

D-List Categorical Exclusion Reevaluation

South Knoxville Waterfront Roadway Improvements (Blount Avenue/Sevier – Avenue Corridor Improvements)

Knoxville/Knox County

TN-PIN: 109677.00

Date: 05/02/2017

Environmental Commitments

Commitments are involved on the project.

List of Environmental Commitments

General

- No trees will be planted that will have a trunk diameter greater than 100 mm (4 in) measured 100 mm (4 in) above the ground line.

Hazardous Materials

- The findings of the Hazardous Waste Evaluation that was conducted for the Blount Avenue/Sevier Avenue Corridor indicated two regulated UST site within the project corridor (915/925 Sevier Avenue and 1014 Sevier Avenue), one former unregulated gas station identified at Sevier Avenue and Anita Drive on Sanborn Fire Insurance maps, and one former UST bulk storage facility (701 Langford Avenue). Regulatory records indicate that past petroleum releases have occurred at 915/925, and 1014 Sevier Avenue. In addition, potential releases may have occurred at the historical auto station (1100 Sevier Avenue) and Good Luck Dry Cleaner (1028 Sevier Avenue). It is possible that historical releases of petroleum hydrocarbons from these former UST and potential releases from the drycleaner could have impacted the subsurface soils and/or groundwater in the project corridor. If impacted soils are encountered during construction activities, a Phase II ESA investigation may be necessary. The Phase II ESA would support either construction remediation or a site health and safety plan/soil handling plan for construction.
- Waterfront Drive is under construction and will be finished before construction of this proposed project is underway.
- An asbestos containing material (ACM) survey will be required before the residential structures can be demolished (Tracts 27 and 31). If abatement is required, the State of Tennessee asbestos accreditation requirements (TCA 1200-01-20) mandates that ACM abatement work be performed by an accredited firm (contractor) using accredited abatement workers and supervisors. Abatement of this material should be accomplished prior to any demolition activities. Prior to the demolition or rehabilitation of any structure the contractor is required to submit the National Emission Standards for Hazardous Air Pollutants standard 10-day notice of demolition to the TDEC Division of Air Pollution Control (Standard Specifications for Road and Bridge Construction (January 1, 2015) Sections 107.08 D and 202.03).



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

May 2, 2017

Ms. Leigh Ann Tribble
Environmental Program Engineer
Federal Highway Administration
404 BNA Drive, Suite 508
Nashville, TN 37217

Subject: CE Reevaluation of South Knoxville Waterfront Roadway Improvements
(Blount Avenue/Sevier Avenue Corridor Improvements)
Knoxville, Knox County, TN
PIN 109677.00

Dear Ms. Tribble,

This reevaluation of environmental effects is for the entire project as described in the Federal Highway Administration approved March 1, 2016, D-list Categorical Exclusion (CE) for the subject project. The approved CE is included in Attachment A. The proposed project, listed in the Fiscal Year 2017-2020 Knoxville Regional Transportation Planning Organization (TPO) Transportation Improvement Program (TIP) is included as Attachment B.

Federal and State projects for various stages of development are listed in Table 1 – Project Phases and Numbers:

Table 1. Project Phases and Corresponding Project Numbers

| Phase | Federal Aid | State Project Number |
|-------------------------|----------------------|-----------------------------|
| Preliminary Engineering | N/A – Locally Funded | N/A – Locally Funded |
| Right-of-Way | N/A | 47LPLM-F2-132 |
| Construction | STP-9109(173) | 47LPLM-F3-092 |

By adding new streetscape improvements along Sevier Avenue, these enhancements would create an active pedestrian-oriented street network to the new Suttree Landing Park and Waterfront Drive. The project includes proposed improvements to specific portions along Sevier Avenue from Davenport Road to a new roundabout at Island Home Avenue (0.32 miles).

The existing east-west corridor along Sevier Avenue consists of a road network with traffic signals, traffic lanes, and sidewalks. Improvements would add turn lanes where warranted, updates to traffic signal timing, enhance/add sidewalks, new bike lanes, and new locations for transit pull-offs. Sevier Avenue currently consists of two 11-foot travel lanes and one 11-foot turn lane, with sidewalks on both sides. This section of Sevier Avenue, from Davenport Road to the proposed roundabout, would be improved to include two 11-foot travel lanes, two five-foot bike lanes, and five-foot sidewalks on both sides.

The intersection of Foggy Bottom Street (formerly Lincoln Street), Sevier Avenue and Island Home Avenue would be realigned for a new roundabout. The roundabout would have one 11-foot lane, one foot-curb, five foot planters for streetscapes, and a five-foot sidewalk.

From the roundabout, Sevier Avenue travels north-south. This section of Sevier Avenue from Island Home south to the end of the project would be improved to include two 12-foot lanes, varying bike lanes, curb and gutter, varying grass strip, and five-foot sidewalks on both sides to transition to the existing four-lane boulevard.

The typical pavement section proposed would include a 10-inch mineral aggregate base on a prepared subgrade, a 3.5-inch BM-2 asphaltic base course, and a 1.5-inch asphaltic surface Grading D course.

Reason for Reevaluation

While FHWA signed a D-List CE in March 2016, it was later determined that a reevaluation would be needed because 1) residential relocations were not included in the original review and 2) the scope of work included improvements that are not covered under the Surface Transportation Block Grant Program (STBG) funds. Specifically, the March 2016 identified proposed streetscape improvements for 0.8 mile of the Sevier Avenue corridor and side streets. The reevaluation only includes 0.32 mile. It was determined that the identified side streets would not receive STBG funds and any improvements be would locally funded. The City is currently exploring options to acquire local funds for streetscapes improvements within the areas listed below:

- Davenport Road/Phillips Avenue from Sevier Avenue to Barber Street (0.13 miles);
- Barber Street from Sevier Avenue to Waterfront Drive (0.16 miles); and
- Foggy Bottoms Street/Phillips Avenue/Empire Street from Sevier Avenue to Langford Avenue (0.15 mile).

Since the approval of the D-List CE, the TIP page has been amended to reflect the appropriate funding and scope of work. The amended TIP page is included in Attachment B. Updated maps, plans, and photos of the project area are included in Attachment C.

The reevaluation of the environmental effects for this proposed project included the review of the proposed design plans with the information presented in the D-List CE. Of particular interest were the following topics:

- **Relocation and Right-of-Way (ROW) Impacts**

The project would involve the acquisition of two single family dwellings. One of the dwellings is located on Sevier Avenue and the other dwelling on Island Home Avenue. These dwellings are located in the area that would need to be acquired for the construction of the roundabout. At this time it is not known if these dwellings are occupied by the owner or possibly a tenant. This neighborhood has a blend of tenant and owner occupied dwellings.

A brief search of the South Knoxville real estate market indicates that there are 135 residential properties available in this area with the sales prices from \$65,000 to \$150,000. At the writing of this document there were 6 houses for rent available in this area with the rent ranging from \$535 to \$1100 per month. Given this information there should be sufficient housing available to accommodate the relocation of the persons being displaced by the project.

The City of Knoxville will make relocation assistance available to all eligible persons impacted by this project. The City of Knoxville 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 as well as the State of Tennessee Department of Transportation Right-of-Way Manual.

The construction of the proposed project is not anticipated to have an adverse impact on the community. The intent of the project is to improve both vehicular and pedestrian transportation in the community and to encourage the redevelopment and revitalization of this community.

A Conceptual Stage Relocation Plan, which was approved by TDOT on 11/16/2015, is included in Attachment D.

- **Federally Protected Species List and Biological Assessments**

The project was coordinated with the TDOT Ecology Section. According to the Ecology response, dated 09/30/2016, "Based on the information provided, the ecology coordination in the CE dated 03/01/2016 appears to be valid." Coordination with TDOT Ecology and previous agency coordination is included in Attachment E.

- **Ecology**

The project was coordinated with the TDOT Ecology Section. According to the Ecology response, dated 09/30/2016, "Based on the information provided, the ecology coordination in the CE dated 03/01/2016 appears to be valid." Coordination with TDOT Ecology and previous agency coordination is included in Attachment E.

- **Air Quality**

The project was coordinated with the TDOT Air Quality and Noise Section. The response, dated 11/04/2016, is summarized below and included in Attachment F.

1. Transportation Conformity – This project is located in the Knoxville ozone maintenance and PM2.5 nonattainment areas. However, this streetscape project is exempt from conformity per Table 2 of 40 CFR 93.126. The Knoxville Interagency Consultation (IAC) members concurred with TDOT's determination that the project is exempt from

conformity on the following dates: FHWA, 10/17/2016; EPA, 10/17/2016; and TDEC, 10/10/16. The IAC concurrence responses and PM2.5 clearance record are attached.

2. This streetscape project is exempt from transportation conformity per Table 2 of 40 CFR 93.126 and, therefore, exempt from MSATs analysis per FHWA's "Interim Guidance Update on Air Toxic Analysis in NEPA Documents" dated October 2016.

- **Noise Impacts**

The project was coordinated with the TDOT Air Quality and Noise Section. The response, dated 11/04/2016, is summarized below and included in Attachment F.

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

- **Cultural Resources/Section 106 Coordination**

According to responses from TDOT Historic Preservation on 08/11/2016 and TDOT Archaeology on 08/12/2016, it was determined that the SHPO letters dated 10/31/2014 (Historic) and 12/22/2014 (Archaeological) and coordination remain valid. Responses from TDOT Historic Preservation and Archaeology and previous SHPO coordination are included in Attachment G.

- **Native American Consultation (NAC)**

According to a response from TDOT Archaeology on 08/18/2016, the 02/21/2014 Native American consultation remains valid. Record of NAC is included in Attachment H.

- **Hazardous Materials**

In a response dated 08/11/2016 the TDOT Hazardous Materials Section determined that the 03/28/2016 response remains valid. According to the 03/28/2016 response, the previous TDOT Hazardous Materials review dated 10/08/2014 and Hazardous Material Evaluation dated 10/07/2014 included with the original D-List CE are sufficient with the addition of the following commitment for the two structures to be demolished:

"An asbestos containing material (ACM) survey will be required before the residential structures can be demolished (Tracts 27 and 31). If abatement is required, the State of Tennessee asbestos accreditation requirements (TCA 1200-01-20) mandates that ACM abatement work be performed by an accredited firm (contractor) using accredited abatement workers and supervisors. Abatement of this material should be accomplished prior to any demolition activities. Prior to the demolition or rehabilitation of any structure the contractor is required to submit the National Emission Standards for Hazardous Air Pollutants standard 10-day notice of demolition to the TDEC Division of Air Pollution Control (Standard Specifications for Road and Bridge Construction (01/01/2015) Sections 107.08 D and 202.03)."

Record of coordination with the TDOT Hazardous Materials Section and the previous Hazardous Materials Evaluation is included in Attachment I.

Changes from the original CE approved 03/01/2016 have been identified and documented within this reevaluation. As these changes are not substantial, the CE designation remains valid for the requested Administration action.

Sincerely Yours,

Klint Rommel

Digitally signed by Klint Rommel
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ou=Environmental Analysis,
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Date: 2017.05.03 14:32:33 -0500

Klint Rommel
Transportation Manager II

Concurrence: Leigh Ann Jibble
Federal Highway Administration

Date: May 5, 2017

Prepared by Liz Porter, Project Manager

CC: TDOT Local Programs Staff
TDOT Region I
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Tom Clabo, City of Knoxville

5-5-17 ^{LAT}
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