



Engineering

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January 31, 2012

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Suite 900, James K. Polk Building
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Subject: Purpose and Need
Washington Pike Roadway Improvements
From I-640 to Murphy Road
TDOT PIN 043090.00
State Project No. 47953-1516-54
Knoxville, Knox County, Tennessee

The requirement for a discussion of "purpose and need" in an environmental document under the CEQ regulations is to "briefly specify the underlying purpose and need to which the agency is responding in proposing the alternatives including the proposed action" 40 C.F.R. §1502.13. This discussion is important for general context and understanding as well as to provide the framework in which "reasonable alternatives" to the proposed action will be identified.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires a clear statement of identified objectives that the proposed project is intended to achieve for improving transportation conditions. The objectives should be derived from needs and may include, but are not limited to, the following outlined in SAFETEA-LU:

- 1: Achieving a transportation objective identified in an applicable statewide or metropolitan transportation plan;
- 2: Supporting land use, economic development, or growth objectives established in applicable Federal, State, local, or tribal plans;
- 3: Serving national defense, national security, or other national objectives, as established in Federal laws, plans, or policies.

Project Status

This project is included in the Knoxville Regional TPO Transportation Improvement Plan (TIP) for Fiscal Years 2011-2014. This is required because the final Planning Rule requires that both the STIP and TIP shall contain all regionally significant projects requiring an action by FHWA irrespective of the project's funding source 23 CFR 450.324(d); 23 CFR 450.216(h).

In 2001, an Advance Planning Report (APR) was produced and approved to evaluate the existing traffic conditions on Washington and Millertown Pikes located in the environs of the Knoxville Center Mall area. In 2008, as an update to the 2001 study, a Transportation Planning Report (TPR) was produced and approved. The two (2) routes are east-west arterials that extend into northeast Knox County from their interchange with I-640. This area has experienced significant development resulting in increased traffic without the modifications to the infrastructure to improve traffic operations and accommodate continued growth.

Washington Pike is lined with significant retail/commercial and residential development. In 2008, the 74-acre Farmer's Market site was redeveloped to create space for a community-friendly retail center with adjacent public space, pedestrian amenities and recreational space. Today, the Harvest Park Centre is home to Target, Old Navy, and other retailers. The Farmer's Market has been relocated in New Harvest Park, east of the retail area. The redevelopment of this site provides greater economic return and employment opportunities for the both the City and County.

The goals and objectives of an improved Washington Pike corridor include

- Create a traffic circulation system that minimizes conflicts between pedestrians, bicyclists and vehicles;
- Enhance Washington Pike to adequately serve the commercial/retail/residential development in the area relative to capacity, safety, circulation and access to I-640;
- Improve east-west mobility in the Knoxville Center Mall area;
- Enhance regional and local economic development opportunities;
- Modify key intersections to increase operational safety and capacity;
- Create a greenway system in conjunction with stormwater control programs;
- Improve transportation linkages throughout the northeastern quadrant of the City;
- Be compatible with and serve the needs of the surrounding neighborhoods.

This project is included in the *Knoxville Regional Mobility Plan 2009-2034*, as well as being listed as a requested project in the *Transportation Improvement Plan (TIP) for Fiscal Years 2011-2014* (TIP #049, TDOT # 110301.00) The City of Knoxville, as a sponsor, has provided initial funding for planning, environmental documentation, and conceptual drawings.

Capacity

The existing traffic conditions on Washington Pike reflect very directional traffic flows, operating at capacity for critical movements, during the morning peak hour. Both Greenway and Murphy Road intersections with Washington Pike are experiencing LOS E conditions and v/c ratios of 0.98 and 1.08, respectively. For the southbound right-turn movement from Murphy Road to Washington Pike has a v/c ratio of 1.05 and a LOS E, and the left-turn movement from Washington Pike at Greenway to the I-640 interchange is experiencing a capacity ratio (v/c) of 1.04. Both these movements during the AM peak hour result in long traffic queues which may spill over into the adjacent traffic lanes resulting in more congestion and increased delays.

For the PM peak hour, the intersection of Washington Pike and Mill Road approaches capacity with the northbound approach having a capacity ratio of 1.09 resulting in a LOS F and extensive queues. The capacity for the right-turn movement from Mill Road is also approached with a v/c ratio of 0.88. Capacity ratios in excess of 0.90 suggest unstable traffic conditions. These

intersection capacity and levels of service indicate the need for a 4-lane facility for Washington Pike, between the I-640 interchange and Murphy Road.

System Linkage

Washington Pike serves as an east-west facility along the north east sector of the city extending northeast into Knox County and southwest of the Interstate 640 interchange. Regional access to the Knoxville Center area is provided by Interstate 640 with ramps to and from the east at Millertown Pike and ramps to and from the west from Washington Pike.

Transportation Demand

Washington Pike is a primary route for the north east section of the city. Improvements to this facility would not only increase traffic mobility in the Knoxville Center area, but would also provide a transportation solution that improves safety for vehicles and pedestrians; reduces travel delays for through traffic; enhances regional and local economic development opportunities; and improves transportation system linkages throughout the northeastern quadrant of the City.

Legislation

Washington Pike Roadway improvements were identified in the Metropolitan Planning Commission (MPC) Northeast County Sector Plan and listed in the Transportation Improvement Plan 2011-2014.

Social or Economic Conditions

Improvements along the Washington Pike corridor will stimulate new development to include open space and trail systems that would connect new buildings to the trail and adjacent neighborhoods. Several sub-areas within the corridor have significant potential for economic development. The redevelopment of a mix uses (i.e., office, commercial and public) will reestablish the area.

Modal Interrelationships

New Harvest Park is located along Washington Pike with connectivity to nearby commercial development. The City proposes to continue to create mixed-used developments with pedestrian-friendly facilities. Most commercial areas are easily accessible by a 5-10 minute walk; however continued pedestrian facility improvements are necessary on Washington Pike and Millertown Pike to address the needs of pedestrians and bicyclists in the area. The City's public transit provider, Knoxville Area Transit (KAT), currently provides transit service to the Knoxville Center area to address the needs of non-motorized users.

The Northeast County Sector Plan proposes preserving the floodplain protection area around Loves Creek headwaters to limit future flooding in the area. The plan recommends the acquisition of low-lying areas by the county to be utilized for recreational purposes. Acquiring easements for greenway connections and future community amenities should be done in coordination with right-of-way purchases for the road improvements. Connecting these segments of greenway requires commitment by both City and County and the affected

communities. Further recommendations can be reviewed in the *Draft Knoxville, Knox County, Comprehensive Park, Recreation and Greenways Plan, January 2008*, which was prepared by the Metropolitan Planning Commission.

Bicycle and pedestrian facilities are very limited in the area but more are being planned as outlined in the City's sector plan. Sidewalks installed as part of the interstate project are located adjacent to both Washington Pike and Millertown Pike interchange ramps with I-640.

Land Use

Washington Pike has become a growing residential area as outlined in the Northeast County Sector Plan which addresses future land use policies and ordinances to be adopted. The plan proposes to create mixed use development districts, including necessary zoning ordinance changes, design and corridor development guidelines. Enhancing the Washington Pike corridor provides a good opportunity for neighboring areas. The sector plans serve as a tool to help the community identify development opportunities and plan for the future. The sector plans include proposals for land use and transportation improvements. An evaluation of the existing conditions in each sector includes information on environmental resources, development trends and characteristics of the population. The Knoxville Center District was defined by the city as a "Special Development Opportunity Area". With the area experiencing growth in retail and commercial development there has been a loss of low-density residential land use for the area. The City's vision for the Knoxville Center area includes recommendations for mixed-use developments and the redevelopment of those parcels where the existing low density residential land uses are no longer appropriate.

Roadway Deficiencies

Segments of Washington Pike bordering the City's sector may operate at a volume under capacity but still have problems with excessive speeds and poor sight distance. In some areas, significant development has led to increased traffic without the necessary infrastructure improvements and efforts are underway to provide more acceptable operations.

Existing and Future Conditions

Improvements to Washington Pike will provide the capacity needed to address the future travel demands anticipated. Current traffic operations are poor at key intersections particularly during the afternoon when motorists are returning home from work and on Saturdays during peak shopping visits to the mall. New subdivision developments in the area have the potential to place more traffic on both Washington Pike and Millertown Pike provided they serve as the main arterials for local and regional access into the city. Emphasis to increase capacity and improve traffic operations along both corridors are necessary to accommodate the travel demands anticipated by residential growth in the area.

Washington Pike is an urban minor arterial street that extends northeast and southwest of the I-640 interchange. This east-west facility provides a two (2) lane section southwest of I-640, a multi-lane section through the I-640 interchange and across the Norfolk Southern Railway to Greenway Drive where Washington Pike turns right and continues as a two (2) lane facility to the City Limits at Murphy Road. Traffic signals exist at its intersections with the I-640 interchange ramps, Greenway Drive, Mill Road and Murphy Road. The southern leg of

Washington Pike (not included in this project) intersects Millertown Pike and continues to the southwest to Broadway (US 441/SR 33).

Although minor intersection improvements were made to address the immediate need to accommodate the new retail center at Greenway Drive and Washington Pike and a traffic signal was installed at Washington Pike and Mill Road, the continued residential and commercial expansion along Washington Pike has outpaced the roadway improvements. Traffic volumes along Washington Pike range from nearly 12,100 vehicles per day (vpd) west of Mill Road to over 8,200 vpd east of Murphy Road. Washington Pike, north and south of the I-640 interchange has average daily traffic volumes of 17,800 vpd and 10,200 vpd respectively. By 2013, nearly 14,300 vehicles are expected to travel from I-640 towards Mill Road. By 2033, these projections will increase to approximately 33,000 vpd on Washington Pike near Mill Road. Traffic is expected to continue to grow with continued development of new subdivisions and businesses locating near the Knoxville Center area and within the environs of Washington Pike.

The existing traffic conditions along Washington Pike reflect very directional traffic flows during peak hours include (See Figure 4). Major traffic generators in the project vicinity include:

- Knoxville Center Mall- Regional shopping mall; includes three (3) anchor tenants; 100 stores and services, Regal Cinemas within approximately 981,000 square feet on two floors. Located at I-640, Exit 8.
- Sam's Wholesale Club- Membership Only Retail Warehouse Club located along North Mall Road and Millertown Pike.
- Kohl's- Retail store located at Washington Pike at North Mall Road
- Harvest Park Centre- Regional retail anchor stores including Target and Old Navy. Located at Washington Pike and Greenway Drive.
- New Harvest Park- Approximately 43 acres include playground, community building, picnic/amphitheater area, and a ¼ mile walking trail that connects to Harvest Park Centre. New location for Farmer's Market opened seasonally from May to November.
- East Towne Crossing- Commercial development including Food Lion and Home Depot
- Isaiah's Crossing- Commercial development including Lowe's, O' Charley's, Cracker Barrel

There are also a substantial number of residential communities in the project area with many active community associations as follows:

- Buffat Mill
- Valley View
- Alice Bell/Spring Hill
- Town Hall East

- North Hills Area Association
- Summer Place Association
- Northeast Knox Preservation Association
- Wyngate Neighborhood Association

The Community fabric also includes:

Churches-Oak Grove Church and Cemetery
North Acres Church
Nehemiah Church
Parks- New Harvest Park
Railroad-Norfolk-Southern Railroad
Streams-Loves Creek and four (4) unnamed tributaries
Murphy Creek

Safety

The segment of Washington Pike north from the I-640 interchange to the Murphy Road intersection had reported 188 total crashes from 2004-2006. On average, one out of every four crashes (47 out of 188) involved an injury. One fatality was recorded at the intersection of Mill Road at Washington Pike in 2004. The intersection underwent improvements in 2005 to include traffic signalization and exclusive left turn lanes on Mill Road and westbound Washington Pike.

Project Description

Washington Pike, north from Interstate 640 to Murphy Road is proposed as four-lane facility with a raised median. This section consists of four traffic lanes (two in each direction), curb and gutter, sidewalks, and bike lanes. The typical section design for this section is guided by the City's request for first flush capability as guided by the City's storm water quality ordinance. As an option, this design may eliminate or reduce some curb and gutter sections with construction of grass swales. The project length of Section Two is approximately 1.73 miles (9130 feet). A 200 feet corridor width is suggested for the proposed roadway design for this section. A consistent multi-lane section is recommended in order to provide adequate future capacity.

The Build Alternative

The most significant recommendations include the widening of the existing two-lane portions of Washington Pike to multi-lane facilities.

The typical section will be is guided in part by the City's requirement for first flush capability in accordance with the City's storm water quality ordinance. The design of infiltration trenches, swales and catch basins will be included in the design to control erosion, sediment and other forms of pollution as part of the City's stormwater quality management policy to prevent pollution in nearby creeks and streams.

The proposed roadway improvements should mitigate the existing and projected issues and provide a convenient and accessible facility that would be compatible with transit alternatives and make bicycling and walking a viable transportation choice.

No Build Alternative

The No Build Alternative is not selected as it will not meet the purpose of the project.

Right of Way and Relocation Impacts

Should it be found that any new Right of Way or easements be required Local Government will carry out a right-of-way and relocation program. This program will be in accordance with the Tennessee Uniform Relocation Assistance Act of 1972 and the Uniform Relocation and Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646).

Environmental Justice Executive Order 12898 Dated 11 Feb 1994.

Environmental and civil rights statutes provide opportunities to address the environmental effects on minority populations and low-income populations. Under Title VI, each Federal agency is required to ensure that no person on grounds of race, color, or national origin is excluded from participation in, denied the benefits of, or in any other way subjected to discrimination under any program or activity receiving Federal assistance. **Executive Order 12898** requires federal agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health and environmental effects, including the interrelated social and economic effects of their programs, policies, and activities on minority populations and low income populations in the United States. It is the Local Government's opinion that the proposed project will be in compliance with Executive Order.

Public Involvement / Public Participation in the Transportation Planning Process

In the transportation decision-making process, public involvement is a key component of integrating land use and transportation issues. FHWA's and TDOT's role in this arena includes:

- Providing best practices in public involvement;
- Articulating the benefits of early and continuous public involvement;
- Providing training, peer exchanges, workshops and technical assistance; and,
- Demonstrating public involvement strategies that have been effective with traditionally underserved populations.

Learning the viewpoints and opinions of the stakeholders in transportation projects is one of the chief elements of the project development process. Stakeholders can be the users or those affected by the construction or traffic related to the project. Since the Federal-aid Highway Act of 1950 and the Federal Transit laws originally enacted in 1964, USDOT has worked to ensure that all interested persons have the opportunity for a voice in how the transportation system is developed. In conjunction with the National Environmental Policy Act of 1969 (NEPA), the opportunity has been extended for public involvement throughout the location and design

process for specific transportation projects. It is the intent of NEPA that agencies encourage and facilitate public involvement in decisions which affect the quality of the human environment. This project is developed in accordance with **Level Two** of the TDOT Public Involvement Plan (PIP). These Level Two projects include those defined as Categorical Exclusions (CE) by the FHWA. The Local Government will integrate the PIP requirements into their current standard operating procedure.

The potential issues and the overall study of the impacts associated with the project can be adequately developed in a "D" list Categorical Exclusion that is enhanced by a TDOT Level 2 Public Involvement Plan (PIP).

During the TPR process, the City of Knoxville presented two (2) workshops to area neighborhood associations, churches, businesses and stakeholders. These workshops were conducted on July 18, 2006 and October 9, 2006. Representatives from TDOT were present at these workshops.

Information from all public meetings are included in the approved TPR document. The City will continue to provide information to the public during stages of project development.

Technical Studies

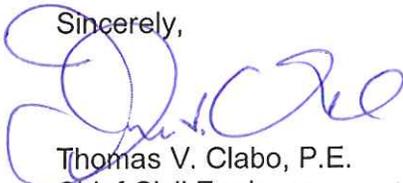
The 2001 approved APR included Phase I investigations to identify potential archaeological, historical/architectural, and ecological resources within the study area. Based on the technical studies that were performed, no defined sites with were identified.

The 2008 TPR consisted of a cursory overview of the environmental features in the area. Based on the Early Environmental Screening (EES) database obtained from TDOT, no or very minimal impacts are anticipated on environmental resources located within the project corridor. Design effort will be needed to avoid, minimize or mitigate impacts to any environmental resource (man-made or natural), if necessary.

All additional technical studies will be performed in accordance with TDOT's Environmental Division Phase 1 Scope of Work.

If you have any questions, or need further information concerning this project, contact me at 865-215-6100 or by email at tclabo@cityofknoxville.org.

Sincerely,



Thomas V. Clabo, P.E.
Chief Civil Engineer

Purpose and need for the Washington Pike Roadway Improvements
Knoxville, Knox County, Tennessee
Pin No.: 043090.00
State Project No. 47953-1516-54; Federal Project No. STP-M-9109 (69)
Date: January 31, 2012
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TIP

Knoxville Regional Transportation Planning Organization

TRANSPORTATION IMPROVEMENT PROGRAM FY 2011-2014

TIP No.	<input type="text" value="2011-049"/>	Revision No.	<input type="text" value="0"/>	
TDOT PIN	<input type="text" value="110301.00"/>	L RTP No.	<input type="text" value="615"/>	
Project Name	<input type="text" value="Washington Pk"/>			
Lead Agency	<input type="text" value="City of Knoxville"/>			
Total Project Cost	<input type="text" value="\$15,146,000"/>			

Project Description	<input type="text" value="Widen from 2 lanes to a 5 lane section with curb, gutter, sidewalk, and bike lanes."/>			
Termini/Intersection	<input type="text" value="North of I-640 to Murphy Rd"/>			
Counties	<input type="text" value="Knox"/>			
City/Agency	<input type="text" value="City of Knoxville"/>			
Length	<input type="text" value=""/>	(miles)	Conformity Status	<input type="text" value="Non-Exempt"/>

Additional Details

Programmed Funds

FY	Type of Work	Funding Type	Total Funds	Federal	State	Local	Other
2011	ENG	L-STP	\$750,000	\$600,000	\$0	\$150,000	\$0
2012	ROW	L-STP	\$2,596,000	\$2,076,800	\$0	\$519,200	\$0
2014	CON	L-STP	\$11,800,000	\$9,440,000	\$0	\$2,360,000	\$0
Total			\$15,146,000	\$12,116,800	\$0	\$3,029,200	\$0

Revision Date

Revision Details

Previous TIP No.



Purpose and need for the Washington Pike Roadway Improvements
Knoxville, Knox County, Tennessee
Pin No.: 043090.00
State Project No. 47953-1516-54; Federal Project No. STP-M-9109 (69)
Date: January 31, 2012
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Project Vicinity Map

PROJECT VICINITY MAP

Washington Pike/Millertown Pike Transportation Planning Report Knoxville, Knox County, Tennessee

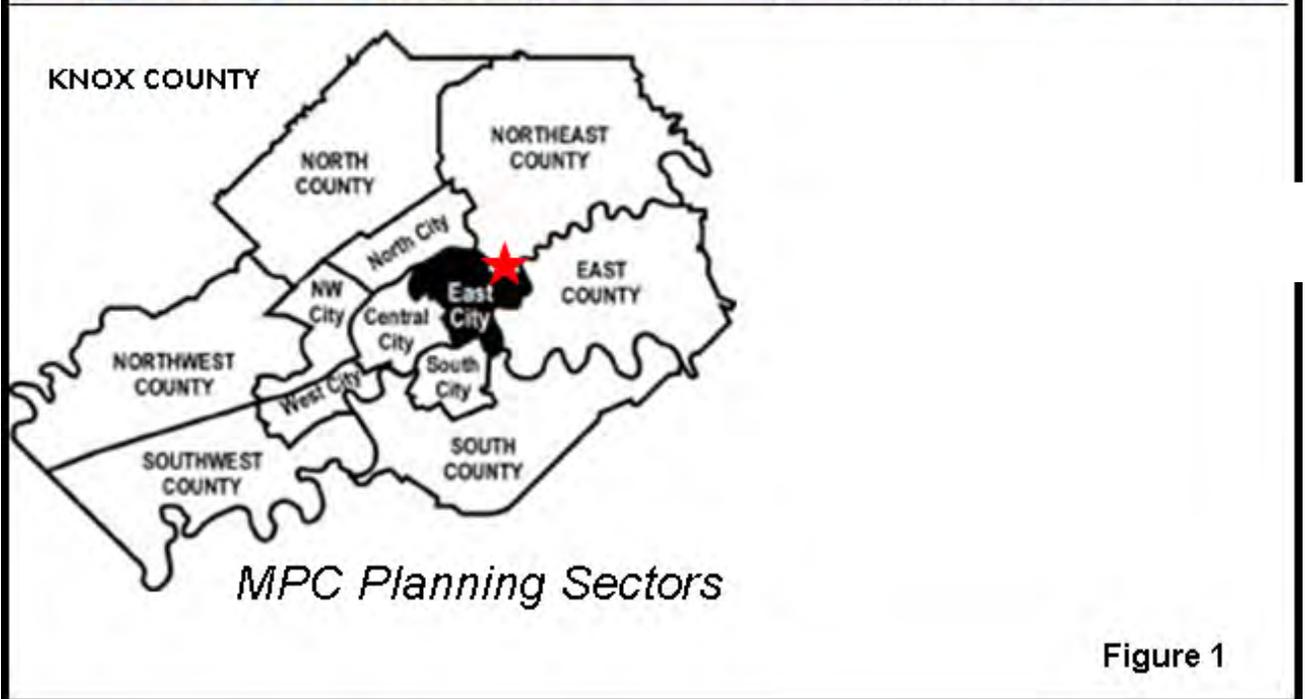
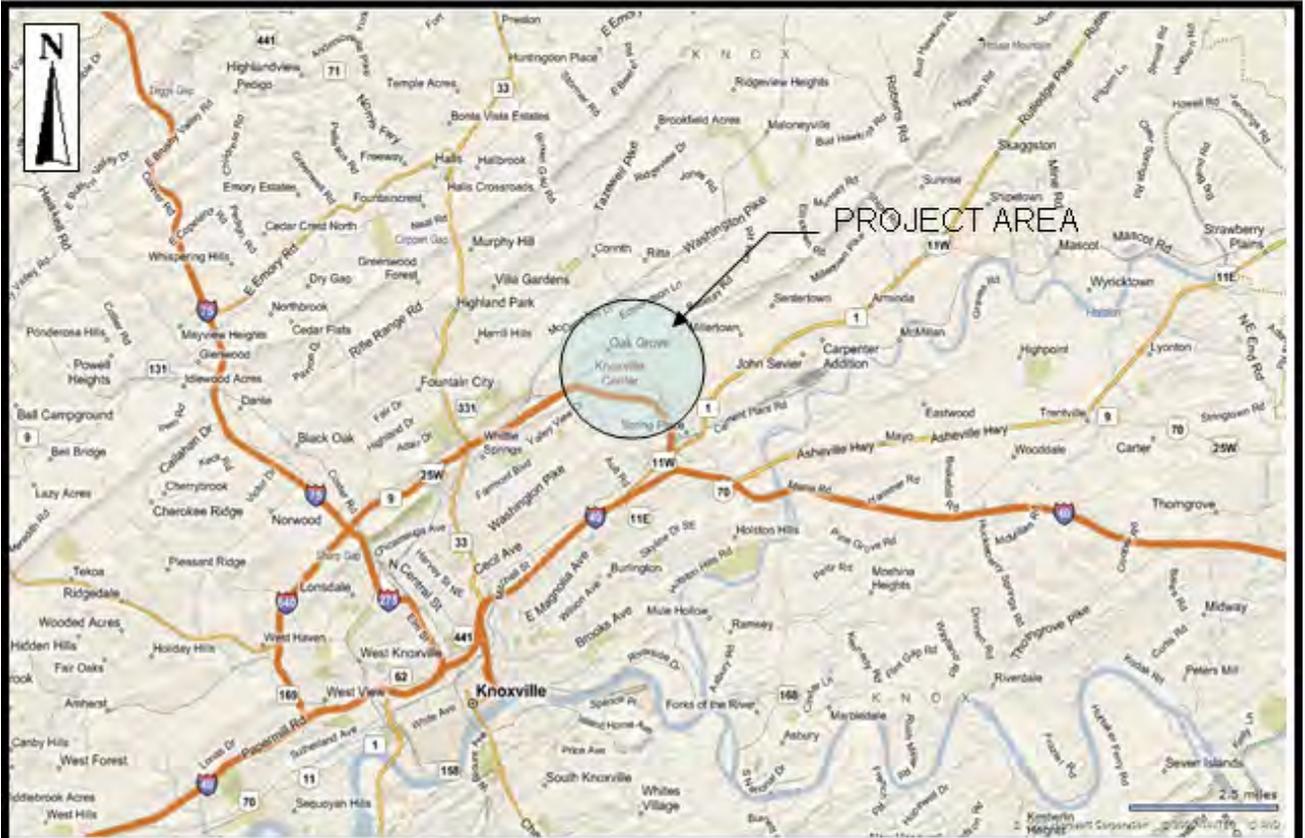
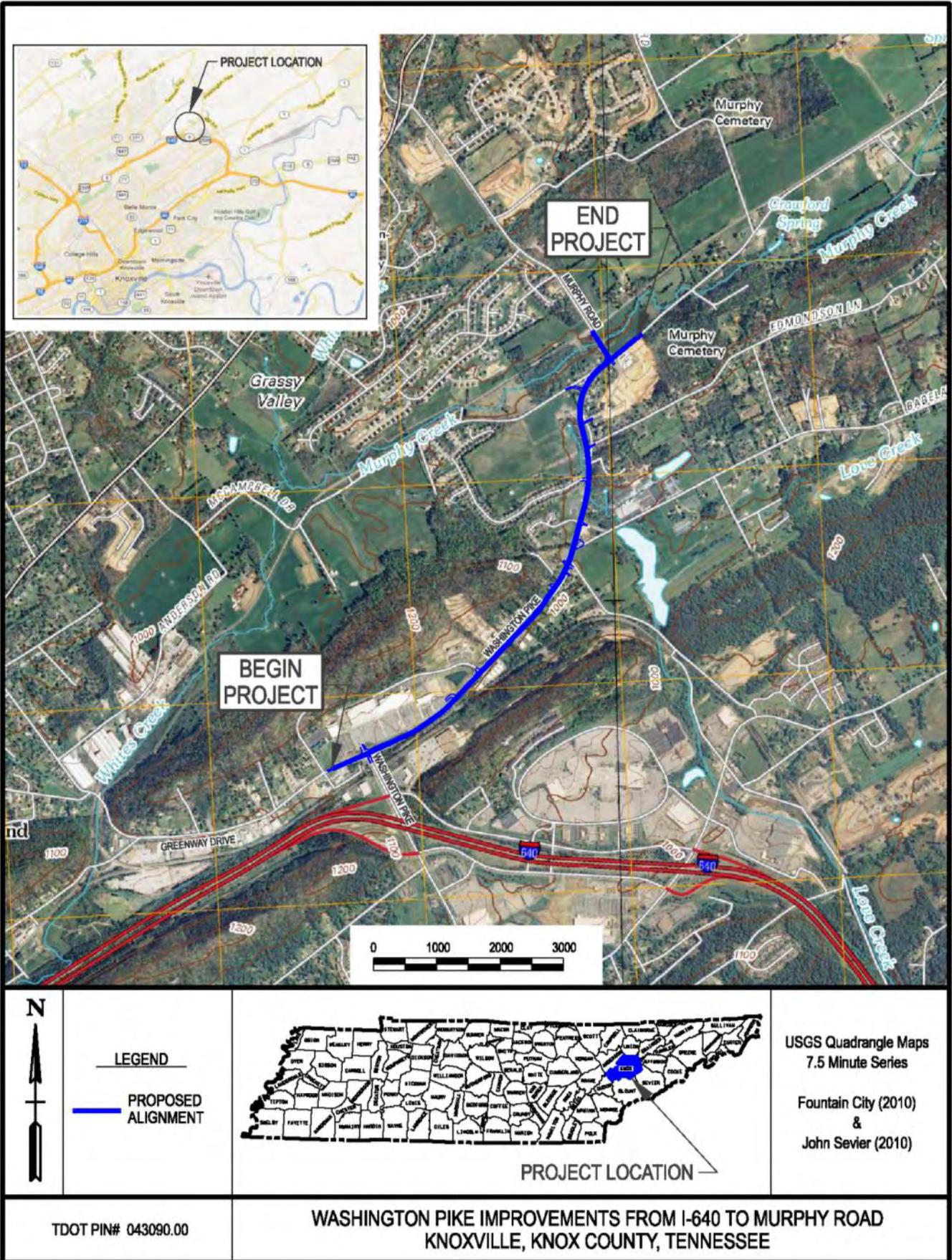


Figure 1

Purpose and need for the Washington Pike Roadway Improvements
Knoxville, Knox County, Tennessee
Pin No.: 043090.00
State Project No. 47953-1516-54; Federal Project No. STP-M-9109 (69)
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Project Location Map



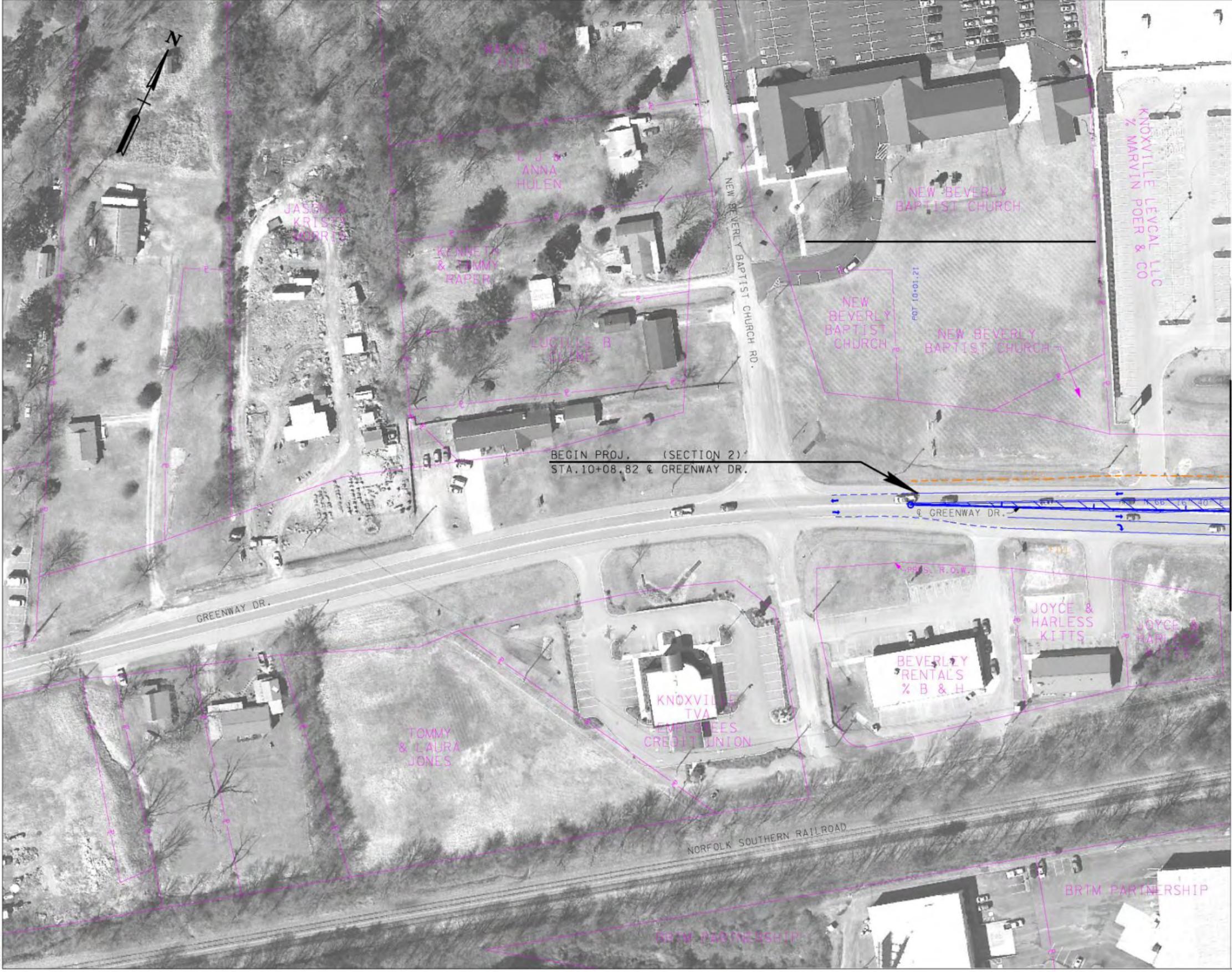
TDOT PIN# 043090.00

**WASHINGTON PIKE IMPROVEMENTS FROM I-640 TO MURPHY ROAD
 KNOXVILLE, KNOX COUNTY, TENNESSEE**

Purpose and need for the Washington Pike Roadway Improvements
Knoxville, Knox County, Tennessee
Pin No.: 043090.00
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Date: January 31, 2012
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Preliminary Plans or Sketches

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TYPE	YEAR	PROJECT	SHEET NO.
FUNC.	2012	WASHINGTON PIKE	4

FEDERAL PROJECT NO. STP-M-9109 (69)
 STATE PROJECT NO. 47953-1516-54
 PIN NO. 043090.00

MATCH LINE STA. 14+00.00 SEE SHEET NO. 5

CITY OF KNOXVILLE
 KNOX COUNTY, TN

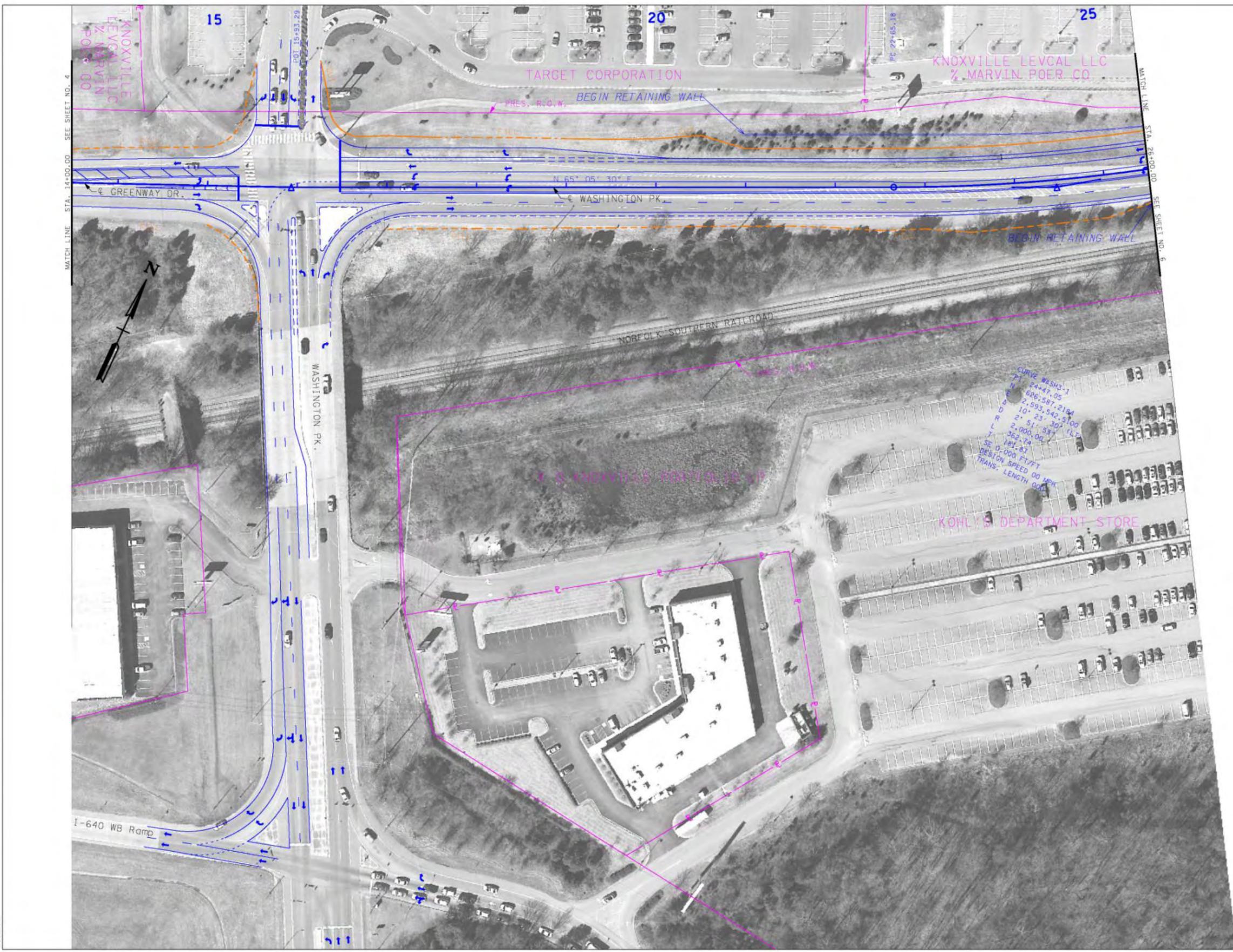
WASHINGTON PIKE
 FUNCTIONAL LAYOUT

BEGIN PROJ. TO STA. 14+00.00

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**CDM
 Smith**

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TYPE	YEAR	PROJECT	SHEET NO.
FUNC.	2012	WASHINGTON PIKE	5

FEDERAL PROJECT NO. STP-M-9109 (69)
 STATE PROJECT NO. 47953-1516-54
 PIN NO. 043090.00

CITY OF KNOXVILLE
 KNOX COUNTY, TN

WASHINGTON PIKE
 FUNCTIONAL LAYOUT

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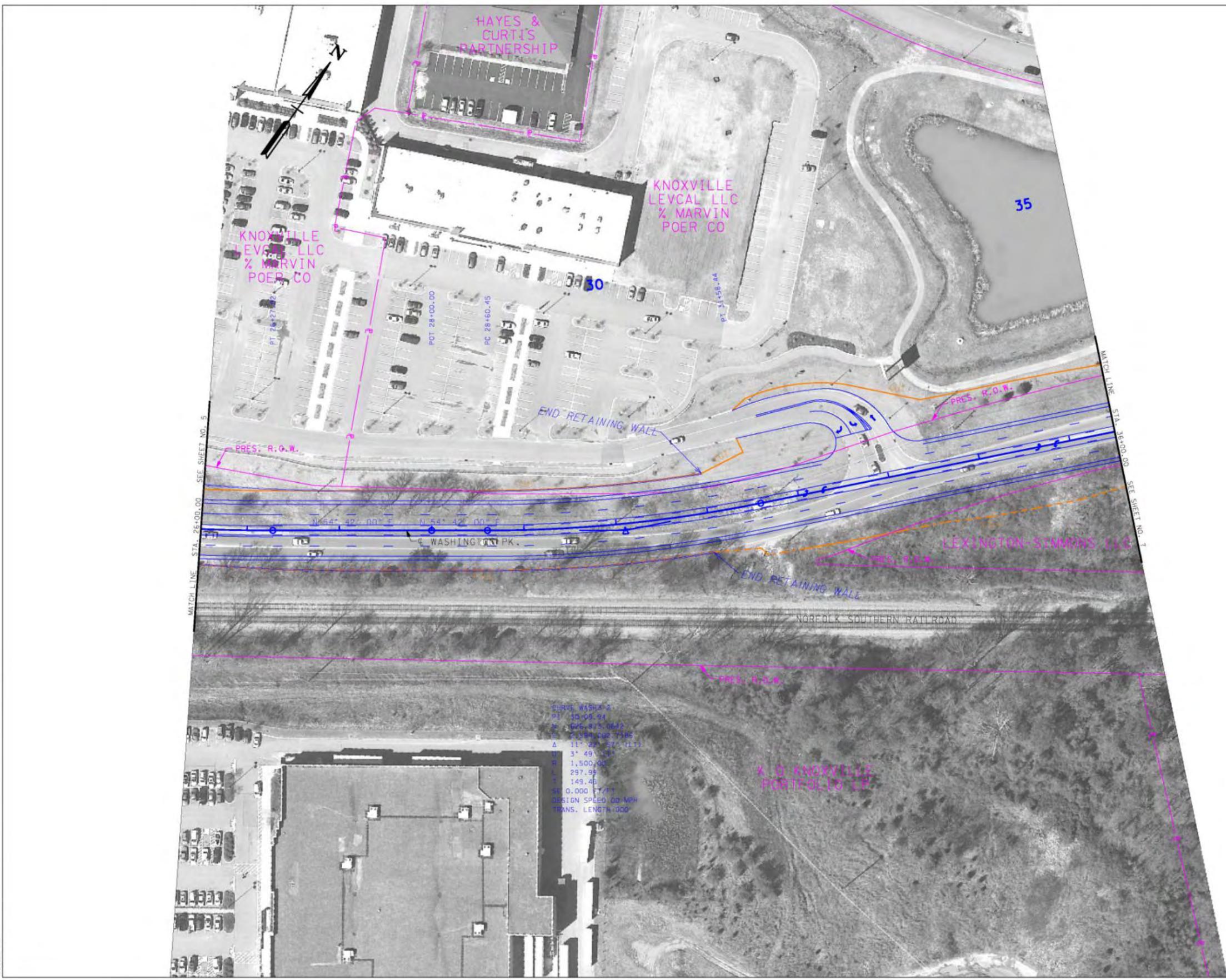
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**CDM
 Smith**

TYPE	YEAR	PROJECT	SHEET NO.
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 STATE PROJECT NO. 47953-1516-54
 PIN NO. 043090.00

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CITY OF KNOXVILLE
 KNOX COUNTY, TN

WASHINGTON PIKE
 FUNCTIONAL LAYOUT

STA.26+00.00 TO STA.36+00.00

SCALE = 1" = 50'

**CDM
 Smith**

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TYPE	YEAR	PROJECT	SHEET NO.
FUNC.	2012	WASHINGTON PIKE	7

FEDERAL PROJECT NO. STP-M-9109 (69)
 STATE PROJECT NO. 47953-1516-54
 PIN NO. 043090.00

CITY OF KNOXVILLE
 KNOX COUNTY, TN

WASHINGTON PIKE
 FUNCTIONAL LAYOUT

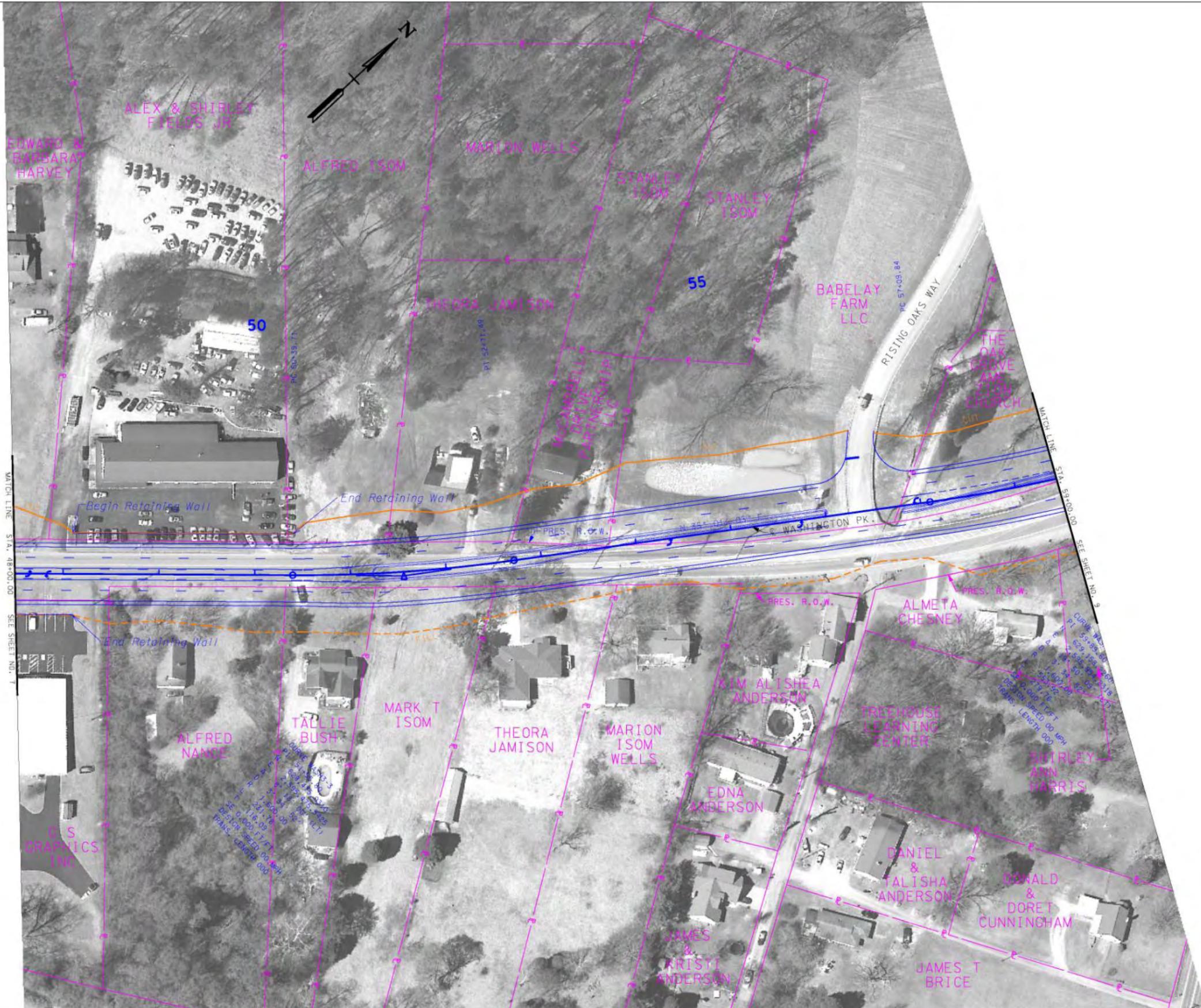
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**CDM
 Smith**

TYPE	YEAR	PROJECT	SHEET NO.
FUNC.	2012	WASHINGTON PIKE	8

FEDERAL PROJECT NO. STP-M-9109 (69)
 STATE PROJECT NO. 47953-1516-54
 PIN NO. 043090.00



CITY OF KNOXVILLE
 KNOX COUNTY, TN

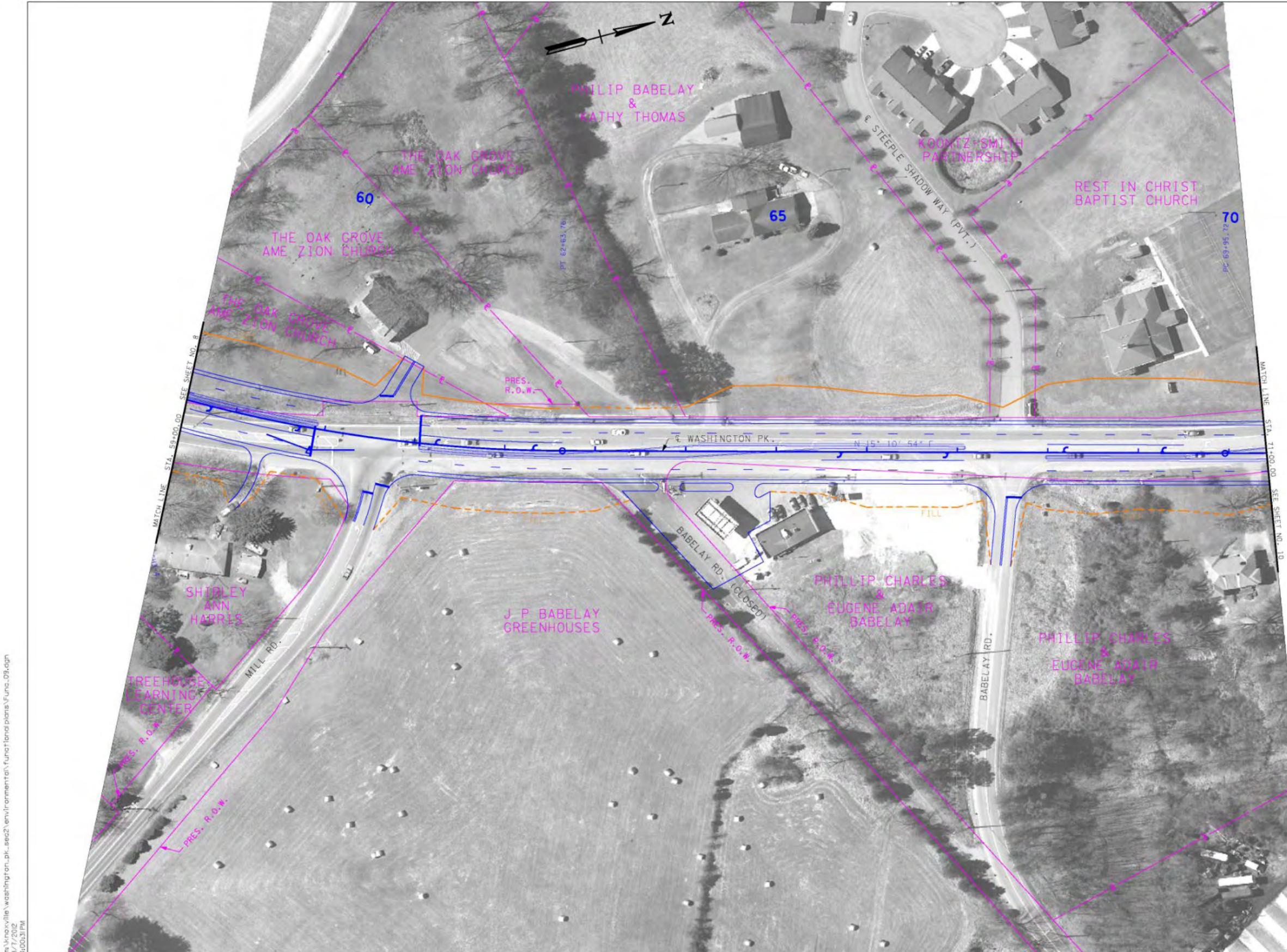
WASHINGTON PIKE
 FUNCTIONAL LAYOUT

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**CDM
 Smith**

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TYPE	YEAR	PROJECT	SHEET NO.
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FEDERAL PROJECT NO. STP-M-9109 (69)
 STATE PROJECT NO. 47953-1516-54
 PIN NO. 043090.00

CITY OF KNOXVILLE
 KNOX COUNTY, TN

WASHINGTON PIKE
 FUNCTIONAL LAYOUT

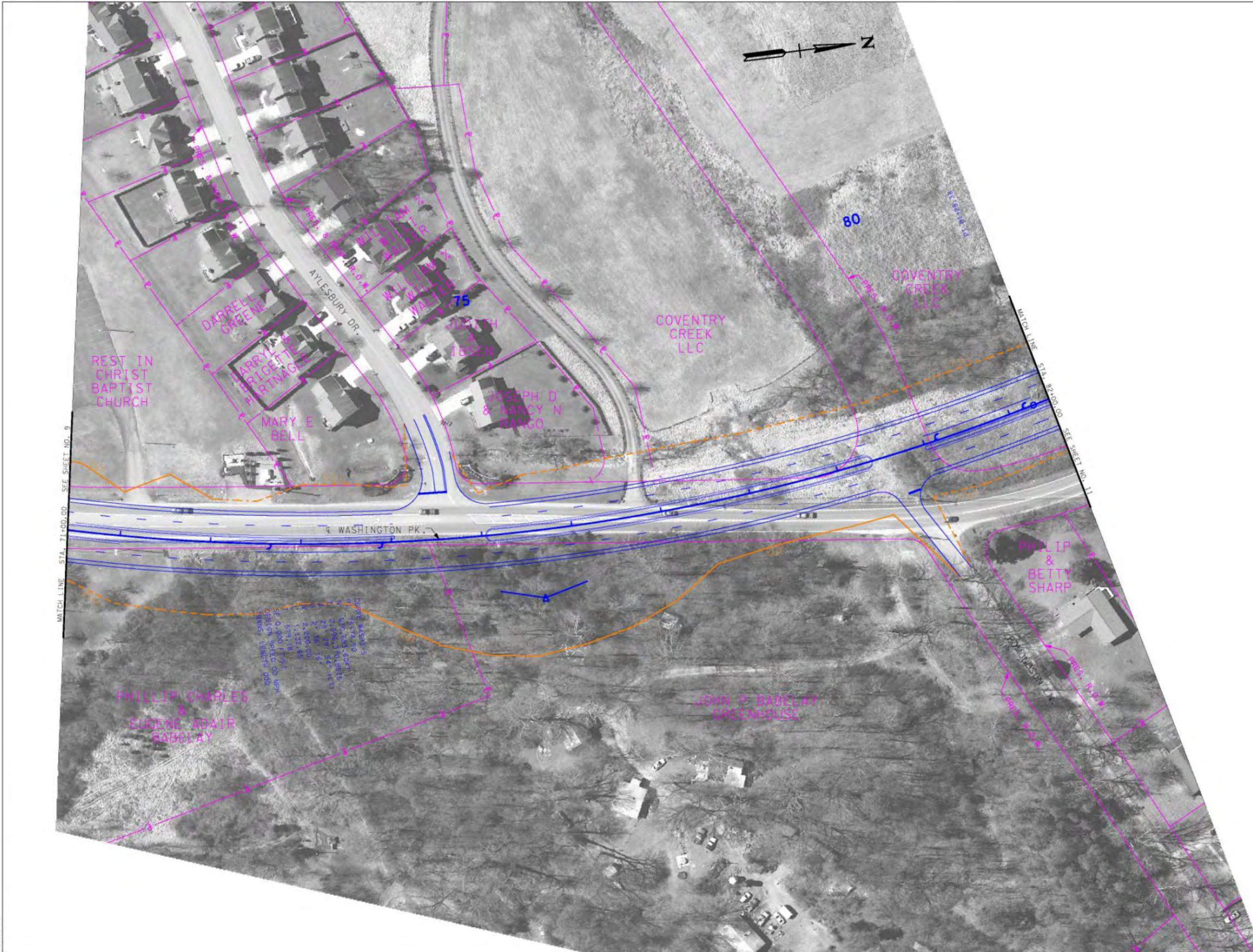
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CDM Smith

TYPE	YEAR	PROJECT	SHEET NO.
FUNC.	2012	WASHINGTON PIKE	10

FEDERAL PROJECT NO. STP-M-9109 (69)
 STATE PROJECT NO. 47953-1516-54
 PIN NO. 043090.00



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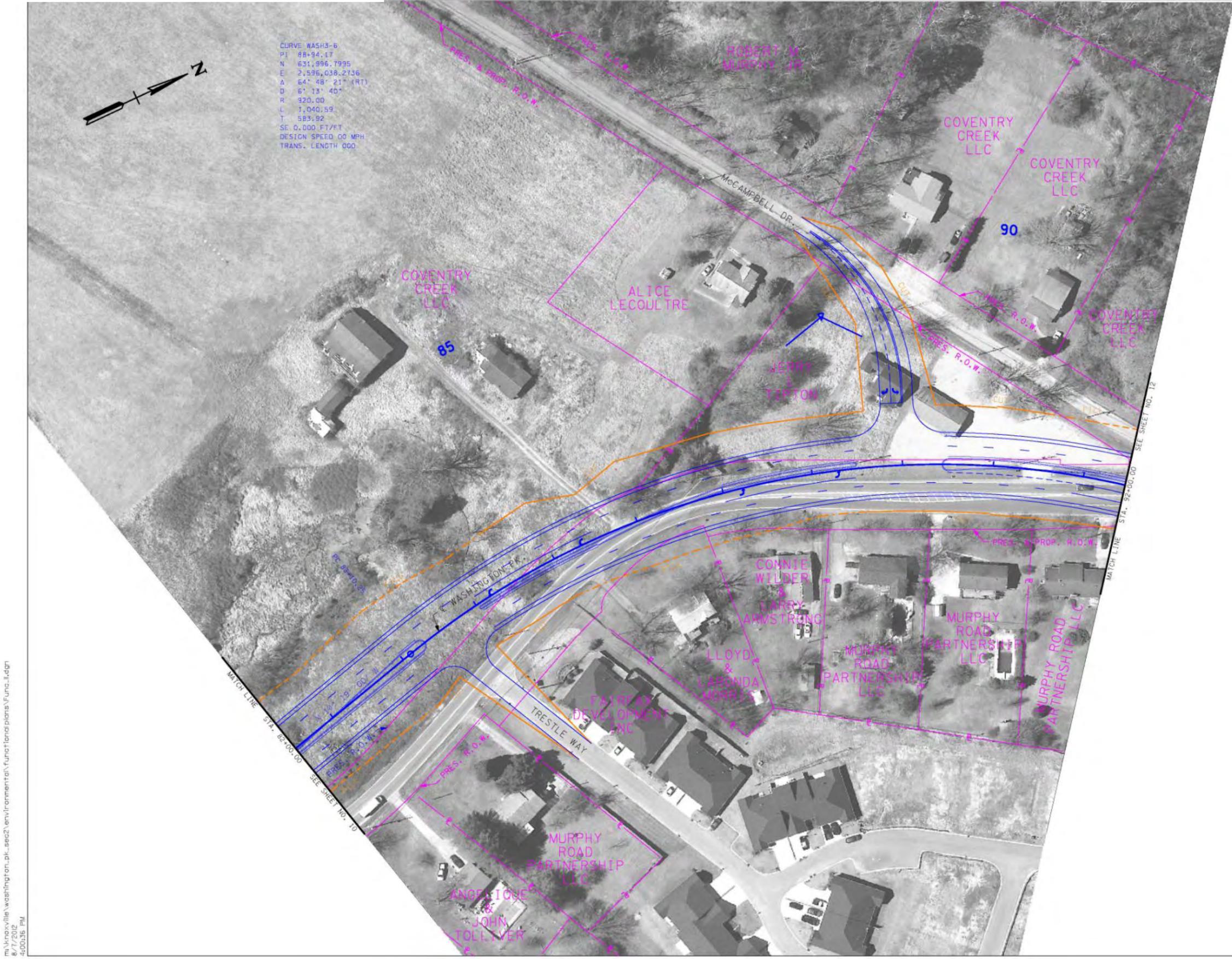
CITY OF KNOXVILLE
 KNOX COUNTY, TN

WASHINGTON PIKE
 FUNCTIONAL LAYOUT

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**CDM
 Smith**



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TYPE	YEAR	PROJECT	SHEET NO.
FUNC.	2012	WASHINGTON PIKE	11

FEDERAL PROJECT NO. STP-M-9109 (69)
 STATE PROJECT NO. 47953-1516-54
 PIN NO. 043090.00

CITY OF KNOXVILLE
 KNOX COUNTY, TN

WASHINGTON PIKE
 FUNCTIONAL LAYOUT

STA.82+00.00 TO STA.92+00.00

SCALE = 1" = 50'

**CDM
 Smith**



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TYPE	YEAR	PROJECT	SHEET NO.
FUNC.	2012	WASHINGTON PIKE	12

FEDERAL PROJECT NO. STP-M-9109 (69)
 STATE PROJECT NO. 47953-1516-54
 PIN NO. 043090.00

CITY OF KNOXVILLE
 KNOX COUNTY, TN

WASHINGTON PIKE
 FUNCTIONAL LAYOUT

STA. 92+00.00 TO END OF PROJ.

SCALE = 1" = 50'

**CDM
 Smith**

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Area Photos



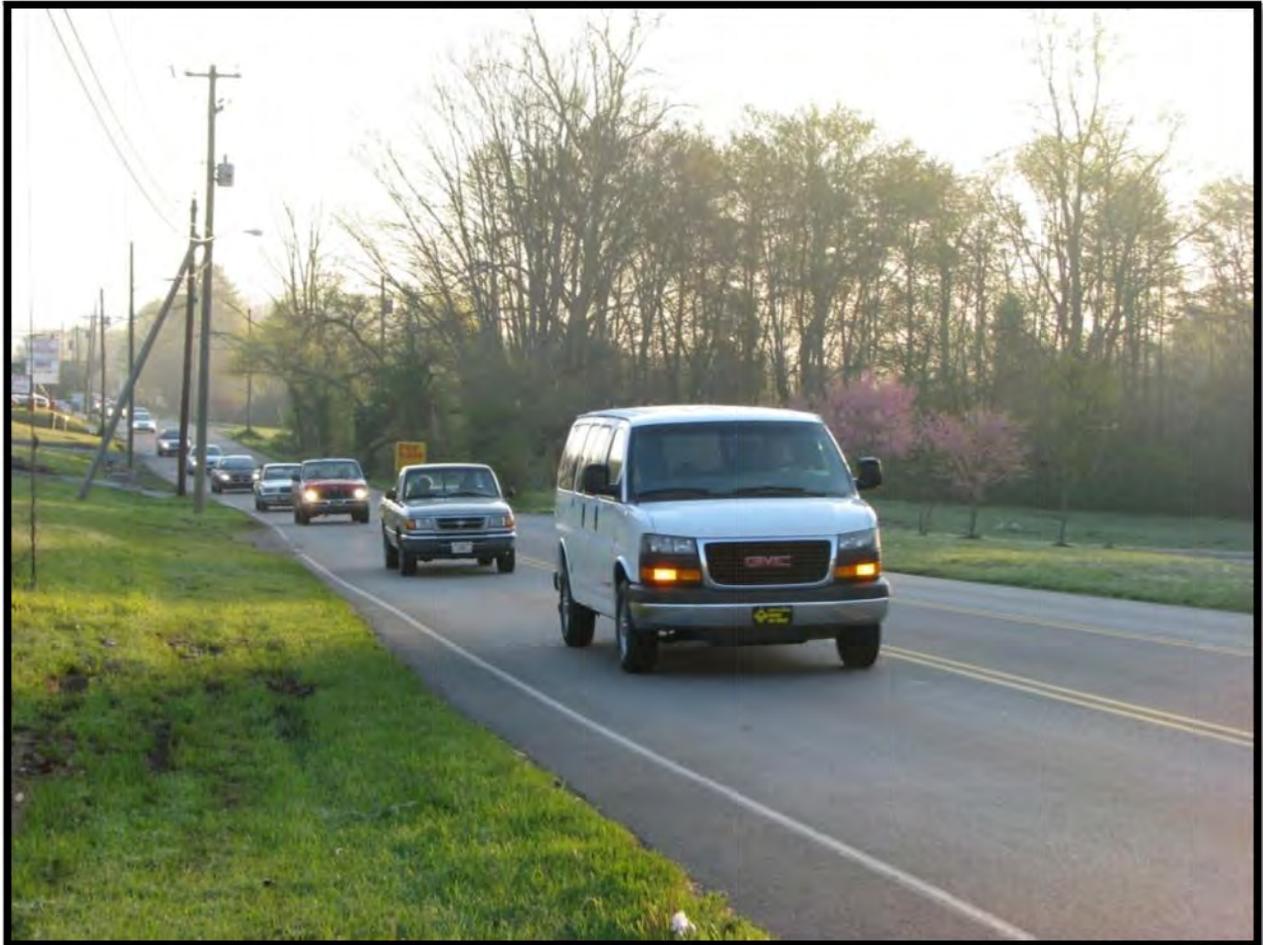
**Washington Pike at Murphy Road intersection
Looking north (AM Peak Hour)**



**AM Peak Hour Traffic
Westbound Washington Pike**



**Westbound Washington Pike
Toward McCampbell Drive**



**Westbound Traffic on Washington Pike
during AM Peak Hour Period**



**Eastbound I-640/Washington Pike (Exit 8)
PM Peak Hour**



**Northbound on Washington Pike to Greenway Dr/ Washington Pike
PM Peak Hour**



**Northbound along Washington Pike between
Mall Road N and Greenway Dr/Washington Pike intersection**



Southbound Washington Pike traffic at I-640 ramp/Mall Road N



Eastbound Washington Pike /Mill Road intersection



PM Peak Hour Traffic between Murphy Road and McCampbell Drive



Looking North on Murphy Road from Washington Pike



Oak Grove AME Zion Church located at the intersection of Washington Pike and Mill Road



**Gas Station Located on at the intersection of
Washington Pike and Babelay Road**



Automotive Repair Shop Located on Washington Pike



**Retail Shopping Center
New Harvest Center**



**Vendors at Farmer's Market
Located in New Harvest Park**



**Vendors at Farmer's Market
Located in New Harvest Park**



**Attendance at Farmer's Market
Located in New Harvest Park**



Commercial businesses along Washington Pike



Church and Residential area along Washington Pike



Commercial Businesses located along Washington Pike



Residences along Washington Pike west of Mill Road

Appendix A

Categorical Exclusion

Defined



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL DIVISION

Suite 900 - James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334
Memorandum

To: Local Governments, Planning Agencies, their staff and consultants.
From: Joe W. Matlock Transportation Planner, Region IV
NEPA Documentation Office-Local Programs
Date: March 20, 2010
Subject: **“C” list CE Certification for Local Governments and Preparers.**

Local Governments, their staff and or consultants should read carefully the following pages concerning the qualifications of this project for processing this project as a “C” list Categorical Exclusion as listed in the CEQ regulation (section 1508.4) and §771.117(a) and (c). This certification also applies to all information and technical studies as included in the CE itself and the appendix.

771.117 Categorical Exclusions Defined

(a) Categorical exclusions (CEs) are actions which meet the definition contained in 40 CFR 1508.4, and, based on past experience with similar actions; do not involve significant environmental impacts. They are actions which: do not induce significant impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts.

(b) Any action which normally would be classified as a CE but could involve unusual circumstances will require the Administration, in cooperation with the applicant, to conduct appropriate environmental studies to determine if the CE classification is proper. Such unusual circumstances include:

- (1) Significant environmental impacts;
- (2) Substantial controversy on environmental grounds;
- (3) Significant impact on properties protected by section 4(f) of the DOT Act or section 106 of the National Historic Preservation Act; or
- (4) Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

“C” List Defined

(c) The following actions meet the criteria for CEs in the CEQ regulation (section 1508.4) and §771.117(a) of this regulation and normally do not require any further NEPA approvals by the Administration:

- (1) Activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social,

economic, and environmental effects can be assessed; and Federal-aid system revisions which establish classes of highways on the Federal-aid highway system.

(2) Approval of utility installations along or across a transportation facility.

(3) Construction of bicycle and pedestrian lanes, paths, and facilities.

(4) Activities included in the State's *highway safety plan* under 23 U.S.C. 402.

(5) Transfer of Federal lands pursuant to 23 U.S.C. 107(d) and/or 23 U.S.C. 317 when the land transfer is in support of an action that is not otherwise subject to FHWA review under NEPA.

(6) The installation of noise barriers or alterations to existing publicly owned buildings to provide for noise reduction.

(7) Landscaping.

(8) Installation of fencing, **signs**, pavement markings, small passenger shelters, traffic signals, and railroad warning devices where no substantial land acquisition or traffic disruption will occur.

(9) Emergency repairs under 23 U.S.C. 125.

(10) Acquisition of scenic easements.

(11) Determination of payback under 23 U.S.C. 156 for property previously acquired with Federal-aid participation.

(12) Improvements to existing rest areas and truck weigh stations.

(13) Ridesharing activities.

(14) Bus and rail car rehabilitation.

(15) Alterations to facilities or vehicles in order to make them accessible for elderly and handicapped persons.

(16) Program administration, technical assistance activities, and operating assistance to transit authorities to continue existing service or increase service to meet routine changes in demand.

(17) The purchase of vehicles by the applicant where the use of these vehicles can be accommodated by existing facilities or by new facilities which themselves are within a CE.

(18) Track and railbed maintenance and improvements when carried out within the existing right-of-way.

(19) Purchase and installation of operating or maintenance equipment to be located within the transit facility and with no significant impacts off the site.

(20) Promulgation of rules, regulations, and directives.

(21) Deployment of electronics, photonics, communications, or information processing used singly or in combination, or as components of a fully integrated system, to improve the efficiency or safety of a surface transportation system or to enhance security or passenger convenience. Examples include, but are not limited to, traffic control and detector devices, lane management systems, electronic payment equipment, automatic vehicle locaters, automated passenger counters, computer-aided dispatching systems, radio communications systems, dynamic message signs, and security equipment including surveillance and detection cameras on roadways and in transit facilities and on buses.

“D” list defined

(d) Additional actions which meet the criteria for a CE in the CEQ regulations (40 CFR 1508.4) and paragraph (a) of this section may be designated as CEs only after Administration approval. The applicant shall submit

documentation which demonstrates that the specific conditions or criteria for these CEs are satisfied and that significant environmental effects will not result.

Examples of such actions include but are not limited to:

- (1) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing).
- (2) Highway safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.
- (3) Bridge rehabilitation, reconstruction or replacement or the construction of grade separation to replace existing at-grade railroad crossings.
- (4) Transportation corridor fringe parking facilities.
- (5) Construction of new truck weigh stations or rest areas.
- (6) Approvals for disposal of excess right-of-way or for joint or limited use of right-of-way, where the proposed use does not have significant adverse impacts.
- (7) Approvals for changes in access control.
- (8) Construction of new bus storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and located on or near a street with adequate capacity to handle anticipated bus and support vehicle traffic.
- (9) Rehabilitation or reconstruction of existing rail and bus buildings and ancillary facilities where only minor amounts of additional land are required and there is not a substantial increase in the number of users.
- (10) Construction of bus transfer facilities (an open area consisting of passenger shelters, boarding areas, kiosks and related street improvements) when located in a commercial area or other high activity center in which there is adequate street capacity for projected bus traffic.
- (11) Construction of rail storage and maintenance facilities in areas used predominantly for industrial or transportation purposes where such construction is not inconsistent with existing zoning and where there is no significant noise impact on the surrounding community.
- (12) Acquisition of land for hardship or protective purposes; advance land acquisition loans under section 3(b) of the UMT Act. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.

Programmatic Agreement



U.S. Department
of Transportation
**Federal Highway
Administration**



Programmatic Categorical Exclusion Agreement

The Tennessee Department of Transportation (TDOT) and the Federal Highway Administration (FHWA) concur in advance with the classification as Categorical Exclusions (CEs) for certain projects identified in 23 CFR Part 771.1 17(d) which meet the conditions identified in this document. The TDOT certifies that the conditions identified in this document will be satisfied for all projects classified under this programmatic process. This document may be utilized by consultants or Local government officials that prepare National Environmental Policy Act (NEPA) documents on behalf of TDOT.

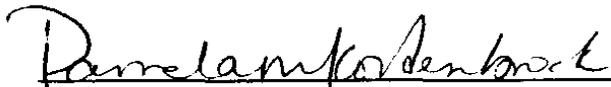
The following conditions apply to those actions which are processed under this agreement:

1. The action does not have significant environmental impacts as described in 23 CFR 771.1 17(a).
2. The action does not involve unusual circumstances as described in 23 CFR 117(b).
3. The action conforms to the State Implementation Plan (SIP) in air quality nonattainment areas.
4. The action is included in a Federally approved conformity determination as per the Clean Air Act Amendments of 1990.
5. The action will not affect Federally listed threatened or endangered species, or their critical habitat.
6. The action does not involve the following:
 - a. The acquisition of more than 1.0 acre of right-of-way or easements.
 - b. The displacements of any commercial or residential occupants.
 - c. The use of properties protected by Section 4(f), 49 USC 303.
 - d. A determination of adverse effect by the State Historic Preservation Officer.
 - e. A U.S. Coast Guard construction permit, an individual U.S. Army Corps of Engineers Section 404 permit, or individual Tennessee Department of Environment and Conservation Aquatic Resource Alteration Permit.
 - f. Work encroaching on a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake.
 - g. Construction in, across, or adjacent to a river designated as a component of the National System of Wild and Scenic Rivers.
 - h. Work that will disturb greater than 0.1 acre of wetlands.
 - i. A change in access control.
 - j. A known hazardous material site within the proposed right-of-way excluding the relocation or removal of an underground storage tank.

All determination made by the TDOT under this Programmatic classification shall be documented. The documentation shall be retained by the TDOT and will be available for FHWA review upon request.

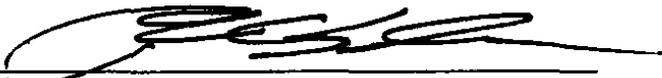
The TDOT will review each individual project classified under this programmatic agreement. No major project activities (i.e. right-of-way acquisition, physical construction) may commence until the NEPA requirements have been completed.

This agreement will remain in effect until a request for change is made by either party or until the Federal regulations are changed.



Division Administrator
Tennessee Division
Federal Highway Administration

6/17/11
Date



Commissioner
Tennessee Department of Transportation

June 5 2011
Date

Purpose and need for the Washington Pike Roadway Improvements
Knoxville, Knox County, Tennessee
Pin No.: 043090.00
State Project No. 47953-1516-54; Federal Project No. STP-M-9109 (69)
Date: January 31, 2012
Page 55



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL DIVISION
Suite 900 - James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334
March 14, 2012

Mr. Charles J. O'Neill
Planning and Program Management Team Leader
FHWA
404 BNA Drive, Suite 508
Nashville, TN 37217

Dear Mr. O'Neill:

We appreciate the review of the Programmatic Categorical Exclusion language provided by the Federal Highway Administration (FHWA), Office of Project Development and Environmental Review. We concur with the provided suggestions outlined in the March 12, 2012 letter. We expect that these comments will be incorporated into the agreement the next time it is revised. Please let me know if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Suzanne B. Herron".

Suzanne B. Herron, P.E., CPESC
Director, Environmental Division

Original signed copy is on file with ED TODT

Director, Environmental Division
cc: Toks Omishakin
Ann Andrews
Leigh Ann Tribble
Gary Fottrell



U.S. Department
of Transportation
**Federal Highway
Administration**

Tennessee Division

March 12, 2012

404 BNA Drive, Suite 508
Nashville, Tennessee 37217
Phone (615) 781-5770

Ms. Suzanne Herron
Director, Environmental Division
Tennessee Department of Transportation
James K. Polk Building, Suite 900
Nashville, TN 37243-0349

In Reply Refer To:
HPP-TN

Subject: Programmatic Categorical Exclusion Agreement

Dear Ms. Herron:

As a follow up to our February 7, 2012 letter, the language below includes your recommended revisions.

The Federal Highway Administration (FHWA), Office of Project Development and Environmental Review, has reviewed our Programmatic Categorical Exclusion (PCE) Agreement and has added language to clarify the agreement. The following are suggestions which can be incorporated as part of our current PCE agreement:

1. In general, FHWA will consider the outcome of the environmental process prior to any subsequent federal approval.
2. **Consultants or local government staff may assist the Tennessee Department of Transportation (TDOT) in processing a project, including conducting environmental analyses and documentation, but TDOT remains responsible for carrying out the terms of the PCE agreement.**
3. For a proposed action that TDOT concludes will qualify for a Categorical Exclusion (CE) under 23 CFR § 771.117, TDOT shall document its certification that (1) the project meets the CE criteria, (2) the action does not have significant impacts on the human and natural environment, and (3) there are no unusual circumstances that would require the preparation of either an Environmental Assessment or Environmental Impact Statement. The Tennessee Department of Transportation shall use the PCE template to provide project documentation. The template will include the signature, printed name, title, and date of the State official approving the certification.
4. The Tennessee Department of Transportation shall:
 - a. Maintain electronic and paper project records and records pertaining to the Department of Transportation's administration of its certification process for individual projects.
 - b. Provide FHWA with a list of completed projects on an annual basis. The Tennessee Department of Transportation shall retain those records, including all letters and comments received from governmental agencies, the public, and others for a period of not less than three (3) years after completion of project construction.

5. The Federal Highway Administration will conduct at least one program/process review as part of its oversight activities for each 12 month period. This will generally consist of obtaining TDOT's list of "c" list CEs and PCEs for the fiscal year, and reviewing a random sampling of approximately 10% of the documents.

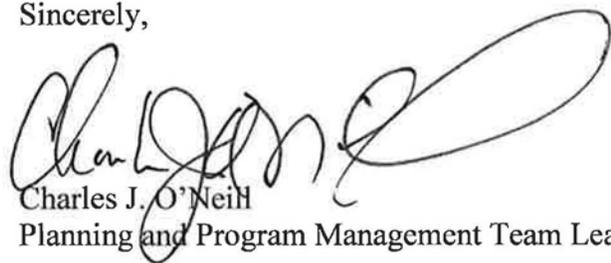
6. For actions processed under this Agreement, the application of 23 CFR § 771.111(h) (2) shall be considered to determine if a public meeting or opportunity for a meeting is in the public's interest.

7. In compliance with 23 CFR § 771.129(c) prior to requesting any major approvals or grants, TDOT shall reevaluate its CE certification to establish whether or not it remains valid.

If TDOT is in agreement with these clarifications, please concur by correspondence to the FHWA Office, noting your concurrence and that TDOT will incorporate them as part of the existing agreement. When the PCE agreement is revised in the future, these listed items and any new changes can be officially written into the agreement at that time. We appreciate your consideration of these suggestions.

Please call me at (615) 781-5772 if you have any questions or comments concerning this request

Sincerely,

A handwritten signature in black ink, appearing to read "Charles J. O'Neil", with a large, sweeping flourish extending to the right.

Charles J. O'Neil
Planning and Program Management Team Leader

cc: Mr. Toks Omishakin, Assistant Commissioner/Environmental Bureau Chief, TDOT
Ms. Ann Andrews, Environmental Documentation Office Manager, TDOT