

TDOT QA/QC COVERSHEET

To be performed before document goes for FHWA review

Document Creator: ☐ TDOT ☒ CONSULTANT

TDOT Planner/
Consultant: Sandy Layne-Sclafani

County: Davidson

Project Termini: From SR 12 (Ashland City Highway) to SR 155 (Briley Parkway)

PIN: 103764.00

Federal ID and
State PE Numbers: STP-112(6); 19046-1214-14

Document Type: ☒ D-list CE ☐ EA ☐ FONSI
☐ Draft EIS ☐ Final EIS ☐ ROD
☐ ROW Reevaluation ☐ Construction Reevaluation

	Print Name	Signature	Date
Content Review:	Drew Gaskins	Drew Gaskins <small>Digitally signed by Drew Gaskins DN: cn=Drew Gaskins, o=Transportation Division, ou, email=drew_gaskins@gapnet.com, c=US Date: 2015.08.26 15:02:54 -05'00'</small>	08/27/2015

- ☒ Project information complete: name, termini, PIN, federal and state project numbers, etc.
- ☒ Project content: required content, clearly organized, concise, meets all latest laws, FHWA requirements and guidelines, CEQ requirements, TDOT requirements, etc.
- ☒ Graphics clearly labeled and properly located within the text
- ☒ All required documentation in Appendix and listed in order of appearance in document
- ☒ Required document signatures

Technical Review:	Drew Gaskins	Drew Gaskins <small>Digitally signed by Drew Gaskins DN: cn=Drew Gaskins, o=Transportation Division, ou, email=drew_gaskins@gapnet.com, c=US Date: 2015.08.26 15:03:08 -05'00'</small>	08/26/2015
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- ☒ Spelling, grammar, and syntax
- ☒ Acronyms and abbreviations
- ☒ Consistent style, format, and graphics used
- ☒ All figures, chapter headers, etc. properly located in table of contents
- ☒ All PDF bookmarks for major headers present and correct.

TDOT DOCUMENT REVIEW	Sign: Valerie Birch <small>Digitally signed by Valerie Birch DN: cn=Valerie Birch, o, ou, email=Valerie.Birch@tn.gov, c=US Date: 2015.08.27 11:32:27 -05'00'</small>	Date: 08/27/2015
TDOT Planner signature certifies that he/she has read this document for proper content and technical accuracy and it is:		
<input type="checkbox"/> Ready <input type="checkbox"/> Not Ready to send to FHWA.		
Once submitted to FHWA, an electronic copy of this executed signature page is in the final project file on the R drive.		

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D-List Categorical Exclusion

Memorandum

To: Mr. Gary Fottrell
Environmental Program Engineer
Federal Highway Administration
404 BNA Drive, Suite 508
Nashville, TN 37217

From: Mr. Mwafaq Aljabbar
Transportation Manager I
Tennessee Department of Transportation - Environmental Division
505 Deaderick Street, Suite 900
Nashville, Tennessee 37243-0334

Date: 08/27/2015

Project Information

Route: State Route (SR) 112 (US 41A) Clarksville Highway

Project Termini: From SR 12 (Ashland City Highway) to SR 155 (Briley Parkway)

City/Town/County: Davidson County

MPO/RPO/TPO Area: Nashville Area MPO **PIN #:** 103764.00

	PE #	Right-of-Way #	Construction #
Federal	STP-112(6)	STP-112(6)	N/A
State	19046-1214-14	19046-2214-14	N/A

Project Planning

- ☒ **The project is in an MPO/TPO**—The relevant Transportation Improvement Program (TIP) page is included in the attachment.
- ☐ **The project is in an RPO**—The relevant State Transportation Improvement Program (STIP) page is included in the attachment.

Project Description

The proposed project will upgrade the existing two-lane route to provide a five-lane highway consisting of four 11-foot or 12-foot traffic lanes, a 12-foot continuous center turn lane, four-foot shoulders/bikeways with 2.5-foot curb and gutter, five-foot sidewalk and four-foot grass utility strips within a 97- or 112-foot right-of-way. The vertical and horizontal alignments will be improved to provide for a 50 MPH design speed. Easements will be required outside the right-of-way. The proposed 2.259 mile improvement would tie into the existing four-lane roadways at each end of the project. Most of the route will be widened symmetrically about the present roadway centerline. The proposed widening will shift in some areas in order to minimize property damages. There is one bridge crossing over Whites Creek that will require replacement. The existing traffic signals will be modified at Kings Lane and at West Hamilton Road (east).

This project is currently listed in the Nashville Area MPO Transportation Improvement Program, for Fiscal Years 2014-2017 as TIP #2014-110-058. The TIP Page is included in Attachment A. A project map and typical sections are included as Attachment B.

Purpose and Need

The purpose of the project is to reconstruct SR 112 (US 41A) Clarksville Highway to correct geometric deficiencies and improve traffic operations and safety along the route. SR 112 (US 41A) is currently a two-lane Urban Minor Arterial route on the Surface Transportation Program (STP) system. The road consists of two 12-foot traffic lanes, with two- to ten-foot shoulders with a variable right-of-way. The posted speed limit for SR 112 (US 41A) varies from 40 to 50 mph.

The existing road will be inadequate for the projected heavy volumes of daily local and regional traffic and the attendant congestion at this important northwest corridor. For the Base Year ADT (Average Daily Traffic) 2017 projections are 14,300 vpd (vehicles per day), and the Design Year ADT (2037) projections are 25,780 vpd. The 2017 No-Build Level of Service (LOS) from SR 12 to Fairview Drive is E, with the construction of the roadway improvements the 2017 LOS will be B and the 2037 LOS is predicted to be C. The 2017 Base Year No-Build LOS from Fairfield Drive to SR 155 (Briley Parkway) is E, with the construction of the roadway improvement project, the 2017 LOS improves to A and the 2037 is predicted to be B.

The accident rate determined on this section of SR 112 (US 41A) for the three year period between 2012 and 2014 is 2.72 (accidents per million vehicle miles traveled), the rate for 2015 is 2.83, both are above the statewide average accident rate of 2.57 for urban two-lane highways. The majority of the accidents are a result of rear end or angle collisions.

The traffic data can be found in Appendix A on the Technical Studies CD.

Public Involvement

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

A combined NEPA and design public hearing was held on 01/27/2009, at IT Creswell Middle School, 3500 John Millette Drive, Nashville, TN 37218. This hearing was held to discuss SR 112 (US 41A) Clarksville Highway project from SR 12 (Ashland City Highway) to SR 155 (Briley Parkway) in the city of Nashville & Davidson County. The meeting was held to inform and educate the public about the background and history of the project, describe the TDOT project development and environmental planning processes and seek input, comment and questions from the public. A total of 77 people signed the attendance roster. In addition to the recorded 77 public in attendance, 12 TDOT staff, five Metro Nashville-Davidson County employees and two consultants were also present. The Court Reporter received 12 public statements, six public comment cards were also turned in and two oral comments were made to the Court Reporter following the formal presentation.

A meeting summary, transcript and disposition of comments are provided in Appendix B on the Technical Studies CD.

Project Alternatives

Build Alternative - The project includes the reconstruction of SR 112 (US 41A) Clarksville Pike to correct geometric deficiencies and improve traffic operations and safety along the route. It is proposed to upgrade the existing two-lane route to provide a five-lane highway consisting of four 11- or 12-foot traffic lanes, a 12-foot continuous center turn lane, four-foot shoulders/bikeways with 2.5-foot curb and gutter, five-foot sidewalk and four-foot grass utility strips within a 97- or 112-foot right-of-way. The vertical and horizontal alignments will be improved to provide for a 50 MPH design speed. The proposed improvement would tie into the existing four lane roadways at each end of the project.

No Build Alternative - The No Build Alternative, included in the analysis as a baseline for comparison, leaves SR 112 (US 41A) as it currently exists except for the continuation of routine maintenance, as needed. The No Build Alternative does not address the purpose and need for the project.

Relocation and Right-of-Way (ROW) Impacts

- ☐ The project does not involve relocation.
- ☒ The project involves relocation and the relevant Conceptual Stage Relocation Plan is included in Attachment C.
- ☒ The project involves permanent easements.

A conceptual stage relocation plan (CSRP) was completed on 12/22/2014. This project is expected to result in a total of two residential displacements. One displacement appears to be an owner occupied single-family residential unit. The other appeared vacant on the day of the site visit and had a "for rent" sign displayed in the window. A study of the real estate market in the project area indicates that the availability of homes for sale and for rent is sufficient to accommodate the relocation of the displaced residences.

This project is expected to result in three business relocations consisting of an automobile broker, a barbeque restaurant and a grocery store. All displaced businesses are small businesses believed to employ fewer than 15 people. A study of the commercial real estate market in and around the project area indicates that it is sufficient to meet the needs of the displaced businesses. Numerous existing commercial properties and vacant land are for sale or lease in the project area. This project is not expected to cause any non-profit displacements.

An additional 11.268 acres of ROW will be required for the subject project. The Conceptual Stage Relocation Plan is located in Attachment C.

TECHNICAL STUDIES

Ecology

- ☒ The Ecology Report is included in the Technical Studies attachment.

An ecological review was conducted for the project on 03/24/2015 and 03/25/2015. Two streams and seven wet weather conveyances will be affected by this project.

Streams

Stream 1 (STR-1) is a perennial stream and is on the Tennessee Department of Environment and Conservation (TDEC) list of impaired waters (303(d)). STR-1 (Whites Creek) is listed as impaired, due to E. coli contamination from failing collection systems. A new bridge is proposed; therefore there will be zero linear feet of permanent impact to Whites Creek. No compensatory mitigation for permanent stream impacts will be required for the new structure crossing STR-1.

Stream 2 (STR-2) is an intermittent stream that flows from a seep, which is located approximately 100 feet from the existing ROW. STR-2 is un-assessed by TDEC. STR-2 lies outside of the proposed ROW and will not be impacted by the project.

Stream 3 (STR-3) is a perennial stream (Emerald Creek) that is un-assessed by TDEC. The stream has been channelized in the past and receives runoff from a highly urbanized watershed; therefore water quality may be suspect. The portion of STR-3 downstream of the existing highway is completely devoid of stream canopy. A retaining wall is proposed at the crossing of STR-3 and no permanent impacts to the stream are anticipated.

Stream 4 (STR-4) is an intermittent stream that emerges from a spring/seep, approximately 150 feet east of the existing SR-112 alignment. STR-4 is in a forested plot of land but, due to its intermittent status, it supports a very limited population of aquatic invertebrates. The stream is un-assessed by TDEC. There is a chance that a short portion of STR-4 (approx. 100 feet) could require a relocation, due to fill material needed to widen the existing highway. Compensatory mitigation may be required for the relocation of STR-4 if the proposed fill slope cannot be altered to avoid this aquatic feature.

Wet Weather Conveyances (Ephemeral Streams)

Seven wet weather conveyances (ephemeral streams) will be affected by the project. Compensatory mitigation may be required for impacts to these resources and the amount of possible mitigation will be calculated based on the affected length and quality of the resources.

Table 1 lists potential impacts to streams and wet weather conveyances.

Table 1 – Stream and Wet Weather Conveyance Impacts

Labels	Type	Function	Quality	Impacts		
				Permanent	Temporary	Total
Streams						
STR-1	Perennial		Clear/Good	None - Bridge		0 ft
STR-2	Intermittent		Clear/Good	None - Off ROW		0 ft
STR-3	Perennial		Clear flow but draining heavily urbanized area	None		0 ft
STR-4	Intermittent		Clear/Fair	Encapsulation at Fairmeade Road	Possible relocation approx. 100 ft	100 ft (approx.) possible
WWC-1 EPH STR-1	Low quality ephemeral drainage		Un-assessed	250 ft Relocation		250 ft
WWC-2 EPH STR-2	Low quality ephemeral drainage		Un-assessed	460 ft Relocation 75 ft Encapsulation		535 ft
WWC-3 EPH STR-3	Low quality ephemeral drainage		Un-assessed	1400 ft Relocation		1400 ft
WWC-4 EPH STR-4	Low quality ephemeral drainage		Un-assessed	725 ft Relocation		725 ft
WWC-5 EPH STR-5	Low quality ephemeral drainage		Un-assessed	70 ft Encapsulation		70 ft
WWC-6 EPH STR-6	Low quality ephemeral drainage		Un-assessed	180 ft Encapsulation		180 ft
WWC-7 EPH STR-7	Low quality ephemeral drainage		Un-assessed	400 ft Relocation (approx.)		400 ft (approx.)

A copy of the Ecology Report is in Appendix C on the attached Technical Studies CD.

Executive Order 11990—Protection of Wetlands

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

According to the 08/12/2015 Environmental Boundaries Report (EBR) prepared for the project, no wetlands were identified in the project area. The cover letter of the EBR is included in Attachment D; the entire EBR is included in Appendix C on the Technical Studies CD.

Endangered Species

USFWS

- ☐ The proposed project meets the TDOT/U.S. Fish and Wildlife Service (USFWS) Memorandum of Agreement (MOA). No further coordination with USFWS is required. A copy of the MOA is included as an attachment.
- ☒ The proposed project has been coordinated with the USFWS Field Office. The USFWS response dated 06/23/2015 is included in Attachment D. A survey for Indiana and Northern long-eared bats was conducted in May of 2015. No captures of either species occurred during the surveys. A bat survey report was submitted to the USFWS service, with a conclusion that the proposed widening of SR 112, from SR 12 to SR 155 in Davidson County, is not likely to adversely affect these bat species. The USFWS concurred with the TDOT finding in a letter dated 06/23/2015. An email dated 07/15/2015, from USFWS stated that the requirements of section 7 of the Endangered Species Act of 1973, as amended, are fulfilled for all species that currently receive protection under the Act. Correspondence with USFWS is in Attachment D. A copy of the Bat Survey is in Appendix C on the Technical Studies CD.

TDEC Database

- ☒ On 07/14/2015 the preparer checked the TDEC database to determine if any federal or state listed endangered species are known to exist in the project area. The findings are included in Attachment D.
- ☐ N/A—A check of the TDEC database was not required.

TDEC Natural Heritage Inventory Program

- ☐ The proposed project was coordinated with TDEC's Natural Heritage Inventory Program. The TDEC response dated mm/dd/yyyy is included as an attachment. Summarize TDEC's response.
- ☒ N/A—Coordination with TDEC's Natural Heritage Inventory Program was not required because either no plant species of concern were found during the TDEC database check or were determined not to be affected by the project.

TWRA

- ☒ The proposed project was coordinated with Tennessee Wildlife Resources Agency (TWRA). TWRA response dated 02/28/2007 is included in Attachment D. TWRA responded that based upon the information provided, BMPs will be sufficient to minimize impacts to rare species for this project.
- ☐ N/A—Coordination with TWRA was not required because no animal species of concern were found during the TDEC database check.

Biological Assessment for Endangered Species

- ☒ No Biological Assessment is needed.
- ☐ A Biological Assessment will be required prior to construction.
- ☐ The Biological Assessment is included in the Technical Studies attachment.
- ☐ A concurrence letter dated mm/dd/yyyy is included as an attachment.

The project will not require a Biological Assessment for endangered species.

Executive Order 11988—Floodplain Management

- ☐ No encroachments upon the 100-year floodplain protected under Executive Order 11988 are involved.
- ☒ Encroachments upon the 100-year floodplain are involved and a FEMA map is included in an attachment.

Portions of this project impact a FEMA defined floodplain where a floodway is defined. The project is located on Flood Insurance Rate Maps (FIRMs) in Davidson County, Panel 202 of 453, Map # 47037C0202F; and Panel 204 of 453 Map # 47037C0204F. A No Rise Certification or a CLOMR/LOMR will be submitted for the project and it will be consistent with the Memorandum of Understanding (MOU) between FHWA and FEMA. The design of the roadway system will be consistent with the 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. Portions of the FEMA FIRMs are included in Appendix D on the Technical Studies CD.

Farmland

- ☒ The project does not convert farmland to a transportation use.
- ☐ If the project converts farmland, the total points in the Natural Resource Conservation Service (NRCS) Farmland Impact Conversion Form are less than 160 points.

Wild and Scenic Rivers

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

Air Quality

Transportation Conformity

- ☐ The Air Quality Report is included in the Technical Studies attachment.
- ☒ Air quality coordination information is included as an attachment.

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

Air Quality coordination is included in Attachment E.

Mobile Source Air Toxics (MSAT)

- ☐ The project is exempt from MSAT analysis. Coordination information is included as an attachment.
- ☐ An MSAT analysis is required.
- ☒ MSAT supporting documentation is included as an appendix.

A qualitative MSATs evaluation was conducted in accordance with FHWA's "Interim Guidance Update on Air Toxic Analysis in NEPA Documents" dated December 2012. The evaluation concluded that the project meets the criteria for a "Project with Low Potential MSAT Effects."

MSATs documentation is included in Attachment E.

Particulate Matter less than 2.5 microns (PM_{2.5})

- ☐ The project area is in a nonattainment area for PM_{2.5}.
- ☒ The project area is in attainment for PM_{2.5}.
- ☐ Inter-agency consultation (IAC) documentation is included as an attachment.

Noise

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

A noise study for the project was conducted in accordance with the FHWA noise standards, *Procedures for Abatement of Highway Traffic and Construction Noise*, 23 CFR 772, the TDOT's *Policy on Highway Traffic Noise Abatement*, and Section 5.3.4 (Noise) of the *Tennessee Environmental Procedures Manual*.

The study determined that the project will impact nine residences and the basketball goal at a church-owned property on SR 112 (US 41A) Clarksville Highway. Noise abatement was evaluated to mitigate the noise impacts in accordance with TDOT's Noise Policy.

SR 112 (SR 41A) is not a limited access highway and all nine of the impacted residences and the church-owned property have direct driveway access to it. Noise barriers cannot be constructed because they would eliminate or restrict the ability to access SR 112 (SR 41A). Therefore, noise barriers are not feasible and are not proposed for this project.

A copy of the Noise Report is in Appendix E on the Technical Studies CD.

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

- ☒ No land given protection under Section 4(f) will be affected by this project.
- ☐ Section 4(f) land is involved. The required Section 4(f) evaluation is included in the Technical Studies attachment.
- ☐ A *de minimus* finding for this project is included in the Technical Studies attachment.

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

- ☒ Section 6(f) is not involved.
- ☐ Section 6(f) is involved. Supporting documentation is included as an attachment.

Section 106 of the National Historic Preservation Act of 1966

Cultural Resources

- ☐ This project meets a TDOT/Tennessee State Historic Preservation Office (SHPO) Memorandum of Understanding (MOU). No further coordination with the SHPO is necessary.
- ☐ Combined Cultural Resources Report was prepared (the combined report is in the Technical Studies attachment).
- ☐ SHPO combined cultural resources letter dated mm/dd/yyyy is included as an attachment.
- ☒ Separate Cultural Resources Reports were prepared (see next two sections below). The Historic/Architectural and the Archaeology Reports are in the Technical Studies attachment.
- ☒ SHPO historic/architectural resources letter dated 08/15/2005 is included as an attachment.
 - ☐ National Register of Historic Places listed or eligible historic/architectural properties are affected.
 - ☒ No National Register of Historic Places listed or eligible historic/architectural properties are affected.
- ☒ SHPO archaeological resources letter dated 09/12/2005 is included as an attachment.
 - ☐ National Register of Historic Places listed or eligible archaeological properties are affected.
 - ☒ No National Register of Historic Places listed or eligible archaeological properties are affected.

Historical/Architectural Assessment

A Historical/Architectural Assessment was conducted in August 2005. TDOT found two individually listed properties in the National Register of Historic Places: the Alexander Ewing House (NR 1979) and the Frederick Stump House (NR 1972). It is the opinion of TDOT that the two properties are outside the area of potential effect for the proposed project.

Architectural Historians preliminarily surveyed the former Cumberland High School located at 3500 John Mallette Drive, south of the proposed project area. Since the initial survey, the school building has been demolished. TDOT historians identified no additional properties eligible for listing on the National Register of Historic Places.

The proposed project will have no effect on any historic properties and there will be no section 4(f) use of a historic property. A SHPO letter dated 08/15/2005, stated that based on the information provided, the project area contains no architectural resources eligible for listing on the National Register of Historic Places.

In February 2015, a TDOT historian reviewed the current set of plans and determined that the 2005 Architectural Assessment and 08/15/2005 SHPO letter remains valid. The SHPO letter and TDOT coordination are included in Attachment F. A copy of the Architectural Assessment is in Appendix F on the Technical Studies CD.

Archaeological Assessment

In May 2005, a Phase I Archaeological Assessment (TDOA Permit No. 000547) of proposed improvements to SR 112 (US 41A) from SR 12 (Ashland City Highway) to SR 155 (Briley Parkway) in Davidson County, Tennessee was conducted. Fieldwork for the project was conducted on 05/10/2005 and 05/11/2005. No cultural material or archaeological deposits were identified within the project area of potential effect (APE). No further archaeological work for the proposed improvements to SR 112 (US41A) was recommended.

A SHPO letter dated 09/12/2005, stated that based on the information provided, the project area contains no archaeological resources eligible for listing on the National Register of Historic Places.

In June 2015, a TDOT archaeologist reviewed the current set of plans and determined that the 2005 Phase I Archaeological Assessment and the 09/12/2005 SHPO remain valid. The SHPO letter and TDOT coordination are included in Attachment F. A copy of the Archaeological Assessment is in Appendix F on the Technical Studies CD.

☐ Cultural resources mitigation measures are included as an attachment.

No cultural resource mitigation will result from this project.

Native American Consultation

- ☐ This project does not require Native American consultation. Verification that coordination is not required is included as an attachment.
- ☒ Pursuant to 36 CFR 800, a consultation letter dated 11/12/2014 was sent to the following tribes (*check below all tribes that apply*) and is included as an attachment.
- ☒ Responses were received from the following tribes (*check below all tribes that apply*) and are included as an attachment.
- ☐ No tribal responses were received.

Letters sent to/responses received from (Check all that apply):

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

In an email dated 11/19/2014, the United Keetoowah Band of Cherokee Indians in Oklahoma, stated that the Tribe had reviewed the project and, at this time, has no comments or objections. However, if any human remains are inadvertently discovered, the Tribe requests that TDOT cease all work and contact the Tribe immediately.

On 12/11/2014, the Muscogee (Creek) Nation responded in an email stating that they are unaware of any culturally significant sites within the project area.

Native American coordination is included in Attachment F.

Hazardous Materials

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

An Asbestos Containing Material (ACM) survey dated November 4, 2014, was conducted on Bridge # 19SR1120001, SR 112 (US41A) over Whites Creek LM 0.56. According to TDOT correspondence on 11/05/2014 (included in Attachment G), no ACM was detected. No special accommodations for demolition and waste disposal are anticipated for these structures and the material can be deposited in a Commercial and Demolition landfill.

Based on the results of the Phase I Preliminary Assessment Study dated 11/14/2014, there were eight tracts with Recognized Environmental Conditions. Four of these tracts were rated as having a High Probability of impacting the project and a Phase II Preliminary Site Investigation is recommended after right-of-way plans are finalized. These are Tracts 40, 46, 49 and 87. Two other tracts may require a Phase II investigation depending on the final right-of-way plans. These are Tracts 36 and 118.

The Phase I ESA and the ACM survey are in Appendix G on the Technical Studies CD.

Environmental Justice

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

Census data from the 2007-2011 American Community Survey made available through the American Fact Finder was reviewed for the proposed project. The county-wide minority population for Davidson County in 2010 was 38.6 percent. Of the 15 census blocks crossing the project area, 13 of them have minority populations higher than Davidson County as a whole. The percentage of the population that identified themselves as a minority in these 13 blocks ranges from 50 to 100 percent.

Based upon the American Community Survey Five Year estimates, the percent of the population living below poverty within Davidson County averages 17.7 percent, and the median annual household income (in 2011 inflation adjusted dollars) in Davidson was \$46,737. Of the six Census Block Groups encompassing the project area, two have a percentage of the population living below the poverty level higher than Davidson County as a whole.

It was determined that the project would not result in a disproportionately high and adverse impact to minority and/or low-income populations. The Environmental Justice Analysis is included in Appendix H on the Technical Studies CD.

Other Issues

- ☐ No other issues are involved.
- ☒ Other issues are involved.
- ☐ Supporting documentation of other issues is included as an attachment.

Bike Use - This route is listed in the 2009 Metropolitan Planning Organization's Regional Bicycle and Pedestrian Study as a planned bike lane. This project design makes provisions for bike lanes within the four-foot shoulders indicated in the typical sections in Attachment B.

Environmental Commitments

- ☒ Commitments are involved on the project and the list is found on the Environmental Commitments Green Sheet.
- ☒ Commitments are not involved on the project.


Preparer's Certification

I hereby certify that I have read and understand the *Guidance for TDOT Environmental Document Templates*.

This document has been reviewed for compliance with applicable federal, state, and local laws and regulations. It has been prepared in compliance with the Council on Environmental Quality Regulations for Implementing the Procedural Provision of the National Environmental Policy Act, 40 CFR 1500–1508, 23 CFR 771, and the Tennessee Environmental Procedures Manual. I hereby certify that I have read and understand 23 CFR 771.117(d).

This document has been prepared by experienced, technically competent, and knowledgeable professionals. I can attest to the document's quality, accuracy, and completeness. By signing this document I am further certifying that, to the best of my knowledge, it meets the criteria for a D-List Categorical Exclusion.

Prepared by:



Sandy Layne-Sclafani
Senior Engineer

08/26/2015

TDOT Approval

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

Reviewed by:

Valerie Birch
Digitally signed by Valerie Birch
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c=US
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Valerie Birch
Major Projects Office
TDOT

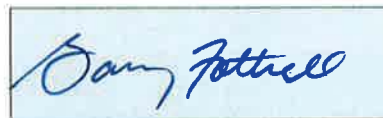
Approved by:

Mwafaq Aljabbary
Digitally signed by Mwafaq Aljabbary
DN: cn=Mwafaq Aljabbary, o, ou,
email=mwafaq.aljabbary@tn.gov,
c=US
Date: 2015.08.27 11:54:19 -05'00'

Mwafaq Aljabbary
Transportation Manager 1
TDOT

FHWA Concurrence

Concurrence



9/1/15

Gary Fottrell
Environmental Program Engineer
Federal Highway Administration

cc: Lori Lange
Shane Hester
Ronnie Porter
Jim Ozment
Carma Smith
TDOT Environmental Documents
Project Files

Attachments

Attachment A: TIP Page
Attachment B: Project Map/Typical Sections
Attachment C: Conceptual Stage Relocation Plan
Attachment D: USFWS/TWRA Coordination
Attachment E: Transportation Conformity and MSATs
Attachment F: Section 106 Coordination



SR 112 (Ashland City Highway) to SR 155 (Briley Parkway)

PIN 103764.00

Attachment A:

Nashville Area Metropolitan Planning Organization

Transportation Improvement Program (TIP)



Transportation Improvement Program for FYs 2014-2017

Project Name	SR-112 Reconstruction		TIP #	2014-110-058
Improvement Type	Reconstruction		Lead Agency	TDOT
County	Davidson County	Length	2.10	Regional Plan ID Consistent
Air Quality Status	Exempt	TDOT PIN	103764.00	Project Cost \$12,900,000.00
Route	SR-112			
Location	SR-12 (Ashland City Hwy) to SR-155 (Briley Pkwy)			
Project Description	Reconstruction of SR-112 from SR-12 (Ashland City Highway) to SR-155 (Briley Parkway).			

Fiscal Year	Type of Work	Funding Type	Total Funds	Federal Funds	State Funds	Local funds
2015	ROW	STP	\$12,900,000.00	\$10,320,000.00	\$2,580,000.00	\$0.00

REVISION HISTORY

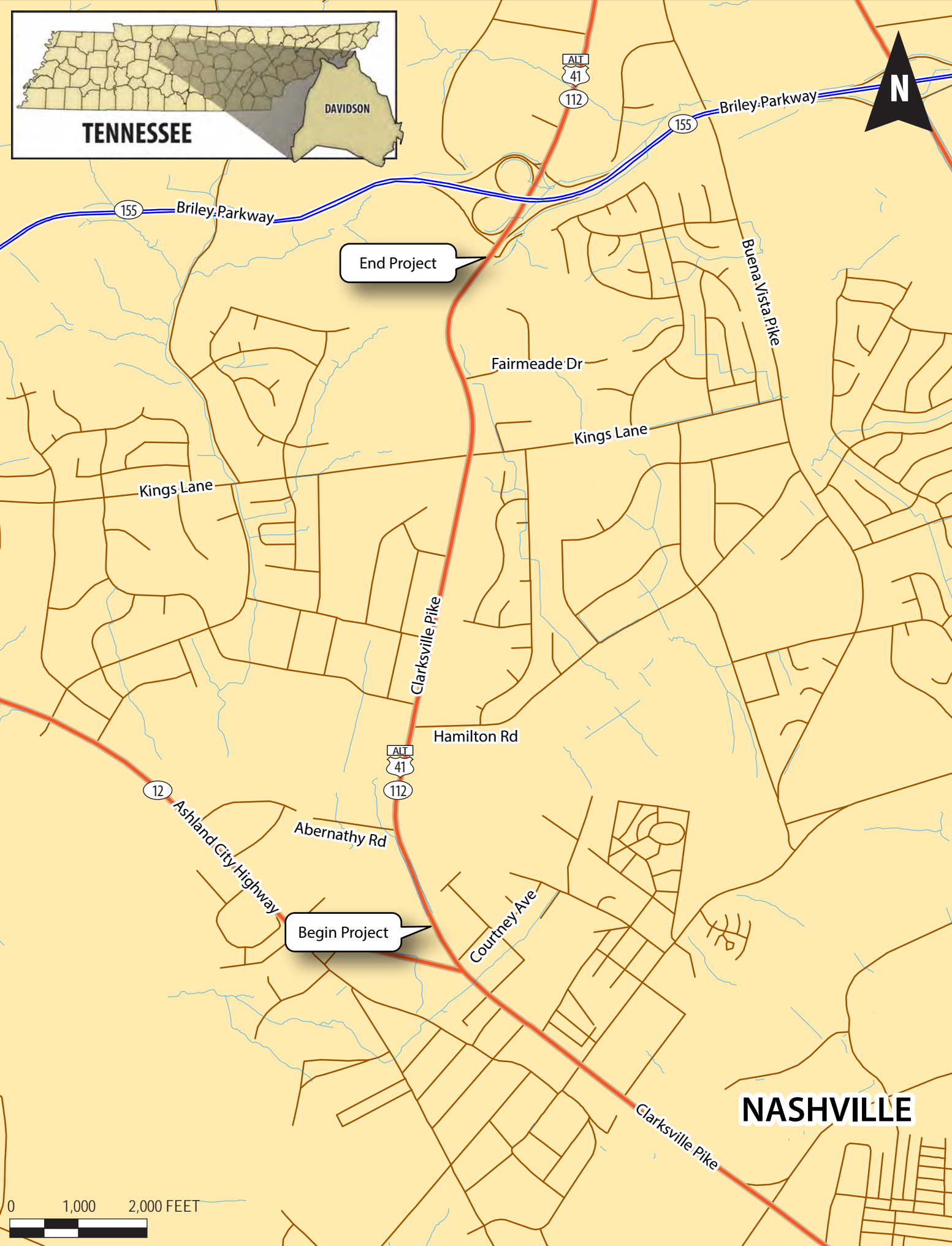
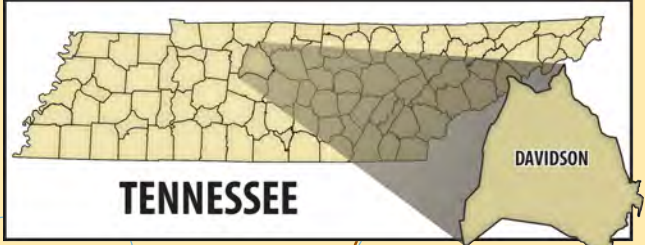
PROJECT NOTES



SR 112 (Ashland City Highway) to SR 155 (Briley Parkway)

PIN 103764.00

Attachment B:
Project Map and Typical Sections



Index Of Sheets

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2-2E	TYPICAL SECTIONS
3-3E	PROPERTY MAPS & R.O.W. ACQUISITION TABLE
4-14, 5D, 8D	PRESENT LAYOUTS
4A-14A, 5E, 8E	R.O.W. DETAILS
4B-14B, 5F, 8F	PROPOSED LAYOUTS
4C-14C	PROFILES
15-19	SIDE ROAD PROFILES
20-45	PRIVATE DRIVE PROFILES
46-48	DRAINAGE MAPS
49-51	CULVERT SECTIONS
52-86	EROSION PREVENTION AND SEDIMENT CONTROL (ESPC) PLAN
87-94	SIGNAL LAYOUTS
95-162	ROADWAY CROSS-SECTIONS
163-207	SIDE ROAD CROSS-SECTIONS

STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF ENGINEERING

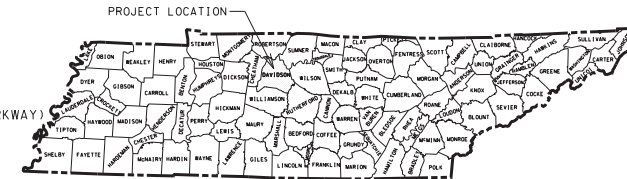
DAVIDSON COUNTY

SR 112 (US 41A/CLARKSVILLE PIKE) FROM SR 12 (ASHLAND CITY HIGHWAY) TO SR 155 (BRILEY PARKWAY)

RIGHT-OF-WAY

STATE HIGHWAY NO. 112 F.A.H.S. NO. 41A

TENN.	YEAR	SHEET NO.
	2015	1
FED. AID PROJ. NO.	STP-112 (6)	
STATE PROJ. NO.	19046-2214-14	



END PROJ. NO. STP-112(6), 19046-2214-14 R.O.W.
STA. 213+38.96



SCALE: 1" = 1/4 MILE



NO EXCLUSIONS
NO EQUATIONS

SURVEY DATE: 2006
UPDATED: 2008

BEGIN PROJ. NO. STP-112(6), 19046-2214-14 R.O.W.
STA. 94+12.75

**R.O.W.
FIELD
REVIEW**

SEALED BY

APPROVED: *Paul D. Degges*
PAUL D. DEGGES, CHIEF ENGINEER

DATE:

APPROVED: *John Schroer*
JOHN SCHROER, COMMISSIONER

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, 2015 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT C.E. MANAGER 1 OR
TDOT DESIGN MANAGER 1 SHANE HESTER, P.E.

DESIGNED BY DBS & ASSOCIATES ENGINEERING
DESIGNER MICHAEL W. MORRIS, P.E.

CHECKED BY JACQUELYN A. SMITH, P.E.

P.E. NO. 19046-2214-14

PIN NO. 103764.00

R.O.W. LENGTH

2.259 MILES

TRAFFIC DATA

ADT (2012)	21,640
ADT (2032)	29,420
DHV (2032)	2,942
D	65 - 35
T (ADT)	5 %
T (DHV)	3 %
V	40 MPH

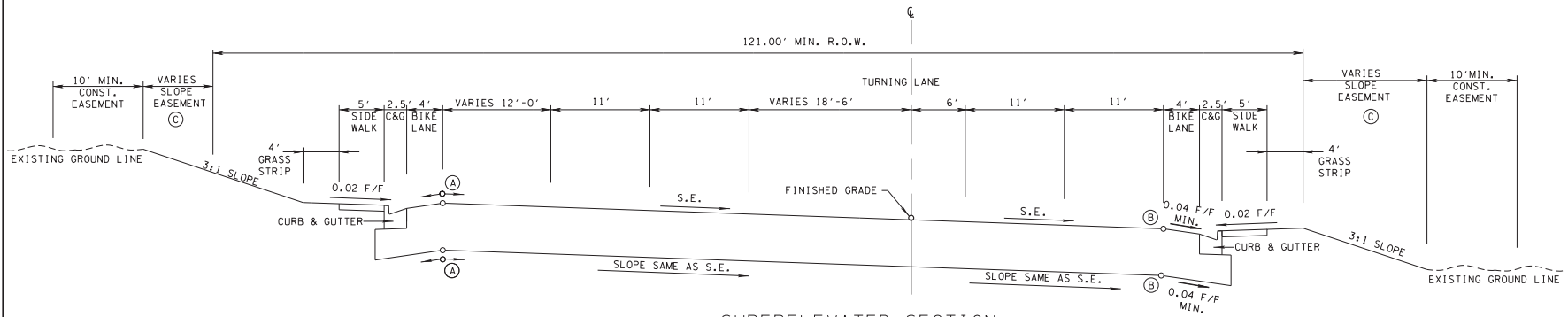
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR

DATE

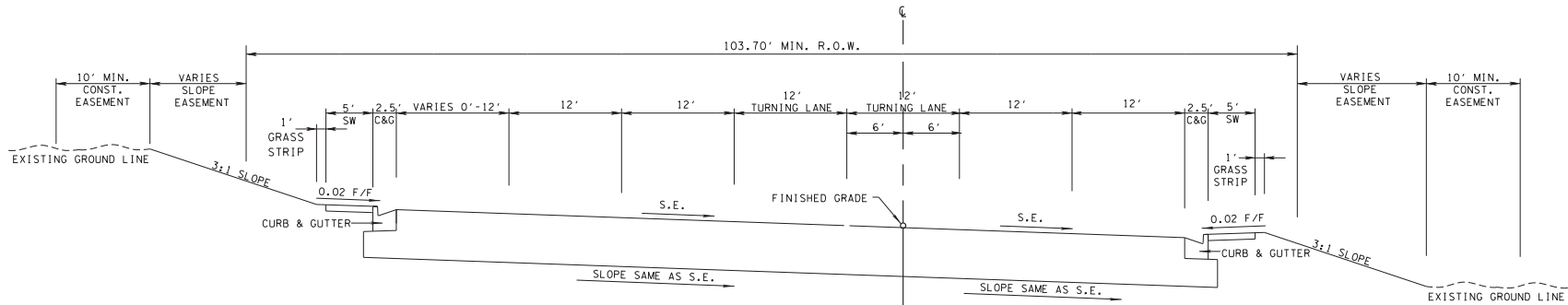
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	STP-112 (6)	2



SUPERELEVATED SECTION
(BASED ON STD. DWG. RD01-TS-6)

S.R. 112 STA. 103+35.00 TO STA. 111+67.65

- (A) ALGEBRAIC DIFFERENCE NOT TO EXCEED 7.00%.
- (B) SHOULDER SLOPE ON LOW SIDE IS EQUAL TO S.E. SLOPE WHEN S.E. SLOPE EXCEEDS NORMAL 4.00% SHOULDER SLOPE.
- (C) ALL NEW SLOPES ARE TO BE SODDED.



SUPERELEVATED SECTION
(BASED ON STD. DWG. RD01-TS-6A)

S.R. 112 STA. 93+00.00 TO STA. 103+35.00

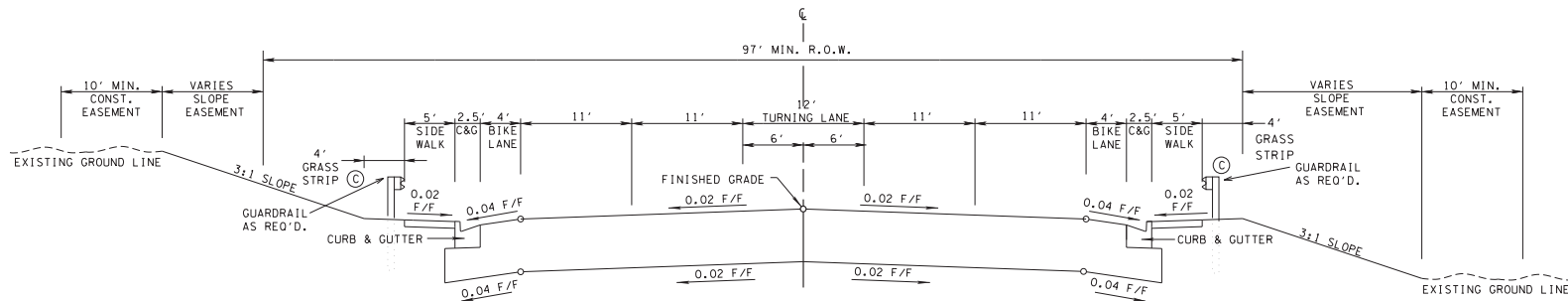
**R.O.W.
FIELD
REVIEW**

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**TYPICAL
SECTIONS**

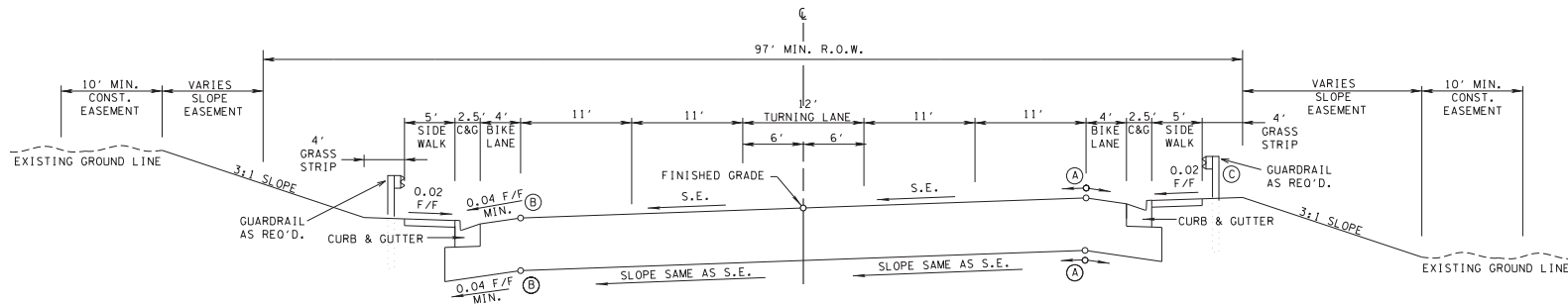
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	STP-112 (6)	2A



PROPOSED TYPICAL SECTION
(BASED ON STD. DWG. RD01-TS-6A)

S.R.112 STA. 111+67.65 TO STA. 119+12.32
S.R.112 STA. 133+80.54 TO STA. 180+81.96

- (A) ALGEBRAIC DIFFERENCE NOT TO EXCEED 7.00%.
- (B) SHOULDER SLOPE ON LOW SIDE IS EQUAL TO S.E. SLOPE WHEN S.E. SLOPE EXCEEDS NORMAL 4.00% SHOULDER SLOPE.
- (C) GUARDRAIL SHOWN FOR PLACEMENT PURPOSES ONLY. SEE PLANS FOR PROPOSED LOCATIONS.
- (D) ALL NEW SLOPES ARE TO BE SODDED.



SUPERELEVATED SECTION
(BASED ON STD. DWG. RD01-TS-6A)

S.R.112 STA. 119+12.32 TO STA. 133+80.54
S.R.112 STA. 180+81.96 TO STA. 181+90.00

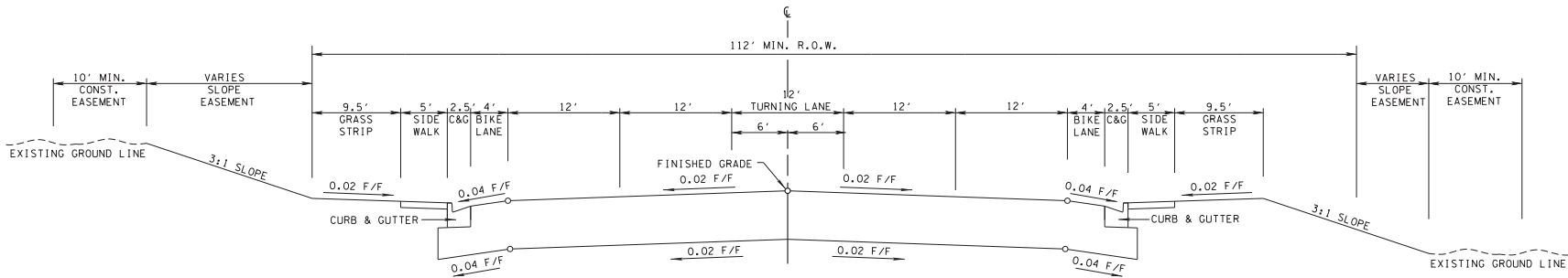
**R.O.W.
FIELD
REVIEW**

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**TYPICAL
SECTIONS**

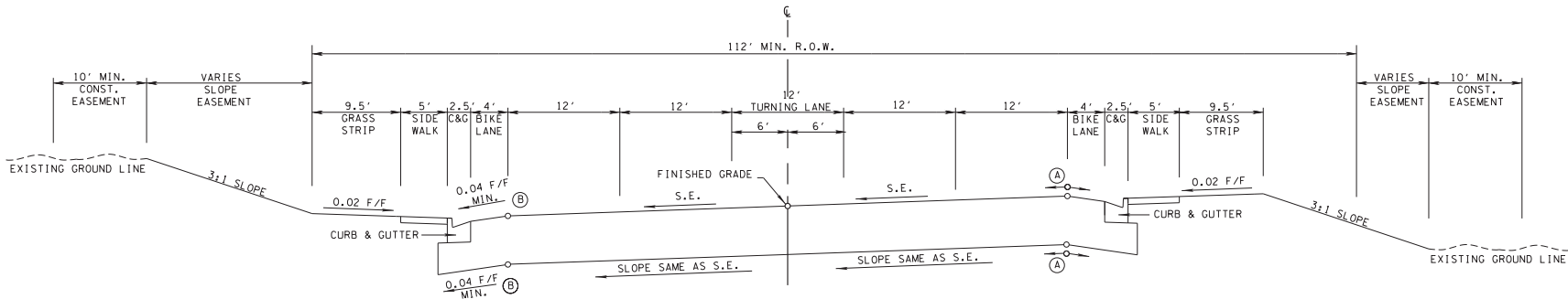
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	STP-112 (6)	2B



PROPOSED TYPICAL SECTION
(BASED ON STD. DWG. RD01-TS-6A)

S.R.112 STA. 193+66.24 TO STA. 196+79.94
S.R.112 STA. 208+10.44 TO STA. 214+06.00

- ① ALGEBRAIC DIFFERENCE NOT TO EXCEED 7.00%.
- ② SHOULDER SLOPE ON LOW SIDE IS EQUAL TO S.E. SLOPE WHEN S.E. SLOPE EXCEEDS NORMAL 4.00% SHOULDER SLOPE.
- ③ ALL NEW SLOPES ARE TO BE SODDED.



SUPERELEVATED SECTION
(BASED ON STD. DWG. RD01-TS-6A)

S.R.112 STA. 181+90.00 TO STA. 193+66.24
S.R.112 STA. 196+79.94 TO STA. 208+10.44

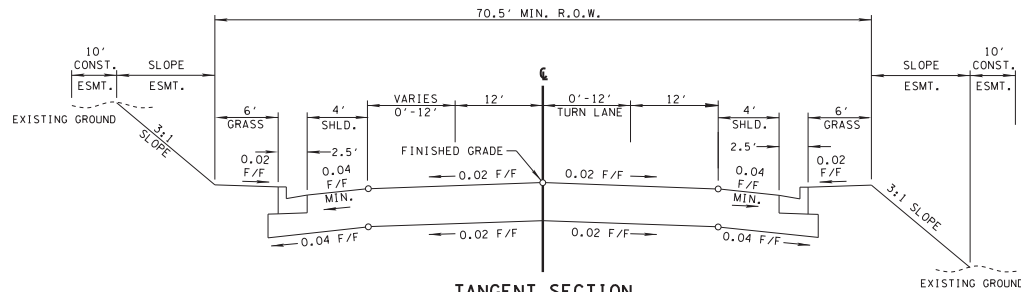
**R.O.W.
FIELD
REVIEW**

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

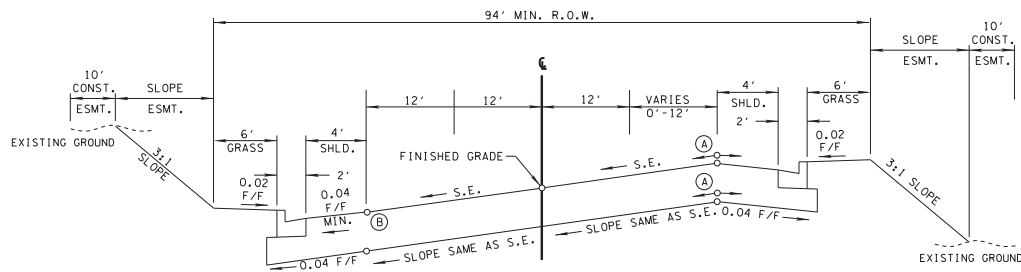
**TYPICAL
SECTIONS**

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	STP-112 (6)	2C



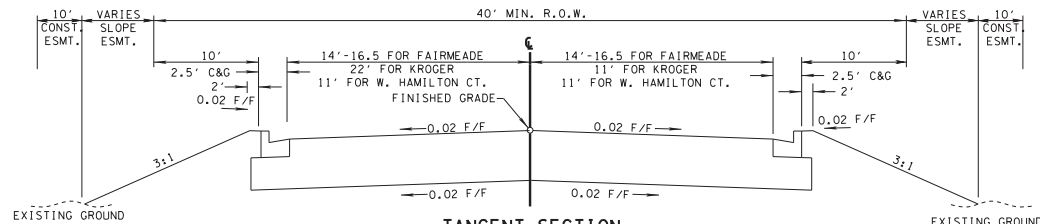
TANGENT SECTION
(BASED ON STD. DWG. RD01-TS-6)

S.R. 12 (ASHLAND CITY HWY.) STA. 11+50.00 TO STA. 17+37.35
STA. 20+55.38 TO STA. 22+59.47



SUPERELEVATED SECTION
(BASED ON STD. DWG. RD01-TS-6)

S.R.12 (ASHLAND CITY HWY.) STA. 17+37.35 TO STA. 20+55.38
STA. 22+59.47 TO STA. 26+60.00



TANGENT SECTION
(BASED ON STD. DWG. RD01-TS-1)

WEST HAMILTON COURT STA. 50+08.53 TO STA. 52+00.00
KROGER ENTRANCE STA. 20+28.00 TO STA. 22+60.00
FAIRMEADE DRIVE STA. 10+30.00 TO STA. 12+83.00

- (A) ALGEBRAIC DIFFERENCE NOT TO EXCEED 7.00%.
- (B) SHOULDER SLOPE ON LOW SIDE IS EQUAL TO S.E. SLOPE WHEN S.E. SLOPE EXCEEDS NORMAL 4.00% SHOULDER SLOPE.
- (C) SEE STANDARD DWG. RD01-S-11 (CASE 1) FOR VARIABLE SLOPES.
- (D) SEE STANDARD DWG. RD01-S-11A FOR ROUNDING OF DITCH SLOPES.
- (E) GUARDRAIL SHOWN FOR PLACEMENT ONLY, SEE PLANS FOR PROPOSED LOCATION.
- (F) ALL NEW SLOPES ARE TO BE SODDED.

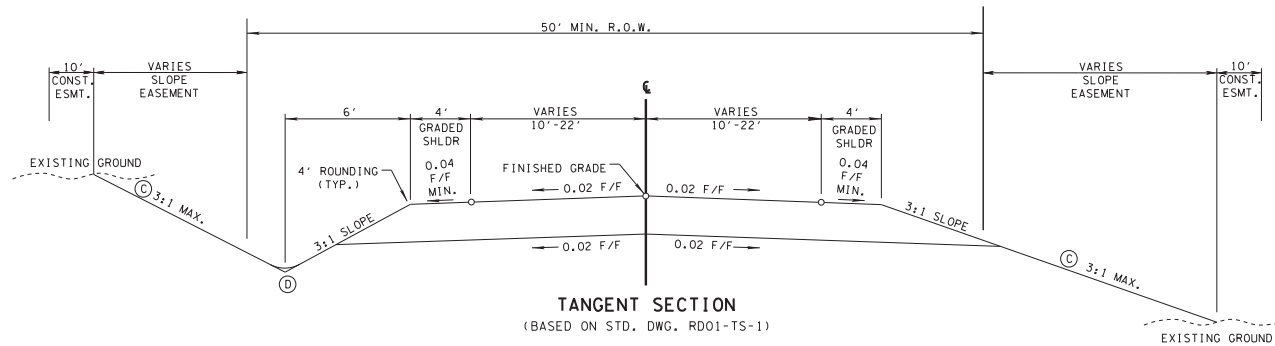
**R.O.W.
FIELD
REVIEW**

SEALED BY

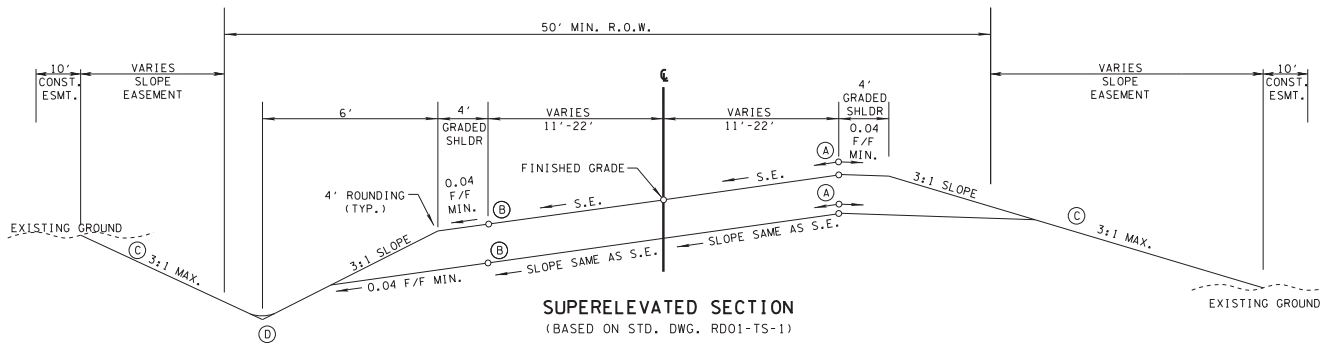
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**TYPICAL
SECTIONS**

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	STP-112 (6)	2D



ABERNATHY ROAD	STA. 10+00.00 TO STA. 11+67.00
CEDAR CIRCLE	STA. 9+00.00 TO STA. 12+72.00
COURTNEY AVENUE	STA. 11+97.10 TO STA. 12+90.00
W. HAMILTON AVENUE	STA. 21+88.07 TO STA. 24+50.00
W. HAMILTON ROAD	STA. 11+70.00 TO STA. 11+71.59
MEADOW ROAD	STA. 19+37.83 TO STA. 19+72.00
	STA. 10+09.00 TO STA. 11+71.00

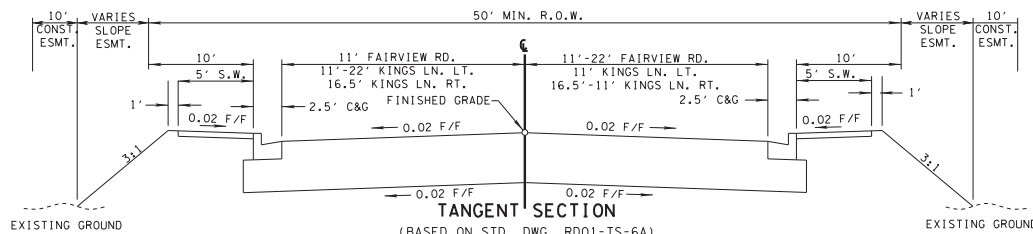


COURTNEY AVENUE	STA. 10+39.00 TO STA. 11+97.10
W. HAMILTON AVENUE	STA. 20+28.00 TO STA. 21+88.07
W. HAMILTON ROAD	STA. 11+71.59 TO STA. 19+37.83

- (A) ALGEBRAIC DIFFERENCE NOT TO EX
- (B) SHOULDER SLOPE ON LOW SIDE IS S.E. SLOPE WHEN S.E. SLOPE EXC NORMAL 4.00% SHOULDER SLOPE.
- (C) SEE STANDARD DWG. RD01-S-11 (CASE 1) FOR VARIABLE SLOPES.
- (D) SEE STANDARD DWG. RD01-S-11A FOR ROUNDING OF DITCH SLOPES.
- (E) ALL NEW SLOPES ARE TO BE SODDE

**R.O.W.
FIELD
REVIEW**

SEALED BY

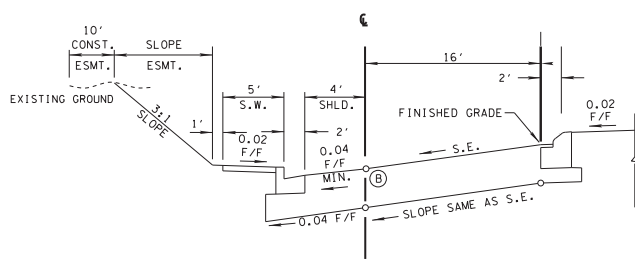
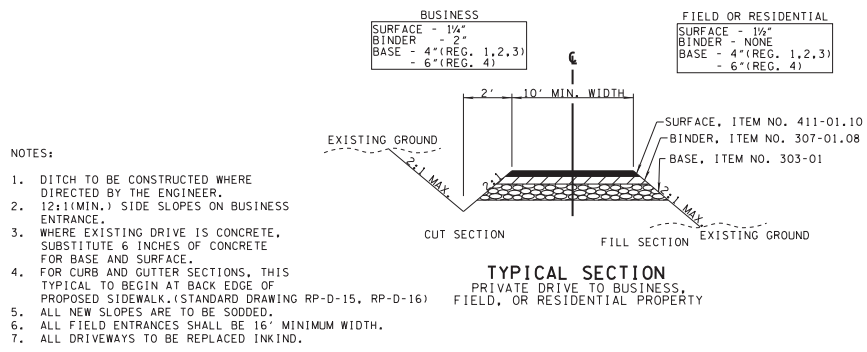


FAIRVIEW DRIVE	STA. 10+25.00 TO STA. 13+72.00
KINGS LANE	STA. 11+00.00 TO STA. 14+71.00
KINGS LANE	STA. 20+30.00 TO STA. 24+72.00

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**TYPICAL
SECTIONS**

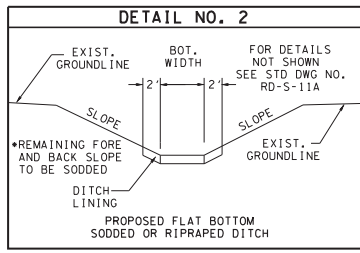
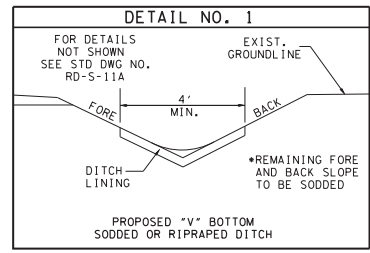
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2015	STP-112 (6)	2E



SUPERELEVATED SECTION
(BASED ON STD. DWG. RD01-TS-6)

S.R.12 RAMP 1 STA. 98+86.16 TO STA. 104+75.97
S.R.12 RAMP 2 STA. 24+89.93 TO STA. 27+96.10

SPECIAL DITCHES							
LOCATION	STATION		SLOPE			DETAIL NUMBER	DITCH LINING
	FROM	TO	FORE H/V	BOT WIDTH (FT)	BACK H/V		
S.R. 112	113+00 LT	114+60 LT	3	2	3	2	RIFRAP
S.R. 112	117+50 RT	120+00 RT	3	0	2	1	RIFRAP
S.R. 112	120+75 LT	124+00 LT	3	2	3	2	RIFRAP
S.R. 112	133+00 RT	139+50 RT	3	0	3	1	RIFRAP
S.R. 112	192+50 LT	194+50 LT	3	0	3	1	RIFRAP
W. HAMILTON RD	14+50 LT	17+20 LT	3	0	4	1	RIFRAP
W. HAMILTON RD	17+40 LT	19+00 LT	3	0	3	1	RIFRAP
MEADOW RD	10+28 RT	11+50 RT	3	0	4	1	RIFRAP
MEADOW RD	11+18 RT	11+71 RT	3	0	3	1	RIFRAP



R.O.W. FIELD REVIEW

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS



SR 112 (Ashland City Highway) to SR 155 (Briley Parkway)

PIN 103764.00

Attachment C:
Conceptual Stage Relocation Plan

Layne-Sclafani, Sandy

From: David S. Goodman <David.S.Goodman@tn.gov>
Sent: Friday, February 20, 2015 11:39 AM
To: Layne-Sclafani, Sandy
Cc: Bob Allen; Darrell Moore
Subject: RE: CSRP UPDATE for SR 112 (US 41A/Clarksville Pk) from SR 12 (Ashland City Hwy) to SR 155 (Briley Pky), Davidson Co, PIN 103764.00, State #19046-1214-14

Dear Sandy,

I pulled the plans you uploaded to the FTP site and carefully compared them to the CSRP Marked Plans I had submitted earlier. I also touched base with Darrell Moore to discuss any changes I may have missed.

None of the design changes have had any impact on the number of anticipated relocations described in the CSRP. As such, the CSRP signed 12-22-2014 is still valid.

David S. Goodman

Transportation Specialist 1
Tennessee Dept. of Transportation
505 Deaderick Street, Suite 600
Nashville, TN. 37243
Office: 615-253-1133
Fax: 615-532-1548
Email: David.S.Goodman@tn.gov

<http://www.tdot.state.tn.us/>

From: Layne-Sclafani, Sandy [mailto:sandy_layne-sclafani@gspnet.com]
Sent: Friday, February 20, 2015 10:15 AM
To: David S. Goodman
Cc: Bob Allen
Subject: RE: CSRP UPDATE for SR 112 (US 41A/Clarksville Pk) from SR 12 (Ashland City Hwy) to SR 155 (Briley Pky), Davidson Co, PIN 103764.00, State #19046-1214-14

Good Morning David!!

We recently received the following ROW change from Darrell Moore regarding the SR 112 (US 41A/Clarksville Pike) from SR 12 (Ashland City Highway) to SR 155 (Briley Parkway), project in Davidson Co:

The typical sections and plans have been updated. On typical sections, we have removed all grass strips and reduced the sidewalks to 5'.

I have uploaded the latest ROW plans dated 01/29/15 to the TDOT FTP site. Look for the following: **Files uploaded:** 103764-00-ROWFieldReview.pdf (87465090B)

Please take a look at the latest plans and confirm that the CSRP signed 12/22/14 is still valid.

Thanks,
Sandy

From: Bob Allen [<mailto:Bob.Allen@tn.gov>]
Sent: Monday, December 22, 2014 2:51 PM
To: Layne-Sclafani, Sandy; Drew Gaskins; Gaskins, Drew
Cc: Carma H. Smith; TDOT EnvironmentalDoc
Subject: FW: CSRP UPDATE for SR 112 (US 41A/Clarksville Pk) from SR 12 (Ashland City Hwy) to SR 155 (Briley Pky), Davidson Co, PIN 103764.00, State #19046-1214-14

Here it is.....freshly delivered.

Bob A.

From: David S. Goodman
Sent: Monday, December 22, 2014 2:38 PM
To: Bob Allen
Subject: CSRP UPDATE for SR 112 (US 41A/Clarksville Pk) from SR 12 (Ashland City Hwy) to SR 155 (Briley Pky), Davidson Co, PIN 103764.00, State #19046-1214-14

Bob,

Sorry for the delay! Here's the completed CSRP along with a set of CSRP Marked Plans (See Attachments).

David S. Goodman
Transportation Specialist 1
Tennessee Dept. of Transportation
505 Deaderick Street, Suite 600
Nashville, TN. 37243
Office: 615-253-1133
Fax: 615-532-1548
Email: David.S.Goodman@tn.gov

<http://www.tdot.state.tn.us/>

From: Bob Allen
Sent: Wednesday, December 17, 2014 10:02 AM
To: David S. Goodman
Subject: FW: REQUEST FOR UPDATE TO CSRP for SR 112 (US 41A/Clarksville Pk) from SR 12 (Ashland City Hwy) to SR 155 (Briley Pky), Davidson Co, PIN 103764.00, State #19046-1214-14
Importance: High

Did I send you this request for an updated CSRP for this project ?

Bob Allen

From: Layne-Sclafani, Sandy [mailto:sandy_layne-sclafani@gspnet.com]
Sent: Wednesday, December 17, 2014 8:45 AM
To: Bob Allen
Subject: FW: REQUEST FOR UPDATE TO CSRP for SR 112 (US 41A/Clarksville Pk) from SR 12 (Ashland City Hwy) to SR 155 (Briley Pky), Davidson Co, PIN 103764.00, State #19046-1214-14
Importance: High

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

Bob,

Has the updated CSRP been prepared for the above referenced project?

Thanks,
Sandy

From: Layne-Sclafani, Sandy
Sent: Tuesday, September 02, 2014 9:49 AM
To: Bob Allen
Subject: REQUEST FOR UPDATE TO CSRP for SR 112 (US 41A/Clarksville Pk) from SR 12 (Ashland City Hwy) to SR 155 (Briley Pky), Davidson Co, PIN 103764.00, State #19046-1214-14
Importance: High

Bob,

Could you forward the request below with attachments to the appropriate person.

Thanks,
Sandy

Gresham Smith and Partners has begun work on the NEPA document (D-List CE) for the following project:

- SR 112 (US 41A/Clarksville Pike) from SR 12 (Ashland City Highway) to SR 155 (Briley Parkway), Davidson County, PIN 103764.00, State #19046-1214-14

As part of our document preparation, we need you to review the Preliminary Plans dated 1/16/2014 and a previously prepared CSRP dated 08/2008 and update the CSRP as needed.

A project map and the previous CSRP are attached to this email. You may access the plans at the link below:

[Preliminary Plans dated 1/16/14](#)

The environmental clearance must be completed by November 30, 2014. Please let me know if there is an issue with the schedule.

Please send your environmental clearance directly to me.

Thanks,
Sandy

Sandy Layne-Sclafani, PE, CPESC
Senior Engineer

GRESHAM, SMITH AND PARTNERS
Architecture, Engineering, Interiors, Planning

1400 Nashville City Center, 511 Union Street
Nashville, TN 37219-1710
615.770.8255

www.gspnet.com

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**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

RIGHT OF WAY DIVISION
SUITE 600, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-3196

JOHN C. SCHROER
COMMISSIONER

BILL HASLAM
GOVERNOR

CONCEPTUAL STAGE RELOCATION PLAN

County: Davidson
Route: SR-112 (US 41A / Clarksville Pike)
PIN 103764.00
State Nos. 19046-1214-14 & 19046-2214-14
Federal No. STP-112(6)

Termini: SR-112 (US 41A/Clarksville Pike) from SR-12 (Ashland City Highway) to SR-155 (Briley Parkway)

PROJECT INFORMATION: The Tennessee Department of Transportation (TDOT) is proposing to widen and improve 2.259± miles of SR-112 (US 41A/Clarksville Pike) in order to improve safety, relieve traffic congestion, and promote economic growth. SR-112 is a major secondary road providing access from downtown Nashville to residential areas located to the north and northwest. A location map of the proposed project is shown on Page 4 of this report.

Typical road sections as shown on the submitted plans indicate the following:

The proposed improvements will widen the existing roadway to a five lane highway which will consist of two 11 to 12 foot travel lanes in each direction, a continuous variable width center turning lane, 4 foot bike lanes in each direction, concrete curbs and gutters, and 5.5 to 8 foot sidewalks on each side.

The width of the proposed right-of-way will vary according to construction requirements.

AREA INFORMATION: The subject area is located in the west central portion of Davidson County and approximately four miles northwest of the central business district. Current land use in the project area is primarily residential. Commercial development is present along either side of SR-112.

According to the U. S. Census Bureau, the population for Metropolitan Nashville/Davidson County in 2013 was estimated to be 658,602 and reflects a 5.1% increase since the 2010 census.

DISPLACEMENTS:

ANTICIPATED RELOCATIONS	
SINGLE FAMILY RESIDENCES	2
BUSINESSES	3

DISPLACEMENT EFFECTS AND ANALYSIS:

Single Family Res. Construction of the project is expected to result in 2 (two) residential displacements. One of the residences appears to be owner occupied. The other appears vacant and has a “for rent” sign displayed in the window. Based on field observation, these single family residences appear to be typical for the area in terms of size and style.

The abandoned residence shown on Sheet 13 is in poor condition and does not appear suitable for occupancy.

Businesses Construction is expected to displace 3 (three) small businesses consisting of an automobile broker, a bar-b-que restaurant, and a grocery store. Based on field observation, it is estimated that each of these three businesses has fewer than 15 employees.

Other No mobile homes, multi-family, non-profit, or farming operations are expected to be displaced.

Availability of Replacement Housing

A survey of the Davidson County real estate market in the immediate project area was conducted to determine the availability of residential and commercial real estate for either sale or lease. Results of the survey indicate that the supply of available property in the project area appears to be adequate to satisfy the relocation requirements of the two families and three businesses being displaced.

ENVIRONMENTAL: Although the proposed improvement will potentially result in the displacement of two families and three businesses, the immediate area should experience only minor impact. No neighborhoods will be disrupted nor will access from areas east of the roadway to areas west of the roadway be significantly affected.

The table below lists the tracts where environmental contamination may be present.

Tract	Shown on Sheet	Current Use	Possible Contamination Source
40	8	Convenience Market	Underground fuel storage tanks
46	8	Oil Change/Lubriation	Used motor oil storage tanks
49	9	Convenience Market	Underground fuel storage tanks
87	11	Convenience Market	Underground fuel storage tanks

ASSURANCES: The Tennessee Department of Transportation will make relocation assistance available to all eligible persons impacted by this project, including residences, businesses, farm operations, non-profit organizations, and those requiring special services or assistance. The Regional Relocation Staff will administer the relocation program under the rules, policies, and procedures set forth in the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended, the Uniform Relocation Assistance Act of 1972, implementing federal regulations, TCA 13-11-101 through 119, The State of Tennessee Relocation Assistance Brochure and Chapter IX of the State of Tennessee Department of Transportation Right-of-Way Manual. TDOT's relocation program is practical and will allow for the efficient relocation of all eligible displaced persons in accordance with State and Federal Guidelines.

Prepared By:

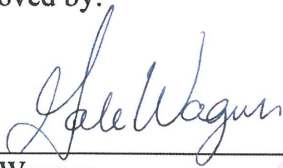


David S. Goodman
Transportation Specialist i

Digitally signed by David S. Goodman
DN: cn=David S. Goodman,
o=Tennessee Department of
Transportation, ou=Right-of-Way
Office,

email=David.S.Goodman@tn.gov, c=US
Date: 2014.12.22 11:58:03 -06'00'

Approved by:



Gale Wagner
Transportation Manager

Digitally signed by Gale Wagner
DN: cn=Gale Wagner, o=TDOT,
ou=ROW Division,
email=gale.wagner@tn.gov, c=US
Date: 2014.12.22 13:32:49 -06'00'

(For Illustration Only)



R.O.W. LENGTH

2.259 MILES

Index Of Sheets

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2-2E	TYPICAL SECTIONS
3-3E	PROPERTY MAPS & R.O.W. ACQUISITION TABLE
4-14,5D,8D	PRESENT LAYOUTS
4A-14A,5E,8E	R.O.W. DETAILS
4B-14B,5F,8F	PROPOSED LAYOUTS
4C-14C	PROFILES
15-19	SIDE ROAD PROFILES
20-45	PRIVATE DRIVE PROFILES
46-48	DRAINAGE MAPS
49-51	CULVERT SECTIONS
52-86	EROSION PREVENTION AND SEDIMENT CONTROL (ESPC) PLAN
87-92	SIGNAL LAYOUTS
93-162	ROADWAY CROSS-SECTIONS
163-195	SIDE ROAD CROSS-SECTIONS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

DAVIDSON COUNTY

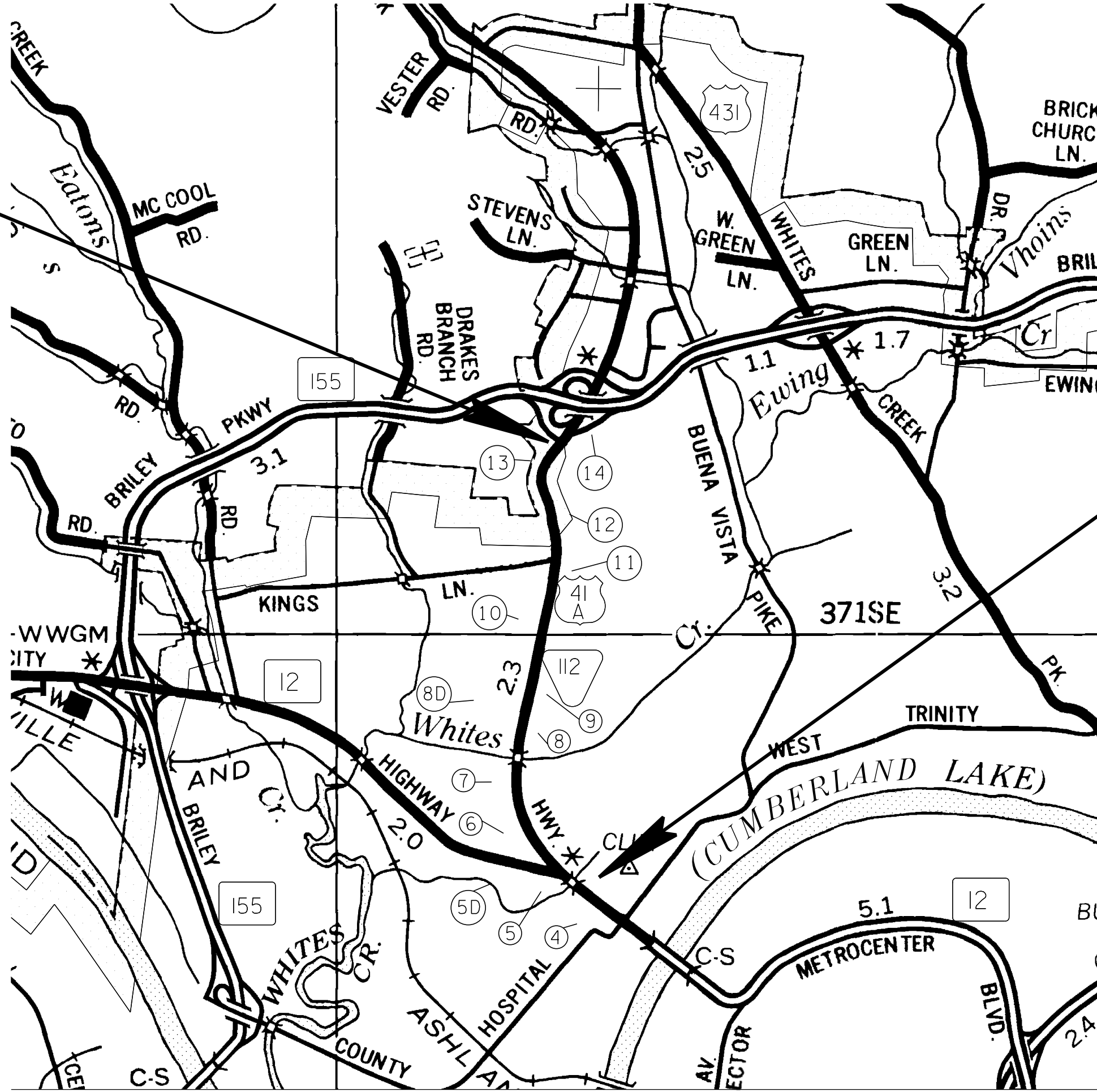
SR 112 (US 41A/CLARKSVILLE PIKE) FROM SR 12 (ASHLAND CITY HIGHWAY) TO SR 155 (BRILEY PARKWAY)

RIGHT-OF-WAY

STATE HIGHWAY NO. 112 F.A.H.S. NO. 41A

CSRP MARKED PLANS - PIN 103764.00

END PROJ. NO. STP-112(6),19046-2214-14 R.O.W.
STA. 213+38.96

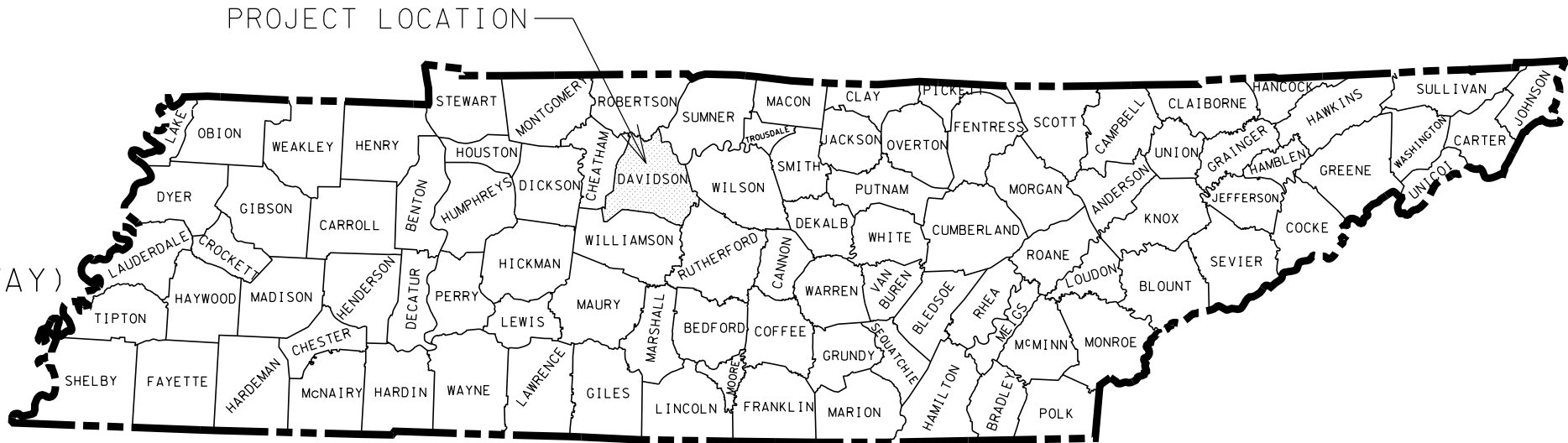


SCALE: 1"= 1/2 MILE



R.O.W. LENGTH 2.259 MILES

TENN.	YEAR	SHEET NO.
	2012	1
FED. AID PROJ. NO.	STP-112 (6)	
STATE PROJ. NO.	19046-2214-14	



NO EXCLUSIONS
NO EQUATIONS

CAUTION !
PRELIMINARY
PLANS
SUBJECT TO
CHANGE

BEGIN PROJ. NO. STP-112(6), 19046-2214-14 R.O.W.
STA. 94+12.75

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 MARCH 1, 2006 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TDOT C.E. MANAGER 1 JOHN W. MOORE, P.E.
DESIGNED BY DBS & ASSOCIATES ENGINEERING
DESIGNER MICHAEL W. MORRIS, P.E. CHECKED BY STEVEN C. LAMM, P.E.
P.E. NO. 19046-1214-14
PIN NO. 103764.00

APPROVED: Paul D. Rogers
CHIEF ENGINEER

DATE: _____

APPROVED: John Schroer
JOHN SCHROER, COMMISSIONER

TRAFFIC DATA	
ADT (2012)	21,640
ADT (2032)	29,420
DHV (2032)	2,942
D	65 - 35
T (ADT)	5 %
T (DHV)	3 %
V	40 MPH

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED: _____
DIVISION ADMINISTRATOR DATE

TENNESSEE D.O.T. DESIGN DIVISION FILE NO.



(BASED ON STD. DWG. RD01-TS-6)

S.R.112 STA. 103+35.00 TO STA. 111+67.65

- CAUTION !**
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SEALD BY

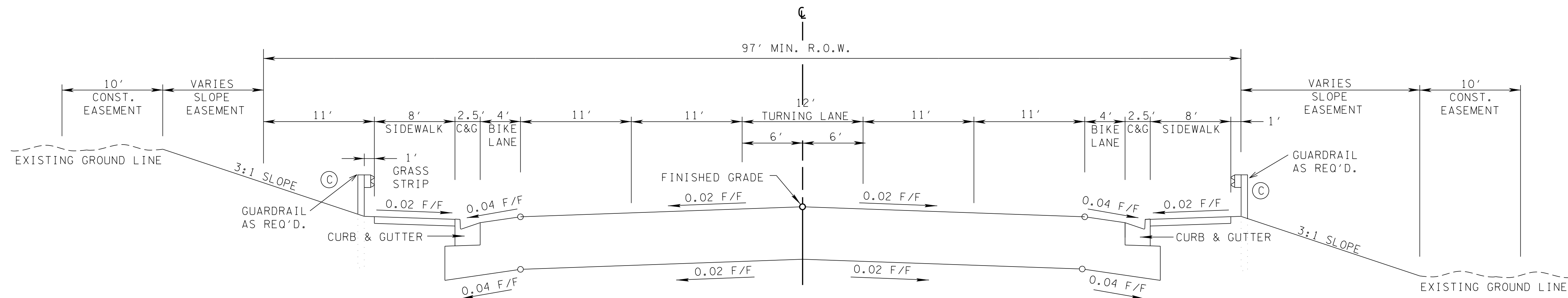


S.R.112 STA. 94+00.00 TO STA. 103+35.00

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

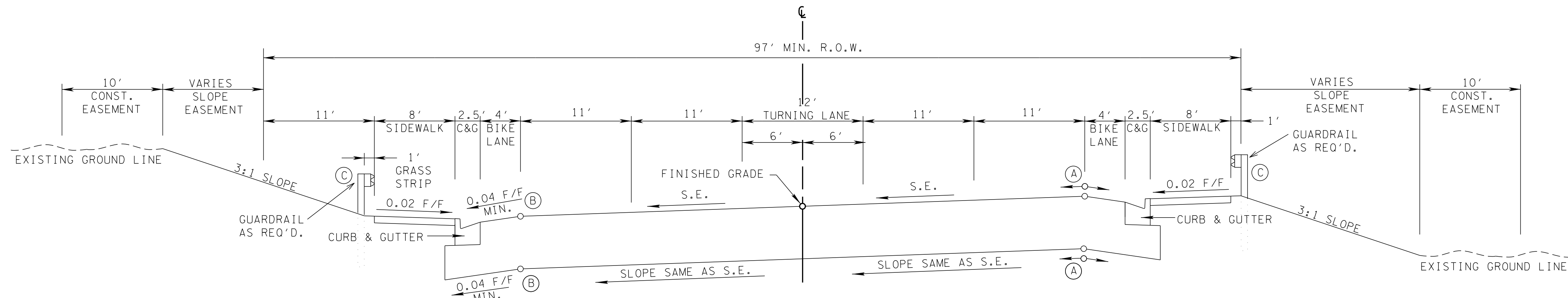
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	STP-112 (6)	2A



PROPOSED TYPICAL SECTION
(BASED ON STD. DWG. RD01-TS-6A)

S.R.112 STA. 111+67.65 TO STA. 119+12.32
S.R.112 STA. 133+80.54 TO STA. 180+81.96

- Ⓐ ALGEBRAIC DIFFERENCE NOT TO EXCEED 7.00%.
- Ⓑ SHOULDER SLOPE ON LOW SIDE IS EQUAL TO S.E. SLOPE WHEN S.E. SLOPE EXCEEDS NORMAL 4.00% SHOULDER SLOPE.
- Ⓒ GUARDRAIL SHOWN FOR PLACEMENT PURPOSES ONLY. SEE PLANS FOR PROPOSED LOCATIONS.
- Ⓓ ALL NEW SLOPES ARE TO BE SODDED.



SUPERELEVATED SECTION
(BASED ON STD. DWG. RD01-TS-6A)

S.R.112 STA. 119+12.32 TO STA. 133+80.54
S.R.112 STA. 180+81.96 TO STA. 181+70.00

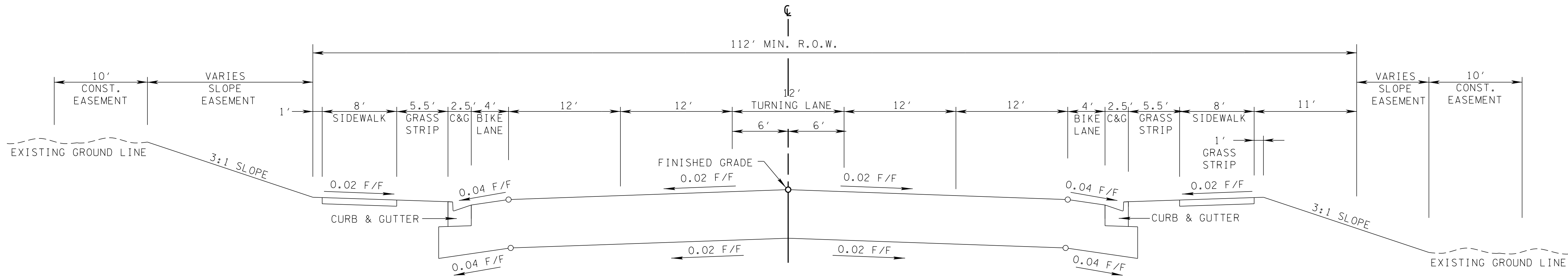
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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

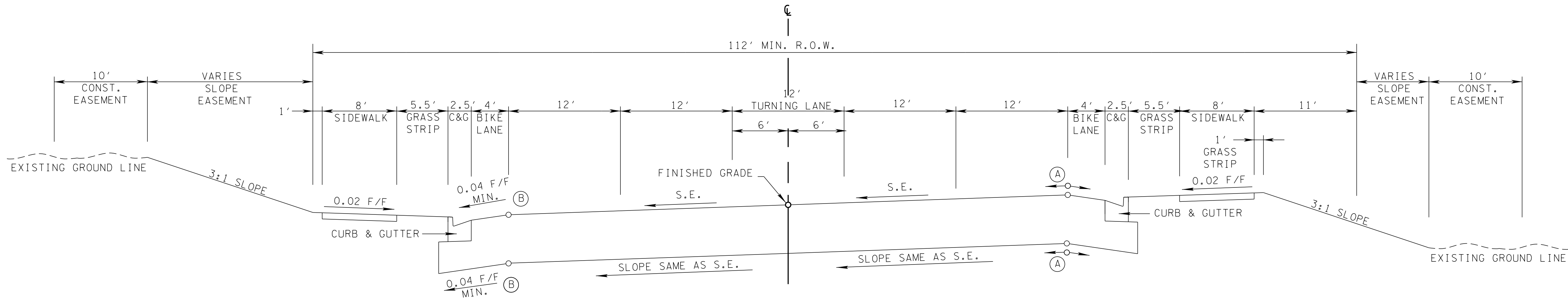
TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	STP-112 (6)	2B



PROPOSED TYPICAL SECTION
(BASED ON STD. DWG. RD01-TS-6A)

S.R.112 STA. 193+66.24 TO STA. 196+79.94
S.R.112 STA. 208+10.44 TO STA. 214+06.33

- (A) ALGEBRAIC DIFFERENCE NOT TO EXCEED 7.00%.
- (B) SHOULDER SLOPE ON LOW SIDE IS EQUAL TO S.E. SLOPE WHEN S.E. SLOPE EXCEEDS NORMAL 4.00% SHOULDER SLOPE.
- (C) ALL NEW SLOPES ARE TO BE SODDED.



SUPERELEVATED SECTION
(BASED ON STD. DWG. RD01-TS-6A)

S.R.112 STA. 181+70.00 TO STA. 193+66.24
S.R.112 STA. 196+79.94 TO STA. 208+10.44

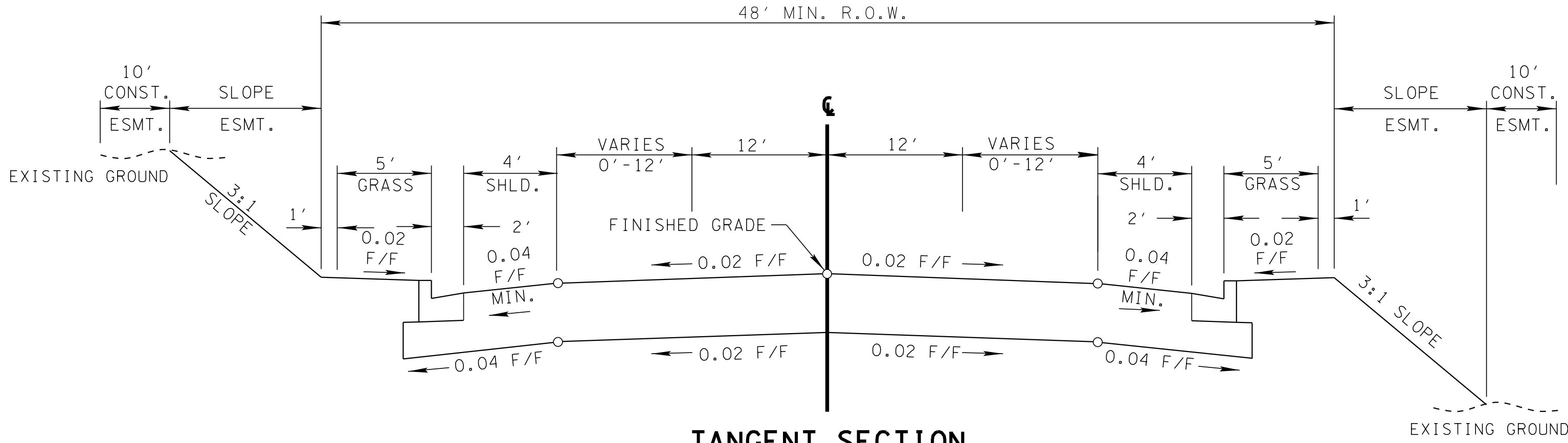
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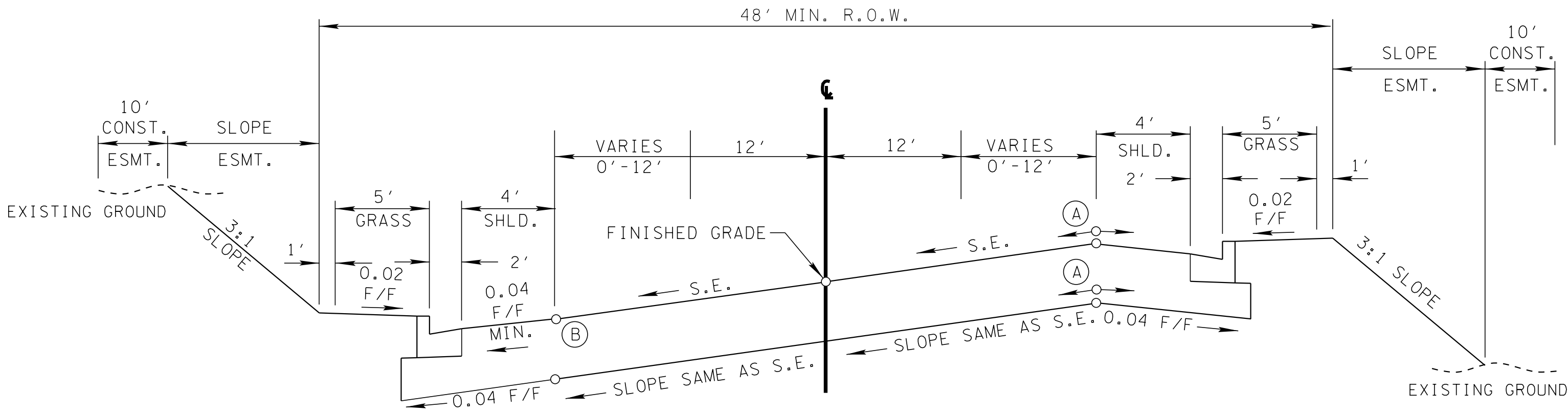
TYPICAL
SECTIONS

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	STP-112 (6)	2C



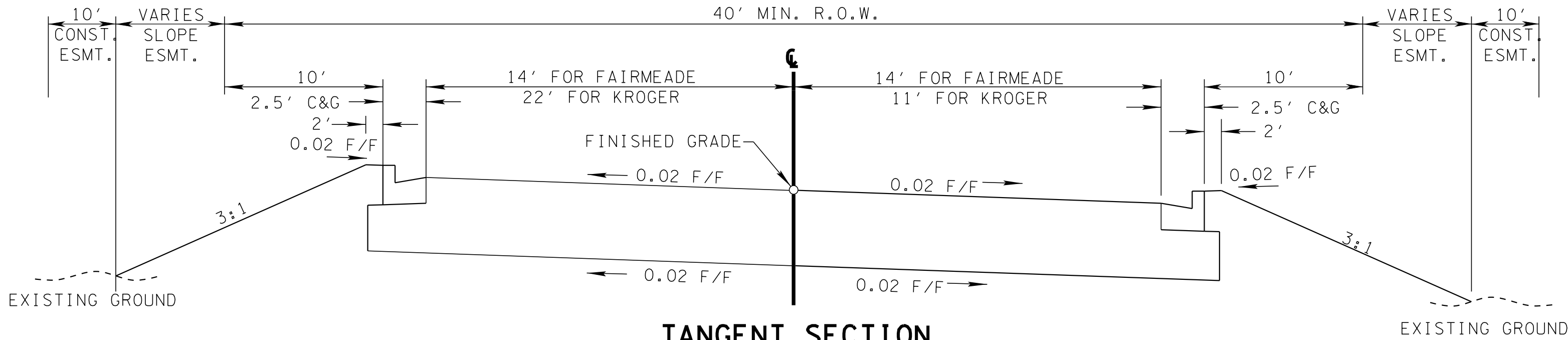
TANGENT SECTION
(BASED ON STD. DWG. RD01-TS-6)

S.R. 12 (ASHLAND CITY HWY.) (STA. 103+35.00 LT.) 11+50.00 TO 17+37.35
20+55.38 TO 22+59.47



SUPERELEVATED SECTION
(BASED ON STD. DWG. RD01-TS-6)

S.R.12 (ASHLAND CITY HWY.) (STA. 103+35.00 LT.) 17+37.35 TO 20+55.38
22+59.47 TO 26+60.10



TANGENT SECTION
(BASED ON STD. DWG. RD01-TS-1)

FAIRMEADE DRIVE (STA. 193+18.58 RT.)
KROGER ENTRANCE (STA. 153+93.16 RT.)NORMAL CROWN

- (A) ALGEBRAIC DIFFERENCE NOT TO EXCEED 7.00%.
- (B) SHOULDER SLOPE ON LOW SIDE IS EQUAL TO S.E. SLOPE WHEN S.E. SLOPE EXCEEDS NORMAL 4.00% SHOULDER SLOPE.
- (C) SEE STANDARD DWG. RD01-S-11 (CASE 1) FOR VARIABLE SLOPES.
- (D) SEE STANDARD DWG. RD01-S-11A FOR ROUNDING OF DITCH SLOPES.
- (E) GUARDRAIL SHOWN FOR PLACEMENT PLACE ONLY. SEE PLANS FOR PROPOSED LOCATION.
- (F) ALL NEW SLOPES ARE TO BE SODDED

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PRELIMINARY
PLANS
SUBJECT TO
CHANGE

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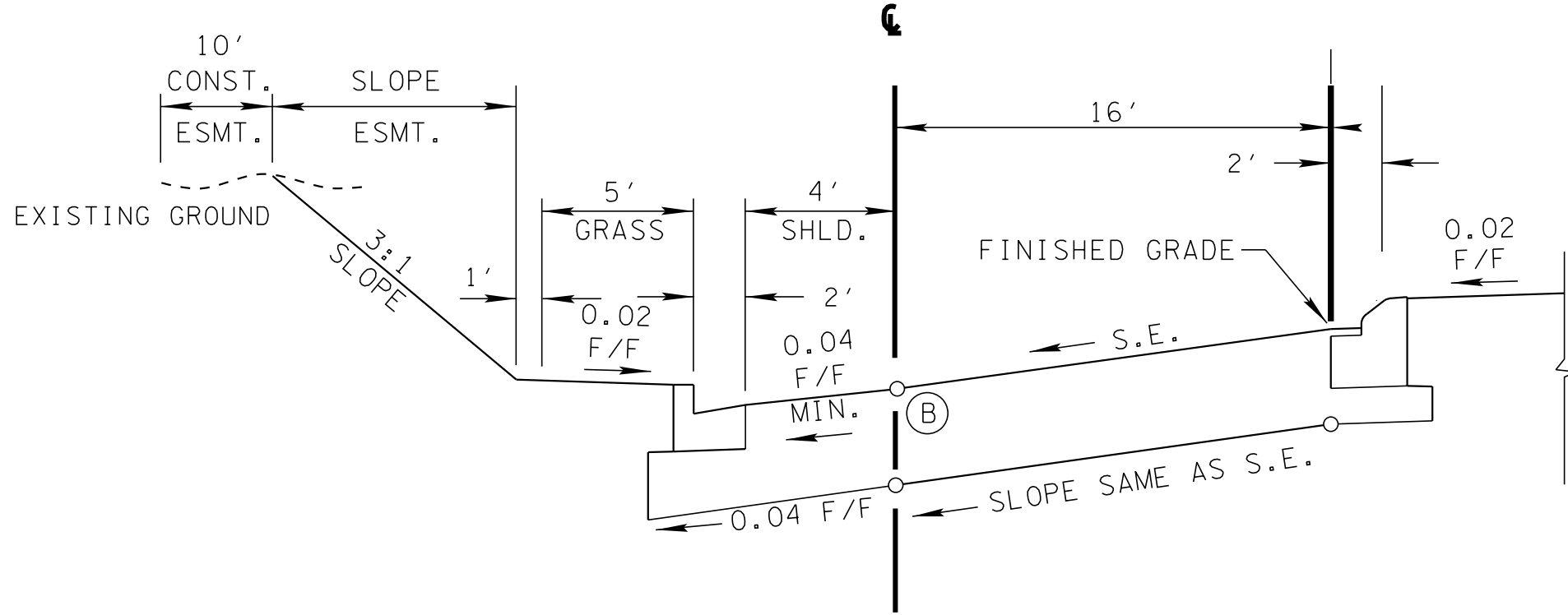
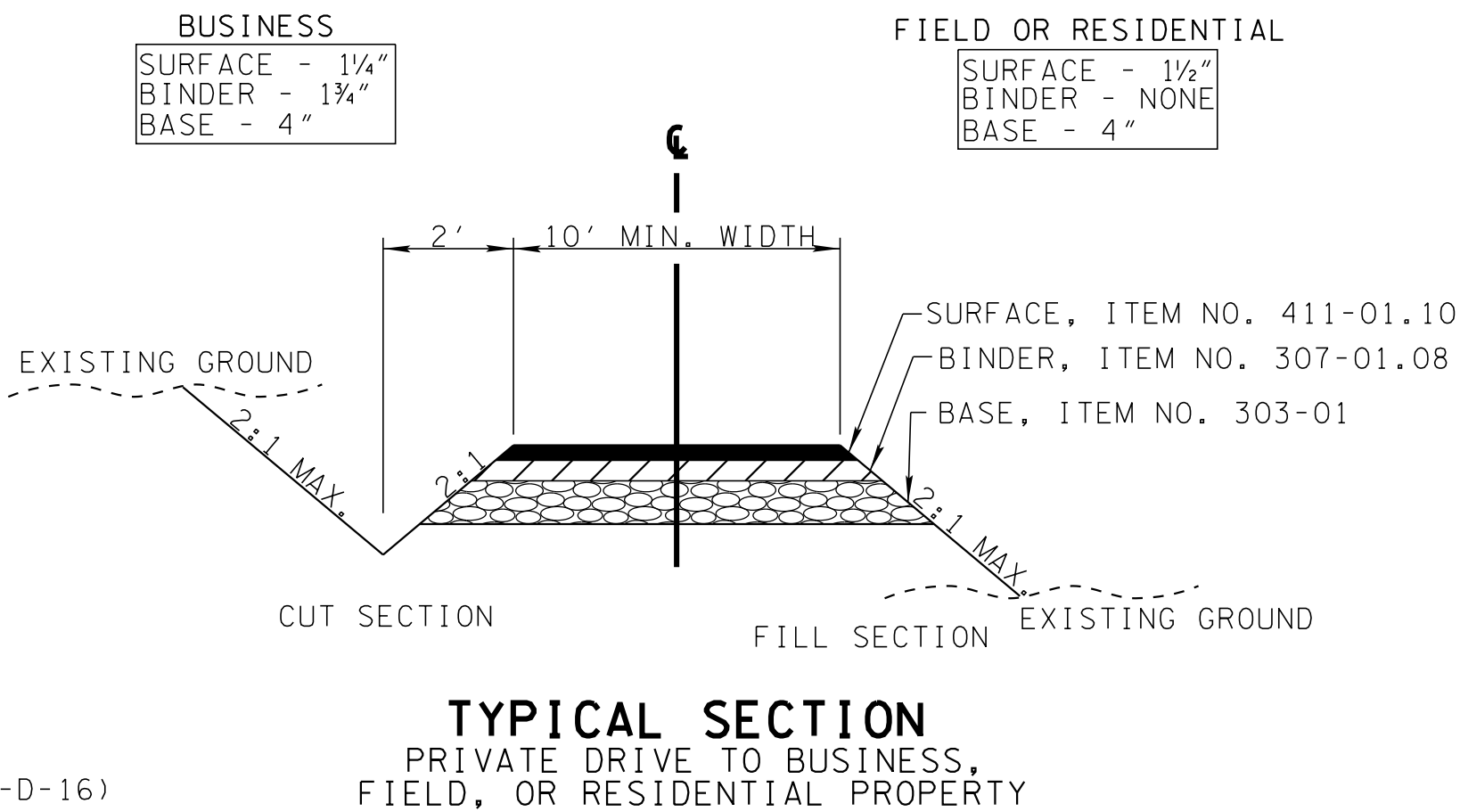
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	STP-112 (6)	2E

NOTES:

1. DITCH TO BE CONSTRUCTED WHERE DIRECTED BY THE ENGINEER.
2. 12:1(MIN.) SIDE SLOPES ON BUSINESS ENTRANCE.
3. WHERE EXISTING DRIVE IS CONCRETE, SUBSTITUTE 6 INCHES OF CONCRETE FOR BASE AND SURFACE.
4. FOR CURB AND GUTTER SECTIONS, THIS TYPICAL TO BEGIN AT BACK EDGE OF PROPOSED SIDEWALK.(STANDARD DRAWING RP-D-16)
5. ALL NEW SLOPES ARE TO BE SODDED.
6. ALL FIELD ENTRANCES SHALL BE 16’ MINIMUM WIDTH.
7. ALL DRIVEWAYS TO BE REPLACED INKIND.



SUPERELEVATED SECTION

(BASED ON STD. DWG. RD01-TS-6)

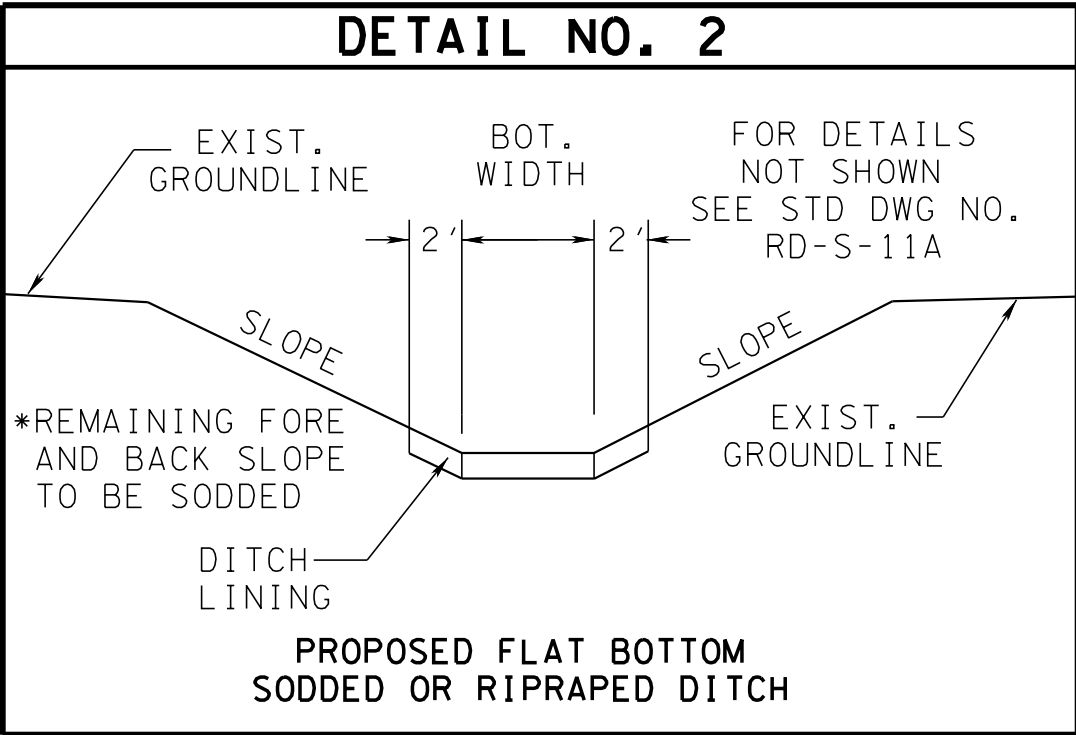
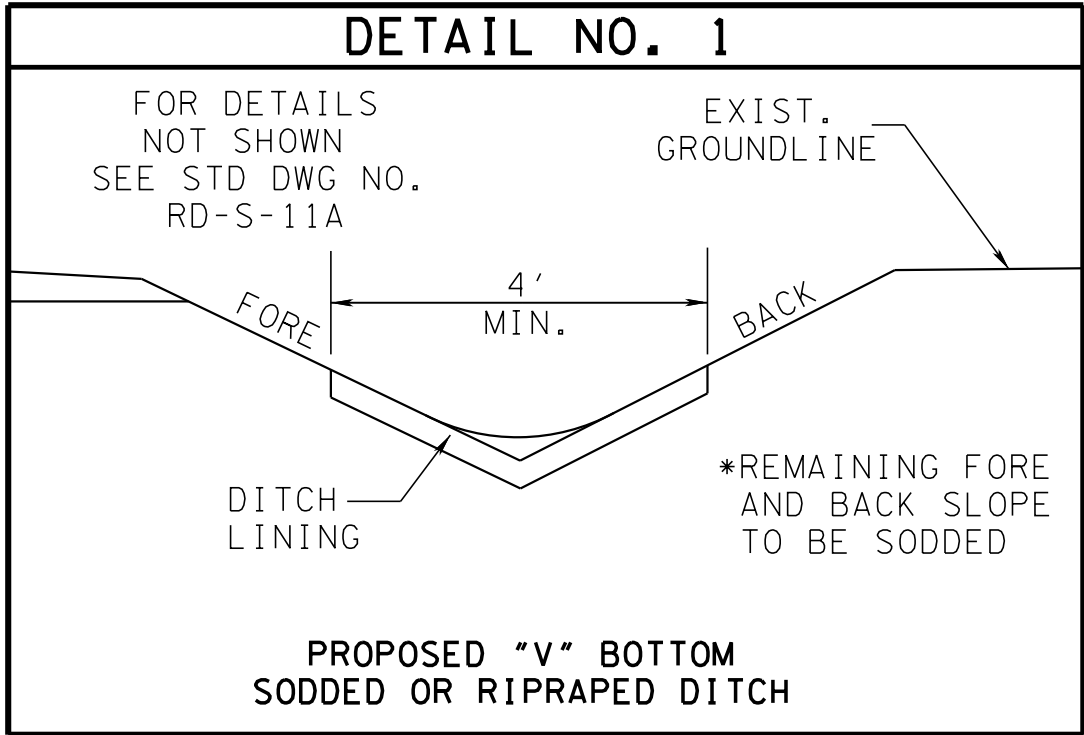
S.R.12 RAMP 1

S.R.12 RAMP 2

STA. 98+86.16 TO STA. 104+75.97

STA. 24+89.93 TO STA. 27+96.10

SPECIAL DITCHES							
LOCATION	STATION		SLOPE			DETAIL NUMBER	DITCH LINING
	FROM	TO	FORE	BOT WIDTH	BACK		
			H/V	(FT)	H/V		
S.R. 112	112+50 LT	114+60 LT	3	2	3	2	RIPRAP
S.R. 112	117+00 RT	120+00 RT	3	0	2	1	RIPRAP
S.R. 112	120+75 LT	124+00 LT	3	2	3	2	RIPRAP
S.R. 112	133+00 RT	140+00 RT	3	0	3	1	RIPRAP
W. HAMILTON RD	14+50 LT	17+40 LT	3	0	4	1	RIPRAP
W. HAMILTON RD	17+40 LT	19+00 LT	3	0	3	1	RIPRAP
MEADOW RD	10+50 RT	11+50 RT	3	0	4	1	RIPRAP
FAIRVIEW DR	12+50 LT	13+00 LT	6	0	4	1	RIPRAP
FAIRVIEW DR	12+50 RT	13+00RT	6	0	4	1	RIPRAP



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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL
SECTIONS

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	STP-112 (6)	3C

R.O.W. ACQUISITION TABLE																
TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA ACRES			AREA TO BE ACQUIRED ACRES			AREA REMAINING ACRES		EASEMENT (SQUARE FEET)		
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	SLOPE	CONST. ①
				BK.	PAGE											
1	NABIL RASHAD YAFI AND WIFE FEKREYA Y.	69	88	20010810-	0086177	0.580		0.580				0.580				
2	DALIBOR VAVRA AND WIFE DANIELA VAVRA	69	08	20000210-	0013551	0.630		0.630				0.630				
3	EARL T. HUTCHENS AND WIFE NORMA SUE HUTCHENS	69	09	8068	111	0.380		0.380				0.380			979	994
4	JUANITA VEASY	69	13	20030806-	0111929	1.530		1.530				1.530				211
5	JUANITA VEASY	69	14	20030806-	0111929	1.070		1.070				1.070			675	1181
6	T. TURNER SNODGRASS, TRUSTEE	69	01	7358	358	18.310		18.310	0.113		0.113	18.197			0.274 AC	0.189 AC
7	JACKIE D. WOODARD, ET AL	69	86	8760	784	5.870		5.870	0.145		0.145	5.725		858	1124	2111
8	T. TURNER SNODGRASS, TRUSTEE	69	91	7605	695	2.470		2.470				2.470				1146
9	NASHVILLE YOUNG MEN'S CHRISTIAN ASSOC., INC.	69	23	4293	371	10.950		10.950	0.616		0.616	10.334		1536	0.416 AC	0.197 AC
10	METRO GOVT'S CUMBERLAND	69	10	1894	115	19.620		19.620	0.694		0.694	18.926			0.647 AC	0.234 AC
11	JACKIE D. WOODARD, ET AL	69	87	8760	788	1.340		1.340	0.178		0.178	1.162				
12	J. R. BRATTEN, SR. & J. R. BRATTEN, JR.	69	67	20030620-	0085438		0.610	0.610					0.610			906
13	MARY JO FLATT	69	68	9161	579		0.260	0.260					0.260			472
14	MARY JO FLATT	69	69	9161	579		0.310	0.310					0.310		248	1345
15	JOHNNIE BOND, JR.	69	70	9370	8		0.390	0.390					0.390		13	
16	LARRY S. PELHAM, TRUSTEE	69	36	8255	182		0.220	0.220					0.220	598		129
17	TOM F. CONE	69	35	6574	954		0.230	0.230					0.230		196	843
18	TOM F. CONE	69	34	6852	234		0.250	0.250		583 S.F.	583 S.F.		0.237		308	1319
19	KNOB HILL PROPERTIES, L.L.C.	69	33	20040928-	0116699		0.320	0.320		107 S.F.	107 S.F.		0.318		10	
20	AUTOZONE, INC.	69	31	9860	367		1.770	1.770		473 S.F.	473 S.F.		1.759		1346	2130
21	ERIC K. WOOD, SR., AND WIFE, THOMASENA M. WOOD	69	30	7303	484		0.190	0.190		165 S.F.	165 S.F.		0.186		338	601
22	CONTINENTAL FINANCIAL SERVICES, INC.	69	29	10828	771		0.490	0.490		449 S.F.	449 S.F.		0.480		650	1789
23	CONTINENTAL FINANCIAL SERVICES, INC.	69	27	10828	771		0.570	0.570					0.570		247	613
24	JERRY N. VANATTA & WIFE BELINDA C. VANATTA, TRUSTEES	69	26	20020403-	0040179		0.500	0.500					0.500		51	692
25	JERRY VANATTA & WIFE BELINDA VANATTA	69	82	10413	557		0.480	0.480					0.480		28	38
26	HASSAN ALLAI MOGHADOM	69	84	5362	829		0.330	0.330					0.330		1192	908
27	HASSAN ALLAI MOGHADOM	69	25	5362	829		0.350	0.350		119 S.F.	119 S.F.		0.347		422	1213
28	INSTITUTE OF LEARNING RESEARCH, INC.	69	106	19991217-	0304529		5.990	5.990		765 S.F.	765 S.F.		5.972	3109	4135	2732
29	TERRELL A. BROADY, SR. & WIFE, BYRETTIA L. BROADY	69	36	20051219-	0151838	3.190		3.190	0.210		0.210	2.980		1377	0.141 AC	3722
30	RICHARD H. PARRISH & WIFE, JULIE A. PARRISH	69	44	8443	258		12.460	12.460		0.258	0.258		12.202		0.374 AC	4243
31	RICHARD H. PARRISH & WIFE, JULIE A. PARRISH	69	20	7541	21		0.620	0.620		981 S.F.	981 S.F.		0.597		111	612
32	JOHN ELMORE TAYLOR & WIFE, SHEILA E. TAYLOR	69	21	9108	312		0.710	0.710		2153 S.F.	2153 S.F.		0.661		1248	959
33	GUS RICHARDS	69	35	8140	401	2.240		2.240	868 S.F.		868 S.F.	2.220			0.114 AC	4017
34	GUS RICHARDS	69	100	20021022-	0129643	1.530		1.530				1.530				
35	TERRELL BROADY & WIFE BYRETTIA LAWRENCE BROADY	69	33	20010917-	0100443	3.750		3.750	0.448		0.448	3.302				
36	METRO GOV'T OF NASHVILLE & DAVIDSON CO., TN	69	103	4719	753	0.890		0.890				0.890			200	565
37	RICHARD H. PARRISH & WIFE, JULIE A. PARRISH	69	22	8443	258		0.960	0.960		0.107	0.107		0.853		0.197 AC	1837
38	JOHN E. INGRAM	69	41	9648	193		13.580	13.580		1.296	1.296		12.284		1811	2564
39	VINCENT T. SCALF	69	1	9642	93	71.812		71.812	1.127		1.127	70.685		3519	0.259 AC	0.166 AC
40	TERRY KNEPPER	69	8	20010827-	0092459		0.600	0.600		3782 S.F.	3782 S.F.		0.513		394	1578
41	CES & ASSOCIATES, INC.	69	9	20000609-	0057996		0.660	0.660					0.660			1783
42	NEWSCHANNEL 5 NETWORK, L.P.	69	224	11276	929	0.570		0.570	2741 S.F.		2741 S.F.	0.507			399	
43	NEWSCHANNEL 5 NETWORK, L.P.	69	224	11276	929	0.340		0.340	1910 S.F.		1910 S.F.	0.296			70	
44	CES & ASSOCIATES, INC.	69	88	11425	503		4.560	4.560		1402 S.F.	1402 S.F.		4.528		948	1533
45	HUNTER'S CEE BEE, INC.	69	87	9561	740		0.730	0.730		1193 S.F.	1193 S.F.		0.703		147	675
46	DOUG HONG	69	84	20020809-	0096522	0.460		0.460	2132 S.F.		2132 S.F.	0.411			104	1687
47	MILDRED M. NEWBERRY	69	65	7342	732	0.400		0.400				0.400				1560
48	DOUG M. HONG	69	83	20020809-	0096521	0.450		0.450	1669 S.F.		1669 S.F.	0.412				166
49	ZAIDOUN NOFAL	69	82	20040527-	0062359	0.540		0.540	1247 S.F.		1247 S.F.	0.511				210
50	WILLIAM K. JENKINS & WIFE, LINDA F. JENKINS	69	183	20000814-	0079954		1.740	1.740		1487 S.F.	1487 S.F.		1.706		301	792

① FOR WORKING AND EROSION CONTROL MEASURES.

CAUTION !
PRELIMINARY
PLANS
SUBJECT TO
CHANGE

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
ACQUISITION
TABLE

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	STP-112 (6)	30

R.O.W. ACQUISITION TABLE																
TRACT NO.	PROPERTY OWNERS	COUNTY RECORDS				TOTAL AREA ACRES			AREA TO BE ACQUIRED ACRES			AREA REMAINING ACRES		EASEMENT (SQUARE FEET)		
		TAX MAP NO.	PARCEL NO.	DEED DOCUMENT REFERENCE		LEFT	RIGHT	TOTAL	LEFT	RIGHT	TOTAL	LEFT	RIGHT	PERM. DRAINAGE	SLOPE	CONST. ①
				BK.	PAGE											
51	IAN SHABETAI STUART, TRUSTEE	69	232	20041209-	0146956		0.870	0.870		1753 S.F.	1753 S.F.		0.830		172	1907
52	WILLIE S. CRIPPS & WIFE, BETTY JO CRIPPS	69	81	7866	338	0.380		0.380	1088 S.F.		1088 S.F.	0.355				446
53	FRANK S. ALLEN	69	80	8053	229	0.290		0.290	916 S.F.		916 S.F.	0.269				278
54	MICHAEL MURRAY & CARRIE MURRAY	69	79	7507	86	0.360		0.360	1633 S.F.		1633 S.F.	0.323				183
55	WILLIAM JOHNSON & BRANDY M. JOHNSON	69	78	20000211-	0014233	0.690		0.690	3403 S.F.		3403 S.F.	0.612				494
56	KROGER LIMITED PARTNERSHIP I	69	37	10694	883		17.420	17.420		0.122	0.122		17.298	564	2996	0.129 AC
57	FORREST HENDERSON	69	77	11298	427	0.580		0.580	2989 S.F.		2989 S.F.	0.511		228		296
58	NOAH HORACE MANN, JR. & WIFE, BARBARA E. MANN, TRUSTEES	69	75	9533	694	0.570		0.570	0.116		0.116	0.454			1150	1434
59	NORMA WILLIS	69	74	20020205-	0015524	0.300		0.300				0.300			107	833
60	PATRICIA ANN PRICE	69	27	20031105-	0162432	0.850		0.850				0.850			176	401
61	CHARLES L. BEVERLY	69	28	20000011-	0003185	0.410		0.410				0.410			867	909
62	SWETT ENTERPRISES, LLC	69	29	11298	650	0.460		0.460	0.100		0.100	0.360			1740	1551
63	METRO GOVERNMENT OF NASHVILLE & DAVIDSON CO., TN	69	228	11484	582		3.240	3.240		1333 S.F.	1333 S.F.		3.209	557	2753	0.110 AC
64	DAVID E. SWETT, SR.	69	30	20030522-	0070017	0.340		0.340	1861 S.F.		1861 S.F.	0.297				258
65	NOAH HORACE MANN, JR. & WIFE, BARBARA E. MANN, TRUSTEES	69	31	9533	698	0.690		0.690	2442 S.F.		2442 S.F.	0.634				650
66	BLONDELL M. STRONG AND HUSBAND, CHARLES E. KIMBROUGH	69	32	9413	37	0.690		0.690	2514 S.F.		2514 S.F.	0.632		324	4	628
67	CHARLES E. KIMBROUGH, ET AL, TRUSTEES	69	33	9725	55	0.460		0.460	2573 S.F.		2573 S.F.	0.401			261	1002
68	SOUTHEAST INVESTMENTS, LLC	69	38	20051104-	0134204		0.410	0.410					0.410		1555	2145
69	ROBERT L. GANT	69	34	20020628-	0078384	0.460		0.460	2614 S.F.		2614 S.F.	0.400			524	917
70	MARY RODGERS	69	35	20000505-	0045813	0.460		0.460	2592 S.F.		2592 S.F.	0.400			901	650
71	BRUCE HOWARD, JR. & WIFE, GLADYS S. HOWARD	69	37	5613	708		0.300	0.300					0.300		1912	2127
72	JIN ZHONG WANG & WIFE, LI QIN WANG	69	36	20010511-	0049152	0.450		0.450	2510 S.F.		2510 S.F.	0.392			1132	795
73	YEKINNI J. UWAIFO & WIFE, DOROTHY ELLIS UWAIFO	69	49	10804	190	0.450		0.450	2461 S.F.		2461 S.F.	0.394			641	603
74	RONALD L. MOSELEY	69	52	20020305-	0027184		0.310	0.310		96 S.F.	96 S.F.		0.308		984	1216
75	SMITH BROTHERS FUNERAL DIRECTORS	69	48	9826	1	0.460		0.460	2525 S.F.		2525 S.F.	0.402			910	673
76	SMITH BROTHERS FUNERAL DIRECTORS	69	47	9826	1	0.460		0.460	2432 S.F.		2432 S.F.	0.404			414	1005
77	JOHN K. WRIGHT & WIFE, JEANNE WRIGHT	69	50	9039	703		0.220	0.220		515 S.F.	515 S.F.		0.208		1454	1351
78	SMITH BROTHERS FUNERAL DIRECTORS	69	46	9826	1	0.570		0.570	3506 S.F.		3506 S.F.	0.490			1836	2061
79	MELTON RAY CRUTCHER	69	45	4613	146	0.340		0.340				0.340			302	1563
80	PAUL W. WILLIAMSON AND WIFE, CAROLYN H. WILLIAMSON	58	138	4709	885	0.650		0.650	0.118		0.118	0.532			642	2330
81	PAUL W. WILLIAMSON AND WIFE, CAROLYN H. WILLIAMSON	58	38	4709	885	1.210		1.210	942 S.F.		942 S.F.	1.188			915	2571
82	WORD OF LIFE CHRISTIAN CENTER, INC.	58	181	11471	909		16.450	16.450		0.526	0.526		15.924		0.328 AC	0.226 AC
83	TEMPLE BAPTIST CHURCH, INC.	58	137	20011003	0107340	1.830		1.830	1226 S.F.		1226 S.F.	1.802			699	2485
84	THE BARINGTON GROUP	58	136	19991221-	0305916	5.380		5.380	864 S.F.		864 S.F.	5.360			1176	470
85	WILLIE J. MYERS, JR.	58	135	20000926-	0095486	6.070		6.070	0.202		0.202	5.868		677	0.167 AC	0.175 AC
86	PENTECOSTAL TABERNACLE BAPTIST CHURCH, INC.	58	163	20030103-	0001443		4.020	4.020		0.135	0.135		3.885	908	0.129 AC	0.120 AC
87	PURVI PETROLEUM III, LLC	58	140	20020311-	0029910		0.930	0.930		1180 S.F.	1180 S.F.		0.903		1252	1918
88	WILLIE LEWIS NEBLETT & WIFE, IZORA M. NEBLETT	58	105	5054	765		0.250	0.250					0.250			161
89	PENTECOSTAL TABERNACLE CHURCH OF GOD IN CHRIST, INC.	58	154	9349	490		4.460	4.460		2469 S.F.	2469 S.F.		4.403	775	2687	0.135 AC
90	KINPIN PARTNERSHIP	58	213	10390	659	1.100		1.100	0.174		0.174	0.926		520	269	3539
91	BETTY CORLEW THOMAS	58	115	3933	118	6.830		6.830	0.564		0.564	6.266			0.582 AC	0.153 AC
92	JOHN FORD & WIFE, VALERIE FORD	58	209	10019	170	0.640		0.640				0.640				
93	THE TEMPLE CHURCH	58	116	20051206-	0146651	1.680		1.680				1.680				
94	BETTYE C. TRICE AND HUSBAND, ARDIE TRICE	58	201	8265	68	5.020		5.020	0.172		0.172	4.848		294	0.156 AC	2380
95	LARRY D. JONES, SR. & WIFE, ANITA L. JONES	58	114	20020201-	0014663	7.520		7.520	0.134		0.134	7.386		1207	0.153 AC	4037
96	PENTECOSTAL TABERNACLE CHURCH, INCORPORATED	58	11	11452	29		0.380	0.380		884 S.F.	884 S.F.		0.360	0.111 AC	572	793
97	FRANK E. DAVIS & WIFE, ELEANOR KILCREASE DAVIS	58	12	4371	301		0.950	0.950					0.950			
98	SHEILAGH JAMISON	58	9	527	442		1.000	1.000					1.000			
99	BEREAN BAPTIST CHURCH	58	20	20000051-	0047448		0.960	0.960		2798 S.F.	2798 S.F.		0.896	1342	0.137 AC	2857
100	BEREAN BAPTIST CHURCH	58	20	20000051-	0047448		0.900	0.900		2403 S.F.	2403 S.F.		0.845		0.100 AC	1249

① FOR WORKING AND EROSION CONTROL MEASURES.

CAUTION !
PRELIMINARY
PLANS
SUBJECT TO
CHANGE

SEALED BY

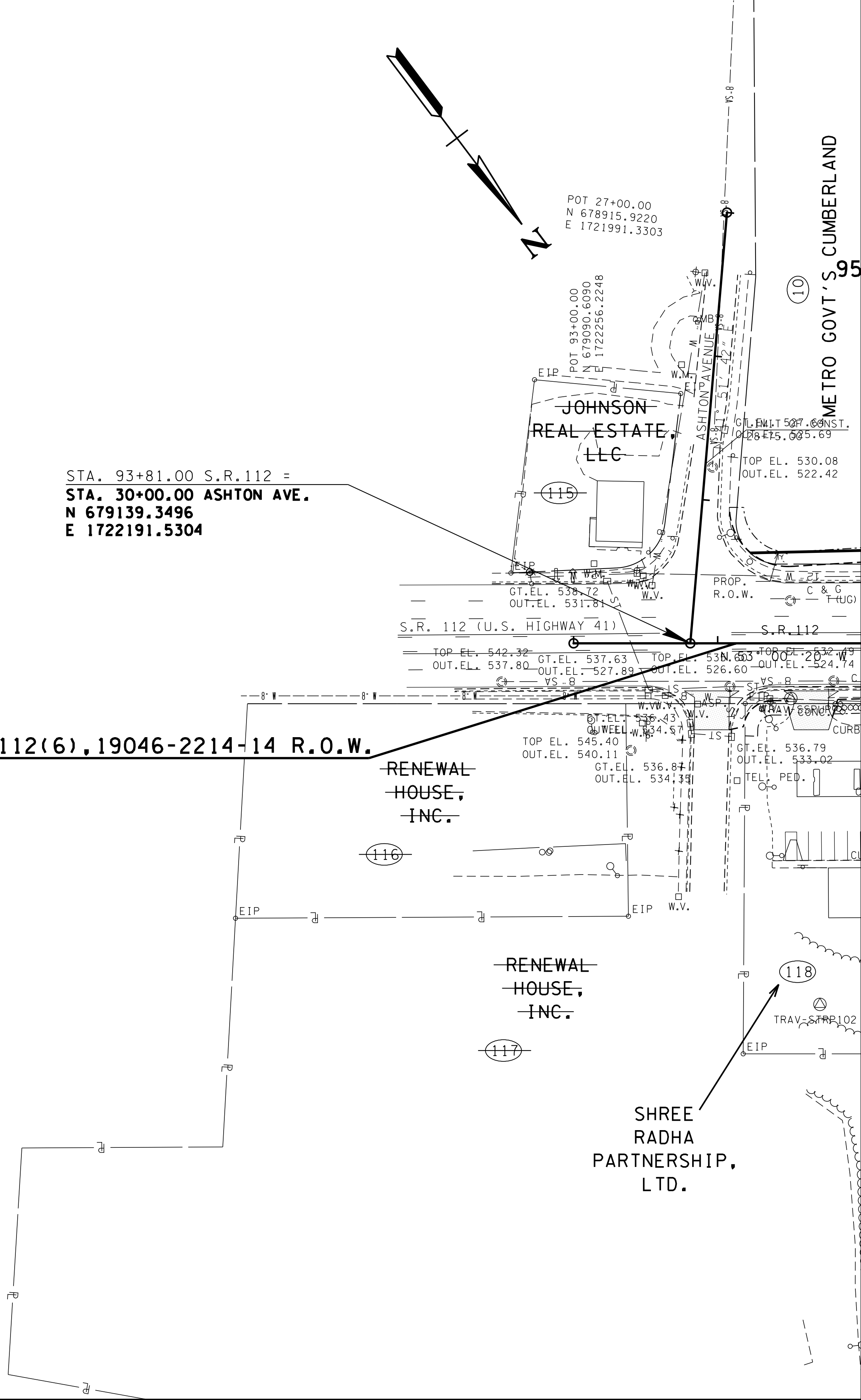
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY
ACQUISITION
TABLE

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	STP-112 (6)	4

BEGIN PROJ. NO. STP-112(6),19046-2214-14 R.O.W.
STA. 94+12.75

STA. 93+81.00 S.R.112 =
STA. 30+00.00 ASHTON AVE.
N 679139.3496
E 1722191.5304



CAUTION !
PRELIMINARY
PLANS
SUBJECT TO
CHANGE

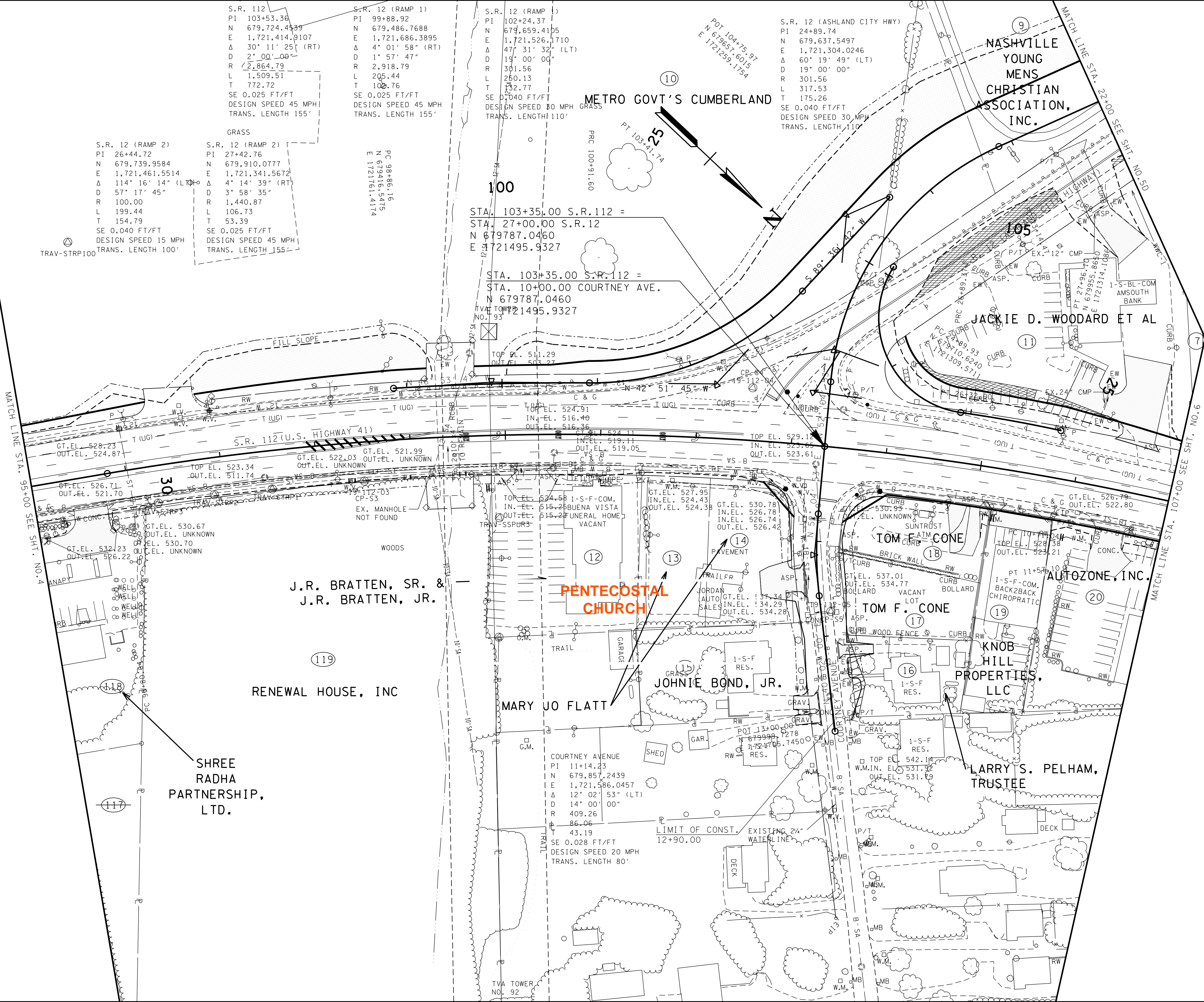
SEALED BY

COORDINATE VALUES ARE NAD/83(1995)
AND ARE DATUM ADJUSTED BY THE
FACTOR 1.00006 & TIED TO THE TGRN.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT
LAYOUT
BEG. OF PROJ. TO STA.95+00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	STP-112 (6)	5



**CAUTION !
PRELIMINARY
PLANS
SUBJECT TO
CHANGE**

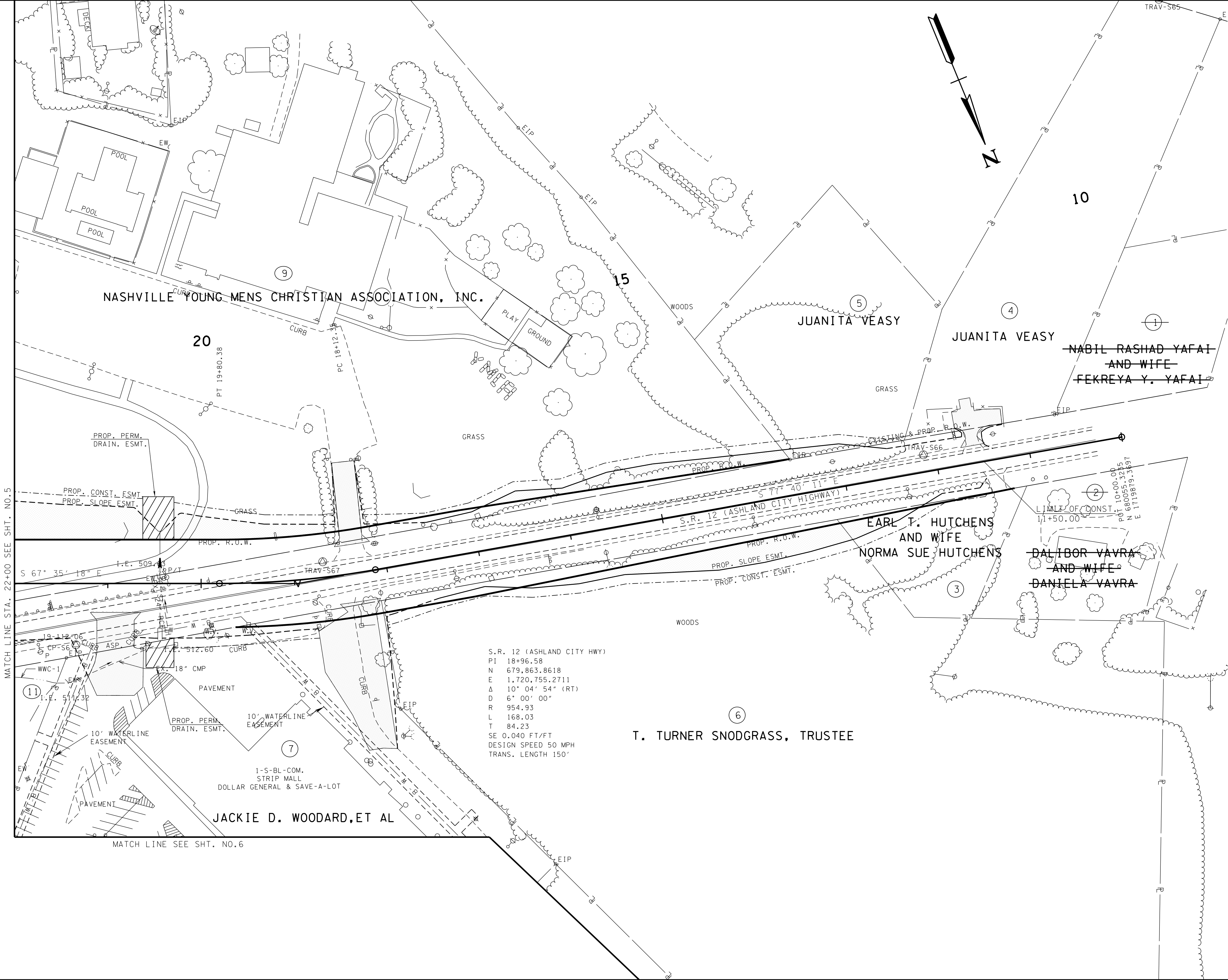
SEALED BY

COORDINATE VALUES ARE NAD/83(1995)
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FACTOR 1.00006 & TIED TO THE TGRN.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**PRESENT
LAYOUT**
STA. 95+00 TO STA. 107+00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	STP-112 (6)	5D



CAUTION !
PRELIMINARY
PLANS
SUBJECT TO
CHANGE

SEALED BY

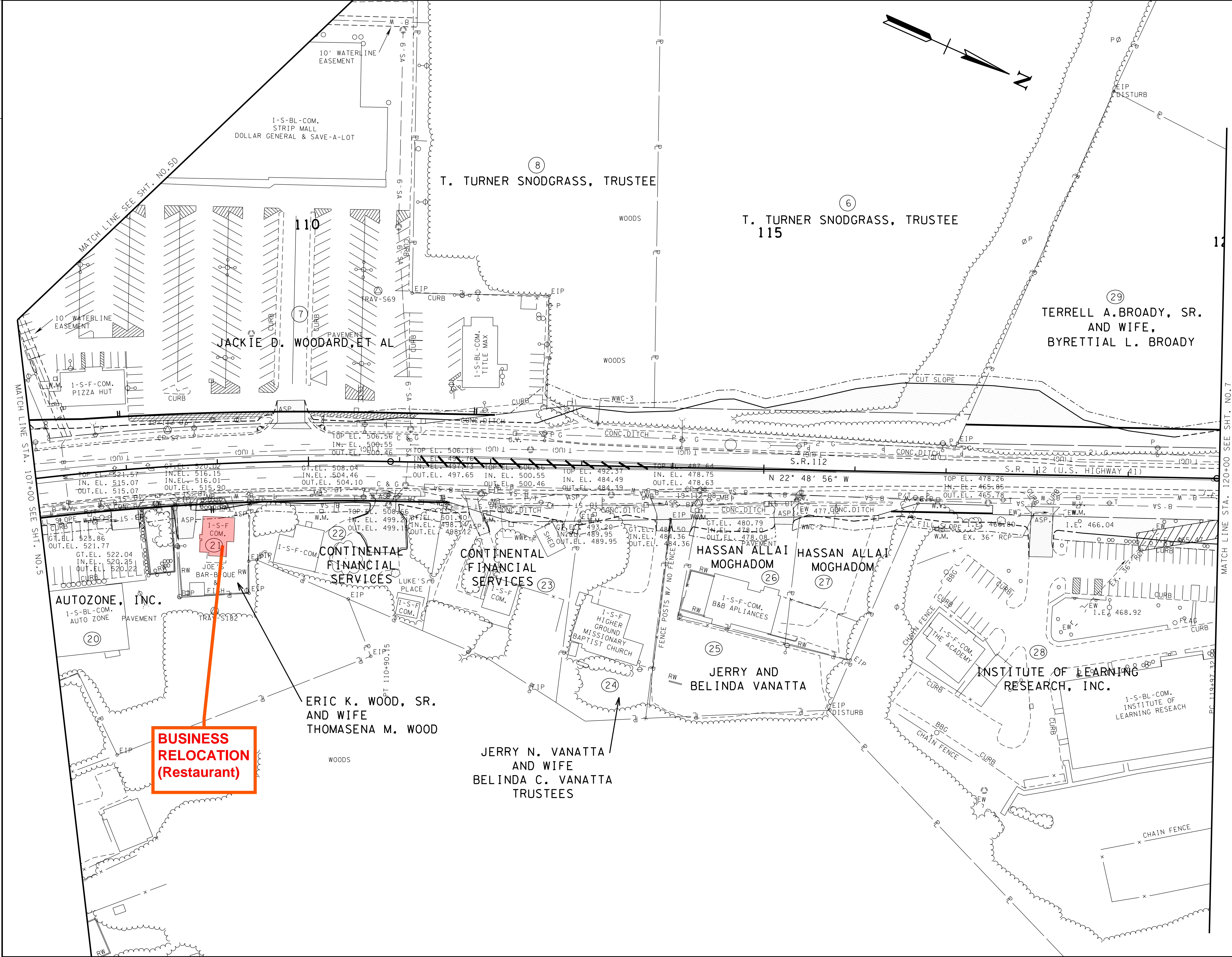
COORDINATE VALUES ARE NAD/83(1995)
AND ARE DATUM ADJUSTED BY THE
FACTOR 1.00006 & TIED TO THE TGRN.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT
LAYOUT
STA. 11+50 TO STA. 22+00
SCALE: 1" = 50'

S.R. 12 (ASHLAND CITY HWY)
PI 18+96.58
N 679,863,8618
E 1,720,755.2711
Δ 10° 04' 54" (RT)
D 6° 00' 00"
R 954.93
L 168.03
T 84.23
SE 0.040 FT/FT
DESIGN SPEED 50 MPH
TRANS. LENGTH 150'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	STP-112 (6)	6



**CAUTION !
PRELIMINARY
PLANS
SUBJECT TO
CHANGE**

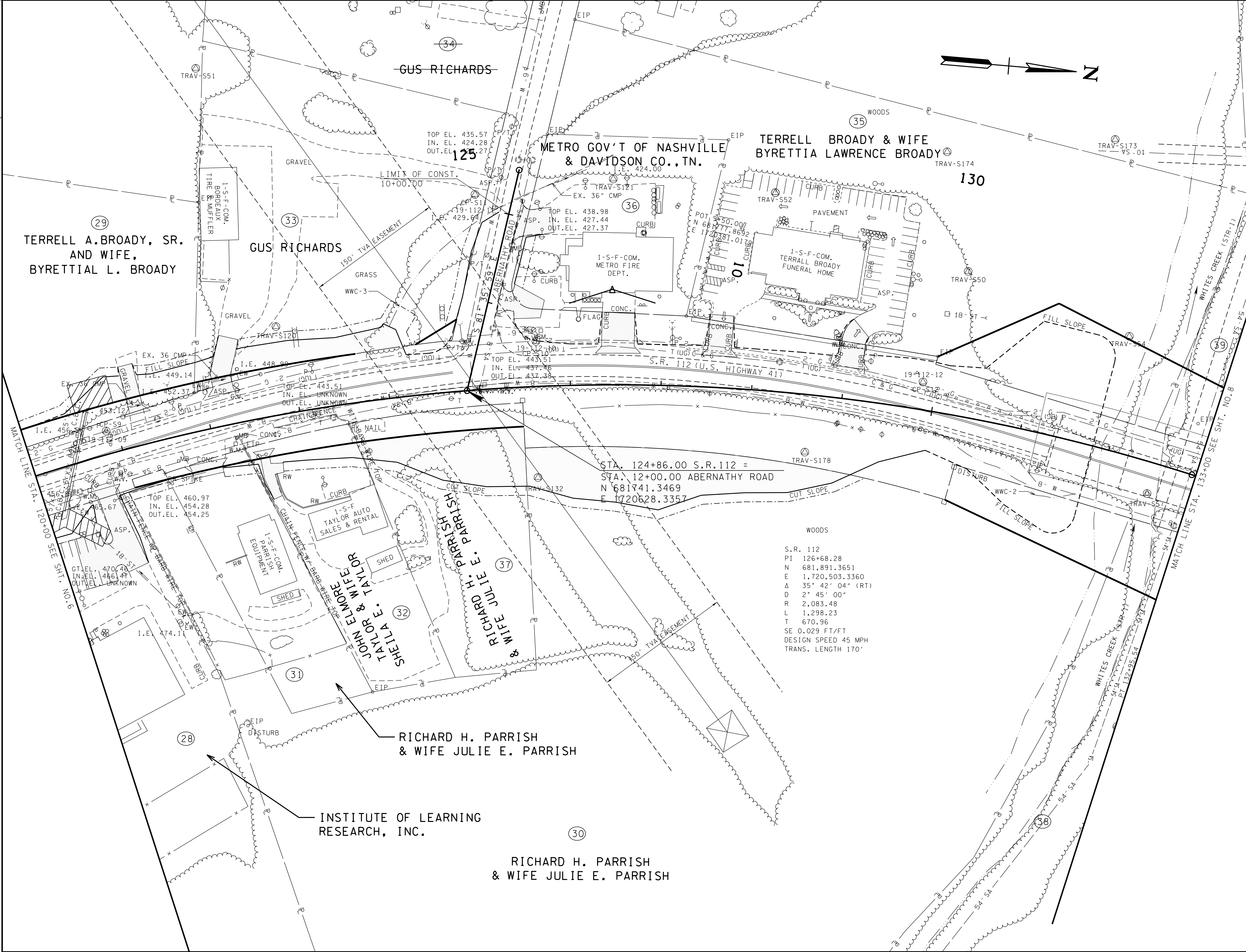
SEALED BY

COORDINATE VALUES ARE NAD/83(1995)
AND ARE DATUM ADJUSTED BY THE
FACTOR 1.00006 & TIED TO THE TGRN.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**PRESENT
LAYOUT**
STA. 107+00 TO STA. 120+00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	STP-112 (6)	7



CAUTION !
PRELIMINARY
PLANS
SUBJECT TO
CHANGE

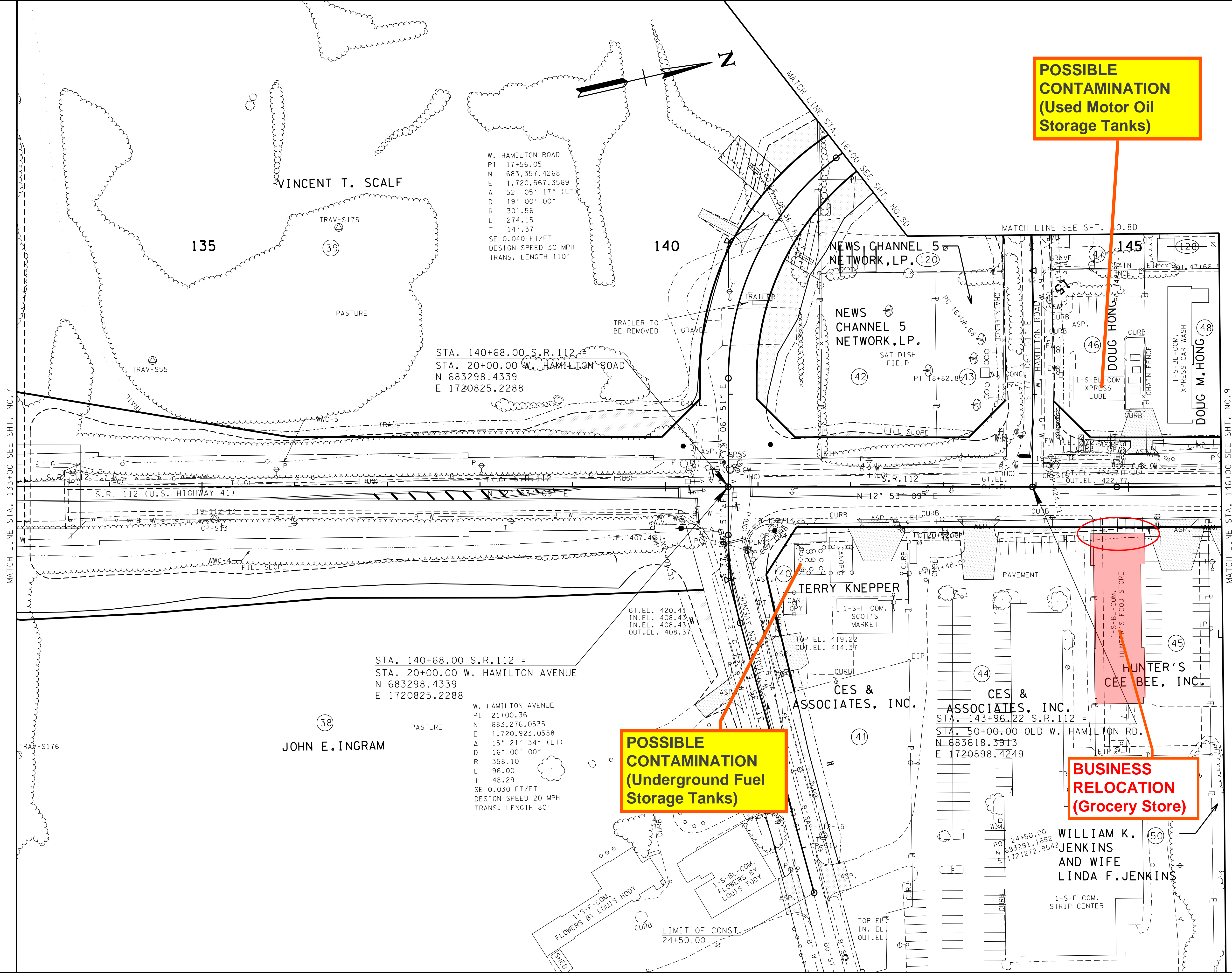
SEALED BY

COORDINATE VALUES ARE NAD/83(1995)
AND ARE DATUM ADJUSTED BY THE
FACTOR 1.00006 & TIED TO THE TGRN.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT
LAYOUT
STA. 120+00 TO STA. 133+00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	STP-112 (6)	8



CAUTION !
PRELIMINARY
PLANS
SUBJECT TO
CHANGE

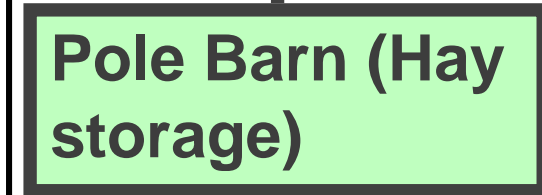
SEALED BY

COORDINATE VALUES ARE NAD/83(1995)
AND ARE DATUM ADJUSTED BY THE
FACTOR 1.00006 & TIED TO THE TGRN.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT
LAYOUT
STA.133+00 TO STA.146+00
SCALE: 1" = 50'

TENNESSEE D.O.T. DESIGN DIVISION FILE NO.

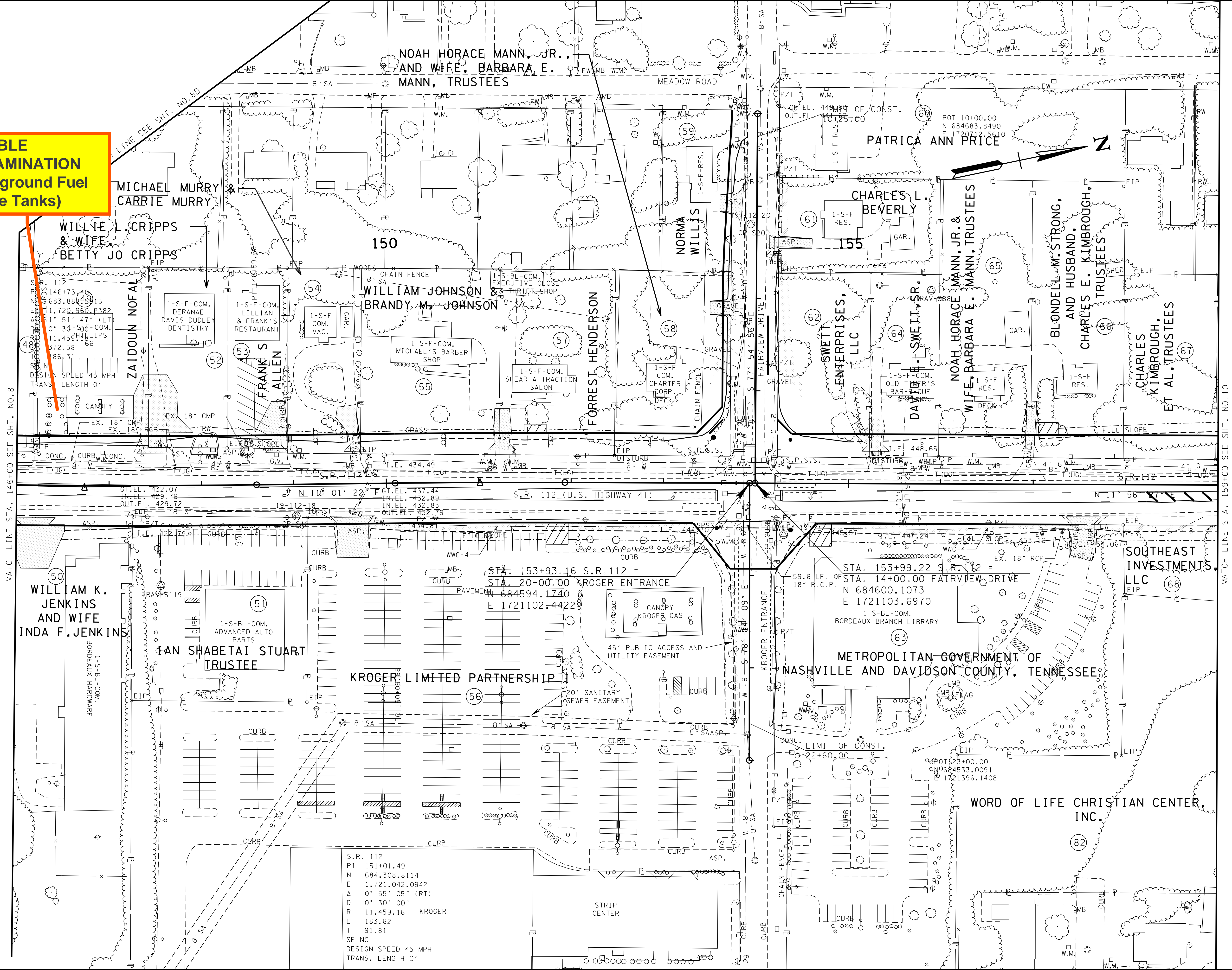


SEALD BY

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	STP-112 (6)	9

POSSIBLE
CONTAMINATION
(Underground Fuel
Storage Tanks)



CAUTION !
PRELIMINARY
PLANS
SUBJECT TO
CHANGE

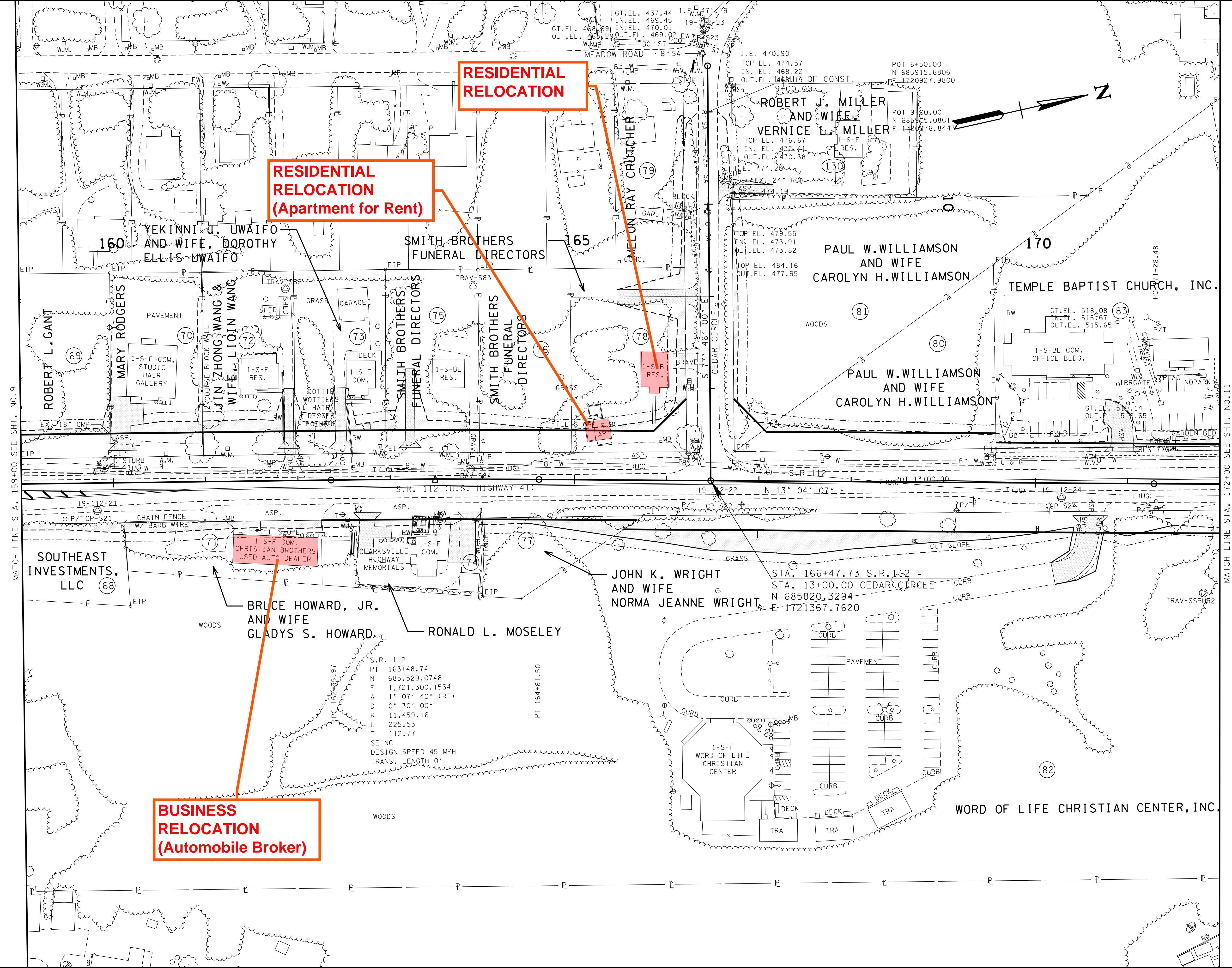
SEALED BY

COORDINATE VALUES ARE NAD(83)(995)
AND ARE DATUM ADJUSTED BY THE
FACTOR 1.00006 & TIED TO THE TGRN.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT
LAYOUT
STA. 146+00 TO STA. 159+00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	STP-112 (6)	10



**CAUTION !
PRELIMINARY
PLANS
SUBJECT TO
CHANGE**

SEALED BY

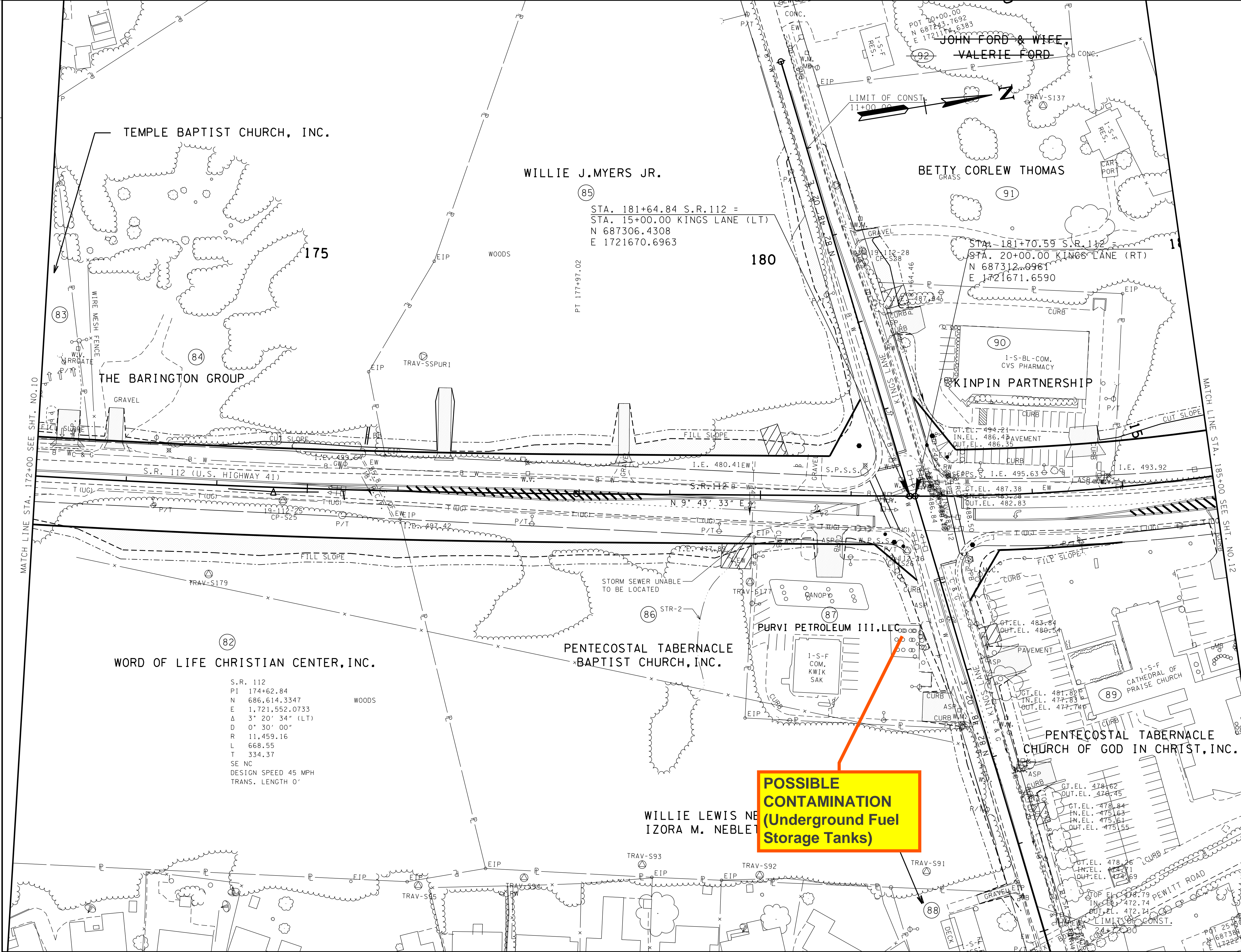
COORDINATE VALUES ARE NAD/83(1995)
AND ARE DATUM ADJUSTED BY THE
FACTOR 1.00006 & TIED TO THE TGRN.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

**PRESENT
LAYOUT**
STA. 159+00 TO STA. 172+00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	STP-112 (6)	11

TENNESSEE D.O.T. DESIGN DIVISION FILE NO.



**CAUTION !
PRELIMINARY
PLANS
SUBJECT TO
CHANGE**

SEALD BY

COORDINATE VALUES ARE NAD/83(1995)
AND ARE DATUM ADJUSTED BY THE
FACTOR 1.00006 & TIED TO THE TGRN.

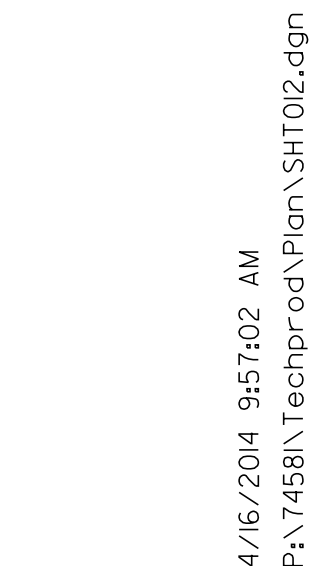
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT LAYOUT

STA. 172+00 TO STA. 185+00
SCALE: 1" = 50'

4/16/2014 9:56:49 AM
P:\7458\Techprod\Plan\SHTO11.dgn

TENNESSEE D.O.T. DESIGN DIVISION FILE NO.



SEALED BY

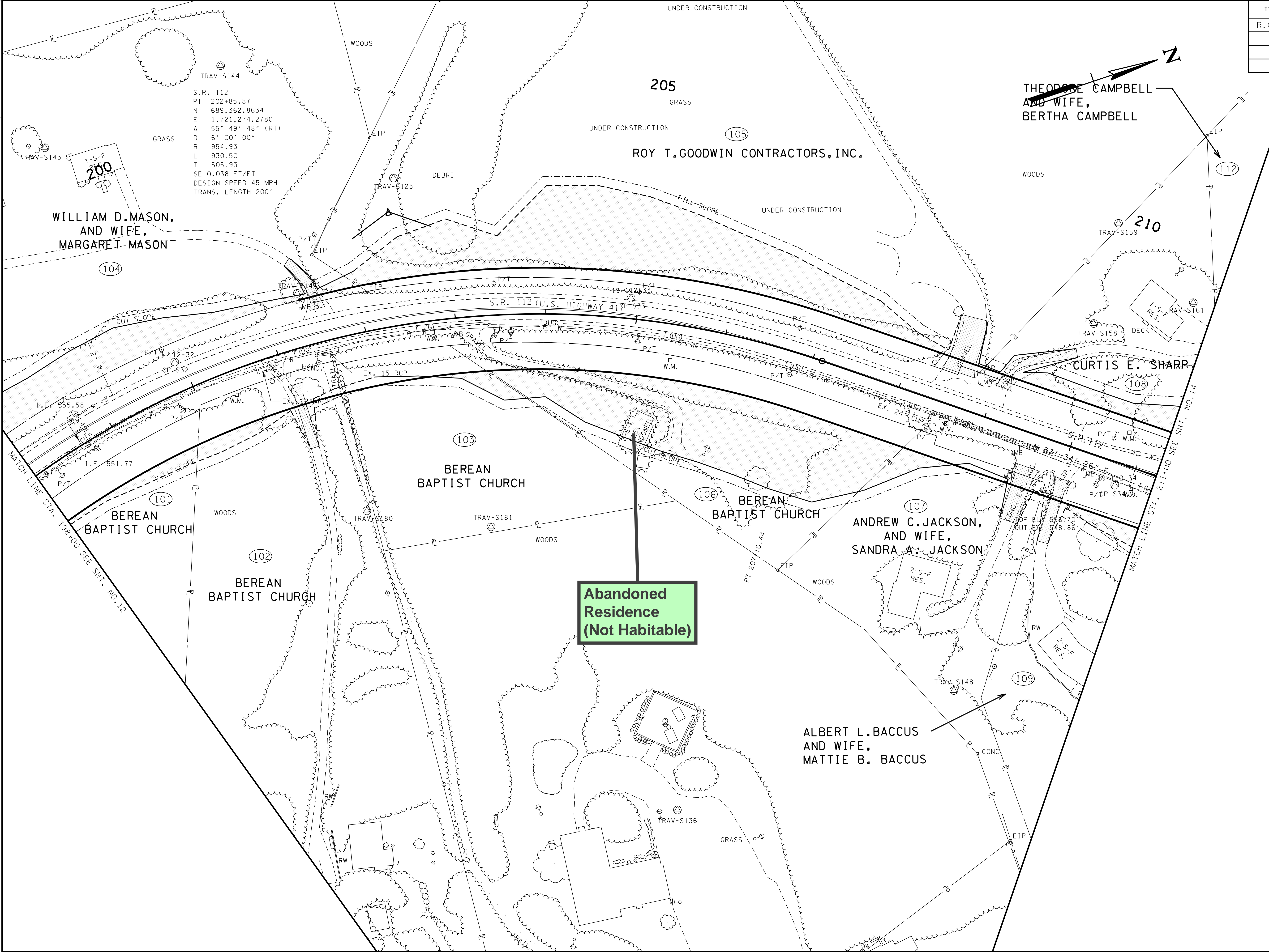
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT
LAYOUT

STA. 185+00 TO STA. 198+00

SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	STP-112 (6)	13



CAUTION !
PRELIMINARY
PLANS
SUBJECT TO
CHANGE

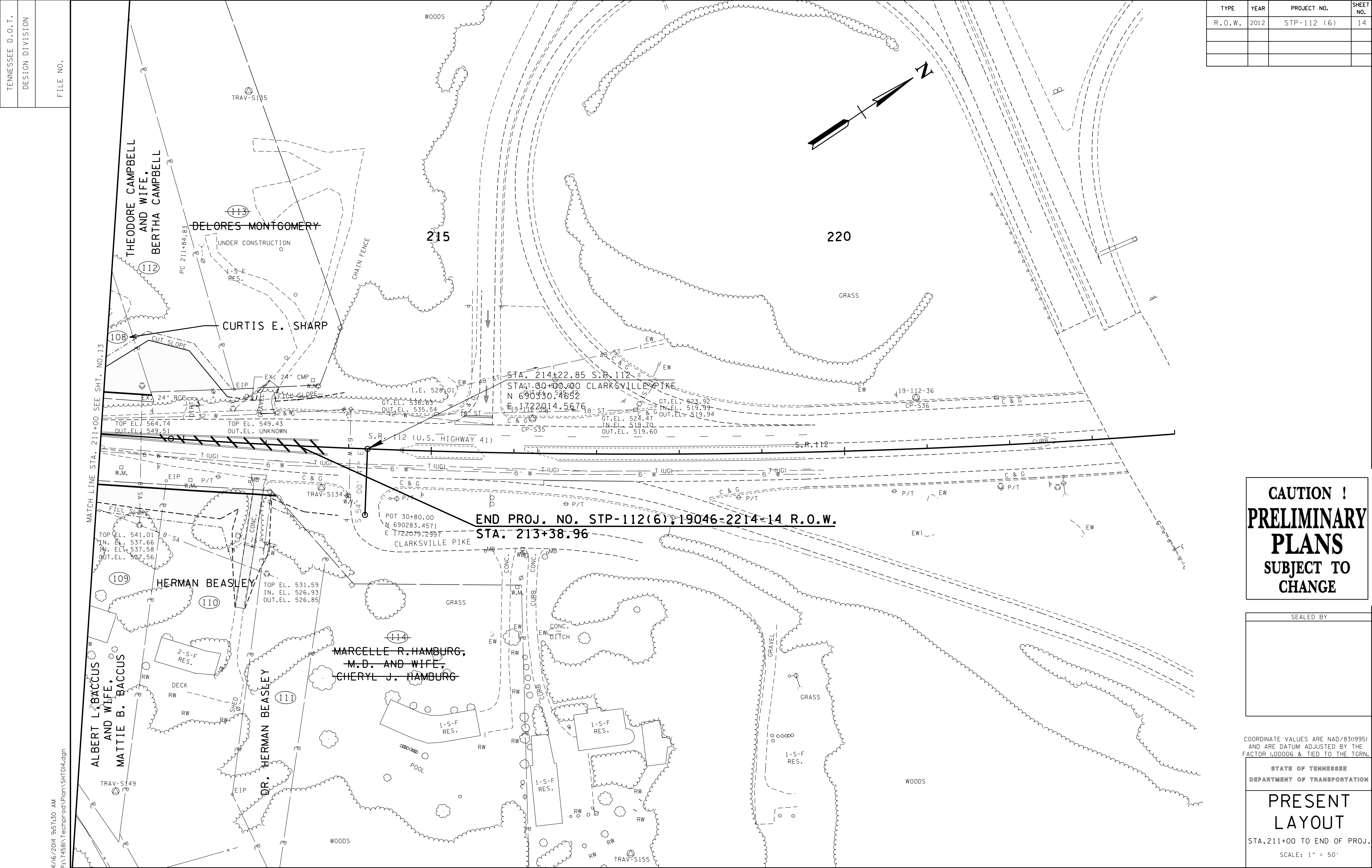
SEALED BY

COORDINATE VALUES ARE NAD/83(1995)
AND ARE DATUM ADJUSTED BY THE
FACTOR 1.00006 & TIED TO THE TGRN.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT
LAYOUT
STA. 198+00 TO STA. 211+00
SCALE: 1" = 50'

TYPE	YEAR	PROJECT NO.	SHEET NO.
R.O.W.	2012	STP-112 (6)	14



CAUTION !
PRELIMINARY
PLANS
SUBJECT TO
CHANGE

SEALED BY

COORDINATE VALUES ARE NAD/83(1995)
AND ARE DATUM ADJUSTED BY THE
FACTOR 1.00006 & TIED TO THE TGRN.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PRESENT
LAYOUT
STA. 211+00 TO END OF PROJ.
SCALE: 1" = 50'



SR 112 (Ashland City Highway) to SR 155 (Briley Parkway)

PIN 103764.00

Attachment D:

USFWS/TWRA Coordination

Layne-Sclafani, Sandy

From: John Griffith <john_griffith@fws.gov>
Sent: Wednesday, July 15, 2015 11:36 AM
To: Layne-Sclafani, Sandy
Subject: RE: FWS# 12-I-0527, SR-112, Davidson County, PIN 103764.00

Follow Up Flag: Follow up
Flag Status: Flagged

Sandy,

You are absolutely correct. That was an oversight on my part. The following paragraph may be included with the project correspondence for submission to the FHWA:

“We are unaware of any federally listed or proposed species that would be impacted by this project. Therefore, based on the best information available at this time, we believe that the requirements of section 7 of the Endangered Species Act (Act) of 1973, as amended, are fulfilled for all species that currently receive protection under the Act. Obligations under the Act must be reconsidered if (1) new information reveals impacts of the proposed action that may affect listed species or critical habitat in a manner not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed action.”

John Griffith
Transportation Biologist
U.S. Fish and Wildlife Service
Tennessee Field Office
931-525-4995 (office)
931-528-7075 (fax)

From: Layne-Sclafani, Sandy [mailto:sandy_layne-sclafani@gspnet.com]
Sent: Wednesday, July 15, 2015 10:18 AM
To: John_Griffith@fws.gov
Subject: FWS# 12-I-0527, SR-112, Davidson County, PIN 103764.00

John,

Good Morning!!

I have attached a 06/23/15 letter sent from USFWS regarding the SR 112 project in Davidson County. USFWS agreed with the TDOT determination of “not likely to adversely affect”. In the letter it did not state that ***section 7 of the ESA is fulfilled*** for the project.

No need to rewrite the letter, you can just respond back with an email stating that so we can include it in the document.

Thanks,
Sandy



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Tennessee ES Office
446 Neal Street
Cookeville, Tennessee 38501

June 23, 2015

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

Subject: FWS# 12-I-0527. State Route 112 construction from State Route 12 to State Route 155;
PIN# 103764.00, P.E. Number: 19046-1214-14, Davidson County, Tennessee.

Dear Mr. Crumby:

Thank you for your email dated June 4, 2015, transmitting survey results for the proposed construction of State Route (SR) 112 from SR 12 to SR 155 in Davidson County, Tennessee. The Tennessee Department of Transportation (TDOT) has determined that the project is "not likely to adversely affect" the federally endangered Indiana bat (*Myotis sodalis*) or the threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*) based on negative survey results for these species. Personnel of the U.S. Fish and Wildlife Service have reviewed the subject proposal and offer the following comments.

A mist netting survey was performed between May 15 and May 28, 2015, at three sites determined to be suitable netting locations. Efforts resulted in the capture of 10 bats, representing four non-listed species. Due to negative survey results for the Indiana bat and the NLEB, we concur with TDOT's determinations of "not likely to adversely affect" for these species. Unless new information otherwise indicates species use of the area, this survey will be valid until April 1, 2018. Although there is no requirement to implement a winter tree cutting timeframe restriction on this project, we would appreciate consideration given to the removal of trees with a DBH (diameter at breast height) of three inches or greater from October 15 through March 31 to further minimize potential for harm.

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,

Mary E. Jennings
Field Supervisor



United States Department of the Interior

FISH AND WILDLIFE SERVICE

446 Neal Street
Cookeville, TN 38501

June 6, 2012

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

Subject: FWS #12-CPA-0535. State Route 112 construction from State Route 12 to State Route 155; P.E. Number: 19046-1214-14, PIN# 103764.00, Davidson County, Tennessee.

Dear Mr. Nehus:


Thank you for your email dated May 17, 2012, regarding the proposal to construct a portion of State Route (SR) 112 from SR 12 to SR 155 in Davidson County, Tennessee. This project was last coordinated with our office on February 9, 2007 and the Tennessee Department of Transportation is requesting an updated letter. Personnel of the U.S. Fish and Wildlife Service (Service) have reviewed the subject proposal and offer the following comments.

Available imagery indicates that suitable roosting habitat for the Indiana bat (*Myotis sodalis*) may be altered by the proposed action. A qualified biologist should assess potential impacts and determine if the proposed project may affect this species. As a designated representative for the Federal Highway Administration (FHWA), TDOT should submit a copy of the assessment and findings to this office for review and concurrence. A finding of "may affect" could require initiation of formal consultation by the FHWA.

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

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

Sincerely,

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

Mary E. Jennings
Field Supervisor

From: Rob Todd
To: Jennifer.Thompson@state.tn.us
Date: 2/28/2007 4:04:14 PM
Subject: Re: Davidson Co., SR-112 from SR-12 to SR-155

Jennifer:

Based upon the information that you have provided me, BMP's would be sufficient to minimize impacts to rare species for this project.

Thank you for the opportunity to review and comment.

Robert M. Todd
Tennessee Wildlife Resources Agency
Environmental Services Division
Ellington Agricultural Center
P.O. Box 40747
Nashville, TN 37204
Phone: 615-781-6572
Fax: 615-781-6667
E-mail address: Rob.Todd@state.tn.us
>>> Jennifer Thompson 02/09/07 3:22 PM >>>
Robb,

I have attached project location maps (there are no ROW plans yet), a project description and species map. There were no species within one mile. Please review and respond with your comments. Thank you for your assistance.

Jennifer



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL DIVISION
SUITE 900 - JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-0334**

MEMORANDUM

To: Shane Hester
CEM2 (Project Teams)

From: Dennis Crumby Dennis Crumby
TDOT Ecology Section TDOT Ecology Section

Digitally signed by Dennis Crumby
DN: cn=Dennis Crumby, o=DOT,
email=Dennis.Crumby@tn.gov,
c=US
Date: 2015.08.12 11:47:52
-05'00'

Date: August 12, 2015

Subject: ENVIRONMENTAL BOUNDARIES REPORT FOR:
**Davidson County; SR-112, From SR-12 to SR-155
P.E. 19046-1214-14 PIN 103764.00**

An ecological evaluation of the subject project has been conducted with the following results:

- No wetlands identified.
- 4 streams present. STR-2 and STR-3 will not be affected by construction.
*The upper end of STR-4 and its spring source will likely need to be surveyed.
- Seven wet-weather conveyances (ephemeral streams) identified.
- No protected species were identified within project impact area. The project was previously coordinated with the USFWS and TWRA. Response letters are attached. The TDEC Endangered Species Database was reviewed on 8-12-2015. A number of species records existed within 4 miles of the project but all were considered historic. A bat survey was completed for the project in 2015 and final concurrence was received from the USFWS on 6-23-2015.

If you have any questions or comments, please contact me at Dennis.Crumby@tn.gov, 615-253-2465.

Copy: Lori Lange – Director - Project Delivery
Jon Zirkle – CEM2 (Technical Groups)
John Hewitt – Environmental Division
Melissa Portell – Survey
Anthony Myers – Permits Section
FileNet – Environmental Division Files



SR 112 (Ashland City Highway) to SR 155 (Briley Parkway)

PIN 103764.00

Attachment E:

Transportation Conformity and MSATs

Layne-Sclafani, Sandy

From: Darlene Reiter <Darlene.Reiter@tn.gov>
Sent: Friday, May 15, 2015 3:41 PM
To: Layne-Sclafani, Sandy
Cc: Darlene Reiter
Subject: RE: Davidson County S.R. 112 Traffic data

Hello Sandy –

The air quality and noise statements for this project were provided on January 16, 2015. Some changes to the plans have been made and the current plans are as follows:

Filename: 103764-00-ROWFieldReview.pdf
Year: 2015
Print Date: 1/29/2015

The previous air quality and noise statements and these current plans were reviewed and it was determined that the previously provided statements, as well as the January 2015 noise study, remain valid.

- Darlene

Darlene Reiter, Ph.D., P.E.
TDOT Environmental Division Consultant
(615) 574-8102

From: Layne-Sclafani, Sandy [mailto:sandy_layne-sclafani@gspnet.com]
Sent: Tuesday, May 05, 2015 10:38 AM
To: Darlene Reiter; Darlene Reiter
Cc: Bob Allen
Subject: RE: Davidson County S.R. 112 Traffic data

Darlene,

Did you have an opportunity to confirm whether or not the Air and Noise study is still valid for the SR 112 project?

Thanks,
Sandy

From: Darlene Reiter [mailto:dreiter@bowlbyassociates.com]
Sent: Friday, February 20, 2015 10:16 AM
To: Layne-Sclafani, Sandy; Darlene Reiter
Cc: Bob Allen
Subject: RE: Davidson County S.R. 112 Traffic data

This shouldn't affect noise but we will check to be sure.

Darlene

Darlene D. Reiter, Ph.D., P.E.
Vice President of Engineering
Bowlby & Associates, Inc.
504 Autumn Springs Court #11
Franklin, TN 37067
(615) 771-3006
(615) 574-8102 Cell

From: Layne-Sclafani, Sandy [mailto:sandy_layne-sclafani@gspnet.com]
Sent: Friday, February 20, 2015 9:50 AM
To: Darlene Reiter
Cc: Bob Allen; Darlene Reiter
Subject: RE: Davidson County S.R. 112 Traffic data

Darlene,

We recently received the following ROW change from Darrell Moore regarding the SR 112 (US 41A/Clarksville Pike) from SR 12 (Ashland City Highway) to SR 155 (Briley Parkway), project in Davidson Co:

The typical sections and plans have been updated. On typical sections, we have removed all grass strips and reduced the sidewalks to 5'.

I have uploaded the latest ROW plans dated 01/29/15 to the TDOT FTP site. Look for the following: **Files uploaded:** 103764-00-ROWFieldReview.pdf (87465090B)

Please take a look at the latest plans and confirm that your previous studies/statements are still valid.

Thanks,
Sandy

From: Darlene Reiter [<mailto:Darlene.Reiter@tn.gov>]
Sent: Friday, January 16, 2015 8:39 AM
To: Layne-Sclafani, Sandy
Cc: Bob Allen; Darlene Reiter
Subject: RE: Davidson County S.R. 112 Traffic data

Hello Sandy -

The noise report for the project is attached. The language in the Executive Summary section can be used in the document with a reference to the report in an appendix.

The air quality statements are also attached.

Let me know if you have any questions.

- Darlene

From: Layne-Sclafani, Sandy [sandy_layne-sclafani@gspnet.com]
Sent: Monday, December 29, 2014 10:46 AM
To: Darlene Reiter
Cc: Darlene Reiter (dreiter@bowlbyassociates.com)
Subject: FW: Davidson County S.R. 112 Traffic data

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

Darlene,

Attached is the traffic for SR 112 Davidson County. We will be preparing a LOS for this project, should I send you a copy?

Thanks,
Sandy

From: Bob Allen [<mailto:Bob.Allen@tn.gov>]
Sent: Monday, December 29, 2014 10:06 AM
To: Layne-Sclafani, Sandy
Cc: Carma H. Smith
Subject: FW: Davidson County S.R. 112 Traffic data

FW: Davidson County S.R. 112 Traffic data

Sandy,

See attached.

Bob Allen

From: Tony Armstrong
Sent: Monday, December 29, 2014 6:54 AM
To: Bob Allen
Subject: Davidson County S.R. 112 Traffic data

Bob,
Find in the attachment the traffic data for Davidson County S.R. 112 from S.R. 12 to S.R. 155.

Tony Armstrong
Tennessee Department of Transportation
Strategic Transportation Investments Division
Transportation Manager 1
Suite 1000, James K. Polk Bldg.
Nashville TN 37243-0334
Office: (615)741-6741
Fax: (615)532-0353
Email: Tony.Armstrong@tn.gov

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This E-mail, and any attachments thereto, is intended only for use by the addressee(s) named herein and may contain proprietary, legally privileged, confidential or copyrighted information belonging to the sender. If you are not the intended recipient of this E-mail, you are hereby notified that any use of, reliance on, disclosure, dissemination, distribution or copying of the contents of this email, and any attachments thereto, in whole or in part, is strictly prohibited. If you have received this E-mail in error, please immediately notify me by phone or by return E-mail and permanently delete the original and any copy of any E-mail and any printout thereof. Mail delivered by Gresham, Smith and Partners mail system.

Air Quality Statements

State Route 112 (Clarksville Highway) From State Route 12 (Ashland City Highway) to State Route 155 (Briley Parkway)

Davidson County

PIN 103764.00

January 2015

Transportation Conformity

This project is located 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)

On February 3, 2006, the FHWA released “*Interim Guidance on Air Toxic Analysis in NEPA Documents*.” This guidance was superseded on September 30, 2009 and most recently on December 6, 2012 by FHWA’s “*Interim Guidance Update on Air Toxic Analysis in NEPA Documents*.” [1] The purpose of FHWA’s guidance is to advise on when and how to analyze Mobile Source Air Toxics (MSATs) in the NEPA process for highways. This guidance is interim, because MSAT science is still evolving. As the science progresses, FHWA will update the guidance.

The qualitative analysis presented below provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives. The assessment is derived in part from a study conducted by the FHWA entitled “*A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives*.” [2] Additional information regarding MSATs is provided later in this evaluation.

FHWA’s Interim Guidance groups projects into the following categories:

- Exempt Projects and Projects with no Meaningful Potential MSAT Effects;
- Projects with Low Potential MSAT Effects; and,
- Projects with Higher Potential MSAT Effects.

FHWA’s Interim Guidance provides examples of “Projects with Low Potential MSAT Effects.” These projects include minor widening projects and new interchanges, such as those that replace a signalized intersection on a surface street or where design year traffic projections are less than 140,000 to 150,000 average annual daily traffic (AADT).

The Build Alternative includes the widening of SR 112. The highest projected design year 2037 AADT on SR 112 is 29,750 vehicles per day (vpd) and substantially lower than the FHWA criterion. Therefore, the project meets the criteria for a “Project with Low Potential MSAT Effects.”

For both the No-Build and Build Alternative, the amount of MSATs emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The estimated VMT for the Build Alternative is essentially the same as the VMT for the No-Build Alternative. Therefore, it is expected that there would be no appreciable difference in overall MSAT emissions between the No-Build and Build Alternatives.

Any emissions increases would also be offset somewhat by lower MSAT emission rates due to increased speeds; according to EPA’s MOVES2010b model, emissions of all of the priority

MSAT decrease as speed increases. Travel speeds for the Build Alternative are expected to be higher than for the No-Build Alternative.

Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 80 percent between 2010 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The additional travel lanes contemplated for the Build Alternative will have the effect of moving some traffic closer to nearby sensitive land uses; therefore, under the Build Alternative there may be localized areas where ambient concentrations of MSATs could be higher than under the No-Build Alternative.

Finally, the magnitude and the duration of these potential increases compared to the No-Build Alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts.

In sum, when a highway is widened, the localized level of MSAT emissions for the Build Alternative could be higher relative to the No-Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSATs will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

Substantial construction-related MSAT emissions are not anticipated for this project as construction is not planned to occur over an extended building period. However, construction activity may generate temporary increases in MSAT emissions in the project area.

Background

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the U.S. Environmental Protection Agency (EPA) regulate 188 air toxics, also known as hazardous air pollutants. The EPA has assessed this expansive list in their latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007), and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (IRIS) (<http://www.epa.gov/iris/>). In addition, EPA identified seven compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from their 1999 National Air Toxics Assessment (NATA) (<http://www.epa.gov/ttn/atw/nata1999/>). These are acrolein, benzene, 1,3-butadiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future EPA rules. The 2007 EPA rule mentioned above requires controls that will dramatically decrease MSAT emissions through cleaner fuels and cleaner engines.

Motor Vehicle Emissions Simulator (MOVES)

According to EPA, MOVES improves upon the previous MOBILE model in several key aspects: MOVES is based on a vast amount of in-use vehicle data collected and analyzed since the latest release of MOBILE, including millions of emissions measurements from light-duty vehicles. Analysis of this data enhanced EPA's understanding of how mobile sources contribute to emissions inventories and the relative effectiveness of various control strategies. In addition, MOVES accounts for the significant effects that vehicle speed and temperature have on PM emissions estimates, whereas MOBILE did not. MOVES2010b includes all air toxic pollutants in NATA that are emitted by mobile sources. EPA has incorporated more recent data into MOVES2010b to update and enhance the quality of MSAT emission estimates. These data reflect advanced emission control technology and modern fuels, plus additional data for older technology vehicles.

Based on an FHWA analysis using EPA's MOVES2010b model, as shown in Figure 1, even if vehicle-miles travelled (VMT) increases by 102 percent as assumed from 2010 to 2050, a combined reduction of 83 percent in the total annual emissions for the priority MSAT is projected for the same time period.

The implications of MOVES on MSAT emissions estimates compared to MOBILE are: lower estimates of total MSAT emissions; significantly lower benzene emissions; significantly higher diesel PM emissions, especially for lower speeds. Consequently, diesel PM is projected to be the dominant component of the emissions total.

MSAT Research

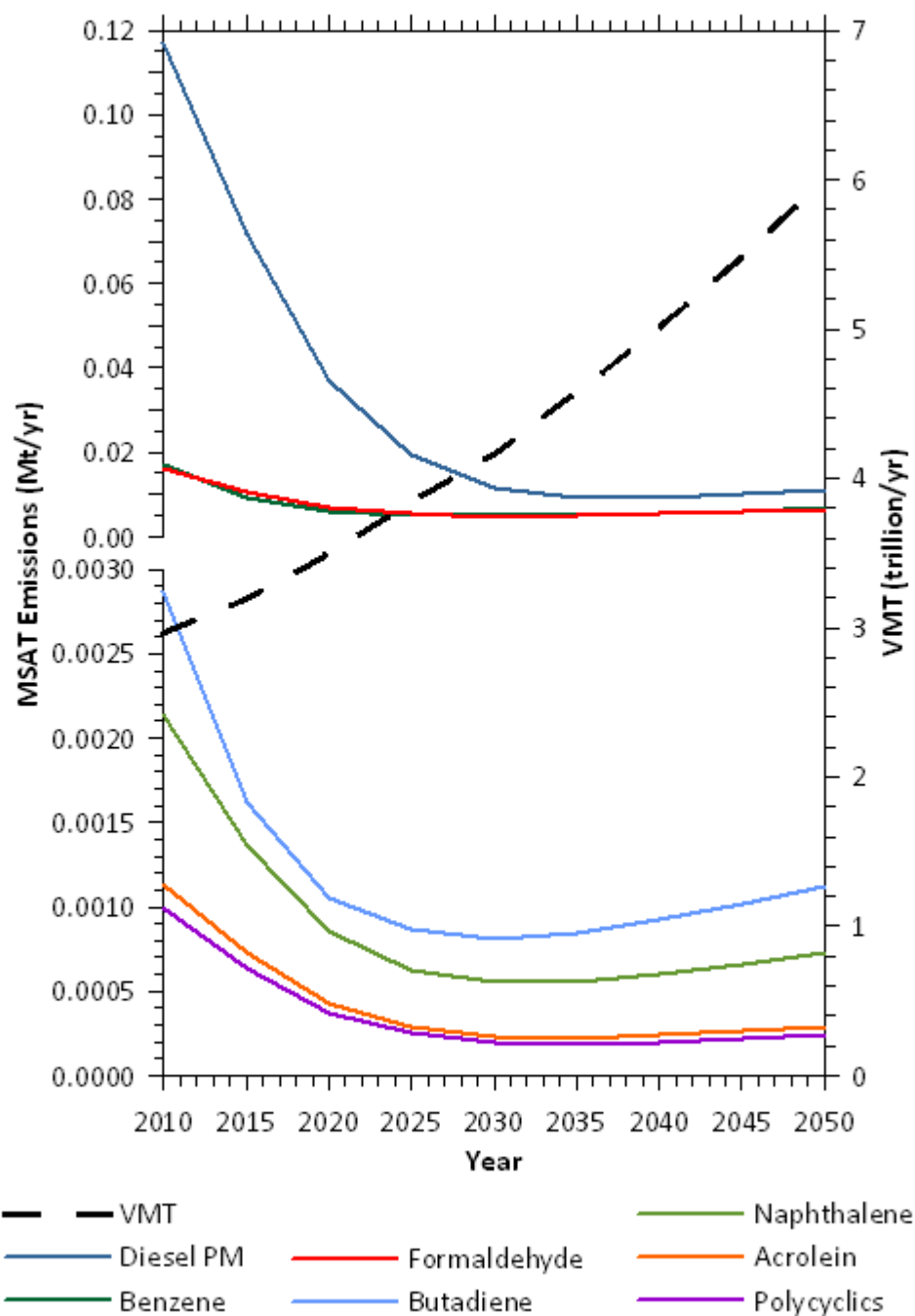
Air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. These limitations impede the ability to evaluate how potential public health risks posed by MSAT exposure should be factored into project-level decision-making within the context of NEPA.

Nonetheless, air toxics concerns continue to be raised on highway projects during the NEPA process. Even as the science emerges, we are duly expected by the public and other agencies to address MSAT impacts in our environmental documents. The FHWA, EPA, the Health Effects Institute, and others have funded and conducted research studies to try to more clearly define potential risks from MSAT emissions associated with highway projects. The FHWA will continue to monitor the developing research in this field.

NEPA Context

The NEPA requires, to the fullest extent possible, that the policies, regulations, and laws of the Federal Government be interpreted and administered in accordance with its environmental protection goals. The NEPA also requires Federal agencies to use an interdisciplinary approach in planning and decision-making for any action that adversely impacts the environment. The NEPA requires and FHWA is committed to the examination and avoidance of potential impacts to the natural and human environment when considering approval of proposed transportation projects. In addition to evaluating the potential environmental effects, we must also take into account the need for safe and efficient transportation in reaching a decision that is in the best overall public interest. The FHWA policies and procedures for implementing NEPA are contained in regulation at 23 CFR Part 771.

**Figure 1: NATIONAL MSAT EMISSION TRENDS 1999 - 2050
FOR VEHICLES OPERATING ON ROADWAYS
USING EPA's MOVES2010b MODEL**



Note: Trends for specific locations may be different, depending on locally derived information representing vehicle-miles travelled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorology, and other factors
Source: EPA MOVES2010b model runs conducted during May - June 2012 by FHWA.

Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The U.S. Environmental Protection Agency (EPA) is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects" (EPA, <http://www.epa.gov/iris/>). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). Two HEI studies are summarized in Appendix D of FHWA's Interim Guidance Update on Mobile source Air Toxic Analysis in NEPA Documents. Among the adverse health effects linked to MSAT compounds at high exposures are; cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI, <http://pubs.healtheffects.org/view.php?id=282>) or in the future as vehicle emissions substantially decrease (HEI, <http://pubs.healtheffects.org/view.php?id=306>).

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts - each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable.

It is particularly difficult to reliably forecast 70-year lifetime MSAT concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (<http://pubs.healtheffects.org/view.php?id=282>). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA (<http://www.epa.gov/risk/basicinformation.htm#g>) and the HEI

(<http://pubs.healtheffects.org/getfile.php?u=395>) have not established a basis for quantitative risk assessment of diesel PM in ambient settings.

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine an "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA's approach to addressing risk in its two step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than deemed acceptable.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

Due to the limitations cited, a discussion such as the example provided in this Appendix (reflecting any local and project-specific circumstances), should be included regarding incomplete or unavailable information in accordance with Council on Environmental Quality (CEQ) regulations [40 CFR 1502.22(b)]. The FHWA Headquarters and Resource Center staff Victoria Martinez (787) 766-5600 X231, Bruce Bender (202) 366-2851, and Michael Claggett (505) 820-2047, are available to provide guidance and technical assistance and support.

[1] *Interim Guidance Update on Air Toxic Analysis in NEPA Documents*, FHWA, December 6, 2012.

http://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/aqintquidmem.cfm

[2] Claggett, M., et. al., "A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives," Federal Highway Administration, Resource Center.



SR 112 (Ashland City Highway) to SR 155 (Briley Parkway)

PIN 103764.00

Attachment F:

Section 106 Coordination



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

August 15, 2005

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

**RE: FHWA, ARCHITECTURAL SURVEY REPORT, SR-112 IMPROVEMENT/SR-12 TO SR-155,
UNINCORPORATED, DAVIDSON COUNTY**

Dear Ms. Carver:

In response to your request, received on Friday, August 5, 2005, we have reviewed the documents you submitted regarding your proposed undertaking. Our review of and comment on your proposed undertaking are among the requirements of Section 106 of the National Historic Preservation Act. This Act requires federal agencies or applicant for federal assistance to consult with the appropriate State Historic Preservation Office before they carry out their proposed undertakings. The Advisory Council on Historic Preservation has codified procedures for carrying out Section 106 review in 36 CFR 800. You may wish to familiarize yourself with these procedures (Federal Register, December 12, 2000, pages 77698-77739) if you are unsure about the Section 106 process.

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

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

This office appreciates your cooperation.

Sincerely,

Herbert L. Harper
Executive Director and
Deputy State Historic
Preservation Officer

HLH/jyg

Layne-Sclafani, Sandy

From: Holly Barnett <Holly.Barnett@tn.gov>
Sent: Monday, February 23, 2015 2:49 PM
To: Layne-Sclafani, Sandy
Cc: Bob Allen
Subject: RE: ENVIRONMENTAL CLEARANCE for SR 112 (US 41A/Clarksville Pk) from SR 12 (Ashland City Hwy) to SR 155 (Briley Pky), Davidson Co, PIN 103764.00, State # 19046-1214-14

Sandy,

I have reviewed the revised plans dated 02/xx/15 and our 08/2005 Architectural Assessment and 08/15/05 SHPO letter remain valid.

Please let me know if there are any questions.

Thanks,
Holly

Holly Barnett | Historic Preservation Section | Environmental Division | TDOT

| 505 Deaderick Street | Suite 900 James K. Polk Building | Nashville, TN 37243 | 615. 253. 2467



From: Layne-Sclafani, Sandy [mailto:sandy_layne-sclafani@gspnet.com]
Sent: Friday, February 20, 2015 9:38 AM
To: Holly Barnett
Cc: Bob Allen
Subject: RE: ENVIRONMENTAL CLEARANCE for SR 112 (US 41A/Clarksville Pk) from SR 12 (Ashland City Hwy) to SR 155 (Briley Pky), Davidson Co, PIN 103764.00, State #19046-1214-14

Holly,

We recently received the following ROW change from Darrell Moore regarding the SR 112 (US 41A/Clarksville Pike) from SR 12 (Ashland City Highway) to SR 155 (Briley Parkway), project in Davidson Co:

The typical sections and plans have been updated. On typical sections, we have removed all grass strips and reduced the sidewalks to 5'.

I have uploaded the latest ROW plans dated 01/29/15 to the TDOT FTP site. Look for the following: **Files uploaded:** 103764-00-ROWFieldReview.pdf (87465090B)

Please take a look at the latest plans and confirm that your previous statement is still valid.

Thanks,
Sandy



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

September 12, 2005

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

RE: FHWA, ARCHAEOLOGICAL ASSESSMENT, SR-112/SR-12 TO SR-155,
UNINCORPORATED, DAVIDSON COUNTY, TN

Dear Mr. Kline:

At your request, our office has reviewed the above-referenced archaeological survey report in accordance with regulations codified at 36 CFR 800 (Federal Register, December 12, 2000, 77698-77739). Based on the information provided, we find that the project area contains no archaeological resources eligible for listing in the National Register of Historic Places.

If project plans are changed or archaeological remains are discovered during 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.

Your cooperation is appreciated.

Sincerely,

Herbert L. Harper
Executive Director and
Deputy State Historic
Preservation Officer

HLH/jmb

Layne-Sclafani, Sandy

From: Gerald Kline <Gerald.Kline@tn.gov>
Sent: Wednesday, June 24, 2015 10:37 AM
To: Layne-Sclafani, Sandy
Subject: RE: ENVIRONMENTAL CLEARANCE for SR 112 (US 41A/Clarksville Pk) from SR 12 (Ashland City Hwy) to SR 155 (Briley Pky), Davidson Co, PIN 103764.00, State # 19046-1214-14
Attachments: Davidson SR-112 NAC 103764 11.12.14.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

Hi Sandy,

After reviewing your description of the most recent ROW changes and the 1/29/2015 ROW Field Review plans, all of the following remain valid: the September 8, 2005 archaeological assessment, the September 12, 2005 SHPO clearance letter, and the updated November 2014 Native American consultation (attached).

Please let me know if you have any questions and I apologize for the oversight in responding to your initial inquiry on this matter.

Gerald

Gerald W. Kline
Archaeology Program Manager
(615) 741-5257



From: Layne-Sclafani, Sandy [mailto:sandy_layne-sclafani@gspnet.com]
Sent: Wednesday, June 24, 2015 10:08 AM
To: Gerald Kline
Subject: FW: ENVIRONMENTAL CLEARANCE for SR 112 (US 41A/Clarksville Pk) from SR 12 (Ashland City Hwy) to SR 155 (Briley Pky), Davidson Co, PIN 103764.00, State #19046-1214-14

Gerald,

I am wrapping up the NEPA document this week for the above referenced project and realized you did not respond to the ROW change email below. Changes since you originally responded last September are:

The typical section and plans have been updated. On typical section, all grass strips have been removed and the sidewalks have been reduced to 5'. All of this is within the corridor originally reviewed.

If you could respond this week, I would greatly appreciate it. Let me know if you need any information.

Thanks,
Sandy

From: Layne-Sclafani, Sandy
Sent: Friday, February 20, 2015 9:41 AM
To: 'Gerald Kline'
Cc: Bob Allen; 'Robbie D. Jones'
Subject: RE: ENVIRONMENTAL CLEARANCE for SR 112 (US 41A/Clarksville Pk) from SR 12 (Ashland City Hwy) to SR 155 (Briley Pky), Davidson Co, PIN 103764.00, State #19046-1214-14

Gerald,

We recently received the following ROW change from Darrell Moore regarding the SR 112 (US 41A/Clarksville Pike) from SR 12 (Ashland City Highway) to SR 155 (Briley Parkway), project in Davidson Co:

The typical sections and plans have been updated. On typical sections, we have removed all grass strips and reduced the sidewalks to 5'.

I have uploaded the latest ROW plans dated 01/29/15 to the TDOT FTP site. Look for the following: **Files uploaded:** 103764-00-ROWFieldReview.pdf (87465090B)

Please take a look at the latest plans and confirm that your previous statement and the Native American Consultation is still valid.

Thanks,
Sandy

From: Gerald Kline [<mailto:Gerald.Kline@tn.gov>]
Sent: Friday, September 05, 2014 7:54 AM
To: Layne-Sclafani, Sandy; Robbie D. Jones
Cc: Tammy Sellers; Bob Allen; Holly Barnett; Laura McCoy
Subject: RE: ENVIRONMENTAL CLEARANCE for SR 112 (US 41A/Clarksville Pk) from SR 12 (Ashland City Hwy) to SR 155 (Briley Pky), Davidson Co, PIN 103764.00, State #19046-1214-14

Sandy,

After comparing the 1/16/2014 preliminary plans with our project file I conclude that the 9/2005 archaeological assessment is still valid. The Native American consultation, however, needs to be updated because it was sent prior to establishment of the current process. Robbie will add this to the list of projects pending NAC distribution and will send a notice to the tribes as soon as practicable.

Gerald

Gerald W. Kline
Archaeology Program Manager
(615) 741-5257



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

ENVIRONMENTAL DIVISION
SUITE 900, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-3655

JOHN C. SCHROER
COMMISSIONER

BILL HASLAM
GOVERNOR

November 12, 2014

The Cherokee Nation
17675 South Muscogee
Tahlequah, OK 74465
Attn: Dr. Richard Allen, Policy Analyst

SUBJECT: Section 106 Initial Coordination for Proposed SR-112 (U.S. 41A) Widening Project from SR-12 to SR-155, Nashville, Davidson County, Tennessee

Dear Dr. Allen:

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), is proposing to implement the SR-112 (U.S. 41A) Widening Project from SR-12 to SR-155 in Davidson County (maps attached). The project would widen the two-lane roadway to five-lanes, consisting of four traffic lanes, a continuous center turn lane, shoulders and bikeways, curb and gutter, and sidewalks within a minimum 102-foot right-of-way. The intersection with Hamilton Road and Hamilton Avenue will be realigned. The project would replace one bridge spanning Whites Creek. The approximate project length is 2.3 miles. The project would require approximately 14 acres of additional right-of-way, additional construction easements, and there will be ground disturbance along the corridor.

The National Historic Preservation Act (NHPA) recognizes that federally funded undertakings, like the subject project, can affect historic properties to which your tribe attaches religious, cultural, and historic significance. In accordance with 36 CFR 800 regulations implementing compliance with Section 106 of the NHPA, I would like to know if you have information you could share with me about tribal concerns in the project area and, do you wish to be a consulting party on the project? Early awareness of your concerns can serve to protect historic properties valued by your tribe.

If you act as a consulting party you will receive archaeological assessment reports and related documentation, be invited to attend project meetings with FHWA, TDOT, and the Tennessee State Historic Preservation Office (TN-SHPO), if any are held, and be asked to provide input throughout the process. If you choose to not act as a consulting party at this time, you can do so at a later date simply by notifying me.

Please respond to me via letter, telephone (615-741-5257), fax (615-741-1098), or E-mail (Gerald.Kline@tn.gov). I respectfully request responses (email is preferred) to project reports and other materials within thirty (30) days of receipt if at all possible. Thank you for your assistance.

Sincerely,

Gerald Kline
Transportation Specialist I
Archaeology Program Manager

Enclosure

cc Robin Dushane, Eastern Shawnee Tribe of Oklahoma
Kim Jumper, Shawnee Tribe
Lisa Baker, United Keetoowah Band of Cherokee Indians
Tyler Howe, Eastern Band of Cherokee Indians
Emman Spain, Muscogee Creek Nation

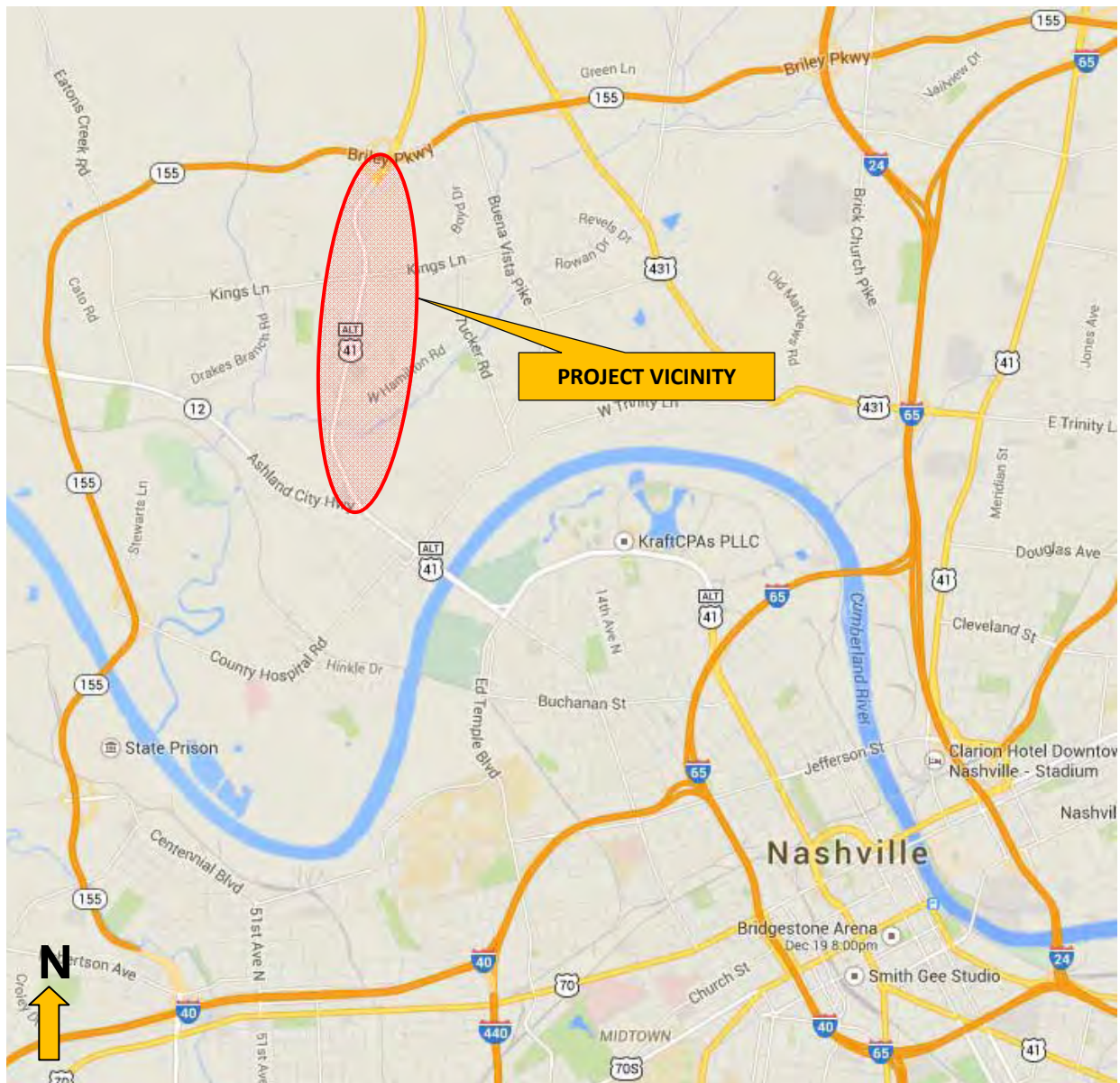
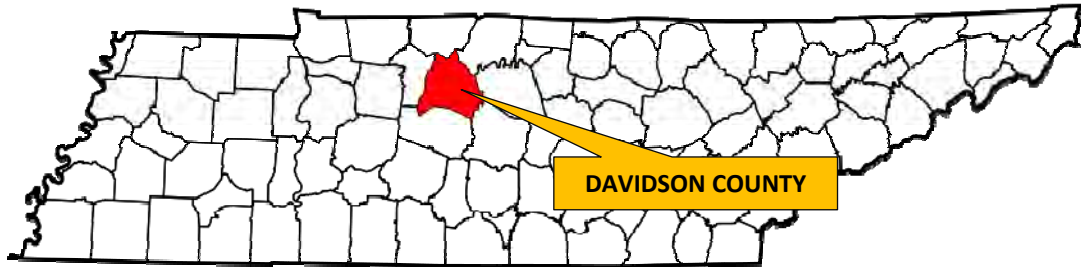
Tiger Hobia, Kialegee Tribal Town
Joseph Blanchard, Absentee Shawnee Tribe of Oklahoma



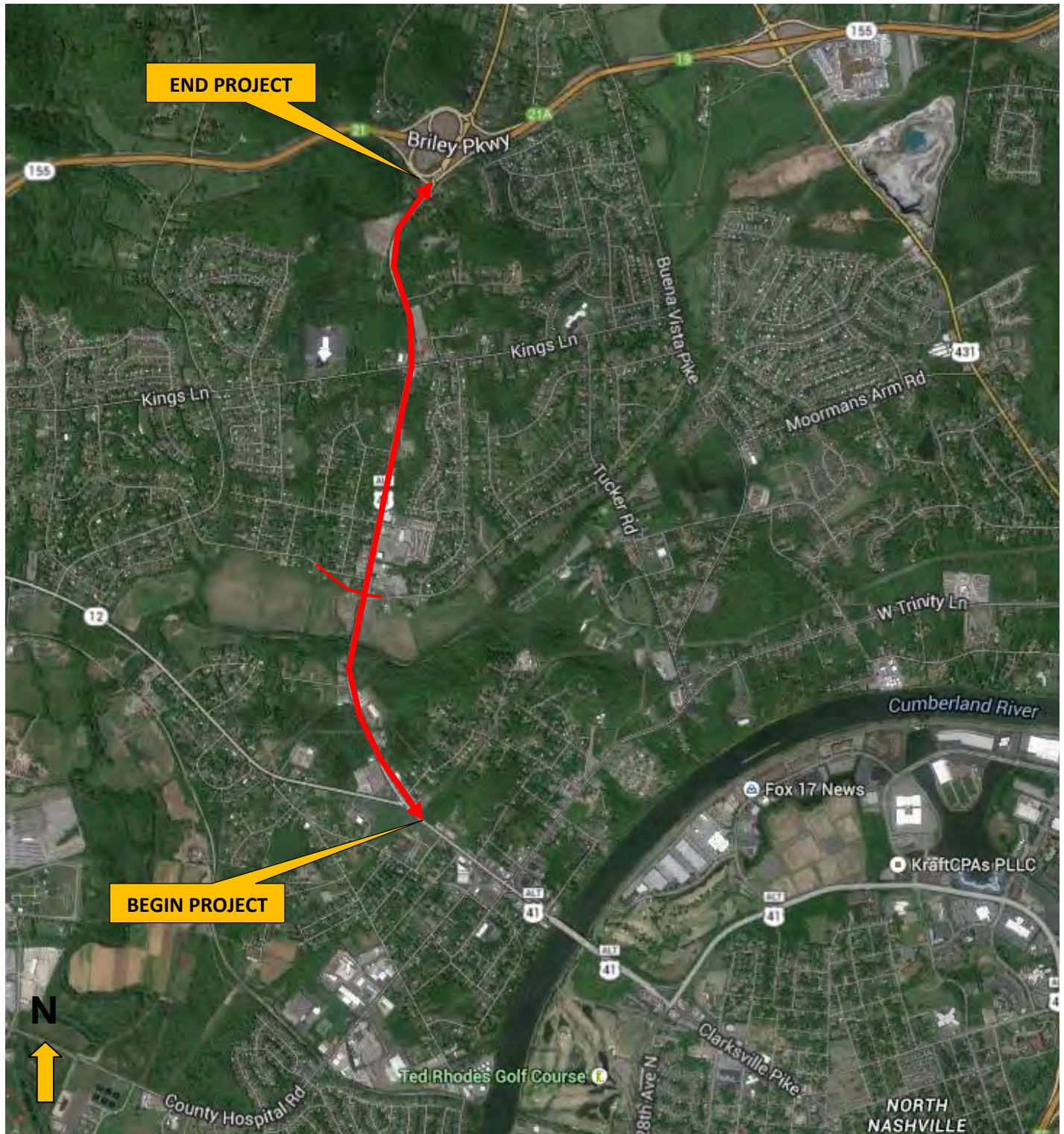
SR-112 (U.S. 41A) WIDENING PROJECT

FROM SR-12 TO SR-155

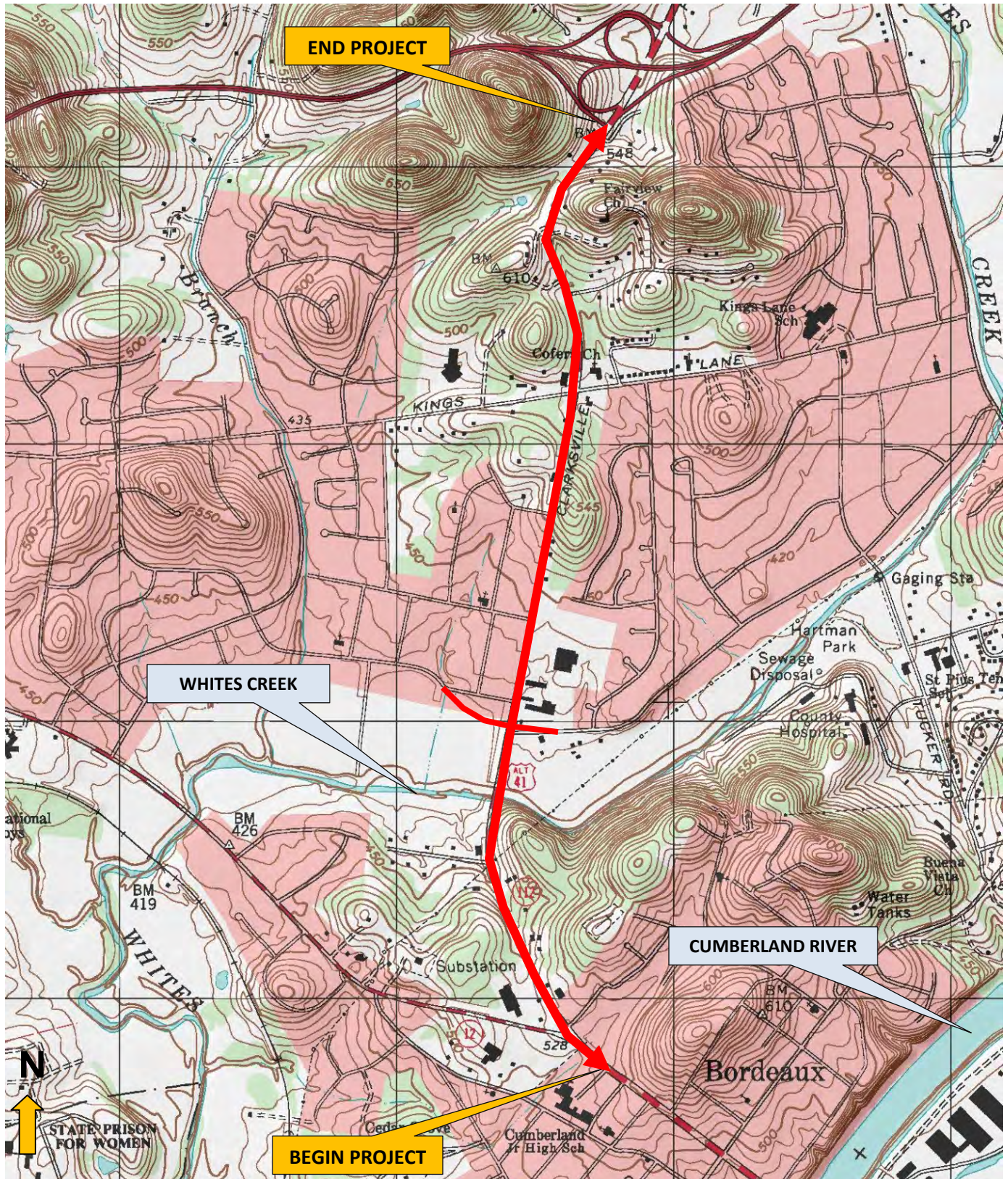
NASHVILLE, DAVIDSON COUNTY, TENNESSEE



PROJECT VICINITY MAP



PROJECT LOCATION MAP



PROJECT LOCATION MAP - USGS Quad: Nashville West (308 NE)

Laura McCoy

From: Robbie D. Jones
Sent: Wednesday, November 19, 2014 9:48 AM
To: Gerald Kline; Holly Barnett; Laura McCoy
Subject: FW: TDOT Section 106 Coordination, Davidson Co., TN #103764.00

From: Lisa LaRue-Baker - UKB THPO [<mailto:ukbthpo-larue@yahoo.com>]
Sent: Wednesday, November 19, 2014 4:39 AM
To: Robbie D. Jones
Cc: verna; eberry@unitedkeetoowahband.org
Subject: Re: TDOT Section 106 Coordination, Davidson Co., TN #103764.00

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

The United Keetoowah Band of Cherokee Indians in Oklahoma has reviewed your project under Section 106 of the NHPA. At this time, we have no comments or objections. However, if any inadvertent discoveries of human remains are made, please cease all work and contact us immediately.

Best,

Lisa C. Baker
Acting THPO
United Keetoowah Band of Cherokee Indians in Oklahoma
PO Box 746
Tahlequah, OK 74465

c 918.822.1952
ukbthpo-larue@yahoo.com

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On Wednesday, November 12, 2014 4:41 PM, Robbie D. Jones <Robbie.D.Jones@tn.gov> wrote:

Dear Ms. Baker:

I'm sending this email communication on behalf of Gerald Kline, Archaeology Program Manager for the Tennessee Department of Transportation. Please see the attached letter and maps for the following projects:

SR-112, Nashville, Davidson County, TN (#103764.00)

If you have any questions or need additional information, please contact Gerald Kline at (615) 741-5257 or Gerald.Kline@tn.gov.

Thank you for your assistance in this matter.

Robbie

Robbie D. Jones
(New South Associates)
Native American Coordinator
TDOT Environmental Division
505 Deaderick Street
Suite 900, J.K. Polk Building
Nashville, TN 37243-0334
Telephone: 615-741-3655
Fax: 615-741-1098
Email: robbie.d.jones@tn.gov



Laura McCoy

From: Robbie D. Jones
Sent: Monday, December 15, 2014 10:06 AM
To: Gerald Kline; Holly Barnett; Laura McCoy; Katherine Looney
Subject: FW: TDOT Section 106 Coordination, Davidson Co., TN #103764.00

From: Emman Spain [ESpain@MCN-NSN.gov]
Sent: Thursday, December 11, 2014 12:32 AM
To: Robbie D. Jones
Subject: Re: TDOT Section 106 Coordination, Davidson Co., TN #103764.00

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

Dear Mr. Kline,
The Muscogee (Creek) Nation has received Tennessee Department of Transportation notice of project #103764.00; Road widening on SR-112 in Nashville, Davidson County, Tennessee. At this time the Muscogee Nation is unaware of any culturally significant sites within the project area. Thank you.
Emman Spain, THPO
Muscogee (Creek) Nation

From: Robbie D. Jones
Sent: Wednesday, November 12, 2014 4:44 PM
To: Emman Spain
Cc: Robbie D. Jones

Dear Mr. Spain:

I'm sending this email communication on behalf of Gerald Kline, Archaeology Program Manager for the Tennessee Department of Transportation. Please see the attached letter and maps for the following projects:

SR-112, Nashville, Davidson County, TN (#103764.00)

If you have any questions or need additional information, please contact Gerald Kline at (615) 741-5257 or Gerald.Kline@tn.gov.

Thank you for your assistance in this matter.

Robbie

Robbie D. Jones
(New South Associates)
Native American Coordinator
TDOT Environmental Division

505 Deaderick Street
Suite 900, J.K. Polk Building
Nashville, TN 37243-0334
Telephone: 615-741-3655
Fax: 615-741-1098
Email: robbie.d.jones@tn.gov





SR 112 (Ashland City Highway) to SR 155 (Briley Parkway)

PIN 103764.00

Attachment G:

Hazardous Materials Coordination

Layne-Sclafani, Sandy

From: Jeffrey Ballard <Jeffrey.Ballard@tn.gov>
Sent: Wednesday, November 05, 2014 8:11 AM
To: Layne-Sclafani, Sandy
Subject: HazMat Update for PIN 103764.00 - SR-112 SR-12(Ashland City Highway) to SR-155(Briley Parkway), Davidson Co.
Attachments: 19SR1120001_Nov14_AsbestosSurveyReport.pdf

Sandy,

An Asbestos Containing Material (ACM) survey was conducted on Bridge # 19SR1120001, SR-112 over Whites Creek LM 0.56. No ACM was detected. No special accommodations for demolition and waste disposal are anticipated for these structures and the material can be deposited in a C&D landfill.

Prior to the demolition or rehabilitation of any structure (bridge or building), the contractor is required to submit the National Emission Standards for Hazardous Air Pollutants standard 10-day notice of demolition to the Tennessee Division of Air Pollution Control (Standard Specifications for Road and Bridge Construction Sections 107.21 and 202.03).

Jeffrey Ballard, P.E.
K.S. Ware & Associates

Hazmat Coordinator
Social and Cultural Resources Office
Environmental Division
Tennessee Department of Transportation
505 Deaderick Street – Suite 900
Nashville, TN 37243

615.532.8684
jeffrey.ballard@tn.gov

For Jim Ozment