



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

M- -E- -M- -O- -R- -A- -N- -D- -U- -M

DATE: March 10, 2008

FROM: Mr. Charles E. Bush *CB*
Transportation Manager II
NEPA Documentation Office

TO:
Charles L. Davis
Resource Soil Scientist
U.S. Department of Agriculture
Natural Resources Conservation Service

Mr. Scott Gain, Director
U.S. Department of the Interior
U.S. Geological Survey

Mr. Tom Chappell
Regional Engineer
U.S. Department of the Interior
U.S. Forest Service R-8

Mr. Willie Taylor, Director
U.S. Department of the Interior
Office of Environmental Policy and
Compliance

Ms. Mary A. Bomar
U.S. Department of the Interior
National Park Service

Mr. Mark Bennet, Director
U.S. Department of the Interior
U.S. Geological Survey
USGS National Center, MS-423

Steve Kokkinakis
NOAA Program Planning and
Integration
NEPA Coordination and Compliance
U.S. Department of Commerce
National Oceanic and Atmospheric
Administration

Mr. Richard R. Hoffmann, NEPA POC
Chief, Environmental Review and
Compliance Branch
Federal Energy Regulatory Commission
888 First Street, NE

Mr. David Valenstein
Environmental Program manger
NEPA POC
US Department of Transportation
Federal Railroad Administration
Office of Railroad Development

The Tennessee Department of Transportation and the Federal Highway Administration are preparing an Environmental Assessment (EA) for the proposed Interstate 40 (I-40) Interchange at State Route (SR) 196 (Hickory Withe Road) in Fayette County, Tennessee. The proposed alternatives for this project include the No Build Alternative and a Build Alternative involving construction of a full diamond interchange with space for construction of loop ramps in all four quadrants at some point in the future. A Project Data Summary, which includes maps showing the general project area and the conceptual layout of the proposed Build Alternative, is attached. This material is intended to initiate the scoping process for the EA.

We are presently in the early stages of planning for this improvement and need to know if the proposed project will have any effect, either favorable or adverse, on any programs being planned or executed by your agency/organization. We request that you review the enclosed material and advise us with your comments on potential environmental impacts. Areas of specific concern to your agency/organization will be addressed during the development of our environmental and location studies. The Department's environmental document, i.e. the EA, will assess a wide range of concerns including impacts on the social, economic, and ecological environment. Your input will assist us in the preparation of the EA. The document will be circulated to federal, state, and local agencies and officials for review and comments.

In order to assist the Department in complying with Title VI requirements of the Civil Rights Act of 1964, we ask that you contact organizations, churches, social service organizations that work with or have knowledge of special interest groups (elderly, low-income, minority, and handicapped citizens). This will assist us in determining the location of these special interest groups and how they may be impacted by the proposed project. If there are areas that you feel require special consideration, we will be glad to cooperate with you in any way to avoid possible adverse effects or conflicts with any of your proposed programs.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EA, please contact Joe Matlock, TDOT Environmental Division, at 615-741-5365 or Joe.Matlock@state.tn.us.

Enclosure:

Project Data Summary, including Project Vicinity Map and Location Maps



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DATE: March 10, 2008

FROM: Mr. Charles E. Bush *CB*
Transportation Manager II
NEPA Documentation Office

TO:

The Honorable Dolores Gresham
State Representative

The Honorable John Wilder
State Senator

The Honorable Chester Cocke
Mayor
City of Braden

Ms. Julie Perrine
Executive Director
Fayette County Chamber of Commerce

Mr. John Pitner
Director
Fayette County Planning and
Development Office

Mr. William Hudson
President/General Manager
Memphis Area Transit Authority

Ms. Martha Lott
Administrator
The Division of Regional Services/
Memphis MPO

The Honorable Bill Mullins
Mayor
Town of Oakland

D. Jack Smith
Tennessee Trails Association
P.O. Box 41446

Ms. Gabby Call
The Nature Conservancy

Ms. Judy Takats
Program Director
World Wildlife Fund

SUBJECT: Initial Coordination for Interstate 40 Interchange at State Route 196 (Hickory
Withe Road) Environmental Assessment, Fayette County, Tennessee Pin 105597.00

Mr. William Straw
Regional Environmental Officer
Federal Emergency Management
Agency

Mr. James D. Barton
Manager
Federal Aviation Administration
Memphis Airport District Office

Mr. Chuck Nicholson
Environmental Manager
Tennessee Valley Authority
Environmental Policy and Planning

Mr. Heinz Mueller
Chief
Environmental Assessment Office,
EIS Review Section
Environmental Protection Agency,

District Commander
Eighth Coast Guard District

Mr. Harry Walls
Environmental Officer
Department of Housing and Urban
Development

Katry Harris
NEPA POC
Historic Preservation Specialist
Office of Federal Agency Programs
Advisory Council on Historic
Preservation

Mr. Tim Dieringer
Director
U.S. Department of the Interior
Office of Surface Mining

Mr. Alan Schwendimann, Director
Tennessee Department of Environment
and Conservation
Division of Ground Water Protection

Mr. Reggie Reeves
Director
Tennessee Department of Environment
and Conservation
Tennessee Division of Natural Heritage

Mr. David Draughon
Director
Tennessee Department of Environment
and Conservation
Division of Water Resources

Mr. Mike Apple
Director
Tennessee Department of Environment
and Conservation
Division of Solid/Hazardous Waste
Management

Mr. Barry Stephens
Director
Tennessee Department of Environment
and Conservation
Division of Air Pollution Control

Ms. Deborah Boshears-Davis
Director of Operations
Department of Education

Mr. David Pechin
Regional Director
Department of Economic and
Community Development
Local Planning Assistance Office

Mr. Paul Davis
Director
Tennessee Department of Environment
and Conservation
Division of Water Pollution Control



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M- -E- -M- -O- -R- -A- -N- -D- -U- -M

DATE: March 10, 2008

TO:

Mr. Robert Todd
NEPA Contact
Tennessee Wildlife Resources Agency

Mr. E. Patrick McIntyre
State Historic Preservation Officer
Tennessee Historical Commission

The Honorable Rhea Taylor
Fayette County Mayor

Mr. Gene Bryan Transportation
Coordinator
Memphis Urban Area Metropolitan
Planning Organization (MPO)

Mr. Lee Barclay Field Supervisor
U.S. Fish and Wildlife Service
U.S. Department of the Interior

Ms. Pearl Young
U.S. Environmental Protection Agency
Office of Federal Activities

Mr. James Fyke Commissioner
Tennessee Department of Environment
and Conservation

Mr. Michael Atchison Director
Special Projects
Department of Economic and
Community Development

Mr. Terry Oliver Deputy Commissioner
NEPA Contact
Tennessee Department of Agriculture

The Honorable Patricia Garrett
Mayor
City of Gallaway

The Honorable Russell Wiseman
Mayor
City of Arlington
5854 Airline Road

FROM:
Charles E. Bush *CB*
Transportation Manager II
NEPA Documentation Office

SUBJECT: Interstate 40 Interchange at State Route 196 (Hickory Withe Road)
Environmental Assessment, Fayette County, Tennessee.

The Tennessee Department of Transportation and the Federal Highway Administration are preparing an Environmental Assessment (EA) for the proposed Interstate 40 (I-40) Interchange at State Route (SR) 196 (Hickory Withe Road) in Fayette County, Tennessee. The proposed alternatives for this project include the No Build Alternative and a Build Alternative involving construction of a full diamond interchange with space for construction of loop ramps in all four quadrants at some point in the future. Maps showing the general project area and the conceptual layout of the proposed Build Alternative are attached. We have also enclosed a Project Data Summary and the Coordination Plan for this project. This material is intended to initiate the scoping process for the EA.

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

The Department's environmental document, i.e. the EA, will assess a wide range of concerns including impacts on the social, economic, and ecological environment. Your input will assist us in the preparation of the EA. The document will be circulated to federal, state, and local agencies and officials for review and comments. Your agency has been identified as an agency that may have an interest in the project because of your jurisdictional authority, special expertise, and/or statewide interest. With this letter, we extend your agency an invitation to become a participating agency with TDOT and FHWA in the development of the EA for the subject project. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the project.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), *participating agencies* are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the project should include the following as they relate to your area of expertise:

1. Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in alternatives analysis;
2. Participate in coordination meetings and joint field reviews as appropriate; and
3. Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to me in writing with an acceptance or denial of the invitation within 45 days of the date of this letter. Federal agencies choosing not to be a participating agency for this project, should state your reason for declining the invitation. Pursuant to SAFETEA-LU Section 6002, any Federal Agency that chooses to decline the invitation must specifically state that your agency:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

If you have any questions or would like to discuss in more detail the project or our agencies' respective roles and responsibilities during the preparation of this EA, please contact Joe Matlock, TDOT Environmental Division, at 615-741-5365 or Joe.Matlock@state.tn.us .

Enclosures:

Project Data Summary with Vicinity Map and Location Map
Project Coordination Plan

INTERSTATE 40 INTERCHANGE at STATE ROUTE 196, FAYETTE COUNTY, TENNESSEE

PROJECT DATA SUMMARY SHEET

Project Description

TDOT proposes to construct a new interchange where State Route (SR) 196 (Hickory Withe Road) crosses over Interstate 40 (I-40) in Fayette County, Tennessee.

Construction of this project would make this the first Fayette County access point east of the Memphis Area. The adjacent interchange to the east is at SR-59 at a distance of approximately five miles. The adjacent interchange to the west is at New Airline Road in Shelby County at a distance of two miles. The closest urban development, Arlington, is located 4.5 miles northwest of the proposed project. A small community, Gallaway is located 2.0 miles north of the proposed interchange location. The provision of an interchange at this location would allow access to I-40 from areas along both SR-15/US-64 and SR-1/US-70/79. This interchange would provide direct interstate access to Gallaway and an additional route to Arlington and Somerville. Figure 1 shows the project vicinity in relation to Memphis and the surrounding communities.

Within the project area, I-40 currently consists of a rural four lane, controlled access facility with a grass median and approximately 300 feet of right-of-way (ROW). SR-196 is currently a rural two lane, non-access controlled road with a pavement width of 22 feet and approximately 60 feet of ROW.

An Environmental Assessment (EA) that complies with the National Environmental Policy Act (NEPA) will be prepared to fully address the project purpose and need, alternatives, and environmental consequences or impacts of the project. The following sections contain preliminary project planning information that has been developed to date.

Preliminary Purpose and Need for Project

The primary purpose of the proposed I-40/ SR-196 Interchange is to provide safe and adequate transportation facilities for traffic projected to be generated by residential and commercial development that is anticipated as a result of the project area being identified in the Fayette County Growth Plan, as a “Fayette County Planned Growth Area.” The Fayette County Growth Plan was adopted in August 2003.

The entire area surrounding the proposed interchange is contained within the Fayette County Planned Growth Area. State Route 196 from Gallaway to Piperton is also located within the planning area of the Memphis Metropolitan Planning Organization (MPO). The inclusion of the project area in those plans indicates that continued development is anticipated in the project area as the Memphis metropolitan area continues to grow.

This project is primarily being developed to deal with access issues and anticipated urban growth in the region rather than being due to roadway deficiencies on existing routes. However, it is anticipated that the growth may eventually result in increased traffic volumes being generated that would put additional demand on existing roadways in the area.

Many commuters from this area primarily use I-40 to travel to jobs in urban and suburban Memphis areas. To do this, they currently travel through the City of Arlington to gain access to I-40 via Airline Road or SR-385. The interchange proposed for I-40 at SR-196 would provide many of these commuters with access to I-40 without requiring them to travel through Arlington.

The new interchange at SR-196 would provide better access to I-40 for the City of Gallaway and other nearby residential areas and would in turn be a proactive transportation improvement providing some relief for other secondary routes, such as SR-1 (US 70/US 79), before the expected increased traffic volumes cause them to become deficient in terms of traffic capacity and/or safety issues. The interchange

would result in an increase in traffic on SR-196 both north and south of I-40 compared to existing conditions without an interchange.

This project has been undertaken in accordance with the Federal Highway Administration's (FHWA) policy for granting new or modified interstate access. An Interchange Justification Study (IJS) was conducted for this project and received operational approval from the FHWA on January 4, 2005. The IJS is a highly-structured report on existing and anticipated traffic flow conditions that demonstrates that ramp merging and diverging associated with the proposed interchange will operate at acceptable levels of service (LOS), that the proposed ramp junctions will not have any adverse effects on ramp operations at nearby interchanges, and that the ramp intersections on the crossroad may be adequately accommodated for the anticipated traffic demands.

The I-40/ SR-196 Interchange is proposed to be a full diamond type interchange and would provide for all traffic movements. The proposed layout of the interchange would allow enough space for construction of loop ramps in all four quadrants of the interchange in the future. The recommended interchange design would meet or exceed all American Association of State Highway and Transportation Officials (AASHTO) criteria. The proposed interchange project is consistent with the MPO's 2026 Long Range Transportation Plan (LRTP). In addition, the project was included in the FY 2008-2011 Transportation Improvement Program (TIP).

Description of Study Areas

The proposed project is located in a rural area of Fayette County where SR-196 currently crosses over I-40. Construction of this project would make this the first Fayette County access point east of the Memphis Area. The adjacent interchange to the east is at SR-59 at a distance of approximately five miles. The adjacent interchange to the west is at New Airline Road in Shelby County at a distance of two miles. The closest urban development, Arlington, is located 4.5 miles northwest of the

proposed project. A small rural community, Gallaway, is located 2.0 miles north of the proposed interchange location.

The primary study area for many of the resources anticipated to be impacted by this project would include a 500-foot radius surrounding the centerlines of the existing segments of I-40 and SR-196 within the proposed project construction limits, and surrounding the overall footprint of the proposed interchange ramps. For certain resources, a larger area surrounding the proposed interchange would be studied. For instance, impacts to social and economic environments would likely be studied at the county level.

The size of the study area for the indirect and cumulative impacts analyses would also extend beyond 500-feet of the immediate footprint of the project. The size of the study area for indirect and cumulative impacts would vary by resource category depending on the resources identified in the project vicinity that may potentially be impacted, the types of secondary developments anticipated to be promoted by a new interchange at the proposed location, and based on what other past, present, or reasonably foreseeable projects may be identified in the general project vicinity that could contribute to cumulative impacts in combination with those impacts associated with the new interchange.

The study area for indirect impacts would include areas most likely to be impacted by secondary developments promoted by construction of the new interchange, such as highway-oriented commercial/retail developments like gas stations, hotels, and fast-food restaurants. This would likely include areas immediately adjacent to the existing SR-196 within a currently undetermined distance from I-40.

TDOT will continue to work with various regulatory and resource agencies throughout the development of the EA to identify potential issues and to ensure that all potential direct, indirect, and cumulative impacts are considered at the appropriate scale and level of detail.

Description of Alternatives

A No-Build Alternative and one Build Alternative are proposed to be studied in the EA, unless other reasonable alternatives that would meet the purpose and need of the project are identified during the public involvement and/or agency coordination efforts.

No-Build Alternative

The No-Build Alternative would mean that the no interchange would be provided at the location where SR-196 crosses over I-40. Access to properties within the project vicinity would continue to be provided by existing local roadways. Increased development and traffic volumes in the vicinity would likely eventually result in potential decreases in LOS and/or safety on other local roadways that provide access to I-40. The No-Build Alternative will consider what, if any, consequences would occur in the project area if the I 40/SR-196 Interchange were not constructed. The No-Build Alternative will serve as a baseline comparison for the proposed Build Alternative, which would have inherent adverse and beneficial consequences.

Build Alternative

At this time, it is anticipated that one Build Alternative, originally identified in the IJS, will be considered in the EA. The proposed Build Alternative would include construction of a standard diamond interchange that permits future construction of loop ramps within all four quadrants. The cross section of SR-196 would be three-lanes within the interchange having 12-foot traveling lanes, 12-foot continuous left-turn lane, and 10-foot shoulders. All interchange ramps would have 16-foot lanes and 6-foot shoulders. Orr Road, which currently intersects SR-196 immediately south of the interstate, would need to be relocated 960 feet south of its present location to allow for the construction of the ramp in the southwest quadrant of the proposed interchange. The realignment of Orr Road would be designed to meet minimum standards.

Many other reasonable alternatives for design options, location, and transportation system management (TSM) type improvements such as mass transit and HOV facilities have been considered. However, none of those options would meet the purpose and

need of the project and would therefore not provide adequate access and facilities capable of handling the future projected traffic volumes resulting from urban growth anticipated in the area.

Summary of Environmental Concerns

Land Use

Land use in the project area is primarily rural with cotton fields and a sod farm immediately adjacent to the proposed interchange site. The area contains scattered residential and commercial developments along SR-196 to the north and south of I-40. Construction of this interchange is not expected to require the acquisition of any residences or other improvements. Acquisition of some acreage now being used for the agricultural operations would be necessary. More detailed studies would be conducted as part of the EA to determine potential impacts to the environment including natural, social, cultural, and economic resources.

The fact that the land adjacent to the project site is located within a Fayette County Planned Growth Area as detailed in the Fayette County Growth Plan ensures that future residential and commercial development would occur in the immediate area if the interchange is constructed. It is most likely that development would first occur north of I-40 due to the relative ease of extending utilities from Arlington and Gallaway.

Highway-oriented commercial development, to include service stations, fast food restaurants, truck stops, and motels, would most likely be the initial types of development. Local officials are anticipating residential development to increase and have discussed the possibility of a shopping mall in the immediate surrounding area as well. Potential impacts anticipated to be associated with those developments would be discussed in the EA along with the impacts associated with construction and use of the interchange itself.

Air Quality

Air Quality studies would be conducted for the study area. The results of these studies would be analyzed to determine the projects impacts on the air quality of the area. Currently the project area is in an attainment area for all air quality parameters, but is located adjacent to Shelby County, which is a non-attainment area for ozone and is a carbon monoxide maintenance area.

Noise Evaluation

Noise studies would be conducted for the project. The results of these studies would be analyzed to determine the impact of the project on noise sensitive receptors. Noise would be expected to increase for receptors along SR-196 as additional traffic would occur if a new interchange is provided. However, noise for other routes in the vicinity may potentially decrease as some traffic would likely be diverted away from those areas due to the new access point.

Hydrological Impacts

There is potential for minor impacts to water resources in the project vicinity. At least one small tributary stream and a pond may be impacted by the project. The study area will be investigated for presence of other watercourses or aquatic habitats and potential impacts will be discussed in the EA. Impacts could potentially arise from soil disturbance and sedimentation during construction as well as direct channel modifications or changes in hydrology. Downstream sediment loading could increase during precipitation events. Impacts to water quality would be minimized using the water quality protection measures described in the following documents:

- 1) Erosion and Sediment Control Handbook (Wang, 1992);
- 2) Riparian Restoration and Streamside Erosion Control Handbook (Thompson, 1994);
- 3) Reducing Non-point Source Water Pollution by Preventing Soil Erosion and Controlling Sediment on Construction Sites Manual (Smoot, 1992);
- 4) Tennessee Department of Transportation, Standard Specifications for Road and Bridge Construction (TDOT); and

5) Federal Highway Administration Best Management Practices for Erosion and Sediment Control (FHWA, 1978).

Ecological Impacts

Because the I-40 Interchange project would take place in an area that has been disturbed in the past for initial construction of SR-196 and I-40 and other uses such as agriculture and residential areas, it is unlikely that substantial direct long-term adverse impacts to natural resources would occur.

The primary concern for this project would be related to secondary developments that may be promoted by provision of a new interchange at this location. Those developments may result in additional ecological impacts in the project vicinity, especially for properties adjacent to SR-196 in the general project area. Such impacts will be considered as part of the indirect and cumulative impacts analyses conducted for the EA.

Some growth and development is anticipated in this portion of Fayette County regardless of whether the proposed new I-40 Interchange is constructed. Therefore, even under the No-Build conditions, some ecological impacts would be anticipated in this area. However, the new interchange may decrease the timeframe in which some of the anticipated development occurs.

The EA will contain information regarding any unique or important ecological resources discovered or known to occur in the general project area that would be important to protect from future developments. As part of the NEPA process, local planning organizations, officials, and communities will be provided the opportunity to review the EA and would therefore be presented with such information. Any information regarding locations of important ecological resources contained in the EA may be helpful to local planners who would ultimately be responsible for development of land use plans or approval of developments in the general project area.

Cultural Impacts

Pursuant to regulations set forth in "36 CFR 800: Protection of Historic Properties" cultural resource staff from TDOT surveyed the general project area in an attempt to identify National Register-included or eligible properties which could be impacted by the proposed project. Historians from TDOT identified no properties that are National Register listed or eligible within the project area of potential effect.

Additional Historical and Archaeological surveys would be conducted for all project alternatives to determine if there are any sites or properties in the project impact area eligible for or included in the National Register of Historic Places. Avoidance and mitigation efforts would be studied for adverse impacts to these sites or properties.

Farmland Impacts

Farmland Impact Rating Forms (Form AD 1006) will be sent to the U.S. Department of Agriculture, Natural Resources Conservation Service for their input. It is anticipated that some farmland would be impacted by this project, both directly from construction of the interchange and indirectly due to secondary developments anticipated to occur due to the new access provided.

Social and Economic Impacts

The project is not anticipated to result in any Environmental Justice issues as no residential or business displacements are anticipated. In general, social impacts would be beneficial due to an improved transportation system, which could result in fewer Vehicle Miles Traveled (VMT), better interstate access, and improved safety. Economic benefits would occur due to increased property values anticipated with the new interchange and potential economic growth due to new access that may spur additional industrial, retail, and residential development in the vicinity. Some potential adverse impacts may result from loss of open space, increased noise in some locations, and land use changes in the immediate area surrounding the new interchange, including some loss of farmland. It is not anticipated that any neighborhoods or communities would be divided by this project.

Figure 1. Vicinity Map for Interstate 40 Interchange at State Route 196 in Fayette County, Tennessee.

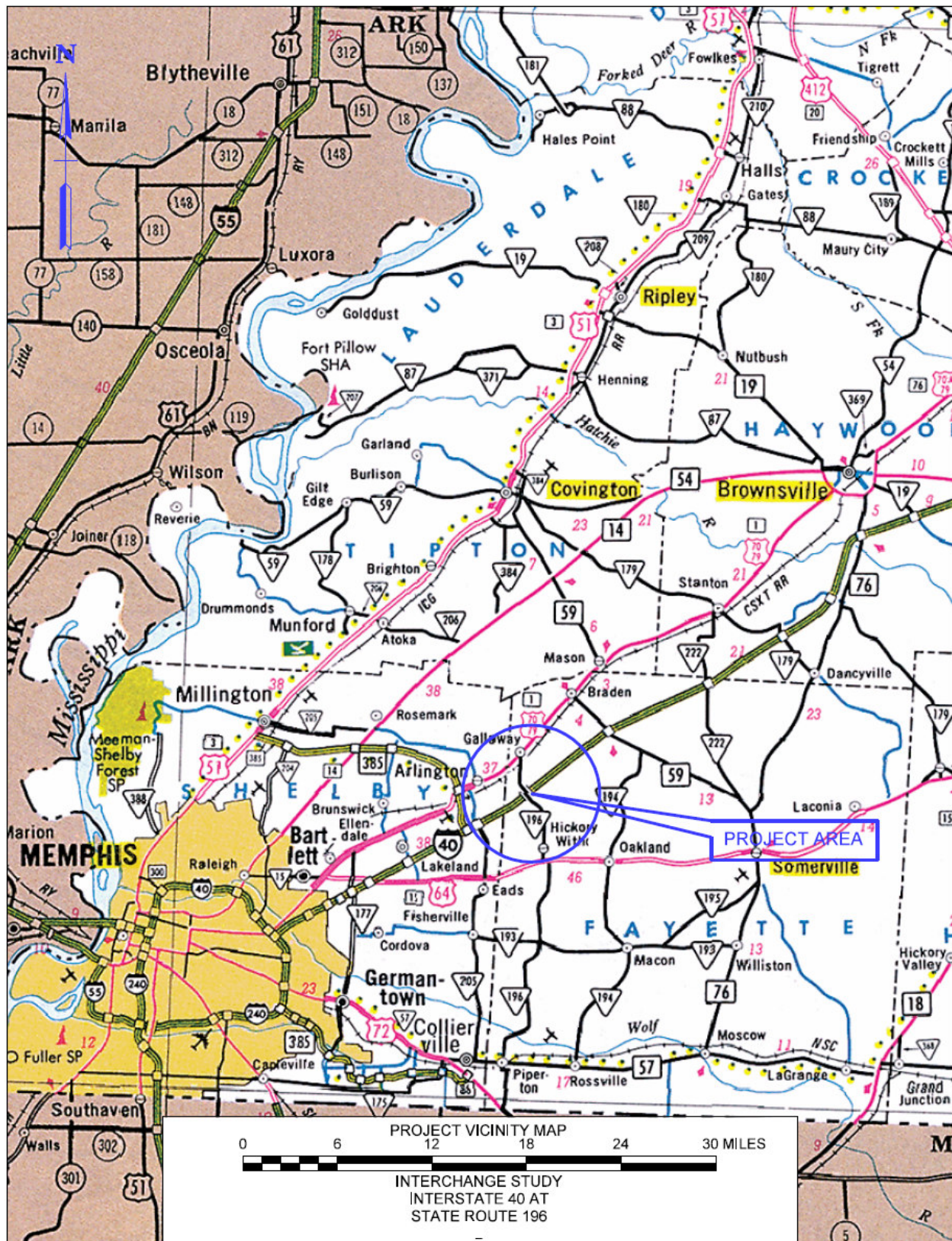


Figure 2. Proposed Layout of the Build Alternative for the Interstate 40 Interchange at State Route 196 in Fayette County, Tennessee.

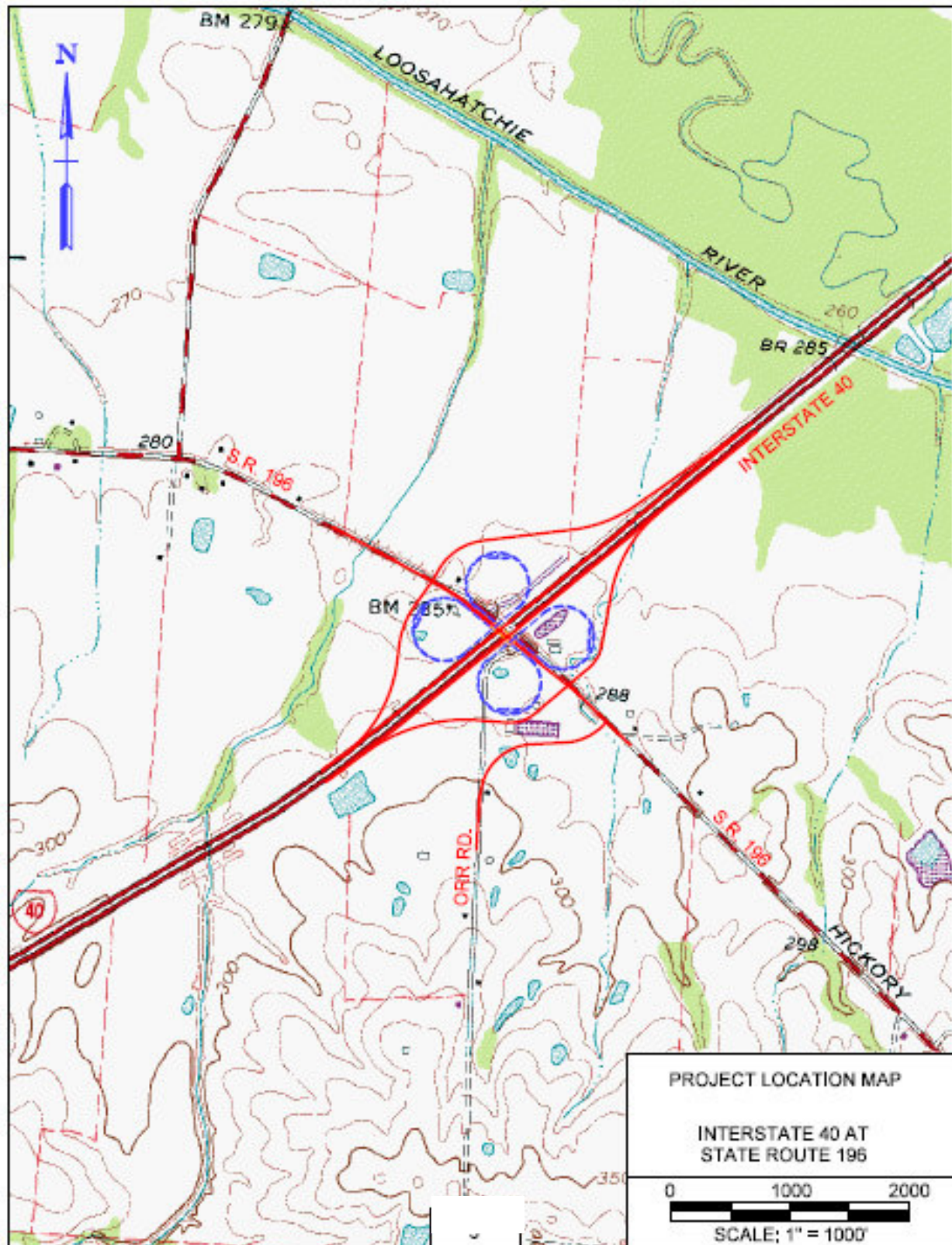
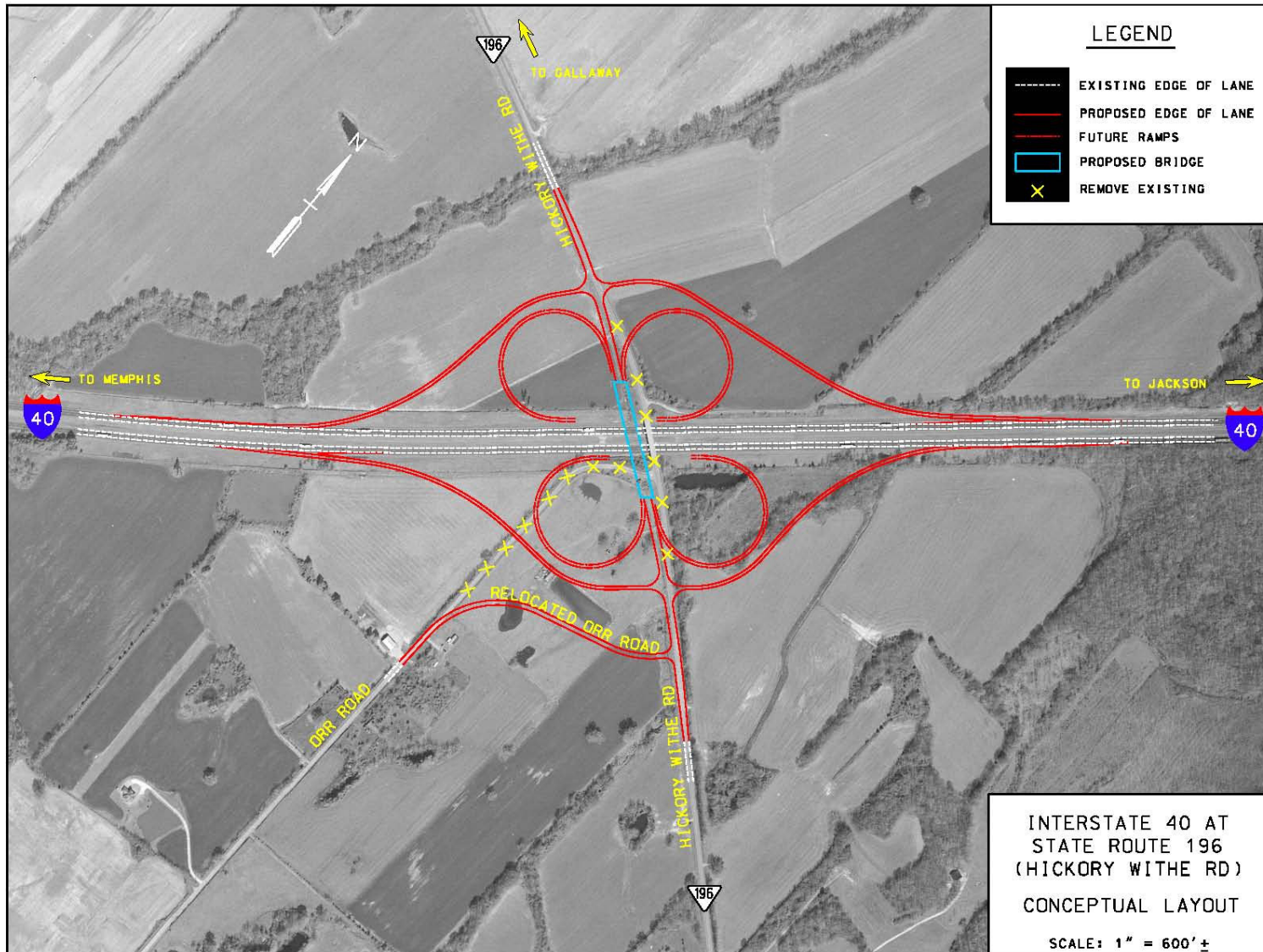


Figure 3. Proposed Layout of the Interstate 40 Interchange at State Route 196 in Fayette County, Tennessee





TENNESSEE WILDLIFE RESOURCES AGENCY

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

March 17, 2008

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

Re: Invitation to Participate in the Development Process for an Environmental Impact
Statement for a Proposed Interstate 40 Interchange at State Route 196 in Fayette County

Dear Mr. Matlock:

The Tennessee Wildlife Resource Agency has received and reviewed the information your office provided to us regarding the invitation to become a participating agency in the development of an Environmental Impact Statement for the proposed Interstate 40 Interchange at State Route 196 in Fayette County. **We accept the invitation to participate.**

Sincerely,

Robert M. Todd
Fish and Wildlife Environmentalist

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

The State of Tennessee

IS AN EQUAL OPPORTUNITY, EQUAL ACCESS, AFFIRMATIVE ACTION EMPLOYER

Joe Matlock - RE: Initial Coordination I40 Interchange SR 196 (Hickory WitheRoad) Fayette County, Tennessee Pin 105597.00 NPA

From: "Nicholson, Charles P" <cpnicholson@tva.gov>
To: "Joe Matlock" <Joe.Matlock@state.tn.us>
Date: Tuesday, March 11, 2008 1:44 PM
Subject: RE: Initial Coordination I40 Interchange SR 196 (Hickory WitheRoad) Fayette County, Tennessee Pin 105597.00 NPA

Mr. Matlock,

I have reviewed this initial coordination package, and have no comments on it. It does not appear that any TVA resources would be affected and the project does not need a Section 26a permit or other approval from TVA.

Sincerely,

Charles P. Nicholson, PhD
 NEPA Policy Program Manager
 Tennessee Valley Authority
 400 West Summit Hill Drive, WT 11B
 Knoxville, TN 37902-1499
 Phone: 865-632-3582
 Fax: 865-632-2345

From: Joe Matlock [mailto:Joe.Matlock@state.tn.us]
Sent: Monday, March 10, 2008 1:48 PM
To: jfowler@achp.gov; david.valenstein@dot.gov; mueller.heinz@epa.gov; d8dq@esunola.uscg.mil; james.d.barton@faa.gov; william.straw@fema.gov; richard.hoffmann@ferc.gov; mailroom_r8_cherokee@fs.fed.us; Willie_Taylor@ios.doi.gov; Cristi.Reid@noaa.gov; Steve.Kokkinakis@noaa.gov; Mary_Bomar@nps.gov; tdiering@osmre.gov; Alan.Schwendimann; Barry.Stephens; David.Draughon; David.Pechin; Deborah.Davis; Mike.Apple; Paul.Estill.Davis; Reggie.Reeves; Charlie.Davis@tn.usda.gov; Nicholson, Charles P; mrbennet@usgs.gov; wsgain@usgs.gov
Cc: Gary.Fottrell@fhwa.dot.gov; Charles.Bush; Harold.Jackson; Lisa.Reaney; Tom.Love
Subject: Initial Coordination I40 Interchange SR 196 (Hickory WitheRoad) Fayette County, Tennessee Pin 105597.00 NPA

Subject: Initial Coordination for Interstate 40 Interchange at State Route 196 (Hickory Withe Road) Environmental Assessment, Fayette County, Tennessee Pin 105597.0

To whom it may concern:

The Tennessee Department of Transportation and the Federal Highway Administration are preparing an Environmental Assessment (EA) for of the proposed Interstate 40 (I-40) Interchange at State Route (SR) 196 (Hickory Withe Road) in Fayette County, Tennessee. The proposed alternatives for this project include the No Build Alternative and a Build Alternative involving construction of a full diamond interchange with space for construction of loop ramps in all four quadrants at some point in the future.

Attached is the Initial Coordination package for distribution to your agency. The package consists of maps showing the general project area, the conceptual layout of the proposed Build Alternative, and a Project Data Summary. This

material is intended to initiate the scoping process for the EA.

If for technical reason this package is blocked or unreadable by your agency and upon your request we would be happy to also provide you with a CD of this material. For those agencies who have already done so the CD will be sent out this afternoon.

Thank you for your past cooperation with TDOT as a partner in the project development process and we hope we can continue this working relation ship in this new form.

Joe Matlock
Transportation Planner, Region IV
NEPA Documentation Office
ED TDOT



STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION

Division of Natural Areas
7th Floor L&C Annex
401 Church Street
Nashville, Tennessee 37243
Phone 615/532-0431 Fax 615/532-0046

April 1, 2008

Joe Matlock
TDOT Environmental Division
Suite 900 - James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334

Subject: I-40 and State Route 196 (Hickory Withe Road) Interchange, Fayette County

Dear Mr. Matlock:

Thank you for the request for environmental coordination on the I-40 and State Route 196 (Hickory Withe Road) Interchange project in Fayette County. We have reviewed the state's natural heritage database with regard to the project location, and find that no rare species have been observed within one mile of the project.

Within four miles of the project, the following rare species have been observed:

Type	Scientific Name	Common Name	Global Rank	State Rank	Fed. Prot.	St. Prot.
Bird	<i>Limnothlypis swainsonii</i>	Swainson's Warbler	G4	S3	**	D
Flowering Plant	<i>Prenanthes crepidinea</i>	Nodding Rattlesnake-root	G4	S2	**	E
Flowering Plant	<i>Ulmus crassifolia</i>	Cedar Elm	G5	S2	**	S

These species can be found in wetlands, and may be at the interchange location. Should suitable habitat exist on the site, we ask that TDOT evaluate the site for these species and other rare species on the Fayette County list. Should rare species be present, we ask that TDOT provide protective consideration for them.

For stabilization of disturbed areas, the Division advocates the use of native trees, shrubs, and warm season grasses, where practicable. Care should be taken to prevent revegetation with plants listed by the Tennessee Exotic Pest Plant Council as harmful exotic plants.

Please keep in mind that not all areas of Tennessee have been surveyed and that a lack of records for any particular area is not a statement that rare species are absent from that area. For information regarding the protection status and ranks, please visit our website at <http://state.tn.us/environment/na> .

Thank you for considering Tennessee's rare species throughout the planning of this project. Should you have any questions, please do not hesitate to contact me at (615) 532-0440.

Sincerely,

A handwritten signature in cursive script that reads "Silas Mathes". The signature is written in dark ink and has a fluid, connected style.

Silas Mathes
Heritage Data Manager

Joe Matlock - I-40/State 196 Project Assessment

From: "Eddie Yaun" <eddieyaun@bellsouth.net>
To: <Joe.Matlock@state.tn.us>
Date: Wednesday, March 12, 2008 8:50 AM
Subject: I-40/State 196 Project Assessment

Joe,
From a Somerville position there seems be no effect on this proposed project.

Should you require any additional information, please advise.

Thanks,

Eddie Yaun
City Administrator

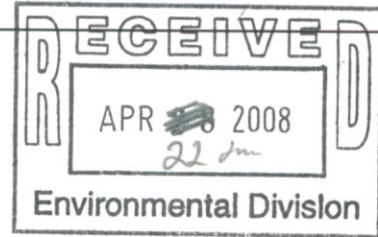
United States Department of Agriculture



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

Date: April 14, 2008

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



Re: Proposed Interstate 40 Interchange at State Route 196, Farmland Impact Rating

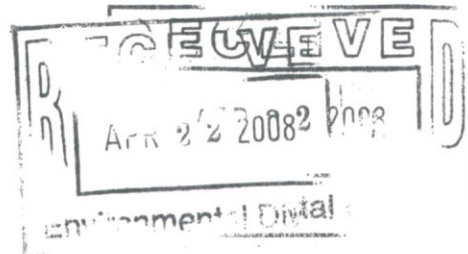
Mr. Bush:

Enclosed is the completed AD-1006 Farmland Conversion Impact Rating for the above-mentioned project. Also, I would like to bring to your attention that some of the soils mapped (Fayette County Soil Survey) in the project area are on the local hydric soil list. Therefore, wetlands may exist in the project area.

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

A handwritten signature in cursive script, appearing to read "Charles L. Davis".

Charles L. Davis
Resource Soil Scientist



Helping People Help the Land

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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 3/12/08			
Name Of Project Interstate 40/State Route 196 Interchange		Federal Agency Involved Federal Highway Administration			
Proposed Land Use New Interchange/Transportation		County And State Fayette County, Tennessee			
PART II (To be completed by NRCS)		Date Request Received By NRCS 3/12/2008			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated NA	Average Farm Size 378 AC.
Major Crop(s) CORN	Farmable Land In Govt. Jurisdiction Acres: 321,141 % 71	Amount Of Farmland As Defined in FPPA Acres: 193,476 % 60			
Name Of Land Evaluation System Used FAYETTE CO.	Name Of Local Site Assessment System NA	Date Land Evaluation Returned By NRCS 4/14/2008			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		61.1			
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site		61.1	0.0	0.0	0.0
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		38			
B. Total Acres Statewide And Local Important Farmland		NA			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.02			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		67			
PART V (To be completed by NRCS) Land Evaluation Criterion					
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		0 67	0	0	0
PART VI (To be completed by Federal Agency)					
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))	Maximum Points				
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS	160	0	0	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Site Assessment (From Part VI above or a local site assessment)	160	0	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	0	0	0	0

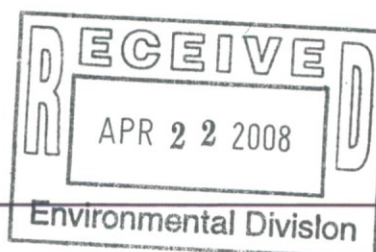
Site Selected:

Date Of Selection

Was A Local Site Assessment Used?

Yes ☐No ☐

Reason For Selection:



(See Instructions on reverse side)

This form was electronically produced by National Production Services Staff

Form AD-1006 (10-83)

From: Mike Atchison
To: Matlock, Joe
Date: 3/13/2008 12:48 PM
Subject: Re: Initial Coordination I40 Interchange@ SR 196 (Hickory Withe Road), Fayette County, Tennessee Pin

Mr. Matlock,
we received your CD. We prefer the Build Alternative involving construction of a full diamond interchange with space for construction of loop ramps in all four quadrants. Thanks.

Michael Atchison, Director
Office of Special Projects
TN Dept. of Economic & Community Development
312 8th Ave. N., 11th Floor
Nashville, TN 37243-0405
Phone: 615-532-9047
Fax: 615-741-5829

>>> Joe Matlock 3/10/2008 12:01 PM >>>

Subject: Initial Coordination for Interstate 40 Interchange at State Route 196 (Hickory Withe Road) Environmental Assessment, Fayette County, Tennessee Pin 105597.0

To whom it may concern:

The Tennessee Department of Transportation and the Federal Highway Administration are preparing an Environmental Assessment (EA) for of the proposed Interstate 40 (I-40) Interchange at State Route (SR) 196 (Hickory Withe Road) in Fayette County, Tennessee. The proposed alternatives for this project include the No Build Alternative and a Build Alternative involving construction of a full diamond interchange with space for construction of loop ramps in all four quadrants at some point in the future.

Attached is the Initial Coordination package for distribution to your agency. The package consists of maps showing the general project area, the conceptual layout of the proposed Build Alternative, a Project Data Summary and a Project Coordination Plan. This material is intended to initiate the scoping process for the EA.

If for technical reason this package is blocked or unreadable by your agency and upon your request we would be happy to also provide you with a CD of this material. For those agencies who have already done so the CD will be sent out this afternoon.

Thank you for your past cooperation with TDOT as a partner in the project development process and we hope we can continue this working relation ship in this new form.

Joe Matlock
Transportation Planner, Region IV
NEPA Documentation Office
ED TDOT



REPLY TO
ATTENTION OF:

Operations Division
Regulatory Branch

DEPARTMENT OF THE ARMY
MEMPHIS DISTRICT, CORPS OF ENGINEERS
167 NORTH MAIN STREET B-202
MEMPHIS, TENNESSEE 38103-1894
April 4, 2008

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

Dear Mr. Bush:

This is in response to your letter of March 4, 2008, regarding the proposed Interstate 40 Interchange at State Route 196 (Hickory Withe Road) near Galloway in Fayette County, Tennessee. We accept your invitation to become both a cooperating and participating agency and have designated this request for action as MVM 2008-124.

After a cursory review of your Preliminary Purpose and Need for the Project, we would recommend that additional information be included to further support why developmental growth is anticipated. For example, this might be a statement indicating a trend of increased traffic volume in the area has already been observed or that cites other development projects currently known to be in the planning phases. We also note that the conceptual project area includes an unnamed tributary to the Loosahatchie River as well as three other bodies of standing water that we presume to be man-made ponds and/or borrow pits. We advise that these aquatic resources, especially the unnamed tributary, could be considered jurisdictional waters of the U.S. under Section 404 of the Clean Water Act and thus, subject to regulation by USACE - Memphis District. We would recommend that analysis of the alternatives include a description of how impacts to waters of the U.S. have been avoided and minimized where feasible. Upon your submittal of more definitive plans outlining how these aquatic resources are to be impacted by this project, we will provide an approved jurisdictional determination.

Thank you for the opportunity to participate in this planning process. If you have questions or need additional information, please contact Mr. Joe Brougher. He may be reached at the address listed above, by phone at (901) 544-3472 or joseph.f.brougher@mvm.usace.army.mil.

Sincerely,

A handwritten signature in cursive script that reads "Larry Watson".

Larry D. Watson
Chief
Regulatory Branch