

Agency Correspondence and Technical Studies Appendix

NOTE: Due to the volume of the technical studies a summary is herein provided. The complete studies are published under a separate cover and are available on request.

Appendix A Agency Correspondence

**Cooperating Agency Comments on the Unsigned Environmental
Assessment**



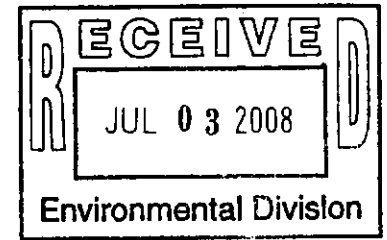
REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
MEMPHIS DISTRICT, CORPS OF ENGINEERS
167 NORTH MAIN STREET B-202
MEMPHIS, TENNESSEE 38103-1894

July 2, 2008

Operations Division
Regulatory Branch

Mr. Joe W. Matlock
TDOT, Environmental Division
505 Deaderick Street
James K. Polk Building, Suite 900
Nashville, Tennessee 37243



Dear Mr. Matlock:

This is in response to the draft Environmental Assessment for the proposed Somerville Beltway in Somerville, Fayette County, Tennessee (State Project Number: 24092-1203-14). We note that the maps and other information in the document is preliminary and subject to refinement as project plans are developed and offer the following general comments regarding the document.

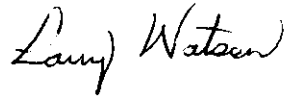
1. According to the information provided (page 25), approximately 9.1 acres of wetlands in 20 locations would be impacted by the project. You also state that “efforts to further minimize impacts will continue throughout the design, permitting, and construction process.” We note the discussion of potential wetland avoidance measures shown on page 27. In order to document compliance with the Section 404(b)(1) Guidelines regarding the discharge of dredged or fill material into wetlands, please include a discussion of the practicability of these issues as well as other measures taken to minimize impacts in future environmental documentation for this project. Efforts to avoid and minimize stream impacts should be similarly documented.

2. Once the practicability of avoidance and minimization of impacts has been addressed, mitigation of impacts can be addressed. Please note that the new Corps of Engineers / Environmental Protection Agency Rule regarding Compensatory Mitigation for Losses of Aquatic Resources is now in effect. A copy of this rule is available at the following website: http://www.usace.army.mil/cw/cecwo/reg/news/final_mitig_rule.pdf. Any compensatory mitigation projects must be consistent with the provisions of this rule. However, the discussion of wetland mitigation (e.g., a preference for restoration of former wetlands and the potential for use of a functional assessment methodology to determine appropriate mitigation) is generally accurate.

3. On page 29, a more accurate statement would be that “The placement of dredged or fill material into jurisdictional wetlands or below the ordinary high water mark of other waters of the United States requires a permit from the U.S. Army Corps of Engineers.” Please note that our jurisdictional determinations are dependent on a number of factors (including frequency and duration of flow as well as potential effects on navigable waters) and that we would have to verify the jurisdictional status of aquatic resources within the project area.

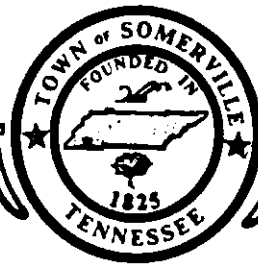
We appreciate the opportunity to comment on this project and coordinate with your agency during the early stages of development of this project. If you have questions, please contact Roger Allan at (901) 544-3682 and refer to File No. MVM-2005-419-RSA.

Sincerely,

A handwritten signature in black ink that reads "Larry Watson". The signature is written in a cursive style with a large initial "L".

Larry D. Watson
Chief
Regulatory Branch

Letters of Local Support



JBS/Ped
AM

MAYOR
Robert A. Doll, Jr.
VICE - MAYOR
Douglas Mason
CITY RECORDER
Vivian L. Faulkner

APRIL 14, 1999

STATE OF TENNESSEE
RECEIVED
APR 20 1999
Asst. Executive Director
Bureau of
Planning and Development
ALDERMEN
John David Douglas
Alton Feathers
Nan Green
L. and Middlecoff
Carlton Morris

MR. J. BRUCE SALTSMAN, SR., CHAIRMAN
TENNESSEE DEPARTMENT OF TRANSPORTATION
JAMES K. POLK STATE OFFICE BUILDING
SUITE 700
505 DEADERICK STREET
NASHVILLE, TN 37243-0349

STATE OF TENNESSEE
DEPT. OF TRANSPORTATION
RECEIVED
APR 22 1999
Executive Director
Planning and Development

DEAR MR. SALTSMAN:

ON APRIL 12 1999, THE BOARD OF MAYOR AND ALDERMEN OF THE TOWN OF SOMERVILLE PASSED THE ENCLOSED RESOLUTION, UPDATING THE TOWN'S MAJOR ROAD PLAN TO INCLUDE THE 64 HIGHWAY BY-PASS AND FOUR ACCESS POINTS TO THE BY-PASS BY SOMERVILLE'S CITY STREETS. WE ARE ENCLOSING A COPY OF THE RESOLUTION FOR YOUR REVIEW AND CONSIDERATION.

THE TOWN OF SOMERVILLE RESPECTIVELY REQUESTS THAT THE TENNESSEE DEPARTMENT OF TRANSPORTATION ALLOW THE FOUR ACCESS POINTS TO THE BY-PASS AND THANK YOU IN ADVANCE FOR YOUR HELP IN AIDING SOMERVILLE IN ITS ENDEAVORS TO CONTROL THE GROWTH OF OUR TOWN'S TRAFFIC.

PDR

SINCERELY,
TOWN OF SOMERVILLE

Robert A. Doll, Jr.
ROBERT A. DOLL, JR.,
MAYOR

Bill

*I am working on this
Charlie Hawn*

5-4-99

Appendix Page 72

STATE OF TENNESSEE
RECEIVED
APR 20 1999
COMMISSIONER
DEPT. OF TRANSPORTATION

TOWN OF SOMERVILLE

RESOLUTION

WHEREAS, THE TOWN OF SOMERVILLE, TENNESSEE, IS IN NEED OF A 64 HIGHWAY BY-PASS; AND SUFFICIENT ACCESSES FROM THE CITY STREETS TO THAT BY-PASS;

WHEREAS, THE TENNESSEE DEPARTMENT OF TRANSPORTATION (HEREAFTER REFERRED TO AS "TDOT") IS IN THE PROCESS OF FINALIZING THE CONSTRUCTION DESIGN WORK FOR THE SOMERVILLE HIGHWAY 64 BY-PASS;

WHEREAS, THE TOWN OF SOMERVILLE HAS BEEN INFORMED BY TDOT THAT, ACCORDING TO THEIR POLICY, ACCESS POINTS WILL BE PROVIDED AT EXISTING STATE HIGHWAY NO. 76 AND JERNIGAN DRIVE;

WHEREAS, THE TOWN OF SOMERVILLE HAS A MAJOR ROAD PLAN; AND, HAS UPDATED THE ROAD PLAN TO INCLUDE THE BY-PASS AND THE FOLLOWING ACCESS POINTS TO THE BY-PASS:

ACCESS POINT 1: *IN THE VICINITY OF EXISTING CLARK RD. (APPROX. STATION 75+00)* THIS LOCATION WOULD PROVIDE ACCESS TO AN EXISTING ROAD AS WELL AS FUTURE DEVELOPMENT. THE MAJOR ROAD PLAN HAD ALREADY IDENTIFIED A POSSIBLE FUTURE ARTERIAL IN THIS GENERAL AREA WHICH COULD CONNECT TO U.S. 64;

ACCESS POINT 2: *BETWEEN CLARK ROAD AND STATE HIGHWAY NO. 76 (APPROX STATION 115 + 00)* THIS LOCATION WOULD PROVIDE ACCESS FOR A FUTURE ROADWAY EXTENDING NORTHWARD TO KAY DRIVE. THIS WOULD PROVIDE FOR FUTURE DEVELOPMENT AND THIS FUTURE ROADWAY HAS ALSO ALREADY BEEN IDENTIFIED IN OUR MAJOR ROAD PLAN;

ACCESS POINT 3: *APPROXIMATELY 1400 FEET WEST OF STATE HIGHWAY NO. 76* THIS LOCATION WOULD ALLOW ACCESS FOR SOMERVILLE STREET TO BE CONNECTED TO THE BYPASS. THIS WOULD RELIEVE SOME OF THE CONGESTION ON S.R. 76 BECAUSE A SIGNIFICANT AMOUNT OF RESIDENTIAL TRAFFIC COULD UTILIZE SOMERVILLE STREET AS A COLLECTOR TO THE BY-PASS;

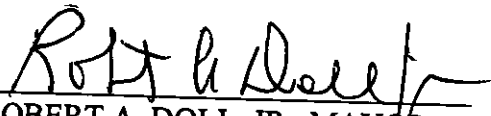
ACCESS POINT 4: *BETWEEN JERNIGAN DRIVE AND U.S. 64 (APPROX. STATION 220+00)* THIS ACCESS POINT CAN BE LOCATED SUCH THAT IT CAN BE USED TO EITHER CONNECT DOGWOOD LANE TO THE BY-PASS OR CONSTRUCT A NEW ROADWAY WHICH CONNECTS TO YATES ROAD. THE MAJOR ROAD PLAN ALSO SHOWS A FUTURE ROADWAY IN THIS GENERAL AREA;

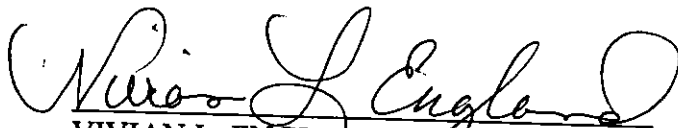
NOW, THEREFORE BE IT RESOLVED, BY THE BOARD OF MAYOR AND ALDERMEN OF THE TOWN OF SOMERVILLE, BY THIS RESOLUTION, DO HEREBY AUTHORIZE THE UPDATING OF THE SOMERVILLE MAJOR ROAD PLAN TO INCLUDE THE BY-PASS ALONG WITH FORE MENTIONED ACCESSSES.

BE IT FURTHER RESOLVED THAT THE CITY RECORDER FOR THE TOWN OF SOMERVILLE, TENNESSEE, SEND A COPY OF THIS RESOLUTION TO:

MR. J. BRUCE SALTSMAN, SR., CHAIRMAN
TENNESSEE DEPARTMENT OF TRANSPORTATION
JAMES K. POLK STATE OFFICE BUILDING, SUITE 700
505 DEADERICK STREET
NASHVILLE, TN 37243-0349

THIS THE 12TH DAY OF APRIL, 1999.


ROBERT A. DOLL, JR., MAYOR


VIVIAN L. ENGLAND, CITY RECORDER

TOWN OF SOMERVILLE
BOARD OF MAYOR AND ALDERMAN
APRIL 14, 1997
RESOLUTION

BE IT RESOLVED, the Town of Somerville Board of Mayor and Alderman are grateful to Lt. Governor John Wilder, House Speaker Jimmy Naifeh, and Representative Page Walley for their efforts, to date, relative to the proposed Highway 64 by-pass for the Town of Somerville by The Tennessee Department of Transportation:

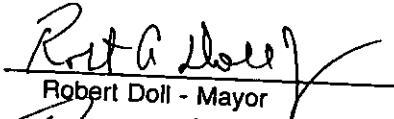
BE IT RESOLVED, the Town of Somerville recognizes the need for truck traffic reduction on Highway 64 through its present town limits and on its court square:

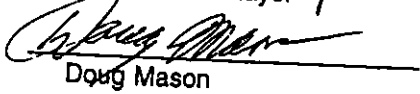
BE IT RESOLVED, the Town of Somerville believes that current proposals by the Tennessee Department of Transportation will create unnecessary hardships for businesses and agricultural operations already established along Highway 64:

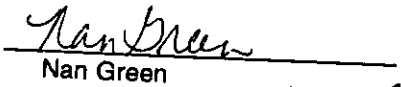
BE IT RESOLVED, the Town of Somerville believes that current proposals by the Tennessee Department of Transportation will create an unnecessary danger to an educational facility already established along Highway 64:

BE IT RESOLVED, the Town of Somerville believes that a true Highway 64 by-pass provides the means for traffic to both exit as well as re-enter Highway 64. Any construction that does not accomplish that goal will create more problems than it solves:

BE IT THEREFORE RESOLVED, that the Town of Somerville requests the proposed by-pass begin at the edge of our present Western town limits, Jones Creek, and end at the Western edge of Bennett Creek on the East. In addition, the Town of Somerville requests that funding for this project be sufficient to construct at least two quadrants of this Highway 64 by-pass at the same time.

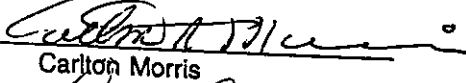

Robert Doll - Mayor


Doug Mason


Nan Green


John D. Douglas


Priscilla Langdon


Carlton Morris


Craig Andres



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUITE 700, JAMES K. POLK BUILDING
NASHVILLE, TENNESSEE 37243-0349

J. BRUCE SALTSMAN, SR.
COMMISSIONER

DEPT. OF TRANSPORTATION
STATE OF TENNESSEE
RECEIVED
JUL 22 1996
ASST. EXECUTIVE DIRECTOR
PLANNING AND DEVELOPMENT

CC: GB
JM
JM
Jayette Co

DON SUNDQUIST
GOVERNOR

July 22, 1996

The Honorable Robert A. Doll, Jr.
Mayor of Somerville
P. O. Box 216
Somerville, Tennessee 38068

Dear Mayor Doll:

I am in receipt of your July 11, 1996 letter expressing concern with the proposed location of a U.S. 64 Bypass around the southern side of Somerville.

Over the past three years, this Department has developed three separate proposals for bypassing the City of Somerville, all of which were requested and acceptable at the time to the locally elected city officials. During this period, we have spent numerous staff hours and state funds, all of which were futile. Per your city resolution, I have directed that all work on the Somerville Bypass be stopped. Furthermore, I do not intend to resume this work until you obtain a local consensus on a route which is acceptable both to the City and this Department, and is cost effective to motorists. I would certainly be happy to meet with you and any other elected city officials to obtain input on this matter. Please contact my assistant, Mrs. Angie Martin, at (615) 741-2848 to schedule a meeting.

I look forward to discussing this matter with you.

Sincerely,

J. Bruce Saltsman, Sr.
Commissioner

JBS:WLM:mg
Appendix Page 76

RECEIVED
JUL 24 1996
TRANSPORTATION PLANNING OFFICE



Comm PFD
1558

MAYOR
Robert A. Doll, Jr.

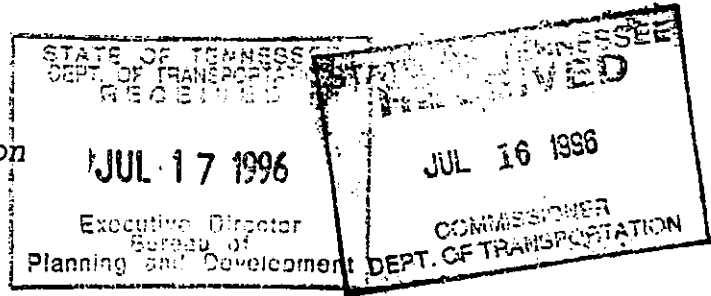
VICE-MAYOR
Douglas Mason

*offer meeting
if necessary
am*

ALDERMEN
Craig E. Andres
John David Douglas
Nan Green
Priscilla Langdon
Carlton Morris

July 11, 1996

Mr. J. Bruce Saltsman, Jr.
Commissioner of Transportation
700 James K. Polk Building
Nashville, TN 37243-0349



Dear Commissioner Saltsman:

Enclosed is a Resolution passed by the Board of Mayor and Aldermen of the Town of Somerville at our regular board meeting on Monday, July 8, 1996.

The State of Tennessee and the Town of Somerville are in total disagreement with the proposed location for the Highway 64 By-Pass for our town. A two lane, limited access, turning alongside a school, so close to our Town Square By-Pass is not in the best interest of Somerville. It is also not in the best interest of Highway 64 traffic.

Somerville recently had an election for Mayor and three Aldermen. In addition, our City Administrator resigned. None of the three representatives of Somerville, that met with your department a few months ago are in any official capacity anymore. If a Highway 64 By-Pass is still planned for Somerville, we would very much appreciate the opportunity to meet with you or your representatives to discuss it.

Sincerely,

Robert A. Doll, Jr.
Mayor Robert A. Doll, Jr.
Town of Somerville

cc: Governor Don Sundquist
Lieutenant Governor John S. Wilder
Speaker Jimmy Naifeh

Town of Somerville
Board of Mayor and Aldermen

April 8, 1996

Resolution

BE IT RESOLVED, that the Tennessee Department of Transportation has evaluated the alignment changes suggested by the Board of Mayor and Aldermen in their resolution dated April 8, 1996, and have concluded that the alignment is at the proper location, or should be nearer to the downtown area on the west side:

BE IT RESOLVED, that the Board of Mayor and Aldermen of the Town of Somerville disagree with the alignment of the by-pass the Tennessee Department of Transportation is proposing:

BE IT THEREFORE RESOLVED, that the Town of Somerville respectively requests that, the Highway 64 by-pass project be stopped.

Comm P+D am
5978



MAYOR

Thomas J. Blackwell

VICE-MAYOR

John David Douglas

ALDERMEN

Craig E. Andres
Nan Green
Priscilla Langdon
Land Middlecoff
Carlton Morris

December 13, 1995

Commissioner of Transportation, Bruce Saltsman
Suite 200, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0349

Dear Commissioner Saltsman:

Attached is a corrected copy of the resolution approved by the
Town of Somerville, Board of Mayor and Aldermen on November 13,
1995.

Please disregard the Town of Somerville Resolution regarding the
Hwy 76 by-pass that was previously submitted to you last month.

I apologize for the inconvenience.

Sincerely,

Michael C. French
City Administrator

STATE OF TENNESSEE
DEPT. OF TRANSPORTATION
RECEIVED
DEC 19 1995
Executive Director
Bureau of
Planning and Development

STATE OF TENNESSEE
RECEIVED
DEC 18 1995
COMMISSIONER
DEPT. OF TRANSPORTATION

DIRECTOR
DEC 20 1995
DIVISION OF PLANNING

TOWN OF SOMERVILLE
BOARD OF MAYOR AND ALDERMEN

NOVEMBER 13, 1995

RESOLUTION

WHEREAS, the Board of Mayor and Aldermen recognize that the volume of traffic is too heavy for State Route 15 (Hwy 64) running through the Court Square of the Town of Somerville.

NOW, THEREFORE the Town of Somerville, Board of Mayor and Aldermen strongly respectfully request that the State of Tennessee expediently plan and construct an alternative route looping the Town of Somerville, to relieve State Route 76 North and South inside the City Limits of Somerville and on State Route 15 (Hwy 64) east and west through town, of the heavy dangerous high volume of traffic.



Michael C. French
City Recorder

TOWN OF SOMERVILLE

BOARD OF MAYOR AND ALDERMEN

NOVEMBER 13, 1995

RESOLUTION

WHEREAS, the Town of Somerville, Tennessee has a heavy traffic problem on State Route 76 South (also known as South Main) and on State Route 15 (Hwy 64) east and west through town.

WHEREAS, the problem with the traffic is the heavy volume on this narrow two lane thoroughfare (State Route 76 South).

WHEREAS, this thoroughfare (State Route 76 South) runs south from the Somerville court square approximately 1.6 miles to the former south city limits at the intersection of Hwy 76 south and Rhea Drive.

WHEREAS, the Board of Mayor and Aldermen of the Town of Somerville feels this narrow section of roadway (State Route 76 South) is unsafe for the volume of traffic it is carrying.

WHEREAS, Somerville Elementary School is on the east side of State Route 76 South inside the City Limits. The safety of the school children is a grave concern of the Board of Mayor and Aldermen of the Town of Somerville.

WHEREAS, the Board of Mayor and Aldermen recognize that the volume of traffic is too heavy for State Route 15 (Hwy 64) running through the Court Square of the town.

NOW, THEREFORE the Town of Somerville, Board of Mayor and Aldermen strongly respectfully request that the State of Tennessee expediently plan and construct an alternative route looping the Town of Somerville, to relieve State Route 76 South inside the City Limits of Somerville and on State Route 15 (Hwy 64) east and west through town, of the heavy dangerous high volume of traffic.



Michael C. French
City Recorder

Bill W.
Jerry M.

DIRECTOR
NOV 7 1995
DIVISION OF PLANNING



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUITE 700, JAMES K. POLK BUILDING
NASHVILLE, TENNESSEE 37243-0349

J. BRUCE SALTSMAN, SR.
COMMISSIONER

DON SUNDQUIST
GOVERNOR

November 6, 1995

Somerville Bypass
Fayette Co.

The Honorable John Wilder
Lt. Governor
Suite One, Legislative Plaza
Nashville, Tennessee 37243-0026

Dear Governor Wilder:

I am in receipt of your letter of October 26, 1995 concerning a proposed east west U.S. 64 Bypass around Somerville. Your interest in this matter is appreciated.

I regret that the Department's proposal is not acceptable to the City of Somerville. Members of my staff have discussed this subject with Mr. French of the City. I have requested that our Planning staff meet with the appropriate city officials to determine exactly what their needs are. Once that has been determined, the Department will attempt to provide a routing which meets their needs and also is environmentally sensitive.

I will keep you advised of our progress.

Sincerely,

J. Bruce Saltsman, Sr.
J. Bruce Saltsman, Sr.
Commissioner

JBS:WLM:mg
cc: Mr. William L. Moore, Jr.
Mr. Glenn Beckwith, W/Attach. ✓

Michael C. French

Appendix Page 82 (901) 465 7300

Comm **PTD**
5850
response requested am

JOHN S. WILDER
LIEUTENANT GOVERNOR
SUITE ONE
LEGISLATIVE PLAZA BUILDING
NASHVILLE, TENNESSEE 37243-0026
TELEPHONE (615) 741-2368

TENNESSEE
SENATE CHAMBER

EAST COURT SQUARE
SOMERVILLE, TENNESSEE 38088
TELEPHONE (901) 465-4647

October 26, 1995

STATE OF TENNESSEE
DEPT. OF TRANSPORTATION
RECEIVED
NOV 2 1995
Executive Director
Bureau of
Planning and Development

Bruce Saltsman
Commissioner
Department of Transportation
7th Floor
James K. Polk Building
Nashville, TN 37243

STATE OF TENNESSEE
RECEIVED
NOV 1 1995
COMMISSIONER
DEPT. OF TRANSPORTATION

Dear Commissioner:

I met with the mayor of Somerville and Mr. French regarding the bypass.

They advised that originally the bypass needed to go south. There are a number of reasons for this. The school on the west and the road on the south. The relief of Highway 76 through the bypass to Highway 64 is also a factor. The road to the north is not satisfactory. Enclosed is a proposal where they would like to see the road go and a copy of the city's resolution which we brought to you some time ago.

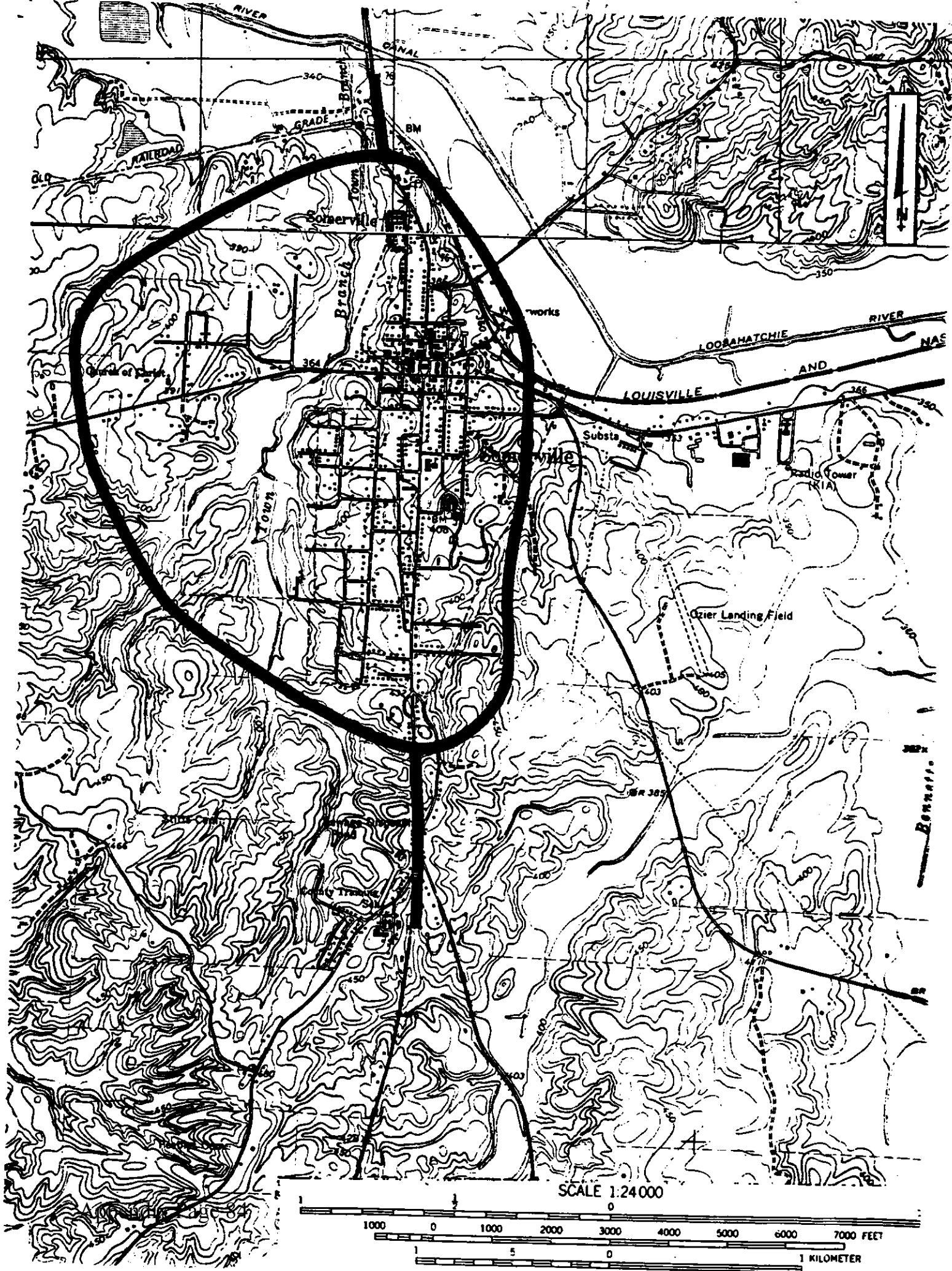
I have been working on Highway 64 for all of these years. Somerville needs this bypass. Before the next Legislative session we need to resolve this issue and come to some kind of conclusion of affirmative action.

With kindest regards, I am

Yours truly,


John S. Wilder

Enclosure
JSW:ch



TOWN OF SOMERVILLE

BOARD OF MAYOR AND ALDERMEN

FEBRUARY 14, 1994

RESOLUTION

WHEREAS, the Town of Somerville, Tennessee has both a heavy traffic and drainage problem on State Route 76 South (also known as South Main).

WHEREAS, the problem with the traffic is the heavy volume on this narrow two lane thoroughfare (State Route 76 South).

WHEREAS, this thoroughfare (State Route 76 South) runs south from the Somerville court square approximately 1.6 miles to the former south city limits at the intersection of Hwy 76 south and Rhea Drive.

WHEREAS, the Board of Mayor and Aldermen of the Town of Somerville feels this narrow section of roadway (State Route 76 South) is unsafe for the volume of traffic it is carrying.

WHEREAS, Somerville Elementary School is on the east side of State Route 76 South inside the City Limits. The safety of the school children is a grave concern of the Board of Mayor and Aldermen of the Town of Somerville.

WHEREAS, drainage along both sides of State Route 76 is in need of drastic repair.

WHEREAS, the Town of Somerville has been notified that State Route 76 South from Williston to Somerville is scheduled to be paved this Spring (1994); but from the Court Square south to the intersection of Hwy 76 south and Rhea Drive no paving will be applied, because of lack of shoulder on the roadway and poor drainage.

NOW, THEREFORE the Town of Somerville, Board of Mayor and Aldermen strongly respectfully request that the State of Tennessee expediently plan and construct an alternative route to relieve State Route 76 South inside the City Limits of Somerville of the heavy dangerous traffic.

ALSO THEREFORE that the State of Tennessee take corrective action concerning the drainage and the nonexistence on shoulder on their right-of-way on State Route 76 South within the Town of Somerville city limits.


City Recorder

H. Clauson



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUITE 700, JAMES K. POLK BUILDING
NASHVILLE, TENNESSEE 37243-0349

J. BRUCE SALTSMAN, SR.
COMMISSIONER

DON SUNDQUIST
GOVERNOR

July 18, 1996

Mr. Keith Morris, President
Morris & Associates, Inc.
P. O. Box 190
460 Woodbridge Road
Somerville, Tennessee 38068

Dear Mr. Morris:

This is in response to your letter dated July 5, 1996, concerning the proposed bypass at Somerville. I have forwarded your letter to the Planning Division for inclusion with the project transcript taken at the July 2, 1996, Public Meeting in Somerville. Your interest will be considered in the summation of the transcript for presentation to my staff and their recommendations in regard to any changes in the proposal.

I do appreciate your interest in the transportation system in the area and understand your concern for the City. If I can be of further assistance, please contact me.

Sincerely,


J. Bruce Saltsman, Sr.
Commissioner

JBS:JM:sm

Distribution List: Commissioner Saltsman
Bill Moore
Bill Wallace
Harris Scott
Glenn Beckwith
Jerry Moorhead



Comm (P&D) am
5926

MAYOR

Thomas J. Blackwell

VICE-MAYOR

John David Douglas

DIRECTOR

DEC 4 1995

DIVISION OF PLANNING

ALDERMEN

Craig E. Andres
Nan Green
Priscilla Langdon
Lana Middlecoff
Carlton Morris

November 21, 1995

Commissioner of Transportation, Bruce Saltsman
Suite 200, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0349

Dear Commissioner Saltsman:

This was approved by the Town of Somerville Board of Mayor and Aldermen on November 13, 1995.

Thank you for your attention in this matter.

Sincerely,

Michael C. French
Michael C. French
City Administrator

STATE OF TENNESSEE
DEPT. OF TRANSPORTATION
RECEIVED
NOV 30 1995
Executive Director
Bureau of
Planning and Development

STATE OF TENNESSEE
RECEIVED
NOV 29 1995
COMMISSIONER
DEPT. OF TRANSPORTATION



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

SUITE 700, JAMES K. POLK BUILDING
NASHVILLE, TENNESSEE 37243-0349

J. BRUCE SALTSMAN, SR.
COMMISSIONER

DON SUNDQUIST
GOVERNOR

January 12, 1996

*This is the Newest
resolution you
will find to this
date. We need to go look
for a new line soon
I would
prefer*


Mr. Michael C. French, City Administrator
City of Somerville
Post Office Box 216
Somerville, Tennessee 38068

Dear Mr. French:

This letter is in response to your submission of a resolution by the Board of Mayor and Aldermen. The latest resolution replaces an earlier resolution regarding the by-pass studies of Somerville. We will address a complete by-pass of Somerville.

Please contact my office if I can answer any questions regarding this project.

Sincerely,


J. Bruce Saltsman, Sr.
Commissioner

JBS/HC/pl



Comm P&D am
5978

MAYOR

Thomas J. Blackwell

VICE-MAYOR

John David Douglas

ALDERMEN

Craig E. Andrea
Nan Groen
Priscilla Langdon
Lund Middlecoff
Carlton Morris

December 13, 1995

Commissioner of Transportation, Bruce Saltsman
Suite 200, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0349

Dear Commissioner Saltsman:

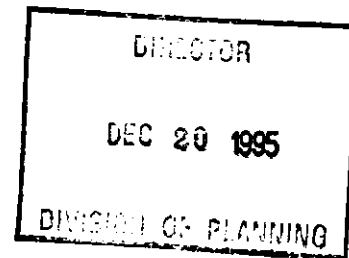
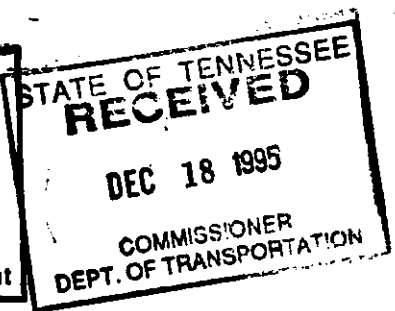
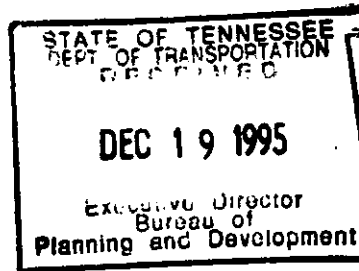
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Town of Somerville, Board of Mayor and Aldermen on November 13,
1995.

Please disregard the Town of Somerville Resolution regarding the
Hwy 76 by-pass that was previously submitted to you last month.

I apologize for the inconvenience.

Sincerely,

Michael C. French
City Administrator



TOWN OF SOMERVILLE

BOARD OF MAYOR AND ALDERMEN

NOVEMBER 13, 1995

RESOLUTION

WHEREAS, the Board of Mayor and Aldermen recognize that the volume of traffic is too heavy for State Route 15 (Hwy 64) running through the Court Square of the Town of Somerville.

NOW, THEREFORE the Town of Somerville, Board of Mayor and Aldermen strongly respectfully request that the State of Tennessee expediently plan and construct an alternative route looping the Town of Somerville, to relieve State Route 76 North and South inside the City Limits of Somerville and on State Route 15 (Hwy 64) east and west through town, of the heavy dangerous high volume of traffic.



Michael C. French
City Recorder

MORRIS

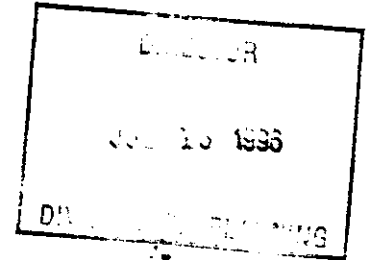
& Associates, INC.

PAD

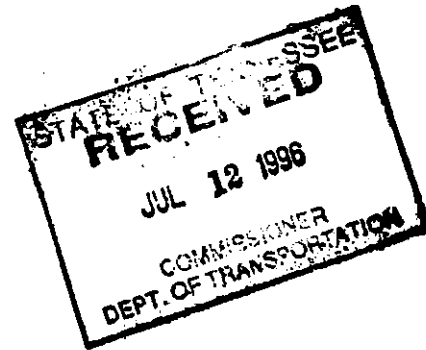
CONSTRUCTION

REAL ESTATE

July 5, 1996



Tennessee Department of Transportation
700 James K. Polk Building
Nashville, Tennessee 37243-0332



Re: Bypass - U.S. 64 at Somerville

Dear T.D.O.T. design team:

First, I agree Somerville needs a bypass for future traffic flows. However, I strongly disagree in the route and design. Listed below are my points for you to consider.

- 1) Why go south when the majority of the truck traffic is either on Hwy 64 east and west or coming from Hwy 76/59 to the north from I-40. Why not go north to elevate the most truck traffic and remove them from the town square. This will also connect a corridor for the use of our industrial park traffic.
- 2) The controlled access designed for the first part of the south leg is not in the towns best interest. Why have a bypass where it totally contains the growth of a town by no access. Sure it is designed to move traffic, but to spend millions of dollars for a bypass that in essence becomes a race track is not a plus for the town of Somerville. Accidents are not caused only by intersections.
- 3) As designed now, the south leg will divide our already planned and designed residential development in two large sections with no access to the rear section. This will cost us millions in lost development revenues. Can you justify to pay us this loss. (Woodbridge Estates Subdivision).

Since 1936

P. O. Box 190 • 460 Woodbridge Road • Somerville, Tennessee 38068 • Phone (901) 465-3248 • Fax 465-4694

Appendix Page 92

HOME BUILDERS ASSOCIATION OF MEMPHIS

MEMPHIS AREA ASSOCIATION OF REALTORS



MLS

- 4) The intersection of the south leg of Hwy 64 at Fayette Academy by far is the poorest part of your design. Why congest the most used access drives on all of US 64 in Fayette County, by installing a bypass within 200 feet of it. Please move the entrance about 1/2 mile west of this for either the north or south legs. This is the only safe and sane way to access the bypass.

I hope a formal session with the town of Somerville is in your future planning. Somerville has the most to gain or loose. Don't push this down our throats just because T.D.O.T. wants it this way. Make it a win/win situation for everyone.

Sincerely,



Keith Morris, President
Morris & Associates
Construction/Real Estate

P.S. To let you know that my interests are strong in Somerville and Fayette County, I listed some of my positions held in the past 20 years here.

Past President - Fayette Co. Chamber of Commerce
Past Director - Fayette Co. Emergency Management Agency
Past Director - Fayette Co. Sheriffs Department Rescue Division
Past Commander - Fayette Co. Sheriffs Department Reserve Deputy Program
First Chairman - E-911 Emergency Communications Board
Past President - Local Dixie Youth Baseball League
Newly Appointed Member - Somerville Planning Commission
Also, I am president of Morris and Associates, the oldest licensed general contractor in Fayette Co. serving since 1936. Currently engaged in Commercial and Residential construction in Fayette County and Real Estate sales and development in Fayette County.

Responses to Initial Coordination



STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
Tennessee Air Pollution Control Division
9th Floor L&C Annex, 401 Church Street
Nashville, Tennessee 37243-1531

October 13, 2005

Mr. Charles E. Bush
Transportation Manager II
Department of Transportation
Environmental Division
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

Subject: Proposed Somerville Beltway State Route 15 (US 64)
Somerville, Fayette County, Tennessee
State Project Number: 24092-1203-14

Dear Mr. Bush:

The Division of Air Pollution Control has reviewed your project summary for the proposed State Route 15 (US 64), Fayette County, Tennessee. This project is in an area designated as attainment/unclassified for the National Ambient Air Quality Standards (NAAQS), so a Conformity determination is not required.

This agency's other interests, above what would be addressed through the standard NEPA process, concerns the control of fugitive dust and equipment exhaust emissions during the construction phase, and the assurance that any structures requiring demolition are asbestos free, as per the requirements of Chapter 1200-3-11, Hazardous Materials. I would also like to point out that the open burning regulations have changed dramatically. Before burning any wood waste, please refer to Chapter 1200-3-4, Open Burning rules at: <http://www.state.tn.us/environment/air.htm> under the regulations link. We also suggest contacting other applicable regulatory agencies.

We appreciate the chance to comment on this, and we would also appreciate the chance to review the Environmental Impact Statement when it becomes available.

If you have any questions or comments, please feel free to call me at (615) 532-0554.

Sincerely,


Barry R. Stephens, P.E.
Director

cc: Dana Coleman



REPLY TO
ATTENTION OF:

Operations Division
Regulatory Branch

DEPARTMENT OF THE ARMY
MEMPHIS DISTRICT, CORPS OF ENGINEERS
167 NORTH MAIN STREET B-202
MEMPHIS, TENNESSEE 38103-1894

November 23, 2005



Mr. Charles Bush
TDOT, Environmental Division
505 Deaderick Street
James K. Polk Building, Suite 900
Nashville, Tennessee 37243

Dear Mr. Bush:

This is in response to your request for comments regarding the proposed Somerville Beltway in Somerville, Fayette County, Tennessee (State Project Number: 24092-1203-14).

Under Section 404 of the Clean Water Act, the Corps of Engineers regulates the discharge of dredged or fill material into waters of the United States. Based on a cursory review of the drawings that were included with your letter and a site visit earlier this year, waters of the U.S. appear to be located within the proposed alignment; therefore, this project would likely require a Department of the Army permit prior to construction. The type of permit required (and therefore the level of review by the Corps of Engineers prior to a permitting decision) will depend on the type and extent of impacts to waters of the United States.

We will be available to serve as a Cooperating Agency during the development of the environmental document for this project. We will also be available to review the proposed alignments and provide determinations regarding the presence of any jurisdictional areas (wetlands or other waters of the U.S.) within these alignments. Finally, we will be able to provide guidance regarding the documentation of avoidance and minimization of impacts to waters of the U.S. and the preparation of an alternatives analysis so that the final environmental document contains sufficient information to justify a permitting decision under the 404(b)(1) Guidelines for Specification of Disposal Sites for Dredged or Fill Material.

We appreciate the opportunity to coordinate with your agency during the early stages of development of this project. If you have questions, please contact Roger Allan at (901) 544-3682 and refer to File No. MVM-2005-419-RSA.

Sincerely,

Larry D. Watson
Chief
Regulatory Branch



United States Department of the Interior

FISH AND WILDLIFE SERVICE

446 Neal Street
Cookeville, TN 38501

October 31, 2005



*30 Nov 05
Jum*

Mr. Charles E. Bush
Transportation Manager II
Tennessee Department of Transportation
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334

Attention: Joe Matlock

Re: FWS #06-TA-0039

Dear Mr. Bush:

Thank you for your correspondence of September 30, 2005, regarding the Tennessee Department of Transportation's (TDOT) proposed Somerville Beltway State Route 15 (US Highway 64) Project (State Project Number 24092-1203-14) in Fayette County, Tennessee. TDOT proposes to construct approximately 13 miles of new highway around Somerville as shown on the attachments to your correspondence. Fish and Wildlife Service (Service) personnel have reviewed the information submitted and we offer the following comments.

Information available to the Service indicates that wetlands exist in the vicinity of the proposed project. Attached is a copy of a portion of the National Wetlands Inventory's Macon and Somerville, Tennessee, quadrangles with the referenced wetlands highlighted. This information is provided for your convenience. Our wetlands determination has been made in the absence of a field inspection and does not constitute a wetlands delineation for the purposes of Section 404 of the Clean Water Act. The Corps of Engineers and Tennessee Department of Environment and Conservation should be contacted regarding the presence of regulatory wetlands and the requirements of wetlands protection statutes.

Since the proposed work will involve construction activities over streams, we recommend that silt barriers be put in place to prevent runoff of sediment. Perennial streams should be bridged rather than culverted. Construction within or adjacent to the streams should be accomplished during low-flow periods, and the streambanks reseeded with native vegetation beneficial to wildlife immediately following disturbance.

Endangered species collection records available to the Service do not indicate that federally listed or proposed endangered or threatened species occur within the impact area of the project. We note, however, that collection records available to the Service may not be all-inclusive. Our data base is a compilation of collection records made available by various individuals and resource agencies. This information is seldom based on comprehensive surveys of all potential habitat and thus does not necessarily provide conclusive evidence that protected species are present or absent at a specific locality. However, based on the best information available at this time, we believe that the requirements of section 7 of the Endangered Species Act of 1973, as amended, are fulfilled. Obligations under section 7 of the Act must be reconsidered if (1) new information reveals impacts of the proposed action that may affect listed species or critical habitat in a manner not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed action.

Thank you for the opportunity to comment on this proposed action. If you have any questions regarding the information which we have provided, please contact Wally Brines of my staff at 931/528-6481, extension 222.

Sincerely,

A handwritten signature in blue ink that reads "Lee A. Barclay". The signature is written in a cursive style with a large initial "L".

Lee A. Barclay, Ph.D.
Field Supervisor

Attachments

NATIONAL WETLANDS INVENTORY

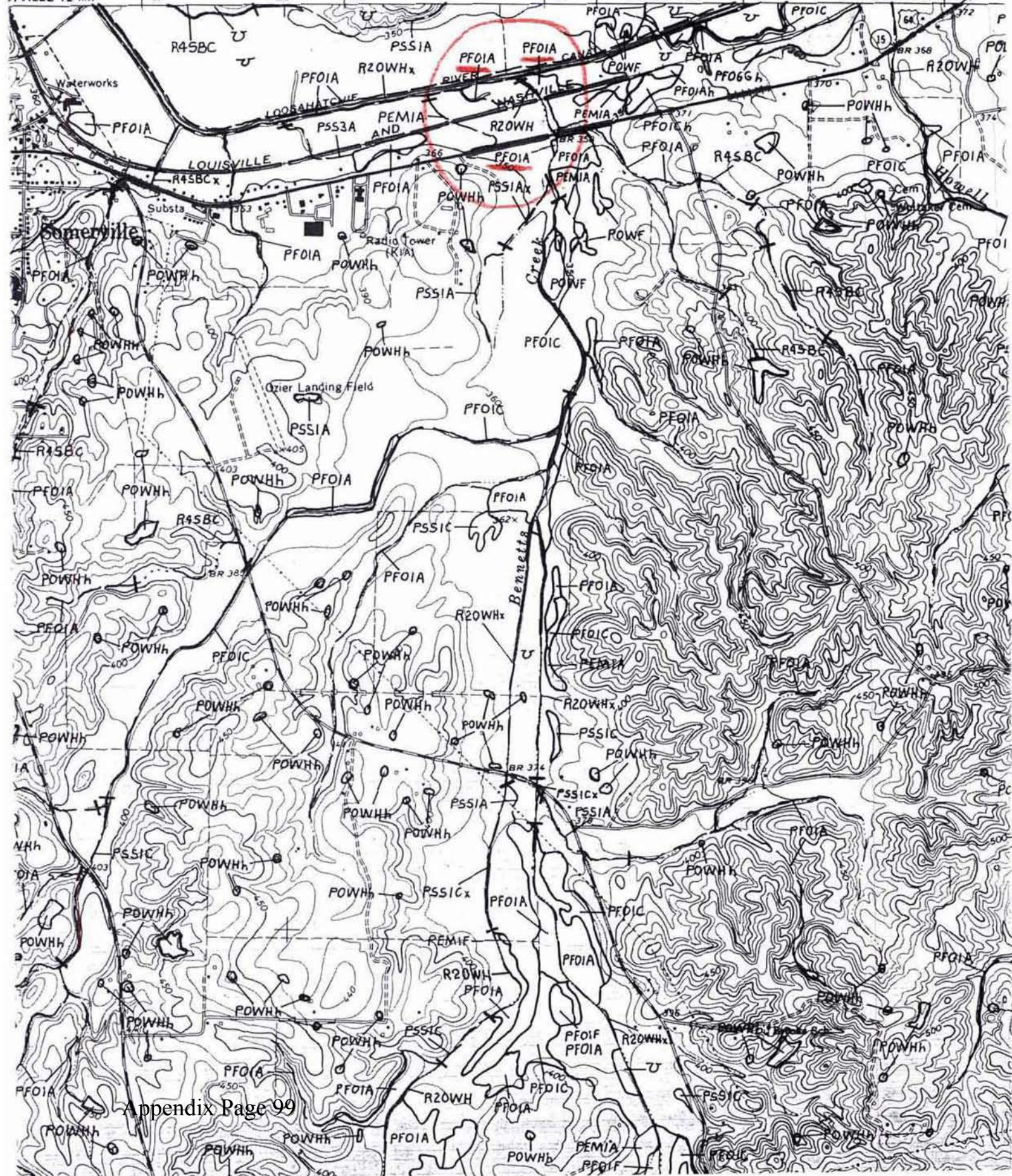
UNITED STATES DEPARTMENT OF THE INTERIOR

SOMERVILLE, TN

WNSVILLE 26 MI.
SYVILLE 12 MI.

3154 IV SE
(LACONIA)

BOLIVAR 20 MI.
LACONIA 3.4 MI.





Tennessee Valley Authority, 400 West Summit Hill Drive, Knoxville, Tennessee 37902-1499

October 26, 2005

Mr. Charles E. Bush
Transportation Manager II
Environmental Planning Office
Department of Transportation
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334



*30 Nov 05
JWM*

Dear Mr. Bush:

PROPOSED SOMERVILLE BELTWAY, STATE ROUTE 15 (US 64), SOMERVILLE,
FAYETTE COUNTY, TENNESSEE, STATE PROJECT NUMBER 24092-1203-14

TVA has reviewed information provided in your letter and Project Description of September 30, 2005, on the proposed Somerville Beltway. From the project description, it appears that there would be no TVA approvals or other involvement with this project. However, a TVA transmission line crosses the corridor being evaluated, and if it appears that TVA transmission lines are affected, please contact us for consideration as a cooperating agency.

Should you have any questions, please contact Harold M. Draper at (865) 632-6889 or hmdraper@tva.gov.

Sincerely,

Jon M. Loney, Manager
NEPA Administration
Environmental Policy and Planning

From: Lori.A Kirby
To: Matlock, Joe
Date: 10/26/2005 4:50 PM
Subject: Somerville Beltway, State Route 15
CC: Bush, Charles; DavenportWoodle, Cammie

Reply Requested: When Convenient

Joe,

I have attached the EJ screening maps for the above referenced project. These maps suggest that the project area contains high concentrations of low-income and minority persons, therefore, warrants further Environmental Justice (EJ) analysis. Provided other field reviews occur, it is important to take notes to ensure that all relevant findings are documented. Report 532, "*Effective Methods for Environmental Justice Assessment*" suggests to be on the lookout for "sensitive receptors" such as schools, hospitals, and nursing homes, as well as locations that visually do not appear to corroborate census information. Because the census is only conducted every 10 years, be alert for newly developed areas that do not yet appear in the census data. In sparsely populated areas or when certain types of impacts are being evaluated, it can be worthwhile to map the location of individual residences as part of the field survey. Also, photographs are an especially useful method of documenting detailed information about appearance and relative location for future reference.

Also, I did receive the initial coordination packet from Mr. Bush dated September 30, 2005. Please allow this email to serve as our initial comments. If, at any time, during project development, impacts to protected populations arise, this office will be readily available to assist you.

Lori A. Kirby
Title VI Program Coordinator
TDOT Civil Rights - Title VI Program
505 Deaderick Street, Suite 1800
Nashville, TN 37243

Phone: (615) 253-1066 Toll Free: (888) 370-3647
Pager: (877) 616-2188 Fax: (615) 741-3169

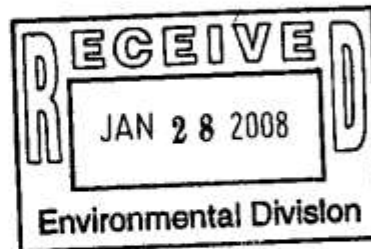
email: Lori.A.Kirby@state.tn.us



Natural Resources Conservation Service
235 Oil Well Road
Jackson, Tennessee 38305

Date: January 25, 2008

Mr. Charles E. Bush
Transportation Manager II
Department of Transportation
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334




Re: Somerville Beltway State Route 15 (US 64)

Mr. Bush:

Enclosed is the completed AD-1006 Farmland Conversion Impact Rating for the above-mentioned project.

If you have any additional questions please contact me at (731) 668-0700.


Charles L. Davis
Resource Soil Scientist



Natural Resources Conservation Service
235 Oil Well Road
Jackson, Tennessee 38305

Date: August 4, 2006

Mr. Charles E. Bush *JOE MATLOCK*
Department Of Transportation
Environmental Division
Suite 900-James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334

Re: Proposed Somerville Beltway, State Route 15(US 64), Project No. 24092-1203-14

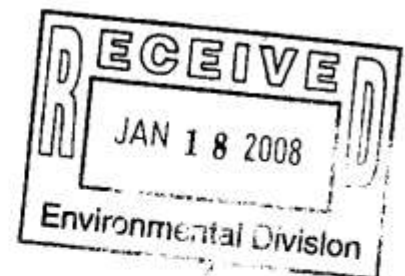
Mr. Bush:

Enclosed is the completed AD-1006 Farmland Conversion Impact Rating for the above-mentioned project.

If you have any additional questions, please contact me at (731) 668-0700.

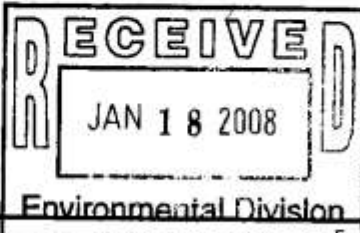
A handwritten signature in cursive script that reads "Charles L. Davis".

Charles L. Davis
Resource Soil Scientist



FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request: July 17 2006	
Name Of Project: Somerville Beltway		Federal Agency Involved: FHWA	
Proposed Use Of The Land: Transportation		County And State: Fayette TN	
PART II (To be completed by NRCS)		Date Request Received By NRCS: 5/19/2006	
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form)		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Acres Impacted: NA
			Average Farm Size: 378 ac.
Main Crop(s): CORN	Primeable Land In Govt. Jurisdiction Acres: 321141	71	Amount Of Farmland As Defined In FPPA Acres: 193476
Name Of Land Evaluation System Used: FAYETTE CO.	Name Of Local Site Assessment System: NA		Date Land Evaluation Completed By NRCS: 8/4/2006
PART III (To be completed by Federal Agency)		Alternative Site Rating	
A. Total Acres To Be Converted Directly		Site A	Site B
B. Total Acres To Be Converted Indirectly			
C. Total Acres In Site		520	
PART IV (To be completed by NRCS) Land Evaluation Information			
A. Total Acres Prime And Unique Farmland		425	
B. Total Acres Statewide And Local Important Farmland		NA	
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		< 0.01	
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		99	
PART V (To be completed by NRCS) Land Evaluation Criterion			
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		60	
PART VI (To be completed by Federal Agency)		Maximum Points	
1. Area In Nonurban Use		15	5
2. Perimeter In Nonurban Use		10	3
3. Percent Of Site Being Farmed		20	10
4. Protection Provided By State And Local Government		20	10
5. Distance From Urban Builtup Area		NA	
6. Distance To Urban Support Services		NA	
7. Size Of Present Farm Unit Compared To Average		10	5
8. Creation Of Nonfarmable Farmland		25	12
9. Availability Of Farm Support Services		5	2
10. On-Farm Investments		20	10
11. Effects Of Conversion On Farm Support Services		25	12
12. Compatibility With Existing Agricultural Use		10	5
TOTAL SITE ASSESSMENT POINTS		160	71
PART VII (To be completed by Federal Agency)			
Relative Value Of Farmland (From Part V)		100	60
Total Site Assessment (From Part VI and including this assessment)		160	
TOTAL POINTS (Total of above 2 lines)		160	134
Site Selected	Date Of Selection	Was A Local Govt. Assessed? <input type="checkbox"/> Yes <input type="checkbox"/> No	



Clear Form

(See instructions on reverse side)
This document is available on the National Technical Information Service website

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request <i>01/11/2008</i>			
Name Of Project <i>SOMEVILLE BELTWAY SR 15(US4)</i>		Federal Agency Involved <i>FEDERAL HIGHWAY ADMIN.</i>			
Proposed Land Use <i>TRANSPORTATION</i>		County And State <i>FAYETTE COUNTY TENN.</i>			
PART II (To be completed by NRCS)		Date Request Received By NRCS <i>01/14/2008</i>			
Does the site contain prime, unique, statewide or local important farmland? <i>(If no, the FPPA does not apply -- do not complete additional parts of this form)</i>		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated <i>NA</i>	Average Farm Size <i>378 ACRES</i>
Major Crop(s) <i>CORN</i>	Farmable Land In Govt. Jurisdiction Acres: <i>321,141</i> % <i>71</i>	Amount Of Farmland As Defined in FPPA Acres: <i>193,476</i> % <i>60</i>		Date Land Evaluation Returned By NRCS <i>01/25/2008</i>	
Name Of Land Evaluation System Used <i>FAYETTE CO.</i>	Name Of Local Site Assessment System <i>NA</i>				
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site	<i>520</i>				
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland	<i>271</i>				
B. Total Acres Statewide And Local Important Farmland	<i>NA</i>				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	<i>0.14</i>				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	<i>99</i>				
PART V (To be completed by NRCS) Land Evaluation Criterion					
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		<i>70</i>	<i>0</i>	<i>0</i>	<i>0</i>
PART VI (To be completed by Federal Agency)		Maximum Points			
Site Assessment Criteria (These criteria are explained in 7 CFR 658 5(b))					
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS		160	<i>0</i>	<i>0</i>	<i>0</i>
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	<i>0</i>	<i>0</i>	<i>0</i>
Total Site Assessment (From Part VI above or a local site assessment)		160	<i>0</i>	<i>0</i>	<i>0</i>
TOTAL POINTS (Total of above 2 lines)		260	<i>0</i>	<i>0</i>	<i>0</i>
Site Selected	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>			
Reason For Selection					



October 10, 2005

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



Mr. Charles Bush
Tennessee Dept. of Transportation
Suite 700/J. K. Polk Bldg.
Nashville, Tennessee, 37243-0349

RE: FHWA, SR-15/SOMERVILLE BELTWAY, SOMERVILLE, FAYETTE COUNTY

Dear Mr. Bush:

In response to your request, received on Friday, September 30, 2005, we have reviewed the documents you submitted regarding your proposed undertaking. Our review of and comment on your proposed undertaking are among the requirements of Section 106 of the National Historic Preservation Act. This Act requires federal agencies or applicant for federal assistance to consult with the appropriate State Historic Preservation Office before they carry out their proposed undertakings. The Advisory Council on Historic Preservation has codified procedures for carrying out Section 106 review in 36 CFR 800. You may wish to familiarize yourself with these procedures (Federal Register, December 12, 2000, pages 77698-77739) if you are unsure about the Section 106 process.

Considering available information, we find that the project as currently proposed **MAY AFFECT PROPERTIES THAT ARE ELIGIBLE FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES.** You should continue consultation with our office, designated consulting parties and invite them to participate in consultation, and provide us with appropriate survey documentation for review and comment. Please direct questions and comments to Joe Garrison (615) 532-1550-103. We appreciate your cooperation.

Sincerely,

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

HLH/jyg



ENVIRONMENTAL ASSISTANCE CENTER
TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION
SUITE E-645, PERIMETER PARK
2510 MT. MORIAH ROAD
MEMPHIS, TENNESSEE 38115-1520
PHONE (901) 368-7939 STATEWIDE 1-888-891-8332 FAX (901) 368-7979

November 18, 2005



*30 Nov 05
JWM*

Mr. Charles E. Bush
Transportation Manager II
Environmental Division
Tennessee Department of Transportation
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334

RE: Proposed Somerville Beltway, State Route 15 (US64)
Somerville, Fayette County, Tennessee
State Project Number: 24092-1203-14

Dear Mr. Bush:

The Division of Solid Waste Management in the Memphis Field Office has reviewed your letter. While there are no known hazardous waste site located in the study area there are solid waste sites.

1. Fayette County Landfill (SNL 24-0079). This site is located immediately south of the proposed alignment of section 1 just west of SR 76. This is a closed class I landfill.
2. Fayette County Convenience Center (CCC 24-0344). This site is located south of the proposed alignment of section 1 just west of the Fayette County Landfill.

The proposed alignment of section one would appear to cut the access road between the Fayette County landfill and the Convenience Center. The Landfill serves as the access control point for the Convenience Center. As the Convenience Center is the only legal open to the public waste disposal facility, adequate access should be maintained.

While there are no registered hazardous waste facilities within or immediately adjacent to the proposed alignment, there are probably several conditionally exempt small quantity generators. These would include automobile maintenance facilities and farm equipment maintenance facilities, both commercial and private.



Tennessee Department of Agriculture
Ellington Agricultural Center, Box 40627, Nashville, Tennessee 37204
615-837-5100 / FAX: 615-837-5333

Ken Givens
Commissioner

Phil Bredesen
Governor

October 28, 2005

Mr. Charles Bush
Transportation Manager II
Tennessee Department of Transportation
James K. Polk Building, Suite 900
505 Deadrick Street
Nashville, TN 37243-0334

Re: Comments on Proposed Somerville Beltway
State Project Number: 24092-1203-14

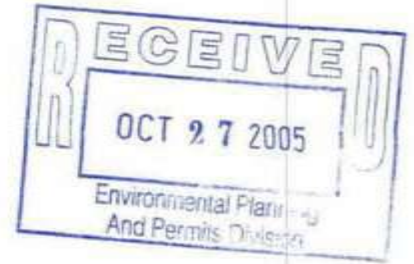
Dear Mr. Bush:

A review of the above-reference project has been completed, and the conclusion is that this project will not impact any programs or plans of the department at this time. We encourage you to plan the erosion prevention and sediment control aspects of this project carefully, as the soils in the project area are some of the most highly erosive in Tennessee. Stream crossings should likewise be designed so as to not exacerbate stream channel erosion.

Thank you for the opportunity to comment on this assessment. Should you have questions or need further assistance, please call John McClurkan at 615-837-5305.

Sincerely,


Terry J. Oliver
Deputy Commissioner



STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
Ground Water Protection
10th Floor, 401 Church Street
Nashville, Tennessee 37243-1540

October 23, 2005

Mr. Charles E. Bush
Environmental Division
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334

Re: Proposed Somerville Beltway, State Route 15 (US 64), Somerville, Fayette County, Tennessee
State Project Number: 24092-1203-14

Dear Mr. Bush:

The Division of Ground Water Protection regulates all aspects of the subsurface sewage disposal (SSD) program in the State of Tennessee. In this regard, Division staff has worked closely with TDOT on those construction projects where it is anticipated that the project will potentially impact existing SSD systems.

Regarding the above referenced project, the Division of Ground Water Protection anticipates that it is likely the project may impact existing SSD systems that are located along the route proposed for the above referenced project.

If you have any questions or think that assistance will be requested on this project, you should contact the Division's Field Office Manager in Jackson, Mr. Conner Franklin, at (731) 512-1302.

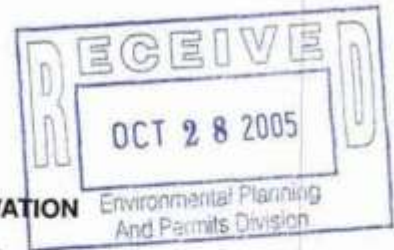
Sincerely,

Kent D. Taylor
Director
Division of Ground Water Protection

KDT/deh

cc: Mr. Conner Franklin

TDOTresponse67



STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
DIVISION OF WATER SUPPLY
GROUND WATER MANAGEMENT SECTION
9th Floor, 401 Church Street
Nashville, Tennessee 37243-1539
Phone: (615) 532-0191; Fax: (615) 532-0503

October 27, 2005

Mr. Charles E. Bush
Environmental Division
Department of Transportation
Suite 900- James K Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

RE: Proposed Somerville Beltway State Route 15 (US 64)
Somerville, Fayette County, TN
State Project Number: 24092-12-03-14

Dear Mr. Bush:

The Division of Water Supply appreciates the opportunity to provide water supply information in the furtherance of Department of Transportation projects. The proposed beltway is more than a mile beyond the wellhead protection area (based on 10 year time of travel modeling) at its closest point. It does not appear that the project is likely to cause any sort of impact on the City of Somerville's wellfield. I have enclosed a map of Somerville's wellhead protection area.

It should be noted that a considerable portion of the area where the beltway will be put in is on private wells (map attached). The aquifer of concern in the area is an unconfined portion of the Memphis Sand aquifer and is vulnerable to spillage of petroleum products such as diesel fuel, particularly in the case of private wells, which tend to be at shallow depths (less than 100 feet). The contractor needs to be vigilant in any storage and filling of diesel fuel, etc. during construction activities as spillage could result in contamination of nearby private wells.

If you have any questions, feel free to call me at (615) 532-0170 or e-mail me at tom.moss@state.tn.us.

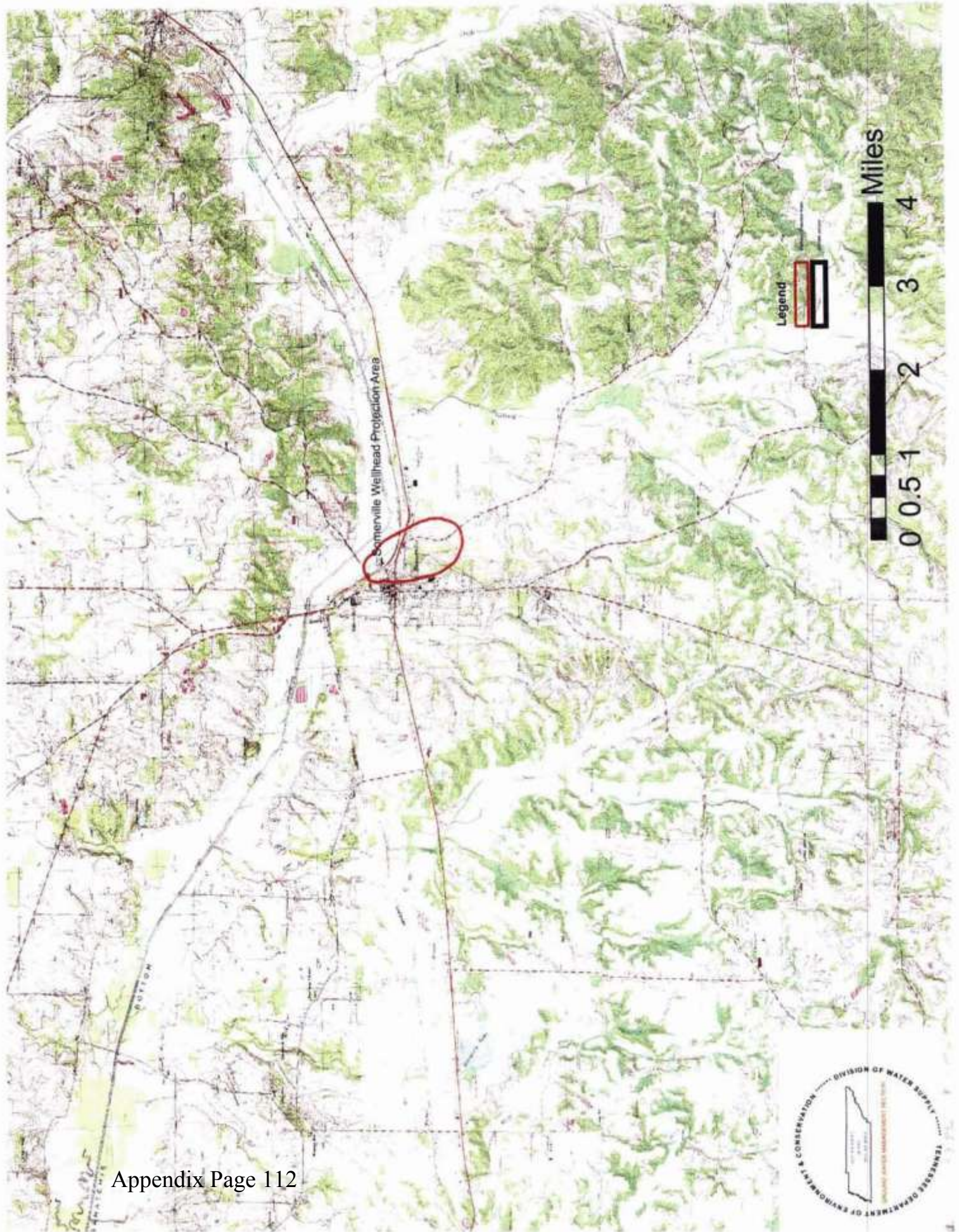
October 27, 2005
Mr. Charles E. Bush
letter
page 2

Sincerely,

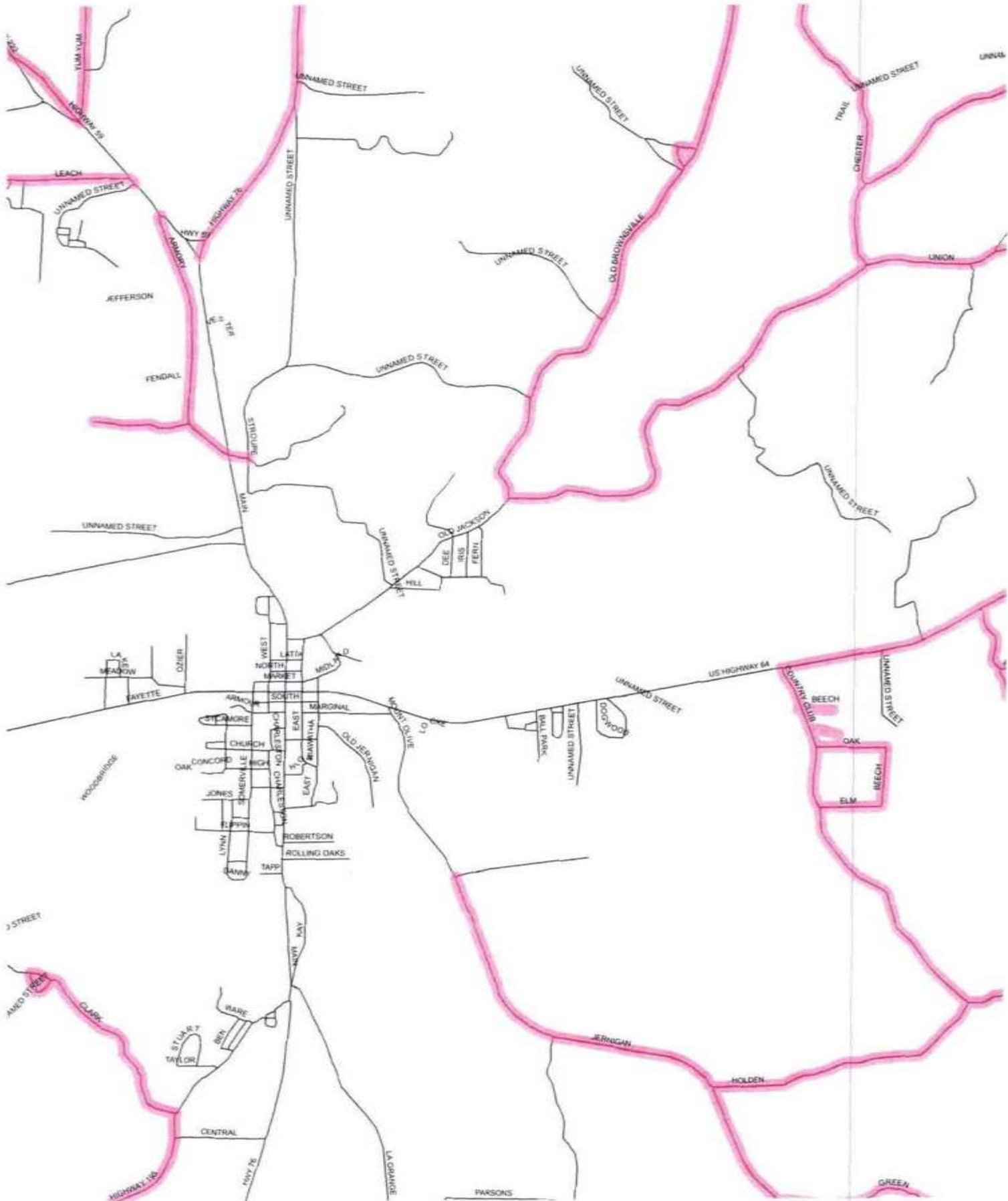
A handwritten signature in cursive script that reads "Thomas A. Moss". The signature is written in black ink and is positioned above the typed name and title.

Thomas A. Moss, P.G.
Source Water/Wellhead Protection Coordinator
Manager, Ground Water Management Section
Division of Water Supply

c: David Draughon, Director, TN Division of Water Supply
Robert Foster, Deputy Director, TN Division of Water Supply



RURAL WATER SUPPLY STUDY

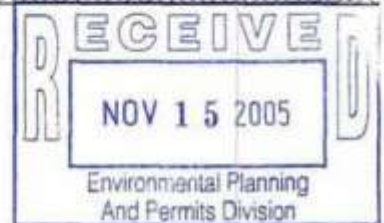




TENNESSEE WILDLIFE RESOURCES AGENCY

ELLINGTON AGRICULTURAL CENTER
P. O. BOX 40747
NASHVILLE, TENNESSEE 37204

November 14, 2005



Charles Bush
State of Tennessee
Department of Transportation
Environmental Division
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

Re: Comments on Initial Coordination – Proposed Somerville Beltway State Route 15 (US 64), Somerville in Fayette County

Dear Mr. Bush:

The Tennessee Wildlife Resource Agency has received and reviewed the information your office provided to us regarding the proposed project listed above. Our current concerns are potential environmental impacts associated with potential stream impacts, floodplain impacts, and potential wetland impacts that may occur do to the construction of this project. We also have concerns regarding potential impacts to the state listed in-need-of-management species the northern madtom (*Noturus stigmosus*) which has been found where the Loosahatchie River is crossed by Highway 76 and may occur at other locations on the Loosahatchie River and its tributaries that will be crossed by the proposed beltway. We encourage continued consultation with our agency in future phases of this project to further reduce impacts to fish and wildlife resources.

We thank you for the opportunity to comment during the initial coordination process and look forward to working with TDOT personnel in the future to reduce potential impacts to fish and wildlife resources associated with this project.

Sincerely,

Robert M. Todd
Fish and Wildlife Environmentalist

cc: Steve Seymour, Region I Habitat Biologist
Jerry Strom, Region I Assistant Manager
USFWS, EPA, WPC



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

September 30, 2005

Mr. Archie Mouse, Chief
 United Keetoowah Band Of Cherokee
 P. O. Box 746
 Tehlequah, OK 74465

The United Keetoowah Band of Cherokee Indians in Oklahoma has no objection to the referenced project. However, if any remains, artifacts or other items are inadvertently discovered, please cease construction immediately and contact us at 918-456-6533 or by letter.

Lisa C. Stopp
 Lisa C. Stopp, Tribal NAGPRA POC Date 11 1 2005

SUBJECT: Proposed Somerville Beltway State Route 15 (US 64)
 Somerville, Fayette County, Tennessee
 State Project Number: 24092-1203-14

*04 Nov 06
 JIM*

Dear Mr. Mouse:

The Tennessee Department of Transportation is presently considering improving the above subject highway section. A summary of basic data for the proposed improvement is attached with a map showing the project location that is under study. This material is intended to initiate the scoping process.

We are presently in the early stages of planning for this improvement and need to know if the proposed project will have any effect, either favorable or adverse, on any programs being planned or executed by your office. We request that you review the enclosed material and advise us with your comments on potential environmental impacts. Areas of specific concern to your office will be addressed during the development of our environmental and location studies.

The Department's environmental document will assess a wide range of concerns including impacts on the social, economic and ecological environment. Your input will assist us in the preparation of the environmental documents.

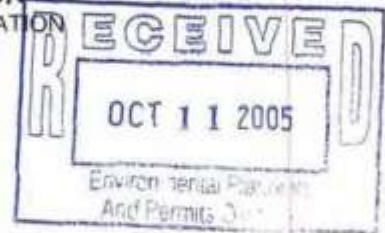
If, in the Department's determination, the proposal will significantly affect the quality of the human environment, the Department will prepare a "Draft Environmental Impact Statement". This document will be circulated to federal, state, and local agencies and officials for review and comment.

The 1999 Advisory Council on Historic Preservation regulations require coordination and consultation with federally recognized Native American entities that attach religious and cultural significance to properties that could be affected by the proposed undertaking. TDOT request your comments on the presence of such properties in the project's area of potential effect. Archaeological and historical studies of the project corridor will be conducted and you will be invited to participate as a consulting party in the development of this project to address any Native American Issues that may arise.



October 10, 2005

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



Mr. Charles Bush
Tennessee Dept. of Transportation
Suite 700/J. K. Polk Bldg.
Nashville, Tennessee, 37243-0349

RE: FHWA, SR-15/SOMERVILLE BELTWAY, SOMERVILLE, FAYETTE COUNTY

Dear Mr. Bush:

In response to your request, received on Friday, September 30, 2005, we have reviewed the documents you submitted regarding your proposed undertaking. Our review of and comment on your proposed undertaking are among the requirements of Section 106 of the National Historic Preservation Act. This Act requires federal agencies or applicant for federal assistance to consult with the appropriate State Historic Preservation Office before they carry out their proposed undertakings. The Advisory Council on Historic Preservation has codified procedures for carrying out Section 106 review in 36 CFR 800. You may wish to familiarize yourself with these procedures (Federal Register, December 12, 2000, pages 77698-77739) if you are unsure about the Section 106 process.

Considering available information, we find that the project as currently proposed **MAY AFFECT PROPERTIES THAT ARE ELIGIBLE FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES.** You should continue consultation with our office, designated consulting parties and invite them to participate in consultation, and provide us with appropriate survey documentation for review and comment. Please direct questions and comments to Joe Garrison (615) 532-1550-103. We appreciate your cooperation.

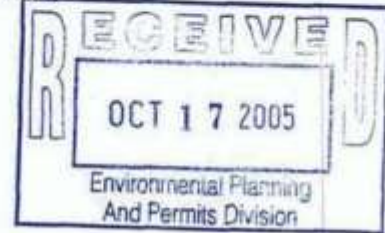
Sincerely,

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

HLH/jyg



STATE OF TENNESSEE
ECONOMIC & COMMUNITY DEVELOPMENT
OFFICE OF SPECIAL PROJECTS
312 EIGHTH AVENUE NORTH, ELEVENTH FLOOR
NASHVILLE, TENNESSEE 37243
TELEPHONE: 615.741.3282 — FAX: 615.741.5829
HTTP://WWW.TNECD.GOV



October 17, 2005

MEMORANDUM

To: Charles E. Bush, Transportation Manager II
TN Dept. of Transportation

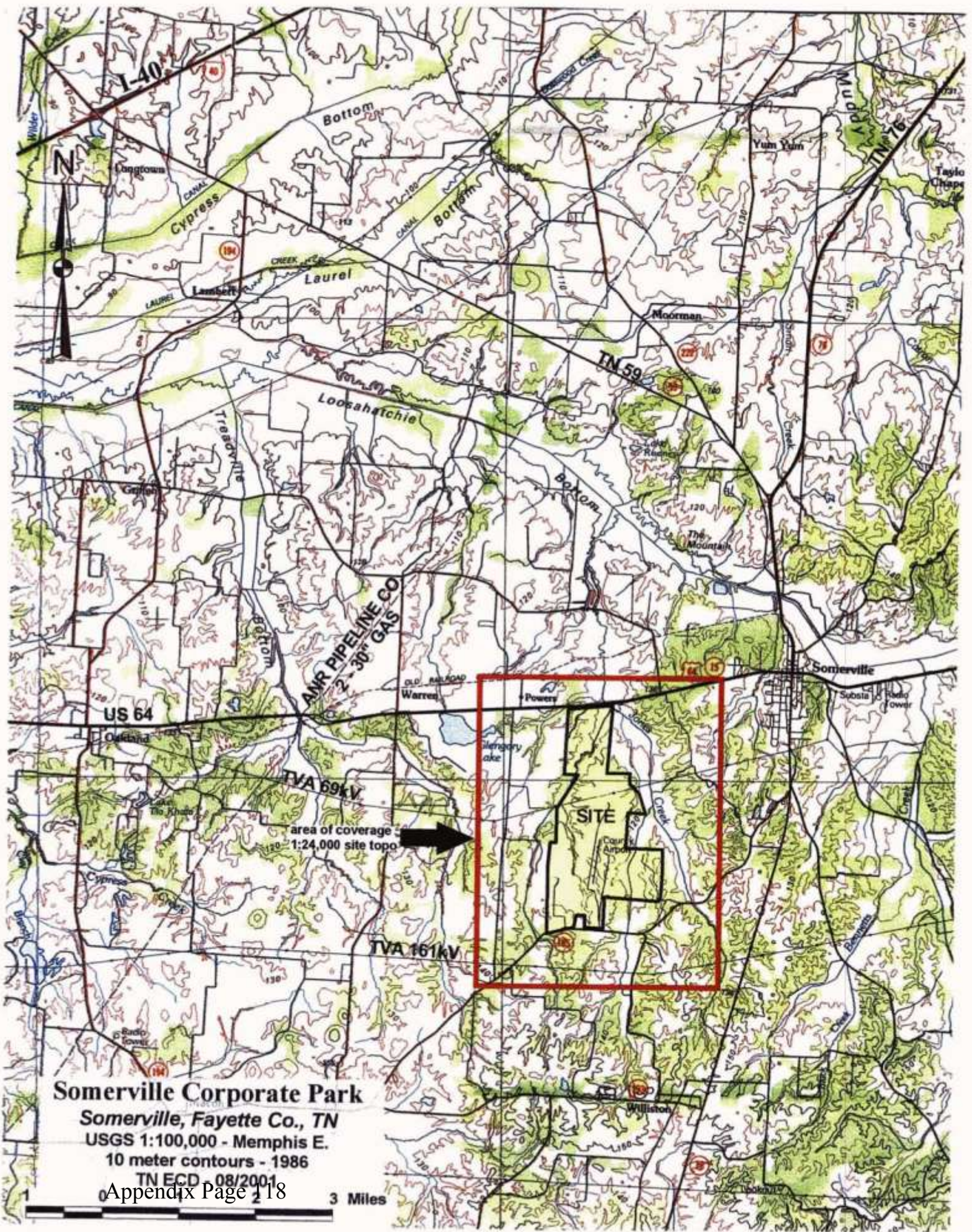
From: Wilton Burnett, Jr., P.E. *WB*
Director of Special Projects

Re: Proposed Somerville Beltway State Route 15 (US 64)
Somerville, Fayette County
State Project Number: 24092-1203-14

I am unaware of any adverse effects this project would cause; however, I have included a copy of our site package on the Somerville Corporate Park for your information. This private property has potential for industrial uses, but is presently undeveloped. The proposed Beltway of State Route 15 could make the site more attractive. Thank you for the opportunity to comment on this proposed project.

enclosures

xc: Susanne Wall, Executive Director
Fayette County Chamber of Commerce



Somerville Corporate Park

Somerville, Fayette Co., TN

USGS 1:100,000 - Memphis E.

10 meter contours - 1986

TN ECD 08/2001

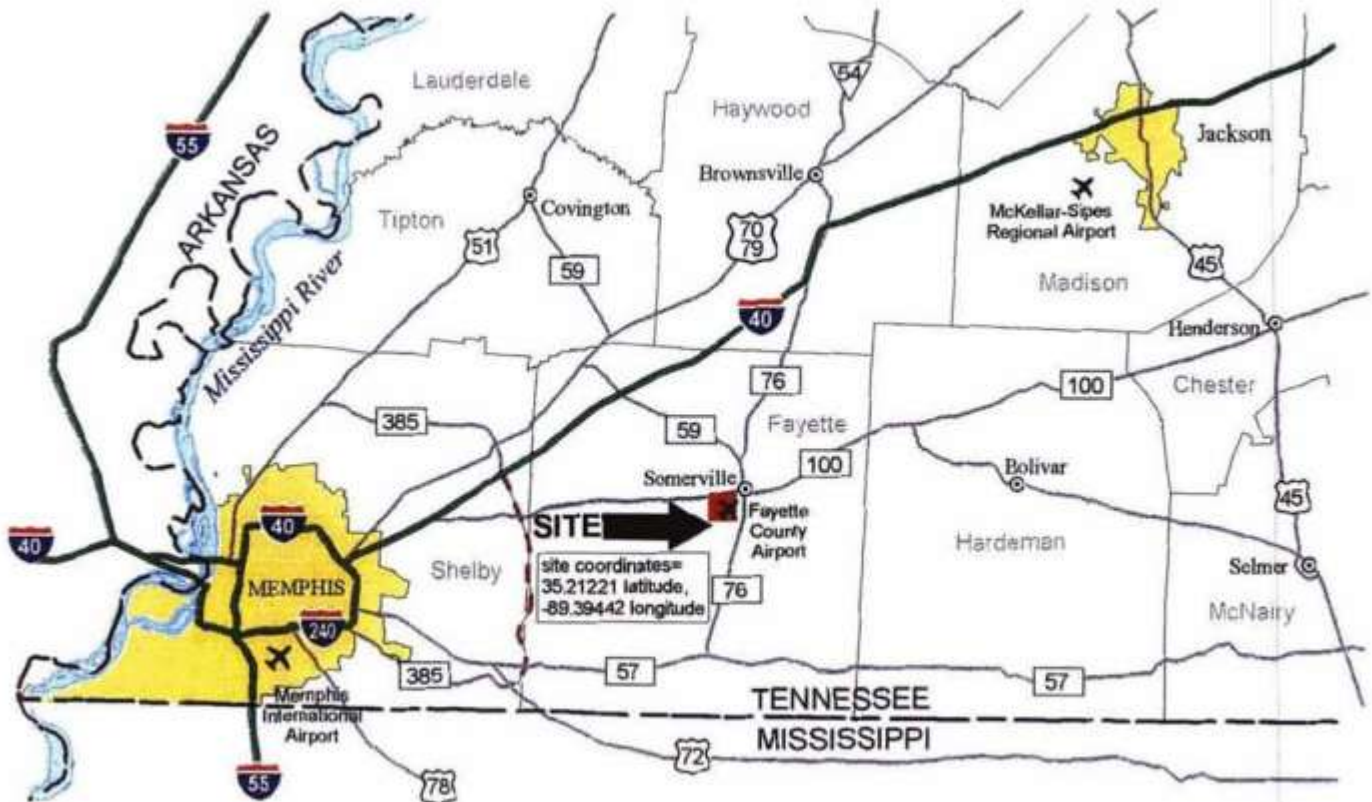
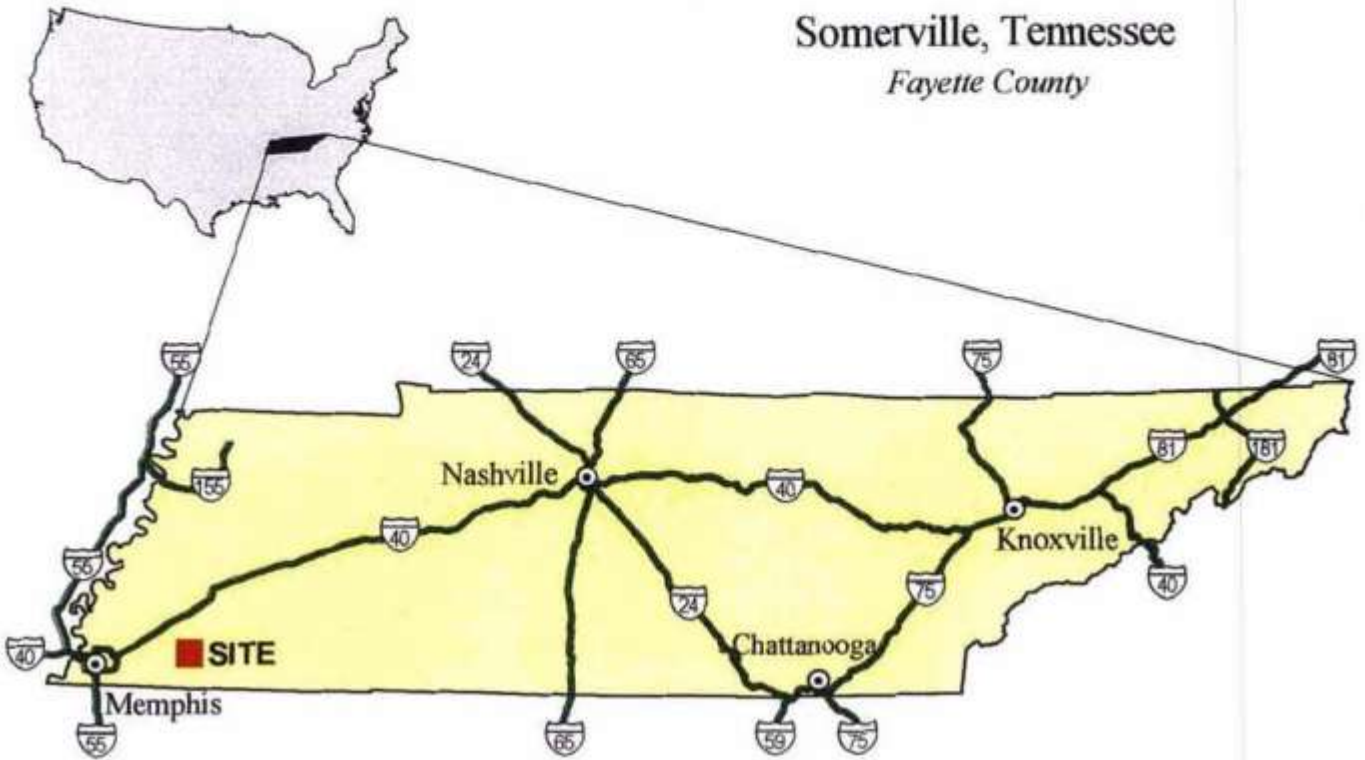
Appendix Page 118

3 Miles

SOMERVILLE CORPORATE PARK

Somerville, Tennessee

Fayette County



SOMERVILLE CORPORATE PARK

Somerville, Fayette Co., TN

A. GENERAL

- Located three miles southwest of Somerville and 40 miles east of downtown Memphis;
- 1240 acres in two privately held parcels (single owner) adjacent to US 64;
- 2000 population of Fayette and four contiguous Tennessee counties = 1,025,451; Memphis MSA population for five counties in three states = 1,135,614 (2000);
- Within 50 road mile radius (primarily Memphis and Jackson) are located 11 colleges and universities, three two-year institutions with eight centers, and five state technology centers.

B. LAND USE FACTORS

- Presently zoned Light Industrial; Approximately 28% inside of city limits;
- 6000 LF of TVA powerline right-of-way crosses northern portion of site;
- 2800 LF of Airport Road right-of-way;
- Fayette County Airport occupies 102 acres; Approximately 625 acres of the site lies within the approach and transitional zones adjacent to the runways; The north approach zone is at 34:1 ratio (horizontal:vertical) and the south approach zone is at 20:1 ratio (horizontal: vertical); Furthermore the entire site lies within the oval horizontal surface around the airport at elevation 586.00;
- No 100 year flood areas in site;
- Elevations vary from 350 to 450 feet, average elevation is 400 feet;
- Majority of site is characterized by Grenada and Calloway silt loams--moderately well drained, very deep silty soils; Fayette County Soil Survey classifies most of these as AASHO A-4; In the lowlands and valleys groundwater is seasonably high;
- Seismic rating 2 (American National Standard map);
- May and June 2001 checks with state environmental agencies indicated no known site contamination from landfills, hazardous waste, Superfund sites or underground storage tanks;
- NWI Maps indicate sensitive wetlands only in channels of streams on the site;
- File checks performed by state regulatory agency in May 2001 indicated no recorded threatened or endangered species on the tract;
- The Tennessee Division of Archaeology reports (5/2001) that there are no recorded archaeological sites but recommends a survey prior to development; The Tennessee Historical Commission indicates (5/2001) no concerns with historical sites;
- Fayette County is presently classified "Attainment" for all air quality parameters; Adjacent Shelby County has had ozone exceedances and is at risk of being reclassified "Nonattainment" for ozone; Should federal standards require that all counties in a MSA be classified the same, Fayette County could have the same subsequent classification;
- Nearest PSD Class I areas are the Mingo National Wilderness area 137 miles northwest in Missouri and the Sipsey National Wilderness area 122 miles southeast in Alabama.

C. TRANSPORTATION

Roads

- US 64 is adjacent to northern boundary of site;
- I-40 is 15.5 miles northwest of site via US 64 and TN 59;
- US 72 is 25 miles south in Mississippi;

C. TRANSPORTATION (continued)

Rail

- Norfolk Southern mainline about 13 miles south via TN 76;
- Memphis is a hub for five Class I railroads and is in the process of developing a Superterminal intermodal complex;

Air

- Local service on site by Fayette County Airport (3,500 foot runway);
- Full services at Memphis International Airport 42 miles southwest via I-40 and I-240;

Barge

- Numerous port facilities available in Memphis at the Mississippi River.

D. UTILITIES & SERVICES

Water

- Somerville Light, Gas and Water (SLGW) operates a treatment plant with a design capacity of 1.9 mgd which presently pumps 652,000 gpd;
- SLGW has built a 500,000 gallon water tank, located 0.8 miles east of site along US 64; Tank will be ready to use in March 2002; Overflow elevation is 580.04 feet;
- A 16 inch waterline (3,500 gpm @ 50 psi residual pressure) is located along US 64;

Wastewater

- SLGW is extending an 18 inch line to site along US 64, construction to be completed by August 2002;

Electrical

- SLGW has 8 megawatts of uncommitted power available to serve the site;
- TVA 69kV powerline crosses northern portion of site;

Natural Gas

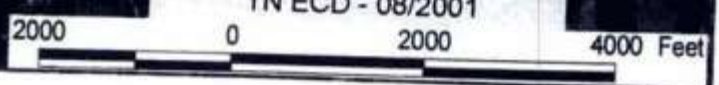
- SLGW can furnish in excess of 6,000 DTH to the site;
- Existing gas system can be easily expanded due to a gate station, located four miles west of the site along US 64, on ANR Pipeline transmission lines (2-30 inch);

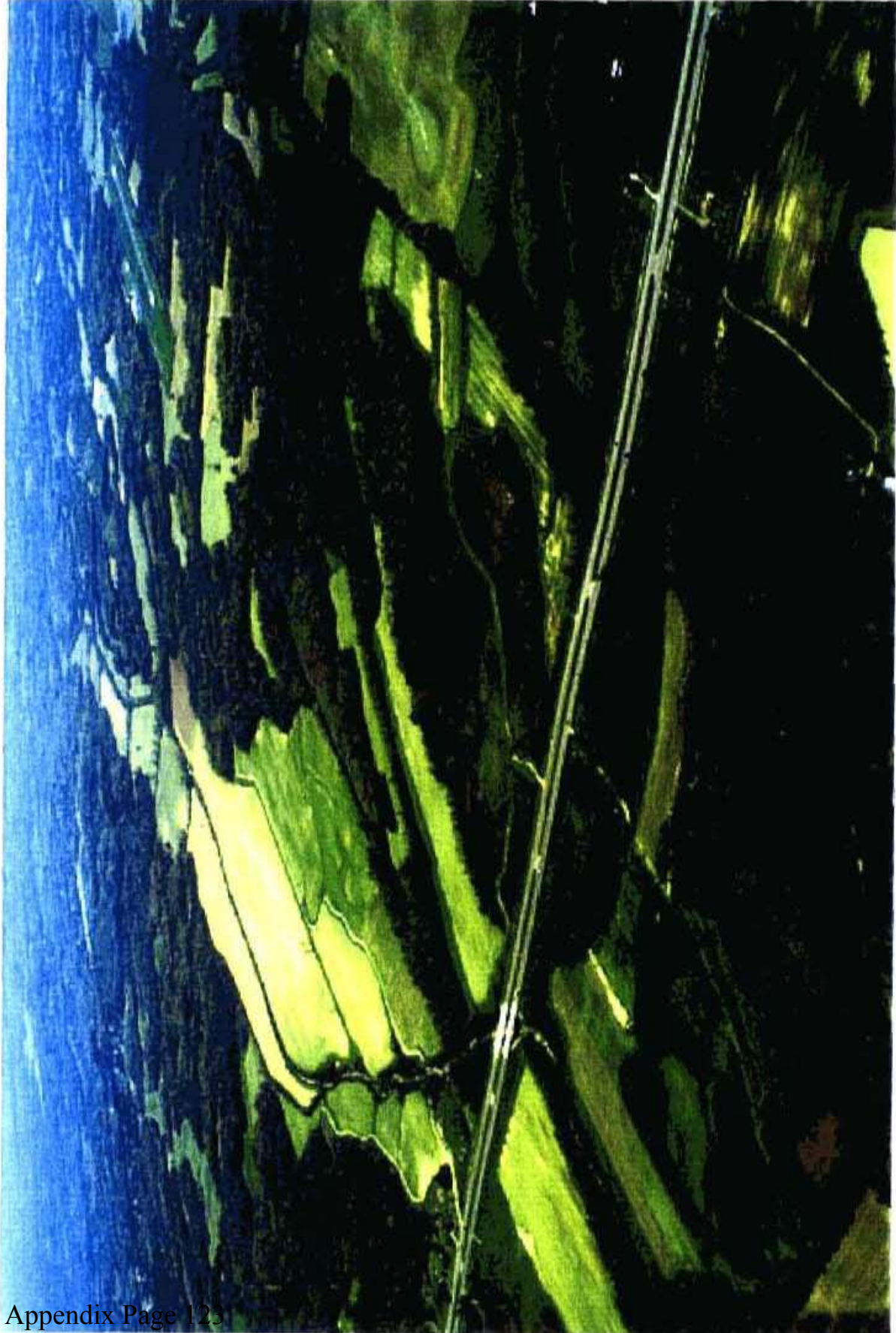
Telecommunications

- Local telephone service provider- BellSouth; The nearest central office of BellSouth is Somerville, TN;
- Long distance service providers- BellSouth, AT&T, MCI Worldcom, and seven other providers;
- Wireless/cellular/mobile service providers- Cingular Wireless, Verizon Communications, Nextel, and five other providers;
- Internet service providers- Sprint, Earthlink, Highstream.Net, Internet Express, Aplus.Net, and BellSouth; Fast, broadband service lines including ISDN and DSL are available through BellSouth.



Somerville Corporate Park
Somerville, Fayette Co., TN
TN DOT Photography - 12/2000
TN ECD - 08/2001

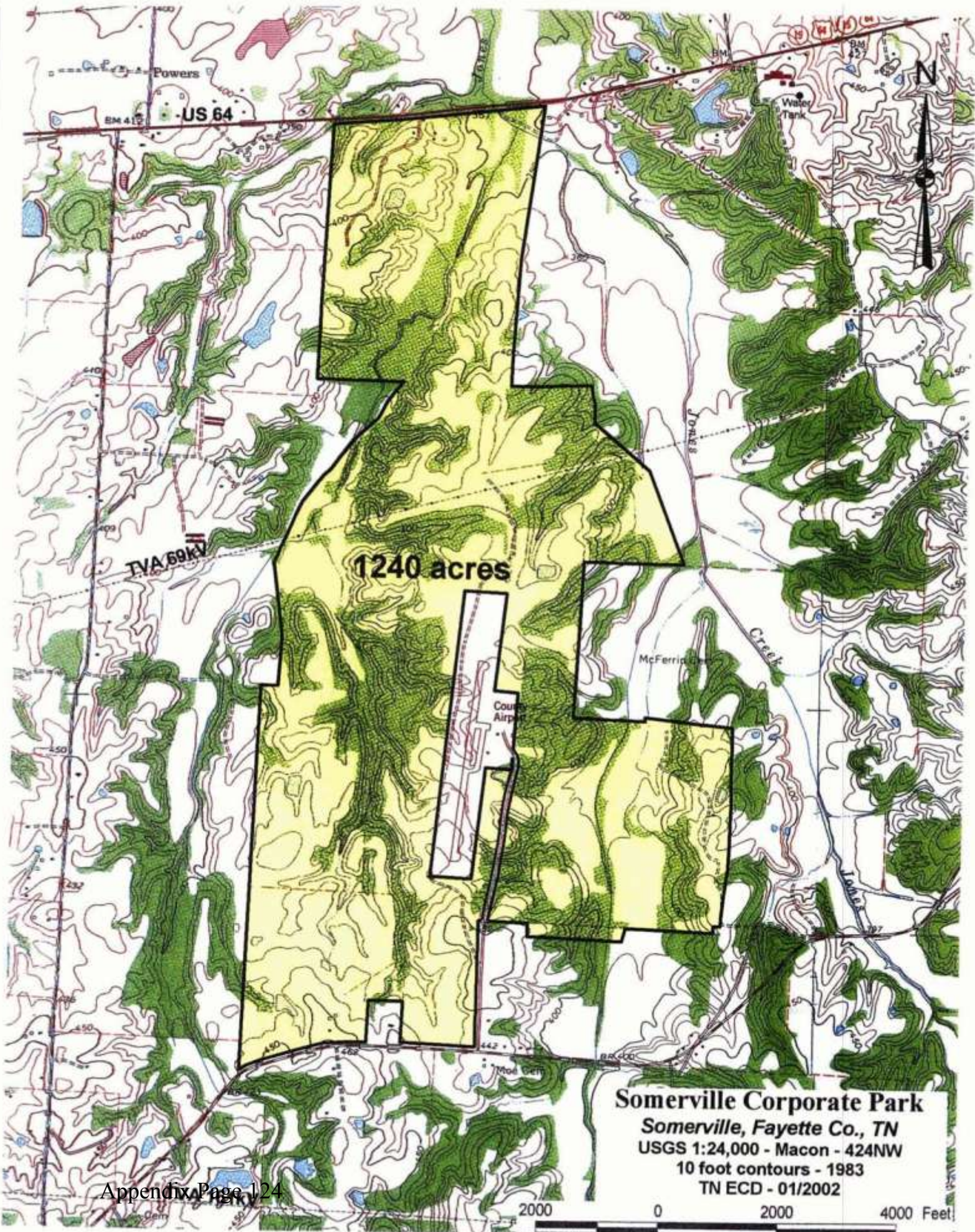




Somerville Corporate Park

looking southeast across site

TN ECD - 08/2001
TVIDA-siteselector.com
year of photo: 2000



1240 acres

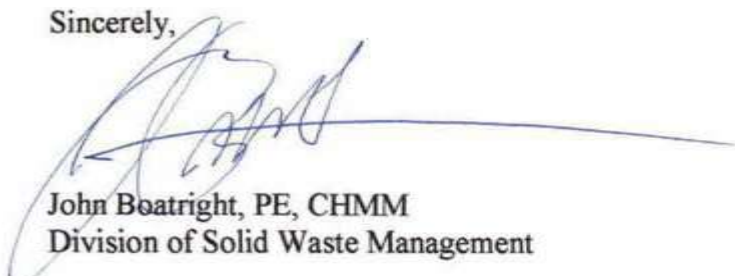
Somerville Corporate Park
Somerville, Fayette Co., TN
USGS 1:24,000 - Macon - 424NW
10 foot contours - 1983
TN ECD - 01/2002

Mr. Charles E Bush
Transportation Manager II
November 18, 2005
Page 2

While this list are good starting points for an environmental survey and assessment, a through review of any proposed route by a competent consultant or employee of TDOT is recommended. The Division of Solid Waste Management does not guarantee the accuracy or completeness of the information provided in this letter.

If you have any questions concerning this letter, please do not hesitate to contact me at 901/368-7948.

Sincerely,



John Boatright, PE, CHMM
Division of Solid Waste Management

c: DSWM EAC-M File
DSWM NCO File

Appendix B Technical Studies Summary Reports

The complete reports are on file with the Environmental Division TDOT and copies are available on request.

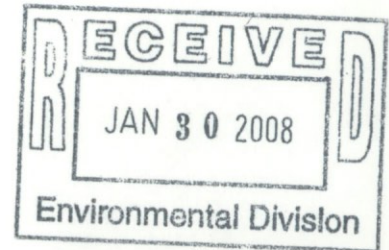
Annex A Archaeology



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

January 28, 2008

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



RE: FHWA, ARCHAEOLOGICAL ASSESSMENT, SOMERVILLE BELTWAY/SR-15,
UNINCORPORATED, FAYETTE COUNTY

Dear Mr. Kline:

At your request, our office has reviewed the above-referenced archaeological survey final report in accordance with regulations codified at 36 CFR 800 (Federal Register, December 12, 2000, 77698-77739). We find that the report meets the Tennessee SHPO Standards and Guidelines For Archaeological Resource Management Studies.

If project plans are changed or archaeological remains are discovered during construction, please contact this office to determine what further action, if any, will be necessary to comply with Section 106 of the National Historic Preservation Act.

Your continued cooperation is appreciated.

Sincerely,

E. Patrick McIntyre, Jr.
Executive Director and
State Historic Preservation Officer

EPM/jmb



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL DIVISION
SUITE 900, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-0334
(615) 741-3653, Fax (615) 741-1098

Gerald F. Nicely
Commissioner

Phil Bredesen
Governor

January 16, 2008

E. Patrick McIntyre, Jr.
Executive Director and
State Historic Preservation Officer
Department of Environment and Conservation
Tennessee Historical Commission
2941 Lebanon Road
Nashville, Tennessee 37243-0442

**Re: PHASE I ARCHAEOLOGICAL ASSESSMENT: STATE ROUTE 15 (SOMERVILLE BELTWAY),
FAYETTE COUNTY – FINAL SUBMITTAL (TDOT PIN# 101607.00, PE# 24092-1203-14)**

Dear Mr. McIntire:

Enclosed please find a copy of the Final Report concerning Phase I archaeological investigations conducted for the above referenced project by archaeologists with Weaver & Associates, LLC. Their report is entitled *A Phase I Archaeological Assessment: State Route 15 (Somerville Beltway) Fayette County, Tennessee*. Six additional copies have been sent to the Tennessee Division of Archaeology. We appreciate your assistance on this project. If you have any questions, please feel free to contact me at (615) 741-5257.

Sincerely,

Gerald W. Kline
Transportation Specialist I
Archaeology Program Manager

Encl.

GK:jmm

xc: Ms. Jennifer Barnett, w/ encl.

entered in db
10/15/07 PRH
Arch # 96080



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

October 11, 2007

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

RE: FHWA, ARCHAEOLOGICAL ASSESSMENT, SR-460/SOMERVILLE BYPASS,
UNINCORPORATED, FAYETTE COUNTY, TN

Dear Mr. Kline:

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

If project plans are changed or archaeological remains are discovered during construction, please contact this office to determine what further action, if any, will be necessary to comply with Section 106 of the National Historic Preservation Act.

Your cooperation is appreciated.

Sincerely,

E. Patrick McIntyre, Jr.
Executive Director and
State Historic Preservation Officer

EPM/jmb



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

October 4, 2007

Mr. E. Partick McIntyre, Jr.
Executive Director and
State Historic Preservation Officer
Tennessee Historical Commission
2941 Lebanon Road
Nashville, Tennessee 37243-0442

**Re: The Proposed State Route 460, Somerville Bypass, From State Route 15 West of
Somerville to State Route 15 East of Somerville, Fayette County
PIN 101607.00; PE# 24092-1203-14**

Dear Mr. McIntyre,

Enclosed is a draft phase 1 archaeological assessment report of the proposed TDOT State Route 460 Somerville Bypass project in Fayette County. Personnel with Weaver & Associates LLC performed all aspects of the assessment. We have read the report and concur with the conclusion that there are no archaeological historic properties in the project's area of potential effect (APE). Consequently, it is our opinion that no further archaeological investigations are warranted on the project.

Pursuant to compliance with Section 106 of the National Historic Preservation Act (as amended) and implementing regulations 36 CFR 800, please review the enclosed report and provide me with your comments. If there are any questions, please contact me at 741-5257. I appreciate your assistance.

Sincerely,

Gerald W. Kline
Transportation Specialist I
Archaeology Program Manager

GWK

cc: Ms. Jennifer Barnett, TDOA, w/enclosure
Archaeology File: 96080

Final Report

**A Phase I Archaeological Assessment:
State Route 15 (Somerville Beltway)
Fayette County, Tennessee**

**TDOT Project No. 24092-1203-14
PIN 101607.00**

TDOA Permit No. 000600

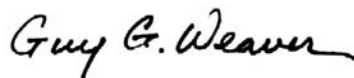
**Work Order 004
Agreement No. E1062**

Submitted to:
Tennessee Department of Transportation
Environmental Division
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334

On Behalf of:
Tennessee Division
Federal Highway Administration

Submitted by:
Weaver & Associates, LLC
2563 Broad Avenue
Memphis, Tennessee 38112

Prepared by:
Warren J. Oster, Guy G. Weaver, and Anna R. Inman



Guy G. Weaver, RPA
Principal Investigator

November 2007

Management Summary

At the request of the Tennessee Department of Transportation, a Phase I archaeological survey was conducted by Weaver & Associates, LLC, along portions of the proposed State Route 15 (Somerville Beltway) in Fayette County. The project area consists of three segments, comprising two proposed interchanges (Segments 1 and 2), located along the original proposed southern corridor (Alternate 1, surveyed in 1995), and a new alternative corridor (Segment 3), which runs north of Somerville. The total centerline distance is approximately 8.5 miles long (13.7 km) with a right-of-way (ROW) measuring 300 feet (91.4 m) wide for most of its length. Adjoining tracts for the development of access ramps total 43.6 acres (17.7 hectares). The entire project area encompasses 371.8 acres (150.7 hectares).

The primary goal of the Phase I archaeological reconnaissance survey is to identify and assess all archaeological resources within the project area that are listed, eligible, or potentially eligible for the National Register of Historic Places, pursuant to the criteria set forth in Section 106 of the National Historic Preservation Act as codified in 36 CFR 800 (64 FR 27044, May 18, 1999).

Investigations included an extensive review of the literature and site records prior to fieldwork. Field methods consisted of systematic shovel testing and intensive surface inspection in areas of good surface visibility along the proposed ROW. Fieldwork was conducted from July 23 to August 8, and August 21, 2007.

The survey identified 13 sites within or adjacent to the project area, six of which were assigned state site numbers (40FY447 to 40FY452). Three sites are prehistoric or have prehistoric components, and four have historic components (pre-1933) represented. Site 40FY450 has a standing structure present. Sites 40FY447, 40FY448, 40FY449, 40FY450, 40FY451 and 40FY452 have low research potential and are recommended not eligible for National Register listing. No further archaeological work is recommended at these sites, and the project should be allowed to proceed as planned.

The remaining seven sites, identified only by their field numbers, represent twentieth century occupations and were not assigned state archaeological site numbers by the Tennessee Division of Archaeology. It is recommended they be considered not eligible for the National Register.

Acknowledgments

Weaver & Associates, LLC, would like to take this opportunity to thank the individuals who contributed to the successful completion of this project. We would like to thank TDOT archaeologists Jim Moore and Gerald Kline for the opportunity to be of service and for their logistical support throughout the project. Thanks are also extended to Suzanne Hoyal, Site Files Curator at the Tennessee Division of Archaeology (TDOA), for the assignment of state site numbers. Acknowledgements also are given to the personnel at the Tennessee Historic Commission (THC) and the Tennessee State Library and Archives (TSLA), for their assistance during the literature and records search.

Several members of Weaver and Associates' staff contributed on this project. Guy G. Weaver served as Project Manager/Principal Investigator. Parris Stripling researched the site files, historical maps, and properties at the TDOA, THC, and TSLA in Nashville. Warren Oster and Anna Inman served as field directors, with a field crew including Wes Burnham, Patti Hutchins, Zach Konkol, Nicole Palmer, Jesse Weaver, and Harrison Witt. Lab work was conducted by Anna Inman, Bryan Stetzer, and Harrison Witt. Warren Oster and Anna Inman produced the report and graphics. Administrative support, editing, and report production assistance were provided by Carmen Dickerson.

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96080
Tract 1

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

September 17, 1996

Mr. Gerald Kline
Environmental Planning
TDOT, 9th. Floor Polk Bldg
Nashville, Tennessee 37219

RE: FHWA, ARCHAEOLOGICAL ASSESSMENT, SR-15/SOMERVILLE BYPASS/TRACT 1,
UNINCORPORATED, FAYETTE COUNTY

Dear: Mr. Kline

At your request, our office has reviewed the above-referenced document in accordance with regulations codified at 36 CFR 800 (51 FR 31115, September 2, 1986). Considering the information provided, we find that the project area contains no archaeological resources eligible for listing in the National Register of Historic Places. You should notify interested persons and make the documentation associated with this finding available to the public.

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

This office appreciates your cooperation.

Sincerely,

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

HLH/jyg



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

September 17, 1996

Mr. Gerald Kline
Environmental Planning
TDOT, 9th. Floor Polk Bldg
Nashville, Tennessee 37219

RE: FHWA, ARCHAEOLOGICAL ASSESSMENT, SR-15/SOMERVILLE BYPASS/TRACT 2-3,
UNINCORPORATED, FAYETTE COUNTY


Dear: Mr. Kline

At your request, our office has reviewed the above-referenced document in accordance with regulations codified at 36 CFR 800 (51 FR 31115, September 2, 1986). Considering the information provided, we find that the project area contains a number of archaeological resources which may eligible for listing in the National Register of Historic Places. We concur with your finding that intensive surveys should be conducted for these sites. You should notify interested persons and make the documentation associated with this finding available to the public.

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

This office appreciates your cooperation.

Sincerely,


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

HLH/jyg



File # 96080

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

June 25, 1996

Somerville Bypass
Fayette Co.
"Sunguis + Special"
Raymond's

DEAD PROJECT
AFTER ALL

Mr. Herbert L. Harper
Executive Director and Deputy
State Historic Preservation Officer
Tennessee Historical Commission
2941 Lebanon Road
Nashville, TN 37243-0442

RE: State Route 15 (US 64), "Somerville Bypass", Fayette County, Tennessee

Dear Mr. Harper:

Enclosed please find one copy of the **draft** Phase I report submitted by Garrow & Associates, Inc. for the above-referenced project (*Archaeological Permit No. 000243*). A 2-mile section (Tract 1) was intensively surveyed for archaeological resources. A preliminary assessment of additional miles of proposed alignment (Tracts 2 and 3) was also conducted. We have reviewed the report and agree with the recommendations presented therein that:

- 1) *No National Register-listed, eligible, or potentially eligible archaeological resources are located within the area of potential effect of Tract 1 and no further archaeological work is recommended. Only a single isolated find was recorded.*
- 2) *An intensive survey of Tracts 2 and 3 will be necessary when these sections are scheduled for further development. Two historic house sites (40FY411 and 40FY412), and one prehistoric site (40FY410) were recorded during the field investigations of Tract 2, as well as high probability landforms in Tracts 2 and 3.*

We request your review of the enclosed report, and, if appropriate, your concurrence with the conclusions presented. If any additional information is needed, please contact Caroline Albright or me (741-3653).

Sincerely,

Gerald W. Kline
Gerald W. Kline
Archaeologist Supervisor

Enclosure
GWK:CA

xc: Mr. Raymond Brisson
Mr. Don Merritt, TDOA
File #96080



Send
96080

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

October 15, 1996

Mr. Herbert L. Harper
Executive Director and Deputy
State Historic Preservation Officer
Tennessee Historical Commission
2941 Lebanon Road
Nashville, TN 37243-0442

RE: State Route 15 (US 64), "Somerville Bypass", Fayette County, Tennessee

Dear Mr. Harper:

Enclosed please find one copy of the **final** Phase I archaeological survey report submitted by Garrow & Associates for the above-referenced project. The report is entitled, *Final Report: Archaeological Survey of the Proposed State Route 15 (US-64) Somerville Bypass in Fayette County, Tennessee (TDOA Permit No. 000243)*.

Additional copies have been sent to the Tennessee Division of Archaeology. Thank you for your assistance on this project. If you have any questions concerning the final report, please do not hesitate to contact Caroline Albright or me (615-741-3653).

Sincerely,

Gerald W. Kline
Archaeologist Supervisor

Enclosure

GWK:CA

xc: Mr. Raymond Brisson
Federal Programs Archaeologist, TDOA
File #96080

FINAL REPORT
ARCHAEOLOGICAL SURVEY OF THE PROPOSED STATE ROUTE 15
(US 64) SOMERVILLE BYPASS IN FAYETTE COUNTY, TENNESSEE

TDOA Permit No. 000243

Submitted to:

Jackson Person Associates
66 Monroe Avenue, Suite 104
Memphis, Tennessee 38103

and

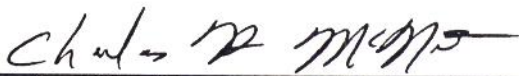
Tennessee Department of Transportation
Environmental Planning Office
Suite 900, James K. Polk Building
Nashville, Tennessee 37243

LEAD AGENCY: Tennessee Department of Transportation

Submitted by:

GARROW & ASSOCIATES, INC.
510 South Main Street
Memphis, Tennessee 38103

Project #96-42-04-2099



Charles H McNutt Jr., Principal Investigator

Prepared by Christopher Koepfel, Brian R. Collins, and Mitchell R. Childress

October 1996

MANAGEMENT SUMMARY

In May 1996, a Phase I cultural resource survey was conducted along the proposed right-of-way of a four-lane highway around Somerville in Fayette County, Tennessee. The proposed right-of-way was subjected to both intensive Phase I survey and preliminary inspection. Sequentially numbered tracts were identified based on the requested intensity of survey coverage. Tract 1, the intensively surveyed two-mile section of the bypass, was examined by surface inspection and the excavation of 65 screened shovel tests. Tract 2 (both 2A and 2B) corresponds to the 3.7-mile alternate sections southeast of Somerville. Tract 3 is the section along the old railroad grade (2.3 miles). The preliminary tracts were walked over. Only a single isolated find was documented in Tract 1. No additional archaeological investigation prior to construction appears warranted. Three archaeological sites (40FY410, 40FY411, and 40FY412) were discovered during the preliminary assessment of Tract 2, and high probability landforms in Tracts 2 and 3 were marked on the project functionals. Extensive shovel testing appears to be required along this section of the right-of-way.

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Figure 1. Location of the Proposed Bypass on the Somerville, Macon, Lambert, and Laconia 7.5 Minute USGS Quadrangles.

Annex B Air and Noise

Air Quality

Detailed discussions of the air quality analyses and results are provided in the air quality and noise evaluation report for the project, *Somerville Beltway, from SR 15 West to SR 15 West*

Based upon the analyses of highway projects with similar meteorological conditions and/or traffic volumes, as well as a hypothetical screening analysis for a worst-case signalized intersection, the carbon monoxide levels of the subject project will be well below the National Ambient Air Quality Standard (NAAQS). This project will have no substantial impact on the air quality of the area.

The project is located outside the boundary of the Memphis area MPO (Memphis MPO Region Map Figure 1, from the adopted *Memphis Area Metropolitan Planning Organization 2026 Long Range Transportation Plan And Conformity Determination For 2026 Long Range Transportation Plan.*) Additionally, the plan states that the conformity determination is only for the Shelby County portion of the MPO planning area since the rest of MPO planning area, including the project in Fayette County, has never been classified as nonattainment for a transportation related pollutant. As a result, there are no federal actions or requirements to address regional conformity as a result of the proposed project.

Noise

Detailed discussions of the noise analyses and results are provided in the air quality and noise evaluation report for the project, *Somerville Bypass, US 64 from SR 15 West to SR 15 West (Loop) [1]*

The noise analysis was completed in accordance with Federal Highway Administration (FHWA) noise standards, *Procedures for Abatement of Highway Traffic and Construction Noise, 23 CFR 772 [2]*, and the Tennessee Department of Transportation's *Policy on Highway Traffic Noise Abatement [3]* and included the following tasks:

- Identification of noise-sensitive land uses adjacent to the project;
- Determination of existing sound levels at sensitive receivers to characterize the existing noise environment in the project area;
- Determination of future sound levels with and without the project;
- Determination of impacts;
- Evaluation of noise abatement;
- Discussion of construction noise; and,
- Coordination with local officials.

Identification of Noise-Sensitive Land Uses

Review of available electronic mapping as well as field reconnaissance revealed that the circumferential highway may affect approximately 100 dwelling unit residences along many streets in the region, including the primary arterial routes US 64 (East and West Fayette Street) and SR 76 (North and South Main Street), and numerous local roads such as Kay, Country Club, Old Jackson South, Jefferson, Vester, Armory, Fendall, Tuckers, Feathers Chapel, Doll, Deerfield, Woodbridge, Jernigan, and Moose Lodge.

Other noise-sensitive land uses that might be affected by the project include the Fayette County Justice Center located off of SR76 and two 2 Churches along SR 76.

Determination of Existing Equivalent Sound Levels

Measurements were conducted at several sensitive locations in October, 2006 to characterize the existing noise environment. The measurement locations are shown and summarized in the air quality and noise evaluation report.

Modeled existing peak hour equivalent sound levels for residences in the project area range from 44-64 dBA depending on their distances to either US 64 (the main east-west arterial) or SR 76 (the main north-south arterial). Some residences are very close to the existing primary arterials and some are much farther away. However, those that are farther away may end up being closer to the proposed bypass than the existing primary routes, so they were included in the analysis to see if there might be a substantial increase over the existing sound level environment.

Determination of Future Equivalent Sound Levels

Future Peak Hour Equivalent Sound Levels Without Project

Sound levels without the project can be reasonably estimated by evaluating existing and future traffic volumes on US 64 or SR 76. Where roadway traffic did not generate enough noise to equal or exceed the existing measured levels (most likely because the receptors are too far away from the source), then it was assumed that the future sound levels would not change over the existing condition.

Year 2030 peak hour equivalent sound levels without the project are predicted to be approximately 0-1 dBA higher than existing levels. This results in future peak hour equivalent sound levels at residences in the project corridor to be between 44 dBA and 65 dBA.

Future Peak Hour Equivalent Sound Levels With Project

Detailed noise modeling was completed using the FHWA Traffic Noise Model (TNM 2.5) computer program. The program calculated peak hour equivalent sound levels in the design year 2030 for the sensitive receivers in the project area.

Year 2030 peak hour equivalent sound levels with the project are predicted to be approximately 0-6 dBA higher than existing levels, resulting in future peak hour equivalent sound levels in the project corridor between 44 dBA and 65 dBA for noise sensitive receptors, depending on their exact location. Generally, the highest "absolute" sound levels were predicted along the two main routes to and through the Town of Somerville (US 64 and SR 76), with sound levels in the high 50's and low 60's dBA. The rural and suburban areas generally had sound levels in the mid 40's to low 50s dBA. The highest relative sound level changes (predicted 6 dBA maximum increase over existing) generally occur where the proposed bypass intersects with local cross streets and there are existing homes nearby. By and large, this included areas near to Old Jackson, Old Jackson South, Jefferson, Fendall, and Old Jackson South Spur.

There were also predicted sound level decreases as a result of the proposed action. Receptors located immediately along US 64 and SR 76 that would be within the bypass beltway (but still not too near to the bypass) would experience a decrease in traffic volumes and traffic noise as a result of the diversion to the proposed bypass. Outside of the immediate downtown Somerville town area, the predicted sound level decreases are approximately 1-2 decibels less than the no-build condition.

Determination of Traffic Noise Impacts

Noise impact is determined by comparing future project sound levels: (1) to a set of Noise Abatement Criteria (NAC) for a particular land use category, and (2) to existing sound levels.

The FHWA noise standards (contained in 23 CFR 772) and TDOT noise policy state that traffic noise impacts that warrant consideration of abatement occur when worst-hour equivalent sound levels approach or exceed the NAC listed in Table _____. TDOT policy defines “approach” as one decibel below the NAC.

Table____: Noise Abatement Criteria in 23 CFR 772

Activity Category	L _{eq} (1h) dBA	Description of Activity
A	57 (Exterior)	Land on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	---	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

The FHWA noise standards and TDOT policy also define impacts to occur if there is a substantial increase in design year equivalent sound levels above the existing equivalent sound levels when the predicted design year equivalent sound levels are between 57 and 67 dBA L_{eq}. Table __ presents the TDOT criteria used to define noise increase.

Table__: TDOT Criteria to Define Noise Increase

Increase (dBA)	Subjective Descriptor
0 to 5	Minor Increase
6 to 9	Moderate Increase
10 or more	Substantial Increase

The primary areas of concern for this project are residential properties located near the project as well as two churches and the Fayette County Justice Center so the NAC Activity Category B applies. Therefore, impacts would occur and noise abatement would be considered if future noise levels for these receptors were 66 dBA or higher, or if a substantial increase in existing noise levels (10 dB or more) was predicted.

Sound level increases due to the project are predicted to range from 0 to 6 dB. These increases are defined as “minor” and “moderate” increases in accordance with TDOT’s policy. Therefore, no receivers will be impacted by a substantial increase in sound level.

As noted above, the future peak hour equivalent sound levels with the project at the modeled residences are predicted to be approximately between 44 dBA and 65 dBA, depending on their proximity to existing and proposed roads. As a result, a total of 0 residences will be impacted with the project with predicted future peak hour equivalent sound levels of 66 dBA or higher.

Noise Abatement Evaluation

The preliminary noise study results indicate that there are no sound level impacts according to TDOT policy. As a result, a mitigation analysis is not warranted.

Construction Noise

If TDOT’s construction specifications apply to this project, construction procedures shall be governed by the *Standard Specifications for Road and Bridge Construction* as issued by TDOT and as amended by the most recent applicable supplements. The contractor will be bound by Section 107.01 of the Standard Specifications to observe any noise ordinance in effect within the project limits. Detoured traffic shall be routed during construction so as to cause the least practicable noise impact upon residential and noise sensitive areas.

Coordination With Local Officials

TDOT encourages local communities and developers to practice noise compatibility planning in order to avoid future noise impacts. The following language is included in TDOT’s noise policy:

“Highway traffic noise should be reduced through a program of shared responsibility. Local governments should use their power to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway or that the developments are planned, designed and constructed in such a way that noise impacts are minimized.”

Two guidance documents on noise compatibility land use planning are available from FHWA. [4, 5]

Table __ presents future predicted equivalent sound levels for areas along State Route ? where vacant and possibly developable lands exist. Noise predictions were made at distances of 100, 200, 300, 400, and 500 feet from US Route 64 for the design year 2030 peak hour. These values do not represent predicted levels at every location at a particular distance back from the roadway. Sound levels will vary with changes in terrain and will be affected by the shielding of objects such as houses or areas of coniferous trees. This information is being included to make local officials and planners aware of anticipated highway noise levels so that future development may be compatible with these levels.

Additionally, TDOT’s noise policy states that *“noise abatement will also not be considered reasonable for land uses constructed after the date of adoption of this noise policy (based upon local Assessor’s records), except for projects involving construction of a roadway on a new alignment.”*

Table __: Design Year (2028) Worst-Hour Equivalent Sound Levels (dBA) – Undeveloped Areas

Distance ⁽¹⁾	L _{Aeq} (1h) ⁽²⁾
100 feet	64
200 feet	57
300 feet	53
400 feet	50
500 feet	49

(1) Perpendicular distance to the centerline of the proposed near traffic lane.

(2) Reflects at-grade situation.

TDOT's noise policy was adopted in April, 2005. Development constructed after this date will not be eligible for noise abatement for future projects.

- [1] *Final Air Quality and Noise Analysis for State Route 15/US Route 64* (Michael Baker Jr., Inc., April, 2007).
- [2] *Procedures for Abatement of Highway Traffic and Construction Noise, 23 CFR 772*, Federal Highway Administration.
- [3] *Policy on Highway Traffic Noise Abatement*, Tennessee Department of Transportation, April, 2005.
- [4] *The Audible Landscape: A Manual for Highway Noise and Land Use*, Federal Highway Administration, November, 1974. <http://www.fhwa.dot.gov/environment/audible/index.htm>
- [5] *Entering the Quiet Zone: Noise Compatibility Land Use Planning*, Federal Highway Administration, May, 2002. <http://www.fhwa.dot.gov/environment/noise/quietzon>

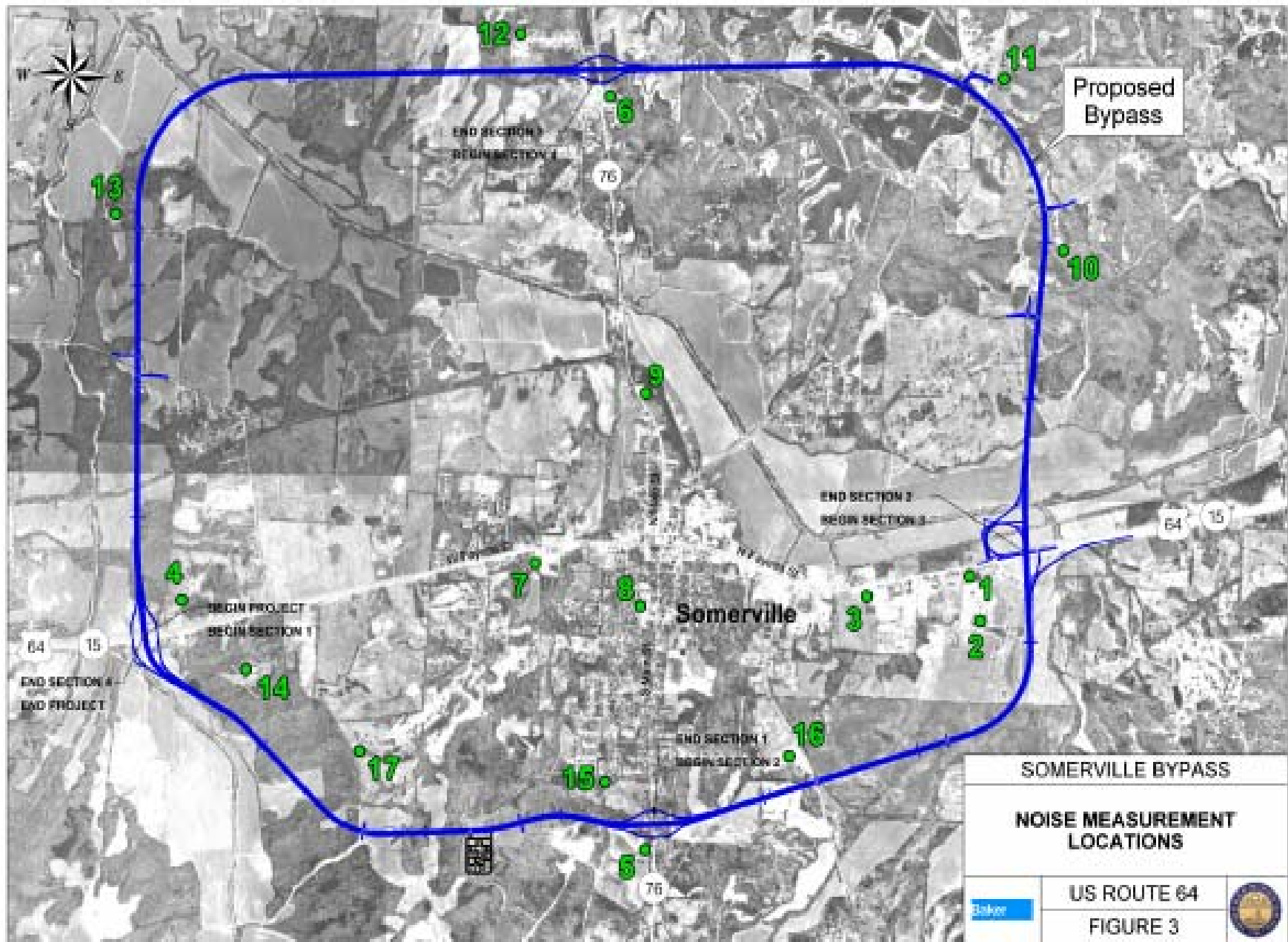


FIGURE 3. NOISE MEASUREMENT LOCATIONS

Annex C Mobile Air Source Toxicity

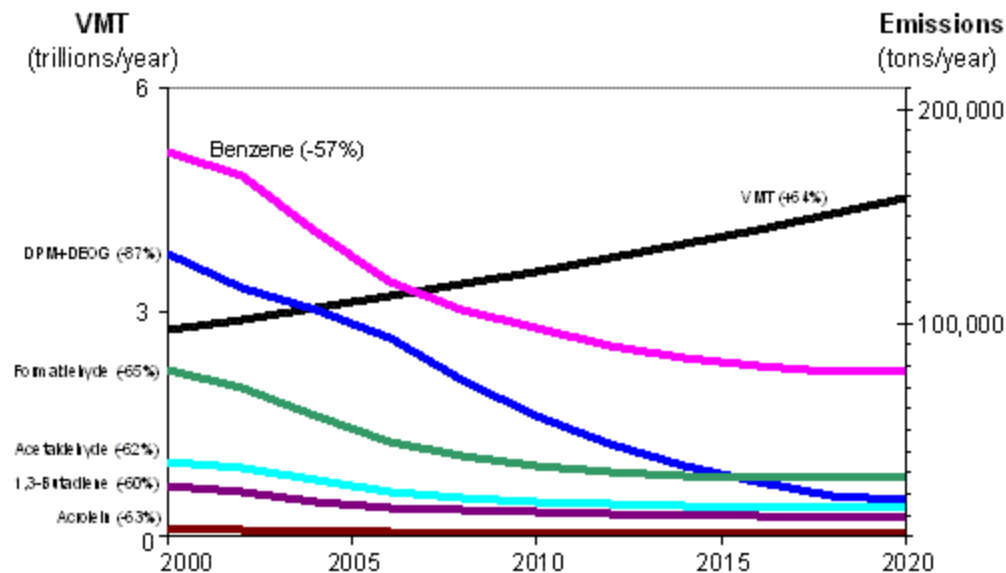
Mobile Source Air Toxics

In addition to the criteria air pollutants for which there are National Ambient Air Quality Standards (NAAQS), EPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., dry cleaners) and stationary sources (e.g., factories or refineries).

Mobile Source Air Toxics (MSATs) are a subset of the 188 air toxics defined by the Clean Air Act. The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

The EPA is the lead Federal Agency for administering the Clean Air Act and has certain responsibilities regarding the health effects of MSATs. The EPA issued a Final Rule on Controlling Emissions of Hazardous Air Pollutants from Mobile Sources. 66 FR 17229 (March 29, 2001). This rule was issued under the authority in Section 202 of the Clean Air Act. In its rule, EPA examined the impacts of existing and newly promulgated mobile source control programs, including its reformulated gasoline (RFG) program, its national low emission vehicle (NLEV) standards, its Tier 2 motor vehicle emissions standards and gasoline sulfur control requirements, and its proposed heavy duty engine and vehicle standards and on-highway diesel fuel sulfur control requirements. Between 2000 and 2020, FHWA projects that even with a 64 percent increase in VMT, these programs will reduce on-highway emissions of benzene, formaldehyde, 1,3-butadiene, and acetaldehyde by 57 percent to 65 percent, and will reduce on-highway diesel PM emissions by 87 percent, as shown in the following graph:

U.S. Annual Vehicle Miles Traveled (VMT) vs. Mobile Source Air Toxics Emissions, 2000-2020



Notes: For on-road mobile sources. Emissions factors were generated using MOBILE6.2. MTBE proportion of market for oxygenates is held constant, at 50%. Gasoline RVP and oxygenate content are held constant. VMT: Highway Statistics 2000, Table VM-2 for 2000, analysis assumes annual growth rate of 2.5%. "DPM + DEOG" is based on MOBILE6.2-generated factors for elemental carbon, organic carbon and SO4 from diesel-powered vehicles, with the particle size cutoff set at 10.0 microns.

As a result, EPA concluded that no further motor vehicle emissions standards or fuel standards were necessary to further control MSATs. The agency is preparing another rule under authority of CAA Section 202(l) that will address these issues and could make adjustments to the full 21 and the primary six MSATs.

Unavailable Information for Project Specific MSAT Impact Analysis

This EA includes a basic analysis of the likely MSAT emission impacts of this project. However, available technical tools do not enable us to predict the project-specific

health impacts of the emission changes associated with the alternatives in this EA. Due to these limitations, the following discussion is included in accordance with CEQ regulations (40 CFR 1502.22(b)) regarding incomplete or unavailable information:

Information that is Unavailable or Incomplete.

Evaluating the environmental and health impacts from MSATs on a proposed highway project would involve several key elements, including emissions modeling, dispersion modeling in order to estimate ambient concentrations resulting from the estimated emissions, exposure modeling in order to estimate human exposure to the estimated concentrations, and then final determination of health impacts based on the estimated exposure. Each of these steps is encumbered by technical shortcomings or uncertain science that prevents a more complete determination of the MSAT health impacts of this project.

- **Emissions:** The EPA tools to estimate MSAT emissions from motor vehicles are not sensitive to key variables determining emissions of MSATs in the context of highway projects. While MOBILE 6.2 is used to predict emissions at a regional level, it has limited applicability at the project level. MOBILE 6.2 is a trip-based model--emission factors are projected based on a typical trip of 7.5 miles, and on average speeds for this typical trip. This means that MOBILE 6.2 does not have the ability to predict emission factors for a specific vehicle operating condition at a specific location at a specific time. Because of this limitation, MOBILE 6.2 can only approximate the operating speeds and levels of congestion likely to be present on the largest-scale projects, and cannot adequately capture emissions effects of smaller projects. For particulate matter, the model results are not sensitive to average trip speed, although the other MSAT emission rates do change with changes in trip speed. Also, the emissions rates used in MOBILE 6.2 for both particulate matter and MSATs are based on a limited number of tests of mostly older-technology vehicles. Lastly, in its discussions of PM under the conformity rule, EPA has identified problems with MOBILE6.2 as an obstacle to quantitative analysis.

These deficiencies compromise the capability of MOBILE 6.2 to estimate MSAT emissions. MOBILE6.2 is an adequate tool for projecting emissions trends, and performing relative analyses between alternatives for very large projects, but it is not sensitive enough to capture the effects of travel changes tied to smaller projects or to predict emissions near specific roadside locations.

- **Dispersion.** The tools to predict how MSATs disperse are also limited. The EPA's current regulatory models, CALINE3 and CAL3QHC, were developed and validated more than a decade ago for the purpose of predicting episodic concentrations of carbon monoxide to determine compliance with the NAAQS. The performance of dispersion models is more accurate for predicting maximum concentrations that can occur at some time at some location within a geographic area. This limitation makes it difficult to predict accurate exposure patterns at specific times at specific highway project locations across an urban area to assess potential health risk. The NCHRP is conducting research on best practices in applying models and other technical methods in the analysis of MSATs. This work also will focus on identifying appropriate methods of documenting and communicating MSAT impacts in the NEPA process and to the general public. Along with these general limitations of dispersion models, FHWA is also faced with a lack of monitoring data in most areas for use in establishing project-specific MSAT background concentrations.
-
- **Exposure Levels and Health Effects.** Finally, even if emission levels and concentrations of MSATs could be accurately predicted, shortcomings in current techniques for exposure assessment and risk analysis preclude us from reaching meaningful conclusions about project-specific health impacts. Exposure assessments are difficult because it is difficult to accurately calculate annual concentrations of MSATs near roadways, and to determine the portion of a year that people are actually exposed to those concentrations at a specific location. These difficulties are magnified for 70-year cancer assessments, particularly because unsupportable assumptions would have to be made regarding changes in

travel patterns and vehicle technology (which affects emissions rates) over a 70-year period. There are also considerable uncertainties associated with the existing estimates of toxicity of the various MSATs, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population. Because of these shortcomings, any calculated difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with calculating the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against other project impacts that are better suited for quantitative analysis.

Summary of Existing Credible Scientific Evidence Relevant to Evaluating the Impacts of MSATs.

Research into the health impacts of MSATs is ongoing. For different emission types, there are a variety of studies that show that some either are statistically associated with adverse health outcomes through epidemiological studies (frequently based on emissions levels found in occupational settings) or that animals demonstrate adverse health outcomes when exposed to large doses.

Exposure to toxics has been a focus of a number of EPA efforts. Most notably, the agency conducted the National Air Toxics Assessment (NATA) in 1996 to evaluate modeled estimates of human exposure applicable to the county level. While not intended for use as a measure of or benchmark for local exposure, the modeled estimates in the NATA database best illustrate the levels of various toxics when aggregated to a national or State level.

The EPA is in the process of assessing the risks of various kinds of exposures to these pollutants. The EPA Integrated Risk Information System (IRIS) is a database of human health effects that may result from exposure to various substances found in the environment. The IRIS database is located at <http://www.epa.gov/iris>. The following toxicity information for the six prioritized MSATs was taken from the IRIS database

Weight of Evidence Characterization summaries. This information is taken verbatim from EPA's IRIS database and represents the Agency's most current evaluations of the potential hazards and toxicology of these chemicals or mixtures.

- **Benzene** is characterized as a known human carcinogen.
- The potential carcinogenicity of **acrolein** cannot be determined because the existing data are inadequate for an assessment of human carcinogenic potential for either the oral or inhalation route of exposure.
- **Formaldehyde** is a probable human carcinogen, based on limited evidence in humans, and sufficient evidence in animals.
- **1,3-butadiene** is characterized as carcinogenic to humans by inhalation.
- **Acetaldehyde** is a probable human carcinogen based on increased incidence of nasal tumors in male and female rats and laryngeal tumors in male and female hamsters after inhalation exposure.
- **Diesel exhaust** (DE) is likely to be carcinogenic to humans by inhalation from environmental exposures. Diesel exhaust as reviewed in this document is the combination of diesel particulate matter and diesel exhaust organic gases.
- **Diesel exhaust** also represents chronic respiratory effects, possibly the primary non-cancer hazard from MSATs. Prolonged exposures may impair pulmonary function and could produce symptoms, such as cough, phlegm, and chronic bronchitis. Exposure relationships have not been developed from these studies.

There have been other studies that address MSAT health impacts in proximity to roadways. The Health Effects Institute, a non-profit organization funded by EPA, FHWA, and industry, has undertaken a major series of studies to research near-roadway MSAT hot spots, the health implications of the entire mix of mobile source pollutants, and other topics. The final summary of the series is not expected for several years.

Some recent studies have reported that proximity to roadways is related to adverse health outcomes -- particularly respiratory problems¹. Much of this research is not specific to MSATs, instead surveying the full spectrum of both criteria and other pollutants. The FHWA cannot evaluate the validity of these studies, but more

importantly, they do not provide information that would be useful to alleviate the uncertainties listed above and enable us to perform a more comprehensive evaluation of the health impacts specific to this project.

Relevance of Unavailable or Incomplete Information to Evaluating Reasonably Foreseeable Significant Adverse Impacts on the Environment, and Evaluation of Impacts based upon theoretical approaches or research methods generally accepted in the scientific community.

Because of the uncertainties outlined above, a quantitative assessment of the effects of air toxic emissions impacts on human health cannot be made at the project level. While available tools do allow us to reasonably predict relative emissions changes between alternatives for larger projects, the amount of MSAT emissions from each of the project alternatives and MSAT concentrations or exposures created by each of the project alternatives cannot be predicted with enough accuracy to be useful in estimating health impacts. (As noted above, the current emissions model is not capable of serving as a meaningful emissions analysis tool for smaller projects.) Therefore, the relevance of the unavailable or incomplete information is that it is not possible to make a determination of whether any of the alternatives would have "significant adverse impacts on the human environment."

In this document, FHWA has provided a quantitative analysis of MSAT emissions relative to the various alternatives, (or a qualitative assessment, as applicable) and has acknowledged that (some, all, or identify by alternative) the project alternatives may result in increased exposure to MSAT emissions in certain locations, although the concentrations and duration of exposures are uncertain, and because of this uncertainty, the health effects from these emissions cannot be estimated.

One purpose of this project is to improve safety by providing a beltway around Somerville on a new location. Because of the alignment traffic volumes are expected to be distributed more effectively through the network and reduce the number of vehicles

passing through the downtown area. The only alternatives are a build scenario and a no-build scenario.

The annual average daily traffic:

Projected ADT if built in 2010	2430. 3000
Future ADT (2030)	3400 - 5120
% Trucks	6 %

The amount of MSATs emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative.

The VMT estimated for the no-build alternative is higher than for any of the build alternatives, higher levels of regional MSATs are not expected from the build alternative compared to the No Build. Because there will be fewer vehicle miles traveled through the downtown area on an average annual basis under the build scenario, it is expected there would be a decrease in overall MSAT emissions if the project is built. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce MSAT emissions by 57 to 87 percent from 2000 to 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in virtually all locations.

Because of the specific characteristics of the proposed project there may be localized areas where VMT would increase, and other areas where VMT would decrease. Therefore it is possible that localized increases and decreases in MSAT emissions may occur. However, even if these increases do occur, they too will be substantially reduced in the future due to implementation of EPA's vehicle and fuel regulations.

In conclusion, under the build alternative in the design year (2033), it is expected 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. In comparing various project alternatives, MSAT levels could be higher in some locations than others, but current tools and science are not adequate to quantify them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

Annex D Ecology



United States Department of the Interior

FISH AND WILDLIFE SERVICE
446 Neal Street
Cookeville, TN 38501

October 31, 2005

Mr. Charles E. Bush
Transportation Manager II
Tennessee Department of Transportation
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334

OPTIONAL FORM 99 (7-90) 6/27/06

FAX TRANSMITTAL # of pages ▶ 4

To <i>Jennifer Thompson</i>	From <i>Wally Brines USFWS</i>
Dept./Agency <i>TDOT</i>	Phone #
Fax # <i>615-241-1098</i>	Fax #

NSN 7540-01-317-7366 5093-101 GENERAL SERVICES ADMINISTRATION

Attention: Joe Matlock

Re: FWS #06-TA-0039

Dear Mr. Bush:

Thank you for your correspondence of September 30, 2005, regarding the Tennessee Department of Transportation's (TDOT) proposed Somerville Beltway State Route 15 (US Highway 64) Project (State Project Number 24092-1203-14) in Fayette County, Tennessee. TDOT proposes to construct approximately 13 miles of new highway around Somerville as shown on the attachments to your correspondence. Fish and Wildlife Service (Service) personnel have reviewed the information submitted and we offer the following comments.

Information available to the Service indicates that wetlands exist in the vicinity of the proposed project. Attached is a copy of a portion of the National Wetlands Inventory's Macon and Somerville, Tennessee, quadrangles with the referenced wetlands highlighted. This information is provided for your convenience. Our wetlands determination has been made in the absence of a field inspection and does not constitute a wetlands delineation for the purposes of Section 404 of the Clean Water Act. The Corps of Engineers and Tennessee Department of Environment and Conservation should be contacted regarding the presence of regulatory wetlands and the requirements of wetlands protection statutes.

Since the proposed work will involve construction activities over streams, we recommend that silt barriers be put in place to prevent runoff of sediment. Perennial streams should be bridged rather than culverted. Construction within or adjacent to the streams should be accomplished during low-flow periods, and the streambanks reseeded with native vegetation beneficial to wildlife immediately following disturbance.

Endangered species collection records available to the Service do not indicate that federally listed or proposed endangered or threatened species occur within the impact area of the project. We note, however, that collection records available to the Service may not be all-inclusive. Our data base is a compilation of collection records made available by various individuals and resource agencies. This information is seldom based on comprehensive surveys of all potential habitat and thus does not necessarily provide conclusive evidence that protected species are present or absent at a specific locality. However, based on the best information available at this time, we believe that the requirements of section 7 of the Endangered Species Act of 1973, as amended, are fulfilled. Obligations under section 7 of the Act must be reconsidered if (1) new information reveals impacts of the proposed action that may affect listed species or critical habitat in a manner not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed action.

Thank you for the opportunity to comment on this proposed action. If you have any questions regarding the information which we have provided, please contact Wally Brines of my staff at 931/528-6481, extension 222.

Sincerely,

A handwritten signature in cursive script that reads "Lee A. Barclay".

Lee A. Barclay, Ph.D.
Field Supervisor

Attachments

ECOLOGY REPORT SUMMARY

**PROPOSED STATE ROUTE 460 SOMERVILLE BYPASS
IN
FAYETTE COUNTY, TENNESSEE**

**TDOT P.E. NO. 24092-2202-04
PIN NO. 101607.00**

June 30, 2006

Prepared for:

TENNESSEE DEPARTMENT OF TRANSPORTATION

Introduction

Studies to determine the impacts of the proposed alternative alignments on the local ecology were conducted by biologists from MACTEC on May 2-4, June 6-8, and June 19-20, 2006. Studies included literature and database surveys as well as on-foot reconnaissance. Particular attention was given to locating streams, wetlands, and specialized habitats such as glades, caves, springs, and sinkholes which could harbor protected species or influence water quality.

Project Type

At the time of these studies, the project is proposed to extend from State Route 15 west of Somerville to State Route 15 west of Somerville in a complete loop. No alternative routes were studied. The entire proposed alignment is on new location. The facility type anticipated at the time of the study is a four lane divided highway.

Project Setting

The proposed project is located in central Fayette County Tennessee. It is shown on the USGS 7.5 minute topographic quadrangle(s) Macon (424 NW), Somerville (424 NE), Laconia (423 SE), and Lambert (423 SW). This portion of the county is within the Gulf Coastal Plain physiographic unit (Miller 1974), and is comprised of Loess deposits, Alluvial deposits, and Claiborne-Wilcox formations (Geologic Map of Tennessee, Department of Conservation, Issued 1966). Soils in the areas are primarily of the Grenada-Memphis-Loring association, Lexington-Rouston association, and the Waverly-Falaya associations. The USDA General Soil Map for Fayette County 1964 describes the Grenada-Memphis-Loring association as moderately well drained, to well drained, made up of undulating to nearly level areas and low hills with wide tops and short side slopes. Lexington-Rouston soils are described as well drained to moderately well drained soils made up of undulating to nearly level areas and low hills with wide tops and short side slopes. The Waverly-Falaya association is described as somewhat poorly drained to poorly drained soils on nearly level flood plains along the Wolf and Loosahatchie Rivers and their tributary streams. The project is in the Loosahatchie River Drainage Canal watershed.

Terrestrial Ecology

Much of the land in the project corridor has been disturbed at one time or another. About fifty-six percent of the project has been disturbed by agricultural practices such as row crops (corn, soybeans, and cotton) and pasture. Forested areas or shrub/scrub thickets also make up about forty-one percent of the project area. The remaining three percent is comprised of habitat in earlier stages of succession; or industrial, commercial, and residential lands which have limited habitat values.

Plant communities found in the area are characteristic of communities formed over Loess and Alluvial deposits. The upland forested communities are

dominated by oaks, hickories, and pines. Sweetgums, red maples, and bald cypresses are widespread in old-field and floodplain habitats in the area. Both upland and floodplain forested habitats provide food cover, and nesting opportunities for numerous small mammals, including rabbits, squirrels, and other rodents, as well as numerous reptiles, native birds, and insects.

Old-field habitats in various stages of succession are also useful to many types of wildlife. These areas are most often dominated by grasses and legumes, blackberries, and young cedars. The industrial, commercial, and residential lands generally have limited wildlife value, as they are usually paved or mowed, except for undisturbed vegetation along fencerows or boundaries.

Terrestrial Impacts:

Direct impacts The loss of approximately 221 acres of forested and old-field habitat is one of the larger impacts of the project. There will be direct long-term adverse impacts when productive forests and old-field areas are converted to roadway. Mortality of individual wildlife may occur both during construction and highway operation. Although roadway mortality is generally not believed to significantly affect animal populations under normal conditions, if the population is experiencing other sources of stress (disease, habitat degradation or elimination, etc.), then traffic-related mortality can contribute to the demise of the population. Highway noise can affect the utilization of habitats by wildlife. Since this is a rural project and is not located near other state and local highways, noise is not already a factor within existing habitats. After project construction, areas that remain undisturbed within highway rights of way, will, over time, provide some degree of refuge for local wildlife as the surrounding areas continue to urbanize and habitats are destroyed.

Indirect impacts. The plant communities found along the project corridor serve as shelter, nesting, and foraging habitat for numerous species of wildlife. Loss of habitat initially displaces animals from the area, forcing them to concentrate into a smaller area, which causes over-utilization of the habitat. This ultimately lowers the carrying capacity of the remaining habitat and is manifested in some species as becoming more susceptible to disease, predation, and starvation.

Cumulative Impacts. In a rural area such as this, the amount of forested habitat and old-field habitat is still abundant. Most of the area around the project corridor is not expected to be developed for residential, commercial, and industrial uses due to the fact that most of the area is crop land or forest surrounded by crop land.

Table 1. Total terrestrial habitat acreages potentially affected per section (estimated)*

<u>Alternative(or quadrant)</u>	Forested, scrub/shrub, forested floodplain	Pasture, agricultural, or early stages of old-field succession	Commercial/Industrial/Residential	Total acres per section
Section 1	54	54	2	110
Section 2	14	78	8	100
Section 3	75	90	0	165
Section 4	78	79	4	161

Note: These acreage amounts were calculated based on typical sections shown on aerial photographs, and are given for impact estimation/comparison purposes. They include all areas within existing rights-of-way in the project areas that are already owned by the state, portions of which are likely to be utilized for project construction. For instance, existing rights-of-way along (road, near where) are included in the habitat calculations, but are not included in the right-of-way acquisition amounts shown elsewhere in the environmental document. Not all of the habitat amounts shown will actually be disturbed, since lands outside those needed for actual construction or work zones or for other reasons will not be cleared.

Aquatic Ecology

The project has been located, and the chosen alternative will be designed, to avoid major impacts to waters of the state to the extent practicable. Efforts to further minimize impacts will continue throughout the design, permitting, and construction processes. Unavoidable impacts will be mitigated as required by applicable laws and regulations. Mitigation is discussed further in the sections applying to streams and wetlands. In an effort to minimize sedimentation impacts, erosion and sediment control plans will be included in the project construction plans. TDOT will also implement its Standard Specifications for Road and Bridge Construction, which includes erosion and sediment control standards for use during construction. The State of Tennessee sets water quality criteria for waters of the state; these standards must be met during the construction of the highway.

Streams, Springs, and Seeps and other Waterbodies. Streams, springs, seeps, impoundments and other watercourses and waterbodies which are known at this time to be potentially affected by the project alternatives are listed in Table 2 of this report, along with the potential direct impacts. The determinations as to which are waters of the State and/or of the U.S. have not been confirmed by TDEC and the Corps. All aquatic impacts identified as project development continues will be avoided, minimized, or mitigated to the extent possible, and incorporated into the permitting.

Direct Impacts. There is only one alignment indicated in the materials provided. The project will affect fifty-five stream/spring/seep sites. It is difficult to determine the exact impact type at these sites with present information; therefore the information in Table 2 represents the anticipated worst-case impact, with the assumption that these impacts will be reduced, where possible, during further project design. It appears that thirty-eight of the channels will be crossed, and four may be rechanneled.

Indirect Impacts: The implementation of this project could add some sedimentation impacts to the forty-nine streams in the project area. These impacts could probably be minimized by good sediment control planning and implementation.

Cumulative Impacts: Culverting, sediment impacts, and the addition of impervious surfaces in a geographic area all tend to degrade overall quality of aquatic habitats and water quality. The placement of lengths of streams in culverts is considered by TDEC to be a permanent impact. While the water quality impacts of culverts over 200 feet in length are mitigated by off-site programs, increases in numbers of culverts associated with highways, private driveways, and industrial and commercial development may cumulatively reduce available habitats over time.

Mitigation: Stream channels requiring relocation will be replaced on-site to the extent possible, using techniques that will replace existing stream characteristics such as length, width, gradient, and tree canopy. Stream

or water body impacts that cannot be mitigated on site, such as impacts of culverts over 200 feet, or impacts to springs or seeps which require rock fill to allow for movement of water underneath the roadway, will either be mitigated off-site by improving a degraded system or by making a comparable payment to an in-lieu-fee program which will perform such off-site mitigation under the direction of state and Federal regulatory and resource agencies.

Beneficial Ecological Floodplain Values. Ecological values associated with the floodplains of the streams within the project are the added protection of the riparian zone for wildlife habitat and protection against stream bank erosion. Impacts to these have been avoided or minimized by crossing the floodplain at a near-perpendicular angle, with appropriately sized bridges. (This section in the environmental document will be supplemented by standard language supplied by the TDOT hydraulic section directly to the planner).

Endangered and Threatened Species. Information from several sources, as well as prior experience with habitats in the area, was used to prepare for field surveys to locate protected species or habitats. These sources included database information provided by the Tennessee Department of Environment and Conservation and books or databases of cave records.

Direct and Indirect Impacts. Records show no protected species were shown within the likely direct impact zone of the project. No species were recorded within one mile of the project. A letter from the U.S. Fish and Wildlife Service listed no species for consideration.

No aquatic species are recorded between one and four miles downstream of the proposed project.

Cumulative impacts. No cumulative impacts to threatened and endangered species are expected due to the lack of presence in the project area.

Conclusions. At this time, no state or Federally listed protected species are known to be affected by the proposed project.

Information received from the Tennessee Department of Environment and Conservation is periodically reviewed and updated. If any protected species or their habitats are identified as project development continues, they will be addressed in accordance with applicable laws and regulations.

Required Permits

Stream and miscellaneous water quality permits. Alterations to streams or other aquatic sites designated as waters of the State or waters of the United States require either individual or general Aquatic Resource Alteration Permits (ARAP) from the State of Tennessee, individual or Nationwide 404 U. S. Army Corps of Engineers permits and, where applicable, a TVA 26a permit or letter of no objection. Construction projects disturbing one or more acres of land require storm water control permits issued by the State of Tennessee pursuant to the National Pollutant Discharge Elimination System. For any project that affects water flowing into an open sinkhole or cave, or for any impact that may affect the ground water via a sinkhole, a Class V Injection Well permit may be required.

This process involves obtaining a permit before the project is let if open sinkholes are known to exist. If other sinkholes are encountered after construction has begun, the appropriate TDOT offices will be notified and the appropriate steps taken to comply with laws, regulations, and permits. These or any other permit requirements identified in the project development process will be complied with (TVA permit, coast guard permit).

Wetland Permits. All wetland impacts require confirmation by, and coordination with, permitting agencies. All require either general or individual Aquatic Resources Alteration (ARAP) permits from the State of Tennessee. Almost all require either Nationwide or Individual permits from the U. S. Army Corps of Engineers pursuant to Section 404 of the Clean Water Act. Other agencies such as the U. S. Fish and Wildlife Service and the Environmental Protection Agency may be involved in the permitting process.

Wetland impacts which are subject to either State or Federal jurisdiction, and which do not meet criteria for either general or Nationwide permits require individual permits; these typically require compensatory mitigation for impacts. In general, **isolated** wetlands with less than 0.25 acre impacts may come under the guidelines of a general permit issued by the State of Tennessee; no mitigation is required. This permit cannot be used, however, for a cumulative series of small impacts. Some wetland impacts of less than 0.5 acres qualify for Corps of Engineers nationwide permits.

TDOT will carry out further coordination with the regulatory agencies before preparing mitigation plans and submitting permit applications. Permit requirements and mitigation plans will be based on these discussions.

Table 3. Potential wetland impacts for proposed alignment of SR-460 from SR-15 west of Somerville to SR-15 west of Somerville, Fayette County, Tennessee.

Wetland Type*	Location	Likely Project Impact on Wetland**	Primary functions of the wetland	Wetland Size (acres) (Estimated)**		Description
				Total	Likely eliminated or drained	
WTL-1 Emergent, isolated	Section 1 STA 26+00R to 27+50R SR-460	Possible temporary impacts	Some water filtration, possible flood attenuation	0.10	0.06	Small wetland along stream. Occurs in cotton field. Site dominated by <i>Carex</i> , <i>Juncus</i> , smartweed, and cutgrass. A few willows around the edge. Saturated soils throughout.
WTL-2 Forested, isolated	Section 1 STA 135+00R SR-460	Possible destruction by SR-460, temporary and permanent impacts (site requires field survey for accurate location)	Some water filtration, possible flood attenuation	0.32	0.32	Wetland area dominated by sedges, rushes, red maple, sycamore, river birch, and sweetgum; soils have a chroma of 2 with mottles, and were saturated.

WTL-3 Forested/ Emergent Contiguous	Section 1 STA 145+00 to 146+30R SR-460	Possible destruction by SR-460, temporary and permanent impacts (site requires field survey for accurate location)	Wildlife habitat, wildlife watering, some water filtration, possible flood attenuation	0.21	0.21	Wetland area dominated by sedges, rushes, red maple, willow oak, and sweetgum; soils have a chroma of 2 with mottles, and were saturated. Average water depth 1”.
WTL-4 Forested/ Emergent Isolated	Section 1 STA 155+00 SR-460	Possible destruction by SR-460, temporary and permanent impacts (site requires field survey for accurate location)	Wildlife habitat, wildlife watering, some water filtration, possible flood attenuation	>1.52	0.21	Wetland area dominated by sedges, rushes, red maple, willow oak, and sweetgum; soils have a chroma of 1 with mottles, and were saturated. Average water depth 0-4”.
WTL-5 Emergent Isolated	Section 2 STA 186+00 SR-460	Possible destruction by SR-460, temporary and permanent impacts (site requires field survey for accurate location)	Wildlife habitat, some water filtration, possible flood attenuation	>0.60	0.60	Wetland area dominated by sedges, rushes, honey locust, and buttercups; soils have a chroma of 2 with mottles, and were saturated.
WTL-6 Forested Contiguous	Section 2 STA 254+00L to 255+00L SR-460	Possible destruction by SR-460, temporary impacts (site requires field survey for accurate location)	Wildlife habitat, some water filtration, possible flood attenuation	0.11	0.01	Wetland area dominated by bald cypress, boxelder, black willow, and green ash; soils have a chroma of 2 with mottles, and were saturated.

WTL-7 Forested Isolated	Section 2 STA 255+00L to 256+00L SR-460	No proposed impacts (site requires field survey for accurate location)	Wildlife habitat, some water filtration, possible flood attenuation	0.15	0.0	Wetland area dominated by bald cypress, boxelder, black willow, and green ash; soils have a chroma of 2 with mottles, and were saturated.
WTL-8 Emergent Contiguous	Section 2 STA 256+00L to 257+30 SR-460	Possible destruction by SR-460, permanent and temporary impacts (site requires field survey for accurate location)	Wildlife habitat, some water filtration, possible flood attenuation	0.20	0.20	Wetland area dominated by knotweed, arrowhead, lizard's tail, sedges, and rushes; soils have a chroma of 2 with mottles, and were saturated.
WTL-9 Forested/ Emergent isolated	Section 2 STA 264+00 to 267+00R SR-460	Possible destruction by SR-460 and Ramp 9, permanent and temporary impacts (site requires field survey for accurate location)	Wildlife habitat, some water filtration, possible flood attenuation	0.37	0.37	Wetland area dominated by bald cypress, red maple, greenbrier, giant cane, and lizard's tail; soils have a chroma of 3 with mottles, and were saturated.
WTL-10 Emergent Contiguous	Section 3 STA 274+50 SR-460	Possible destruction by SR-460, permanent and temporary impacts (site requires field survey for accurate location)	Wildlife habitat, wildlife watering, some water filtration, possible flood attenuation	1.60	0.75	Linear wetland area dominated by soft rush, black willow and sycamore; soils have a chroma of 2 with mottles, and were saturated. Average water depth 0-12".

WTL-11 Forested/ Emergent isolated	Section 3 STA 17+00 Ramp 11	Possible destruction by Ramp 11, permanent and temporary impacts (site requires field survey for accurate location)	Wildlife habitat, wildlife watering, some water filtration, possible flood attenuation	0.37	0.37	Linear wetland area dominated by bald cypress, sweetgum, lizard's tail, sedges, and cattails; soils have a chroma of 2 with mottles, and were saturated. Average water depth 2-8".
WTL-12 Forested/ Emergent Contiguous	Section 3 STA 29+00 Ramp 10	Possible destruction by Ramp 10, permanent and temporary impacts (site requires field survey for accurate location)	Wildlife habitat, some water filtration, possible flood attenuation	0.20	0.20	Linear wetland area dominated by sweetgum, rushes, netted chain fern, and green ash; soils have a chroma of 2 with mottles, and were saturated.
WTL-13 Forested/ Emergent Isolated	Section 3 STA 25+30L Ramp 11 to 279+00R SR-460	Possible destruction by SR-460 and Ramp 11, permanent and temporary impacts (site requires field survey for accurate location)	Wildlife habitat, wildlife watering, some water filtration, possible flood attenuation	0.56	0.39	Linear wetland area dominated by black willow, sweetgum, lizard's tail, sedges, and button bush; soils have a chroma of 2 with mottles, and were saturated. Average water depth 2-10".
WTL-14 Emergent Contiguous	Section 3 STA 298+75 to 299+50 SR-460	Possible destruction by SR-460, permanent and temporary impacts (site requires field survey for accurate location)	Wildlife habitat, some water filtration, possible flood attenuation	0.06	0.06	Small wetland area dominated by cutgrass, sedges, rushes, and blunt spikerush; soils have a chroma of 2 with mottles, and were saturated.

WTL-15 Emergent Contiguous	Section 3 STA 375+00L to 377+00L SR-460	Possible destruction by SR-460 temporary impacts (site requires field survey for accurate location)	Wildlife habitat, wildlife watering, some water filtration, possible flood attenuation	0.10	0.06	Linear wetland area below PND-4 dominated by Johnson grass, curly dock and sedges; soils have a chroma of 2 with mottles, and were saturated. Average water depth 1”.
WTL-16 Emergent Isolated	Section 4 STA 486+00R to 488+00R SR-460	Possible destruction by SR-460 temporary impacts (site requires field survey for accurate location)	Wildlife habitat, some water filtration, possible flood attenuation	0.16	0.16	Small wetland area dominated by rushes, black willow, sweetgum saplings, cattails, and sycamore saplings; soils have a chroma of 3 with mottles, and were saturated. Average water depth 0-1”.
WTL-17 Emergent Isolated	Section 4 STA 505+60 to 506+00 SR-460	Possible destruction by SR-460 permanent impacts (site requires field survey for accurate location)	Wildlife habitat, some water filtration, possible flood attenuation	0.08	0.08	Small wetland area dominated by black willow saplings, sweetgum saplings, and rushes; soils have a chroma of 3 with mottles, and were saturated.
WTL-18 Forested Contiguous	Section 4 STA 508+30 to 509+10 SR-460	Possible destruction by SR-460 permanent and temporary impacts (site requires field survey for accurate location)	Wildlife habitat, wildlife watering, some water filtration, possible flood attenuation	>0.70	0.48	Wetland area dominated by sweetgum and poison ivy; soils have a chroma of 3 with mottles, and were saturated. Average water depth 0-2”.

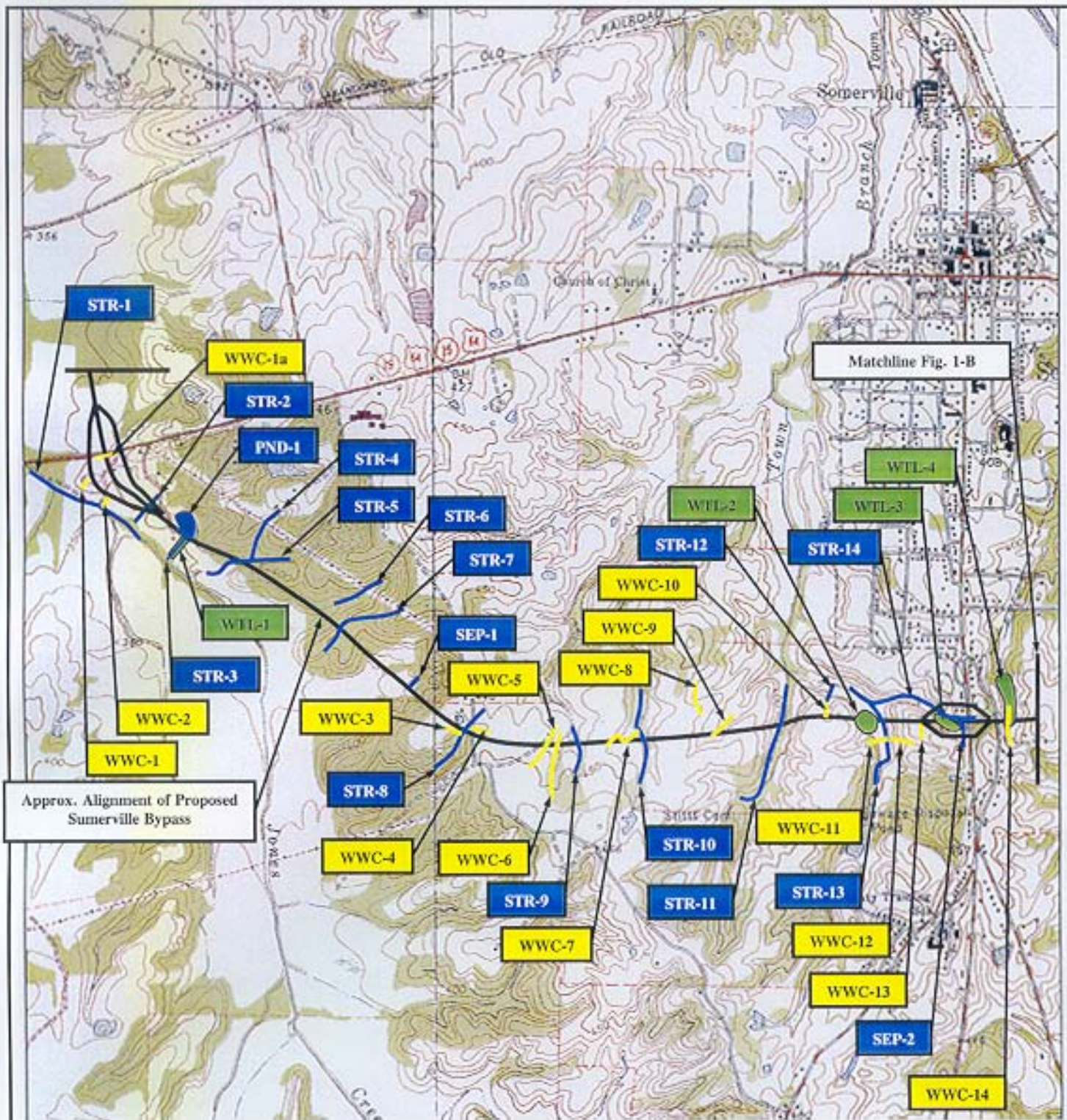
WTL-19 Forested Contiguous	Section 4 STA 616+80 to 618+50 SR-460	Possible destruction by SR-460 permanent and temporary impacts (site requires field survey for accurate location)	Wildlife habitat, wildlife watering, some water filtration, possible flood attenuation	>1.15	0.31	Small wetland area dominated by willow oak, sweetgum, and sedges; soils have a chroma of 2 with mottles, and were saturated. Average water depth 0-2". Water marks on trees and water stained leaves were observed.
WTL-20 Forested Isolated	Section 4 STA 625+50 to 626+20 SR-460	Possible destruction by SR-460 permanent impacts (site requires field survey for accurate location)	Wildlife habitat, wildlife watering, some water filtration, possible flood attenuation	>0.54	0.54	Wetland area dominated by black willow saplings, sedges, rushes, and sweetgum saplings; soils have a chroma of 1 with mottles, and were saturated. Average water depth 0-4". Downstream of feature is shown as blue line on topographic map.

*Isolated or contiguous designation may have a bearing on the type of State or Federal permits required. Designations are unconfirmed/confirmed by permitting agencies at this time.

**Reported sizes of impacts and sizes of wetlands are estimates at this time. These sites require confirmation of their wetland status by permit agencies, and accurate measurement by survey methods. Sizes of impacts will be determined when project design plans are developed.

***At the time of this writing, the U. S. Army Corps of Engineers and the Tennessee Department of Environment and Conservation have confirmed sites X and X as jurisdictional wetlands requiring permits, and sites X and X as non-wetland. Since wetland status can change over time, and the alignment can shift within the corridor, all potential wetland sites have been allowed to remain in this discussion. When project plans are developed, they will be reviewed, and any additional determinations, confirmations, and impact minimizations/mitigations performed. An accurate accounting of aquatic impacts will be prepared prior to the permit application process. The permitting process conducted by the Tennessee Department of Environment and Conservation and the U. S. Army Corps of Engineers includes an opportunity for public review and comment.

FIGURES



FORM G MAP



SOURCE: DeLorme 3-D TopoQuads, 1999, U.S. Geologic Survey 7.5-Minute Topographic Map Macon (424 NW) and Somerville (424 NE) Tennessee Quadrangles



Tennessee Department of Transportation
Nashville, Tennessee

SR-460, Somerville Bypass from Jones Creek
To Bennetts Creek

Roadway
Fayette County, Tennessee

Drawn By/Date:
FSB 8/29/06

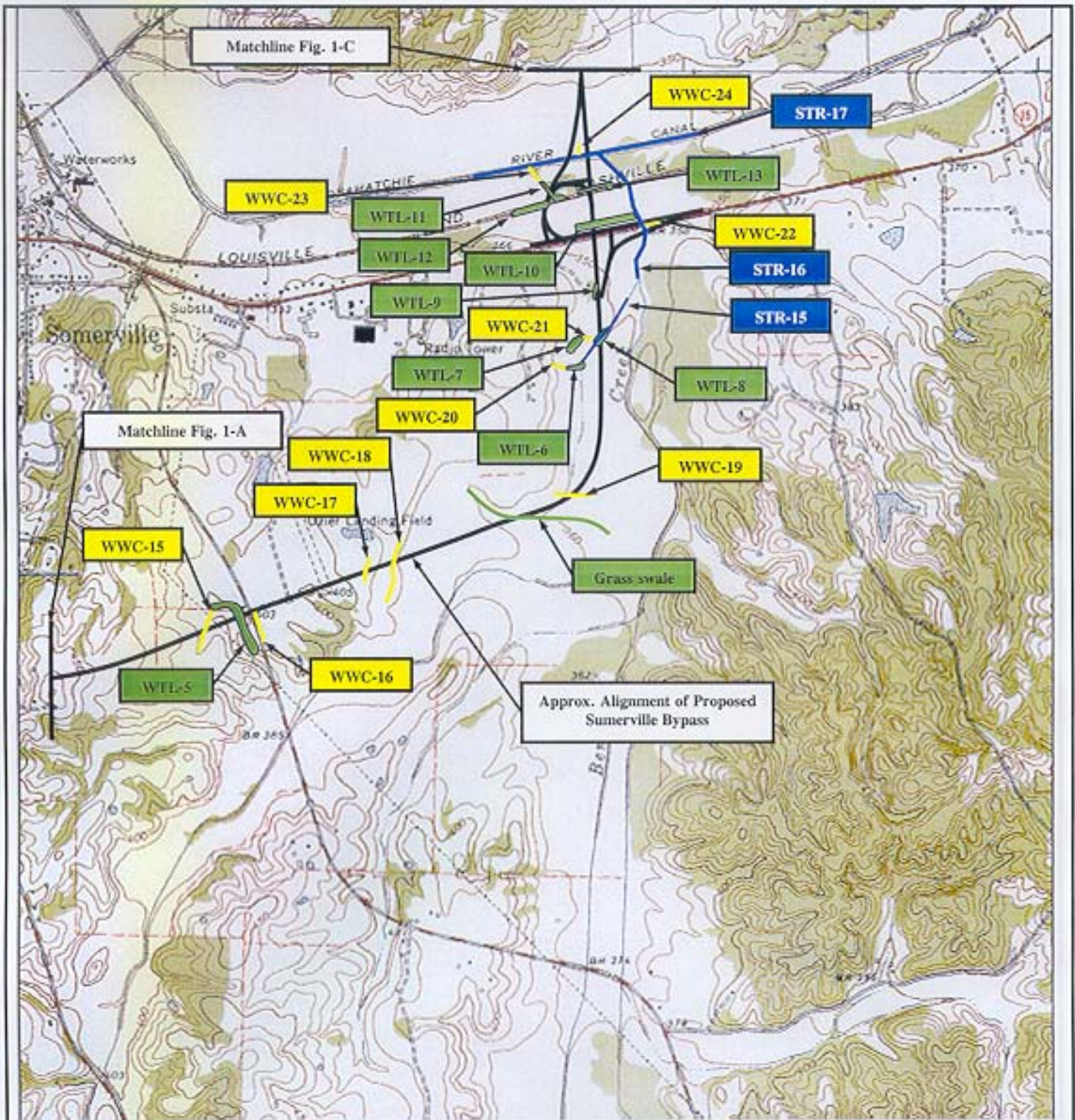
Checked By/Date:
JAD 8/29/06

TDOT P.E. No.
24092-1201-04

TDOT PIN No.
101607.00

Figure

1-A



FORM G MAP



SOURCE: DeLorme 3-D TopoQuads, 1999, U.S. Geologic Survey
7.5-Minute Topographic Map Sumerville (424 NE),
Tennessee Quadrangle



Tennessee Department of Transportation
Nashville, Tennessee

SR-460, Somerville Bypass from Jones Creek
To Bennetts Creek

Roadway
Fayette County, Tennessee

Drawn By/Date:
ZB 8/24/06

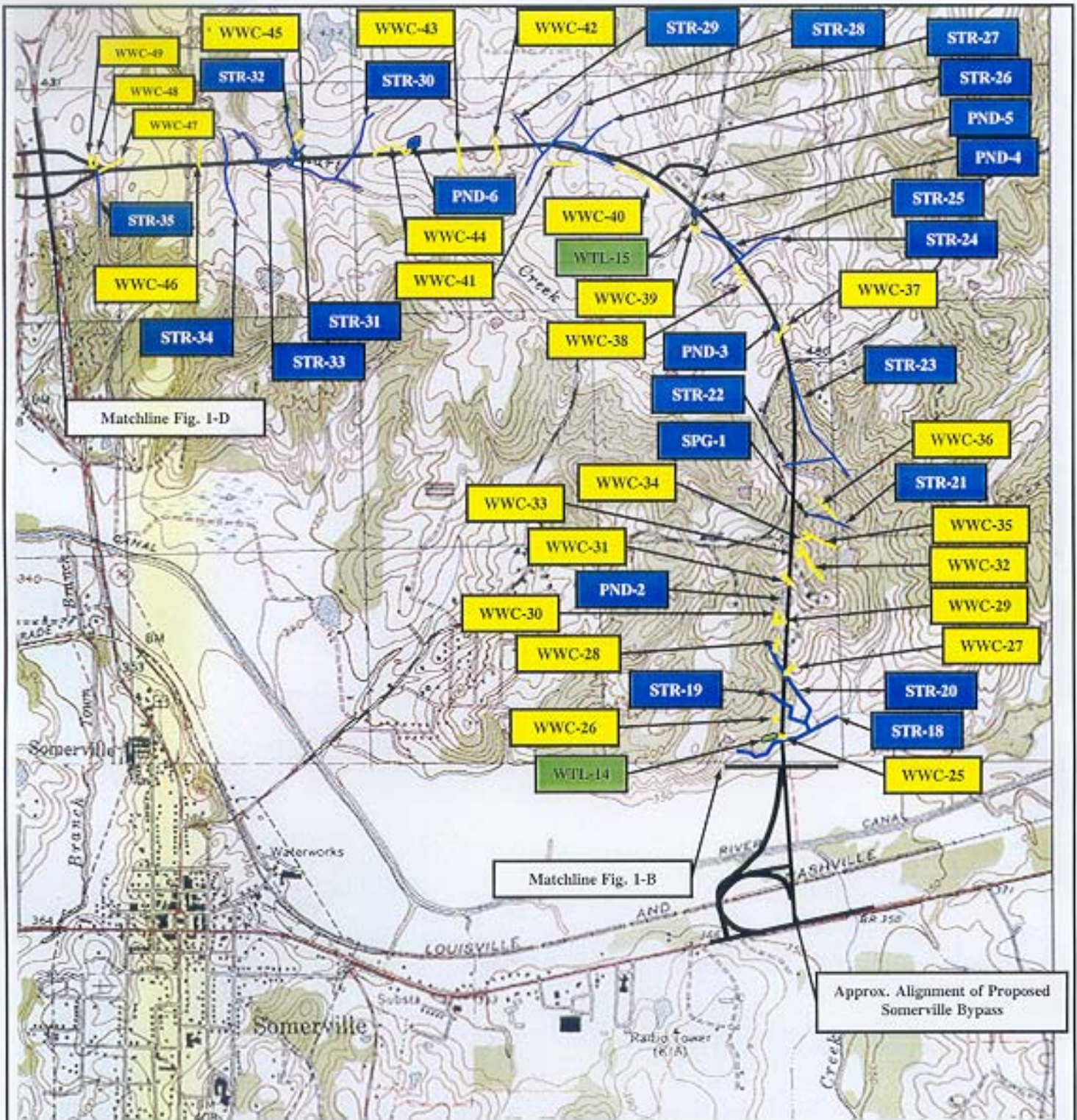
Checked By/Date:
MAD 8/24/06

TDOT P.E. No.
24092-1201-04

TDOT PIN No.
101607.00

Figure

1-B



FORM G MAP

SOURCE: DeLorme 3-D TopoQuads, 1999, U.S. Geologic Survey 7.5-Minute Topographic Map Macon (424 NW) and Sumerville (424 NE) Tennessee Quadrangles



Tennessee Department of Transportation
Nashville, Tennessee

SR-460, Somerville Bypass from Jones Creek
To Bennetts Creek

Roadway
Fayette County, Tennessee

Drawn By/Date:

ZS 8/24/13

TDOT P.E. No.

24092-1201-04

Checked By/Date:

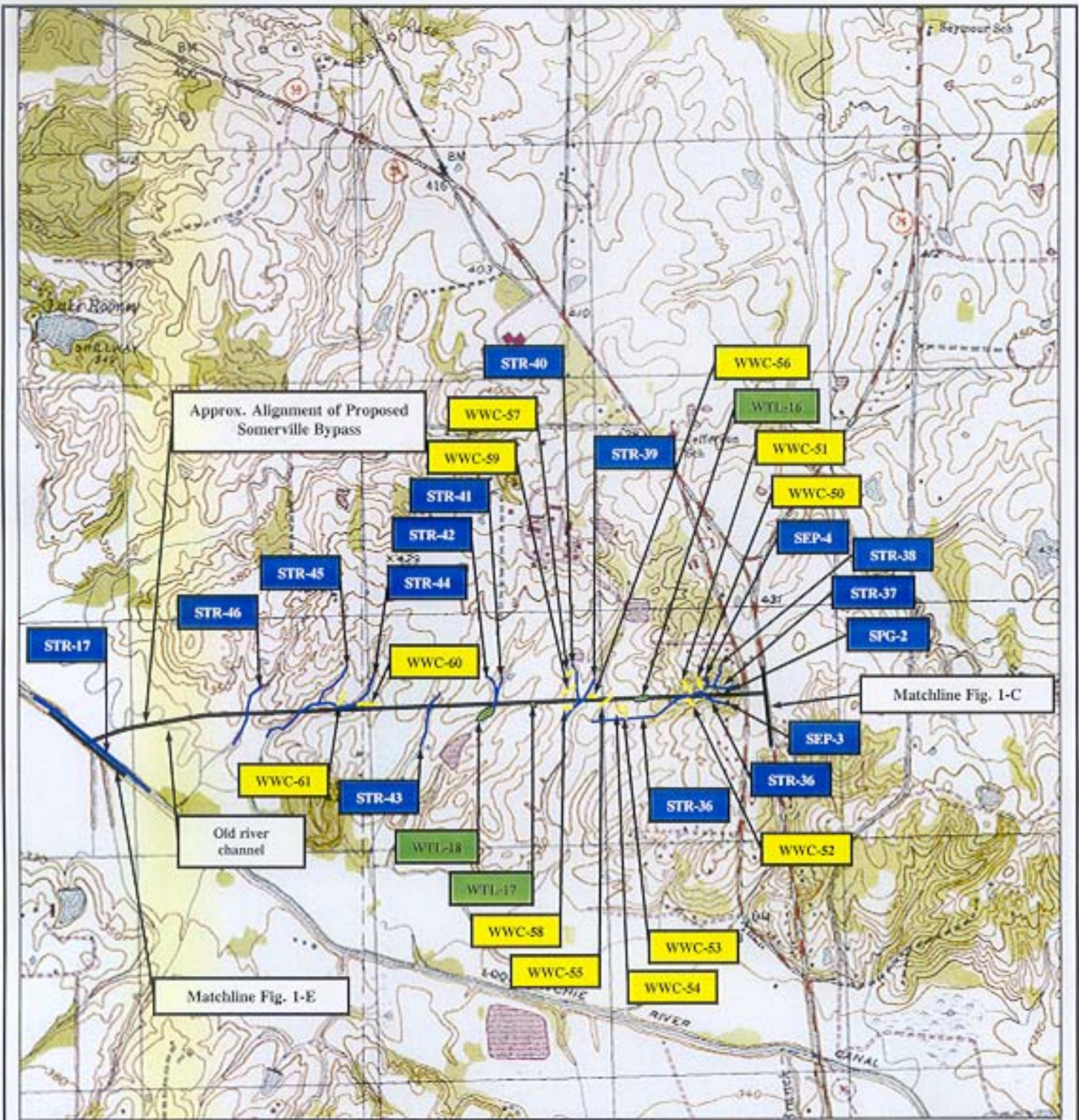
MAD 9/24/16

TDOT PIN No.

101607.00

Figure

1-C



FORM G MAP



SOURCE: DeLorme 3-D TopoQuads, 1999, U.S. Geologic Survey
7.5-Minute Topographic Map Macon (424 NW) and
Sumerville (424 NE) Tennessee Quadrangles



Tennessee Department of Transportation
Nashville, Tennessee

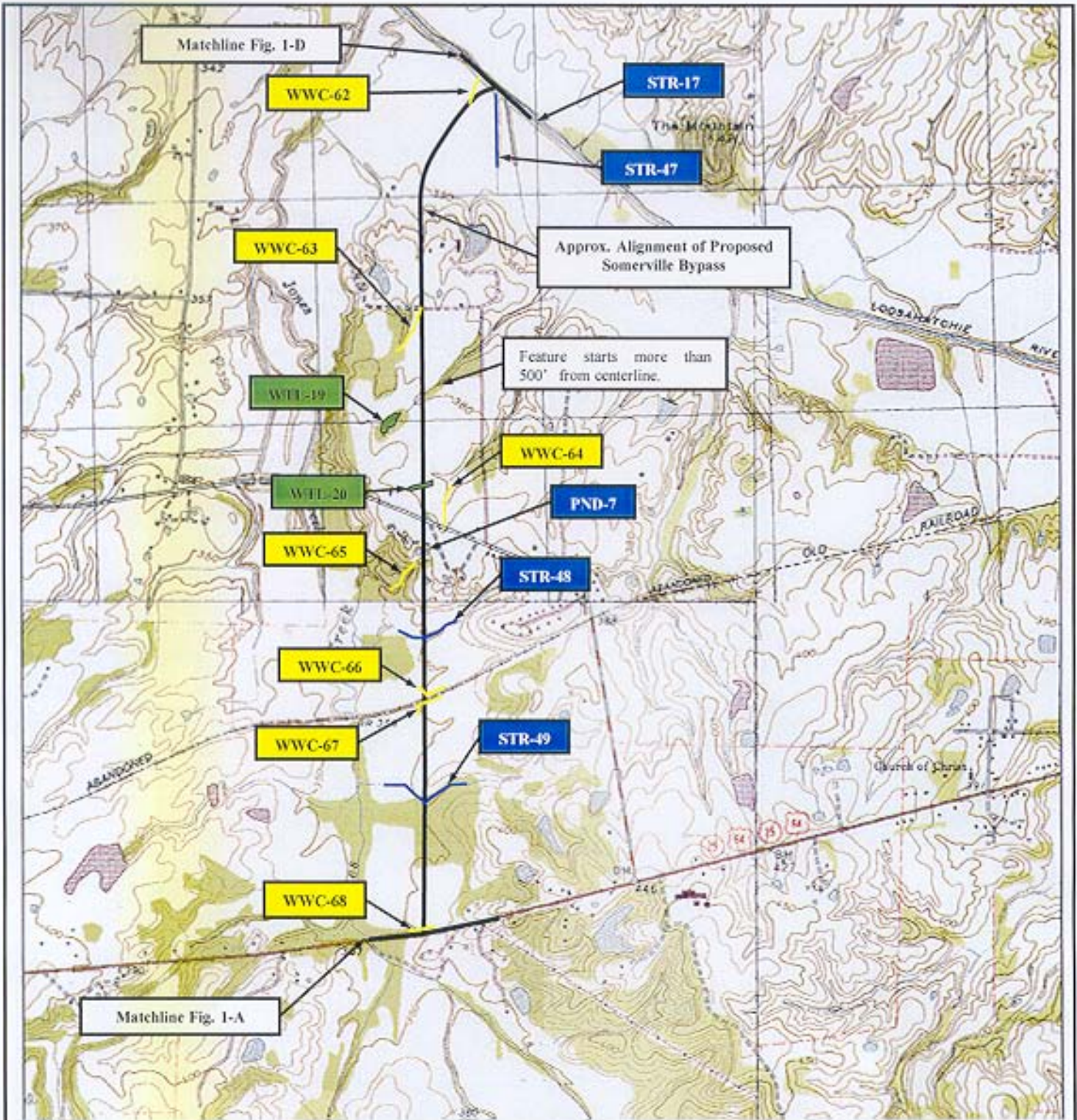
SR-460, Somerville Bypass from Jones Creek
To Bennetts Creek

Roadway
Fayette County, Tennessee

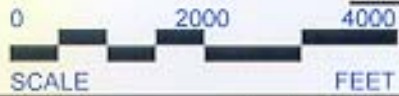
Drawn By/Date: <i>FSB 8/24/06</i>	Checked By/Date: <i>MAD 8/24/06</i>
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TDOT P.E. No. 24092-1201-04	TDOT PIN No. 101607.00
--------------------------------	---------------------------

Figure 1-D



FORM G MAP



SOURCE: DeLorme 3-D TopoQuads, 1999, U.S. Geologic Survey
7.5-Minute Topographic Map Sumerville (424 NE),
Tennessee Quadrangle



Tennessee Department of Transportation
Nashville, Tennessee

SR-460, Somerville Bypass from Jones Creek
To Bennetts Creek

Roadway
Fayette County, Tennessee

Drawn By/Date:
756 8/24/06

Checked By/Date:
MAD 8/24/06

TDOT P.E. No.
24092-1201-04

TDOT PIN No.
101607.00

Figure

1-E

Annex E Environmental Justice

From: Lori.A Kirby
To: Matlock, Joe
Date: 10/26/2005 4:50 PM
Subject: Somerville Beltway, State Route 15
CC: Bush, Charles; DavenportWoodle, Cammie

Reply Requested: When Convenient

Joe,

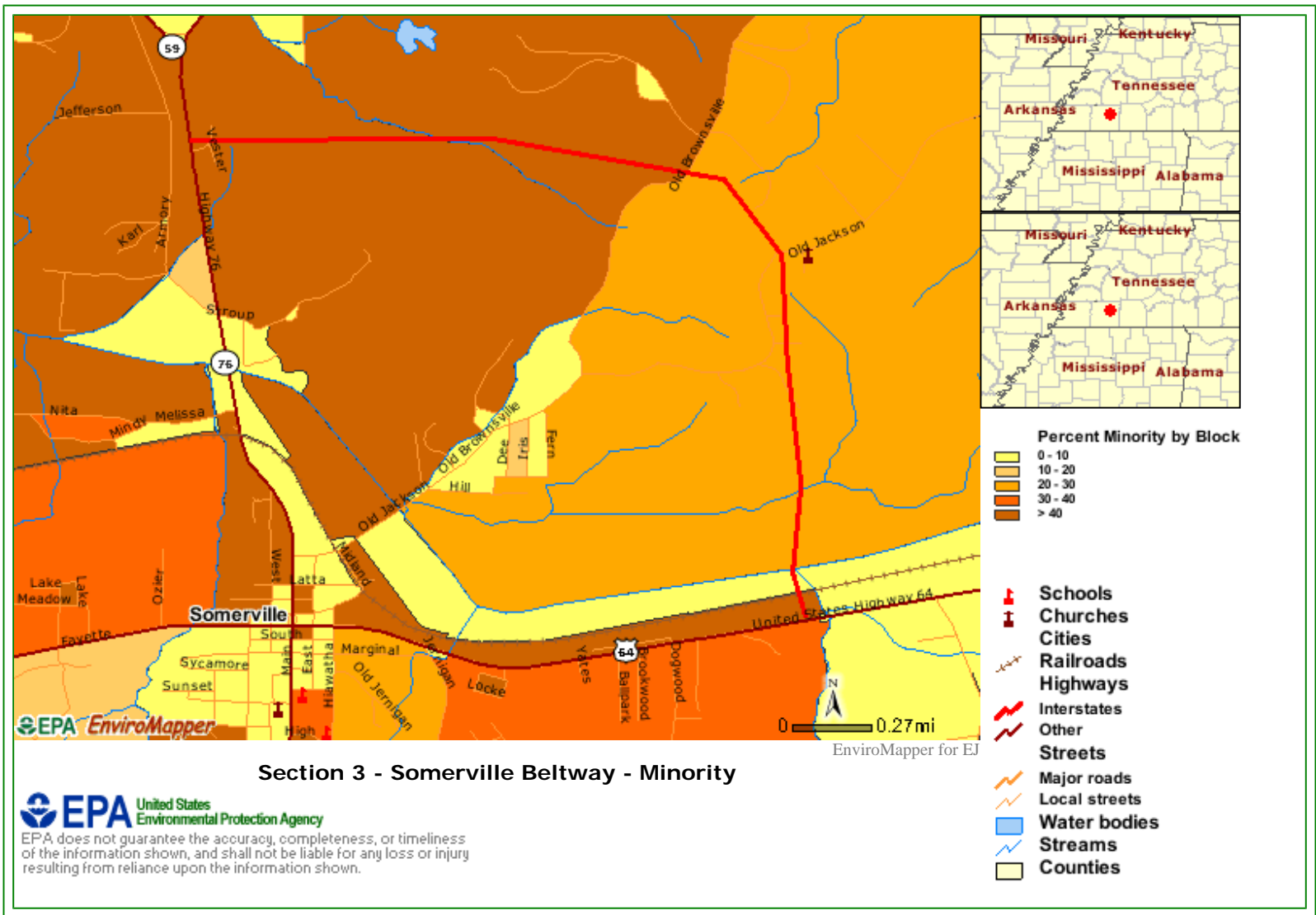
I have attached the EJ screening maps for the above referenced project. These maps suggest that the project area contains high concentrations of low-income and minority persons, therefore, warrants further Environmental Justice (EJ) analysis. Provided other field reviews occur, it is important to take notes to ensure that all relevant findings are documented. Report 532, "*Effective Methods for Environmental Justice Assessment*" suggests to be on the lookout for "sensitive receptors" such as schools, hospitals, and nursing homes, as well as locations that visually do not appear to corroborate census information. Because the census is only conducted every 10 years, be alert for newly developed areas that do not yet appear in the census data. In sparsely populated areas or when certain types of impacts are being evaluated, it can be worthwhile to map the location of individual residences as part of the field survey. Also, photographs are an especially useful method of documenting detailed information about appearance and relative location for future reference.

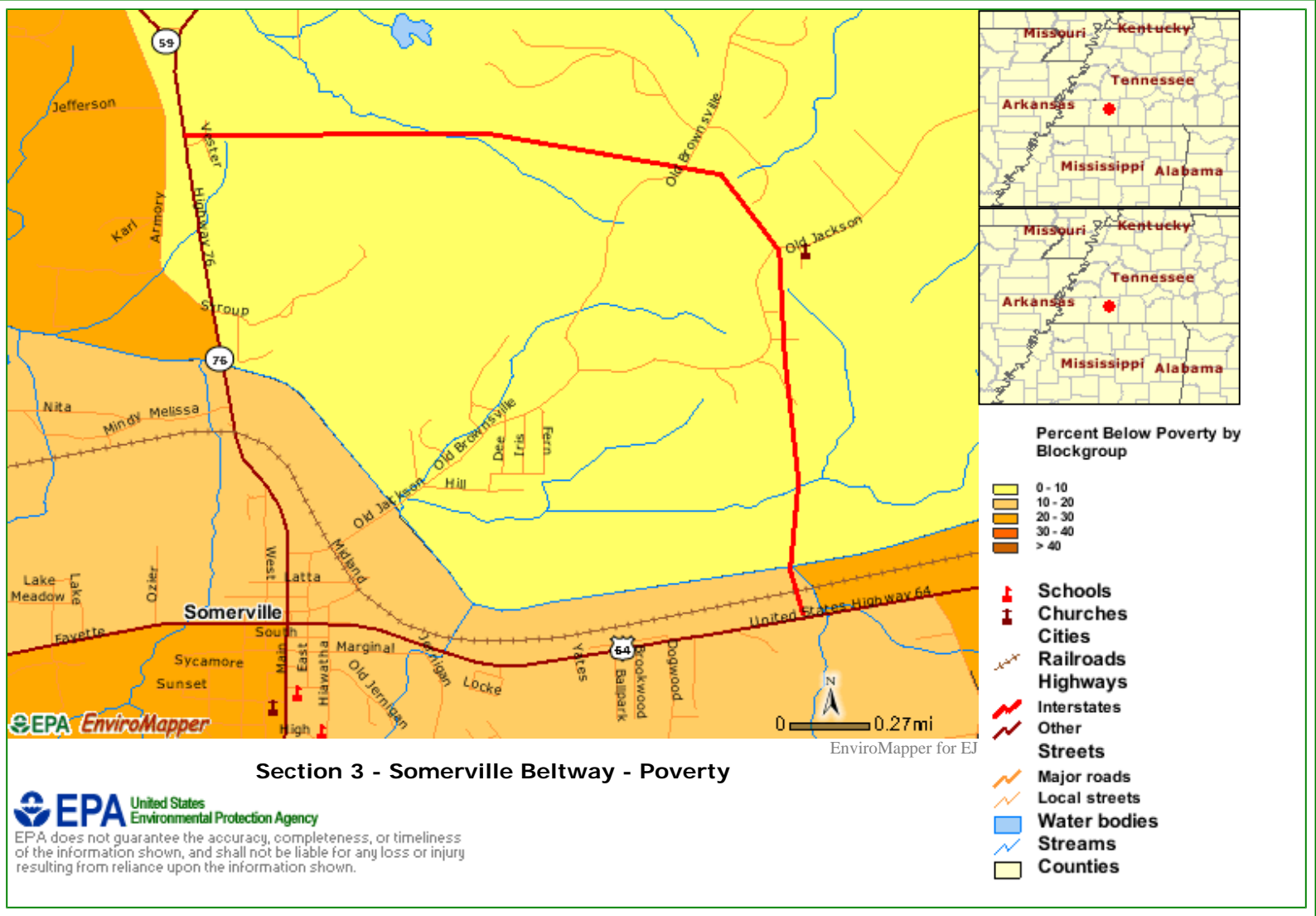
Also, I did receive the initial coordination packet from Mr. Bush dated September 30, 2005. Please allow this email to serve as our initial comments. If, at any time, during project development, impacts to protected populations arise, this office will be readily available to assist you.

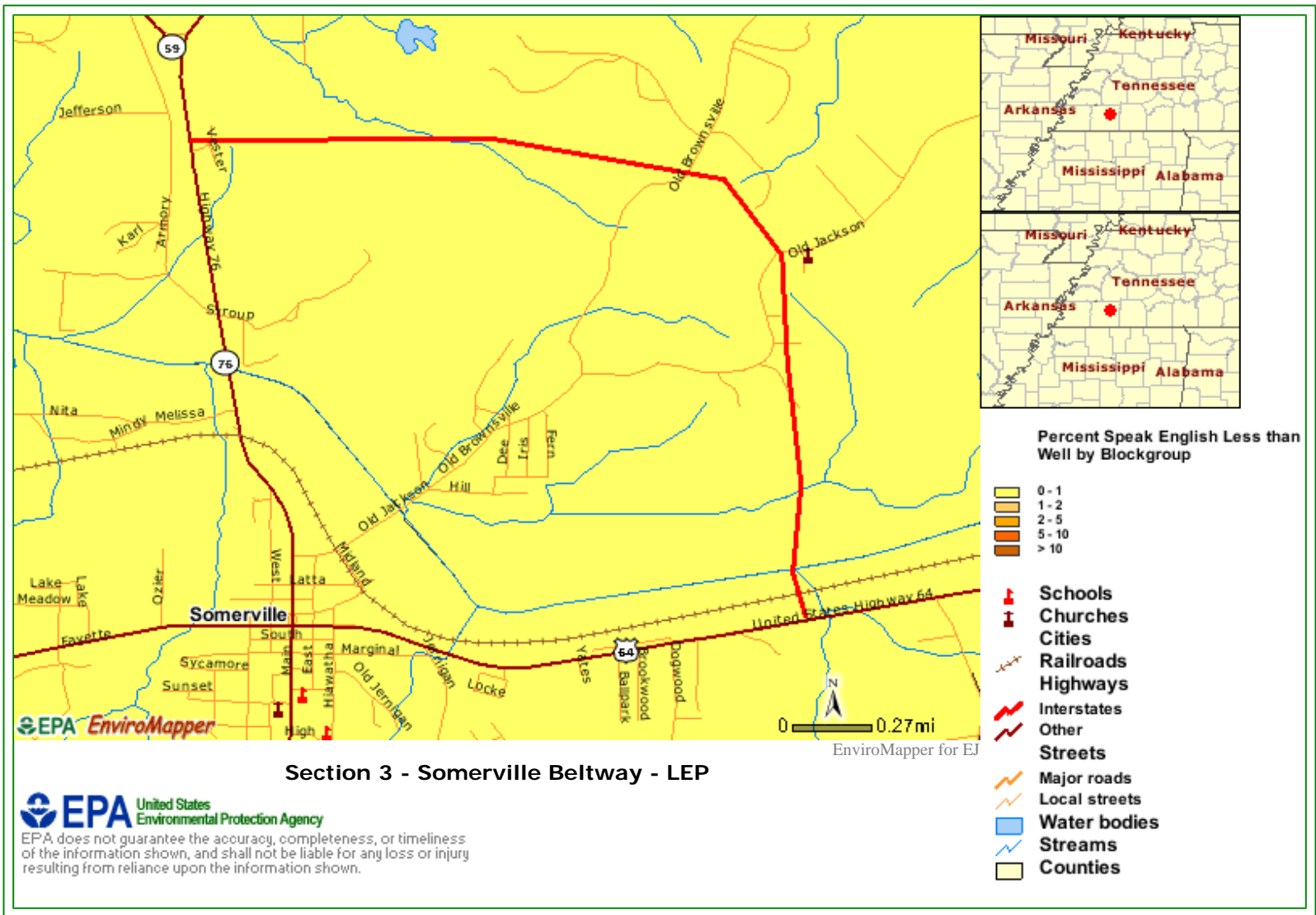
Lori A. Kirby
Title VI Program Coordinator
TDOT Civil Rights - Title VI Program
505 Deaderick Street, Suite 1800
Nashville, TN 37243

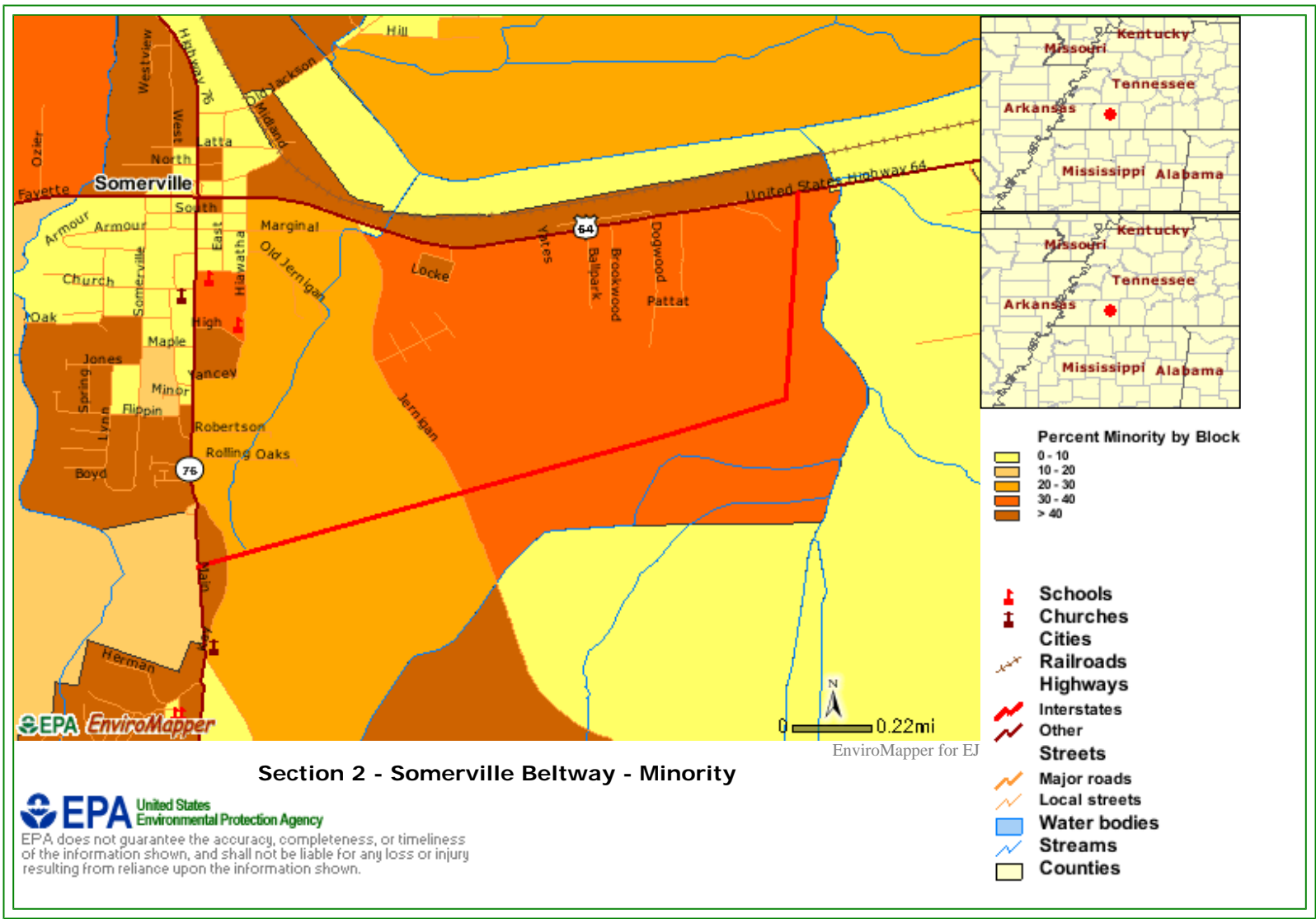
Phone: (615) 253-1066 Toll Free: (888) 370-3647
Pager: (877) 616-2188 Fax: (615) 741-3169

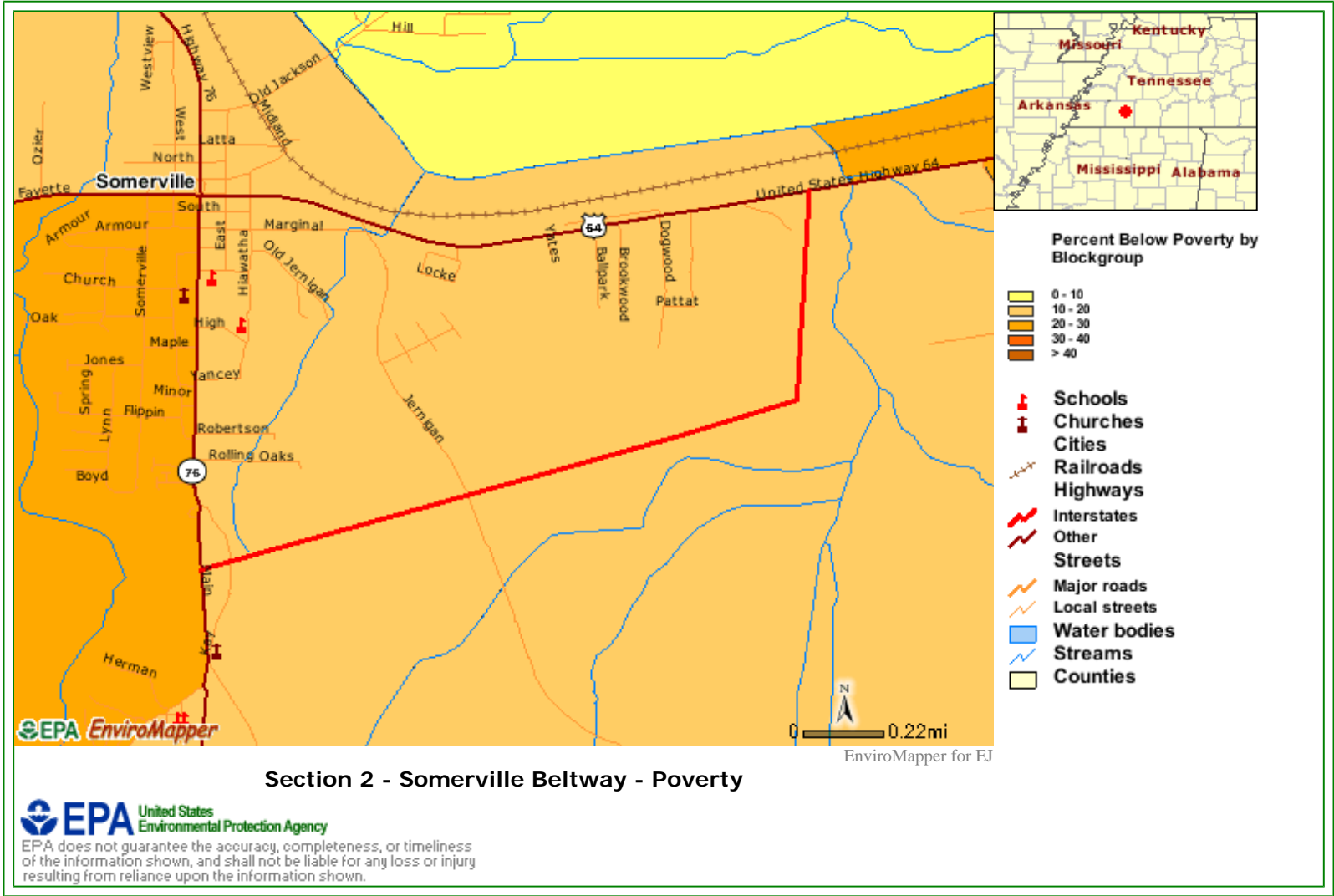
email: Lori.A.Kirby@state.tn.us



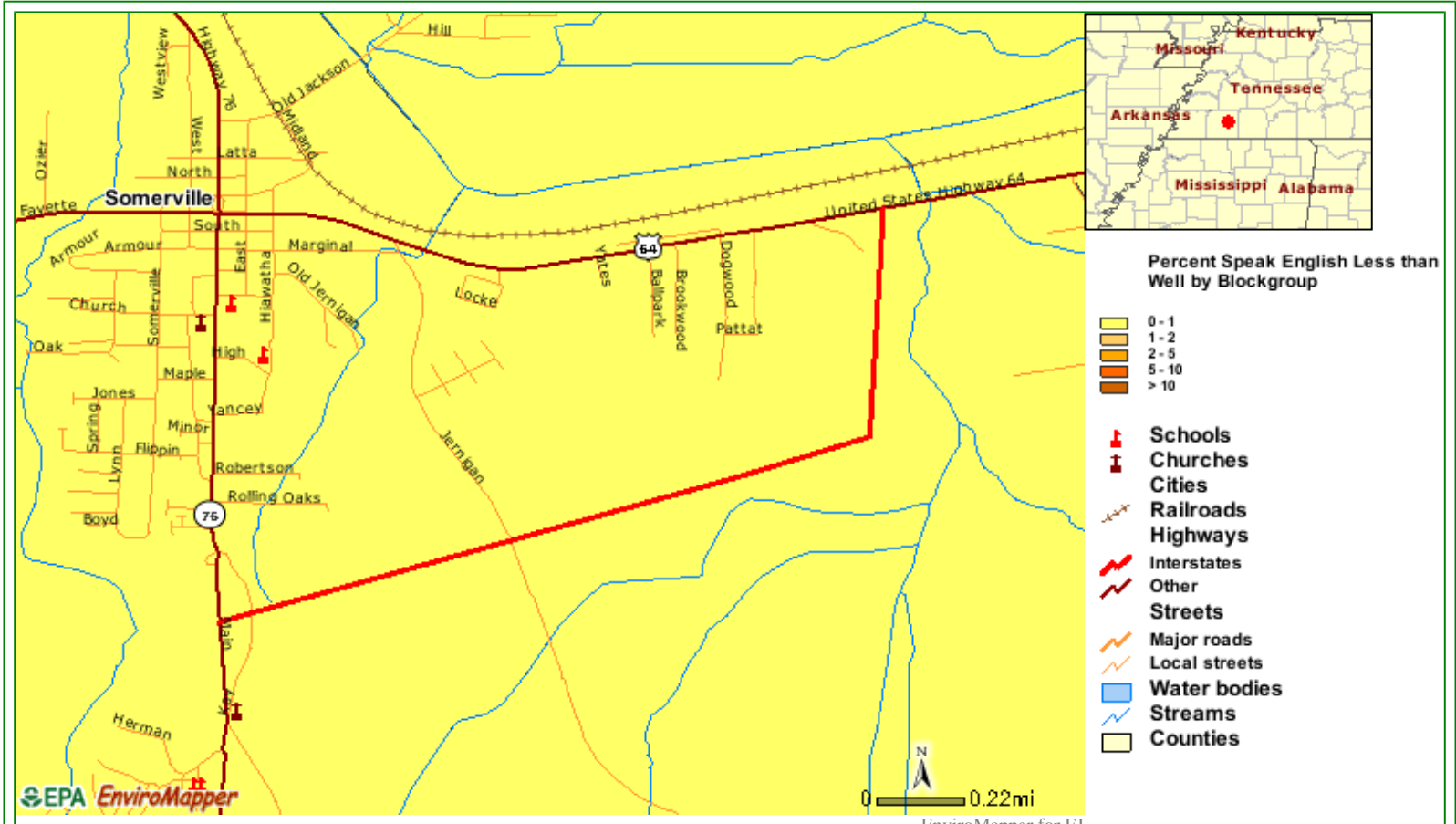








400 x 300 600 x 450 800 x 600 Locator Map

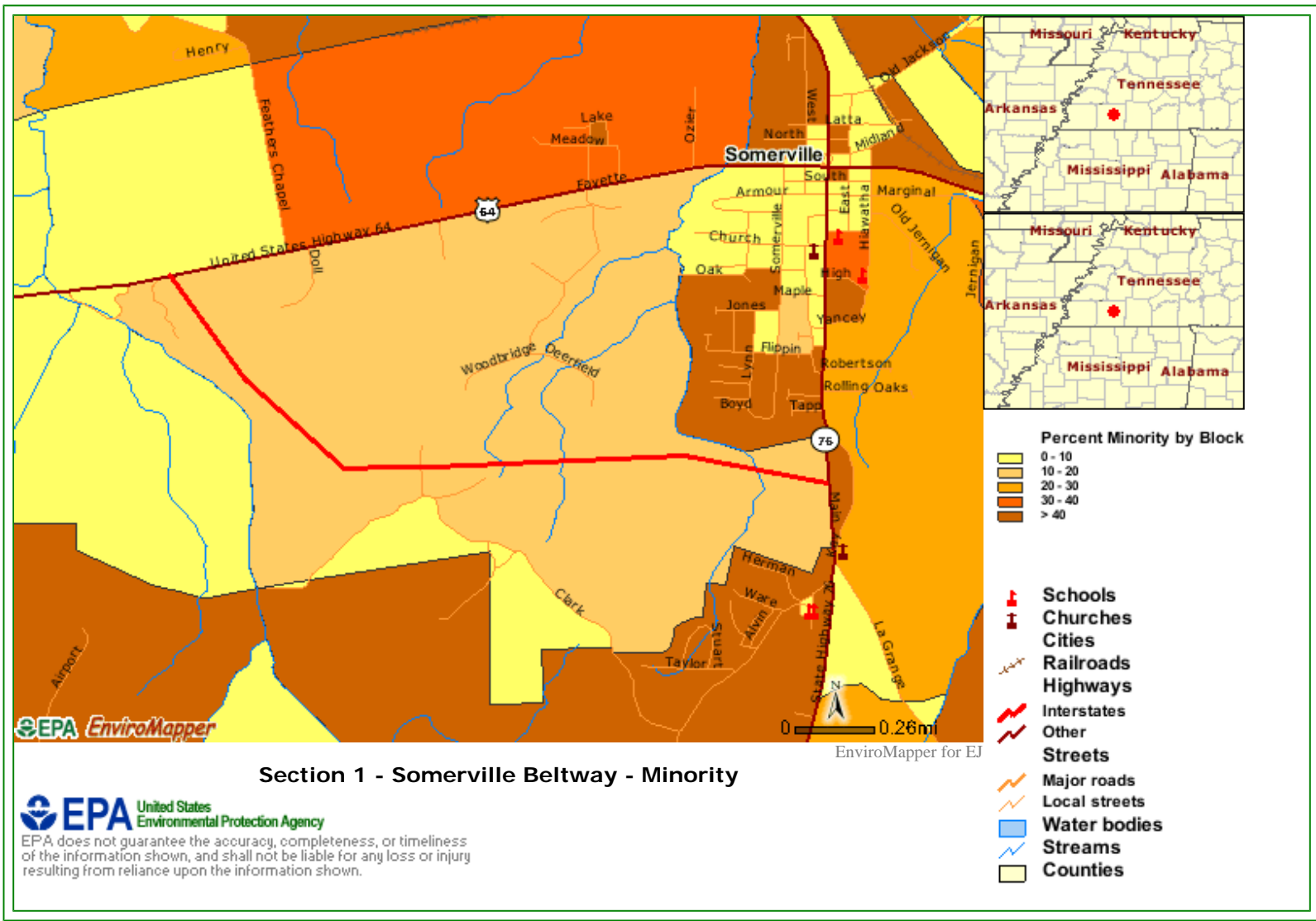


Section 2 - Somerville Beltway - LEP

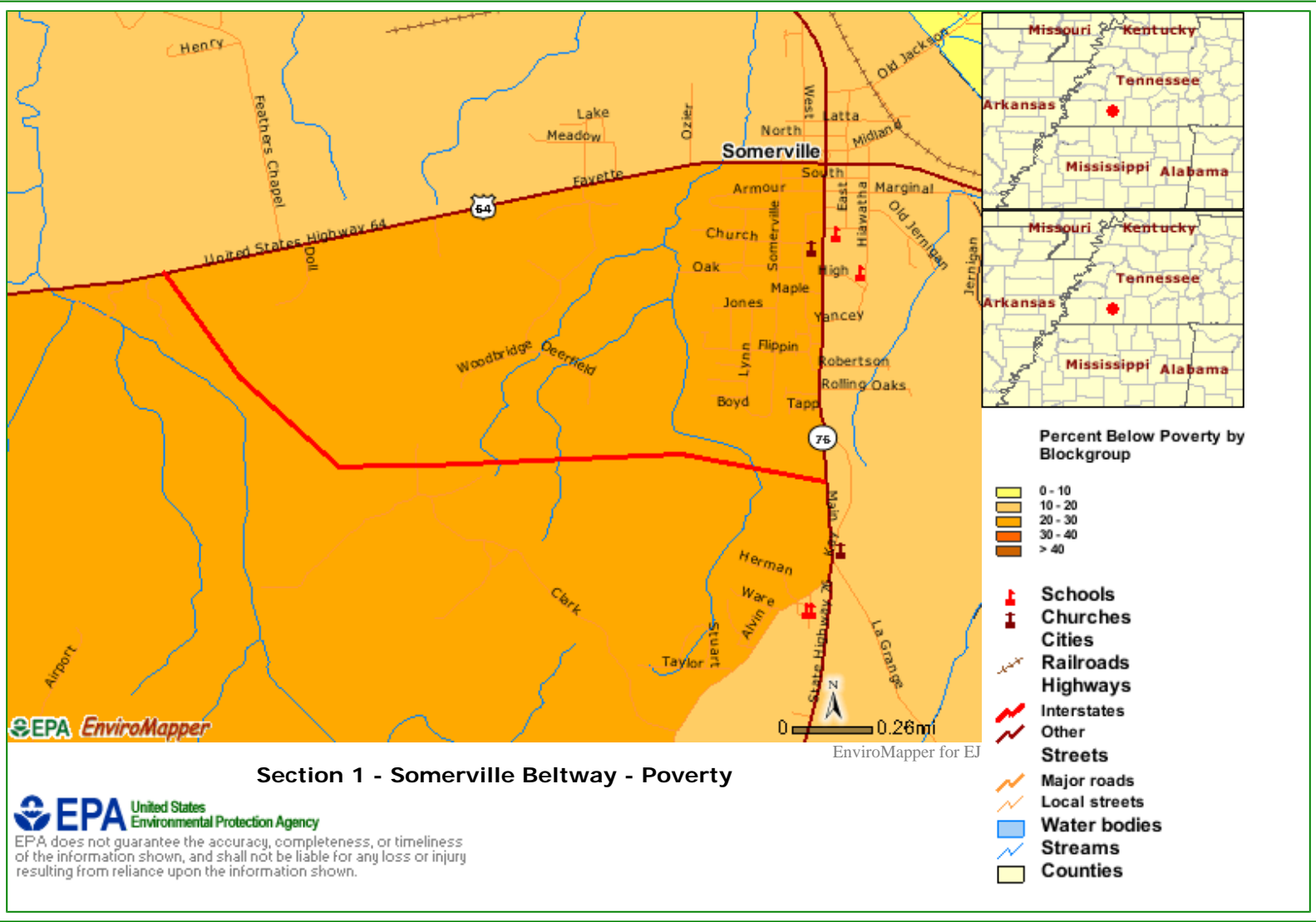


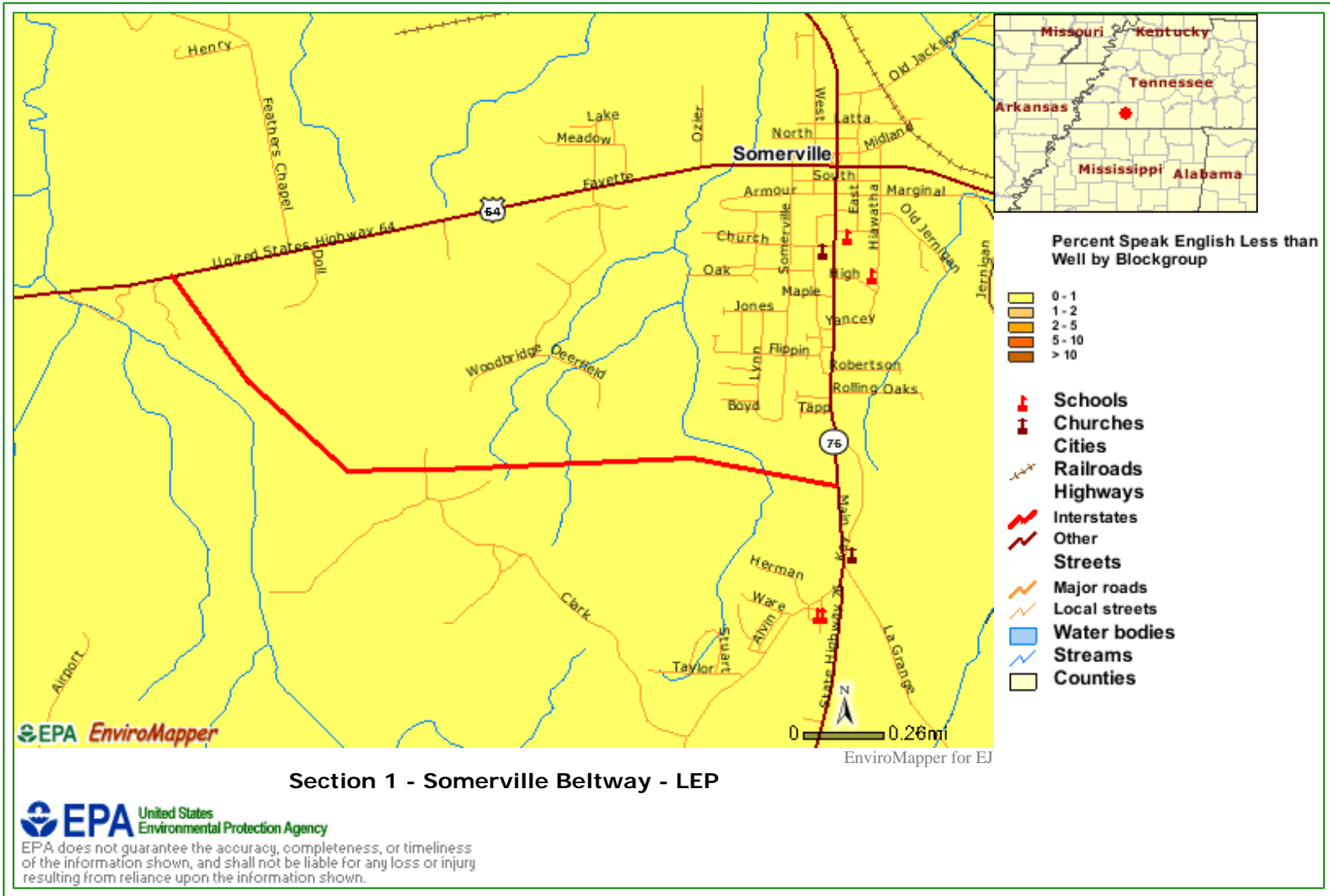
EPA does not guarantee the accuracy, completeness, or timeliness of the information shown, and shall not be liable for any loss or injury resulting from reliance upon the information shown.

400 x 300 600 x 450 800 x 600 Locator Map

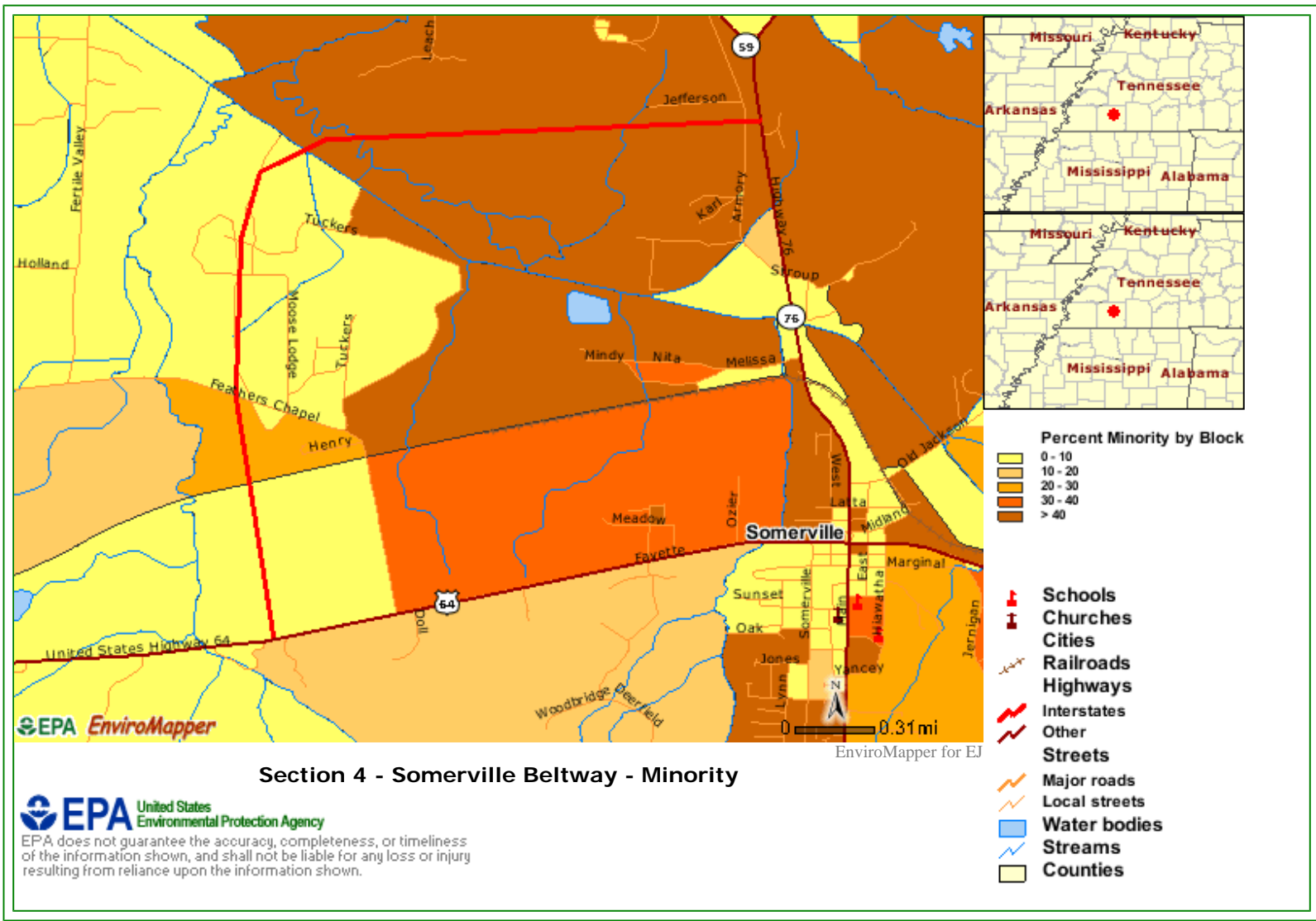


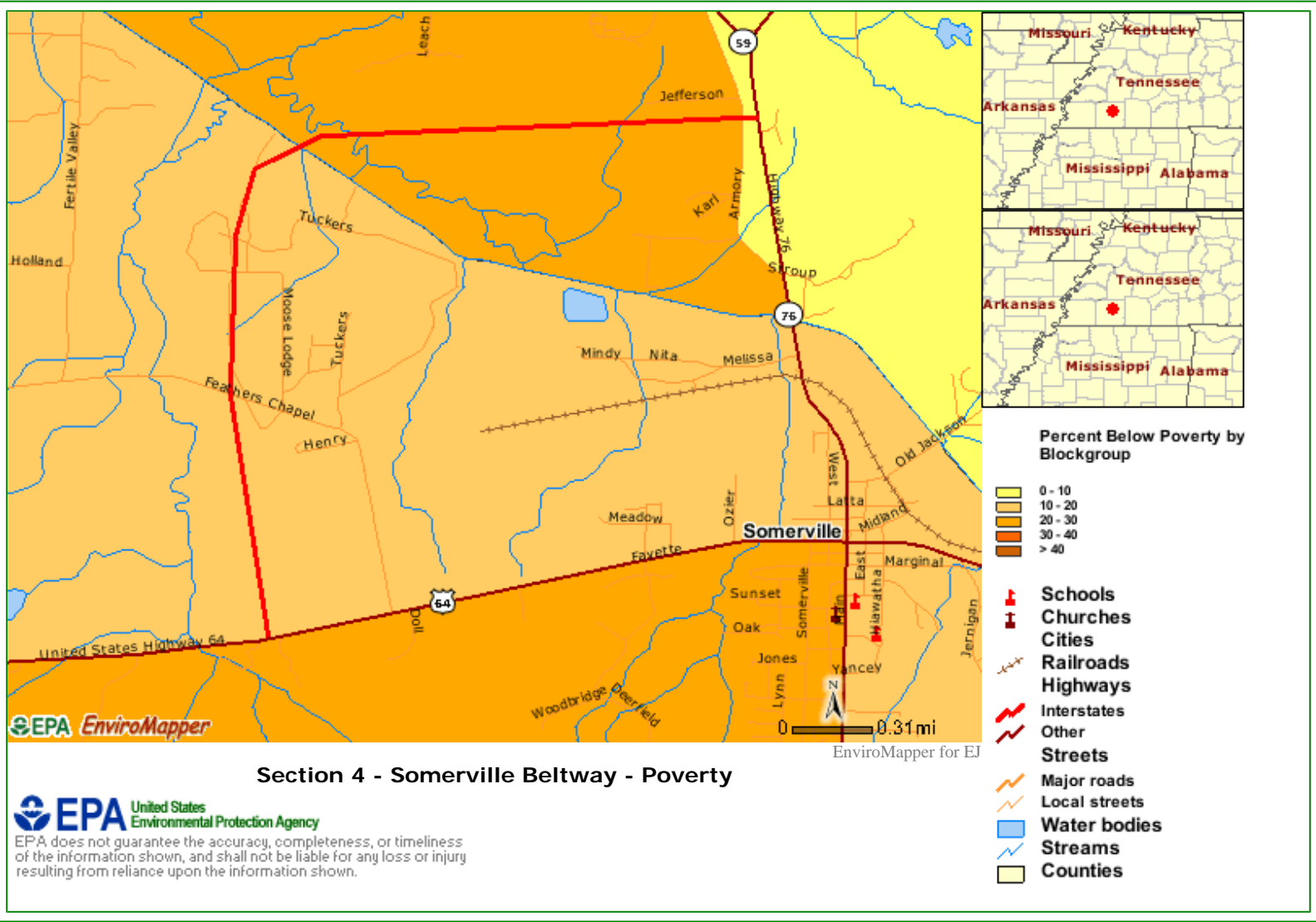
EPA does not guarantee the accuracy, completeness, or timeliness of the information shown, and shall not be liable for any loss or injury resulting from reliance upon the information shown.

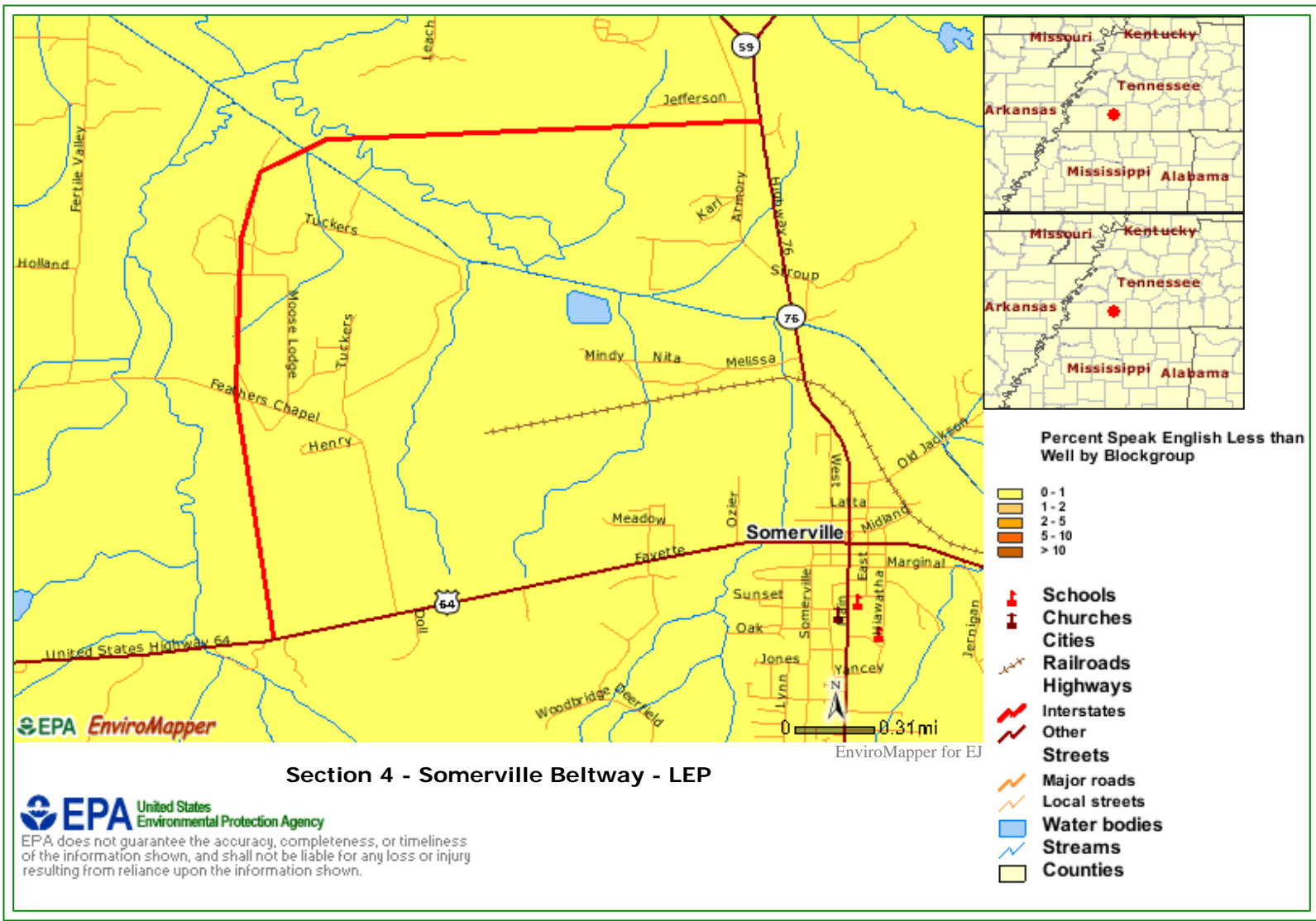




400 x 300 600 x 450 800 x 600 Locator Map







Annex F Historic Preservation



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

August 11, 2006

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

**RE: FHWA, ARCHITECTURAL SURVEY REPORT, SR-460/ BYPASS/SR-15 TO SR-15,
SOMERVILLE, FAYETTE COUNTY**

Dear Ms. Carver:

In response to your request, received on Tuesday, August 8, 2006, we have reviewed the documents you submitted regarding your proposed undertaking. Our review of and comment on your proposed undertaking are among the requirements of Section 106 of the National Historic Preservation Act. This Act requires federal agencies or applicant for federal assistance to consult with the appropriate State Historic Preservation Office before they carry out their proposed undertakings. The Advisory Council on Historic Preservation has codified procedures for carrying out Section 106 review in 36 CFR 800. You may wish to familiarize yourself with these procedures (Federal Register, December 12, 2000, pages 77698-77739) if you are unsure about the Section 106 process.

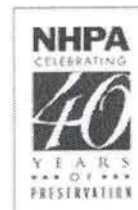
Considering the information provided, we find that the area of potential effect contains no architectural resources eligible for listing in the National Register of Historic Places affected by this undertaking. You should notify interested persons and make the documentation associated with this finding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

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

Sincerely,

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

HLH/jyg

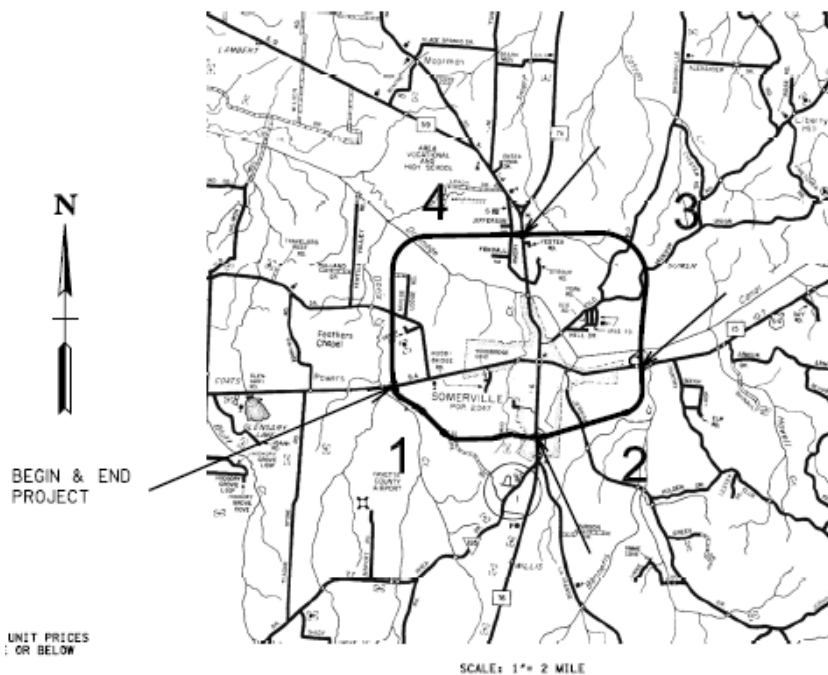


**TENNESSEE DEPARTMENT OF TRANSPORTATION
HISTORICAL/ARCHITECTURAL ASSESSMENT**

FOR PROPOSED IMPROVEMENTS TO

**State Route 460 (U.S. 64) Somerville Bypass
from State Route 15 (U.S. 64) West of Somerville
to State Route 15 (U.S. 64) West of Somerville**

FAYETTE COUNTY



July 2006

Prepared by
Holly M. Barnett
Tennessee Department of Transportation
Environmental Division
Suite 900 James K. Polk Building
Nashville, TN 37243-0334
Phone: (615) 741-3653

**ARCHITECTURAL/HISTORICAL ASSESSMENT
PURSUANT TO 36 CFR 800
FOR THE PROPOSED IMPROVEMENTS TO**

**State Route 460 (U.S. 64) Somerville Bypass from State Route 15 (U.S.
64) West of Somerville to State Route 15 (U.S. 64)
West of Somerville**

FAYETTE COUNTY

MANAGEMENT SUMMARY

The Tennessee Department of Transportation with funding made available through the Federal Highway Administration is proposing to construct for State Route 15 (U.S. 64) a Beltway around the City of Somerville, Fayette County Tennessee.

A TDOT consultant surveyed the area of potential effect in 1996 for a proposed bypass extending around Somerville to the south (Assessment included in Appendix A). The consultant identifying one district listed on the National Register of Historic Places, the Somerville Historic District, as outside the area of potential effect. For the assessment, the consultant surveyed an additional 41 properties and it was his opinion none were eligible for the National Register.

Recently historians from the Tennessee Department of Transportation (TDOT) surveyed an increased area of potential effect as well as the previously surveyed areas. The historians inventoried several additional properties. It is the opinion of TDOT none of the properties are eligible for the National Register.

It is the opinion of Tennessee Department of Transportation (TDOT), pursuant to 36 CFR 800.5, that the project would have no effect on any historic resources listed or eligible for the National Register. Therefore there will be no Section 4(f) involvement with a historic property.

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APPENDICES

- A. *Architectural Assessment for Proposed Improvements to the Proposed Somerville Connector, Proposed U.S. 64 (State Route 15), Somerville, Fayette County* prepared by Thomason and Associates
- B. Fact Sheet on Section 106
- C. National Register Criteria, 36 CFR 60.4
- D. Criteria of Effect, 36 CFR 800.5
- E. Fact Sheet on Section 4(f)
- F. Public Participation

**ARCHITECTURAL/HISTORICAL ASSESSMENT
PURSUANT TO 36 CFR 800
FOR THE PROPOSED IMPROVEMENTS TO**

**State Route 460 (U.S. 64) Somerville Bypass from State Route 15 (U.S. 64) West of
Somerville to State Route 15 (U.S. 64) West of Somerville**

FAYETTE COUNTY

STATEMENT OF DETERMINATION

The Tennessee Department of Transportation (TDOT) with funding made available through the Federal Highway Administration (FHWA) is proposing to construct for State Route 15 (U.S. 64) a Beltway around the city of Somerville, Fayette County, Tennessee.

Federal laws require TDOT and FHWA to comply with Section 106 of the National Historic Preservation Act of 1966, as amended. Appendix B contains a fact sheet about Section 106. Regulations detailing the implementation of this act are codified at 36 CFR 800. This legislation requires TDOT and FHWA to identify any properties (either above-ground buildings, structures, objects, or historic sites or below ground archaeological sites) of historic significance. For the purposes of this legislation, historic significance is defined as those properties which are included in the National Register of Historic Places or which are eligible for inclusion in the National Register. Appendix C contains a copy of the National Register criteria, which are codified at 36 CFR 60.4. Once historic resources are identified, legislation requires these agencies to determine if the proposed project would affect the historic resource. Appendix D contains a copy of the Criteria of Effect as defined in 36 CFR 800.5. If the proposed project would have an adverse effect to a historic property, the legislation requires FHWA to provide the Advisory Council on Historic Preservation (an independent federal agency) an opportunity to comment on the effect.

The U.S. Department of Transportation Act of 1966, as amended, also requires FHWA to assess the applicability of Section 4(f). This law prohibits the Secretary of Transportation from approving any project which requires the "use" of a historic property unless there is no prudent and feasible alternative to that use and unless the project includes all possible planning to minimize harm to the historic resource. Appendix E contains a fact sheet about Section 4(f).

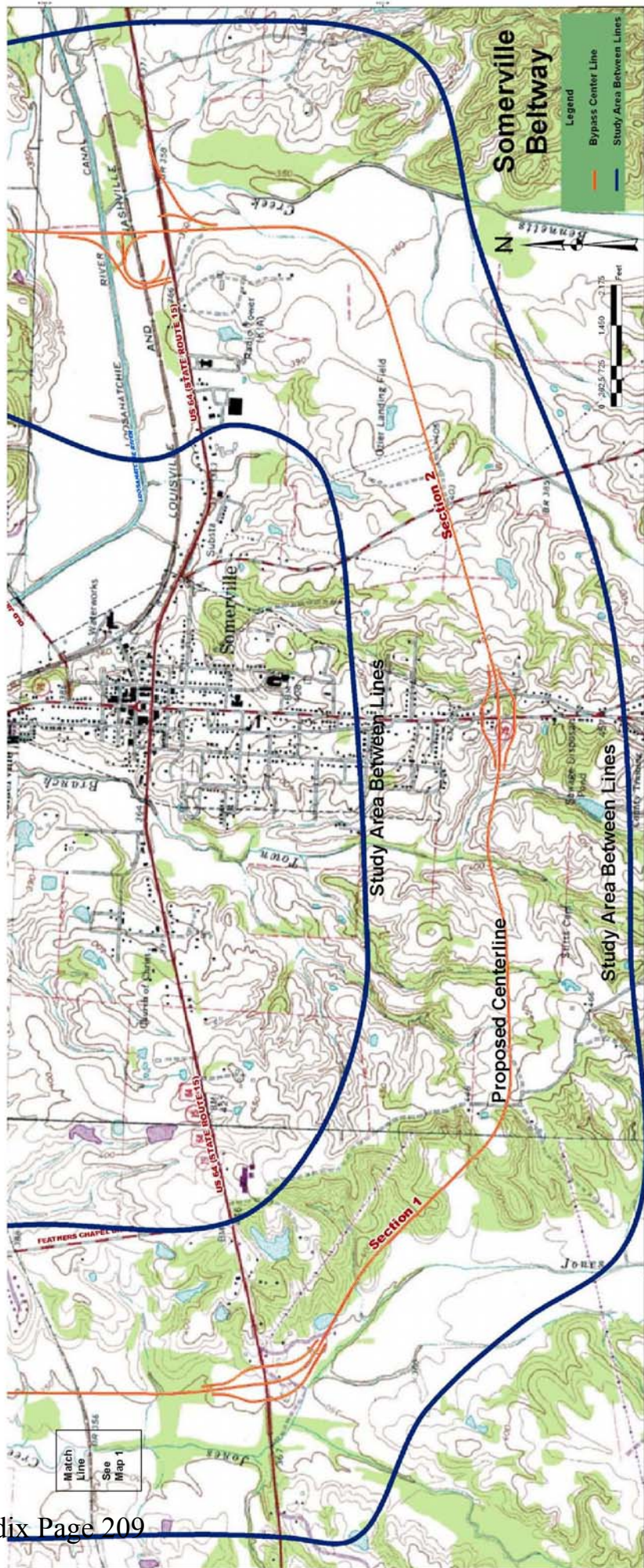
Pursuant to 36 CFR 800.4 which requires TDOT and FHWA to identify historic resources near its proposed projects, a consultant for TDOT surveyed the area of potential environmental impact for this proposed project in an effort to identify any National Register-included or eligible properties. The consultant identified one property listed on the National Register, the Somerville Historic District. TDOT historians inventoried additional properties in the general project area and identified no additional properties as listed or eligible for the National Register.

It is the opinion of Tennessee Department of Transportation (TDOT), pursuant to 36 CFR 800.5, that the project would have no effect on any historic resources listed or eligible for the National Register. Therefore there will be no Section 4(f) involvement with a historic property.

The archaeological assessment is contained in a separate document.

This document has been prepared in consultation with the TN-SHPO and will be circulated to the TN-SHPO and local historians.

Figure 1: Project Location Map
with Study Area Indicated
Map 2 of 2



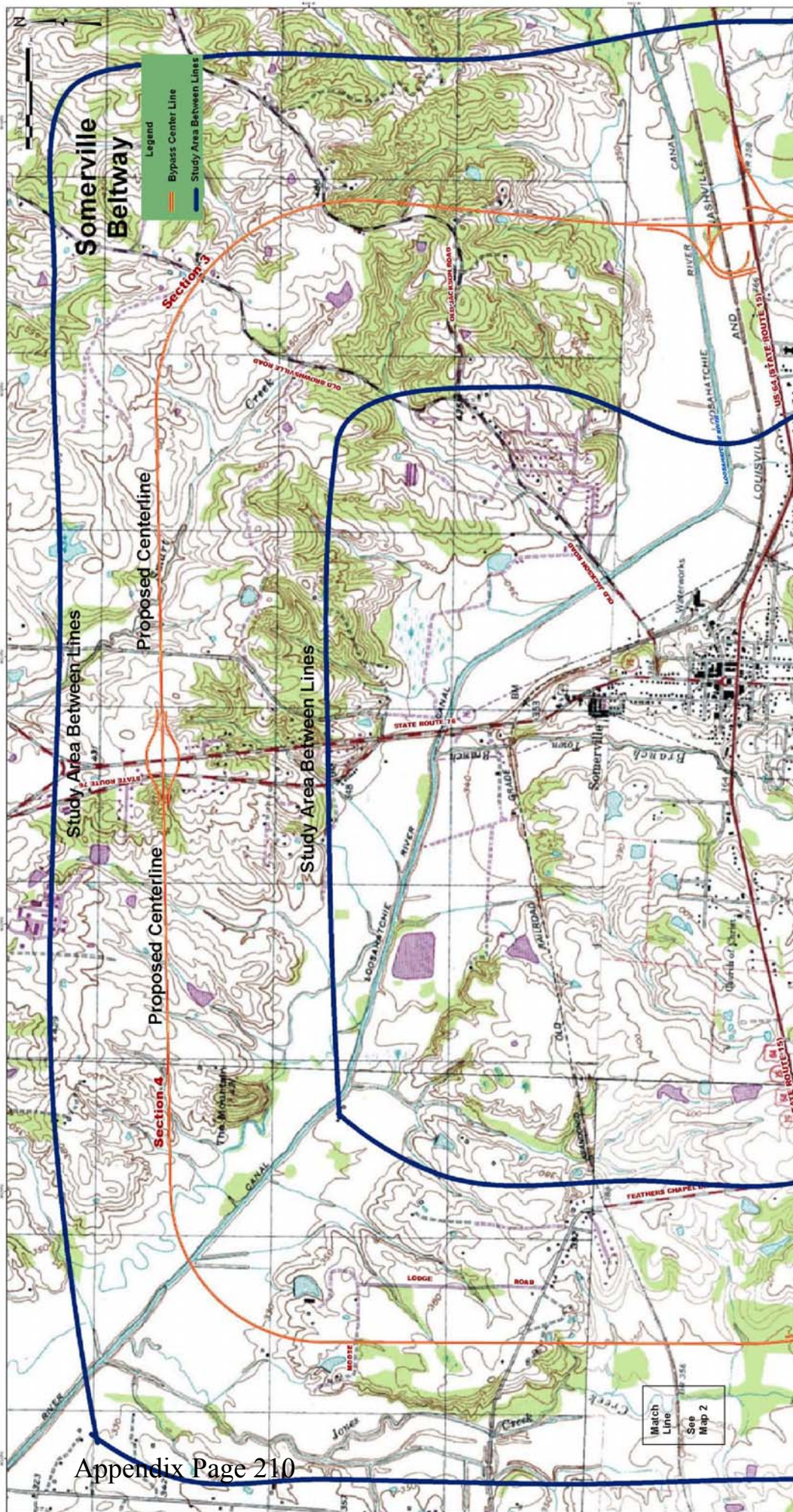


Figure 1: Project Location Map
with Study Area Indicated
Map 1 of 2

Annex G Hazardous Material

Memo

To: Joe Matlock

From: Ann E. Epperson, PG

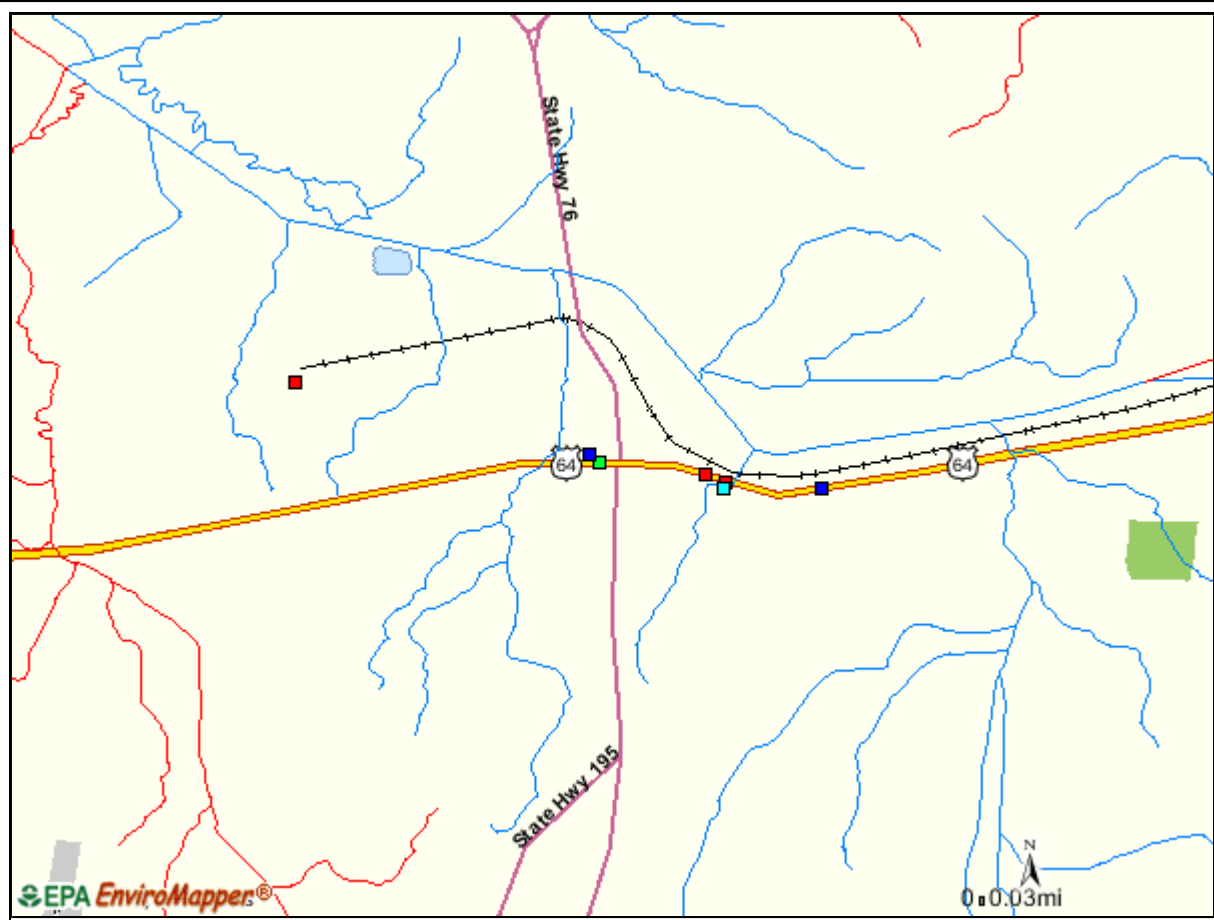
CC: Jim Ozment

Date: January 5, 2007

Re: Sommerville Bypass Hazardous Materials review

The TDEC-UST database and EPA's Enviromapper Service were reviewed for hazardous materials sites along this project. There are several registered USTs in the area. There are three known hazardous materials sites in the general area, according to Enviromapper. Once final ROW plans are known, more specific hazardous materials studies can be conducted.

TDOT has demonstrated its ability to deal with hazardous substance sites to minimize impacts on the environment. In the event hazardous substances/wastes are encountered within the actual right-of-way, their disposition shall be subject to the applicable sections of the Federal Resource Conservation and Recovery Act, as amended; and the Comprehensive Environmental Response, Compensation, and Liability Act, as amended; and the Tennessee Hazardous Waste Management Act of 1983.



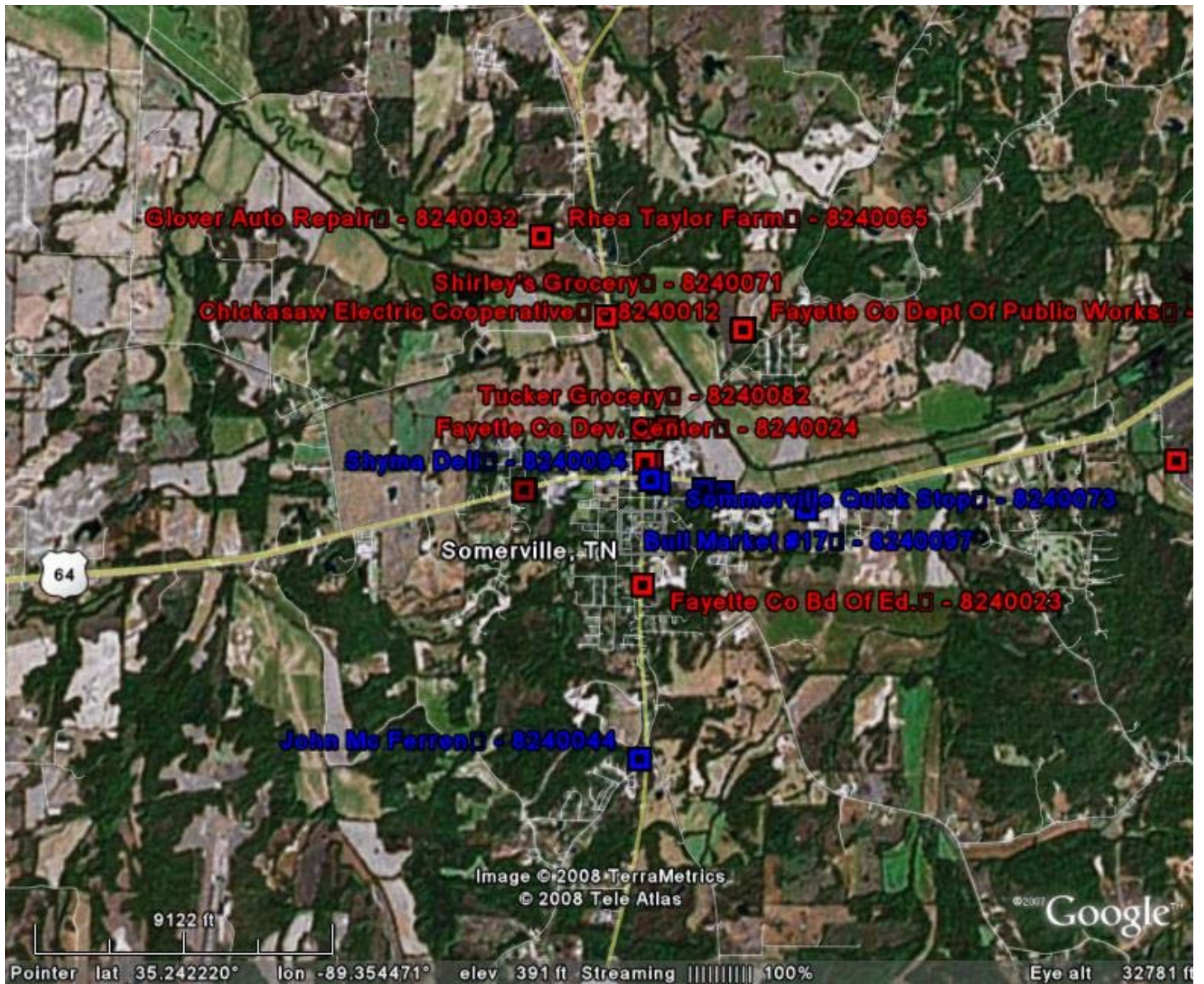
Legend

- Multi-activities
- Superfund
- Toxic releases
- Water dischargers
- Air emissions
- Hazardous waste
- Impaired water bodies
- Impaired streams
- Streams
- Highways
- Highways
- Interstates
- Major Streets
- Ramps
- Railroads
- Water Bodies
- Airports
- Airport Boundaries
- Airport Runways
- Landmark Areas
- Military Installations
- Prisons
- Colleges/Universities
- Recreation Areas
- State Capitols
- Professional Golf Courses
- Cemeteries
- Major Parks
- National Parks/Forests
- State Parks/Forests
- Local Parks
- U.S. Counties
- Non-U.S. Land
- Oceans and Seas

Somerville EPA sites

EnviroMapper For EnviroFacts





Known Underground Storage Tanks

Annex H Conceptual Stage Relocation Plan



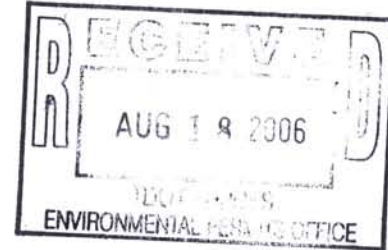
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUITE 600, JAMES K. POLK BUILDING
NASHVILLE, TENNESSEE 37243-0337

GERALD F. NICELY
COMMISSIONER

PHIL BREDESEN
GOVERNOR

August 18, 2006

Mr. Charles Bush
Transportation Manager II
Suite 900, James K. Polk Bldg.
Nashville, TN 37243



RE: Conceptual Stage Relocation Plan
Project No. 24092-1203-14
State Route 15 – Somerville Beltway
Fayette County

*18 Aug 06
GFW*

Dear Mr. Bush:

Please find enclosed the original and two (2) copies of the Conceptual Stage Relocation Plan for the above referenced project.

If you have any questions or if I can be of any assistance, please call me at (615)253-1154.

Sincerely,

Gale Wagner
Transportation Specialist I
Central Right of Way Office



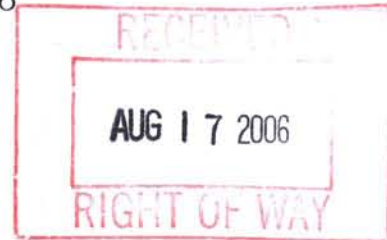
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
300 BENCHMARK PLACE
JACKSON, TENNESSEE 38301
(731) 935-0134

GERALD F. NICELY
COMMISSIONER

PHIL BREDESEN
GOVERNOR

August 16, 2006

Tennessee Department of Transportation
James K. Polk Building, Suite 600
505 Deaderick Street
Nashville, TN 37243-0337



Attn: Mr. Gale Wagner

RE: Conceptual Stage Relocation Plan
Project No. 24092-1203-14
S. R. 15 – Somerville Beltway
Fayette County

Dear Mr. Wagner,

Please find enclosed the original plus two copies of the Conceptual Stage Relocation Plan on the subject project as requested in your letter dated July 6, 2006. Also included are copies of the Right-of-Way and Utility Cost estimates and one set of functionals with relocations marked.

If I can be of further assistance, please contact me.

Sincerely,

La Jeana Dodd
Right-of-Way Agent 4

Enclosure

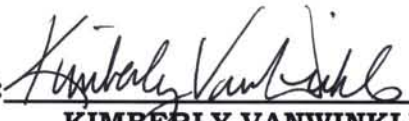
**TENNESSEE DEPARTMENT OF TRANSPORTATION
REGION IV**

CONCEPTUAL STAGE RELOCATION PLAN

STATE ROUTE 15 SOMERVILLE BELTWAY

FAYETTE COUNTY

August 15, 2006

PREPARED BY: 
KIMBERLY VANWINKLE
RIGHT-OF-WAY AGENT III

RECOMMENDED BY: 
LA JEANA DODD
RIGHT-OF-WAY AGENT IV

APPROVED BY: 
ANDREW F. MILLER
TRANSPORTATION MANAGER II

CONCEPTUAL STAGE RELOCATION PLAN

This Conceptual Stage Relocation Plan includes construction of State Route 15, which is the Somerville Beltway in Fayette County.

The information contained herein is current.

I. RESIDENTIAL DISPLACEMENTS

A field survey was made along the proposed construction site to determine the number of residential displacements in the four different sections. In Section 1, there appears to be three (3) owner-occupied and two (2) tenant-occupied single family residences to be relocated. In Section 2, there appears to be two (2) owner-occupied and two (2) tenant-occupied residences to be relocated. Section 3 has no residential relocations. Section 4 has two (2) owner-occupied single family dwellings to be relocated. There is a tenant-occupied dwelling in Section 2 that is non-decent, safe, and sanitary. The remaining dwellings appear to be decent, safe and sanitary.

The individuals to be relocated are thought to be both Caucasian and African-American and are within the low (fixed) to middle income bracket. It appears that the age of these relocatees range from infancy to elderly.

II. BUSINESS DISPLACEMENTS

At the time of the field survey, it was determined that the following businesses would possibly be displaced:

Section 2:

Total Automotive – This business appears to be owner-operated and is an auto repair and body shop.

There are no business relocations in Sections 1, 3, and 4.

III. NON-PROFIT ORGANIZATION DISPLACEMENT

At the time of the field survey, it was determined that the following non-profit organization would be displaced:

Section 2:

Fellowship M.B. Church – This is a non-profit church.

There are no non-profit organizations to be relocated in Sections 1, 3, and 4.

IV. UNDERGROUND STORAGE TANKS

According to the field survey, there appears to be evidence of underground storage tanks in Section 2 at the business relocation.

V. IMPACT ON ESTABLISHED COMMUNITIES

This project will not divide an established community or neighborhood and there should be no adverse effects.

VI. ECONOMIC EFFECTS ON THE COMMUNITIES

The economic impact on the involved communities will be favorable. This will be a highly traveled route. The tax rate for the project area is as follows:

Fayette County - \$1.74 per hundred

Somerville - 0.57 cents per hundred

VII. CONCURRENT ACQUISITIONS BY OTHER GOVERNMENTAL AGENCIES

There are no dwelling units to be acquired by other governmental agencies during the programmed acquisition period.

VIII. AVAILABILITY OF COMPARABLE REPLACEMENT DWELLINGS &

BUSINESSES

From our study of the project and surrounding areas, we feel the supply of comparable dwellings and commercial property to relocate the displaced is sufficient.

IX. POTENTIAL IMPACTS ON NEIGHBORHOODS WHERE RELOCATION IS MOST LIKELY TO OCCUR

The residential relocations are most likely to take place in the same area as the project. There will be sufficient housing in the area and there should be no ill effects upon the displacees.

The business and non-profit relocations should be able to relocate in the immediate area. The business could be operated from any commercial building and there is an adequate supply of those available at this time. The non-profit organization can determine their course of action and we should be able to support their choice of rebuilding, moving, etc.

X. INTERVIEW WITH LOCAL OFFICIALS

Fayette County Mayor Rhea "Skip" Taylor stated that he was in favor of the project and it will be good for the area and the justice complex in the process of being built. He said the public was happy with the southern route and supported it, but most people were not happy with the northern route. He said he had heard only a few people in support of the northern route. He said this project will have a positive impact on the economy.

I have made attempts to contact Somerville Mayor Robert S. "Bob" Morris and have been unsuccessful. I was told he worked part-time and I have left my number several times, but he will not return a telephone call to me. I did not feel I should delay this report any longer.

XI. PROPOSED SOLUTION TO IDENTIFIED POTENTIAL PROBLEMS

There are no unusual acquisition problems at this time with the residential or business relocations.

CONCEPTUAL STAGE
RELOCATION PLAN
PAGE 1 OF 1

COUNTY FAYETTE STATE ROUTE 460 (U.S. 64)

PROJECT DESCRIPTION SOMERVILLE BYPASS

ESTIMATED NUMBER OF DISPLACEMENTS

RELOCATIONS	SECTION 1	SECTION 2	SECTION 3	SECTION 4	
SINGLE-FAMILY UNITS	5	4	0	2	
MULTI-FAMILY UNITS	0	0	0	0	
MOBILE HOMES	0	0	0	0	
BUSINESSES	0	1	0	0	
NON-PROFIT ORGAN.	0	1	0	0	
FARMS	0	0	0	0	

RESIDENTIAL HOUSING AVAILABLE

RESIDENCES FOR SALE 15 LOTS FOR SALE 10
 RESIDENCES FOR RENT 4 MOBILE HOMES FOR RENT 2
 MULTIFAMILY FOR RENT 0 MOBILE HOME SITES FOR RENT 1

COMMERCIAL PROPERTY AVAILABLE

IMPROVED PROPERTY 1 VACANT LAND 2

COMMENTS: _____

Kimberly Van Dijk
NAME

PREPARED BY 8/14/06
DATE

Deana Dodd
NAME

REVIEWED BY 8-15-06
DATE

Andrew D. Jiles
NAME

APPROVED BY 8/15/06
DATE

WORKSHEET FOR PRELIMINARY RIGHT-OF-WAY
 COST ESTIMATE AND CONCEPTUAL STAGE
 RELOCATION PLAN
 PAGE 1 OF 1

ROUTE PROPOSED SOMERVILLE BYPASS

DATE 8-14-06

COUNTY FAYETTE

ALTERNATES NO ALTERNATES, 4 SECTIONS P.E. NO. 24092-1203-14

STREET NAME	HOUSE NUMBER	DESCRIPTION OF PROPERTY	R*	B*	N*
		SECTION 1			
S.R. 64	14440	SSB	X		
S.R. 76	11815	SSB	X		
S.R. 76	11825	SSB	X		
S.R. 76	11845	SSB	X		
S.R. 76	11865	SSF	X		
		SECTION 2			
S.R. 76	11860	SSB	X		
S.R. 76	11850	SSB	X		
S.R. 76	?	CONCRETE BLOCK RESIDENCE	X		
S.R. 76	11790	TOTAL AUTOMOTIVE		X	
S.R. 76	11750	FELLOWSHIP M.B. CHURCH			X
JERNIGAN RD.	?	CONCRETE BLOCK (NON D.S.S.)	X		
		SECTION 3			
		NO RELOCATIONS			
		SECTION 4			
ARMORY ST.	680	SSF	X		
ARMORY ST.	630	SSB	X		

* R - RESIDENTIAL B - BUSINESS N - NON-PROFIT ORGANIZATION



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

Form LS-5

2/21/2006

UTILITY REPORT FOR LOCATION STUDY

PRELIM EST # R4-SR-460-859 **ALTERNATE** A
STATE ROUTE SR-460 **PROJECT TYPE** GRADE & DRAIN
COUNTY/S FAYETTE **DESCRIPTION** STATE ROUTE 460 (U S 64/ SOMERVILLE BYPASS) FROM STATE ROUTE 15 (US 64) WEST OF SOMERVILLE TO STATE ROUTE 15 (U S 64 WEST OF SOMERVILLE)

UTILITY NAME	DEPARTMENT	ESTIMATE TOTAL	REIMBURSABLE
BELLSOUTH	PHONE	\$32,000.00	\$0.00
CHICKASAW ELECTRIC COOPERATIVE	ELECTRIC	\$6,000.00	\$6,000.00
TENNESSEE VALLEY AUTHORITY	ELECTRIC	\$8,000.00	\$8,000.00
TIME-WARNER COMMUNICATIONS	CATV	\$7,000.00	\$0.00
TOWN OF SOMERVILLE UTILITY DEPARTM	ELECTRIC	\$13,200.00	\$0.00
TOWN OF SOMERVILLE UTILITY DEPARTM	GAS	\$20,000.00	\$0.00
TOWN OF SOMERVILLE UTILITY DEPARTM	SEWER	\$26,000.00	\$0.00
TOWN OF SOMERVILLE UTILITY DEPARTM	WATER	\$14,400.00	\$0.00
GRAND TOTALS:		\$126,600.00	\$14,000.00

RAILROAD YES NO

JOHN BARKER

2/21/2006

for Utilities Section

Date



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

Form LS-5

2/21/2006

UTILITY REPORT FOR LOCATION STUDY

PRELIM EST # R4-SR-460-859 **ALTERNATE** C
STATE ROUTE SR-460 **PROJECT TYPE** GRADE & DRAIN
COUNTY/S FAYETTE **DESCRIPTION** STATE ROUTE 460 (U S 64/ SOMERVILLE BYPASS) FROM STATE ROUTE 15 (US 64) WEST OF SOMERVILLE TO STATE ROUTE 15 (U S 64 WEST OF SOMERVILLE)

UTILITY NAME	DEPARTMENT	ESTIMATE TOTAL	REIMBURSABLE
BELLSOUTH	PHONE	\$40,000.00	\$0.00
CHICKASAW ELECTRIC COOPERATIVE	ELECTRIC	\$10,800.00	\$0.00
TIME-WARNER COMMUNICATIONS	CATV	\$16,000.00	\$0.00
TOWN OF SOMERVILLE UTILITY DEPARTM	ELECTRIC	\$4,800.00	\$0.00
TOWN OF SOMERVILLE UTILITY DEPARTM	GAS	\$86,500.00	\$60,000.00
TOWN OF SOMERVILLE UTILITY DEPARTM	WATER	\$12,000.00	\$0.00
GRAND TOTALS:		\$170,100.00	\$60,000.00

RAILROAD YES NO

JOHN BARKER

2/21/2006

for Utilities Section

Date



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

Form LS-5

2/21/2006

UTILITY REPORT FOR LOCATION STUDY

PRELIM EST # R4-SR-460-859 **ALTERNATE** B
STATE ROUTE SR-460 **PROJECT TYPE** GRADE & DRAIN
COUNTY/S FAYETTE **DESCRIPTION** STATE ROUTE 460 (U S 64/ SOMERVILLE BYPASS) FROM STATE ROUTE 15 (US 64) WEST OF SOMERVILLE TO STATE ROUTE 15 (U S 64 WEST OF SOMERVILLE)

UTILITY NAME	DEPARTMENT	ESTIMATE TOTAL	REIMBURSABLE
BELLSOUTH	PHONE	\$22,000.00	\$0.00
CHICKASAW ELECTRIC COOPERATIVE	ELECTRIC	\$21,600.00	\$0.00
TENNESSEE VALLEY AUTHORITY	ELECTRIC	\$8,000.00	\$8,000.00
TIME-WARNER COMMUNICATIONS	CATV	\$16,000.00	\$0.00
TOWN OF SOMERVILLE UTILITY DEPARTM	ELECTRIC	\$3,600.00	\$3,600.00
TOWN OF SOMERVILLE UTILITY DEPARTM	GAS	\$12,000.00	\$0.00
TOWN OF SOMERVILLE UTILITY DEPARTM	SEWER	\$48,000.00	\$0.00
TOWN OF SOMERVILLE UTILITY DEPARTM	WATER	\$36,400.00	\$0.00
GRAND TOTALS:		\$167,600.00	\$11,600.00

RAILROAD YES NO

JOHN BARKER

2/21/2006

for Utilities Section

Date



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

Form LS-5

2/21/2006

UTILITY REPORT FOR LOCATION STUDY

PRELIM EST # R4-SR-460-859 **ALTERNATE** D
STATE ROUTE SR-460 **PROJECT TYPE** GRADE & DRAIN
COUNTY/S FAYETTE **DESCRIPTION** STATE ROUTE 460 (U S 64/ SOMERVILLE BYPASS) FROM STATE ROUTE 15 (US 64) WEST OF SOMERVILLE TO STATE ROUTE 15 (U S 64 WEST OF SOMERVILLE)

UTILITY NAME	DEPARTMENT	ESTIMATE TOTAL	REIMBURSABLE
BELLSOUTH	PHONE	\$32,000.00	\$0.00
CHICKASAW ELECTRIC COOPERATIVE	ELECTRIC	\$16,800.00	\$0.00
TIME-WARNER COMMUNICATIONS	CATV	\$16,000.00	\$0.00
TOWN OF SOMERVILLE UTILITY DEPARTM	ELECTRIC	\$7,200.00	\$0.00
TOWN OF SOMERVILLE UTILITY DEPARTM	GAS	\$70,000.00	\$40,000.00
TOWN OF SOMERVILLE UTILITY DEPARTM	SEWER	\$90,000.00	\$0.00
TOWN OF SOMERVILLE UTILITY DEPARTM	WATER	\$14,000.00	\$0.00
GRAND TOTALS:		\$246,000.00	\$40,000.00

RAILROAD YES NO

JOHN BARKER

2/21/2006

for Utilities Section

Date

REVIEW
567264
RIGHT-OF-WAY REPORT FOR LOCATION STUDY

APR ESTIMATE #	ROUTE #	PROJECT TYPE	APPROVED BY	PREPARE DATE	APPROVED BY	PREPARE DATE						
R4FAY001			Vinson, Bobby	6/8/2006								
COUNTIES	FAYETTE											
PROJECT TERMIN	FAYETTE COUNTY BY PASS, US 64/SOMERVILLE BYPASS											
ALTERNATE	No. of Tracts	LAND	ACRES	IMPROVEMENTS	#IMPROVE	DAMAGES	INCIDENTALS	RESIDENTIAL	#RESIDENTIAL	NON-RESIDENT	#NON-RESIDENT	TOTAL ESTIMATE
		\$0.00		\$0.00		\$0.00	\$0.00	\$0.00		\$0.00		\$0.00
1	10	\$1,115,565.00	112	\$665,000.00	5	\$1,927,000.00	\$50,000.00	\$135,000.00	5	\$0.00	0	\$3,892,565.00
2	12	\$907,300.00	105	\$1,085,000.00	6	\$493,000.00	\$60,000.00	\$90,000.00	4	\$40,000.00	2	\$2,655,300.00
3	14	\$934,000.00	135	\$307,000.00	1	\$665,000.00	\$70,000.00		0	\$0.00	0	\$1,976,000.00
4	17	\$1,686,000.00	167	\$592,000.00	2	\$882,000.00	\$85,000.00	\$45,000.00	2	\$0.00	0	\$3,290,000.00

COMMENTS

REVISED ESTIMATE ON 7-26-06 TO ELIMINATE ONE RESIDENTIAL RELOCATION ON SECTION 3 There is approximately \$900,000.00 included to purchase land that will be used for solid waste land fill in Section I. Section II will involve the relocation of a church. There are underground storage tanks on a tract in section II.. The acreage was not given for Section III so it is calculated to be approximately 135 acres. Section 4 may involve more than 17 tracts. This estimate includes multiplier factors.

Section 1 Begins at SR 15 west of Somerville and ends at SR 76 south of Somerville
 Section 2 Begins at SR 76 south of Somerville and ends at SR 15 east of Somerville
 Section 3 Begins at SR 15 east of Somerville and ends at SR 76 north of Somerville
 Section 4 Begins at SR 76 north of Somerville and ends at SR 15 west of Somerville

- Index of Sheets
- 1.....TITLE SHEET
 - 2.....TYPICAL SECTION
 - 3-30.....PROPOSED LAYOUT
 - 31.....GENERAL LOCATION MAP

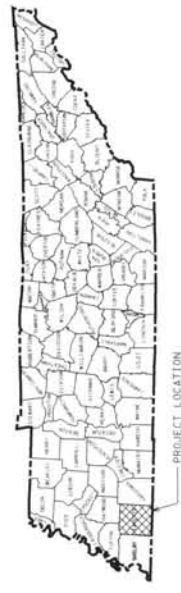
TENN.	YEAR	SHEET NO.
FED. AID PROJ. NO.	2006	1
STATE PROJ. NO.		

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

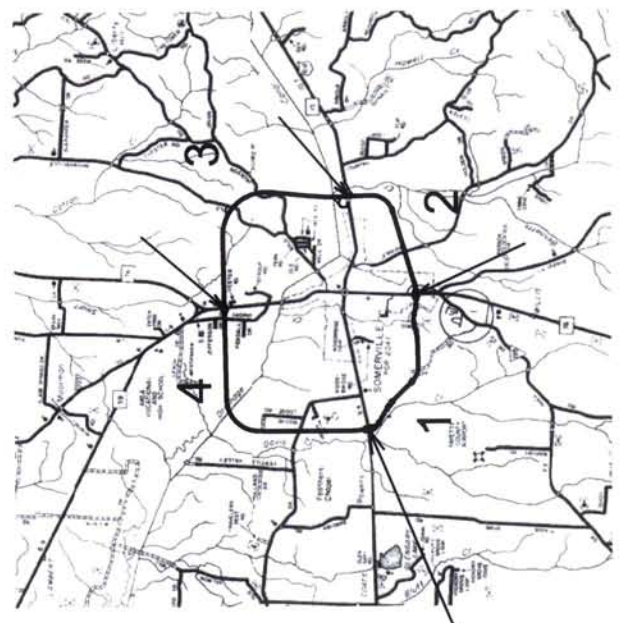
FAYETTE COUNTY

STATE ROUTE 460
U.S. 64 (SOMERVILLE BYPASS)
FROM: STATE ROUTE 15 (U.S. 64) WEST OF SOMERVILLE
TO: STATE ROUTE 15 (U.S. 64) WEST OF SOMERVILLE

STATE HIGHWAY NO. 460 F.A.H.S. NO.



**RELOCATIONS
MARKED**



BEGIN & END
PROJECT

SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINED THEREIN ARE OBVIOUSLY UNBALANCED, EITHER EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.
THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENSASSEE DEPARTMENT OF TRANSPORTATION DATED MARCH 1995 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT

TDOT ROAD SP. 5V. 2 STEVE HOLTON
DESIGNER JONATHAN ROGERS CHECKED BY _____
P.E. NO. _____

APPROVED: _____ CHIEF ENGINEER
DATE: _____
APPROVED: _____ COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED: _____ DIVISION ADMINISTRATOR DATE _____

SCALE: 1" = 2 MILE

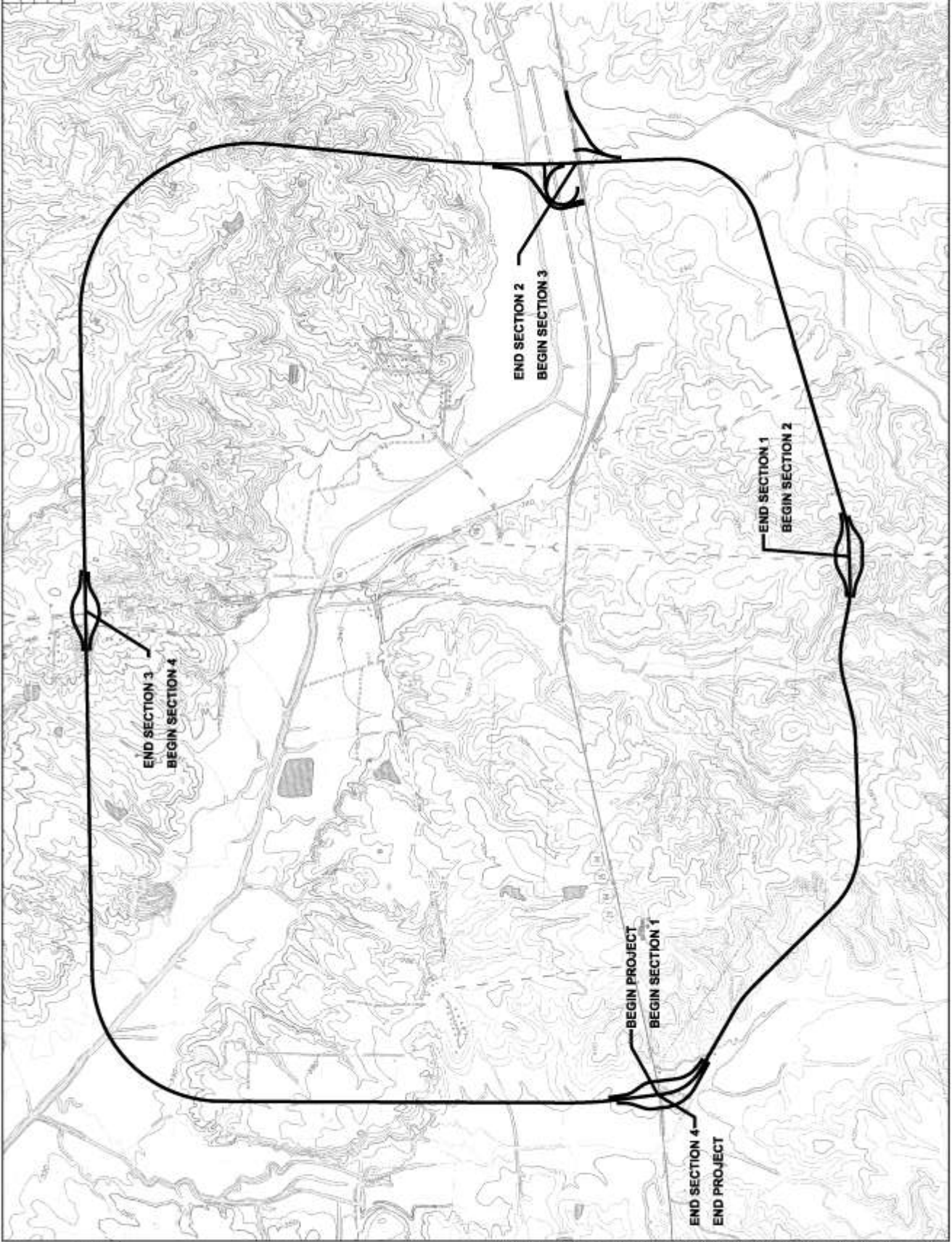
Annex I Functional Layout

For purposes of preparing environmental resources analysis necessary for this study, TDOT has prepared a series of Ariel photographs depicting a preliminary location scheme. These photographs are in Annex I Functional Layout. These are not to be considered a location commitment by TDOT.

DATE	PROJECT NO.	SCALE
YEAR	2008	1" = 100'
TYPE		



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
BY-PASS



TENN.	YEAR 2006	SHEET NO. 1
FED. AID PROJ. NO. STATE ROAD NO.		

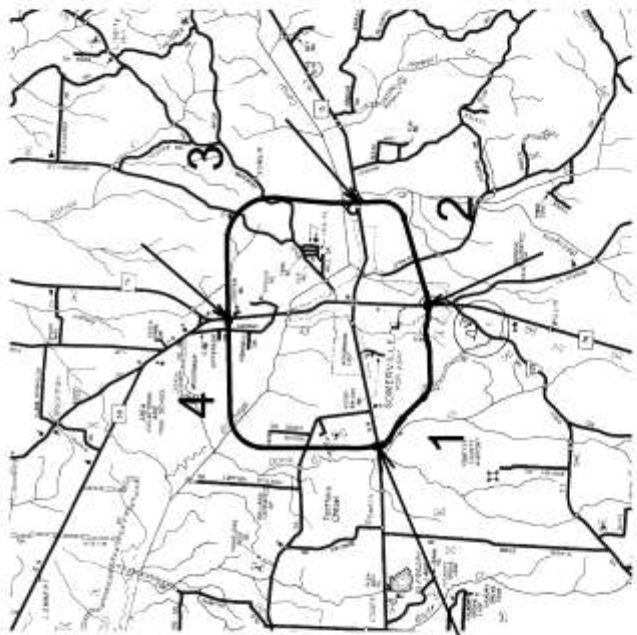


STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING

FAYETTE COUNTY

STATE ROUTE 460
U.S. 64 (SOMERVILLE BYPASS)
FROM: STATE ROUTE 15 (U.S. 64) WEST OF SOMERVILLE
TO: STATE ROUTE 15 (U.S. 64) WEST OF SOMERVILLE

STATE HIGHWAY NO. 460 F.A.-H.S. NO.



SCALE: 1" = 2 MILE

BEGIN & END PROJECT

SPECIAL NOTES

PROPOSALS MAY BE REJECTED BY THE COMMISSIONER IF ANY OF THE UNIT PRICES CONTAINS MATERIALS, LABOR, EQUIPMENT, OR OTHERS EXCESSIVE OR BELOW THE REASONABLE COST ANALYSIS VALUE.

THIS PROJECT TO BE CONDUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED MARCH 3, 1990 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND IN THE PROPOSAL CONTRACT.

TROT ROAD SR. SV. 2 - STEVE HILTON
DESIGNER - JUDALMAN BOGESS
CHECKED BY _____

P.E. NO. _____

APPROVED: _____ CHIEF ENGINEER
DATE: _____
APPROVED: _____ COMMISSIONER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

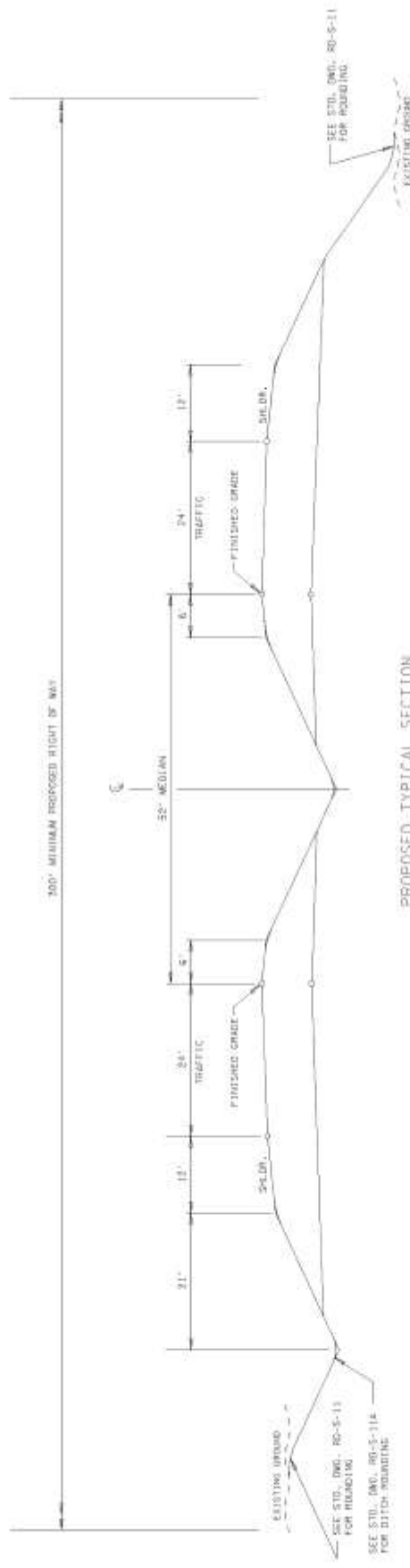
APPROVED: _____
DIVISION ADMINISTRATOR _____ DATE _____

- Index of Sheets
- 1.....TITLE SHEET
 - 2.....TYPICAL SECTION
 - 3-30.....PROPOSED LAYOUT
 - 31.....GENERAL LOCATION MAP

DESIGN DIVISION	FILE NO.
TENNESSEE 0.0/1.	

DATE	PROJECT NO.	SCALE
NO.		
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DATE	DESIGN DIVISION
NO.	
E	



NOT TO SCALE

STATE OF MISSISSIPPI
DEPARTMENT OF TRANSPORTATION

FAYETTE COUNTY
STATE ROUTE 480
SOMERVILLE
BY-PASS

TYPE	YEAR	PROJECT NO.	SHEET NO.
	2008		1



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
BY-PASS



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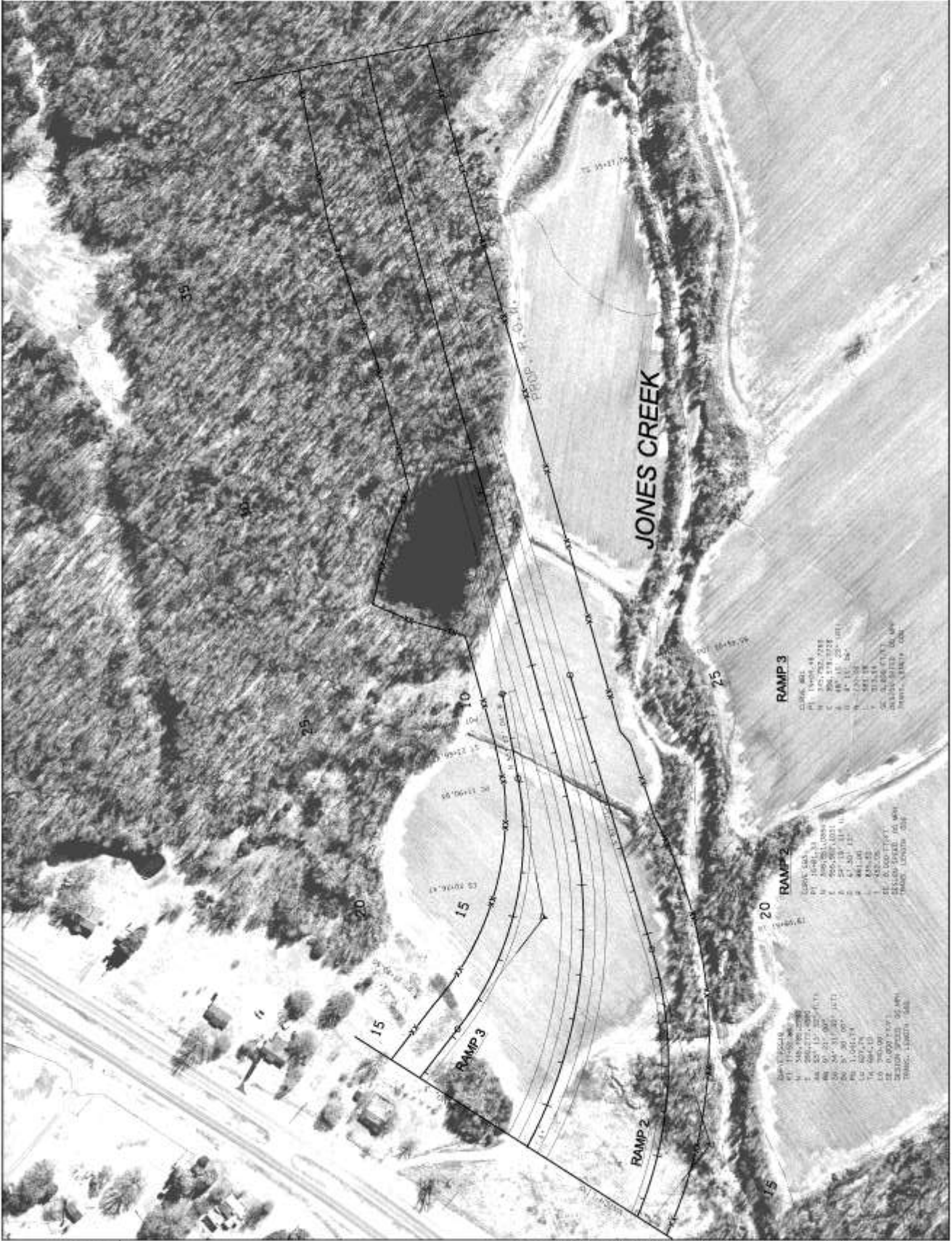
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TYPE	YEAR	PROJECT NO.	SHEET NO.
	2008		1



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
BY-PASS



RAMP 3

DATE: 08/14/08
 BY: JAMES R. WATSON
 CHECKED: JAMES R. WATSON
 TITLE: CIVIL ENGINEER
 PROJECT: STATE ROUTE 460 BY-PASS
 DRAWING NO.: 100-100-100-100
 SHEET NO.: 100-100-100-100

RAMP 2

DATE: 08/14/08
 BY: JAMES R. WATSON
 CHECKED: JAMES R. WATSON
 TITLE: CIVIL ENGINEER
 PROJECT: STATE ROUTE 460 BY-PASS
 DRAWING NO.: 100-100-100-100
 SHEET NO.: 100-100-100-100

RAMP 3

DATE: 08/14/08
 BY: JAMES R. WATSON
 CHECKED: JAMES R. WATSON
 TITLE: CIVIL ENGINEER
 PROJECT: STATE ROUTE 460 BY-PASS
 DRAWING NO.: 100-100-100-100
 SHEET NO.: 100-100-100-100

TYPE	USA	PROJECT NO.	SHEET NO.
	2008		3



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
BY-PASS



TYPE	YEAR	PROJECT NO.	SHEET NO.
	2008		8



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
 BY-PASS



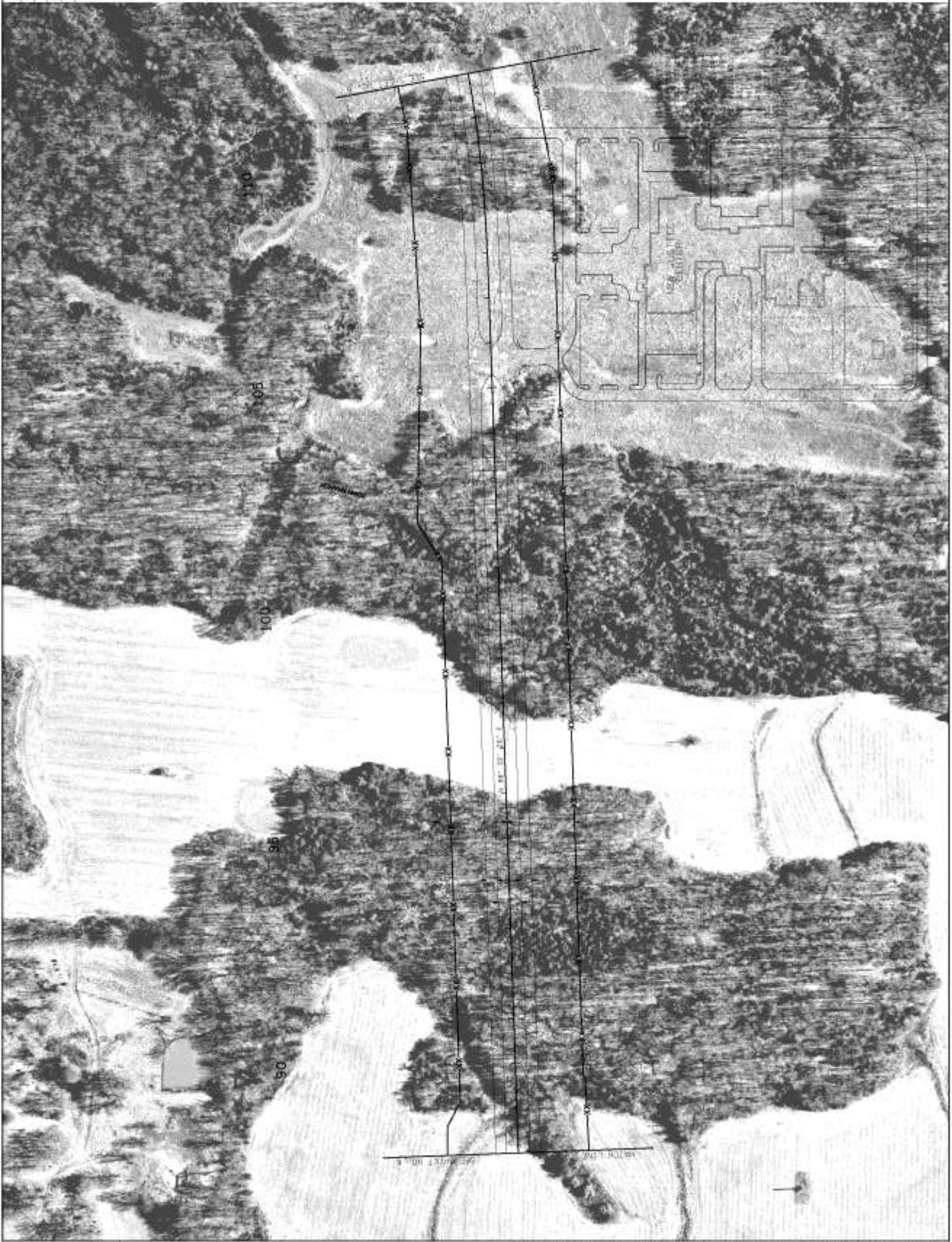
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FILE NO.
DESIGN DIVISION
TENNESSEE D.O.T.

TYPE	YEAR	PROJECT NO.	SHEET NO.
	2008		1



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE BY-PASS



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

TYPE	YEAR	PROJECT NO.	SHEET NO.
	2008		8



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
 BY-PASS



FILE NO.

Appendix Page 241

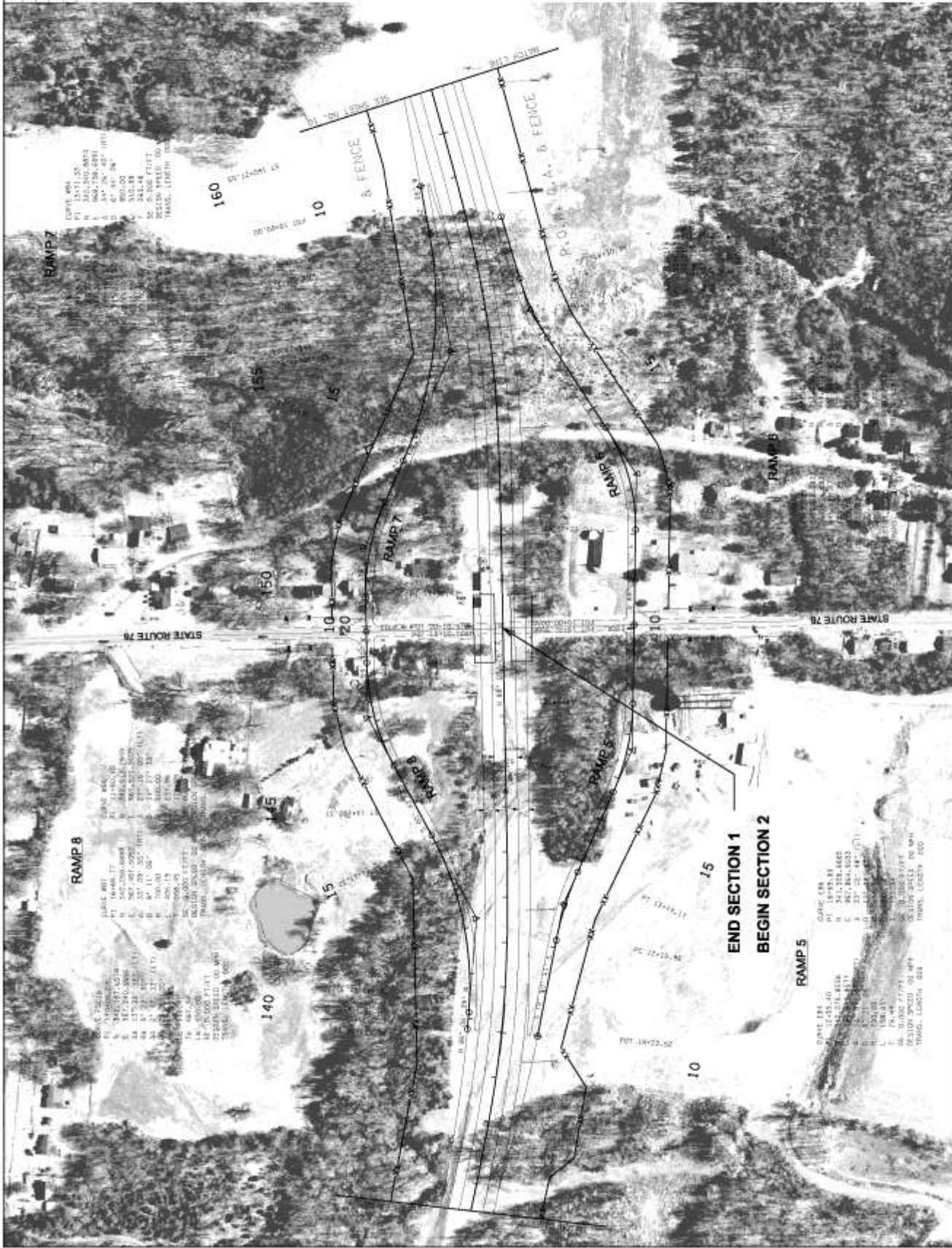
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DATE: 10/10/08 10:00 AM

TYPE	YEAR	PROJECT NO.	SHEET
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STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
 BY-PASS



FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
	2008		11



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
 BY-PASS

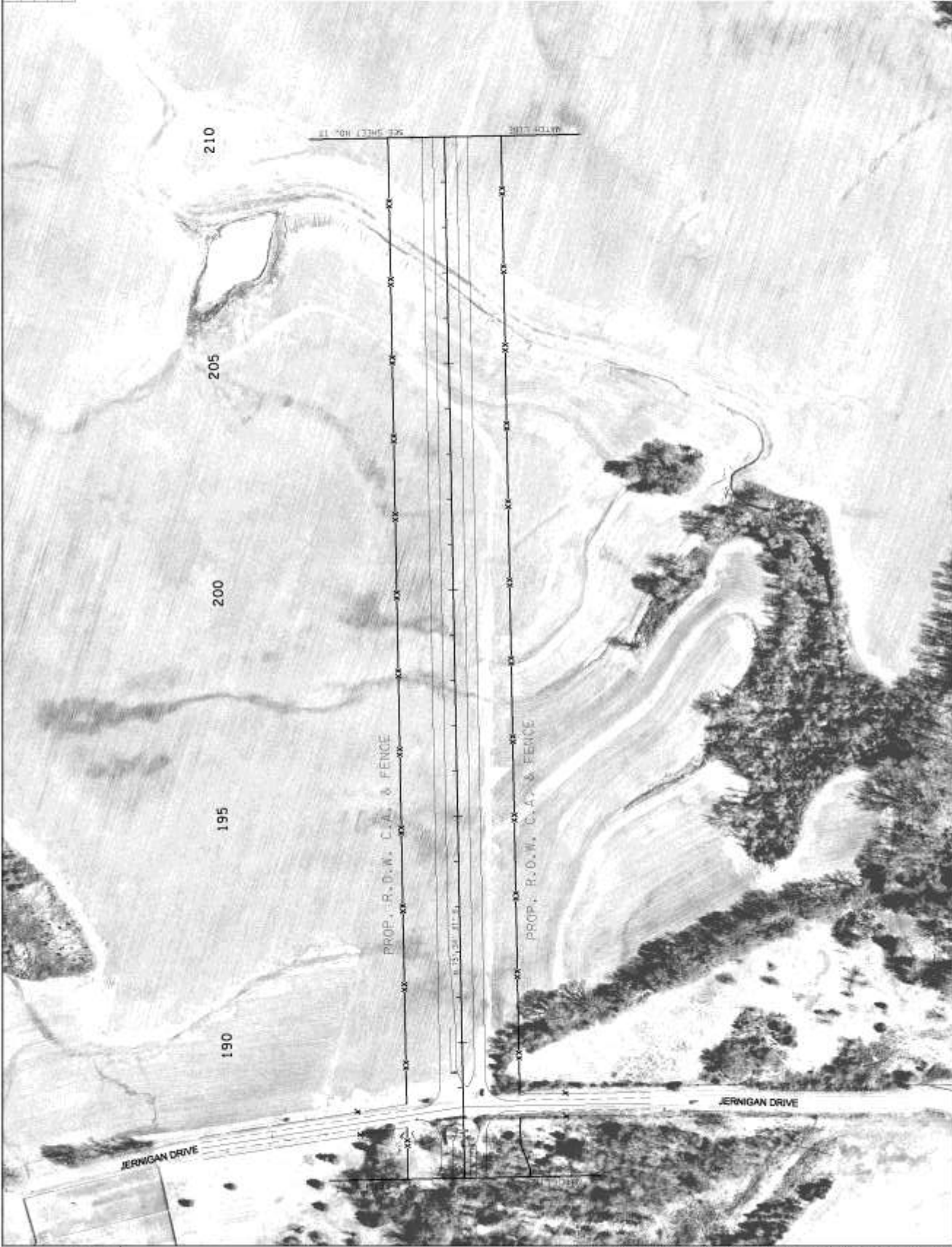


FILE NO.
DESIGN DIVISION
TENNESSEE D.O.T.

TYPE	YEAR	PROJECT NO.	SHEET NO.
	2008		11



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
 BY-PASS



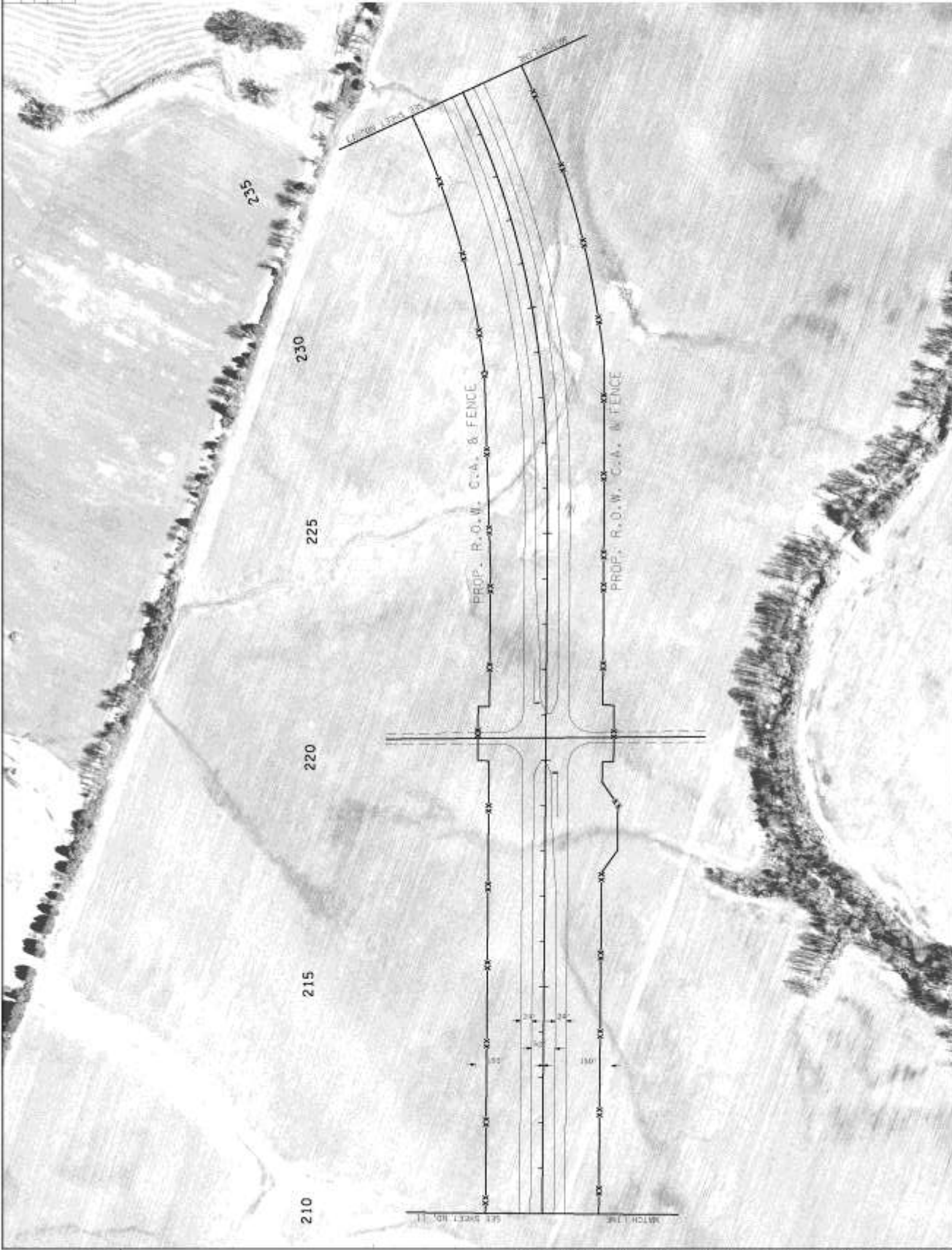
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DATE PLOTTED: 08/11/08 11:58 AM

TYPE	YEAR	PROJECT NO.	SHEET NO.
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STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
 BY-PASS

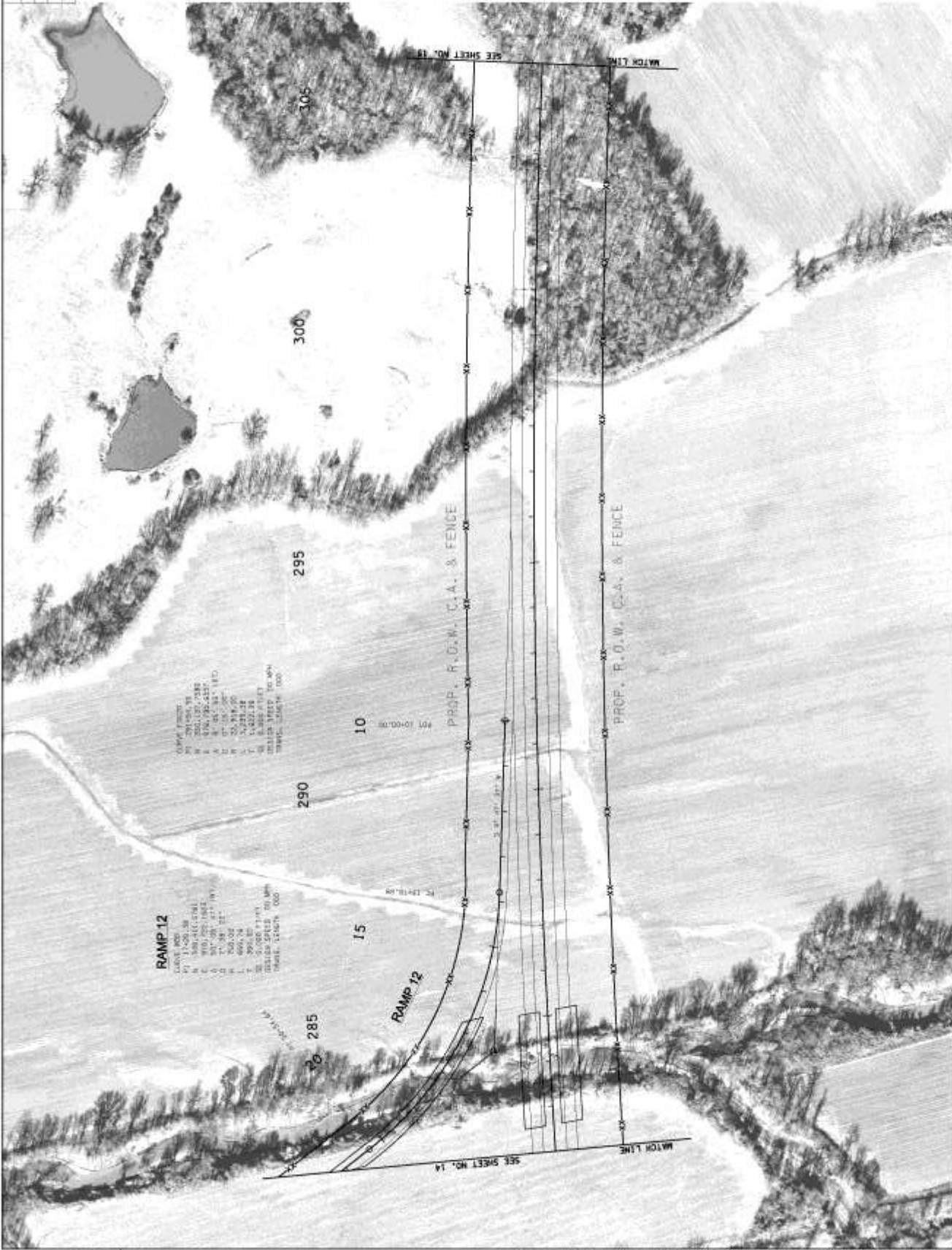


FILE NO.
DESIGN DIVISION
TENNESSEE D.O.T.

TYPE	YEAR	PROJECT NO.	SHEET NO.
	2008		13



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
 BY-PASS



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

TYPE	YEAR	PROJECT NO.	SHEET NO.
	2008		18



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
 BY-PASS



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

TYPE	USA	PROJECT NO.	SHEET NO.
	2008		17



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
 BY-PASS



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

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DATE	PROJECT NO.	SHEET NO.
2006		18



OFFICE OF TRANSPORTATION
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
 BY-PASS

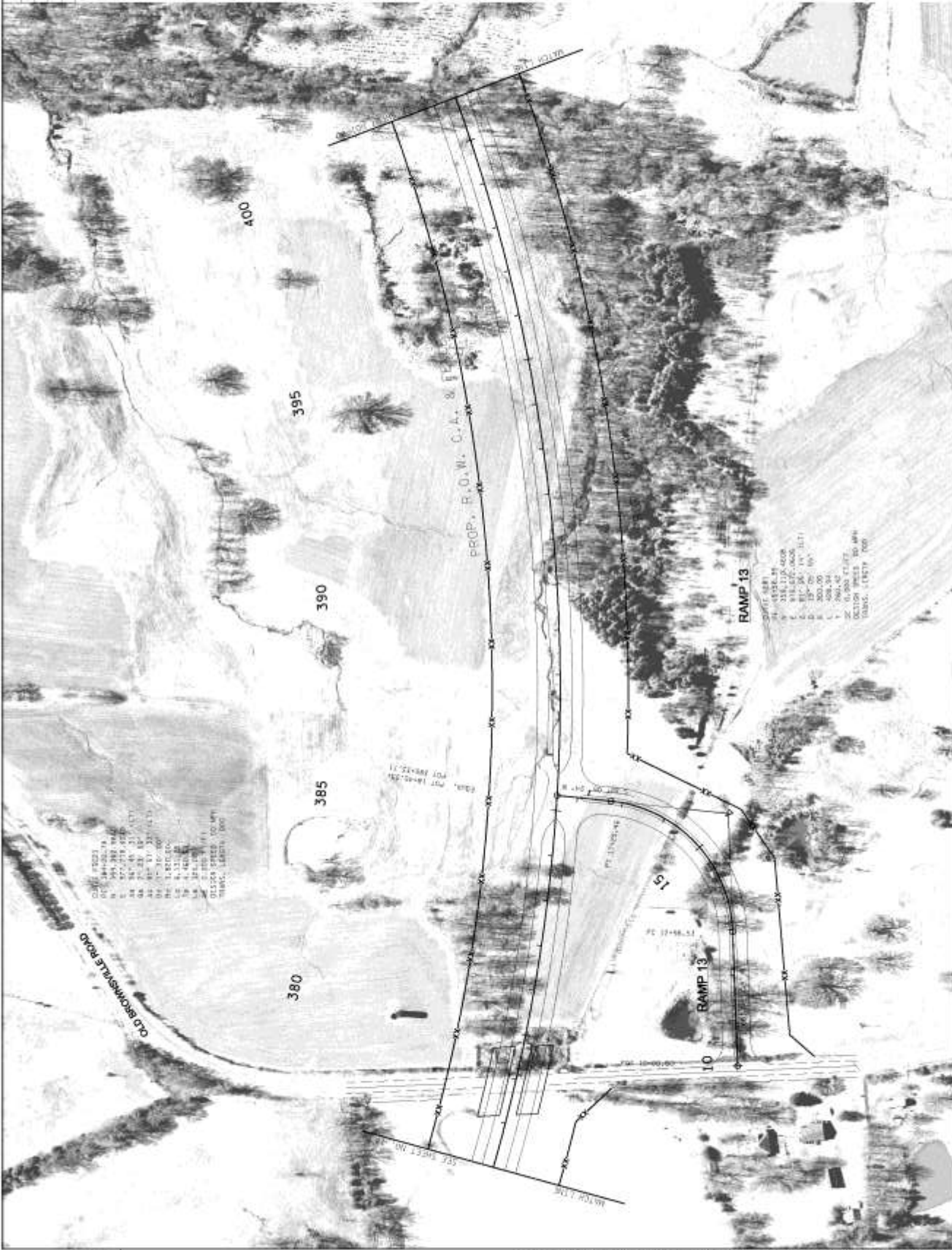


DESIGN DIVISION
TEENESSSEE 0.0.1.1

TYPE	YEAR	PROJECT NO.	SHEET NO.
	2008		13



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
 BY-PASS



DATE: 8/20/08
 BY: [unreadable]
 CHECKED: [unreadable]
 APPROVED: [unreadable]
 TITLE: DESIGNER
 PROJECT: STATE ROUTE 460 BYPASS
 SHEET: 13 OF 15

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TYPE	USA	PROJECT NO.	SHEET
	2008		21



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
 SOMERVILLE
 BY-PASS



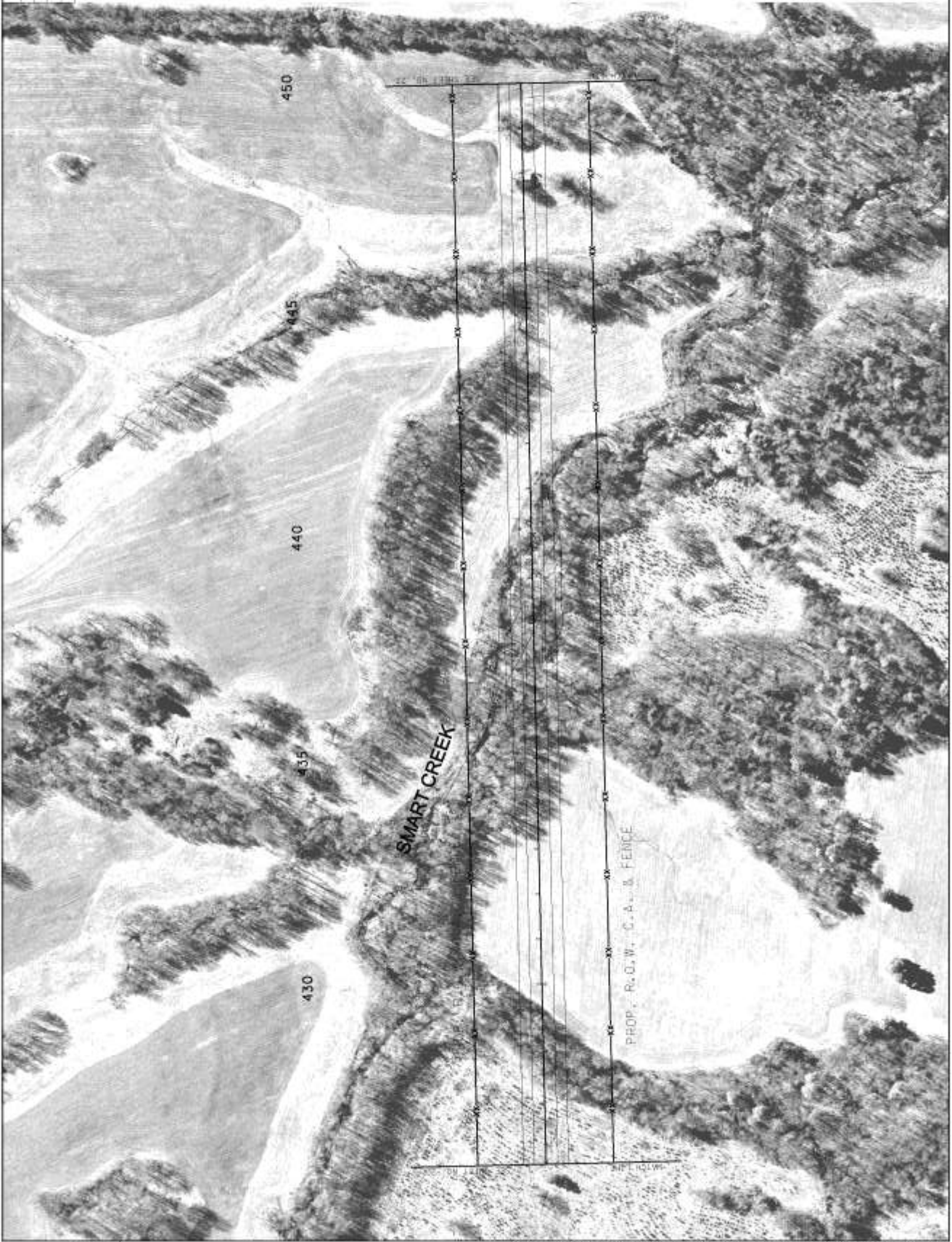
FILE NO.
DESIGN DIVISION
TENNESSEE D.O.T.

10/20/08 10:00 AM

TYPE	YEAR	PROJECT NO.	SHEET NO.
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STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
 BY-PASS

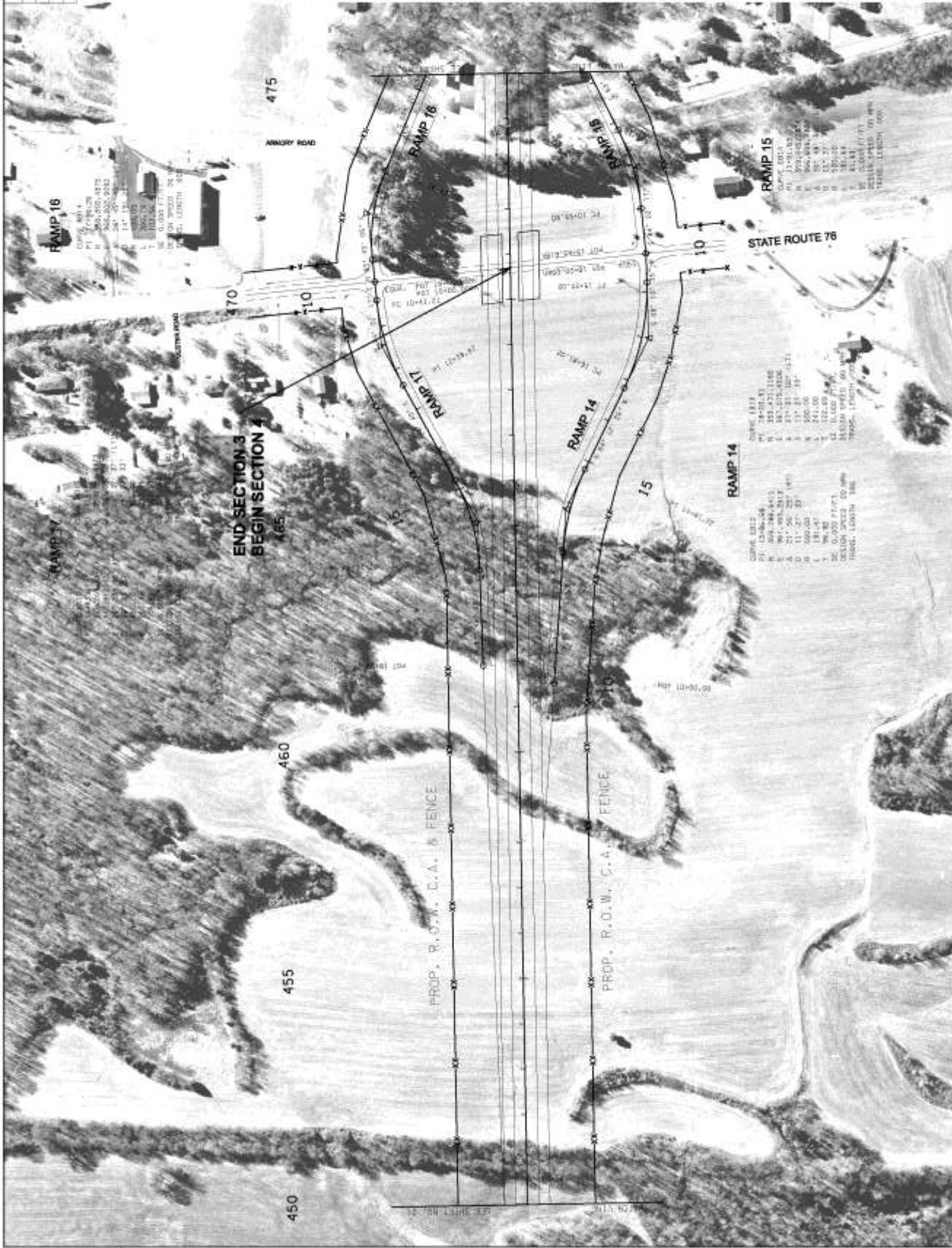


DESIGN DIVISION
TENNESSEE D.O.T.
FILE NO.

TYPE	YEAR	PROJECT NO.	SHEET NO.
	2008		22



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
 BY-PASS



CURVE 1413	
PI	28+05.41
P	485.675 (325.00)
A	21°-31'-30" (431)
D	11'-27'-33"
L	180.00
T	76.92
SC	0.000 P.P.A.T.
SECTION SPEED	50 MPH
DESIGN SPEED	50 MPH
ROAD LENGTH	388

CURVE 1414	
PI	34+01.51
P	485.675 (325.00)
A	21°-31'-30" (431)
D	11'-27'-33"
L	180.00
T	76.92
SC	0.000 P.P.A.T.
SECTION SPEED	50 MPH
DESIGN SPEED	50 MPH
ROAD LENGTH	388

CURVE 1415	
PI	11+93.82
P	329.842 (200.00)
A	15°-27'-30"
D	15'-27'-30"
L	520.00
T	38.44
SC	0.000 P.P.A.T.
SECTION SPEED	70 MPH
DESIGN SPEED	70 MPH
ROAD LENGTH	700

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

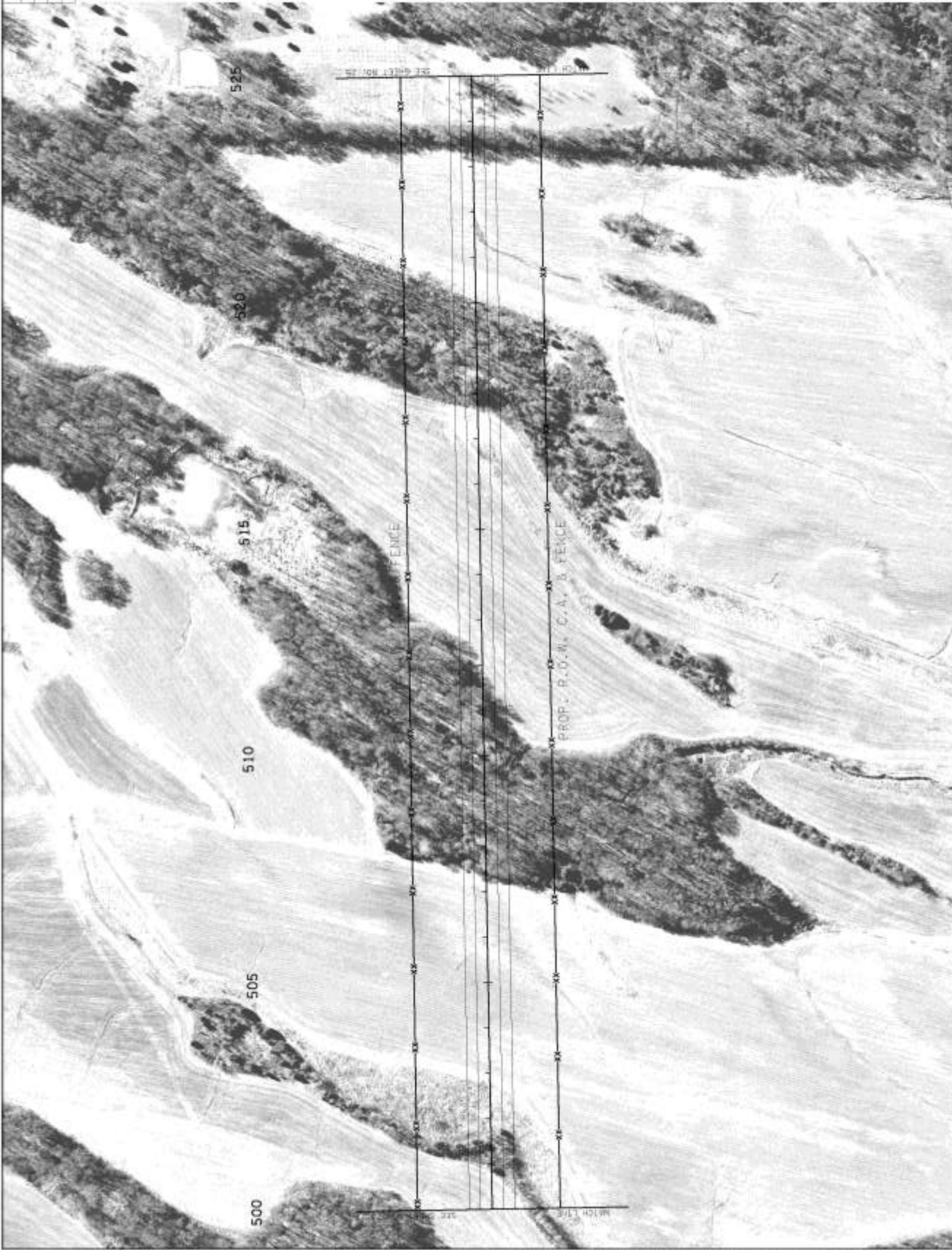
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8/14/08 10:00 AM

TYPE	YEAR	PROJECT NO.	SHEET NO.
	2008		21



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
 BY-PASS



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

DATE: 08/11/08 08:48 AM

TYPE	YEAR	PROJECT NO.	SHEET NO.
	2008		28



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
 BY-PASS



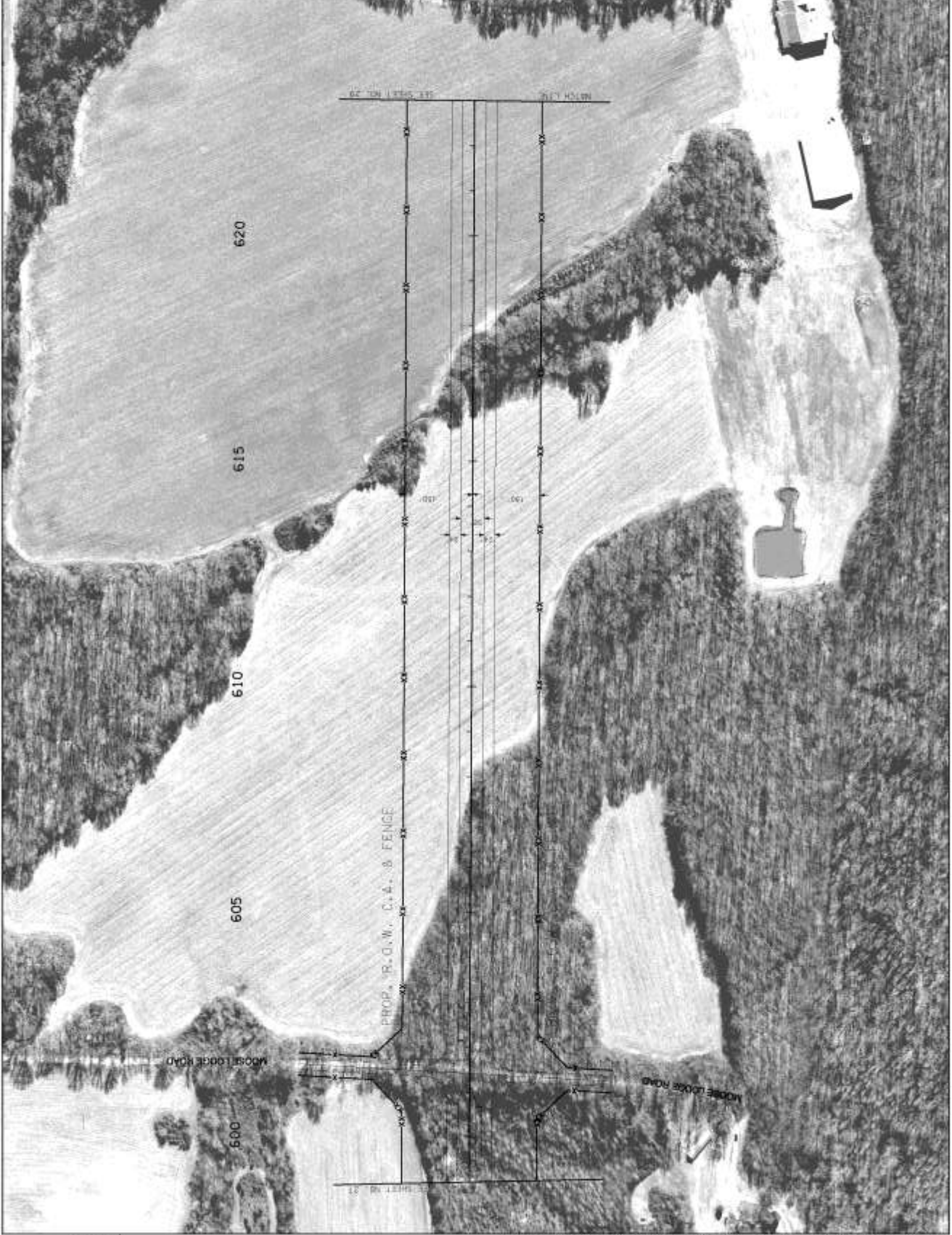
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DESIGN DIVISION
TENNESSEE D.O.T.

DATE: 08/11/08

TYPE	USA	PROJECT NO.	DATE
	2008		28



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
BY-PASS



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

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TYPE	YEAR	PROJECT NO.	SHEET NO.
	2008		21



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
 BY-PASS



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

DATE: 08/04/08 10:58 AM
 PROJECT: STATE ROUTE 460 BY-PASS
 SHEET: 21 OF 21

TYPE	YEAR	PROJECT NO.	SHEET NO.
	2008		33



STATE OF TENNESSEE
 DEPARTMENT OF TRANSPORTATION
FAYETTE COUNTY
STATE ROUTE 460
SOMERVILLE
BY-PASS



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