

D-List Categorical Exclusion

SR-396

Saturn Parkway Extension

Spring Hill

Maury County

PIN 123399.00

Submitted Pursuant to the National Environmental Policy Act of 1969, 42 U.S.C. 4332(2)

Environmental Commitments

| Owner | Commitment |
|-------|------------|
|-------|------------|

Ecology

SR-247 Industrial Access Road Serving Project Shotgun in Spring Hill (PIN 121394.00):

The Tennessee Wildlife Resources Agency (TWRA) requested that any in-stream construction activities be prohibited during the period of March 1st through April 30th (the Redband Darter spawning period) or to conduct in-stream construction activities only when the stream is dry to minimize potential adverse impacts to the state listed Redband Darter.

Project Information

General Information

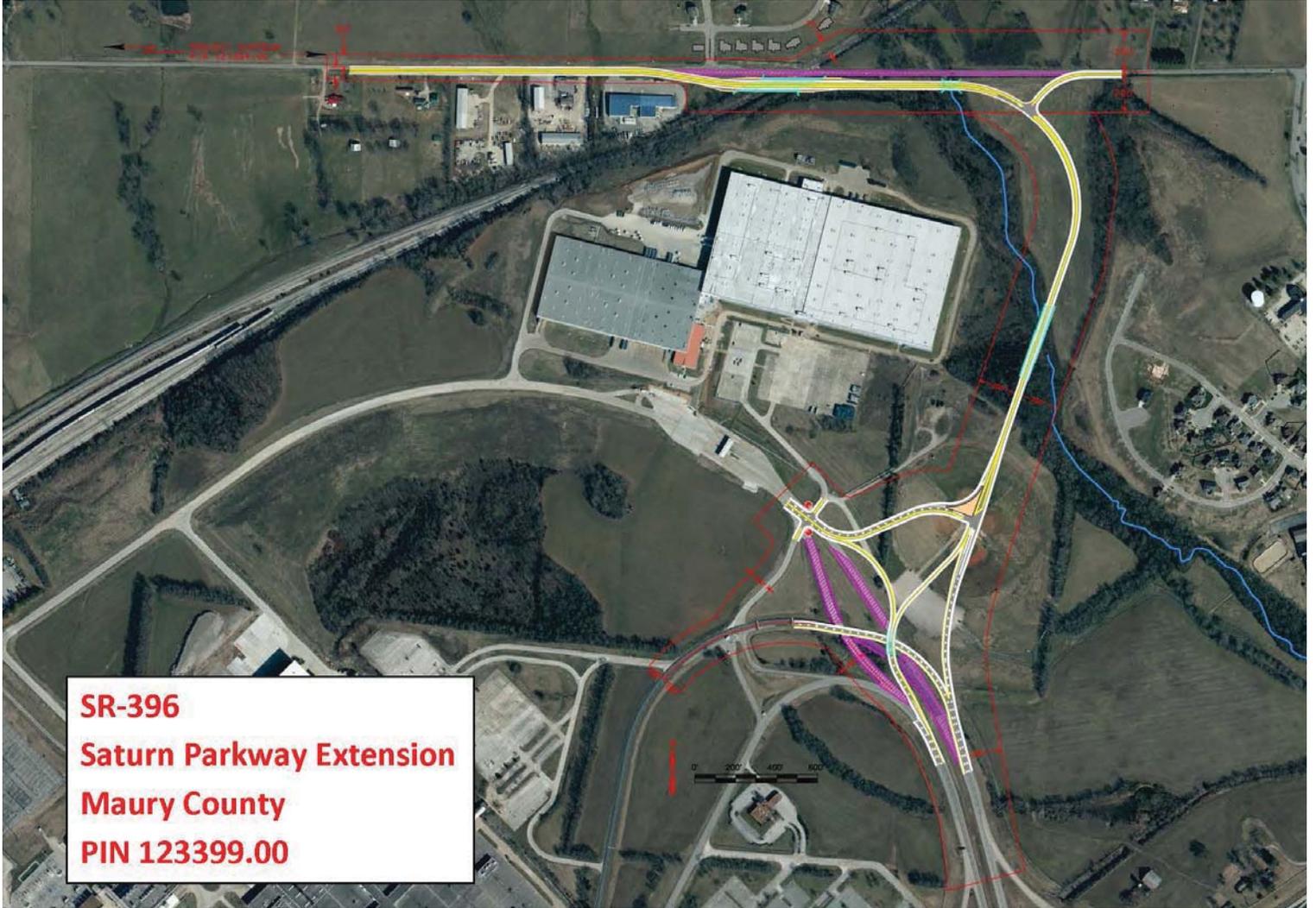
Route: SR-396
Termini: Saturn Parkway Extension
Municipality: Spring Hill
County: Maury
PIN: 123399.00
Plans: Preliminary Plans
Date of Plans: 01/09/2017

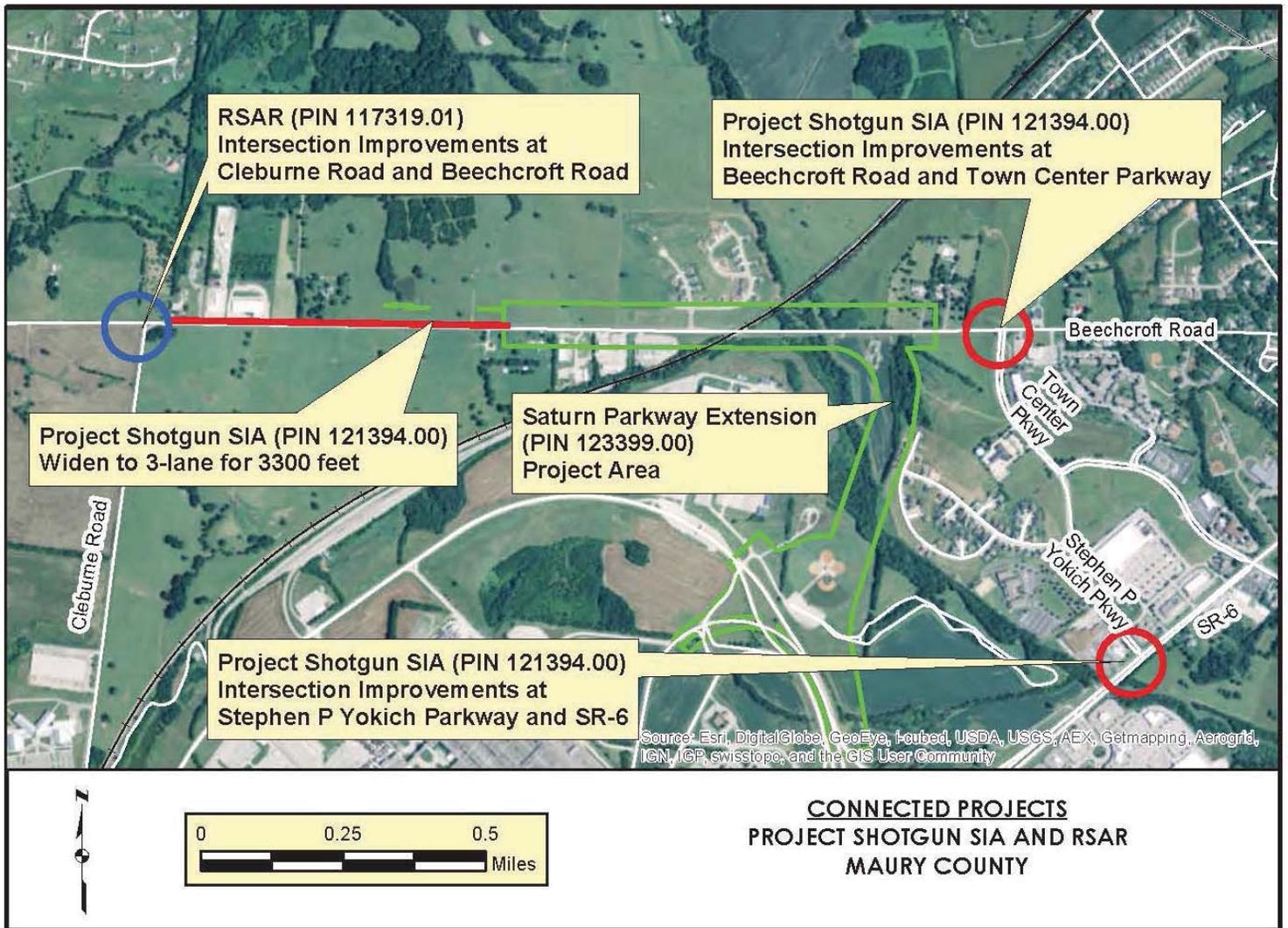
Project Funding

Planning Area: Nashville MPO
STIP/TIP: TIP # 2017-61-032

| Funding Source | Preliminary Engineering | Right-of-Way | Construction |
|----------------|-------------------------|---------------|---------------|
| Federal | N/A | STP-396(4) | STP-396(4) |
| State | 60100-1209-04 | 60100-2209-14 | 60100-3209-14 |

Project Location





Project Overview

Introduction

Saturn Parkway (SR-396) is a four lane freeway facility that connects Interstate 65 (I-65) to the General Motors Spring Hill manufacturing plant (GM Plant). SR-396 currently terminates at the GM Plant, providing access to both truck traffic and employees. Located to the north of the GM Plant along Beechcroft Road (SR-247) are industries that receive deliveries from the interstate and provide deliveries to the GM plant. These industries are accessed by using local routes in a commercially developed area. Creating a direct route from SR-396 to SR-247 would reduce travel time for traffic moving through the area.

Background

This project has been incorporated into a design build project which includes two other projects.

The first project is the SR-247 Industrial Access Road serving Project Shotgun that would widen SR-247 to a three lane section for approximately 3300 feet consisting of one 12-foot travel lane in each direction and one 12-foot dedicated center turn lane. Included with the SR-247 widening at two separate locations, an east bound right turn lane from SR-247 onto Town Center Parkway and an increase in the turn radius for truck traffic at the intersection of Stephen P. Yokich Parkway onto US-31 are part of the original SIA project. A Minor Tennessee Environmental Evaluation Report (TEER) was approved on 05/05/2015. On 01/13/2017, an environmental studies request was sent out requesting that the technical fields review and provide technical response on the latest set of ROW plans dated 08/05/2016 to ensure that the previous technical studies noted in the approved TEER remained valid. A copy of the ROW plans and all the technical responses are included in the Technical Appendices.

The second project consists of an intersection improvement at the intersection of SR-247 and Cleburne Road. The project includes the addition of turn lanes on east bound and west bound SR-247 onto Cleburne Road and the addition of a north bound left turn lane from Cleburne Road onto SR-247. Pavement markings and signing would be included in the project as well. A Programmatic Categorical Exclusion (PCE) was approved 07/15/2016 and a ROW Reevaluation approved on 07/13/2016. This project would connect to the SIA SR-247 widening near Cleburne Road in the above mentioned project.

Previous approved documents are included in the Technical Appendices.

Project Development

Need

This project is needed to provide efficient connectivity from the existing SR-396 to SR-247, grant easier access to the GM Plant, improve the operation of the existing roadways due to the anticipated increase of truck traffic, and provide an increase in sight distance through intersection improvements.

Purpose

The purpose of this project is to promote economic development, improve operations by reducing travel time for traffic moving through the area, remove truck traffic from the existing routes along SR-6 and Stephen P Yokich Parkway, and to bring the existing roadways up to current TDOT design standards.

Range of Alternatives

Other than the selected design, were any alternative build designs developed for this project? **Yes**

| | |
|----------------------|--|
| No-Build | In the development of design solutions that address the needs outlined above and achieve the purpose of the project, the Tennessee Department of Transportation (TDOT) evaluated the potential consequences should the project not be implemented. This option, known as the No-Build alternative, assumed the continuation of current conditions and set the baseline from which the impacts of the selected design were compared. |
| Alternative A | A conceptual design was prepared by a consultant during the development of the Project Shotgun SIA. This design was the first to propose a connector from existing Saturn Parkway to Beechcroft Road. The first design developed for this project used a single signalized intersection for all access to the GM Plant. This design made use of most of the existing ramps to access the GM Plant. This design also had a realignment of the ramp from SR-6 that accesses the plant. This design was discarded because the ramp configuration on the GM Plant entrance leg of the intersection was too complicated and the realignment of the ramp from SR-6 would impact the structures near the existing ramp. |
| Alternative B | The second design developed used two signalized intersections to provide access to the GM Plant. This design separated the truck and employee traffic, but only provided one free flow movement from the employee parking to Saturn Parkway. This design was discarded because the GM employees preferred a design that maintained free flow access to the employee parking. |
| Alternative C | A design using a roundabout for access to the GM Plant was developed, but was discarded because the application of a roundabout at this location was not preferred by the Tennessee Department of Transportation (TDOT) or GM. |
| Alternative D | A design that preserves as many free flow movements as possible was developed. This design was discarded because it required an additional structure and created a safety and traffic issue at the four-way stop intersection that would have to be installed at the truck entrance gate. |

Public Involvement

Has there been any public involvement for the project? **No**

Existing Conditions and Layout

SR-396 is a four lane divided facility that connects I-65 to the GM Plant. At the SR-396 and SR-6 interchange, vehicles traveling west on SR-396 will enter the GM Plant facility if they do not choose to take the exit to SR-6. Past the SR-6 interchange, access to the GM plant is split into two directions on free flow ramps, to the left towards the employee parking and to the right towards the truck entrance. Exiting the GM Plant is similarly split, with two ramps merging from employee parking and the truck entrance.

Located to the north of the GM Plant along SR-247 are industries that receive deliveries from the interstate and provide deliveries to the GM plant. Currently, trucks coming from the interstate to the industries on SR-247 have to follow this route: exit SR-396 to SR-6, turn left onto Stephen P. Yokich Parkway, continue on Town Center Parkway, and turn left onto SR-247. Likewise, trips from SR-247 to the GM Plant must follow this route: from SR-247, turn right onto Town Center Parkway, continue on Stephen P. Yokich Parkway, turn right onto SR-6, and take the ramp toward SR-396.

Proposed Project Description

SR-396 Saturn Parkway Extension - PIN 123399.00:

This project proposes to construct a new route that will provide direct connectivity from existing SR-396 to SR-247 and provide access to the GM Plant. This project will provide a new signalized intersection at the entrance for trucks to the GM Plant and maintain free flow access to the employee parking area. SR-247 to SR-396 will become a free flow movement and the existing SR-247 to the east of the project will tie into the route at a stop controlled intersection. This project will also provide a new grade-separated railroad crossing over the CSX Railroad on SR-247.

Construction on the SR-396 will end near the boundary where the existing SR-396 enters the GM Plant property and becomes the private ramps that provide access to the GM Plant. Currently, the 0.390 mile section from the interchange to the ramps into the GM Plant is designated as local route Saturn Parkway (0B075).

SR-247 Industrial Access Road Serving Project Shotgun in Spring Hill - PIN 121394.00:

This project involves widening SR-247 to a three-lane section and intersection improvements at two separate locations: an east bound right turn lane from SR-247 onto Town Center Parkway and an increase in the turn radius for truck traffic at the intersection of Stephen P. Yokich Parkway onto US-31.

SR-247 near intersection at Cleburne Road - PIN 117319.00:

This project involves RSAR type improvements including the addition of turn lanes on eastbound and westbound SR-247 to Cleburne Road and a dedicated northbound left turn lane onto SR-247, clearing, earthwork, utilities, pavement removal, paving, signing, and pavement marking.

A map showing all three projects is shown below.

Displacements and Relocations

Will this project result in residential, business or non-profit displacements and relocations?

No

Changes in Access Control

Will changes in access control impact the functional utility of any adjacent parcels?

No

Traffic and Access Disruption

At this time, are traffic control measures and temporary access information available?

No

Environmental Studies

Water Resources

Are there any water resources, wetlands or natural habitat located within the project area?

Yes

Natural resources impact table for Maury Co., Saturn Pkwy Extension from SR-396 to SR-247 at Beechcroft Rd.
P.E. 60100-1209-04, PIN 123399.00

| Labels | Type* | Function | Quality | Estimated Impacts | | |
|-----------------|--------------|---|--------------|-------------------|-----------|----------|
| | | | | Permanent | Temporary | Total |
| Wetlands | | | | | | |
| WTL-1 | emergent | Stormwater Storage/ Wildlife Habitat | | 0.05 ac. | 0. ac. | 0.05 ac. |
| WTL-2 | emergent | Stormwater Storage/ Wildlife Habitat | | 0. ac. | 0. ac. | 0. ac. |
| Streams | | | | | | |
| STR-1 | Perennial | | Supporting | 0 ft | | 0 ft |
| STR-2 | intermittent | | not assessed | 0 ft | | 0 ft |
| | | | | | | |

*Identification of features has not been reviewed by regulatory agencies and determinations of stream type could possibly be changed. Predicted impacts are considered "preliminary" and will not be completely accurate until the time of permit application.

Protected Species

Are the MOA's between TDOT and USFWS (2012) and TDEC-DNA (2015) applicable to this project?

No

Rare Species Dataviewer:

The TDEC Rare Species Dataviewer was reviewed on 06/06/2016.

U.S. Fish and Wildlife Service (USFWS):

Coordination with the USFWS was completed on 06/13/2016.

"A mist netting survey was performed from May 15 through May 17, 2016, at one site determined to be suitable netting location. Efforts resulted in the capture of five eastern red bats (*Lasiurus borealis*). Due to the negative survey results for the Indiana bat and the NLEB [northern long-eared bat], we concur with TDOT's determinations of 'not likely to adversely affect' for these species. Unless new information otherwise indicates species use of the area, this survey will be valid until April 1, 2019. Although there is no requirement to implement a winter tree cutting time-frame restriction on this project, we would appreciate consideration given to the removal of trees with a DBH (diameter at breast height) of three inches or greater from October 15 through March 31 to further minimize potential for harm.

We are unaware of any federally listed or proposed species that would be impacted by the project. Therefore, based on the best information available at this time, we believe that the requirements of section 7 of the Endangered Species Act (Act) of 1973, as amended, are fulfilled for all species that currently received protection under the Act."

USFWS coordination was completed for the SIA and Intersection Improvement projects during development of the respective documents. In both projects, section 7 of the Endangered Species Act was fulfilled.

A copy of the coordination letters are located in the Technical Appendices.

Tennessee Wildlife Resources Agency (TWRA):

Coordination with TWRA was completed on 06/23/2016.

"It is our understanding from what was sent that this project is not expected to impact any state- listed species that are Deemed-in-Need-of-Management, Threatened, or Endangered.

Based upon these understandings, the TWRA does request that all applicable TDEC and US EPA approved Erosion Prevention/Silt Control measures and Best Management Practices be scheduled, implemented, monitored, and maintained. The TWRA requests that any major changes to the plans, construction methodology, or right-of-way will immediately void this comment and require another review to the changes. The TWRA requests that this comment is put on the construction plans for all to review."

In regards to SR-247 Industrial Access Road Serving Project Shotgun (PIN 121394.00), TWRA stated in a letter dated 02/23/2015: "If in-stream activities are required for this project, we request that in-stream construction activities be prohibited during the period of March 1st through April 30th (the Redband Darter spawning period) or to conduct in-stream construction activities only when the stream is dry to minimize potential adverse impacts to the state listed Redband Darter."

In regards to SR-247 near intersection at Cleburne Road (PIN 117319.01), TWRA stated in a e-mail dated 04/28/2015: "The TWRA's concern for this project is the strict use of all applicable Best Management Practices to protect the state listed Red Band Darter nearby. The Agency requests that all necessary BMP's are listed in all working construction plans for review."

A copy of the coordination letters are located in the Technical Appendices.

Floodplain Management

Flood Zone: Zone AE (Cross Hatched) - Floodway Area in Zone AE - (Regulatory Floodway)

Portions of this project impact a FEMA defined floodplain where a floodway is defined. A No Rise Certification or a CLOMR/LOMR will be submitted for the project and it will be consistent with the Memorandum of Understanding (MOU) between FHWA and FEMA. The design of the roadway system will be consistent with the Memorandum of Understanding (MOU) between FHWA and FEMA and with the floodplain management criteria set forth in the National Flood Insurance Regulations of Title 44 of the Code of Federal Regulations (CFR). It will be consistent with the requirements of floodplain management guidelines for implementing Executive Order 11988 and FHWA guidelines 23 CFR 650A.

Air Quality

Transportation Conformity:

Maury County is in attainment for all regulated criteria pollutants. Therefore, conformity does not apply to this project.

Mobile Source Air Toxics (MSAT):

This project qualifies as a categorical exclusion under 23 CFR 771.117 and, therefore, does not require an evaluation of MSATs per FHWA's "Interim Guidance Update on Air Toxic Analysis in NEPA Documents" dated October 2016.

Noise

In accordance with FHWA requirements and TDOT's Noise Policy this project is determined to be **Type I**

Did a screening analysis for this Type I project predict potential noise impacts? **Yes**

A noise evaluation for the project was conducted in accordance with FHWA noise regulation, Procedures for Abatement of Highway Traffic and Construction Noise, 23 CFR 772 and the Tennessee Department of Transportation's Policy on Highway Traffic Noise Abatement (TDOT's noise policy) effective 07/13/2011. The Noise Technical Report can be found in the technical appendices.

The study identified three areas of Category B single-family residences that might be affected by the project but concluded that these residences will not be impacted. Therefore, the study did not evaluate noise abatement measures.

Farmland

Is this project exempt from the provisions of the Farmland Protection Policy Act (FPPA)? **Yes**

FPPA Exemption: Impacts to farmland will be assessed once Design Plans become available.

Section 4(f)

Does this project involve the use of property protected by Section 4(f) (49 USC 303)?

No

Section 6(f)

Does this project involve the use of property assisted by the L&WCF?

No

Cultural Resources

Does the Interstate Highway exemption or MOU between TDOT and the SHPO (2015) apply?

No

Are NRHP listed or eligible cultural resources within the project Area of Potential Effect (APE)?

No

Historic/Architectural Concurrence:

Concurrence from the TN State Historic Preservation Office (TN-SHPO) was received on 03/25/2015.

In 2015, a historic/architectural survey for SR-247 Industrial Access Road Serving Project Shotgun (PIN 121394.00) was conducted. The Area of Potential Effects (APE) for that project is the same as the APE for SR-396 Saturn Parkway Extension (PIN 123399.00). The 03/25/2015 TN-SHPO letter for 121394.00 remains valid for the Saturn Parkway Extension.

Section 106 coordination was completed for the SIA and Intersection Improvement projects during development of the respective documents. In both projects, Section 106 was completed with a finding of no architectural resources eligible for listing in the National Register of Historic Places.

The TN-SHPO letters are located in the Technical Appendices.

Archaeology Concurrence:

Concurrence from the TN State Historic Preservation Office (TN-SHPO) was received on 10/10/2016.

"Considering the information provided, we find that no archaeological resources eligible for listing in the National Register of Historic Places will be affected by this undertaking."

Section 106 coordination was completed for the SIA and Intersection Improvement projects during development of the respective documents. In both projects, Section 106 was completed with a finding of no resources eligible for listing in the National Register of Historic Places.

The TN-SHPO letters are located in the Technical Appendices.

Native American Consultation

Does this project require Native American consultation?

Yes

Native American Consultation was requested on 10/13/2016.

| Native American Consultation | | | | | |
|-------------------------------------|--------------------------|------------------------------------|-------------------------------------|-------------------------------------|---|
| Sent | Response | | Sent | Response | |
| <input type="checkbox"/> | <input type="checkbox"/> | Absentee Shawnee Tribe of Oklahoma | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Muscogee (Creek) Nation |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Cherokee Nation | <input type="checkbox"/> | <input type="checkbox"/> | Poarch Band of Creek Indians |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Chickasaw Nation | <input type="checkbox"/> | <input type="checkbox"/> | Quapaw Tribe of Oklahoma |
| <input type="checkbox"/> | <input type="checkbox"/> | Choctaw Nation of Oklahoma | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Shawnee Tribe |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Eastern Band of Cherokee Indians | <input type="checkbox"/> | <input type="checkbox"/> | Thlopthlocco Tribal Town |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Eastern Shawnee Tribe of Oklahoma | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | United Keetoowah Band of Cherokee Indians |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Kialegee Tribal Town | <input type="checkbox"/> | <input type="checkbox"/> | Other |

Muscogee (Creek) Nation:

The response was received on 11/07/2016.

"After reviewing this undertaking, we are unaware of any Muscogee cultural resources or sacred sites located in the immediate project area. We recommend a finding of 'no effect' to historic properties and work should proceed as planned. However, if artifacts or archaeological features are encountered during project activities, work shall cease and our office shall be consulted immediately. This can include but are not limited to arrowheads, broken pieces of pottery or glass, stone implements, metal fasteners or tools, human remains, etc. Archaeological features are stains in the soil that indicate disturbance by human activity. Some examples are post holes, building foundations, trash pits, and human burials. This stipulation should be placed on the construction plans to insure that contractors are aware of it. Any changes to the approved scope of work for this project will require re-submission to, and evaluation and approval by the Muscogee (Creek) Nation prior to initiation of any work for compliance with Section 106."

United Keetoowah Band of Cherokee Indians:

The response was received on 11/04/2016.

"Please be advised that the proposed undertaking lies within the traditional territory of the United Keetoowah Band of Cherokee Indians in Oklahoma (UKB). This opinion is being provided by UKB THPO, pursuant to authority vested by the UKB Corporate Board and under resolution 16-UKB-34. The United Keetoowah Band is a Federally Recognized Indian Nation headquartered in Tahlequah, OK. Information on Native American use in the project vicinity shows that prehistoric, ethnographic, historic, and traditional sites of value to the UKB surround the project area. We recommend that a cultural resources inventory be completed prior to project implementation."

On 11/04/2016, TDOT sent the United Keetoowah Band of Cherokee Indians in Oklahoma the cultural resource assessments and SHPO letters associated with this project.

On 12/06/2016, United Keetoowah Band of Cherokee Indians in Oklahoma responded again stating:

"Please be advised that the proposed undertaking lies within the traditional territory of the United Keetoowah Band of Cherokee Indians in Oklahoma (UKB). This opinion is being provided by UKB THPO, pursuant to authority vested by the UKB Corporate Board and under resolution 16-UKB-34. The United Keetoowah Band is a Federally Recognized Indian Nation headquartered in Tahlequah, OK.

We agree with the report findings that the project will result in a finding of no effect to historic properties. As the project moves forward we request the following conditions be followed:

Condition 1: Inadvertent Discoveries - In the event that human remains, burials, funerary items, sacred objects, or objects of cultural patrimony are found during project implementation, the proponent or his/her authorized agent shall cease work immediately within 200 ft of the find. They shall take steps to protect the find from further damage or disruption. They shall contact the THPO at (918) 458-6717 [desk] or (918) 207-7182 [cell] to report the find. The THPO shall contact the appropriate law enforcement authority if human remains are found. No further work shall be allowed on the project until the THPO has approved a plan for managing or preserving the remains or items.

Condition 2: Post Review Discoveries - In the event that pre-contact artifacts (i.e., arrowheads, spear points, mortars, pestles, other ground stone tools, knives, scrapers, pottery or flakes from the manufacture of tools, fire pits, culturally modified trees, etc.) or historic period artifacts or features (i.e., fragments of old plates or ceramic vessels, weathered glass, dumps of old cans, cabins, root cellars, etc.) are found during project implementation, the proponent or his/her authorized agent shall cease work immediately within 200 ft of the find. They then shall contact the THPO at (918) 458-6717 [desk] or (918) 207-7182 [cell] to report the find. No further work shall be allowed on the project until the THPO has approved a work plan for managing or preserving the artifacts or features.

Condition 3: Activities that have the potential to disturb cultural resources outside the areas specified in the accompanying document(s) are not approved and will not proceed until cultural resources review of potential adverse effects in the new area has been completed."

Environmental Justice

Are there any disproportionately high or adverse effects on low-income or minority populations?

No

Environmental Justice Analysis Tables

| Minority Populations | | | |
|-------------------------------------|-------------|-------------|--------|
| Census Tract (CT)/ Block Group (BG) | 102.01 2 | 102.01 3 | County |
| % Minority/Non-White | 15.1% | 10.5% | 20.1% |
| >10% above County Avg. | no | no | |
| Is BG Population Avg. >50% | no | no | |
| Meet EJ Criteria? | no | no | |
| Low-Income Populations | | | |
| Census Tract (CT)/ Block Group (BG) | 102.01 2 | 102.01 3 | County |
| % Low-Income/Below Poverty Line | 1% | 3.8% | 15.3% |
| >10% above County Avg. | no | no | |
| Is BG Population Avg. >50% | no | no | |
| Meet EJ Criteria? | no | no | |

Source: U.S. Census Bureau, 2011-2015 American Community Survey (ACS) 5-Year Estimates. ACS data was accessed and reviewed on 12/8/2016 via *American FactFinder*, from the U.S. Census Bureau website.

The environmental justice (EJ) analysis utilizes annual U.S. Census data from the 2011-2015 American Community Survey (ACS) 5-Year Estimates database. The proposed project area encompasses two census block groups within Maury County: Census Tract (CT) 102.01, Block Group (BG) 2 and BG 3. The EJ Table (above) displays the population data for these block groups comparing their respective minority population and low-income population percentages to that of the entire county. According to Executive Order (EO) 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, EJ analyses serve to ensure that each Federal agency “shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, any disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations.”

The subject block group's (CT 102.01, BG 2 and BG 3) minority population averages do not exceed the county average by 10 percent or more, nor are they greater than 50 percent of the block group's total population. Block groups that satisfy either of these criteria are considered to contain EJ minority populations.

CT 102.01, BG 2 and BG 3's low-income population averages do not exceed the county average by 10 percent or more, nor are they greater than 50 percent of the block group's total population. Block groups that satisfy either of these criteria are considered to contain EJ populations for poverty level.

Based on the EJ analysis of the demographic data provided by the U.S. Census Bureau and 2011-2015 ACS, CT 102.01, BG 2 and BG 3 do not satisfy any of the EJ criteria reviewed for this analysis; therefore, the block groups do not contain high percentages of minority or low-income populations that would qualify as EJ concerns for the proposed project. All populations included within the proposed project area will benefit equally from the proposed improvements.

Hazardous Materials

Does the project involve any asbestos containing materials?

No

Does the project involve any other hazardous material sites?

Yes

Based on the Preliminary Plans dated 01/09/2017, no hazardous materials sites appear to affect this project as it is currently planned and no additional hazardous material studies are recommended at this time.

Bicycle and Pedestrian

Does this project include accommodations for bicycles and pedestrians?

No

Policy Exception: Controlled access facility where non-motorized users are prohibited.

Environmental Commitments

Does this project involve any environmental commitments?

Yes

Additional Environmental Issues

Are there any additional environmental concerns involved with this project?

No

Conclusion

Review Determination

Determination: D-List Categorical Exclusion

This federal-aid highway project qualifies for a Categorical Exclusion under 23 C.F.R 771.117(d) and exceeds the thresholds listed in Section IV(A)(1)(b) of the 2016 Programmatic Agreement between the Federal Highway Administration, Tennessee Division and the Tennessee Department of Transportation. This project is therefore designated as a D-list Categorical Exclusion and requires Administration approval.

Reference Material

All source material used in support of the information and conclusions presented in this document are included in the attachments and technical appendices. The attachments are located at the end of the environmental document and include information on funding, agency concurrence, applicable agency agreements, and special commitment support. The technical appendices are compiled as a separate document and include the project plans, technical reviews, reports and any other additional information.

Preparer Certification

By signing below, you certify that this document has been prepared in compliance with all applicable environmental laws, regulations and procedures. You can attest to the document's quality, accuracy, and completeness, and that all source material has been compiled and included in the attachments and technical appendices.

Abby
Harris

Digitally signed by
Abby Harris
Date: 2017.08.25
11:05:25 -05'00'

Document Preparer

Document Approval

By signing below, you officially concur that this document is in compliance with all applicable environmental laws, regulations and procedures. You have reviewed and verified the document's quality, accuracy, and completeness and that all source material has been compiled and included in the attachments and technical appendices.

Sharon Sanders

Digitally signed by Sharon Sanders
Date: 2017.08.25 11:09:21 -05'00'

Tennessee Department of Transportation

 8/28/17
Federal Highway Administration

Attachments

Acronyms

| | | | |
|--------------|---------------------------------------|--------------|---|
| AADT | Annual Average Daily Traffic | NRCS | Natural Resources Conservation Service |
| ADA | Americans with Disabilities Act | NRHP | National Register of Historic Places |
| APE | Area of Potential Effect | PCE | Programmatic Categorical Exclusion |
| BMP | Best Management Practice | PIN | Project Identification Number |
| CAA | Clean Air Act | PM | Particulate Matter |
| CE | Categorical Exclusion | PND | Pond |
| CEQ | Council on Environmental Quality | RCRA | Resource Conservation and Recovery Act |
| CFR | Code of Federal Regulations | ROW | Right-of-Way |
| CMAQ | Congestion Mitigation and Air Quality | ROD | Record of Decision |
| DEIS | Draft Environmental Impact Statement | RPO | Rural Planning Organization |
| FEMA | Federal Emergency Management Agency | SIP | State Implementation Plan |
| FONSI | Finding of No Significant Impact | SNK | Sinkhole |
| EA | Environmental Assessment | SR | State Route |
| EIS | Environmental Impact Statement | STIP | State Transportation Improvement Program |
| EJ | Environmental Justice | STR | Stream |
| EPA | Environmental Protection Agency | TDEC | TN Department of Environment and Conservation |
| EPH | Ephemeral Stream | TDOT | Tennessee Department of Transportation |
| FHWA | Federal Highway Administration | TIP | Transportation Improvement Program |
| FIRM | Flood Insurance Rate Map | SHPO | State Historic Preservation Office |
| FPPA | Farmland Protection Policy Act | TPO | Transportation Planning Organization |
| GHG | Greenhouse Gas | TVA | Tennessee Valley Authority |
| GIS | Geographic Information System | TWRA | Tennessee Wildlife Resources Agency |
| IAC | Interagency Consultation | USDOT | U.S. Department of Transportation |
| LWCF | Land and Water Conservation Fund | USACE | U.S. Army Corps of Engineers |
| LOS | Level of Service | USFWS | U.S. Fish and Wildlife Service |
| MOA | Memorandum of Agreement | UST | Underground Storage Tank |
| MOU | Memorandum of Understanding | VMT | Vehicle Miles Traveled |
| MPO | Metropolitan Planning Organization | VPD | Vehicles Per Day |
| MSAT | Mobile Source Air Toxics | WWC | Wet Weather Conveyance |
| NEPA | National Environmental Policy Act | | |

NEW



NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION

Transportation Improvement Program for FYs 2017-2020

| | | | | | |
|----------------------------|--|-----------------|-----------|-------------------------|-----------------|
| Project Name | Saturn Parkway (SR-396) Extension | | | TIP # | 2017-61-032 |
| Improvement Type | New Road | | | Lead Agency | TDOT |
| County | Maury County | Length | 2.53 | Regional Plan ID | 1721-352 |
| Air Quality Status | Exempt | TDOT PIN | 123399.00 | Project Cost | \$47,000,000.00 |
| Route | Saturn Parkway (SR-396) | | | | |
| Location | Saturn Parkway (existing terminus) to Beechcroft Rd (SR-247) | | | | |
| Project Description | Extension of Saturn Parkway (SR-396) from its existing terminus to Beechcroft Road (SR-247). A portion of SR-247 will be improved, and a structure, built to accommodate a future 5-lane, will be built over the existing railroad crossing. SR-247 from the new extension to Cleburne Road will be widened to a 3-lanes. The intersection at Cleburne Rd and SR-247 will be improved by including turn lanes. Additional intersection improvements will be made at SR-247 and Town Center Parkway and Stephen P. Yokich Parkway at US-31. The typical section will vary from a 2-lane arterial extending from Saturn Parkway, to a 3-lane curb and gutter section as it ties into Beechcroft Rd (SR-247). | | | | |

| Fiscal Year | Type of Work | Funding Type | Total Funds | Federal Funds | State Funds | Local funds |
|--------------|-----------------------|--------------|------------------------|------------------------|-----------------------|---------------|
| 2017 | PE, ROW, CONSTRUCTION | STBG | \$47,000,000.00 | \$37,600,000.00 | \$9,400,000.00 | \$0.00 |
| TOTAL | | | \$47,000,000.00 | \$37,600,000.00 | \$9,400,000.00 | \$0.00 |

REVISION HISTORY

8/3/2017 Amend# 2017-020 This amendment adds the project to the TIP with \$37,600,000 (federal) in STBG funds.

PROJECT NOTES





United States Department of the Interior

FISH AND WILDLIFE SERVICE
Tennessee ES Office
446 Neal Street
Cookeville, Tennessee 38501

June 13, 2016

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

Subject: FWS# 16-I-0615. Proposed extension of Saturn Parkway from the intersection with State Route (SR) 6 (Main Street) to SR 247 (Beechcroft Road) in Spring Hill; PIN# 123399.00, P.E. 60100-1209-04, Maury County, Tennessee.

Dear Mr. Crumby:

Thank you for your email correspondence dated May 25, 2016, transmitting mist netting survey results for the proposed extension of Saturn Parkway from the intersection with SR 6 to SR 247 in Spring Hill, Maury County, Tennessee. The Tennessee Department of Transportation (TDOT) has determined that the project is "not likely to adversely affect" the federally endangered Indiana bat (*Myotis sodalis*) or the threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*) based on negative survey results for these species. Personnel of the U.S. Fish and Wildlife Service (Service) have reviewed the subject proposal and offer the following comments.

A mist netting survey was performed from May 15 through May 17, 2016, at one site determined to be a suitable netting location. Efforts resulted in the capture of five eastern red bats (*Lasiurus borealis*). Due to negative survey results for the Indiana bat and the NLEB, we concur with TDOT's determinations of "not likely to adversely affect" for these species. Unless new information otherwise indicates species use of the area, this survey will be valid until April 1, 2019. Although there is no requirement to implement a winter tree cutting timeframe restriction on this project, we would appreciate consideration given to the removal of trees with a DBH (diameter at breast height) of three inches or greater from October 15 through March 31 to further minimize potential for harm.

We are unaware of any federally listed or proposed species that would be impacted by the project. Therefore, based on the best information available at this time, we believe that the requirements of section 7 of the Endangered Species Act (Act) of 1973, as amended, are fulfilled for all species that currently receive protection under the Act. 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.

If you have any questions regarding our comments, please contact John Griffith of my staff at 931/525-4995 or by email at john_griffith@fws.gov.

Sincerely,

A handwritten signature in blue ink that reads "Robert E. Sykes". The signature is written in a cursive style with a large initial "R".

for Mary E. Jennings
Field Supervisor

Tennessee Wildlife Resource Agency Coordination



TENNESSEE WILDLIFE RESOURCES AGENCY

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

June 23, 2016

Dennis Crumby
Tennessee Department of Transportation
Environmental Division
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-1402

Subject: Maury County SR-396, Saturn Parkway Extension
P.E. 60100-1209-04 PIN 123399.00

Dear Mr. Crumby:

The Tennessee Wildlife Resources Agency has reviewed your request regarding the SR-396, Saturn Parkway Extension Project in Maury County, Tennessee. Your letter to the Agency requested comments regarding potential impacts to endangered species, wetlands, and other areas of concern we may think pertinent to this proposed project.

It is our understanding from what was sent that this project is not expected to impact any state-listed species that are Deemed-in-Need-of-Management, Threatened, or Endangered.

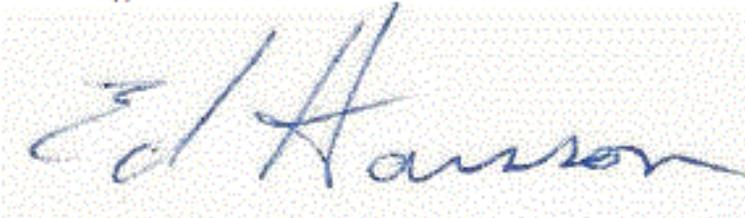
Based upon these understandings, the TWRA does request that all applicable TDEC and US EPA approved Erosion Prevention/Silt Control measures and Best Management Practices be scheduled, implemented, monitored, and maintained. The TWRA requests that any major changes to the plans, construction methodology, or right-of-way will immediately void this comment and require another review to the changes. The TWRA requests that this comment is put on the construction plans for all to review.

Thank you for the opportunity to review and comment on this proposed project. If you have any further questions, please contact me at 731-293-9776 or Ed.Harsson@tn.gov.

The State of Tennessee

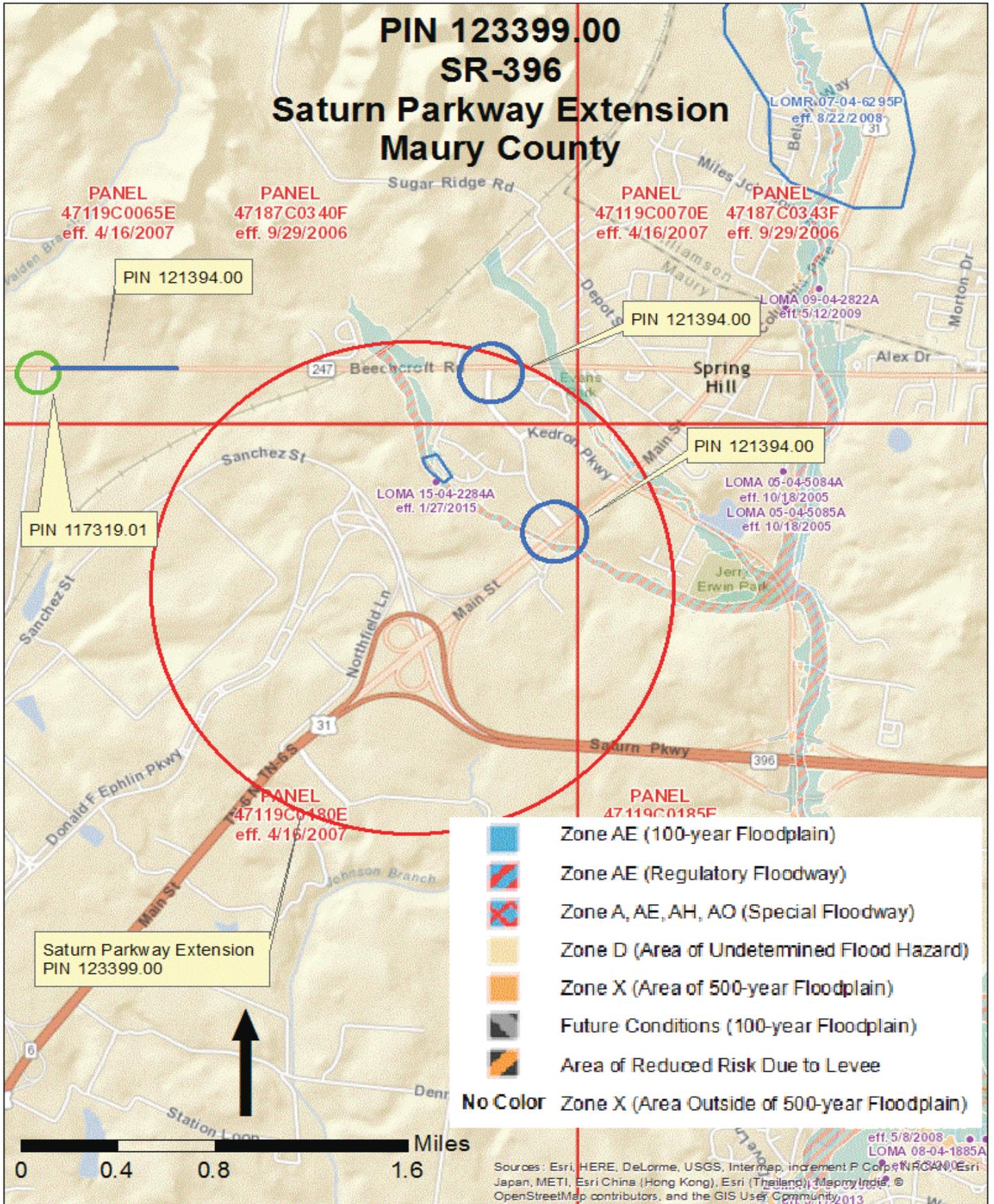
IS AN EQUAL OPPORTUNITY, EQUAL ACCESS, AFFIRMATIVE ACTION EMPLOYER.

Sincerely,

A handwritten signature in blue ink that reads "Ed Harsson". The signature is written in a cursive style and is set against a light blue, dotted background.

Ed Harsson
Wildlife Biologist
Federal Highway Admin. and TN DOT Liaison
731-293-9776
Ed.Harsson@tn.gov

CC: Rob Todd, TWRA NEPA Coordinator
Tim Cleveland, TWRA Region 2 Manager
David Sims, TWRA Region 2 Habitat Biologist
John Griffith, USFWS
Stephanie Whitaker, TDEC





TENNESSEE HISTORICAL COMMISSION

STATE HISTORIC PRESERVATION OFFICE

2941 LEBANON ROAD

NASHVILLE, TENNESSEE 37214

OFFICE: (615) 532-1550

www.tnhistoricalcommission.org

March 25, 2015

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

RE: FHWA, ARCHITECTURAL SURVEY REPORT, SR-247/US-31 AND TOWN CENTER PKWY,
SPRING HILL, MAURY COUNTY

Dear Ms. Barnett:

In response to your request, received on Monday, March 23, 2015, we have reviewed the documents you submitted regarding your proposed undertaking. Our review of and comment on your proposed undertaking are among the requirements of Section 106 of the National Historic Preservation Act. This Act requires federal agencies or applicant for federal assistance to consult with the appropriate State Historic Preservation Office before they carry out their proposed undertakings. The Advisory Council on Historic Preservation has codified procedures for carrying out Section 106 review in 36 CFR 800. You may wish to familiarize yourself with these procedures (Federal Register, December 12, 2000, pages 77698-77739) if you are unsure about the Section 106 process.

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

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

Sincerely,

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

EPM/jyg



TENNESSEE HISTORICAL COMMISSION
STATE HISTORIC PRESERVATION OFFICE
2941 LEBANON PIKE
NASHVILLE, TENNESSEE 37243-0442
OFFICE: (615) 532-1550
www.tnhistoricalcommission.org

October 10, 2016

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

RE: FHWA, ARCHAEOLOGICAL RESOURCES REPORT, SR-396/SATURN PARKWAY
EXTENSION, UNINCORPORATED, MAURY COUNTY, TN

Dear Mr. Kline:

In response to your request, we have reviewed the archaeological report of investigations and accompanying documentation submitted by you regarding the above-referenced undertaking. Our review of and comment on your proposed undertaking are among the requirements of Section 106 of the National Historic Preservation Act. This Act requires federal agencies or applicants for federal assistance to consult with the appropriate State Historic Preservation Office before they carry out their proposed undertakings. The Advisory Council on Historic Preservation has codified procedures for carrying out Section 106 review in 36 CFR 800 (Federal Register, December 12, 2000, 77698-77739).

Considering the information provided, we find that no archaeological resources eligible for listing in the National Register of Historic Places will be affected by this undertaking. If project plans are changed or archaeological remains are discovered during project construction, please contact this office to determine what further action, if any, will be necessary to comply with Section 106 of the National Historic Preservation Act. Questions or comments may be directed to Jennifer Barnett (615) 741-1588, ext. 105.

Your cooperation is appreciated.

Sincerely,

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

EPM/jmb



- Filter Applied 1
- 121394.00
- Main
- Comments
- APR
- Activities
- Attributes
- Characteristics
- Contracts LP
- Let With
- Letting Data
- Multiple Char
- Program OPS
- Project Commitments
- Public
- Route ID
- SPN OPS
- Serv Contracts
- Summary OPS
- Tasks APR

Project Commitments

Counties:
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Public Involvement Level:
Turn In Date:

Filter Criteria

Division Section:

| Commitment ID | Commitment Type | Environment | En |
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| EDEC001 | Environment | En | |

Commitment Details

Commitment Description:

Commitment History Remark:

Station/Location:

GPS:
Commitment To:
Long Term Maintenance Commitment:

Consideration Made On:
Commitment Created By:
Commitment Created On:

Commitment Made Active:
Commitment Completed:

Message from webpage

The Tennessee Wildlife Resources Agency (TWRA) requested that any in-stream construction activities be prohibited during the period of March 1st through April 30th (the Redband Darter spawning period) or to conduct in-stream construction activities only when the stream is dry to minimize potential adverse impacts to the state listed Redband Darter./The Tennessee Wildlife Resources Agency (TWRA) requested that any in-stream construction activities be prohibited during the period of March 1st through April 30th (the Redband Darter spawning period) or to conduct in-stream construction activities only when the stream is dry to minimize potential adverse impacts to the state listed Redband Darter.