

**STATE OF TENNESSEE**  
**DEPARTMENT OF TRANSPORTATION**  
**ENVIRONMENTAL DIVISION**  
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## D-List Categorical Exclusion

### Memorandum

**To** Leigh Ann Tribble  
 Environmental Program Engineer  
 Federal Highway Administration—Tennessee Division  
 404 BNA Drive, Suite 508  
 Nashville, Tennessee 37217

**From** Mrs. Ann Andrews  
 Transportation Manager II  
 Environmental Documentation Office

**Date** 10/15/2013

### Project Information

**Route** I-275 Business Park Access Improvements  
**Termini** Blackstock Avenue from Fifth Avenue to Bernard Avenue; and Marion Street from Bernard Avenue to Baxter Avenue

<b>County</b>	Knox	<b>PIN #</b>	110262.00	
	<u>PE #</u>	<u>Right of Way #</u>	<u>Construction #</u>	<u>Other #</u>
<b>Federal</b>	HPP-9109(142)	HPP-9109(142)	HPP-9109(142)	N/A
<b>State</b>	47LPLM-F0-050	47LPLM-F0-051	47LPLM-F0-052	N/A

### Planning

- The project is in an MPO/TPO**—The relevant TIP page is included as an appendix.
- The project is in an RPO**—The relevant STIP page is included as an appendix.
- N/A**—The project is not included in a TIP or STIP.

## Project Description

### *Description of project*

The City of Knoxville is proposing to improve the I-275 Business Park corridor from Fifth Avenue to Baxter Avenue. The improvements include extending Blackstock Avenue from Fifth Avenue to Bernard Avenue as a two lane typical section with curb and gutter, a 5-foot sidewalk on one side, and a 10-foot greenway on the other side. Improvements will also be made to Marion Street from Bernard Avenue to Baxter Avenue, and will include two travel lanes, curb and gutter, a 5-foot sidewalk on one side, and a 10-foot greenway on the other side. From Dameron Avenue to Baxter Avenue, Marion Street will be realigned to improve horizontal and vertical deficiencies. Minor intersection improvements are proposed for Fifth Avenue at Blackstock Avenue, Blackstock Avenue at Bernard Avenue and Marion Street, and Baxter Avenue at Marion Street. These intersection improvements include median work to add turn lanes, resurfacing and restriping, and curb and sidewalk repair.

Specific improvements to correct primary roadway deficiencies are as follows:

- Improvements to the typical section of Marion Street include providing pavement markings to delineate two 12-foot travel lanes, the addition of curb and gutter, a 5-foot sidewalk, and a 10-foot greenway to provide improved pedestrian and bicycle access.
- Improvements to Bernard Avenue at the intersection with Marion Street and the new extension of Blackstock Avenue include providing pavement marking to delineate turn lanes and travel lanes. The existing sidewalks along Bernard Avenue will also be connected to the new sidewalk and greenway on Marion Street and the extension of Blackstock Avenue.
- Improvements to Fifth Avenue at the intersection with Blackstock Avenue include modification of existing medians to add a left turn lane onto the proposed new extension of Blackstock Avenue. The existing sidewalks along Fifth Avenue will also be connected to the new sidewalk and greenway on the extension of Blackstock Avenue.
- Improvements to Baxter Avenue at the intersection with Marion Street (formerly Val Street) include repaving and installation of pavement markings for turn lanes, and widening of the westbound lane from Second Creek to the new driveway at Holston Gases. The existing sidewalk on eastbound Marion Street will be connected to the new sidewalk and greenway on Marion Street.

## Purpose and Need

### *Description of purpose and need*

In 2007 the Knoxville-Knox County Metropolitan Planning Commission (MPC) prepared the I-275/North Central Street Corridor Study for the City of Knoxville and The Development Corporation of Knox County. The purpose of the study was to encourage and foster economic development and to reverse the environmental degradation in the I-275 corridor. This plan identified the extension of Blackstock from Fifth Avenue to Bernard Avenue and improvements to Marion Street from Bernard Avenue to Baxter Avenue as a needed improvement to increase connectivity and improve operational safety within the corridor. Additional infrastructure improvement recommendations included the Second Creek Greenway and Trail to provide connections from neighborhoods to new businesses and to downtown. In 2008, the City of Knoxville commissioned a planning study to review the I-275 corridor from 17th Street to Baxter Avenue and recommend improvement options. This planning study resulted in the recommendation that is the “build” alternative” proposed herein. This project is included in the Knoxville Regional TPO Transportation Improvement Plan (TIP) for the Fiscal Years 2011-2014, a copy of which is included in Appendix A.

The stretch of roadway between Bernard Avenue and Baxter Avenue includes three separate roads that were combined when the interstate system was constructed. This roadway system consists of the remaining segments of Marion Street, Val Street, and Leroy Street. Originally these roadways were laid out in a typical city block, with 90 degree intersections between Val Street and Leroy Street, and between Leroy Street and Marion Street. The geometry of these former "intersections" has never been improved, so the current roadway between Baxter Avenue and Bernard Avenue consists of two consecutive 90 degree turns. The existing businesses and projected future developments within this corridor require truck traffic to travel this route. The tight, 90 degree turns are difficult for trucks to maneuver and impede the flow of traffic. Realignment of Marion Street from Dameron Avenue to Baxter Avenue is proposed to remove the 90 degree horizontal curves and will provide a 30 mph design speed. Vertical curves along the length of Marion Street will also be modified to provide better sight distance.

Blackstock Avenue and Marion Street are classified as minor collectors in the City's roadway classification system. Blackstock Avenue carries a 2011 Average Daily Traffic (ADT) of 10,860 vehicles per day (vpd) between 17th Street and Dale Avenue and 820 vpd between Dale Avenue and Fifth Avenue. Marion Street, between Bernard Avenue and Baxter Avenue (includes Val Street and Leroy Street) carries a 2011 ADT of approximately 900 vehicles per day. By providing the connection (Blackstock Avenue extension) between Fifth Avenue and Bernard Avenue, ADTs are projected to increase to 3,670 vpd along Marion Street by the year 2036. The projected 2036 ADT along the proposed extension of Blackstock Avenue is 5,410 vpd. Improvements to the existing roadways between Fifth Avenue and Baxter Avenue will be necessary to accommodate the projected increases in traffic. These improvements include intersection improvements such as the addition of turn lanes, horizontal and vertical geometry improvements, and pavement marking improvements.

The proposed improvements to the I-275 Business Park Corridor will provide a transportation facility that enhances mobility within Knoxville's downtown area, supports economic development, improves safety, provides alternate modes of travel, and relieves potential traffic congestion. The goals and objectives of an improved I-275 Business Park Corridor include:

- Provide system linkage for the local road network to facilitate better traffic operations and improved access to the regional highway network;
- Promote economic development opportunities;

- Modify key intersections to increase operational safety and capacity;
- Provide accommodations for the efficient movement of people and freight through the downtown area;
- Provide bicyclist and pedestrian facilities to provide connectivity to the existing and future local network.

## 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 appendix.

### *Summary of public involvement*

A Design Public Hearing will be held by the City upon completion and approval of the Categorical Exclusion document and development of Preliminary Roadway Plans.

## Project Alternatives

### *Summary of project alternatives*

#### Build Alternative

The Build Alternative is based on recommendations identified in the Knoxville-Knox County Metropolitan Planning Commission (MPO) and the Development Corporation of Knox County's I-275/North Central Street Corridor Study and the City of Knoxville's Central City Sector Plan. The Build Alternative consists of Section III of the overall project, from Blackstock Avenue at Fifth Avenue to Baxter Avenue. The improvements in Section III include extending Blackstock Avenue from Fifth Avenue to Bernard Avenue as a two lane typical section with curb and gutter, a 5-foot sidewalk on one side, and a 10-foot greenway on the other side. Improvements will also be made to Marion Street from Bernard Avenue to Baxter Avenue, including the addition of curb and gutter, a 5-foot sidewalk, and a 10-foot greenway, the realignment of Marion Street from Dameron Avenue to Baxter Avenue, and improvements to the vertical geometry. Minor intersection improvements are proposed for Fifth Avenue at Blackstock Avenue, Blackstock Avenue at Bernard Avenue and Marion Street, and Marion Street at Baxter Avenue. These intersection improvements include median work to add turn lanes, resurfacing and restriping, and curb and sidewalk repair. Some additional right-of-way, approximately 0.42 acres, must be acquired including at least one commercial business but no dwelling units.

Functional drawings for the Inner City Connector which included the study of a connector road from 17th Street to Baxter Avenue were completed in 2009. For reference, the project location maps, conceptual drawings, and project area photos are included in Appendix B.

The Build Alternative is the selected alternative for development as it meets the stated Purpose and Need for the project.

#### No-Build Alternative

The No-Build Alternative would only provide routine maintenance activities that are a part of an ongoing plan for the continuing operation of the existing system in the project area. The No-Build Alternative would have no direct impacts to the environment, but it would not meet the purpose and need of the proposed project. Therefore, the No-Build Alternative was not selected.

## 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 the Technical Studies Appendix.
- The project involves permanent easements.

### **Summary for relocation and ROW impacts**

The majority of this project is located within state ROW; however, there is approximately 0.12 acre of ROW that may need to be acquired from private property between Fifth Avenue and Bernard Avenue for the Blackstock Avenue Extension. Along Marion Street, between Bernard Avenue and Baxter Avenue, there is approximately 0.30 acre of ROW that may need to be acquired. Approximately two acres of ROW, currently State ROW, will be required for the construction of the frontage road. This ROW area will remain as State ROW under an agreement with the City of Knoxville. Based on current preliminary plans and calculations, it is estimated that a total of approximately 0.42 acre of property will be required for development of the planned I-275 Business Park improvements.

Project implementation is expected to displace one 1,854 square foot commercial building that currently houses an environmental consulting business employing an estimated ten or less people.

A brief search of the Knoxville real estate market indicated a supply of buildings sufficient to accommodate the relocation of the business displaced by the project. Ten (10) available buildings ranging in size from 1,500 square feet to 2,500 square feet with sales prices from \$195,000 to \$495,000 were discovered. In addition, contacts with local property managers indicated a sufficient supply of vacant commercial business buildings is available to accommodate the one displaced business.

ROW required from private properties is in small amounts and scattered along the project corridor.

The City of Knoxville will carry out a Right-of-Way and Relocation Program. The City of Knoxville 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 City of Knoxville 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 City of Knoxville's relocation assistance document, and Chapter IX of the State of Tennessee Department of Transportation Right-of-Way Manual. The City of Knoxville's relocation program is practical and will allow for the efficient relocation of all eligible displaced persons in accordance with State and Federal Guidelines

A Conceptual Stage Relocation Plan has been prepared and approved by TDOT. It is included in Appendix C.

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## TECHNICAL STUDIES

### Ecology

- The Ecology Report is included in the Technical Studies Appendix.
- An ecology report was not prepared for this project.

#### **Summary for ecology**

This project may include the extension of the existing box culvert on Baxter Avenue over Second Creek. Second Creek is listed as a blue line stream that fails state bacteriological standards. It is listed as a “no contact” stream due to the failings of these water quality standards. The creek itself runs from north to south, and ultimately drains into the Tennessee River and Fort Loudon Lake. At the northern end of the proposed study area, the creek crosses West Baxter Avenue through a box culvert. The creek’s channel bottom width is ~20 feet wide, the top of the bank width is 25-30 feet wide, the bank height ranges from 3 to 12 feet, the water depth is 1-2 feet, and the water width is ~25 feet. The substratum of the creek is cobble with 25% silt. The banks are somewhat stable with vegetation and stone retaining walls in a few sections. The overhead canopy ranges approximately 50 to 75%. The buffer zone ranges from 0-25 feet. There were no gastropods, minnows, or benthos observed in the stream during this observation; but the creek has the habitation to support such aquatic life. Please refer to Appendix D for Ecology coordination response letters.

### 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 appendix.

#### **Summary for protection of wetlands**

No wetlands were found within and/or adjacent to the study area. This project was coordinated with the United States Army Corp of Engineers. In a letter dated 01/12/2012, the ACOE responded and indicated that the project may involve minor work in or across jurisdictional waters of the US and require a Department of Army permit. Any impacts and encroachment in waters of the US are recommended to be minimized and coordinated with the ACOE. Please see Appendix D for Ecology coordination response letters.

### 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 appendix.
- The proposed project has been coordinated with the USFWS Field Office. The USFWS response dated 01/13/2012 is included as an appendix. The response letter states that based on the best information available at this time, the agency believes that the requirements of section 7 of the Endangered Species Act of 1973, as amended, are fulfilled. It further states that wetlands are not indicated to exist in the vicinity of the proposed project based on information provided; however, in the absence of a field inspection their determinatino does not constitute a wetland delineation for the purposes of Section 404 of the Clean Water Act. They should be contacted if other evidence,

particularly that obtained during an on-site inspection, indicates the potential presence of wetlands. Please refer to Appendix D for Ecology coordination letters.

**TDEC Database**

- On 01/20/2012 the preparer checked the Tennessee Department of Environment and Conservation (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 the appendix.
- N/A—A check of the TDEC database was not required.

**TDEC Resource Management Division**

- The proposed project was coordinated with TDEC's Resource Management Division. The TDEC response dated 01/20/2012 and 03/02/2012 is included as an appendix. The TDEC response dated 01/20/2012 stated that there is one rare species on record within a mile of the project location, the federally endangered Gray Bat (*Myotis grisescens*). This observation was made in a TVA parking garage in 2008. In the 03/02/2012 agency response, TDEC concurs that there are no negative impacts to state-listed plant species, federally listed species, or state-listed animal species. The agency also advocates the use of native trees, shrubs and warm weather grasses, where applicable for stabilization of disturbed areas. Please refer to Appendix D for Ecology coordination letters.
- N/A—Coordination with TDEC's Resource Management Division 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 01/11/12 is included as an appendix. The TWRA response stated that no endangered species have been identified within one mile of the proposed project and it is not anticipated to adversely affect any federally or state-listed threatened or endangered species. Please refer to Appendix D for Ecology coordination letters.
- N/A—Coordination with TWRA was not required because no animal species of concern were found during the TDEC database check.

**Summary for federal- and state-protected species and their habitats**

No federal or state-protected species are anticipated to be affected by this project.

**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 Appendix.
- A concurrence letter dated mm/dd/yyyy is included as an appendix.

**Summary of Biological Assessment**

N/A

## 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.

### **Summary for floodplain management**

The subject project is included in the City of Knoxville Flood Insurance Study. The proposed extension of Blackstock Avenue and improvements to Bernard Avenue and Marion Street are not within the floodway or the 100 year flood plain. The extension of the existing box culvert over Second Creek on Baxter Avenue is located within the floodway. The project is located on Flood Insurance Rate Map in Knox County, Panel 281 of 430, Map #47093C0281F. The design of our roadway system is in compliance with the floodplain management Criteria set forth in the National Flood Insurance Regulations of Title 44 of the Code of Federal Regulations (CFR). They are also consistent with requirements of floodplain management guidelines for implementing Executive Order 11988 and Federal Highway Administration guidelines 23 CFR 650A. There are no anticipated impacts to the floodway from this project. Please refer to Appendix E for the FEMA Flood Insurance Rate Map.

## Farmland

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

### **Summary for Farmland**

N/A

## Wild and Scenic Rivers

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

### **Summary for Wild and Scenic Rivers**

N/A

## Air Quality

- The Air Quality Report is included in the Technical Studies Appendix.
- Air quality coordination information is included as an appendix.

### **Summary for transportation conformity**

The project is located in the Knoxville PM<sub>2.5</sub> and ozone nonattainment areas. This project is included in the Knoxville Regional Transportation Planning Organization Transportation Improvement Program FY 2011-2014 as TIP #2011-001. Therefore, the project conforms to the State Implementation Plan (SIP).

TDOT completed a PM<sub>2.5</sub> Hot-Spot Determination for the project that concluded that the project was “not a project of air quality concern.” TDOT submitted this determination to the Knoxville Area Interagency Consultation (IAC) group on 02/07/2013. The IAC members concurred with TDOT’s



determination on the following dates: FHWA, 02/15/2013; EPA, 02/13/2013; and TAPCD, 02/19/2013. The PM<sub>2.5</sub> Hot-Spot Determination, IAC concurrence responses, and PM<sub>2.5</sub> clearance record are included in Appendix F.

**Summary for mobile source air toxics (MSAT)**

- The project is exempt from MSAT analysis. Coordination information is included as an appendix.
- An MSAT analysis is required.

For the Build Alternative in the design year it is expected that there would be reduced MSAT emissions in the immediate area of the project, relative to the No Build Alternative, due to the reduced VMT associated with more direct routing, and due to EPA's MSAT reduction programs.

Substantial construction-related MSAT emissions are not anticipated for this project as construction is not planned to occur over an extended period of time. However, construction activity may generate temporary increases in MSAT emissions in the project area. Please refer to Appendix G for coordination letters.

**Particulate Matter 2.5 (PM<sub>2.5</sub>)**

- The project area is in a nonattainment area for PM<sub>2.5</sub>.
- The project area is in attainment for PM<sub>2.5</sub>.
- Inter-agency consultation (IAC) documentation is included as an appendix.

**Noise**

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

**Summary for Type 1 or Type II noise analysis**

The project involves the construction of a roadway on a new alignment and is defined as Type I in accordance with the FHWA noise standards, Procedures for Abatement of Highway Traffic and Construction Noise, 23 CFR 772 and the Tennessee Department of Transportation's Policy on Highway Traffic Noise Abatement .

A review of land uses in the project area revealed primarily Category F industrial properties. Category F land uses are not noise-sensitive. There are also some offices in the project area. However, there are no qualifying exterior areas of frequent human use at these properties. Therefore, these properties are not noise-sensitive.

Since there are no noise-sensitive land uses in the project area, the project would not create noise impacts and a detailed noise study is not needed.

**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 as an appendix.
- A *de minimus* finding for this project is included as an appendix.

**Summary for Section 4(f)**

N/A

## 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 appendix.

### **Summary for Section 6(f)**

N/A

## Section 106 of the National Historic Preservation Act of 1966

- 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 Appendix).

- SHPO combined cultural resources letter dated 09/12/2012 is included as an appendix.

- 
- Separate Cultural Resources Reports were prepared (see next two sections below). The Historic/Architectural and the Archaeology Reports are in the Technical Studies Appendix.

- SHPO historic/architectural resources letter dated 10/24/2012 is included as an appendix.

- 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 mm/dd/yyyy is included as an appendix.

- 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.

### **Summary for cultural resources (historic/architectural and archaeological)**

A combined cultural resources letter dated 09/12/2012 was prepared and submitted to the State Historic Preservation Office (SHPO) for review and concurrence. In a letter dated 10/24/2012, SHPO concurred that the project area contains no archaeological resources or National Register of Historic Places listings or eligible properties affected by this project. Please refer to Appendix H for copies of all agency coordination letters.

- Cultural resources mitigation measures are included as an appendix.

N/A

### **Native American consultation**

- This project does not require Native American consultation. Verification that coordination is not required is included as an appendix.

- Pursuant to 36 CFR 800, a consultation letter dated 10/04/2011 was sent to the following tribes (*check below all tribes that apply*) and is included as an appendix.

- Responses were received from the following tribes (*check below all tribes that apply*) and are included as an appendix.

- No tribal responses were received.

**Letters sent to/responses received from:**

(Check all that apply.)

Sent to	Received from		Sent to	Received from	
<input type="checkbox"/>	<input type="checkbox"/>	Absentee—Shawnee Tribe of Oklahoma	<input type="checkbox"/>	<input type="checkbox"/>	Muscogee (Creek) Nation
<input type="checkbox"/>	<input type="checkbox"/>	Alabama Quassarte Tribal Town	<input type="checkbox"/>	<input type="checkbox"/>	Poarch Band of Creek Indians
<input checked="" type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	Kialegee Tribal Town	<input type="checkbox"/>	<input type="checkbox"/>	Other—name of tribe

**Summary of tribal responses and other concerns**

Two responses were received from the tribes listed in the chart above. The United Keetoowah Band of Cherokee Indians in Oklahoma responded on 10/23/2012 that they have no objection or comment on the project. On 11/27/2012 the Cherokee Nation responded that they have no knowledge of any historic, cultural or sacred sites within the affected area. Please refer to Appendix H for copies of the coordination letters.

**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 appendix.
- Hazardous material site(s) are involved.
- The Hazardous Materials (Phase I ESA) Report is included in the Technical Studies Appendix.

**Summary for hazardous materials**

There were no facilities with underground storage tanks (USTs) observed within or on an adjacent property during the site visit. There were no aboveground storage tanks (ASTs) observed within the subject area, but several aboveground storage tanks (ASTs) were observed adjacent to the study area during the site visit. These were at the intersection of Blackstock Avenue and Van Street used by Environmental Waste Solutions. There are no reports of violations found in state or federal databases. The EDR report listed 3 registered closed USTs, no ASTs, and 2 registered closed historical leaking

USTs (LUST) on file with TDEC for the areas adjacent to the study area at the intersections of Dale Avenue/17th Street and Dale Avenue/Tulip St., and at A.G. Heins Company on Blackstock Avenue. TDEC UST and AST records reviewed in the EDR report indicate that there are 37 more registered UST facilities located within a ¼ mile radius of the study area, 40 LUST sites, 8 historical LUST, and 15 LUST TRUST sites within a 0.5 mile radius of the subject area.

There are no Hazardous Waste Sites within the proposed roadway improvements. The EDR report lists 3 Resource Conservation and Recovery Act (RCRA) hazardous waste generators registered under the Resource Conservation and Recovery Information System (RCRIS) adjacent to the study area. The EDR report lists no hazardous waste or hazardous materials releases or spills reported to the United States Environmental Protection Agency (USEPA) or TDEC for an areas within the project site.

There is a registered Solid Waste Material Facility located at an adjacent property to the Blackstock Avenue proposed extension. This is the PSC Metals Recycling Plant located on Richards Street. There is potential for hazardous material, solid waste, soil and groundwater contamination on this facility's property. Also, there are several dump areas directly adjacent to and possibly within the subject property from this facility. Dumping has also occurred within the subject property north of the Fifth Street and Blackstock Avenue intersection, within the Blackstock Avenue proposed extension. This occurred during the construction phase of I-275 several years ago and consists mostly of construction material and debris.

The EDR database search of the Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) indicated that there is no Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) National Priority List (NPL) or State Listed Superfund sites located within the project site.

The Draft Initial Environmental Screening report for this project was reviewed by the TDOT Hazardous Materials Section and approved on 04/23/2013. Please refer to Appendix I for copies of the coordination letter.

## Environmental Justice

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

### **Summary for Environmental Justice issue(s)**

N/A

## Other Issues

- No other issues are involved.
- Other issues are involved.
- Supporting documentation of other issues is included as an appendix.

### **Summary of other issues**

N/A

## Environmental Commitments

- Commitments are not involved on the project.
- Commitments are involved on the project and are described in the attached green sheet.

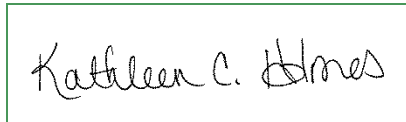
## Preparer's Certification

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(c).

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.

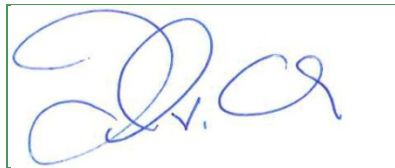
**Prepared by:**



03/20/2013

Kathleen C. Holmes, P.E.  
Senior Roadway Project Manager  
CDM Smith  
865-963-4300  
[holmeskc@cdmsmith.com](mailto:holmeskc@cdmsmith.com)

**Local Government  
Representative  
Signature  
(if prepared by local  
government):**



04 / 24 / 2013

Thomas V. Clabo, P.E.  
Chief Civil Engineer  
City of Knoxville, TN  
865-215-6100  
[tclabo@cityofknoxville.org](mailto:tclabo@cityofknoxville.org)

## 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**



**Date:** 11/05/2013

Scarlett Sharpe  
TDOT Environmental Documentation Office

**Approved by**

**Ann Andrews**

Digitally signed by Ann Andrews  
DN: cn=Ann Andrews, o=TDOT, ou=Environmental  
Division, email=ann.andrews@tn.gov, c=US  
Date: 2013.11.05 12:07:15 -0600

**Date:** 11/05/2013

Ann Andrews  
Transportation Manager II  
TDOT Environmental Documentation Office

## FHWA Concurrence

**Concurrence**



**Date:** 11-5-13

Ms. Leigh Ann Tribble  
Environmental Program Engineer  
Federal Highway Administration—Tennessee Division

cc: TDOT Environmental Docs  
Mr. Ronnie Porter, TDOT

TDOT Region 1  
City of Knoxville

TDOT Local Programs  
Kassie Holmes, Consultant