EQUIVALENT PROTECTION AS THE NATURAL RIPARIAN ZONE MAY BE USED. WHERE ISSUED, ARAP/401 REQUIREMENTS WILL PREVAIL IF IN CONFLICT WITH THESE BUFFER ZONE REQUIREMENTS.

UTILITY RELOCATION

- (5) STORMWATER WHICH COLLECTS IN THE UTILITY TRENCH SHALL BE PUMPED INTO A DEWATERING STRUCTURE OR SEDIMENT FILTER BAG AND TREATED PRIOR TO DISCHARGE.
- (6) SILT FENCE SHALL BE INSTALLED ON THE DOWNGRADIENT SIDE OF STOCKPILED SOIL. TRENCHING ACROSS WET WEATHER CONVEYANCES SHALL BE DONE DURING DRY CONDITIONS AND STABILIZED BY THE END OF THE WORK DAY.
- (7) UTILITY CROSSINGS IN ENVIRONMENTAL FEATURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH TDOT STANDARDS AND NO WORK SHALL BE CONDUCTED IN FLOWING WATERS. ENVIRONMENTAL PERMITS APPLY TO UTILITIES IN THIS PROJECT. THE STATE CONTRACTOR SHALL COMPLY WITH ALL REQUIREMENTS OF THE PERMITS.
- (8) IT IS THE RESPONSIBILITY OF THE STATE UTILITY CONTRACTOR TO PROTECT EXPOSED EARTH FROM EROSION AND TO PROVIDE FOR CONTAINMENT OF SEDIMENT THAT MAY RESULT FROM THEIR WORK. PRIOR TO BEGINNING WORK, ADEQUATE MEASURES MUST BE IN PLACE TO TRAP ANY SEDIMENT THAT MAY TRAVEL OFFSITE IN THE EVENT OF RAIN. DURING THE PROGRESSION OF THEIR WORK, EXPOSED EARTH AREAS SHALL BE STABILIZED AS SOON AS POSSIBLE TO PREVENT EROSION. AT NO TIME SHALL EXPOSED EARTH RESULTING FROM THEIR OPERATIONS HAVE UNPROTECTED ACCESS TO FLOWING OFFSITE AND ENTERING WATERS OF THE STATE/U.S.
- (9) FOR THE INSTALLATION OF BURIED UTILITIES (PIPES AND CABLES), TRENCHES SHALL BE BACKFILLED DAILY AS CONSTRUCTION PROCEEDS. BACKFILLED TRENCHES SHALL BE SEEDED AND MULCHED OR SODDED DAILY IF POSSIBLE, BUT NO LATER THAN SEVEN DAYS AFTER BEING BACKFILLED. ANY TEMPORARY SPOILS OF EXCAVATED EARTH SHALL BE LOCATED WITHIN TDOT EPSC MEASURES OR RECEIVE SEPARATE EPSC MEASURES. IF TRENCHES ARE NOT BACKFILLED OVERNIGHT, APPROPRIATE EPSC MEASURES WILL BE INSTALLED BY THE STATE UTILITY CONTRACTOR UNTIL SUCH TIME AS THE TRENCH IS BACKFILLED.
- (10) IN REGARD TO EPSC, TDEC REGULATIONS APPLY TO THE STATE UTILITY CONTRACTORS ON THIS PROJECT. THE STATE CONTRACTOR IS RESPONSIBLE FOR EPSC MEASURES RELATED TO UTILITY CONSTRUCTION INCLUDED IN THE STATE CONTRACT.
- (11) TRENCHES FORMED FOR THE INSTALLATION OF BURIED UTILITIES MAY CAUSE STORMWATER RUNOFF TO CONCENTRATE AT THE TRENCH LINE. ADDITIONAL EPSC MEASURES MAY BE REQUIRED TO BE INSTALLED AS APPROVED BY THE TDOT PROJECT RESPONSIBLE PARTY.
- (12) FOR THE INSTALLATION OF UNDERGROUND UTILITIES OUTSIDE OF THE TDOT RIGHT-OF-WAY, EPSC MEASURES SHALL BE INSTALLED PRIOR TO CLEARING (TRENCHING AND ASSOCIATED BLASTING) IN THOSE AREAS NECESSARY TO PREVENT SEDIMENT FROM LEAVING THE CONSTRUCTION AREA. THESE EPSC MEASURES SHALL REMAIN UNTIL THE BACKFILLED TRENCH IS STABILIZED WITH FINAL VEGETATIVE COVER.
- (13) THE UTILITY CONTRACTOR SHALL RESTORE ALL AFFECTED WET WEATHER CONVEYANCES TO THE EXISTING TOPOGRAPHIC CONDITIONS AS APPROVED BY THE TDOT RESPONSIBLE PARTY.
- (14) THE UTILITY CONTRACTOR WILL PROVIDE APPROPRIATE EPSC MEASURES TO REPLACE ONSITE EPSC MEASURES REMOVED TO FACILITATE THE INSTALLATION OF UTILITIES. REPLACEMENT OF EPSC MEASURES WILL BE COORDINATED WITH THE TDOT RESPONSIBLE PARTY BEFORE COMMENCING WORK.

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FUNCTIONAL PLANS

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DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL NOTES

	TABULATED EPSC QUANTITIES		
ITEM NO.	DESCRIPTION	UNIT	QUANTITY 19025-2233-94
203-01	ROAD & DRAINAGE EXCAVATION (UNCLASSIFIED)	C.Y.	6
209-03.22	FILTER SOCK (18 INCH)	L.F.	80
209-05	SEDIMENT REMOVAL	C.Y.	50
209-09.43	CURB INLET PROTECTION (TYPE 4)	EACH	45

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FOOTNOTES

SEE SUBSECTION 209.07 OF STANDARD SPECIFICATIONS FOR MAINTENANCE AND REPLACEMENT.

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ALL EROSION PREVENTION AND SEDIMENT CONTROL QUANTITIES ARE TO BE USED AS DIRECTED BY THE ENGINEER.

EROSION PREVENTION AND SEDIMENT CONTROL LEGEND								
SYMBOL	ITEM	STD. DWG.						
4	CURB INLET PROTECTION (TYPE 4)	EC-STR-39A						

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1) ALL CONTOURS SHOWN ARE EXISTING.

WALTON LN. STA. 110+00.00 N 694472.8157 E 1754881.7959 SR-6 STA. 3+07.28 WALTON LN. 112+51.23 N 694442.6393 E 1755131.2070 BEGIN PROJ. NO. 19025-2233-94 R.O.W. HSIP-6(145) SR-6 STA. 3+20.41 N 694455.4234 E 1755134.1464

PROJECT NO. TYPE HSIP-6(145) FUNC.

> **FUNCTIONAL PLANS**

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COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLANS

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2/14/2024 4:58:39 PM M:\2021\2108573.05 (TDOT - PRSI

STAGE 1 NOTES:

1) ALL CONTOURS SHOWN ARE EXISTING.

TYPE YEAR PROJECT NO. SHEET NO.

FUNC. 2024 HSIP-6(145) 14

FUNCTIONAL PLANS

SEALED BY

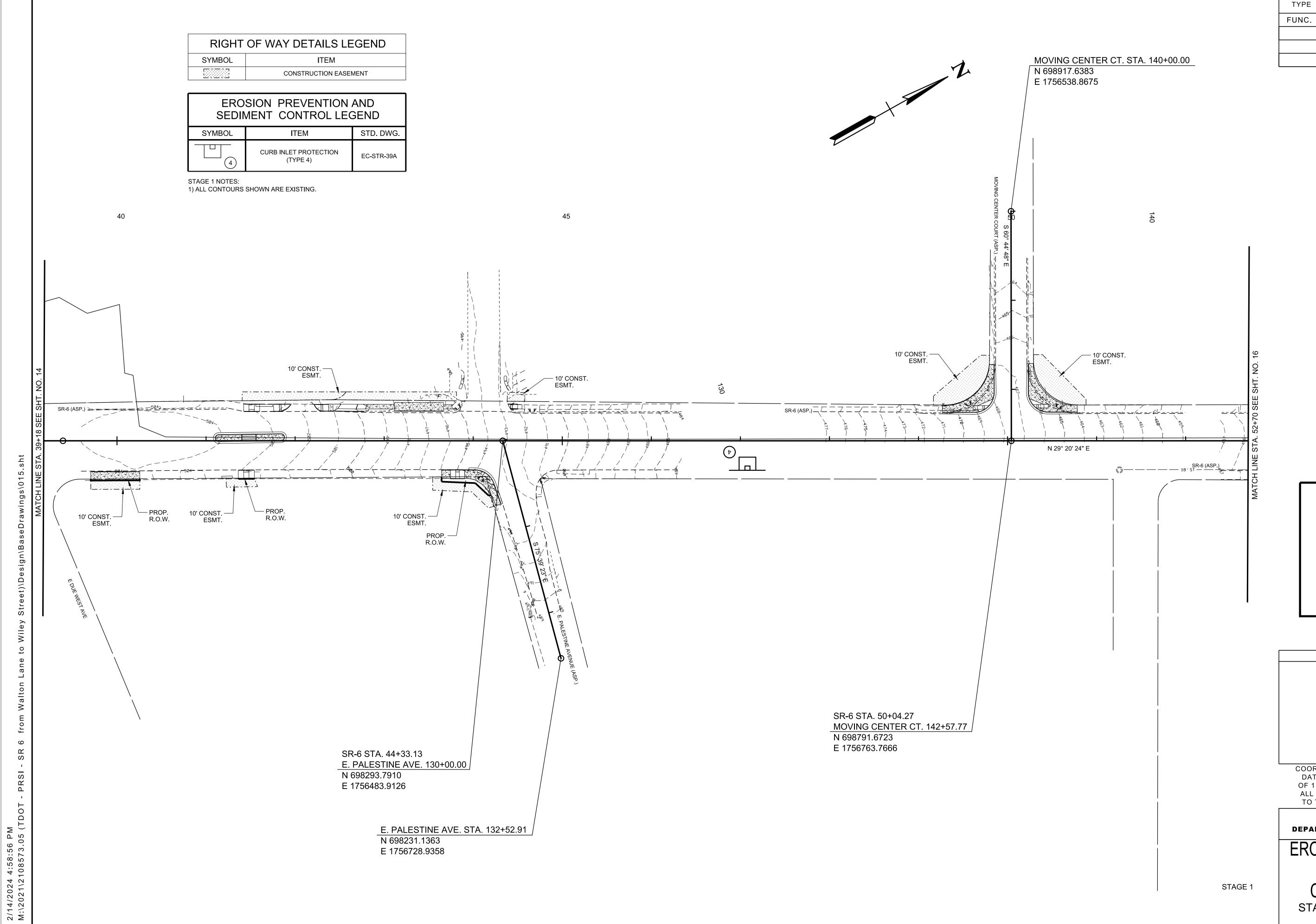
COORDINATES ARE NAD 83(2011), ARE
DATUM ADJUSTED BY THE FACTOR
OF 1.00006 AND TIED TO THE TGRN.
ALL ELEVATIONS ARE REFERENCED
TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLANS

STA. 26+23 TO STA. 39+18 SCALE: 1"=50'

STAGE 1



TYPE YEAR PROJECT NO. SHEET NO. FUNC. 2024 HSIP-6(145) 15

FUNCTIONAL PLANS

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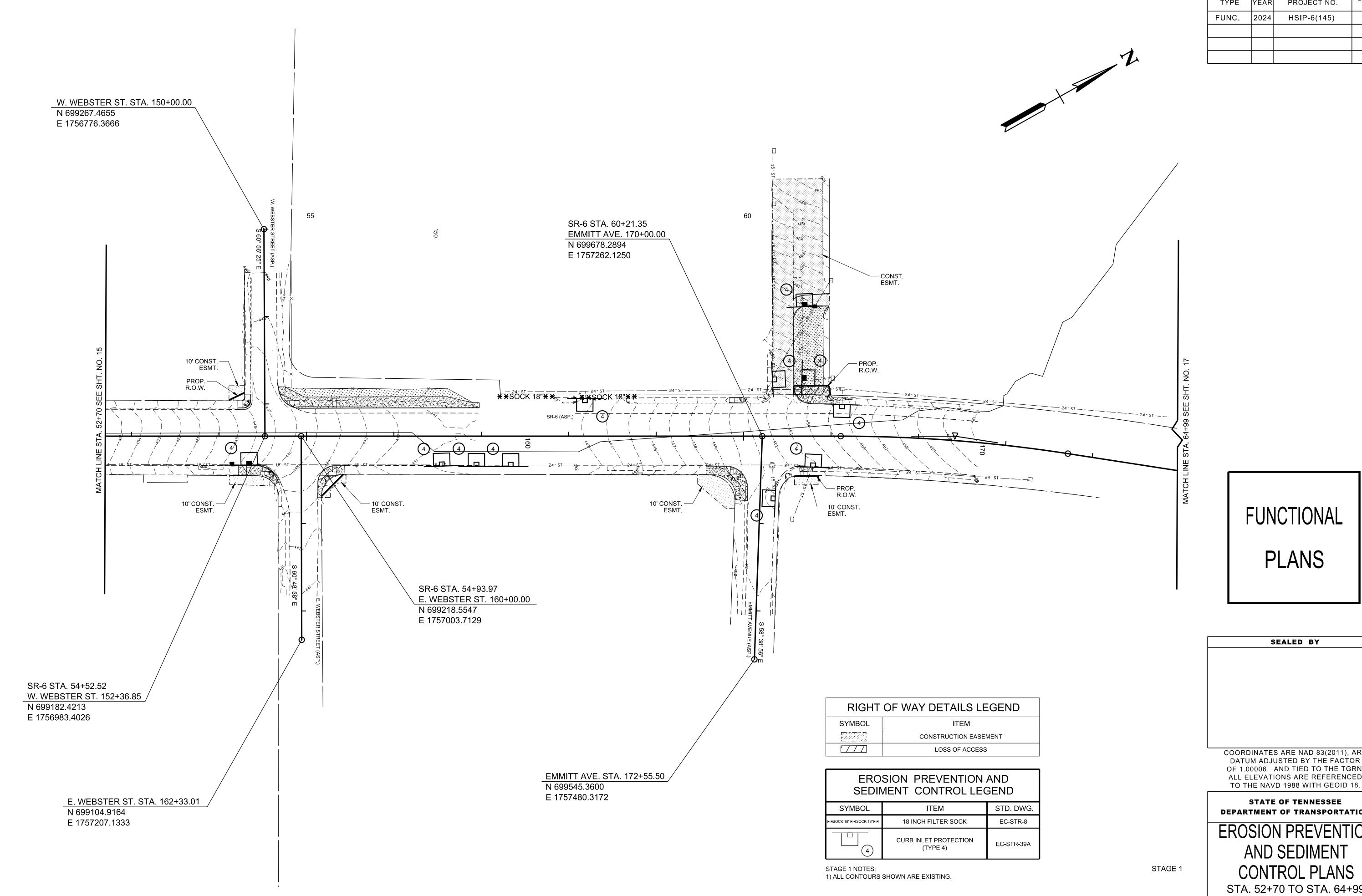
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION
AND SEDIMENT
CONTROL PLANS

STA. 39+18 TO STA. 52+70

SCALE: 1"=50'



Street)\Design

9 SR

- PRSI

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PROJECT NO. HSIP-6(145)

> **FUNCTIONAL PLANS**

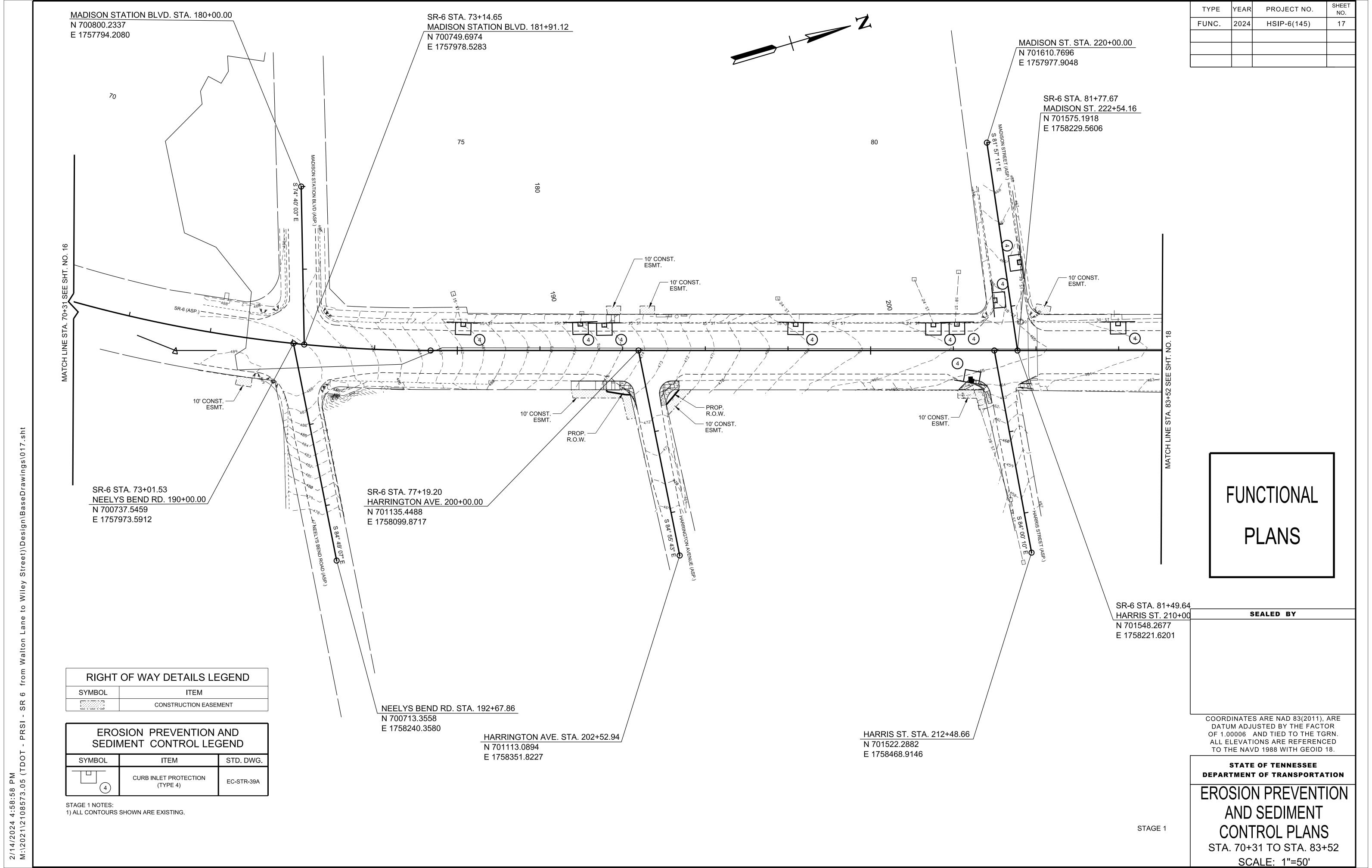
> > SEALED BY

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STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLANS

STA. 52+70 TO STA. 64+99 SCALE: 1"=50'



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- PRSI

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SYMBOL

SYMBOL

STAGE 1 NOTES:

PROJECT NO. TYPE HSIP-6(145) FUNC.

> **FUNCTIONAL PLANS**

> > SEALED BY

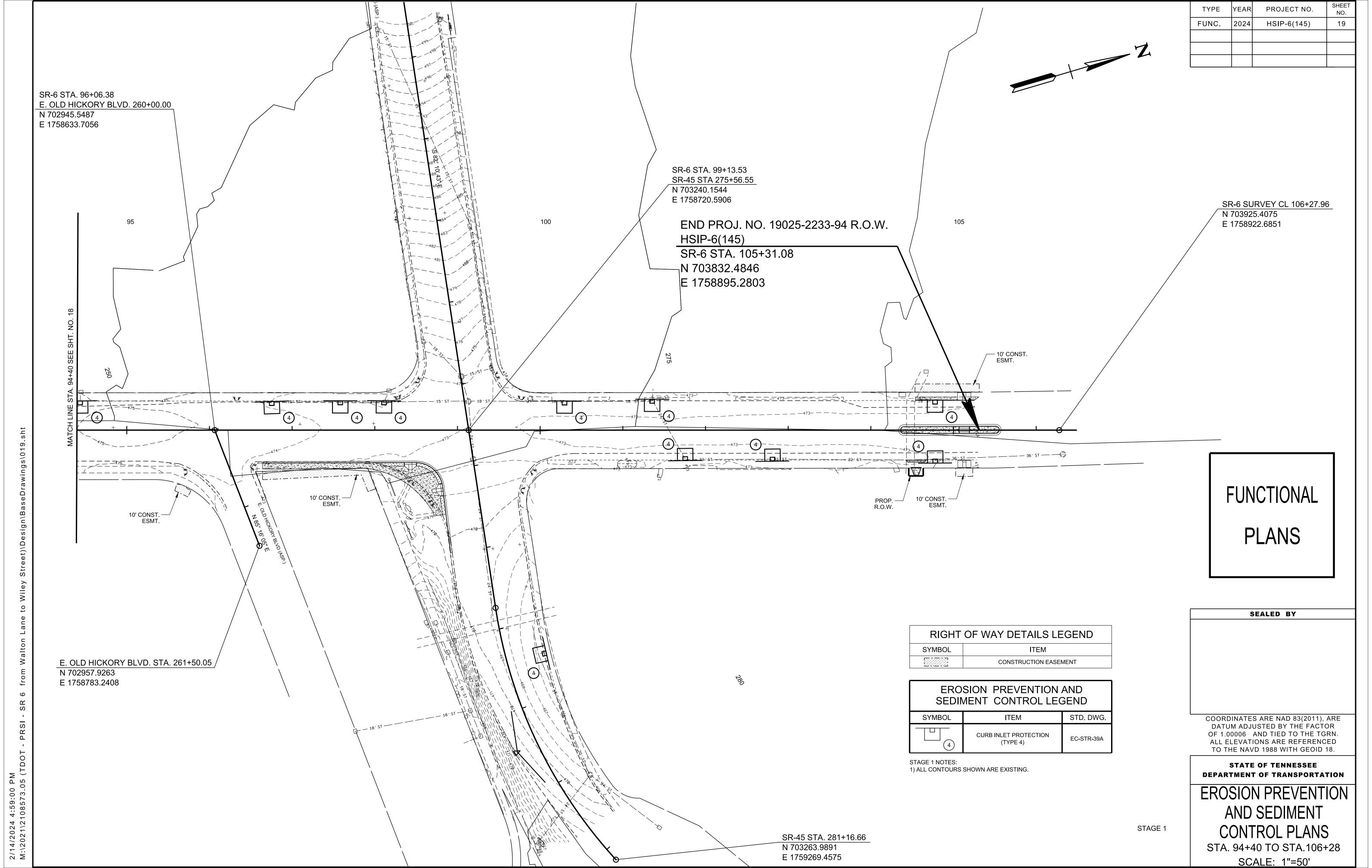
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STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

EROSION PREVENTION AND SEDIMENT CONTROL PLANS

STA. 83+52 TO STA. 94+40 SCALE: 1"=50'

STAGE 1



MARKING ABBREVIATIONS

SSWL - SINGLE SOLID WHITE LINE DWL - DOTTED WHITE LINE

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SR

2/14/2024 4:59:01 PM M:\2021\2108573.05 (TDOT - PRSI -

SIGNING AND PAVEMENT MARKING NOTES:

1) ANY EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED PAVEMENT MARKINGS AS SHOWN ON PLANS SHALL BE REMOVED.

SR-6 SURVEY CL 0+00.00 N 694144.5601

E 1755056.5635

2) SEE PROPOSED SIGNAL LAYOUT SHEETS FOR ADDITIONAL DETAILS AND SIGNS.

	WALTON LN. STA. 110+00 N 694472.8157 E 1754881.7959	.00_	
BIKE LANE 1 O INSTALL BIKE LANE SYMBOL PER STD. DWG. MM-PM-2 (TYP.)	OZ INSTALL BIKE BUFFER CHANNELIZATION PAVEMENT MARKING (6" SSWL) AND VERTICAL PROTECTION	110 GS	1
INSTALL YIELD LINE HERE TO BIKE LANE	(20' SPACING). VARIABLE WIDTH MAINTAIN EXISTING VEHICLE LANE AND 6' BIKE LANE SR-6 STA. 3	3+07.28 <u>N. 112+51.23</u> 393	5
INSTALL GREEN TEXTURED————————————————————————————————————	-24" STOP LINE		
SR-6 (ASP.)			
	-INSTALL CHANNELIZATION PAVEMENT MARKINGS (6" SSWL) (10' SPACING)	BEGIN PROJ. NO. 19025-2233-94 R.O.W. HSIP-6(145) SR-6 STA. 3+20.41 N 694455.4234 E 1755134.1464	

TYPE YEAR PROJECT NO.

FUNC. 2024 HSIP-6(145) 20

FUNCTIONAL PLANS

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND MARKING PLAN

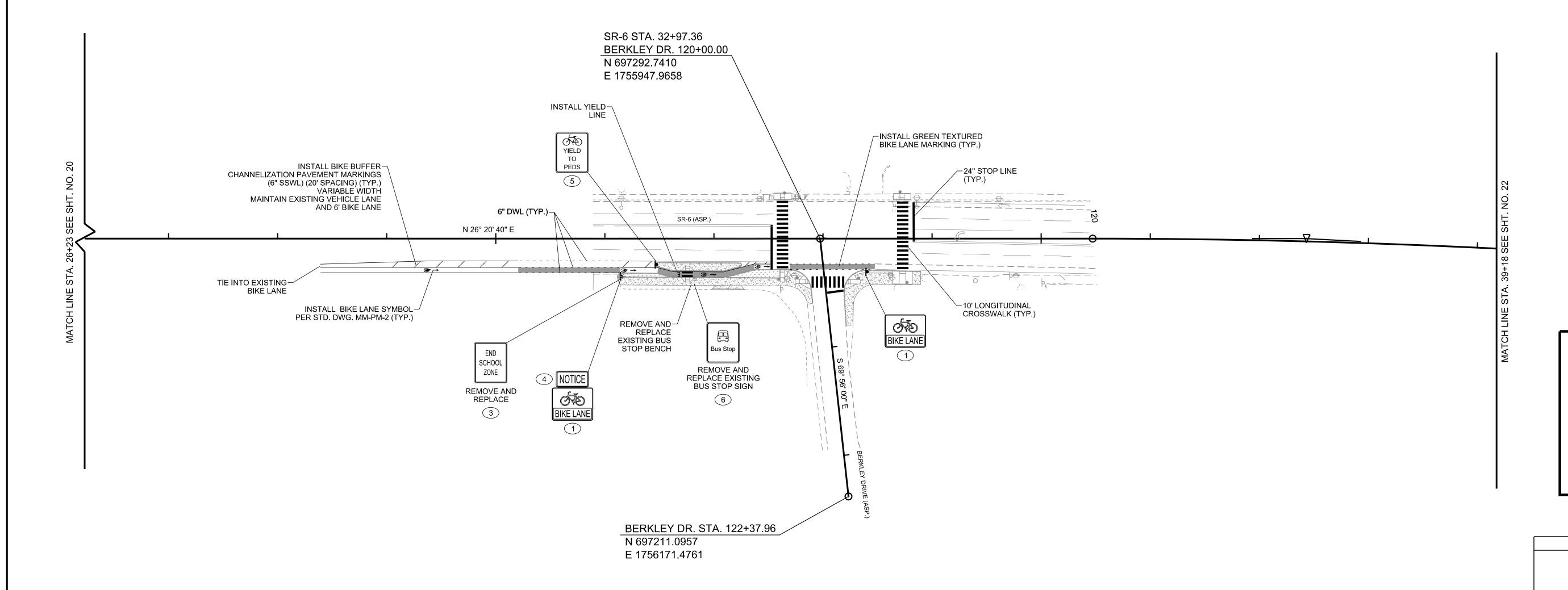
STA. 0+00 TO STA. 9+20 SCALE: 1"=50' MARKING ABBREVIATIONS

SSWL - SINGLE SOLID WHITE LINE DWL - DOTTED WHITE LINE

SIGNING AND PAVEMENT MARKING NOTES:

- 1) ANY EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED PAVEMENT MARKINGS AS SHOWN ON PLANS SHALL BE REMOVED.
- 2) SEE PROPOSED SIGNAL LAYOUT SHEETS FOR ADDITIONAL DETAILS AND SIGNS.

35



TYPE YEAR PROJECT NO. SHEET NO.

FUNC. 2024 HSIP-6(145) 21

UNCTIONAL

SEALED BY

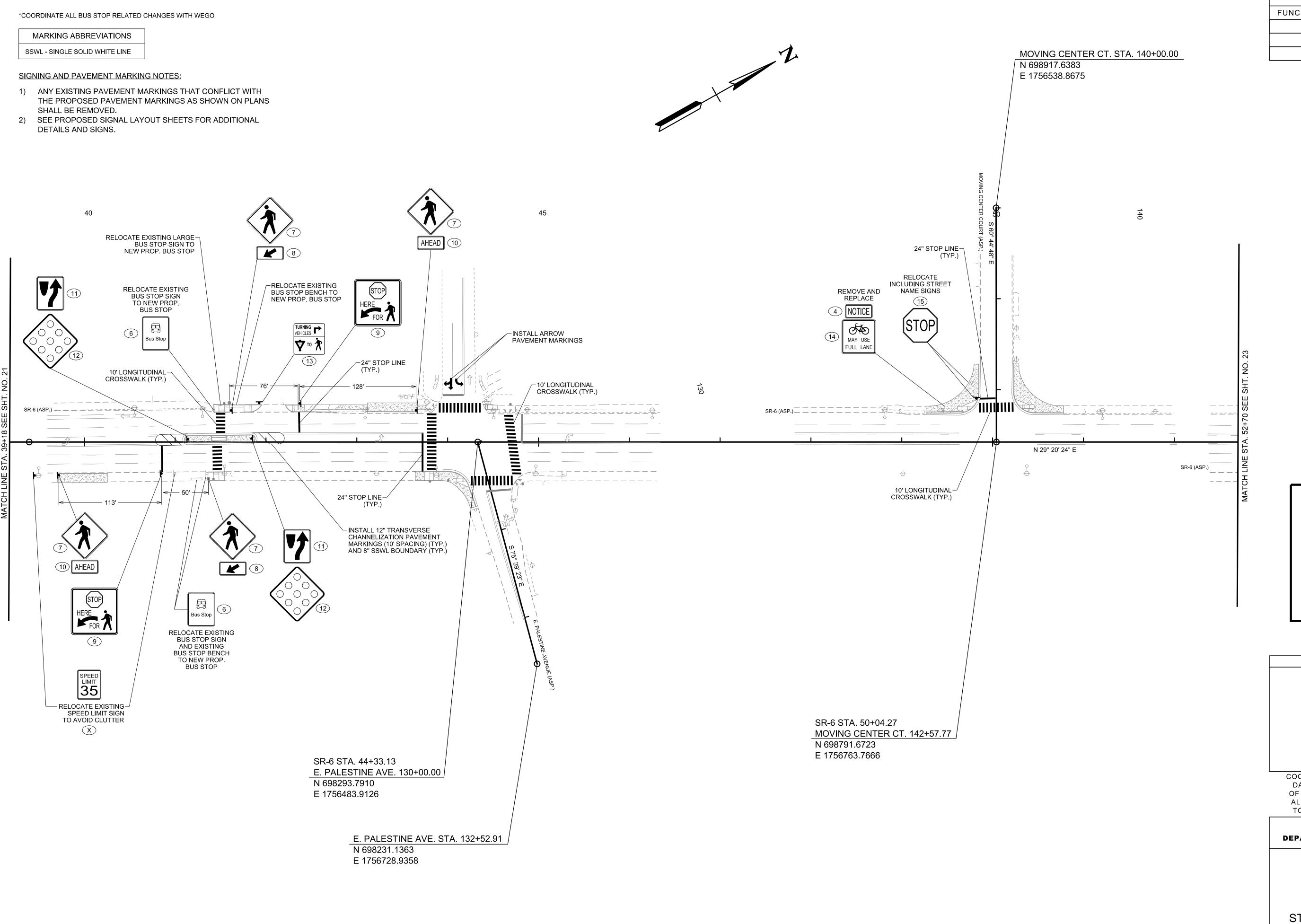
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STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

SIGNING AND MARKING PLAN

STA. 26+23 TO STA. 39+18 SCALE: 1"=50'

2/14/2024 4:59:05 PM M:\2021\2108573.05 (TDOT - PRSI - SR 6 from Walton Lane to Wiley Street)\Design\BaseDrawings\0



Street)\Design

SR

- PRSI

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FUNC. 2024 HSIP-6(145) 22

FUNCTIONAL PLANS

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STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

SIGNING AND MARKING PLAN

STA. 39+18 TO STA. 52+70 SCALE: 1"=50'

*COORDINATE ALL BUS STOP RELATED CHANGES WITH WEGO MARKING ABBREVIATIONS SSWL - SINGLE SOLID WHITE LINE DWL - DOTTED WHITE LINE DSYL - DOUBLE SOLID YELLOW LINE **SIGNING AND PAVEMENT MARKING NOTES:** W. WEBSTER ST. STA. 150+00.00 1) ANY EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH N 699267.4655 THE PROPOSED PAVEMENT MARKINGS AS SHOWN ON PLANS E 1756776.3666 SHALL BE REMOVED. 2) SEE PROPOSED SIGNAL LAYOUT SHEETS FOR ADDITIONAL DETAILS AND SIGNS. -INSTALL TRANSVERSE CHANNELIZATION 55 PAVEMENT MARKINGS SR-6 STA. 60+21.35 (6" SSWL) EMMITT AVE. 170+00.00 -6" SSWL (TYP.) 75' OF 6" DSYL-N 699678.2894 E 1757262.1250 REMOVE AND INSTALL ARROW-REPLACE PAVEMENT MARKINGS (16) NO TURN ON RED REMOVE AND REPLACE EXISTING **BUS STOP SIGN** INSTALL ARROW-PAVEMENT 6" DWL−\ MARKINGS RESTRIPE GREEN BIKE BOX 4' FROM NEW CROSSWALK WITH BIKE SYMBOLS Bus Stop RESTRIPE GREEN BIKE LANE 24" STOP LINE-PAVEMENT MARKINGS 10' LONGITUDINAL-WITH BIKE SYMBOL (TYP.) CROSSWALK (TYP.) 7' OF 6" DSYL-−33' OF 6" SSWL SR-6 (ASP.) 24" STOP LINE-¹—33' OF 6" DSYL 10' LONGITUDINAL-RESTRIPE GREEN BIKE LANE PAVEMENT MARKINGS CROSSWALK (TYP.) INSTALL ARROW —
PAVEMENT MARKINGS SR-6 STA. 54+93.97 E. WEBSTER ST. 160+00.00 N 699218.5547 E 1757003.7129 SR-6 STA. 54+52.52 W. WEBSTER ST. 152+36.85 N 699182.4213 E 1756983.4026 EMMITT AVE. STA. 172+55.50 N 699545.3600 E 1757480.3172 E. WEBSTER ST. STA. 162+33.01 N 699104.9164 E 1757207.1333

9 SR

- PRSI

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TYPE PROJECT NO. HSIP-6(145) 23 FUNC.

PLANS

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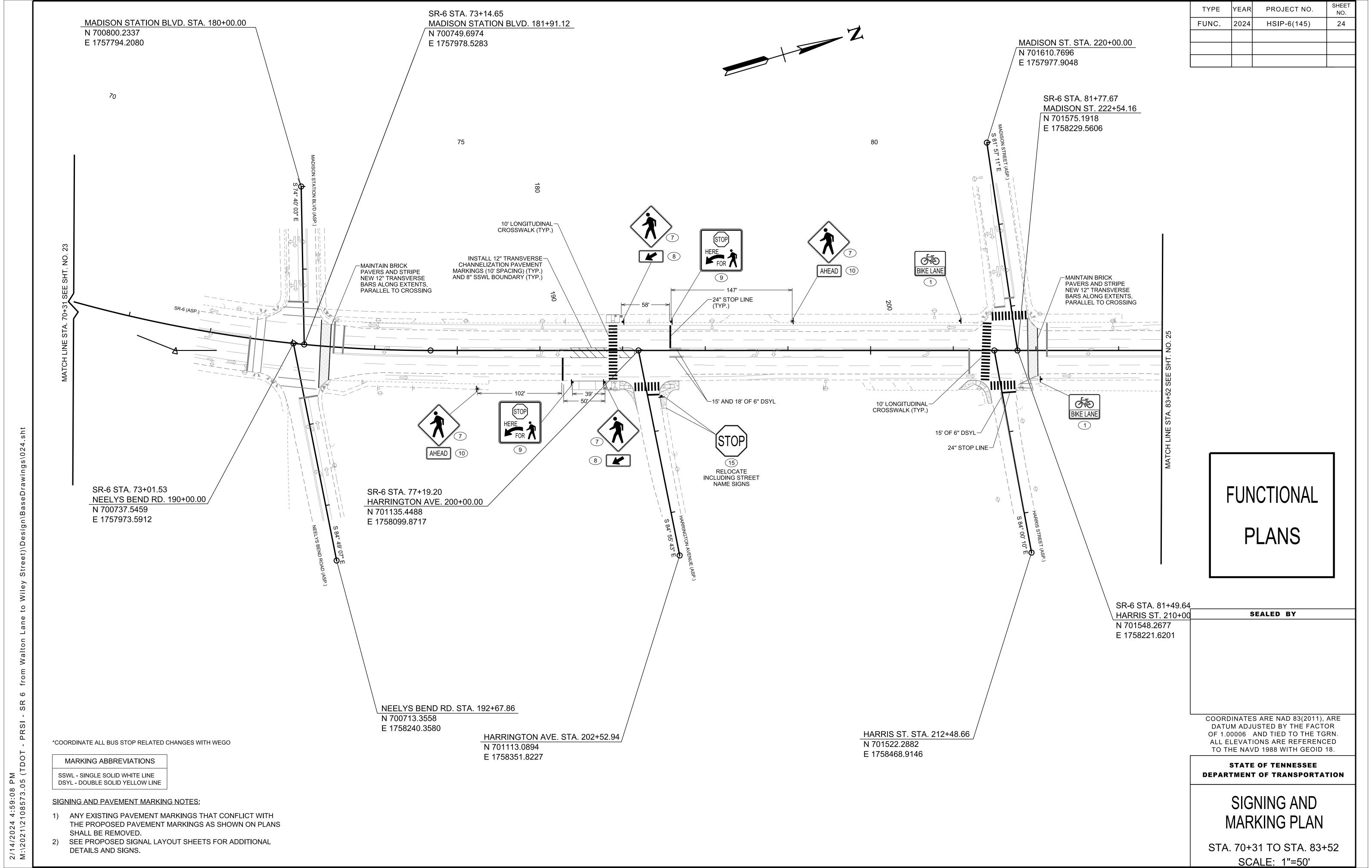
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION**

> SIGNING AND MARKING PLAN

STA. 52+70 TO STA. 64+99

SCALE: 1"=50'



*COORDINATE ALL BUS STOP RELATED CHANGES WITH WEGO

MARKING ABBREVIATIONS

SSWL - SINGLE SOLID WHITE LINE DWL - DOTTED WHITE LINE

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SR

- PRSI

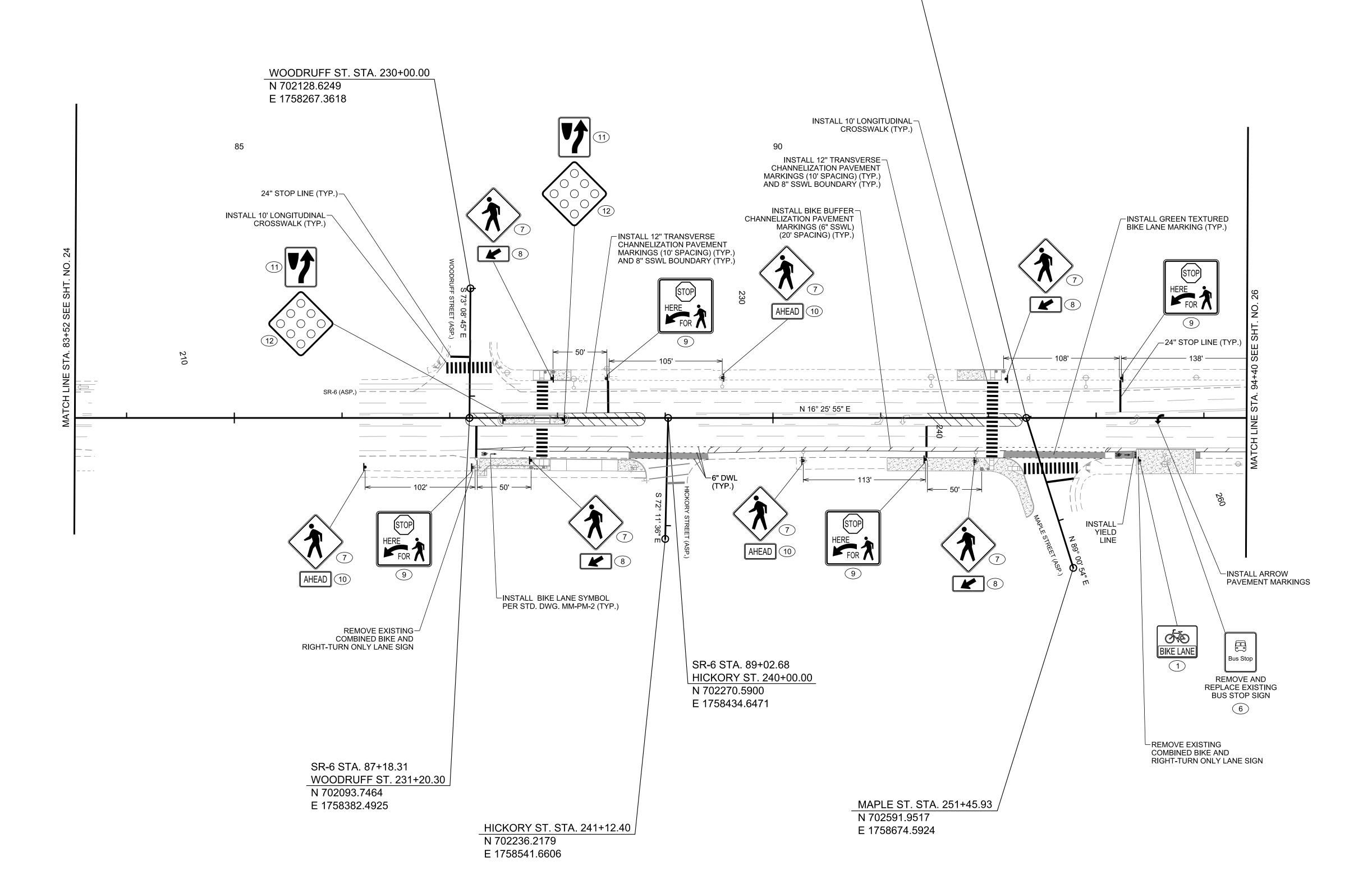
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SIGNING AND PAVEMENT MARKING NOTES:

- 1) ANY EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED PAVEMENT MARKINGS AS SHOWN ON PLANS SHALL BE REMOVED.
- 2) SEE PROPOSED SIGNAL LAYOUT SHEETS FOR ADDITIONAL DETAILS AND SIGNS.

SR-6 STA. 92+35.11 MAPLE ST. 250+00.00 N 702589.4432

E 1758528.6831



TYPE	YEAR	PROJECT NO.	NO.
FUNC.	2024	HSIP-6(145)	25

FUNCTIONAL PLANS

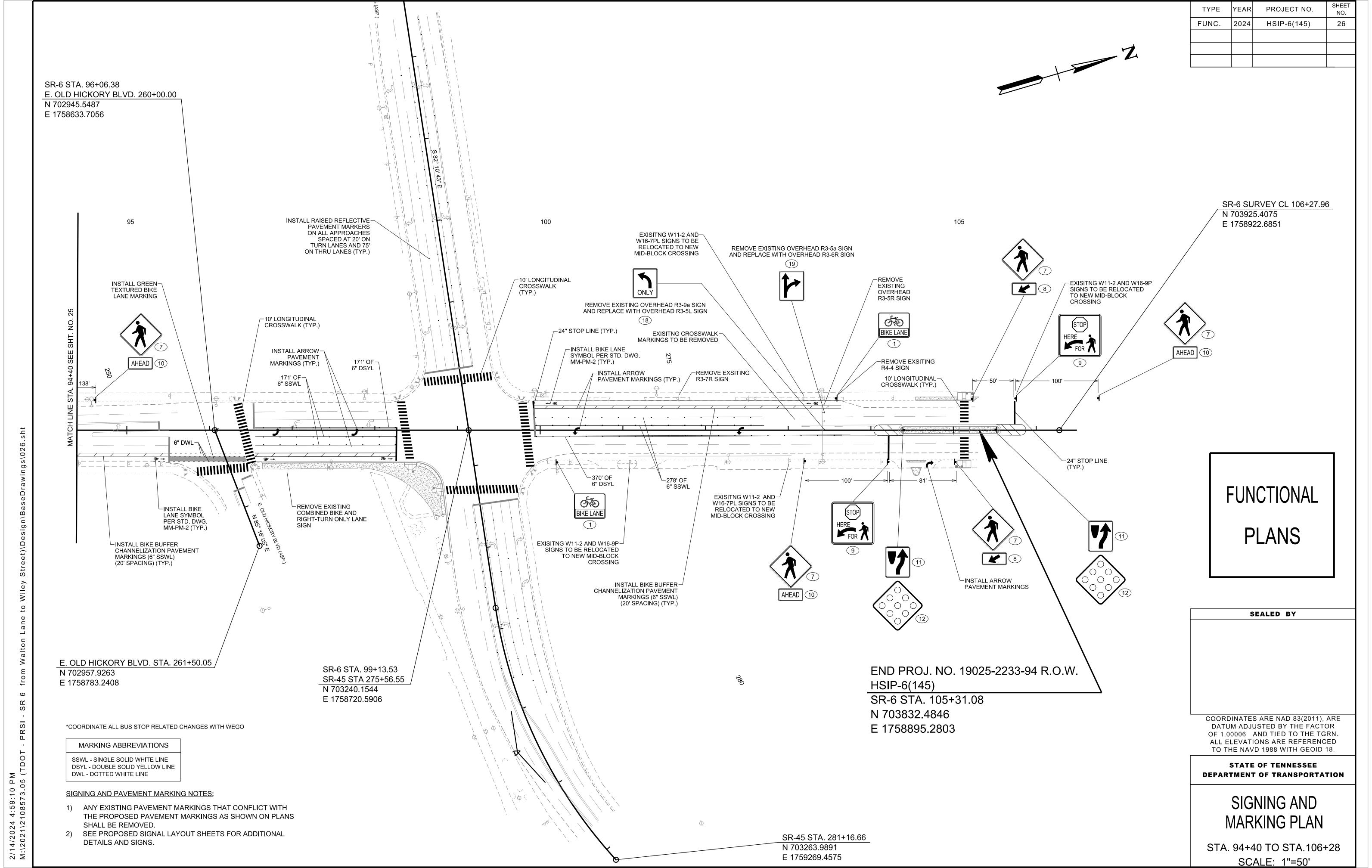
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNING AND MARKING PLAN

STA. 83+52 TO STA. 94+40 SCALE: 1"=50'



SIGN		V	SHEET		SIZ	ZE				COP	Y				SIGN FA	ACE	STEE	EL DESIGN	(BREAK-AWAY)	MINIMUM	
NO	LEGEND	'		LENGTH	HEIGHT	RADII	us BOF	RDER CA	1211AL 1	LOWER NU	JMERAL	HIELD	ARROW	COPY	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING CONC. REIN STEEL LBS.	VERTICAL CLEARANCE	REMARKS
1	BIKE LANE	R3-17	20 21 24 25 26	24"	18"									BLACK	WHITE	0.100" SHEET ALUMINUM	P8	H = 14' - 0" 3' - 0" (STUB)		7' - 0"	
2	HERE TO	R1-5	20	36"	36"									BLACK RED	WHITE	0.100" SHEET ALUMINUM	P8	H = 14' - 0" 3' - 0" (STUB)		7' - 0"	
3	END SCHOOL ZONE	S5-2	21	24"	30"									BLACK	WHITE	0.100" SHEET ALUMINUM	P8	H = 14' - 0" 3' - 0" (STUB)		7' - 0"	REMOVE AND REPLACE ALONG EAST SIDE OF SR-6 NEAR BERKLEY DRIVE.
4	NOTICE	W16-18P	21 22	24"	12"									BLACK	FLUORESCENT YELLOW GREEN	0.100" SHEET ALUMINUM					MOUNTED OVERHEAD SIGN NO. 1. MOUNTED OVERHEAD SIGN NO. 14.
5	YIELD TO PEDS	R9-6	21	12"	18"									BLACK	WHITE	0.100" SHEET ALUMINUM	P8	H = 14' - 0" 3' - 0" (STUB)		7' - 0"	
6	Bus Stop	**CUSTOM (WEGO)	21 22 23 25	**	**									**	**	**	**	**		**	**REMOVAL AND REPLACEMENT OF BUS STOP SIGNS TO BE COORDINATED WITH WEGO PUBLIC TRANSIT **SIGN STYLE TO MATCH WEGO TYPICAL SIGNAG
7		W11-2	22 24 25 26	36"	36"									BLACK	FLUORESCENT YELLOW GREEN	0.100" SHEET ALUMINUM	P8	H = 14' - 0" 3' - 0" (STUB)		7' - 0"	EXISTING W11-2 SIGNS SHOWN ON PLAN SHEET NO. 26 TO BE RELOCATED FOR PROPOSED MID-BLOCK CROSSING NEAR DULING AVENUE.
8		W16-7PL	22 24 25 26	21"	15"									BLACK	FLUORESCENT YELLOW GREEN	0.100" SHEET ALUMINUM					EXISTING W16-7PL SIGNS SHOWN ON PLAN SHEET NO. 26 TO BE RELOCATED FOR PROPOSED MID-BLOCK CROSSING NEAR DULING AVENUE. MOUNTED UNDERNEATH SIGN NO. 7.
9	STOP HERE FOR	R1-5b	22 24 25 26	36"	36"									BLACK RED	WHITE	0.100" SHEET ALUMINUM	P8	H = 14' - 0" 3' - 0" (STUB)		7' - 0"	
10	AHEAD	W16-9P	22 24 25 26	24"	12"									BLACK	FLUORESCENT YELLOW GREEN	0.100" SHEET ALUMINUM					EXISTING W16-9P SIGNS SHOWN ON PLAN SHEET NO. 26 TO BE RELOCATED FOR PROPOSED MID-BLOCK CROSSING NEAR DULING AVENUE. MOUNTED UNDERNEATH SIGN NO. 7.
11		R4-7	22 25 26	24"	30"									BLACK	WHITE	0.100" SHEET ALUMINUM	P8	H = 14' - 0" 3' - 0" (STUB)		7' - 0"	
12		OM1-1	22 25 26	18"	18"										YELLOW	0.100" SHEET ALUMINUM					MOUNTED UNDERNEATH SIGN NO. 11.
13	TURNING VEHICLES TO	R10-15R	22	30"	30"									BLACK RED	FLUORESCENT YELLOW GREEN (TOP) WHITE (BOTTOM)	0.100" SHEET ALUMINUM	P8	H = 14' - 0" 3' - 0" (STUB)		7' - 0"	

BaseDrawings\027.sht

Street)\Design

SR 6

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TYPE	YEAR	PROJECT NO.	NO.
FUNC.	2024	HSIP-1(441)	27

PLANS

SEALED BY

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

SIGN SCHEDULE

SIGN		¥	ОПЕЕЗ	-	SIZ	Œ.	C	OPY		SIGN F	ACE	STEE	L DESIGN ((BREAK	-AWAY) MINII	МОМ	
NO NO	LEGEND	'	SHEE1 NO	LENGTH	HEIGHT	RADIUS BORDER WIDTH	CAPITAL LOWE	R NUMERAL	ARROW	BACKGROUND	MATERIAL	SUPPORT TYPE	SUPPORT LENGTH	FOOTING	CONC	REIN VERT	TICAL RANCE	REMARKS
14	MAY USE FULL LANE	R4-11	22	30"	30"				BLACK	WHITE	0.100" SHEET ALUMINUM	P8	H = 14' - 0" 3' - 0" (STUB)			7' -	- 0"	REMOVE AND REPLACE ALONG WEST SIDE OF SR-6 NEAR MOVING CENTER COUR
15	STOP	R1-1	22 24	36"	36"				WHITE	RED	0.100" SHEET ALUMINUM	P8	H = 14' - 0" 3' - 0" (STUB)			7'	- 0"	REMOVE AND REPLACE ALONG SOUTH SIDE OF MOVING CENTER COURT AT SR- REMOVE AND REPLACE ALONG NORTH SIDE OF HARRINGTON AVENUE AT SR-6
16	NO TURN ON RED	R10-11	23	24"	30"				BLACK	WHITE	0.100" SHEET ALUMINUM	P8	H = 14' - 0" 3' - 0" (STUB)			7' -	- 0"	REMOVE AND REPLACE AT NW CORNER OF SR-6 AND WEBSTER STREET.
17	DO NOT ENTER	R5-1	23	30"	30"				WHITE	RED	0.100" SHEET ALUMINUM	P8	H = 14' - 0" 3' - 0" (STUB)			7'	- 0"	
18	ONLY	R3-5L	26	30"	36"				BLACK	WHITE	0.100" SHEET ALUMINUM							SUSPENDED OVERHEAD ON EXISTING SPAN WIF AS SHOWN ON PLAN SHEET NO. 26.
19		R3-6R	26	30"	36"				BLACK	WHITE	0.100" SHEET ALUMINUM							SUSPENDED OVERHEAD ON EXISTING SPAN WIF AS SHOWN ON PLAN SHEET NO. 26.
SNS S1	Gallatin Pk	D3-1	SIG-2 SIG-4 SIG-5	96"	24"				WHITE	GREEN	0.100" SHEET ALUMINUM							MOUNTED OVERHEAD ON MAST ARM POLES OR SUSPENDED ON EXISTING SPAN WIRE.
S2	START CONSISTANCE WATCH TOTAL	R10-3eL	SIG-1 SIG-2 SIG-4 SIG-5 SIG-6 SIG-9 SIG-11	9"	15"				WHITE	ORANGE WHITE	0.100" SHEET ALUMINUM							MOUNTED ON SIGNAL POLES OR PEDESTAL POLES.
S3	START CANODAD WINDLOOD WINDLOOD WINDLOOD WINDLOOD FINANCIA FINANCIA TO FINANCIA ONY TORISC START ONY TORISC ONY TORISS FINANCIA START TO ONY CHOSE FINANCIA TO ONY CHOSE	R10-3eR	SIG-2-7 SIG-9 SIG-10 SIG-11 SIG-12	9"	15"				WHITE	ORANGE WHITE	0.100" SHEET ALUMINUM							MOUNTED ON SIGNAL POLES OR PEDESTAL POLES.
S4	TURNING VEHICLES TO TO	R10-15 (MOD.)	SIG-2	30"	30"				BLACK RED	FLUORESCENT YELLOW GREEN (TOP) WHITE (BOTTOM)	0.100" SHEET ALUMINUM							SUSPENDED OVERHEAD ON EXISTING SPAN WIRI
S5	NO TURN ON RED	R10-11a	SIG-2 SIG-8	36"	48"				BLACK RED	WHITE	0.100" SHEET ALUMINUM							SUSPENDED OVERHEAD ON EXISTING SPAN WIRE
S6	CROSSWALK STOP ON RED	R10-23	SIG-3 SIG-7 SIG-9 SIG-10 SIG-12	24"	30"				BLACK RED	WHITE	0.100" SHEET ALUMINUM							MOUNTED OVERHEAD ON MAST ARM POLES.
S8 S9	(S8) R10-15R (MOD.) TURNING VEHICLES VEHICLES TO	(S9) R10-15L (MOD.)	SIG-1 SIG-5 SIG-7 SIG-11 SIG-7 SIG-10		30"				BLACK RED	FLUORESCENT YELLOW GREEN (TOP) WHITE (BOTTOM)	0.100" SHEET ALUMINUM							MOUNTED OVERHEAD ON MAST ARM POLES OR SUSPENDED ON EXISTING SPAN WIRE.

TYPE	YEAR	PROJECT NO.	NO.
FUNC.	2024	HSIP-1(441)	28

PLANS

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STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

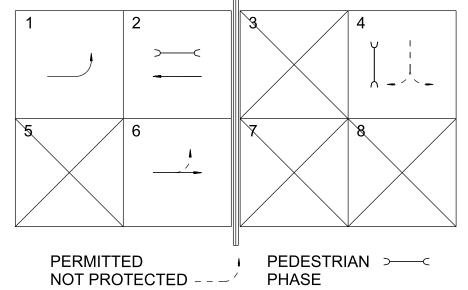
SIGN SCHEDULE

#P2 TO REMAIN ON SIGNAL POLE (G) G

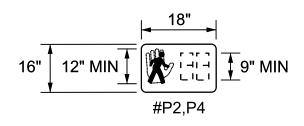
#2,4,6 TO RÉMAIN TO REMAIN

PHASING DIAGRAM

BARRIER



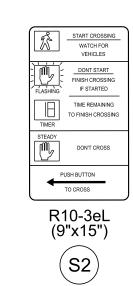
PROPOSED SIGNAL HEAD DISPLAYS



COLOR LEGEND

HAND - PORTLAND ORANGE NUMBERS - PORTLAND ORANGE

PROPOSED TRAFFIC SIGNS



OFFSET

EXIST.

EXIST.

EXIST.

EXIST.

EXIST.

41.68' LT.

39.12' RT.

EXIST.

EXIST.

EXIST.

EXIST.

EXIST.

2+75.50

2+88.30

NORTHING

EXIST.

EXIST.

EXIST.

EXIST.

EXIST.

694421.4083

694415.1482

EASTING

EXIST.

EXIST.

EXIST.

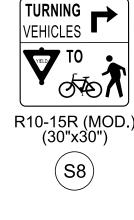
EXIST.

EXIST.

1755083.3878

1755164.9557





SIGNAL SUPPORT POLE DATA

(LT. TO RT.)

SP2 TO SP4

SP4 TO SP5

SP5 TO SP1

SNS

EXIST.

LENGTH

EXIST.

EXIST.

EXIST.

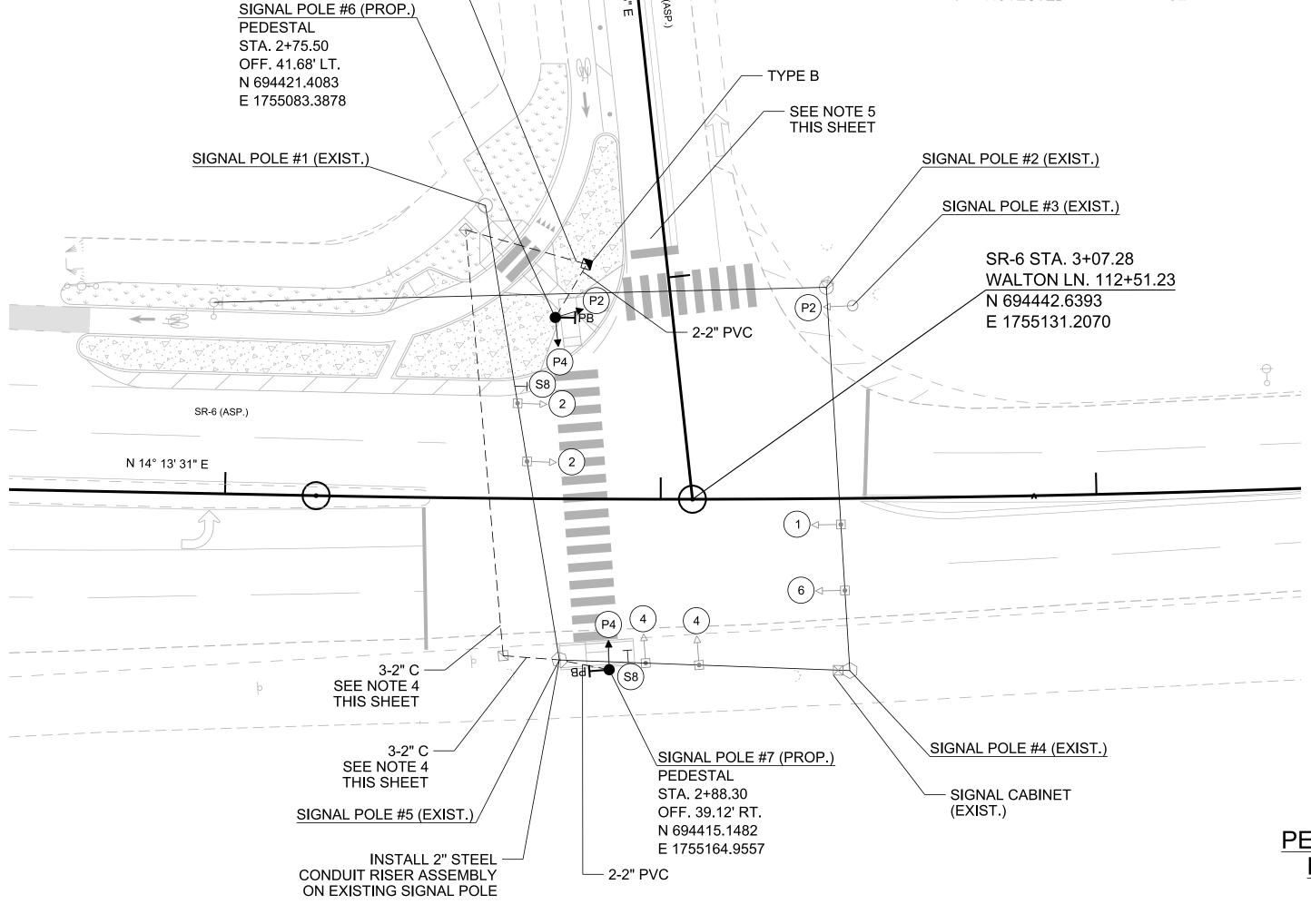
PED.

SH1

EXIST.

EXIST. | EXIST.

EXIST. EXIST.



NOTES:

GROUND EL.

@ POLE

EXIST.

EXIST.

EXIST.

EXIST.

EXIST.

500.65'

500.56'

S1

64' - 0"

SH2

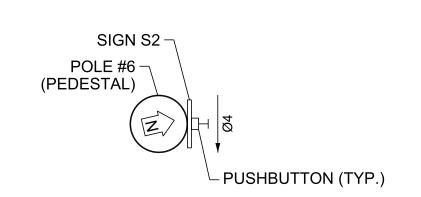
EXIST.

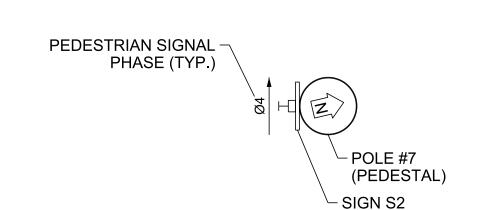
EXIST.

EXIST.

3-2" C —

PEDESTRIAN PUSHBUTTON PHASE & ORIENTATION





- 1) ALL PROPOSED POLE AND FOUNDATION LOCATIONS SHALL BE COORDINATED WITH CURB RAMP CONSTRUCTION IN THE FIELD.
- 2) ALL PROPOSED POLE FOUNDATIONS SHALL BE POURED UNDER THE FINISHED SIDEWALK OR CURB RAMP GRADE ELEVATION.
- 3) LOCATION OF PROPOSED SIGNAL POLES SHALL MAINTAIN A CLEAR AND CONTINUOUS PATH WIDTH OF 5 FEET. IN CONSTRAINED CONDITIONS, IT IS PERMISSIBLE TO HAVE A CLEAR AND CONTINUOUS PATH WIDTH OF 4 FEET AND IT MUST BE MAINTAINED AROUND POLES PLACED IN THE SIDEWALK OR CURB RAMP AREA.
- 4) PROPOSED CONDUIT AND WIRING SHALL TIE INTO EXISTING PULLBOXES. APPROXIMATE LOCATIONS OF EXISTING PULLBOXES ARE SHOWN. EXACT LOCATIONS ARE TO BE DETERMINED IN THE FIELD DURING CONSTRUCTION. CONDUIT RUNS SHOWN ON THIS SHEET AS A PRECUATION IF EXISTING CONDUIT IS DAMAGED DURING CONSTRUCTION.
- 5) EXISTING LOOP DETECTOR EQUIPMENT TO BE MAINTAINED.

PLANS

FUNCTIONAL

PROJECT NO.

HISP-6(145)

SIG-1

TYPE

FUNC.

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STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION**

SIGNAL LAYOUT SR 6 (GALLATIN PIKE) AND WALTON LANE

SCALE: 1"=20'

Street)\Desig to 2/14/2024 4:59:13 PM M:\2021\2108573.05 (TDOT

Walton 9

S S PR

INTERSECTION ID #3750

16" | 12" MIN #P2,P3

 Ξ Ξ Ξ - PORTLAND ORANGE #1,5 NUMBERS - PORTLAND ORANGE

ALL SIGNAL HEADS TO INCLUDE RETROREFLECTIVE BORDER (SEE T-SG-9A)

#2,4,6

(G)

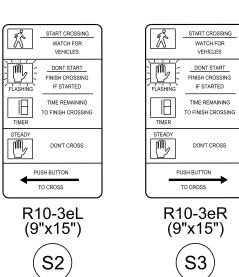
G

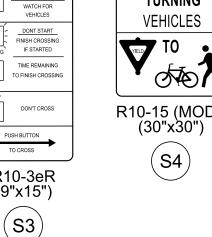
PROPOSED OVERHEAD STREET NAME SIGNS (SNS)

STREET NAME SIGN NOTES:

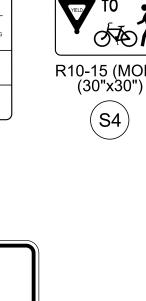
1) SIGN SHOULD BE SUSPENDED OVERHEAD ON SPAN WIRE.

PROPOSED TRAFFIC SIGNS



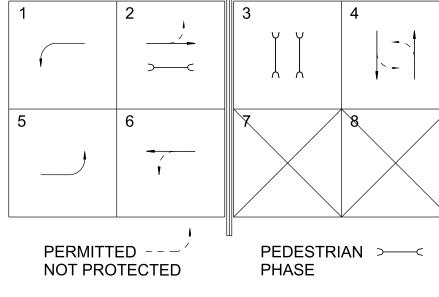








PHASING DIAGRAM BARRIER



INSTALL 2" STEEL -

P3 1

2-2" PVC -

SIGNAL POLE #9 (PROP.)

PEDESTAL

STA. 32+76.36 OFF. 35.81RT. N 697258.0354 E 1755970.7439 SIGNAL POLE #1 (EXIST.)

4

≠+→(6)

(s4)

- SIGNAL

CABINET

(EXIST.)

★ (S5)

ON EXISTING SIGNAL POLE 2-2" PVC -SIGNAL POLE #5 (PROP.) PEDESTAL STA. 32+64.69 OFF. 41.92' LT.

CONDUIT RISER ASSEMBLY

5-1

INSTALL 2" STEEL

SIGNAL POLE #4 (EXIST.

2-2" PVC

CONDUIT RISER ASSEMBLY

ON EXISTING SIGNAL POLE

N 697282.0691 E 1755895.9077

TURNING OF R10-15 (MOD.) (30"x30")

SIGNAL POLE #10 (PROP.) PEDESTAL STA. 32+59.53

OFF. 37.33' RT. N 697242.2715 E 1755964.6337

GALLATIN PIKE (SR-6)

SIGNAL SUPPORT POLE DATA

POLE NO.	STATION	OFFSET	NORTHING	EASTING	SPAN (LT. TO RT.)	SPAN LENGTH	SNS	SH1	SH2	S1	S2	S3	GROUND EL. @ POLE
1	EXIST.	EXIST.	EXIST.	EXIST.	SP1 TO SP2	EXIST.	EXIST.	20' - 0"	32' -0 "	EXIST.	EXIST.	36' - 0"	EXIST.
2	EXIST.	EXIST.	EXIST.	EXIST.	SP2 TO SP3	EXIST.	EXIST.	38' - 0"	54' - 0"	EXIST.			EXIST.
3	EXIST.	EXIST.	EXIST.	EXIST.	SP3 TO SP4	EXIST.	30' - 0"	24' - 0"	36' - 0"	EXIST.	EXIST.	44' - 0"	EXIST.
4	EXIST.	EXIST.	EXIST.	EXIST.	SP4 TO SP1	EXIST.	EXIST.	48' - 0"	63' - 0"	44' - 0"			EXIST.
5	32+64.69	41.92' LT.	697282.0691	1755895.9077		PED.							490.34'
6	33+70.62	42.94' LT.	697377.4496	1755941.9996		PED.							490.45'
7	33+77.11	36.83' RT.	697347.8676	1756016.3665		PED.							492.73'
8	33+32.61	36.18' RT.	697308.2783	1755996.0300		PED.							490.37'
9	32+76.36	35.81'RT.	697258.0354	1755970.7439		PED.							490.22'
10	32+59.53	37.33' RT.	697242.2715	1755964.6337		PED.					-		489.52'

NOTES:

- 1) ALL PROPOSED POLE AND FOUNDATION LOCATIONS SHALL BE COORDINATED WITH CURB RAMP CONSTRUCTION IN THE FIELD.
- 2) ALL PROPOSED POLE FOUNDATIONS SHALL BE POURED UNDER THE FINISHED SIDEWALK OR CURB RAMP GRADE ELEVATION.

SR-6 STA. 32+97.36

N 697292.7410 E 1755947.9658

- INSTALL 2" STEEL

SIGNAL POLE #2 (EXIST.)

PEDESTAL

STA 33+70.62

OFF. 42.94' LT.

N 697377.4496

E 1755941.9996

— 2-2" PVC

1-1

(P3)

SIGNAL POLE #8 (PROP.)

PEDESTAL

STA. 33+32.61

OFF. 36.18' RT.

N 697308.2783

E 1755996.0300

CONDUIT RISER ASSEMBLY

ON EXISTING SIGNAL POLE

SIGNAL POLE #6 (PROP.)

SIGNAL POLE #7 (PROP.)

PEDESTAL STA. 33+77.11 OFF. 36.83' RT.

N 697347.8676

E 1756016.3665

- INSTALL 2" STEEL

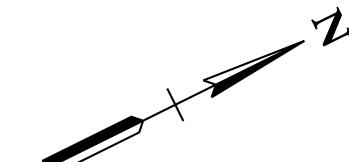
SIGNAL POLE #3 (EXIST.)

CONDUIT RISER ASSEMBLY

ON EXISTING SIGNAL POLE

BERKLEY DR. 120+00.00

- 3) LOCATION OF PROPOSED SIGNAL POLES SHALL MAINTAIN A CLEAR AND CONTINUOUS PATH WIDTH OF 5 FEET. IN CONSTRAINED CONDITIONS, IT IS PERMISSIBLE TO HAVE A CLEAR AND CONTINUOUS PATH WIDTH OF 4 FEET AND IT MUST BE MAINTAINED AROUND POLES PLACED IN THE SIDEWALK OR CURB RAMP AREA.
- 4) EXISTING STREET NAME SIGN LOCATIONS SHALL BE ADJUSTED AS NECESSARY ON EXISTING SPAN WIRE FOR NB, SB, AND WB APPROACHES.
- 5) EXISTING R10-15 SIGN LOCATIONS SHALL BE ADJUSTED AS NECESSARY ON EXISTING SPAN WIRE FOR NB, EB, AND WB APPROACHES.
- 6) EXISTING R10-12 SIGN LOCATIONS SHALL BE ADJUSTED AS NECESSARY ON EXISTING SPAN WIRE FOR EB AND WB APPROACHES.
- 7) EXISTING LOOP DETECTOR EQUIPMENT TO BE ABANDONED. TO BE REPLACED BY PROPOSED RADAR DETECTION EQUIPMENT



TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	HISP-6(145)	SIG-2

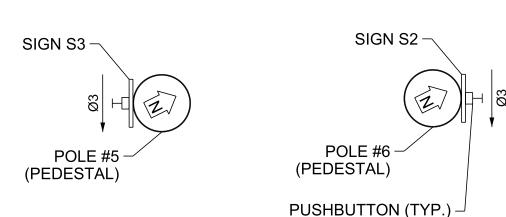
RADAR DETECTOR ASSIGNMENT CHART

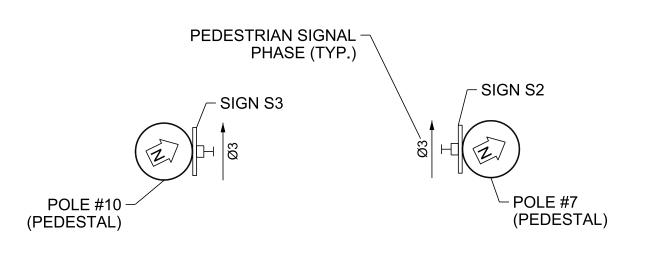
ZONE ASSIGNMENT	SIZE	RADAR MODE		DISTANCE FROM STOP LINE
1-1	6'X50'	<u> </u>	PRESENCE	-5'
4-1	6'X50'	<u> </u>	PRESENCE	-5'
4-2	6'X50'	2	PRESENCE	0'
5-1	6'X50'	\triangle	PRESENCE	-5'

FUNCTIONAL PLANS

SEALED BY

PEDESTRIAN PUSHBUTTON **PHASE & ORIENTATION**





COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION**

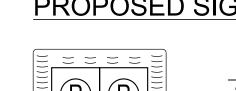
SIGNAL LAYOUT SR 6 (GALLATIN PIKE) AND BERKLEY DRIVE

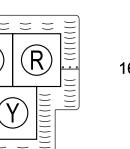
Str 9 SR PRS 2/14/2024 4:59:14 PM M:\2021\2108573.05 (TDOT

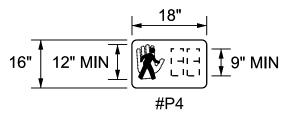
\SIG-2.

INTERSECTION ID #3480

SCALE: 1"=20'

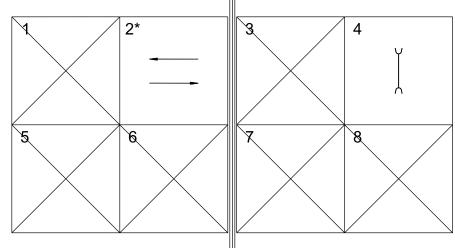






- PORTLAND ORANGE HAND NUMBERS - PORTLAND ORANGE

PROPOSED SIGNAL HEAD DISPLAYS

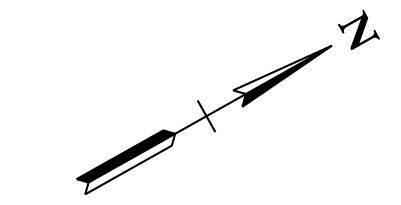


PHASING DIAGRAM

BARRIER

NOTES:

- 1) ALL PROPOSED POLE AND FOUNDATION LOCATIONS SHALL BE
- COORDINATED WITH CURB RAMP CONSTRUCTION IN THE FIELD. 2) ALL PROPOSED POLE FOUNDATIONS SHALL BE POURED UNDER THE
- FINISHED SIDEWALK OR CURB RAMP GRADE ELEVATION.
- 3) LOCATION OF PROPOSED SIGNAL POLES SHALL MAINTAIN A CLEAR AND CONTINUOUS PATH WIDTH OF 5 FEET. IN CONSTRAINED CONDITIONS, IT IS PERMISSIBLE TO HAVE A CLEAR AND CONTINUOUS PATH WIDTH OF 4 FEET AND IT MUST BE MAINTAINED AROUND POLES PLACED IN THE SIDEWALK OR CURB RAMP AREA.
- 4) EXISTING BUS STOP SIGN ON WEST SIDE OF SR 6 TO BE RELOCATED.



TYPE	YEAR	PROJECT NO.	NO.
FUNC.	2024	HSIP-6(145)	SIG-3

FUNCTIONAL

PLANS

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED

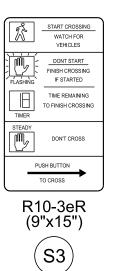
STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION**

TO THE NAVD 1988 WITH GEOID 18.

SIGNAL LAYOUT SR 6 (GALLATIN PIKE) NEAR E. PALESTINE AVENUE

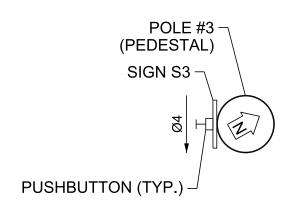
SCALE: 1"=20'

PROPOSED TRAFFIC SIGNS







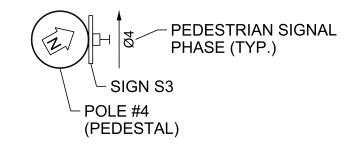


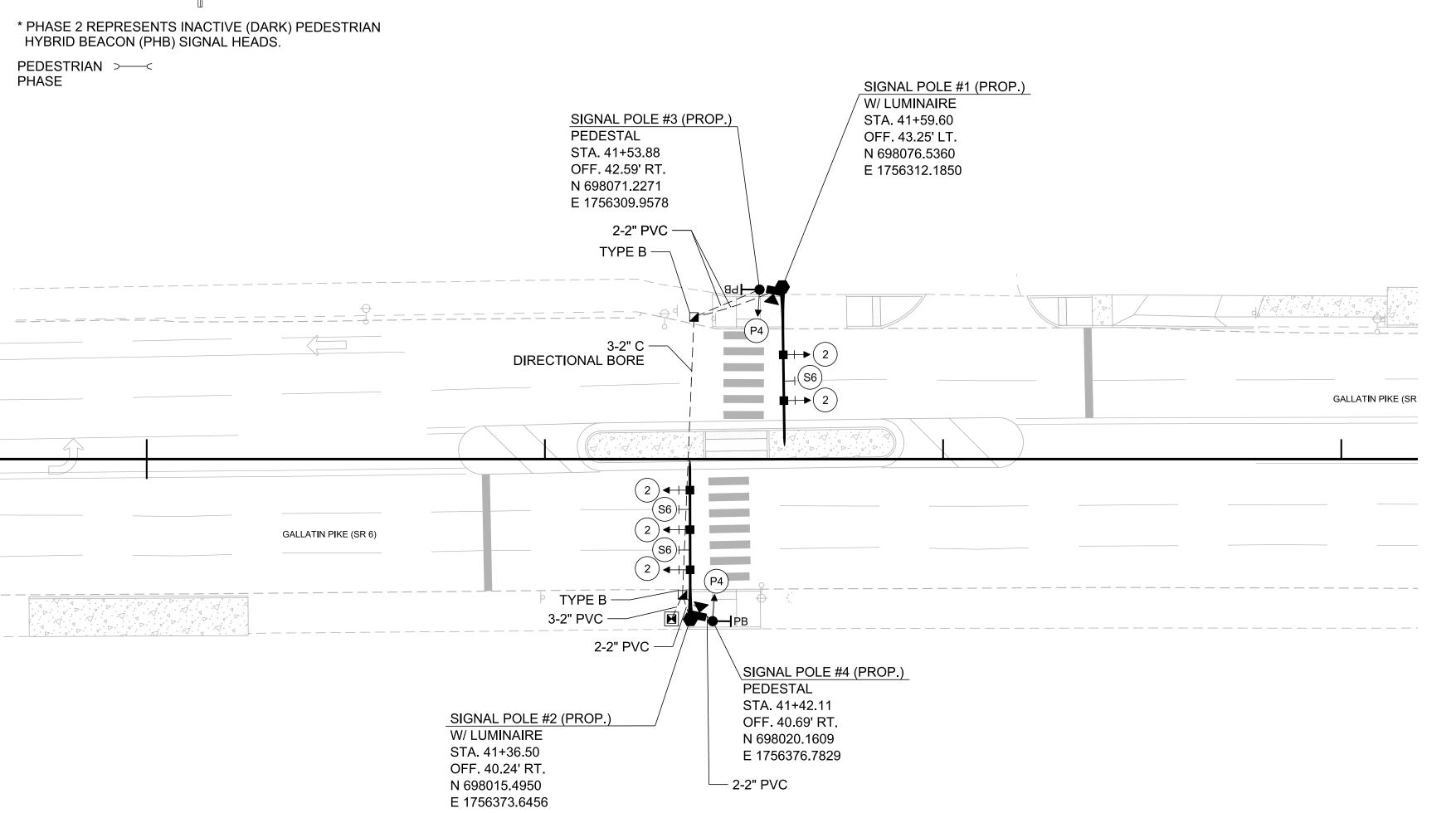
Street)\Desig

9 SR

PRSI

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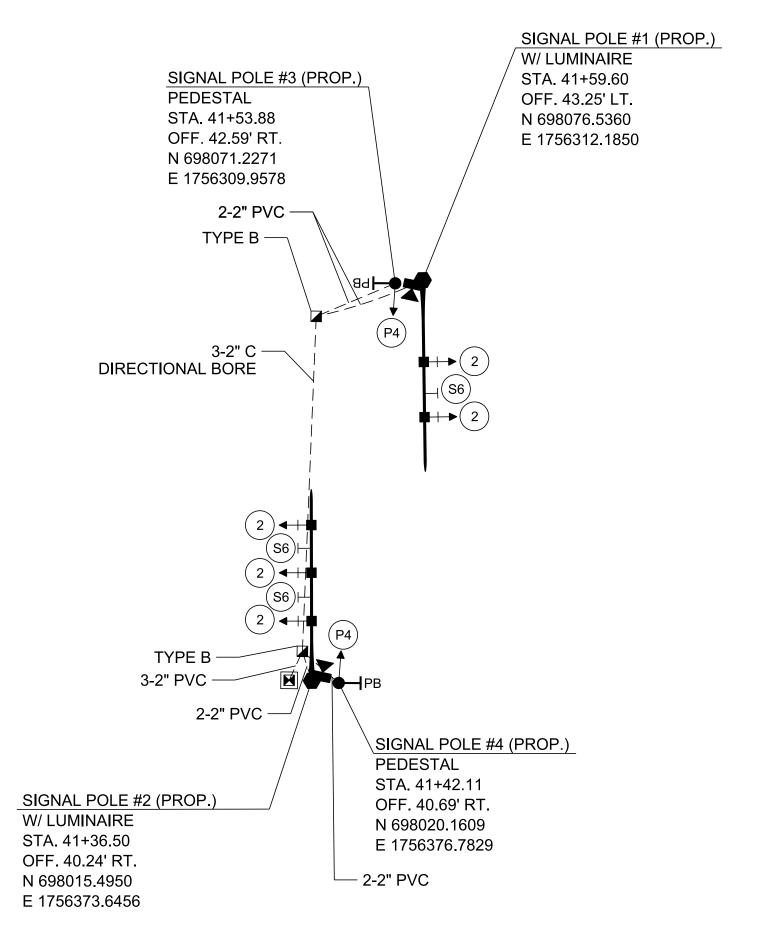


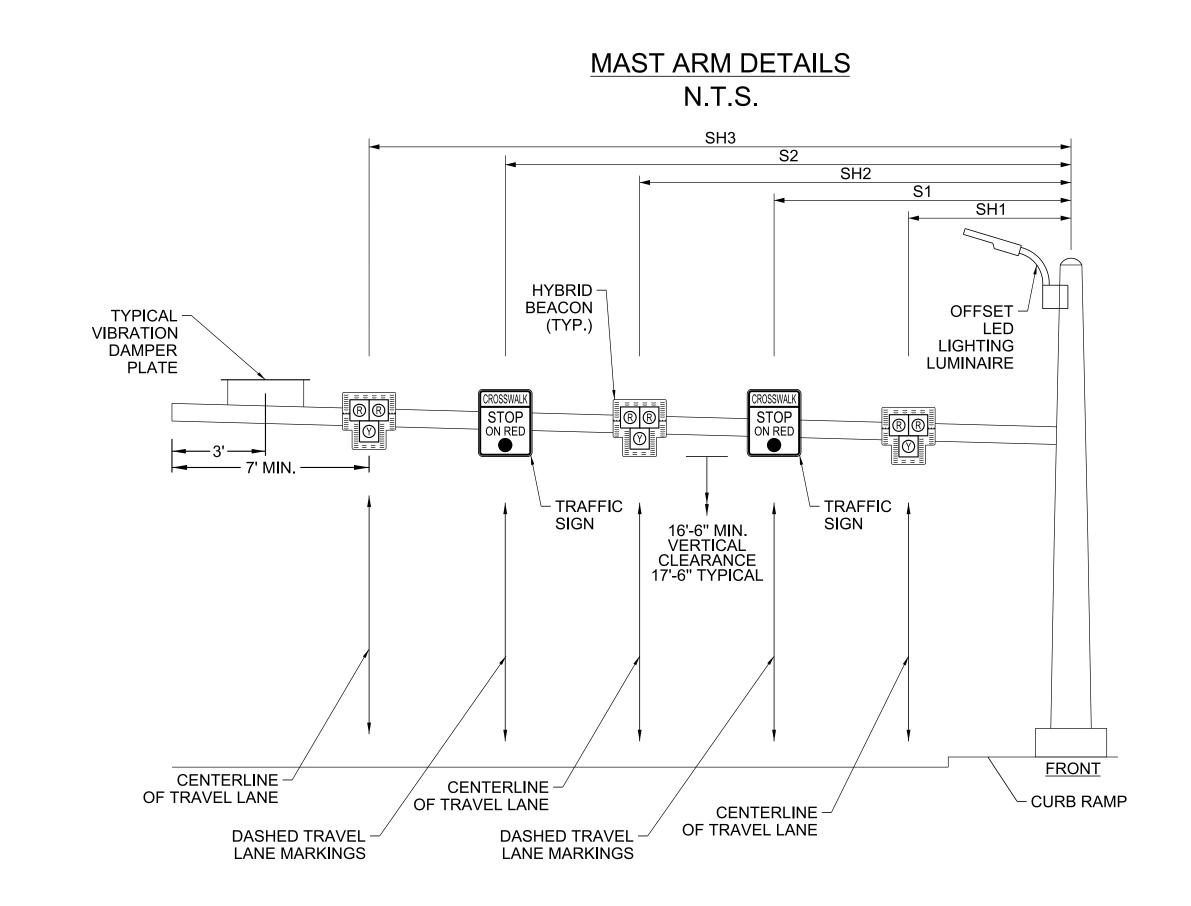




PROJECT NO. TYPE HSIP-6(145) SIG-3A FUNC.

WIRING DIAGRAM





SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS

POLE NO.	STATION	OFFSET	NORTHING	EASTING	ARM	ARM LENGTH	SH1	S1	SH2	S2	SH3	GROUND EL. @ POLE
1	41+59.60	43.25' LT.	698076.5360	1756312.1850	A1	40'	17' - 0"	23' - 6"	28' - 6"			503.51'
2	41+36.50	40.24' RT.	698015.4950	1756373.6456	A2	40'	12' - 6"	17' - 6"	22' - 6"	27' - 6"	32' - 6"	503.18'
3	41+53.88	42.59' RT.	698071.2271	1756309.9578		PED.						503.61'
4	41+42.11	40.69' RT.	698020.1609	1756376.7829		PED.						503.09'

FUNCTIONAL PLANS

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION**

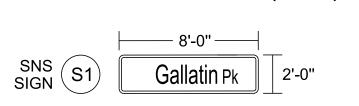
SIGNAL DETAILS

_ _ - _ _ _ _ _ 6

#P6,P8 TO REMAIN ON SIGNAL POLE #1,2

#2,4,6,8 #1,3,5 TO REMAIN TO REMAIN

PROPOSED OVERHEAD STREET NAME SIGNS (SNS)



STREET NAME SIGN NOTES:

STA. 44+00.63

OFF. 42.09' RT.

N 698244.8377 E 1756504.6770

- 1) ALL PROPOSED POLE AND FOUNDATION LOCATIONS SHALL BE COORDINATED WITH CURB RAMP CONSTRUCTION IN THE FIELD.
- 2) ALL PROPOSED POLE FOUNDATIONS SHALL BE POURED UNDER THE FINISHED SIDEWALK OR CURB RAMP GRADE ELEVATION.
- 3) LOCATION OF PROPOSED SIGNAL POLES SHALL MAINTAIN A CLEAR AND CONTINUOUS PATH WIDTH OF 5 FEET. IN CONSTRAINED CONDITIONS, IT IS PERMISSIBLE TO HAVE A CLEAR AND CONTINUOUS PATH WIDTH OF 4 FEET AND IT MUST BE MAINTAINED AROUND POLES PLACED IN THE SIDEWALK OR CURB RAMP AREA.

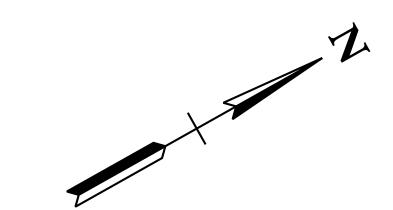
- SIGNAL CABINET

SIGNAL POLE #2 (EXIST.)

N 698293.7910

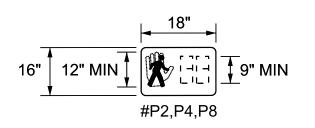
E 1756483.9126

(EXIST.)



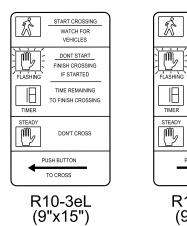
TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	HSIP-6(145)	SIG-4

PROPOSED SIGNAL HEAD DISPLAYS



- WHITE PORTLAND ORANGE NUMBERS - PORTLAND ORANGE

PROPOSED TRAFFIC SIGNS



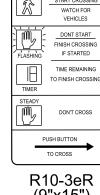
Street)\Desig

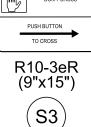
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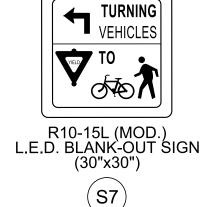
SR

PRSI

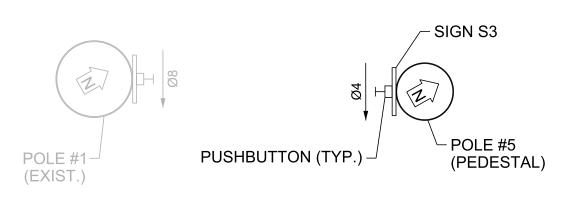
2/14/2024 4:59:17 PM M:\2021\2108573.05 (TDOT

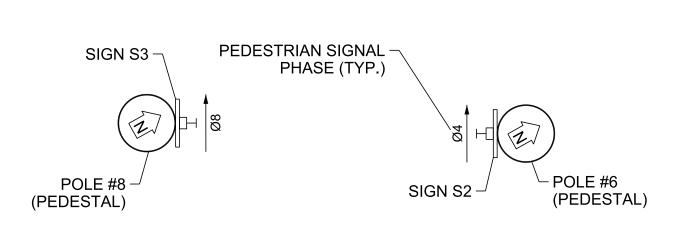






PEDESTRIAN PUSHBUTTON PHASE & ORIENTATION





1) SIGN SHOULD BE SUSPENDED OVERHEAD ON SPAN WIRE.

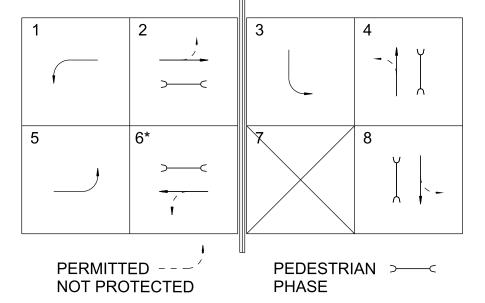
- INSTALL 2" STEEL CONDUIT RISER ASSEMBLY ON EXISTING SIGNAL POLE - 1-2" PVC SIGNAL POLE #5 (PROP.) (TYP.) SIGNAL POLE #1 (EXIST. PEDESTAL STA. 44+69.07 OFF. 41.58' LT. N 698345.4926 E 1756465.2773 GALLATIN PIKE (SR 6) INSTALL 2" STEEL CONDUIT RISER ASSEMBLY (2)**INSTALL 2" STEEL** ON EXISTING SIGNAL POLE CONDUIT RISER ASSEMBLY (P8) ON EXISTING SIGNAL POLE SIGNAL POLE #8 (PROP.) SIGNAL POLE #3 (EXIST.) PEDESTAL - 1-2" PVC STA. 43+80.51 OFF. 43.36' RT. SIGNAL POLE #6 (PROP.) N 698226.6770 PEDESTAL E 1756495.9269 STA. 44+82.64 OFF. 46.24' RT. SIGNAL POLE #4 (EXIST.) N 698314.2963 1-2" PVC -E 1756548.4777 TYPE B -1-2" PVC -SIGNAL POLE #7 (PROP.) SR-6 STA. 44+33.13 PEDESTAL E. PALESTINE AVE. 130+00.00

SIGNAL SUPPORT POLE DATA

POLE NO.	STATION	OFFSET	NORTHING	EASTING	SPAN (LT. TO RT.)	SPAN LENGTH	SNS	SH1	SH2	S1	S2	GROUND EL. @ POLE
1	EXIST.	EXIST.	EXIST.	EXIST.	SP1 TO SP2	EXIST.	EXIST.	EXIST.	EXIST.	EXIST.		EXIST.
2	EXIST.	EXIST.	EXIST.	EXIST.	SP2 TO SP3	EXIST.	EXIST.	EXIST.	EXIST.	EXIST.		EXIST.
3	EXIST.	EXIST.	EXIST.	EXIST.	SP3 TO SP4	EXIST.	85' - 0"	EXIST.	EXIST.	EXIST.		EXIST.
4	EXIST.	EXIST.	EXIST.	EXIST.	SP4 TO SP1	EXIST.	EXIST.	EXIST.	EXIST.	EXIST.	EXIST.	EXIST.
5	44+69.07	41.58' LT.	698345.4926	1756465.2773		PED.						491.48'
6	44+82.64	46.24' LT.	698314.2963	1756548.4777		PED.						491.20'
7	44+00.63	42.09' RT.	698244.8377	1756504.6770		PED.						494.19'
8	43+80.51	43.36' RT.	698226.6770	1756495.9269		PED.			-			495.70'

PHASING DIAGRAM

BARRIER



* BLANK-OUT SIGN, S7, TO COME ON DURING PHASE 6.

> **FUNCTIONAL PLANS**

> > SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION**

SIGNAL LAYOUT SR 6 (GALLATIN PIKE) AND E. PALESTINE AVENUE

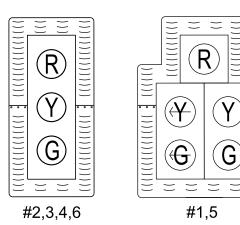
SCALE: 1"=20'

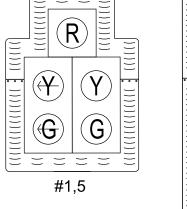
INTERSECTION ID #3575

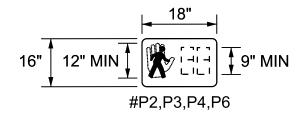
PROPOSED SIGNAL HEAD DISPLAYS

<u>G</u>

#3A,4A







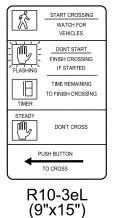
- WHITE

HAND

 PORTLAND ORANGE NUMBERS - PORTLAND ORANGE

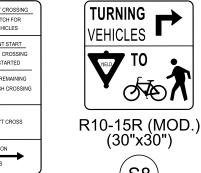
ALL SIGNAL HEADS TO INCLUDE RETROREFLECTIVE BORDER (SEE T-SG-9A)

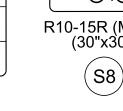
PROPOSED TRAFFIC SIGNS

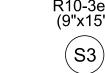


(s2)

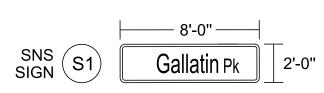








PROPOSED OVERHEAD STREET NAME SIGNS (SNS)



STREET NAME SIGN NOTES:

1) SIGN SHOULD BE SUSPENDED OVERHEAD ON MAST ARMS.

NOTES:

SIG-

Str

to

9

SR

PRS

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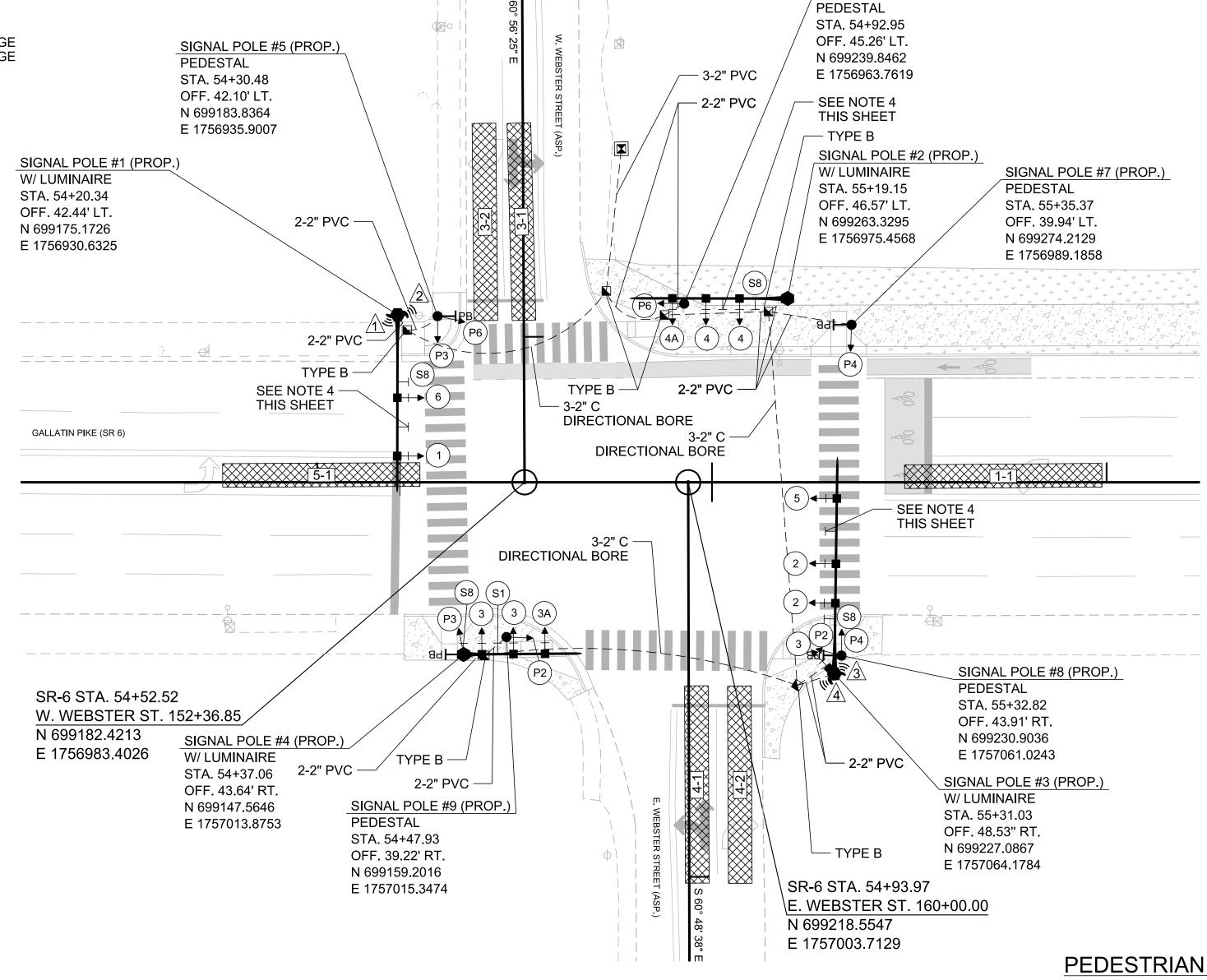
- 1) ALL PROPOSED POLE AND FOUNDATION LOCATIONS SHALL BE COORDINATED WITH CURB RAMP CONSTRUCTION IN THE FIELD.
- 2) ALL PROPOSED POLE FOUNDATIONS SHALL BE POURED UNDER THE FINISHED SIDEWALK OR CURB RAMP GRADE ELEVATION.
- 3) LOCATION OF PROPOSED SIGNAL POLES SHALL MAINTAIN A CLEAR AND CONTINUOUS PATH WIDTH OF 5 FEET. IN CONSTRAINED CONDITIONS, IT IS PERMISSIBLE TO HAVE A CLEAR AND CONTINUOUS PATH WIDTH OF 4 FEET AND IT MUST BE MAINTAINED AROUND POLES PLACED IN THE SIDEWALK OR CURB RAMP AREA
- 4) EXISTING STREET NAME SIGNS ON EXISTING SPAN WIRE SHALL BE TRANSFERRED TO PROPOSED MAST ARMS FOR NB, SB, AND WB APPROACHES AS SHOWN ON PLANS.
- 5) EXISTING LOOP DETECTOR EQUIPMENT TO BE ABANDONED. TO BE REPLACED BY PROPOSED RADAR DETECTION EQUIPMENT.

RADAR DETECTOR ASSIGNMENT CHART

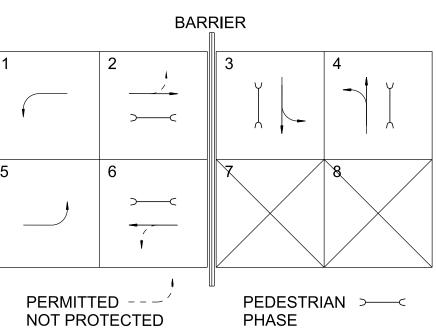
ZONE ASSIGNMENT	SIZE	RADAR	MODE	DISTANCE FROM STOP LONE
1-1	6'X50'	<u> </u>	PRESENCE	-5'
3-1	6'X50'	2	PRESENCE	-5'
3-2	6'X50'	<u>^2</u>	PRESENCE	-5'
4-1	6'X50'	4	PRESENCE	-5'
4-2	6'X50'	4	PRESENCE	-5'
5-1	6'X50'	\triangle	PRESENCE	-5'

SIGNAL POLE #6 (PROP.)

TYPE	YEAR	PROJECT NO.	SHEET NO.
FUNC.	2024	HSIP-6(145)	SIG-5



PHASING DIAGRAM



FUNCTIONAL PLANS

PEDESTRIAN PUSHBUTTON PHASE & ORIENTATION



PEDESTRIAN SIGNAL -PHASE (TYP.) 1/ - POLE #8 SIGN S2-SIGN S2-(PEDESTAL) (SIGNAL)

SEALED BY

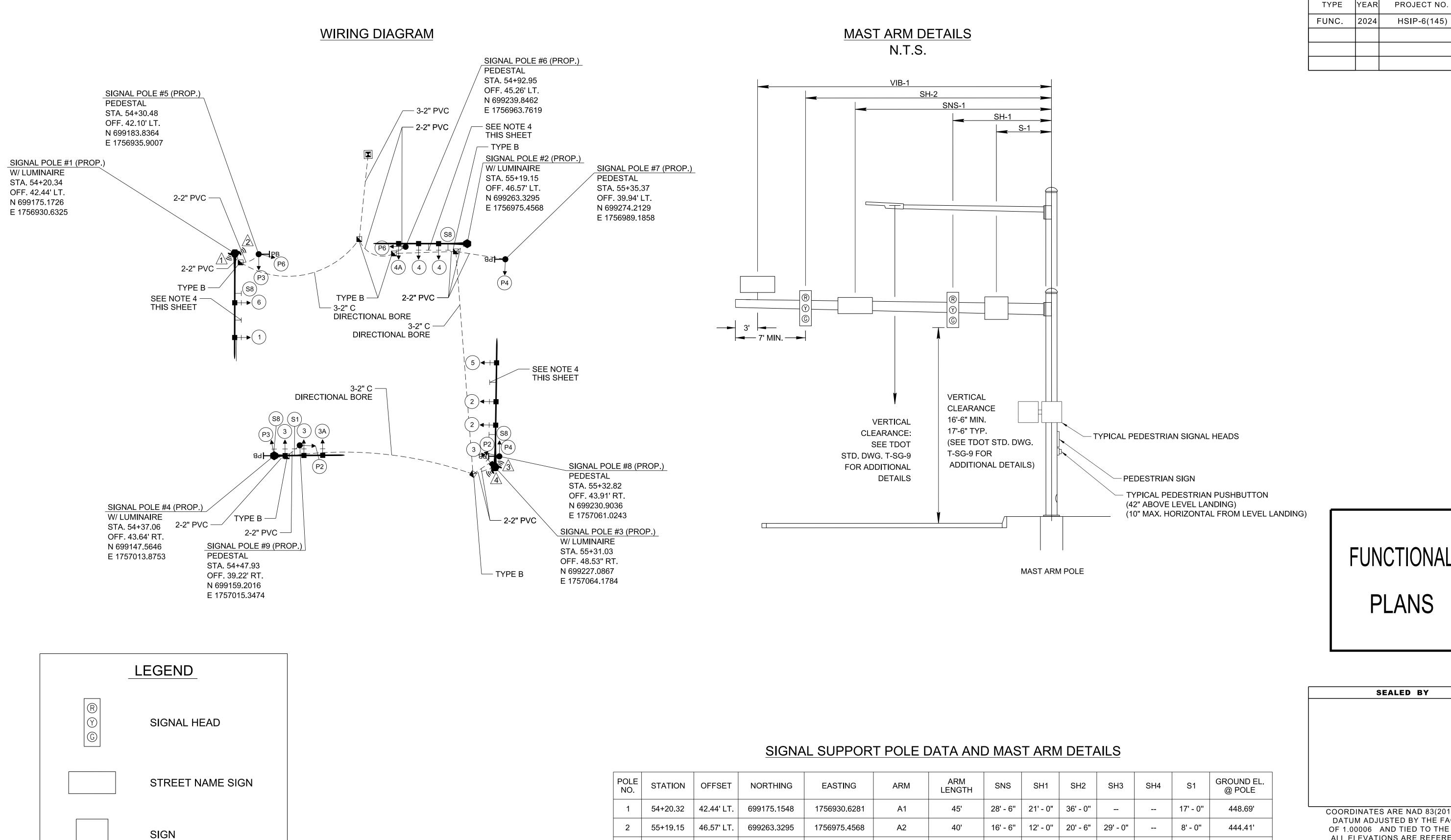
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION**

SIGNAL LAYOUT SR 6 (GALLATIN PIKE) AND WEBSTER STREET

SCALE: 1"=20'

INTERSECTION ID #3760



48.53' RT.

43.64' RT.

42.10' LT.

45.26' LT.

39.94' LT.

43.91' RT.

39.22' RT.

55+31.02

54+37.06

54+30.48

54+92.95

55+35.37

55+32.82

54+47.93

699227.0687

699147.5646

699183.8364

699239.8462

699274.2129

699230.9036

699159.2016

1757064.1751

1757013.8753

1756935.9007

1756963.7619

1756989.1858

1757061.0243

1757015.3474

A3

36' - 0"

8' - 6''

4' - 6"

30'

PED.

PED.

18' - 0" | 28' - 0" | 44' - 6"

12' - 6" | 20' - 6"

14' - 0"

POLE

443.81'

447.93'

448.05'

445.18'

443.70'

443.78'

447.19'

SIG-5A.

Street)\Desig

Walton

SR

PRSI

LUMINAIRE

DEVICE

VIBRATION DAMPER

SIGN

STREET NAME SIGN

VIBRATION DAMPER DEVICE

SIGNAL HEAD

S-X:

SNS-X:

SH-X:

VIB-X:

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SEALED BY

PLANS

PROJECT NO.

HSIP-6(145)

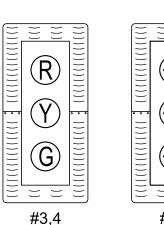
SIG-5A

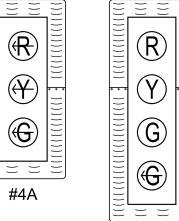
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

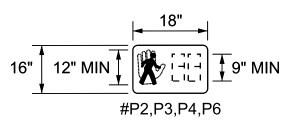
STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION**

SIGNAL DETAILS

PROPOSED SIGNAL HEAD DISPLAYS



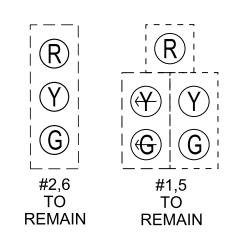




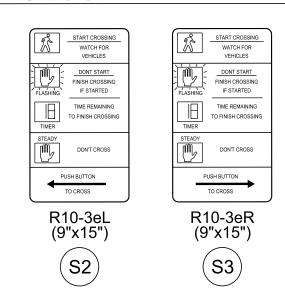
- WHITE PORTLAND ORANGE HAND NUMBERS - PORTLAND ORANGE

ALL SIGNAL HEADS TO INCLUDE RETROREFLECTIVE BORDER (SEE T-SG-9A)

EXISTING SIGNAL HEAD DISPLAYS

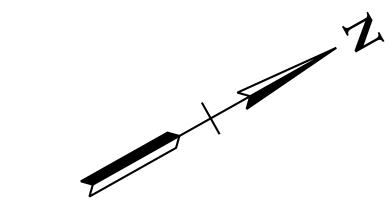


PROPOSED TRAFFIC SIGNS



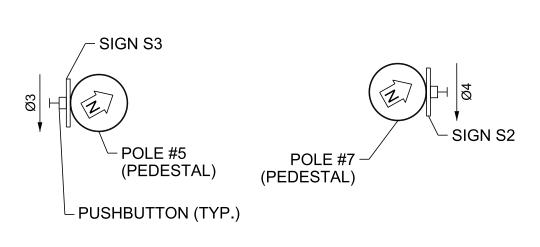
NOTES:

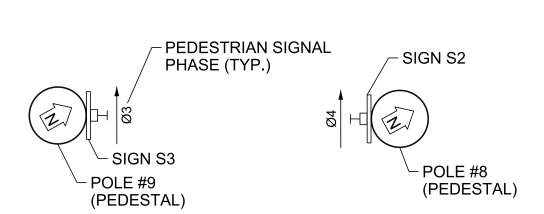
- 1) ALL PROPOSED POLE AND FOUNDATION LOCATIONS SHALL BE COORDINATED WITH CURB RAMP CONSTRUCTION IN THE FIELD.
- 2) ALL PROPOSED POLE FOUNDATIONS SHALL BE POURED UNDER THE FINISHED SIDEWALK OR CURB RAMP GRADE ELEVATION.
- 3) LOCATION OF PROPOSED SIGNAL POLES SHALL MAINTAIN A CLEAR AND CONTINUOUS PATH WIDTH OF 5 FEET. IN CONSTRAINED CONDITIONS, IT IS PERMISSIBLE TO HAVE A CLEAR AND CONTINUOUS PATH WIDTH OF 4 FEET AND IT MUST BE MAINTAINED AROUND POLES PLACED IN THE SIDEWALK OR CURB RAMP AREA.
- 4) EXISTING STREET NAME SIGN LOCATIONS SHALL BE ADJUSTED AS NECESSARY ON EXISTING SPAN WIRE FOR EB AND WB APPROACHES.
- EXISTING R10-15R MOD. SIGN LOCATIONS SHALL BE ADJUSTED AS NECESSARY ON EXISTING SPAN WIRE FOR ALL APPROACHES.
- 6) EXISTING LOOP DETECTOR EQUIPMENT TO BE MAINTAINED.



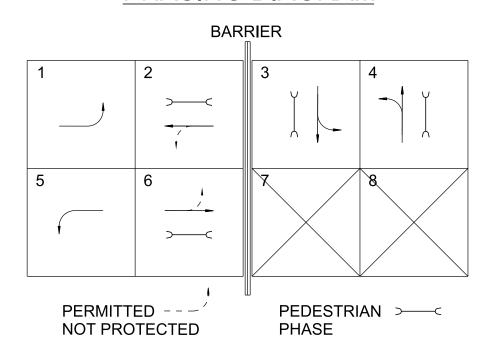
TYPE PROJECT NO. HSIP-6(145) SIG-6 FUNC.

PEDESTRIAN PUSHBUTTON PHASE & ORIENTATION





PHASING DIAGRAM



FUNCTIONAL PLANS

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION**

SIGNAL LAYOUT SR 6 (GALLATIN PIKE) AND EMMITT AVENUE

SCALE: 1"=20'

SIGNAL POLE #9 (PROP.) PEDESTAL STA. 59+83.36 OFF. 43.58' RT. N 699623.8199 E 1757281.5046

SIGNAL POLE #6 (PROP.)

2-2" PVC -

(P3)

(P3)

2-2" PVC —

PEDESTAL

INSTALL 2" STEEL

SIGNAL POLE #1 (EXIST.)

2-2" PVC

CONDUIT RISER ASSEMBLY

ON EXISTING SIGNAL POLE

SIGNAL POLE #5 (PROP.)

PEDESTAL

STA. 59+93.57

OFF. 45.76' LT.

N 699676.4949

GALLATIN PIKE (SR 6)

SIGNAL POLE #4 (EXIST.)

INSTALL 2" STEEL -

CONDUIT RISER ASSEMBLY

ON EXISTING SIGNAL POLE

E 1757208.6208

STA. 60+19.44 OFF. 46.14' LT. N 699699.2276 E 1757220.9669 SEE NOTE 6

THIS SHEET

P4)

6

(P4)

SR-6 STA. 60+21.35

N 699678.2894

E 1757262.1250

\EMMITT AVE. 170+00.00

PEDESTAL

STA. 60+74.14

OFF. 48.03' LT. N 699747.8417 E 1757246.1202

SIGNAL POLE #7 (PROP.)

SIGNAL POLE #3 (EXIST.)

SIGNAL POLE #8 (PROP.)

PEDESTAL

STA. 60+74.15

OFF. 44.18' RT.

N 699702.6693

E 1757326.5074

INSTALL 2" STEEL

CONDUIT RISER ASSEMBLY ON EXISTING SIGNAL POLE

SIGNAL CABINET

INSTALL 2" STEEL

CONDUIT RISER ASSEMBLY

ON EXISTING SIGNAL POLE

(EXIST.)

SIGNAL POLE #2 (EXIST.)

SIGNAL SUPPORT POLE DATA

POLE NO.	STATION	OFFSET	NORTHING	EASTING	SPAN (LT. TO RT.)	SPAN LENGTH	SNS	SH1	SH2	SH3	S1	GROUND EL. @ POLE
1	EXIST.	EXIST.	EXIST.	EXIST.	SP1 TO SP2	EXIST.	EXIST.	10' - 6"	18' - 6"	26' - 6"	EXIST.	EXIST.
2	EXIST.	EXIST.	EXIST.	EXIST.	SP2 TO SP3	EXIST.	EXIST.	EXIST.	EXIST.		EXIST.	EXIST.
3	EXIST.	EXIST.	EXIST.	EXIST.	SP3 TO SP4	EXIST.	EXIST.	38' - 0"	50' - 0"		EXIST.	EXIST.
4	EXIST.	EXIST.	EXIST.	EXIST.	SP4 TO SP1	EXIST.	EXIST.	EXIST.	EXIST.		EXIST.	EXIST.
5	59+93.57	45.76' LT.	699676.4949	1757208.6208		PED.			1			450.59'
6	60+19.44	46.14' LT.	699699.2276	1757220.9669		PED.			-			452.53'
7	60+74.14	48.03' LT.	699747.8417	1757246.1202		PED.						454.55'
8	60+74.15	44.18' RT.	699702.6693	1757326.5074		PED.						453.32'
9	59+83.36	43.58' RT.	699623.8199	1757281.5046		PED.						449.51'

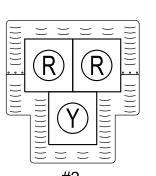
9 SR S PR 2/14/2024 4:59:20 PM M:\2021\2108573.05 (TDOT

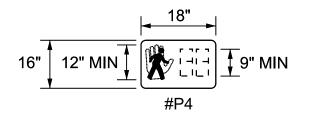
\SIG-6.

Street)\D

INTERSECTION ID #3580

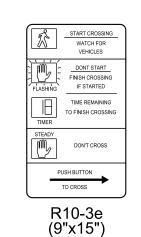
PROPOSED SIGNAL HEAD DISPLAYS





HAND - PORTLAND ORANGE NUMBERS - PORTLAND ORANGE

PROPOSED TRAFFIC SIGNS





(S6)





(88)

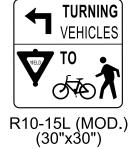
\SIG-7.dgr

Street)\Desig

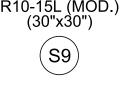
9 SR

PRSI

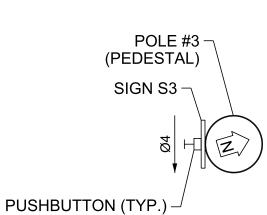
2/14/2024 4:59:21 PM M:\2021\2108573.05 (TDOT

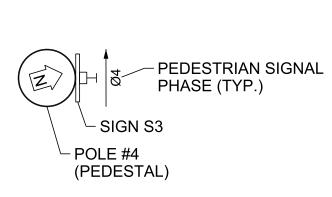






PEDESTRIAN PUSHBUTTON PHASE & ORIENTATION





PHASING DIAGRAM

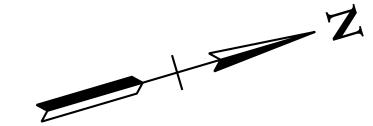
BARRIER

* PHASE 2 REPRESENTS INACTIVE (DARK) PEDESTRIAN HYBRID BEACON (PHB) SIGNAL HEADS.

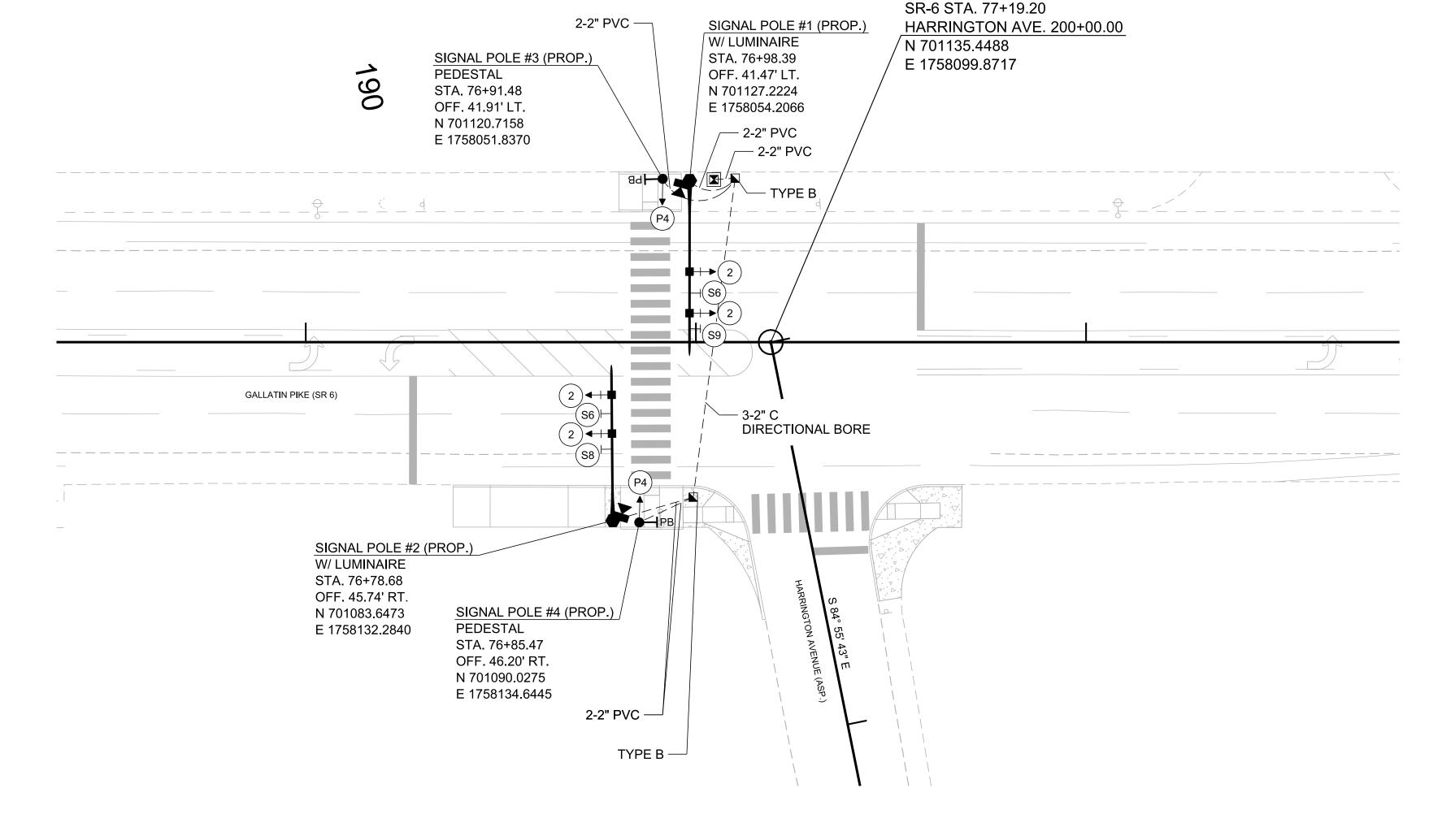
PEDESTRIAN >----PHASE

NOTES:

- 1) ALL PROPOSED POLE AND FOUNDATION LOCATIONS SHALL BE COORDINATED WITH CURB RAMP CONSTRUCTION IN THE FIELD.
- 2) ALL PROPOSED POLE FOUNDATIONS SHALL BE POURED UNDER THE FINISHED SIDEWALK OR CURB RAMP GRADE ELEVATION.
- 3) LOCATION OF PROPOSED SIGNAL POLES SHALL MAINTAIN A CLEAR AND CONTINUOUS PATH WIDTH OF 5 FEET. IN CONSTRAINED CONDITIONS, IT IS PERMISSIBLE TO HAVE A CLEAR AND CONTINUOUS PATH WIDTH OF 4 FEET AND IT MUST BE MAINTAINED AROUND POLES PLACED IN THE SIDEWALK OR CURB RAMP AREA.



PROJECT NO. TYPE FUNC. HSIP-6(145) SIG-7



FUNCTIONAL PLANS

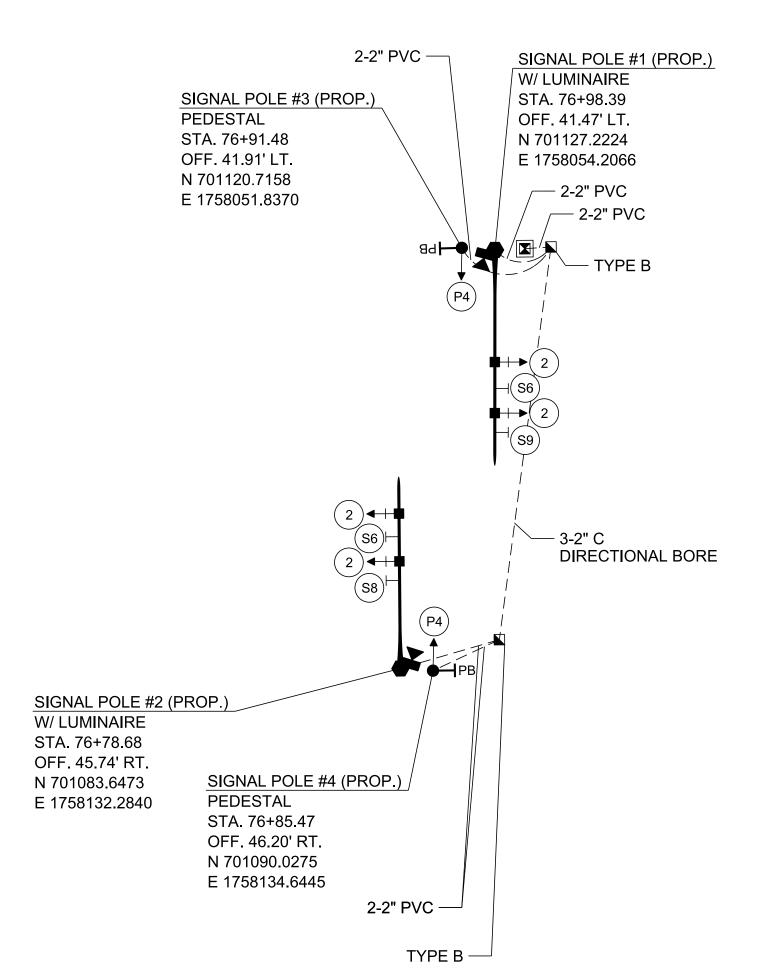
SEALED BY

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STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION**

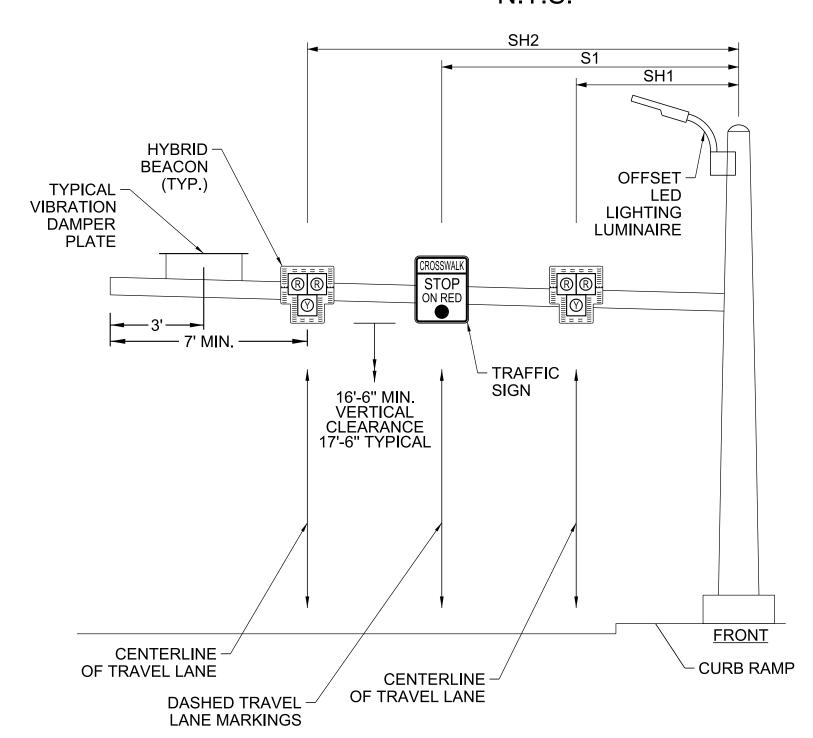
SIGNAL LAYOUT SR 6 (GALLATIN PIKE) AND HARRINGTON AVENUE

SCALE: 1"=20'



WIRING DIAGRAM

MAST ARM DETAILS N.T.S.



SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS

POLE NO.	STATION	OFFSET	NORTHING	EASTING	ARM	ARM LENGTH	SH1	S1	SH2	S2	GROUND EL. @ POLE
1	76+98.39	76+98.39	701127.2224	1758054.2066	A1	45'	23' - 6"	29' - 0"	34' - 0"	38' - 0"	474.79'
2	76+78.68	45.74' RT.	701083.6473	1758132.2840	A2	40'	22' - 6"	18' - 6"	32' - 0"	27' - 6"	474.83'
3	76+91.48	41.91' LT.	701120.7158	1758051.8370		PED.					475.03'
4	76+85.47	46.20' RT.	701090.0275	1758134.6445		PED.					474.53'

FUNCTIONAL PLANS

PROJECT NO.

HSIP-6(145)

SIG-7A

TYPE

FUNC.

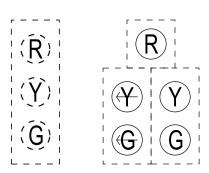
SEALED BY

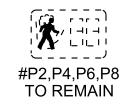
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL DETAILS

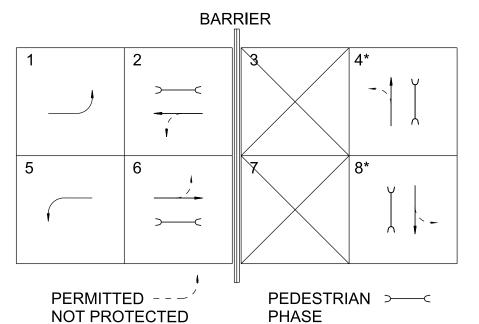
EXISTING SIGNAL HEAD DISPLAYS





#1,5 #2,4,6,8 TO REMAIN TO REMAIN

PHASING DIAGRAM



NOTES: 1) ALL EXISTING SIGNAL EQUIPMENT LOCATIONS TO REMAIN AS IS.

EXISTING STREET NAME SIGN LOCATIONS SHALL BE ADJUSTED AS NECESSARY ON EXISTING SPAN WIRE FOR EB AND WB APPROACHES.

SR-6 STA. 81+77.67

N 701575.1918

E 1758229.5606

SIGNAL POLE #4 (EXIST.)

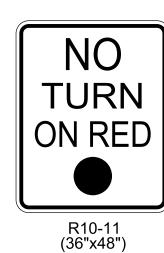
SIGNAL POLE #3 (EXIST.)

MADISON ST. 222+54.16

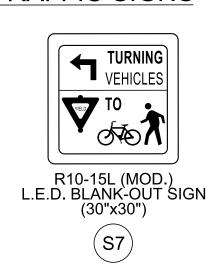
SIGNAL POLE #2 (EXIST.)

PROJECT NO. TYPE SIG-8 HSIP-6(145) FUNC.

PROPOSED TRAFFIC SIGNS



S5



* BLANK-OUT SIGN, S7, TO COME ON DURING PHASE 4 AND PHASE 8.

> SIGNAL POLE #1 (EXIST.) INSTALL 2" STEEL — CONDUIT RISER ASSEMBLY ON EXISTING SIGNAL POLE SIGNAL CABINET (EXIST.)

GALLATIN PIKE (SR 6)

 $\binom{6}{}$

SIGNAL POLE #5 (EXIST.)/

SR-6 STA. 81+49.64 HARRIS ST. 210+00.00/ N 701548.2677 E 1758221.6201

SIGNAL SUPPORT POLE DATA

POLE NO.	STATION	OFFSET	NORTHING	EASTING	SPAN (LT. TO RT.)	SPAN LENGTH	SNS	SH1	SH2	S1	S2	S3	GROUND EL. @ POLE
1	EXIST.	EXIST.	EXIST.	EXIST.	SP1 TO SP2	EXIST.	EXIST.	EXIST.	EXIST.	POLE	EXIST.	31' - 6"	EXIST.
2	EXIST.	EXIST.	EXIST.	EXIST.	SP2 TO SP3	EXIST.	EXIST.	EXIST.	EXIST.	EXIST.			EXIST.
3	EXIST.	EXIST.	EXIST.	EXIST.	SP3 TO SP5	EXIST.	EXIST.	EXIST.	EXIST.	POLE	8' - 6"	EXIST.	EXIST.
4	EXIST.	EXIST.	EXIST.	EXIST.		PED.							EXIST.
5	EXIST.	EXIST.	EXIST.	EXIST.	SP5 TO SP1	EXIST.	EXIST.	EXIST.	EXIST.	EXIST.			EXIST.

FUNCTIONAL PLANS

SEALED BY

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STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION**

SIGNAL LAYOUT SR 6 (GALLATIN PIKE) AND MADISON/HARRIS STREET

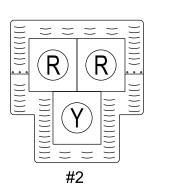
SCALE: 1"=20'

INTERSECTION ID #3610

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awings\SIG-8.dgn

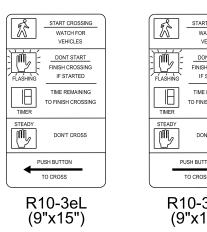
PROPOSED SIGNAL HEAD DISPLAYS



COLOR LEGEND MAN - W

- WHITE - PORTLAND ORANGE NUMBERS - PORTLAND ORANGE

PROPOSED TRAFFIC SIGNS

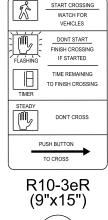


(S2)

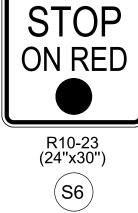
Street)\Desig

PRS

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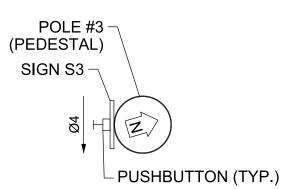


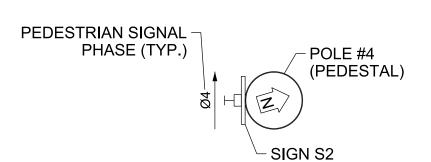




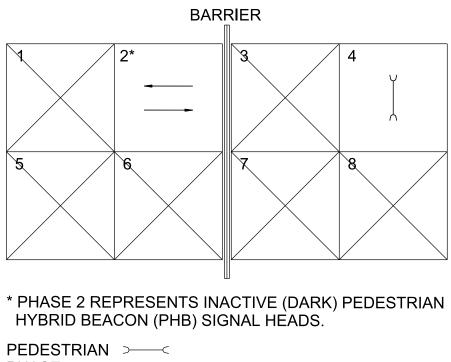
CROSSWALK

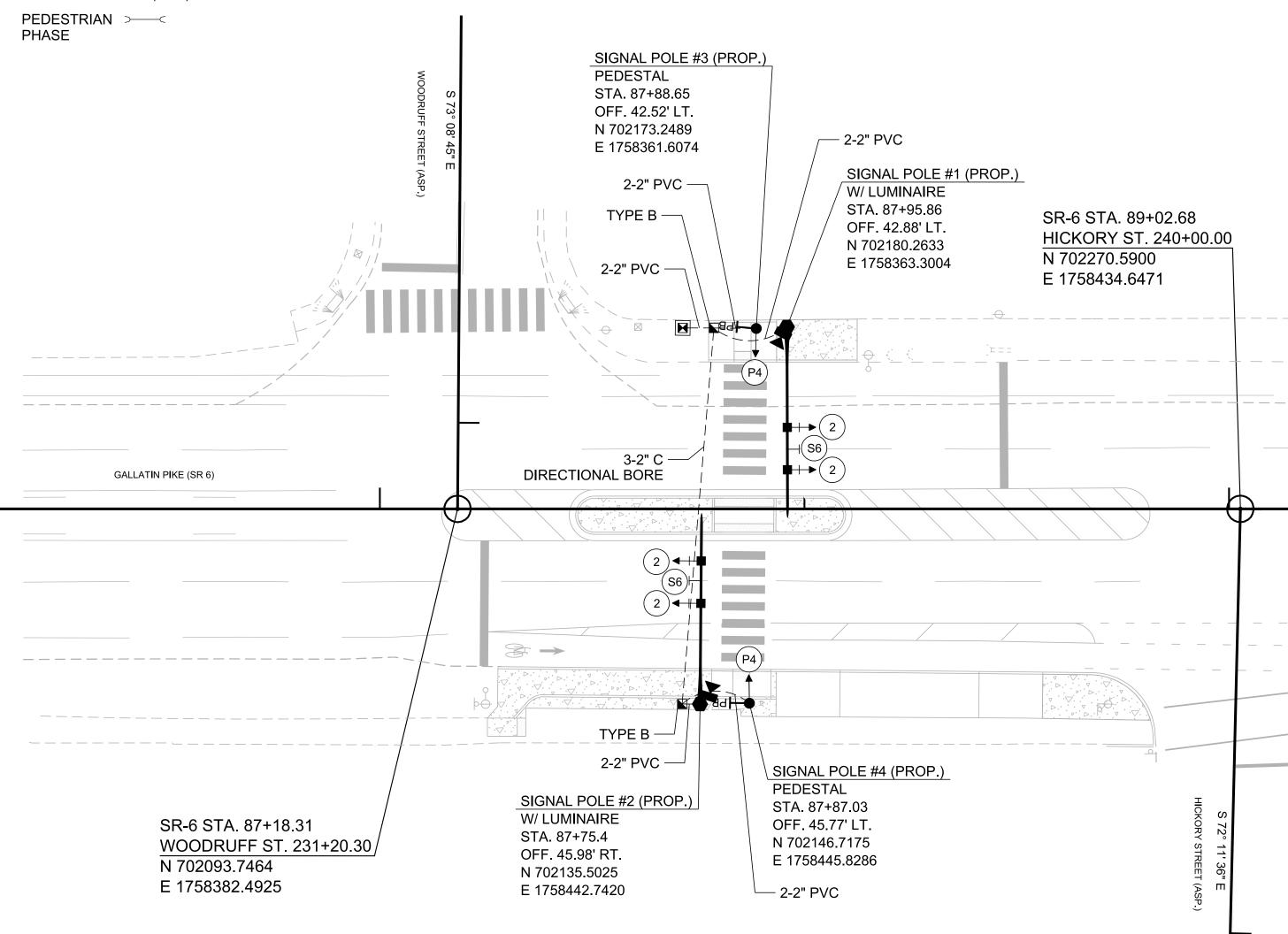
PEDESTRIAN PUSHBUTTON PHASE & ORIENTATION

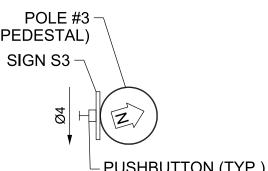




PHASING DIAGRAM

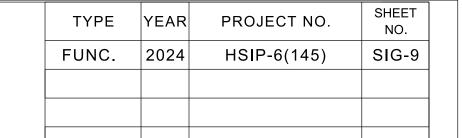






NOTES:

- 1) ALL PROPOSED POLE AND FOUNDATION LOCATIONS SHALL BE COORDINATED WITH CURB RAMP CONSTRUCTION IN THE FIELD.
- 2) ALL PROPOSED POLE FOUNDATIONS SHALL BE POURED UNDER THE FINISHED SIDEWALK OR CURB RAMP GRADE ELEVATION.
- LOCATION OF PROPOSED SIGNAL POLES SHALL MAINTAIN A CLEAR AND CONTINUOUS PATH WIDTH OF 5 FEET. IN CONSTRAINED CONDITIONS, IT IS PERMISSIBLE TO HAVE A CLEAR AND CONTINUOUS PATH WIDTH OF 4 FEET AND IT MUST BE MAINTAINED AROUND POLES PLACED IN THE SIDEWALK OR CURB RAMP AREA.



FUNCTIONAL PLANS

SEALED BY

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STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION**

SIGNAL LAYOUT SR 6 (GALLATIN PIKE) AND WOODRUFF STREET

SCALE: 1"=20'

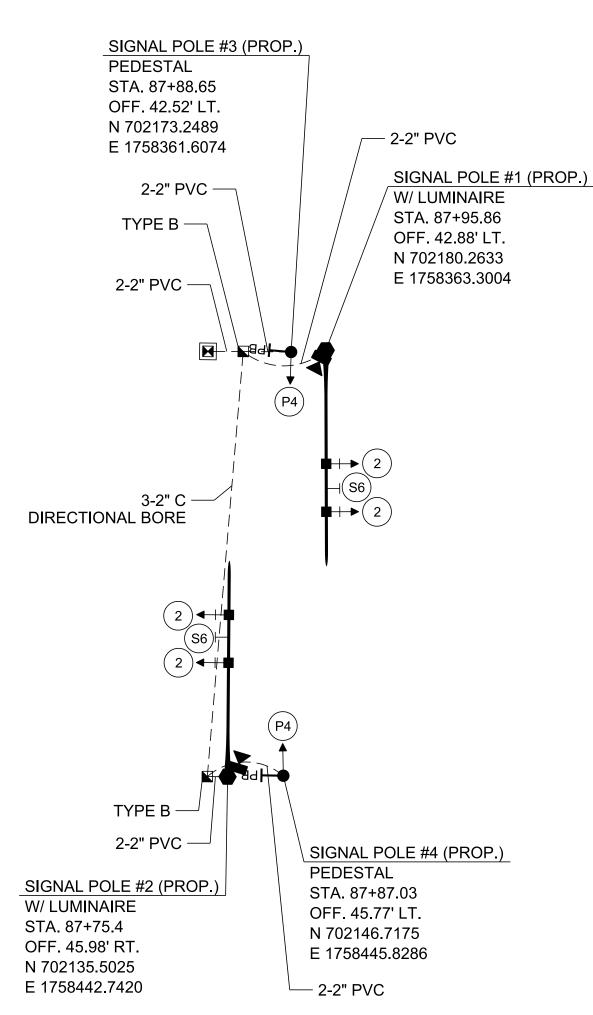


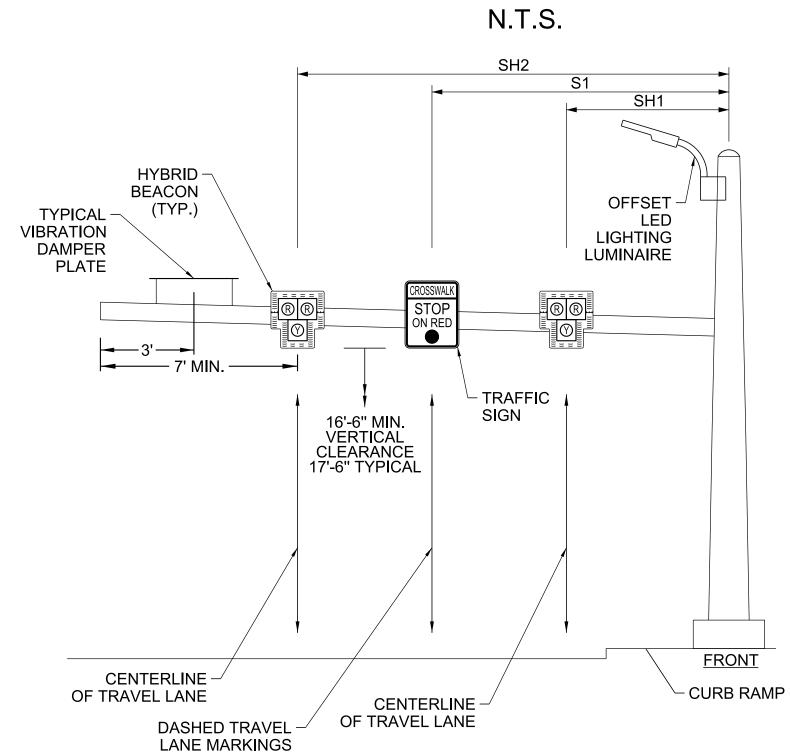
HSIP-6(145) FUNC. SIG-9A

TYPE

PROJECT NO.

MAST ARM DETAILS **WIRING DIAGRAM**





SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS

POLE NO.	STATION	OFFSET	NORTHING	EASTING	ARM	ARM LENGTH	SH1	S1	SH2	S2	GROUND EL. @ POLE
1	87+95.86	42.88' LT.	702180.2633	1758363.3004	A1	45'	23' - 6"	29' - 0"	33' - 6"	37' - 6"	460.59'
2	87+75.40	45.98' RT.	702135.5025	1758442.7420	A2	45'	24' - 0"	29' - 0"	34' - 0"		460.41'
3	87+88.65	42.52' LT.	702173.2489	1758361.6074		PED.					460.50'
4	87+87.03	45.77' LT.	702146.7175	1758445.8286		PED.					460.42'

FUNCTIONAL PLANS

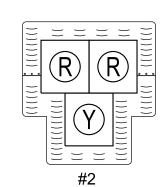
SEALED BY

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STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION**

SIGNAL DETAILS

PROPOSED SIGNAL HEAD DISPLAYS

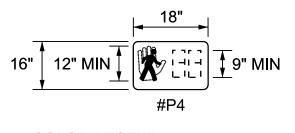


NUMBERS - PORTLAND ORANGE

TURNING VEHICLES

R10-15L (MOD.) (30"x30")

(s9)



HAND - PORTLAND ORANGE

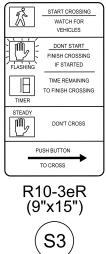
HYBRID BEACON (PHB) SIGNAL HEADS. PEDESTRIAN >----

BARRIER ___

PHASING DIAGRAM

* PHASE 2 REPRESENTS INACTIVE (DARK) PEDESTRIAN

PHASE



SIG-10.dg

Street)\Design

9 SR

PRSI

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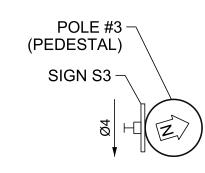


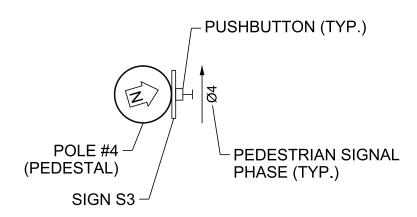
PROPOSED TRAFFIC SIGNS

CROSSWALK



PEDESTRIAN PUSHBUTTON PHASE & ORIENTATION





NOTES:

1) ALL PROPOSED POLE AND FOUNDATION LOCATIONS SHALL BE COORDINATED WITH CURB RAMP CONSTRUCTION IN THE FIELD.

SIGNAL POLE #1 (PROP.)

/ W/ LUMINAIRE

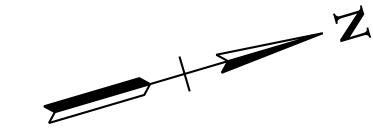
STA. 92+14.07 OFF. 43.35' LT.

- 2) ALL PROPOSED POLE FOUNDATIONS SHALL BE POURED UNDER THE FINISHED SIDEWALK OR CURB RAMP GRADE ELEVATION.
- 3) LOCATION OF PROPOSED SIGNAL POLES SHALL MAINTAIN A CLEAR AND CONTINUOUS PATH WIDTH OF 5 FEET. IN CONSTRAINED CONDITIONS, IT IS PERMISSIBLE TO HAVE A CLEAR AND CONTINUOUS PATH WIDTH OF 4 FEET AND IT MUST BE MAINTAINED AROUND POLES PLACED IN THE SIDEWALK OR CURB RAMP AREA.

SR-6 STA. 92+35.11

N 702589.4432

MAPLE ST. 250+00.00



PROJECT NO. TYPE HSIP-6(145) SIG-10 FUNC.

> **FUNCTIONAL PLANS**

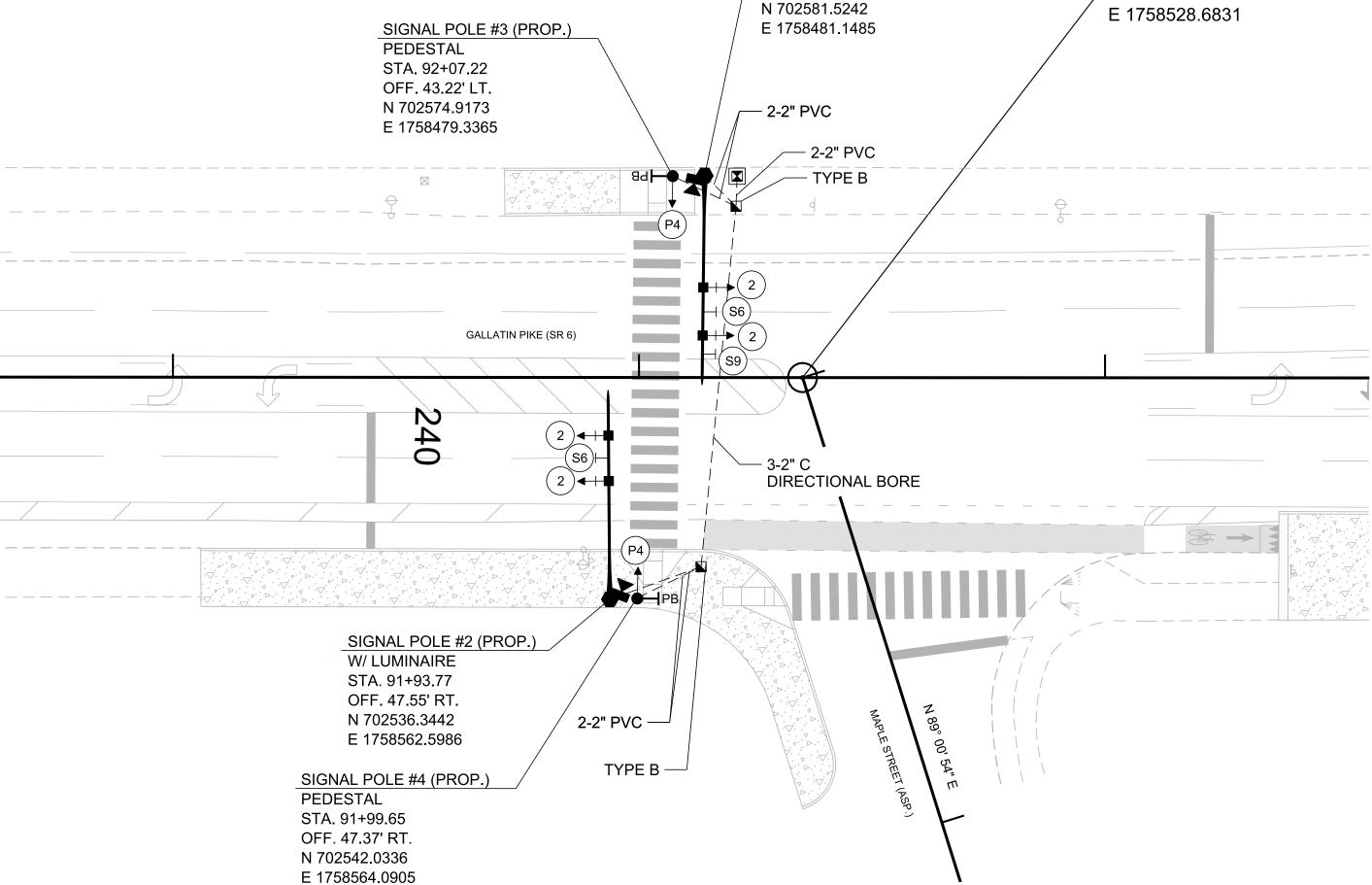
> > SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

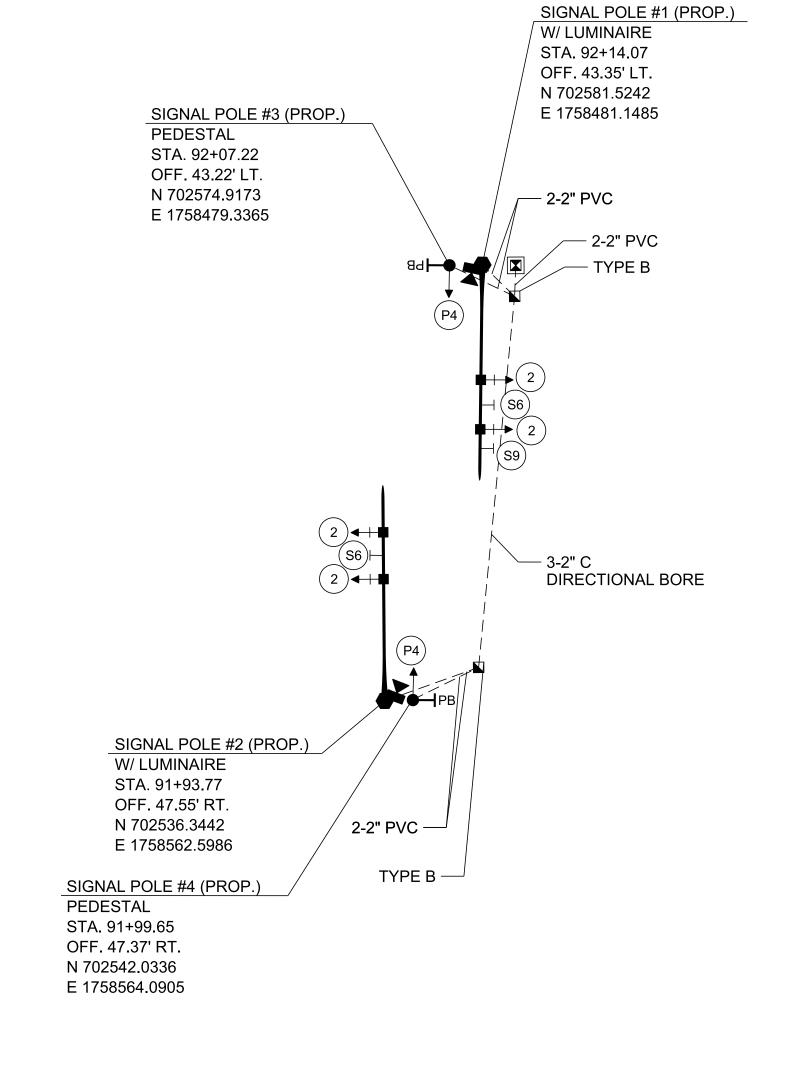
STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION**

SIGNAL LAYOUT SR 6 (GALLATIN PIKE) AND MAPLE STREET

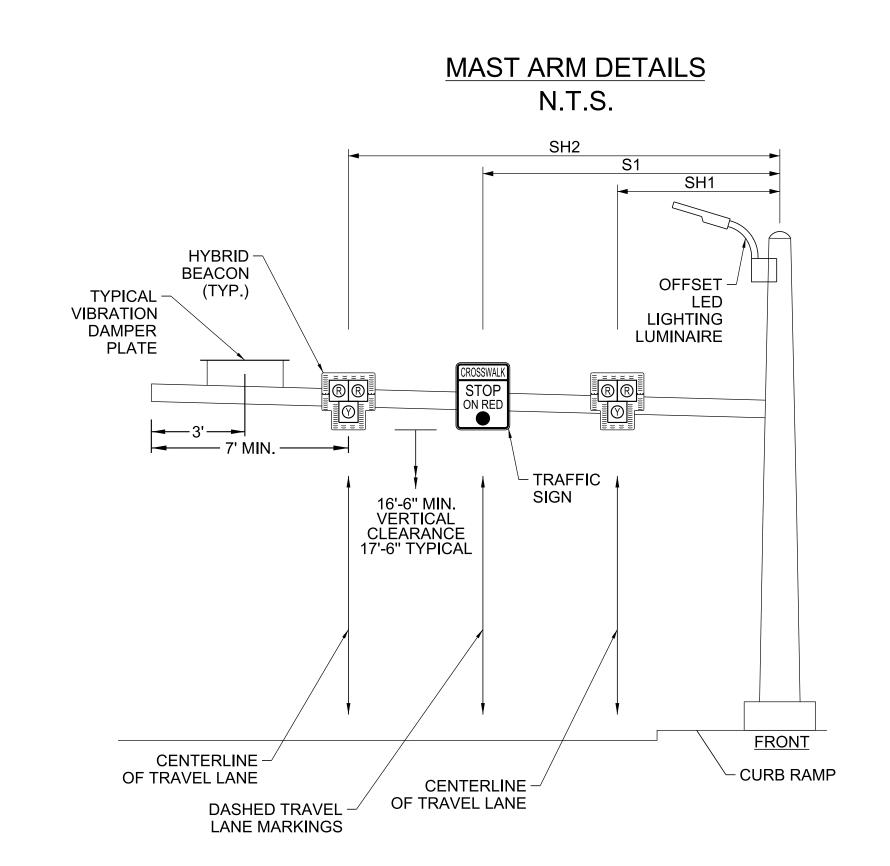
SCALE: 1"=20'







WIRING DIAGRAM



SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS

POLE NO.	STATION	OFFSET	NORTHING	EASTING	ARM	ARM LENGTH	SH1	S1	SH2	S2	GROUND EL. @ POLE
1	92+14.07	43.35' LT.	702581.5242	1758481.1485	A1	45'	24' - 0"	29' - 0"	34' - 0"	38' - 0"	470.03'
2	91+93.77	47.55' RT.	702536.3442	1758562.5986	A2	45'	25' - 6"	30' - 0"	35' - 6"		468.91'
3	92+07.22	43.22' LT.	702574.9173	1758479.3365		PED.					469.89'
4	91+99.65	47.37' RT.	702542.0336	1758564.0905		PED.					468.98'

FUNCTIONAL PLANS

PROJECT NO.

HSIP-6(145)

SIG-10A

TYPE

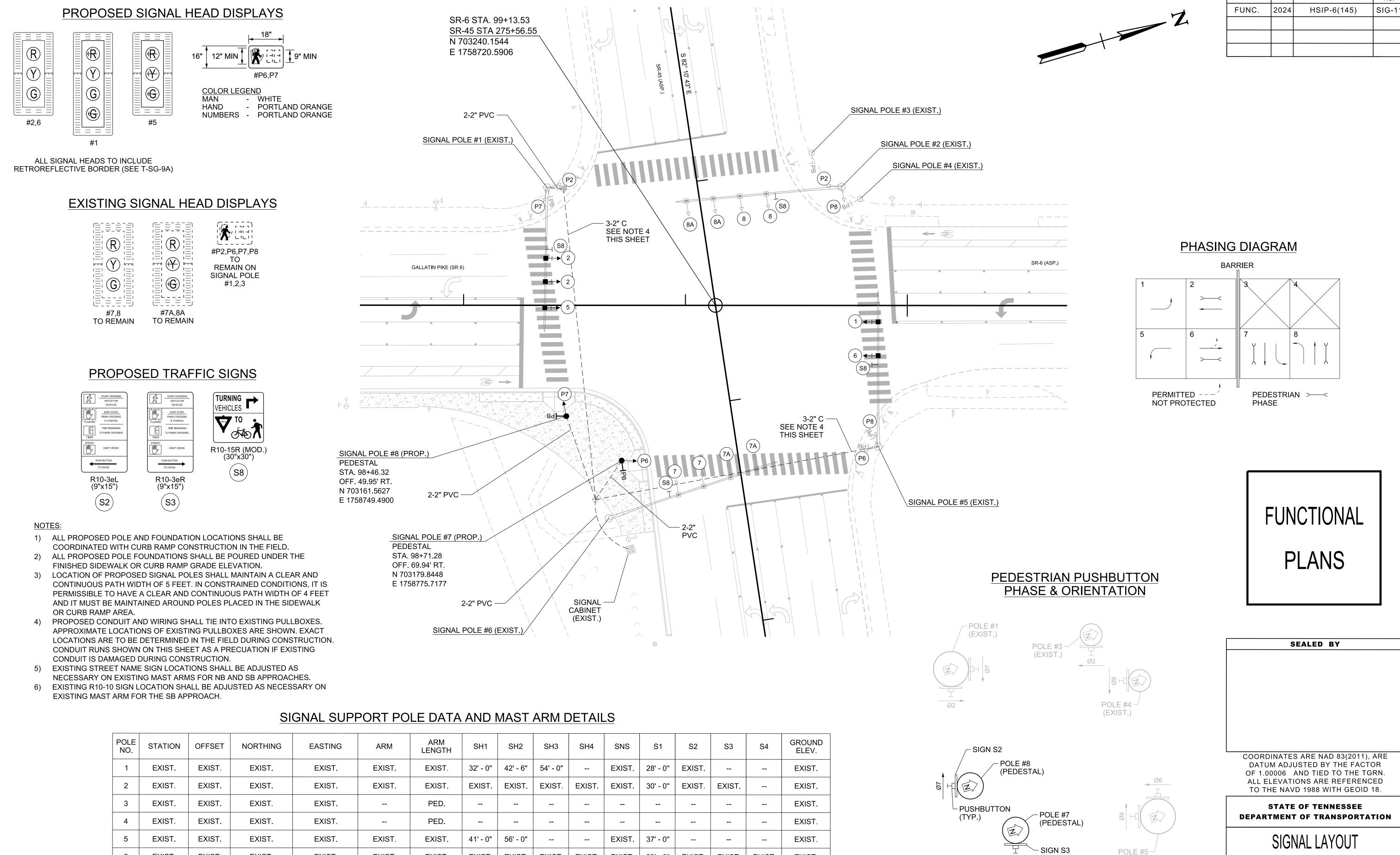
FUNC.

SEALED BY

COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL DETAILS



Street)\Des

Wiley

to

P R

2/14/2024 4:59:28 PM M:\2021\2108573.05 (TDOT

EXIST.

98+71.28

98+46.32

EXIST.

69.94' RT.

49.95' RT.

EXIST.

703179.8448

703161.5627

EXIST.

1758775.7177

1758749.4900

EXIST.

EXIST.

PED.

PED.

EXIST.

EXIST.

EXIST.

EXIST.

EXIST.

29' - 0" | EXIST.

EXIST.

EXIST

EXIST.

471.30'

472.06'

SR 6 (GALLATIN PIKE) AND SR 45

– PEDESTRIAN SIGNAL

PHASE (TYP.)

(EXIST.)

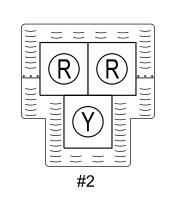
INTERSECTION ID #3480

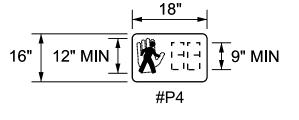
PROJECT NO.

TYPE

SCALE: 1"=20'

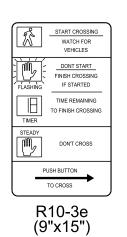
PROPOSED SIGNAL HEAD DISPLAYS





- WHITE PORTLAND ORANGE HAND NUMBERS - PORTLAND ORANGE

PROPOSED TRAFFIC SIGNS



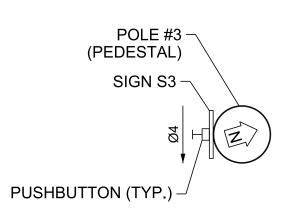
S3

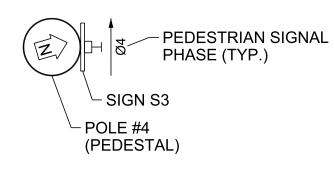




- 1) ALL PROPOSED POLE AND FOUNDATION LOCATIONS SHALL BE COORDINATED WITH CURB RAMP CONSTRUCTION IN THE FIELD.
- 2) ALL PROPOSED POLE FOUNDATIONS SHALL BE POURED UNDER THE FINISHED SIDEWALK OR CURB RAMP GRADE ELEVATION.
- 3) LOCATION OF PROPOSED SIGNAL POLES SHALL MAINTAIN A CLEAR AND CONTINUOUS PATH WIDTH OF 5 FEET. IN CONSTRAINED CONDITIONS, IT IS PERMISSIBLE TO HAVE A CLEAR AND CONTINUOUS PATH WIDTH OF 4 FEET AND IT MUST BE MAINTAINED AROUND POLES PLACED IN THE SIDEWALK OR CURB RAMP AREA.

PEDESTRIAN PUSHBUTTON PHASE & ORIENTATION



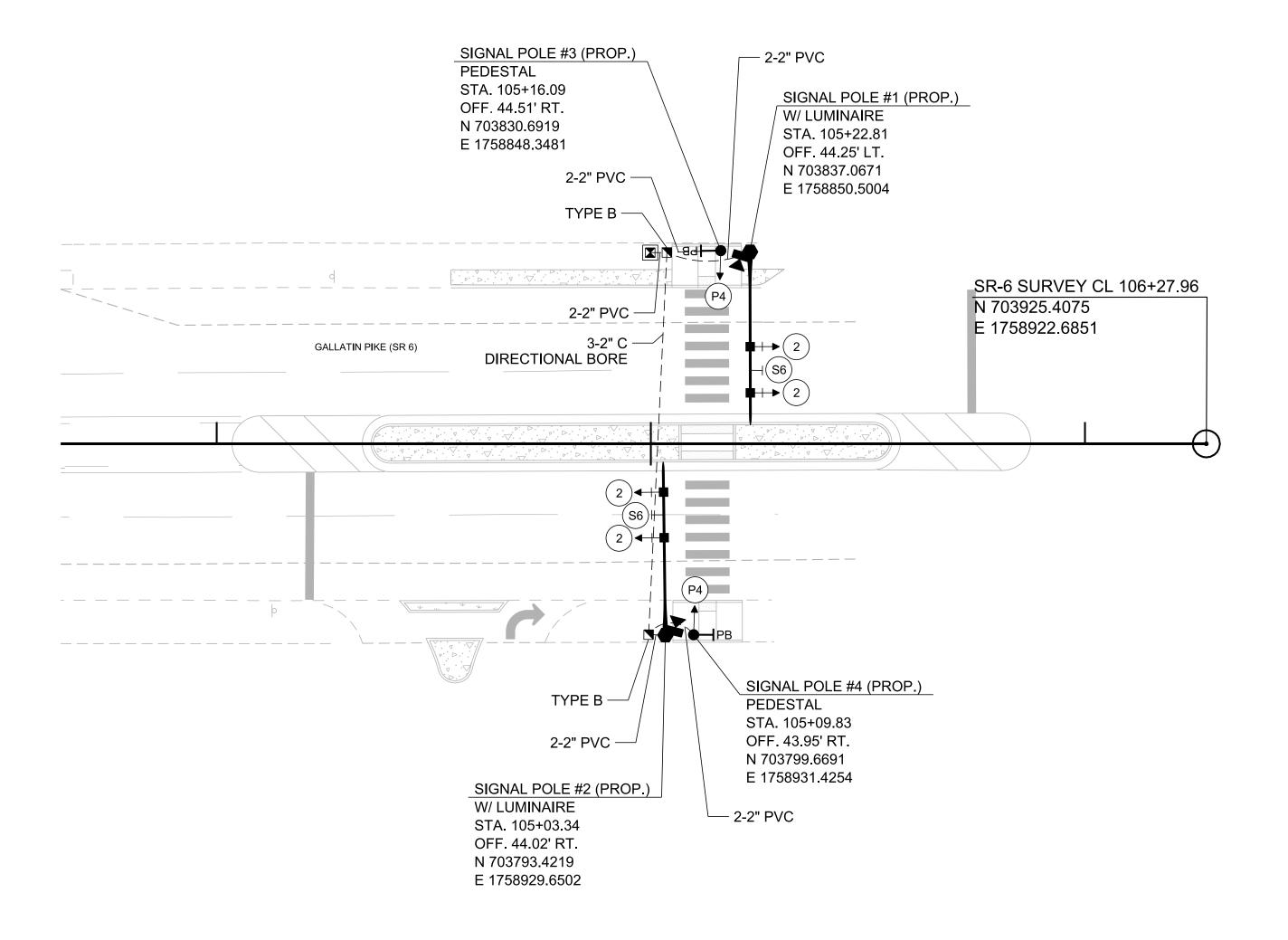


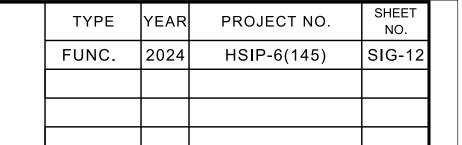
PHASING DIAGRAM

BARRIER

* PHASE 2 REPRESENTS INACTIVE (DARK) PEDESTRIAN HYBRID BEACON (PHB) SIGNAL HEADS.

PEDESTRIAN >----PHASE





FUNCTIONAL PLANS

SEALED BY

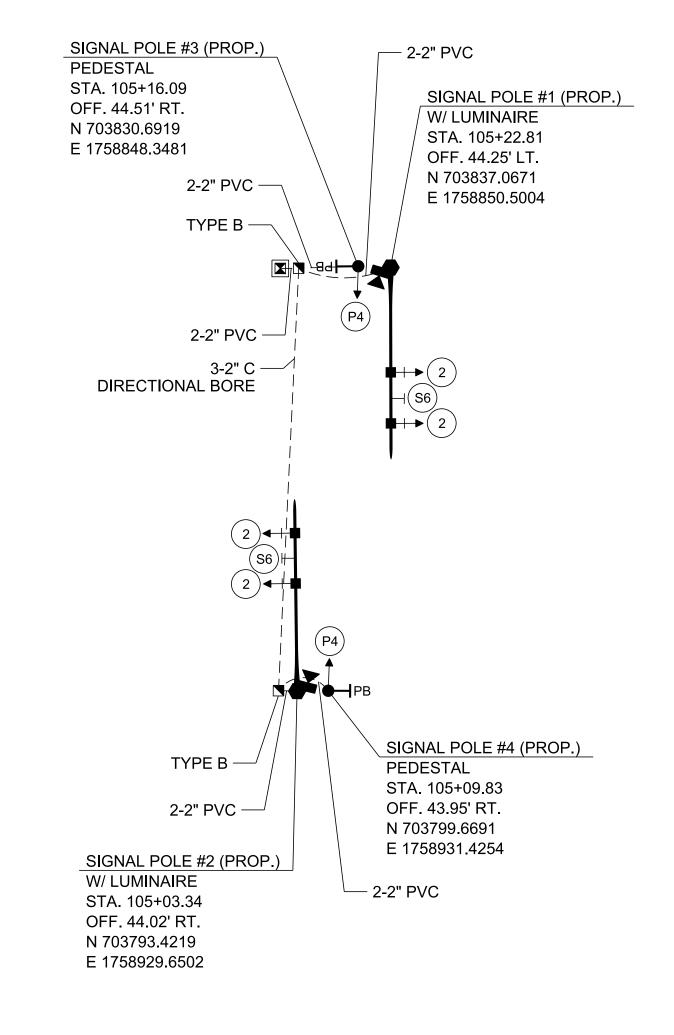
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE **DEPARTMENT OF TRANSPORTATION**

SIGNAL LAYOUT SR 6 (GALLATIN PIKE) NEAR DULING AVENUE

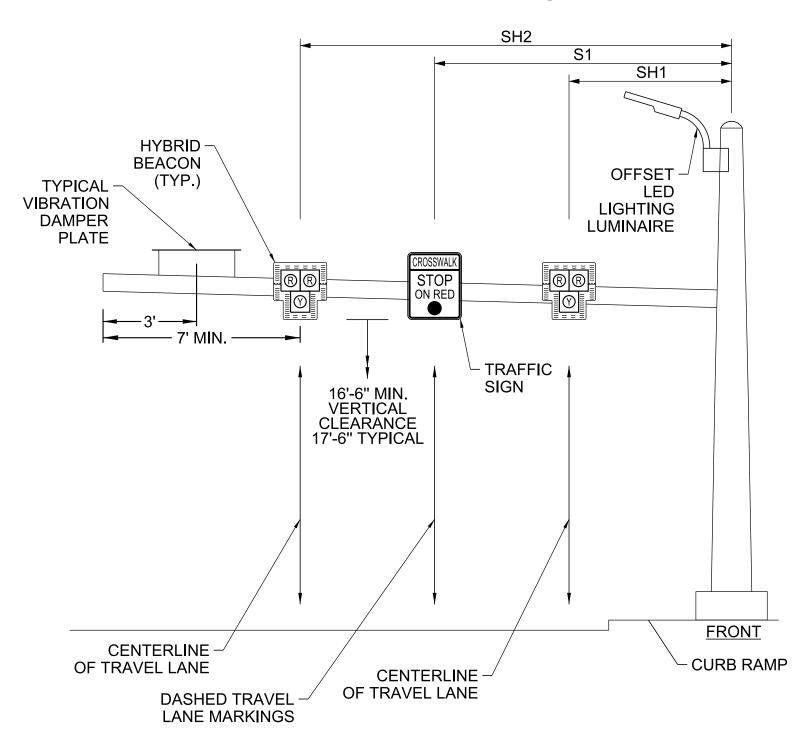
SCALE: 1"=20'

dgn \SIG-12. Street)\Design 9 SR PRSI 2/14/2024 4:59:30 PM M:\2021\2108573.05 (TDOT



WIRING DIAGRAM

MAST ARM DETAILS N.T.S.



SIGNAL SUPPORT POLE DATA AND MAST ARM DETAILS

POLE NO.	STATION	OFFSET	NORTHING	EASTING	ARM	ARM LENGTH	SH1	SH2	S1	GROUND EL. @ POLE
1	105+22.81	44.25' LT.	703837.0671	1758850.5004	A1	40.0'	21'-8"	32'-6"	27'-0"	473.61'
2	105+03.35	44.02' RT.	703793.4219	1758929.6502	A2	40.0'	22'-5"	32'-11"	27'-1"	473.89'
3	105+03.34	44.51' LT.	703830.6919	1758848.3481		PED.				473.89'
4	105+09.83	43.95' RT.	703799.6691	1758931.4254		PED.				473.89'

FUNCTIONAL PLANS

PROJECT NO.

HSIP-6(145)

SIG-12A

TYPE

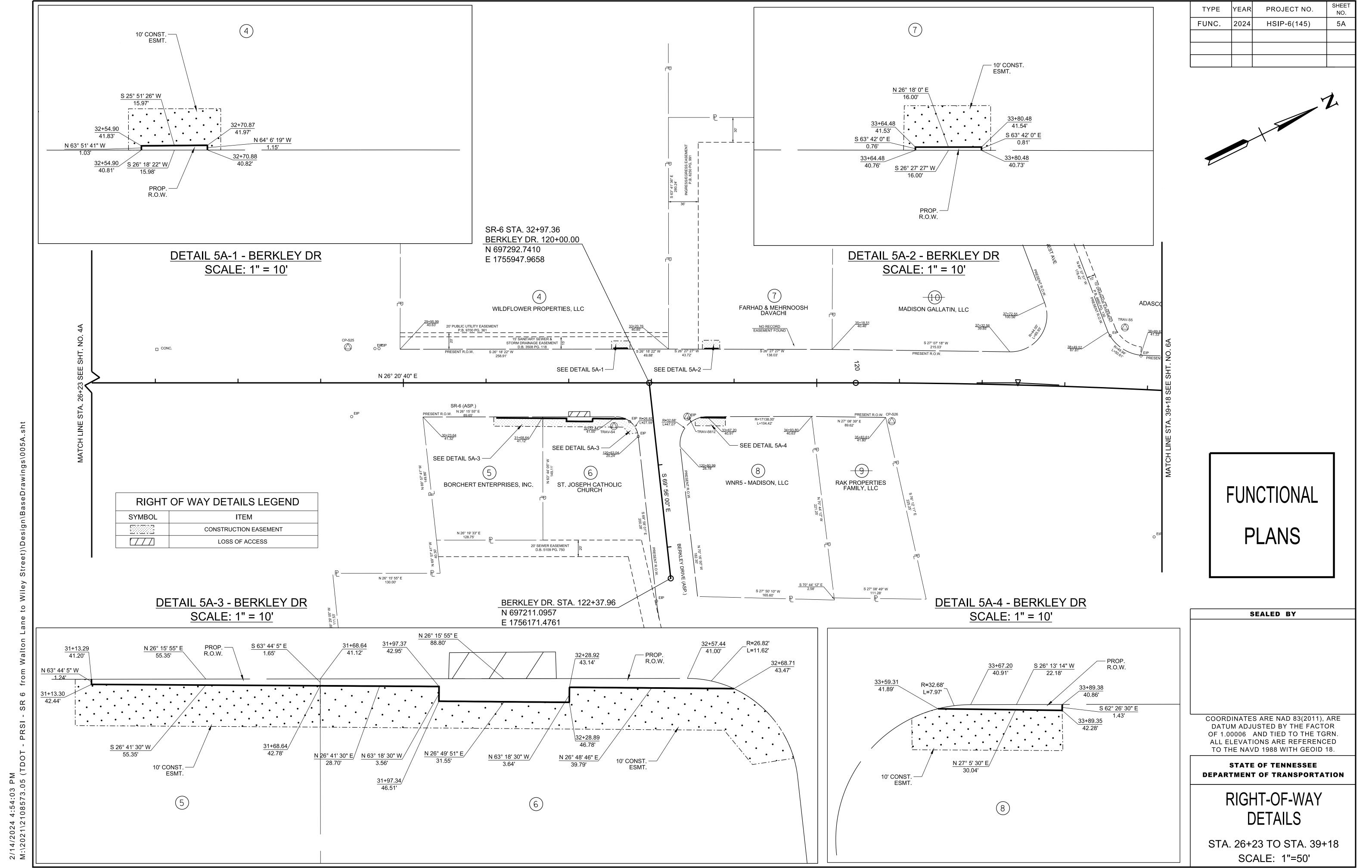
FUNC.

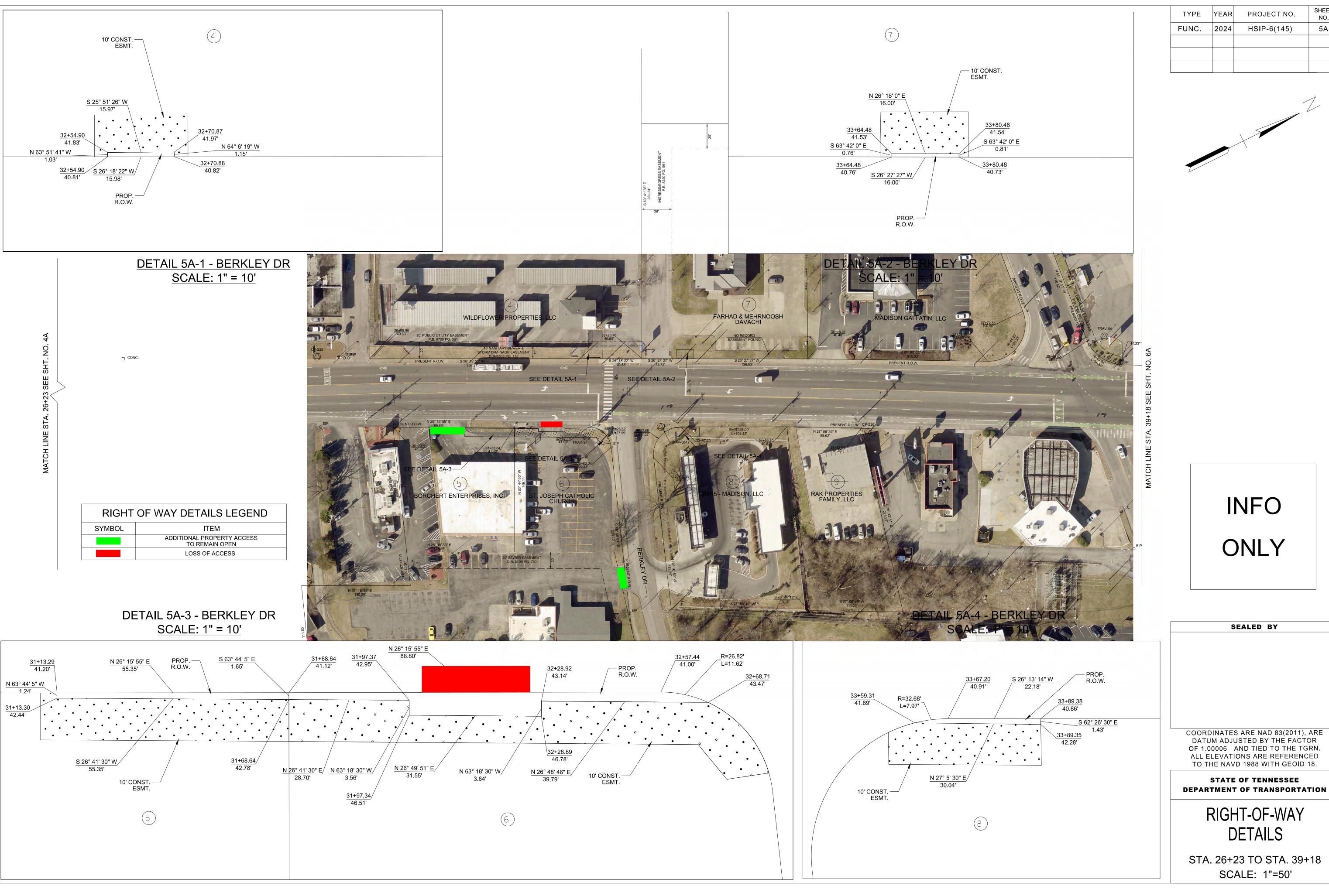
SEALED BY

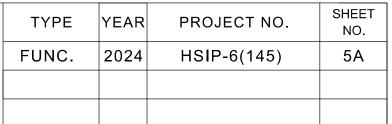
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

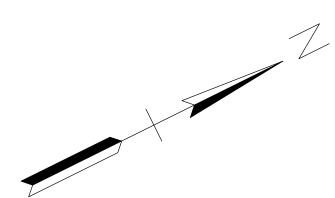
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SIGNAL DETAILS







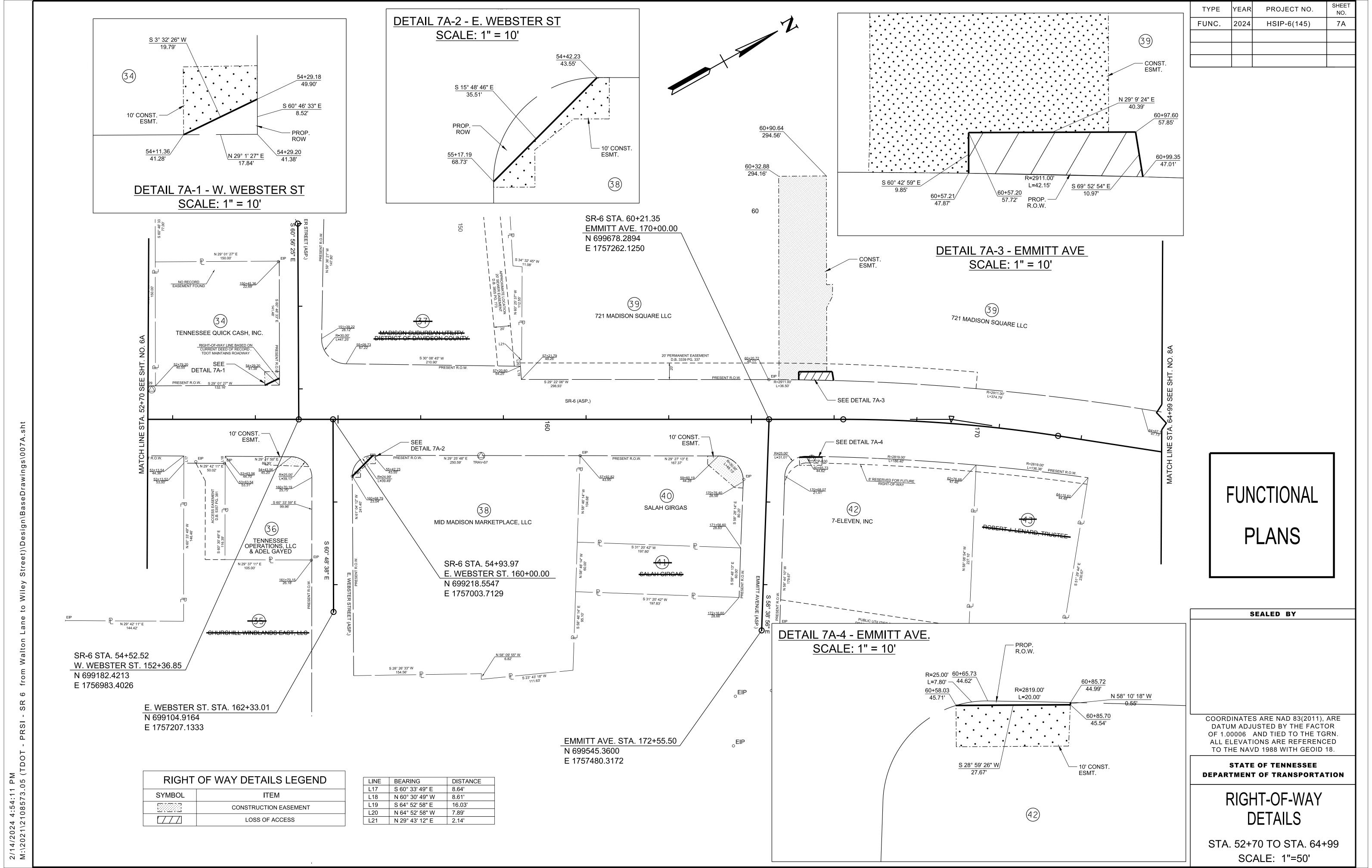


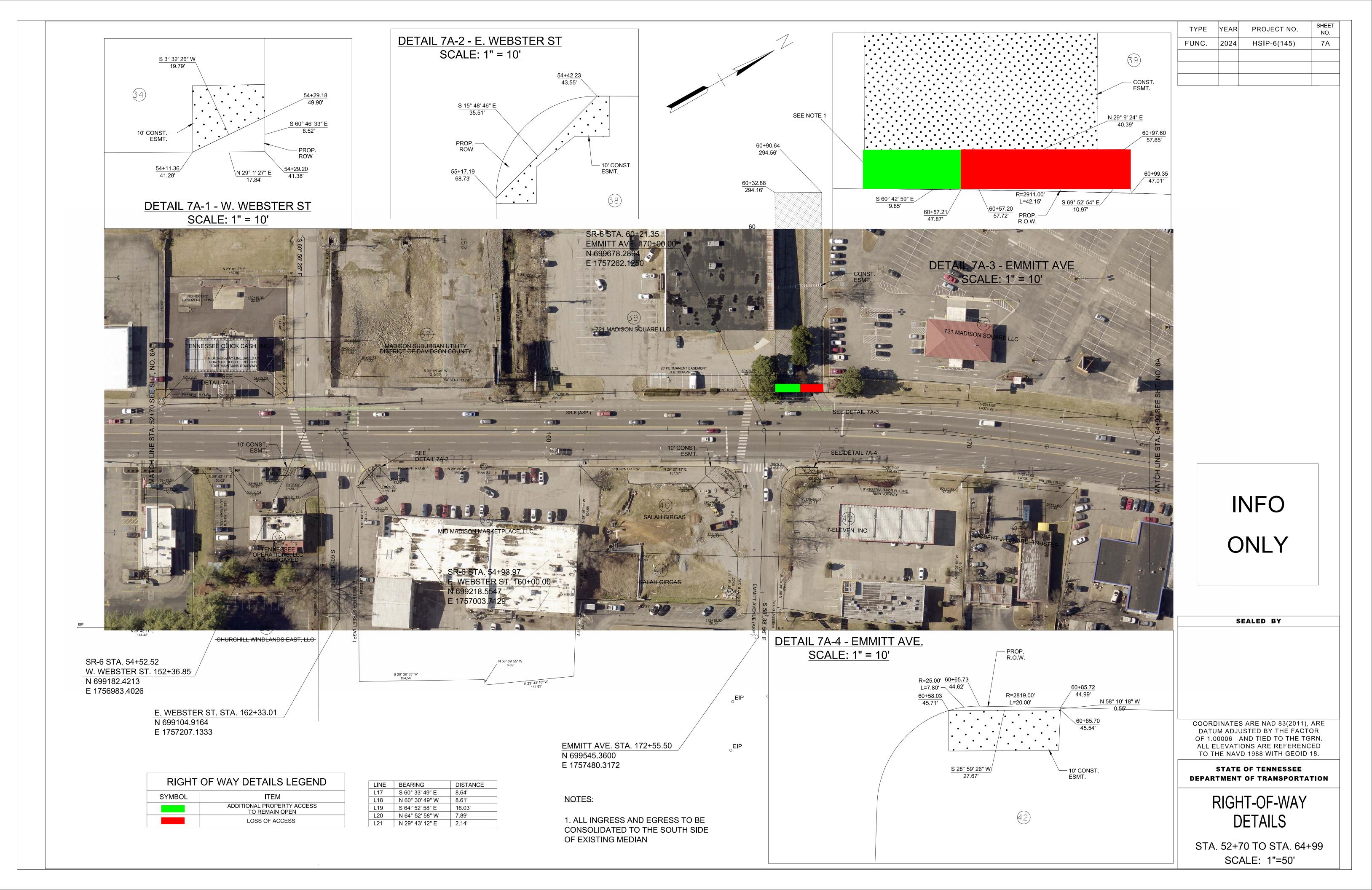
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED

STATE OF TENNESSEE

RIGHT-OF-WAY

STA. 26+23 TO STA. 39+18

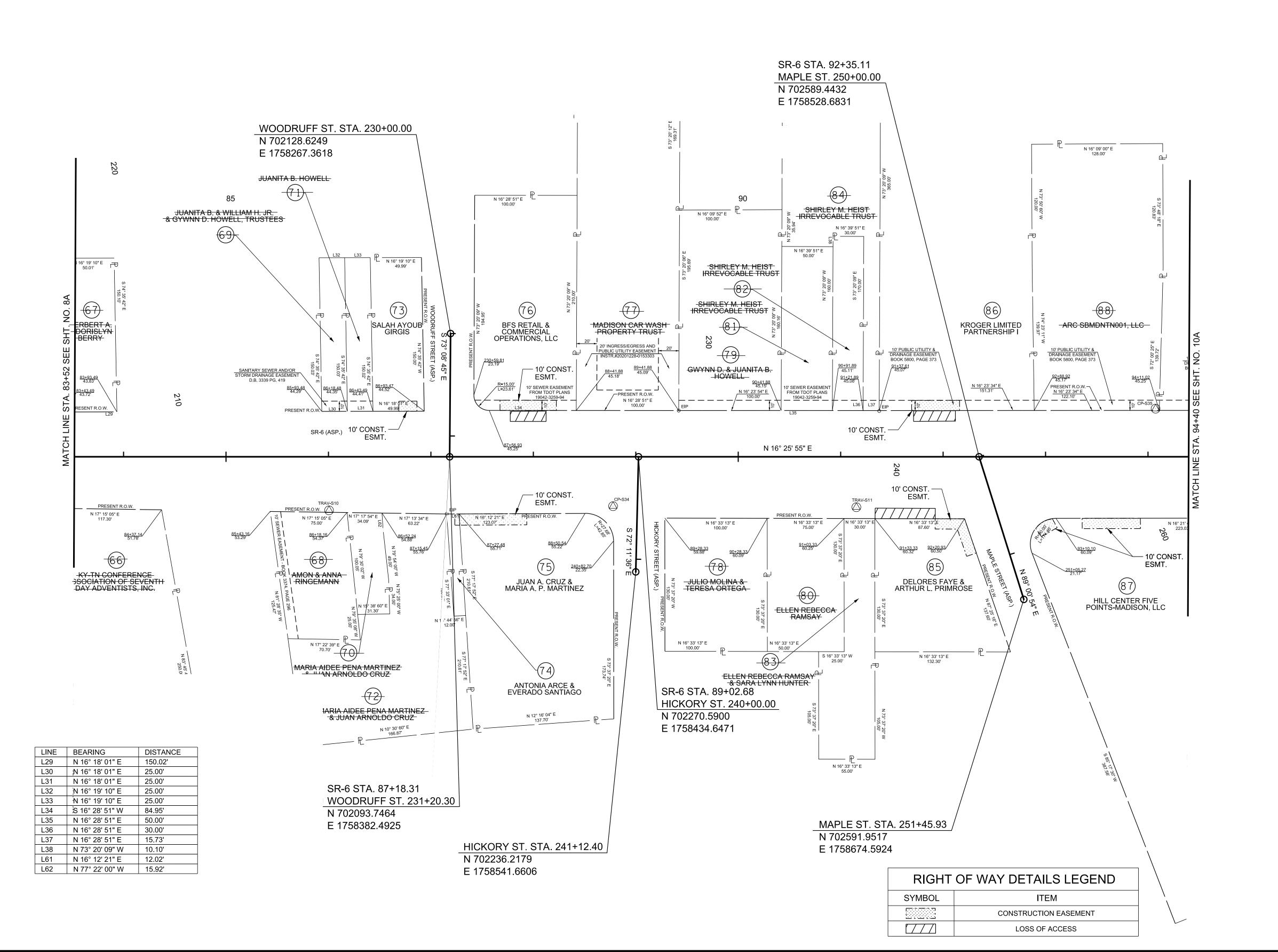




7

TYPE YEAR PROJECT NO. SHEET NO.

FUNC. 2024 HSIP-6(145) 9A



FUNCTIONAL PLANS

SEALED BY

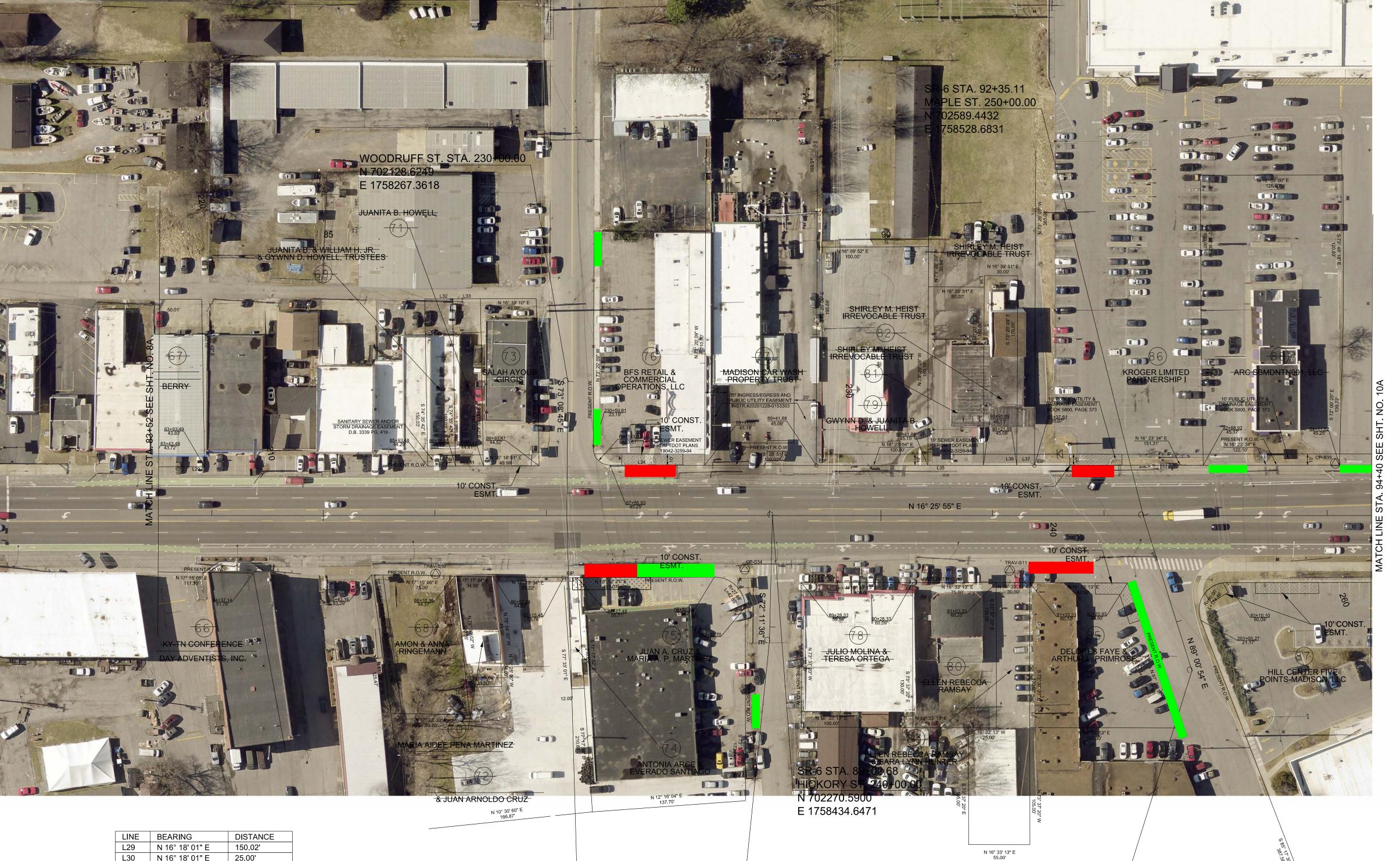
COORDINATES ARE NAD 83(2011), ARE DATUM ADJUSTED BY THE FACTOR OF 1.00006 AND TIED TO THE TGRN. ALL ELEVATIONS ARE REFERENCED TO THE NAVD 1988 WITH GEOID 18.

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 83+52 TO STA. 94+40 SCALE: 1"=50'

TYPE	YEAR	PROJECT NO.	SHEET NO.	
FUNC.	2024	HSIP-6(145)	9A	



LINE BEARING DISTANCE

L29 N 16° 18' 01" E 150.02'

L30 N 16° 18' 01" E 25.00'

L31 N 16° 18' 01" E 25.00'

L32 N 16° 19' 10" E 25.00'

L33 N 16° 19' 10" E 25.00'

L34 S 16° 28' 51" W 84.95'

L35 N 16° 28' 51" E 50.00'

L36 N 16° 28' 51" E 30.00'

L37 N 16° 28' 51" E 15.73'

L38 N 73° 20' 09" W 10.10'

L61 N 16° 12' 21" E 12.02'

L62 N 77° 22' 00" W 15.92'

SR-6 STA. 87+18.31 WOODRUFF ST. 231+20.30 N 702093.7464 E 1758382.4925

> HICKORY ST. STA. 241+12.40 N 702236.2179 E 1758541.6606

MAPLE ST. STA. 251+45.93 N 702591.9517 E 1758674.5924

NOTES:

1. ACCESS TO MADISON STATION BLVD TO REMAIN OPEN. THIS APPEARS TO BE THE TRUCK ACCESS. RIGHT OF WAY DETAILS LEGEND

SYMBOL	ITEM
	ADDITIONAL PROPERTY ACCESS TO REMAIN OPEN
	LOSS OF ACCESS

INFO ONLY

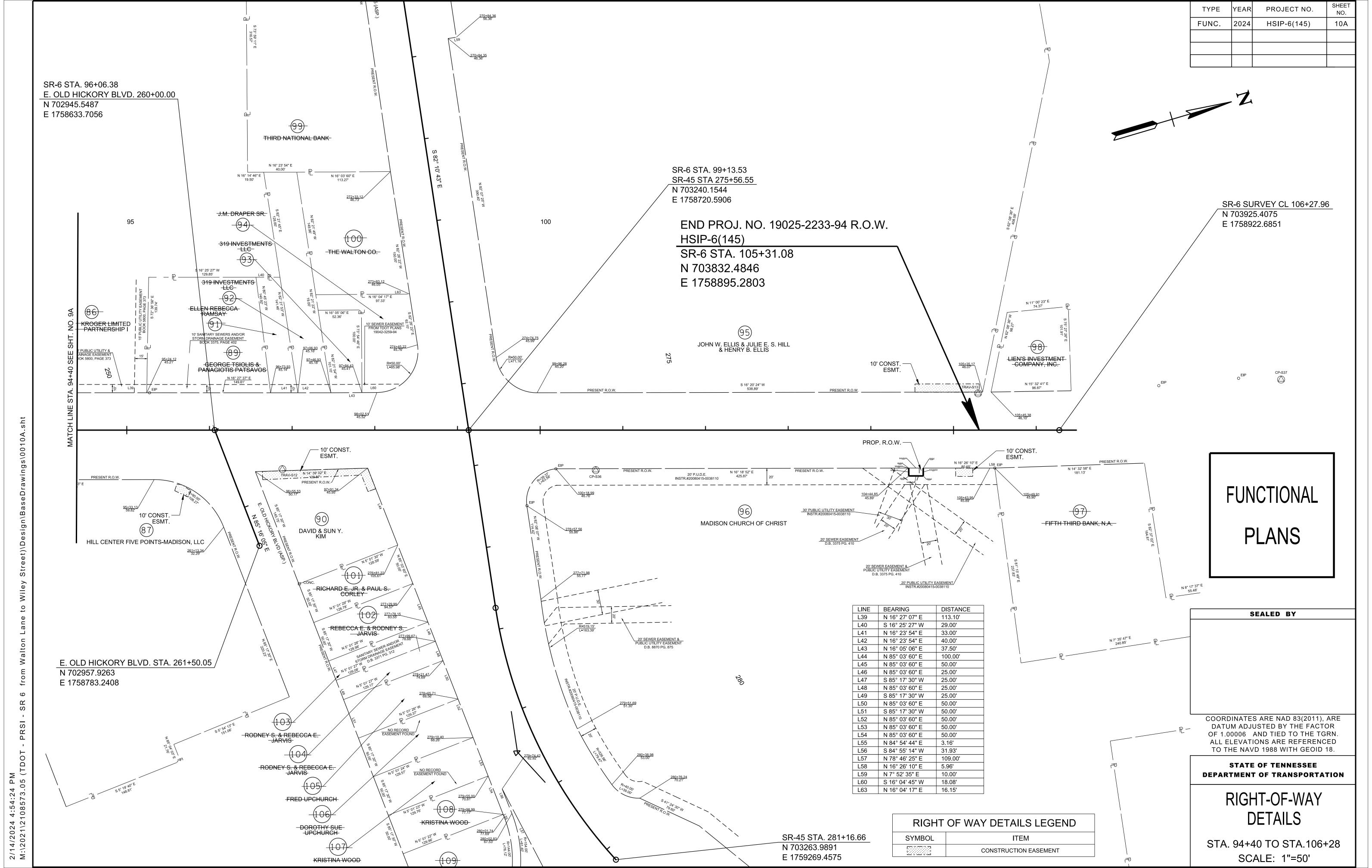
SEALED BY

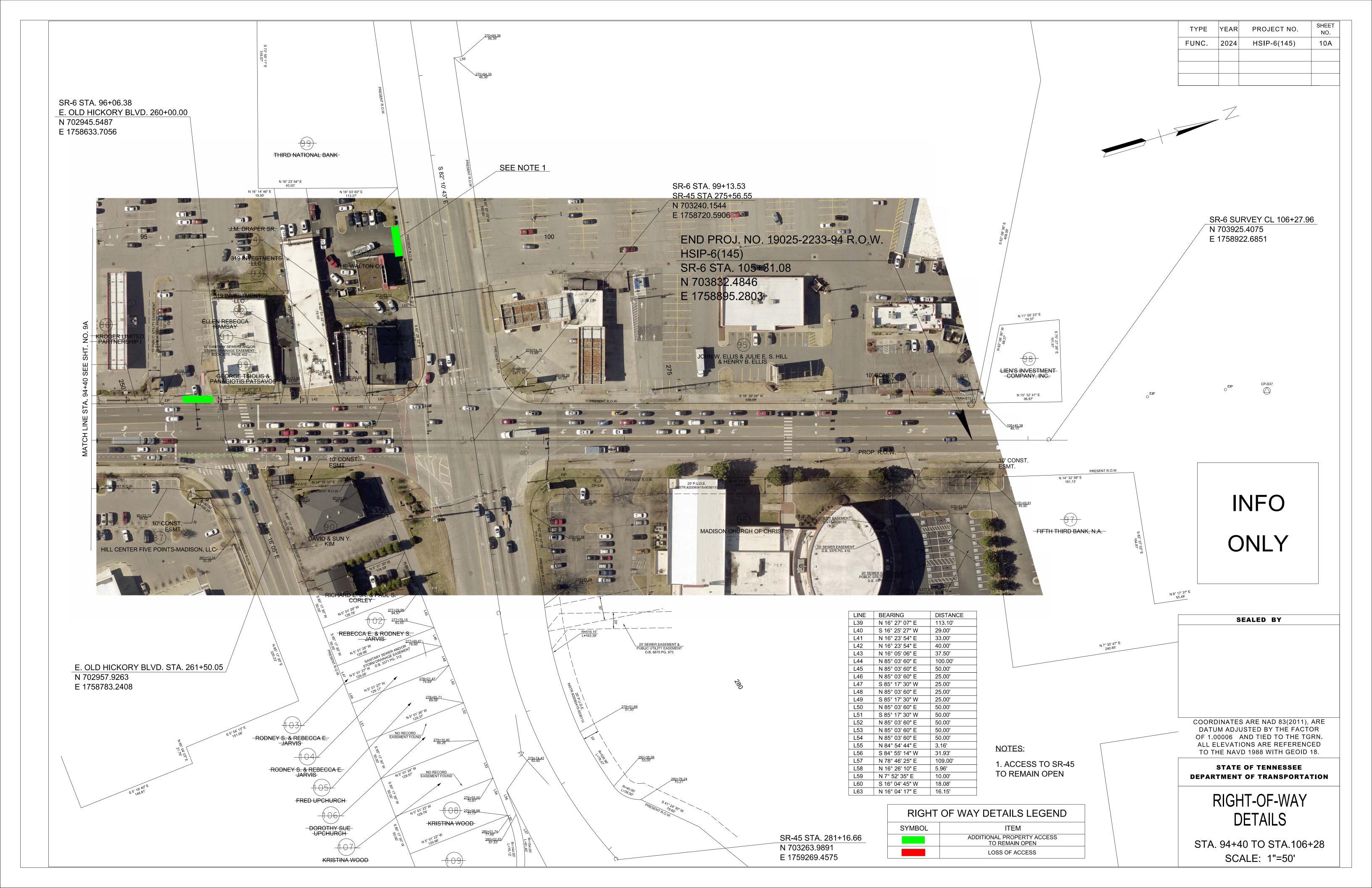
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY DETAILS

STA. 83+52 TO STA. 94+40 SCALE: 1"=50'





Public Involvement

Ecology

Environmental Studies

Ecology







Environmental Studies Request

Project Information

Route: SR-6

Termini: From Walton Lane to Wiley Street

County: Davidson

PIN: 125526.09

Request

Request Type: Environmental Study Reevaluation

Project Plans: Functional Plans

Date of Plans: 02/14/2024

Location: MS OneDrive Link

Certification

Requestor: Brian Kluttz

Title: **Environmental Studies Specialist Advanced**

Digitally signed by Brian Signature: Brian Kluttz Kluttz Date: 2024.05.28

11:33:05 -05'00'

Environmental Study

Technical Section

Section: **Ecology**

Study Results

TDOT Ecology has determined that this project fits Condition 2 of the TDEC DNA MOA as well as all conditions of the TWRA MOA and the GPNEAA with FHWA regarding USFWS coordination. These determinations are based on current understanding of the project scope, any change to which could lead to coordination being required.

Commitments

Did the study of this project result in any environmental commitments?

No

Additional Information

Is there any additional information or material included with this study?

No

Certification

Signature: Evelyn Responder: Evelyn DiOrio

Title: **TESS Advanced**

DiOrio

Digitally signed by Evelyn DiOrio Date: 2024.07.09 14:50:17 -05'00'

MEMORANDUM OF AGREEMENT

BETWEEN

TENNESSEE DEPARTMENT OF TRANSPORTATION

AND

FEDERAL HIGHWAY ADMINISTRATION TENNESSEE DIVISION OFFICE

AND

TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION DIVISION OF NATURAL AREAS

March 2023

SUBJECT:

This Memorandum of Agreement (MOA) is being instituted between the Tennessee Department of Environment and Conservation Division of Natural Areas (TDEC DNA), the Tennessee Department of Transportation (TDOT), and the Federal Highway Administration, Tennessee Division Office (FHWA) to streamline TDOT projects and activities which typically result in no adverse effects to state listed plant species or their habitats in Tennessee.

PURPOSE:

FHWA is required, pursuant to the Fish and Wildlife Coordination Act, (Title 16 United States Code (U.S.C) 662(a)) to consult with the head of the State agency exercising administration over wildlife resources if any stream or water body is "controlled or modified for any purpose whatever." "Wildlife resources" includes animals as well as "all types of aquatic and land vegetation upon which wildlife is dependent" (16 U.S.C. 666b). TDOT, on behalf of FHWA, coordinates these projects, in part, with TDEC DNA.

TDEC DNA is charged with conserving rare plant species and their habitats as well as administering a system of state natural areas within Tennessee. In this role, TDEC DNA maintains data on the location and status of rare species and natural communities within the state and maintains a list of rare plants classified as endangered, threatened, or as a species of concern. TDEC DNA provides technical

support regarding the use and interpretation of such data and provides written comments (as needed) regarding potential effects to rare plants (sometimes animals), natural communities, and conservation sites for federally funded and state funded projects.

This MOA applies to both State- and Federally funded projects and is intended to define conditions and provide example categories of projects and activities for which project-specific consultation with TDEC DNA is not required. Documentation for projects covered under this MOA will include a copy of this agreement and a statement from the TDOT Ecology staff citing the applicability of this agreement, rather than written correspondence to and from TDEC DNA. This documentation will be included in the Appendices of all applicable environmental documents (e.g., NEPA, TEER) and in the documentation for all applicable permit applications.

SCOPE:

The following conditions and example projects and activities have been evaluated and a conclusion reached by TDEC DNA, FHWA and TDOT that specific work meeting these conditions within these categories will not result in adverse effects to state listed plant species or their habitats. As a result, this MOA constitutes programmatic consultation/coordination between TDEC DNA, FHWA and TDOT.

CONDITIONS FOR COVERAGE UNDER THIS MEMORANDUM

- Based on a review of the project study area and the TDEC Natural Heritage Database, both of the following criteria must be met:
 - TDOT ecology project review staff have determined that there are no known records of State- or Federally listed plant species within the project study area; and
 - TDOT ecology project review staff or qualified consultants have determined the project area does not contain habitat for State-listed plant species documented within four miles, or if potential habitat is present, an appropriately timed presence/absence survey has been conducted for State-listed plant species with negative results.

OR

2. TDOT ecology project review staff have determined that proposed activity is such

that it would not impact undeveloped areas or natural vegetation outside the current developed footprint. Examples of such projects are listed below as a project type covered under this MOA which can be completed without regard to proximity of known or potential occurrences of rare plant species.

- A. Typical bridge repair projects confined to the structure above the waterline and not requiring disturbance of waterways, provided construction debris or other construction-related materials can be prevented from entering the waterway by implementing Best Management Practices (BMP's) or properly installed erosion controls. Activities in this category include the following:
 - Bridge deck repair (scarification, patching, replacement, etc.)
 - Installation and repair of expansion joints
 - Removal and resurfacing of bridge and approach roadway pavement
 - Patching of substructures
 - Removal, replacement, and repair of beams
 - Removal and replacement of bridge deck cantilevers
 - Modification of piers and abutments above the surface of the water
 - Repair and replacement of bridge and approach guardrails
 - Sand blasting, painting, and sealing
- B. Installation of impact attenuators on bridge piers, providing substrate work is not involved, and they do not affect flow downstream
- C. Bridge inspections, including the portions of the piers under the surface of the water, if no soil or substrate is disturbed
- D. Addition of intersection turning lanes provided new lanes are within the developed footprint of the roadway.
- E. Installation, replacement, or addition of traffic control signals or information signs. Included are Intelligent Transportation Systems (ITS), fog detection systems, traffic information systems, flashing lights, reflectors, striping, rumble

- strips and stripes, signs, and sidewalks provided such work is in the current developed footprint.
- F. Turning radius improvement at intersections
- G. Removal and replacement of existing pavement, provided that all old pavement is properly disposed of according to current regulations.
- H. Installation and repair of guardrails, cable barriers, and jersey barriers
- I. Installation of railroad signals, signs, and other improvements at crossings
- J. Maintenance of roadway ditches and catch basins, provided that the original size and dimensions are not increased. This category is confined to sloped ditches which only convey water for a short period during storm events. No work under this exception can occur within 50 feet of any stream.
- K. Replacement of overpasses which span roadways or railways
- L. Placement of riprap adjacent to existing bridge abutments to repair/prevent scour and protect the integrity of the structure. Work may not extend past the top of bank and no equipment or material is allowed in the stream channel.
- M. Enhancement of Rest Areas (e.g., repaving, landscaping, sprinkler system installation, lighting, building replacement or additions, sidewalk refurbishing)
- N. Addition of intersection lighting
- O. Installation of noise walls
- P. Removal of vegetation along roads or under bridges provided such work is within the current developed footprint
- Q. Items deemed eligible for Transportation Alternatives Set-Aside (or other) funding, including:
 - Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other

safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.

- Inventory, control, and removal of outdoor advertising
- Construction of turnouts, overlooks, and viewing areas provided such work is within the current developed footprint
- Historic preservation and rehabilitation of historic transportation facilities
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to (1) address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff and (2) to reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats

GENERAL PROVISIONS:

Any signatory agency may unilaterally withdraw from this agreement with 30 days written notice. This MOA will be reviewed every five years and revised as appropriate. Revisions may be requested at any time by any signatory agency. All revisions will be made in writing and require the concurrence of the signatory agencies.

AGREEMENT BY:

Tennessee Department of Environment and Cons	servation, Division	of Natura
Areas		

Roger McCoy (Mar 1, 2023 13:33 CST)	<u>Date:</u>	Mar 1, 2023
Roger McCoy, Director TDEC DNA		
Tennessee Department of Transportation		
Hol HElys	Date:	Mar 6, 2023
Howard H. Eley, Deputy Governor and Commissione	er	
Federal Highway Administration, Tennessee Divi	sion Of	fice
Pamelan fin Strack.	Date:	Mar 20, 2023

Pamela M. Kordenbrock, Division Administrator



STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

ENVIRONMENTAL DIVISION

ENVIRONMENTAL TECHNICAL STUDIES OFFICE

SUITE 900, JAMES K. POLK BUILDING 505 DEADERICK STREET NASHVILLE, TENNESSEE 37243-1402 (615) 741-3655

JOE GALBATO, III
INTERIM COMMISSIONER

BILL LEE GOVERNOR

MEMORANDUM

To: K. Holly Cantrell NEPA Projects Office

From: K. Brandon Chance Ecology Section

Date: 31 March 2022

Subject: 2022 - Grouped Programmatic No Effect Activities Agreement

In February of 2022, the Tennessee Department of Transportation (TDOT) and the Federal Highway Administration (FHWA) instituted the Grouped Programmatic No Effect Activities (GPNEA) Agreement to help streamline State transportation (Title 23 U.S.C.) projects and activities which typically result in no effects to federally threatened/endangered (T/E) plant and animal species and/or their critical habitats in Tennessee.

This agreement supersedes the June 2017 GPNEA Agreement between TDOT, FHWA, and the United States Fish and Wildlife Service. Since the 2022 GPNEA Agreement remains mostly unchanged from the previous agreement apart from the signatories and minor edits to clarify language, any projects covered under the 2017 GPNEA will be covered under the 2022 GPNEA Agreement. No further review from our office is needed unless the project is modified to include activities which were not considered during the previous Ecology review.

If you have any questions or comments, please contact me at K.Brandon.Chance@tn.gov

GROUPED PROGRAMMATIC NO EFFECT ACTIVITIES AGREEMENT

BETWEEN

TENNESSEE DEPARTMENT OF TRANSPORTATION

AND

FEDERAL HIGHWAY ADMINISTRATION TENNESSEE DIVISION OFFICE

February 2022

SUBJECT:

This Grouped Programmatic No Effect Activities Agreement is being instituted between the Tennessee Department of Transportation (TDOT) and the Federal Highway Administration (FHWA) to help streamline State transportation (Title 23 U.S.C.) projects and activities which typically result in no effects to threatened/endangered (T/E) plant and animal species and/or their critical habitats in Tennessee.

PURPOSE:

The Endangered Species Act (ESA) directs all Federal agencies to work to conserve endangered and threatened species and to use their authorities to further the purposes of the Act. Section 7 of the Act, called "Interagency Cooperation," is the mechanism by which Federal agencies ensure the actions they take, including those they fund or authorize, do not jeopardize the existence of any listed species.

FHWA has designated TDOT as a non-federal representative pursuant to interagency cooperation under Section 7 in accordance with 50 CFR § 402.12. Under this designation, TDOT is required, with FHWA oversite, to implement FHWA's obligations under Section 7 for projects which are funded and/or executed by these agencies per Title 23 U.S.C. It is recognized that certain categories of FHWA/TDOT activities typically result in no effect to federally listed species or designated critical habitat and when the federal action agency makes a "no effect" determination, informal consultation with the USFWS is not required. This agreement defines required conditions and example activities covered pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 662(a)) and Section 7 consultation of the Endangered Species Act (16 U.S.C. 1531 et seq.) that TDOT and FHWA agree will result in a "no effects" determination for federally listed species and designated critical habitat. NEPA documentation for projects covered under this agreement will include this Agreement and a statement from TDOT Ecology Staff citing this agreement, rather than written correspondence to and from the USFWS.

SCOPE:

This Consultation does not supersede the responsibilities and obligations of the TDOT, the USFWS, or the FHWA, which are mandated by the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*), Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*), or related regulations and agency policy. Example activities included in this Consultation have been evaluated in accordance with these statutes, regulations, and policies. FHWA and TDOT conclude that when the conditions of this agreement are satisfied, these activities will result in a "no effects" determination to T/E species or their designated critical habitats. Therefore, this agreement satisfies the requirements of both the Fish and Wildlife Coordination Act and Section 7 of the Endangered Species Act.

REQUIRED CONDITIONS FOR COVERAGE UNDER THIS PROGRAMMATIC AGREEMENT:

Both of the Following Conditions Must be Met

- (1) there are no documented records or suitable habitat for federally listed plant or animal species and no designated critical habitat within the project area, and
- (2) there will be no work in or disturbance to waters of the U. S., as defined by 40 C.F.R. 120.2 except work as described in examples 2 and 3 below.

Example Projects Covered Under This Programmatic Agreement Include:

- 1. Typical bridge repair projects confined to the structure above the waterline and not requiring disturbance of waterways, provided construction debris or other construction-related materials can be prevented from entering the waterway. The provisions of the most current "Programmatic Consultation for Addressing Cliff Swallows and Barn Swallows on Transportation Projects" regarding procedures addressing cliff swallow (*Hirundo pyrrhonota*) and barn swallow (*Hirundo rustica*) nesting sites are applicable. Activities considered exempt within this category include the following:
 - Bridge deck repair
 - Installation and repair of expansion joints
 - Removal and resurfacing of bridge and approach roadway pavement
 - Patching of substructures
 - Removal, replacement, and repair of beams
 - Removal and replacement of bridge deck cantilevers
 - Modification of piers and abutments above the surface of the water
 - Repair and replacement of bridge and approach guardrails
 - Sand blasting, painting, and sealing
- 2. Installation of impact attenuators on instream piers, providing substrate work is not involved, and they do not affect flow downstream.

- 3. Bridge inspections, including the portions of the piers under the surface of the water, provided no soil or substrate is disturbed.
- 4. Addition of intersection turning lanes.
- 5. Installation, replacement, or addition of traffic control signals, traffic control appurtenances, and information signs. Included are Intelligent Transportation Systems (ITS), fog detection systems, traffic information systems, flashing lights, reflectors, striping, rumble strips and stripes, and roadway signs.
- 6. Turning radius improvement at intersections.
- 7. Removal and replacement of existing pavement, provided that all old pavement is recycled/reused or is properly disposed of in accordance with TDOT's Waste and Borrow Policy, "TDOT Standard Specifications for Road and Bridge Construction", and/or other applicable regulations.
- 8. Installation and repair of guardrails, cable barriers, and jersey barriers.
- 9. Installation of railroad signals, signs, and other improvements at crossings.
- 10. Maintenance of roadway ditches and catch basins. No work under this exemption can occur in or within 50 feet of features regulated as waters of the U.S. as referenced in condition 2 above.
- 11. Replacement of overpasses which span roadways or railways.
- 12. Placement of riprap adjacent to existing bridge abutments to repair/prevent scour and protect the integrity of the structure. No work or materials shall be allowed in the water.
- 13. Enhancement of Rest Areas (e.g., repaving, landscaping, sprinkler system installation, lighting, building replacement or additions, sidewalk refurbishing).
- 14. Installation of noise walls.
- 15. Installation, replacement, or repair of highway lighting.
- 16. Improvements to existing interchange ramps, including: realignment, widening, and addition of turn lanes and shoulders.
- 17. Removal of vegetation along roads or under bridges.

- 18. Any projects not involving construction, earth-moving activities, or disturbances of any kind.
- 19. State funded and federal-aid projects that are administered by local governments with the assistance of the TDOT Local Programs Development Office.
- 20. Safe Routes to School Program.
- 21. Items deemed eligible for Transportation Alternatives Set-Aside (or other) funding, including:
 - Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990.
 - Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers
 - Inventory, control, and removal of outdoor advertising
 - Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23
 - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users
 - Construction of turnouts, overlooks, and viewing areas
 - Historic preservation and rehabilitation of historic transportation facilities
 - Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to (1) address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff and (2) to reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats

GENERAL PROVISIONS:

Agencies may unilaterally withdraw from this Agreement with 30 days written notice.

This Agreement will be reviewed every five years and revised as appropriate. Revisions may be requested at any time by an agency. All revisions will be made in writing and require the concurrence of each agency.

CONCU	RREN	ICE	BY	٠:
-------	------	-----	----	----

	Federal Highway	Administration,	Tennessee	Division	Office
--	-----------------	-----------------	-----------	----------	--------

Joseph Galbato III, Interim Commissioner and Chief Financial Officer

Pamelanfansbook	Date:	March 2, 2022	
Pamela M. Kordenbrock, Division Administrator			
Tennessee Department of Transportation			
Joseph Galbato, III	Date:	February 22, 2022	



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Tennessee Ecological Services Field Office 446 Neal Street Cookeville, Tennessee 38501 (931) 528-6481



January 14, 2022

Mr. Brandon Chance Environmental Division / Tech Studies Office James K. Polk Building, 9th Floor 505 Deaderick Street, Nashville, TN 37243

Subject: Grouped Programmatic No Effects Activities Agreement between the Tennessee

Department of Transportation and the Federal Highway Administration Tennessee

Division Office.

Dear Mr. Chance:

Thank you for the opportunity to review the Grouped Programmatic No Effect Activities Agreement (Agreement) between the Tennessee Department of Transportation (TDOT) and the Federal Highway Administration (FHWA). We understand the purpose of this Agreement is to streamline State transportation (Title 23 U.S.C.) projects and activities that have no effect to threatened/endangered plant and animal species and/or their critical habitats in Tennessee.

The FHWA has designated the TDOT as a non-federal representative pursuant to interagency cooperation under Section 7 consultation of the Endangered Species Act (ESA) (16 U.S.C. 1531 et seq.), in accordance with 50 CFR § 402.12. Under this designation, the TDOT is permitted, with oversight of the FHWA, to address the FHWA's obligations under Section 7 of the ESA for projects which are funded and/or executed by these agencies per Title 23 U.S.C.

It is recognized by both parties to this Agreement that certain categories of FHWA/TDOT activities typically have no effects to federally listed species or designated critical habitat and that a "no effect" determination completes consultation requirements under Section 7 of the ESA. This Agreement defines the conditions that must be met for a determination of "no effect". The TDOT and the FHWA, in coordination with the U.S. Fish and Wildlife Service (Service), have agreed that a "no effect" determination is appropriate for the defined activities, when there are no documented records or suitable habitat for federally listed plant or animal species, no designated critical habitat, and no disturbance to waters of the U.S., as defined by 40 C.F.R. 120.2. NEPA documentation for projects covered under this Agreement will include a copy of

the Agreement and a reference to its application from TDOT Ecology Staff, rather than written correspondence to and from the Service.

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,

ELBERT

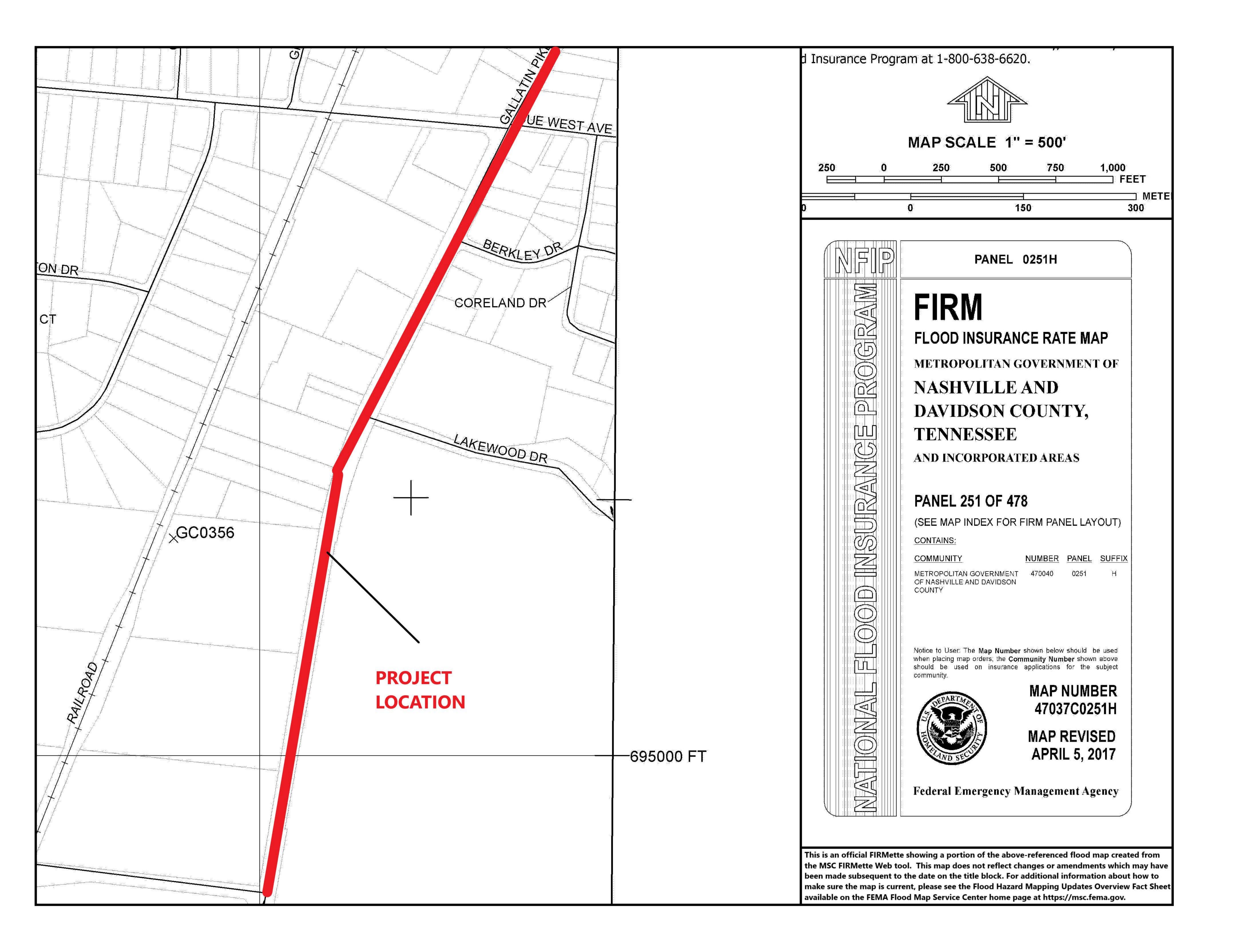
DANIEL Digitally signed by DANIEL ELBERT Date: 2022.01.14 13:53:23 -06'00'

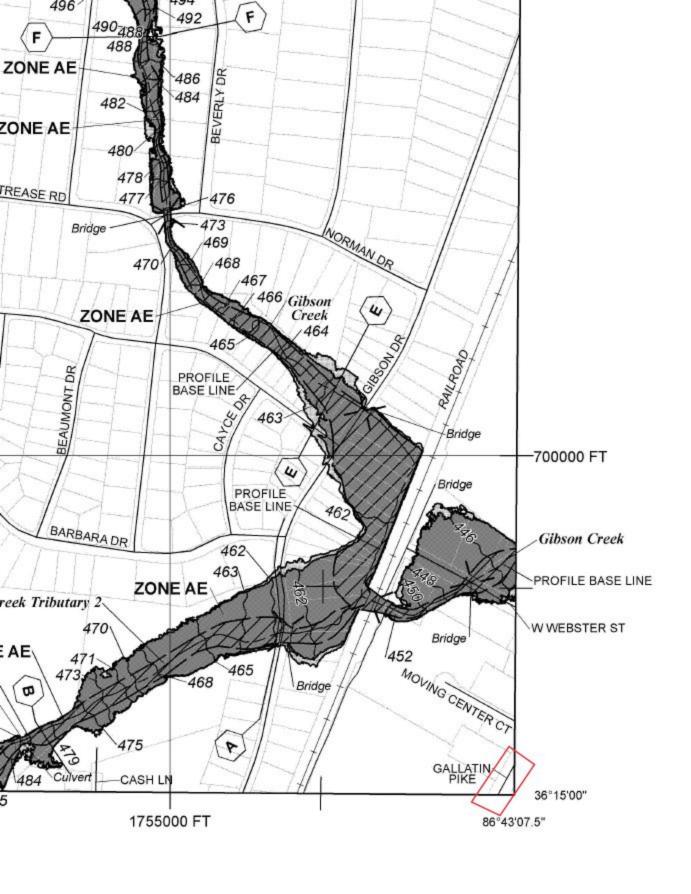
Field Supervisor

Ms. Tammy Sellers, TDOT Environmental Division Assistant Director xc:

Mr. Gary Fottrell, Environmental Program Engineer, FHWA

Floodplain Management







PANEL 0138H

FIRM

FLOOD INSURANCE RATE MAP
METROPOLITAN GOVERNMENT OF
NASHVILLE AND
DAVIDSON COUNTY,
TENNESSEE

AND INCORPORATED AREAS

PANEL 138 OF 478

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY

UMBER PANEL SUFFIX

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

470040

38

Notice to User: The Map Number shown below should be used when placing map orders; the Community Number shown above should be used on insurance applications for the subject community.



MAP NUMBER 47037C0138H

MAP REVISED APRIL 5, 2017

Federal Emergency Management Agency

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The community map repository should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where Base Flood Elevations (BFEs) and/or floodways have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Boundaries of the floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The projection used in the preparation of this map was State Plane Tennessee FIPS 4100. The horizontal datum was NAD83, GRS1980 spheroid. Differences in datum, spheroid, projection or State Plane zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same vertical datum. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website a http://www.ngs.noaa.gov/ or contact the National Geodetic Survey at the following

NGS Information Services NOAA, N/NGS12 National Geodetic Survey SSMC-3, #9202 1315 East-West Highway Silver Spring, Maryland 20910-3282 (301) 713-3242

To obtain current elevation, description, and/or location information for bench marks shown on this map, please contact the Information Services Branch of the National Geodetic Survey at (301) 713-3242 or visit its website at http://www.ngs.noaa.gov/.

Base map information shown on this FIRM was provided in digital format by the Metropolitan Government of Nashville and Davidson County. This information was photogrammetrically compiled from aerial photography dated March 2008.


This map reflects more detailed and up-to-date stream channel configurations than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed Map Index for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is

For Information and questions about this map, available products associated with this FIRM including historic versions of this FIRM, how to order products or the National Flood Insurance Program in general, please call the FEMA Map Information eXchange at 1-877-FEMA MAP (1-877-336-2627) or visit the FEMA Map Service Center website at http://msc.fema.gov/. Available products may include previously issued Letters of Map Change, a Flood Insurance Study Report, and/or digital versions of this map. Many of these products can be ordered or obtained directly from the website. Users may determine the current map date for each FIRM panel by visting the FEMA Map Service Center website or by calling the FEMA Map Information eXchange.

The "profile base lines" depicted on this map represent the hydraulic modeling baselines that match the flood profiles in the FIS report. As a result of improved topographic data, the "profile base line", in some cases, may deviate significantly from the channel centerline or appear outside the SFHA.



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE

1% ANNUAL CHANCE FLOOD The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of

the 1% annual chance flood. No Base Flood Elevations determined. Base Flood Elevations determined.

Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations

Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.

Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.

Areas to be protected from 1% annual chance flood event by a Federal flood protection system under construction; no Base Flood Elevations determined.

Coastal flood zone with velocity hazard (wave action); Base Flood Elevations

Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations

Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average

depths of less than 1 foot or with drainage areas less than 1 square mile; and

FLOODWAY AREAS IN ZONE AE The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in

OTHER FLOOD AREAS

areas protected by levees from 1% annual chance flood.

OTHER AREAS Areas determined to be outside the 0.2% annual chance floodplain.

Areas in which flood hazards are undetermined, but possible. COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

Zone D boundary

Floodway boundary

CBRS and OPA boundary Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths, or flood velocities Base Flood Elevation line and value; elevation in feet*

~~~ 513 ~~~~ Base Flood Elevation value where uniform within zone; elevation \* Referenced to the North American Vertical Datum of 1988

Cross section line (23)-----(23) Transect line

Geographic coordinates referenced to the North American 97°07'30", 32°22'30" Datum of 1983 (NAD 83), Western Hemisphere 4275000mE 1000-meter Universal Transverse Mercator grid ticks, zone 16 5000-foot grid values: Tennessee State Plane coordinate system 6000000 FT (FIPSZONE = 4100), Lambert projection

DX5510 • M1.5 River Mile MAP REPOSITORIES Refer to Map Repositories list on Map Index

> EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

April 5, 2017 – to update corporate limits, to change Base Flood Elevations, to add Base Flood

Elevations, to add Special Flood Hazard Areas, to change Special Flood Hazard Areas, to change

Bench mark (see explanation in Notes to Users section of this

zone designations, to add floodway, to add roads and road names, to incorporate previously issued Letters of Map Revision, to reflect updated topographic information

For community map revision history prior to countywide mapping, refer to the Community Map

History table located in the Flood Insurance Study report for this jurisdiction. To determine if flood insurance is available in this community, contact your insurance agent or call

the National Flood Insurance Program at 1-800-638-6620. MAP SCALE 1" = 500'

PANEL 0139H

FIRM

METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY,

FLOOD INSURANCE RATE MAP

TENNESSEE AND INCORPORATED AREAS

**PANEL 139 OF 478** 

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)



47037C0139H **MAP REVISED APRIL 5, 2017** 

MAP NUMBER

Federal Emergency Management Agency

# **Air and Noise**

## **Environmental Studies**

### **Air and Noise**







# **Environmental Studies Request**

### **Project Information**

SR-6 Route:

Termini: From Walton Lane to Wiley Street

County: Davidson

PIN: 125526.09

#### Request

**Request Type: Environmental Study Reevaluation** 

**Project Plans: Functional Plans** 

**Date of Plans:** 02/14/2024

Location: MS OneDrive Link

#### Certification

Requestor: Brian Kluttz

**Environmental Studies Specialist Advanced** Title:

Signature:

Digitally signed by Brian

Brian Kluttz Kluttz Date: 2024.05.28

11:33:05 -05'00'

## **Environmental Study**

#### **Technical Section**

**Section:** Air and Noise

#### **Study Results**

#### **AIR QUALITY**

**Transportation Conformity** 

This project is in Davidson County which is in attainment for all regulated criteria pollutants. Therefore, conformity does not apply to this project.

Mobile Source Air Toxics (MSATs)

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.

#### **NOISE**

This project is Type III in accordance with the FHWA noise regulation in 23 CFR 772 and TDOT's noise policy; therefore, a noise study is not needed.

#### **Commitments**

Did the study of this project result in any environmental commitments?

No

#### **Additional Information**

Is there any additional information or material included with this study?

TESS Advanced, TDOT Environmental Division

No

#### Certification

Title:

Responder: Chasity L. Stinson

Signature: Chasity

Stinson

Digitally signed by Chasity Stinson Date: 2024.05.29

14:07:43 -05'00'

# **Cultural Resources**

# **Environmental Studies**

# **Archaeology**







# **Environmental Studies Request**

#### **Project Information**

Route: SR-6

Termini: From Walton Lane to Wiley Street

County: Davidson

PIN: 125526.09

#### Request

**Request Type: Environmental Study Reevaluation** 

**Project Plans: Functional Plans** 

**Date of Plans:** 02/14/2024

Location: MS OneDrive Link

#### Certification

Signature: Requestor: Brian Kluttz

Title: **Environmental Studies Specialist Advanced** 

Digitally signed by Brian Brian Kluttz Kluttz Date: 2024.05.28

11:33:05 -05'00'

# **Environmental Study**

#### **Technical Section**

**Section:** Archaeology

#### **Study Results**

In a letter dated November 2, 2023 and plans dated 2/14/2024 the TN SHPO concurred that no NRHP listed, eligible, or potentially eligible properties would be affected by this undertaking, still valid.

#### **Commitments**

Did the study of this project result in any environmental commitments?

No

#### **Additional Information**

Is there any additional information or material included with this study?

No

#### Certification

Title:

Responder: Michael Jeu

Archaeologist

Signature:

Michael Jeu Digitally signed by Michael Jeu Date: 2024 06 11

10:51:14 -05'00'



#### TENNESSEE HISTORICAL COMMISSION

STATE HISTORIC PRESERVATION OFFICE 2941 LEBANON PIKE NASHVILLE, TENNESSEE 37243-0442 OFFICE: (615) 532-1550

www.tnhistoricalcommission.org

11-02-2023 14:18:03 CDT

Brandon Chance TDOT k.brandon.chance@tn.gov

RE: Federal Highway Administration (FHWA), Pedestrian Safety Improvements on SR-6 from Walton Lane to Wiley Street in East Nashville, TDOT PIN 125526.09, Project#: SHPO0003448, Nashville, Davidson County, TN

#### **Dear Brandon Chance:**

In response to your request, we have reviewed the archaeological 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. Please provide your Project # when submitting any additional information regarding this undertaking. Questions or comments may be directed to Jennifer Barnett, who drafted this response, at <a href="mailto:Jennifer.Barnett@tn.gov">Jennifer.Barnett@tn.gov</a>, +16156874780.

Your cooperation is appreciated.

Sincerely,

E. Patrick M. Stratyre, Jr.

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

Ref:MSG10727168\_LMywlODKShbvznGeldZ

# **Environmental Studies**

#### **Historic Preservation**







# **Environmental Studies Request**

#### **Project Information**

Route: SR-6

Termini: From Walton Lane to Wiley Street

County: Davidson

PIN: 125526.09

#### Request

**Request Type: Environmental Study Reevaluation** 

**Project Plans: Functional Plans** 

**Date of Plans:** 02/14/2024

Location: MS OneDrive Link

#### Certification

Requestor: Brian Kluttz

Title: **Environmental Studies Specialist Advanced** 

Digitally signed by Brian Signature: Brian Kluttz Kluttz Date: 2024.05.28

11:33:05 -05'00'

### **Environmental Study**

#### **Technical Section**

**Section:** Historic Preservation

#### **Study Results**

In a letter dated August 19, 2024, the Tennessee State Historic Preservation Office (TN SHPO) concurred that the project as currently proposed will not adversely affect the Nashville National Cemetery, Spring Hill Cemetery, or the City Road Chapel United Methodist Church. The TN SHPO also concurred that that this project qualifies for the Section 4f Exception for Temporary Occupancy as it meets the following conditions:

- 1. The duration of the occupancy will be less than the time needed for construction of the project and there will be no change in ownership.
- 2. The scope of the work would be minor resulting in minimal changes to the property.
- 3. No significant features of the property would be adversely affected.
- 4. The occupied segments of the property would be returned to their as-found conditions or better.

#### **Commitments**

Did the study of this project result in any environmental commitments?

No

#### **Additional Information**

Is there any additional information or material included with this study?

Yes

**Type:** Agency Coordination

**Location:** Email Attachment

#### Certification

**Responder:** Ellen Hurd

Title: Historian

Signature: \_\_\_\_ Digitally signed by Ellen

Ellen Hurd Date:

15:15:27 -05'00'

#### **Ellen Hurd**

From: TN Help <tnhelp@service-now.com>
Sent: Monday, August 19, 2024 8:27 AM

To: Ellen Hurd

**Cc:** Kimberly Vasut-Shelby

**Subject:** Pedestrian Safety Improvements on SR-6 from Walton Lane to Wiley Street in East

Nashville, TDOT PIN 125526.09 - Project # SHPO0003448



#### TENNESSEE HISTORICAL COMMISSION STATE HISTORIC PRESERVATION OFFICE 2941 LEBANON PIKE NASHVILLE, TENNESSEE 37243-0442

OFFICE: (615) 532-1550 www.tnhistoricalcommission.org

2024-08-19 08:23:44 CDT

Kimberly Vasut-Shelby TDOT Cultural Resources

RE: Federal Highway Administration (FHWA), Architecture Review, Pedestrian Safety Improvements on SR-6 from Walton Lane to Wiley Street in East Nashville, TDOT PIN 125526.09, Project#: SHPO0003448, Nashville, Davidson County, TN

#### Dear Kimberly Vasut-Shelby:

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).

Based on the additional information provided, we still find that the project as currently proposed will not adversely affect the Nashville National Cemetery, Spring Hill Cemetery, or the City Road Chapel United Methodist Church. We further concur that this project qualifies for the Section 4f Exception for Temporary Occupancy as it meets the following conditions:

- 1. The duration of the occupancy will be less than the time needed for construction of the project and there will be no change in ownership.
- 2. The scope of the work would be minor resulting in minimal changes to the property.
- 3. No significant features of the property would be adversely affected.
- 4. The occupied segments of the property would be returned to their as-found conditions or better.

This office has no objection to the implementation of this project as currently planned. If project plans are changed, 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. Please provide your Project # if you submit additional information regarding this undertaking. Questions and comments may be directed to Casey Lee, who drafted this response, at Casey.Lee@tn.gov, +16152533163. We appreciate your cooperation.

Sincerely,

E. Patrick McIntyre, Jr. Executive Director and

State Historic Preservation Officer

E. Patrick M. Intyre, Jr

 $Ref: MSG15064082\_TsmiGdxftc4z6EzRQvz$ 



# STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

#### **ENVIRONMENTAL DIVISION**

#### **ENVIRONMENTAL TECHNICAL STUDIES SECTION**

SUITE 900, JAMES K. POLK BUILDING 505 DEADERICK STREET NASHVILLE, TENNESSEE 37243-1402 (615) 741-3655

BUTCH ELEY COMMISSIONER

BILL LEE GOVERNOR

TO: Frank Dubose, Federal Highway Administration

FROM: Kimberly Vasut-Shelby, Cultural Resources Team Lead

DATE: June 25, 2024

SUBJECT: Addendum to the Historic/Architectural Resources Assessment for Pedestrian Safety

Improvements on State Route 6 from Walton Lane to Wiley Street, Madison, Davidson County;

PIN 125526.09

The enclosed documents are the Historic/Architectural Resources Assessment and an addendum to this assessment. The proposed project consists of pedestrian safety improvements to State Route 6/Gallatin Pike and would necessitate the acquisition of 203 square feet of temporary construction easements from the City Road Chapel United Methodist Church, which has been determined eligible for the NHRP. The State Historic Preservation Officer is concurrently reviewing the draft documentation.

Pursuant to 36 CFR 800.5, a TDOT historian applied the criteria of effect to the proposed project. In the opinion of the TDOT, the proposed undertaking would constitute temporary occupancy of the eligible property pursuant to 23 CFR 774.13(d)(5) of Section 4(f) of the U.S. Department of Transportation Act.

#### <u>Certification of 4(f) Exception for Temporary Occupancy</u>

The National Register eligible City Road Chapel United Methodist Church on which the temporary occupancy will take place has significance under the requirements of 23 CFR 774.13. In order to qualify for a Section 4(f) exception, it was established that the proposed project meets the following conditions:

- 1. The duration of the occupancy will be less than the time needed for construction of the project and there will be no change in ownership.
- 2. The scope of the work would be minor resulting in minimal changes to the property.
- 3. No significant features of the property would be adversely affected.
- 4. The occupied segments of the property would be returned to their as-found conditions or better.

Please review the enclosed draft documentation and let me know if you have any substantial changes. Thank you!

Enclosure

#### FINAL TEMPORARY OCCUPANCY EVALUATION

#### Submitted Pursuant to 23 CFR 774

# PEDESTRIAN SAFETY IMPROVEMENTS ON STATE ROUTE 6 FROM WALTON LANE TO WILEY STREET, MADISON, DAVIDSON COUNTY

PIN 125526.09

U.S. Department of Transportation
Federal Highway Administration
and Tennessee Department of Transportation

Based upon the consideration identified in this Final Temporary Occupancy Evaluation, the proposed project will have a temporary occupancy resulting from the acquisition of approximately 203 square feet of construction easements from within the eligible National Register Boundary of the City Road Chapel United Methodist Church. The Tennessee State Historic Preservation Officer concurred in writing that the proposed project would not adversely affect the historic property.

8/23/24 CARUS FRANKLIN Digitally signed by CARUS FRANKLIN DUBOSE Date: 2024.08.23 15:01:27 -05'00'

Date of Approval Federal Highway Administration

The following persons may be contacted for additional information concerning the document:

Mr. Daniel Hinton
U.S. Department of Transportation
Federal Highway Administration
Tennessee Division Office
404 BNA Drive
Building 200, Suite 508
Nashville, TN 37217

Ms. Sharon Schutz
Environmental Division Director
Tennessee Department of Transportation
James K. Polk Building, Suite 900
505 Deaderick Street
Nashville, TN 37243-0334



# STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

#### **ENVIRONMENTAL DIVISION**

#### **ENVIRONMENTAL TECHNICAL STUDIES SECTION**

SUITE 900, JAMES K. POLK BUILDING 505 DEADERICK STREET NASHVILLE, TENNESSEE 37243-1402 (615) 741-3655

BUTCH ELEY COMMISSIONER

BILL LEE GOVERNOR

August 16, 2024

Mr. E. Patrick McIntyre, Jr. Executive Director and State Historic Preservation Officer Tennessee Historical Commission 2941 Lebanon Road Nashville, Tennessee 37243-0442

RE: Addendum to the Historic/Architectural Resources Assessment for Pedestrian Safety Improvements on State Route 6 from Walton Lane to Wiley Street, Madison, Davidson County; PIN 125526.09

Dear Mr. McIntyre,

The Tennessee Department of Transportation (TDOT), with funding from the Federal Highway Administration (FHWA) proposes pedestrian safety improvements on State Route 6 (SR-6)/Gallatin Pike from Walton Lane to Wiley Street in Madison, Davidson County. The project would include sidewalks, crosswalks, pedestrian signal upgrades, and accessible curb ramps. The project would require 0.095 acre of ROW and 0.73 acre of construction easements to be acquired from various parcels along the corridor.

TDOT historians previously studied the project's Area of Potential Effects (APE) and found that there were three properties within the APE that are listed in or eligible for listing in the National Register of Historic Places (NRHP), the NRHP-listed Nashville National Cemetery, Spring Hill Cemetery, and City Road Chapel United Methodist Church. Your office concurred with these findings in a letter dated November 1, 2023. Since that time, project plans have been amended. It is TDOT's opinion that the project as currently proposed would have No Effect and no Section 4(f) use for the Nashville National Cemetery and Spring Hill Cemetery, and No Adverse Effect for the City Road Chapel United Methodist Church.

The following information is being provided pursuant to 23 CFR 774.13(d)(5) of Section 4(f) of the U.S. Department of Transportation Act. This law stipulates that when Section 4(f) resources are identified that will require temporary occupancy during construction, the Official with Jurisdiction (OWJ) for the resource must be notified and concur in writing for the temporary occupancy exception to the Section 4(f) use. When National Register listed or eligible properties are identified as Section 4(f) resources, the OWJ is the State Historic Preservation Officer. In order to document compliance with 23 CFR 774.13(d)(5), a written agreement is required for the project file showing that the OWJ concurs with the temporary occupancy of the Section 4(f) resource.

#### <u>Certification of 4(f) Exception for Temporary Occupancy</u>

The National Register eligible City Road Chapel United Methodist Church on which the temporary occupancy will take place has significance under the requirements of 23 CFR 774.13. In order to qualify for a Section 4(f) exception, it was established that the proposed project meets the following conditions:

- 1. The duration of the occupancy will be less than the time needed for construction of the project and there will be no change in ownership.
- 2. The scope of the work would be minor resulting in minimal changes to the property.
- 3. No significant features of the property would be adversely affected.
- 4. The occupied segments of the property would be returned to their as-found conditions or better.

Under 23 CFR 774.13(d)(5), TDOT is asking that you concur with the determination that the temporary occupancy of approximately 203 square feet within the eligible National Register Boundary for the historic property would not constitute a use within the meaning of Section 4(f). Please concur in writing as the OWJ that the proposed temporary occupancy meets the four conditions stipulated in this letter. As a result of your concurrence, TDOT intends to pursue an exception to the requirements of Section 4(f) approval at the National Register eligible City Road Chapel United Methodist Church.

In compliance with Section 106 of the National Historic Preservation Act (as amended) and implementing regulations 36 CFR 800, please review the enclosed information and provide me with your comments. If any additional information is needed, please contact Ellen Hurd at (615) 741-6834 or Haley Seger at (615) 770-1762 for architectural resources or me at (615) 741-0977. I appreciate your assistance.

Sincerely,

Kim Vasut-Shelby

Cultural Resources Manager

kvs/edh/hs

# ADDENDUM TO THE HISTORIC/ARCHITECTURAL RESOURCES ASSESSMENT FOR PEDESTRIAN SAFETY IMPROVEMENTS ON STATE ROUTE 6 FROM WALTON LANE TO WILEY STREET

MADISON, DAVIDSON COUNTY
PIN 125526.09

Ellen Dement Hurd, 615-741-6834
Tennessee Department of Transportation
505 Deaderick Street, Suite 900
Nashville, TN 37243







# ADDENDUM TO THE HISTORIC/ARCHITECTURAL RESOURCES ASSESSMENT FOR PEDESTRIAN SAFETY IMPROVEMENTS ON STATE ROUTE 6 FROM WALTON LANE TO WILEY STREET MADISON, DAVIDSON COUNTY

PIN 125526.09

#### INTRODUCTION

The Tennessee Department of Transportation (TDOT), with funding from the Federal Highway Administration (FHWA) proposes pedestrian safety improvements on State Route 6 (SR-6)/Gallatin Pike from Walton Lane to Wiley Street in Madison, Davidson County. The project would include crosswalks, pedestrian signal upgrades, and accessible curb ramps. As proposed in July 2023, the project would have required 0.05 acre of ROW and 0.73 acre of construction easements to be acquired from various parcels along the corridor. Subsequently, project plans were revised; therefore, this addendum report discusses the potential impacts to historic resources based on these revised plans. As currently proposed, the project would require 0.095 acre of ROW and 0.73 acre of construction easements.

In compliance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800, TDOT historians reviewed the area of potential effects (APE) to identify National Register of Historic Places (NRHP) listed or eligible historic properties, or potentially eligible archaeological sites, that may be affected by the subject undertaking. The APE is defined as adjacent parcels at proposed crosswalk locations.

For the purposes of this legislation, historic significance is defined as those properties that are listed in or eligible for listing in the NRHP. Once historic resources are identified, legislation requires these agencies to determine if the proposed undertaking would affect the historic resources.

Under 36 CFR 800.4, TDOT historians reviewed the proposed project and summarized their findings in a report completed in October 2023. This report found that there are three properties within the architectural APE listed in or eligible for listing in the NRHP, the NRHP-listed Nashville National Cemetery, Spring Hill Cemetery, and City Road Chapel United Methodist Church. The Tennessee State Historic Preservation Office (TN SHPO) concurred with these eligibility determinations in a letter dated November 1, 2023 (refer to concurrence letter in Appendix C).

Under the revised plans, the project potentially would impact several additional parcels that fall within the expanded APE. TDOT historians reviewed the revised proposed plans and recommend that there are no additional resources listed in or eligible for listing in the NRHP in the expanded APE.

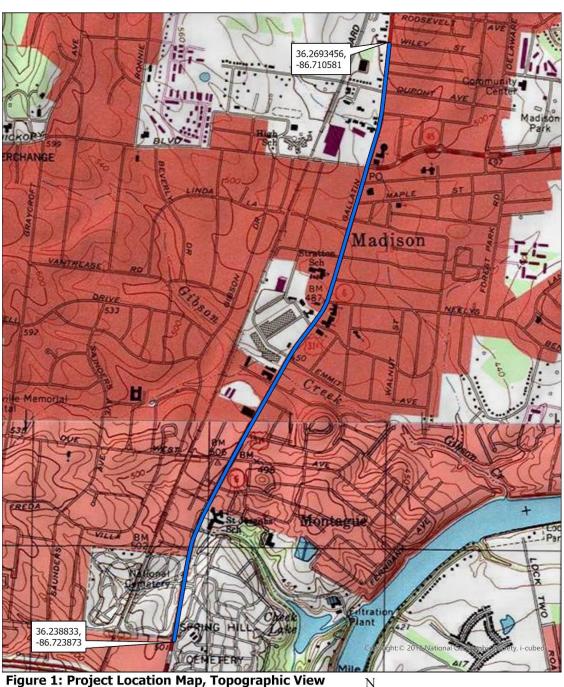
It is TDOT's opinion that the project as currently designed would have No Effect to the Nashville National Cemetery and the Spring Hill Cemetery and No Adverse Effect to the City Road Chapel United Methodist Church.

Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, gives special consideration to the use of historic sites by federally assisted transportation. The project would have no Section 4(f) use of the Nashville National Cemetery and the Spring Hill Cemetery. TDOT recommends that the temporary occupancy of the City Road Chapel United Methodist Church should not be considered a Section 4(f) use of the historic site.

The following report provides in-depth information illustrating how TDOT historians have determined these findings. The document has been prepared in consultation with the TN SHPO and will be circulated to the TN SHPO and local historic organizations. Letters gathered during the public participation process are located in Appendix B.

#### **PROJECT DESCRIPTION**

TDOT proposes pedestrian safety improvements on SR-6 from Walton Lane at Log Mile 16.75 to Wiley Street at Log Mile 19.01 in Madison, Davidson County. The project would include crosswalks, pedestrian signal upgrades, and accessible curb ramps. The project would require 0.165 acre of ROW and 0.73 acre of construction easements from various parcels along the corridor.



SR-6 Pedestrian Safety Improvements Pin: 125526.09, Madison, Davidson County USGS 7.5 Goodlettsville Quadrangle 310 SW



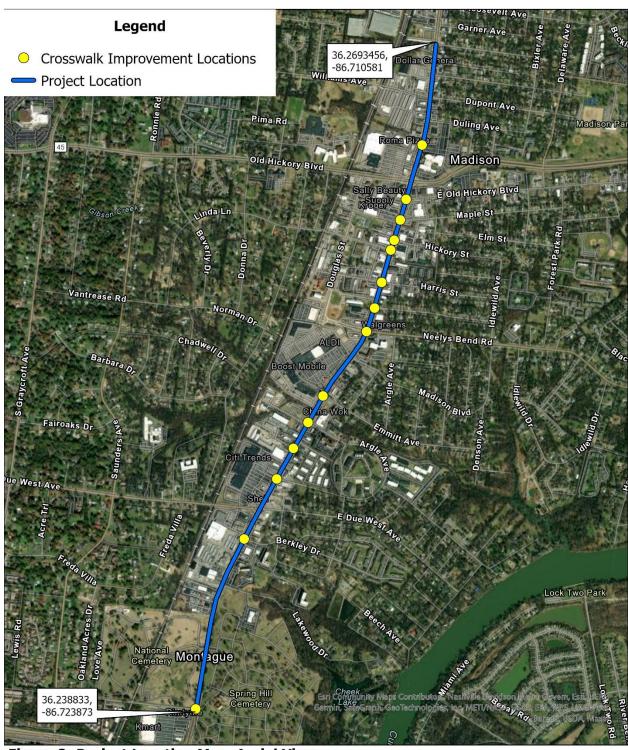


Figure 2: Project Location Map, Aerial View SR-6 Pedestrian Safety Improvements Pin: 125526.09, Madison, Davidson County USGS 7.5 Goodlettsville Quadrangle 310 SW



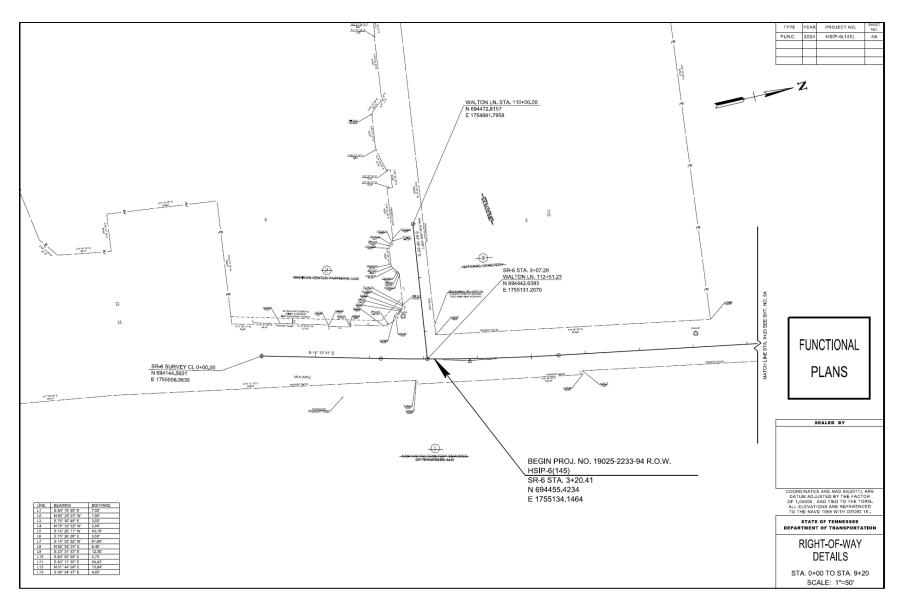


Figure 3: plan sheet showing proposed ROW and construction easements. Note that no ROW or easements would be taken from Parcel 1, which is the Spring Hill Cemetery, or Parcel 3, the NRHP-listed Nashville National Cemetery.

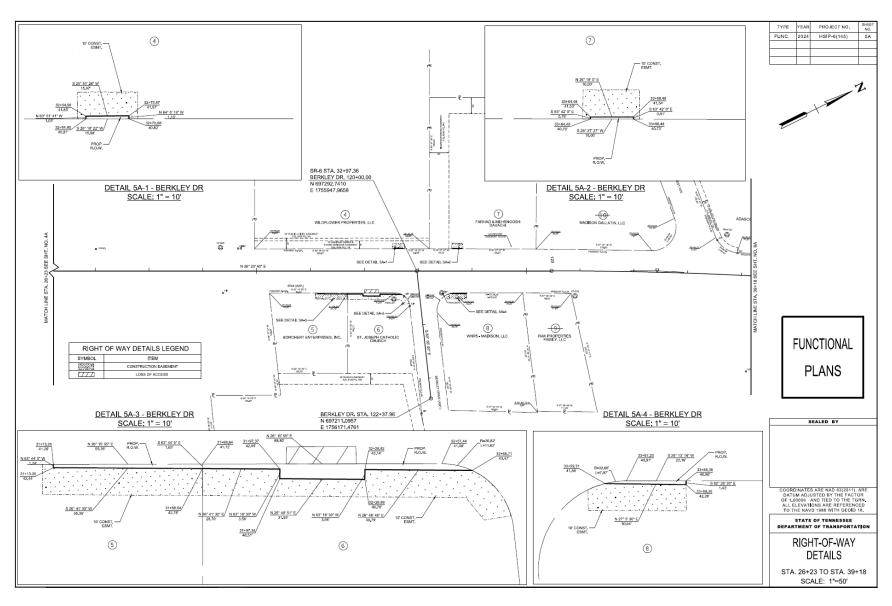


Figure 4: plan sheet showing proposed ROW and construction easements.

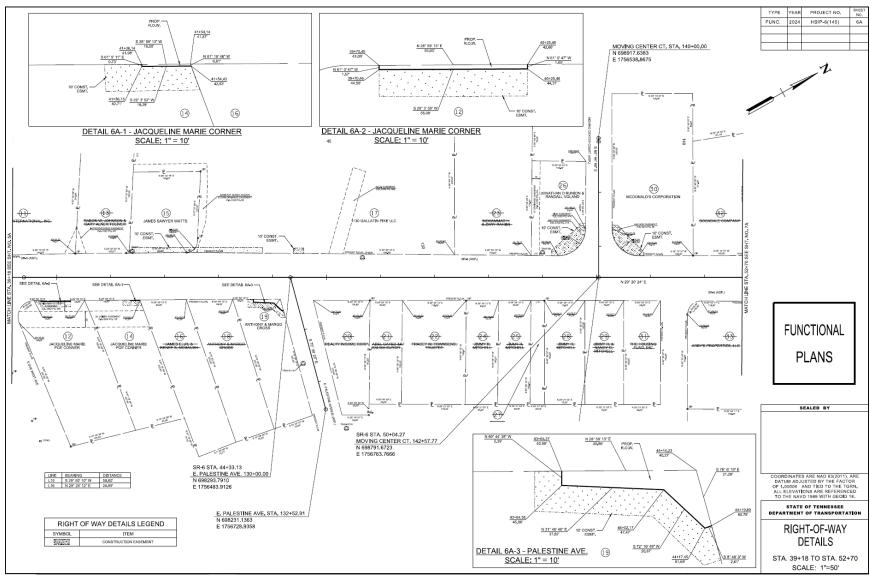


Figure 5: plan sheet showing proposed ROW and construction easements.

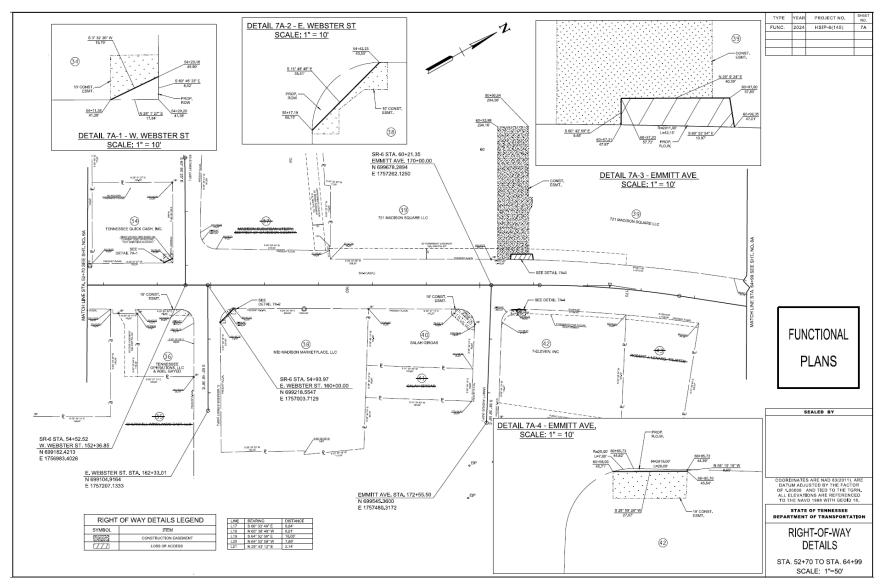


Figure 6: plan sheet showing proposed ROW and construction easements.

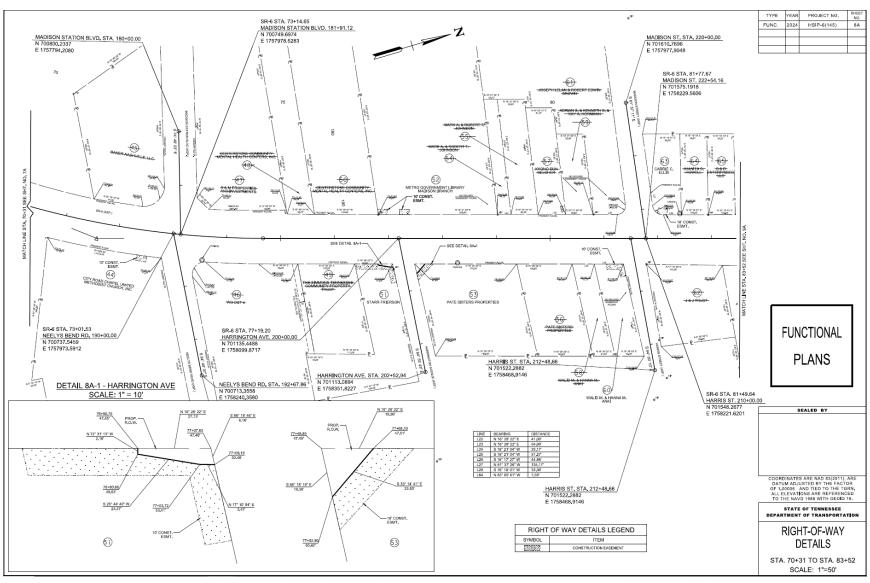


Figure 7: plan sheet showing proposed ROW and construction easements, including new temporary construction easement added to City Road

Chapel United Methodist Church (parcel 44 at bottom left).

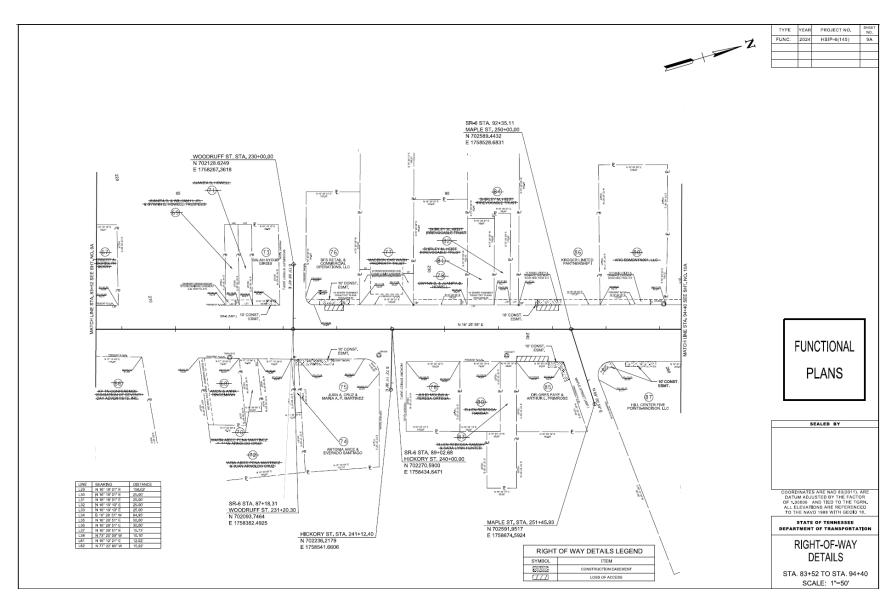


Figure 8: plan sheet showing proposed ROW and construction easements.

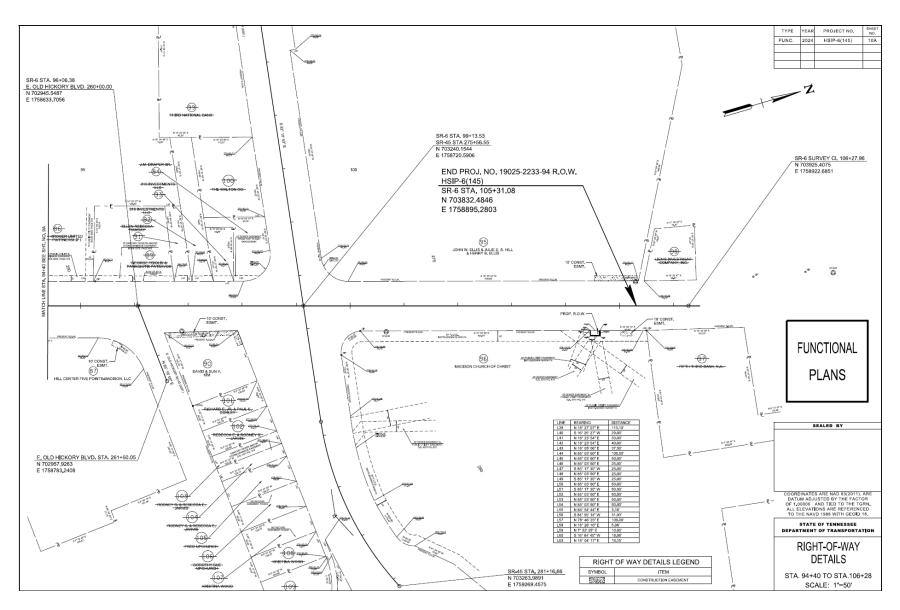


Figure 9: plan sheet showing proposed ROW and construction easements.



Figure 10: Project start point, looking north from Walton Lane (Source: Google Streetview, January 2023).

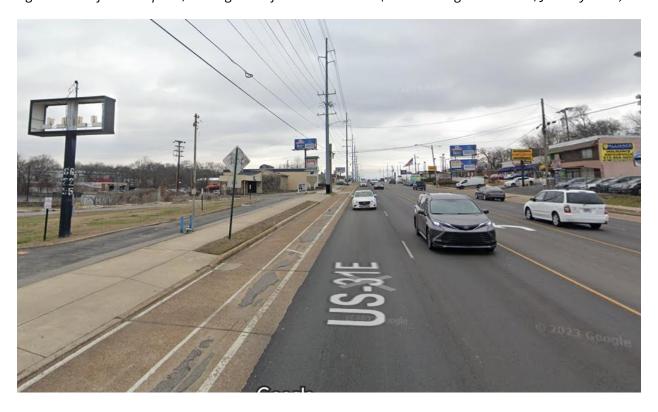


Figure 11: Project end point, looking south from Wiley Street (Source: Google Streetview, February 2023).

#### **PUBLIC AND TRIBAL PARTICIPATION**

TDOT has begun the process of consultation with nine Native American tribes or representatives, asking each for information regarding the project and if they would like to participate in the Section 106 review process as a consulting party. To date, TDOT has received a response from the Shawnee Tribe and has not received any comments regarding historic resources.

Absentee-Shawnee Tribe of Indians in Oklahoma
The Cherokee Nation
Eastern Band of Cherokee Indians
Eastern Shawnee Tribe of Oklahoma
Kialegee Tribal Town
Muscogee (Creek) Nation
Shawnee Tribe
Thlopthlocco Tribal Town
United Keetoowah Band of Cherokee Indians in Oklahoma

TDOT historians prepared a list by counties of historic groups and other such organization that might be interested in proposed projects. This list is regularly updated and refined. From this list, TDOT identified a number of historical groups and individuals in Davidson County. If requested by the party, TDOT will mail a copy of this report to the following groups and individuals. TDOT received a response from the Metropolitan Historical Commission accepting the invitation to participate as a consulting party (refer to correspondence in Appendix B). No other responses have been received to date.

- Davidson County Historian
- Greater Nashville Regional Council
- Metro Nashville and Davidson County Mayor
- American Association for State and Local History
- Historic Nashville, Inc.
- Metropolitan Historical Commission
- Tennessee Civil War National Heritage Area
- Federal Preservation Officer, Department of Veteran's Affairs

#### **HISTORIC CONTEXT**

The city of Nashville was established in 1779 by James Robertson and John Donelson, and it was named the seat of Davidson County when it was established in 1783 by the North Carolina legislature. Nashville first served as the capital of Tennessee and was designated the permanent capital in 1843. Sitting on the banks of the Cumberland River, Nashville serves as middle Tennessee's center of commerce and transportation. Outside of Nashville, other villages in Davidson County grew along turnpikes and railroad lines.

The frontier village of Haysboro was settled around 1780 by settlers from Nashville, and it centered near the present-day intersection of Gallatin Pike and Briley Parkway. Reverend Thomas Craighead came to the settlement in 1785 and constructed the Spring Hill Meeting House, which served as the first home of Davidson Academy. The site became a cemetery around the same time, with the earliest burials surrounding the stone structure. The meeting house was demolished in 1830 for the construction of Gallatin Pike.

The suburban area of Madison was named for Madison Stratton, a 19<sup>th</sup> century resident of the area, and it is located roughly halfway between Nashville and Goodlettsville. Development in the area centered around Gallatin Pike and the Louisville and Nashville Railroad, both running north to south through the area. The Madison Station post office opened in 1857. The Nashville National Cemetery was established in July 1866 on the west side of Gallatin Pike in Madison, with the earliest interments being Civil War soldiers' remains from temporary burial grounds in the region. Madison grew significantly in the mid-twentieth century, particularly after its annexation into the newly formed Metropolitan Government of Nashville and Davidson County in 1963.

#### **METHODS AND RESULTS**

Federal laws require TDOT and FHWA to comply with Section 106 of the National Historic Preservation Act of 1966, as amended (for more information on the Section 106 process, see Appendix A or www.achp.gov). This legislation requires TDOT and FHWA to identify any properties (either above ground buildings, structures, objects, or historic sites or below ground archaeological sites) of historic significance. For the purposes of this legislation, properties with historic significance are defined as those which are included in the NRHP or which are eligible for inclusion in the NRHP (see Appendix A).

In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, historic preservation staff surveyed the APE for this project in compliance with 36 CFR 800 regulations. The purpose of this survey was to identify any resources either included in or potentially eligible for inclusion in the NRHP (eligibility criteria are set forth in 36 CFR 60.4).

A project's APE is defined in 36 CFR 800.16 (d) as

the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

For the purposes of this project, the APE is defined as adjacent parcels at proposed crosswalk locations. All work will occur within the existing and proposed ROW at the proposed crosswalk locations.

During the initial study for this project in July 2023, TDOT identified three resources that are listed in or eligible for listing in the NRHP, the NRHP-listed Nashville National Cemetery, (NRHP ID #96001516), the NRHP-eligible Spring Hill Cemetery, and the NRHP-eligible City Road Chapel United Methodist Church.

During the addendum study for this project in July 2024, no additional resources that are listed on the NRHP were identified in the updated APE.

LIT/RECORDS SEARCH: 7/12/2023—Ellen Hurd; updated 7/24/2024

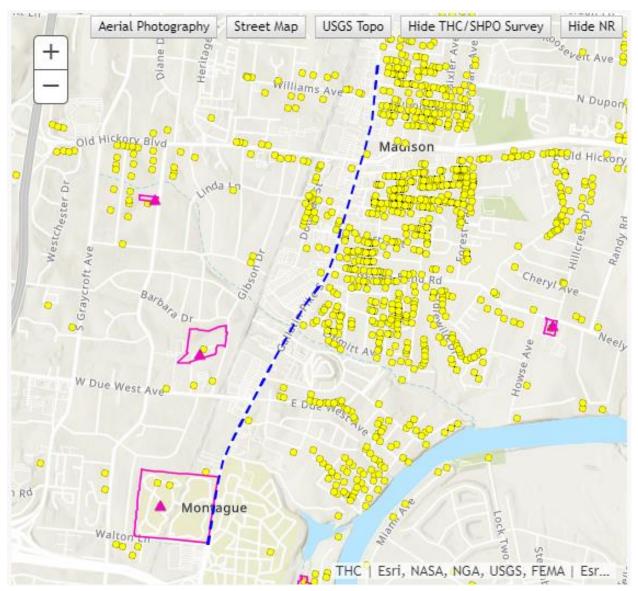


Figure 12: Project area shown in blue with TN SHPO surveyed properties in yellow and NRHP listed properties in pink.

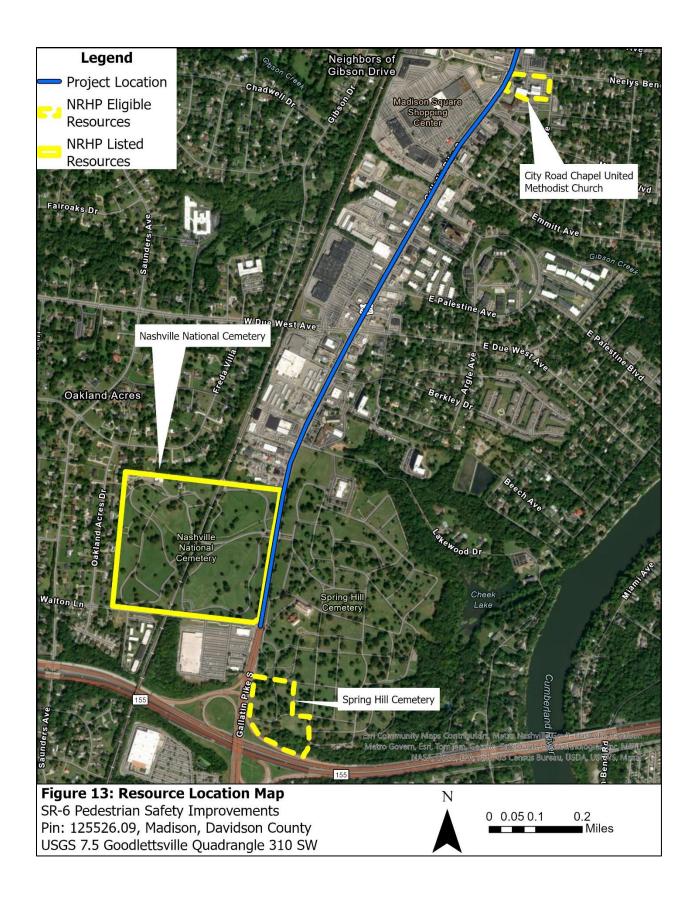
TDOT historians performed a field review of the APE for the proposed project in July 2023. The survey identified 3 resources that were listed on or recommended eligible for the NRHP; the TN SHPO concurred with these recommendations in a letter dated November 1, 2023. These properties are summarized in Table A and Figure 12 below:

**Table A: Previously Determined Eligible Historic Resources in APE** 

| Survey    | Name or Resource        | Address              | Construction | NRHP Eligibility |
|-----------|-------------------------|----------------------|--------------|------------------|
| Number    | Туре                    |                      | Date         | Determination    |
| NRHP      | Nashville National      | 1050 Gallatin Road   | 1866         | NRHP Listed      |
| #96001516 | Cemetery                |                      |              |                  |
| DV-17565  | Spring Hill Cemetery    | 5110 Gallatin Pike S | ca. 1785-    | Determined       |
|           |                         |                      | present      | Eligible         |
| DV-6985   | City Road Chapel United | 701 Gallatin Pike S  | 1938         | Determined       |
|           | Methodist Church        |                      |              | Eligible         |

TDOT historians performed an additional desktop review of the expanded APE for the proposed project in August 2024. The survey identified no additional resources aged fifty years old or older in the expanded APE.

Under the current plans, it is recommended that the project as currently designed would have No Effect to the Nashville National Cemetery and the Spring Hill Cemetery and No Adverse Effect to the City Road Chapel United Methodist Church. The project would have no Section 4(f) use of the Nashville National Cemetery and the Spring Hill Cemetery. TDOT recommends that the temporary occupancy of the City Road Chapel United Methodist Church should not be considered a Section 4(f) use of the historic site.

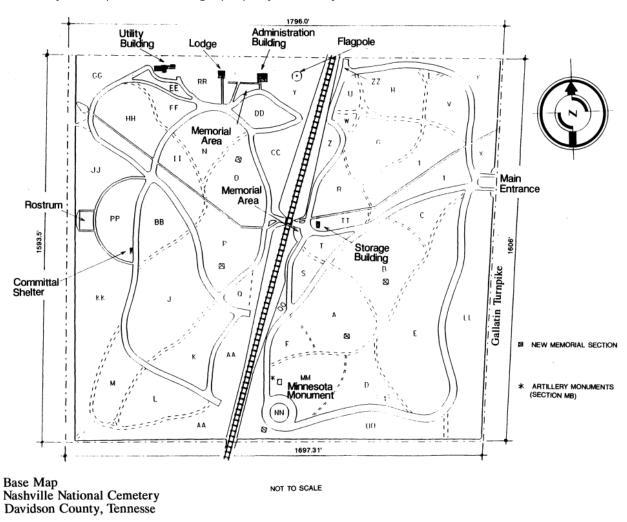


#### **Assessment of Effects: Nashville National Cemetery**

#### NRHP#96001516

**Summary of Eligibility:** The Nashville National Cemetery is located at 1050 Gallatin Road in Madison, Tennessee. The 64.5-acre cemetery is generally square and bisected by the Louisville and Nashville Railroad. Established in 1866, the cemetery was one of several that were created during and after the Civil War for the burial of United States veterans. Contributing elements in the cemetery include an 1870 rusticated limestone arch at the main entrance on Gallatin Road, the perimeter wall, a 1931 superintendent's lodge, a ca. 1887 utility building, a 1940 rostrum, a flagpole, the 1920 Minnesota Monument, and five artillery monuments.

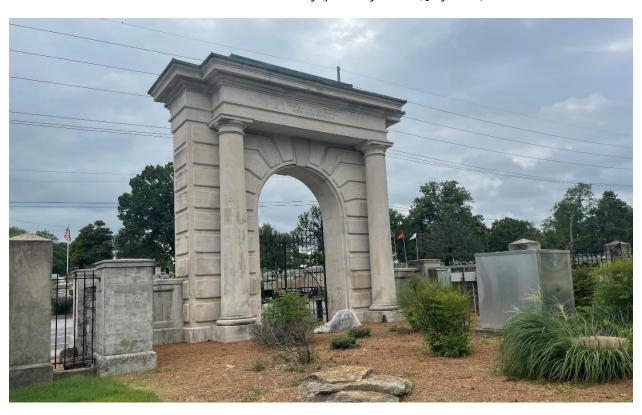
The Nashville National Cemetery is listed under Criterion A because of its national level of significance as a Civil War era National Cemeteries and its association with Nashville's Civil War history. The listed boundary corresponds to the legal property boundary.



Map showing the boundaries of the Nashville National Cemetery as listed on the NRHP.



Nashville National Cemetery (photo by author, July 2023).



Nashville National Cemetery 1870 entrance arch, looking east to Gallatin Pike (photo by author, July 2023).

**Summary of Assessment of Effects:** During the 2023 study, a TDOT historian applied the criteria of effect as found in 36 CFR 800.5 for the proposed project to the NRHP-listed Nashville National Cemetery. Because the proposed pedestrian safety project would not destroy the qualities and characteristics of the Nashville National Cemetery that qualify it for listing, TDOT recommended that the proposed project would have *No Effect* to the NRHP-listed Nashville National Cemetery. The TN SHPO concurred with this opinion in a letter dated November 1, 2023. The revised plans do not include any changes to project activities in the area of the Nashville National Cemetery; therefore, it is recommended that this finding remain unchanged.

**Applicability of Section 4(f):** The FHWA determines if the requirements of the Section 4(f) statute are met. The FHWA will approve the use of the Section 4(f) property only if the requirements are satisfied. The proposed undertaking would not incorporate any land from the Nashville National Cemetery; therefore, Section 4(f) does not apply for this resource.

#### Assessment of Effects: Spring Hill Cemetery

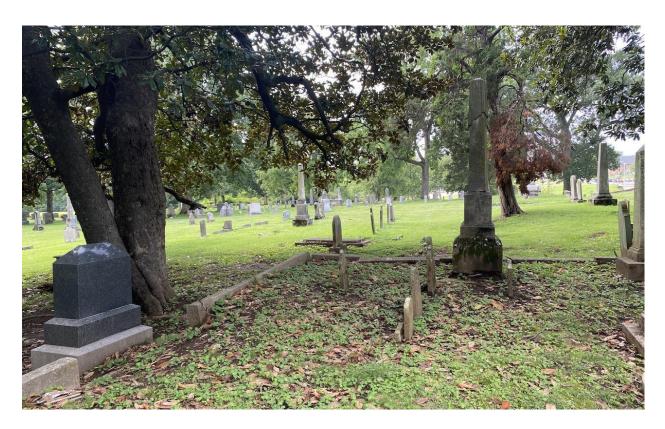
**Summary of Eligibility:** Spring Hill Cemetery is located at 5110 Gallatin Pike S on the northeast corner of Gallatin Pike and Briley Parkway in Madison. The cemetery site was first used as a burial ground in 1785, and it continues to be used as a cemetery today. Presently, the entire cemetery property encompasses 138.4 acres, although only the oldest sections are included in the eligible NRHP boundary. The oldest section is located at the southwestern corner, and a section historically reserved for African-American graves is located to its east.

Spring Hill Cemetery is eligible for listing on the NRHP under Criteria A and C in the areas of Art, Exploration/Settlement, and Social History. The cemetery is associated with the early exploration and settlement of Davidson County, with the Spring Hill Meeting House on this site serving as a community center for the Haysboro settlement as well as an early center for Presbyterianism and education in Davidson County. The creation and continuity of the Spring Hill Cemetery reflect its continued importance during multiple eras of Nashville's history. The cemetery's gravestones also represent the distinctive characteristics of popular early nineteenth-century styles. These range from simple frontier-era carved stone tablets to above-ground stone boxes from the mid-nineteenth century to ornate late-nineteenth century obelisks. Most of the graves in the African-American section are unmarked and do not appear in the burial records of the cemetery.

The eligible NRHP boundary corresponds to the boundaries of the "historic area" designated by the cemetery's management company and the historic African-American section immediately to its east. The boundary follows the ROW lines along Briley Parkway to the south and Gallatin Pike to the west and the edge of pavement of the cemetery drives to the north and east.



Spring Hill Cemetery, proposed NRHP boundary (image source: Google Earth, 2023).



Spring Hill Cemetery, showing family plot with examples of tablet-style and obelisk graves, stone boundary markers, and mature landscaping.

**Summary of Assessment of Effects:** During the 2023 study, a TDOT historian applied the criteria of effect as found in 36 CFR 800.5 for the proposed project to the NRHP-eligible Spring Hill Cemetery. Because the proposed pedestrian safety project would not destroy the qualities and characteristics of the Spring Hill Cemetery that qualify it for listing, TDOT recommended that the proposed project would have *No Effect* to the NRHP-eligible Spring Hill Cemetery. The TN SHPO concurred with this opinion in a letter dated November 1, 2023. The revised plans do not include any changes to project activities in the area of the Spring Hill Cemetery; therefore, it is recommended that this finding remain unchanged.

**Applicability of Section 4(f):** The FHWA determines if the requirements of the Section 4(f) statute are met. The FHWA will approve the use of the Section 4(f) property only if the requirements are satisfied. The proposed undertaking would not incorporate any land from the Spring Hill Cemetery; therefore, Section 4(f) does not apply for this resource.

#### **Assessment of Effects: City Road Chapel United Methodist Church**

**Summary of Eligibility:** The City Road Chapel United Methodist Church is located at 701 Gallatin Pike S on the southeast corner of Gallatin Pike and Neelys Bend Road in Madison, Tennessee. The Gothic Revival style church sanctuary was constructed in 1938 and sits at the western edge of the property facing Gallatin Pike. An education wing on the northern side was constructed in 1950, and a southern education wing was completed in 1968. At the rear of the property sits a non-historic fellowship center, completed in 1994.

City Road Chapel United Methodist Church is eligible for listing on the NRHP under Criterion C as a good and intact example of a Gothic Revival church. The church possesses several character-defining features of the style, including pointed-arch windows, buttressing, carved stone detail work, and stained glass. This style is rendered in a local material, limestone, using a mixture of newly quarried stone and salvaged stone from demolished structures in the area. The resource falls under Criterion Consideration A as a religious property that derives its primary significance from architectural distinction. The eligible NRHP boundary is the legal property boundary of the City Road Chapel United Methodist Church. This boundary contains all NRHP-qualifying characteristics including the sanctuary and education wings. The fellowship center and the parking lots are non-contributing elements.



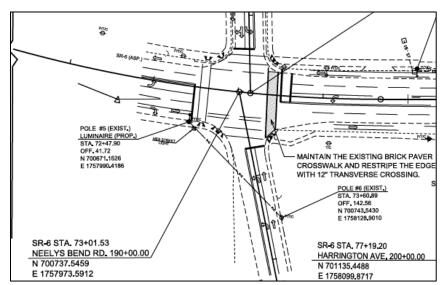
Proposed NRHP boundary for the City Road Chapel United Methodist Church. This boundary corresponds to the legal boundary of Davidson County Parcel 051040103.00.



Looking northeast at City Road Chapel UMC 1938 sanctuary with 1968 southern education wing visible at right (photo by author, October 2023).

#### ASSESSMENT OF EFFECTS

As proposed in 2023, the project would have No Effect on the City Road Chapel United Methodist Church. In the revised plans from 2024, the project would require a 203-square-foot temporary construction easement for alterations to the existing sidewalk to accommodate an ADA-accessible pad at the crosswalk. A TDOT historian applied the criteria of effect as found in 36 CFR 800.5 for the proposed revisions to the project to the City Road Chapel United Methodist Church.



Detail view of project plans in the area of the City Road Chapel United Methodist Church, which is at the bottom left of this image on the southeast corner of Neelys Bend Road and Gallatin Pike.

#### 36 CFR 800.5 Assessment of Adverse Effects

#### (a) Apply Criteria of Adverse Effect

In consultation with the SHPO/THPO and any Indian tribe or Native Hawaiian organization that attaches religious and cultural significance to identified historic properties, the Agency official shall apply the criteria of adverse effect to historic properties within the area of potential effects. The Agency Official shall consider any views concerning such effects, which have been provided by consulting parties and the public.

#### (1) Criteria of Adverse Effect

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

#### (2) Examples of Adverse Effects

An undertaking is considered to have an Adverse Effect when the effect on a historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

| Example of Adverse Effect                                        | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Physical destruction of or damage to all or part of the property | The proposed project consists of installing crosswalks, curb ramps, and pedestrian signals at various locations along Gallatin Pike, including at its intersection with Neelys Bend Road. This intersection is located at the northwestern corner of the City Road Chapel United Methodist Church proposed NRHP boundary. The project would require a temporary construction easement of 203 square feet for the reconstruction of the crosswalk landing pad. Although some construction work would occur within this easement, all permanent changes to the sidewalk and crosswalk landing pad would occur within the ROW and outside of the eligible NRHP boundary of the church. No contributing elements of the property would be affected by project implementation. Thus, although physical damage to a small portion of the property within the construction easement might occur, this effect would not be considered adverse. |

| Example of Adverse Effect                                                                                                                                                                                                                                                                                          | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines | Although the project would require a temporary construction easement from within the eligible NRHP boundary, this would be used to reconstruct an existing sidewalk and crosswalk landing pad in the existing ROW outside of the NRHP boundary. The project would not result in permanent changes to the property within the NRHP boundary. No contributing resources or elements within the boundary will be physically altered. It is TDOT's opinion that the project will not alter the church in a way that is inconsistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.                                                                                                                                                                                                    |
| Removal of the property from its historic location                                                                                                                                                                                                                                                                 | The proposed improvements would not result in the removal of the property from its historic location, so this effect does not apply.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Change of the character of the property's use or physical features within the property's setting that contribute to its historic significance                                                                                                                                                                      | The project would not change the use of the property, which was historically and is currently a Methodist church. Access to the church would remain unchanged, and the church's physical features would not be impacted by project development. The project would not impact the use of the church. Although project implementation would install a crosswalk near the northwestern corner of the church, it would be installed in an area where there is already a crosswalk. The new crosswalk would be in keeping with the character of the existing roadway and would not substantially alter the visual perception from the church. It is the opinion of TDOT that the proposed pedestrian improvements will not cause a change in character in the church's use or contributing physical features within its setting. |
| Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features                                                                                                                                                                               | The project would install a crosswalk, curb ramps, and pedestrian signals at the intersection of Gallatin Pike and Neelys Bend Road near the northwestern corner of the eligible NRHP boundary of the church. These elements would be installed within the existing ROW and would replace an existing crosswalk, although a temporary construction easement would be required for their installation. These new visual elements would not noticeably alter the visual perception from the church. It is the opinion of TDOT that the proposed repaving project would not introduce any visible, atmospheric, or audible elements that would diminish the architectural or historical significance of the church.                                                                                                            |
| Neglect of a property which causes its deterioration, except where such neglect or deterioration are recognized qualities or a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization                                                                                  | The proposed improvements will not cause neglect and deterioration of the church, so this effect does not apply.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

| Example of Adverse Effect                                                                                                                                                                                              | Assessment                                                                                             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
| Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance. | The church would not come under Federal ownership as a result of this project, so this does not apply. |

Because the proposed pedestrian safety project would not destroy the qualities and characteristics of the NRHP-eligible City Road Chapel United Methodist Church that qualify it for listing, it is the opinion of TDOT that the proposed project would have *No Adverse Effect* to the NRHP-eligible City Road Chapel United Methodist Church.

**Applicability of Section 4(f):** The following information is being provided pursuant to 23 CFR 774.13(d)(5) of Section 4(f) of the U.S. Department of Transportation Act. This law stipulates that when Section 4(f) resources are identified that will require temporary occupancy during construction, the Official with Jurisdiction (OWJ) for the resource must be notified and concur in writing for the temporary occupancy exception to the Section 4(f) use. When NRHP listed or eligible properties are identified as Section 4(f) resources, the OWJ is the State Historic Preservation Officer. In order to document compliance with 23 CFR 774.13(d)(5), a written agreement is required for the project file showing that the OWJ concurs with the temporary occupancy of the Section 4(f) resource.

In accordance with 23 CFR 774.13(d)(5) of Section 4(f) of the U.S. Department of Transportation Act, when NRHP listed or eligible properties are identified as Section 4(f) resources, the OWJ is the State Historic Preservation Officer. In order to document compliance with 23 CFR 774.13(d)(5), a written agreement is required for the project file showing that the OWJ concurs with the temporary occupancy of the Section 4(f) resource.

The NRHP-eligible City Road Chapel United Methodist Church on which the temporary occupancy will take place has significance under the requirements of 23 CFR 774.13. In order to qualify for a Section 4(f) exception, it is established that the proposed project meets the following conditions:

- 1. The duration of the occupancy will be less that the time needed for construction of the project and there will be no change in ownership.
- 2. The scope of the work would be minor in minimal changes to the property.
- 3. No significant features of the property would be adversely affected.
- 4. The occupied segments of the property would be returned to their as-found condition or better.

It is TDOT's opinion that, under 23 CFR 774.13(d)(5), that the temporary occupancy of approximately 203 square feet within the listed NRHP boundary for the historic property would not constitute a use within the meaning of Section 4(f) if the TN SHPO concurs with the finding. As a result of concurrence from the TN SHPO, TDOT intends to pursue an exception to the requirements of Section 4(f) approval at the NRHP-eligible City Road Chapel United Methodist Church.

#### CONCLUSION

TDOT, with funding from the FHWA, proposes pedestrian safety improvements on SR-6/Gallatin Pike from Walton Lane to Wiley Street in Madison, Davidson County. The project would include sidewalks, crosswalks, pedestrian signal upgrades, and accessible curb ramps. As currently proposed, the project would require 0.165 acre of ROW and 0.73 acre of construction easements to be acquired from various parcels along the corridor.

There are three properties within the architectural APE that are listed in or eligible for listing in the National Register of Historic Places: the NRHP-listed Nashville National Cemetery, the Spring Hill Cemetery, and the City Road Chapel United Methodist Church. It is recommended that the proposed project would have No Effect to the Nashville National Cemetery and the Spring Hill Cemetery and No Adverse Effect to the City Road Chapel United Methodist Church. Because no ROW or easements would be taken from the Nashville National Cemetery or the Spring Hill Cemetery, there is no Section 4(f) use of these properties. It is recommended that the construction easement taken from the City Road Chapel United Methodist Church be considered a temporary occupancy of this Section 4(f) resource.

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### Appendix A

Section 106 Review, National Historic Preservation Act of 1966

Eligibility Criteria of the National Register of Historic Places

National Register of Historic Places TDOT Summary Sheet

Criteria of Adverse Effects, Codified at 36 CFR 800.5

Section 4(f) of the U.S. DOT Act of 1966, TDOT Summary Sheet

#### SECTION 106 REVIEW, NATIONAL HISTORIC PRESERVATION ACT OF 1966

**Section 106** of the **National Historic Preservation Act** requires that Federal agencies consider what effects their actions and/or actions they may assist, permit, or license, may have on historic properties, and that they give **the Advisory Council on Historic Preservation (Council)** a "reasonable opportunity to comment" on such actions. The Council is an independent Federal agency. Its role in the review of actions under Section 106 is to encourage agencies to consider, and where feasible, adopt measures that will preserve historic properties that would otherwise be damaged or destroyed. The Council's regulations, entitled "Protection of Historic Properties" (36 CFR Part 800) govern the Section 106 process. The Council does not have the authority to require agencies to halt or abandon projects that will affect historic properties.

Section 106 applies to properties that have been listed in the *National Register of Historic Places (NRHP)*, properties that have been determined to be eligible for inclusion in the NRHP, and properties that may be eligible but have not yet been evaluated. If a property has not yet been nominated to the NRHP or determined eligible for inclusion, it is the responsibility of the Federal agency involved to ascertain its eligibility.

The Council's regulations are set forth in a process consisting of four basic steps which are as follows:

- Initiate Section 106 Process: The Federal agency responsible for the action establishes the undertaking, determines whether the undertaking has the potential to affect historic properties (i.e., properties listed in or eligible for listing in the National Register of Historic Places), and identifies the appropriate State Historic Preservation Officer (SHPO) or Tribal Historic Preservation Officer (THPO). At this time, the agency plans to involve the public and identify other consulting parties.
- 2. <u>Identify Historic Properties</u>: If the agency's undertaking has the potential to affect historic properties, the agency determines the scope of appropriate identification efforts and proceeds to identify historic properties within the area of potential effects. Identification involves assessing the adequacy of existing survey data, inventories, and other information on the area's historic properties. This process may also include conducting further studies as necessary and consulting with the SHPO/THPO, consulting parties, local governments, and other interested parties. If properties are discovered that may be eligible for the National Register, but have not been listed or determined eligible for listing, the agency consults with the SHPO/THPO and, if needed, the Keeper of the National Register to determine the eligibility status of the property.
- 3. <u>Assess Adverse Effects</u>: The agency, in consultation with the SHPO/THPO, assesses the potential effects to historic properties affected by the undertaking. The agency at this time will determine that the action will have "no adverse effect" or an "adverse effect" on historic properties. Consulting parties and interested members of the public are informed of these findings.
  - The regulations provide specific criteria for determining whether an action will have an effect, and whether that effect will be adverse. Generally, if the action may alter the characteristics that make a property eligible for the National Register, it is recognized that the undertaking will have an effect. If those alterations may be detrimental to the property's characteristics, including relevant qualities of the property's environment or use, the effects are recognized as "adverse."
- 4. <u>Resolve Adverse Effects</u>: The agency consults with the SHPO/THPO and others, including consulting parties and members of the public. The Council may choose to participate in consultation, particularly under circumstances where there are substantial impacts to historic properties, when a case presents important questions about interpretation, or if there is the potential for procedural problems. Consultation usually results in a Memorandum of Agreement (MOA).

If agreement cannot be reached, the agency, SHPO/THPO, or Council may terminate consultation. If the SHPO/THPO terminates consultation, the agency and the Council may conclude the MOA without SHPO/THPO involvement. If the SHPO/THPO terminates consultation and the undertaking is on or affecting historic properties on tribal lands, the Council must provide formal comments. The agency must request Council comments if no agreement can be reached.

## ELIGIBILITY CRITERIA OF THE NATIONAL REGISTER OF HISTORIC PLACES AS SET FORTH AT 36 CFR 60.4

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- **CRITERION A.** that are associated with events that have made a significant contribution to the broad patterns of our history (history); or
- CRITERION B. that are associated with the lives of persons significant in our past (person); or
- **CRITERION C.** that embody the distinctive characteristic of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that components may lack individual distinction (architecture); or
- **CRITERION D**. that have yielded, or may be likely to yield, information important in prehistory or history (archaeology).

Ordinarily, cemeteries; birthplaces or graves of historical figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; properties primarily commemorative in nature; and properties that have achieved significance within the past 50 years are not considered eligible for the National Register of Historic Places; however, such properties will qualify if they are integral parts of historic districts that do meet the criteria or if they fall within the following categories:

- **EXCEPTION A.** a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- **EXCEPTION B.** a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- **EXCEPTION C.** a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or
- **EXCEPTION D.** a cemetery which derives its primary significance from graves or persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- **EXCEPTION E.** a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- **EXCEPTION F.** a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- **EXCEPTION G**. a property achieving significance within the past 50 years if it is of exceptional importance.

## NATIONAL REGISTER OF HISTORIC PLACES SUMMARY SHEET PREPARED BY TDOT

What is the National Register of Historic Places?

The National Register, maintained by the Keeper of the Register within the National Park Service, Department of the Interior, is the nation's official list of districts, buildings, sites, structures, and objects significant in American history, architecture, archeology, engineering, and culture.

What are the benefits and restrictions of listing?

In addition to honorific recognition, listing in the National Register results in the following benefits for historic properties:

- Section 106 provides for consideration of National Register listed or eligible properties in planning for Federal, federally licensed, and federally assisted projects;
- Eligibility for certain tax provisions for the certified rehabilitation of income-producing National Register structures such as commercial, industrial, or rental residential buildings;
- Consideration of historic values in the decision to issue a surface mining permit where coal is located in accordance with the Surface Mining Control Act of 1977; and
- Qualification of Federal grants for historic preservation, when funds are available.

Does National Register designation place any additional burdens or obligations on the property owner?

Owners of private property listed in the National Register are free to maintain, manage, or dispose of their property as they choose, provided that no Federal moneys are involved.

How is a property nominated to the National Register?

The first step is for the owner to contact the Tennessee State Historic Preservation Office (TN-SHPO), Clover Bottom Mansion, 2941 Lebanon Road, Nashville, TN 37243-0442; 615-532-1558. Ordinarily, private individuals (or paid consultants) prepare nomination forms. The TN-SHPO submits these nominations to a State Review Board, which meets three times a year. This body reviews the nominations and votes to recommend or deny National Register listing. If approved, the TN-SHPO submits the nomination to the Keeper of the Register in Washington, D.C. for consideration for listing. The Keeper's Office has 45 days to review the nomination, and its decision regarding National Register listing is final.

How long does the nomination process take?

The process varies but typically takes between eight and twelve months.

#### CRITERIA OF ADVERSE EFFECT

Regulations codified at 36 CFR 800 require Federal agencies to assess their impacts to historic resources. The regulations provide specific criteria for determining whether an action will have an effect, and whether that effect will be adverse. These criteria are given below.

#### 36 CFR 800.5 Assessment of Adverse Effects

- (a) Apply Criteria of Adverse Effect. In consultation with the SHPO/THPO and any Indian tribe or Native Hawaiian organization that attaches religious and cultural significance to identified historic properties, the Agency Official shall apply the criteria of adverse effect to historic properties within the area of potential effects. The Agency Official shall consider any views concerning such effects which have been provided by consulting parties and the public.
- (1) Criteria of adverse effect. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.
- (2) Examples of adverse effects. Adverse effects on historic properties include, but are not limited to:
  - (i) Physical destruction of or damage to all or part of the property;
  - (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access that is not consistent with the Secretary's Standards for the Treatment of Historic Properties and applicable guidelines;
    - (iii) Removal of the property from its historic location;
  - (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
  - (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
  - (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
  - (vii) Transfer, lease or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

#### **SECTION 4(F), TDOT SUMMARY SHEET**

**WHAT IS SECTION 4 (f)?** Codified at 23 CFR 774, "Section 4 (f)" refers to a section of the U.S. Department of Transportation Act which gives special consideration to the use of park and recreation lands, wildlife and waterfowl refuges, and historic sites by Federally assisted transportation projects. Section 4 (f) applies only to those projects using funds from the U.S. Department of Transportation. The law states:

- (a) The Administration determines that:
  - (1) There is no feasible and prudent avoidance alternative, as defined in § 774.17, to the use of land from the property; and
  - (2) The action includes all possible planning, as defined in § 774.17, to minimize harm to the property resulting from such use; or
- (b) The Administration determines that the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a de minimis impact, as defined in § 774.17, on the property.
- (c) If the analysis in paragraph (a)(1) of this section concludes that there is no feasible and prudent avoidance alternative, then the Administration may approve, from among the remaining alternatives that use Section 4(f) property, only the alternative that:
  - (1) Causes the least overall harm in light of the statute's preservation purpose. The least overall harm is determined by balancing the following factors:
    - (i) The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property);
    - (ii) The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
    - (iii) The relative significance of each Section 4(f) property;
    - (iv) The views of the official(s) with jurisdiction over each Section 4(f) property;
    - (v) The degree to which each alternative meets the purpose and need for the project;
    - (vi) After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
    - (vii) Substantial differences in costs among the alternatives.
  - (2) The alternative selected must include all possible planning, as defined in § 774.17, to minimize harm to Section 4(f) property.

**WHAT IS THE SECTION 4 (f) PROCESS FOR HISTORIC PROPERTIES?** To be considered "historic," a property must either be listed in the National Register of Historic Places or be determined eligible for such listing by the Keeper of the Register or the State Historic Preservation Officer (SHPO).

On any project, the primary objective is to develop a design that does not have Section 4(f) involvement. If such a design is not possible, then the Section 4 (f) documentation is prepared and circulated. Such documentation is circulated to all appropriate agencies or groups (consistent with the Section 106 process and the National Environmental Policy Act). It is also circulated to the agency having authority over the Section 4 (f) property. For historic properties, such agencies are the SHPO and the Advisory Council on Historic Preservation (ACHP). After review of any comments received, the final Section 4(f) documentation is sent to the Federal Highway Administration (FHWA) which

determines if the requirements of the Section 4(f) statute are met. If the requirements are satisfied, then the FHWA will approve the use of the Section 4 (f) property.

**HOW ARE SECTION 4 (f) AND SECTION 106 RELATED?** Section 106 is a provision of the National Historic Preservation Act of 1966, which requires all federal agencies to consider the effects of their projects on historic properties and to provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on those effects. Many of the Section 106 documentation requirements overlap the Section 4 (f) documentation requirements for historic properties. The consent of neither the SHPO nor the ACHP is necessary for FHWA to approve a Section 4 (f) use, but FHWA gives great consideration to comments from these agencies.

### Appendix B

Public Participation

From: Walker, Tim (Historical Commission)

To: <u>Ellen Hurd</u>

Cc: Fracchia, Adam D (Historical Commission); Miles, Scarlett (Historical Commission)

Subject: [EXTERNAL] RE: Historic Preservation Early Coordination for Sidewalk Improvement Project on SR-6 in Davidson

County (TDOT PIN 125526.09)

**Date:** Wednesday, July 19, 2023 10:48:58 AM

Attachments: image001.png

image002.png

\*\*\* This is an EXTERNAL email. Please exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email - STS-Security. \*\*\*

Dear Ms. Heard,

Yes, the Metro Historical Commission would like to participate as a consulting party in the historic review process of this project.

Sincerely,

Tim

#### W. Tim Walker

Executive Director
Metro Historical Commission
Metro Historic Zoning Commission
Sunnyside in Sevier Park
1113 Kirkwood Avenue
Nashville, TN 37204
(615) 862-7970 Ext. 79772
www.nashville.gov/mhc

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From: Ellen Hurd <Ellen.Hurd@tn.gov>
Sent: Wednesday, July 19, 2023 10:43 AM

**To:** Walker, Tim (Historical Commission) <Tim.Walker@nashville.gov>

Subject: Historic Preservation Early Coordination for Sidewalk Improvement Project on SR-6 in

Davidson County (TDOT PIN 125526.09)

**Attention**: This email originated from a source external to Metro Government. Please exercise caution when opening any attachments or links from external sources.

Dear Mr. Walker:

The Tennessee Department of Transportation (TDOT), with funding from the Federal Highway Administration (FHWA) proposes pedestrian safety improvements on State Route 6 (SR-6)/Gallatin Pike from Walton Lane to Wiley Street in Madison, Davidson County. The project would include sidewalks, crosswalks, pedestrian signal upgrades, and accessible curb ramps. The project would require 0.05 acre of ROW and 0.73 acre of construction easements to be acquired from various parcels along the corridor (aerial and topographic maps attached).

TDOT historians have reviewed the project area and identified one property in the area of potential effects that is listed on the National Register of Historic Places, the Nashville National Cemetery.

The Advisory Council on Historic Preservation regulations stipulate that TDOT invite local government representatives and historic preservation organizations to participate in the historic review process as a consulting party. TDOT would like to invite you to participate as a consulting party for the proposed project.

If you choose to participate as a consulting party, you will receive copies of TDOT's environmental reports and will be invited to attend project-related meetings between TDOT and the Tennessee State Historic Preservation Office (TN-SHPO), if any are held. As a consulting party, you should be prepared to attend any such meetings between TDOT and the TN-SHPO and provide a response to TDOT's reports in written form within 30 days upon receipt of the report. TDOT also wishes to seek your comments on the identification and evaluation of historic properties that the proposed project might impact.

If you would like to participate as a consulting party, please write to me at the above email address. To facilitate our planning process, please respond within 30 days of receipt of this email. Thank you for your assistance.



Ellen Dement Hurd | Historian
Environmental Division | Cultural Resources
James K. Polk Building, 9th Floor
505 Deadrick St, Suite 900, Nashville, TN 37243
Work: (615) 741-6834

Cell: (470) 433-4121 Email: <u>Ellen.Hurd@tn.gov</u>

## Appendix C

SHPO Concurrence Letter

#### **Ellen Hurd**

From: TN Help <tnhelp@service-now.com>
Sent: Wednesday, November 1, 2023 2:12 PM

To: Ellen Hurd

Cc: K.Brandon Chance

**Subject:** Pedestrian Safety Improvements on SR-6 from Walton Lane to Wiley Street in East

Nashville, TDOT PIN 125526.09 - Project # SHPO0003448



#### TENNESSEE HISTORICAL COMMISSION STATE HISTORIC PRESERVATION OFFICE 2941 LEBANON PIKE NASHVILLE. TENNESSEE 37243-0442

OFFICE: (615) 532-1550 www.tnhistoricalcommission.org

2023-11-01 14:06:39 CDT

**Brandon Chance** 

RE: Federal Highway Administration (FHWA), Architecture Review, Pedestrian Safety Improvements on SR-6 from Walton Lane to Wiley Street in East Nashville, TDOT PIN 125526.09, Project#: SHPO0003448, Nashville, Davidson County, TN

#### **Dear Brandon Chance:**

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).

Based on the information provided in this report, we concur that the St. Joseph Church and School is not eligible for listing in the National Register of Historic Places. The additions are not the reason for the property's ineligibility. The sanctuary's character defining tropical windows are no longer intact. Because the sanctuary is central, visible, and character defining, the absence of the tropical windows negatively affects the property's integrity of materials, design, and workmanship. However, it should be noted that the revised report did not provide sufficient context to understand if the altered building could still be a locally important example of its architectural type. When there are alterations to a building, context is important. If there are comparable examples within the local area that possess less integrity, then an altered building may be the best example in its context and therefore be eligible. More context in the future could change this eligibility determination.

We further concur that the property is eligible for the National Register of Historic Places under Criterion C. We also wanted to note for future eligibility assessments that integrity of association is not dependent on the property's current use. Association is the direct link between significance and the property. Because the church is eligible for its style, association means the property continues to embody the architectural style it is significant for and retain the major character defining characteristics of that style

Finally, based on the information provided, we concur that the project as currently proposed will not adversely affect the Nashville National Cemetery, Spring Hill Cemetery, or the City Road Chapel United Methodist Church.

This office has no objection to the implementation of this project as currently planned. If project plans are changed, 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. Please provide your Project # if you submit additional information regarding this undertaking. Questions and comments may be directed to Casey Lee, who drafted this response, at Casey.Lee@tn.gov, +16152533163. We appreciate your cooperation.

Sincerely,

E. Patrick McIntyre, Jr. Executive Director and

State Historic Preservation Officer

E. Patrick M. Intyre, Jr

Ref:MSG10694826\_VEfrOdOmQbmLSPlpl1s

## HISTORIC/ARCHITECTURAL RESOURCES ASSESSMENT FOR

## PEDESTRIAN SAFETY IMPROVEMENTS ON STATE ROUTE 6 FROM WALTON LANE TO WILEY STREET

MADISON, DAVIDSON COUNTY
PIN 125526.09

Ellen Dement Hurd, 615-741-6834
Tennessee Department of Transportation
505 Deaderick Street, Suite 900
Nashville, TN 37243







# PEDESTRIAN SAFETY IMPROVEMENTS ON STATE ROUTE 6 FROM WALTON LANE TO WILEY STREET MADISON, DAVIDSON COUNTY

PIN 125526.09

#### INTRODUCTION

The Tennessee Department of Transportation (TDOT), with funding from the Federal Highway Administration (FHWA) proposes pedestrian safety improvements on State Route 6 (SR-6)/Gallatin Pike from Walton Lane to Wiley Street in Madison, Davidson County. The project would include crosswalks, pedestrian signal upgrades, and accessible curb ramps. The project would require 0.05 acre of ROW and 0.73 acre of construction easements to be acquired from various parcels along the corridor.

In compliance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800, TDOT historians reviewed the area of potential effects (APE) to identify National Register of Historic Places (NRHP) listed or eligible historic properties, or potentially eligible archaeological sites, that may be affected by the subject undertaking. The APE is defined as adjacent parcels at proposed crosswalk locations.

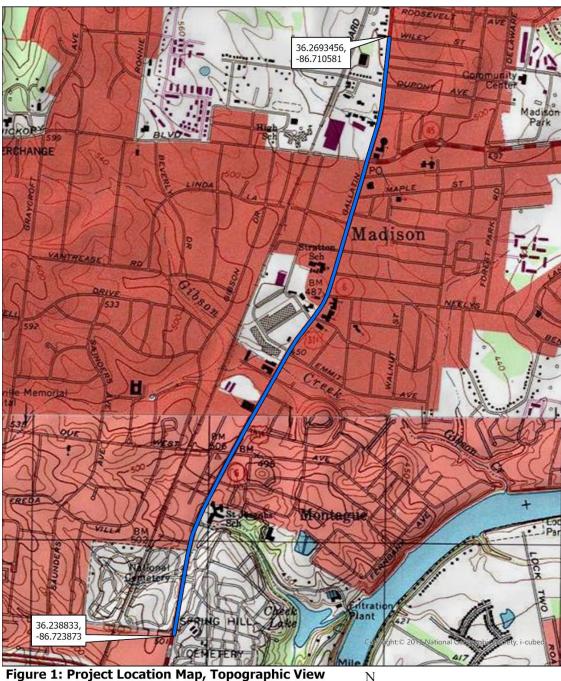
For the purposes of this legislation, historic significance is defined as those properties that are listed in or eligible for listing in the NRHP. Once historic resources are identified, legislation requires these agencies to determine if the proposed undertaking would affect the historic resources.

Under 36 CFR 800.4, TDOT historians reviewed the proposed project. It is the opinion of TDOT that there are three properties within the architectural APE listed in or eligible for listing in the National Register of Historic Places, the NRHP-listed Nashville National Cemetery, Spring Hill Cemetery, and City Road Chapel United Methodist Church. Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, gives special consideration to the use of historic sites by federally assisted transportation. Because the project will not incorporate any land from any listed or eligible historic resource, Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, does not apply.

The following report provides in-depth information illustrating how TDOT historians have determined these findings. The document has been prepared in consultation with the TN-SHPO and will be circulated to the TN-SHPO and local historic organizations. Letters gathered during the public participation process are located in Appendix B.

#### **PROJECT DESCRIPTION**

TDOT proposes pedestrian safety improvements on SR-6 from Walton Lane at Log Mile 16.75 to Wiley Street at Log Mile 19.01 in Madison, Davidson County. The project would include crosswalks, pedestrian signal upgrades, and accessible curb ramps. The project would require 0.05 acre of ROW and 0.73 acre of construction easements from various parcels along the corridor.



SR-6 Pedestrian Safety Improvements Pin: 125526.09, Madison, Davidson County USGS 7.5 Goodlettsville Quadrangle 310 SW



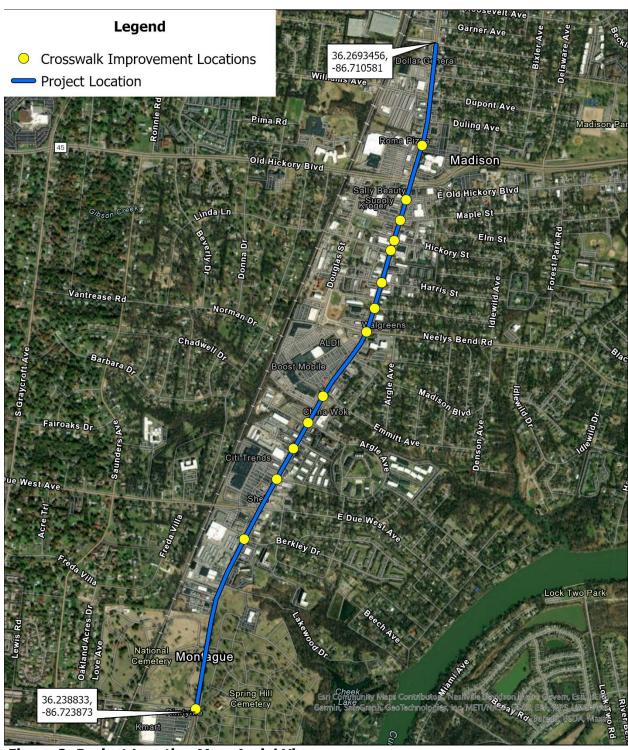


Figure 2: Project Location Map, Aerial View SR-6 Pedestrian Safety Improvements Pin: 125526.09, Madison, Davidson County USGS 7.5 Goodlettsville Quadrangle 310 SW



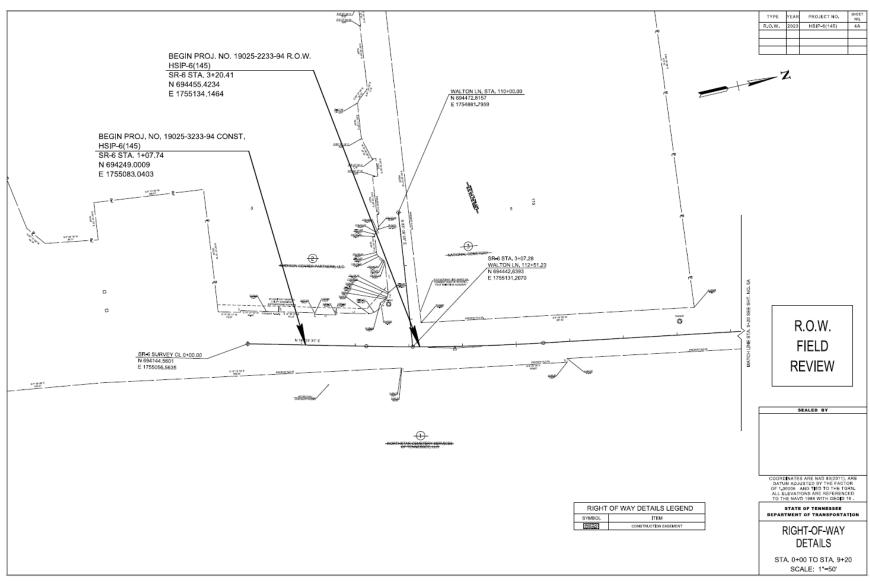


Figure 3: plan sheet showing proposed ROW and construction easements. Note that no ROW or easements would be taken from Parcel 1, which is the Spring Hill Cemetery, or Parcel 3, the NRHP-listed Nashville National Cemetery.

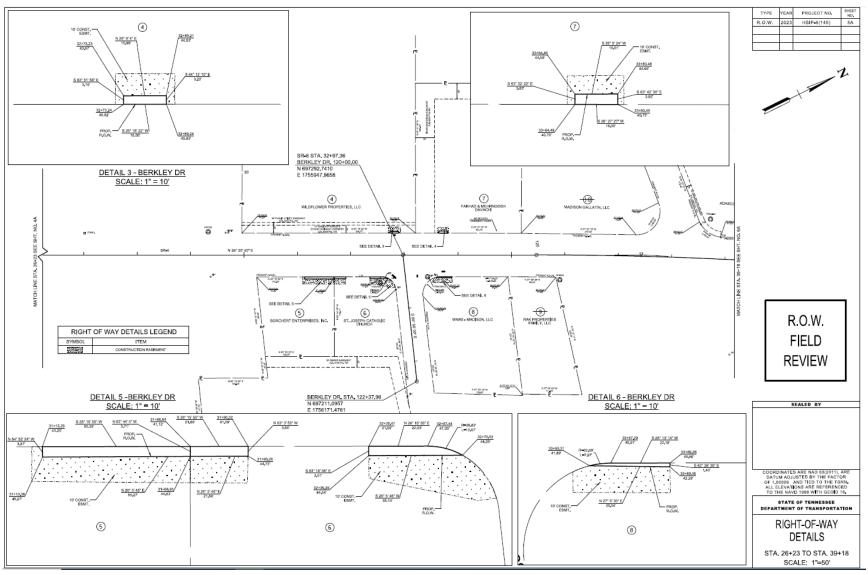


Figure 4: plan sheet showing proposed ROW and construction easements.

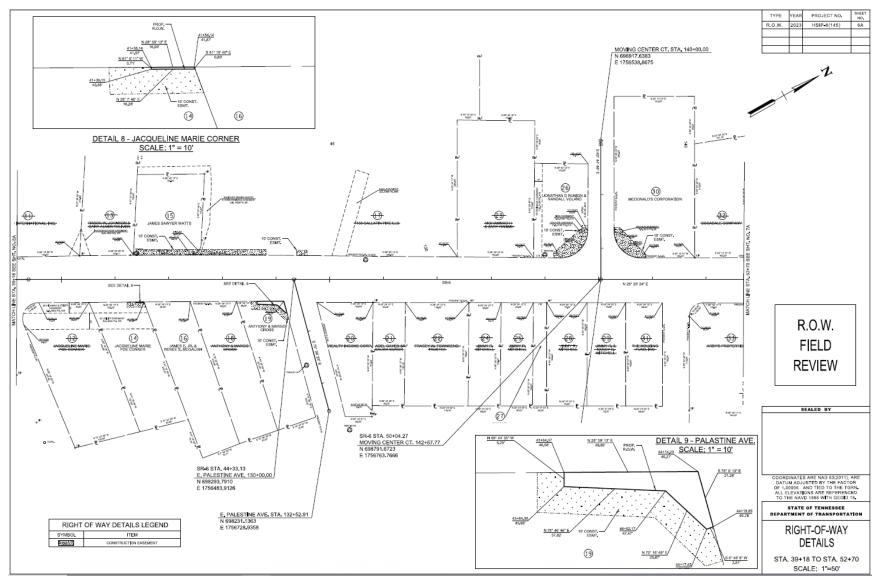


Figure 5: plan sheet showing proposed ROW and construction easements.

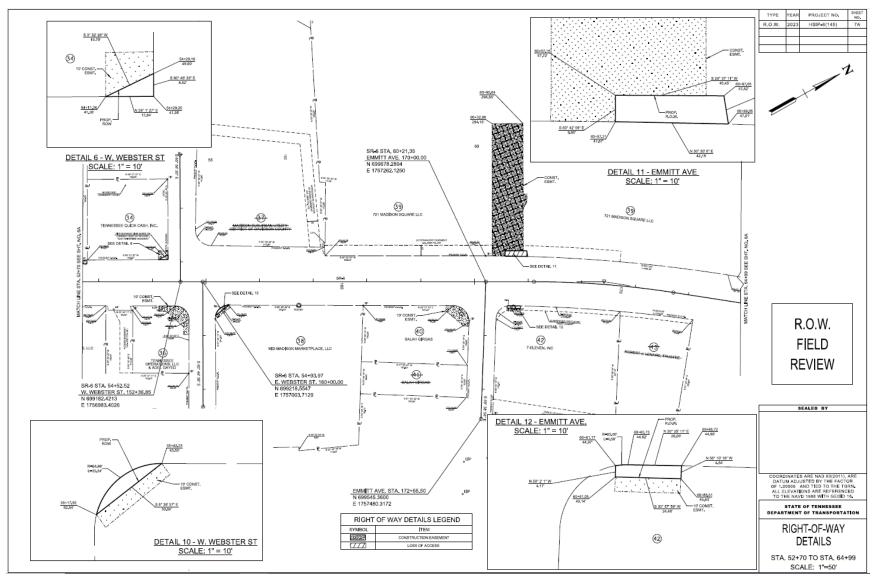


Figure 6: plan sheet showing proposed ROW and construction easements.

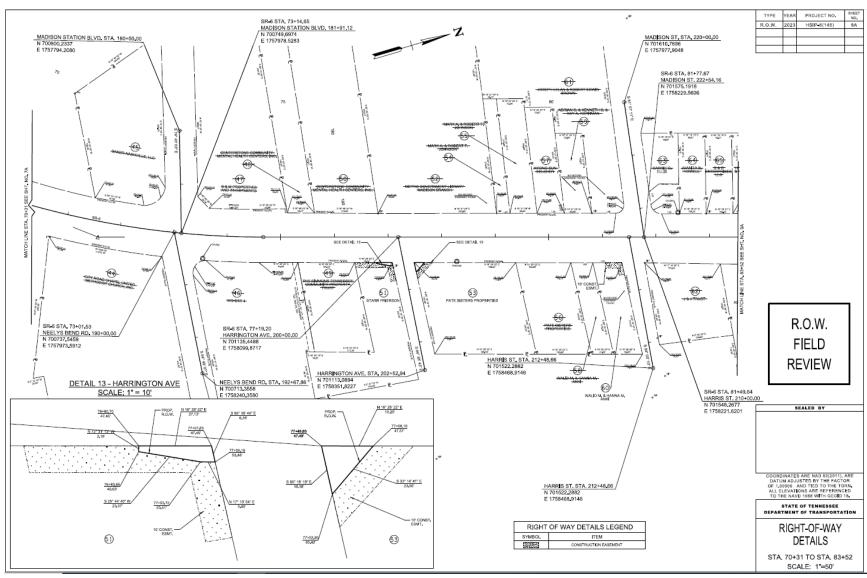


Figure 7: plan sheet showing proposed ROW and construction easements.

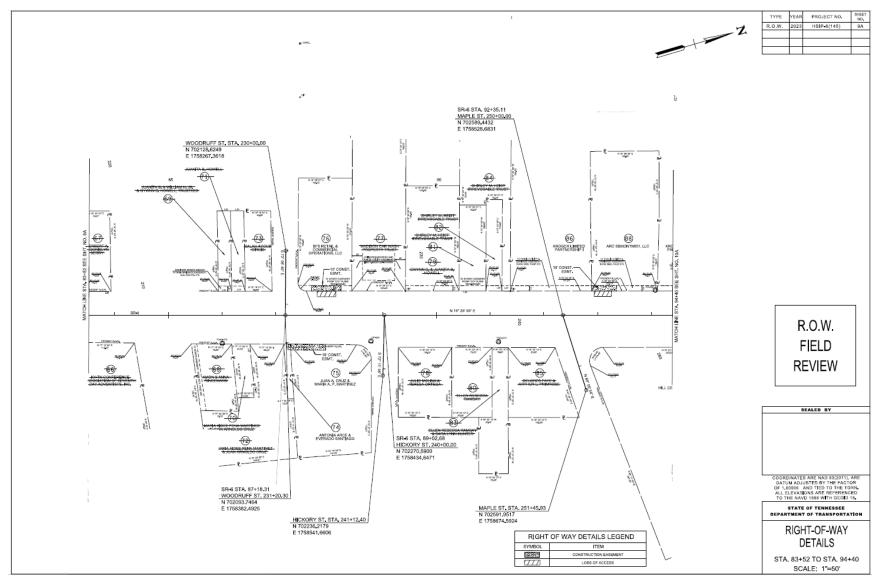


Figure 8: plan sheet showing proposed ROW and construction easements.

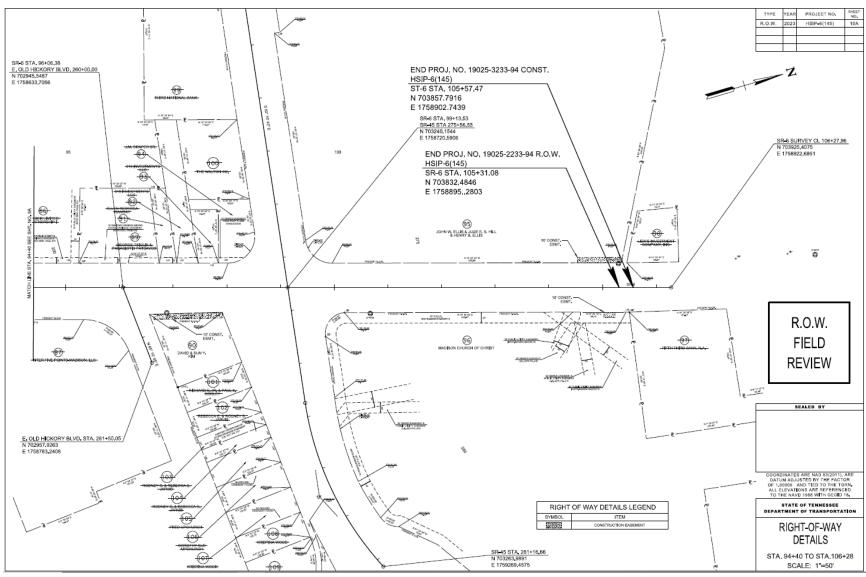


Figure 9: plan sheet showing proposed ROW and construction easements.



Figure 10: Project start point, looking north from Walton Lane (Source: Google Streetview, January 2023).



Figure 11: Project end point, looking south from Wiley Street (Source: Google Streetview, February 2023).

#### PUBLIC AND TRIBAL PARTICIPATION

TDOT has begun the process of consultation with nine Native American tribes or representatives, asking each for information regarding the project and if they would like to participate in the Section 106 review process as a consulting party. To date, TDOT has received a response from the Shawnee Tribe and has not received any comments regarding historic resources.

Absentee-Shawnee Tribe of Indians in Oklahoma
The Cherokee Nation
Eastern Band of Cherokee Indians
Eastern Shawnee Tribe of Oklahoma
Kialegee Tribal Town
Muscogee (Creek) Nation
Shawnee Tribe
Thlopthlocco Tribal Town
United Keetoowah Band of Cherokee Indians in Oklahoma

TDOT historians prepared a list by counties of historic groups and other such organization that might be interested in proposed projects. This list is regularly updated and refined. From this list, TDOT identified a number of historical groups and individuals in Davidson County. If requested by the party, TDOT will mail a copy of this report to the following groups and individuals. TDOT received a response from the Metropolitan Historical Commission accepting the invitation to participate as a consulting party (refer to correspondence in Appendix B). No other responses have been received to date.

- Davidson County Historian
- Greater Nashville Regional Council
- Metro Nashville and Davidson County Mayor
- American Association for State and Local History
- Historic Nashville, Inc.
- Metropolitan Historical Commission
- Tennessee Civil War National Heritage Area
- Federal Preservation Officer, Department of Veteran's Affairs

# **HISTORIC CONTEXT**

The city of Nashville was established in 1779 by James Robertson and John Donelson, and it was named the seat of Davidson County when it was established in 1783 by the North Carolina legislature. Nashville first served as the capital of Tennessee and was designated the permanent capital in 1843. Sitting on the banks of the Cumberland River, Nashville serves as middle Tennessee's center of commerce and transportation. Outside of Nashville, other villages in Davidson County grew along turnpikes and railroad lines.

The frontier village of Haysboro was settled around 1780 by settlers from Nashville, and it centered near the present-day intersection of Gallatin Pike and Briley Parkway. Reverend Thomas Craighead came to the settlement in 1785 and constructed the Spring Hill Meeting House, which served as the first home of Davidson Academy. The site became a cemetery around the same time, with the earliest burials surrounding the stone structure. The meeting house was demolished in 1830 for the construction of Gallatin Pike.

The suburban area of Madison was named for Madison Stratton, a 19<sup>th</sup> century resident of the area, and it is located roughly halfway between Nashville and Goodlettsville. Development in the area centered around Gallatin Pike and the Louisville and Nashville Railroad, both running north to south through the area. The Madison Station post office opened in 1857. The Nashville National Cemetery was established in July 1866 on the west side of Gallatin Pike in Madison, with the earliest interments being Civil War soldiers' remains from temporary burial grounds in the region. Madison grew significantly in the mid-twentieth century, particularly after its annexation into the newly formed Metropolitan Government of Nashville and Davidson County in 1963.

#### **METHODS AND RESULTS**

Federal laws require TDOT and FHWA to comply with Section 106 of the National Historic Preservation Act of 1966, as amended (for more information on the Section 106 process, see Appendix A or www.achp.gov). This legislation requires TDOT and FHWA to identify any properties (either above ground buildings, structures, objects, or historic sites or below ground archaeological sites) of historic significance. For the purposes of this legislation, properties with historic significance are defined as those which are included in the NRHP or which are eligible for inclusion in the NRHP (see Appendix A).

In compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, historic preservation staff surveyed the Area of Potential Effects (APE) for this project in compliance with 36 CFR 800 regulations. The purpose of this survey was to identify any resources either included in or potentially eligible for inclusion in the NRHP (eligibility criteria are set forth in 36 CFR 60.4).

A project's APE is defined in 36 CFR 800.16 (d) as

the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

For the purposes of this project, the APE is defined as adjacent parcels at proposed crosswalk locations. All work will occur within the existing and proposed ROW at the proposed crosswalk locations.

TDOT historians checked the survey records of the Tennessee Historical Commission (THC) and determined that there is one historic resource that is listed on the NRHP that falls within the APE. The Nashville National Cemetery was listed on the NRHP on December 20, 1996 (NRHP ID #96001516).

LIT/RECORDS SEARCH: 7/12/2023—Ellen Hurd

FIELD SURVEY: 7/20/2023 and 10/5/23—Ellen Hurd and Marley Abbott

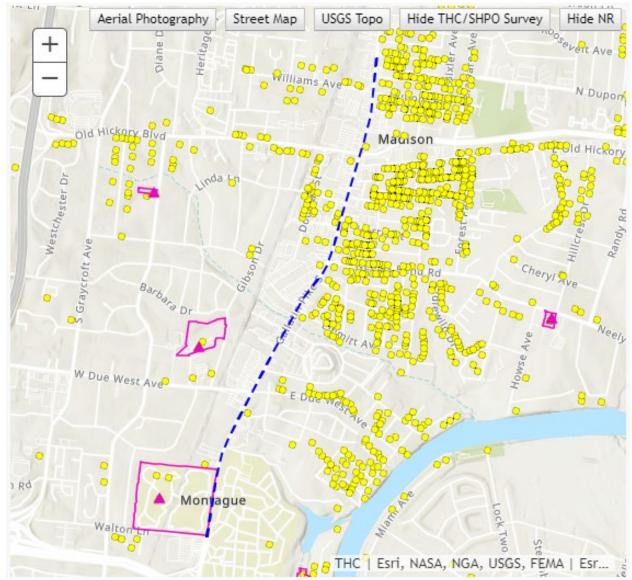
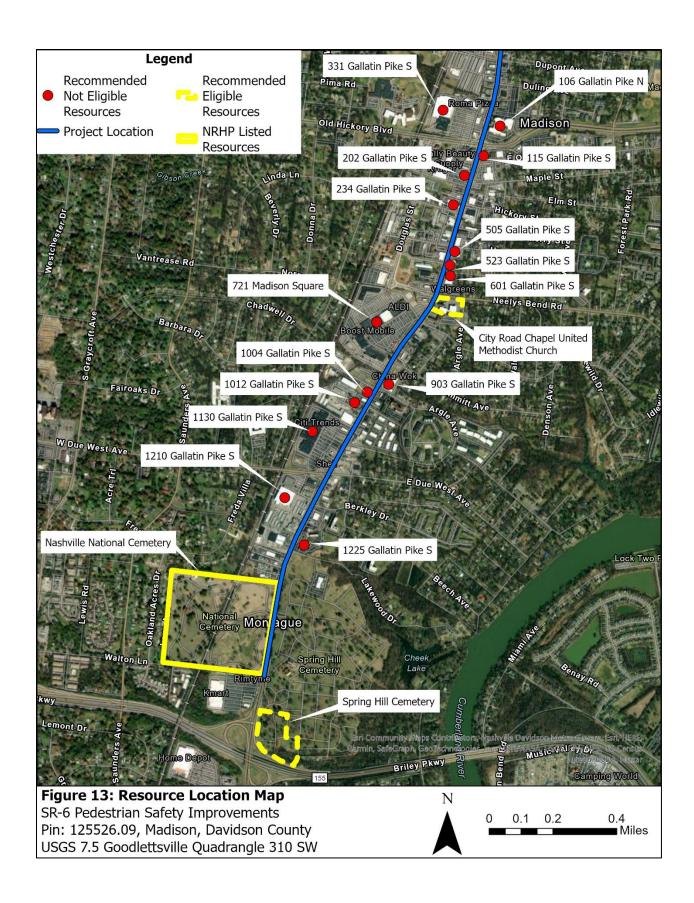


Figure 12: Project area shown in blue with TN SHPO surveyed properties in yellow and NRHP listed properties in pink.

TDOT historians performed a field review of the APE for the proposed project in July 2023. The survey identified 17 additional older properties within the APE that warranted further consideration for National Register eligibility. Survey123 forms for these properties were completed and submitted on August 22, 2023. These properties are summarized in Table A and Figure 12 below:

| Survey     | Name or Resource        | Address              | Construction | NRHP Eligibility |
|------------|-------------------------|----------------------|--------------|------------------|
| Number     | Туре                    |                      | Date         | Recommendation   |
| NRHP       | Nashville National      | 1050 Gallatin Road   | 1866         | NRHP Listed      |
| #96001516  | Cemetery                |                      |              |                  |
| DV-17565   | Spring Hill Cemetery    | 5110 Gallatin Pike S | ca. 1785-    | Eligible         |
|            |                         |                      | present      |                  |
| HS-1       | Warehouse               | 1210 Gallatin Pike S | 1968         | Not Eligible     |
| HS-2, HS-3 | St. Joseph Catholic     | 1225 Gallatin Pike S | 1953; 1961   | Not Eligible     |
|            | Church                  |                      |              |                  |
| HS-4, HS-5 | Due West Plaza          | 1130 Gallatin Pike S | 1966; 1978   | Not Eligible     |
| HS-6       | McDonald's Restaurant   | 1012 Gallatin Pike S | 1978         | Not Eligible     |
| HS-7       | Gas Station             | 1004 Gallatin Pike S | 1978         | Not Eligible     |
| HS-8       | Strip Mall              | 903 Gallatin Pike S  | 1963         | Not Eligible     |
| HS-9, HS-  | Madison Square          | 721 Madison          | 1955; 1955;  | Not Eligible     |
| 10, HS-11, | Shopping Center         | Square               | 1963; 1963   |                  |
| HS-12      |                         |                      |              |                  |
| DV-6985    | City Road Chapel United | 701 Gallatin Pike S  | 1938         | Eligible         |
|            | Methodist Church        |                      |              |                  |
| HS-13      | Commercial Building     | 601 Gallatin Pike S  | 1940         | Not Eligible     |
| HS-14      | Commercial Building     | 523 Gallatin Pike S  | 1942         | Not Eligible     |
| HS-15      | Commercial Building     | 505 Gallatin Pike S  | 1939         | Not Eligible     |
| HS-16      | Firestone Tire Store    | 234 Gallatin Pike S  | 1964         | Not Eligible     |
| HS-17      | Bank                    | 202 Gallatin Pike S  | 1955         | Not Eligible     |
| HS-18      | Office Building         | 115 Gallatin Pike S  | 1971         | Not Eligible     |
| HS-19, HS- | Strip Mall              | 331 Gallatin Pike N  | 1971; 1971;  | Not Eligible     |
| 20         |                         |                      | 1997; 2005;  |                  |
|            |                         |                      | 2008         |                  |
| DV-25687,  | Madison Church of       | 106 Gallatin Pike N  | 1947; 1966   | Not Eligible     |
| HS-21      | Christ                  |                      |              |                  |



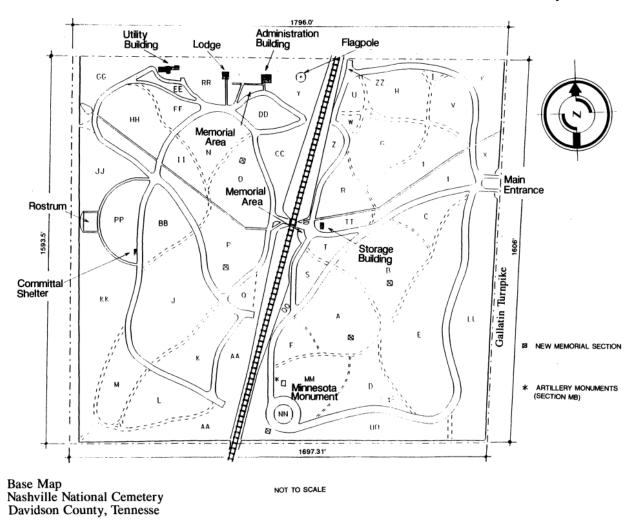
# **Inventoried Properties**

# NRHP Listed Property: Nashville National Cemetery

#### NRHP#96001516

The Nashville National Cemetery is located at 1050 Gallatin Road in Madison, Tennessee. The 64.5-acre cemetery is generally square and bisected by the Louisville and Nashville Railroad. Established in 1866, the cemetery was one of several that were created during and after the Civil War for the burial of United States veterans. Contributing elements in the cemetery include an 1870 rusticated limestone arch at the main entrance on Gallatin Road, the perimeter wall, a 1931 superintendent's lodge, a ca. 1887 utility building, a 1940 rostrum, a flagpole, the 1920 Minnesota Monument, and five artillery monuments.

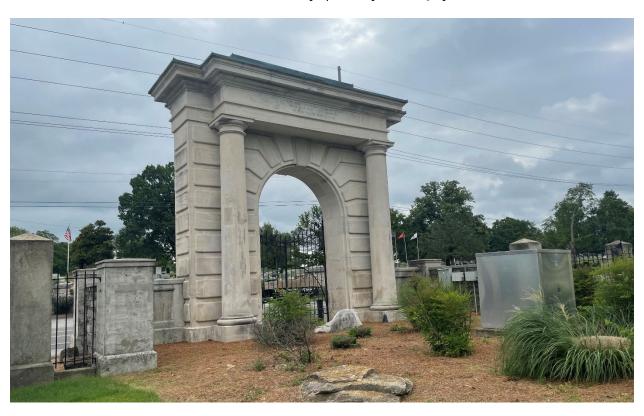
The Nashville National Cemetery is listed under Criterion A because of its national level of significance as a Civil War era National Cemeteries and its association with Nashville's Civil War history.



Map showing the boundaries of the Nashville National Cemetery as listed on the NRHP.



Nashville National Cemetery (photo by author, July 2023).



Nashville National Cemetery 1870 entrance arch, looking east to Gallatin Pike (photo by author, July 2023).

# Newly Inventoried Property: DV-17565: Spring Hill Cemetery

Spring Hill Cemetery is located at 5110 Gallatin Pike S on the northeast corner of Gallatin Pike and Briley Parkway in Gallatin. The cemetery site was first used as a burial ground in 1785, and it continues to be used as a cemetery today. Presently, the cemetery property encompasses 138.4 acres bounded by Gallatin Pike to the west, Lakewood Drive to the north, the Tanglewood neighborhood to the east, and Briley Parkway. The cemetery is divided into multiple sections by paved asphalt roads, which are irregular but form sections that are roughly rectangular. The oldest portion of the cemetery is located at the southwestern corner, and a section historically reserved for African-American graves is located to its east. To the north of the historic section sit a 1930 mausoleum with a 1975 addition and a ca. 1997-2006 mausoleum. A 1998 funeral home building sits at the northmost side of the cemetery. Throughout the cemetery, graves are interspersed with mature trees, including oaks and magnolias.

The Spring Hill Cemetery was established in 1785, making it the oldest cemetery in Davidson County. The cemetery site was first settled around 1780 as part of the frontier settlement of Haysboro. The settlement was named after one of its earliest settlers, Colonel Robert Hayes. After the arrival of Reverend Thomas Craighead, a church and school building was built on the present-day cemetery site in 1785 and called the Spring Hill Meeting House because it sat on a hill next to a spring. This stone building served as the Haysboro Settlement Meeting House and the first Davidson Academy. Davidson Academy operated at this site until 1806; today, several schools in Nashville trace their roots to Davidson, including the Vanderbilt Medical School, Peabody College, Montgomery Bell Academy, and the University School of Nashville. Craighead was also the first Presbyterian minister in Nashville and served as the first pastor of the Nashville First Presbyterian Church.

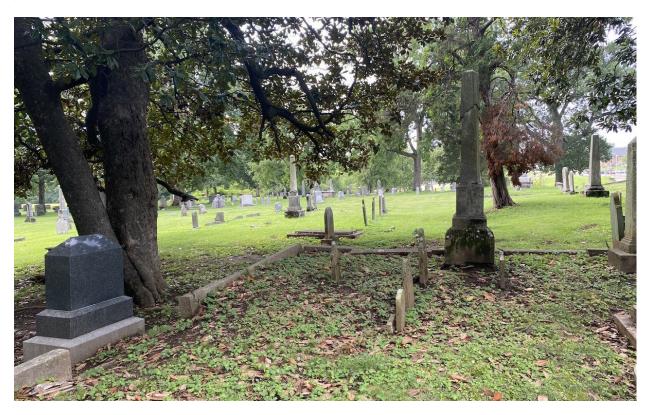
In 1813, the trustees of the meeting house conveyed the site to a board of commissioners to be used as a burial place forever. The Spring Hill Meeting House was razed in 1836 for the construction of the Gallatin Turnpike. The cemetery fell into disrepair during the Civil War. In 1888, a group of men chartered the Spring Hill Cemetery for the sale of lots and began operating the cemetery as a business. Taylor Stratton led the board for 30 years; the Spring Hill Mausoleum was constructed in 1930 during his tenure. Stratton's daughter Mary Stratton became the president of the cemetery in 1934 and implemented new roads, statuary, and plantings. Their descendants continue to manage the site today, and the cemetery has continued to grow through the construction of a funeral home building in 1998 and the expansion of burial grounds on the northern side of the property.

Today, Spring Hill Cemetery holds more than 40,000 graves. This includes several country music stars from the twentieth century, including Roy Acuff, Floyd Cramer, Jan Howard, Jimmy Martin, Earl Scruggs, Hank Snow, Kitty Wells, and Keith Whitley.

The Spring Hill Cemetery is recommended eligible for the NRHP under Criteria A and C in the areas of Art, Exploration/Settlement, and Social History. The cemetery is associated with the early exploration and settlement of Davidson County, with the Spring Hill Meeting House on this site serving as a community center for the Haysboro settlement as well as an early center for Presbyterianism and education in Davidson County. Although the meeting house was demolished, this historic change did

not affect the site's continued use as a graveyard. The site has been used as a graveyard since its development, and it is the only site associated with the Spring Hill Meeting House and Haysboro settlement still extant. The creation and continuity of the Spring Hill Cemetery reflect its continued importance during multiple eras of Nashville's history. The cemetery's gravestones also represent the distinctive characteristics of popular early nineteenth-century styles. These range from simple frontier-era carved stone tablets to above-ground stone boxes from the mid-nineteenth century to ornate late-nineteenth century obelisks. Many of these graves are grouped in family plots that are delineated with stone borders and entry posts. Most of the graves in the African-American section are unmarked and do not appear in the burial records of the cemetery.

The proposed NRHP boundary corresponds to the boundaries of the "historic area" designated by the cemetery's management company and the historic African-American section immediately to its east. The vast majority of graves in these sections are of historic age and date from before 1920, while other areas of the cemetery have a higher concentration of graves that are of non-historic age. Although most of the graves in the African-American section are unmarked, the section's close proximity to the historic white section suggests that it is also historic and likely contains unmarked slave burials. The sections included in this proposed boundary are marked on the cemetery's management company's map as sections 1, 2, 3, 4, 5, 6, 7, 8, 9, and N (the African-American section). The proposed boundary follows the ROW lines along Briley Parkway to the south and Gallatin Pike to the west and the edge of pavement of the cemetery drives to the north and east.



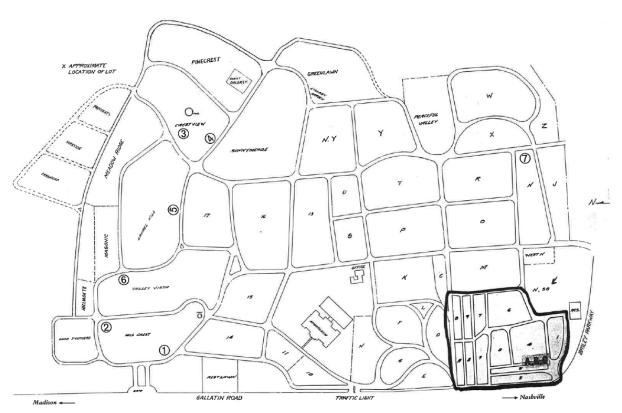
Spring Hill Cemetery, showing family plot with examples of tablet-style and obelisk graves, stone boundary markers, and mature landscaping.



Spring Hill Cemetery, example of tablet-style grave marker.



Spring Hill Cemetery, example of obelisk grave marker.



Spring Hill Cemetery management map, with historic section outlined in black and African-American section marked with N (source: Spring Hill Cemetery Records, Nashville Public Library, undated).



Spring Hill Cemetery, proposed NRHP boundary (image source: Google Earth, 2023).

# Newly Inventoried Property: HS-1: 1210 Gallatin Pike S

1210 Gallatin Pike S is a warehouse and storage unit facility located on the west side of Gallatin Pike in Madison. According to tax assessor records, the warehouse building was constructed in 1968; this date is consistent with historic aerials and the building's materials and styles. The warehouse building sits at the rear of the property, and non-historic storage units occupy the front of the property. The one-story building is clad with a mixture of cinder blocks and bricks, and it has a flat roof. The east façade includes an entrance approached by double staircases and covered by cantilevered flat awnings. There are loading docks on the west side, which faces a railroad, and the south side. The north side abuts a shopping mall on a separate parcel.

1210 Gallatin Pike S is recommended not eligible for the NRHP. Preliminary research revealed no associations with events or persons that contributed significantly to Madison's history. Therefore, the resource is recommended not eligible under Criteria A or B. The resource is recommended not eligible under Criterion C because it has not academic type or style and lacks any distinguishing architectural features. The resource is not likely to yield information important in history or prehistory and is recommended not eligible under Criterion D.

1210 Gallatin Pike S retains integrity of location because it has not been moved, and the resource retains integrity of materials, design, and workmanship because it has not had significant exterior alterations. Integrity of setting has been lessened by the construction of open-air storage units on the property. This has also diminished the building's integrity of feeling and association with its original use as an industrial warehouse.



Looking west at 1210 Gallatin Pike S, with non-historic storage units at left (photo by author, July 2023).

## Newly Inventoried Property: HS-2 and HS-3: Saint Joseph Catholic Church and School

St. Joseph Catholic Church and School is located at 1225 Gallatin Pike S, on the northeastern corner of Gallatin Pike and Lakewood Drive in Madison. The church was established on this site in 1953, with the school building constructed first and the sanctuary completed in 1961. The church was established in response to a population boom in East Nashville, which was served only by the Holy Name Parish school. The church was constructed on the former Dodson estate, which the parish purchased in 1950 for \$30,000.

The property includes a school building at its southern end, the sanctuary to its north, and a rectory to the north of the sanctuary. The southern school building was constructed and dedicated in 1953. The building was designed by the Nashville architectural firm Wallace and Clemmons in a Stripped Classical style. In 1959, expansion of the church continued with three Modernist structures, an Aframe sanctuary, a rectory to its north, and a circular baptistry between them. These structures were designed by Edo Belli of the Chicago-based architectural firm Belli and Belli, which specialized in Modernist designs for the Catholic Church. The general contractor was Sumner Construction Company. T.E. Campbell Company served as mechanical contractor, and Stansell Electric Company completed the electrical work. This construction was completed in 1961 at a total cost of approximately \$400,000. Based on aerials, a gym was added to the eastern side of the education building between 1959 and 1974. Aerials indicate that further additions to the school building's southern and eastern ends were completed between 1980 and 1987. During an interview with the school's secretary, she indicated that the sanctuary was renovated in the early 1990s. The entire complex is surrounded by parking lots, with a playground at the southern end and a small garden to the rear of the sanctuary.

The 1953 St. Joseph School building has an L-shaped plan, brick cladding, and a flat roof. The northern wing has a one-story Stripped Classical façade that faces Gallatin Pike. This façade includes non-historic metal entry doors topped with stained glass transoms and surrounded by Doric pilasters. The site is sloped, and this northern wing is two stories at the rear. The southern wing is two stories and includes non-historic fixed metal windows and an exterior stairwell on the ca. 1980-1987 addition. The ca. 1959-1974 gym is brick clad and features non-historic fixed metal windows and a ca. 1980-1987 addition to its eastern elevation.

The 1961 sanctuary is an A-frame building that is clad with brick and features fixed metal windows and decorative stone accents along the roofline. The interior features a limed oak finish ceiling and pews with laminated wooden arches. The symmetrical sanctuary has a central aisle that looks towards a set of white marble steps leading to an altar of black and gold marble from Italy. A large crucifix features a reredos of white and gold tiles from Milano, Italy, representing the sheet that wrapped Christ after the crucifixion. The black oak cross holds a Corpus of carved wood from Pietransanta, Italy. An ashlar masonry wall of Crab Orchard stone forms a courtyard in front of the sanctuary, with a marble statue of Jesus at its center. The round ashlar masonry baptistry to the northwest of the sanctuary is constructed of Crab Orchard stone, supports a metal steeple topped with a cross, and

has semicircular windows at the ground level. Hyphens on either side of the sanctuary have non-historic metal windows and doors and connect the sanctuary to the 1953 education building, the 1961 baptistry, and 1961 rectory. The rectory has a rectangular plan, is clad with brick, has a flat roof, and features stone accents around the windows and along the roofline and original aluminum windows.

St. Joseph Catholic Church and School is recommended not eligible for the NRHP. The church represents a period of rapid growth in Madison and in the Catholic community of Nashville following World War II; however, alterations to its sanctuary building have diminished its integrity of association with this period. Therefore, it is recommended not eligible under Criterion A. It is recommended not eligible under Criterion B because it has no known associations with the lives of persons significant in our past. The property is recommended not eligible under Criterion D because it is not likely to yield information important in prehistory or history.

The 1953 school building is an example of Stripped Classical architecture and the sanctuary and rectory are examples of Modernist architecture. However, integrity of each structure has been compromised by non-historic alterations. The 1953 school building includes several non-historic additions as well as replacement windows and doors. The 1961 sanctuary has been significantly altered. Originally, the front of the sanctuary that faced Gallatin Pike featured multi-colored tropicel glass arranged in a V-shaped pattern. In a pamphlet on the building's dedication, the architect, Edo Belli, noticed that "normally when one leaves a typical church and faces the rear of the structure, there is nothing to remind him that he is still in the House of the Lord. Rather than seeing a wide bank of doors or the typical balcony that normally accommodates the choir, St. Joseph differs with its large tropicel glass windows...and this will always serve as a constant reminder to the parishioners of the type of building they are in." According to an interview with the church secretary, this unique feature was removed in the early 1990s due to leaks and to accommodate a large pipe organ. The wall of windows was replaced with a brick wall with only narrow windows at the roofline. This alteration has significantly altered the architectural character of the sanctuary, its appearance from the road, and the effect of natural lighting within the sanctuary. Because of these changes to both buildings' architectural integrity, St. Joseph Catholic Church and School is recommended not eligible under Criterion C.

St. Joseph Catholic Church and School possesses integrity of location because it has not been moved. Integrity of setting has been diminished by large-scale commercial development, which has replaced the original residential character of this portion of Gallatin Pike. Integrity of materials, design, and workmanship has been diminished by substantial alterations to the sanctuary's front wall, several additions to the school building, and the replacement of windows and doors. The property retains integrity of feeling and association because it remains in its original use as a parish church and school for its original congregation.



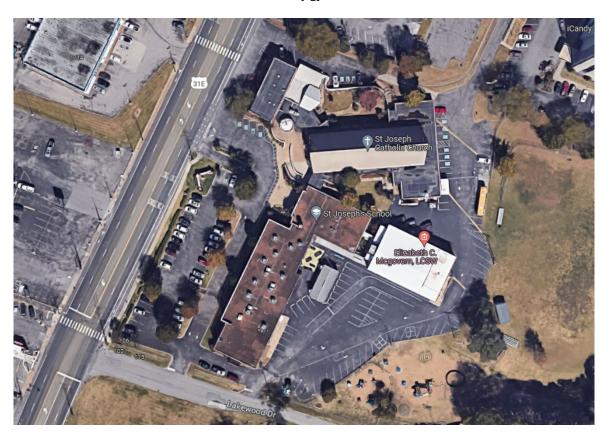
1959 aerial showing St. Joseph property showing education building (Source: HistoricAerials.com).



1970 aerial of St. Joseph property, showing addition of sanctuary, rectory, and gym addition to east side of ca. 1953 education building.



1987 aerial of St. Joseph property, showing additions to south side of ca. 1953 education building and east side of gym.



2023 aerial of St. Joseph property (source: Google Earth).



Architect's rendering of 1953 educational building (courtesy of St. Joseph's Catholic Church).



Architect's rendering of 1961 sanctuary, baptistry, and rectory (courtesy of St. Joseph's Catholic Church).



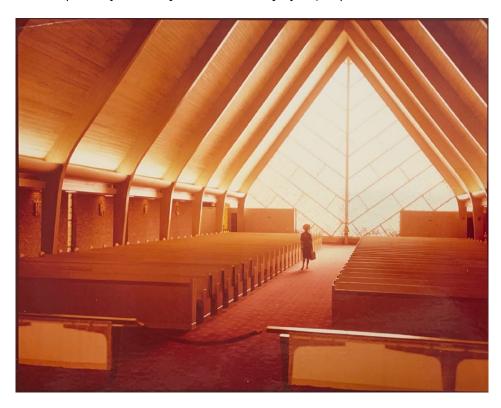
1961 photo of completed sanctuary, baptistry, and rectory (courtesy of St. Joseph's Catholic Church).



Undated photo showing exterior after installation of marble statue and pavement of parking lot (courtesy of St. Joseph's Catholic Church).



1961 photo of sanctuary interior (courtesy of St. Joseph's Catholic Church).



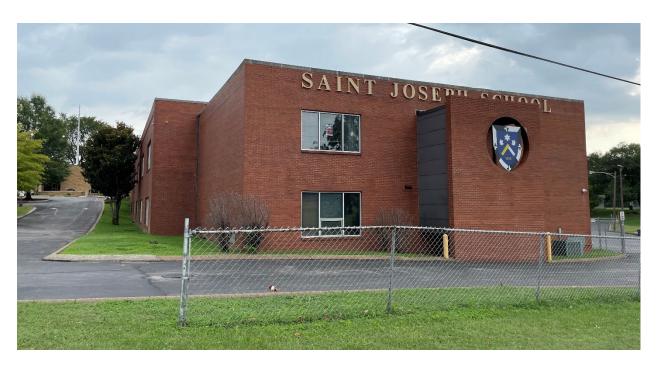
1961 photo of sanctuary interior, showing original tropicel window front that has been replaced (courtesy of St. Joseph's Catholic Church).



Facing east towards St. Joseph Catholic Church and School, with sanctuary at right and rectory at left (photo by author, July 2023).



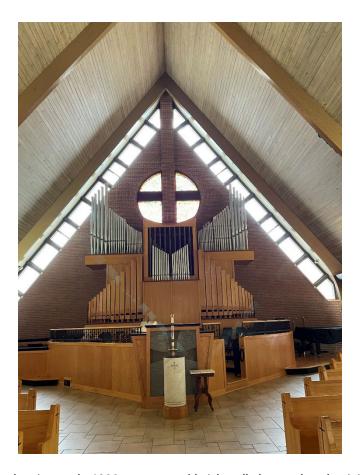
Facing east towards St. Joseph Catholic Church and School, showing façade of 1953 school building (photo by author, July 2023).



Looking north at St. Joseph Catholic Church and School, showing 1953 education building with ca. 1980-87 addition in foreground (photo by author, July 2023).



Interior of sanctuary (photo by author, October 2023).



Interior of sanctuary, showing early 1990s organ and brick wall that replaced original tropicel windows (photo by author, October 2023).

#### Newly Inventoried Property: HS-4 and HS-5: Due West Plaza

The Due West Plaza at 1130 Gallatin Pike S is a shopping center and restaurant building located on the northwest corner of Due West Avenue and Gallatin Pike in Madison. According to tax assessor records, the shopping center was constructed in 1966 and the fast-food restaurant building was constructed in 1978. These dates are consistent with historic aerials and the buildings' styles. The 1966 shopping center is located on the western side of the parcel and has a generally rectangular plan. It is one story and has a flat roof. The cladding is a mixture of historic brick on the sides and rear of the building and non-historic stucco along the eastern façade. The eastern façade includes several storefronts that have been completely renovated with non-historic materials. The 1978 restaurant building is located at the northeastern corner of the parcel. The one-story building has a rectangular plan, a flat roof, and a mixture of stucco and brick cladding. The windows, doors, and cladding are all non-historic, and little evidence of the original appearance remains.

The Due West Plaza is recommended not eligible for the NRHP. The property has no known associations with events or persons that contributed significantly to the broad patterns of our history; therefore, it is recommended not eligible under Criteria A or B. Because both the shopping center and restaurant have been altered to such a degree that they no longer represent any historic style, the property is recommended not eligible under Criterion C. The property is recommended not eligible under Criterion D because it is not likely to yield information important in history or prehistory.

1130 Gallatin Pike S possesses integrity of location because it has not been moved, and the integrity of its commercial setting is maintained. It possesses integrity of association because it retains its original use as a shopping center and fast-food restaurant building. Integrity of materials, design, workmanship, and feeling have been lost because very little of the original exterior materials remain and the design has been altered significantly from its original appearance.



Due West Plaza, looking west at 1966 shopping center (photo by author, July 2023).



Due West Plaza, looking south at 1978 restaurant (photo by author, July 2023).

#### Newly Inventoried Property: HS-6: McDonald's

The McDonald's restaurant located at 1012 Gallatin Pike S was constructed in 1978, according to tax assessor records and confirmed with historic aerials. Google Streetview imagery indicates that the building was completely renovated between June 2015 and May 2016, and no original exterior materials remain.

The property is recommended not eligible under Criterion A because it is an undistinctive example of a common chain restaurant and, as such, did not contribute significantly to the broad patterns of history. It has no known associations with significant persons from our past and is recommended not eligible under Criterion B. The building has been altered to such a degree that it does not represent any historical type or style and is recommended not eligible under Criterion C. It is recommended not eligible under Criterion D because it is not likely to yield information important in history or prehistory.

The property retains integrity of location because it has not been moved. It retains integrity of setting in an automobile-oriented commercial area. Integrity of association is retained because it remains in its original use as a McDonald's restaurant. Integrity of materials, design, workmanship, and feeling have been lost due to the extensive exterior changes that have destroyed all evidence of the original appearance.



Looking southwest at McDonald's Restaurant at 1012 Gallatin Pike (photo by author, July 2023).



June 2015 Google Streetview image showing original appearance of resource.

# Newly Inventoried Property: HS-7 1004 Gallatin Pike S

1004 Gallatin Pike S is a former gas station that is currently used as Tennessee Quick Cash. Tax assessor records date the building to 1978, which is consistent with the building's Convenience Store with Canopy type. The property has a large canopy with a small convenience center underneath at the center. The cladding, windows, and doors have been replaced with non-historic materials, and the original gas pumps have been removed. Google Streetview images indicate that this occurred in 2009 when the resource was converted from a gas station.

1004 Gallatin Pike S is recommended not eligible for the NRHP. The resource is recommended not eligible under Criteria A and B because it has no known associations with events or persons who have contributed significantly to our history. The resource has been significantly altered and does not convey the distinctive characteristics of its type; therefore, it is recommended not eligible under Criterion C. The resource is recommended not eligible under Criterion D because it is not likely to yield information important in history or prehistory.

1004 Gallatin Pike S retains integrity of location because it has not been moved and integrity of setting in an automobile-oriented commercial corridor. Integrity of materials, design, and workmanship have been lost due to the material changes to the building and the removal of the gas station pumps. The building's conversion from a gas station has diminished integrity of feeling and association.



Looking south at 1004 Gallatin Pike S (photo by author, July 2023).



April 2009 Google Streetview image showing property prior to conversion from gas station.

#### Newly Inventoried Property: HS-8 903 Gallatin Pike S

903 Gallatin Pike S is a commercial strip mall located on the northeast corner of Gallatin Pike and East Webster Street in Madison. Tax assessor records indicate it was built in 1963, which is consistent with its type and style. The one-story building has an L-shaped plan with storefronts facing Gallatin Pike and East Webster Street. The western ell has a metal faux mansard roof and simulated ashlar masonry cladding. The southern ell has two storefronts, one with a flat roof and stucco cladding and one with a front-gable roof and brick cladding.

903 Gallatin Pike S is recommended not eligible for the NRHP. The resource is recommended not eligible under Criteria A and B because it has no known associations with events or persons who have contributed significantly to our history. The resource does not represent any academic type or style and lacks any outstanding architectural features; therefore, it is recommended not eligible under Criterion C. The resource is recommended not eligible under Criterion D because it is not likely to yield information important in history or prehistory.

903 Gallatin Pike S retains integrity of location because it has not been moved, and it retains integrity of setting in a commercial corridor oriented around automobiles. The resource retains integrity of materials, design, and workmanship because it has not had significant exterior alterations. The resource retains integrity of feeling and association because it continues to be used for its original purpose as a commercial strip mall.



Looking northeast at 903 Gallatin Pike S (photo by author, July 2023).

# Newly Inventoried Property: HS-9, HS-10, HS-11, and HS-12: Madison Square Shopping Center

The Madison Square Shopping Center is located at 721 Madison Square on the west side of Gallatin Pike in Madison. The property includes two strip mall commercial buildings constructed in 1955, one strip commercial building constructed in 1963, and a bank building constructed in 1963. These tax assessor dates are corroborated by historic aerials and the type and style of the buildings. The strip mall buildings all have generally rectangular plans, are one story, and have flat roofs. The cladding is a mixture of historic brick on the sides and rear of the building and non-historic stucco along the façades. The façades include several storefronts that have been completely renovated with non-historic materials. The 1963 bank building is a one-story structure with a rectangular plan, a hip roof, and a mix of brick and concrete cladding.

The Madison Square Shopping Center is recommended not eligible for the NRHP. The property has no known associations with events or persons that contributed significantly to the broad patterns of our history; therefore, it is recommended not eligible under Criteria A or B. The strip mall buildings have been altered to such a degree that they no longer represent any historic style, and the bank building does not represent any academic type or style. The property is recommended not eligible under Criterion C. The property is recommended not eligible under Criterion D because it is not likely to yield information important in history or prehistory.

1130 Gallatin Pike possesses integrity of location because it has not been moved, and the integrity of its commercial setting is maintained. It possesses integrity of association because it retains its original use as a shopping center and bank. Integrity of materials, design, workmanship, and feeling have been lost because very little of the original exterior materials remain and the design has been altered significantly from its original appearance.



Looking south at strip mall buildings at Madison Square Shopping Center (photo by author, July 2023).



Looking north at bank building at Madison Square Shopping Center (photo by author, 2023).

## Newly Inventoried Property: City Road Chapel United Methodist Church: DV-6985

The City Road Chapel United Methodist Church is located at 701 Gallatin Pike S on the southeast corner of Gallatin Pike and Neelys Bend Road in Madison, Tennessee. The Gothic Revival style church sanctuary was constructed in 1938 and sits at the western edge of the property facing Gallatin Pike. An education wing on the northern side was constructed in 1950, and a southern education wing was completed in 1968. At the rear of the property sits a non-historic fellowship center, completed in 1994.

City Road Chapel UMC was first established in Madison in 1848 on land provided by Madison Stratton on Gallatin Pike north of the present site. Following the Civil War, the church combined with McFerrin's Chapel and began meeting in a church called Midway, which opened in 1872 on Neelys Bend Road to the east of the present church site. After the Midway church burned in 1899, the congregation relocated to the present site and renamed the church City Road Chapel. A brick church was designed by architect Thomas Marr of the Nashville firm Marr and Holman and completed in late 1899. An educational annex was built in 1923. Subsequently, a basement-only stone structure was constructed in 1934-35 according to plans by Nashville architect George Waller. In 1935, the church purchased stone from the now-demolished Masonic Widow's and Children Home on Hart Lane and Kress Building (location unknown). This stone was used to construct the current sanctuary above the basement-only structure. This project began in 1938 according to specifications by architects Gardner and Seale. In 1950, the 1899 building was torn down and replaced with a three-story education wing to the north of the sanctuary. Another education wing was constructed in 1968, and a fellowship center was completed in 1994.

The sanctuary has a rectangular plan, ashlar masonry cladding, buttresses, and a cross-gable roof. The symmetrical façade has a projecting entrance pavilion with an arched pair of wooden doors and a stone lintel carved with "City Road Chapel Methodist Church." This pavilion is flanked by small rectangular stained-glass windows and round stone medallions with a trefoil motif. A large Gothic-arch stained-glass window extends above the entrance pavilion. On the north and south elevations, matching Gothic-arch stained-glass windows accentuate the cross-gable wings. These side elevations each have three arched and one small rectangular stained-glass windows at the main level. There are three-over-three wood windows at the basement level, as well as a wooden basement entry door on the northern evaluation. The eastern rear elevation has a central semi-hexagonal bay window with stained glass windows at the main level and three-over-three wood windows underneath. The bay is flanked by wooden windows at both levels.

The three-story northern education wing has a rectangular plan, ashlar masonry cladding, and a flat roof. The east elevation has a two-story projection with crenellation along the top, and the north elevation has a Gothic-arch wood entry door with a carved-stone surround. The windows are narrow replacement vinyl windows with stone surrounds.

The three-story southern education wing has a rectangular plan, ashlar masonry cladding on the front (east) elevation and the front portion of the side elevations, blonde brick cladding on the remainder

of the side and rear elevations, and a flat roof. This wing has wooden windows, each with four horizontal panes and stone surrounds.

To the rear of the southern education wing is a non-historic fellowship center. This structure is three stories tall, rectangular in plan, and clad with polychrome brick in a striped pattern. The center of the structure is open and used for parking. The complex includes a large parking lot to the rear of the buildings, a smaller parking lot in front of the education wing off Gallatin Pike, and modest landscaping along Gallatin Pike. In front of the sanctuary facing Gallatin Pike sit a flagpole and an ashlar-masonry planter supports an electronic sign. There is a limestone and copper historical marker on the property to the northwest of the sanctuary that reads "In Memoriam: Joshua Soule" and which was placed by the Tennessee Conference Historical Society. The property is surrounded by Madison First Baptist Church to the south, a residential neighborhood to the east, and by commercial development to the north and west.

City Road Chapel United Methodist Church is recommended eligible for the NRHP under Criterion C as a good and intact example of a Gothic Revival church. The church possesses several character-defining features of the style, including pointed-arch windows, buttressing, carved stone detail work, and stained glass. This style is rendered in a local material, limestone, using a mixture of newly quarried stone and salvaged stone from demolished structures in the area. Although the building has two additions, they are both of historic age and are constructed in the same material and style as the original sanctuary. Both additions are set back from the sanctuary and simpler than the sanctuary stylistically, making them visually subordinate to the main structure. They are, therefore, differentiated but compatible and do not impact the resource's integrity. The resource falls under Criterion Consideration A as a religious property that derives its primary significance from architectural distinction.

City Road Chapel United Methodist Church does not meet Criteria A, B, and D. The church was not an early Methodist congregation in the area, postdating the settlement of the area by almost fifty years, and it is one of many churches in the Madison area. It did not contribute significantly to the broad patterns of history in Madison or in Methodism, and it is recommended not eligible under Criterion A. The church is recommended not eligible under Criterion B because it has no known associations with the lives of persons significant in our past. The property is not likely to yield information important in history or prehistory and is recommended not eligible under Criterion D.

City Road Chapel United Methodist Church retains all seven aspects of integrity. The church building retains integrity of location because it has not been moved. The church is currently and was historically surrounded by commercial development and Madison First Baptist Church immediately to the south. The church retains integrity of materials, design, and workmanship because its main sanctuary retains all its original cladding, windows, and doors, as does the southern education wing. The northern education wing has replacement windows, but this minor change does not significantly detract from the quality of construction of the overall building. The non-historic fellowship center is situated to the rear of the main structure and is not visible from the primary façade; therefore, it does not significantly

the overall appearance or setting of the church building. Thus, the church retains integrity of feeling because it appears much as it did after its historic additions were completed. The church retains integrity of association because it is still used by the same congregation that constructed it.

The proposed NRHP boundary is recommended as the legal property boundary of the City Road Chapel United Methodist Church. This boundary contains all NRHP-qualifying characteristics including the sanctuary and education wings. The fellowship center and the parking lots are considered non-contributing elements.



1950 aerial showing current sanctuary next to now-demolished 1899 sanctuary (source: HistoricAerials.com).



1951 aerial showing property after the demolition of the 1899 sanctuary with the northern education wing under construction (source: HistoricAerials.com).



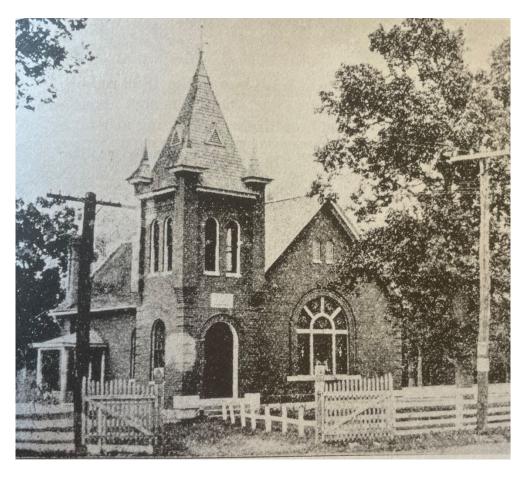
1958 aerial showing completed northern education wing (source: HistoricAerials.com).



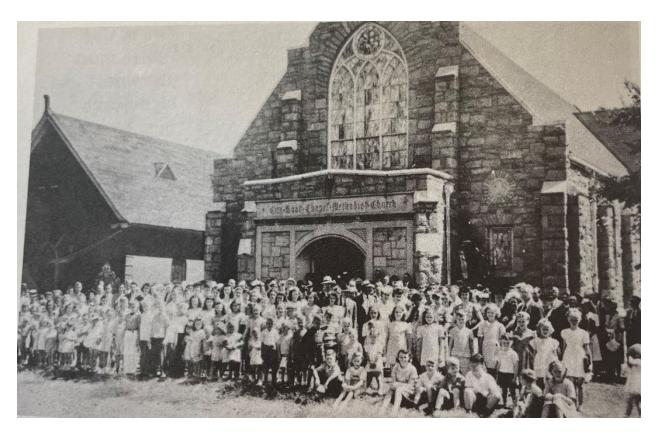
1974 aerial showing completed southern education wing and the Madison First Baptist Church immediately to the south (source: HistoricAerials.com).



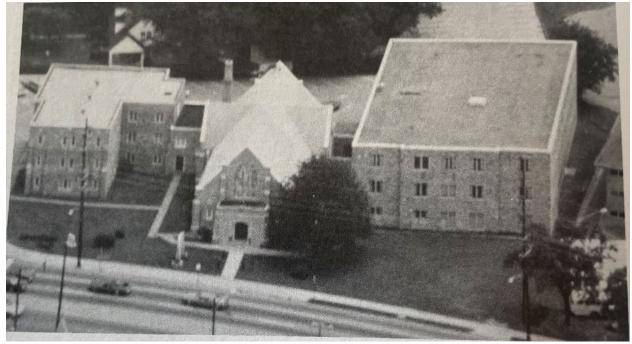
1997 aerial showing non-historic fellowship center to the east of the historic building (source: HistoricAerials.com).



1907 photo showing now-demolished 1899 brick sanctuary (published in The Best Is Yet To Be: City Road Chapel United Methodist Church: The First 150 Years).



ca. 1945 photo showing 1899 brick sanctuary next to current sanctuary (published in The Best Is Yet To Be: City Road Chapel United Methodist Church: The First 150 Years).



1968 aerial photograph of sanctuary and education wings (published in The Best Is Yet To Be: City Road Chapel United Methodist Church: The First 150 Years).



Looking northeast at City Road Chapel UMC 1938 sanctuary with 1968 southern education wing visible at right (photo by author, October 2023).



Looking east at City Road Chapel UMC sanctuary façade (photo by author, October 2023).



Looking southeast at City Road Chapel UMC sanctuary (photo by author, October 2023).



Looking east at 1950 northern education wing (photo by author, October 2023).



Looking northeast at 1968 southern education wing (photo by author, October 2023).



Looking west at 1938 sanctuary in middle, with 1968 education wing at left and 1950 education wing at right (photo by author, October 2023).



Looking south at non-historic fellowship center (photo by author, October 2023).



Looking northwest at monument to the northwest of sanctuary (photo by author, October 2023).



Proposed NRHP boundary for the City Road Chapel United Methodist Church. This boundary corresponds to the legal boundary of Davidson County Parcel 051040103.00.

## Newly Inventoried Property: HS-13: 601 Gallatin Pike S

601 Gallatin Pike S is a former commercial building that is currently used as a daycare and is located on the corner of Gallatin Pike and Harrington Avenue. According to tax assessor records, the building was constructed in 1940, and this is consistent with aerial images. It is one story, with a generally rectangular plan and flat roof. The cladding is non-historic stucco, and the windows and doors are non-historic metal.

601 Gallatin Pike S is recommended not eligible for the NRHP. The resource is recommended not eligible under Criteria A and B because it has no known associations with events or persons who have contributed significantly to our history. The resource has been significantly altered and does not convey the distinctive characteristics of any type or style; therefore, it is recommended not eligible under Criterion C. The resource is recommended not eligible under Criterion D because it is not likely to yield information important in history or prehistory.

601 Gallatin Pike S retains integrity of location because it has not been moved and integrity of setting in an automobile-oriented commercial corridor. Integrity of materials, design, and workmanship have been lost due to the material changes to the building. The building's conversion into a daycare has diminished integrity of feeling and association.



Looking south at 601 Gallatin Pike S (photo by author, July 2023).

## Newly Inventoried Property: HS-14: 523 Gallatin Pike S

523 Gallatin Pike S is a commercial building on the northeast corner of Gallatin Pike and Harrington Avenue. According to tax assessor records, the building was constructed in 1942, which is consistent with historic aerials. The one-story building has a rectangular plan, a flat roof, and blond brick cladding. The building has storefronts along its western façade, and these feature a mixture of original storefronts with recessed entry doors and metal windows and non-historic windows and doors.

523 Gallatin Pike S is recommended not eligible for the NRHP. The property has no known associations with events or persons that have contributed significantly to the broad patterns of history, and it is recommended not eligible under Criteria A or B. The building has elements of the mid-twentieth century storefront, but its ability to convey the style's distinctive characteristics has been diminished by material changes to the property. Therefore, it is recommended not eligible under Criterion C. The property is recommended not eligible under Criterion D because it is not likely to yield information important in history or prehistory.

523 Gallatin Pike S possesses integrity of location because it has not been moved, integrity of setting because it remains surrounded by low-density commercial development, and integrity of association because it continues to be used for its original commercial use. Integrity of materials, design, workmanship, and feeling have been diminished by the replacement of windows and doors with non-historic materials.



Looking northeast at 523 Gallatin Pike S (photo by author, July 2023).

## Newly Inventoried Property: HS-15: 505 Gallatin Pike S

505 Gallatin Pike S is a commercial building located on the southeastern corner of Gallatin Pike and Harris Street in Madison. Tax assessor records indicate the building was constructed in 1939; this is consistent with historic aerials and the building's type and style. The one-story building has a rectangular plan and a flat roof, and it is connected to another commercial building to the south. The building has brick cladding and non-historic metal storefront windows and doors on its façade.

505 Gallatin Pike S is recommended not eligible for the NRHP. The resource is recommended not eligible under Criteria A and B because it has no known associations with events or persons who have contributed significantly to our history. Although the building exhibits some formal characteristics of the one-story commercial storefront, it lacks any distinctive ornament, and its integrity has been lessened by changes to its windows and doors. Therefore, it is recommended not eligible under Criterion C. The resource is not likely to yield information important in history or prehistory and is recommended not eligible under Criterion D.

505 Gallatin Pike S retains integrity of location because it has not been moved, setting because it is surrounded by low-density commercial development as it was historically, and association because it continues to be used for its original commercial use. Integrity of materials, design, workmanship, and feeling have been diminished by material changes to the building.



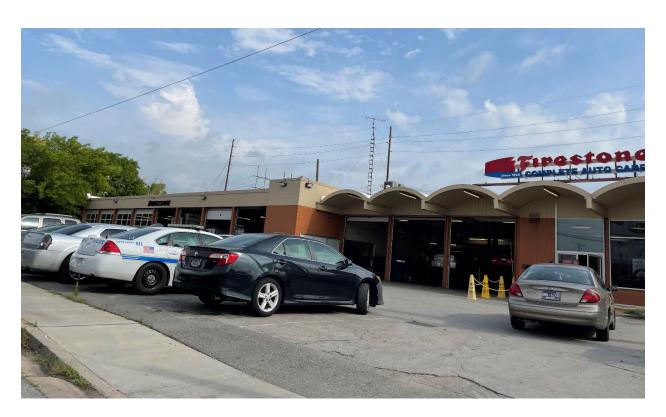
Looking north at 505 Gallatin Pike S (photo by author, July 2023).

#### Newly Identified Property: HS-16: 234 Gallatin Pike S

234 Gallatin Pike S is a Firestone tire shop located on the northwest corner of Gallatin Pike and Woodruff Avenue in Madison. According to tax assessor records, the building was constructed in 1964; this is consistent with historic aerials and the building's type and style. The building includes a showroom section with barrel-vaulted roof sections on the eastern side and a flat-roofed garage section on the western side. The building is clad with a mixture of brick and vertical wood boards. Most of the building's windows and doors have been replaced with non-historic materials.

234 Gallatin Pike S is recommended not eligible for the NRHP. The resource has no known associations with events or persons that contributed significantly to our history, and it is recommended not eligible under Criteria A and B. The resource has Mid-Century Modern stylistic elements, but its integrity has been diminished due to changes to its windows and doors. Therefore, it is recommended not eligible under Criterion C. The resource is recommended not eligible under Criterion D because it is not likely to yield information important in history or prehistory.

234 Gallatin Pike S retains integrity of location because it has not been moved, integrity of its commercial setting, and integrity of association because it is still used as an automobile repair store. Integrity of feeling, materials, design, and workmanship has been diminished by the replacement of the windows and doors with non-historic materials.



Looking north at 234 Gallatin Pike S (photo by author, July 2023).

## Newly Inventoried Property: HS-17: 202 Gallatin Pike S

202 Gallatin Pike S is a commercial bank located on the west side of Gallatin Pike in Madison. According to tax assessor records, the building was constructed in 1955. Historic aerials confirm this and also indicate that a rear addition was completed between 1987 and 1997. Because materials are consistent between the original portion and the rear addition, it is likely that the exterior was completely redone when the addition was constructed and no original exterior materials remain.

202 Gallatin Pike S is recommended not eligible for the NRHP. The property is recommended not eligible under Criteria A and B because it has no known associations with significant events or persons from our history. It is recommended not eligible under Criterion C because it has been altered to such a degree that it does not represent any historical type or style. The resource is not likely to yield information important in history or prehistory and is recommended not eligible under Criterion D.

202 Gallatin Pike S retains integrity of location because it has not been moved and integrity of setting because it remains in a commercial corridor. The resource has lost integrity of materials, design, workmanship, feeling, and association due to the extensive exterior changes to the building.



Looking northwest at 202 Gallatin Pike S (photo by author, July 2023).

## Newly Identified Property: HS-18: 115 Gallatin Pike S

115 Gallatin Pike S is an office building located on the southeastern corner of Gallatin Pike and Old Hickory Boulevard in Madison. According to tax assessor records, the building was constructed in 1971; this is consistent with historic aerials and the building's style. The two-story building has a rectangular plan, a hip roof, and brick cladding. The building has brick walls extending above the roofline at each corner, with the walls between divided into segmental arches that stretch the height of the building. These arches are filled with a mixture of concrete aggregate and non-historic metal windows and doors.

115 Gallatin Pike S is recommended not eligible for the NRHP. The building has no known associations with events or persons that have contributed significantly to our history, and it is recommended not eligible under Criteria A and B. The resource has elements of New Formalist architecture such as segmental arches, but it lacks most other features of the style and is not a representative example of the style. Therefore, it is recommended not eligible under Criterion C. The resource is recommended not eligible under Criterion D because it is not likely to yield information important in history or prehistory.

115 Gallatin Pike S retains integrity of location because it has not been moved. It retains its original commercial corridor setting. Integrity of materials, design, and workmanship has been lessened by the replacement of windows and doors. Integrity of feeling and association has been diminished by the building's conversion from an office building to a commercial retail space and the installation of large neon signs to its façade.



Looking north at 115 Gallatin Pike S (photo by author, July 2023).

## Newly Identified Property: HS-19 and HS-20: 331 Gallatin Pike S

331 Gallatin Pike S is a strip-mall shopping center on the northwest corner of Gallatin Pike and Old Hickory Boulevard in Madison. Tax assessor records and historic aerials indicate that the property includes two strip-mall buildings constructed in 1971, a 2008 restaurant building, a 1997 gas station, and a 2005 retail building. The northern strip mall building has a rectangular plan, a mixture of brick and shiplap cladding, standing-seam shed roofs, and non-historic metal windows and doors. The western strip mall has a rectangular plan, a flat roof, and a mixture of brick, stucco, and non-historic masonry cladding. The non-historic structures are all constructed in the parcel's parking lots near the eastern side of the property.

331 Gallatin Pike S is recommended not eligible for the NRHP. The property has no known associations with events or persons that have contributed significantly to the broad patterns of our history, and it is recommended not eligible under Criteria A and B. The historic buildings on the parcel have been altered to such a degree that they no longer represent any academic type or style; therefore, the property is recommended not eligible under Criterion C. The property is recommended not eligible under Criterion D because it is not likely to yield information important in history or prehistory.

331 Gallatin Pike S retains integrity of location because it has not been moved. Integrity of setting has been lessened by the construction of non-historic retail spaces in the property's parking lot. The stripmall buildings have been significantly altered and no longer retain integrity of materials, design, and workmanship. These changes have also diminished integrity of feeling and association.



Looking west at western 1971 strip-mall building (photo by author, July 2023).



Looking north at northern 1971 strip-mall building (photo by author, 2023).



Looking north at 2008 restaurant building (photo by author, July 2023).



Looking south at 2005 retail building, with 1997 gas station in background (photo by author, July 2023).

#### Previously Surveyed Property: DV-25687 and HS-21: Madison Church of Christ

The Madison Church of Christ is located at 106 Gallatin Pike N on the northeast corner of Old Hickory Boulevard and Gallatin Pike in Madison. The church was established in December 1934, first meeting in a garage. The church opened its first sanctuary on the church's current site, later called Bixler Chapel, in 1936. The church began construction on a new auditorium in 1947. In 1953, the Rev. Ira North came to Madison Church of Christ. He served the church until 1985, and during his tenure Madison became the largest Church of Christ congregation in the world. In 1966, the church constructed a new sanctuary, designed by Burkhalter, Hickerson, and Associates.

The property has been extensively modified through additions to these two buildings. Historic aerials indicate that a rectangular addition was constructed on the northern side of the 1947 auditorium between 1950 and 1957. Between 1959 and 1974, an addition was constructed to the east side of the 1947 auditorium. A large addition was constructed to the rear of the 1966 sanctuary between 1974 and 1980. Between 1987 and 1997, the 1936 Bixler Chapel was demolished, and additions were constructed north of the 1947 auditorium, subsuming the 1950s addition. An addition to the northern side of the ca. 1974-1980 addition was constructed between 1997 and 2006.

The Madison Church of Christ consists of multiple structures that are connected by additions. At the southwestern corner of the building stands the oldest section, a 1947 auditorium. This building has a rectangular plan, ashlar stone foundation, brick cladding, and a hip roof. The pedimented entryway faces Gallatin Pike to the west and includes a set of stone steps leading to three doors. The doors are divided by two stone pilasters, which support a lintel reading "Church of Christ". The building has replacement vinyl windows. The ca. 1959-1974 addition to the rear of the Stripped Classical sanctuary has a rectangular plan, a flat roof, brick cladding, and non-historic vinyl windows.

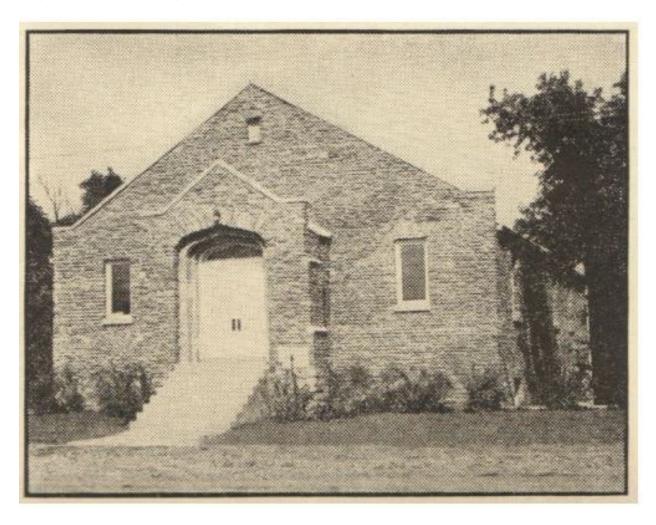
On the northern portion of the property, the 1966 sanctuary has a roughly oval plan with a flat roof and brick cladding. The short end of the oval faces Gallatin Pike and has a non-original stained-glass window with Gothic-arch motifs that spans the height of the building. It is flanked by three vertical stone bands on either side accented with small stained-glass windows. The entrance on the northern elevation is covered by an awning with a folded-plate concrete roof. The windows and doors on this elevation have been replaced with non-historic metal versions.

The historic buildings are connected by non-historic additions that constitute the majority of the complex's footprint. All additions are clad with red brick.

The Madison Church of Christ is recommended not eligible for the NRHP. The church was, at one point, the largest Church of Christ congregation in the world, and a major presence in the Madison area. However, it has been extensively modified since its period of historic significance and no longer possesses integrity. Therefore, it is recommended not eligible under Criterion A. The church is associated with Ira North, who was an influential figure in the mid-twentieth century Church of Christ organization. However, it has been extensively modified and lacks the integrity needed to convey its association with North. Therefore, it is recommended not eligible under Criterion B. The Madison

Church of Christ has examples of the Stripped Classical style in its 1947 auditorium and Mid-Century Modern style in its 1966 sanctuary. However, both have been extensively modified with replacement windows and substantial additions and are no longer good and intact examples of their architectural styles. Therefore, the property is recommended not eligible under Criterion C. The resource is recommended not eligible under Criterion D because it is not likely to yield information important in history or prehistory.

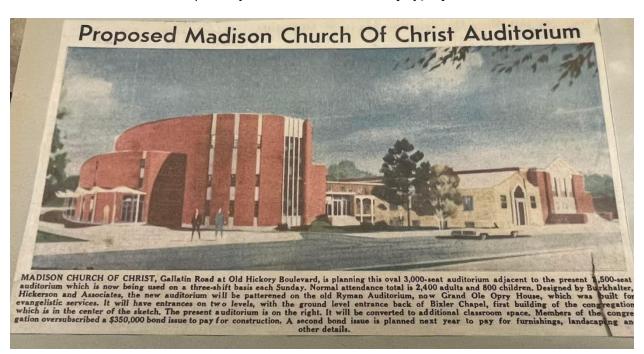
The Madison Church of Christ possesses integrity of location because it remains on the site it has occupied since 1936, shortly after its founding. The church possesses integrity of association because it is used by the same congregation that used it historically. Integrity of setting has been diminished by extensive commercial development and the construction of Old Hickory Boulevard. Integrity of materials, design, workmanship, and feeling have been diminished by the substantial additions to the property as well as the replacement of almost all of the historic windows and doors.



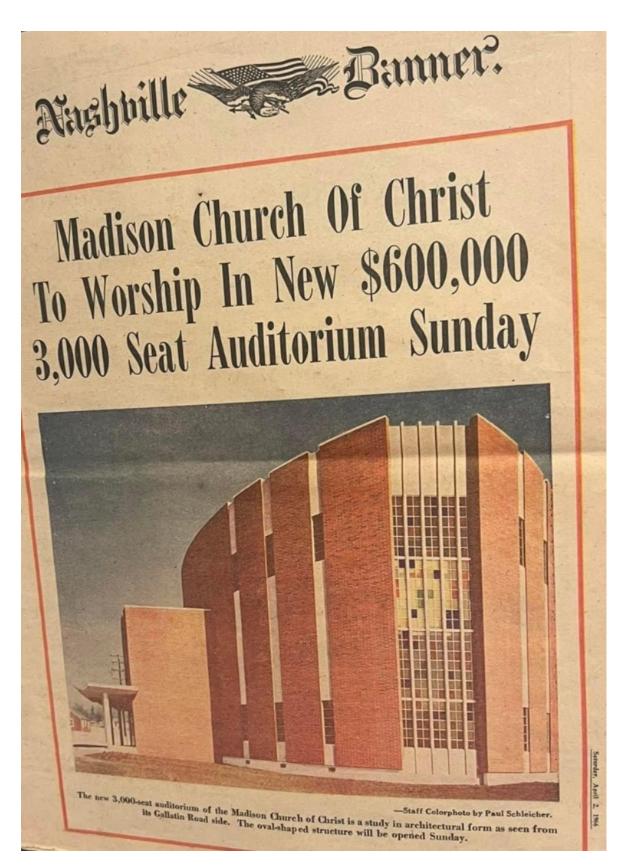
Bixler Chapel, the original Madison Church of Christ sanctuary, was constructed in 1936 and is no longer extant (photo dated December 7, 1939, courtesy of Jerry Sherrill, Madison Church of Christ).



Undated photo of 1947 auditorium (courtesy of Jerry Sherrill).



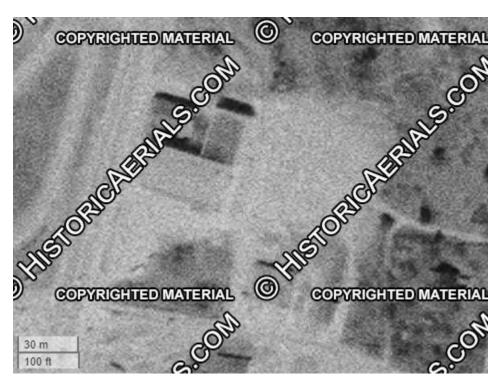
Undated newspaper article showing rendering of 1966 sanctuary and relationship between church buildings in mid-1960s (courtesy of Jerry Sherrill).



Nashville Banner article from April 6, 1966, showing new sanctuary building (courtesy of Jerry Sherrill).



1950 aerial of Madison Church of Christ (source: HistoricAerials.com).



1957 aerial, showing addition to north side of auditorium (source: HistoricAerials.com).



1959 aerial. Note original alignment of Old Hickory Boulevard (source: HistoricAerials.com).



1974 aerial, showing 1966 sanctuary. Note addition to rear of sanctuary, as well as several other structures on the southern end of the property that are no longer extant. Also note that Old Hickory Boulevard has been constructed on a new alignment closer to the church structures (source: HistoricAerials.com).



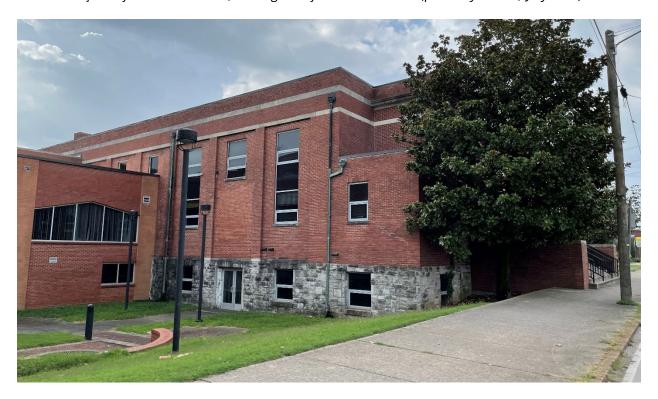
1980 aerial, showing addition to east side of 1966 sanctuary (source: HistoricAerials.com).



2006 aerial, showing further additions to north side of complex and between 1947 auditorium and 1966 sanctuary. Note that the Bixler Chapel and buildings at the southern end of the property have been demolished and landscaping has been redone (source: HistoricAerials.com).



Façade of 1947 auditorium, looking east from Gallatin Pike (photo by author, July 2023).



Looking southeast at 1947 auditorium, with non-historic addition at left (photo by author, July 2023).



Non-historic addition between 1947 auditorium and 1966 sanctuary (photo by author, July 2023).



1966 sanctuary (photo by author, July 2023). Note replacement stained-glass windows.



1966 sanctuary, showing entrance on north side with non-historic addition visible on left (photo by author, July 2023).

### ASSESSMENT OF EFFECTS

A TDOT historian applied the criteria of effect as found in 36 CFR 800.5 for the proposed project to the NRHP-listed Nashville National Cemetery and the Spring Hill Cemetery.

36 CFR 800.5 Assessment of Adverse Effects

#### (a) Apply Criteria of Adverse Effect

In consultation with the SHPO/THPO and any Indian tribe or Native Hawaiian organization that attaches religious and cultural significance to identified historic properties, the Agency official shall apply the criteria of adverse effect to historic properties within the area of potential effects. The Agency Official shall consider any views concerning such effects, which have been provided by consulting parties and the public.

#### (1) Criteria of Adverse Effect

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

# (2) Examples of Adverse Effects

An undertaking is considered to have an Adverse Effect when the effect on a historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

#### **Nashville National Cemetery**

| Example of Adverse Effect                                        | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Physical destruction of or damage to all or part of the property | The proposed project consists of installing crosswalks, curb ramps, and pedestrian signals at various locations along Gallatin Pike, including at its intersection with Walton Lane. This intersection is located next to the southeastern corner of the Nashville National Cemetery. However, all work will occur within the existing ROW and outside of the listed NRHP boundary. The project will have no physical impact to the cemetery, and therefore will not result in the physical destruction or damage to any portion of the NRHP-listed cemetery. |

| Example of Adverse Effect                                                                                                                                                                                                                                                                                          | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines | No work will occur within the NRHP boundary of the cemetery, and no contributing resources or elements within the boundary will be physically altered. It is the opinion of TDOT that the project will not alter the cemetery in a way that is inconsistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Removal of the property from its historic location                                                                                                                                                                                                                                                                 | The proposed improvements would not result in the removal of the property from its historic location, so this effect does not apply.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Change of the character of the property's use or physical features within the property's setting that contribute to its historic significance                                                                                                                                                                      | The project would not change the use of the property, which was historically and is currently a national cemetery. Access to the cemetery would remain unchanged, and the cemetery's physical features would not be impacted by project development. The project would not impact the use of the cemetery.  Although project implementation would install a crosswalk near the southeastern corner of the cemetery, it would not be visible from the vast majority of the cemetery. The new crosswalk feature would be installed in an area where there is already a crosswalk, and the new crosswalk would be in keeping with the character of the existing roadway.  It is the opinion of TDOT that the proposed pedestrian improvements will not cause a change in character in the cemetery's use or contributing physical features within the cemetery's setting. |
| Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features                                                                                                                                                                               | The project would install a crosswalk, curb ramps, and pedestrian signals at the intersection of Gallatin Pike and Walton Lane near the southeastern corner of the cemetery. These elements would be installed within the existing ROW and would replace an existing crosswalk. These new visual elements would not noticeably alter the visual perception from the cemetery.  It is the opinion of TDOT that the proposed repaving project would not introduce any visible, atmospheric, or audible elements that would diminish the architectural or historical significance of the cemetery.                                                                                                                                                                                                                                                                        |

| Example of Adverse Effect                                                                                                                                                                                                         | Assessment                                                                                                                                                                                                                                                  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Neglect of a property which causes its deterioration, except where such neglect or deterioration are recognized qualities or a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization | The proposed improvements will not cause neglect and deterioration of the cemetery, so this effect does not apply.                                                                                                                                          |
| Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.            | The cemetery is currently under Federal ownership through the Department of Veterans Affairs. No ROW or easements would be acquired from the cemetery property. Therefore, the property would not be transferred, leased, or sold out of Federal ownership. |

Because the proposed pedestrian safety project would not destroy the qualities and characteristics of the NRHP-listed Nashville National Cemetery that qualify it for listing, it is the opinion of TDOT that the proposed project would have *No Effect* to the NRHP listed Nashville National Cemetery.

#### **Spring Hill Cemetery**

| Example of Adverse Effect                                        | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Physical destruction of or damage to all or part of the property | The proposed project consists of installing crosswalks, curb ramps, and pedestrian signals at various locations along Gallatin Pike, including at its intersection with Walton Lane. This intersection is adjacent to the overall Spring Hill Cemetery, but it is approximately 500 feet north of the proposed NRHP boundary for the historic section of the cemetery. All work will occur within the existing ROW and outside of the proposed NRHP boundary. The project will have no physical impact to the cemetery, and therefore will not result in the physical destruction or damage to any portion of the cemetery. |

| Example of Adverse Effect                                                                                                                                                                                                                                                                                          | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines | No work will occur within the proposed NRHP boundary of the cemetery, and no contributing resources or elements within the boundary will be physically altered. It is the opinion of TDOT that the project will not alter the cemetery in a way that is inconsistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.                                                                                                                                 |
| Removal of the property from its historic location                                                                                                                                                                                                                                                                 | The proposed improvements would not result in the removal of the property from its historic location, so this effect does not apply.                                                                                                                                                                                                                                                                                                                                                          |
| Change of the character of the property's use or physical features within the property's setting that contribute to its historic significance                                                                                                                                                                      | The project would not change the use of the property, which was historically and is currently a cemetery. Access to the cemetery would remain unchanged, and the cemetery's physical features would not be impacted by project development. The project would not impact the use of the cemetery.                                                                                                                                                                                             |
|                                                                                                                                                                                                                                                                                                                    | Although project implementation would install a crosswalk near the Spring Hill Cemetery, it would not be visible from the proposed NRHP boundary of the cemetery. The new crosswalk feature would be installed in place of an existing crosswalk and would be in keeping with the character of the existing roadway.                                                                                                                                                                          |
|                                                                                                                                                                                                                                                                                                                    | It is the opinion of TDOT that the proposed pedestrian improvements will not cause a change in character in the cemetery's use or physical features within the cemetery's setting that contribute to its historic significance.                                                                                                                                                                                                                                                               |
| Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features                                                                                                                                                                               | The project would install a crosswalk, curb ramps, and pedestrian signals at the intersection of Gallatin Pike and Walton Lane near the Spring Hill Cemetery. These elements would be installed within the existing ROW and would be consistent with the scale and character of the existing intersection. These new visual elements would not noticeably alter the visual perception from the proposed NRHP boundary of the historic cemetery, which is over 500 feet from the intersection. |
|                                                                                                                                                                                                                                                                                                                    | It is the opinion of TDOT that the proposed repaving project would not introduce any visible, atmospheric, or audible elements that would diminish the architectural or historical significance of the cemetery.                                                                                                                                                                                                                                                                              |

| Example of Adverse Effect                                                                                                                                                                                                         | Assessment                                                                                                         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| Neglect of a property which causes its deterioration, except where such neglect or deterioration are recognized qualities or a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization | The proposed improvements will not cause neglect and deterioration of the cemetery, so this effect does not apply. |
| Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.            | The cemetery would not come under Federal ownership as a result of this project, so this does not apply.           |

Because the proposed pedestrian safety project would not destroy the qualities and characteristics of the Spring Hill Cemetery that qualify it for listing, it is the opinion of TDOT that the proposed project would have *No Effect* to the proposed NRHP-eligible Spring Hill Cemetery.

#### City Road Chapel United Methodist Church

| Example of Adverse Effect                                        | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Physical destruction of or damage to all or part of the property | The proposed project consists of installing crosswalks, curb ramps, and pedestrian signals at various locations along Gallatin Pike, including at its intersection with Neelys Bend Road. This intersection is located at the northwestern corner of the City Road Chapel United Methodist Church proposed NRHP boundary. However, all work will occur within the existing ROW and outside of the proposed NRHP boundary. The project will have no physical impact to the church, and therefore will not result in the physical destruction or damage to any portion of the NRHP-eligible church. |

| Example of Adverse Effect                                                                                                                                                                                                                                                                                          | Assessment                                                                                                                                                                                                                                                                                                                                                                                                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines | No work will occur within the NRHP boundary of the church, and no contributing resources or elements within the boundary will be physically altered. It is the opinion of TDOT that the project will not alter the church in a way that is inconsistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties.                                                             |
| Removal of the property from its historic location                                                                                                                                                                                                                                                                 | The proposed improvements would not result in the removal of the property from its historic location, so this effect does not apply.                                                                                                                                                                                                                                                                         |
| Change of the character of the property's use or physical features within the property's setting that contribute to its historic significance                                                                                                                                                                      | The project would not change the use of the property, which was historically and is currently a Methodist church. Access to the church would remain unchanged, and the church's physical features would not be impacted by project development. The project would not impact the use of the church.                                                                                                          |
|                                                                                                                                                                                                                                                                                                                    | Although project implementation would install a crosswalk near the northwestern corner of the cemetery, it would be installed in an area where there is already a crosswalk. The new crosswalk would be in keeping with the character of the existing roadway and would not substantially alter the visual perception from the church.                                                                       |
|                                                                                                                                                                                                                                                                                                                    | It is the opinion of TDOT that the proposed pedestrian improvements will not cause a change in character in the church's use or contributing physical features within its setting.                                                                                                                                                                                                                           |
| Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features                                                                                                                                                                               | The project would install a crosswalk, curb ramps, and pedestrian signals at the intersection of Gallatin Pike and Neelys Bend Road near the northwestern corner of the eligible NRHP boundary of the church. These elements would be installed within the existing ROW and would replace an existing crosswalk. These new visual elements would not noticeably alter the visual perception from the church. |
|                                                                                                                                                                                                                                                                                                                    | It is the opinion of TDOT that the proposed repaving project would not introduce any visible, atmospheric, or audible elements that would diminish the architectural or historical significance of the church.                                                                                                                                                                                               |

| Example of Adverse Effect                                                                                                                                                                                                         | Assessment                                                                                                       |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|
| Neglect of a property which causes its deterioration, except where such neglect or deterioration are recognized qualities or a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization | The proposed improvements will not cause neglect and deterioration of the church, so this effect does not apply. |
| Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.            | The church would not come under Federal ownership as a result of this project, so this does not apply.           |

Because the proposed pedestrian safety project would not destroy the qualities and characteristics of the NRHP-eligible City Road Chapel United Methodist Church that qualify it for listing, it is the opinion of TDOT that the proposed project would have *No Effect* to the NRHP-eligible City Road Chapel United Methodist Church.

#### **APPLICABILITY OF SECTION 4(F)**

The FHWA determines if the requirements of the Section 4(f) statute are met. The FHWA will approve the use of the Section 4(f) property only if the requirements are satisfied. The proposed undertaking would not incorporate any land from any properties listed in or eligible for listing in the National Register of Historic Places; therefore, Section 4(f) does not apply.

#### **CONCLUSION**

TDOT, with funding from the FHWA, proposes pedestrian safety improvements on SR-6/Gallatin Pike from Walton Lane to Wiley Street in Madison, Davidson County. The project would include sidewalks, crosswalks, pedestrian signal upgrades, and accessible curb ramps. The project would require 0.05 acre of ROW and 0.73 acre of construction easements to be acquired from various parcels along the corridor.

It is the opinion of TDOT that there are three properties within the architectural APE listed in or eligible for listing in the National Register of Historic Places: the NRHP-listed Nashville National Cemetery, the Spring Hill Cemetery, and the City Road Chapel United Methodist Church. Because the project would not incorporate any land from these three resources, Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended, does not apply.

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### Appendix A

Section 106 Review, National Historic Preservation Act of 1966

Eligibility Criteria of the National Register of Historic Places

National Register of Historic Places TDOT Summary Sheet

Criteria of Adverse Effects, Codified at 36 CFR 800.5

Section 4(f) of the U.S. DOT Act of 1966, TDOT Summary Sheet

#### SECTION 106 REVIEW, NATIONAL HISTORIC PRESERVATION ACT OF 1966

**Section 106** of the **National Historic Preservation Act** requires that Federal agencies consider what effects their actions and/or actions they may assist, permit, or license, may have on historic properties, and that they give **the Advisory Council on Historic Preservation (Council)** a "reasonable opportunity to comment" on such actions. The Council is an independent Federal agency. Its role in the review of actions under Section 106 is to encourage agencies to consider, and where feasible, adopt measures that will preserve historic properties that would otherwise be damaged or destroyed. The Council's regulations, entitled "Protection of Historic Properties" (36 CFR Part 800) govern the Section 106 process. The Council does not have the authority to require agencies to halt or abandon projects that will affect historic properties.

Section 106 applies to properties that have been listed in the *National Register of Historic Places (NRHP)*, properties that have been determined to be eligible for inclusion in the NRHP, and properties that may be eligible but have not yet been evaluated. If a property has not yet been nominated to the NRHP or determined eligible for inclusion, it is the responsibility of the Federal agency involved to ascertain its eligibility.

The Council's regulations are set forth in a process consisting of four basic steps which are as follows:

- 1. <u>Initiate Section 106 Process</u>: The Federal agency responsible for the action establishes the undertaking, determines whether the undertaking has the potential to affect historic properties (i.e., properties listed in or eligible for listing in the National Register of Historic Places), and identifies the appropriate State Historic Preservation Officer (SHPO) or Tribal Historic Preservation Officer (THPO). At this time, the agency plans to involve the public and identify other consulting parties.
- 2. <u>Identify Historic Properties</u>: If the agency's undertaking has the potential to affect historic properties, the agency determines the scope of appropriate identification efforts and proceeds to identify historic properties within the area of potential effects. Identification involves assessing the adequacy of existing survey data, inventories, and other information on the area's historic properties. This process may also include conducting further studies as necessary and consulting with the SHPO/THPO, consulting parties, local governments, and other interested parties. If properties are discovered that may be eligible for the National Register, but have not been listed or determined eligible for listing, the agency consults with the SHPO/THPO and, if needed, the Keeper of the National Register to determine the eligibility status of the property.
- 3. <u>Assess Adverse Effects</u>: The agency, in consultation with the SHPO/THPO, assesses the potential effects to historic properties affected by the undertaking. The agency at this time will determine that the action will have "no adverse effect" or an "adverse effect" on historic properties. Consulting parties and interested members of the public are informed of these findings.
  - The regulations provide specific criteria for determining whether an action will have an effect, and whether that effect will be adverse. Generally, if the action may alter the characteristics that make a property eligible for the National Register, it is recognized that the undertaking will have an effect. If those alterations may be detrimental to the property's characteristics, including relevant qualities of the property's environment or use, the effects are recognized as "adverse."
- 4. <u>Resolve Adverse Effects</u>: The agency consults with the SHPO/THPO and others, including consulting parties and members of the public. The Council may choose to participate in consultation, particularly under circumstances where there are substantial impacts to historic properties, when a case presents important questions about interpretation, or if there is the potential for procedural problems. Consultation usually results in a Memorandum of Agreement (MOA).

If agreement cannot be reached, the agency, SHPO/THPO, or Council may terminate consultation. If the SHPO/THPO terminates consultation, the agency and the Council may conclude the MOA without SHPO/THPO involvement. If the SHPO/THPO terminates consultation and the undertaking is on or affecting historic properties on tribal lands, the Council must provide formal comments. The agency must request Council comments if no agreement can be reached.

# ELIGIBILITY CRITERIA OF THE NATIONAL REGISTER OF HISTORIC PLACES AS SET FORTH AT 36 CFR 60.4

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- **CRITERION A.** that are associated with events that have made a significant contribution to the broad patterns of our history (history); or
- CRITERION B. that are associated with the lives of persons significant in our past (person); or
- **CRITERION C.** that embody the distinctive characteristic of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that components may lack individual distinction (architecture); or
- **CRITERION D.** that have yielded, or may be likely to yield, information important in prehistory or history (archaeology).

Ordinarily, cemeteries; birthplaces or graves of historical figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; properties primarily commemorative in nature; and properties that have achieved significance within the past 50 years are not considered eligible for the National Register of Historic Places; however, such properties will qualify if they are integral parts of historic districts that do meet the criteria or if they fall within the following categories:

- **EXCEPTION A.** a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- **EXCEPTION B**. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- **EXCEPTION C.** a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or
- **EXCEPTION D.** a cemetery which derives its primary significance from graves or persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- **EXCEPTION E.** a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- **EXCEPTION F.** a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- **EXCEPTION G.** a property achieving significance within the past 50 years if it is of exceptional importance.

# NATIONAL REGISTER OF HISTORIC PLACES SUMMARY SHEET PREPARED BY TDOT

What is the National Register of Historic Places?

The National Register, maintained by the Keeper of the Register within the National Park Service, Department of the Interior, is the nation's official list of districts, buildings, sites, structures, and objects significant in American history, architecture, archeology, engineering, and culture.

What are the benefits and restrictions of listing?

In addition to honorific recognition, listing in the National Register results in the following benefits for historic properties:

- Section 106 provides for consideration of National Register listed or eligible properties in planning for Federal, federally licensed, and federally assisted projects;
- Eligibility for certain tax provisions for the certified rehabilitation of income-producing National Register structures such as commercial, industrial, or rental residential buildings;
- Consideration of historic values in the decision to issue a surface mining permit where coal is located in accordance with the Surface Mining Control Act of 1977; and
- Qualification of Federal grants for historic preservation, when funds are available.

Does National Register designation place any additional burdens or obligations on the property owner?

Owners of private property listed in the National Register are free to maintain, manage, or dispose of their property as they choose, provided that no Federal moneys are involved.

How is a property nominated to the National Register?

The first step is for the owner to contact the Tennessee State Historic Preservation Office (TN-SHPO), Clover Bottom Mansion, 2941 Lebanon Road, Nashville, TN 37243-0442; 615-532-1558. Ordinarily, private individuals (or paid consultants) prepare nomination forms. The TN-SHPO submits these nominations to a State Review Board, which meets three times a year. This body reviews the nominations and votes to recommend or deny National Register listing. If approved, the TN-SHPO submits the nomination to the Keeper of the Register in Washington, D.C. for consideration for listing. The Keeper's Office has 45 days to review the nomination, and its decision regarding National Register listing is final.

How long does the nomination process take?

The process varies but typically takes between eight and twelve months.

#### CRITERIA OF ADVERSE EFFECT

Regulations codified at 36 CFR 800 require Federal agencies to assess their impacts to historic resources. The regulations provide specific criteria for determining whether an action will have an effect, and whether that effect will be adverse. These criteria are given below.

#### 36 CFR 800.5 Assessment of Adverse Effects

- (a) Apply Criteria of Adverse Effect. In consultation with the SHPO/THPO and any Indian tribe or Native Hawaiian organization that attaches religious and cultural significance to identified historic properties, the Agency Official shall apply the criteria of adverse effect to historic properties within the area of potential effects. The Agency Official shall consider any views concerning such effects which have been provided by consulting parties and the public.
- (1) Criteria of adverse effect. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.
- (2) Examples of adverse effects. Adverse effects on historic properties include, but are not limited to:
  - (i) Physical destruction of or damage to all or part of the property;
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access that is not consistent with the Secretary's Standards for the Treatment of Historic Properties and applicable guidelines;
  - (iii) Removal of the property from its historic location;
- (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

| (vii) Transfer, lease or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance. |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
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#### **SECTION 4(F), TDOT SUMMARY SHEET**

**WHAT IS SECTION 4 (f)?** Codified at 23 CFR 774, "Section 4 (f)" refers to a section of the U.S. Department of Transportation Act which gives special consideration to the use of park and recreation lands, wildlife and waterfowl refuges, and historic sites by Federally assisted transportation projects. Section 4 (f) applies only to those projects using funds from the U.S. Department of Transportation. The law states:

- (a) The Administration determines that:
  - (1) There is no feasible and prudent avoidance alternative, as defined in § 774.17, to the use of land from the property; and
  - (2) The action includes all possible planning, as defined in § 774.17, to minimize harm to the property resulting from such use; or
- (b) The Administration determines that the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a de minimis impact, as defined in § 774.17, on the property.
- (c) If the analysis in paragraph (a)(1) of this section concludes that there is no feasible and prudent avoidance alternative, then the Administration may approve, from among the remaining alternatives that use Section 4(f) property, only the alternative that:
  - (1) Causes the least overall harm in light of the statute's preservation purpose. The least overall harm is determined by balancing the following factors:
    - (i) The ability to mitigate adverse impacts to each Section 4(f) property (including any measures that result in benefits to the property);
    - (ii) The relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection;
    - (iii) The relative significance of each Section 4(f) property;
    - (iv) The views of the official(s) with jurisdiction over each Section 4(f) property;
    - (v) The degree to which each alternative meets the purpose and need for the project;
    - (vi) After reasonable mitigation, the magnitude of any adverse impacts to resources not protected by Section 4(f); and
    - (vii) Substantial differences in costs among the alternatives.
  - (2) The alternative selected must include all possible planning, as defined in § 774.17, to minimize harm to Section 4(f) property.

**WHAT IS THE SECTION 4 (f) PROCESS FOR HISTORIC PROPERTIES?** To be considered "historic," a property must either be listed in the National Register of Historic Places or be determined eligible for such listing by the Keeper of the Register or the State Historic Preservation Officer (SHPO).

On any project, the primary objective is to develop a design that does not have Section 4(f) involvement. If such a design is not possible, then the Section 4 (f) documentation is prepared and circulated. Such documentation is circulated to all appropriate agencies or groups (consistent with the Section 106 process and the National Environmental Policy Act). It is also circulated to the agency having authority over the Section 4 (f) property. For historic properties, such agencies are the SHPO and the Advisory Council on Historic Preservation (ACHP). After review of any comments received, the final Section 4(f) documentation is sent to the Federal Highway Administration (FHWA) which

determines if the requirements of the Section 4(f) statute are met. If the requirements are satisfied, then the FHWA will approve the use of the Section 4 (f) property.

**HOW ARE SECTION 4 (f) AND SECTION 106 RELATED?** Section 106 is a provision of the National Historic Preservation Act of 1966, which requires all federal agencies to consider the effects of their projects on historic properties and to provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on those effects. Many of the Section 106 documentation requirements overlap the Section 4 (f) documentation requirements for historic properties. The consent of neither the SHPO nor the ACHP is necessary for FHWA to approve a Section 4 (f) use, but FHWA gives great consideration to comments from these agencies.

## Appendix B

Public Participation Responses

From: Walker, Tim (Historical Commission)

To: <u>Ellen Hurd</u>

Cc: Fracchia, Adam D (Historical Commission); Miles, Scarlett (Historical Commission)

Subject: [EXTERNAL] RE: Historic Preservation Early Coordination for Sidewalk Improvement Project on SR-6 in Davidson

County (TDOT PIN 125526.09)

**Date:** Wednesday, July 19, 2023 10:48:58 AM

Attachments: image001.png

image002.png

\*\*\* This is an EXTERNAL email. Please exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email - STS-Security. \*\*\*

Dear Ms. Heard,

Yes, the Metro Historical Commission would like to participate as a consulting party in the historic review process of this project.

Sincerely,

Tim

#### W. Tim Walker

Executive Director
Metro Historical Commission
Metro Historic Zoning Commission
Sunnyside in Sevier Park
1113 Kirkwood Avenue
Nashville, TN 37204
(615) 862-7970 Ext. 79772
www.nashville.gov/mhc

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From: Ellen Hurd <Ellen.Hurd@tn.gov>
Sent: Wednesday, July 19, 2023 10:43 AM

**To:** Walker, Tim (Historical Commission) <Tim.Walker@nashville.gov>

Subject: Historic Preservation Early Coordination for Sidewalk Improvement Project on SR-6 in

Davidson County (TDOT PIN 125526.09)

**Attention**: This email originated from a source external to Metro Government. Please exercise caution when opening any attachments or links from external sources.

Dear Mr. Walker:

The Tennessee Department of Transportation (TDOT), with funding from the Federal Highway Administration (FHWA) proposes pedestrian safety improvements on State Route 6 (SR-6)/Gallatin Pike from Walton Lane to Wiley Street in Madison, Davidson County. The project would include sidewalks, crosswalks, pedestrian signal upgrades, and accessible curb ramps. The project would require 0.05 acre of ROW and 0.73 acre of construction easements to be acquired from various parcels along the corridor (aerial and topographic maps attached).

TDOT historians have reviewed the project area and identified one property in the area of potential effects that is listed on the National Register of Historic Places, the Nashville National Cemetery.

The Advisory Council on Historic Preservation regulations stipulate that TDOT invite local government representatives and historic preservation organizations to participate in the historic review process as a consulting party. TDOT would like to invite you to participate as a consulting party for the proposed project.

If you choose to participate as a consulting party, you will receive copies of TDOT's environmental reports and will be invited to attend project-related meetings between TDOT and the Tennessee State Historic Preservation Office (TN-SHPO), if any are held. As a consulting party, you should be prepared to attend any such meetings between TDOT and the TN-SHPO and provide a response to TDOT's reports in written form within 30 days upon receipt of the report. TDOT also wishes to seek your comments on the identification and evaluation of historic properties that the proposed project might impact.

If you would like to participate as a consulting party, please write to me at the above email address. To facilitate our planning process, please respond within 30 days of receipt of this email. Thank you for your assistance.



Ellen Dement Hurd | Historian
Environmental Division | Cultural Resources
James K. Polk Building, 9th Floor
505 Deadrick St, Suite 900, Nashville, TN 37243
Work: (615) 741-6834

Cell: (470) 433-4121 Email: <u>Ellen.Hurd@tn.gov</u> From: <u>Cam Morris</u>

To: <u>Ellen Hurd</u>; <u>Steve Bryan</u>

Cc:Kimberly Vasut-Shelby; Brian Kluttz; K.Brandon ChanceSubject:RE: TDOT Project 125526.09 Environmental Concern

**Date:** Thursday, August 3, 2023 2:34:04 PM

Attachments: <u>image002.pnq</u>

image003.png Walton Ln.PNG

#### Ellen,

Thank you for the information on the historical property on this project. In the NW corner we are proposing to install a curb ramp to receive pedestrians from the existing crosswalk. It looks like the cemetery owns most of that corner, which makes it difficult to avoid a ROW purchase. I've shown the approximate property line location in the attached screenshot. I am meeting with the Multimodal Division next week to discuss this project, and I will be sure to bring this to their attention. I will get back to you afterwards to let you know if we will proceed as shown or modify the scope at this location.

#### Thank you,



Cam Morris, P.E. | Transportation Project Specialist Senior

Traffic Operations Division James K. Polk Bldg. 18<sup>th</sup> Floor 505 Deaderick St. Nashville, TN 37243 p. 615-770-1778 Cam.Morris@tn.gov

tn.gov/tdot

From: Ellen Hurd <Ellen.Hurd@tn.gov>
Sent: Wednesday, August 2, 2023 10:10 AM

**To:** Steve Bryan <Steve.Bryan@tn.gov>; Cam Morris <Cam.Morris@tn.gov>

**Cc:** Kimberly Vasut-Shelby <Kimberly.Vasut-Shelby@tn.gov>; Brian Kluttz <Brian.Kluttz@tn.gov>;

K.Brandon Chance < K.Brandon.Chance@tn.gov>

**Subject:** RE: TDOT Project 125526.09 Environmental Concern

Thank you! <u>@Cam Morris</u>, let me know if there's any questions I can answer for you about the historic property.



Ellen Dement Hurd | Historian Environmental Division | Cultural Resources James K. Polk Building, 9th Floor 505 Deadrick St, Suite 900, Nashville, TN 37243 Work: (615) 741-6834 Cell: (470) 433-4121 Email: <u>Ellen.Hurd@tn.gov</u>

From: Steve Bryan < Steve.Bryan@tn.gov > Sent: Wednesday, August 2, 2023 9:41 AM

To: Ellen Hurd < <a href="mailto:Ellen.Hurd@tn.gov">Ellen.Hurd@tn.gov</a>>

Cc: Kimberly Vasut-Shelby <<u>Kimberly.Vasut-Shelby@tn.gov</u>>; Brian Kluttz <<u>Brian.Kluttz@tn.gov</u>>;

K.Brandon Chance <K.Brandon.Chance@tn.gov>; Cam Morris <Cam.Morris@tn.gov>

Subject: RE: TDOT Project 125526.09 Environmental Concern

Ellen,

Sorry about just now seeing your email. It would be best to coordinate your questions with Cam Morris. He is copied on this email.

If you have any questions, please let me know.

Thanks, Steve



Stephen K. Bryan, P.E., PTOE | Traffic Engineer/Section Manager – Signal & Lighting Design

Traffic Operations Division
James K. Polk Building, 18<sup>th</sup> Floor
505 Deaderick St., Nashville, TN 37243
p. 615-741-2152 c. 615-917-0761
Steve.Bryan@tn.gov
tn.gov/tdot

From: Ellen Hurd < <a href="mailto:Ellen.Hurd@tn.gov">Ellen.Hurd@tn.gov</a> Sent: Wednesday, August 2, 2023 9:17 AM To: Steve Bryan <a href="mailto:Steve.Bryan@tn.gov">Steve.Bryan@tn.gov</a>

Cc: Kimberly Vasut-Shelby <Kimberly.Vasut-Shelby@tn.gov>; Brian Kluttz <Brian.Kluttz@tn.gov>;

K.Brandon Chance < K.Brandon.Chance@tn.gov>

**Subject:** RE: TDOT Project 125526.09 Environmental Concern

Good morning Steve,

I am following up on this request. Would you please confirm that you have received my email?



**Ellen Dement Hurd** | Historian Environmental Division | Cultural Resources James K. Polk Building, 9th Floor 505 Deadrick St, Suite 900, Nashville, TN 37243

Work: (615) 741-6834 Cell: (470) 433-4121 Email: <u>Ellen.Hurd@tn.gov</u>

From: Ellen Hurd

**Sent:** Thursday, July 27, 2023 9:21 AM **To:** Steve Bryan <<u>Steve.Bryan@tn.gov</u>>

**Cc:** Kimberly Vasut-Shelby < <a href="mailto:Kimberly.Vasut-Shelby@tn.gov">Kimberly.Vasut-Shelby@tn.gov</a>>; Brian Kluttz < <a href="mailto:Brian.Kluttz@tn.gov">Brian.Kluttz@tn.gov</a>>;

K.Brandon Chance < K.Brandon.Chance@tn.gov>

**Subject:** TDOT Project 125526.09 Environmental Concern

Good morning Steve,

I am the historian working on the report for this sidewalk improvement project along Gallatin Pike in Madison. I wanted to coordinate with you regarding the ROW and easements that are being taking from the Nashville National Cemetery. Because the cemetery is listed on the National Register of Historic Places, taking ROW from the property will trigger the 4(f) process, potentially constitute an adverse effect under Section 106, and delay the environmental schedule as a result. I wanted to ask if you would be able to remove the ROW and easements from this property to avoid impacts to the property.

Thank you in advance for your help!



Ellen Dement Hurd | Historian Environmental Division | Cultural Resources James K. Polk Building, 9th Floor 505 Deadrick St, Suite 900, Nashville, TN 37243 Work: (615) 741-6834

Cell: (470) 433-4121 Email: Ellen.Hurd@tn.gov

## **Environmental Justice Coordination**



## STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

#### **CIVIL RIGHTS OFFICE**

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DEPUTY GOVERNOR &
COMMISSIONER OF TRANSPORTATION

BILL LEE GOVERNOR

June 6, 2024

Tennessee Department of Transportation James K. Polk Building 505 Deaderick Street Environmental Division Sharon M. Schutz, Director Nashville, TN 37243-0334

Subject: Environmental Justice Analysis for SR-6, (Gallatin Pike) from Walton Lane to Wiley Street, beginning L.M. 16.75 and ending at L.M. 19.01., TDOT PIN: 125526.09, Davidson County, Tennessee

Dear Ms. Schutz:

The Civil Rights Division's Title VI Program staff reviewed Environmental Justice for SR-6, (Gallatin Pike) from Walton Lane to Wiley Street, beginning L.M. 16.75 and ending at L.M. 19.01., TDOT PIN: 125526.09, Davidson County, Tennessee.

Actions and steps taken are found to be in accordance with the mandates of Title VI of the 1964 Civil Rights Act, the National Environmental Policy Act of 1969, and 42.U.S.C. 4332(2), and Executive Order 12898. There does not appear to be any Title VI nor Environmental Justice issues.

Thank you for the opportunity to review the updated analysis. Should you have questions or comments, please do not hesitate to contact me at 615-253-1066 or <a href="mailto:Cynthia.Howard@TN.GOV">Cynthia.Howard@TN.GOV</a>.

Best Regards,

Cynthia Howard

Title VI Program Director

Cynthia Howard

CC: Wes White, Title VI Specialist



## STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION

#### **ENVIRONMENTAL DIVISION**

**Quality and NEPA Section** 

SUITE 900, JAMES K. POLK BUILDING 505 DEADERICK STREET NASHVILLE, TENNESSEE 37243-1402 (615) 741-3655

BUTCH ELEY
DEPUTY GOVERNOR &
COMMISSIONER OF TRANSPORTATION

BILL LEE GOVERNOR

June 06, 2024

Ms. Cynthia Howard Title VI Program Director

Subject: SR-6, (Gallatin Pike) from Walton Lane to Wiley Street, beginning L.M. 16.75 and ending at L.M. 19.01.

TDOT PIN: 125526.09, Davidson County, Tennessee

Dear Ms. Howard:

Attached for your review is the Environmental Justice (EJ) analysis for the above referenced project's Programmatic Categorical Exclusion (PCE) Right-of-Way (ROW) Reevaluation. In summary, based on the EJ analysis completed for this ROW Reevaluation, TDOT acknowledges that minority and low-income persons are present within the project limits of the Selected Alternative, and that the minority populations within Census Tract (CT) 107.01, Block Group (BG) 1, and 4, and CT 107.02, BG 2 are considered an EJ population. Also, the low-income populations of CT 107.02, BG 2 is considered an EJ population. While there would be some adverse impacts from the project, including impacts from construction and other minor environmental impacts, there would not be a disproportionately high or adverse effect to the EJ populations when compared to the impacts borne by all populations within the limits of the Selected Alternative. In addition, both EJ and non-EJ populations would receive the benefits resulting from the project, which includes improved crosswalks, sidewalks, ADA compliant curb ramps, sign replacements, pavement marking and safety improvements in Davidson County, TN.

If you have any questions or comments regarding this matter, please feel free to contact me by telephone at (615) 391-9840 or email at Brian.Kluttz@tn.gov.

Sincerely,

Brian Kluttz Digitally signed by Brian Kluttz Date: 2024.06.06 09:47:05 -05'00'

Brian Kluttz

Environmental Studies Specialist Advanced Environmental Division/Quality and NEPA Section

List of Appendices:

Appendix A: 2018-2022 American Community Survey 5-Year Estimates Data

State Route 6 (Gallatin Pike) From Walton Lane to Wiley Street Davidson, County, Tennessee PIN 125526.09

#### Overview

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA) is preparing a Programmatic Categorical Exclusion (PCE) for the SR-6 project from Walton Lane to Wiley Street in Nashville, Davidson County, Tennessee (TDOT PIN 125526.09).

The proposed project was requested by the TDOT Multimodal Transportation Resources Division and was identified as a candidate project to reduce pedestrian crashes along corridors and intersections. The proposed project would implement pedestrian safety-related improvements to include sidewalks, crosswalks, pedestrian signal upgrades, and accessible curb ramps along State Route 6 (Gallatin Pike), from Walton Lane to Wiley Street (LM 16.75 to LM 19.01). See Figure 1 for the project location map.



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**Figure 1. Project Overview Location Map** 

State Route 6 (Gallatin Pike) From Walton Lane to Wiley Street Davidson, County, Tennessee PIN 125526.09

#### **Project Description of the Selected Alternative**

Based on the Pedestrian Road Safety Initiative Report dated 03/15/2022, the proposed project would follow the existing roadway and would implement Pedestrian Safety Initiative type measures along SR-6 (Gallatin Pike) from Walton Lane (LM 16.75) to Wiley Street (LM 19.01). Twenty-four (24) locations were identified for improvements. Functional Plans dated 02/14/2024 have been developed which include Right-of-Way (ROW) acquisition and temporary construction easements totaling approximately 0.811 acres.

Recommended improvements have been categorized as either short-term (ST), mid-term (MT), or long-term (LT) based on the expected time frame required for implementation and the level of complexity. Improvements have been prioritized by expected reduction to pedestrian/vehicle type crashes in order to enable a cost-benefit analysis to guide construction and by their alignment with the needs of the impacted community along SR-6 (Gallatin Pike).

#### **Environmental Justice (EJ) Analysis**

For this PCE, an EJ analysis was conducted for the project limits of the Selected Alternative utilizing recent (2018-2022) U.S. Census Bureau American Community Survey (ACS) 5-Year Estimates data. This analysis was completed to identify the census block groups within the limits of the project area, and to determine whether any minority or low-income populations present within the census block groups qualify as EJ populations.

This analysis identified the following three (3) Census Tracts (CT) census block groups (BG) within the project area limits of the Selected Alternative (see Figure 2):

- CT 107.01, BG 1 and BG 4; and
- CT 107.02, BG 2.

Two threshold indicators are used by TDOT to identify and report EJ populations:

- The minority and/or low-income population percentage for a given census block group exceeds the county's minority and/or low-income population average by 10 percentage points or more; and/or
- 2) The minority and/or low-income population exceeds 50 percent of the overall census block group population.

Refer to Table 1 for the minority and low-income population percentages and EJ determination for the identified census block groups.

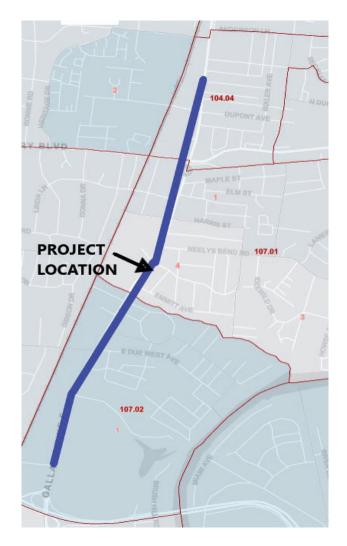


Figure 2. Minority/Low Income Block Groups. Sourced from the U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates.

Table 1

Environmental Justice Analysis Tables

|                                          |                   | Minority P        | opulations        |                   |                   |                 |
|------------------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------|
| Census Tract (CT)/<br>Block Group (BG)   | CT 104.04<br>BG 1 | CT 107.01<br>BG 1 | CT 107.01<br>BG 4 | CT 107.02<br>BG 1 | CT 107.02<br>BG 2 | Davidson<br>Co. |
| % Minority/Non-White                     | 32.4%             | 65.3%             | 70.1%             | 44.3%             | 75.1%             | 44.4%           |
| Exceeds County Average<br>by 10% or More | No                | Yes               | Yes               | No                | Yes               |                 |
| Is BG Population Avg. >50%               | No                | Yes               | Yes               | No                | Yes               |                 |
| Meet EJ Criteria?                        | No                | Yes               | Yes               | No                | Yes               |                 |
| 8                                        | 1                 | Low-Income        | Population        | S                 |                   |                 |
| Census Tract (CT)/                       | CT 104.04         | CT 107.01         | CT 107.01         | CT 107.02         | CT 107.02         | Davidson        |
| Block Group (BG)                         | BG 1              | BG 1              | BG 4              | BG 1              | BG 2              | Co.             |
| % Low-Income/Below<br>Poverty Line       | 12.6%             | 12.8%             | 11.4%             | 23.8%             | 27.8%             | 14.3%           |
| Exceeds County Average<br>by 10% or More | No                | No                | No                | No                | Yes               |                 |
| Is BG Population Avg. >50%               | No                | No                | No                | No                | No                |                 |
| Meet EJ Criteria?                        | No                | No                | No                | No                | Yes               |                 |

Source: U.S. Census Bureau, 2022 American Community Survey 5-Year Estimates. ACS data was accessed and reviewed on 05/30/2024 from the U.S. Census Bureau website.

State Route 6 (Gallatin Pike) From Walton Lane to Wiley Street Davidson, County, Tennessee PIN 125526.09

#### Minority Populations

The updated FHWA Orders define five minority groups as potential EJ minority populations: Black; Hispanic or Latino; Asian American; American Indian or Alaskan Native; and Native Hawaiian or Other Pacific Islander. As shown in Table 1, the 2018-2022 ACS 5-Year Estimates data show that the minority population percentage for Davidson County is 44.4 percent. Within the project limits of the Selected Alternative, the minority population percentage ranges from 32.4 percent (CT 104.04, BG 1) to 75.1 percent (CT 107.02, BG 2).

Based on this updated EJ analysis, the minority population percentages of the Selected Alternative are mostly higher than the county average. CT 107.01, BG 1 and BG 4, and CT 107.02 BG 2 all exceed 50 percent of the overall population of each respective BG. Therefore, the minority populations located within CT 107.01, BG 1 and BG 4, and CT 107.02 BG 2 are considered EJ populations.

#### *Low-Income Populations*

The Federal Highway Administration (FHWA) Environmental Justice (EJ) Order 664.23 defines "low-income" as "a person whose household income is at or below the Department of Health and Human Services (HHS) poverty guidelines." As shown in Table 1, the 2018-2022 ACS 5-Year Estimates data shows that the low-income population percentage for Davidson County is 14.3 percent. Within the project limits of the Selected Alternative, the low-income population percentage ranges from 11.4 percent (CT 107.01, BG 4) to 27.8 percent (CT 107.02, BG 2).

Based on this updated EJ analysis, the low-income population percentage of the Selected Alternative is mostly lower than the county average. The exception is CT 107.02 BG2 with a low-income population percentage of 27.8 percent. This amount exceeds the Davidson County average by 10 percentage points, and therefore, the Selected Alternative within CT 107.02 BG2 are considered EJ populations.

#### Conclusion

In summary, based on the EJ analysis completed for the project limits of SR-6 (Gallatin Pike) from Walton Lane (LM 16.75) to Wiley Street (LM 19.01) (TDOT PIN 125526.09), TDOT acknowledges that minority and low-income persons are present within the project limits of the Selected Alternative and that the following Block Groups contains EJ populations:

- CT 107.01, BG 1 and BG 4; and
- CT 107.02 BG 2.

While there would be some adverse impacts, including impacts from construction and other minor environmental impacts, there would not be a disproportionately high or adverse effect on the EJ populations when compared to the impacts borne by all populations within the project limits (SR-6 from Walton Lane (LM 16.75) to Wiley Street (LM 19.01) of the Selected Alternative. In addition, both EJ and non-EJ populations would receive the benefits resulting from the project, which include improved crosswalks, sidewalks, signage, and other pedestrian safety measures.

State Route 6 (Gallatin Pike) From Walton Lane to Wiley Street Davidson, County, Tennessee PIN 125526.09

## Appendix A: 2018-2022 U.S. Census Bureau American Community Survey 5-Year Estimates Data



# Hispanic or Latino Origin by Race

| Note: The table shown may | Note: The table shown may have been modified by user selections. Some information may be missing.                                                                                                                                     |
|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| NOTES.                    |                                                                                                                                                                                                                                       |
| TABLE ID:                 | 803002                                                                                                                                                                                                                                |
| SURVEY/PROGRAM:           | American Community Survey                                                                                                                                                                                                             |
| VINTAGE:                  | 2022                                                                                                                                                                                                                                  |
| DATASET:                  | ACSDT5Y2022                                                                                                                                                                                                                           |
| PRODUCT:                  | ACS 5-Year Estimates Detailed Tables                                                                                                                                                                                                  |
| UNIVERSE:                 | Total population                                                                                                                                                                                                                      |
| MLA:                      | U.S. Census Bureau. "Hispanic or Latino Origin by Race." American Community Survey, ACS 5-Year Estimates Detailed Tables,                                                                                                             |
|                           | Table B03002, 2022,                                                                                                                                                                                                                   |
|                           | https://data.census.gov/table/ACSDT5Y2022.B03002?q=B03002&g=050XX00US47037_1500000US470370104041,47037010                                                                                                                             |
|                           | 7011,470370107014,470370107021,470370107022. Accessed on May 30, 2024.                                                                                                                                                                |
| FTP URL:                  | None                                                                                                                                                                                                                                  |
| API URL:                  | https://api.census.gov/data/2022/acs/acs5                                                                                                                                                                                             |
|                           |                                                                                                                                                                                                                                       |
| USER SELECTIONS           |                                                                                                                                                                                                                                       |
| TABLES                    | 803002                                                                                                                                                                                                                                |
| GEOS                      | Block Group 1; Census Tract 104.04; Davidson County; Tennessee; Block Group 1; Census Tract 107.01; Davidson County;                                                                                                                  |
|                           | Tennessee; Block Group 4; Census Tract 107.01; Davidson County; Tennessee; Block Group 1; Census Tract 107.02; Davidson County; Tennessee; Block Group 2; Census Tract 107.02; Davidson County; Tennessee; Davidson County, Tennessee |
|                           |                                                                                                                                                                                                                                       |
| EXCLUDED COLUMNS          | None                                                                                                                                                                                                                                  |
| ADDIED EII TEBC           | and                                                                                                                                                                                                                                   |
| Arreied riciens           |                                                                                                                                                                                                                                       |
| APPLIED SORTS             | None                                                                                                                                                                                                                                  |
|                           |                                                                                                                                                                                                                                       |

| PIVOT & GROUPING |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PIVOT COLUMINS   | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| PIVOT MODE       | Off.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| ROW GROUPS       | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| VALUE COLUMNS    | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| WEB ADDRESS      | https://data.census.gov/table/ACSDT5Y2022.B03002?q=B03002&g=050XX00US47037_1500000US470370104041,47037010<br>7011,470370107014,470370107021,470370107022                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| TABLE NOTES      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                  | Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.                                                                                                                                                                                                                                                                                                        |
|                  | Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                  | Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                  | Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                  | Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables. |

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| None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | COLUMN NOTES |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| on 2020 Census data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.  Explanation of Symbols:- The estimate could not be computed because there were an insufficient number of sample observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was larger than the median itself. N The estimate or margin of error cannot be displayed because there were an insufficient number of sample cases in the selected geographic area. (X) The estimate or margin of error is not applicable or not available. median- The median falls in the lowest interval of an open-ended distribution (for example "2.500.00+").** The margin of error could not be computed because there were an insufficient number of sample observations. *** The margin of error could not be computed because the median falls in the lowest interval or highest interval of an open-ended distribution. ***** A margin of error is not appropriate because the corresponding estimate is controlled to an independent population or housing estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero. |              |
| The 2018-2022 American Community Survey (ACS) data generally reflect the March 2020 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |              |
| The Hispanic origin and race codes were updated in 2020. For more information on the Hispanic origin and race code changes, please visit the American Community Survey Technical Documentation website.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |              |

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|                                                               | Davidson County, Tennessee | nessee          | Block Group 1; Census County; Tennessee | Block Group 1; Census Tract 104.04; Davidson<br>County; Tennessee |
|---------------------------------------------------------------|----------------------------|-----------------|-----------------------------------------|-------------------------------------------------------------------|
| Label                                                         | Estimate                   | Margin of Error | Estimate                                | Margin of Error                                                   |
| Total:                                                        | 709,786                    | * * * * *       | 1,290                                   | ±377                                                              |
| Not Hispanic or Latino:                                       | 634,549                    | ***             | 1,117                                   | ∓368                                                              |
| White alone                                                   | 394,365                    | ±1,181          | 872                                     | ±283                                                              |
| Black or African American alone                               | 184,819                    | ±1,857          | 198                                     | ±181                                                              |
| American Indian and Alaska                                    |                            |                 |                                         |                                                                   |
| Native alone                                                  | 484                        | ±153            | 0                                       | ±14                                                               |
| Asian alone                                                   | 25,431                     | ±1,044          | 0                                       | ±14                                                               |
| Native Hawaiian and Other                                     |                            |                 |                                         |                                                                   |
| Pacific Islander alone                                        | 358                        | ±77             | 0                                       | ±14                                                               |
| Some other race alone                                         | 3,350                      | ±816            | 0                                       | ±14                                                               |
| Two or more races:                                            | 25,742                     | ±2,356          | 47                                      | ∓65                                                               |
| Two races including Some                                      |                            |                 |                                         |                                                                   |
| other race                                                    | 5,386                      | ±1,465          | 0                                       | ±14                                                               |
| Two races excluding Some                                      |                            |                 |                                         |                                                                   |
| other race, and three or more                                 |                            |                 |                                         |                                                                   |
| races                                                         | 20,356                     | ±2,101          | 47                                      | <del>+</del> 65                                                   |
| Hispanic or Latino:                                           | 75,237                     | ***             | 173                                     | ±162                                                              |
| White alone                                                   | 29,523                     | ±2,373          | 0                                       | ±14                                                               |
| -                                                             |                            | [<br>(<br>(     | ·                                       |                                                                   |
| Black of Alfican American alone<br>American Indian and Alaska | 2,043                      | <b>T003</b>     | 0                                       | T14                                                               |
| Native alone                                                  | 481                        | +236            | 17                                      | ±34                                                               |
| Asian alone                                                   | 75                         | <del>+</del> 59 | 0                                       | ±14                                                               |
| Native Hawaiian and Other                                     |                            |                 |                                         |                                                                   |
| Pacific Islander alone                                        | 0                          | ±32             | 0                                       | ±14                                                               |
| Some other race alone                                         | 23,678                     | ±2,184          | 87                                      | ±129                                                              |
| Two or more races:                                            | 19,437                     | ±2,205          | 69                                      | ∓98                                                               |
| Two races including Some other race                           | 18,170                     | ±2,248          | 69                                      | 86+                                                               |
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|---------------------------------|-----------------------|----------------------------------------------|-----------------------|----------------------------------------------|
|                                 | County; Tennessee     |                                              | County; Tennessee     |                                              |
| Label                           | Estimate              | Margin of Error                              | Estimate              | Margin of Error                              |
| Total:                          | 1,157                 | ∓300                                         | 970                   | ±393                                         |
| Not Hispanic or Latino:         | 724                   | ±287                                         | 701                   | ±273                                         |
| White alone                     | 402                   | ±216                                         | 290                   | 1120                                         |
| Black or African American alone | 322                   | ±185                                         | 358                   | ±225                                         |
| American Indian and Alaska      |                       |                                              |                       |                                              |
| Native alone                    | 0                     | ±14                                          | 0                     | ±14                                          |
| Asian alone                     | 0                     | ±14                                          | 0                     | ±14                                          |
| Native Hawaiian and Other       |                       |                                              |                       |                                              |
| Pacific Islander alone          | 0                     | ±14                                          | 0                     | ±14                                          |
| Some other race alone           | 0                     | ±14                                          | 0                     | ±14                                          |
| Two or more races:              | 0                     | ±14                                          | 53                    | ±61                                          |
| Two races including Some        |                       |                                              |                       |                                              |
| other race                      | 0                     | ±14                                          | 0                     | ±14                                          |
| Two races excluding Some        |                       |                                              |                       |                                              |
| other race, and three or more   |                       |                                              |                       |                                              |
| races                           | 0                     | ±14                                          | 53                    | ±61                                          |
| Hispanic or Latino:             | 433                   | ±183                                         | 269                   | ±323                                         |
| White alone                     | 202                   | ±117                                         | 8                     | <del>1</del> 9                               |
| Black or African American alone | 0                     | +14                                          | 0                     | +14                                          |
| American Indian and Alaska      |                       |                                              |                       |                                              |
| Native alone                    | 0                     | ±14                                          | 0                     | ±14                                          |
| Asian alone                     | 0                     | ±14                                          | 0                     | ±14                                          |
| Native Hawaiian and Other       |                       |                                              |                       |                                              |
| Pacific Islander alone          | 0                     | ±14                                          | 0                     | ±14                                          |
| Some other race alone           | 144                   | ±182                                         | 14                    | ±20                                          |
| Two or more races:              | 87                    | ±137                                         | 247                   | ±303                                         |
| Two races including Some        | 07                    | 707                                          | 777                   | 2027                                         |
| Offiel Tace                     | /0                    | 101                                          | 24/                   | ±303                                         |

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|                                 | Block Group 1; Census | Block Group 1; Census Tract 107.02; Davidson | Block Group 2; Census | Block Group 2; Census Tract 107.02; Davidson |
|---------------------------------|-----------------------|----------------------------------------------|-----------------------|----------------------------------------------|
|                                 | County; Tennessee     |                                              | County; Tennessee     |                                              |
| Label                           | Estimate              | Margin of Error                              | Estimate              | Margin of Error                              |
| Total:                          | 1,841                 | ±382                                         | 1,635                 | ±640                                         |
| Not Hispanic or Latino:         | 1,506                 | ±350                                         | 1,185                 | ±510                                         |
| White alone                     | 1,026                 | ±316                                         | 407                   | +131                                         |
| Black or African American alone | 458                   | ±206                                         | 751                   | ±525                                         |
| American Indian and Alaska      |                       |                                              |                       |                                              |
| Native alone                    | 0                     | ±14                                          | 0                     | ±14                                          |
| Asian alone                     | 0                     | ±14                                          | 0                     | ±14                                          |
| Native Hawaiian and Other       |                       |                                              |                       |                                              |
| Pacific Islander alone          | 0                     | ±14                                          | 0                     | ±14                                          |
| Some other race alone           | 0                     | ±14                                          | 0                     | ±14                                          |
| Two or more races:              | 22                    | ±27                                          | 27                    | ±41                                          |
| Two races including Some        |                       |                                              |                       |                                              |
| other race                      | 0                     | ±14                                          | 0                     | ±14                                          |
| Two races excluding Some        |                       |                                              |                       |                                              |
| other race, and three or more   |                       |                                              |                       |                                              |
| races                           | 22                    | ±27                                          | 27                    | ±41                                          |
| Hispanic or Latino:             | 335                   | ±215                                         | 450                   | ±454                                         |
| White alone                     | 78                    | <del>1</del> 65                              | 29                    | +39                                          |
| Black or African American alone | C                     | +17                                          | c                     | +17                                          |
| American Indian and Alaska      |                       |                                              |                       |                                              |
| Native alone                    | 0                     | ±14                                          | 0                     | +14                                          |
| Asian alone                     | 0                     | ±14                                          | 0                     | ±14                                          |
| Native Hawaiian and Other       |                       |                                              |                       |                                              |
| Pacific Islander alone          | 0                     | ±14                                          | 0                     | ±14                                          |
| Some other race alone           | 26                    | ±29                                          | 421                   | ±451                                         |
| Two or more races:              | 231                   | ±211                                         | 0                     | ±14                                          |
| including Some                  |                       |                                              |                       |                                              |
| other race                      | 231                   | ±211                                         | 0                     | ±14                                          |

Table: ACSDT5Y2022.B03002

|                                                        | Davidson County, Tennessee | essee           | Block Group 1; Census<br>County; Tennessee | Block Group 1; Census Tract 104.04; Davidson<br>County; Tennessee |
|--------------------------------------------------------|----------------------------|-----------------|--------------------------------------------|-------------------------------------------------------------------|
| Label                                                  | Estimate                   | Margin of Error | Estimate                                   | Margin of Error                                                   |
| Two races excluding Some other race, and three or more |                            |                 |                                            |                                                                   |
| races                                                  | 1,267                      | ±356            | 0                                          | ±14                                                               |

Table: ACSDT5Y2022.B03002

|                                                        | Block Group 1; Census<br>County; Tennessee | Block Group 1; Census Tract 107.01; Davidson Block Group 4; Census Tract 107.01; Davidson County; Tennessee | Block Group 4; Census<br>County; Tennessee | Tract 107.01; Davidson |
|--------------------------------------------------------|--------------------------------------------|-------------------------------------------------------------------------------------------------------------|--------------------------------------------|------------------------|
| Label                                                  | Estimate                                   | Margin of Error                                                                                             | Estimate                                   | Margin of Error        |
| Two races excluding Some other race, and three or more |                                            |                                                                                                             |                                            |                        |
| races                                                  | 0                                          | ±14                                                                                                         | 0                                          | ±14                    |

Table: ACSDT5Y2022.B03002

|                                                        | Block Group 1; Census<br>County; Tennessee | 3lock Group 1; Census Tract 107.02; Davidson       Block Group 2; Census Tract 107.02; Davidson         County; Tennessee       County; Tennessee | Block Group 2; Census<br>County; Tennessee | Tract 107.02; Davidson |
|--------------------------------------------------------|--------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|------------------------|
| Label                                                  | Estimate                                   | Margin of Error                                                                                                                                   | Estimate                                   | Margin of Error        |
| Two races excluding Some other race, and three or more |                                            |                                                                                                                                                   |                                            |                        |
| races                                                  | 0                                          | ±14                                                                                                                                               | 0                                          | ±14                    |

# Ratio of Income to Poverty Level in the Past 12 Months

Note: The table shown may have been modified by user selections. Some information may be missing.



| DATA NOTES       |                                                                                                                                                                              |
|------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TABLE ID:        | C17002                                                                                                                                                                       |
| SURVEY/PROGRAM:  | American Community Survey                                                                                                                                                    |
| VINTAGE:         | 2022                                                                                                                                                                         |
| DATASET:         | ACSDT5Y2022                                                                                                                                                                  |
| PRODUCT:         | ACS 5-Year Estimates Detailed Tables                                                                                                                                         |
| UNIVERSE:        | Population for whom poverty status is determined                                                                                                                             |
| MLA:             | U.S. Census Bureau. "Ratio of Income to Poverty Level in the Past 12 Months." American Community Survey, ACS 5-Year                                                          |
|                  | Estimates Detailed Tables, Table C17002, 2022,                                                                                                                               |
|                  | https://data.census.gov/table/ACSDT5Y2022.C17002?q=C17002&g=050XX00US47037_1500000US470370104041,47037010                                                                    |
|                  | 7011,470370107014,470370107021,470370107022. Accessed on May 30, 2024.                                                                                                       |
| FTP URL:         | None                                                                                                                                                                         |
| API URL:         | https://api.census.gov/data/2022/acs/acs5                                                                                                                                    |
|                  |                                                                                                                                                                              |
| USER SELECTIONS  |                                                                                                                                                                              |
| TABLES           | C17002                                                                                                                                                                       |
| GEOS             | Block Group 1; Census Tract 104.04; Davidson County; Tennessee; Block Group 1; Census Tract 107.01; Davidson County; Tennessee; Block Group 1; Census Tract 107.02; Davidson |
|                  | County; Tennessee; Block Group 2; Census Tract 107.02; Davidson County; Tennessee; Davidson County, Tennessee                                                                |
|                  |                                                                                                                                                                              |
| EXCLUDED COLUMNS | None                                                                                                                                                                         |
|                  |                                                                                                                                                                              |
| APPLIED FILTERS  | None                                                                                                                                                                         |
|                  |                                                                                                                                                                              |
| APPLIED SORIS    | None                                                                                                                                                                         |
|                  |                                                                                                                                                                              |

| PIVOT & GROUPING |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PIVOT COLUMINS   | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| PIVOT MODE       | Off                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| ROW GROUPS       | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| VALUE COLUMNS    | None                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| WEB ADDRESS      | https://data.census.gov/table/ACSDT5Y2022.C17002?q=C17002&g=050XX00US47037_1500000US470370104041,47037010                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| TABLE NOTES      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                  | Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, the decennial census is the official source of population totals for April 1st of each decennial year. In between censuses, the Census Bureau's Population Estimates Program produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.                                                                                                                                                                                        |
|                  | Information about the American Community Survey (ACS) can be found on the ACS website. Supporting documentation including code lists, subject definitions, data accuracy, and statistical testing, and a full list of ACS tables and table shells (without estimates) can be found on the Technical Documentation section of the ACS website.                                                                                                                                                                                                                                                                                                                |
|                  | Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                  | Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|                  | Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error is not represented in these tables. |

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|              | The 2018-2022 American Community Survey (ACS) data generally reflect the March 2020 Office of Management and Budget             |
|--------------|---------------------------------------------------------------------------------------------------------------------------------|
|              | (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries   |
|              | of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates |
|              | of the geographic entities.                                                                                                     |
|              | Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based    |
|              | on 2020 Census data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing |
|              | urbanization.                                                                                                                   |
|              | Explanation of Symbols:- The estimate could not be computed because there were an insufficient number of sample                 |
|              | observations. For a ratio of medians estimate, one or both of the median estimates falls in the lowest interval or highest      |
|              | interval of an open-ended distribution. For a 5-year median estimate, the margin of error associated with a median was          |
|              | larger than the median itself.N The estimate or margin of error cannot be displayed because there were an insufficient          |
|              | number of sample cases in the selected geographic area. (X) The estimate or margin of error is not applicable or not            |
|              | available.median- The median falls in the lowest interval of an open-ended distribution (for example "2,500-")median+ The       |
|              | median falls in the highest interval of an open-ended distribution (for example "250,000+").** The margin of error could not    |
|              | be computed because there were an insufficient number of sample observations. *** The margin of error could not be              |
|              | computed because the median falls in the lowest interval or highest interval of an open-ended distribution. **** A margin       |
|              | of error is not appropriate because the corresponding estimate is controlled to an independent population or housing            |
|              | estimate. Effectively, the corresponding estimate has no sampling error and the margin of error may be treated as zero.         |
|              |                                                                                                                                 |
|              |                                                                                                                                 |
| COLUMN NOTES | None                                                                                                                            |
|              |                                                                                                                                 |

Table: ACSDT5Y2022.C17002

|               | Davidson County, Tennessee | ıessee          | Block Group 1; Census<br>County; Tennessee | Block Group 1; Census Tract 104.04; Davidson<br>County; Tennessee |
|---------------|----------------------------|-----------------|--------------------------------------------|-------------------------------------------------------------------|
| Label         | Estimate                   | Margin of Error | Estimate                                   | Margin of Error                                                   |
| Total:        | 688,474                    | ±874            | 1,290                                      | ±377                                                              |
| Under .50     | 48,922                     | ±3,358          | 2                                          | +3                                                                |
| .50 to .99    | 49,774                     | ±3,871          | 160                                        | ±154                                                              |
| 1.00 to 1.24  | 26,678                     | ±3,078          | 0                                          | ±14                                                               |
| 1.25 to 1.49  | 29,068                     | ±3,149          | 11                                         | ±17                                                               |
| 1.50 to 1.84  | 36,508                     | ±2,741          | 159                                        | ±152                                                              |
| 1.85 to 1.99  | 18,500                     | ±2,015          | 36                                         | ±47                                                               |
| 2.00 and over | 479,024                    | ±5,402          | 922                                        | ∓369                                                              |

Table: ACSDT5Y2022.C17002

|               | Block Group 1; Census<br>County; Tennessee | lock Group 1; Census Tract 107.01; Davidson<br>ounty; Tennessee | Block Group 4; Census<br>County; Tennessee | Block Group 4; Census Tract 107.01; Davidson County; Tennessee |
|---------------|--------------------------------------------|-----------------------------------------------------------------|--------------------------------------------|----------------------------------------------------------------|
| Label         | Estimate                                   | Margin of Error                                                 | Estimate                                   | Margin of Error                                                |
| Total:        | 1,157                                      | ∓300                                                            | 970                                        | +393                                                           |
| Under .50     | 37                                         | 76∓                                                             | 39                                         | ±43                                                            |
| .50 to .99    | 111                                        | ±108                                                            | 72                                         | ±72                                                            |
| 1.00 to 1.24  | 0                                          | ±14                                                             | 3                                          | 7                                                              |
| 1.25 to 1.49  | 170                                        | ±187                                                            | 18                                         | ±20                                                            |
| 1.50 to 1.84  | 193                                        | ±142                                                            | 30                                         | +38                                                            |
| 1.85 to 1.99  | 116                                        | ±155                                                            | 0                                          | ±14                                                            |
| 2.00 and over | 530                                        | ±239                                                            | 808                                        | ±382                                                           |

Table: ACSDT5Y2022.C17002

|               | Block Group 1; Census<br>County; Tennessee | lock Group 1; Census Tract 107.02; Davidson<br>ounty; Tennessee | Block Group 2; Census<br>County; Tennessee | Block Group 2; Census Tract 107.02; Davidson County; Tennessee |
|---------------|--------------------------------------------|-----------------------------------------------------------------|--------------------------------------------|----------------------------------------------------------------|
| Label         | Estimate                                   | Margin of Error                                                 | Estimate                                   | Margin of Error                                                |
| Total:        | 1,841                                      | ±382                                                            | 1,618                                      | ∓639                                                           |
| Under .50     | 137                                        | ±78                                                             | 64                                         | 79∓                                                            |
| .50 to .99    | 302                                        | ±185                                                            | 385                                        | ∓399                                                           |
| 1.00 to 1.24  | 73                                         | ±73                                                             | 13                                         | +20                                                            |
| 1.25 to 1.49  | 154                                        | ±128                                                            | 254                                        | +259                                                           |
| 1.50 to 1.84  | 104                                        | ±103                                                            | 98                                         | ±70                                                            |
| 1.85 to 1.99  | 51                                         | 79 ∓                                                            | 54                                         | ±50                                                            |
| 2.00 and over | 1,020                                      | ±243                                                            | 762                                        | ±480                                                           |

# **Hazardous Materials**

# **Environmental Studies**

### **Hazardous Materials**







# **Environmental Studies Request**

#### **Project Information**

Route: SR-6

Termini: From Walton Lane to Wiley Street

County: Davidson

PIN: 125526.09

#### Request

**Request Type: Environmental Study Reevaluation** 

**Project Plans: Functional Plans** 

**Date of Plans:** 02/14/2024

Location: MS OneDrive Link

#### Certification

Requestor: Brian Kluttz

Title: **Environmental Studies Specialist Advanced** 

Digitally signed by Brian Signature: Brian Kluttz Kluttz Date: 2024.05.28

11:33:05 -05'00'

## **Environmental Study**

#### **Technical Section**

**Section:** Hazardous Materials

#### **Study Results**

Based on the Functional Plans dated 14 February 2024, the following properties are listed as TDEC UST Facilities. The proposed ROW and construction easements shown are minimal and are not likely to impact or be impacted by these facilities. No additional studies are recommended.

- 1. Tract 42 is TDEC UST Facility #5190888, 7-Eleven Inc. No. 41063, 819 South Gallatin Road, Madison, 37115. This is an active facility.
- 2. Tract 76 is TDEC UST Facility #5190923, Firestone Store 4028/003735 Pn11, 234 Gallatin Road, Madison, 37115. This is an inactive facility.
- 3. Tract 86 is TDEC UST Facility #5191854, Kroger Store 514, 200 South Gallatin Road, Madison, 37115. This is an active facility.

The following properties are listed in EPA EnviroFacts Hazardous Waste Database. The proposed ROW and construction easements are minimal and do not likely to be impacted by these listed facilities. No additional studies are recommended.

- 1. Tract 38 may contain two address
- a. Day Spring Dry Cleaners, 909 Gallatin Road, Madison, 37115.
- b. Sherwin-Williams #2036, 903 Gallatin Road S, #D, Madison, 37115.
- 2. Tract 53 may contain Madison Hobby Land at 531 Gallatin Road South, Madison, 37115.
- 3. Tract 90 may contain Hills Store Company, 111 Gallatin Road, Madison, 37115

#### Commitments

Did the study of this project result in any environmental commitments?

No

#### **Additional Information**

Is there any additional information or material included with this study?

No

#### Certification

**Responder:** Kyle Kirschenmann

Signature:

MI

Digitally signed by Kyle Kirschenmann
Date: 2024.05.29

12:27:25 -04'00'

Title: Statewide Technical Specialist

# **Multimodal**

# **Environmental Studies**

## Multimodal







# **Environmental Studies Request**

#### **Project Information**

Route: SR-6

Termini: From Walton Lane to Wiley Street

County: Davidson

PIN: 125526.09

#### Request

**Request Type: Environmental Study Reevaluation** 

**Project Plans: Functional Plans** 

**Date of Plans:** 02/14/2024

Location: MS OneDrive Link

#### Certification

Requestor: Brian Kluttz

Title: **Environmental Studies Specialist Advanced** 

Digitally signed by Brian Signature: Brian Kluttz Kluttz Date: 2024.05.28

11:33:05 -05'00'

# **Environmental Study**

#### **Technical Section**

Section: Multimodal

#### **Study Results**

Pedestrian Road Safety Initiative (PRSI): This project includes crosswalk enhancements (e.g. PHB, RRFB, pedestrian-signal), sidewalks, and other active transportation facilities. See TDOT Roadway Design Guidelines 3-405.00 and TDOT Multimodal Policy VII.Procedures.A.1 through 7.

#### Commitments

Did the study of this project result in any environmental commitments?

No

#### **Additional Information**

Is there any additional information or material included with this study?

No

#### Certification

Responder: Donald J. Sullivan III

Title: Transportation Program Monitor I

Signature: Donald J.

Sullivan III

Digitally signed by Donald J. Sullivan III Date: 2024.05.30 16:24:42 -05'00'

# TDOT ROADWAY DESIGN GUIDELINES CHAPTER 3 MULTIMODAL DESIGN

English Revised: 07/10/2023

of a high-speed roadway, consideration should be given to a crash-worthy barrier to protect the users of the sidewalk.

The design guidance provided in the previous section on curbed roadways also applies to sidewalk design without curbs. For example, the standard cross slope of the sidewalk is 1.5 percent, to allow for construction tolerances not to exceed two (2) percent and must be at least one (1) percent. Cross slopes less than one (1) percent can lead to ponding and mud accumulation on the sidewalk. Additionally, the graded areas adjacent to the sidewalk must allow water to drain off and away from the sidewalk.

# 3-405.00 PEDESTRIAN CROSSINGS AND CROSSWALK MARKINGS AT INTERSECTIONS

In Tennessee, TCA 55-8-101(16) provides that both unmarked and marked crosswalks may exist as described below, respectively:

1. That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway

#### AND/OR

2. Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface

Additionally, pedestrians are given right-of-way at locations where pedestrian signals exist (TCA 55-8-111).

An unmarked crosswalk is created only when a sidewalk on one side of the roadway continues in that same direction on the opposite side OR if there are pedestrian signals. Designers have flexibility at many intersections to determine if and where to place pedestrian crossings but should also be aware of unmarked crosswalks that are not currently ADA Accessible. Designers should consider impacts at intersections with incomplete or asymmetrical pedestrian circulation. Certain intersection legs may not meet the definition of unmarked crosswalks. The most common examples may be at "T" intersections, where there would be no pedestrian right-of-way given for crossing from the stem of the "T" across to the top of the "T" unless the pavement is marked OR a pedestrian signal is provided OR a pedestrian path continues in the same direction, extending the stem of the "T". In other words, sidewalks that are perpendicular to each other (at 90 degrees) interrupted by a roadway do not automatically create legal crosswalks. See Figure 3-6 below for intersection examples showing where marked or unmarked crosswalks exist.

English Revised: 07/10/2023

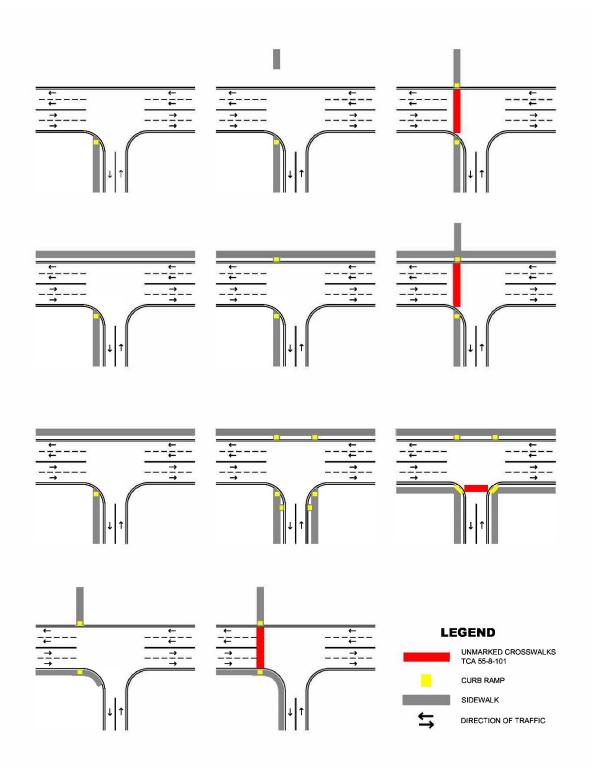


Figure 3-5A – Unmarked Crosswalk

English Revised: 07/10/2023

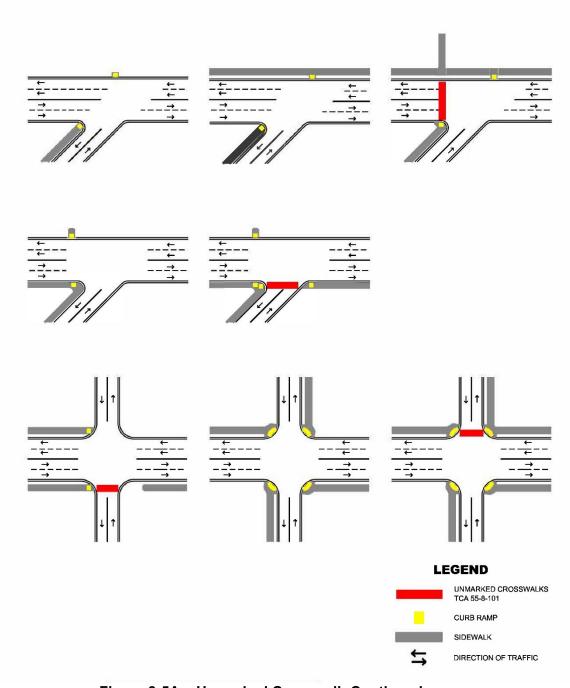


Figure 3-5A – Unmarked Crosswalk-Continued

# TDOT ROADWAY DESIGN GUIDELINES CHAPTER 3 MULTIMODAL DESIGN

English Revised: 07/10/2023

Note: If the pavement is marked at any location OR if there are pedestrian signals installed, the crossing is a crosswalk with pedestrians having the right-of-way. Additionally, the manner in which the intersection is controlled (yield, stop, or signal w/o ped signals) or the presence of a curb ramp does not automatically create a crosswalk. A particular intersection may be signal controlled, stop/yield controlled, or uncontrolled.

Intersections without pedestrian facilities on opposite corners do not require crosswalk pavement markings, ADA ramps, or other considerations for pedestrians. If a project includes the construction of new or alterations to existing pedestrian facilities, such as sidewalk or shared-use path, the designer should evaluate the existing roadway and intersection conditions to provide safe and reliable crosswalks for all users. At intersections where there are pedestrian facilities at some corners, designers should evaluate pedestrian need and safety in choosing whether to mark a crosswalk and provide accessibility on opposite sides. If an intersection does not have sidewalk but does have other existing pedestrian facilities such as pedestrian signals; then, the pavement shall be marked and accessible pedestrian refuges installed. Finally, if the presence of two curb ramps across an intersection leg does not currently meet the definition of an crosswalk as shown in figure 3-5a designers should mark the crossing to remove any confusion on the part of pedestrians or vehicles as to the legality of that crossing. These steps will remove any possible confusion regarding the use of the crossing.

During the development of 3R projects the designer should evaluate the existing roadway conditions and study all existing controlled or uncontrolled crossings to provide a safe access to pedestrians and reliable transportation for motorists. At a minimum all crosswalks are required to have curb ramps installed.

Controlled (signal, stop or yield) pedestrian crossings on state routes require crosswalk pavement markings, along with stop bar or yield marking with signs in accordance with MUTCD. It is recommended but not mandatory to have marked crosswalks at all controlled pedestrian crossings on non-state routes. See Figure 3-6 Required Crosswalk Markings along State Routes.

#### 3-405.10 UNCONTROLLED PEDESTRIAN CROSSINGS

Uncontrolled Pedestrian Crossings are those crosswalks across legs of an intersection without signal, stop, or yield control. Most common would be intersecting minor street with stop control along a major roadway with no traffic signals or stop control. At these **uncontrolled pedestrian crossings**, crosswalks exist at all locations that meet the definition of crosswalks under TCA 55-8-101. These crosswalks could pose an increased risk for vehicles and pedestrians; therefore, sound engineering judgement/principles and behavior of pedestrians should be considered.



# DEPARTMENTAL POLICY State of Tennessee Department of Transportation

Effective Date: July 31, 2015

Policy Number: 530-01

Approved By:

Supersedes:

December 1, 2010

SUBJECT: Multimodal Access Policy

- I. <u>RESPONSIBLE OFFICE:</u> Multimodal Transportation Resources Division
- II. <u>AUTHORITY:</u> T.C.A. 4-3-2303. If any portion of this policy conflicts with applicable state or federal laws or regulations, that portion shall be considered void. The remainder of this policy shall not be affected thereby and shall remain in full force and effect.
- III. <u>PURPOSE</u>: To create and implement a multimodal transportation policy that encourages safe access and mobility for users of all ages and abilities through the planning, design, construction, maintenance, and operation of new construction, reconstruction and retrofit transportation facilities that are federally or state funded. Users include, but are not limited to, motorists, transit-riders, freight-carriers, bicyclists and pedestrians.
- IV. <u>APPLICATION</u>: All Tennessee Department of Transportation (TDOT) employees, consultants and contractors involved in the planning, design, construction, maintenance, and operation of state and federally funded projects, and local governments managing and maintaining transportation projects with funding through TDOT's Local Programs Development Office.

#### V. <u>DEFINITIONS:</u>

- a. <u>Highway:</u> A main road or thoroughfare, such as a street, boulevard, or parkway, available to the public for use for travel or transportation
- b. <u>Multimodal</u>: For the purposes of this policy, multimodal is defined as the movement of people and goods on state and functionally-classified roadways. Users include, but are not limited to, motorists, transit-riders, freight-carriers, bicyclists and pedestrians, including those with disabilities.
- c. <u>Reconstruction</u>: Complete removal and replacement of the pavement structure or the addition of new continuous traffic lanes on an existing roadway.
- d. <u>Retrofit</u>: Changes to an existing highway within the general right-of-way, such as adding lanes, modifying horizontal and vertical alignments, structure rehabilitation, safety improvements, and maintenance.
- e. <u>Roadway</u>: The portion of a highway, including shoulders, that is available for vehicular, bicycle or pedestrian use.

Policy Number: 530-01 Effective Date: 7/31/15

VI. <u>POLICY</u>: The Department of Transportation recognizes the benefits of integrating multimodal facilities into the transportation system as a means to improve the mobility, access and safety of all users. The intent of this policy is to promote the inclusion of multimodal accommodations in all transportation planning and project development activities at the local, regional and statewide levels, and to develop a comprehensive, integrated, and connected multimodal transportation network. TDOT will collaborate with local government agencies and regional planning agencies through established transportation planning processes to ensure that multimodal accommodations are addressed throughout the planning, design, construction, maintenance, and operation of new construction, reconstruction and retrofit transportation facilities as outlined in TDOT's Multimodal Access Policy Implementation Plan.

#### VII. PROCEDURES:

- A. TDOT is committed to the development of a transportation system that improves conditions for multimodal transportation users through the following actions:
  - 1. Provisions for multimodal transportation shall be given full consideration in new construction, reconstruction and retrofit roadway projects through design features appropriate for the context and function of the transportation facility.
  - 2. The planning, design and construction of new facilities shall give full consideration to likely future demand for multimodal facilities and not preclude the provision of future improvements. If all feasible roadway alternatives have been explored and suitable multimodal facilities cannot be provided within the existing or proposed right of way due to environmental constraints, an alternate route that provides continuity and enhances the safety and accessibility of multimodal travel should be considered.
  - 3. Multimodal provisions on existing roadways shall not be made more difficult or impossible by roadway improvements or routine maintenance projects.
  - 4. Intersections and interchanges shall be designed (where appropriate based on context) to accommodate the mobility of bicyclists and pedestrians to cross corridors as well as travel along them in a manner that is safe, accessible, and convenient.
  - 5. While it is not the intent of resurfacing projects to expand existing facilities, opportunities to provide or enhance bicycle and pedestrian facilities shall be given full consideration during the program development stage of resurfacing projects.
  - 6. Pedestrian facilities shall be designed and built to accommodate persons with disabilities in accordance with the access standards required by the Americans with Disabilities Act (ADA). Sidewalks, shared use paths, street crossings

Policy Number: 530-01
Effective Date: 7/31/15

(including over- and under-crossings) and other infrastructure shall be constructed so that all pedestrians, including those with disabilities, can travel independently.

- 7. Provisions for transit riders, pedestrians, and bicyclists shall be included when closing roads, bridges or sidewalks for construction projects where pedestrian, bicycle, or transit traffic is documented or expected.
- B. It is TDOT's expectation that full consideration of multimodal access will be integrated in all appropriate new construction, reconstruction and retrofit infrastructure projects. However, there are conditions where it is generally inappropriate to provide multimodal facilities. Examples of these conditions include, but are not limited to:
  - 1. Controlled access facilities where non-motorized users are prohibited from using the roadway. In this instance, a greater effort may be necessary to accommodate these users elsewhere within the same transportation corridor.
  - 2. The cost of accommodations would be excessively disproportionate to the need and probable use. Excessively disproportionate is defined as exceeding twenty percent (20%) of the cost of the project. The twenty percent figure should be used in an advisory rather than an absolute sense, especially in instances where the cost may be difficult to quantify. Compliance with ADA requirements may require greater than 20% of project cost to accommodate multimodal access. Costs associated with ADA requirements are NOT an exception.
  - 3. Areas in which the population and employment densities or level of transit service around the facility, both existing and future, does not justify the incorporation of multimodal alternatives.
  - 4. Inability to negotiate and enter into an agreement with a local government to assume the operational and maintenance responsibility of the facility.
  - 5. Other factors where there is a demonstrated absence of need or prudence, or as requested by the Commissioner of the Department of Transportation.
- C. Exceptions for not accommodating multimodal transportation users on State roadway projects in accordance with this policy shall be documented describing the basis and supporting data for the exception, and must be approved by TDOT's Chief Engineer and Chief of Environment or their designees.
- D. The Department recognizes that a well-planned and designed transportation network is responsive to its context and meets the needs of its users. Therefore, facilities will be designed and constructed in accordance with current applicable laws and regulations, using best practices and guidance, including but not limited to the following: TDOT Standard Drawings and guidelines, American Association of State Highway and Transportation Officials (AASHTO) publications, Institute of

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Transportation Engineers (ITE) publications, the Manual of Uniform Traffic Control Devices (MUTCD), National Association of City Transportation Officials (NACTO) publications, the Public Rights-of-Ways Accessibility Guidelines (PROWAG), and the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

# **Quality Assurance Review**







## **Project Information**

Route: SR-6

**Termini:** From Walton Lane to Wiley Street

County: Davidson

**PIN:** 125526.09

Preparer: Brian Kluttz

#### 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 technical appendices.

| Reviewer: | William Jeremy Spires | Signature: | William J Spires Date: 2024.08.30 09:21:34 -05'00' |
|-----------|-----------------------|------------|----------------------------------------------------|
| Title:    | TDOT NEPA Team Lead   | Comment:   | Reviewed & Signed                                  |

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**Reviewer:** Enter Reviewer Name **Signature:** 

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