

D-List Categorical Exclusion – South Waterfront Pedestrian Bridge - Spanning Tennessee River at the University of Tennessee at Knoxville

Knoxville/Knox County

TN-PIN: 113061.00

Date: 10/24/2014

Environmental Commitments

☒ Commitments are involved on the project.

List of Environmental Commitments

1) It is possible that historical releases of petroleum hydrocarbons, metals and polyaromatic hydrocarbons from the Knox River Warehouse and Specialty Metals facilities that may experience nearby ground disturbance during construction could have impacted the subsurface soils and/or groundwater in this area. If impacted soils are encountered during these activities, a Phase II ESA investigation may be necessary. The Phase II ESA would support either preconstruction remediation or a site health and safety plan/soil handling plan for construction.

2) Ground disturbing activities proposed in the vicinity of the south bridge landing may include pier and sidewalk construction and possible sidewalk removal and replacement. This would include excavation below the ground surface. The Hazardous Material Evaluation report indicated that a Phase II ESA was performed on the Specialty Metals property in 2011. Mercury, arsenic, barium chromium, lead, and polyaromatic hydrocarbons (PAHs) were detected in soils at levels exceeding the EPA Regional Screening Levels. The report stated that disturbances and excavation of soils on the Specialty Metals property during pier construction will require further characterization in order to determine proper handling and disposal of the soils from this property. This will be done during the construction phase of the project.

3) Aesthetically, the bridge must complement the family of nearby historic bridges (Henley Street Bridge and Gay Street Bridge), the nearby downtown buildings, and the University of Tennessee campus.



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL DIVISION
SUITE 900 - JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-0334
(615) 741-3655

D-List Categorical Exclusion

Memorandum

To: Ms. Leigh Ann Tribble
Environmental Program Engineer
Federal Highway Administration - Tennessee Division
404 BNA Drive, Suite 508
Nashville, Tennessee 37217

From: Ann Epperson
Assistant Director, TDOT Environmental Documentation Office
James K. Polk Building, Suite 900
505 Deaderick Street
Nashville, Tennessee 37243

Date: 10/24/2014

Project Information

Route: South Waterfront Pedestrian Bridge - Spanning Tennessee River at the University of Tennessee at Knoxville

Project Termini: South and North Waterfronts of the Tennessee River

City/Town/County: Knoxville/Knox County

MPO/RPO/TPO Area: Knoxville TPO Area **PIN #:** 113061.00

	PE #	Right-of-Way #	Construction #
Federal	TCSP-9TN(2)	N/A	N/A
State	PE-N: 47LPLM-F0-038 PE-D: 47LPLM-F1-038	N/A	N/A

Project Planning

- ☒ **The project is in an MPO/TPO**—The relevant Transportation Improvement Program (TIP) page is included in the attachment.
- ☐ **The project is in an RPO**—The relevant State Transportation Improvement Program (STIP) page is included in the attachment.

Project Description

The project involves the construction of a new pedestrian/bicycle bridge, connecting Knoxville's South Waterfront to the University of Tennessee at Knoxville campus. The site is located in the City of Knoxville (Site Vicinity Map is provided in Attachment B), directly across the Tennessee River from downtown Knoxville. It will span the Tennessee River from Clancy Avenue on the south side of the river to Lake Loudon Boulevard on the north (university) side connecting to the pedestrian concourse located between Thompson-Boling Arena and Pratt Pavilion (Project Location Map provided in Attachment B).

Purpose and Need

The South Waterfront Pedestrian bridge was included in the City of Knoxville's 2006 Knoxville South Waterfront Vision Plan to provide connectivity between the South Waterfront and the University of Tennessee campus, and to expand the pedestrian/ bicycle network envisioned as a major loop connecting existing greenways, Volunteer Landing and the South Waterfront riverwalks. The Knoxville South Waterfront Redevelopment Plan calls for mixed use with the idea that the South Waterfront will become an extension of downtown where people will live, work, exercise, and seek entertainment. Many owners of new condominiums in the South Waterfront purchased their units because the location allows them to be less reliant on vehicular transportation. The Pedestrian Bridge will provide efficient access to jobs, services, and centers of trade on both sides of the river. The pedestrian/bicycle bridge will maximize pedestrian and bicycle safety by allocating a non-motorized route unshared by vehicles across the river, and will aid in minimizing environmental impacts, transportation-related fuel consumption, and reliance on foreign oil by providing safe and attractive alternative transportation and commuting options.

Public Involvement

- ☐ No public meeting/hearing was held on the project.
- ☒ A public meeting/hearing was held on the project. The meeting/hearing summary is included as an attachment.

A public meeting for the South Waterfront Pedestrian Bridge was held on 10/10/2011. Fifty-eight people signed in for the meeting. The majority of the comments received at the public meeting were in favor of the project. The public is generally excited about the pedestrian bridge as a component of the proposed overall South Waterfront redevelopment opportunities. The Knoxville City Council held a workshop for the South Waterfront Pedestrian Bridge on 10/13/2011. The City Council workshop was attended by the mayor, vice-mayor, the finance director, five council members, and a few south waterfront property owners, along with the South Waterfront Redevelopment Director and six representatives from the design team. The City's consultant design team presented the preliminary plans and the environmental team discussed the progress of the environmental clearance. Refer to Attachment C for a copy of the public meeting and workshop announcement, a copy of the public meeting sign-in sheet, and a copy of the October 13, 2011 meeting minutes.

Project Alternatives

Build Alternative

The proposed bridge will connect existing pedestrian and bicycle systems located on the north side of the river to the South Waterfront Riverwalk. The City has several portions of the South Waterfront Riverwalk constructed in an effort to ultimately provide approximately three miles of riverwalk. Several alignments were identified (Alternatives Exhibit provided in Attachment B) and an initial evaluation was made. It was determined that the best alignments to stimulate growth in the South Waterfront Area, and create functional and economic development linkages between the UT campus and the South Waterfront Redevelopment Area, as well as expand the pedestrian/bicycle network, connecting existing greenways and Volunteer Landing, and supporting the planned South Waterfront Riverwalk, included alignments A through D. As a result, Alignments E, F and G were eliminated from further study. After further evaluation, Alignment B was eliminated due to

potential conflicts with the UT Master Plan, and C and D were combined (Alternatives Exhibit provided in Attachment B). The south landing is at Clancy Avenue for both alignments (C and D).

The combined C and D alignment was selected as the preferred alignment. The north landing will be in the vicinity of the pedestrian concourse between Thompson-Boling Arena and the Pratt Pavilion. Aesthetically, the bridge must complement the family of nearby historic bridges (Henley Street Bridge and Gay Street Bridge), the nearby downtown buildings, and the University of Tennessee campus, yet be designed to speak to its own time. The preliminary plan presented in this purpose and need document depicts the north landing between Thompson Boling Arena and Pratt Pavilion and the south landing at Clancy Avenue.

The conceptual design considers both concrete and steel designs. The concrete could be precast or cast in place. For the concrete design, a concrete box girder was considered, probably a single cell that would be post-tensioned in order to attain adequate strength. It would include an edge girder system with transverse floorbeams and a longitudinal slab system. This would be particularly suitable for a cable-stayed structure and other types of structures involving hangers, such as the arch structure. Single-cell and two-cell box girders were considered under the structural steel alternative.

No Build Alternative

The No-Build Alternative would not result in a maximized pedestrian and bicycle safety by allocating a non-motorized route unshared by vehicles across the river, or aid in minimizing environmental impacts, transportation-related fuel consumption, and reliance on foreign oil by providing safe and attractive alternative transportation and commuting options.

Relocation and Right-of-Way (ROW) Impacts

- ☒ The project does not involve relocation.
- ☐ The project involves relocation and the relevant Conceptual Stage Relocation Plan is included in the Technical Studies attachment.
- ☒ The project involves permanent easements.

The exact amount of right-of-way and/or easements that will be acquired for the project has not yet been determined. The bridge will be on air rights over the Tennessee River and no piers are proposed in the river. The bridge route other than the south bank is on property which will not be purchased in fee.

Therefore, for purposes of the Categorical Exclusion document a corridor measuring 1,930-feet long by 80-feet wide was assumed between Phillip Fulmer Way and Blount Avenue in order to calculate potential easements or fee simple right-of-ways. Based on this assumption, the potential right-of-way and/or easement acquisition could be as much as 3.5 acres. The City of Knoxville will carry out a right-of-way and relocation program. This program will be in accordance with the Tennessee Uniform Relocation Assistance Act of 1972 and the Uniform Relocation and Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646).

TECHNICAL STUDIES

Ecology

- ☐ The Ecology Report is included in the Technical Studies attachment.

An ecology report was not completed for the proposed project. The proposed bridge will cross the Tennessee River. Temporary impacts are anticipated to the banks of the Tennessee River during construction of the bridge. The bridge will be a span bridge as opposed to a pier bridge or culvert to avoid permanent impacts. Tree clearing is anticipated on the river banks during bridge construction, which is typically a concern for the USFWS, in that such activity could impact potential Indiana bat habitat. The City's natural resource consultants evaluated the trees in the vicinity of the north and south landings where clearing is anticipated and determined that suitable habitat for the Indiana bat does not exist. Snags were not present, nor trees with loose bark.

Executive Order 11990—Protection of Wetlands

- ☒ No wetland areas protected under Executive Order 11990 will be impacted.
- ☐ Wetlands are impacted and supporting documentation is included as an attachment.

Coordination with the US Army Corps of Engineers (USACE) has occurred. A response letter dated 02/06/2013 from the agency is included in Attachment D. The letter states that a review of the information provided indicates an activity that will not involve work in waters of the U.S. (streams and/or wetlands). Therefore, a Department of Army permit would not be required.

Endangered Species

USFWS

- ☐ The proposed project meets the TDOT/U.S. Fish and Wildlife Service (USFWS) Memorandum of Agreement (MOA). No further coordination with USFWS is required. A copy of the MOA is included as an attachment.
- ☒ The proposed project has been coordinated with the USFWS Field Office. The USFWS response dated 01/23/2013 is included as an attachment. The USFWS's response letter states: We are unaware of any federally listed or proposed species that would be adversely impacted by this project. Therefore, based on the best information available at this time, we believe the requirements of Section 7 of the Endangered Species Act of 1973, as amended, are fulfilled for all species that currently receive federal protection.

TDEC Database

- ☐ On mm/dd/yyyy the preparer checked the Tennessee Department of Environment and Conservation (TDEC) database to determine if any federal or state listed endangered species are known to exist in the project area. The findings are included in the attachment.
- ☒ N/A—A check of the TDEC database was not required.

TDEC Natural Heritage Inventory Program

- ☒ The proposed project was coordinated with TDEC's Natural Heritage Inventory Program. The TDEC response dated 01/10/2013 is included as an attachment. The TDEC response e-mail states: Thank you for the opportunity to review this project for potential impacts to rare, threatened, and endangered species. Based on the project description, we cannot envision any impacts to species of concern.
- ☐ N/A—Coordination with TDEC's Natural Heritage Inventory Program was not required because either no plant species of concern were found during the TDEC database check or were determined not to be affected by the project.

TWRA

- ☒ The proposed project was coordinated with Tennessee Wildlife Resources Agency (TWRA). TWRA response dated 01/04/2013 is included as an attachment. The TWRA response letter states that they concur with the City of Knoxville and TDOT's determination that the proposed project meets the criteria for Categorical Exclusion.
- ☐ N/A—Coordination with TWRA was not required because no animal species of concern were found during the TDEC database check.

Biological Assessment for Endangered Species

- ☒ No Biological Assessment is needed.
- ☐ A Biological Assessment will be required prior to construction.
- ☐ The Biological Assessment is included in the Technical Studies attachment.
- ☐ A concurrence letter dated mm/dd/yyyy is included as an attachment.

N/A.

Executive Order 11988—Floodplain Management

- ☐ No encroachments upon the 100-year floodplain protected under Executive Order 11988 are involved.
- ☒ Encroachments upon the 100-year floodplain are involved and a FEMA map is included in an attachment.

This project is located within and will encroach upon the 100-year flood plain. The City will address FEMA requirements associated with the bridge construction. Flood Insurance Rate Map Panel 47093C0283F is included in Attachment E.

Farmland

- ☒ The project does not convert farmland to a transportation use.
- ☐ If the project converts farmland, the total points in the Natural Resource Conservation Service (NRCS) Farmland Impact Conversion Form are less than 160 points.

N/A.

Wild and Scenic Rivers

- ☒ The project does not involve a designated Wild and Scenic River.
- ☐ The project involves a designated Wild and Scenic River.

N/A.

Air Quality

Transportation Conformity

- ☐ The Air Quality Report is included in the Technical Studies attachment.
- ☒ Air quality coordination information is included as an attachment.

This project is located in the Knoxville ozone and PM_{2.5} nonattainment areas. However, the project is exempt from conformity.

The Knoxville Area Interagency Consultation (IAC) Group concurred with the exempt status of the project on the following dates: FHWA, October 2, 2012; EPA, October 1, 2012; TDEC, October 2, 2012; and Knox County, October 1, 2012. The PM_{2.5} clearance record and IAC concurrence responses are attached.

Mobile Source Air Toxics (MSAT)

- ☒ The project is exempt from MSAT analysis. Coordination information is included as an attachment.
- ☐ An MSAT analysis is required.
- ☒ MSAT supporting documentation is included as an appendix.

This project is exempt from MSATs analysis since it is exempt from conformity per FHWA's "Interim Guidance Update on Air Toxic Analysis in NEPA Documents".

Particulate Matter less than 2.5 microns (PM_{2.5})

- ☐ The project area is in a nonattainment area for PM_{2.5}.
- ☐ The project area is in attainment for PM_{2.5}.
- ☒ Inter-agency consultation (IAC) documentation is included as an attachment.

Noise

- ☒ This project is Type III. Coordination information is included as an attachment.
- ☐ This project is Type I or Type II. The Noise Report is included in the Technical Studies attachment.

This proposed project is Type III, so a noise study is not needed. Refer to Attachment F for the noise clearance statement provided by TDOT.

Section 4(f) of the Department of Transportation Act of 1966

- ☒ No land given protection under Section 4(f) will be affected by this project.
- ☐ Section 4(f) land is involved. The required Section 4(f) evaluation is included in the Technical Studies attachment.
- ☐ A *de minimus* finding for this project is included in the Technical Studies attachment.

N/A.

Section 6(f) of the Land and Water Conservation Fund Act of 1965

- ☒ Section 6(f) is not involved.
- ☐ Section 6(f) is involved. Supporting documentation is included as an attachment.

N/A.

Section 106 of the National Historic Preservation Act of 1966

Cultural Resources

- ☐ This project meets a TDOT/Tennessee State Historic Preservation Office (SHPO) Memorandum of Understanding (MOU). No further coordination with the SHPO is necessary.
- ☐ Combined Cultural Resources Report was prepared (the combined report is in the Technical Studies attachment).
- ☐ SHPO combined cultural resources letter dated mm/dd/yyyy is included as an attachment.
- ☐ Separate Cultural Resources Reports were prepared (see next two sections below). The Historic/Architectural and the Archaeology Reports are in the Technical Studies attachment.
- ☒ SHPO historic/architectural resources letter dated 08/13/2014 is included as an attachment.
 - ☐ National Register of Historic Places listed or eligible historic/architectural properties are affected.
 - ☒ No National Register of Historic Places listed or eligible historic/architectural properties are affected.
- ☒ SHPO archaeological resources letter dated 08/13/2014 is included as an attachment.
 - ☐ National Register of Historic Places listed or eligible archaeological properties are affected.
 - ☒ No National Register of Historic Places listed or eligible archaeological properties are affected.

The proposed project has been coordinated with the SHPO. The SHPO response dated 08/13/2014, regarding the Historic Architectural Report, states: Based on the information provided, we find that the project contains eight cultural resources eligible for listing in the National Register of Historic Places. We further find that the project as currently proposed will not adversely affect any of these resources. Unless project plans change, this office has no objection to the implementation of this project. Should project plans change, please contact this office to determine what additional action, if any, is necessary.

The SHPO response dated 08/13/2014, regarding the archaeological report, states: Based on the information provided, we find that the project area contains no archaeological resources eligible for listing in the National Register of Historic Places.

- ☐ Cultural resources mitigation measures are included as an attachment.

N/A.

Native American Consultation

- ☐ This project does not require Native American consultation. Verification that coordination is not required is included as an attachment.
- ☒ Pursuant to 36 CFR 800, a consultation letter dated 09/26/2012 was sent to the following tribes (*check below all tribes that apply*) and is included as an attachment.
- ☒ Responses were received from the following tribes (*check below all tribes that apply*) and are included as an attachment.
- ☐ No tribal responses were received.

Letters sent to/responses received from (Check all that apply):

<i>Sent to</i>	<i>Received from</i>		<i>Sent to</i>	<i>Received from</i>	
<input type="checkbox"/>	<input type="checkbox"/>	Absentee—Shawnee Tribe of Oklahoma	<input type="checkbox"/>	<input type="checkbox"/>	Muscogee (Creek) Nation
<input type="checkbox"/>	<input type="checkbox"/>	Alabama Quassarte Tribal Town	<input type="checkbox"/>	<input type="checkbox"/>	Poarch Band of Creek Indians
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Cherokee Nation	<input type="checkbox"/>	<input type="checkbox"/>	Quapaw Tribe of Oklahoma
<input type="checkbox"/>	<input type="checkbox"/>	Chickasaw Nation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Shawnee Tribe
<input type="checkbox"/>	<input type="checkbox"/>	Choctaw Nation of Oklahoma	<input type="checkbox"/>	<input type="checkbox"/>	Thlopthlocco Tribal Town
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Eastern Band of Cherokee Indians	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	United Keetoowah Band of Cherokee Indians in Oklahoma
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Eastern Shawnee Tribe of Oklahoma	<input type="checkbox"/>	<input type="checkbox"/>	Other—name of tribe
<input type="checkbox"/>	<input type="checkbox"/>	Kialegee Tribal Town	<input type="checkbox"/>	<input type="checkbox"/>	Other—name of tribe

The United Keetoowah Band of Cherokee Indians responded by email on 09/30/2012, stating they have no comments or objections to the proposed project.

The Cherokee Nation responded by email on October 25, 2012, stating they have no knowledge of any historic, cultural or sacred sites within the effected area.

The NAC coordination letter and both responses are located in Attachment H..

Hazardous Materials

- ☐ No underground storage tanks or sources of hazardous materials are, or have been, located in the project impact area. If any hazardous materials are found during construction they will be handled and disposed of in compliance with applicable federal and state regulation. Verification that there are not sites or a study is not needed is included as an attachment.
- ☒ Hazardous material site(s) are involved.
- ☐ The Hazardous Materials (Phase I ESA) Report is included in the Technical Studies attachment.

A Hazardous Material Evaluation was conducted for the South Waterfront Pedestrian Bridge project area based on regulatory file reviews, historic aerial photographs and topographic maps, city directory reviews, interviews of regulatory personnel and field observations. The combined findings of the evaluation indicated that three registered UST sites and two US Brownfields sites (Knox River Warehouses and Specialty Metals) are within or adjacent to the pedestrian bridge corridor. According to the Tennessee Department of Environment and Conservation Division of Underground Storage Tanks the three UST sites have received closure letters, and are therefore not expected to pose a concern for the project corridor.

Ground disturbing activities proposed in the vicinity of the south bridge landing may include pier and sidewalk construction and possible sidewalk removal and replacement. This would include excavation below the ground surface. The Hazardous Material Evaluation report indicated that a Phase II ESA was performed on the Specialty Metals property in 2011. Mercury, arsenic, barium chromium, lead, and polyaromatic hydrocarbons (PAHs) were detected in soils at levels exceeding the EPA Regional Screening Levels. The report stated that disturbances and excavation of soils on the Specialty Metals property during pier construction will require further characterization in order to determine proper handling and disposal of the soils from this property.

The report also stated that the adjacent Knox River Warehouses operated as a textile mill for over 45 years. It is possible that historical releases of petroleum hydrocarbons, metals, or PAHs from this property could have impacted the subsurface soils and/or groundwater in this area. If impacted soils are encountered during these activities, a Phase II ESA investigation may be necessary. The Phase II ESA would support either preconstruction remediation or a site health and safety plan/soil handling plan for construction.

In the event hazardous substances/wastes are encountered within the proposed right-of-way or other portions of the project corridor, their disposition shall be subject to the applicable sections of the Federal Resources Conservation and Recovery Act, as amended; the Comprehensive Environmental Response, Compensation, and Liability Act, as amended; and the Tennessee Hazardous Waste Management Act of 1977.

The Hazardous Materials Evaluation was reviewed by TDOT. In an email dated 03/06/2013, the TDOT Hazardous Materials Office stated that it had reviewed the report and found it to be acceptable, and they anticipate more information once the final alignment is tied down. Refer to the email dated 03/06/2013 located in Attachment I.

Environmental Justice

- ☒ No Environmental Justice issue is involved.
- ☐ Environmental Justice issues are involved.
- ☐ Environmental Justice documentation is included in the Technical Studies attachment.

The project will be in compliance with Executive Order 12898, which requires federal agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health and environmental effects, including the interrelated social and economic effects of their programs, policies, and activities on minority populations and low income populations in the United States.

It is not anticipated that the proposed project would disproportionately impact any environmental justice populations/communities.

Other Issues

- ☒ No other issues are involved.
- ☐ Other issues are involved.
- ☐ Supporting documentation of other issues is included as an attachment.

N/A.

Environmental Commitments

- ☒ Commitments are involved on the project and the list is found on the Environmental Commitments Green Sheet.
- ☐ Commitments are not involved on the project.

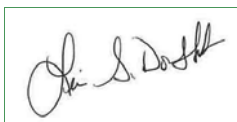
Preparer's Certification

I hereby certify that I have read and understand the *Guidance for TDOT Environmental Document Templates*.

This document has been reviewed for compliance with applicable federal, state, and local laws and regulations. It has been prepared in compliance with the Council on Environmental Quality Regulations for Implementing the Procedural Provision of the National Environmental Policy Act, 40 CFR 1500–1508, 23 CFR 771, and the Tennessee Environmental Procedures Manual. I hereby certify that I have read and understand 23 CFR 771.117(d).

This document has been prepared by experienced, technically competent, and knowledgeable professionals. I can attest to the document's quality, accuracy, and completeness. By signing this document I am further certifying that, to the best of my knowledge, it meets the criteria for a D-List Categorical Exclusion.

Prepared by:



10/24/2014

Leira Douthat
Project Manager
S&ME Inc.
865-970-0003
ldouthat@smeinc.com

**Local Government
Representative Signature
(if prepared by local
government):**



10/24/2014

Tom Clabo
Chief Civil Engineer
City of Knoxville
865-215-6100
tclabo@cityofknoxville.org

TDOT Approval

The Environmental Division TDOT has reviewed the proposed project for compliance with environmental laws and regulations. This project as proposed will not involve significant impacts to planned growth, land use, or existing travel patterns. The above findings demonstrate the fact that the proposed improvements will not indirectly or cumulatively have any significant environmental impacts. Therefore; it is our recommendation that this project be classified as a D-List Categorical Exclusion under the provision of 23 CFR 771.117(d).

Reviewed by:



10/24/2014

Drew Gaskins
Transportation Planner
TDOT Environmental Documentation Office

Approved by:

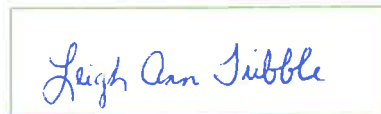


10/24/2014

Ann Epperson
Assistant Director
TDOT Environmental Documentation Office

FHWA Concurrence

Concurrence



10-29-14

Ms. Leigh Ann Tribble
Environmental Program Engineer
Federal Highway Administration- Tennessee Division Region 1

cc: TDOT Environmental Docs, TDOT
Region 1, TDOT Local Programs,
Mr. Ronnie Porter, Mr. Tom Clabo,
City of Knoxville, Ms. Leira Douthat

Attachments

Attachments



PIN 113061.00
South Waterfront Pedestrian Bridge
Attachment A
2011-2014 TIP

NOTE: This project was included in the 2011-2014 TIP, and the status is listed as "obligated" in the 2014-2017 TIP.

Knoxville Regional Transportation Planning Organization **TRANSPORTATION IMPROVEMENT PROGRAM FY 2011-2014**

TIP No.	2011-043	Revision No.	0
TDOT PIN		L RTP No.	944
Project Name	Tennessee River Pedestrian Crossing		
Lead Agency	City of Knoxville		
Total Project Cost	\$12,500,000		
Project Description	Greenway connecting Knoxville's South Waterfront to UT.		
Termini/Intersection			
Counties	Knox		
City/Agency	City of Knoxville		
Length		(miles)	Conformity Status Exempt
Additional Details	Local non-federal funding allocation updated from \$106,704 to \$133,380. Conformity Status: Exempt under 40 CFR 93.126		

Programmed Funds

FY	Type of Work	Funding Type	Total Funds	Federal	State	Local	Other
2011	PE-D	TCSP	\$666,900	\$533,520	\$0	\$133,380	\$0
Total			\$666,900	\$533,520	\$0	\$133,380	\$0

Revision Date	
Revision Details	
Previous TIP No.	2008-139



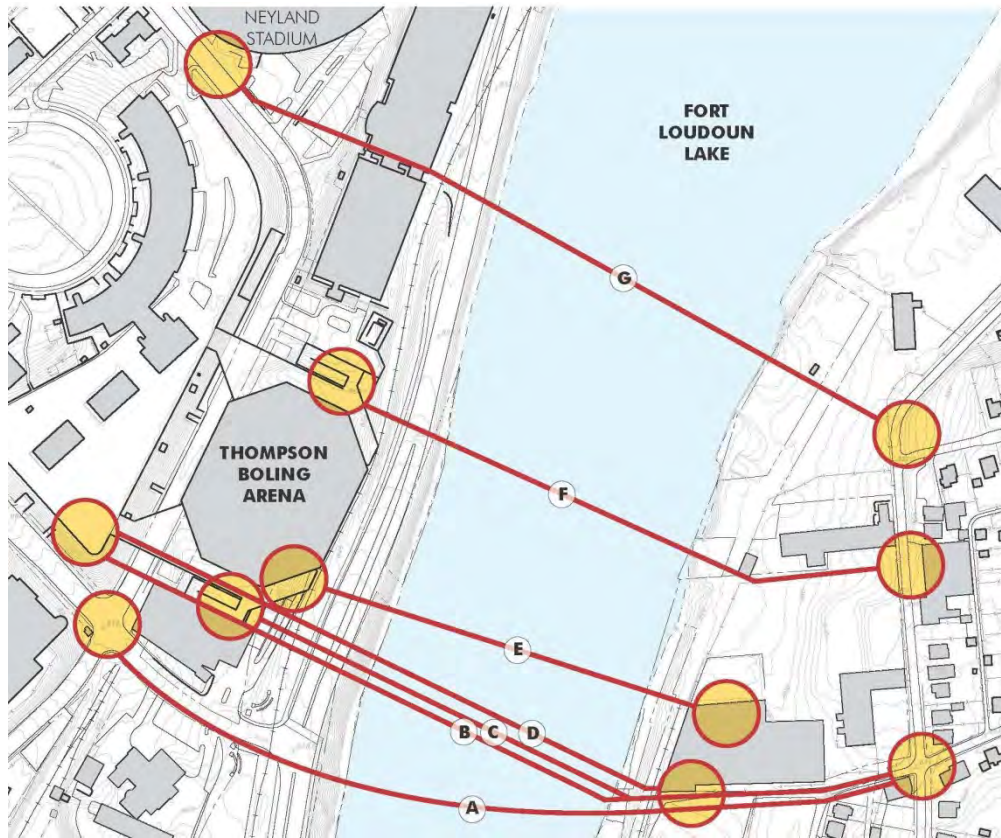


PIN 113061.00
South Waterfront Pedestrian Bridge
Attachment B
Project Location Maps, Conceptual Plans and Photographs

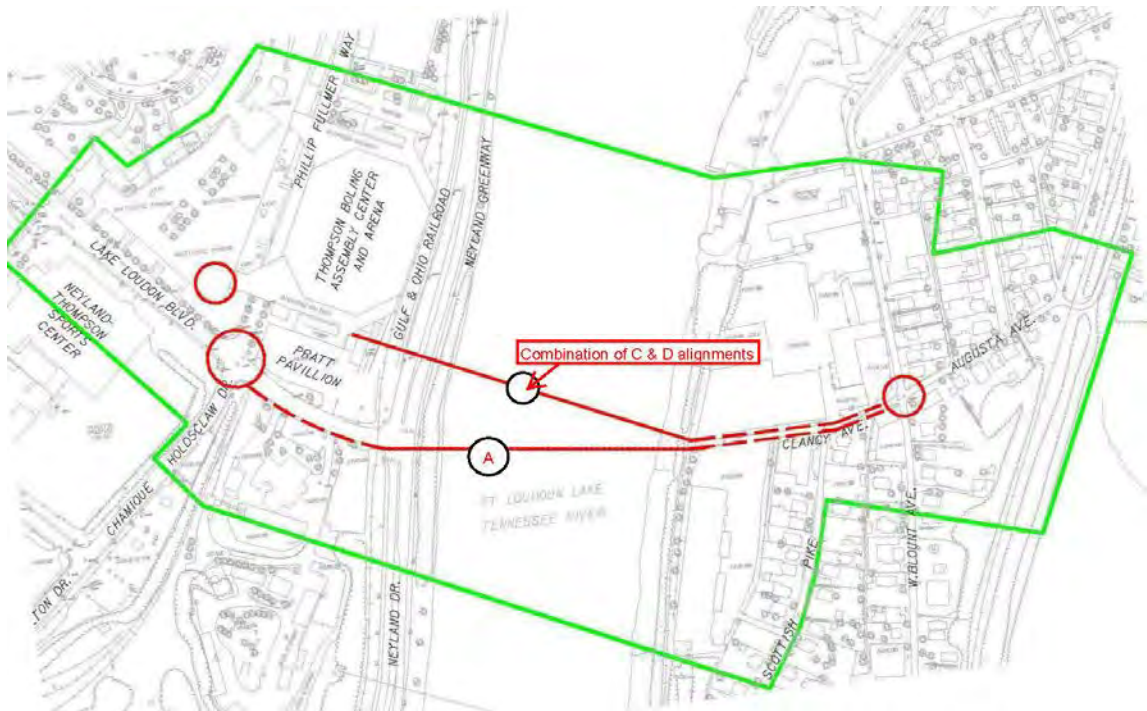




Evaluation Corridor for Proposed South Waterfront Pedestrian Bridge



Alternatives A through G that were considered for the Pedestrian Bridge



**Preferred Alternatives for the Pedestrian Bridge
(combination of C & D alignments selected)**



Preliminary Plans



Bridge Concept



North Landing Concept



South Landing Concept



1. Top deck of Thompson Boling Arena facing southeast towards proposed south landing of the pedestrian bridge.



2. Top deck of Thompson Boling Arena facing southeast.



3. Top deck of Thompson Boling Arena facing southeast.



4. Thompson Boling Arena parking lot facing southeast.



5. Entrance to Thompson Boling Arena at Fort Loudon Boulevard, facing southeast



6. Lake Loudon Boulevard at the entrance to Thompson Boling Arena, facing Northwest



7. Parking lot of Specialty Metals at proposed south landing for pedestrian bridge facing northwest towards the Tennessee River, which is just beyond the tree line.



8. South Clancy Avenue facing east. Scottish Pike on right.



9. South Clancy Avenue facing west towards Specialty Metals entrance.



10. Intersection of Clancy Avenue and Blount Avenue facing east.



11. Augusta Avenue at Cambridge Street facing east.



PIN 113061.00
South Waterfront Pedestrian Bridge
Attachment C
Public Meeting Information



KNOXVILLE SOUTH WATERFRONT Monthly Newsletter

Website Information:

No. 10-11 (October 2011)

www.cityofknoxville.org/southwaterfront

PRESS RELEASE

*Issued by the City of Knoxville
September 29, 2011*

The City of Knoxville announced today that the University of Tennessee has agreed with the continued development of the proposed pedestrian/bicycle bridge that would connect Knoxville's South Waterfront with the UT campus.

UT's decision came after staff members, who worked with the City of Knoxville's design consultants on the project for several months, determined that the conceptual design has the potential to benefit both the city and the University. That has led to the university's endorsement of the city's efforts to continue to review and refine the design.

The proposed landing for the bridge on the north (university) side of the Tennessee River is located between Thompson Boling Arena and Pratt Pavilion, and is intended to connect to an upper level exterior walkway – enabling students to walk or bike from the bridge into campus.

The City of Knoxville plans to unveil the preliminary design for the bridge and its landings during an open house on October 10, followed by a presentation at a City Council workshop on October 13. If the consensus is to move forward, the formal environmental review and permitting process could begin.

"I know the city still has a long way to go before the final decision is completed and any funding or construction decisions are made," said UT Chancellor Jimmy Cheek. "However, we feel comfortable that the project works from the university's standpoint."

The proposed bridge is part of the city's South Waterfront Vision Plan, a guide for long-term development of the south bank of the Tennessee River, a large segment of which is directly across from the UT campus.

"We're grateful to the University of Tennessee for its support of this project," said Knoxville Mayor Daniel Brown. "We value our relationship with UT and we're always pleased to work with the university on efforts like this one that could have some wonderful benefits for the city and the school."

SW-UT PEDESTRIAN / BICYCLE BRIDGE Conceptual Design Phase

October 2011 marks the first opportunity for public review of the recommended design for the bridge. Please note the meeting announcements below, and the press release to the left. Anyone interested in this project is encouraged to attend the meetings.

Public Meeting Announcements

SW-UT PEDESTRIAN / BICYCLE BRIDGE

Two meetings open to the public have been scheduled for review of the Conceptual Design for the Pedestrian / Bicycle Bridge connecting the South Waterfront to the University of Tennessee:

PUBLIC OPEN HOUSE

Monday, October 10, 2011

6:00 – 8:00 PM

Cityview Condominiums Club Room

445 W. Blount Avenue

Knoxville, TN

CITY COUNCIL WORKSHOP

Thursday, October 13, 2011

5:00 PM

Small Assembly Room

City County Building

400 Main Street

Knoxville, TN

The recommended Conceptual Design for the bridge and landings, along with other information, will be presented. A Draft Design Program is available for review on the City's South Waterfront website shown at the bottom of this page, or by clicking on the following link:

http://www.cityofknoxville.org/southwaterfront/draft_pedbicyclebridge.pdf

We hope to see you at the meetings!!

PROJECT UPDATE

Waterfront Drive / Suttree Landing Park

On June 24th, the Knox County Rail Authority approved the sale of the rail spur located on the future Suttree Landing Park property by the Knoxville & Holston River Railroad to KDCD (acting on behalf of the City). The spur runs parallel to the river, and will serve as the base for the section of Riverwalk that will cross through the park. This is the last piece of land needed to accommodate construction of the park.

Also, as part of the TVA / US Corps of Engineers permit for the park, a historic structures inventory report for the entire South Waterfront area was recently completed. The inventory is in draft form and has been submitted to several state and federal agencies for review. In the near future, the inventory will be made available for public review, and will be submitted to the City of Knoxville Historic Zoning Commission for review. The report will also be posted on the South Waterfront website once the agency reviews are complete.

SW-UT BRIDGE Working Group Meeting

The Bridge Working Group will meet to review the bridge design on October 10, 2011, at 2:00 PM in the Small Assembly Room, City County Building. The meeting is open to the public.

South Waterfront Development Department
400 Main Street, Room 503
Knoxville, Tennessee 37902



southwaterfront@cityofknoxville.org

Dave Hill, Senior Director
(865) 215-3764 dhill@cityofknoxville.org

KNOXVILLE SOUTH WATERFRONT BRIDGE DESIGN OPEN HOUSE: OCTOBER 10, 2011

MEETING SIGN-IN SHEET

NAME	ADDRESS	PREFERRED PHONE CONTACT #	E-MAIL ADDRESS
GRANT V. McDERMOTT	P.O. Box 2301 KNOXVILLE, TN 37901	865-777-5807	GRANT.V.McDERMOTT@MORGANKEEGAN.COM
Frances Adams-O'Brien	5300 Stoneoak Lane 37920		faobrien57@gmail.com
Jeff Maples	University of Tennessee	865-974-3061	maples@utk.edu
John Sanders	514 W JACKSON AVE	329-0346	jsanders@sanderspace.com
Duane & Rhonda Bias	2501 Robin Berry Lane Knox 37924	637-1946	duanebias@comcast.net
Joe Sullivan	3813 Maloney Rd	921-4983	Sullivan@metropolisp.com
Kevin Hill	509 Cambridge	719-7436	thehills2007@hotmail.com
Jerry Britton	2389 John Deere Drive	865-595-0363	j.britten@brittanbridge.com
John & Kathy McLeod	5321 Peregrine Crest Pkwy	540-321-6178	Kathy.Choneytreeck.com
Sam Adams	5300 Stoneoak Lane 37920	865-577-8821	Smada.home@gmail.com
GARY E. DRITSCH	406 MILLERS 37920	865-573-7355	GARYEDRITSCH@BELL SOUTH.NET
Charlotte Rinehiser	2504 Scottish Pike 37920	865 573 4087	174081@comcast.net
JIM HAGERMAN	2222 Island Home Blvd 37920	865 579 6048	HELLBIKER@VID.IONEMAIN.COM
SUSAN MALBIN	307 YOKUM PKWY ALEXANDRIA VA 22304	202 390-3301	susan-malbin@hotmail.com
Sean Dunehew	Apt 424		seandunehew@yahoo.com
ALVIN NANCE	901 N. BROADWAY K-TN 37914	(865) 403-1106	ANANCE@KLCDC.ORG
Steve King	1400 Lorraine St, Knoxville, TN 37921	865-215-6103	sKing@cityofknoxville.org
JOHN HUNTER	1400 LORRAINE ST. 37921	865-215-6100	JTHUNTER@cityofknoxville.org
Randall Kenner	RM 654A City County Bldg	865-215-3710	RKenner@cityofknoxville.org
NATHAN HUNTER	2173 HUSBORO HEIGHTS 37920	225-772-7393	nathanielhunter@hotmail.com

KNOXVILLE SOUTH WATERFRONT BRIDGE DESIGN OPEN HOUSE: OCTOBER 10, 2011

MEETING SIGN-IN SHEET

NAME	ADDRESS	PREFERRED PHONE CONTACT #	E-MAIL ADDRESS
Madeline Rogers	418 Woodlawn Pike 37920	609-6878	rogers@Comcast.net
Juni Foote -	4847 Tomache Dr. 37909	454-1553	Foote4847@Comcast.net
William Terry	4812 Tomache Dr. 37909	556-5966	Terry, W @Comcast.net
Jim Staub	2128 Spence Pl 37920	850-7994	—
Robert Tanner	2646 Scottish Pike 37920	865-544-2000	waterfront@2646scottishpike.com
Bob Thompson	8136 Jonesboro 37920	577 1560	T3ANDPC@bellsouth.net
Martin Pleasance	4937 Reed Lane 37920		martin_pleasant@yahoo.com
Monte Stanley	3029 Davenport 37920	621-3745	MWStan@comcast.net
Sean Vasington	524 S Gay St #201 37902	522-2752	Sean@Cija.com
MAXI FRANK	555 W JACKSON AVE #502 37902		maxitittel@gmail.com
MICHAEL DAVIS	504 N CENTRAL ST APT 2 37911	931.409.7540	Michael.alan.davis@gmail.com
Marie Parrish-CITYVIEW	(Please add me to email newsletter)		marie.parrish@CITYVIEWTV.com
Lib Neff	5201 Yorktown	661-4633	libneff@comcast.net
Bob Neff	5201 Yorktown	"	"
CHUCK DRAPER	779 MORRIS ST #5	865-442-3048	cdraper2@ntk.edu
Jack O'Hanlon	313 N. GAY ST	" 546-6735	johanlon@ohginc.com
Regina Ann Borowicz	730 Avenue A	646-8482	REGISB9@CS.COM
John Thurman	703 Forest Heights Rd.	865.544.2000	jthurman@mhnia.com

KNOXVILLE SOUTH WATERFRONT BRIDGE WORKING GROUP MEETING: OCTOBER 11, 2011

MEETING SIGN-IN SHEET

NAME	ADDRESS	PREFERRED PHONE CONTACT #	E-MAIL ADDRESS
David Cook	901 N. Broadway KVC	403-1188	dcook@kcdc.org
Mark Rauhuff	KUB	558-2757	mark.rauhuff@kub.org
HOYLE GILL	6505 S. NORTHSIDE DR 37909	584-3543	gill@microceru.com
Bill Taylor	2547 Scottish PK KV 37920	603-2056	taylor1618@bellsouth.net
Dave Hill	Rm 503, 400 Main Street, Knox 37902	865 215 3764	dhill@cityofknoxville.org
SUSAN McCollum	TVA	865-632-8073	smccollum@TRA.gov
Janet Duffey	Eastern Region TVA 260 Interchange Permitting PK Dr. Lenoir City 37722	865 632 1302	jlduffey@tra.gov
Bob Bowers	WSA	865/963-4300	rbowers@willburysmith.com
Sean Vasington	CRJA 524 S Gray St #201	522-2752	sean@crja.com
Liz Porter	S&ME 143 Topside Rd Louisville 37777	970-0003	lporter@smcinc.com
Mike Stomen	S&ME	970-0003	mstomen@smcinc.com
BRANDON RACE	SANDERS RACE ARCHITECTURE 514 W. JACKSON	729-0916	bracer@sanderspace.com
David Watson	1300 N Broadway 37917	(865) 603-3988	david@etcdc.org
Jeff Maples	405B Andy Holt Tower Univ. of TN	(865) 974-3061	maples@utk.edu
JOHN HUNTER	1400 LORRAINE STREET 37921	(865) 215-6100	jthunter@cityofknoxville.org
Pec Claussen	472 W. Cumberland AVE 37902	(865) 525-9400	pec@GULFANDOHIO.COM
Joe Hultquist	2290 Fisher Place 37920	(865) 579-5172	joseph44@bellsouth.net
Ellen Zavisca	CCB Suite 403	865 215-2500	ellen.zavisca@knoxtrans.org

KNOXVILLE CITY COUNCIL WORKSHOP

SOUTH WATERFRONT PEDESTRIAN BRIDGE

Minutes of Meeting

October 13, 2011

Members Present—Mayor Daniel Brown; Vice Mayor Joe Bailey; Councilpersons Nick Della Volpe, Duane Grieve, Brenda Palmer, Nick Pavlis, Charles Thomas

Team Members—Dick Lawrie, Bob Bowers, Sean Vasington, Brandon Pace, Mike Stomer, Liz Porter

Dave Hill initiated the discussion with brief introductory remarks:

- City contracted with Lawrie & Associates in the Fall of 2010 to initially undertake Program Development for the project. This included development of a Design Program, a Concept Design for the main span bridge and north and south landings, and initiation of an Environmental Review and Permitting Process.
- Explained that the purpose of the discussion is for the Lawrie Team to update City Council on its progress to date and to present its final recommended Concept Design.
- Described the proposed alignment for the bridge – a connection to the west side pedestrian plaza of Thompson Boling Arena on the north bank and the extension of Clancy Avenue on the south bank. He noted that this alignment was chosen after considerable deliberation for three primary reasons: 1) it provides a connection to the heart of the UT campus at a location that the UT administration has endorsed; 2) It is strategically spaced between other bridges which provide pedestrian crossing of the river; and 3) It provides good connectivity for both recreation and functionality.
- Noted that project development would require a rather complex environmental approval and permitting process and that the right-of-way acquisition process would involve property owned by TDOT, the G&O Railroad, TVA and UT in addition to private property owners on the south bank.
- Noted that City staff has had continuing coordination with the UT campus administration.
- Noted that bridge construction could begin in a 3-5 year window but would likely be timed to coincide with redevelopment of the South Waterfront area which at this point is dependent on an improving economy.

- Concluded that with City Council concurrence, project development was ready to move toward the environmental assessment and preliminary design phases and detailed discussion of the funding strategy.

The Lawrie Design Team then presented a detailed review of progress to date. In his opening remarks, Dick Lawrie noted that the Team was fully committed to the goal of excellence in bridge design with strong emphasis on economical construction. There followed a detailed discussion with graphics of the three main components; the main span, the north landing and the south landing.

Main Span

The recommended structure is a single arch that would span the entire 710 ft. width of the river. It likely would be a concrete structure although steel is an option. Approach spans would also be required on the north bank to cross Neyland Drive and the G&O Railroad to reach Thompson Boling Arena and on the south bank toward Blount Avenue to provide an acceptable grade for walking and biking.

North Bank

The bridge would connect to the upper level pedestrian plaza on the westerly end of Thompson Boling Arena. The Concept Design proposes multi-phase development of the campus connection with the long term plan being undertaken in conjunction with future (and currently unbudgeted) campus redevelopment in this area. An interim connection can be developed which has minimal impact on University facilities. An elevator would be provided along with the existing ramp (which does not meet ADA requirements) to reach Phillip Fulmer Boulevard and via that street and Lake Loudon Boulevard to reach the Neyland Drive Greenway.

South Bank

The elevation of the main span deck at the south riverbank is approximately 30 ft. above ground, so an approach span will be needed that will extend to the vicinity of Blount Avenue. It was explained that this approach span should be designed in conjunction with south bank private development in order to maximize connectivity and economy of construction of both public and private projects.

Liz Porter with S&ME described the environmental clearance process which will include TDOT, TVA, TDEC, the Corps of Engineers and other regulatory agencies. She noted that the Team's current scope of services includes initiation of this process and that it can begin as soon as there is final agreement on the location of the main span.

Questions, Comments and Discussion

- Based on questions from Councilpersons, Dave Hill provided the following information regarding the probable development cost of the project and the current budget availability for same. Estimated probable cost of project: \$17.3M-\$20.5M with a breakdown of \$11.3M for the main span, \$5M for the north landing and \$4.2M for the south landing. Budget: The current Concept Design work is being funded by a \$600K grant. An additional \$7.425M is available thru budgeted (TPO) transportation funds and there is an \$8M reserve fund for South Waterfront development.
- Ms. Susan Mauldin, a South Knoxville property owner who currently lives in Alexandria, VA, said that south Knoxville needs an economic stimulus and that she considers the South Waterfront plan and this project to be excellent. She said the project might provide UT with the opportunity to expand its campus to the South Knoxville area which would perhaps allow their financial involvement.
- Robert Tanner, 2646 Scottish Pike, also voiced support for the bridge, noting that it would provide another connection to the established greenway system.
- In response to a question from Councilman Della Volpe, Dick Lawrie indicated that indeed the bridge design would take into account heavy pedestrian loading from such groups as marching bands, UT game-day crowds and Boomsday.
- In response to questions from Councilman Della Volpe and Vice Mayor Bailey, Sean Vassington said that the Team had considered seven different alignments for the bridge prior to making a final recommendation and explained the reasoning for that decision. He also said that direct connection to Neyland Drive and the existing greenway was not practical as there was a 27 ft. elevation difference due to the clearance requirement over the barge channel.
- Councilman Brown said that final design architecture must be carefully conceived in consideration of cost, aesthetics and safety.
- Councilman Grieve commented that the proposed bridge was a beautiful structure but expressed concern about funding for the project.
- Councilman Pavlis expressed cautious optimism about funding; suggesting that the project must be coordinated with increased tax revenue from South Waterfront redevelopment. He also noted that the project represents an opportunity for a direct tie to the proposed "urban wilderness". Finance Director York indicated that the tax increment for FY 10/11 was \$3.6M.
- Councilwoman Palmer said that the proposed design is beautiful and that the project offers a great opportunity for development in the area.
- Councilman Thomas said that he also liked the design, especially because it did not include any piers in the river.

- Dave Hill reiterated that the UT administration has indicated their approval of the plan and location and sees the bridge as complimentary to the campus.

Dave Hill concluded the discussion with some additional thoughts on the budget and urged City Council consideration of an additional budget authorization in the short term to allow the Lawrie Team to proceed to preliminary design.



PIN 113061.00
South Waterfront Pedestrian Bridge
Attachment D
Agency Coordination Letters



DEPARTMENT OF THE ARMY
NASHVILLE DISTRICT, CORPS OF ENGINEERS
3701 Bell Road
NASHVILLE, TENNESSEE 37214

REPLY TO
ATTENTION OF:

February 6, 2013

Regulatory Branch

SUBJECT: File No. 2013-00142; Pedestrian Bridge Connecting South Knoxville and UTK,
City of Knoxville, Knox County, Tennessee (Local Government Program Initial Coordination,
PIN 113061.00)

Ms. Scarlett Sharpe
Tennessee Department of Transportation
Environmental Documentation Office – Local Programs
Suite 900, James K. Polk Building
Nashville, TN 37243-0334

Dear Ms. Sharpe:

This is in response to your January 3, 2013, request for our comments concerning the subject project. We understand that the project proposal may not have specific design plans at this time, and this inquiry is an initial review to obtain grant funds. The U.S. Army Corps of Engineers (USACE) has regulatory responsibilities pursuant to Section 404 of the Clean Water Act (33 U.S.C. 1344) and Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403). Under Section 10, the USACE regulates any work in, or affecting, navigable waters of the U.S. Under Section 404, the USACE regulates the discharge of dredged and/or fill material into waters of the U.S., including wetlands.

A review of the information provided indicates an activity that would not involve work in waters of the US (streams and/or wetlands). Therefore, a Department of the Army permit would not be required.

If you have questions or need further assistance, please contact me at the above address or phone (615) 369-7504. Thank you for the opportunity to participate in your planning process.

Sincerely,

Lisa R. Morris

Lisa R. Morris
Project Manager
Operations Division



United States Department of the Interior

FISH AND WILDLIFE SERVICE

446 Neal Street
Cookeville, TN 38501

January 23, 2013

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

Subject: FWS# 13-CPA-0179. Proposed pedestrian bridge over the Tennessee River connecting South Knoxville Waterfront and the University of Tennessee at Knoxville; State Project No: 47LPLM-FO-038, Federal Project No: TCSP-9TN(2), PIN# 113061.00, Knox County, Tennessee.

Dear Ms. Sharpe:

Thank you for your correspondence dated October 16, 2012, regarding the proposed pedestrian bridge over the Tennessee River connecting South Knoxville Waterfront and the University of Tennessee at Knoxville in Knox County, Tennessee. The project would involve construction of a full span bridge to improve access between the north and south sides of the Tennessee River and promote investment and redevelopment in the South Waterfront area. The Tennessee Department of Transportation (TDOT) has requested our comments on federally listed species, wetlands, or other areas of concern for this project. Personnel of the U.S. Fish and Wildlife Service (Service) have reviewed the subject proposal and offer the following comments.

A review of our endangered species database indicates that a number of federally-listed species historically inhabited this reach of the Tennessee River, but have likely been extirpated. TDOT has committed to protective measures which include construction of a full span bridge and proper implementation of erosion and sediment control measures. A survey of forested habitat within the project area concluded that no suitable summer roosting habitat is present for the federally endangered Indiana bat (*Myotis sodalis*).

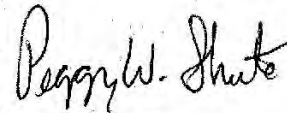
We are unaware of any federally listed or proposed species that would be adversely affected by this project. Therefore, based on the best information available at this time, we believe that the requirements of section 7 of the Endangered Species Act of 1973, as amended, are fulfilled for all species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

Information available to the Service does not indicate that wetlands exist in the vicinity of the proposed project. However, our wetland determination has been made in the absence of a field inspection and does not constitute a wetland delineation for the purposes of Section 404 of the Clean Water Act. The Corps of Engineers should be contacted if other evidence, particularly that obtained during an on-site inspection, indicates the potential presence of wetlands.

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,

for 
Mary E. Jennings
Field Supervisor



TENNESSEE WILDLIFE RESOURCES AGENCY

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

January 4, 2013

Scarlett Sharpe
Senior Transportation Planner
Tennessee Department of Transportation
James K. Polk Building, Suite 900
Environmental Documentation Office
505 Deaderick Street
Nashville, TN 37243-7120

Re: Agency Coordination and Environmental Review
Pedestrian Bridge Connecting South Knoxville Waterfront and the University of
Tennessee at Knoxville
Knoxville, Knox County, Tennessee
State Project No: 47LPLM-F0-038, Federal Project No.: TCSP-9TN(2)
PIN No.: 113061.00

Dear Ms. Sharpe:

The Tennessee Wildlife Resources Agency has reviewed the information that you provided regarding the proposed pedestrian bridge project connecting South Knoxville Waterfront and the University of Tennessee at Knoxville, Knox County, Tennessee. Your letter to us requested comments by our agency regarding potential impacts to endangered species, wetlands, and other areas of concern as we may think pertinent due to this proposed project.

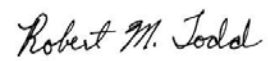
The proposed project consists of constructing a pedestrian bridge over the Tennessee River within a 1,930 foot by 80 foot corridor in Knoxville, Tennessee. It is our understanding the amount of right-of-way and/or easements have not been determined yet, the project is located in the 100-year floodplain and the City of Knoxville will address FEMA requirements, the Tennessee River will be crossed but will be spanned by the pedestrian bridge, and no wetlands were found within the project footprint as a result of a survey. Five federally listed mussels, two listed fish, and two listed bat species have been documented near proposed project but it is unlikely that impacts to listed mussels and fish would occur since construction activities are limited to riverbanks and the edge of the river at both landing sites. It is our understanding the City's natural resource consultant's evaluation of the trees at the landings determined that suitable habitat for the Indiana bat is not present. Based upon these understandings, we concur that the proposed project meets the criteria for Categorical Exclusion.

Thank you for the opportunity to review and comment on this proposed project. If you have further questions regarding this matter, please contact me at 615-781-6572.

The State of Tennessee

IS AN EQUAL OPPORTUNITY, EQUAL ACCESS, AFFIRMATIVE ACTION EMPLOYER

Sincerely,

A handwritten signature in black ink that reads "Robert M. Todd". The script is cursive and fluid, with the first letters of each word being capitalized and prominent.

Robert M. Todd
Fish and Wildlife Environmentalist

cc: Vincent Pontello, Wildlife Biologist/East TN TDOT Liaison
Rob Lindbom, Region IV Habitat Biologist
Bart Carter, Region IV Fisheries Coordinator
John Gregory, Region IV Manager
John Griffith, USFWS

From: [David Withers](#)
To: [Scarlett Sharpe](#); [Chelsea Broach](#)
Cc: [Leira Douthat](#)
Subject: RE: PIN 113061.00 Pedestrian Bridge Connecting South Knoxville and UTK, Knox County
Date: Thursday, January 10, 2013 1:55:16 PM



Dear Ms. Sharpe-

Thank you for the opportunity to review this project for potential impacts to rare, threatened, and endangered species. Based on the project description, we cannot envision any impacts to species of concern.

We hope the project goes well.

Please contact me if you have any questions.

Kind regards-

Dw

David Ian Withers
Heritage Zoologist
Tennessee Natural Heritage Program
7th Floor L&C Tower, 401 Church Street
Nashville, TN 37243-0447
(615) 532-0441, (615) 532-3019 fax
david.withers@tn.gov
<http://tn.gov/environment/na/nhp.shtml>

From: Scarlett Sharpe
Sent: Thursday, January 03, 2013 2:44 PM
To: David Withers; Chelsea Broach
Cc: 'Leira Douthat' (LDouthat@smeinc.com)
Subject: PIN 113061.00 Pedestrian Bridge Connecting South Knoxville and UTK, Knox County

Dear Sir and Madam,

The Tennessee Department of Transportation (TDOT) in coordination with the City of Knoxville, Tennessee requests your agency's comments regarding this federally funded projects possible impact on endangered species, wetlands and any other area of concern you may think pertinent. Section 7(a)(2) of the Endangered Species Act requires federal agencies to consult with the Secretary of Interior (i.e., U.S. Fish Wildlife Service) to insure that federal actions are not likely to jeopardize the continued existence of endangered or threatened species or result in the destruction or adverse modification of critical habitat. In accordance with 50 CFR 402.8, the federal agency, the Federal Highway Administration (FHWA), can designate in writing a non-federal representative to conduct informal consultation. The FHWA has so designated TDOT.

If you have any questions or need further information about the project, I may be contacted at the

TDOT information shown below.

Please use the Reply All for your response as no paper copy is required.

Thank you,
Scarlett

Scarlett Sharpe
Senior Transportation Planner

Tennessee Department of Transportation
James K. Polk Building, Suite 900
Environmental Documentation Office
505 Deaderick Street
Nashville, Tennessee 37243-7120
615-741-5369 – Direct
Scarlett.sharpe@tn.gov



Gresham, Smith & Partners
511 Union Street, Suite 1400
Nashville, Tennessee 37219-1710
615-770-8542 – Direct
scarlett_sharpe@gsynet.com



PIN 113061.00
South Waterfront Pedestrian Bridge
Attachment E
FEMA Map



PIN 113061.00
South Waterfront Pedestrian Bridge
Attachment F
Air/Noise Statement and e-mail IAC Coordination Responses

Joe Matlock

From: Darlene Reiter
Sent: Thursday, October 11, 2012 10:50 AM
To: Joe Matlock
Subject: RE: Pedestrian Bridge Connecting South Knoxville and the University of Tennessee at Knoxville - PIN 113061.00
Attachments: 113061.00 PM25 Clearance Record.pdf; IAC Concurrence Responses Knoxville 9-28-12.pdf

Joe —

The air quality and noise statements for this project are provided below.

Air Quality

Transportation Conformity

This project is located in the Knoxville ozone and PM_{2.5} nonattainment areas. However, the project is exempt from conformity.

The Knoxville Area Interagency Consultation (IAC) Group concurred with the exempt status of the project on the following dates: FHWA, October 2, 2012; EPA, October 1, 2012; TDEC, October 2, 2012; and Knox County, October 1, 2012. The PM_{2.5} clearance record and IAC concurrence responses are attached.

Mobile Source Air Toxics (MSATs)

This project is exempt from MSATs analysis since it is exempt from conformity per FHWA's *"Interim Guidance Update on Air Toxic Analysis in NEPA Documents."*

Noise

This project is Type III; therefore, a noise study is not needed.

- Darlene

Darlene Reiter, Ph.D., P.E.
TDOT Environmental Division Consultant
(615) 574-8102

Project-Level Conformity

PIN

Federal Project Number

Conformity Type

County

IAC Group

Type

Priority

**Project Description**

Route Name

Project Description**Project Origination**

Date Need Identified

Determination Requested By

Data Collection

Date Traffic Data Requested

Source of Traffic Data

TDOT Conclusion

Conformity Determination

Date of Determination

Interagency Consultation (IAC)

IAC Status

Deadline for IAC Comments

Agency Concurrence Dates

FHWA EPA

FTA TDEC

Notification And Notes

Date of TDOT Internal Notification

[Reply](#) [Reply All](#) [Forward](#)

RE: Knoxville PM2.5 Exempt List, September 28, 2012

corbin.davis@dot.gov

To: Darlene Reiter; Alan Jones; Angela Midgett; Benjamin.Lynorae@epa.gov; teresa_cantrell@nps.gov; Mike.Conger@knoxtrans.org; richd@mymorristown.com; Jim Ozment; laliddington@aqm.co.knox.tn.us; Marc Corrigan; Elizabeth.Martin@dot.gov; asmcDaniel@aqm.co.knox.tn.us; jim_renfro@nps.gov; Robert Rock; Ronnie Porter;

Tuesday, October 02, 2012 9:40 AM

Re: Darlene Reiter: All Exempt (2 Months) Expires 12/31/2012

Greetings,

The FHWA Tennessee Division concurs with TDOT's recommendation that the projects listed below are exempt from transportation conformity.

Regards,
Corbin

Corbin Davis

Planning & Air Quality Specialist
Federal Highway Administration
Tennessee Division
404 BNA Drive
Building 200, Suite 508
Nashville, TN 37217

corbin.davis@dot.gov

Phone: 615-781-5767

Fax: 615-781-5773

From: Darlene Reiter [mailto:Darlene.Reiter@tn.gov]

Sent: Friday, September 28, 2012 12:01 PM

To: Alan Jones; Angela Midgett; Benjamin, Lynorae; Cantrell, Teresa; Conger, Mike; D, Rich; Davis, Corbin (FHWA); Jim Ozment; Liddington, L; Marc Corrigan; Martin, Elizabeth (FTA); McDaniel, A; Renfro, Jim; Robert Rock; Ronnie Porter; Sheckler, Kelly; Smith, Dianna; Tribble, Leigh Ann (FHWA); Welch, Jeff

Subject: Knoxville PM2.5 Exempt List, September 28, 2012

Knoxville Area IAC -

TDOT recommends that the following project be classified as EXEMPT from Transportation Conformity:

County	PIN	Description
Knox	115213.00	Sidewalk Improvements: South Castle Street
Knox	113061.00	Pedestrian/Bicycle Bridge Connecting South Knoxville Waterfront and UTK
Loudon	115750.00	Northbound I-75 Exit 81: Safety Improvements
Knox	117574.00	Resurfacing: SR 1
Knox	117578.00	Resurfacing: SR 115
Loudon	117581.00	Resurfacing: SR 95
Anderson	117582.00	Resurfacing: SR 61
Knox	117584.00	Resurfacing: SR 33
Knox	084646.01	Resurfacing: SR 331

[Reply](#) [Reply All](#) [Forward](#)

(10) Re: Knoxville PM2.5 Exempt List, September 28, 2012

Kelly Sheckler [Sheckler.Kelly@epamail.epa.gov]

To: Darlene Reiter
Cc: Alan Jones; Angela Midgett; McDaniel, A [asmcdaniel@aqm.co.knox.tn.us]; Davis, Corbin [corbin.davis@dot.gov]; Dianna Smith [Smith.Dianna@epamail.epa.gov]; Martin, Elizabeth [Elizabeth.Martin@dot.gov]; Welch, Jeff [Jeff.Welch@knoxtrans.org]; Jim Ozment; Renfro, Jim [jim_renfro@nps.gov]; Liddington, L

Monday, October 01, 2012 7:08 AM

Retention Policy: All Folders (3 Months) Expires: 12/30/2012

EPA concurs that these 10 projects are exempt from transportation conformity.

Kelly Sheckler
 US Environmental Protection Agency- Region 4
 Diesel Collaborative and Transportation Outreach Liaison
 61 Forsyths Street
 Atlanta, Georgia 30303
 (404) 562-9222
 Sheckler.Kelly@epa.gov

-----Darlene Reiter <Darlene.Reiter@tn.gov> wrote: -----

To: Alan Jones <Alan.Jones@tn.gov>, Angela Midgett <Angela.Midgett@tn.gov>, Lynorae Benjamin/R4/USEPA/US@EPA, "Cantrell, Teresa" <teresa_cantrell@nps.gov>, "Conger, Mike" <Mike.Conger@knoxtrans.org>, "D, Rich" <richd@mymorristown.com>, "Davis, Corbin" <corbin.davis@dot.gov>, "Jim Ozment" <Jim.Ozment@tn.gov>, "Liddington, L" <laliddington@aqm.co.knox.tn.us>, Marc Corrigan <Marc.Corrigan@tn.gov>, "Martin, Elizabeth" <Elizabeth.Martin@dot.gov>, "McDaniel, A" <asmcdaniel@aqm.co.knox.tn.us>, "Renfro, Jim" <jim_renfro@nps.gov>, Robert Rock <Robert.Rock@tn.gov>, "Ronnie Porter" <Ronnie.Porter@tn.gov>, Kelly Sheckler/R4/USEPA/US@EPA, Dianna Smith/R4/USEPA/US@EPA, "Tribble, Leigh Ann" <LeighAnn.Tribble@fhwa.dot.gov>, "Welch, Jeff" <Jeff.Welch@knoxtrans.org>
 From: Darlene Reiter <Darlene.Reiter@tn.gov>
 Date: 09/28/2012 01:01PM
 Subject: Knoxville PM2.5 Exempt List, September 28, 2012

Knoxville Area IAC -

TDOT recommends that the following project be classified as EXEMPT from Transportation Conformity:

County	PIN	Description
Knox	115213.00	Sidewalk Improvements: South Castle Street
Knox	113061.00	Pedestrian/Bicycle Bridge Connecting South Knoxville Waterfront and UTK
Loudon	115750.00	Northbound I-75 Exit 81: Safety improvements
Knox	117574.00	Resurfacing: SR 1
Knox	117578.00	Resurfacing: SR 115
Loudon	117581.00	Resurfacing: SR 95
Anderson	117582.00	Resurfacing: SR 61
Knox	117584.00	Resurfacing: SR 33
Knox	084646.01	Resurfacing: SR 331
Knox	117617.00	Resurfacing: SR 131

[Reply](#) [Reply All](#) [Forward](#)

RE: Knoxville PM2.5 Exempt List, September 28, 2012

Marc Corrigan

To: Darlene Reiter; Alan Jones; Angela Midgett; Benjamin, Lynorae [Benjamin.Lynorae@epa.gov]; Cantrell, Teresa [teresa_cantrell@nps.gov]; Conger, Mike [Mike.Conger@knoxtrans.org]; D, Rich [richd@mymorristown.com]; Davis, Corbin [corbin.davis@dot.gov]; Jim Ozment; Liddington, L [llaliddington@aqm.co.knox.tn.us]; Martin, Elizabeth

Tuesday, October 02, 2012 10:20 AM

Retention Policy: All Folders (3 Months) Expires: 12/31/2012

Darlene,

TAPCD agrees with TDOT's determination that the projects listed below are exempt from transportation conformity.

Marc

From: Darlene Reiter

Sent: Friday, September 28, 2012 12:01 PM

To: Alan Jones; Angela Midgett; Benjamin, Lynorae; Cantrell, Teresa; Conger, Mike; D, Rich; Davis, Corbin; Jim Ozment; Liddington, L; Marc Corrigan; Martin, Elizabeth; McDaniel, A; Renfro, Jim; Robert Rock; Ronnie Porter; Sheckler, Kelly; Smith, Dianna; Tribble, Leigh Ann; Welch, Jeff

Subject: Knoxville PM2.5 Exempt List, September 28, 2012

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Knox	117584.00	Resurfacing: SR 33
Knox	084646.01	Resurfacing: SR 331
Knox	117617.00	Resurfacing: SR 131

More details are provided in the attached spreadsheet. TDOT requests your concurrence with our recommendation that this project is EXEMPT.

Please respond no later than close of business (4:30 central time) on **October 12, 2012**. If TDOT does not receive a response to the contrary then TDOT will assume that you concur with our recommended determination.

Thank you.

Darlene D. Reiter, Ph.D., P.E.
TDOT Environmental Division Consultant
(615) 574-8102

[Reply](#) [Reply All](#) [Forward](#)**RE: Knoxville PM2.5 Exempt List, September 28, 2012**

Arthur S. McDaniel [asmcdaniel@aqm.co.knox.tn.us]

To: Darlene Reiter

Monday, October 01, 2012 7:56 AM

Retention Policy: All Folders (3 Months) expires: 12/30/2012

Knox County Air Quality Management concurs.

Steve McDaniel, P.E.

Knox County Air Quality Management

From: Darlene Reiter [mailto:Darlene.Reiter@tn.gov]**Sent:** Friday, September 28, 2012 1:01 PM**To:** Alan Jones; Angela Midgett; Benjamin, Lynorae; Cantrell, Teresa; Conger, Mike; D, Rich; Davis, Corbin; Jim Ozment; Liddington, L; Marc Corrigan; Martin, Elizabeth; McDaniel, A; Renfro, Jim; Robert Rock; Ronnie Porter; Sheckler, Kelly; Smith, Dianna; Tribble, Leigh Ann; Welch, Jeff**Subject:** Knoxville PM2.5 Exempt List, September 28, 2012

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More details are provided in the attached spreadsheet. TDOT requests your concurrence with our recommendation that this project is EXEMPT.

Please respond no later than close of business (4:30 central time) on **October 12, 2012**. If TDOT does not receive a response to the contrary then TDOT will assume that you concur with our recommended determination.

Thank you.

Darlene D. Reiter, Ph.D., P.E.

TDOT Environmental Division Consultant

(615) 574-8102

D - L - C - R - S



PIN 113061.00
South Waterfront Pedestrian Bridge
Attachment G
SHPO Letter



TENNESSEE HISTORICAL COMMISSION
STATE HISTORIC PRESERVATION OFFICE
2941 LEBANON ROAD
NASHVILLE, TENNESSEE 37214
OFFICE: (615) 532-1550
www.tnhistoricalcommission.org

August 13, 2014

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

RE: FHWA, EFFECT DETERMINATION, SOUTH WATERFRONT PEDESTRIAN BR., KNOXVILLE,
KNOX COUNTY, PIN# 113-61.00

Dear Ms. Sellers:

Pursuant to your request, received on Thursday, August 7, 2014, this office has reviewed documentation concerning the above-referenced undertaking. This review is a requirement of Section 106 of the National Historic Preservation Act for compliance by the participating federal agency or applicant for federal assistance. Procedures for implementing Section 106 of the Act are codified at 36 CFR 800 (Federal Register, December 12, 2000, 77698-77739)

Based on the information provided, we find that the project area contains eight cultural resources eligible for listing in the National Register of Historic Places. We further find that the project as currently proposed will not adversely affect any of these resource.

Unless project plans change, this office has no objection to the implementation of this project. Should project plans change, please contact this office to determine what additional action, if any, is necessary. Questions and comments may be directed to Joe Garrison (615) 770-1092. Your cooperation is appreciated.

Sincerely,

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

EPM/jyg



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

August 13, 2014

Mr. Gerald Kline
TDOT – Environmental Division
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-1402

RE: FHWA, ARCHAEOLOGICAL ASSESSMENT, SOUTH WATERFRONT PEDESTRIAN
BRIDGE, KNOXVILLE, KNOX COUNTY, TN

Dear Mr. Kline:

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

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

Your cooperation is appreciated.

Sincerely,

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

EPM/jmb



PIN 113061.00
South Waterfront Pedestrian Bridge
Attachment H
Native American Tribal Coordination



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

ENVIRONMENTAL DIVISION
SUITE 900, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-1402
(615) 741-3655

JOHN C. SCHROER
COMMISSIONER

BILL HASLAM
GOVERNOR

September 26, 2012

The Cherokee Nation
17675 South Muscogee
Tahlequah, OK 74465
Attn: Dr. Richard Allen, Policy Analyst

SUBJECT: Section 106 Initial Coordination for Proposed South Waterfront – University of Tennessee
Pedestrian/Bicycle Bridge, Spanning Tennessee River, Knoxville, Knox County, Tennessee

Dear Dr. Allen:

The City of Knoxville in cooperation with Tennessee Department of Transportation (TDOT) and with funding from the Federal Highway Administration (FHWA) is proposing to construct the South Waterfront – University of Tennessee Pedestrian/Bicycle Bridge in in Knox County (maps attached). The project will construct a pedestrian/bicycle bridge on new location, connecting Knoxville's South Waterfront with the University of Tennessee campus. The bridge will span the Tennessee River from Clancy Avenue on the south side to Lake Loudon Boulevard on the north side, connecting with the pedestrian concourse between Thompson-Boling Arena and Pratt Pavilion. The conceptual design considers both concrete and steel designs. The project corridor length is approximately 1,930-feet long by 80-feet wide. The bridge will stand at least 60-feet vertically above the Tennessee River. No piers are proposed in the river. Approximately 3.5-acres of additional right-of-way will be needed.

The National Historic Preservation Act (NHPA) recognizes that federally funded undertakings, like the subject project, can affect historic properties to which your tribe attaches religious, cultural, and historic significance. In accordance with 36 CFR 800 regulations implementing compliance with Section 106 of the NHPA, I would like to know if you have information you could share with me about tribal concerns in the project area and if you wish to be a consulting party on the project? Early awareness of your concerns can serve to protect historic properties valued by your tribe.

If you act as a consulting party you will receive archaeological assessment reports and related documentation, be invited to attend project meetings with FHWA, TDOT, and the Tennessee State Historic Preservation Office (TN-SHPO), if any are held, and be asked to provide input throughout the process. If you choose to not act as a consulting party at this time, you can do so at a later date simply by notifying me.

Please respond to me via letter, telephone (615-741-5257), fax (615-741-1098), or E-mail (Gerald.Kline@tn.gov). I respectfully request responses (email is preferred) to project reports and other materials within thirty (30) days of receipt if at all possible. Thank you for your assistance.

Sincerely,

Gerald Kline
Transportation Specialist I
Archaeology Program Manager

Enclosure

cc. Robin Dushane, Eastern Shawnee Tribe of Oklahoma
Kim Jumper, Shawnee Tribe

Lisa LaRue-Baker, United Keetowah Band of Cherokee Indians
Tyler Howe, Eastern Band of Cherokee Indians

TDOT PIN# 113061.00 – Region 1

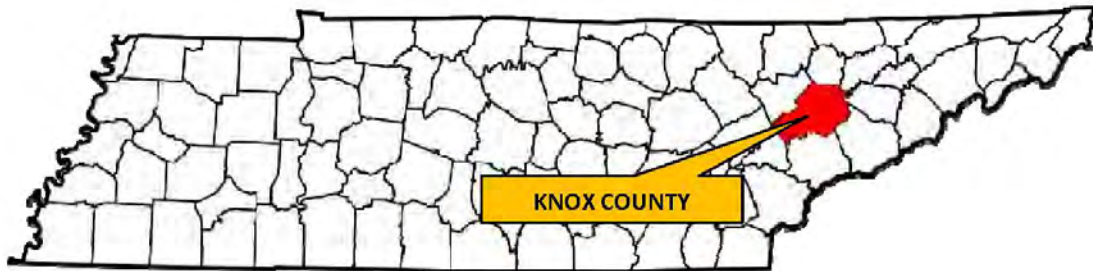


SOUTH WATERFRONT – UNIVERSITY OF TENNESSEE

PEDESTRIAN/BICYCLE BRIDGE PROJECT

SPANNING THE TENNESSEE RIVER

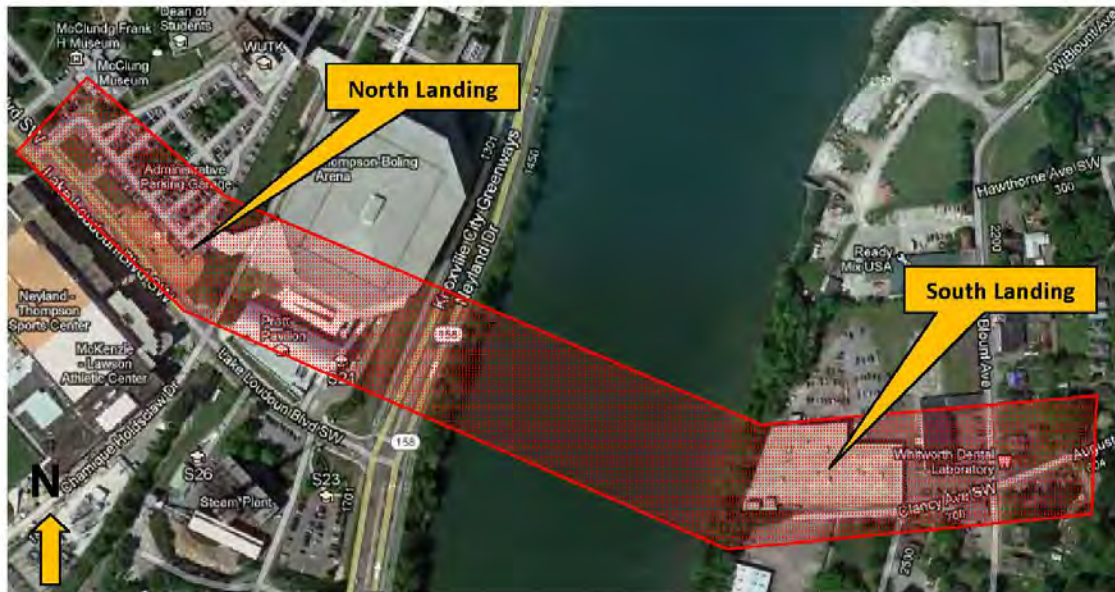
KNOXVILLE, KNOX COUNTY, TENNESSEE



PROJECT VICINITY MAP

South Waterfront – UT Pedestrian Bridge, Knoxville, Tennessee

Page 2



Project Corridor Location Map



Project Location Map – USGS Quad Knoxville (147 NW)

Robbie D. Jones

From: Richard Allen <Richard-Allen@cherokee.org>
Sent: Thursday, October 25, 2012 10:01 AM
To: Robbie D. Jones
Subject: RE: Section 106 Coordination, Knox Co., TN #113061.00

The Cherokee Nation has no knowledge of any historic, cultural or sacred sites within the affected area. Should any ground disturbance reveal an archaeological site or human remains, we ask that the all activity cease immediately and the Cherokee Nation and other appropriate agencies be contacted immediately.

Thank you,

Dr. Richard L. Allen
Policy Analyst
NAGPRA/Section 106 Contact
Cherokee Nation
P.O. Box 948
Tahlequah, Oklahoma 74465
(918) 453-5466 (office)
(918) 822-2707 (cell)
(918) 458-5898 (fax)

From: Robbie D. Jones [<mailto:Robbie.D.Jones@tn.gov>]
Sent: Wednesday, September 26, 2012 1:36 PM
To: Richard Allen
Cc: Gerald Kline; Robbie D. Jones
Subject: Section 106 Coordination, Knox Co., TN #113061.00

Dear Dr. Allen:

I'm sending this email communication on behalf of Gerald Kline, Archaeology Program Manager for the Tennessee Department of Transportation. Please see the attached letters and maps for the following project:

South Waterfront – UT Pedestrian Bridge, Knoxville, Knox County Tennessee (PIN# 113061.00)

If you have any questions or need additional information, please contact Gerald Kline at (615) 741-5257 or Gerald.Kline@tn.gov.

Thank you for your assistance in this matter.

Robbie

Robbie D. Jones
Native American Coordinator
TDOT Environmental Division
Suite 900, J.K. Polk Building
Nashville, TN 37243-0334
Telephone: 615-741-3655
Fax: 615-741-1098

Robbie D. Jones

From: Lisa LaRue-Baker - UKB THPO <ukbthpo-larue@yahoo.com>
Sent: Sunday, September 30, 2012 3:51 PM
To: Robbie D. Jones
Cc: lstapleton@unitedkeetoowahband.org
Subject: Re: Section 106 Coordination, Knox Co., TN #113061.00

The United Keetoowah Band of Cherokee Indians in Oklahoma has reviewed your projects for Section 106 NHPA purposes, and cultural resources. At this time, we have no objection or comment. However, if any human remains or funerary items are inadvertently discovered, please cease all work and contact us immediately.

Lisa LaRue-Baker

Acting THPO
United Keetoowah Band of Cherokee Indians in Oklahoma
PO Box 746
Tahlequah, OK 74465

c 918.822.1952 f 918.458.6889
ukbthpo-larue@yahoo.com

--- On Wed, 9/26/12, Robbie D. Jones <Robbie.D.Jones@tn.gov> wrote:

From: Robbie D. Jones <Robbie.D.Jones@tn.gov>
Subject: Section 106 Coordination, Knox Co., TN #113061.00
To: "ukbthpo-larue@yahoo.com" <ukbthpo-larue@yahoo.com>
Cc: "Robbie D. Jones" <Robbie.D.Jones@tn.gov>
Date: Wednesday, September 26, 2012, 1:37 PM

Dear Ms. LaRue-Baker:

I'm sending this email communication on behalf of Gerald Kline, Archaeology Program Manager for the Tennessee Department of Transportation. Please see the attached letters and maps for the following project:

South Waterfront – UT Pedestrian Bridge, Knoxville, Knox County Tennessee (PIN# 113061.00)



PIN 113061.00

South Waterfront Pedestrian Bridge

Attachment I

Hazardous Material Clearance E-mail

From: Scarlett Sharpe [mailto:Scarlett.Sharpe@tn.gov]
Sent: Wednesday, March 06, 2013 10:51 AM
To: Leira Douthat
Subject: FW: South Waterfront Pedestrian Bridge - pin 113061.00

Haz Mat clearance for your use. Please note the comments in the email below. Thanks!

From: Jeffrey Ballard
Sent: Wednesday, March 06, 2013 9:50 AM
To: Scarlett Sharpe
Subject: RE: South Waterfront Pedestrian Bridge - pin 113061.00

Scarlett,

It is good to go as far as Hazmat is concerned. I think they will send us more when they tie down the final alignment.

Thanks,
Jeff

From: Scarlett Sharpe

Sent: Wednesday, March 06, 2013 9:23 AM
To: Jeffrey Ballard
Subject: RE: South Waterfront Pedestrian Bridge - pin 113061.00

As far as haz mat though, are they good to go or do you want recommendations on a PH II?

From: Jeffrey Ballard
Sent: Wednesday, March 06, 2013 9:18 AM
To: Scarlett Sharpe
Subject: RE: South Waterfront Pedestrian Bridge - pin 113061.00

Scarlett,

The report looks good. It would be nice to have some recommendations indicating if a Phase II should be conducted on any of the properties. They may be waiting for final ROW plans for that.

There were a couple of misspelled words. In the Introduction, on line 9, "hazardous" should be either "hazards" or "hazardous materials". In Photo 24, Augusta is misspelled.

In Photo 1, should that be "Northeast of corridor"? In Photo 7, should that be "West side of Thompson Boling Arena"? Please verify.

Thanks,
Jeff

Jeffrey Ballard, P.E.
K.S. Ware & Associates

Hazmat Coordinator
Social and Cultural Resources Office
Environmental Division
Tennessee Department of Transportation
505 Deaderick Street – Suite 900
Nashville, TN 37243

615.532.8684
jeffrey.ballard@tn.gov

For Jim Ozment

From: Scarlett Sharpe
Sent: Tuesday, March 05, 2013 4:29 PM
To: Jeffrey Ballard

Cc: 'Leira Douthat' (LDouthat@smeinc.com)

Subject: FW: South Waterfront Pedestrian Bridge - pin 113061.00

For your review and comment or approval.

Thanks Jeff!

Scarlett

From: Leira Douthat [<mailto:LDouthat@smeinc.com>]

Sent: Tuesday, March 05, 2013 10:41 AM

To: Scarlett Sharpe

Cc: Dawn Michelle Foster

Subject: South Waterfront Pedestrian Bridge - pin 113061.00

Good morning Scarlett. I have attached the Hazardous Waste Evaluation report for the South Waterfront Pedestrian Bridge.

Leira Douthat, LEED AP

Environmental Scientist



ENGINEERING INTEGRITY.

S&ME, Inc.

1413 Topside Road

Louisville, TN 37777

Ph: 865-970-0003

Fax: 865-970-2312

Mobile: 865-804-4344

ldouthat@smeinc.com

www.smeinc.com



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