Federal Highway Administration
Environmental Assessment

for

State Route 66;
From the Intersection of
proposed State Route 448/State Route 66
to the Interstate 40 Interchange;
Sevier County, Tennessee

Prepared by
U. S. Department of Transportation
Federal Highway Administration

and

Tennessee Department of Transportation
Environmental Planning Office

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Cooperating Agency:
Tennessee Valley Authority

APRIL 21 1999 — Mark Doctor

Date of Approval — for FHWA Division Administrator

The following persons may be contacted for additional information concerning this document:

Mr. Charles Boyd
Division Administrator
Federal Highway Administration
Suite. 112
640 Grassmere Park
Nashville, Tennessee 37211
(615)781-5770

Mr. Charles E. Bush
Transportation Manager II
Environmental Planning Office
TN Dept. of Transportation
900 James K Polk Building
505 Deaderick Street
Nashville, Tennessee
37243-0334
(615)741-3653

Contents

Chapter 1

The Purpose and Need for the Project

The Tennessee Department of Transportation is proposing to improve State Route 66 from its intersection with proposed State Route 448, at Sevierville, to the Interstate 40 interchange. There is one proposed build alternative that would widen the existing highway. The project is approximately 13.5 kilometers(8.4 miles) in length and would require approximately 7.6 hectares(18.7 acres) of new right-of-way.

The existing highway is a four-lane divided urban minor arterial with two 3.6 meter(12 foot) traffic lanes in each direction, shoulders, and a divided median. It is proposed to widen the highway by adding one additional traffic lane on each side and to also build the new highway with curbs and gutters. The bridge over the French Broad River will be widened and there will be a half clover leaf type interchange at the State Route 66/State Route 139(Douglas Dam Road) intersection.

The project is intended to improve traffic operations on State Route 66. Sevier county borders the great Smokey Mountains National Park and includes several cities, including Sevierville, Gatlinburg, and Pigeon Forge. The project corridor is a pass-through area for tourists traveling to the Park, as well as Gatlinburg and Pigeon Forge. It is also a

tourist destination in itself with various hotel/motel accommodations, restaurants, and other various commercial enterprises which contributes to congestion. This congestion is also seasonal in nature with various periods when the area experiences a greater influx of traffic during the mid-summer and fall.

There is a proposal to construct a new connector(Proposed State Route 448) in Sevierville linking U.S. 411(State Route 35) and State Route 66. An improvement to the Interstate 40/State Route 66 interchange has already been addressed. In addition a current project to widen U.S. 441 (State Route 71) to six lanes between Pigeon Forge and Sevierville is now under construction.

Using the most current data available, an accident rate (accidents per one million vehicle miles) for the proposed route was calculated.

Actual Rate	Statewide Average
1.74*	2.98

*For years 1994 to 1997

An increase in traffic, as outlined below, may result in an increase in the accident rate if there is no corresponding increase in the capacity of the highway. The proposed improvements, from the existing four-lane to a six-lane, will provide for this increase in capacity.

Predicted traffic count data, in terms of average daily traffic (ADT), for the years of 2000 and 2020 is contained in the following tables:

EXISTING & PROPOSED	
2000	2020
27,000-35,000	59,000-75,000

(Also see traffic map on page 1-6)

The operational characteristics of a highway facility is described in terms of a "level of service" (LOS), which ranges from A to F, and takes into account three critical variables: travel speed, density, and flow rate. General descriptions of operating conditions for each of the levels of service are as follows:

LOS	Traffic Flow Conditions
A	Free flow operations. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The general level of physical and psychological comfort provided to the driver is high.
B	Reasonably free flow operations. The ability to maneuver within the traffic stream is only slightly restricted and the general level of physical and psychological comfort provided to the driver is still high.
C	Flow with speeds at or near free flow speeds. Freedom to maneuver within the traffic stream is noticeably restricted and lane changes require

more vigilance on the part of the driver. The driver notices an increase in tension because of the additional vigilance required for safe operation.

D Speeds decline with increasing traffic. Freedom to maneuver within the traffic stream is more noticeably limited. The driver experiences reduced physical and psychological comfort levels.

E At lower boundary, the facility is at capacity. Operations are volatile because there are virtually no gaps in the traffic stream. There is little room to maneuver. The driver experiences poor levels of physical and psychological comfort.

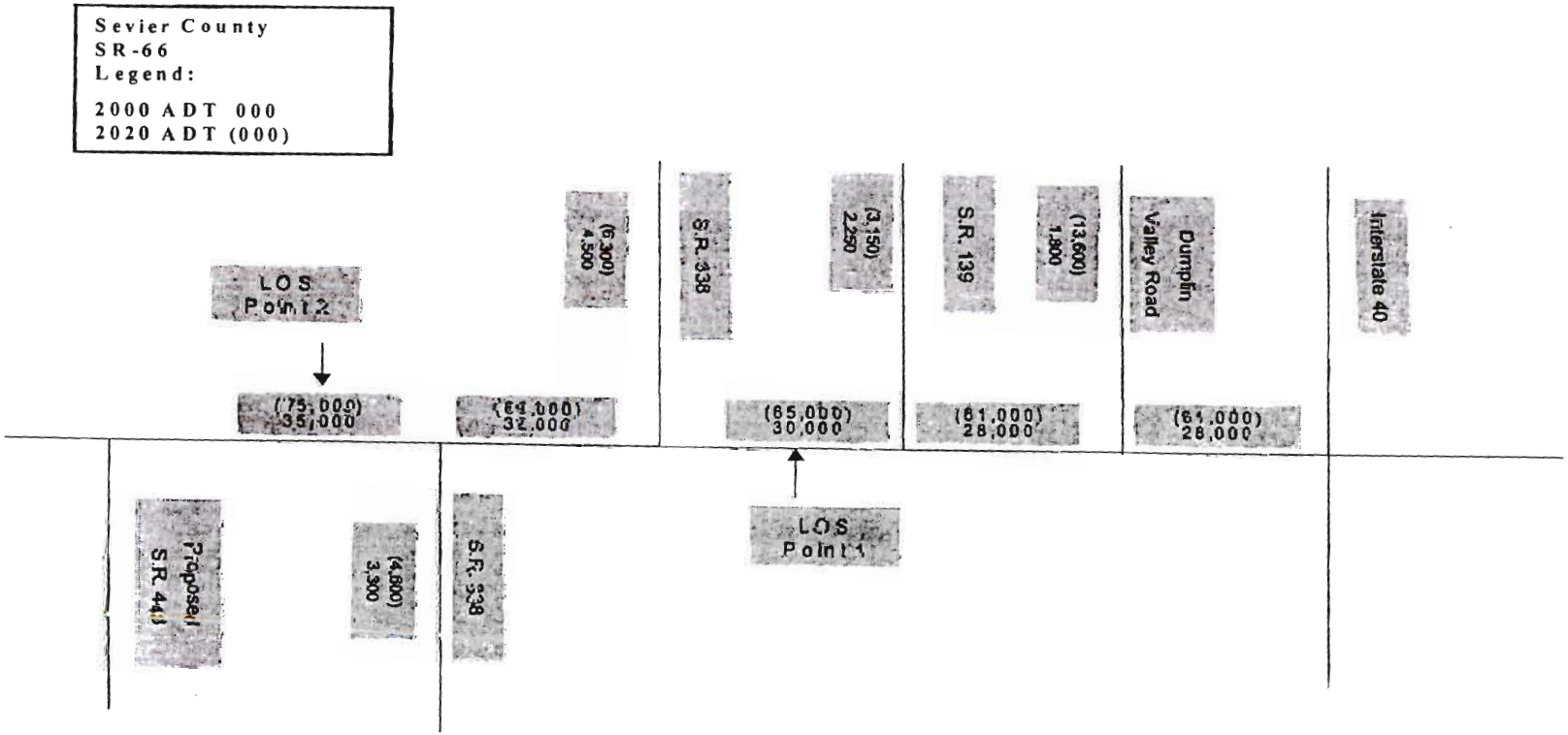
F Breakdowns in traffic flow. The number of vehicles entering the highway section exceed the capacity or ability of the highway to accommodate that number of vehicles. There is little or no room to maneuver. The driver experiences poor levels of physical and psychological comfort.

The capacities of the various sections of the routes under consideration, for both the existing and proposed routes, are contained in the following tables:

	Existing		Proposed	
	2000	2020	2000	2020
LOS point 1	C/B	F/F	B/A	D/C
LOS point 2	D/B	F/F	B/B	E/C

A split result(such as A/B) indicates a differing LOS based upon a 60/40 split in traffic load in the opposing lanes. This is not a function of traffic direction but of the unsymmetrical traffic loads and is used instead of a 50/50 split since this more closely reflects actual traffic patterns. The two location points reflect differing congestion conditions along the corridor. LOS points 1 & 2 are indicated on the traffic map on page 1-6.

Based on the above information, the Tennessee Department of Transportation has determined there is a need for the proposed project and that it has logical termini, is of sufficient length to address environmental matters on a broad scope, has independent utility, and will not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.


Sevier County
SR-66
Legend:
2000 ADT 000
2020 ADT (000)
Interstate 40
Dumplin Valley Road
(61,000) 28,000
S.R. 139
(13,600) 1,800
(61,000) 28,000
(3,150) 2,250
S.R. 338
(65,000) 30,000
LOS Point 1
(6,300) 4,500
(64,000) 32,000
S.R. 338
LOS Point 2
(75,000) 35,000
(4,800) 3,300
Proposed S.R. 449

Traffic Map

Chapter 2

ALTERNATIVES INCLUDING THE PROPOSED ACTION

The Proposed Alternative

The proposed project will begin at the Proposed State Route 448/State Route 66 intersection and end at the Interstate 40 interchange(see Project Map on page 2-7). Improvements to the interchange were completed by an earlier project.

It is proposed to widen the existing road to a six-lane curb and gutter highway with three 3.6 meter(12 foot) traffic lanes in each direction, 3.6 meter(12 foot) outside shoulders, curbs and gutters and sidewalks, and a variable 9.1-15 meter(30-48 foot) raised grass median within a variable 49.5-55.4 meter(164-182 foot) right-of-way(ROW)(see Proposed Cross-section on page 2-6 and Project Map on page 2-6.

The project is approximately 13.5 kilometers(8.4 miles) in length and would require approximately 7.6 hectares(18.7 acres) of new right-of-way.

The sections are as follows: Section 1 is from proposed State Route 448(0.18 kilometers[0.11 miles] north of Nichols Street) to State Route 338E; Section 2 is from State Route 338E to State Route 338W(Boyds Creek Highway); Section 3 is from State Route 338W to State Route 139(Douglas Dam Road); and

Section 4 is from State Route 139 to the Interstate 40 interchange.

	Length	ROW
Section 1	3.99 kilometers	0.86 hectares
	2.48 miles	2.13 acres
Section 2	2.69 kilometers	0.31 hectares
	1.67 miles	0.77 acres
Section 3	3.56 kilometers	0.28 hectares
	2.21 miles	0.7 acres
Section 4	3.25 kilometers	6.12 hectares
	2.02 miles	15.13 acres

There will be some right-of-way takes in the different sections to accommodate the new cross-section as indicated below:

Section 1: The area near the tie-in with State Route 448 will require new right-of-way for several hundred feet because the existing right-of-way of way here is narrower than for the rest of the project.

Section 2: There are some narrower right-of-way widths that will require minor takes.

Section 3: There are some narrower right-of-way widths that will require minor takes.

Section 4: The right-of-way take is greater in this section because of the new proposed interchange at State Route 139(Douglas Dam Road).

The No-Action Alternative

The "No-Action", as the name implies, denotes that only minor improvements, such as safety improvements and normal maintenance, would be made to the existing road or intersection areas. This alternative would do nothing to help relieve the areas of existing and future traffic flow problems. The TDOT's traffic studies show that this portion of State Route 66 will continue to experience an increase in traffic demands. As the traffic volumes increase, the difficulty of local and regional travelers in passing through the area and of gaining local access to necessary social, economic, educational and governmental facilities will increase.

The No-Action Alternative will do nothing to provide for an improved transportation system for this area of Sevier County. The local traffic generators will continue to increase the traffic volumes on the system.

This alternative would preserve the existing land use pattern and wildlife habitat. There would be no construction disruption of the area or siltation of area water courses.

History of the Project

The proposed new connector(Proposed State Route 448) linking U.S. 411(State Route 35) and State Route 66 was included in the State Transportation Improvement Program at the time of the initiation of the Advance Planning Report. It was also included in the Sevier County Transportation Network

Evaluation. The study of the subject proposed project, State Route 66, was initiated by Congressman James Quillen at the request of the Mayor of Sevierville.

The proposed cross-section meets the needs of the city of Sevierville in promoting the area. It will contain sidewalks which the city hopes will induce more foot traffic along the corridor. The addition of a traffic lane in each direction will alleviate the congestion, especially during the seasonal periods when traffic to the Park increases.

A feasibility study has been completed for Sevierville to investigate the possibility of trolley service in Sevierville. One of the routes studied was between downtown and a site along the corridor which has live entertainment. The proposed cross-section utilizing shoulders, curbs and gutters, and sidewalks will not impede such a service.

Project Data Summary Sheet

Proposed Project

Length	13.5± km (8.4± miles)
Cross-Section	Three 3.6 meter(12-foot) lanes in each direction A 9.1-15 meter(30-48 foot) raised grass median A variable 49.5-55.4 meter(164-182 foot) ROW
Displacements	
Family	1
Business	3
Other	0
New ROW	7.6± hectares (18.7± acres)

Traffic

EXISTING

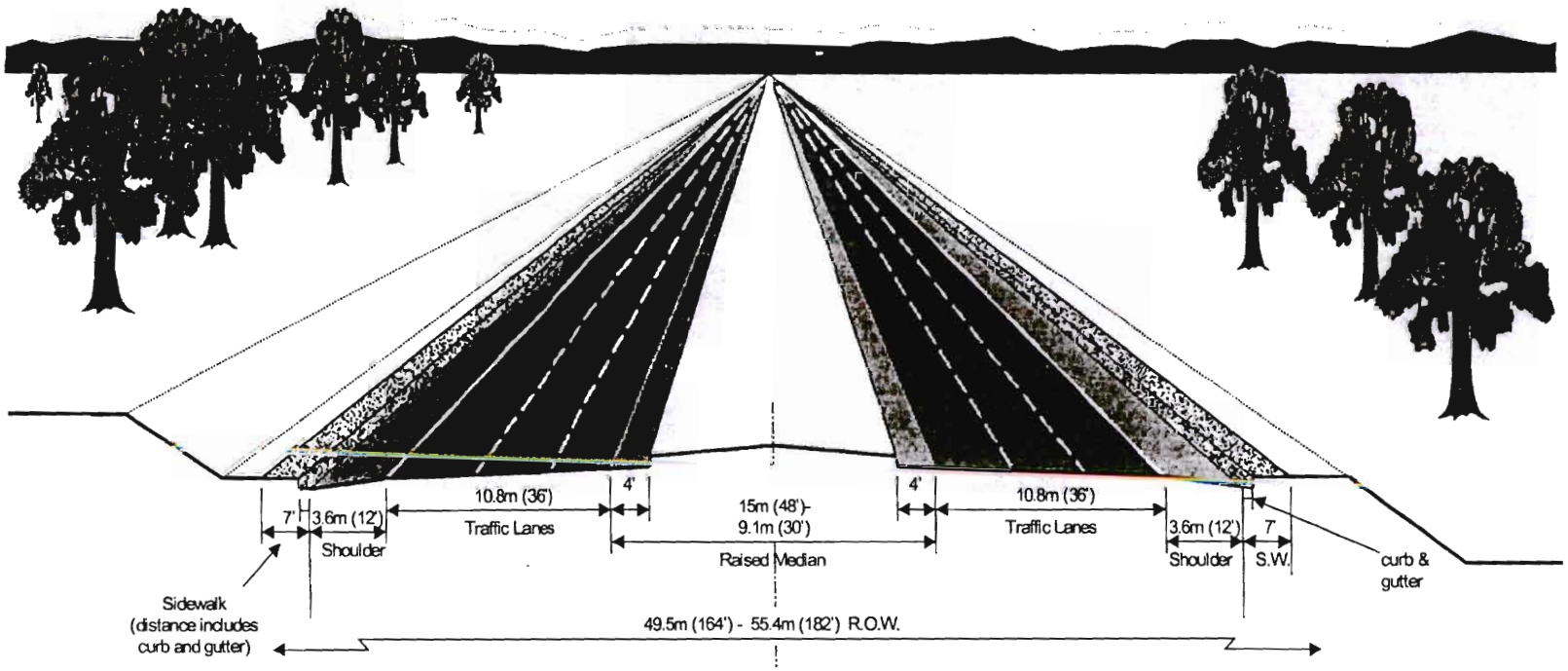
2000	2020
27,000-35,000	59,000-75,000

PROPOSED

2000	2020
27,000-35,000	59,000-75,000

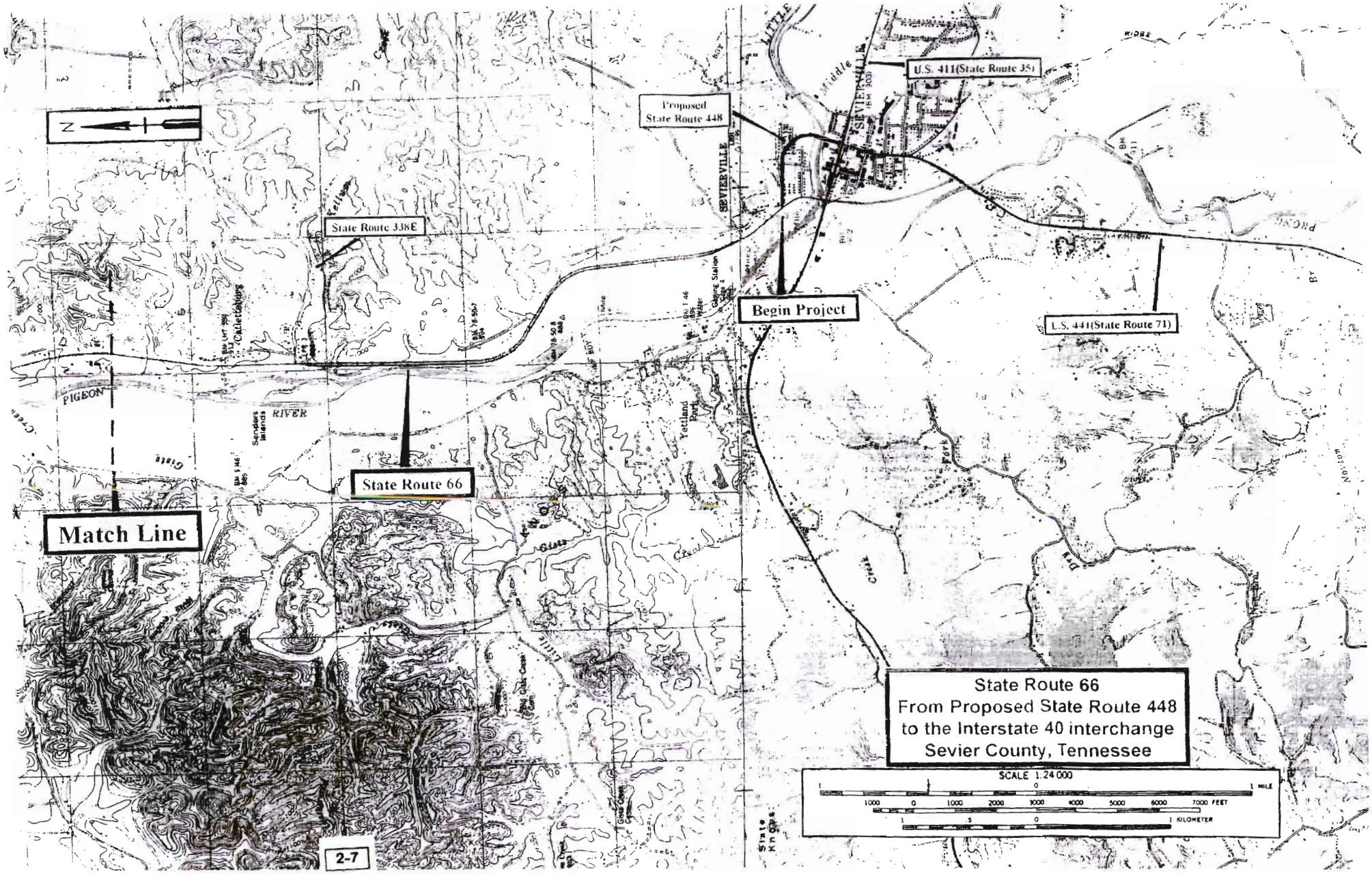
Estimated Project Costs

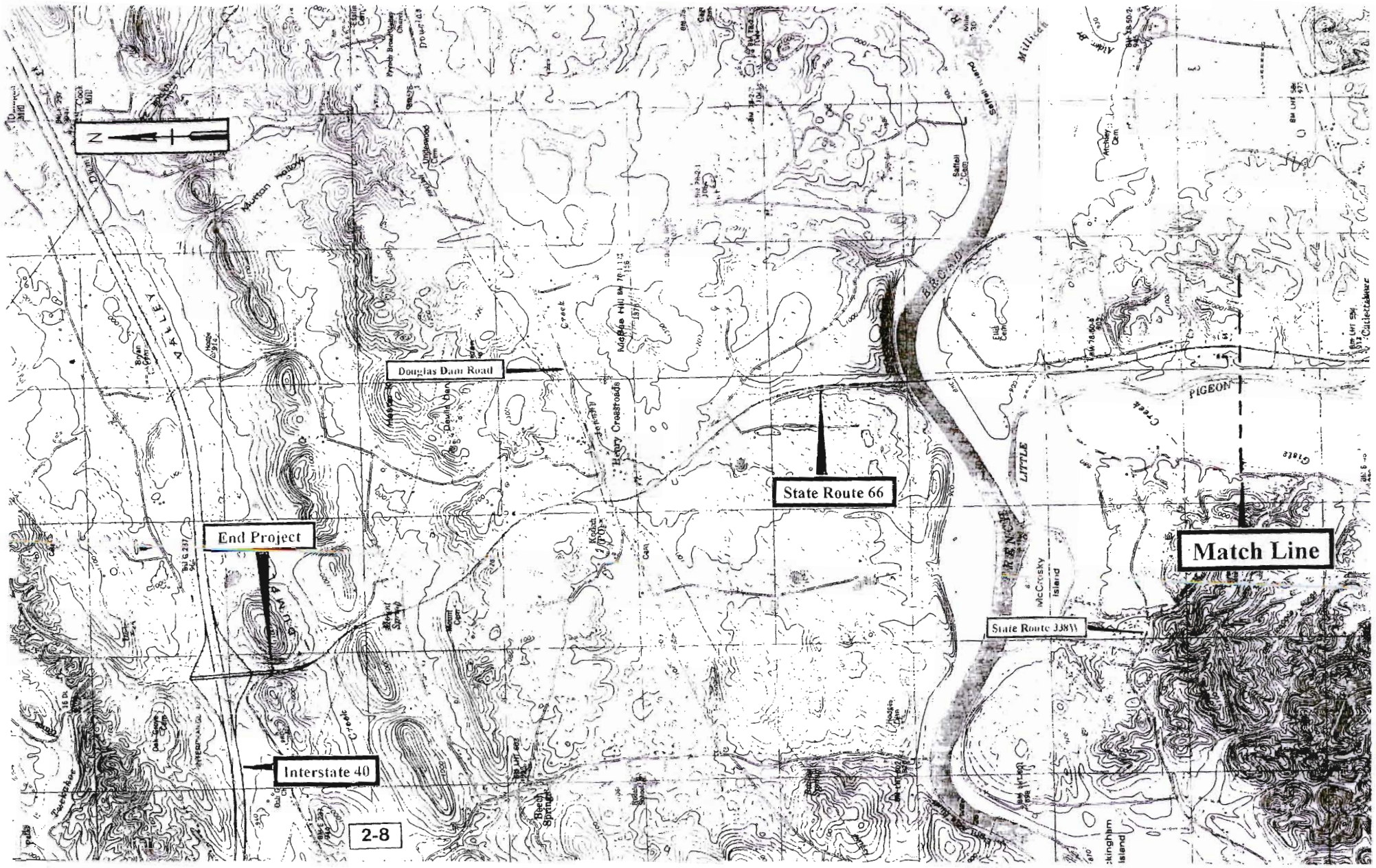
Construction	$27,920,000
Preliminary Engineering	$ 2,535,000
Right-of-Way	$10,668,000
Utility	
Local	$ 6,792,000
State	$ 755,000
Total	$48,670,000



TYPICAL CROSS SECTION
STATE ROUTE 66

Proposed Cross-Section


Proposed State Route 448
U.S. 411(State Route 35)
State Route 338E
Begin Project
U.S. 441(State Route 71)
State Route 66
Match Line
PIGEON
RIVER
SEVIERVILLE
Middle
Yettland Park
Sanders Islands
Caldwell Station
State Route 66
From Proposed State Route 448
to the Interstate 40 interchange
Sevier County, Tennessee
SCALE 1:24 000
1 MILE
7000 FEET
1 KILOMETER


N
Douglas Dam Road
State Route 66
End Project
Match Line
State Route 338
Interstate 40
2-8

Chapter 3

THE AFFECTED ENVIRONMENT

The Physical Environment

Sevier County is in the eastern part of Tennessee adjacent to and partly within the Great Smoky Mountains National Park. The southern and southeastern boundaries coincide with the Tennessee-North Carolina state line. Sevierville is the county seat and largest town.

The major hydrological features of the project area are the French Broad River(Douglas Lake) and the Little Pigeon River.

The physical characteristics of the land crossed by the project is typical for this area of East Tennessee. The topography is relatively hilly in places to gently rolling in others. Much of the corridor has been developed with various commercial and service establishments intended to support the extensive tourist trade. The highway also serves as a gateway to the Great Smoky Mountains and the towns of Gatlinburg and Pigeon Forge, which are also tourist destinations.

The corridor itself is either developed commercially or is open land with very little forested land. Besides the two rivers mentioned, there will be crossings of several small streams, including Kellum Branch, Johnny Creek and Dumplin Valley Creek,

which flow into the rivers. In addition there are 5 small wetlands along the corridor, totaling 0.6±(1.5± acres).

The Social Environment

The project begins just to the north of downtown Sevierville. The area is highly developed already and will continue to develop for the foreseeable future. It caters mostly to tourist traffic. The land bordering the corridor is mostly developed commercial or is vacant at present. There are two neighborhoods along the corridor, one near the southern terminus and just north of the French Broad River. Any impacts to these neighborhoods should be relatively minor.

The Economic Environment

Sevier County borders the Great Smoky Mountains National Park. The project corridor is one of the routes to the Park and the tourist attractions which surround it, many of which are in the towns of Pigeon Forge and Gatlinburg next to the Park.

The project corridor is already relatively well developed and the present situation should continue into the future. There is a developed site, with utilities in ground, just south of the French Broad River. In addition, just across the highway there is a proposal for a development, River Plantation, which will include a major hotel, a theater, and possibly a convention center on the 250 acre site. There will also be retail and restaurant conveniences available.

At a site just north of the southern terminus, where the highway is very near the Pigeon River, there is a proposal for a 1000 acre developed. It will include a bridge over the river and has plans for a mini-convention center and condominium development.

The corridor itself is now a tourist sector with various hotel/motel operations, restaurants, and various other commercial operations catering to the tourist trade. The local land use plans show extensive planning for commercial development along the corridor(see land use plan on page 3-4). The area will continue to develop as a destination point for shopping and accommodation, as well as various forms of entertainment.

3-4

LAND USE MAP

Chapter 4

ENVIRONMENTAL CONSEQUENCES OF THE PROPOSED ACTION

Land Use Impacts

Land use impacts should be relatively minor. The majority of right-of-way acquisition involves the interchange at State Route 139. The remainder of the corridor involves minor amounts of land acquisition.

Land use along the corridor is almost exclusively commercial and is expected to develop along this direction in the future(see land use map on page 3-4). The proposed project is consistent with local land use plans.

Secondary impacts associated with the proposed improvement are increased pressure for development of vacant land along or adjacent to the corridor. There will be no Section 4(f) impacts involved in the construction of this project.

Farmland Impacts

The Farmland Protection Policy Act of 1981 (FPPA) has as its purpose "to minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of farmland to non-agricultural uses, and to insure that Federal programs are administered in a manner that, to the extent

practicable, will be compatible with state and local government, and private programs and policies to protect farmland." The build alternative was evaluated in accordance with this act.

As per regulations a Form 1006 was sent to the National Resource Conservation Service (NRCS) of the U.S. Department of Agriculture. The NRCS correspondence and Farmland Conversion Rating Form is included in Appendix A. The project is in an area which contains some prime and unique farmland which is being converted to a nonagricultural use.

The Tennessee Department of Transportation weighed the assessment criteria for the build alternative and assigned point values. The NRCS identified areas of prime and unique farmland and assigned a land evaluation point rating. The NRCS and the TDOT point values were combined to determine the total point value for the evaluation. When the total point value is 160 points or greater, other alternatives must be considered.

The Soil Conservation Service found that the proposed alignment, which would take 7.6 hectares (18.7 acres) of land for new right-of-way, has approximately 3.4 hectares (8.4 acres) of prime and unique farmland. The total point rating for the proposed alignment is 143. The Department, using guidelines laid down by the FPPA, has determined that since the total point rating is below 160 points the land to be converted is due minimal consideration for protection and no additional sites need be evaluated.

Social Impacts

The proposed project will improve traffic service in the area and into Sevierville by providing a higher level of service along the corridor. There will be no change in neighborhood or community continuity or "cohesion" nor will the project be disruptive in splitting established neighborhoods. Right-of-Way acquisition will require some displacements. This document has been reviewed and found acceptable by the TDOT's civil rights staff in accordance with Title VI of the Civil Rights Act of 1964.

Displacements and Relocations

Displacements are a potential adverse environmental effect associated with any proposed project. A Conceptual Stage Relocation Plan (CSRP) was prepared by the Department's Right-of Way Office to assess the effects of displacements and to determine the probability of successfully relocation. This preliminary investigation has determined that right of way acquisition may require one(1) residential displacement and three(3) business displacements.

The residential displacement is an elderly person. Of the business displacements two are convenience stores, Food Mart and Kodak General Store, that appear to have few employees and the third is a mini-storage operation, S&S Storage. There is also one business formerly known as Double B Food Market which was closed during the survey but could be a potential business displacement.

The Department has not identified any minorities. The CSRP is only an estimate and may change during later stages of project development as plans become available. More precise information will be available at that time.

The availability of replacement dwellings in the project area appears adequate. Therefore, while there will be some short term disruption and inconvenience to displaced persons, the availability of comparable housing coupled with the benefits afforded all displaced persons under the "Uniform Act", will minimize any long term impacts.

In order to minimize the unavoidable effects of right-of-way acquisition, the Tennessee Department of Transportation will carry out a right-of-way and relocation program. This program will be in accordance with the Tennessee Uniform Relocation Assistance Act of 1972 and the Uniform Relocation and Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646).

Relocation resources are available to all the displaced without discrimination. Relocation impacts to the displaced would include possible loss of neighbors, adjustment to new surroundings, and moving inconveniences. Although the impacts associated with project displacements are adverse, they would be short-term in duration. The provisions of suitable and acceptable replacement housing, combined with adequate relocation payments, can be expected to minimize relocation impacts. If any situation should exist where decent, safe, and sanitary housing within the financial means of the displacees

is not available, such housing will be made available under the replacement housing of last resort provisions. The Department foresees no difficulty in satisfactorily relocating all persons likely to be displaced.

The Department provides advance notification of impending right-of-way (ROW) acquisition, and before acquiring ROW, has all properties appraised on the basis of comparable sales and land use values in the area. Owners of property to be acquired will be offered and paid fair market value for their property.

No person lawfully occupying real property will be required to move without at least ninety (90) days written notice of the intended vacation date, and no occupant of a residential property will be required to move until comparable decent, safe, and sanitary replacement housing is made available. Made available means that either the affected person has by himself obtained and has the right of possession of replacement housing or the Department has offered the relocatee decent, safe, and sanitary housing which is within his financial means and available for immediate occupancy.

At least one relocation agent is assigned to each highway project to carry out the relocation assistance and payments' program. A relocation agent will contact each person to be relocated to determine individual needs and desires and to provide information, answer questions, and give help in finding replacement property. Relocation services and payments are provided without regard to race, color, religion, sex, or national origin.

Brochures which describe in detail the right-of-way acquisition program and relocation assistance and payments program are distributed at all public hearings and are made available upon request to any interested person.

Implementation of the proposed project will not substantially change the basic social arrangement or character of the project area nor have an adverse impact on any established minority community. The project is on the rural edge of a small community and will not split neighborhoods or separate residences from community facilities. The displaced families will be able to relocate into similar areas.

Environmental Justice

There will be no disproportionate effects on low-income or minority populations in accordance with Executive Order 12988, Federal Actions to address Environmental Justice. This document has been reviewed and found acceptable by the TDOT's civil rights staff in accordance with Title VI of the Civil Rights Act of 1964.

Economic Impacts

There will be one(1) residential displacements and three(3) business displacement, described above, as a result of construction of the proposed project, which will remove some property from the tax rolls.

The proposed project should not cause any disruption in businesses along the existing highway. The removal of new

right-of-way from the tax roll will have little effect on the tax base.

Air Quality Impacts

Based upon the analyses of highway projects with similar meteorological conditions and traffic volumes, the carbon monoxide levels of the subject project will be well below the National Ambient Air Quality Standard. This project will have no substantial impact on the air quality of the area.

The Tennessee Department of Environment and Conservation(TDEC) is worried about the impact of the project on the regional haze problem in the Great Smoky Mountains National Park and notes that no formal conformity determination is required. The problem of regional haze is multi-county and multi-state in extent. Any solution would involve various remedies involving local, state, and federal government as well as business and industry and is therefore beyond the scope of the studies initiated for this assessment.

The addition of particulate matter to the environment by traffic along the corridor is likely to increase regardless of the project status. This is a highly desirable tourist destination as well as being a passthrough to the Great Smoky Mountains National Park. TDEC notes that though some traffic simulation modeling is suggested it cannot recommend or require any specific action in the Environmental Assessment.

Noise Impacts

The effects of increased noise levels due to the project have been evaluated according to the guidance of the 23 CFR, Part 772. Predicted noise levels have been compared to existing levels and to the Federal Noise Abatement Criteria (See Table 1 on page 4-8) to determine the impact of highway generated noise on the community.

Noise Abatement Criteria

TABLE 1

Hourly A-Weighted Sound Level - decibels (dBA)

Activity Category	L10(h)	Description of Activity Criteria
A	60 (Exterior)	Lands on which serenity and quite 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	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	75 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	.....	Undeveloped Lands
E	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

A noise impact can occur when predicted noise levels approach (1 dBA less than) or exceed the noise abatement criteria and also when there are "substantial" increases in the

design year noise levels over the existing noise levels. The criteria used to define "substantial" are as follows:

Increase (dBA)	Subjective Descriptor
0 - 5	No Impact
6 - 15	Moderate Impact
> - 15	Substantial Impact

One of the provisions of the federal noise guidelines is that the designer must account for the statistical variation in traffic noise with respect to time. This is accomplished by stating the existing noise levels, the predicted design noise levels, and the FHWA Noise Abatement Criteria in terms of an "L10" value. This value specifies the sound level (measured on the "A" frequency weighting scale, dBA) which is exceeded no more than 10 percent of the time for the period under consideration. This value indicates both the magnitude and the frequency of occurrence; that is, it gives the dosage of the loudest noise events.

With the utilization of the most recent functional layouts and traffic estimates available, the existing and design year (2020) peak-hour levels were predicted at four (4) representative sensitive receptors within the project area. No industrial or commercial receptors were analyzed. The Federal Highway Noise Prediction Model (STAMINA 2.0/OPTIMA) was used to predict these levels. The locations of the predicted levels are shown on the Noise Location Map on pages 4-28 and 4-29.

The predicted existing and design year noise levels for the project are shown in Table 2 on page 4-10. From this table it can be seen that all the sensitive receptors represented by

Noise Table

Table 2
Summary and Comparison of the
Existing and Design Year (2020)
"L_{10}" Noise Levels in dBA

Location Point	Existing Noise Levels	Design Year Noise Levels With Project	Design Year Noise Levels Without Project	Number and Type of Sensitive Receptors Represented
1	73	75	74	10 residences 1 church 2 daycare
2	73	75	74	2 residences
3	70	73	72	10 residences 1 church
4	67	72	70	2 residence

the location points will experience levels above the noise abatement criteria.

Abatement measures were considered for each of the sensitive receptors represented. Noise barriers were not considered feasible because of the uncontrolled access to the project which would tend to negate any of their benefits. Other forms of noise attenuation, that were also analyzed, included traffic management measures (such as reducing speed limits, prohibition of heavy trucks, etc.) and alteration of horizontal and vertical alignments. The reduction of speed limits and the elimination of truck traffic were determined to be contrary to the major reason for improving the highway, which is to facilitate movement of truck and automobile traffic in the area. Alteration of the horizontal and vertical alignment for the subject project would require undesirable

curvature in the alignments or additional construction costs and right-of-way purchases. Each of these methods seem to be unreasonable and infeasible when compared to any limited noise attenuation they might offer. For these reasons, it is unlikely that any form of noise abatement will be incorporated into the design of this project.

Mitigation of Construction Noise Impacts

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

The following table, Table 3 on page 4-12, indicates the future predicted noise levels and their critical distances for either of the proposed project. 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.

The distances in the table are measured perpendicular to the center of the proposed near lane at an at-grade situation. The predicted "L10" noise levels displayed are conservative and should be considered to be maximum (highest) noise levels expected at any location along the entire roadway at the same

distance from the roadway. "L10" is the decibel level measured on the "A" frequency weighting scale (dBA) which is exceeded no more than 10 percent of the time during the peak traffic hour of the design year (2020).

Table 1 on page 4-8 indicates the relationship between various land use or activity categories and the upper limits of recommended traffic noise levels for each category as established by 23 CFR, Part 772. (The full report is available for inspection at the Environmental Planning Office located at the address given on the signature page).

Design Year

TABLE 3
Design Year (2020) Predicted "L10"
Project-Contributed Noise Levels (dBA)

Distance*	"L10" Noise Levels
100 Feet (30.5 m)	75
200 Feet (60.9 m)	71
300 Feet (91.4 m)	68
400 Feet (121.8 m)	66
500 Feet (152.3 m)	65

*Perpendicular Distance to the center of the proposed near traffic lane for an at-grade situation.

Natural Systems

Impacts to natural physical systems, including wetlands, species habitats, and aquatic systems are included here. Section breaks included in the discussions are referenced on

the Ecological Map on pages 4-32 and 4-33. The section breaks are as follows:

Section 1: From the beginning terminus at Proposed State Route 448/State Route 66 to State Route 338E;

Section 2: From State Route 338E to State Route 338W;

Section 3: From State Route 338W to State Route 139 (Douglas Dam Road;

Section 4: From State Route 139 to the ending terminus at the Interstate 40 interchange.

The complete ecological reports, upon which the information in this section, Natural Systems, is based, including wetlands, water quality, endangered species, and waterbody modification and wildlife habitat, are available for inspection at the Environmental Planning and Permits Office.

Terrestrial Descriptions

Section 1-This section along the Little Pigeon River and is flat and open. With a mixture of commercial and residential development there is little wooded vegetation except along stream courses. Ditches created during the grading of the present highway provide moist areas that now support black willow, cattail, and rushes. In most cases, these areas are three to six feet in width and moist year round. These area are being used by small game and song birds.

Section 2-The terrain in this section is gently rolling. There are commercial enterprises and residential areas but

small wooded areas still exist near the residential areas but not within the construction zone. No impacts to wildlife habitat in this area anticipated.

Section 3-This section included the hills on either side of the French Broad River The south bank of the French Broad was previously in agriculture use but the southwest area is now plated for a business center with curbed streets and water/sewer installation. The southeast area has been scheduled for development but is still vacant. The north band of the French Broad is a steep limestone bluff but no species of concern were listed by state or federal agencies near the corridor.

Section 4-The land is rolling and mainly used for pasture. It has numerous sinks and sinkholes. In the northeast quadrant at the junction of State Route 66 and State Route 139 a large sink has been created by the construction of the highways. Several additional sinks and sinkholes were observed in this region(see discussion of geologic impacts on page 4-22).

There is a small area of pine-oak forest between Mount Spring and Dumplin Valley. The remainder of this section has commercial development, becoming more dense nearer the I-40 interchange.

Water Quality Impacts

Section 1-Eight streams will be affected by reconstruction in this section. Six streams are small and frequently go dry

during periods of prolonged drought. Stream 10, Kellum Branch, and Stream 3 perennially have flow. All the streams except Stream 3 have been affected by brush and tree removal along the banks. As a result most streams have little canopy cover and bank stabilizing vegetation.

Section 2-Three small streams are in this section. Stream 13 is the largest and supports perennial flow most years.

Section 3-Two small streams and the French Broad River lie within this section. Stream 14 is a spring run with little canopy cover. It serves as the primary water source for a small wetland nest to State Route 66. The French Broad River is a major waterbody in the project area. A limited recreational fishery exists at the State Route 66 bridge.

Section 4-This section has three streams that have the potential to be impacted by construction. Stream 18, Mount Spring, flows parallel to the highway and drains into Dumplin Creek. It has a canopy cover of black walnut, black willow, and green ash. Stream 19, Dumplin Creek, is the main stream crossing in this section. It has a canopy of black walnut, American sycamore, and green ash and supports limited recreational fishery. Stream 20 is an unnamed tributary to Dumplin Creek and drains an area from north if Interstate 40. Its upstream reaches are being heavily impacted by land excavation occurring north of the interstate(outside of the project area).

The highway reconstruction will have temporary negative effects on water quality in all water bodies adjacent to the

road that will receive runoff during the construction phase. These effects include increased conductivity, fluctuations in pH, increased temperature, and decreased oxygen due primarily to an increase in sediment load. The sediment loading of the streambed and water column will impact aquatic organisms by hindering sight feeding organisms due to turbid water, decreasing habitat for macroinvertebrates, and limiting dissolved oxygen. All of these temporary impacts can be reduced by employing Best Management Practices for Sedimentation and Erosion Control, June, 1995.

Wetland Impacts

During the ecology study several areas were determined to have wetland land functions(See table below; they are also identified on the Ecology Map on pages 4-32 and 4-33). All of them appear to be man induced.

Man-induced wetlands exist in association with roadside ditches, old agricultural ditches, and other drainage ways. These are deemed "man-induced" by virtue of (1) a prevalence of hydrophytic vegetation, (2) existing soil saturation, and (3) soil characteristics indicative of manipulation during past construction activities but an absence of hydric soil characteristics. Most of these man-induced wetlands fail to meet the definition of wetlands as imposed by the Corps of Engineers Wetlands Delineation Manual. However, they function as wetlands for water quality enhancement and biological

productivity of semi-aquatic species. Alteration of these man-induced wetlands will invariably result in replacement and mitigation by like drainage facilities that, in time, will perform like functions.

Wetland Table

Area	Size	Effect	Disturbance
WL1	0.04 hectare (0.1 acres)	Impacted	0.04 hectare (0.1 acres)
WL2	0.4 hectare (1 acres)	Slight Impact	<0.04 hectare <(0.1 acres)
WL3	0.04 hectare (0.1 acres)	Impacted	0.04 hectare (0.1 acres
WL4	<0.04 hectare (<0.1 acres)	Impacted	<0.04 hectare (<0.1 acres
WL5	0.08 hectare (0.2 acres)	Impacted	0.04 hectare (0.1 acres

Wetland 1 is less than 0.1 acres in size and is located east of State Route 66 near Douglas Dam Road. It appears to have developed as a result of inadequate drainage leading to a culvert under the existing highway. Primary function is expected to be water quality enhancement through sediment entrapment and nutrient assimilation. It is classified as palustrine, emergent, saturated. It also serves a seasonal function of biological productivity for migratory wildlife, killdeer, and woodcock being those observed on site. The consultant's ecology study estimated that <0.01 acre would be affected. At a field review on March 26, 1999, it was observed that the total impacts due to fill material would likely be less than 200 square feet.

Wetland 2 is a prominent man-induced wetland, located west of the highway, in a large drainage ditch leading from State Route 66 towards the river. It appears to have developed as a result of inadequate drainage leading to a culvert under the existing highway. It is classified as palustrine, emergent, semipermanently flooded. The area is expected to function for water quality. The consultant's ecology study estimated that <0.01 acre would be affected. At a field review on March 26, 1999, it was observed that the total impacts due to fill material would likely be less than 100 square feet.

Wetland 3 is less than 0.1 acres in size and is located east of State Route 66 between the highway and Kyker Ferry Road and north of Alder Branch Road. It appears to have been formed when Alder Branch was diverted into a roadside ditch. It is classified as palustrine, emergent, semipermanently flooded. Primary functions are water quality enhancement and biological productivity of semi aquatic species. The consultant's ecology study estimated that <0.01 acre would be affected. At a field review on March 26, 1999, it was observed that the wetland appears to be outside of the area where fill material is to be placed and will not likely be impacted by the project.

Wetland 4 is an intermittent drainage east of State Route 66 that comes from under Kyker Ferry Road. It appears to have developed as a result of inadequate drainage leading to a culvert under the existing highway. It is classified as palustrine, emergent, semipermanently flooded. Primary functions are water quality enhancement and biological

productivity for semi-aquatic species. At a field review on March 26, 1999, it was observed that the total impacts due to fill material would likely be less than 100 square feet.

Wetland 5 is west of State Route 66. It appears to have been a farm pond which has filled with sediment. It is classified as palustrine, emergent, semi-flooded. Primary functions are water quality enhancement and biological productivity for semi-aquatic species. At a field review on March 26, 1999, it was observed that the total impacts due to fill material would likely be less than 100 square feet

The consultant estimated the impact to the wetlands at less than 0.5 acres. The field review on March 26, 1999, estimated that actual impacts will likely be between 500 to 1000 square feed(approximately 0.02 acres). In all likelihood any impacts will be covered under a Nationwide Permit and will not require mitigation. The wetlands impacted are man induced, have limited function, and are not important to the natural wetland resources of the region.

Water Body Modification & Wildlife Impacts

Terrestrial habitat in the proposed project corridor includes agricultural lands, woodlands, and mowed lawns and yards of residences as described above.

It is anticipated that construction of this project will not require any channel changes.

Floodplain Impacts

Construction of the proposed project will involve the floodplain of the French Broad River, the Pigeon River, and some tributaries(see floodplain maps on pages 4-30 and 4-31). Project development must proceed according to Executive Order 11988 "Floodplain Management".

The impact on the natural and beneficial floodplain values of the project area would be the loss of wildlife habitat and the loss of vegetation. These would be short-term and minimal losses due to the re-establishment capabilities of the species in the area. There may also be a taking of some wetlands but the Department will work with the appropriate regulatory and permit agencies to develop a mitigation plan.

The crossings are not considered a substantial encroachment on the floodplains and floodways of the area because:

(1) there is no potential for interruption or termination of the transportation facility which is needed for emergency vehicles or provides the communities only excavation route due to the construction of the project;

(2) the water crossings will be designed to convey floodwaters so that there will be no risk due to the encroachment in the floodplain;

(3) there will be no substantial adverse impact on the natural and beneficial floodplain values

The floodplain of the Pigeon River parallel's the widening project for a portion of its length. In order to afford

confidence that the project will not impact this floodplain, the Department's hydrology section will, when plans become available, determine the influence on flood level.

In general, in order to prevent damage from flooding, the provisions set forth in 23 CFR Part 650, Subpart A will be followed in the design of the project. The design selected for an encroachment shall be supported by analysis of design alternatives with consideration to capital costs, risks, and economic, engineering, social, and environmental concerns. In addition, the project development will proceed in accordance with the applicable provisions of Executive Order 11988, "Floodplain Management". There is no practicable alternative to avoid this crossing. No revision to the boundary is anticipated.

Wild and Scenic Rivers

The proposed project will have no effect on any watercourse listed on the National Wild and Scenic River System (NWSRS) or a river listed in the Nationwide Inventory of Rivers with potential for inclusion in the NWSRS.

Endangered or Threatened Species

No endangered or threatened plants or animals identified by the Tennessee Division of Natural Heritage or the U. S. Fish and Wildlife Service was observed in the proposed project corridor.

The Tennessee Valley Authority cited the existing of a Bald Eagle upstream of the project. The site indicated is on Saffel Island which is at river mile 29.9± which is outside the impact corridor of the project(at river mile 28.2).

The U. S. Fish and Wildlife Service by letter dated April 18, 1996, agreed that the requirements of Section 7 of the Endangered Species Act have been fulfilled and their letter is contained in Appendix B.

Geology

Several sinkholes were identified along the project corridor during an investigation of the ecological diversity. These are identified on the Ecology Map on pages 4-32 and 4-33 at the end of this chapter.

No geotechnical complexity is anticipated through the length of the project. However, karst problems such as sinkholes do exist at the part of the project from Little Pigeon River to the end of the project. Therefore, investigation for karst problems in this interval of the project should be performed at the design stage. Sinkholes should be evaluated and sinkhole treatments should be incorporated into the design of the project. It should be considered that all ditches be paved at the part from Little Pigeon River to the end of the project in order to minimize karst activities.

The ecological report specified one sinkhole near Mount Cemetery which appeared to be collapsing. A field review on March 24, 1999, revealed that the existing highway is built over this sink and the accompanying photographs in the ecological report showed that it had experienced slope failure in one area. The field review also revealed that several yards of fill had been added into the area to stabilize the slope.

There are four caves located within one-half to three quarters of a mile of the project. The proposed widening will have no impact on them.

Permits

Permits necessary for proceeding with the project include both federal and state agencies:

- Tennessee Valley Authority: Section 26a review may be necessary for some stream crossings and the French Broad River.
- Tennessee Department of Environment and Conservation: Aquatic Resource Alteration Permits(for activities that involve alteration of waters of the state) and Underground Injection Control Permits(for storm water discharge into sinkholes) may be necessary.

Conclusions

The original vegetation and terrain have been considerably modified over the years due to agricultural and commercial

development. Much of the land has been filled or graded, cleared of vegetation, and ditched. The streams have similarly been rerouted, channelized, and culvertized. The riparian vegetation has been removed from most of the stream banks and from the banks of the Little Pigeon River.

No species of concern, either state or federal. are expected to be impacted by the construction activities.

Cultural Resources Impacts

Archaeological Impacts

An archaeological assessment of the proposed project was conducted for the Tennessee Department of Transportation. The purpose of this study was to determine the effects of the proposed project on any recorded or previously unrecorded archaeological resources on or eligible for the National Register of Historic Places. The identification and assessment of archaeological resources involved a literature review, records search, and a complete intensive Phase I field survey.

In cooperation with the State Historic Preservation Officer it was determined there are no archaeological resources potentially eligible for listing on the National Register of Historic Places. A site on the State Route 66 corridor was initially thought to potentially be eligible for the National Register. Since then, the Department has reinvestigated the site and, with additional information from the University of Tennessee, determined the site does not contain eligible

archaeological resources. The SHPO's concurred with these findings by letter dated October 1, 1998. The complete archaeological report is available for inspection at the Environmental Planning and Permits Office.

In the event earthfill is required from areas outside the proposed right-of-way, the special provisions pursuant to Section 107.06, Tennessee Department of Standard Specifications, Federal Aid provisions, shall be met.

Historical Impacts

Tennessee Department of Transportation historians conducted a survey of the project impact area. The Department also consulted the National Register of Historic Places files at the Tennessee Historical Commission Office (THC)/State Historic Preservation Office in Nashville to identify any other National Register listed properties in the general project area.

As a result of the records search and field survey of the proposed corridor two properties were identified. The Riley Andes House is currently listed in the National Register of Historic Places. It is also the opinion of the Department that the Basset Institute meets the eligibility criteria for listing in the National Register of Historic Places.

Department Historians have completed a Documentation of Effect for the project and it is their opinion that it will have no effect on any National Listed or eligible property.

The State Historic Preservation Officer agreed with these findings by letter of July 8, 1998. The complete architectural/historical report is available for inspection at the Environmental Planning and Permits Office.

Hazardous Material Impacts

Two of the business displacements sell gasoline and have underground storage tanks. One business that is now closed still has underground tanks. The Department has developed the expertise and experience to effectively deal with this particular kind of hazardous substance/waste problem which is of limited extent and risk. Proper departments have been contacted by the Tennessee Department of Transportation Right-of-Way Office and made aware of this situation.

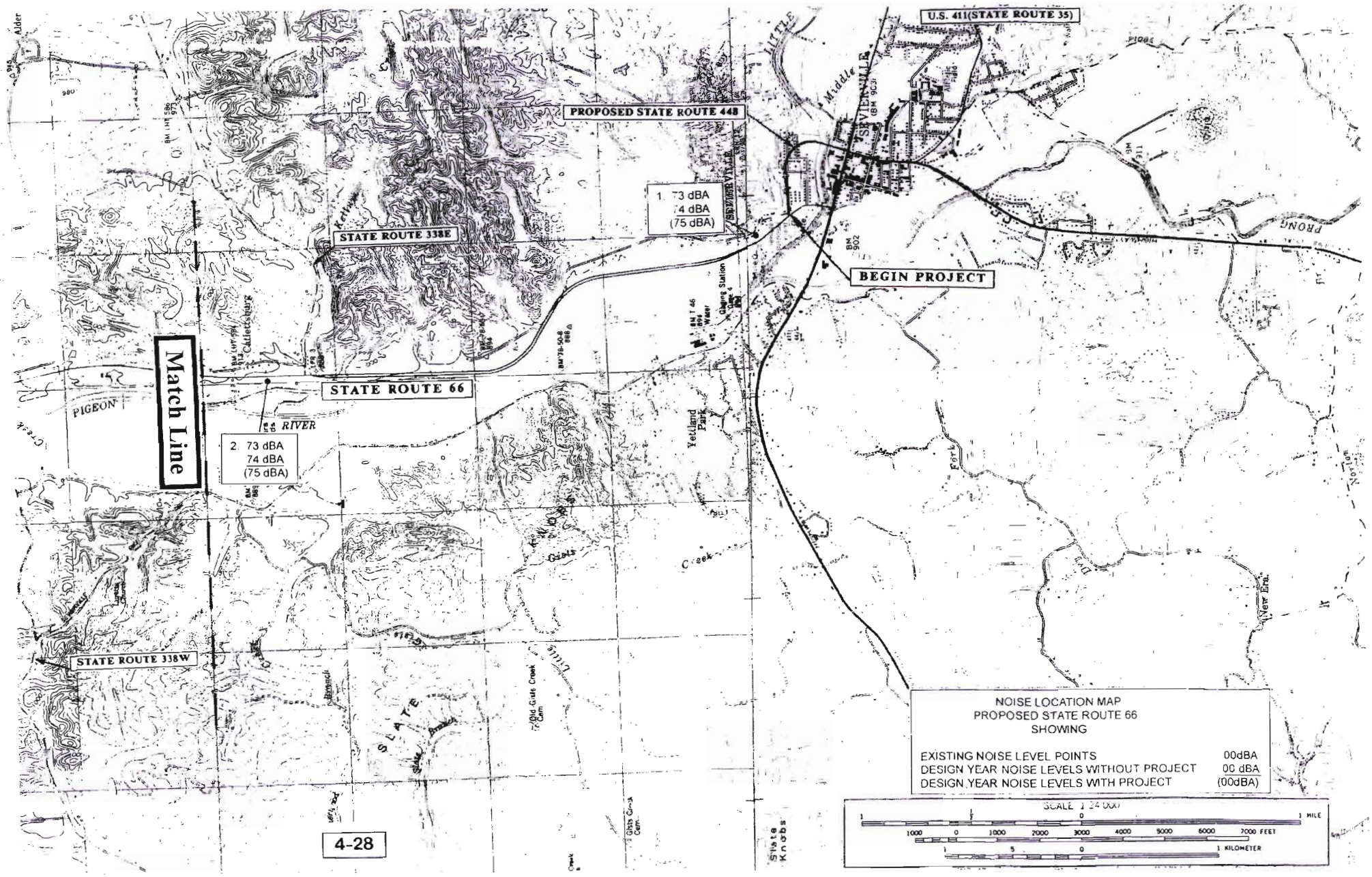
The proposed corridor will undergo a further hazardous waste assessment when required for finalization of design plans. In the event that hazardous substances or wastes are encountered within the proposed right-of-way, their disposition shall be subject to the applicable sections of the Federal Resources 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.

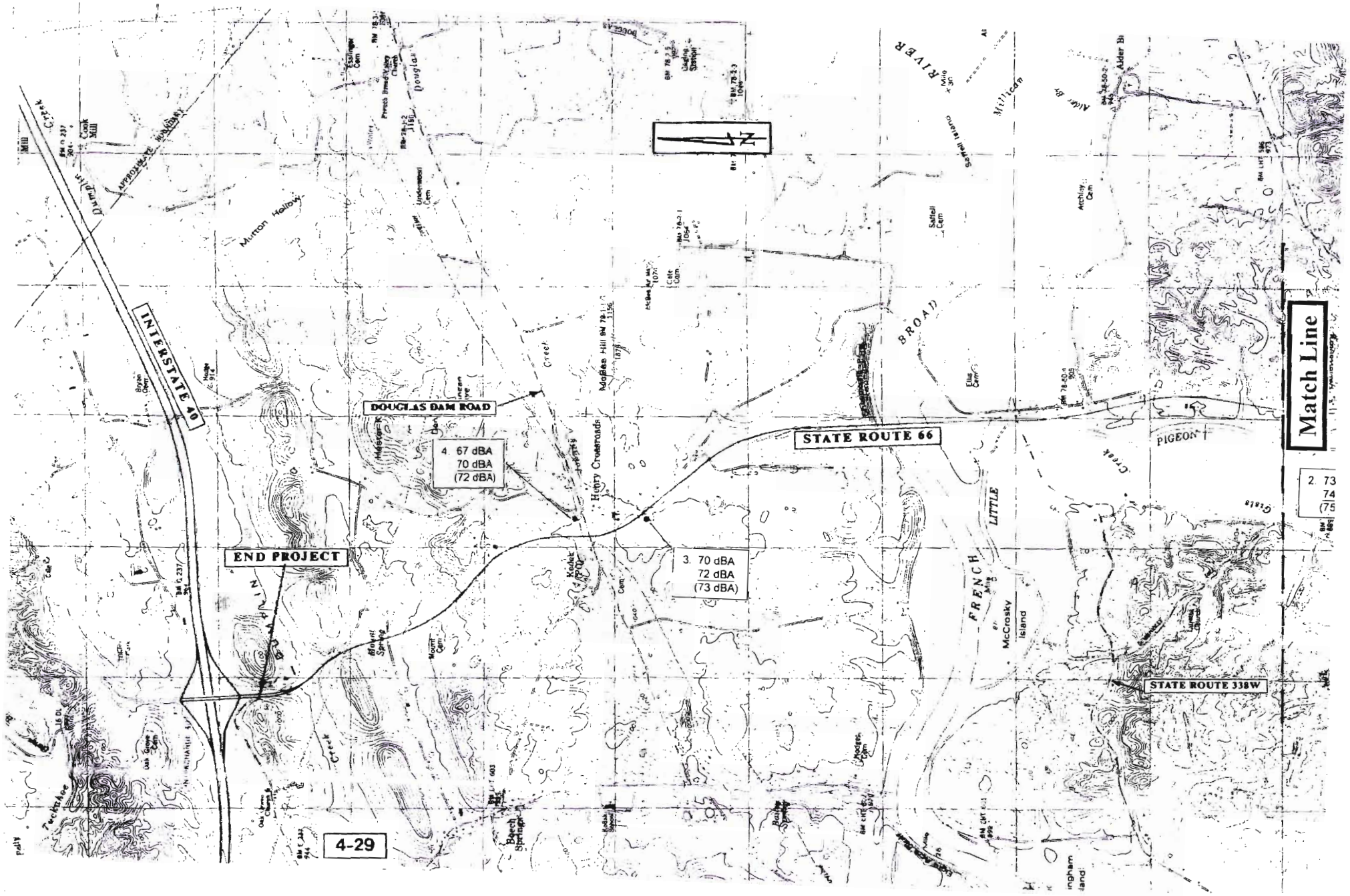
Construction Impacts

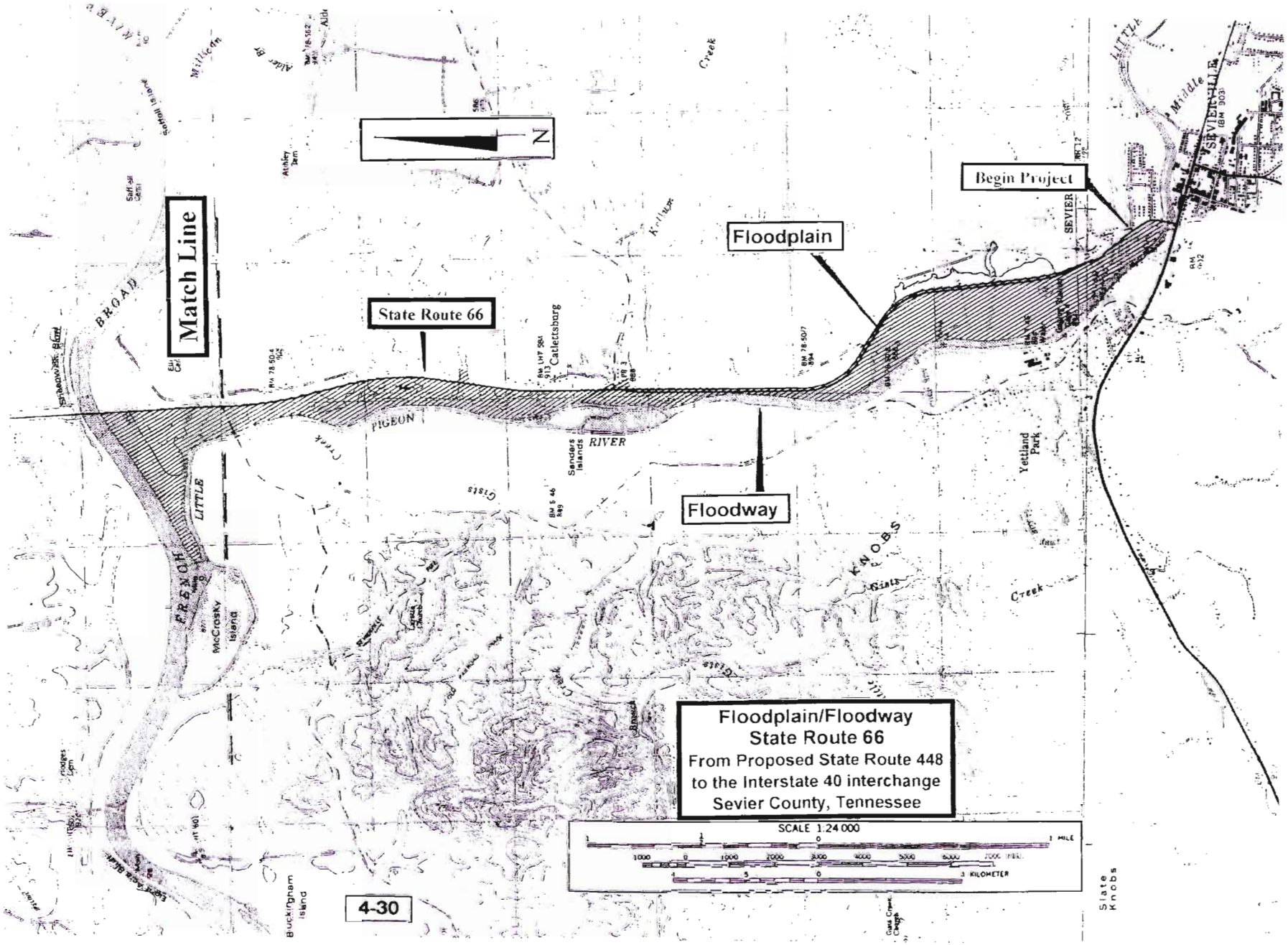
Adverse impacts from construction are primarily short-term in duration or exist only during construction periods. Some construction inconveniences such as noise, dust, traffic conflicts, etc., are unavoidable.

In order to minimize possible detrimental effects due to siltation, soil erosion, or possible pollution of area watercourses, the construction contractors will be required to comply with the special provisions of Tennessee Department of Transportation Standard Specifications for Road and Bridge Construction. These provisions implement the requirements of the Federal Highway Administration's Federal-Aid Policy Guide, Chapter 1, Subchapter G, Part 650, Subpart B.

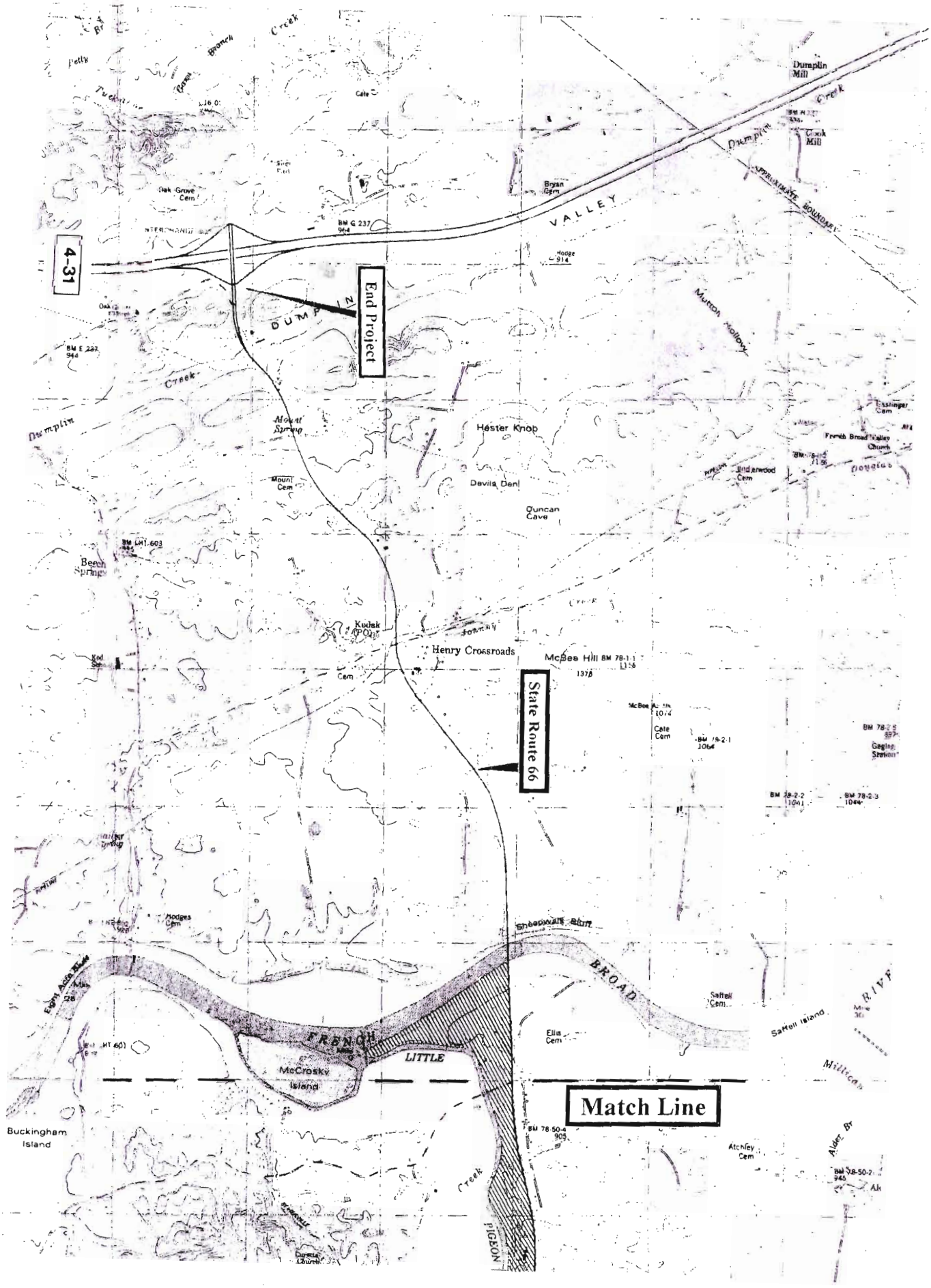
Detoured traffic will be routed during construction so as to cause the least possible noise impact upon residential and other noise-sensitive areas. TDOT will coordinate with local government during the construction phase so that detoured traffic will be routed as to be the least disruptive to the community.

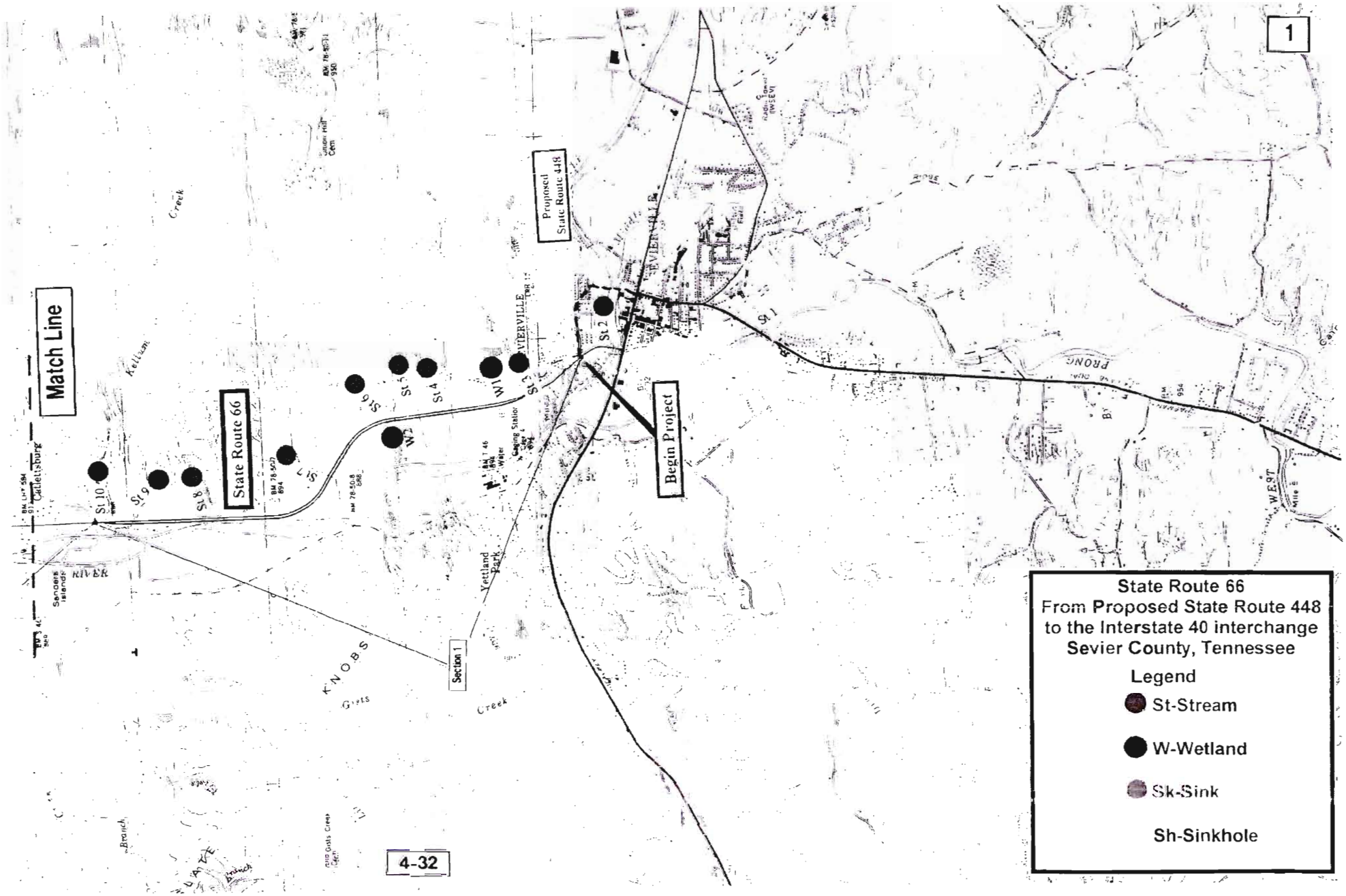

U.S. 411(STATE ROUTE 35)
PROPOSED STATE ROUTE 448
STATE ROUTE 338E
STATE ROUTE 66
STATE ROUTE 338W
BEGIN PROJECT
Match Line
1. 73 dBA
74 dBA
(75 dBA)
2. 73 dBA
74 dBA
(75 dBA)
PIGEON
RIVER
SEVIERVILLE
Middle
LITTLE
PRONG
Yetland Park
Gibbs
Creek
SLATE
Old Glade Creek Cem
Gibbs Creek Cem
State Knobs
Kettron
Cattlesbury
Gaging Station
Weir
Alder
New Era
NOISE LOCATION MAP
PROPOSED STATE ROUTE 66
SHOWING
EXISTING NOISE LEVEL POINTS 00dBA
DESIGN YEAR NOISE LEVELS WITHOUT PROJECT 00 dBA
DESIGN YEAR NOISE LEVELS WITH PROJECT (00dBA)
SCALE 1:24 000
1 MILE
7000 FEET
1 KILOMETER

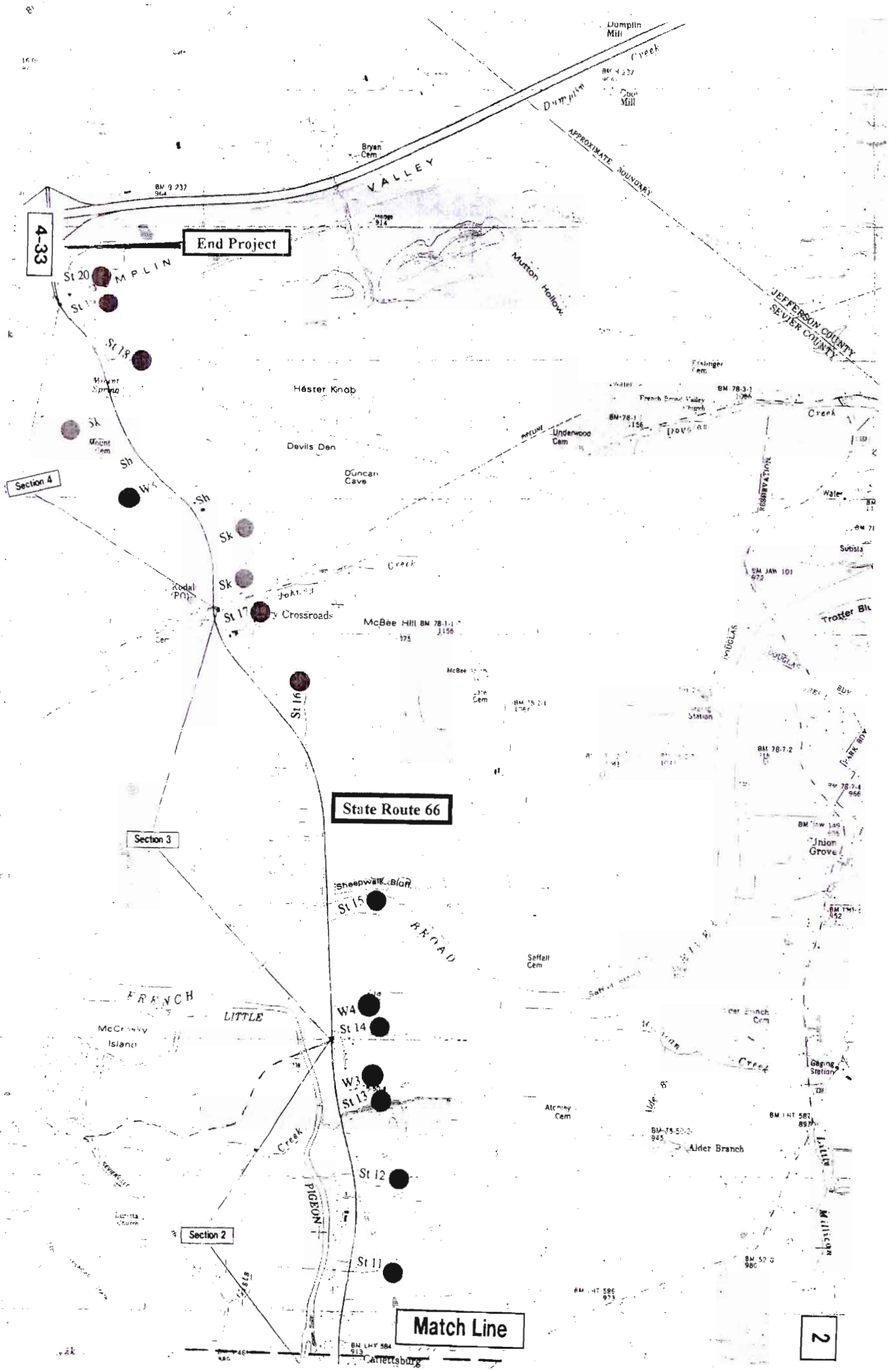

INTERSTATE 40
DOUGLAS DAM ROAD
STATE ROUTE 66
END PROJECT
STATE ROUTE 338W
Match Line
4. 67 dBA
70 dBA
(72 dBA)
3. 70 dBA
72 dBA
(73 dBA)
2. 73
74
(75
Mutton Hollow
Henry Crossroads
Mopless Hill
BROAD
RIVER
LITTLE
FRENCH
PIGEON
McCrosky Island
Douglas
Cook Mill
Bowell Spring
Beech Spring
Kodak
Hodges Cem
Archley Cem
Ella Cem
Satterfield Cem
Underwood Cem
Oak Grove Cem
Bryan Cem
Creek
4-29



Floodplain/Floodway
State Route 66
From Proposed State Route 448
to the Interstate 40 interchange
Sevier County, Tennessee


4-31
End Project
State Route 66
Match Line
DUMPLIN
VALLEY
Dumplin Mill
Creek Mill
Oak Grove Cem
Hester Knob
Devils Den
Duncan Cave
Mount Spring
Mount Cem
Beech Spring
Kodak
Henry Crossroads
McBee Hill
Cate Cem
Hodges Cem
Sheepwalk Bluff
BROAD
RIVER
Saffell Cem
Saffell Island
Ellis Cem
FRENCH
LITTLE
McCrosky Island
Buckingham Island
PIGEON
Atchley Cem
Alder Br
Millican
Mutton Holloy
Underwood Cem
Gaging Station


1
Match Line
Proposed State Route 448
State Route 66
Begin Project
Section 1
St 10
St 9
St 8
St 6
St 5
St 4
St 2
W1
W2
Kellum
Creek
Cattlesburg
Senders Islands
RIVER
Yettland Park
KNOBS
Gists
Creek
SEVIERVILLE
FRONC
WEST
Branch
4-32
State Route 66
From Proposed State Route 448
to the Interstate 40 interchange
Sevier County, Tennessee
Legend
St-Stream
W-Wetland
Sk-Sink
Sh-Sinkhole


4-33
End Project
Section 4
Section 3
Section 2
State Route 66
Match Line
2
Dumplin Mill
Dumplin Creek
Bryan Cem
VALLEY
APPROXIMATE BOUNDARY
Mutton Hollow
JEFFERSON COUNTY
SEVIER COUNTY
Hester Knob
Devils Den
Duncan Cave
Underwood Cem
Crossroads
McBee Hill
Sheepwalk Branch
Seffell Cem
Union Grove
Alder Branch
Atchley Cem
McCrosky Island
LITTLE
PIGEON
Creek
St 20
St 18
St 17
St 16
St 15
St 14
St 13
St 12
St 11
W4
W3
Sk
Sh
Catlettsburg

Chapter 5

PUBLIC INVOLVEMENT

Cooperating Agency-Tennessee Valley Authority

The Tennessee Valley Authority was invited to participate as a cooperating agency. They were sent a pre-draft copy of the Environmental Assessment to evaluate. Their comments are as follows:

Comments:

1. Elaborate on the right-of-way take areas in Chapter 2;
2. Expand on the physical description in Chapter 3;
3. Include information on permits;
4. Include information about the ozone and visibility impact on the Great Smoky Mountains National Park;
5. Any Phase II archaeological testing needs to be done before approval of the FONSI.

Disposition:

1. Discussion has been expanded;
2. Physical description has been enhanced;
3. A permit section was included in Chapter 4; this has been expanded to include information on the Section 26a review;
4. The section has been expanded. However, in an environmental assessment impacts to a greater area than the

surrounding project corridor are beyond the scope of the document;

5. There is now no Phase II testing required on the project.

Initial Coordination

The Tennessee Department of Transportation, on December 19, 1997, notified several federal, state, and local planning and resource management agencies by letter. They were asked to comment, within their special area of expertise, upon any possible environmental, economic, or social impacts in order that any areas of specific concern could be taken into account during the development of the environmental and location studies. A list of these agencies follows, as well as a summary of the comments received and their disposition:

Tennessee State Agencies

Commissioner Milton Hamilton, Jr.
Attn: Mr. Dodd Galbreath
TDEC
14th Floor, L&C Tower
401 Church Street
Nashville, Tennessee 37243-1553

Mr. Robert Freeman
Executive Director
East Tennessee Development District
P. O. Box 19806
Knoxville, Tennessee 37919

Mr. Tim Thompson
Urban & Regional Director
Tennessee Planning Office
East Tennessee Region
531 Henley Street, Room 708
Knoxville, Tennessee 37902

Mr. Wilton Burnett, Jr.
Director of Special Projects
Dept. of Eco. & Comm. Dev.
6th Floor-Rachel Jackson Building
320-6th Avenue North
Nashville, Tennessee 37243

Mr. Reggie Reeves
Environmental Review Coordinator
TN Div. of Natural Heritage, TDEC
8th Floor, L & C Tower
401 Church Street
Nashville, Tennessee 37243-0447

Mr. Greg Denton
Div. of Water Pollution Control, TDEC
7th Floor, L & C Tower
401 Church Street
Nashville, Tennessee 37243-0447

Mr. David Draughon
Division of Water Supply, TDEC
6th Floor, L & C Tower
401 Church Street
Nashville, Tennessee 37243-0447

Mr. James Abernathy
Department of Education
5th Floor-Gateway Plaza
710 James Robertson Parkway
Nashville, Tennessee 37243-4703

Mr. Kent Taylor
Div. of Ground Water Resources, TDEC
10th Floor, L & C Tower
401 Church Street
Nashville, Tennessee 37243-0447

Mr. Dan Sherry
NEPA Contact
Tennessee Wildlife Resources Agency
Ellington Agricultural Center
P. O. Box 40747
Nashville, Tennessee 37204

Mr. Herbert Harper, DSHPO
Tennessee Historical Commission
Clover Bottom Mansion
2941 Lebanon Road
Nashville, Tennessee 37243-0442

Mr. Louis Buck
Commissioner, NEPA Contact
Tennessee Department of Agriculture
Ellington Agricultural Center
Nashville, Tennessee 37204

Mr. John Walton
Division of Air Pollution Control
9th Floor, L & C Tower
401 Church Street
Nashville, Tennessee 37243-0447

Mr. Tom Tiesler
Division of Solid Waste Management
5th Floor, L & C Tower
401 Church Street
Nashville, Tennessee 37243-0447

Mr. Rob Ikard
Department of Economic and Community Dev.
8th Floor Rachel Jackson Building
320 6th Avenue, North
Nashville, Tennessee 37243-0405

Federal Agencies

Mr. Ivar Iverson
Environmental Officer
HUD
Richard B. Russell Federal Building
75 Spring Street, Southwest
Atlanta, Georgia 30303

Mr. Robert Duis
Appalachian Regional Commission
1666 Connecticut Avenue, Northwest
Washington
D. C., 20235

Mr. Edward Sergent
Chief, Mitigation Division, FEMA
1371 Peachtree Street, NE
Atlanta
Georgia, 30309

Planning and Compliance Division
National Park Service
U. S. Department of the Interior
Richard B. Russell Federal Building
75 Spring Street, Suite 1022
Atlanta, Georgia 30303

Office of Environmental Affairs
U. S. Geological Survey, DOI
National Center, MS-423
Reston, Virginia 22092

District Chief
Water Resources Division
U. S. Geological Survey, DOI
810 Broadway, Suite 500
Nashville, Tennessee 37203

Mr. George Miller
Director
Office of Surface Mining, DOI
530 Gay Street, S. W., Suite 500
Knoxville, Tennessee 37902

Regional Environmental Officer
U. S. Department of the Interior
Richard B. Russell Federal Building
75 Spring Street, SW, Suite 1320
Atlanta, Georgia 30303

Mr. Mitchell Parks
Economic Development Representative
Economic Development Administration
261 Cumberland Bend Drive
Nashville, Tennessee 37228

ATTN: Ms. Donna Wieting
Department of Commerce
Eco. and Env. Conservation Office
HCHB SP, Room 6117
14th and Constitution Avenue, N. W.
Washington, D. C. 20230

Mr. James Ford
State Conservationist
U. S. Dept. of Agriculture, NRCS
U. S. Courthouse-Room 675
Nashville, Tennessee 37203

U. S. Department of the Interior
Fish and Wildlife Service
446 Neal Street
Cookeville, Tennessee 38501

Mr. Randall Pope
Superintendent
Great Smoky Mountains National Park
107 Park Headquarters Road
Gatlinburg, Tennessee 37738

Mr. Robert Crisp, P.E.
Director, FERC
Atlanta Regional Office
3125 Presidential Parkway-Suite 300
Atlanta, Georgia 30340

Department of Health & Human Services
CDC, Center for Env. Hlth. & Injury Ctrl..
Special Program Group, Mail Stop F-29
1600 Clifton Road
Atlanta, Georgia 30333

Mrs. LaVerne F. Reid
Department of Transportation, FAA
DOT/FAA/ADO
2851 Directors CV #3
Memphis, Tennessee 38131-0301

Mr. Jon Loney, Manager
Environmental Management
Tennessee Valley Authority
400 West Summit Hill Dr.
Knoxville, Tennessee 37902-1499

Mr. David Pack
Manager, Reservoir Land Management
Tennessee Valley Authority
17 Ridgeway Road
Norris, Tennessee 37828

District Engineer
ATTN.: Regulatory Functions Branch (ORNOP-F)
U. S. Army Corps of Engineers
P. O. Box 1070
Nashville, Tennessee 37202-1070

Mr. Heinz Mueller
Acting Chief
EIS Review Section, EPA
345 Cortland Street, NE
Atlanta, Georgia 30365

Director, Office of Environmental Compliance
Department of Energy, Room 3G-092, PE-25
1000 Independence Avenue, SW
Washington, D. C. 20585

Commander
Second Coast Guard District
1222 Spruce Street
St. Louis, Missouri 63103-2832

Other

Tennessee Trails Association
P. O. Box 41446
Nashville, Tennessee 37204

Mr. Ray Payne
Sierra Club
836 Roderick Road
Knoxville, Tennessee 37923

Mr. Anthony Campbell
Tennessee Conservation League
300 Orlando Avenue
Nashville, Tennessee 37209-3200

Mr. Jack Frazier
Tennessee Scenic Rivers Association
c/o City Engineer's Office
104 Public Square
Clarksville, Tennessee 37040

Tennessee Environmental Council
1700 Hayes Street-Suite 101
Nashville, Tennessee 37203

Mr. Glen Wanner
Tennessee Chapter of the Sierra Club
6821 Pennywell Drive
Nashville, Tennessee 37205

Mr. Bryan Atchley
Mayor of Sevierville
120 Church Street
Sevierville, Tennessee 37862

Mr. Jim Wagner
Planning Director
120 Church Street
Sevierville, Tennessee 37862

Mr. Bob Robbins
Public Works Director
120 Church Street
Sevierville, Tennessee 37862

Mr. Jerry Hickman
City Engineer
120 Church Street
Sevierville, Tennessee 37862

Mr. Thomas Hord
City Administrator
120 Church Street
Sevierville, Tennessee 37862

Mr. Larry Waters
County Executive
125 Court Avenue
Suite 201E
Sevierville, Tennessee 37862-3525

Mr. Jonas Smelcer
Road Superintendent
125 Court Avenue
Suite 304E
Sevierville, Tennessee 37862-3525

Ms. Becky Mouse Yahala
TN Commission of Indian Affairs
c/o Ms. Lurenia Butler
401 Church Street
Nashville, Tennessee 37243

Ms. Kim Murphy
East Tennessee Development District
P. O. Box 19806
Knoxville, Tennessee 37939-2806

Great Smoky Mountains National Park
U.S. 441
Gatlinburg, Tennessee 37738

Smoky Mountain Historical Society
P. O. Box 5078
Sevierville, TN 37862
(added 01-07-97, new group replacement)

Sevier County Historian
Mrs. Beulah D. Linn
204 Silver Dollar City Road
Pigeon Forge, Tennessee 37863

Mr. Mike Blazer
Sevier County Environmental Office
P. O. Box 4648
Sevierville, Tennessee 36864-4648
(added 01-06-97 at request of state agency)

Summary of Initial Coordination Replies & Comments

East Tennessee Development District: No concerns regarding the project.

Tennessee Department of Environment and Conservation, Planning and Standards Section: Avoid impacts where possible, mitigate when necessary.
Disposition: Chapter 4 contains sections dealing with the impacts to streams and wetlands.

Tennessee Department of Environment and Conservation, Division of Ground Water Protection: Contact local environmental office.

Disposition: This was done.

Tennessee Department of Environment and Conservation, Division of Air Pollution Control A formal conformity determination is not necessary. Concern about regional haze.

Disposition: Chapter 4 contains Air Quality Impacts.

Tennessee Department of Environment and Conservation, Division of Solid Waste Management: No facilities or sites of record that would be impacted.

U. S. Department of the Interior, Office of Surface Mining: No effect on agency programs.

U. S. Department of the Interior, National Park Service: Expressed concerns about long term impacts resulting from bringing more traffic to the park. Alternatives that address long term traffic congestion in the region would be valuable.

Disposition: The proposed project is intended to address traffic service for the portion of State Route 66 leading to Sevierville. Along with other proposed projects, such as Proposed State Route 448, a new route for traffic in and through Sevierville to State Route 71, as well as proposed upgrades to State Route 71 leading to Pigeon Forge, will provide improved traffic service for part of the region. Long term solutions for traffic congestion and its resultant impacts on the Park are outside the scope of this study and will need to be investigated at another time.

U. S. Department of the Interior, Fish & Wildlife Service: Section 7 requirements of the Endangered Species Act of 1973 have been fulfilled.

Tennessee Valley Authority, Environmental Management: (1) If a NEPA review is to be conducted, please include TVA as a cooperating agency; (2) TVA is aware of caves in the area and the EA should determine of there will be any impacts; (3) If wetlands are identified TVA wishes to be involved in interagency meetings and possibly comment on mitigation; (4) The bald eagle is found upstream for the bridge crossing and the EA should determine if there will be any impacts; (5) All bridges should be designed to meet the requirements of the National Flood Insurance Program and comply with Executive Order 11988(Floodplain Management);(6) Project will require a 26a review.

Disposition: (1) TVA is a cooperating agency; (2) The Department's Soils & Geology Section was contacted

regarding the caves mentioned in the TVA letter and they have determined there will be no impact on them; (3) TVA will be included in meetings to discuss mitigation; (4) No occurrence of protected species was found in the project corridor(See Appendices for Ecology Report and Chapter 4 of EA for Endangered Species Report) The project was coordinated with the U. S. Fish and Wildlife Service, which is responsible for evaluation of endangered species, and they agreed by letter of April 18, 1996, the requirements of Section 7 of the Endangered Species Act have been fulfilled. In addition the reported siting on Saffel Island is at river mile 29.9$^{+}_{-}$ which is outside the impact corridor of the project(at river mile 28.2); (5) All structures will be built to the Department's Standard Specifications; (6) The 26a review will follow normal TDOT procedures.

Federal Energy Regulatory Commission: No comment

Corps of Engineers: Possible 404 permits will be needed and the extent of involvement can be determined when plans are available.

Disposition: Any impacts to streams and wetlands will be mitigated as required by the Corps of Engineers in the 404 permit process.

Second Coast Guard District: The Coast Guard has no jurisdiction regarding bridge administration over the waterway on this project.

City of Sevierville, Office of the City Administrator: The Sevier County Transportation Board has adopted a Long Range Transportation Study(LRTS). (1) The city questioned whether two additional lanes would be sufficient given the traffic volumes in the LRTS; (2) Requested that sidewalks be included; (3) Requested a truck lane between I-40 and State Route 139; (4) Indicated a need for double left-turn lanes and split phase signals at State Route 338E & 338W due to proposed developments; (5) Indicated a need for turns at a proposed development on State Route 66 just south of the French Broad River; (6) Indicated concern about development on West Dumplin Valley Road; (7) The project does not address planning north of the I-40 interchange.

Disposition: (1) The Department's traffic volumes did not match those given by the city. A discussion with the consultant who developed the traffic for the LRTS indicated that differing concepts were used. The consultant was trying to show a worst case scenario while

the Department develops proposals based on Average Daily Traffic. The Department feel that the proposed project will serve the projected traffic: (2) Sidewalks are a part of the proposed project; (3) The Department feels that the addition of two additional traffic lanes will eliminate the need for truck lanes; (4) Additional turning capacity can be added as and when development progresses; (5) See # 4 above; (6) If the city has plans for the upgrade of West Dumplin Valley road ready the new proposed tie-in will be incorporated into the Departments plans for State Route 66; (7) Any planning north of the interchange is outside the scope of the proposed project and must await a future study.

Sevier County Health Department: No environmental effect on any projects in which they are involved.

Smoky Mountain Historical Society: No adverse comments.

Sevier County Historical: Riley Anders House is on the National Register.
Disposition: Chapter 4 discusses the Department's Historical/Architectural Study on page4-25.

Appendix A
Replies to Initial Coordination

Nathan.

East Tennessee Development District

5616 Kingston Pike P.O. Box 19806 Knoxville, TN 37939-2806
PHONE: (423) 584-8553 FAX: (423) 584-5159

January 15, 1998

RECEIVED
JAN 21 1998
TDOT
ENVIRONMENTAL PLANNING

Mr. Charles E. Bush
Transportation Manager 2
Environmental Planning Office
Tennessee Department of Transportation
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

Dear Mr. Bush:

SUBJECT: Result of Regional Review
Tennessee Department of Transportation - SR 66 Improvements from Intersection of Proposed SR 448/SR 66 to I-40 Interchange

The East Tennessee Development District has completed its review of the above mentioned proposal, in its role as a regional clearinghouse to review federally-assisted projects.

ETDD has no special concerns regarding the proposed widening of SR 66 between the proposed 448 intersection and I-40. The widening would be of an existing road and require very little additional right-of-way.

ETDD review of this proposal has found no conflicts with the plans or programs of the District or other agencies in the region. However, ETDD or other reviewing agencies may wish to comment further at a later time.

We appreciate the opportunity to work with you in coordinating projects in the region.

Sincerely,

Robert E. Freeman
Executive Director

REF/tg

Nat'l

STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION

February 2, 1998

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

Dear Mr. Bush:

Thank you for your recent request for scoping information concerning a proposed construction improvement project of State Route 66, from the intersection of proposed State Route 448/State Route 66 to the Interstate 40 interchange, Sevier County, Tennessee.

The Division's Knoxville Field Office is concerned about the historical impacts to the Little Pigeon River in this area due to construction activities and hydrologic modification to the river. Our general concerns about similar projects include some or all of the following issues (not listed in priority order):

- That appropriate erosion and stormwater controls are installed and maintained
- That appropriate permits are obtained prior to beginning work
- That impacts to water resources, included wetlands, are avoided if possible
- That appropriate mitigation be undertaken should impacts to water resources be unavoidable

We appreciate your offer to address these concerns during the EA process. If you have questions concerning my comments, please contact me at 615-532-0699.

Sincerely,

Gregory M. Denton

Gregory M. Denton, Manager
Planning and Standards Section

STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
10th Floor, L & C Tower
401 Church Street
Nashville, Tennessee 37243-1540

December 30, 1997

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

Re: State Route 66, Highway Improvement Project
Sevier County, Tennessee

Dear Mr. Bush:

On December 22, 1997 the Division of Ground Water Protection received your letter regarding the highway improvement project for State Route 66 in Sevier County, Tennessee.

Sevier County is one of several counties across the state which have opted to operate their own subsurface sewage disposal program. I suggest you contact Mr. Mike Blazer with the Sevier County Environmental Office to obtain their input on the stated project. His mailing address is:

Mr. Mike Blazer
Sevier County Environmental Office
P. O. Box 4648
Sevierville, Tennessee 37864-4648
(423) 429-1965

If you have any questions, feel free to contact Mr. Stephen Morse with the Division of Ground Water Protection Central Office at (615) 532-0774.

Sincerely,

Kent D. Taylor
Director
Division of Ground Water Protection

KDT/SWM

N 471

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

February 23, 1998

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

Dear Mr. Bush:

The Division of Air Pollution Control has reviewed your project summary for the proposed improvements to State Route 66, from the intersection of the Proposed State Route 448, to Interstate 10 interchange, in Sevier County, Tennessee. Since this project is not in a nonattainment or maintenance area, a formal conformity determination is not required. Since this project is in such proximity to the Smoky Mountains, some concern has been expressed in regards to regional haze effects and traffic simulation modeling has been suggested, however this agency cannot recommend or require any specific actions above what would be included in the standard Environmental Assessment, as pursuant to the NEPA process.

We appreciate the chance to comment on this, and we would also appreciate the chance to review the completed Environmental Assessment when it is available.

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

Sincerely,

John W. Walton

John W. Walton, P.E.
Director
Division of Air Pollution Control

cc: Dodd Galbreath

STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
KNOXVILLE ENVIRONMENTAL FIELD OFFICE
2700 MIDDLEBROOK PIKE, SUITE 220
KNOXVILLE, TENNESSEE 37921-5602
(615) 594-6035 FAX (615) 594-6105

January 16, 1998

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

RE: Proposed Highway Improvements - State Route 66, Sevier County, Tennessee

Dear Mr. Bush:

Division of Solid Waste Management staff have reviewed information relative to the proposed highway construction project in Sevier County, Tennessee. Based on staff review, there are no facilities or sites of record that would be impacted by the construction project.

Should this office be of further assistance, please do not hesitate to call (423) 594-6035.

Sincerely,

Jack P. Crabtree
Environmental Field Office Manager
Division of Solid Waste Management

JPC/bmh

cc: Mike Apple - DSWM/NCO
Larry Cook - DSWM/KFO

Tom L. / Nathan
Check with Design & see if this can be worked in

RECEIVED
JAN 9 1998
TDOT
ENVIRONMENTAL PLANNING

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
NASHVILLE, TENNESSEE 37243-0325

January 8, 1998

Mr. Charles E. Bush
Transportation Manager 2
Environmental Planning Office
9th floor, James K. Polk Building
Nashville, TN 37243

Dear Charles:

In reference to your letter to Mr. Alvin H. Pearson, dated December 19, 1997, concerning the construction work on SR-66 in Sevier County, we feel the need for a Park & Ride lot in the area near I-40.

Presently, there are 10 to 12 vehicles parking daily at the intersection of W. Valley Dumplin Road and SR-66. The ramp from I-40 and W. Valley Dumplin Road is very close and could create a potential hazard

If possible, please include in the design of this project a provision for a Park & Ride lot.

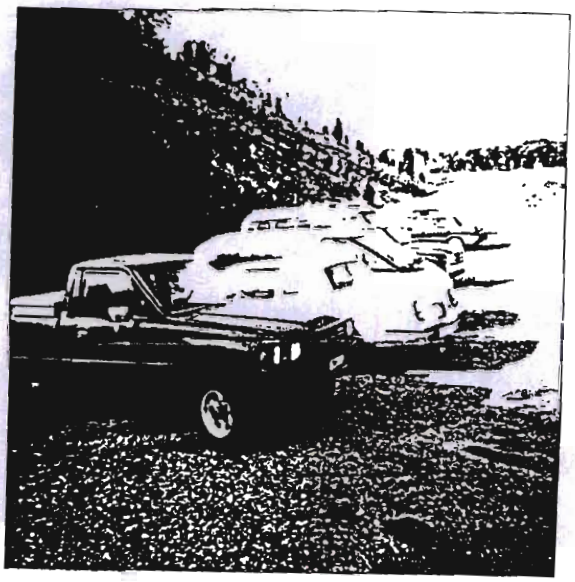
If you have any questions, please give me a call at 741-1039.

Sincerely,

Terry Hayes

Terry Hayes
Ridesharing Program Manager
Office of Public Transportation

TH/pn



SEVIER Co
SR-66 & N. Dumplin Valley Rd
NEAR - I-40

SEVIER Co
SR-66 & N. Dumplin Valley Rd
NEAR I-40

United States Department of the Interior

OFFICE OF SURFACE MINING
Reclamation and Enforcement
530 Gay St., S.W., Suite 500
Knoxville, TN. 37902

DEC 30 1997

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

Subject: Proposed State Route 66; From the Intersection of Proposed State Route 448/ State Route 66 to the Interstate 40 Interchange
Sevier County, Tennessee

Dear Mr. Bush:

In response to your request dated December 19, 1997, the Knoxville Field Office reviewed the map and summary of basic data for the subject proposed highway improvement. The proposed highway improvement is not within the Tennessee coalfields; therefore, it will not have any effect on programs being planned or executed by the Office of Surface Mining

We appreciate having an opportunity to comment on this proposal.

Sincerely,

for Beverly Brock, Supervisor
Technical Group

United States Department of the Interior

NATIONAL PARK SERVICE
Great Smoky Mountains National Park
107 Park Headquarters Road
Gatlinburg, Tennessee 37738

IN REPLY REFER TO

D30

January 8, 1998

RECEIVED
JAN 13 1998
TDOT
ENVIRONMENTAL PLANNING

Mr. Charles E. Bush
Transportation Manager 2
Environmental Planning Office
State Department of Transportation
Suite 900, James Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

Dear Mr. Bush:

Thank you for including Great Smoky Mountains National Park in a review of initial planning stages for proposed improvements to State Route 66 from Interstate 40 through Sevierville. Although the Park has no boundaries adjacent to State Route 66, expansion of this highway will definitely have an impact on the Park: a large number of our visitors travel this corridor from the Interstate, through Gatlinburg, and into the Park beyond.

While we have no specific concerns regarding adverse effects in the corridor immediately adjacent to the project, we do have concerns about the long term impacts that even more traffic will bring to the Park and its gateway communities. Alternatives developed during the planning process that would address long term traffic congestion concerns in the region would be valuable. We certainly sympathize with the current congestion created by rapid growth and the critical need to address it. Additional lanes may alleviate the problem in the short term, but may provide little hope for a long term solution to the steadily increasing problem.

We look forward to participating in the planning process. Enclosed is a document recently prepared by the Transportation Center at the University of Tennessee, which describes the traffic issue from the Park's perspective. I hope it will be useful to your transportation planners as this process proceeds.

Sincerely,

Karen P. Wade

Karen P. Wade
Superintendent

Enclosure

Tomb. / Nation

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

January 7, 1998

Mr. Charles E. Bush
Transportation Manager 2
Environmental Planning Office
Department of Transportation
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334

Dear Mr. Bush:

PROPOSED STATE ROUTE 66 WIDENING INCLUDING FRENCH BROAD RIVER BRIDGE; FROM THE INTERSECTION OF PROPOSED STATE ROUTE 448 (LOVE ADDITION CONNECTOR) TO THE INTERSTATE 40 INTERCHANGE, SEVIER COUNTY, TENNESSEE

TVA has reviewed the notiee of December 19, 1997, for the proposed widening of State Route 66 north of Sevierville. It appears that approvals under Section 26a of the TVA Act would be required for bridge or culvert extensions and fills associated with crossings of Kellum Creek, French Broad River, Johnny Creek, Dumplin Creek, and perhaps other streams and the Little Pigeon River floodplain. Based on the 1998-2000 Tennessee Transportation Improvement Plan, we assume that federal funds will not be used for the project and that a National Environmental Policy Act (NEPA) review will not be conducted by the Federal Highway Administration. However, if it is determined that a NEPA review will be conducted, please include TVA as a Cooperating Agency.

As noted in the March 10, 1997, letter from TVA to TDOT, environmental information that can be provided to TVA related to wetlands (Executive Order 11990), floodplains (Executive Order 11988), National Historic Preservation Act, Endangered Species Act, and other compliance would greatly facilitate TVA's eventual review and approval of the project. In addition, TVA should be invited to any interagency site visits, if any are found to be neeessary.

Requests for approval under Section 26a of the TVA Act for this and other actions in Sevier County (such as the SR 448-Love Addition Connector and the US 441 widening between Pigeon Forge and Sevierville mentioned in the December 19, 1997, letter) should be submitted, along with the above environmental information, to TVA, Cherokee-Douglas Reservoir Land Management

Office, 2611 West Andrew Johnson Highway, Morristown, Tennessee 37814-3295; telephone 423-632-3791. Should you have any questions, please contact Harold M. Draper at (423) 632-6889 or hmdraper@tva.gov.

Sincerely,

Jon M. Loney, Manager
Environmental Management

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

February 6, 1998

Mr. Charles E. Bush
Transportation Manager 2
Environmental Planning Office
Department of Transportation
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334

Dear Mr. Bush:

STATE ROUTE 66 IMPROVEMENTS, FROM THE INTERSECTION OF PROPOSED STATE ROUTE 448/STATE ROUTE 66 TO THE INTERSTATE 40 INTERCHANGE, FRENCH BROAD RIVER AND TRIBUTARIES, SEVIER COUNTY, TENNESSEE

In response to your January 15, 1998 letter, TVA is pleased to participate as a cooperating agency in development of the subject Environmental Assessment (EA). By incorporating the Section 26a review into the EA process, we hope to increase the efficiency of the environmental review process for both agencies.

TVA has researched its records for information on sensitive resources in the area. The following information may be helpful as you pursue your environmental review:

- Caves. TVA is aware of four caves within one-half to three-quarters of a mile of the proposed highway. The EA should determine whether any impacts are possible to these caves, and if so, determine whether an undisturbed buffer area should be maintained around each cave encountered during construction activity.
- Wetlands. If wetlands are identified during the planned wetland survey of the road corridor, TVA wishes to be involved in any interagency meetings and may wish to comment on the possible mitigation measures.
- Protected Species. The bald eagle is found upstream from the existing bridge crossing, with a recent nest at French Broad River Mile 29.8 (Saffell Island). There are records of the eastern hellbender (an amphibian) and southeastern shrew (a mammal) in the area of the proposed improvements. The latter two species are "in need of management" in Tennessee. While it appears impacts are unlikely, the EA should determine if there are any potential impacts to these species by the proposed action.

To assist TVA in meeting its NEPA and Section 26a review responsibilities, we would like to be invited to any interagency site visits, if any are found to be necessary. Also, we would like to be invited to any public meetings that are held. Please send a draft copy of the EA for review prior to completion, and a copy of the Federal Highway Administration FONSI when it is completed.

TVA's Morristown Land Management Office (Karen Stewart, 2611 West Andrew Johnson Highway, Morristown, Tennessee 37814-3295; telephone 423-632-3791) is also conducting a preliminary inquiry review of your request and may wish to forward additional information. Should you have any questions, please contact Harold M. Draper at (423) 632-6889 or hmdraper@tva.gov.

Sincerely,

Jon M. Loney, Manager
Environmental Management

Tennessee Valley Authority, 2611 West Andrew Johnson Highway, Morristown, Tennessee 37814-3295

February 18, 1998

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

Dear Mr. Bush:

STATE ROUTE 66 IMPROVEMENTS, FROM THE INTERESECTION OF PROPOSED STATE ROUTE 448/STATE ROUTE 66 TO THE INTERSTATE 40 INTERCHANGE, FRENCH BROAD RIVER AND TRIBUTARIES, SEVIER COUNTY, TENNESSEE

In response to Jon Looney's letter of February 6 concerning the above referenced project, I have attached comments that may be helpful as you pursue your environmental review of this project.

If you have any questions, please contact me at (423) 632-3792 or Harold Draper at (423) 632-6889.

Sincerely,

Karen Stewart

Karen Stewart
Land Use Specialist
Cherokee/Douglas Reservoirs
Land Management Team

Enclosures

January 16, 1998

Karen C. Stewart, WPB 1A-MOT

PRELIMINARY INQUIRY - TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT) - STATE ROUTE 66 - LITTLE PIGEON RIVER, FRENCH BROAD RIVER AND DUMPLIN CREEK

This responds to your January 9 request for comments on the subject preliminary inquiry.

The proposed project crosses the Little Pigeon River, the French Broad River, and Dumplin Creek where we have computed flood elevations, and several smaller streams in Sevierville and Sevier County, Tennessee where we have no available flood information. Sevierville does participate in the National Flood Insurance Program (NFIP), however, Sevier County does not. All bridges should be designed to meet the requirements of the NFIP, and comply with Executive Order 11988 (Floodplain Management). The Little Pigeon River is currently being restudied by the Corps of Engineers, Nashville District.

Final plans for the bridge crossings along with the hydraulic analysis for the French Broad River crossing should be submitted for 26a review and approval. To assist in the design of the Little Pigeon River, French Broad River and Dumplin Creek bridges we are attaching the HEC-2 data sets for computing the flood elevations on these rivers and streams that should be provided to TDOT.

Roger A. Milstead, P.E.
Technical Specialist
River System Operations
WT 10C-K

RAM
Attachments
cc: Files, WM, WT 10C-K

word\26a\lpigeonpi

January 15, 1998

Karen Stuart

Karen;
Here are the comments on the preliminary request from TDOT to widen State route 66 in Sevier County (Land Use I.D. No. 70457).

T &: E Species:

- A bald eagle nest has been identified about 1.25 miles upstream from the bridge crossing over the French Broad River, at the lower end of Saffell Isalnd. This is a current record from 1996. Bald eagles are listed as threatened Federally.
- Snail darters *(Percina tanasi)*, listed as threatened Federally, occur in the French Broad River and have been collected from the mouth up to mile 29.8. This is a current record and TVA Water Management (CWI) is currently monitoring this area.
- Blue suckers *(Cycleptus elongatus)* occurs in the French Broad River and is listed as threatened in Tennessee.

There are no wetlands identified on the NWI maps for the project area.

Call me if you have any questions. I spent 3 hours on this review.

Joe Feeman

FEDERAL ENERGY REGULATORY COMMISSION
ATLANTA REGIONAL OFFICE
Parkridge 85 North Building
3125 Presidential Parkway - Suite 300
Atlanta, Georgia 30340
(770) 452-2360

JAN 07 1998

Mr. Charles E. Bush
Transportation Manager 2
Environmental Planning Office
State of Tennessee
Department of Transportation
Suite 900 - James K. Polk Building
505 Daturic Street
Nashville, Tennessee 37243-0334

Dear Mr. Bush:

This acknowledges your letter dated December 19, 1997, soliciting comments on the improvement to State Route 66 in Sevier County, Tennessee. It appears that the improvement will not impact hydroelectric developments under the jurisdiction of the Federal Energy Regulatory Commission. Therefore, we have no comment.

Sincerely,

Jerrold W. Gotzmer

Jerrold W. Gotzmer, P.E.
Director

Nathan

DEPARTMENT OF THE ARMY
NASHVILLE DISTRICT, CORPS OF ENGINEERS
P. O. BOX 1070
NASHVILLE, TENNESSEE 37202-1070

RECEIVED
JAN 30 1998
ENVIRONMENTAL PLANNING

January 27, 1998

IN REPLY REFER TO
Regulatory Branch

SUBJECT: File No. 980000481; Proposed Widening of SR-66 from SR-448 to Interstate 40, Sevier County, Tennessee

Tennessee Department of Transportation
ATTN: Charles E. Bush
Suite 900
James K. Polk Building
Nashville, Tennessee 37243-0334

Gentlemen:

This is in response to your letter dated December 19, 1997, requesting comments for the scoping process for the proposed project.

The proposed project will impact several streams which are waters of the United States and the possibility of jurisdictional wetlands which may require Department of the Army (DA) Permits. Some or all of the activities may have been previously permitted by DA Nationwide Permits. A determination as to the extent of our involvement can be made when plans are developed.

Thank you for the opportunity to comment on this matter. If you have any questions, you can contact me at the above address or call (615) 736-5181.

Sincerely,

E. Ronald Green

E. Ronald Green
Project Manager
Construction-Operation Division

Copy Furnished:
TDEC (WPC-7TH Floor)
401 Church Street, L&C Annex
Nashville, Tennessee 37243-1534
(615)532-0625

Nathan

DSTDT _____

RK

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

RECEIVED
FEB 2 1998
TDOT
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December 19, 1997

RECEIVED
DEC 24 1997
2nd COAST GUARD DISTRICT

Commander
Second Coast Guard District
1222 Spruce Street
St. Louis, Missouri 63103-2832

SUBJECT: State Route 66; From the intersection of Proposed State Route 448/State Route 66 to the Interstate 40 interchange; Sevier County, Tennessee

Dear Sir:

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

We are presently in the initial stages of planning for this improvement and need to know if the proposal will have any effect, either favorable or adverse, on any programs being planned or executed by your agency. We would appreciate receiving your comments with respect to potential environmental impacts. Specific concerns of your agency will be given consideration during the development of our environmental and location studies.

Pursuant to the Coast Guard Authorization Act of 1982, it has been determined this is not a waterway over which the Coast Guard exercises jurisdiction for bridge administration purposes. A Coast Guard bridge permit is not required.

ROGER K WIEBUSCH
Bridge Administrator
Western Rivers Operations
Eighth Coast Guard District

1/26/98
(Date)

Office of the City Administrator

January 27, 1998

Charles E. Bush
Transportation Manager 2
Tennessee Department of Transportation
Environmental Planning Office
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334

Dear Mr. Bush:

The City of Sevierville is pleased to provide your office with comments and information concerning the proposed SR 66 project. There are many factors and future developments that will have a direct impact on this project. The following information is submitted in reference to your letter of December 19, 1997.

The Sevier County Transportation Board has developed and adopted a countywide Long Range Transportation Study which resulted in a Transportation Model for the entire County. A copy of the study for your reference and consideration is attached to this reply. This study projects (Figure 21) a volume of 90,000-101,000 vehicles on the proposed project by the year 2004. Taking into account this is a major tourist and recreational destination area, not the standard urban development, will these additional 2 lanes be sufficient?

Because of the type and size of development projected in this area, we would request that sidewalks be included on the entire length of the project. Also, due to the steep grade immediately south of I-40 and the number of service trucks and RV's using this route, we request that an additional truck/RV lane be included southbound to SR 139. The intersections of SR 338 East and West do not indicate any provisions for split phase signals with double left turns, and with developments that are now being discussed these features will be needed prior to construction. There is a 300-acre site on the east of SR 66 just south of the French Broad River that is being planned for development. If improvements to SR 66 do not include provisions for turns into this project, traffic will back up on the bridge.

120 Church Street, P.O. Box 5000 Sevierville, TN 37864-5500 Voice: (423) 453-5504 FAX: (423) 453-5518

Another planned development at West Dumplin Valley Road and SR 66 is projected to generate 25-30,000 additional trips per day. A copy of their concept plan is enclosed. Also an additional 60 acre tract on West Dumplin Valley Road is in the process of being subdivided into a Commercial Park. This SR 66 project is shown to end approximately at the West Dumplin Valley Road/Foretravel Drive intersection, which does not address any interchange or the development potential North of I-40. We think SR 66 planning should be revised to include this area of potential heavy commercial development.

We appreciate you asking us to participate in your planning for much needed improvements to SR 66. The City of Sevierville has worked well with your Department on previous transportation projects in our community and we look forward to continuing the good relationship. We would be pleased to meet with you or other representatives of TDOT to discuss the best way to proceed with the project. We think there would be some advantage to meeting in Sevierville so that site visits would be possible. However, we will gladly meet with you in Nashville if you think it would be more productive.

By working together we know that much can be accomplished. My staff and I will be most willing to provide any assistance. Please let me know when would be the best time to meet and further coordinate the SR 66 project.

Sincerely,

CITY OF SEVIERVILLE

Thomas M. Hord
City Administrator

TMH/bsw
xc: William C. Wallace, TDOT
William Moore, TDOT
Commissioner Bruce Saltsman, TDOT
Board of Mayor and Aldermen

Motion

Sevier County Health Department
Division of Environmental Health
P. O. Box 4648 / 227 Cedar Street
Sevierville, Tn. 37864- 4648
423-429-1766 Office / 423-429-1965 Fax

February 05, 1998

Charles E. Bush
Transportation Manager 2
Environmental Planning Office
Suite 900, James K. Polk Building
505 Deadrick Street
Nashville, TN 37243-0334

Dear Mr. Bush:

The proposed road construction on State Route 66 from the intersection of proposed State Route 448 / State Route 66 to the interstate 40 interchange would not have any environmental effect on any projects that our office is involved with to the best of my knowledge.

This project has been discussed with the Sevier County Executive who also did not raise any concerns at that time.

Please contact our office at any time if we can be of service to you.

Sincerely,

Mike Blazer

Mike Blazer,
Director of Environmental Health

MB/bh

Nathan

Smoky Mountain Historical Society

P.O. Box 5078
Sevierville, TN 37864-5078
January 20, 1998

Mr. Charles E. Bush
Transportation Manager 2
Environmental Planning Office
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334

Dear Mr. Bush:

On January 18, 1998, I shared your letter of January 7, 1998, with members of the Smoky Mountain Historical Society. No adverse comments came up. Therefore, we wish you well in your proposed project of work on State Route 66 and State Route 448 to I-40 in Sevier County, Tennessee.

Thanks you for sharing this advance information with our Society.

Sincerely yours,

Roy Glenn Cardwell

Roy Glenn Cardwell
President
Smoky Mountain Historical Society

220 Dollywood Lane
Pigeon Forge, TN 37863
Jan. 7, 1998

Mr. Charles E. Buck
Transportation Manager 2, Environmental Planning Office
505 Deaderick Street
Nashville, TN. 37243-0334

Dear Mr. Buck.

I appreciate the fact that the State of Tennessee Department of Transportation is concerned with the impacts of new roads or the widening of roads might have on the environment of Sevier County.

There is no question that the proposed changes are greatly needed.

1) State Route 66 to Interstate 40 - Proposed project - 6 lanes.
The only home on the National Register of Historic Sites is the Riley H. Anders House (now the Robert Tipton Art Gallery). Hwy. 66 passes through the property but I believe the house is far enough away from the road.

2). Proposed State Route 448
This will pass through the heavily populated Low Addition residential district. No structures are on the National Register. According to newspaper reports representatives of the Transportation Dept. have met with the residents to discuss the impact.
After crossing the Little Pigeon River the road will take the home of Mrs. Elizabeth Lawson on 132 E. Main St. She asked me to place it on the Register. I told her it wasn't on the eligible list published in 1997 of "Historic Architecture of Sevier County, TN" by Robbie D. Jones.
The problem of the Indian archeological site near the Church of God Home for Children has been resolved.

3) - 441 from Pigeon Forge to Sevierville - 6 lanes - No Historic Sites.
Some structures will be close to the road but I see no alternative.

I have not discussed this with Mr. Jonas Smelcer, Road Commissioner of Sevier County. He might lend further insight.

Let me know if you need additional information. Sincerely,

(Mrs) Beulah S. Linn

Appendix B
Letters

United States Department of the Interior

FISH AND WILDLIFE SERVICE
446 Neal Street
Cookeville, Tennessee 38501

April 18, 1996

Mr. James P. Groton, Jr.
Environmental Scientist
SAIC
800 Oak Ridge Turnpike
Oak Ridge, Tennessee 37831

Dear Mr. Groton:

Thank you for your letter and enclosures of April 2, 1996, concerning a highway project in Sevier County, Tennessee. The Fish and Wildlife Service has reviewed the information submitted and the following comments are provided in accordance with the provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

The Service is concerned that highway projects frequently accelerate erosion and sedimentation in streams, resulting in adverse effects to the aquatic environment. The use of heavy equipment to move earth and existing vegetation disrupts natural drainage patterns and exposes large areas of disturbed soil to erosion. Excessive sedimentation can clog stream channels and contribute to increased flooding. It can also increase water temperatures and cause oxygen demands which can damage or destroy fish and invertebrate populations. Deposition of sediment on the channel bottom also degrades aquatic habitat by filling in substrate cavities, burying demersal eggs, and smothering bottom organisms. In addition, turbidity, as induced by accelerated erosion and sedimentation, results in further damage to aquatic systems. Increased particulate matter suspended in the water column may drive fish from the polluted area by irritating the gills, concealing forage, and/or destroying vegetation that may be essential for spawning and cover habitat for particular species. Turbidity also degrades water quality by reducing light penetration, pH and oxygen levels, and the buffering capacity of the water. Degraded water quality may continue far downstream from the point where the erosion occurs.

Prevention of excessive sedimentation can occur only through application of Best Management Practices during daily construction activities. Rigid application of your agency's construction erosion control standards can preclude most sedimentation problems; however, in some cases additional measures will need to be taken by on-site inspectors and construction representatives.

Upon review of the proposed projects, we find that the information provided is insufficient to determine if the proposed actions will require U.S. Army Corps of Engineers' permits. Since permit applications could more thoroughly reveal the extent of construction activities affecting aquatic resources, we will provide additional comments during the 404 review process should the project necessitate Corps' permits. However, we would likely have no objection to the issuance of permits if any necessary stream channel work is held to a minimum and Best Management Practices are utilized and enforced, effectively controlling erosion, sedimentation, and other potential hazards. The following conditions are specifically recommended:

1. Erosion and sediment control measures, including but not limited to the following, should be implemented on all vegetatively denuded areas:

    a. Preventive planning: A well-developed erosion control plan which entails a preliminary investigation, detailed contract plans and specifications, and final erosion and sediment control contingency measures should be formulated and made a part of the contract.

    b. Diversion channels: Channels should be constructed around the construction site to keep the work site free of flow-through water.

    c. Silt barriers: Appropriate use should be made of silt fences, hay bale and brush barriers, and silt basins in areas susceptible to erosion.

    d. Temporary seeding and mulching: All cuts and fill slopes, including those in waste sites and borrow pits, should be seeded as soon as possible.

    e. Limitation of instream activities: Instream activities, including temporary fills and equipment crossings, should be limited to those absolutely necessary.

2. Concrete box culverts should be placed in a manner that prevents any impediment to low flows or to movement of indigenous aquatic species.

3. Channel excavations required for pier placement should be restricted to the minimum necessary for that purpose. Overflow channel excavations should be confined to one side of the channel, leaving the opposite bank and its riparian vegetation intact.

4. All fill should be stabilized immediately upon placement.

5. Streambanks should be stabilized with riprap or other accepted bioengineering technique(s).

6. Existing transportation corridors should be used in lieu of temporary crossings where possible.

7. Good water quality should be maintained during construction.

Efficient management practices can minimize adverse impacts associated with construction. It is important that these and other measures be monitored and stringently enforced. This will aid in preserving the quality of the natural environment.

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 giving us the opportunity to comment on these actions. If you have any questions, please contact Timothy Merritt of my staff at 615/528-6481.

Sincerely,

Lee A. Barclay, Ph.D.
Field Supervisor

xc: Mr. Ray Brisson, TDOT, Nashville, TN

Mail nak
copy to Bu

United States Department of the Interior

FISH AND WILDLIFE SERVICE
446 Neal Street
Cookeville, Tennessee 38501

RECEIVED
FEB 18 1998
TDOT
ENVIRONMENTAL PLANNING

February 12, 1998

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

Re: FWS #98-0561

Dear Mr. Bush:

Thank you for your letter and enclosures of December 19, 1997, regarding the proposed improvement of State Route 66 from the intersection of (proposed) State Route 448 to the Interstate 40 interchange in Sevier County, Tennessee. The Fish and Wildlife Service (Service) has reviewed the information submitted and offers the following comments.

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 action. If you have any questions, please contact Jim Widlak of my staff at 931/528-6481.

Sincerely,

for Lee A. Barclay, Ph.D.
Field Supervisor

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

October 1, 1998

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

RE: FHWA, ARCHAEOLOGICAL ASSESSMENT, SR-66/SR-71/I-40 TO 6-LANE/FOX RD, SEVIERVILLE, SEVIER COUNTY, TN

Dear Mr. Kline:

At your request, our office has reviewed the information regarding the above-referenced project in accordance with regulations codified at 36 CFR 800 (51 FR 31115, September 2, 1986). Based on the information provided, we concur that site 40SV48 contains no archaeological resources eligible for listing in the National Register of Historic Places.

Sites 40SV51 and 40SV52 still contain potentially eligible cultural resources. It is this office's understanding that these two sites will be subjected to Phase II archaeological testing in conjunction with the SR-448 expansion.

Questions and comments may be addressed to Jennifer Bartlett (615) 741-1588, ext. 17.

Your cooperation is appreciated.

Sincerely,

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

HLH/jmb

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

May 23, 1996

Ms. Martha Carver
Environmental Planning
TDOT, 9th. Floor Polk Bldg
Nashville, Tennessee 37219

RE: FHWA, ARCHITECTURAL/HISTORICAL ASSESSMENT, SR-66/FORKS IN RIVER PKWY - I-40, UNINCORPORATED, SEVIER COUNTY

Dear Ms. Carver:

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 area of potential effect contains two architectural resources eligible for listing in the National Register of Historic Places: the Riley Andes House and the Basset Instutute. We will review your agency's finding relative to the potential for project effect upon these resources when submitted.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

July 8, 1998

Ms. Martha Carver
Environmental Planning
TDOT, 9th. Floor Polk Bldg
Nashville, Tennessee 37219

RE: FHWA/DOCUMENTATION OF EFFECT/ SR-66 IMPVTS./SR-71 TO I-40, SEVIERVILLE, SEVIER COUNTY

Dear Ms. Carver:

Pursuant to your request, this office has reviewed documentation relative to the above-referenced undertaking received on Thursday, July 2, 1998. Considering available information, we find that the project as currently proposed will not affect any cultural resources eligible for listing in the National Register of Historic Places.

Therefore, this office has no objection to the implementation of this project. Should project plans change, please contact this office to determine what additional steps, if any, compliance with Section 106 requires. You may direct questions and comments to Joe Garrison (615)532-1559. This office appreciates your cooperation.

Sincerely,

Herbert L. Harper

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

HLH/jyg

Appendix C
Cooperating Agency

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

July 22, 1998

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

Dear Mr. Bush:

PRELIMINARY ENVIRONMENTAL ASSESSMENT - STATE ROUTE 66 FROM THE INTERSECTION OF PROPOSED STATE ROUTE 448/STATE ROUTE 66 TO THE INTERSTATE 40 INTERCHANGE, FRENCH BROAD RIVER AND TRIBUTARIES, SEVIER COUNTY, TENNESSEE

Thank you for the opportunity to take a quick look at the preliminary Environmental Assessment for the proposed widening of State Route 66 across the French Broad River and tributaries and Little Pigeon River tributaries. It appears that the major environmental issues have been addressed. At this time, please consider the following suggestions.

- In Chapter 2, it is assumed that the widening in the proposed action would be symmetrical and that none of the road is proposed on new location. However, areas where there would additional right-of-way acquired, such as the interchange at State Route 139, could be mentioned.
- In Chapter 3, it might be helpful to include some of the information from the Ecological Study in the EA.
- There is no permit section included. At some point, the document should note that an approval under Section 26a of the TVA Act would be needed for the bridges, culverts, or other obstructions associated with the widening of the highway across the French Broad River, Kellum Branch, Johnny Creek, Mount Spring Creek, Dumplin Valley Creek and other tributary streams.
- On page 4-7, Air Quality Impacts, the impacts of this project, if any, on ozone and visibility problems in the Great Smoky Mountains National Park could be discussed, especially since the issue was mentioned in the February 23, 1998 letter from the Division of Air Pollution Control.
- On page 4-22, Archaeological Impacts, the results of phase II testing for the archaeological site should be provided prior to the FONSI for the project.

TVA appreciates the opportunity to serve as a cooperating agency on this project. Should you have any questions, please contact Harold M. Draper at (423) 632-6889 or hmdraper@tva.gov.

Sincerely,

Greg Askew

for Jon M. Loney, Manager
Environmental Management

Pin #'s
100966.00
101404.00

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

FOR

State Route 66
From The Intersection of
Proposed State Route ~~448~~ 338/State Route 66
To The Interstate 40 Interchange
Sevier County, Tennessee

PREPARED BY
THE U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

AND

THE TENNESSEE DEPARTMENT OF TRANSPORTATION
BUREAU OF PLANNING AND DEVELOPMENT
ENVIRONMENTAL PLANNING AND PERMITS DIVISION

COOPERATING AGENCY
TENNESSEE VALLEY AUTHORITY

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

FOR

State Route 66
From The Intersection of 335
Proposed State Route 448/State Route 66
To The Interstate 40 Interchange
Sevier County, Tennessee

Prepared By
U.S. Department of Transportation
Federal Highway Administration
and
Tennessee Department of Transportation
Bureau of Planning and Development
Environmental Planning and Permits Division

The Federal Highway Administration (FHWA) has determined that this project will not have any significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the attached Environmental Assessment (EA) dated April 21, 1999, which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the April 21, 1999 EA. This FONSI should not be evaluated independent of the approved EA.

January 17 2001
Date of Approval

Mary Dorcy
by FHWA Division Administrator

The following persons may be contacted for additional information concerning the document:

Mr. Charles Boyd
Division Administrator
Federal Highway Administration
Tennessee Division Office
640 Grassmere Park, Suite 112
Nashville, TN 37211
(615) 781-5770

Mr. Charles E. Bush
Transportation Manager II
Environmental Planning and Permits Division
TN Department of Transportation
James K. Polk Building, Suite 900
505 Deaderick Street
Nashville, TN 37243-0334
(615) 741-3653

SUMMARY

General Project Description

The approved Environmental Assessment document discusses the improvement of State Route 66, from the intersection of proposed State Route 448/State Route 66 to the Interstate 40 Interchange, in Sevier County, Tennessee. The project is approximately 13.5 kilometers (8.4 miles) in length and would require approximately 7.6 hectares (18.7 acres) of new right-of-way.

Section 1 is from proposed SR-448 (located 0.18 km (0.11 mi) north of Nichols Street to SR-339E; Section 2 is from SR-338E to SR 338W (Boyds Creek Highway); Section 3 is from SR-338W to SR-139 (Douglas Dam Road); and Section 4 is from SR-139 to the I-40 Interchange.

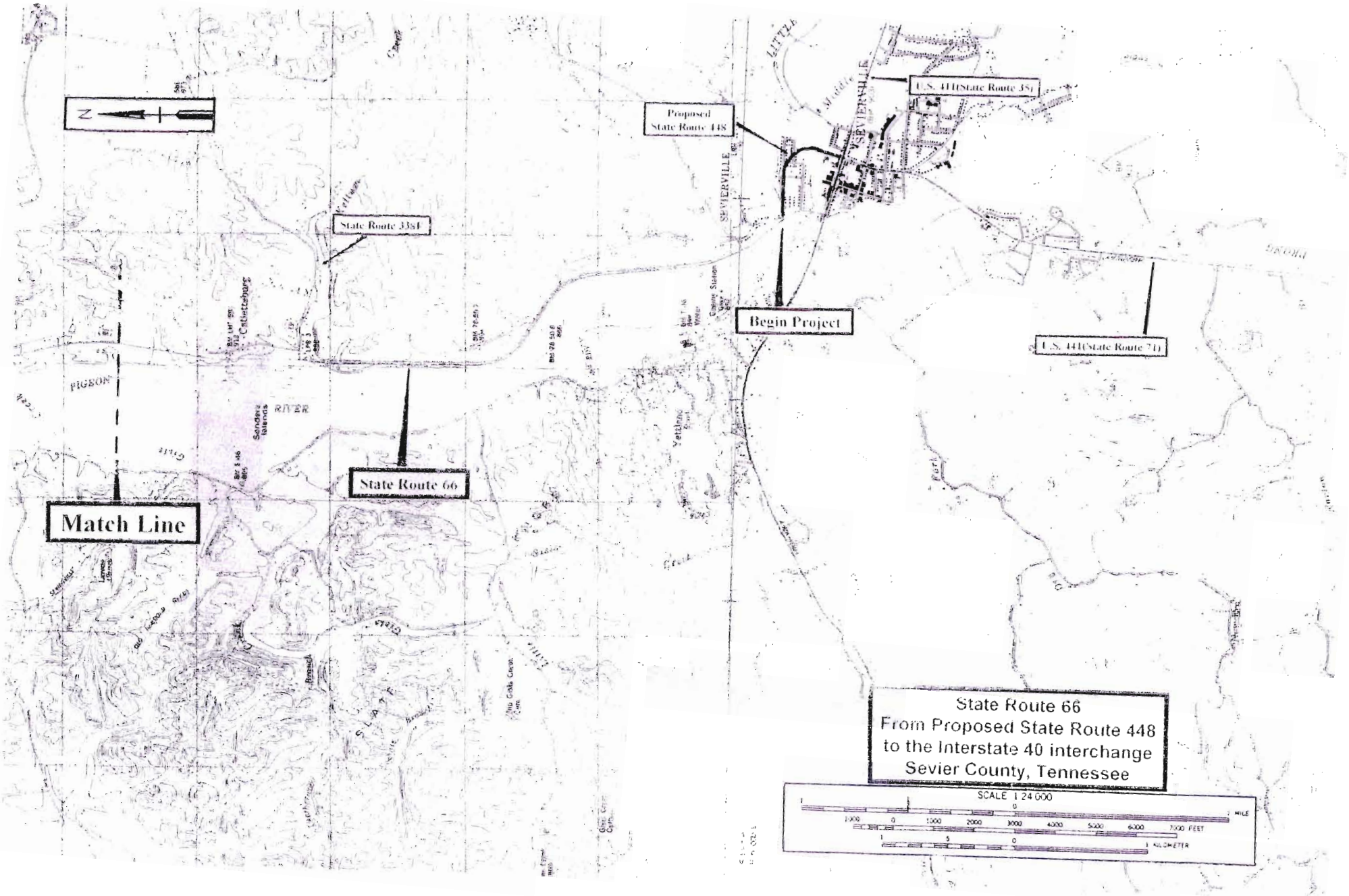
The existing highway is a four-lane divided urban minor arterial with two 3.6 meter (12 foot) traffic lanes in each direction, shoulders, and a divided median.

It is proposed to widen the existing road to a six-lane curb and gutter highway with three 3.6 meter (12 foot) traffic lanes in each direction, 3.6 meter (12 foot) outside shoulders, curbs and gutters and sidewalks, and a 6.7 meter (22 foot) raised grass median within a minimum right-of-way of 49.5 meter (164 foot right-of-way (ROW). The bridge over the French Broad River will be widened. A change has occurred in design of the project since the approval of the Environmental Assessment (EA). The EA discussed a half clover-leaf intersection at SR-66 and SR-139. The design has now been changed to eliminate the interchange and replace it with an at-grade intersection with a signal. The change was made as a result of suggestions made at the public hearing. People were against the interchange because of the damage it would cause to adjacent properties.

The project is intended to improve traffic operations on SR-66. Sevier County borders the Great Smoky Mountains National Park and includes several cities, including Severville, Gatlinburg, and Pigeon Forge. The project corridor is a pass-through area for tourist traveling to the park, as well as Gatlinburg and Pigeon Forge. The level of current development, plus anticipated growth within the study area by the year 2020, emphasizes the need for a solution. It is also a tourist destination in itself with various hotel/motel accommodations, restaurants, and other various commercial enterprises which contribute to congestion. This congestion is also seasonal in nature with various periods when the area experiences a greater influx of traffic during the mid-summer and fall.

The Tennessee Department of Transportation has determined there is a need for the proposed project, it has logical termini, is of sufficient length to address environmental matters on a broad scope, has independent utility, and will not restrict consideration of alternatives for other reasonable foreseeable transportation improvements.

Match Line
State Route 66
Douglas Dam Road
End Project
Project Start
N


N
Proposed State Route 448
U.S. 441(State Route 35)
State Route 338
Begin Project
U.S. 441(State Route 71)
State Route 66
Match Line
PIGEON
RIVER
SEVIERVILLE
State Route 66
From Proposed State Route 448
to the Interstate 40 interchange
Sevier County, Tennessee
SCALE 1:24 000
1 MILE
7000 FEET
1 KILOMETER

Summary of Alternatives

There is one build alternative for this proposed project. This proposed alternative would begin at the proposed State Route 448/State Route 66 intersection and end at the Interstate 40 interchange. Improvements to the I-40 Interchange were completed by an earlier project. It is proposed to widen the existing road to a six-lane curb and gutter highway with three 3.6 meter (12 foot) traffic lanes in each direction, 3.6 meter (12 foot) outside shoulders, 1.2 meter (4 foot) inside shoulders, curbs, gutters, sidewalks, and a 6.7 meter (22 foot) raised grass median within a 50 meter (164 foot) right-of-way (ROW).

The No-Action Alternative

Under the No-Action Alternative, no improvement would be made to the corridor, other than minor improvements such as safety improvements and normal maintenance activities. The primary benefits of this alternative include: (1) no displacement of residences and businesses, (2) preservation of the existing land use pattern and wildlife habitat, and (3) There would be no construction disruption of the area or siltation of area water courses.

The primary adverse effects of this alternative include: (1) There would be no improvement in traffic safety, congestion or flow, and (2) continued route discontinuity around the Sevier County borders would remain, (3) without the proposed project the traffic congestion problem will only increase. This alternative would not meet the purpose of the action since it will not correct operational deficiencies.

Summary of Environmental Impacts

The primary beneficial effects of the proposed action include: (1) Improved operating conditions in the study area; and (2) Increased traffic capacity.

The primary adverse effects of the proposed action include: (1) The loss of wildlife habitat; (2) The displacement of one residence and two (2) businesses (3) Temporary construction impacts (fugitive dust, siltation, equipment noise, etc.) during the construction period, and (4) Aquatic and Terrestrial impacts.

Environmental Comments

Construction procedures shall be governed by the Standard Specifications for Road and Bridge Construction (March 1995) 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 impacts upon residential and noise sensitive areas.

Displacements are a potential adverse environmental effect associated with any proposed project. This preliminary investigation has determined that right of way acquisition may require one (1) residential displacement and two (2) business displacements. Originally the EA stated that there were three (3) business displacements during a resent field review only two (2) businesses were found to be in operation.

The business displacements sell gasoline and have underground storage tanks. The Department has developed the expertise and experience to effectively deal with this particular kind of hazardous substance/waste problem which is of limited extent and risk. Proper Departments have been contacted by the Tennessee Department of Transportation Right-of-way office and made aware of this situation.

The proposed corridor will undergo a further hazardous waste assessment when required for finalization of design plans. In the event that hazardous substance or waste are encountered within the proposed right-of-way, their disposition shall be subject to the applicable sections of the Federal Resources 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.

The French Broad River and other streams will be crossed at this section of SR-66. The highway reconstruction will have temporary negative effect on the water quality in all water bodies adjacent to the road that will receive runoff during the construction phase as discussed in the Environmental Assessment. (EA). All temporary impacts discussed in the EA can be reduced by employing the Federal Highway Administration's Best Management Practices for Erosion and Sediment Control, (June 1995) and the Department of Transportation's Standard Specifications for Road and Bridge Construction, (March 1995).

Any activity that will impact wetlands and other waters of the United States will require Section 404 permitting, and mitigation may be required. Any wetland impacts, which are unavoidable, will be mitigated in accordance with the Clean Water Act and the Tennessee Water Quality Control Act.

There are five (5) wetlands located in the study area. The estimated impact to these wetlands is less than 0.20 hectares (0.5 acres). In all likelihood any impacts will be covered under a Nationwide Permit and will not require mitigation. The wetlands impacted are man induced, have limited function, and are not important to the natural wetland resources of the region. Alteration of these man-induced wetlands will invariably result in replacement and mitigation by like drainage facilities that, in time, will perform like functions. See Wetland Table.

Only Practical Alternative Finding

The impact on wetlands was assessed in accordance with Executive Order 11990, "Protection of Wetlands". Since the preferred alternative consists of upgrading

Wetland Table

Area	Size	Effect	Disturbance
WL1	0.04 hectare (0.1 acres)	Impacted	0.04 hectare (0.1 acres)
WL2	0.04 hectare (0.1 acres)	Slightly Impacted	<0.04 hectare <(0.1 acres)
WL3	0.04 hectare (0.1 acres)	Impacted	0.04 hectare (0.1 acres)
WL4	<0.04 hectare <(0.1 acres)	Impacted	<0.04 hectare <(0.1 acres)
WL5	0.08 hectare (0.2 acres)	Impacted	0.04 hectare (0.1 acres)

the existing highway, there is no practicable alternative to the proposed action. The No Build Alternative was considered, but found that it would not meet the purpose and need for the action. Mitigation could include construction or restoration of wetlands. Potential mitigation sites covering less than 0.20 hectares (0.5 acres) could be used for wetland mitigation. Based upon the above considerations, it is determined that there is "No Practicable Alternative" to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands which may result from such use.

Permits necessary for the proposed project include both federal and state agencies: This project will require a TVA 26a Permit for the stream crossings. (French Broad River, Kellum Creek, Johnny Creek, Dumplin Valley Creek, the floodplain of the Little Pigeon River, and other streams). The Tennessee Department of Environment and Conservation's (TDEC) Aquatic Resource Alternation Permits will be required for activities that involve alteration of waters of the state, and Underground Injection Control Permits (for storm water discharges into sinkholes) will be necessary. The impact on wetlands is less than 0.5 acres and will not be covered under any Nationwide Permit and will not require mitigation. As a Cooperating Agency, TVA commented on the preliminary Environmental Assessment. Their comments were added to the Environmental Assessment that was approved on April 21, 1999.

Construction of the proposed project will involve the floodplain of the French Broad River, the Pigeon River, and some tributaries. Project development must proceed according to Executive Order 11988 "Floodplain Management".

The impact on the natural and beneficial floodplain values of the project area would be the loss of wildlife habitat and the loss of vegetation. These would be short-term and minimal losses due to the re-establishment capabilities of the species in the area. There may also be a taking of some wetland but the Department will work with the appropriate regulatory and permit agencies to develop a mitigation plan. The

crossings are not considered a substantial encroachment on the floodplains and floodways of the area because:

(1) there is no potential for interruption or termination of the transportation facility which is needed for emergency vehicles or provides the communities only excavation route due to the construction of the project;
(2) the water crossing will be designed to convey floodwaters so that there will be no risk due to the encroachment in the floodplain;
(3) there will be no substantial adverse impact on the natural and beneficial floodplain values.

The Pigeon River's floodplain parallels the widening project for a portion of its length. In order to afford confidence that the project will not impact this floodplain, the Department's hydrology section will, when plans become available, determine the influence on flood level.

In order to prevent significant damage from flooding, the provisions set forth in the U.S. Department of Transportation's Federal-Aid Policy Guide, Chapter I, Subchapter 6, Part 650, Subpart A, will be followed in the design of the project. The design selected for an encroachment will be supported by analysis of design alternative with consideration to capital costs, risks, and economic, engineering, social, and environmental concerns. In addition, the project development will proceed in accordance with the applicable provisions of Executive Order 11988, "Floodplain Management". There is no practicable alternative to avoid these crossings. No revision to the boundary is anticipated.

The Department, under Section 106, as defined in 36 CFR 800.9, TN-DOT and the TN-SHPO examined the potential effect the project would have on historic properties. Two properties on or eligible for the National Register of Historic Places were identified. The Riley Andes House is currently listed in the National Register of Historic Places. The Basset Institute is currently eligible for listing.

Department's Historians completed a Documentation of Effect for the project and it was their opinion that the project will have no effect on any National Listed or eligible property. In a letter dated July 8, 1998 the State Historic Preservation Officer (SHPO) stated "that the project currently as proposed will not affect any cultural resources eligible for listing in the National Register of Historic Places. No comments were received from the public or any government agency on the approved environmental assessment (EA).

Combined Corridor and Design Public Hearing

A combined corridor and design public hearing was held on February 3, 2000 at the Sevierville Middle School, 550 High Street, Sevierville, Tennessee.

On April 23, 1999, prior to the hearing, copies of the Environmental Assessment (dated April 21, 1999) were made available for public review at the following locations:

the Tennessee Department of Transportation's Environmental Planning and Permits Division, the Federal Highway Administration Division Office, and the Sevier County Public Library in Sevierville, Tennessee. This document was also available to the public at the hearing. A total of thirteen (13) representatives from the Tennessee Department of Transportation were available to answer questions from concerned citizens.

Summary of Comments

Representatives of the Tennessee Department of Transportation were present with various exhibits detailing the proposed project. They were available to answer questions and discuss the proposals with individual citizens. A public stenographer was available at the hearing, as well as comment cards and a card depository. Eighty-eight (88) persons signed attendance sheets. Four (4) persons talked with the court reporter, fourteen (14) persons filled out and turned in public hearing comment cards. One (1) letter was handed to TDOT personnel at the hearing or mailed in after the hearing.

Ten (10) persons supported the project and two (two) persons did not support the project.

The following is a summary of individual comments made and the disposition to those comments.

Comment: The Mayor of Sevierville, the Honorable Bryan C. Atchley, handed a letter pre-dated February 15, 2000 to TDOT personnel supporting the project. The responses were addressed to the City Engineer, who represented the Mayor at a field review and plans inspection on April 20, 2000. The Mayor's concerns are addressed below:

1. The plans that were presented at the public meeting did not include a typical section and we could not determine if the median would be left as is or replaced with a raised grassed median or curb.

   Disposition: The typical cross section will be a six-lane curb and gutter highway with three 3.6 meter (12 foot) traffic lanes in each direction, 3.6 meter (12 foot) outside shoulders, 1.2 meter (4 foot) inside shoulders, curbs, gutters, and sidewalks, and a 6.7 meter (22 foot) raised grass median within a 50 meter (164 foot) right-of-way (ROW).

2. The letter also mentioned an area (Allensville Road intersection and going north) with Crepe Myrtles in the median; this is the area adjacent project close to SR-448.

   Disposition: The trees will be kept if possible.

3. In the letter the Mayor raised the concern of trolley (or shoulder) lanes and sidewalks. Will they be included in the project?

Summary of Comments (continued)

The Mayor of Sevierville, The Honorable Bryan C. Atchle letter dated February 15, 2000 (continued):

Disposition: Yes, trolley (or shoulder) lanes) will be included into the project.

4. The City of Sevierville would like to construct a greenway on one side of project similar to the proposed Middle Creek Greenway Project.

   Disposition: At the April 20, 2000 plans and field review the City Engineer indicated "that the Greenway was no longer a concern."

5. In reviewing the plans it has been noted that at the side streets, there does not appear to be any turn lanes or other improvements or additional capacity.

   Disposition: TDOT will look at each side road and their traffic projections to see if additional lanes (turn) are required.

6. The City is concerned about temporary traffic control at the northbound bridge over French Broad River during construction (bridge rehabilitation, widening). He is also concerned that placing all traffic on one bridge would kill the city's economy.

   Disposition: TDOT has determined that the southbound bridge can handle four temporary 10 foot lanes with a 30-35 mph speed limit while the northbound bridge is being rehabilitated.

7. The SR-448/SR-66 intersection design did not indicate a signal or show what signage be used.

   Disposition: The intersection will be signalized.

8. Another concern is the scheduling of Boyds Creek Road to I-40 section first, the SR-448 to Boyds Creek Road second, and then the SR-448 project.

   Disposition: We (TDOT) work on all of our projects to the best of our ability and the scheduling is set by our Programming Office with adjustments when needed. The SR-448 is first, SR-66 from I-40 to SR-338W is second, and SR-66 is third and last. These other two (2) projects have not been started. The second project will be done by a consultant.

Summary of Comments (continued)

The Mayor of Sevierville, The Honorable Bryan C. Atchle letter dated February 15, 2000 (continued):

9. If an Interchange is required at SR-66/SR-139, there will need to be a frontage road system provided to insure access to all properties.

   Disposition: The Design Office has layed the Interchange out as proposed in the "functional layouts" and the "Advance Planning Report." However, the Interchange has been eliminated. A change has occurred in design of the project since the approval of the environmental assessment (EA). The EA discussed a half clover-leaf intersection at SR-66. It has now been changed to provide an at grade intersection. The change was made as a result of opposition at a public hearing where people were against the interchange because of the damage it would cause to adjacent properties. This was mentioned in the Summary's General Project Description on Page 1 of this document.

Comments to the Court Reporter

Comment: One citizen is concerned that their property is being taken and there is plenty of room on the other side of the road. The proposed line is taking their business and a lot that they own next door. This is going to make the lot next door very narrow and damage the property value.

Disposition: The Department will comply with its Right-of-Way Relocation Acquisition and Relocation Assistance program to assist those persons being impacted by the project.

Comment: The road should be reconstructed on the other side of the highway because they are taking his garage and making his lot narrow.

Disposition: The Department will comply with its Right-of-Way Relocation Acquisition and Relocation Assistance program to assist those persons being impacted by the project.

Comment: One of the owners of the Mini-Storage, located at junction of SR-66 and SR-139, is concerned that he will be losing his business and that a new site may not be as visible as the current one. He is also concerned about the Waste Water Treatment Plant and the cost of being shut down and moving it would be tremendous.

Disposition: The Right-of-Way process will deal with affected businesses owners for during the relocation and compensation process. The Waste

Summary of Comments (continued)

Comments to the Court Reporter (continued)

Water Treatment Plant will not be affected by the proposed roadway reconstruction project.

Comment: This citizen is concerned that there is a drainage problem at his wife's property being fixed during reconstruction of SR-66. The property is located on SR-66 at the corner of SR-66 and Jaguer Drive, between buildings that formally occupied Olden Day's Antiques and the Army Surplus Store.

Disposition: As the design phase proceeds, the Department will investigate measures to minimize impacts to adjacent properties.

Comment Cards

Comment: The Interchange of Boyd's Creek Road & SR-66 needs to have a turn lane near the light for those drivers leaving Boyd's Creek Road and turning right onto SR-66 heading towards Sevierville. A major backup occurs here and sometimes drivers cut through the convence store to avoid the intersection. This person supports the project.

Disposition: This concern will be investigated during the design phase.

Comment: One person would like to see an overpass at SR-66 and SR-441 rather than at SR-66 and SR-139 to better serve the traffic. Traffic piles up at the intersection of SR-66 and SR-441. Presently the traffic does not pile up at the intersection of SR-66 and SR-139. This person supports the project.

Disposition: This concern will be investigated during the design phase. The EA discussed a half clover-leaf intersection at SR-66 and SR-139. The design has now been changed to eliminate the interchange and replace it with an at-grade intersection with a signal. This was done to minimize damage to adjacent properties.

Comment: This person commented that if we build a clover-leaf intersection build it were it will take care of traffic jams by getting traffic across the Fred Atchley Bridge. This person does not support the project.

Disposition: Design will investigate this concern.

Summary of Comments (continued)

Comment Cards (continued)

Comment: Boyd's Creek Road needs a southbound turn-lane and other additional improvements. Redesign the Intersection of SR-66 and SR-139 to an at-grade intersection with signalization. This person supports the project.

Disposition: At the intersection of SR-66 and SR-139 an at-grade intersection with a signal is now proposed. A southbound turn lane at Boyd's Creek Road as well as other improvements will be investigated during the design phase.

Comment: Hurry Up! This person supports the project.

Disposition: No disposition is needed here.

Comment: This person indicates that the design of the project cripples his station (business) and impacts parcels waiting development. This person prefers a new design at the Intersection of SR-66 and SR-139. This person does not support the project.

Disposition: The design has now been changed to eliminate the interchange and replace it with an at-grade intersection with a signal.

Comment: Yes. This person supports the project.

Disposition: No disposition is needed here.

Comment: Yes. This person supports the project.

Disposition: No disposition is needed here.

Comment: This person would like to see the curb cut on SR-66 at the Horace Yarberry Property. Need to cut curb on the west side adjacent to Harold Yates Property to accommodate the future. This person also questions the bridge at SR-139. This person supports the project.

Disposition: This concern will be investigated during the design phase.

Comment: This person likes the Department's plan to widen and improve 200 feet of Kykers Ferry Road and SR-66. This person supports the project.

Disposition: The intersection of Kyers Ferry Road and SR-66 will be improved. This has been addressed and is on the plans.

Summary of Comments (continued)

Comment Cards (continued)

Comment: The Chairperson of the Severville Planning Commission stated that the concept is good, however, the extension through Love Addition should proceed further North to intersect with SR-66. For southbound traffic on SR-66 you have three (3) lanes merging to two (2) lanes for through traffic. Instead of the left turn lanes across the Northbound lanes a fly-over should be built across the Northbound lanes. That would eliminate the bottleneck and the need for merging. This person supports the project.

Disposition: This concern will be investigated during the design phase.

Comment: This citizen has been advised that now is the time to request the maximum business entrance (drop curb between the utility poles) at the cross over at or near station 12 + 375 on the east side of SR-66 in Sevier County. Thank you for your consideration. This person supports the project.

Disposition: This concern will be investigated during the design phase.

Comment: The preferred alternative is Number 1 with sidewalks. Consideration needs to be given to placing deceleration lanes for right turns, at all State Route Intersections, and other major intersections. The alternative that would include sidewalks would be the best option. This person supports the project.

Disposition: Sidewalks will be built and the placement of deceleration lanes will be investigated during the design phase.

Comment: TDOT is going to take out the traffic signal at SR-66 and Douglas Dam Road (SR-139) and build a ramp over SR-66. The Kodak community needs traffic signals to accommodate commercial development. This person is developing a grocery shopping center on the southwest corner of this intersection. We need a traffic signal and turn lanes, de-acceleration and acceleration lanes. This person is undecided about supporting the project.

Disposition: The half clover-leaf intersection at SR-66 and SR-139 has been eliminated. An at-grade intersection with a signal will be constructed at this section of roadway. The change was made as a result of the public hearing.

Reevaluation

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

January 31, 2007

Leigh Ann Tribble
Environmental Program Engineer
Division Administrator
Federal Highway Administration
640 Grassmere Business Park-Suite 112
Nashville, Tennessee 37211

SUBJECT: Reevaluation for State Route 66 From The Intersection of Proposed State Route 448/State Route 66 to Interstate 40 Interchange in Sevier County, Tennessee. Federal Project Number STP-NHE-66(31), Pin Number 101404.00 & 100966.00.

This reevaluation of the social, economic, and other environmental effects for the project was done in accordance with 23 CFR 771. The Finding of No Significant Impact (FONSI) was approved on January 17th, 2001. This reevaluation has been done for the entire project. A section of the subject project for SR-66 from Nichols Street 560' south of SR-448 to SR-338W (Boyds Creek Hwy) is now being advanced to the right-of-way phase (ROW Number STP/NHE-66(37), Pin Number 101404.00).

A review of the project plans has indicated that there have been changes in the design. The EA/FONSI identified that there would be a 22-foot raised median. It is now proposed to utilize a variable raised median from 24-feet to 48-feet. At other locations along the roadway a 12-foot paved center turn lane will be utilized.

On January 30, 2007, TDEC data base was checked for endangered species in the project area. The results are the same as reported in the EA FONSI. No endangered species will be affected by this undertaking.

A review of the project plans has indicated that there has not been a significant change in any of the social, economic, and other environmental effects or the concept of the project that was discussed in the FONSI.

Sincerely,

Charles E. Bush
Transportation Manager II

CONCURRENCE: Leigh Ann Tubble Date: 2-2-07
(for) FHWA Division Administrator

CB: MM

CC: Mr. Ronnie Porter
Mr. Tom Love

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

October 1, 1998

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

RE: FHWA, ARCHAEOLOGICAL ASSESSMENT, SR-66/SR-71/I-40 TO 6-LANE/FOX RD, SEVIERVILLE, SEVIER COUNTY, TN

Dear Mr. Kline:

At your request, our office has reviewed the information regarding the above-referenced project in accordance with regulations codified at 36 CFR 800 (51 FR 31115, September 2, 1986). Based on the information provided, we concur that site 40SV48 contains no archaeological resources eligible for listing in the National Register of Historic Places.

Sites 40SV51 and 40SV52 still contain potentially eligible cultural resources. It is this office's understanding that these two sites will be subjected to Phase II archaeological testing in conjunction with the SR-448 expansion.

Questions and comments may be addressed to Jennifer Bartlett (615) 741-1588, ext. 17.

Your cooperation is appreciated.

Sincerely,

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

HLH/jmb

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

July 8, 1998

Ms. Martha Carver
Environmental Planning
TDOT, 9th. Floor Polk Bldg
Nashville, Tennessee 37219

RE: FHWA/DOCUMENTATION OF EFFECT/ SR-66 IMPVTS./SR-71 TO I-40, SEVIERVILLE, SEVIER COUNTY

Dear Ms. Carver:

Pursuant to your request, this office has reviewed documentation relative to the above-referenced undertaking received on Thursday, July 2, 1998. Considering available information, we find that the project as currently proposed will not affect any cultural resources eligible for listing in the National Register of Historic Places.

Therefore, this office has no objection to the implementation of this project. Should project plans change, please contact this office to determine what additional steps, if any, compliance with Section 106 requires. You may direct questions and comments to Joe Garrison (615)532-1559. This office appreciates your cooperation.

Sincerely,

Herbert L. Harper

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

May 23, 1996

Ms. Martha Carver
Environmental Planning
TDOT, 9th. Floor Polk Bldg
Nashville, Tennessee 37219

RE: FHWA, ARCHITECTURAL/HISTORICAL ASSESSMENT, SR-66/FORKS IN RIVER PKWY - I-40, UNINCORPORATED, SEVIER COUNTY

Dear Ms. Carver:

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 area of potential effect contains two architectural resources eligible for listing in the National Register of Historic Places: the Riley Andes House and the Basset Instutute. We will review your agency's finding relative to the potential for project effect upon these resources when submitted.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