HABITAT ASSESSMENT FIELD DATA SHEET—HIGH GRADIENT STREAMS (FRONT)
MODIFIED FOR USE WITH COE EASTERN KENTUCKY STREAM ASSESSMENT PROTOCOL

STREAM NAME S03p	LOCATION Sullivan Co. TN
HWY STA # ca ??+?? SITE #	STREAM CLASS Per.
LAT 36.4291 LONG 82.4291	RIVER BASIN
PICTURE #	AGENCY
INVESTIGATORS of HMB MTM, AL	
FORM COMPLETED BY MTM	DATE 3/20/08 TIME 1:50 AM PM / SPECIFIC CONDUCTIVITY 627
DOMINANT TREE SPECIES Sycamore, Boxelder	

Parameters to be evaluated in sampling reach

Habitat Parameter	Condition Category: Optimal	Suboptimal	Marginal	Poor
1. Epifaunal Substrate/ Available Cover	Greater than 70% of substrate favorable for epifaunal colonization and fish cover; mix of snags, submerged logs, undercut banks, cobble or other stable habitat and at stage to allow full colonization potential (i.e., logs/snags that are not new fall and not transient).	40-70% mix of stable habitat; well-suited for full colonization potential; adequate habitat for maintenance of populations; presence of additional substrate in the form of newfall, but not yet prepared for colonization (may rate at high end of scale).	20-40% mix of stable habitat; habitat availability less than desirable; substrate frequently disturbed or removed.	Less than 20% stable habitat; lack of habitat is obvious; substrate unstable or lacking.
SCORE	20 19 18 17 16	15 14 ✗ 12 11	10 9 8 7 6	5 4 3 2 1 0
2. Embeddedness	Gravel, cobble, and boulder particles are 0-25% surrounded by fine sediment. Layering of cobble provides diversity of niche space.	Gravel, cobble, and boulder particles are 25-50% surrounded by fine sediment.	Gravel, cobble, and boulder particles are 50-75% surrounded by fine sediment.	Gravel, cobble, and boulder particles are more than 75% surrounded by fine sediment.
SCORE	20 19 18 17 16	15 14 13 12 11	10 ✗ 8 7 6	5 4 3 2 1 0
3. Velocity/Depth Regime	All four velocity/depth regimes present (slow-deep, slow-shallow, fast-deep, fast-shallow). (Slow is < 0.3 m/s, deep is > 0.5 m.)	Only 3 of the 4 regimes present (if fast-shallow is missing, score lower than if missing other regimes).	Only 2 of the 4 habitat regimes present (if fast-shallow or slow-shallow are missing, score low).	Dominated by 1 velocity/ depth regime (usually slow-deep).
SCORE	20 19 18 17 16	15 14 13 12 11	10 ✗ 8 7 6	5 4 3 2 1 0
4. Sediment Deposition	Little or no enlargement of islands or point bars and less than 5% of the bottom affected by sediment deposition.	Some new increase in bar formation, mostly from gravel, sand or fine sediment; 5-30% of the bottom affected; slight deposition in pools.	Moderate deposition of new gravel, sand or fine sediment on old and new bars; 30-50% of the bottom affected; sediment deposits at obstructions, constrictions, and bends; moderate deposition of pools prevalent.	Heavy deposits of fine material, increased bar development; more than 50% of the bottom changing frequently; pools almost absent due to substantial sediment deposition.
SCORE	20 19 18 17 16	15 14 13 12 11	10 9 8 ✗ 6	5 4 3 2 1 0
5. Channel Flow Status	Water reaches base of both lower banks, and minimal amount of channel substrate is exposed.	Water fills >75% of the available channel; or <25% of channel substrate is exposed.	Water fills 25-75% of the available channel, and/or riffle substrates are mostly exposed.	Very little water in channel and mostly present as standing pools.
SCORE	20 19 18 ✗ 16	15 14 13 12 11	10 9 8 7 6	5 4 3 2 1 0

COMMENTS: Width 7' depth 1'-2'.

HABITAT ASSESSMENT FIELD DATA SHEET—HIGH GRADIENT STREAMS (BACK)

Parameters to be evaluated broader than sampling reach

Habitat Parameter	Condition Category: Optimal	Suboptimal	Marginal	Poor
6. Channel Alteration	Channelization or dredging absent or minimal; stream with normal pattern.	Some channelization present, usually in areas of bridge abutments; evidence of past channelization, i.e., dredging, (greater than past 20 yr) may be present, but recent channelization is not present.	Channelization may be extensive; embankments or shoring structures present on both banks; and 40 to 80% of stream reach channelized and disrupted.	Banks shored with gabion or cement; over 80% of the stream reach channelized and disrupted. Instream habitat greatly altered or removed entirely.
SCORE	20 19 18 17 ~~16~~	15 14 13 12 11	10 9 8 7 6	5 4 3 2 1 0
7. Frequency of Riffles (or bends)	Occurrence of riffles relatively frequent; ratio of distance between riffles divided by width of the stream <7:1 (generally 5 to 7); variety of habitat is key. In streams where riffles are continuous, placement of boulders or other large, natural obstruction is important.	Occurrence of riffles infrequent; distance between riffles divided by the width of the stream is between 7 to 15.	Occasional riffle or bend; bottom contours provide some habitat; distance between riffles divided by the width of the stream is between 15 to 25.	Generally all flat water or shallow riffles; poor habitat; distance between riffles divided by the width of the stream is a ratio of >25.
SCORE	20 19 18 17 16	~~15~~ 14 13 12 11	10 9 8 7 6	5 4 3 2 1 0
8. Bank Stability (score each bank) Note: determine left or right side by facing downstream.	Banks stable; evidence of erosion or bank failure absent or minimal; little potential for future problems. <5% of bank affected.	Moderately stable; infrequent, small areas of erosion mostly healed over. 5-30% of bank in reach has areas of erosion.	Moderately unstable; 30-60% of bank in reach has areas of erosion; high erosion potential during floods.	Unstable; many eroded areas; "raw" areas frequent along straight sections and bends; obvious bank sloughing; 60-100% of bank has erosional scars.
SCORE ___ (LB)	Left Bank 10 9	8 7 6	~~5~~ 4 3	2 1 0
SCORE ___ (RB)	Right Bank 10 9	8 7 6	~~5~~ 4 3	2 1 0
9. Vegetative Protection (score each bank)	More than 90% of the streambank surfaces and immediate riparian zone covered by native vegetation, including trees, understory shrubs, or nonwoody macrophytes; vegetative disruption through grazing or mowing minimal or not evident; almost all plants allowed to grow naturally.	70-90% of the streambank surfaces covered by native vegetation, but one class of plants is not well-represented; disruption evident but not affecting full plant growth potential to any great extent; more than one-half of the potential plant stubble height remaining.	50-70% of the streambank surfaces covered by vegetation; disruption obvious; patches of bare soil or closely cropped vegetation common; less than one-half of the potential plant stubble height remaining.	Less than 50% of the streambank surfaces covered by vegetation; disruption of streambank vegetation is very high; vegetation has been removed to 5 centimeters or less in average stubble height.
SCORE ___ (LB)	Left Bank 10 9	8 7 6	~~5~~ 4 3	2 1 0
SCORE ___ (RB)	Right Bank 10 9	8 7 6	~~5~~ 4 3	2 1 0
10. Riparian Vegetative Zone Width (score each bank riparian zone)	Width of riparian zone >18 meters; human activities (i.e., parking lots, roadbeds, clear-cuts, lawns, or crops) have not impacted zone.	Width of riparian zone 12-18 meters; human activities have impacted zone only minimally.	Width of riparian zone 6-12 meters; human activities have impacted zone a great deal.	Width of riparian zone <6 meters: little or no riparian vegetation due to human activities.
SCORE ___ (LB)	Left Bank 10 9	8 7 6	5 ~~4~~ 3	2 1 0
SCORE ___ (RB)	Right Bank 10 9	8 7 6	5 4 3	~~2~~ 1 0

Total Score 88

HABITAT ASSESSMENT FIELD DATA SHEET—HIGH GRADIENT STREAMS (FRONT)
MODIFIED FOR USE WITH COE EASTERN KENTUCKY STREAM ASSESSMENT PROTOCOL

STREAM NAME S04p	LOCATION Sullivan Co. TN
HWY STA # ca ??+?? SITE #	STREAM CLASS Per.
LAT 36.5439 LONG 82.4193	RIVER BASIN
PICTURE #	AGENCY
INVESTIGATORS of HMB MTM, AL	
FORM COMPLETED BY MTM	DATE 3/20/08 TIME 6:45 AM PM / SPECIFIC CONDUCTIVITY 577
DOMINANT TREE SPECIES Sycamore, Tulip Poplar, Blue Beech	

Parameters to be evaluated in sampling reach

Habitat Parameter	Condition Category: Optimal	Suboptimal	Marginal	Poor
1. Epifaunal Substrate/ Available Cover	Greater than 70% of substrate favorable for epifaunal colonization and fish cover; mix of snags, submerged logs, undercut banks, cobble or other stable habitat and at stage to allow full colonization potential (i.e., logs/snags that are not new fall and not transient).	40-70% mix of stable habitat; well-suited for full colonization potential; adequate habitat for maintenance of populations; presence of additional substrate in the form of newfall, but not yet prepared for colonization (may rate at high end of scale).	20-40% mix of stable habitat; habitat availability less than desirable; substrate frequently disturbed or removed.	Less than 20% stable habitat; lack of habitat is obvious; substrate unstable or lacking.
SCORE	20 19 18 17 16	15 14 13 ✗ 11	10 9 8 7 6	5 4 3 2 1 0
2. Embeddedness	Gravel, cobble, and boulder particles are 0-25% surrounded by fine sediment. Layering of cobble provides diversity of niche space.	Gravel, cobble, and boulder particles are 25-50% surrounded by fine sediment.	Gravel, cobble, and boulder particles are 50-75% surrounded by fine sediment.	Gravel, cobble, and boulder particles are more than 75% surrounded by fine sediment.
SCORE	20 19 18 17 16	15 14 13 12 11	10 9 8 ✗ 6	5 4 3 2 1 0
3. Velocity/Depth Regime	All four velocity/depth regimes present (slow-deep, slow-shallow, fast-deep, fast-shallow). (Slow is < 0.3 m/s, deep is > 0.5 m.)	Only 3 of the 4 regimes present (if fast-shallow is missing, score lower than if missing other regimes).	Only 2 of the 4 habitat regimes present (if fast-shallow or slow-shallow are missing, score low).	Dominated by 1 velocity/ depth regime (usually slow-deep).
SCORE	20 19 18 17 16	15 14 13 12 11	10 9 ✗ 7 6	5 4 3 2 1 0
4. Sediment Deposition	Little or no enlargement of islands or point bars and less than 5% of the bottom affected by sediment deposition.	Some new increase in bar formation, mostly from gravel, sand or fine sediment; 5-30% of the bottom affected; slight deposition in pools.	Moderate deposition of new gravel, sand or fine sediment on old and new bars; 30-50% of the bottom affected; sediment deposits at obstructions, constrictions, and bends; moderate deposition of pools prevalent.	Heavy deposits of fine material, increased bar development; more than 50% of the bottom changing frequently; pools almost absent due to substantial sediment deposition.
SCORE	20 19 18 17 16	15 14 13 12 11	✗ 9 8 7 6	5 4 3 2 1 0
5. Channel Flow Status	Water reaches base of both lower banks, and minimal amount of channel substrate is exposed.	Water fills >75% of the available channel; or <25% of channel substrate is exposed.	Water fills 25-75% of the available channel, and/or riffle substrates are mostly exposed.	Very little water in channel and mostly present as standing pools.
SCORE	20 19 18 17 16	15 14 ✗ 12 11	10 9 8 7 6	5 4 3 2 1 0

COMMENTS: Width 4' depth 1'. 30% Canopy Cover.

HABITAT ASSESSMENT FIELD DATA SHEET—HIGH GRADIENT STREAMS (BACK)

Parameters to be evaluated broader than sampling reach

Habitat Parameter	Condition Category			
	Optimal	Suboptimal	Marginal	Poor
6. Channel Alteration	Channelization or dredging absent or minimal; stream with normal pattern.	Some channelization present, usually in areas of bridge abutments; evidence of past channelization, i.e., dredging, (greater than past 20 yr) may be present, but recent channelization is not present.	Channelization may be extensive; embankments or shoring structures present on both banks; and 40 to 80% of stream reach channelized and disrupted.	Banks shored with gabion or cement; over 80% of the stream reach channelized and disrupted. Instream habitat greatly altered or removed entirely.
SCORE	20 19 18 17 16	15 14 13 X 11	10 9 8 7 6	5 4 3 2 1 0
7. Frequency of Riffles (or bends)	Occurrence of riffles relatively frequent; ratio of distance between riffles divided by width of the stream <7:1 (generally 5 to 7); variety of habitat is key. In streams where riffles are continuous, placement of boulders or other large, natural obstruction is important.	Occurrence of riffles infrequent; distance between riffles divided by the width of the stream is between 7 to 15.	Occasional riffle or bend; bottom contours provide some habitat; distance between riffles divided by the width of the stream is between 15 to 25.	Generally all flat water or shallow riffles; poor habitat; distance between riffles divided by the width of the stream is a ratio of >25.
SCORE	20 19 18 17 16	15 14 13 12 11	X 9 8 7 6	5 4 3 2 1 0
8. Bank Stability (score each bank) Note: determine left or right side by facing downstream.	Banks stable; evidence of erosion or bank failure absent or minimal; little potential for future problems. <5% of bank affected.	Moderately stable; infrequent, small areas of erosion mostly healed over. 5-30% of bank in reach has areas of erosion.	Moderately unstable; 30-60% of bank in reach has areas of erosion; high erosion potential during floods.	Unstable; many eroded areas; "raw" areas frequent along straight sections and bends; obvious bank sloughing; 60-100% of bank has erosional scars.
SCORE ___ (LB)	Left Bank 10 9	8 7 6	5 X 3	2 1 0
SCORE ___ (RB)	Right Bank 10 9	8 7 6	5 X 3	2 1 0
9. Vegetative Protection (score each bank)	More than 90% of the streambank surfaces and immediate riparian zone covered by native vegetation, including trees, understory shrubs, or nonwoody macrophytes; vegetative disruption through grazing or mowing minimal or not evident; almost all plants allowed to grow naturally.	70-90% of the streambank surfaces covered by native vegetation, but one class of plants is not well-represented; disruption evident but not affecting full plant growth potential to any great extent; more than one-half of the potential plant stubble height remaining.	50-70% of the streambank surfaces covered by vegetation; disruption obvious; patches of bare soil or closely cropped vegetation common; less than one-half of the potential plant stubble height remaining.	Less than 50% of the streambank surfaces covered by vegetation; disruption of streambank vegetation is very high; vegetation has been removed to 5 centimeters or less in average stubble height.
SCORE ___ (LB)	Left Bank 10 9	8 7 6	5 4 3	X 1 0
SCORE ___ (RB)	Right Bank 10 9	8 7 6	5 4 3	X 1 0
10. Riparian Vegetative Zone Width (score each bank riparian zone)	Width of riparian zone >18 meters; human activities (i.e., parking lots, roadbeds, clear-cuts, lawns, or crops) have not impacted zone.	Width of riparian zone 12-18 meters; human activities have impacted zone only minimally.	Width of riparian zone 6-12 meters; human activities have impacted zone a great deal.	Width of riparian zone <6 meters: little or no riparian vegetation due to human activities.
SCORE ___ (LB)	Left Bank 10 9	8 7 6	5 4 3	X 1 0
SCORE ___ (RB)	Right Bank 10 9	8 7 6	5 4 3	X 1 0

Total Score 88

HABITAT ASSESSMENT FIELD DATA SHEET—HIGH GRADIENT STREAMS (FRONT)
MODIFIED FOR USE WITH COE EASTERN KENTUCKY STREAM ASSESSMENT PROTOCOL

STREAM NAME S05p	LOCATION Sullivan Co. TN
HWY STA # ca ??+?? SITE #	STREAM CLASS Per.
LAT 36.5466 LONG 82.4001	RIVER BASIN
PICTURE #	AGENCY
INVESTIGATORS of HMB MTM, AL	
FORM COMPLETED BY MTM	DATE 3/21/08 TIME 1030 AM PM / SPECIFIC CONDUCTIVITY 517
DOMINANT TREE SPECIES Water Maple, Evergreen	

Parameters to be evaluated in sampling reach

Habitat Parameter	Condition Category: Optimal	Suboptimal	Marginal	Poor
1. Epifaunal Substrate/ Available Cover	Greater than 70% of substrate favorable for epifaunal colonization and fish cover; mix of snags, submerged logs, undercut banks, cobble or other stable habitat and at stage to allow full colonization potential (i.e., logs/snags that are not new fall and not transient).	40-70% mix of stable habitat; well-suited for full colonization potential; adequate habitat for maintenance of populations; presence of additional substrate in the form of newfall, but not yet prepared for colonization (may rate at high end of scale).	20-40% mix of stable habitat; habitat availability less than desirable; substrate frequently disturbed or removed.	Less than 20% stable habitat; lack of habitat is obvious; substrate unstable or lacking.
SCORE	20 19 18 17 16	15 14 13 12 11	X 9 8 7 6	5 4 3 2 1 0
2. Embeddedness	Gravel, cobble, and boulder particles are 0-25% surrounded by fine sediment. Layering of cobble provides diversity of niche space.	Gravel, cobble, and boulder particles are 25-50% surrounded by fine sediment.	Gravel, cobble, and boulder particles are 50-75% surrounded by fine sediment.	Gravel, cobble, and boulder particles are more than 75% surrounded by fine sediment.
SCORE	20 19 18 17 16	15 14 13 12 11	10 X 8 7 6	5 4 3 2 1 0
3. Velocity/Depth Regime	All four velocity/depth regimes present (slow-deep, slow-shallow, fast-deep, fast-shallow). (Slow is < 0.3 m/s, deep is > 0.5 m.)	Only 3 of the 4 regimes present (if fast-shallow is missing, score lower than if missing other regimes).	Only 2 of the 4 habitat regimes present (if fast-shallow or slow-shallow are missing, score low).	Dominated by 1 velocity/ depth regime (usually slow-deep).
SCORE	20 19 18 17 16	15 14 13 12 11	10 X 8 7 6	5 4 3 2 1 0
4. Sediment Deposition	Little or no enlargement of islands or point bars and less than 5% of the bottom affected by sediment deposition.	Some new increase in bar formation, mostly from gravel, sand or fine sediment; 5-30% of the bottom affected; slight deposition in pools.	Moderate deposition of new gravel, sand or fine sediment on old and new bars; 30-50% of the bottom affected; sediment deposits at obstructions, constrictions, and bends; moderate deposition of pools prevalent.	Heavy deposits of fine material, increased bar development; more than 50% of the bottom changing frequently; pools almost absent due to substantial sediment deposition.
SCORE	20 19 18 17 16	15 14 13 12 11	10 9 8 7 X	5 4 3 2 1 0
5. Channel Flow Status	Water reaches base of both lower banks, and minimal amount of channel substrate is exposed.	Water fills >75% of the available channel; or <25% of channel substrate is exposed.	Water fills 25-75% of the available channel, and/or riffle substrates are mostly exposed.	Very little water in channel and mostly present as standing pools.
SCORE	20 19 18 17 16	15 14 13 12 11	10 X 8 7 6	5 4 3 2 1 0

COMMENTS: Width 2' depth 6-9". A stream dumps into S05p through a culvert. Across the road there is a pipe that comes from a well house that flows directly into the culvert. No channel across the road but there is a well house in the field.

HABITAT ASSESSMENT FIELD DATA SHEET—HIGH GRADIENT STREAMS (BACK)

Parameters to be evaluated broader than sampling reach

Habitat Parameter	Condition Category: Optimal	Suboptimal	Marginal	Poor
6. Channel Alteration	Channelization or dredging absent or minimal; stream with normal pattern.	Some channelization present, usually in areas of bridge abutments; evidence of past channelization, i.e., dredging, (greater than past 20 yr) may be present, but recent channelization is not present.	Channelization may be extensive; embankments or shoring structures present on both banks; and 40 to 80% of stream reach channelized and disrupted.	Banks shored with gabion or cement; over 80% of the stream reach channelized and disrupted. Instream habitat greatly altered or removed entirely.
SCORE	20 19 18 17 16	15 14 ✗ 12 11	10 9 8 7 6	5 4 3 2 1 0
7. Frequency of Riffles (or bends)	Occurrence of riffles relatively frequent; ratio of distance between riffles divided by width of the stream <7:1 (generally 5 to 7); variety of habitat is key. In streams where riffles are continuous, placement of boulders or other large, natural obstruction is important.	Occurrence of riffles infrequent; distance between riffles divided by the width of the stream is between 7 to 15.	Occasional riffle or bend; bottom contours provide some habitat; distance between riffles divided by the width of the stream is between 15 to 25.	Generally all flat water or shallow riffles; poor habitat; distance between riffles divided by the width of the stream is a ratio of >25.
SCORE	20 19 18 17 16	15 14 13 12 ✗	10 9 8 7 6	5 4 3 2 1 0
8. Bank Stability (score each bank) Note: determine left or right side by facing downstream.	Banks stable; evidence of erosion or bank failure absent or minimal; little potential for future problems. <5% of bank affected.	Moderately stable; infrequent, small areas of erosion mostly healed over. 5-30% of bank in reach has areas of erosion.	Moderately unstable; 30-60% of bank in reach has areas of erosion; high erosion potential during floods.	Unstable; many eroded areas; "raw" areas frequent along straight sections and bends; obvious bank sloughing; 60-100% of bank has erosional scars.
SCORE ___ (LB)	Left Bank 10 9	8 7 6	✗ 4 3	2 1 0
SCORE ___ (RB)	Right Bank 10 9	8 7 6	✗ 4 3	2 1 0
9. Vegetative Protection (score each bank)	More than 90% of the streambank surfaces and immediate riparian zone covered by native vegetation, including trees, understory shrubs, or nonwoody macrophytes; vegetative disruption through grazing or mowing minimal or not evident; almost all plants allowed to grow naturally.	70-90% of the streambank surfaces covered by native vegetation, but one class of plants is not well-represented; disruption evident but not affecting full plant growth potential to any great extent; more than one-half of the potential plant stubble height remaining.	50-70% of the streambank surfaces covered by vegetation; disruption obvious; patches of bare soil or closely cropped vegetation common; less than one-half of the potential plant stubble height remaining.	Less than 50% of the streambank surfaces covered by vegetation; disruption of streambank vegetation is very high; vegetation has been removed to 5 centimeters or less in average stubble height.
SCORE ___ (LB)	Left Bank 10 9	8 ✗ 6	5 4 3	2 1 0
SCORE ___ (RB)	Right Bank 10 9	8 ✗ 6	5 4 3	2 1 0
10. Riparian Vegetative Zone Width (score each bank riparian zone)	Width of riparian zone >18 meters; human activities (i.e., parking lots, roadbeds, clear-cuts, lawns, or crops) have not impacted zone.	Width of riparian zone 12-18 meters; human activities have impacted zone only minimally.	Width of riparian zone 6-12 meters; human activities have impacted zone a great deal.	Width of riparian zone <6 meters: little or no riparian vegetation due to human activities.
SCORE ___ (LB)	Left Bank 10 9	8 7 6	5 4 3	2 ✗ 0
SCORE ___ (RB)	Right Bank 10 9	8 7 6	5 4 3	2 1 ✗

Total Score 88

HABITAT ASSESSMENT FIELD DATA SHEET—HIGH GRADIENT STREAMS (FRONT)
MODIFIED FOR USE WITH COE EASTERN KENTUCKY STREAM ASSESSMENT PROTOCOL

STREAM NAME S06i	LOCATION Sullivan Co. TN
HWY STA # ca ??+?? SITE #	STREAM CLASS Int.
LAT 36.5426 LONG 82.3947	RIVER BASIN
PICTURE #	AGENCY
INVESTIGATORS of HMB MTM, AL	
FORM COMPLETED BY MTM	DATE 3/21/08 TIME 10:20 AM PM / SPECIFIC CONDUCTIVITY 596
DOMINANT TREE SPECIES Sycamore, Tulip Poplar	

Parameters to be evaluated in sampling reach

Habitat Parameter	Condition Category: Optimal	Suboptimal	Marginal	Poor
1. Epifaunal Substrate/ Available Cover	Greater than 70% of substrate favorable for epifaunal colonization and fish cover; mix of snags, submerged logs, undercut banks, cobble or other stable habitat and at stage to allow full colonization potential (i.e., logs/snags that are not new fall and not transient).	40-70% mix of stable habitat; well-suited for full colonization potential; adequate habitat for maintenance of populations; presence of additional substrate in the form of newfall, but not yet prepared for colonization (may rate at high end of scale).	20-40% mix of stable habitat; habitat availability less than desirable; substrate frequently disturbed or removed.	Less than 20% stable habitat; lack of habitat is obvious; substrate unstable or lacking.
SCORE	20 19 18 17 16	15 14 13 12 11	10 9 ✗ 7 6	5 4 3 2 1 0
2. Embeddedness	Gravel, cobble, and boulder particles are 0-25% surrounded by fine sediment. Layering of cobble provides diversity of niche space.	Gravel, cobble, and boulder particles are 25-50% surrounded by fine sediment.	Gravel, cobble, and boulder particles are 50-75% surrounded by fine sediment.	Gravel, cobble, and boulder particles are more than 75% surrounded by fine sediment.
SCORE	20 19 18 17 16	15 14 13 12 11	10 9 8 7 6	✗ 4 3 2 1 0
3. Velocity/Depth Regime	All four velocity/depth regimes present (slow-deep, slow-shallow, fast-deep, fast-shallow). (Slow is < 0.3 m/s, deep is > 0.5 m.)	Only 3 of the 4 regimes present (if fast-shallow is missing, score lower than if missing other regimes).	Only 2 of the 4 habitat regimes present (if fast-shallow or slow-shallow are missing, score low).	Dominated by 1 velocity/ depth regime (usually slow-deep).
SCORE	20 19 18 17 16	15 14 13 12 11	10 9 8 ✗ 6	5 4 3 2 1 0
4. Sediment Deposition	Little or no enlargement of islands or point bars and less than 5% of the bottom affected by sediment deposition.	Some new increase in bar formation, mostly from gravel, sand or fine sediment; 5-30% of the bottom affected; slight deposition in pools.	Moderate deposition of new gravel, sand or fine sediment on old and new bars; 30-50% of the bottom affected; sediment deposits at obstructions, constrictions, and bends; moderate deposition of pools prevalent.	Heavy deposits of fine material, increased bar development; more than 50% of the bottom changing frequently; pools almost absent due to substantial sediment deposition.
SCORE	20 19 18 17 16	15 14 13 12 11	10 9 8 7 6	5 4 3 2 ✗ 0
5. Channel Flow Status	Water reaches base of both lower banks, and minimal amount of channel substrate is exposed.	Water fills >75% of the available channel; or <25% of channel substrate is exposed.	Water fills 25-75% of the available channel, and/or riffle substrates are mostly exposed.	Very little water in channel and mostly present as standing pools.
SCORE	20 19 18 17 16	15 14 13 12 11	10 9 8 7 ✗	5 4 3 2 1 0

COMMENTS: Width 4' depth .2-.3'.

HABITAT ASSESSMENT FIELD DATA SHEET—HIGH GRADIENT STREAMS (BACK)

Parameters to be evaluated broader than sampling reach

Habitat Parameter	Condition Category			
	Optimal	Suboptimal	Marginal	Poor
6. Channel Alteration	Channelization or dredging absent or minimal; stream with normal pattern.	Some channelization present, usually in areas of bridge abutments; evidence of past channelization, i.e., dredging, (greater than past 20 yr) may be present, but recent channelization is not present.	Channelization may be extensive; embankments or shoring structures present on both banks; and 40 to 80% of stream reach channelized and disrupted.	Banks shored with gabion or cement; over 80% of the stream reach channelized and disrupted. Instream habitat greatly altered or removed entirely.
SCORE	20 19 18 17 16	15 14 13 X 11	10 9 8 7 6	5 4 3 2 1 0
7. Frequency of Riffles (or bends)	Occurrence of riffles relatively frequent; ratio of distance between riffles divided by width of the stream <7:1 (generally 5 to 7); variety of habitat is key. In streams where riffles are continuous, placement of boulders or other large, natural obstruction is important.	Occurrence of riffles infrequent; distance between riffles divided by the width of the stream is between 7 to 15.	Occasional riffle or bend; bottom contours provide some habitat; distance between riffles divided by the width of the stream is between 15 to 25.	Generally all flat water or shallow riffles; poor habitat; distance between riffles divided by the width of the stream is a ratio of >25.
SCORE	20 19 18 17 16	15 14 13 12 11	10 9 X 7 6	5 4 3 2 1 0
8. Bank Stability (score each bank) Note: determine left or right side by facing downstream.	Banks stable; evidence of erosion or bank failure absent or minimal; little potential for future problems. <5% of bank affected.	Moderately stable; infrequent, small areas of erosion mostly healed over. 5-30% of bank in reach has areas of erosion.	Moderately unstable; 30-60% of bank in reach has areas of erosion; high erosion potential during floods.	Unstable; many eroded areas; "raw" areas frequent along straight sections and bends; obvious bank sloughing; 60-100% of bank has erosional scars.
SCORE ___ (LB)	Left Bank 10 9	8 7 6	X 4 3	2 1 0
SCORE ___ (RB)	Right Bank 10 9	8 7 6	X 4 3	2 1 0
9. Vegetative Protection (score each bank)	More than 90% of the streambank surfaces and immediate riparian zone covered by native vegetation, including trees, understory shrubs, or nonwoody macrophytes; vegetative disruption through grazing or mowing minimal or not evident; almost all plants allowed to grow naturally.	70-90% of the streambank surfaces covered by native vegetation, but one class of plants is not well-represented; disruption evident but not affecting full plant growth potential to any great extent; more than one-half of the potential plant stubble height remaining.	50-70% of the streambank surfaces covered by vegetation; disruption obvious; patches of bare soil or closely cropped vegetation common; less than one-half of the potential plant stubble height remaining.	Less than 50% of the streambank surfaces covered by vegetation; disruption of streambank vegetation is very high; vegetation has been removed to 5 centimeters or less in average stubble height.
SCORE ___ (LB)	Left Bank 10 9	8 7 6	5 X 3	2 1 0
SCORE ___ (RB)	Right Bank 10 9	8 7 6	5 X 3	2 1 0
10. Riparian Vegetative Zone Width (score each bank riparian zone)	Width of riparian zone >18 meters; human activities (i.e., parking lots, roadbeds, clear-cuts, lawns, or crops) have not impacted zone.	Width of riparian zone 12-18 meters; human activities have impacted zone only minimally.	Width of riparian zone 6-12 meters; human activities have impacted zone a great deal.	Width of riparian zone <6 meters: little or no riparian vegetation due to human activities.
SCORE ___ (LB)	Left Bank 10 9	8 7 6	5 4 3	X 1 0
SCORE ___ (RB)	Right Bank 10 9	8 7 6	5 4 3	X 1 0

Total Score 88

Appendix 2- Federal and State Agency Coordination Letters

November 8, 2007

Mr. David Brandenburg, Small Game Biologist
TWRA, Region 4 Office
3030 Wildlife Way
Morristown, TN 37814

Subject: Aquatic and Terrestrial Technical Study
Project: State Route 126 (Memorial Boulevard)
Sullivan County, Tennessee

Dear Mr. Brandenburg:

The Tennessee Department of Transportation has contracted with HMB Professional Engineers, Inc. to conduct a technical study for the proposed improvement of State Route 126 in Sullivan County, TN. The study will provide an assessment of the aquatic and terrestrial environment from Hermitage Drive in Kingsport, to Interstate 81 near Overhill Drive. The study corridor would include 1000 feet to either side of the existing SR 126.

HMB Professional Engineers, Inc. and the Tennessee Department of Transportation are requesting information concerning potential impacts to threatened and endangered species that may occur within the area of this project.

Please review the enclosed information and provide any comments and concerns that might be associated with the proposed action. The USGS 7.5 minute quadrangle mapping which applies to the project has been included, and a copy of the project corridor has been included.

Thank you for your prompt attention to this request. If you have any questions or need further information, please contact John W. Brown, HMB Environmental Project Manager, or myself at (502) 695-9800 or at either of the following email addresses: srice@hmbpe.com or jwbrown@hmbpe.com.

Sincerely,

Steve Rice
HMB Chief Biologist

Cc: Rich Dutton, HMB
John W. Brown, HMB

November 8, 2007

Mark Braswell, Field Office Director
TDEC, Johnson City Environmental Field Office
2305 Silverdale Road
Johnson City, TN 37601-2162

Subject: Aquatic and Terrestrial Technical Study
Project: State Route 126 (Memorial Boulevard)
Sullivan County, Tennessee

Dear Mr. Braswell:

The Tennessee Department of Transportation has contracted with HMB Professional Engineers, Inc. to conduct a technical study for the proposed improvement of State Route 126 in Sullivan County, TN. The study will provide an assessment of the aquatic and terrestrial environment from Hermitage Drive in Kingsport, to Interstate 81 near Overhill Drive. The study corridor would include 1000 feet to either side of the existing SR 126.

HMB Professional Engineers, Inc. and the Tennessee Department of Transportation are requesting information concerning possible stream and wetland impacts, and potential impacts to threatened and endangered species that may occur within the area of this project.

Please review the enclosed information and provide any comments and concerns that might be associated with the proposed action. The USGS 7.5 minute quadrangle mapping which applies to the project has been included, and a copy of the project corridor has been included.

Thank you for your prompt attention to this request. If you have any questions or need further information, please contact John W. Brown, HMB Environmental Project Manager, or myself at (502) 695-9800 or at either of the following email addresses: srice@hmbpe.com or jwbrown@hmbpe.com.

Sincerely,

Steve Rice
HMB Chief Biologist

Cc: Rich Dutton, HMB
John W. Brown, HMB

November 5, 2007

Ms. Katherine Sells
District Conservationist
USDA – NRCS
Blountville Field Office
3070-B Highway 126
Blountville, Tennessee 37617

Via fax: 423-323-8318

RE: Environmental Impact Statement for Proposed Improvement of State Route126 Project Wetlands Coordination

Dear Ms. Sells:

The Tennessee Department of Transportation (TDOT) has contracted HMB Professional Engineers, Inc. to prepare an Environmental Impact Statement on the proposed improvement of State Route 126. The Federal Highway Administration (FHWA) is the lead federal agency for this action and the Environmental Impact Statement is prepared in accordance with FHWA regulations and technical advisory. As part of this process, our staff will be investigating existing, farmed and prior converted wetlands. Wetlands information is important in determining the impacts from various alternatives and in discovering ways that may minimize or mitigate those impacts. The wetlands impact analysis, together with analyses on impacts to other environmental resources, is then reported in the Draft Environmental Impact Statement (DEIS). The DEIS is made available to regulating agencies and the general public for comments prior to a final transportation decision by TDOT and the FHWA.

Our staff utilizes soil survey maps and windshield surveys to determine the status of farmed and prior converted wetlands. In those instances where the hydrology on the property appears to be altered, it is our understanding that your office maintains wetland delineation forms and information on the status of these wetlands. As the agency with jurisdiction over farmed and prior converted wetlands, we would like to coordinate with your office for this information as we develop our wetlands analysis. We would also appreciate any additional guidance or suggestions along the way that would assist us in providing an analysis which meets your requirements.

Thank you for your assistance and guidance. If you have any questions concerning this project or our analysis, please feel free to contact Steve Rice, our Chief Biologist, or me at 502-695-9800. You may also contact Ms. Kelley Garrett, the Project Manager with TDOT, at 615-532-7229, or Mr. Tom Love, the Environmental Planning Manager with TDOT, at 615-741-5634.

Sincerely,

John W. Brown
Environmental Project Manager

Cc: Tom Love, TDOT
Kelley Garrett, TDOT
Rich Dutton, HMB
HMB Project Number 1135.00

November 8, 2007

Ms. Gabby Call, Associate State Director
The Nature Conservancy
2021 21st Avenue South
Suite C-400
Nashville, TN 37212

Subject: Aquatic and Terrestrial Technical Study
Project: State Route 126 (Memorial Boulevard)
Sullivan County, Tennessee

Dear Ms. Call:

The Tennessee Department of Transportation has contracted with HMB Professional Engineers, Inc. to conduct a technical study for the proposed improvement of State Route 126 in Sullivan County, TN. The study will provide an assessment of the aquatic and terrestrial environment from Hermitage Drive in Kingsport, to Interstate 81 near Overhill Drive. The study corridor would include 1000 feet to either side of the existing SR 126.

HMB Professional Engineers, Inc. and the Tennessee Department of Transportation are requesting information concerning potential impacts to threatened and endangered species that may occur within the area of this project.

Please review the enclosed information and provide any comments and concerns that might be associated with the proposed action. The USGS 7.5 minute quadrangle mapping which applies to the project has been included, and a copy of the project corridor has been included.

Thank you for your prompt attention to this request. If you have any questions or need further information, please contact John W. Brown, HMB Environmental Project Manager, or myself at (502) 695-9800 or at either of the following email addresses: srice@hmbpe.com or jwbrown@hmbpe.com.

Sincerely,

Steve Rice
HMB Chief Biologist

Cc: Rich Dutton, HMB
John W. Brown, HMB

November 8, 2007

Lee Barclay, Field Supervisor
U.S. Fish and Wildlife Service
Cookeville Field Office
446 Neal Street
Cookeville, TN 38501

Subject: Aquatic and Terrestrial Technical Study
Project: State Route 126 (Memorial Boulevard)
Sullivan County, Tennessee

Dear Mr. Barclay:

The Tennessee Department of Transportation has contracted with HMB Professional Engineers, Inc. to conduct a technical study for the proposed improvement of State Route 126 in Sullivan County, TN. The study will provide an assessment of the aquatic and terrestrial environment from Hermitage Drive in Kingsport, to Interstate 81 near Overhill Drive. The study corridor would include 1000 feet to either side of the existing SR 126.

HMB Professional Engineers, Inc. and the Tennessee Department of Transportation are requesting information concerning possible stream and wetland impacts, and potential impacts to threatened and endangered species that may occur within the area of this project.

Please review the enclosed information and provide any comments and concerns that might be associated with the proposed action. The USGS 7.5 minute quadrangle mapping which applies to the project has been included, and a copy of the project corridor has been included.

Thank you for your prompt attention to this request. If you have any questions or need further information, please contact John W. Brown, HMB Environmental Project Manager, or myself at (502) 695-9800 or at either of the following email addresses: srice@hmbpe.com or jwbrown@hmbpe.com.

Sincerely,

Steve Rice
Chief Biologist

Cc: Rich Dutton, HMB
John W. Brown, HMB

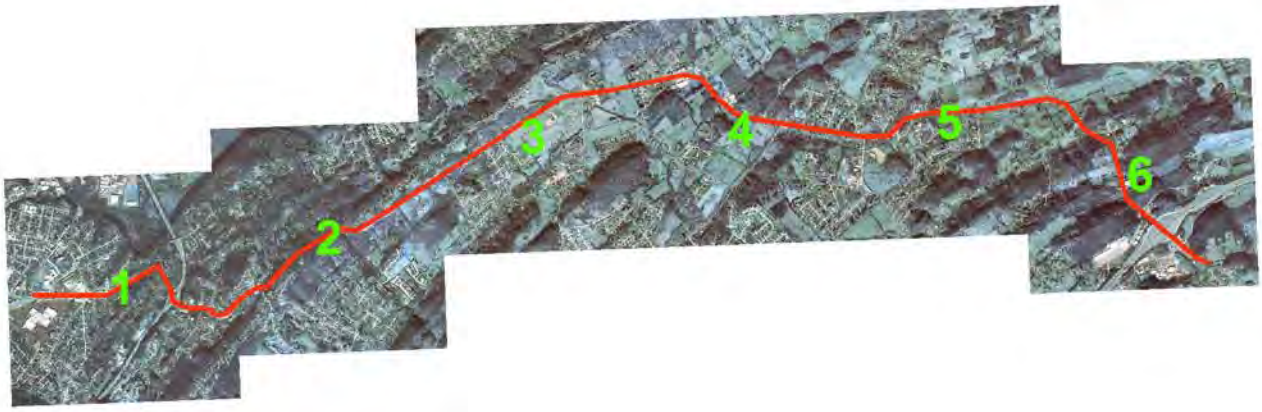
Appendix 3- Aerial Photographs from 1953, 1976 and 2006 showing Land Use Changes over Time in Kingsport, Tennessee along Memorial Boulevard (SR126)

Environmental FirstSearch

Historical Aerial

2006 - Reference Mosaic

SR 126 , KINGSPORT TN 37664



Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 2006 - Reference Mosaic

Approximate Scale: 1 inch equals 6,667 feet

Legend

Target Area

1-6 Index Numbers

COPYRIGHT: MICRODOT, INC

Environmental FirstSearch

Historical Aerial

1953 - 1

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1953 - 1

Approximate Scale: 1 inch equals 1,125 feet

COPYRIGHT: MICRODOT, INC

Environmental FirstSearch

Historical Aerial

1953 - 2

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1953 - 2

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

1953 - 3

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1953 - 3

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

1953 - 4

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1953 - 4

Approximate Scale: 1 inch equals 1,125 feet

COPYRIGHT: MICRODOT, INC

Environmental FirstSearch

Historical Aerial

1953 - 5

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1953 - 5

Approximate Scale: 1 inch equals 1,125 feet

COPYRIGHT: MICRODOT, INC

Environmental FirstSearch

Historical Aerial

1953 - 6

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1953 - 6

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

1976 - 1

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1976 - 1

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

1976 - 2

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1976 - 2

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

1976 - 3

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1976 - 3

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

1976 - 4

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1976 - 4

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

1976 - 5

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1976 - 5

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

1976 - 6

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1976 - 6

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

2006 - 1

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 2006 - 1

Approximate Scale: 1 inch equals 1,108 feet

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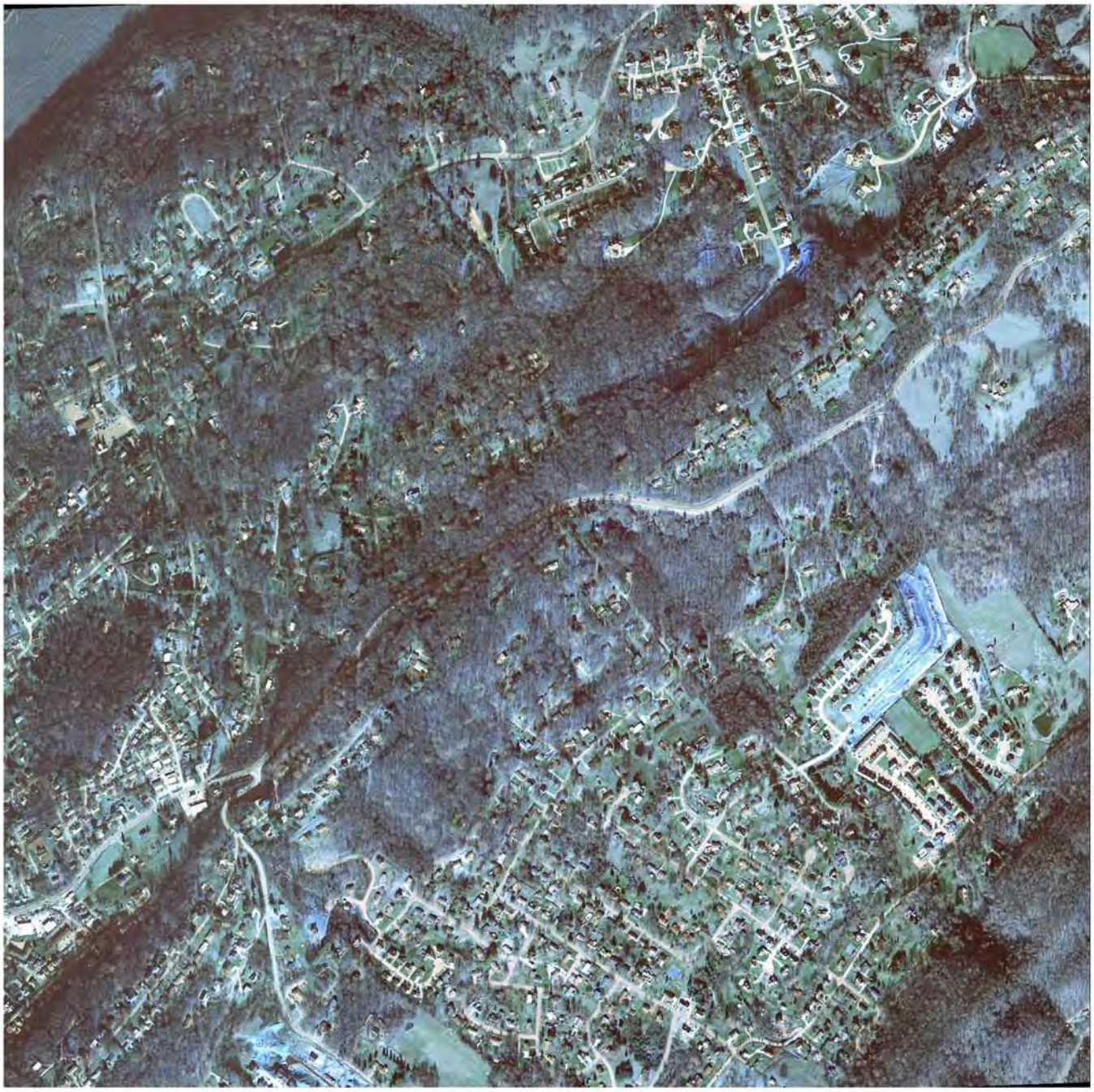
Environmental FirstSearch

Historical Aerial

2006 - 2

SR 126 , KINGSPORT TN 37664



Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 2006 - 2

Approximate Scale: 1 inch equals 1,108 feet

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Environmental FirstSearch

Historical Aerial

2006 - 3

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 2006 - 3

Approximate Scale: 1 inch equals 1,108 feet

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Environmental FirstSearch

Historical Aerial

2006 - 4

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 2006 - 4

Approximate Scale: 1 inch equals 1,108 feet

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Environmental FirstSearch

Historical Aerial

2006 - 5

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 2006 - 5

Approximate Scale: 1 inch equals 1,108 feet

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Environmental FirstSearch

Historical Aerial

2006 - 6

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 2006 - 6

Approximate Scale: 1 inch equals 1,108 feet

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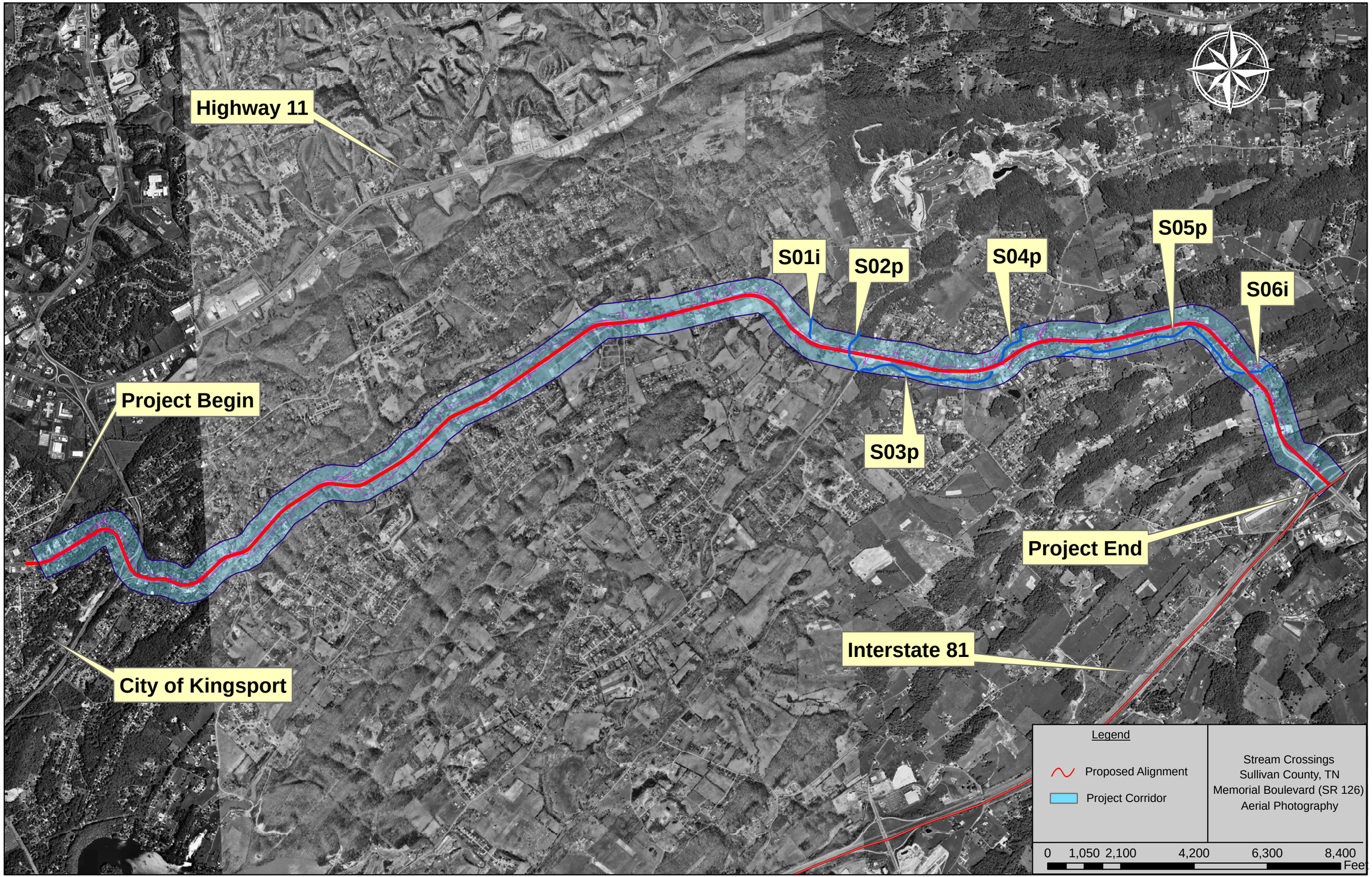
Highway 11
Project Begin
City of Kingsport
S01i
S02p
S03p
S04p
S05p
S06i
Project End
Interstate 81
Legend
Proposed Alignment
Project Corridor
Stream Crossings
Sullivan County, TN
Memorial Boulevard (SR 126)
USGS Topographic Mapping
0 1,000 2,000 4,000 6,000 8,000
Feet


Highway 11
Project Begin
City of Kingsport
S01i
S02p
S03p
S04p
S05p
S06i
Project End
Interstate 81
Legend
Proposed Alignment
Project Corridor
Stream Crossings
Sullivan County, TN
Memorial Boulevard (SR 126)
Aerial Photography
0
1,050
2,100
4,200
6,300
8,400
Feet

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

October 14, 2011

Ms. Leigh Ann Tribble
Environmental Program Eng.
Federal Highway Administration
Tennessee Division Office
404 BNA Dr., Suite 508
Nashville, TN 37217

Subject: Indiana Bat Clearance
SR-126 (Memorial Blvd.) from Center Street to I-81,
Sullivan County, Tennessee
PIN: 105467.00 P.E. #82085-1225-14

Dear Ms. Tribble:

Enclosed is a report that will serve as the Biological Assessment for the subject project. The initial response received from the U. S. Fish and Wildlife Service dated January 30, 2009 gave no species for consideration. Since that time, there has been a significant concern regarding potential project impacts to the federally listed endangered Indiana bat – *Myotis sodalis.*

This report has been prepared pursuant to Section 7(c) of the Endangered Species Act of 1973, as amended, and addresses potential project related impacts to the Indiana bat. Based on the information in the attached report, it is our conclusion that the proposed project is **not likely to adversely affect** the Indiana bat.

The TDOT requests that you forward this report to the USFWS with a request for their concurrence or other opinion for the finding of **not likely to adversely affect** for the Indiana bat. We also request that any subsequent correspondence relative to this report include the entire project name and termini as stated in the subject line of this letter.

Thank you for your assistance in this project. Please address any questions specific to the report to Keven Brown at (865) 594-2437.

Sincerely,

Keven Brown
Biologist, TDOT Region 1
Ecology Section

KB:kab

Copy: Mr. John Hewitt
Mr. David Thompson
Mr. Rob Todd – TWRA
Mr. Bo Baxter – TVA
Project File

Indiana Bat (*Myotis sodalis*) Mist Net Survey for Proposed SR-126 (Memorial Boulevard) from East Center Street to I-81, Sullivan County, Tennessee (PIN No.: 105467.00; P.E. No.: 82085-0233-04)

Tennessee Department of Transportation, Nashville, Tennessee

Prepared by: James D. Kiser & James A. Evans (Stantec Consulting Services)

October 2011

Prepared for: Tennessee Department of Transportation
Suite 900 – James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

TDOT SR-126 ROAD PROJECT
INDIANA BAT (*MYOTIS SODALIS*) MIST NET SURVEY
SULLIVAN COUNTY, TENNESSEE

Executive Summary

Tennessee Department of Transportation (TDOT) is preparing to improve 8.4 miles of SR-126 (Memorial Boulevard) from East Center Street, within the Kingsport City Limits, east to Interstate 81 (I-81) in Sullivan County Tennessee (Appendix A). Construction of roadway improvements will impact urban and residential areas, agricultural land, and some forested stands including some smaller streams and their adjacent riparian zones. Due to the presence of potential Indiana bat (*Myotis sodalis*) summer habitat within the forested stands within the SR-126 corridor, TDOT was requested by U.S. Fish and Wildlife Service (USFWS) to conduct a mist net survey to determine the presence or probable absence of the Indiana bat within the project area. Stantec Consulting Services (Stantec) was retained by TDOT to conduct surveys for the Indiana bat. The project area is located on the Indian Springs and Kingsport U.S.G.S Topographic Quadrangles.

The objective of this survey was to assess the presence, or probable absence, of Indiana bats using summer habitat within the proposed SR-126 corridor. To effectively investigate the project area, we used guidelines recommended by the draft Indiana Bat Recovery Plan (2007) as well as the Indiana bat survey guidance for Kentucky dated May 19, 2010. Weather restrictions were also followed, as well as conducting mist netting in areas with potentially suitable habitat for the Indiana bat. The deciduous hardwood forests within the project area provided potentially suitable habitat for Indiana bats. The mist net locations near the proposed SR-126 corridor were in the best areas available where bats were likely to be found traveling, foraging, or both. All forested habitats in the project area were similar in form and generally provided some large trees and snags (>16 inches dbh) for maternity roosts, a moderate-to-open subcanopy clutter and moderate to closed canopy closure. Although subcanopy clutter was not ideal, canopy closure was generally moderate to open (ideal = open subcanopy clutter and open canopy closure), making the habitat sufficient to support Indiana bats.

No Federally-endangered Indiana bats were captured during this 2011 summer mist net survey. A total of 26 bats, representing three species, were captured during summer mist net surveys conducted on 3 – 10 August, 2011**.** No endangered Indiana bats were captured, however two federally endangered gray bats (*Myotis grisescens*) were captured. The most common species captured was the big brown bat [*Eptesicus fuscus* (n=19)] representing 73 percent of the bat captures. Other species captured include the federally endangered gray bat [*Myotis grisescens* (n=2)] and the eastern red bat [*Lasiurus borealis* (n=5)].

A total of two gray bats were captured during survey efforts. Both of the gray bats were captured at MS-04, in a mist net erected across a driveway adjacent to Fall Creek Road, next to a small stream flowing into Fall Creek. Both streams provided a drinking water source and likely an adequate aquatic insect emergence for foraging. As gray bats are known to feed heavily on aquatic insects including Trichoptera, Plecoptera and Ephemeroptera (LaVal and LaVal, 1980), it is likely that bats were traveling along the driveway River corridor foraging on the aquatic

insects emerging from the smaller stream. Since the gray bat is almost always a cave obligate species and because no large caves or cave-like structures (i.e. storm sewers, hollow dams, abandoned mines) are known to occur within the project area, the proposed project is not likely to affect the roosting habitat of this species. Since the capture site is well outside of the construction limits of the SR-126 corridor and because all of the streams within the impact area are much smaller, or more cluttered with vegetation, the project may not even affect foraging habitat for the gray bat. However, if gray bats use the non-riparian habitats for foraging then the project corridor contains other available foraging opportunities.

Based on the data collected during mist net surveys following USFWS approved guidelines, the apparent absence of the Indiana bat, and the apparent absence of any structures that could provide summer or winter habitat for the gray bat within the project corridor, a May Affect – Not Likely to Adversely Affect determination is anticipated from the USFWS's Tennessee Field Office.

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1.0 Introduction

Tennessee Department of Transportation (TDOT) is preparing to improve 8.4 miles of SR-126 (Memorial Boulevard) from East Center Street, within the Kingsport City Limits, east to Interstate 81 (I-81) in Sullivan County Tennessee (Figure 1 - Appendix A). Construction of the Build Alternatives will improve SR-126 to a four-lane facility (two travel lanes in each direction) within the commercial and residential areas of the western half of the corridor. The eastern half of the corridor, which is rural in nature, will remain a two-travel lane facility. Improved shoulders will be provided along the entire corridor and sidewalks will be extended to the majority of commercial and residential areas. As mentioned above the construction of roadway improvements will impact urban and residential areas, agricultural land, and some forested stands including some smaller streams and their adjacent riparian zones. Due to the presence of potential Indiana bat (*Myotis sodalis*) summer habitat within the forested stands within the SR-126 corridor, TDOT was requested by U.S. Fish and Wildlife Service (USFWS) to conduct a mist net survey to determine the presence or probable absence of the Indiana bat within the project area. Stantec Consulting Services (Stantec) was retained by TDOT to conduct surveys for the Indiana bat.

1.1 PROJECT SETTING

The proposed project is located in north-central Sullivan County Tennessee. It is shown on the Indian Springs and Kingsport USGS 7.5 minute topographic quadrangles (Figure 1 – Appendix A). This portion of the county is within the Valley and Ridges physiographic region, just west of the border of the Blue Ridge Mountains physiographic region (Miller 1974), and is characterized by long and even ridges with long continuous valleys in between. The project is in the Reedy Creek watershed. Land use in the project area consists of residential and commercial, agricultural (cow pastures, hayfields, etc.) and forested (floodplain/riparian) (Figure 2 – Appendix A).

1.2 REGULATORY SETTING

The federal Endangered Species Act (ESA) [16 U.S.C. 1531 *et seq*.] became law in 1973. This law provides for the listing, conservation, and recovery of endangered and threatened species of plants and wildlife. Under the Act, the U.S. Fish and Wildlife Service (USFWS) strives to protect and monitor the numbers and populations of listed species. Many states enacted similar laws.

Section 7(a)(2) of ESA states that each federal agency shall insure that any action they authorize, fund, or carry out is not likely to jeopardize the continued existence of a listed species or result in destruction or adverse modification of designated critical habitat. Federal actions include (1) expenditure of federal funds for roads, buildings, or other construction projects, and (2) approval of a permit or license, and the activities resulting from such permit or license. This

is true regardless of whether involvement is apparent, such as issuance of a Federal permit, or less direct, such as Federal oversight of a state-operated program.

Section 9 of ESA prohibits the take of listed species. Take is defined by ESA as "*to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect.*" The definition of harm includes adverse habitat modification. Actions of federal agencies that do not result in jeopardy or adverse modification, but that could result in a take, must be addressed under Section 7.

1.3 PURPOSE OF REPORT

The purpose of this report is to provide a scientifically-defensible report detailing the mist netting effort for TDOT for their use in consultation with USFWS. The report includes a description of methods, results and summarized data, a discussion, and conclusion in regards to the survey. Data sheets are provided as an appendix in the report. Maps, representative photographs of site locations, and illustrations are also included. This report will also be used by Stantec for annual coordination of our federal permit activities. Data will also be provided to the Tennessee Wildlife Resources Agency (TWRA).

2.0 Indiana Bat (*Myotis sodalis*) Species Description

2.1 SPECIES STATUS

Because of the Indiana bat's strong resemblance to the little brown bat (*Myotis lucifugus*), it was not described as a separate species until 1928 (Miller and Allen, 1928) from a specimen collected in Wyandotte Cave, Crawford County, Indiana. The Indiana bat can be distinguished from other larger *Myotis*, particularly the little brown bat, by its short, inconspicuous toe hairs, by its smaller foot (9 mm instead of 10 mm long), by its keeled calcar, by its more uniform colored fur, and its pinkish colored pug-nose (Whitaker and Hamilton, 1998). Albino and partially white bats are rarely encountered, but may occur in large hibernacula (Brack et al., 2005). Since its description as a separate species, the Indiana bat has suffered drastic population declines, primarily from human-induced alterations of winter habitat. Commercialization and mining of "saltpeter" at significant caves have created environments, especially warmer temperatures, which are unsuitable or marginal for hibernating Indiana bats.

The USFWS listed the Indiana bat as an endangered species on March 11, 1967. However, the bat did not receive any protection until the Endangered Species Act (ESA) was instated in 1973 (Public Law 93-205). Several years following its listing, an Indiana bat recovery plan was developed by biologists (i.e., the recovery team), which outlined habitat requirements, critical habitat, potential causes for declines, and recovery objectives. The recovery plan was reviewed and published by the USFWS in 1983. On April 16, 2007 the notice of availability for review and

comment on an updated "Draft Indiana Bat Recovery Plan, First Revision and Draft Survey Protocol" was published in the Federal Register (72 FR 19015 – 19016). This updated document provides an extensive literature review of historical and recent species information, and the revised plan lists three new fundamental recovery objectives. These objectives are to: (1) obtain permanent protection of 80% of Priority One hibernacula, (2) maintain a minimum overall population equal to the 2005 estimate (457,000 individuals), and (3) document a positive population growth rate over five sequential survey periods. However, the plan says "if identified research on summer habitat characteristics and requirements indicates the quality and quantity of maternity habitat is threatening recovery of the species, the Service will amend these objectives" (USFWS, 2007).

2.2 DISTRIBUTION AND POPULATION

The range of the Indiana bat includes much of the eastern United States. It occurs from Iowa, Oklahoma and Wisconsin, northeast to Vermont, and south to northwestern Florida and northern Arkansas (Barbour and Davis, 1969). The majority of the wintering population occurs within the limestone cave region of Indiana, Kentucky, and Missouri. Recently however, large colonies have been found in some abandoned underground mines in Illinois, Ohio, New Jersey, and New York. According to the USFWS (1999), more than 85 % of the range-wide population is found in nine Priority One hibernacula. Indiana, Kentucky, and Missouri, each contain three Priority One hibernacula. Due to sampling methodology and inaccurate counts, Clawson (2002) determined that Dixon Cave in Kentucky and Pilot Knob Mine in Missouri should no longer be considered Priority One sites. In the 2007 revised Indiana bat recovery plan, Priority One hibernacula was changed and now includes 16 total sites with seven in Indiana, two each in Kentucky, Missouri, and New York, and one each in Illinois, Tennessee, and West Virginia. As of 2007 surveying period, 468,184 Indiana bats were estimated range-wide, and hibernacula that contained these occurred in 15 states, including Alabama, Arkansas, Illinois, Indiana, Kentucky, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Tennessee, Vermont, Virginia, and West Virginia (USFWS, 2008). Currently, critical winter habitat is established and includes 11 caves and two non-coal mines, including six in Missouri, two each in Indiana and Kentucky; and one each in Illinois, Tennessee, and West Virginia (USFWS, 2007).

Summer distribution of the Indiana bat occurs throughout a wider geographic area than winter distribution. The core summer range includes southern Iowa, northern Missouri, northern Illinois, northern Indiana, southern Michigan, and western Ohio. However, population distribution during summer is poorly known because of wide gaps between the known maternity colonies and unknown amount of movement between roost sites. Summer colonies of Indiana bats occur as far north as Michigan, New York, and Vermont, and as far south as Alabama, Missouri, and Tennessee, and as far west as Iowa. Britzke et al. (2003) found that Indiana bat maternity colonies were less frequently encountered in mountainous terrain, and were usually smaller in size. Britzke et al. (2003) found three maternity colony sites in the mountains of western North Carolina and eastern Tennessee, but failed to relocate the colonies at the same roost sites the following year. In non-mountainous terrain in Michigan and Vermont, researchers have been

tracking the same colonies for more than five consecutive years and the bats seem to show some degree of site fidelity to a given area (Kurta, 2004; Scott Darling, unpublished data), and many of these colonies often exceed several hundred individuals.

2.3 LIFE HISTORY

The Indiana bat hibernates from late October/early November to middle of April with emergence dependent upon location and weather. Typically, the Indiana bat forms dense clusters on cave and mine ceilings and walls where winter temperatures are 3.0 - 7.2° C. Sites containing populations where temperatures are outside this range have shown population declines (Tuttle and Kennedy, 2002). Stable low temperatures allow Indiana bats to maintain a low rate of metabolism and conserve fat reserves through the winter until spring emergence when outside temperatures have increased and insects (food) are more abundant (Humphrey, 1978; Richter et al., 1993). As with cave temperature, relative humidity in the cave also determines hibernation site suitability for Indiana bats. According to Hall (1962), Humphrey (1978), and LaVal et al. (1976), humidity at roost sites during hibernation is usually above 74%, but below saturation. Cave configurations determines internal environments and larger more complex cave systems having multiple entrances are more likely to provide suitable habitat for the Indiana bat (Tuttle and Stevenson, 1978; LaVal and LaVal, 1980). Depending on cave environments, the Indiana bat may hibernate near the entrance where cool air seeps in from outside or deeper in the cave where cold air is trapped in a sink.

Although some bats may awaken during the winter and exit hibernacula early, the majority of individuals start exiting hibernacula early to mid-April. Female Indiana bats leave the hibernacula earlier in spring than males. Peak departure from hibernacula is in late April through early May. This period is often referred to as spring staging. Some males may remain near the hibernacula throughout the year, move short distances to other caves or mines, or migrate to distant areas (Whitaker and Brack, 2002). When female Indiana bats emerge they may migrate only a few miles, or up to 288 miles (465 km) from their hibernacula to summer habitat. Winhold et al. (2005) reported a female traveling 288 miles from a summer colony near Norvell, Michigan to a hibernaculum near Frenchburg, Kentucky. Conversely, Indiana bats tracked from an abandoned mine in New York only flew between 9 and 24 miles (14.6 to 40.0 km) from the foothills of the Adirondack Mountains to roost trees scattered throughout the Lake Champlain Valley (Britzke et al., 2006). Based on a combination of aerial and ground tracking, Indiana bats tracked from a hibernaculum in Pennsylvania flew almost a straight line to their roost trees 83 and 92 miles (135 and 148 km) away in Maryland (Butchkoski et al., 2006).

Little effort has been focused on spring roost trees of the Indiana bat. Britzke et al. (2006) found female bats roosting primarily in live shagbark hickory (*Carya ovata*) and roost changing was much lower than during the summer. Live shagbark hickory provides more shelter to roosting bats than does sloughing bark on dead trees. Such differences may have been associated with unpredictable spring weather in the northeast because summer bats and males during the spring, switch roosts every one to three days (Menzel et al., 2001; Gumbert et al., 2002; Kurta et al., 1996, 2002). According to Britzke et al. (2006), spring roost trees used in Lake Champlain Valley were similar in structure (e.g., sloughing bark, solar exposure) to trees used throughout the species range. Trees used during the spring included shagbark hickory, American elm

(*Ulmus americana*), quaking aspen (*Populus tremuloides*), sugar maple (*Acer saccharum*), black locust (*Robinia pseudoacacia*), white ash (*Fraxinus americana*), American beech (*Fagus grandifolia*), yellow birch (*Betula alleghaniensis*), eastern hemlock (*Tsuga canadensis*), and red maple (*Acer rubrum*).

Based on Britzke et al.'s (2006) work, some of the spring roosting activity occurs within the same area where maternity roosts have been found. Female Indiana bats form maternity roosts under exfoliating bark of dead, dying and live trees in both upland and riparian habitats. A single maternity colony typically consists of 25 to 100 bats, but can contain as many as 384 individuals (Kiser et al., 2002). Over 30 species of tree have been documented as maternity roosts, but 87% of these are various ashes (*Fraxinus* spp.), elms (*Ulmus* spp.), hickories (*Carya* spp.), maples (*Acer* spp.), poplars (*Populus* spp.), and oaks (*Quercus* spp.) (Kurta, 2004). Most trees used by reproductive females are deciduous, but eastern hemlock and pitch pine (*Pinus rigida*) have been used in western North Carolina and eastern Tennessee, and white pine has been used in Vermont (Britzke et al., 2003; J. Kiser, pers. obs., 2004).

Roost trees used by Indiana bats vary in size. The minimum tree size (dbh) reported for a male roost is 6.4 cm (Gumbert, 2001) and 11 cm for an individual female roost (Britzke, 2003). Primary maternity roosts are always found in larger diameter trees usually greater than 22 cm dbh (Kurta, 2004). Larger diameter trees provide thermal advantages to reproductive females and their pups and give them more room to move around while locating appropriate temperatures. Females are pregnant when they arrive at maternity roost and fecundity is low, only one pup per year. Pups are normally born in late June and early July and grow quickly becoming volant between early July and early August.

Indiana bats may travel several miles from day roosts to foraging areas. Gardner et al. (1991) found that individuals from an Illinois maternity colony traveled 2.5 miles to foraging areas. In fragmented habitat, bats will use hedge rows and other features on the landscape as travel ways between foraging areas and day roosts (Murray and Kurta, 2004). Rather than crossing open habitats (e.g., pasture land, open water, agricultural fields) Indiana bats increased their travel distance by 55% in Michigan to take advantage of the protective cover of tree-lines (Murray and Kurta, 2004). Indiana bats will forage in upland and floodplain forest (Brack, 1983; Humphrey et al., 1977; LaVal and LaVal, 1980; Gardner et al., 1991; Kiser and Elliott, 1996). Indiana bats are opportunistic foragers, feeding on a variety of small insects. The diet of Indiana bats vary between habitats, geographic locations, season, sex, and age of bats (Kurta and Whitaker, 1998; Brack and LaVal, 1985; Belwood, 1979). Sparks and Whitaker (2004) summarized food habit studies conducted over 30 years and determined that Indiana bat's diet consisted primarily of insects belonging to the orders Dipters (flies), Lepidoptera (moths) and Coleoptera (beetles), but when locally abundant, Trichoptera (caddisflies) and Hymenoptera (wasps and ants) may be the predominant food. Several pest species including mosquitoes (Diptera:Culicidae), Asiatic oak weevil (*Cyrtepistomus castaneus*), spotted cucumber beetle (*Diabrotica undecimpunctata*), and Hessian fly (*Mayetoila destructor*) (Sparks and Whitaker, 2004; Kurta and Whitaker, 1998; Kiser and Elliott, 1996) are also consumed by Indiana bats when locally abundant.

Foraging activity is usually interrupted by periods of rest, referred to as night roosting. Most Indiana bats apparently use trees as night roosts (Butchkoski and Hassinger, 2002; Murray and Kurta, 2004), although they do occasionally utilize bat boxes (Butchkoski and Hassinger, 2002),

and concrete bridges (Kiser et al., 2002). Night roosting is any time a bat stops flying during the night. The purpose of night roosts is to provide bats a resting place between foraging bouts, promote digestion and energy conservation, provide retreats from predators and inclement weather, provide places to ingest food transported from nearby feeding areas, function as feeding perches for sit-and-wait predators, and serve as a place to promote social interactions and information transfer (Ormsbee et al., 2007).

Indiana bats start arriving at hibernacula during late August and fly around the entrances in an attempt to find mates. This phenomenon is referred to as “swarming” and is typically a multispecies event (Cope and Humphrey, 1977). During swarming, Indiana bats day roost under sloughing bark of trees near the cave and travel to the entrance each night (Kiser and Elliott, 1996). Roost trees used during autumn, range from 11.75 to 66.0 cm in diameter at breast height (dbh) and occur primarily on ridge-tops and upper slopes (Kiser and Elliott, 1996). As with summer roosts, site fidelity to autumn roosting areas is exhibited by male Indiana bats (Gumbert et al., 2002). Male Indiana bats typically remain active longer during autumn than do females. Once arriving at hibernacula, females may only remain active for a few days where as males remain active, seeking mates, into late October and early November.

3.0 Gray Bat (*Myotis grisescens*) Species Description

3.1 SPECIES STATUS

The gray bat was described as a separate species in 1909 from specimens collected at Nickajack Cave, Marion County, Tennessee (Decher and Choate 1995). The gray bat can be distinguished from other smaller *Myotis* by its long forearm, typically 40 – 46 mm, the attachment of wing membrane to the ankle rather than on the foot, and by uniformly gray fur from base to tip of hair (Barbour and Davis, 1969; Barbour and Davis, 1974; USFWS, 1982; Sealander and Heidt, 1990). Apparently, gray bat declines began during the nineteenth century when exploitation of caves first began on a large scale from mining of saltpeter, onyx, and other cave minerals, but the rate of decline accelerated during the 1960’s and 1970’s, especially from growing popularity in spelunking (USFWS, 1982). Prior to these declines, individual hibernacula contained populations of gray bat, which ranged from 100,000 to 1,500,000 or more bats (USFWS, 1982). The gray bat suffered drastic population declines, primarily from visitation of critical wintering and summering caves, and human-induced alterations of habitat. According to the USFWS (1982), if gray bats had continued to decline at a rate of 54% every six years there should have only been 100,000 gray bats left in 2000. Such a decline did not occur and the population recovered to the point where biologists were discussing the potential of down-listing the species from endangered to threatened, prior to the arrival of white-nose syndrome (WNS).

The USFWS listed the gray bat as an endangered species on April 28, 1976 and the bat received protection under the Endangered Species Act (ESA), which was instated in 1973

(Public Law 93-205). Several years following its listing, a gray bat recovery plan was developed by biologists (i.e., the recovery team), which outlined habitat requirements, critical habitat, potential causes for declines, and recovery objectives. The recovery plan was reviewed and published by the USFWS in 1982.

3.2 DISTRIBUTION AND POPULATION

The gray bat is restricted in distribution to the limestone-karst areas of the eastern and southern United States (Hall, 1981; Hall and Wilson, 1966; USFWS, 1982). Major populations occur in Alabama, northern Arkansas, Kentucky, Missouri, and Tennessee, but a few smaller populations occur in northwestern Florida, western Georgia, southeastern Kansas, southern Indiana and Illinois, northeastern Oklahoma, northeastern Mississippi, and western Virginia (Barbour and Davis, 1969; Tuttle, 1979; USFWS, 1982). The majority of the wintering population occurs in only nine caves, primarily found in Arkansas, Kentucky, Missouri, and Tennessee. According to the USFWS (1982), approximately 95% of the range wide population is found in nine hibernacula with more than half in a single cave. Based on the 1982 Recovery Plan, 10 Priority One hibernacula are listed for the gray bat with three each in Missouri and Tennessee, and one each in Alabama, Arkansas, Florida, and Kentucky.

Even though gray bats require cave-like habitats during the summer, the species summer distribution occurs throughout a slightly larger geographic area than winter distribution. Gray bats can establish maternity and bachelor colonies in dams, under bridges and in storm sewers, which enables them to venture away from karst regions. According to the USFWS (1982), 30 different caves are listed as Priority One maternity colony sites with eight in Missouri, six each in Alabama and Tennessee, four in Kentucky, three in Florida, two in Arkansas, and one in Illinois.

3.3 LIFE HISTORY

The gray bat arrives at caves used as hibernacula during September and October each year. Ninety-five percent of the entire gray bat population hibernates in only nine caves in the limestone karst region of the eastern/southern United States (Lacki, 1994). These bats typically form dense clusters of up to several thousand individuals on cave ceilings and walls where cave temperatures range from 42.1° – 52.0° F (5.6° - 11.1°C) (Sealander and Heidt, 1990; Hall, 1962). Gray bats choose a slightly warmer temperature in the cave than do Indiana bats (Hall, 1962). Stable low temperatures allow gray bats to maintain a low rate of metabolism and conserve fat reserves through the winter until spring emergence when outside temperatures have increased and insects (food) are more abundant (Humphrey, 1978; Richter et al., 1993). Cave configuration determines internal environments and larger more complex cave systems, having multiple entrances, are more likely to provide suitable habitat for hibernating bats (Tuttle and Stevenson, 1978; LaVal and LaVal, 1980).

Copulation in gray bats occurs in late fall prior to hibernation (Sealander and Heidt, 1990; Barbour and Davis 1969). Once mating has occurred, the females immediately go into hibernation. Some mate and enter hibernation in early September, but all do so by early

October (USFWS, 1982). After mating, the males remain active for several weeks, during which time the fat reserves that were depleted during the mating season are replenished. While adult males and juveniles of both sexes tend to enter hibernation several weeks later than females, most are in hibernation by early November. These stored fat reserves must last six to seven months to ensure survival of the bats.

Adult female gray bats are the first to emerge from hibernation in late March and early April, followed by juveniles of both sexes and adult males (Tuttle, 1976). Most juveniles and adult males leave the hibernacula between mid-April and mid-May. Gray bats are known to disperse at distances of 17 – 525 km to summer locations (Sealander and Heidt, 1990; Tuttle, 1976). Hall and Wilson (1966) indicated that summer colonies scattered over an area of 10,500 square miles in Kentucky, southern Illinois, and Tennessee migrated to a single cave in Edmonson County, Kentucky. Gray bats are very loyal to their home range and to where they disperse after hibernation; most using the same roosting and foraging sites from year to year (USFWS, 1982). This dispersal period in early spring is hazardous because fat reserves and food supplies are low at that time, yielding a high adult mortality in late March and early April (Tuttle and Stevenson, 1978).

Summer maternity colonies of gray bats are generally found in large caves containing streams (Sealander and Heidt, 1990). These colonies range from a few hundred to several thousand individuals in large caves in the central part of the eastern United States. Undisturbed summer colonies in Tennessee and Alabama contain between 5,000 – 250,000 or more bats with most averaging 10,000 – 50,000 individuals (Tuttle, 1979). The relative humidity in these maternity caves ranges from 86 – 99% (Decher and Choate, 1995). Males and non-reproductive females form bachelor colonies in less suitable caves within 30 km of maternity sites (BCI, 1999).

Although mating occurs in late fall, female gray bats have delayed ovulation with fertilization occurring in late March to early April when they emerge from hibernation (Sealander and Heidt, 1990; Guthrie and Jeffers, 1938). Each female gives birth to a single young in late-May to mid-June. The young mature rapidly. Growth rate is faster in colonies with large number of bats due to the energy saved from decreased heat dissipation, which results from clustering behavior and the selection of roost in heat-trapping domes and related cave structures (Tuttle, 1975). Tuttle (1975) also states that the growth rate of nonvolant young is positively correlated with colony size. Increased numbers of bats roosting together reduce the thermoregulatory cost per individual (Herreid, 1963, 1967). Growth rates are also positively affected by higher ambient cave temperatures and porous or domed ceiling at roosts. The female generally leaves the young in the roost while foraging. The first flight of the young usually occurs 20 – 25 days after birth, but in colonies of reduced size this may increase to 30 – 35 days (Sealander and Heidt, 1990; Tuttle, 1975). For newly volant young, growth rates and survival are inversely proportional to the distance of their roost to the nearest available over-water foraging habitat (Tuttle, 1975). After the young are weaned, the maternity colony disperses. Most nursery caves are abandoned by August or early September.

As with most bats, gray bats emerge from caves or other roosts at dusk to forage for insects. Gray bats most often forage over bodies of water (reservoirs and streams), but do also forage in riparian vegetation and over land (Sealander and Heidt, 1990; LaVal et al, 1977). They indicated that gray bats usually forage below treetop height, sometimes as low as two meters or lower. LaVal et al, (1977) also suggested that while gray bats forage over even the smallest, permanently-flowing streams, larger numbers use larger streams. Tuttle (1979) estimated that a maternity colony of 250,000 bats may consume as much as a ton of insects each night. Decher and Choate (1995) stated that the main prey of gray bats consists of several genera and at least six species of mayflies (Ephemeroptera). Rabinowitz and Tuttle (1982) said that gray bats selected foraging areas with abundant mayflies. However, Ephemeroptera were less abundant in fecal pellet studies in Jessamine County, Kentucky (Lacki et al, 1995) and in Indiana (Whitaker et al, 2001). Decher and Choate (1995) suggest that fecal pellet studies are biased against Ephemeroptera because they are more digestible by the bat with less identifiable remains in the fecal pellets. This is especially true if the wings are culled by the bat prior to consumption (Rabinowitz and Tuttle, 1982). Based on food studies using fecal pellets, it appears that the gray bat is primarily an opportunistic feeder, feeding on the most abundant aquatic insects available at the time (Lacki et al, 1995; Whitaker et al, 2001). Orders of insect consumed include Diptera (primarily midges – Chironomidae), Trichoptera (caddisflies), Coleoptera (beetles), and Lepidoptera (moths). Whitaker et al (2001) found some chironomid pupae, indicating that the gray bat apparently picked it up by skimming the surface of the water during foraging. LaVal and LaVal (1980) indicated a dietary preference of Plecoptera (stoneflies), Ephemeroptera (mayflies) and Trichoptera (caddisflies), comprising up to 98% of insects consumed. They also suggested that types of insects consumed depended on the phase of the moon, with the light or dark affecting foraging location.

During peak insect abundance in early evening, many gray bats feed in slowly traveling groups; when insect numbers drop later in the evening, gray bats become more territorial (Tuttle, 1976). He indicates that territories seem to be controlled by reproductive females. Depending on prey abundance, these territories may be occupied by one to as many as fifteen or more individuals. During lactating, some females feed continually for more than seven hours in a single night. This helps them maintain higher body temperatures at their relatively cool roosts.

4.0 Methodology

4.1 MIST NETTING GUIDELINES

Surveys for endangered bats are difficult to standardize because of the great deal of variability that exists in a field situation. However, a number of practices used for summer surveys for Indiana bats have become relatively standardized through implementation of netting guidelines provided by USFWS in the most recent (2007 Agency Draft) revision of the Indiana Bat Recovery Plan[1]. Those guidelines, a summary of which follows, were employed for this survey.

[1] U.S. Fish and Wildlife Service. 2007. Indiana Bat (Myotis sodalis) Draft Recovery: U.S Fish and Wildife Service, Fort Snelling, MN. 258 pp.

Great care was observed to ensure USFWS netting requirements were met during the study as well as White-nose Syndrome Disinfectant Protocols (version 01.25.2011).

USFWS Netting Guidelines

1. **Netting Season**: 15 May to 15 August, when Indiana bats occupy summer habitat.
2. **Equipment** (Mist Nets): constructed of the finest, lowest visibility mesh commercially available – monofilament or black nylon – with the mesh size approximately 1½ inch (1¼ –1¾) (38 mm).
3. **Net Placement**: mist nets extend approximately from water or ground level to tree canopy and are bounded by foliage on the sides. Net width and height are adjusted for the fullest coverage of the flight corridor at each site. A "typical" net set consists of nets "stacked" on top of one another with heights from up to 8 m (30 ft); width may vary up to 18 m (60 ft).
4. **Net Site Spacing**:
   - Streams – one net site per 1 km (0.6 km)
   - Land Tracts – two net sites per 1 square km (250 acres)
5. **Minimum Level of Effort Per Net Site**:
   - Two net locations (sets) per net site, with locations (sets) at least 100 feet (30 m) apart
   - Two (calendar) nights of netting
   - At least four net–nights (1 net–night = 1 net set deployed for 1 night); typically, two net sets are deployed at one site for two nights, resulting in four net-nights
   - Sample Period: begin at dusk and net for 5 hours (approximately 0200h)
   - Nets are monitored at approximately 10-minute intervals
   - No disturbance near the nets between checks
6. **Weather Conditions**: net only if the following weather conditions are met:
   - No precipitation
   - Temperature $\geq$ 50°F (10°C)
   - No strong winds
7. **Moonlight**: avoid net sets with direct exposure to a moon ½ -full or greater – typically by utilizing forest canopy cover

4.2 MIST NET SITE SELECTION

Site selection was based upon an expectation of greatest bat activity and an effort to provide survey coverage of the project area. Net placement was based upon a variety of characteristics including canopy cover, presence of a flight corridor, water, and forest conditions near the site. Mist net site selection includes consideration of habitat characterizations described for the Indiana bat in current literature and Stantec personnel's extensive knowledge and experience with this species. General habitat types selected included the following characteristics:

- Large trees (>16 inches dbh) that can support primary maternity roosts

- An open canopy, allowing solar exposure for warming of roost sites
- An open, uncluttered understory, used for travel and foraging
- Stream corridor or other water source for drinking and prey production

Nets are typically set to maximize coverage of flight paths used by Indiana bats along suitable travel corridors. Riparian corridors often provide successful mist net sites. However, upland corridors (e.g., trails or logging roads) also provide suitable sites (Kiser and MacGregor, 2005). In upland areas, road ruts or other areas of standing water frequently facilitate capture of bats, including the Indiana bat. The actual location and orientation of each net was determined in the field.

4.3 BAT CAPTURE AND PROCESSING

All bats captured in the mist nets were carefully removed and placed individually in a disposable brown paper bag in order to keep bats isolated and reduce any risk of cross exposure to White-nose Syndrome (WNS) that may have been present on bats within the project area. This occurred for all bats regardless if they showed signs of WNS or not. After each paper bag was used they were disposed into a large plastic sealable bag as refuse. Disposable gloves were also worn for handling individual bats and hands were periodically washed with Purell®. Protocols for bat capture, handling, and equipment decontamination for WNS were followed at all mist net sites.

Bats were identified to the taxonomic level of species using a combination of morphological characteristics: ear and tragus, calcar, pelage, size/weight, length of right forearm, and overall appearance of the animal. The species, sex, reproductive condition, age, weight, length of right forearm, time and location, and net site of capture were recorded for all bats. Age (adult or juvenile) of bats was determined by examining ephiphyseal-diaphyseal fusion (calcification) of long bones in the wing. Weight was measured to 0.1 grams using a Pesola spring scale. Length of the right forearm of each bat was measured in millimeters using a field ruler. The reproductive condition of captured bats was classified as non-descended male, descended male, non-reproductive female, pregnant female (based on gentle abdominal palpation), lactating female, or post-lactating female.

Bat processing and data collection was typically completed within 30 minutes of the time the bat is removed from the net. Bats were caught live and released unharmed near the point of capture after processing. The survey was conducted under a USFWS approved Survey Plan, Federal Fish and Wildlife permit # TE38821A-0 and Tennessee Scientific Collection permit # 3640.

4.4 ACOUSTICAL SURVEY

As required by the Indiana bat survey guidance for Kentucky dated May 19, 2010, acoustical sampling equipment was used in conjunction with mist netting to provide presence/absence survey results that have a greater accuracy of documenting Indiana bat use in a project area. The detection of bat calls similar to Indiana bats using acoustical monitoring was only used as an indicator that additional mist netting was necessary at the location where the call was

recorded. Stantec conducted passive acoustic bat surveys using one Anabat II detector at each mist net site for two consecutive nights, resulting in two detector nights of sampling effort per site. Anabat II detectors were positioned at least 100 meters from net sites, in different habitat types, in order to maximize coverage of project area. Detectors sampled habitats that could not be sampled with mist nets (e.g. forest edges, large streams, large ponds, etc.).

Anabat II detectors (Titley Electronics Pty Ltd.) were used for acoustical data collection. Detectors were programmed to begin monitoring at one half hour before sunset each night. Detectors were removed at the end of mist netting activities each night, so acoustical data was only collected for a period of 30 minutes prior to dusk until five hours after dusk (approximately 0200 h). The audio sensitivity setting of each Anabat system was set between six and seven (on a scale of one to 10) to maximize sensitivity while limiting ambient background noise and interference. Detectors were powered by internal alkaline batteries. Since severe weather adversely affects the activity levels of bats, Stantec monitored temperature, rainfall, and wind conditions on those nights when acoustical sampling was conducted. Data was downloaded to a laptop computer in the field for subsequent analysis.

4.5 WEATHER AND TEMPERATURE

Weather conditions were monitored each night of the survey. Conditions recorded include: temperature, wind speed and direction, percent cloud cover, and moon phase (if visible). A standard digital thermometer was used to record temperature, wind speed was estimated by using the Beaufort wind scale, and cloud cover was visually estimated.

4.6 HABITAT ASSESSMENT

A habitat description and a sketch of each net location was completed. The emphasis of this description was habitat form: size and relative abundance of large trees and snags that may potentially serve as roost trees, canopy closure, understory clutter/openness, distance to water, stream or pond characteristics (if net was placed over them), and flight corridors. Habitat form is emphasized because the Indiana bat roosts in a great many species of trees. Tree species composition is included in the assessment, because it provides insight to edaphic conditions of each site.

Habitat characterization identifies components of the canopy and subcanopy layers. All trees that reach into the canopy are canopy trees, regardless of their diameter/size. As defined in the Indiana Bat Habitat Suitability Index Model (3D/Environmental 1995), dominant trees are the large trees in the canopy (> 16” dbh) that have the greatest likelihood of being used by maternity colonies of Indiana bats. Many smaller trees are often also found in the canopy, and in some situations, the canopy can be entirely composed of smaller-diameter trees.

The subcanopy, or understory, vegetation layer is well defined in classical ecological literature. It is that portion of the forest structure between the ground vegetation to approximately 2 feet (0.6 m) and the canopy layers, usually beginning at about 25 feet (7.6 m).

Vegetation in the understory may come from:

- Lower branches of overstory trees
- Young overstory trees
- Small trees and shrubs that are confined to the understory

The amount of vegetation in the understory is termed clutter. Many species of bats, including the Indiana bat, tend to avoid areas of high clutter.

5.0 Results

5.1 BAT CAPTURE

A total of 26 bats, representing three species, were captured during summer mist net surveys at the proposed SR-126 project in Sullivan County, Tennessee (Table 5.1). No endangered Indiana bats were captured, however two federally endangered gray bats were captured. Bats were captured at six mist net sites (MS-01 – MS-06) which were located along the proposed SR-35 corridor, near Kingsport, Tennessee. The most common species captured was the big brown bat [*Eptesicus fuscus* (n=19)] representing 73 percent of the bat captures. The second most common species captured was the eastern red bat [*Lasiurus borealis* (n=5)] representing 19.2 percent bat captures. The only other species captured during this survey was the federally endangered gray bat [*Myotis grisescens* (n=2)] (Table 5.1). Forty six percent of captures were adult males while 7.6 percent were juvenile males. Adult females representing two reproductive phases made up 19.2 percent of captures, while 15.3 percent were juvenile females. Bat Capture Data Sheets can be found in Appendix B.

Table 5.1. Bat capture by sex, reproductive condition, and age during 2011 summer mist netting at the SR-126 project, Sullivan County, Tennessee.

Species	Adult Male	Juvenile Male	Adult Female[1]				Juvenile Female	Escape[2]	Total
			P	L	PL	NR			
Gray bat *(Myotis grisescens)*	2	0	0	0	0	0	0	0	2
Big brown bat *(Eptesicus fuscus)*	9	2	0	0	1	2	2	3	19
Eastern red bat *(Lasiurus borealis)*	1	0	0	0	0	2	2	0	5
Total	12	2	0	0	1	4	4	3	26

[1] P = pregnant; L = lactating; PL = Post lactating; NR = non-reproductive
[2] Escape = escaped from net or hand before processing was complete

5.2 ACOUSTICAL SURVEY

Anabat detectors were deployed at each of the six mist net sites during both nights of sampling. Twelve (12) complete detector nights of acoustical data was collected (Table 5.2). A single detector (A48) deployed at MS-04 on 10 August recorded the most bat call files (n=274), accounting for 31 percent of all files. While a detector (A48) deployed on 5 August at MS-02 recorded the least amount of files (n=5). No files made it through the "MORENET" filter, thus no extra netting for Indiana bats was required.

Table 5.2. Acoustic data filtering results for 2011 summer mist netting at the SR-126 Project, Sullivan County, Tennessee.

Site	Detector	Date	Total # Files Recorded	# "NOISE"	# Passed "NOISE" Filter	# Passed "MORENET" Filter	
MS-01	A33	3-Aug	50	3	47	0	
	A33	4-Aug	45	4	41	0	
MS-02	A48	4-Aug	24	3	21	0	
	A48	5-Aug	9	4	5	0	
MS-03	A48	5-Aug	32	2	30	0	
	A48	6-Aug	161	36	125	0	
MS-04	A48	9-Aug	171	3	168	0	
	A48	10-Aug	276	2	274	0	
MS-05	A33	7-Aug	49	4	45	0	
	A33	8-Aug	66	7	59	0	
MS-06	A48	7-Aug	90	52	38	0	
	A48	8-Aug	32	2	30	0	

5.3 WEATHER AND TEMPERATURE

In general, weather was typical of early August in eastern Tennessee. Days were usually warm and humid with high temperatures ranging from the mid 80's to the mid 90's, while low temperatures ranged from the high 60's to the mid 70's. Weather conditions were favorable for surveying for Indiana bats during the survey period (03 and 10 August 2011) (Table 5.3), with no rain out nights occurring. Moon phase during the survey period ranged from Waxing Crescent to Waxing Gibbous, with the First Quarter falling on 6 August 2011.

5.4 HABITAT ASSESSMENT

The project consisted of six mist net sites. Overall, the project area was very urban in nature, consisting of existing roadways, parking lots, house lots with well-manicured lawns, driveways, a few small streams and some scattered forested stands of varying degrees of maturity. Photographs for each of the mist net sites can be found in Appendix C.

Forest canopy species ranged from 10 to 24 inches diameter at breast height (dbh), and consisted of tulip poplar (*Liriodendron tulipifera*), northern red oad (*Quercus rubra*), white oak (*Q. alba*), black locust (*Robinia pseudoacacia*), red maple (*Acer rubrum*), box elder (*A. negundo*), American elm (*Ulmus americana*), black walnut (*Juglans nigra*) and black cherry (*Prunus serotina*). Dominant subcanopy species consisted of redbud (*Cercis canadensis*), flowering dogwood (*Cornus florida*), sassafras (*Sassafras albidum*), red cedar (*Juniperus virginia*), red maple and saplings of the dominant canopy species. The canopy was generally closed to moderately open with an open to moderately open midstory and understory. Dominant shrub species included spicebush (*Lindera benzoin*), multiflora rose (*Rosa multiflora*), privet (*Ligustrum* spp.), redbud (*Cercis canadensis*), sassafras, and black locust saplings.

The potential for bat roosts consisted of both large trees and snags. Roost potential was considered moderate at the majority of sites based on clutter, size and conditions of trees and available water sources for both drinking and prey production.

Table 5.3. Temperatures, wind speed, and cloud cover per hour during 2011 summer mist netting at the SR-126 Project, Sullivan County, Tennessee.

Site	Date	Temp.°F			Wind Speed[1]			Cloud Cover %		
		2100h	0000h	0200h	2100h	0000h	0200h	2100h	0000h	0200h
MS-01	3-August-11	77.2	76.1	74.7	0	0	0	40%	100%	100%
MS-02	3-August-11	78.0	74.9	74.0	0	0	0	70%	0%	100%
MS-01	4-August-11	82.3	77.0	75.7	0	0	0	50%	0%	0%
MS-02	4-August-11	80.0	75.8	74.0	0	0	0	70%	0%	0%
MS-03	5-August-11	83.0	77.0	75.0	0	1-2	0	50%	20%	0%
MS-03	6-August-11	80.0	75.0	74.0	0	0	0	50%	0%	0%
MS-05	7-August-11	79.9	74.4	72.5	0	0	0	0%	10%	50%
MS-06	7-August-11	76.0	73.0	73.0	0	0	0	30%	0%	0%
MS-05	8-August-11	68.8	65.7	65.7	0	0	0	10%	0%	80%

MS-06	8-August-11	65.0	64.0	63.0	0	0	0	<5%	50%	100%
MS-04	9-August-11	74.0	67.0	68.0	0	0	0	0%	0%	0%
MS-04	10-August-11	74.0	70.0	70.0	0	0	0	100%	100%	100%

[1] Wind speed estimated using Beaufort Wind Scale

6.0 Discussion

No Federally-endangered Indiana bats were captured during this 2011 summer mist net survey in Sullivan County, Tennessee. The objective of this survey was to assess the presence, or probable absence, of Indiana bats using summer habitat within the SR-126 Road Project Area. To effectively investigate the project area, we used guidelines recommended by the draft Indiana Bat Recovery Plan (USFWS 2007). Mist netting was conducted during the summer Indiana bat maternity season (i.e. June, July, and August). Weather restrictions were also followed, as well as conducting mist netting in areas with potentially suitable habitat for the Indiana bat.

The deciduous hardwood forests within the project area provided potentially suitable habitat for Indiana bats. Mist net locations distributed throughout the project area were in the best locations within the project area where bats were likely to be found traveling, foraging, or both. All forested habitats in the project area were similar in form and generally provided some large trees and snags (>16 inches dbh) for maternity roosts, a moderate-to-open subcanopy clutter and moderate to closed canopy closure. Although subcanopy clutter was not ideal, canopy closure was generally moderate to closed (ideal = open subcanopy clutter and open canopy closure), making the habitat sufficient to support Indiana bats.

A total of two gray bats were captured during survey efforts. Both of the gray bats were captured at MS-04, in a mist net erected across a driveway adjacent to Fall Creek Road, next to a small stream flowing into Fall Creek. Both streams provided a drinking water source and likely an adequate aquatic insect emergence for foraging. As gray bats are known to feed heavily on aquatic insects including Trichoptera, Plecoptera and Ephemeroptera (LaVal and LaVal, 1980), it is likely that bats were traveling along the driveway River corridor foraging on the aquatic insects emerging from the smaller stream. Since the gray bat is almost always a cave obligate species and because no large caves or cave-like structures (i.e. storm sewers, hollow dams, abandoned mines) are known to occur within the project area, the proposed project is not likely to affect the roosting habitat of this species. Since the capture site is well outside of the construction limits of the SR-126 corridor and because all of the streams within the impact area are much smaller, or more cluttered with vegetation, the project may not even affect foraging habitat for the gray bat. However, if gray bats use the non-riparian habitats for foraging then the project corridor contains other available foraging opportunities.

Based on the data collected during mist net surveys following USFWS approved guidelines, the apparent absence of the Indiana bat, and the apparent absence of any structures that could provide summer or winter habitat for the gray bat within the project corridor, a May Affect – Not Likely to Adversely Affect determination is anticipated from the USFWS's Tennessee Field Office.

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APPENDIX A

FIGURES

SullivanTN_Locations

Mist Net Sites

Mist Net Site Locations
SR-126 Bat Survey
Sullivan County, Tennessee

N

0 2,000 4,000 Feet

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SullivanTN_Locations

Mist Net Sites

Mist Net Site Locations
SR-126 Bat Survey
Sullivan County, Tennessee

N

0 2,000 4,000 Feet

Z:\172671044\20110919_Bat_Site_Map_SullivanTN.mxd

APPENDIX B

BAT CAPTURE DATA SHEETS

Stantec

Bat Capture Data Sheet

Project Name/No.: TDOT-SR-126/172671051 **Date:** 03 August 2011 **Biologist(s):** James D. Kiser, Matt Boyer

Site Name/No.: Mr. Spivey's Driveway/MS-01 **State/County:** TN/Sullivan **Lat/Long:** N36°32'03.6" W82°29'22.1"

Quad: ~~**Projection:**~~ Kingsport **Nets Opened:** 2030h **Nets Closed:** 0200h **Moon Phase:** Waxing Crescent

Site Location: The site is located approx. miles east on SR-126 from the junction with SR-93 in Kingsport. It is approx 125m on Mr. Spivey's driveway from SR-126 at an elevation of 1730 feet.

Time	Temp	Wind	Cloud Cover
2030h	78.8°F	0	40%
2100h	77.2°F	0	75%
2200h	76.5°F	0	100%
2300h	76.0°F	0	90%
2400h	76.1°F	0	100%
0100h	75.6°F	0	100%
0200h	74.7°F	0	100%

Beaufort Wind Scale	
Scale	Wind Speed Indicators
0	Smoke rises vertically (<1 mph)
1	Wind direction shown by smoke drift (1-3 mph)
2	Wind felt on face; leaves rustle (4-7 mph)
3	Leaves, small twigs in constant motion (8-12 mph)
4	Dust rises; small branches move (13-18 mph)

Net	Length	Height	Road	Stream	Pond	Cave/ Portal	Other
A	9m	6m	✓				nearest SR-126
B	9m	6m	✓				nearest house
Anab at #33			along SR-126				*

No.	Species	Time	Age	Sex	Repro.*	RFA (mm)	Wt (g)	Guano (Y/N)	Net/Location	WNS Wing Score
1	Eptesicus fuscus	2050h	A	M	↓	48	16.75	N	A/2m	WNS-Ø
2	Eptesicus fuscus	↓	A	M	↓	47	13.75	N	B/4m	WNS-Ø
3	Eptesicus fuscus	↓	Escaped	from	Hand	—	—	—	B/4m	—
4	Eptesicus fuscus	2055h	A	M	↓	47	16.25	N	B/4m	WNS-Ø
5	Lasiurus borealis	2118h	J	F	NR	42	11.9	N	A/1m	WNS-Ø
6	Eptesicus fuscus	0030h	A	M	↓	47	16.1	N	A/2m	WNS-Ø

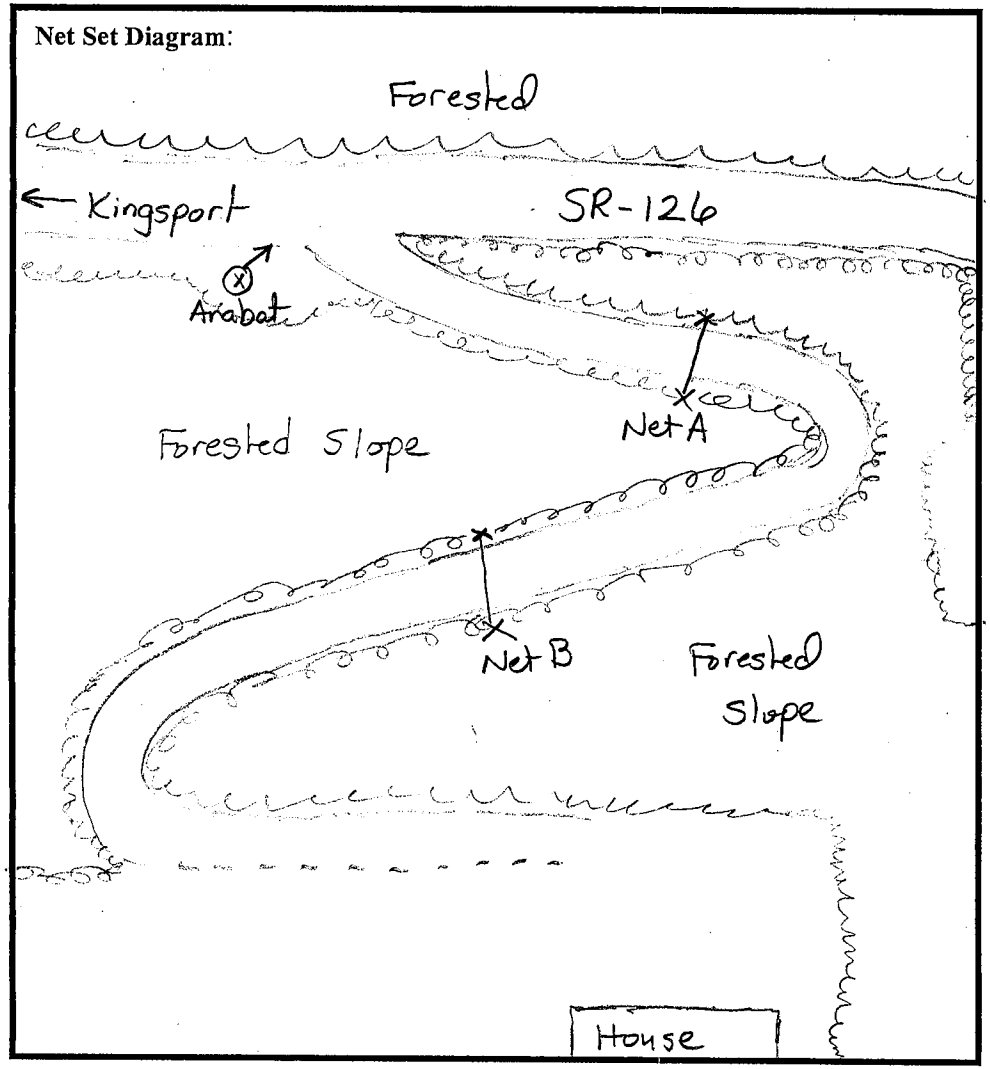
If found, please return to:
Stantec Consulting Ltd.
601 Drassmere Park Road, Suite 22
Nashville, TN 37211

Stantec

Bat Capture Data Sheet

NET SITE HABITAT DESCRIPTION

Net Set Diagram:



Comments: _____

Project Name/No.: TDOT- SR-126/ 172671051

Date: 03 August 2011 Site Name: Mr. Spivey's Driveway/MS-01

Other Wildlife Observations _____

STREAM CHARACTERISTICS

Bank Height: N/A Channel Width: N/A

Stream Width: N/A Riparian Width: (rt bank) N/A (lt bank) N/A

Avg. Water Depth: N/A % Canopy Cover 60%

% Substrate type: Bedrock N/A, Boulder N/A, Cobble N/A, Gravel N/A, Sand N/A, Fines N/A.

VEGETATION

Estimated Distance to Water Source: Unknown

Estimated Canopy Closure: closed (moderate) open

Dominant Sized Canopy Species (>16") Avg. DBH range 16-24"

1. N. Red Oak 2. Tulip tree 3.

Subdominant Sized Canopy Species (<16") Avg. DBH range 8-12"

1. Sassafrass 2. Red Maple 3.

Roost Tree Potential consists of: Large Trees Snags (Both)

Roost Tree Potential for Area: High (Moderate) Low

Subcanopy Species Avg. DBH range 4-8"

1. Sassafras 2. Red Maple 3. Tulip tree

Subcanopy Clutter: closed (moderate) open

Shrub Layer Species Avg. DBH range 0.5-3"

1. Maple seedlings 2. Sassafras 3. Red Cedar

4. Black Locust

Stantec

Bat Capture Data Sheet

Project Name/No.: TDOT-SR-126/172671051 **Date:** 04 August 2011 **Biologist(s):** James D. Kiser, Matt Boyer

Site Name/No.: Mr. Spivey's Driveway/MS-01 **State/County:** TN/Sullivan **Lat/Long:** N 36° 32' 03.6" W 82° 29' 22.1"

Quad: ~~Projection:~~ Kingsport **Nets Opened:** 2015h **Nets Closed:** 0200h **Moon Phase:** Waxing Crescent

Site Location: The site is located approx. miles east on SR-126 from the junction with SR-93 in Kingsport. It is approx 125m on Mr. Spivey's driveway from SR-126 at an elevation of 1730 feet.

Time	Temp	Wind	Cloud Cover
2030h	82.3°F	0	50%
2100h	81.6°F	0	100%
2200h	80.3°F	0	50%
2300h	78.3°F	0	25%
2400h	77.0°F	0	0%
0100h	76.1°F	0	0%
0200h	75.7°F	0	0%

Beaufort Wind Scale	
Scale	Wind Speed Indicators
0	Smoke rises vertically (<1 mph)
1	Wind direction shown by smoke drift (1-3 mph)
2	Wind felt on face; leaves rustle (4-7 mph)
3	Leaves, small twigs in constant motion (8-12 mph)
4	Dust rises; small branches move (13-18 mph)

Net	Length	Height	Road	Stream	Pond	Cave/ Portal	Other
A	9m	6m	✓				nearest SR-126
B	9m	6m	✓				nearest house
Anabat # 33			along SR-126				*

No.	Species	Time	Age	Sex	Repro.*	RFA (mm)	Wt (g)	Guano (Y/N)	Net/Location	WNS Wing Score
1	Eptesicus fuscus	2055h	Escaped	from	Net	—	—	—	B/2m	—
2	Eptesicus fuscus	2110h	A	M	↓	48	15.25	N	B/3.5m	WNS-Ø; Recapture from last night

If found, please return to:
Stantec Consulting Ltd.
601 Drassmere Park Road, Suite 22
Nashville, TN 37211

Stantec

Bat Capture Data Sheet

NET SITE HABITAT DESCRIPTION

Net Set Diagram:

See Field Data Sheet from previous day (03 August 2011)

Comments:

Project Name/No.: TDOT-SR-126/172671051

Date: 04 August 2011 Site Name: Mr. Spivey's driveway/MS-01

Other Wildlife Observations

STREAM CHARACTERISTICS

Bank Height: N/A Channel Width: N/A

Stream Width: N/A Riparian Width: (rt bank) N/A (lt bank) N/A

Avg. Water Depth: N/A % Canopy Cover 60%

% Substrate type: Bedrock N/A, Boulder N/A, Cobble N/A, Gravel N/A, Sand N/A, Fines N/A.

VEGETATION

Estimated Distance to Water Source: Unknown

Estimated Canopy Closure: closed (moderate) open

Dominant Sized Canopy Species (>16") Avg. DBH range 16-24"

1. N. Red Oak 2. Tulip tree 3. —

Subdominant Sized Canopy Species (<16") Avg. DBH range 8-12"

1. Sassafras 2. Red Maple 3. —

Roost Tree Potential consists of: Large Trees Snags (Both)

Roost Tree Potential for Area: High (Moderate) Low

Subcanopy Species Avg. DBH range 4-8"

1. Sassafras 2. Red Maple 3. Tuliptree

Subcanopy Clutter: closed (moderate) open

Shrub Layer Species Avg. DBH range 0.5-3"

1. Maple Saplings 2. Sassafras 3. Red Cedar

4. black locust

Stantec

Bat Capture Data Sheet

Project Name/No.: TDOT-SR-126/172670051 **Date:** WEDNESDAY 3 AUG 2011 **Biologist(s):** Taylor & Sauge

Site Name/No.: Harbor Circle/MS-02 **State/County:** TN/Sullivan **Lat/Long:** N36°32'08.2" W82°28'44.8"

~~Projection~~ Quad!: Kingsport **Nets Opened:** 2055 **Nets Closed:** 0200 **Moon Phase:** Waxing Crescent

Site Location: 4638 Harbor Circle

Time	Temp	Wind	Cloud Cover
2100	78F	0	70
2200	76.3	0	70
2300	75.6	0	0*
0001	74.9	0	0
0100	74.7	0	80
0200	74.0	0	100

Beaufort Wind Scale	
Scale	Wind Speed Indicators
0	Smoke rises vertically (<1 mph)
1	Wind direction shown by smoke drift (1-3 mph)
2	Wind felt on face; leaves rustle (4-7 mph)
3	Leaves, small twigs in constant motion (8-12 mph)
4	Dust rises; small branches move (13-18 mph)

Net	Length	Height	Road	Stream	Pond	Cave/ Portal	Other
A	6	6	✓				DRIVEWAY
B	6	9	✓				
							*

No.	Species	Time	Age	Sex	Repro.*	RFA (mm)	Wt (g)	Guano (Y/N)	Net/Location	WNS Wing Score
*	BAT @ light feeding on moth @ 0231 hrs - SXG passed ~~it~~ ignored. Only one seen									
	We have 2 street lights, one near the driveway set and one be on the road set. We have not seen a single bat pass nor are there many insects around these lights.									

* briefly clouded between 2200-2300 AND sprinkled for a few minutes then cleared off by 2300
2-street lights near nets. No bugs to speak of AND no flybys by bats.
0001 - Storm clouds + lightening off in distance.

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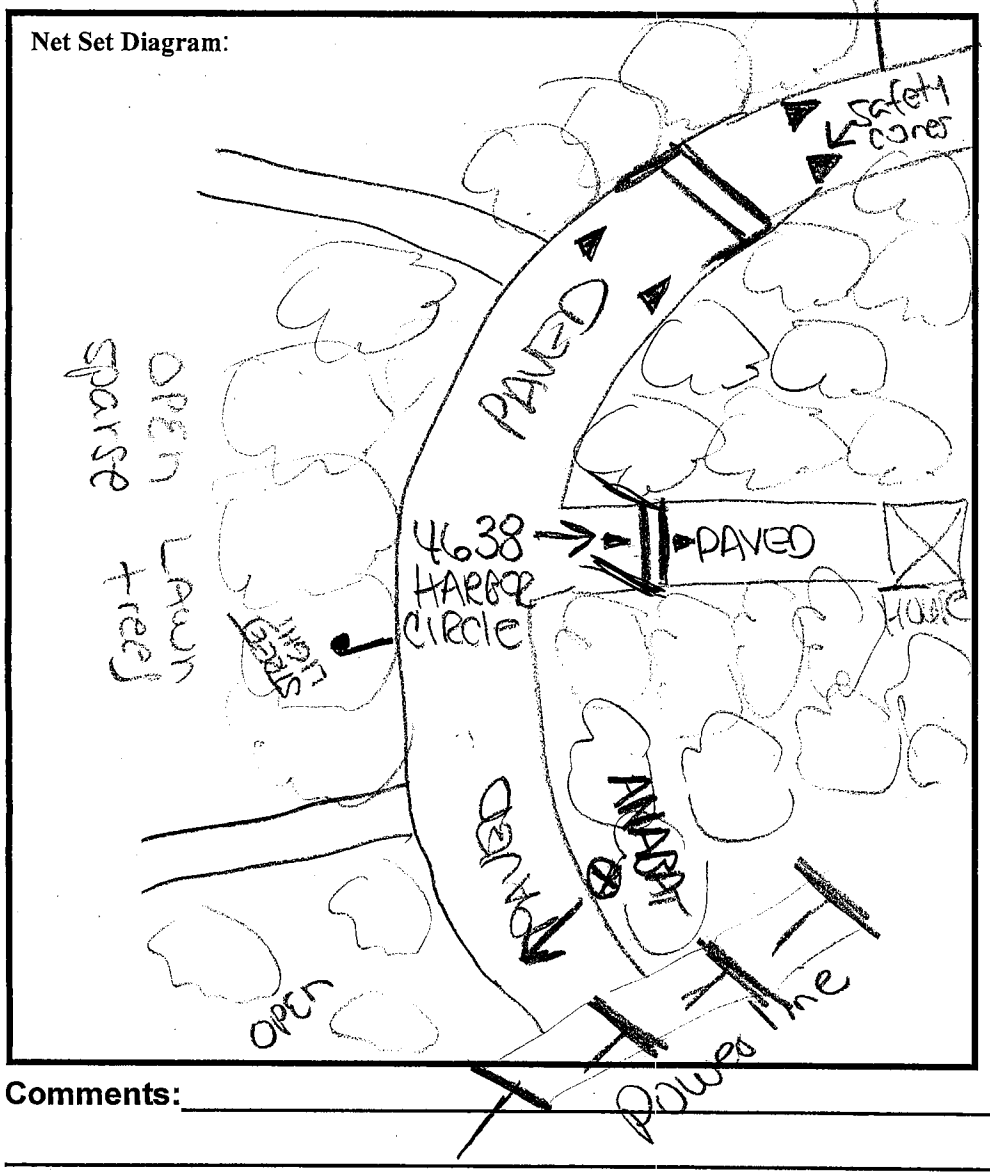
Bat Capture Data Sheet

NET SITE HABITAT DESCRIPTION

Net Set Diagram:



Comments:

Project Name/No.: TDOT-SR-126/172671051

Date: 3 August 2011 / Site Name: Harbor Circle / MS-02

Other Wildlife Observations: Screech owl (Otus asio) present virtually all night. Opossum. Pet cat.

STREAM CHARACTERISTICS

Bank Height: N/A Channel Width: N/A

Stream Width: N/A Riparian Width: (rt bank) N/A (lt bank) N/A

Avg. Water Depth: N/A % Canopy Cover N/A

% Substrate type: Bedrock N/A, Boulder N/A, Cobble N/A, Gravel N/A, Sand N/A, Fines N/A.

VEGETATION

Estimated Distance to Water Source: Unknown

Estimated Canopy Closure: (closed) moderate open Over nets

Dominant Sized Canopy Species (>16") Avg. DBH range ——

1. N/A → 2. Yard trees 3. ——

Subdominant Sized Canopy Species (<16") Avg. DBH range 14-16"

1. Maple 2. Oaks w/o +RO 3. Pine

Roost Tree Potential consists of: (Large Trees) Snags Both

Roost Tree Potential for Area: High (Moderate) Low

Subcanopy Species Avg. DBH range 6-8"

1. Sassafras 2. Dogwood 3. ——

Subcanopy Clutter: closed (moderate to open)

Shrub Layer Species Avg. DBH range 1-4"

1. Redbud 2. Privet 3. ——

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Bat Capture Data Sheet

Project Name/No.: TDOT-SR-126/172670.01 **Date:** THURSDAY 4 AUG 2011 **Biologist(s):** Taylor & Sauger

Site Name/No.: Harbor Circle/MS-02 **State/County:** TN/Sullivan **Lat/Long:** N36° 32' 08.2 W82° 28' 44.8"

~~Projection~~ Quad: **:** Kingsport **Nets Opened:** 2055 **Nets Closed:** 0205 **Moon Phase:** Waxing Crescent

Site Location: 4688 Harbor Circle, Kingsport, TN

Time	Temp	Wind	Cloud Cover
2100	80.1	0	70
2200	79	0	90
2300	77.8	0	100
0001	75.8	0	0
0100	74.5	0	0

Beaufort Wind Scale	
Scale	Wind Speed Indicators
0	Smoke rises vertically (<1 mph)
1	Wind direction shown by smoke drift (1-3 mph)
2	Wind felt on face; leaves rustle (4-7 mph)
3	Leaves, small twigs in constant motion (8-12 mph)
4	Dust rises; small branches move (13-18 mph)

Net	Length	Height	Road	Stream	Pond	Cave/ Portal	Other
A	6	6	✓				DRIVEWAY
B	6	9	✓				
							*

No.	Species	Time	Age	Sex	Repro.*	RFA (mm)	Wt (g)	Guano (Y/N)	Net/Location	WNS Wing Score
1	Lasiurus borealis	2215	J	F	NON	41	12*	N	B/2M	0
	Yellow bulbs of nightwatch lights do not attract many bugs									

1-Bat observed flying @ 20' above road @ 2050 hrs.

*WT- belly full of bugs
Have not seen bats forging at all. (mongnt)

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Bat Capture Data Sheet

NET SITE HABITAT DESCRIPTION

Net Set Diagram:

SEE 3 AMG

Comments:

Project Name/No.: TDOT-SR-126-/172671051

Date: 4 August 2011 Site Name: Harbor Circle/MS-02

Other Wildlife Observations

Smelled skunk. Heard Gray Fox barking.

STREAM CHARACTERISTICS

Bank Height: N/A Channel Width: N/A

Stream Width: N/A Riparian Width: (rt bank) N/A (lt bank) N/A

Avg. Water Depth: N/A % Canopy Cover N/A

% Substrate type: Bedrock N/A, Boulder N/A, Cobble N/A, Gravel N/A, Sand N/A, Fines N/A.

VEGETATION

Estimated Distance to Water Source: Unknown

Estimated Canopy Closure: closed moderate open

Dominant Sized Canopy Species (>16") Avg. DBH range ——

1. N/A 2. Yard Trees 3. ——

Subdominant Sized Canopy Species (<16") Avg. DBH range 14-16"

1. Maple 2. Oaks WO RO 3. Pine

Roost Tree Potential consists of: Large Trees Snags Both

Roost Tree Potential for Area: High Moderate Low

Subcanopy Species Avg. DBH range 6-8"

1. Sassafras 2. Dogwood 3. ——

Subcanopy Clutter: closed moderate open

Shrub Layer Species Avg. DBH range 1-4"

1. Redbud 2. Privet 3. ——

Cincinnati, OH 45241

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Bat Capture Data Sheet

Project Name/No.: TDOT-SR-126/172671051 **Date:** FRIDAY 5 AUG 2011 **Biologist(s):** Boyer & Saugey

Site Name/No.: Chestnut Ridge Rd./MS-03 **State/County:** TN/Sullivan **Lat/Long:** N36° 32' 41.3" W082 28' 5.5"

~~Projection~~ Quad: Indian Springs **Nets Opened:** 2050 **Nets Closed:** 0210 **Moon Phase:** Waxing Crescent

Site Location:

Time	Temp (F)	Wind	Cloud Cover
2100	83	0	50
2200	80	1	50
2300	79	1	50
2400	77	1-2	20
0100	77	2	0
0200	75	0	0

Beaufort Wind Scale	
Scale	Wind Speed Indicators
0	Smoke rises vertically (<1 mph)
1	Wind direction shown by smoke drift (1-3 mph)
2	Wind felt on face; leaves rustle (4-7 mph)
3	Leaves, small twigs in constant motion (8-12 mph)
4	Dust rises; small branches move (13-18 mph)

Net	Length	Height	Road	Stream	Pond	Cave/ Portal	Other
A	6m	6m	✓				DRIVEWAY
B	6m	6m	✓				DRIVEWAY

No.	Species	Time	Age	Sex	Repro.*	RFA (mm)	Wt (g)	Guano (Y/N)	Net/Location	WNS Wing Score
1	Eptesicus fuscus	0100	A	F	NON	50	20	N	B/4m	0
2	Eptesicus fuscus	0100	J	F	NON	44	15	N	B/3m	0

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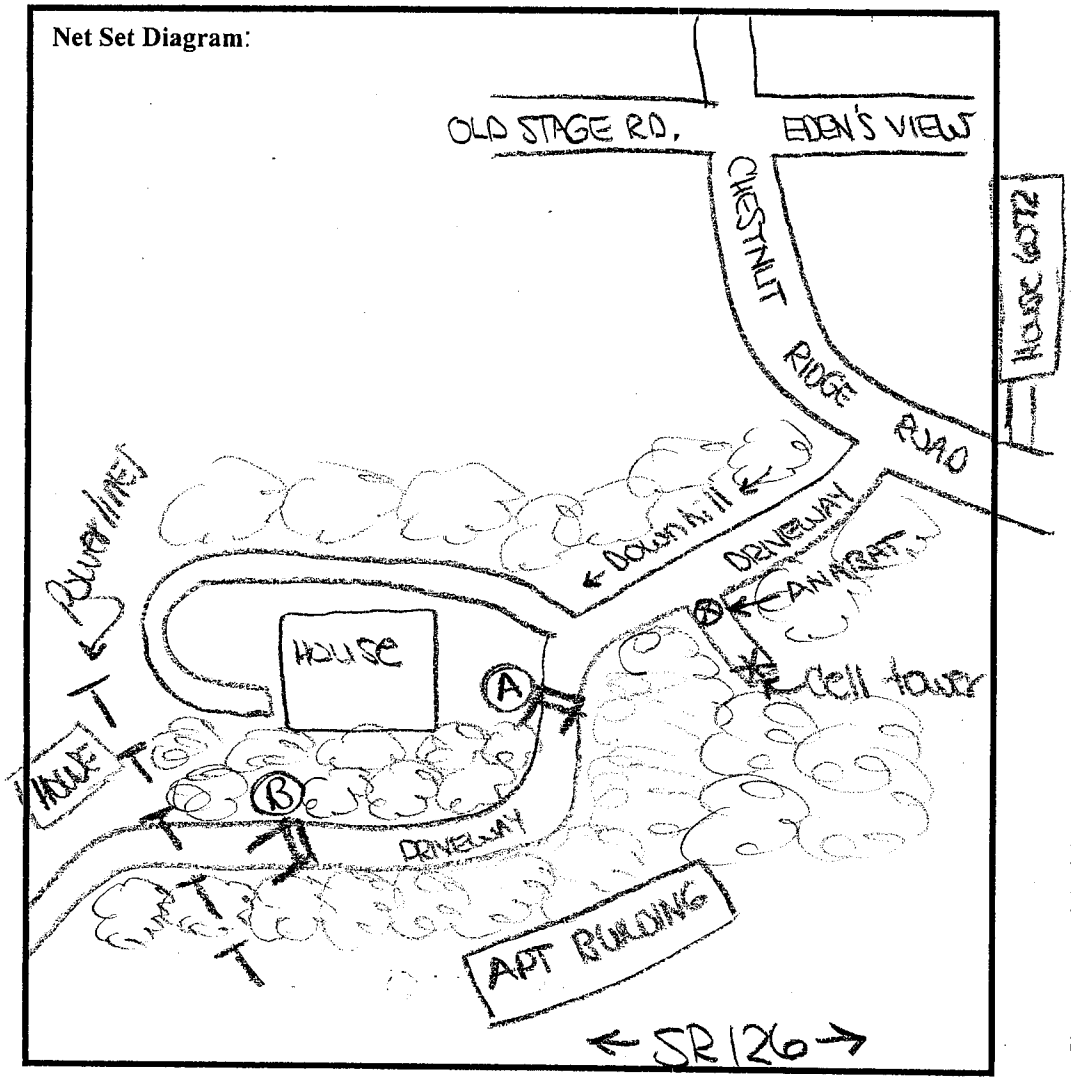
Bat Capture Data Sheet

NET SITE HABITAT DESCRIPTION

Net Set Diagram:



Comments: _____

Project Name/No.: TDOT-SR-126/172671051

Date: 5 August 2014 Site Name: Chestnut Ridge Rd./MS-03

Other Wildlife Observations: Screech owls heard

STREAM CHARACTERISTICS

Bank Height: N/A Channel Width: N/A

Stream Width: N/A Riparian Width: (rt bank) N/A (lt bank) N/A

Avg. Water Depth: N/A % Canopy Cover N/A

% Substrate type: Bedrock N/A, Boulder N/A, Cobble N/A, Gravel N/A, Sand N/A, Fines N/A.

VEGETATION

Estimated Distance to Water Source: Unknown

Estimated Canopy Closure: closed (moderate) open

Dominant Sized Canopy Species (>16") Avg. DBH range 16+ (few trees)

1. Tulip poplar 2. ____ 3. ____

Subdominant Sized Canopy Species (<16") Avg. DBH range 10-12"

1. Tulip poplar 2. Cherry 3. ____

Roost Tree Potential consists of: Large Trees Snags (Both)

Roost Tree Potential for Area: High (Moderate to Low)

Subcanopy Species Avg. DBH range ____

1. Sassafras 2. Redbud 3. ____

Subcanopy Clutter: closed moderate open

Shrub Layer Species Avg. DBH range ____

1. Privet 2. Rose bushes 3. ____

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Bat Capture Data Sheet

Project Name/No.: TDOT-SR-126/172671051 Date: SATURDAY 6 AUG 2011 Biologist(s): Boyer & Sauger

Site Name/No.: Chestnut Ridge Rd./MS-03 State/County: TN/Sullivan Lat/Long: N36° 32' 41.3" W082° 28' 5.5"

~~Projection:~~ Quad: Indian Springs Nets Opened: 2045 Nets Closed: 0210 Moon Phase: First Quarter

Site Location:

Time	Temp F	Wind	Cloud Cover
2100	80	0	50
2200	77	0	20
2300	76	0	10
2400	75	0	0
0100	74	0	0
0200	74	0	0

Beaufort Wind Scale	
Scale	Wind Speed Indicators
0	Smoke rises vertically (<1 mph)
1	Wind direction shown by smoke drift (1-3 mph)
2	Wind felt on face; leaves rustle (4-7 mph)
3	Leaves, small twigs in constant motion (8-12 mph)
4	Dust rises; small branches move (13-18 mph)

Net	Length	Height	Road	Stream	Pond	Cave/ Portal	Other
A	6m	6m	✓				Driveway
B	6m	6m	✓				Driveway

No.	Species	Time	Age	Sex	Repro.*	RFA (mm)	Wt (g)	Guano (Y/N)	Net/Location	WNS Wing Score
1	Eptesicus fuscus	2240	A	M	SCR	47	14	N	A-2m	0
2	Lasiurus borealis	0130	J	F	NOR	42	11	N	A-2m	0

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Bat Capture Data Sheet

NET SITE HABITAT DESCRIPTION

Net Set Diagram:

SEE 5 AUG 11

Comments:

Project Name/No.: TDOT-SR-126/172671051

Date: 6 August 2011 Site Name: Chestnut Ridge Rd./MS-03

Other Wildlife Observations

STREAM CHARACTERISTICS

Bank Height: N/A Channel Width: N/A

Stream Width: N/A Riparian Width: (rt bank) N/A (lt bank) N/A

Avg. Water Depth: N/A % Canopy Cover N/A

% Substrate type: Bedrock N/A, Boulder N/A, Cobble N/A, Gravel N/A, Sand N/A, Fines N/A.

VEGETATION

Estimated Distance to Water Source: Unknown

Estimated Canopy Closure: closed (moderate) open

Dominant Sized Canopy Species (>16") Avg. DBH range 16+

1. Tulip poplar 2. — 3. —

Subdominant Sized Canopy Species (<16") Avg. DBH range 10-12"

1. Tulip poplar 2. Cherry 3. —

Roost Tree Potential consists of: Large Trees Snags (Both)

Roost Tree Potential for Area: High (Moderate to Low)

Subcanopy Species Avg. DBH range —

1. Sassafras 2. Redbud 3. —

Subcanopy Clutter: closed moderate open

Shrub Layer Species Avg. DBH range —

1. Privet 2. Rose bushes 3. —

Burn's Driveway 289 Fall Creek Road

Bat Capture Data Sheet

Stantec

Project Name/No.: TDOT-SR-126/17267109 **Date:** TUESDAY 9 AUG 11 **Biologist(s):** Ruper/Taylor/Saugs

Site Name/No.: Falls Creek Rd./Burns Driveway MS-04 **State/County:** TN, Sullivan **Lat/Long:** N 36° 32' 25.0 W 82° 26' 09.3"

~~Projection:~~ Quad: Indian Springs **Nets Opened:** 2045 **Nets Closed:** 0200 **Moon Phase:** WAXING GIBBOUS

Site Location: Site located on Fall Creek Rd., ~660 yards from SR-126 junction.

Time	Temp	Wind	Cloud Cover
2100	74	0	0
2200	70	0	0
2300	68	0	0
2400	67	0	0
0100	66	0	0
0200	68	0	0

Beaufort Wind Scale	
Scale	Wind Speed Indicators
0	Smoke rises vertically (<1 mph)
1	Wind direction shown by smoke drift (1-3 mph)
2	Wind felt on face; leaves rustle (4-7 mph)
3	Leaves, small twigs in constant motion (8-12 mph)
4	Dust rises; small branches move (13-18 mph)

Net	Length	Height	Road	Stream	Pond	Cave/ Portal	Other
A	6 M	6 M	✓				DRIVEWAY
B	6 M	6 M	✓				DRIVEWAY

No.	Species	Time	Age	Sex	Repro.*	RFA (mm)	Wt (g)	Guano (Y/N)	Net/Location	WNS Wing Score
1	Myotis grisescens	00:50	A	M	SCR	44	10	N	B/1m	0
2	M. grisescens	01:20	A	M	SCR	44	10.5		B/1m	0

Virtually no trees flying road corridor

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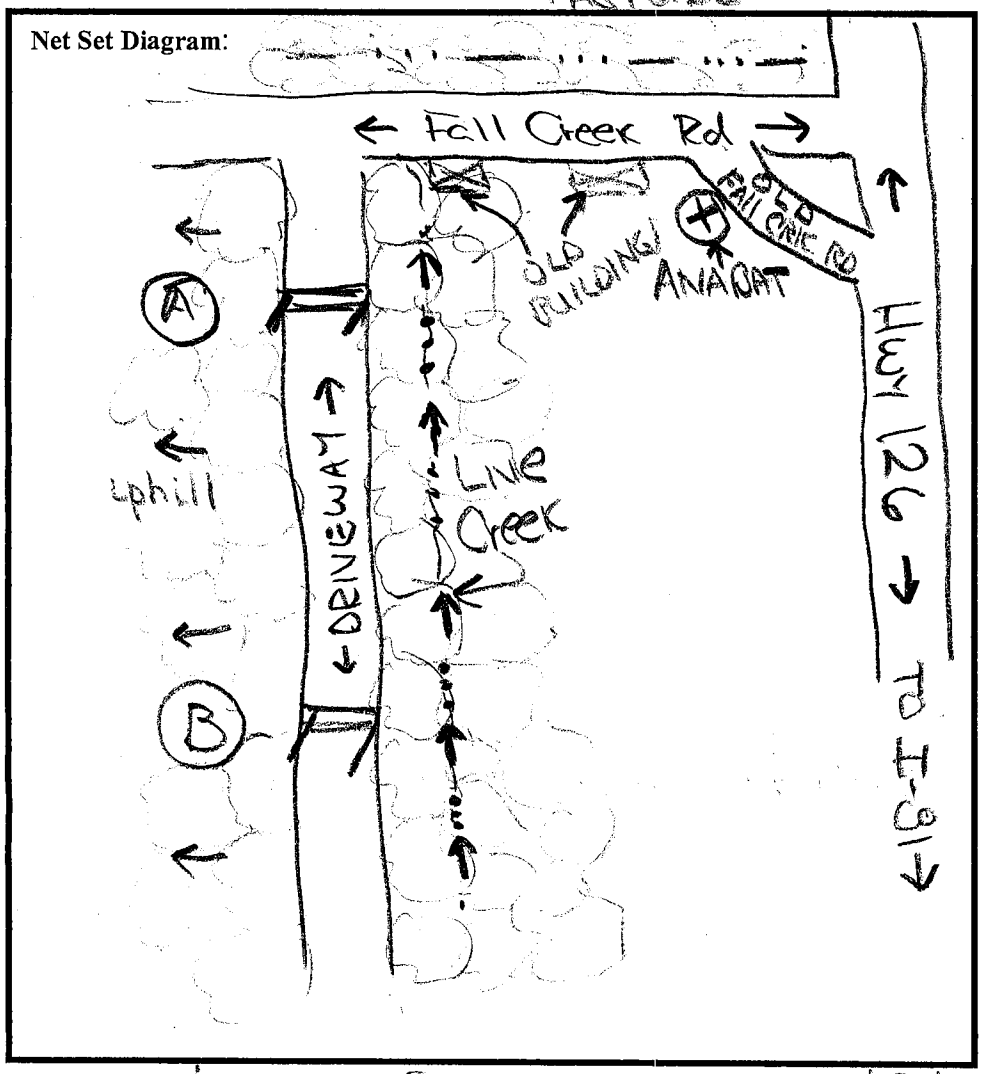
Bat Capture Data Sheet

NET SITE HABITAT DESCRIPTION

Net Set Diagram:



Project Name/No.: TDOT-SR-126 / 172671051

Date: 9 AUG 11 Site Name: Fall Creek Rd./Burns Driveway MS-04

Other Wildlife Observations

STREAM CHARACTERISTICS

Bank Height: Channel Width: 3m

Stream Width: Riparian Width: (rt bank) (lt bank)

Avg. Water Depth: 6" % Canopy Cover Almost Covered

% Substrate type: Bedrock, Boulder, Cobble, Gravel, Sand, Fines.

VEGETATION

Estimated Distance to Water Source: 20-30m

Estimated Canopy Closure: closed to moderate open

Dominant Sized Canopy Species (>16") Avg. DBH range 16-18 in - Occasional Big Tree.

1. Beech 2. Walnut 3.

Subdominant Sized Canopy Species (<16") Avg. DBH range 10-14"

1. Walnut (lots) 2. Red Oak 3.

Roost Tree Potential consists of: Large Trees Snags Both

Roost Tree Potential for Area: High Moderate Low

Subcanopy Species Avg. DBH range 4-8

1. Tulip poplar 2. Cedar 3. Sassafras 4. Redbud

Subcanopy Clutter: closed moderate open

Shrub Layer Species Avg. DBH range 1-2"

1. Christmas Ferns 2. Seedlings of dom. Trees 3.

Comments: Line Crk 3M wide, some pools but close veg. Crayfish and small fish observed. Driveway typical 4+m wide

Cincinnati, OH 45241

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Bat Capture Data Sheet

Project Name/No.: TDOT-SR-126/17267105 **Date:** WEDNESDAY 10 AUG 2011 **Biologist(s):** Taylor & Sauge

Site Name/No.: Fall Creek Rd./Burns driveway MS-04 **State/County:** TN/Sullivan **Lat/Long:** N36° 32' 25.0" W082° 26' 09.3"

~~Projection~~ Quad: Indian Springs **Nets Opened:** 2045 **Nets Closed:** 0210 **Moon Phase:** Waxing Gibbous

Site Location: 660 Meters from SR 126 junction, on Fall Creek Rd.

Time	Temp	Wind	Cloud Cover
2100	74	0	100
2200	72	0	100
2300	72	0	100
2400	70	0	100
0100	70	0	100
0200	70	0	100

Beaufort Wind Scale	
Scale	Wind Speed Indicators
0	Smoke rises vertically (<1 mph)
1	Wind direction shown by smoke drift (1-3 mph)
2	Wind felt on face; leaves rustle (4-7 mph)
3	Leaves, small twigs in constant motion (8-12 mph)
4	Dust rises; small branches move (13-18 mph)

Net	Length	Height	Road	Stream	Pond	Cave/ Portal	Other
A	6m	6m	✓				
B	6m	6m	✓				

No.	Species	Time	Age	Sex	Repro.*	RFA (mm)	Wt (g)	Guano (Y/N)	Net/Location	WNS Wing Score
	Lasiurus borealis	0155	A	F	NOV	40	15.5	N	2m	0

Anabat located at OLD FALL CREEK & FALL CREEK ROADS

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Bat Capture Data Sheet

NET SITE HABITAT DESCRIPTION

Net Set Diagram:

SEE 9 AUG

Project Name/No.: TDOT-SR-126/172671051

Date: 10 August 2011 Site Name: Fall Creek Rd./Burn's Driveway MS-04

Other Wildlife Observations Screech owls, barred owls

STREAM CHARACTERISTICS

Bank Height: — Channel Width: 3m

Stream Width: — Riparian Width: (rt bank) — (lt bank) —

Avg. Water Depth: 6" % Canopy Cover almost covered

% Substrate type: Bedrock, Boulder —, Cobble —, Gravel —, Sand —, Fines —.

Little to no flyway

VEGETATION

Estimated Distance to Water Source: 20-30m

Estimated Canopy Closure: closed to moderate open Adjacent to drive

Dominant Sized Canopy Species (>16") Avg. DBH range 16-18

1. Beech 2. Walnut 3. — occasional big trees

Subdominant Sized Canopy Species (<16") Avg. DBH range 10-14

1. Walnut (lots) 2. Red Oak 3. —

Roost Tree Potential consists of: Large Trees Snags Both

Roost Tree Potential for Area: High Moderate Low

Subcanopy Species Avg. DBH range 4-8

1. Tulip poplar 2. Cedar 3. Sassafras 4. Ash

Subcanopy Clutter: closed moderate open

Shrub Layer Species Avg. DBH range 1-2"

1. Christmas fern 2. SEEDLINGS of dominant trees 3. —

Comments: There are fish present. Numerous small CASCADES. Bedrock substrate but not a great extensive flyway above.

Cincinnati, OH 45241

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Bat Capture Data Sheet

Project Name/No.: TDOT-SR-126/172671051 **Date:** 07 August 2011 **Biologist(s):** James Kiser, Glenn Taylor

Site Name/No.: Kiowa St. Woodlot/MS-05 **State/County:** TN/Sullivan **Lat/Long:** N 36° 32' 40.0" W 82° 25' 24.2"

~~Projection~~ Quad: Indian Springs **Nets Opened:** 2015h **Nets Closed:** 0200h **Moon Phase:** Waxing Gibbous

Site Location: The site is located a junction of Kiowa St. and SR-126 in Woodlot between Kiowa & Montezuma Rd. It is isolated by roads.

Time	Temp	Wind	Cloud Cover
2030h	81.3°F	0	30%
2100h	79.7°F	0	0%
2200h	76.7°F	0	50%
2300h	76.1°F	0	10%
2400h	74.4F	0	10%
0100h	73.4F	0	0%
0200h	72.5°F	0	50%

Beaufort Wind Scale	
Scale	Wind Speed Indicators
0	Smoke rises vertically (<1 mph)
1	Wind direction shown by smoke drift (1-3 mph)
2	Wind felt on face; leaves rustle (4-7 mph)
3	Leaves, small twigs in constant motion (8-12 mph)
4	Dust rises; small branches move (13-18 mph)

Net	Length	Height	Road	Stream	Pond	Cave/ Portal	Other
A	9m	6m	✓				
B	6m	6m					Forest Opening
Anabat #3B - road side							

No.	Species	Time	Age	Sex	Repro.*	RFA (mm)	Wt (g)	Guano (Y/N)	Net/Location	WNS Wing Score
	NO BATS									

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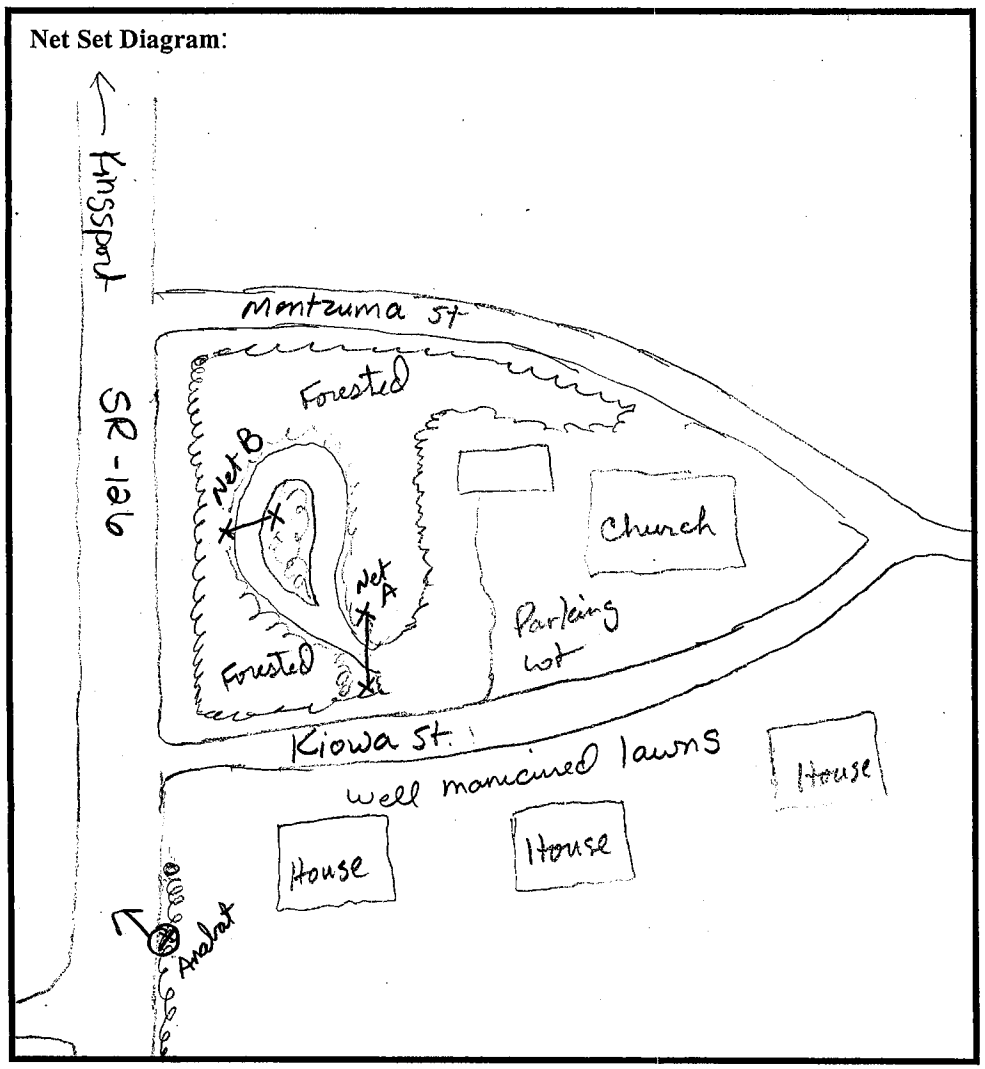
Bat Capture Data Sheet

NET SITE HABITAT DESCRIPTION

Net Set Diagram:



Comments:

Project Name/No.: TDOT-SR-126/17267/051

Date: 07 August 2011 Site Name: Kiowa St. Woodlot/

Other Wildlife Observations Eastern Screech Owl (in our woodlot)

STREAM CHARACTERISTICS

Bank Height: N/A Channel Width: N/A

Stream Width: N/A Riparian Width: (rt bank) N/A (lt bank) N/A

Avg. Water Depth: N/A % Canopy Cover 50%

% Substrate type: Bedrock N/A, Boulder N/A, Cobble N/A, Gravel N/A, Sand N/A, Fines N/A.

VEGETATION

Estimated Distance to Water Source: Unknown – probably near swimming pool

Estimated Canopy Closure: closed (moderate) open

Dominant Sized Canopy Species (>16") Avg. DBH range 16" – few trees

1. Am. Elm 2. Red Maple 3. —

Subdominant Sized Canopy Species (<16") Avg. DBH range 10-14"

1. Box Elder 2. Tuliptree 3. black locust

Roost Tree Potential consists of: Large Trees (Snags) Both

Roost Tree Potential for Area: High Moderate (Low)

Subcanopy Species Avg. DBH range 6-8"

1. Red Cedar 2. Red Maple 3.

Subcanopy Clutter: closed (moderate) open

Shrub Layer Species Avg. DBH range 0.25"-1"

1. Privet 2. Rosa multiflora 3. Spicebush

4. Sapling Overstory trees

Stantec

Bat Capture Data Sheet

Project Name/No.: TDOT-SR-126/172671051 **Date:** 08 August 2011 **Biologist(s):** James Kiser, Glenn Taylor

Site Name/No.: Kiowa St. Woodlot/MS-05 **State/County:** TN/Sullivan **Lat/Long:** N 36° 32' 40.0" W 82° 25' 24.2"

Quad: ~~**Projection:**~~ Indian Springs **Nets Opened:** 2015h **Nets Closed:** 0200h **Moon Phase:** Waxing Gibbous

Site Location: The site is located at junction of Kiowa St. and SR-126 in Woodlot between Kiowa St. & Montezuma Rd. It is isolated by roads

Time	Temp	Wind	Cloud Cover
2030h	71.2°F	0	25%
2100h	68.8°F	0	10%
2200h	67.7°F	0	0%
2300h	67.7°F	0	0%
2400h	65.7°F	0	0%
0100h	65.7°F	0	80%
0200	65.7°F	0	80%

Beaufort Wind Scale	
Scale	Wind Speed Indicators
0	Smoke rises vertically (<1 mph)
1	Wind direction shown by smoke drift (1-3 mph)
2	Wind felt on face; leaves rustle (4-7 mph)
3	Leaves, small twigs in constant motion (8-12 mph)
4	Dust rises; small branches move (13-18 mph)

Net	Length	Height	Road	Stream	Pond	Cave/ Portal	Other
A	9m	6m	✓				
B	6m	6m					Forest Opening
Anabat #33 – roadside							

No.	Species	Time	Age	Sex	Repro.*	RFA (mm)	Wt (g)	Guano (Y/N)	Net/Location	WNS Wing Score
1	Lasiurus borealis	2100h	A	M	↑	41	11.9	N	A/3m	WNS-Ø

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Bat Capture Data Sheet

Project Name/No.: TDOT-SR-126/17267105 **Site Name/No.:** Kiowa Street, Woodlot/MS-05 **Date:** 8 August 2011

No.	Species	Time	Age	Sex	Repro.*	RFA (mm)	Wt (g)	Guano (Y/N)	Net/Location	Band and/or Specimen # (e.g., Hair, Wing Punch)

*Reproduction: P – Pregnant; L – Lactating; PL – Post Lactating; non - Testes Ascended; desc. - Testes Descended

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Property of Ron Porter 197 Samlola Rd Blountville, TN (423-323-4833)

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Bat Capture Data Sheet

Project Name/No.: TDOT-SR-126/172671051 **Date:** 7 AUG 2011 **Biologist(s):** Boyer & Saugey

Site Name/No.: Porter/MS-MS-06 **State/County:** TN/Sullivan **Lat/Long:** N36 32 27.82 W082 24 0.52

~~Projection:~~ Quad: Indian Springs **Nets Opened:** 2045 **Nets Closed:** 0215 **Moon Phase:** Waxing Gibbous

Site Location: Worked area directly across from 210 Wine St. (WOODS ROAD)

Time	Temp	Wind	Cloud Cover
2100	76F	1x	30
2200	74	Ø	30
2300	72	Ø	Ø
2400	73	Ø	Ø
0100	73	Ø	Ø
0200	73	Ø	Ø

Beaufort Wind Scale	
Scale	Wind Speed Indicators
0	Smoke rises vertically (<1 mph)
1	Wind direction shown by smoke drift (1-3 mph)
2	Wind felt on face; leaves rustle (4-7 mph)
3	Leaves, small twigs in constant motion (8-12 mph)
4	Dust rises; small branches move (13-18 mph)

Net	Length	Height	Road*	Stream	Pond	Cave/ Portal	Other
A	9m	6m	✓				
B	12m	6m	✓				

No.	Species	Time	Age	Sex	Repro.*	RFA (mm)	Wt (g)	Guano (Y/N)	Net/Location	WNS Wing Score
1	Eptesicus fuscus	2145	A	M	SCR	47	17	N	B/3m	Ø
2	E. fuscus	00:45	J	M	SCR	46	15.5		B/5m	Ø
3	E. fuscus	01:15	A	M	SCR	48	17.5		B/1m	Ø
4	E. fuscus	01:30	A	M	SCR	47	15		A/3.5m	Ø
5	E. fuscus	01:35	A	F	PL	50	22		B/3.5m	Ø

Wind x – along road, Ø at net sites.

First bat flight observed (3 bats together) @ 2050 hrs over open lawn @ 30-40'

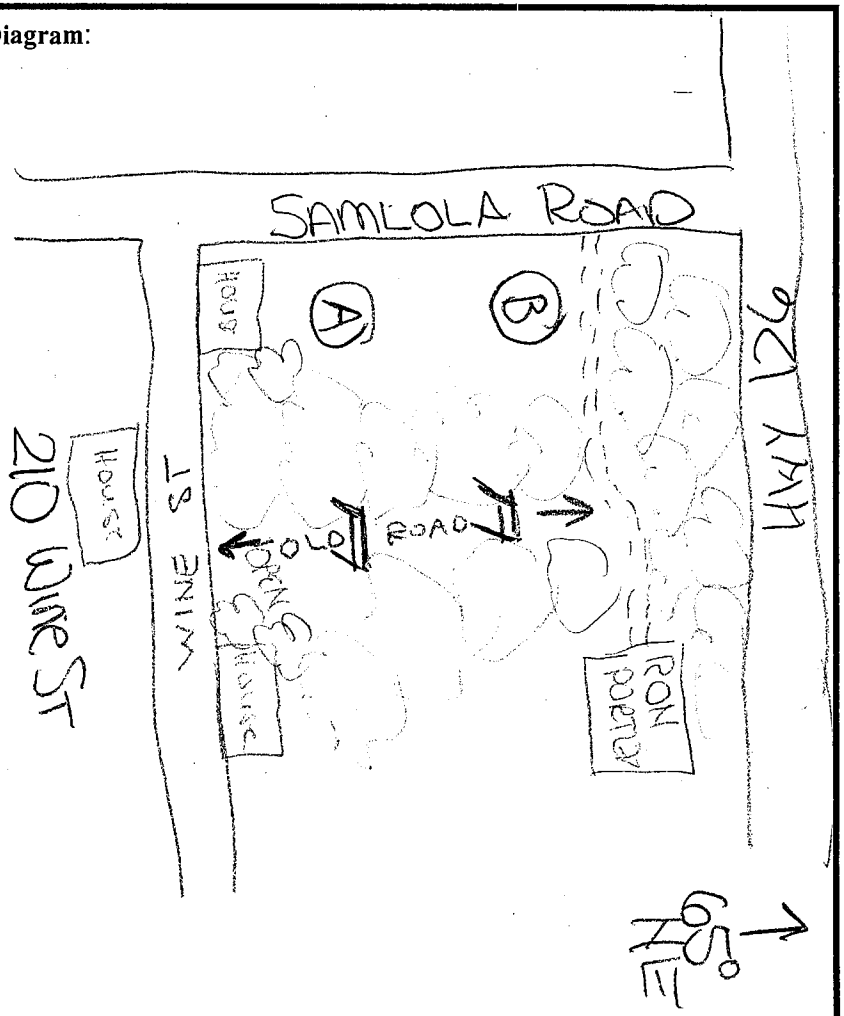
If found, please return to:
Stantec Consulting Ltd.
601 Drassmere Park Road, Suite 22
Nashville, TN 37211

Stantec

Bat Capture Data Sheet

NET SITE HABITAT DESCRIPTION

Net Set Diagram:



Project Name/No.: TDOT-SR-126/172671051

Date: 7 August 2011 Site Name: Porter/MS-06

Other Wildlife Observations _____

STREAM CHARACTERISTICS

Bank Height: N/A Channel Width: N/A

Stream Width: N/A Riparian Width: (rt bank) N/A (lt bank) N/A

Avg. Water Depth: N/A % Canopy Cover N/A

% Substrate type: Bedrock N/A, Boulder N/A, Cobble N/A, Gravel N/A, Sand N/A, Fines N/A.

VEGETATION – Forest-field

Estimated Distance to Water Source: Unknown

Estimated Canopy Closure: closed moderate open

Dominant Sized Canopy Species (>16") Avg. DBH range 16+"

1. Tulip Poplar 2. Red Oak 3. White Oak

Subdominant Sized Canopy Species (<16") Avg. DBH range ——

1. Beech 2. Red Oak 3. Maple

Roost Tree Potential consists of: Large Trees Snags Both

Roost Tree Potential for Area: High Moderate Low

Subcanopy Species Avg. DBH range 2-4 in

1. Redbud 2. Sapling of above 3. Dogwood

Subcanopy Clutter: closed moderate open

Shrub Layer Species Avg. DBH range ——

1. few shrubs 2. occasional seedlings of trees 3. _____

Comments: _____

Property of Ms. Porter 197 Sanksta Rd. Blountville, TN

Stantec

Bat Capture Data Sheet

Project Name/No.: TDOT-SR-126/172671051 **Date:** 8 AUG 11 **Biologist(s):** Beyer & Saugg

Site Name/No.: Porter/MS-06 **State/County:** TN/Sullivan **Lat/Long:** N36 32' 27.02" W082 24' 0.52

~~Projection~~ Quad: Indian Springs **Nets Opened:** 2045 **Nets Closed:** 0200h **Moon Phase:** Waxing Gibbous

Site Location: Woods road in wooded lot across from 210 Wine St.

Time	Temp	Wind	Cloud Cover
2100	65F	0	<5%
2200	73	0	0
2300	68	0	0
2400	64	0	50
0100	63	0	100
0200			

Beaufort Wind Scale	
Scale	Wind Speed Indicators
0	Smoke rises vertically (<1 mph)
1	Wind direction shown by smoke drift (1-3 mph)
2	Wind felt on face; leaves rustle (4-7 mph)
3	Leaves, small twigs in constant motion (8-12 mph)
4	Dust rises; small branches move (13-18 mph)

Net	Length	Height	Road	Stream	Pond	Cave/ Portal	Other
A	12	6	✓				
B	9	6	✓				
							*

No.	Species	Time	Age	Sex	Repro.*	RFA (mm)	Wt (g)	Guano (Y/N)	Net/Location	WNS Wing Score
1	Eptesicus fuscus	2210	A	F	None	49	17.5	N	A/5m	Ø
2	Lasiurus borealis	2210	A	F	None	42	11.5		A/2.5	Ø
3	E. fuscus	2210	Escape							Pocket up I.D. escape
4	E. fuscus	2220	J	M	SCR	48	15.5		A/4m	Ø

If found, please return to:
Stantec Consulting Ltd.
601 Drassmere Park Road, Suite 22
Nashville, TN 37211

Stantec

Bat Capture Data Sheet

NET SITE HABITAT DESCRIPTION

Net Set Diagram:

See 7 AUG

Project Name/No.: TDOT-SR-126/172671051

Date: 8 August 2011 Site Name: Porter/MS-06

Other Wildlife Observations

STREAM CHARACTERISTICS

Bank Height: N/A Channel Width: N/A

Stream Width: N/A Riparian Width: (rt bank) N/A (lt bank) N/A

Avg. Water Depth: N/A % Canopy Cover N/A

% Substrate type: Bedrock N/A, Boulder N/A, Cobble N/A, Gravel N/A, Sand N/A, Fines N/A.

VEGETATION

Estimated Distance to Water Source: Unknown

Estimated Canopy Closure: closed moderate open

Dominant Sized Canopy Species (>16") Avg. DBH range 16+ several of these large trees

1. Tulip poplar 2. RED OAK 3. WHITE OAK

Subdominant Sized Canopy Species (<16") Avg. DBH range

1. BEECH 2. RED OAK 3. Maple

Roost Tree Potential consists of: Large Trees Snags Both

Roost Tree Potential for Area: High Moderate Low

Subcanopy Species Avg. DBH range 2-4"

1. RED BUD 2. Saplings of above 3. Dogwood

Subcanopy Clutter: closed moderate open

Shrub Layer Species Avg. DBH range

1. few shrubs 2. occasional seedlings of trees 3. Very sparsely

Lots of poison ivy on ground / grasses / forbs

Comments:

Cincinnati, OH 45241

APPENDIX C

PHOTOGRAPHS

MS-01, NET - A

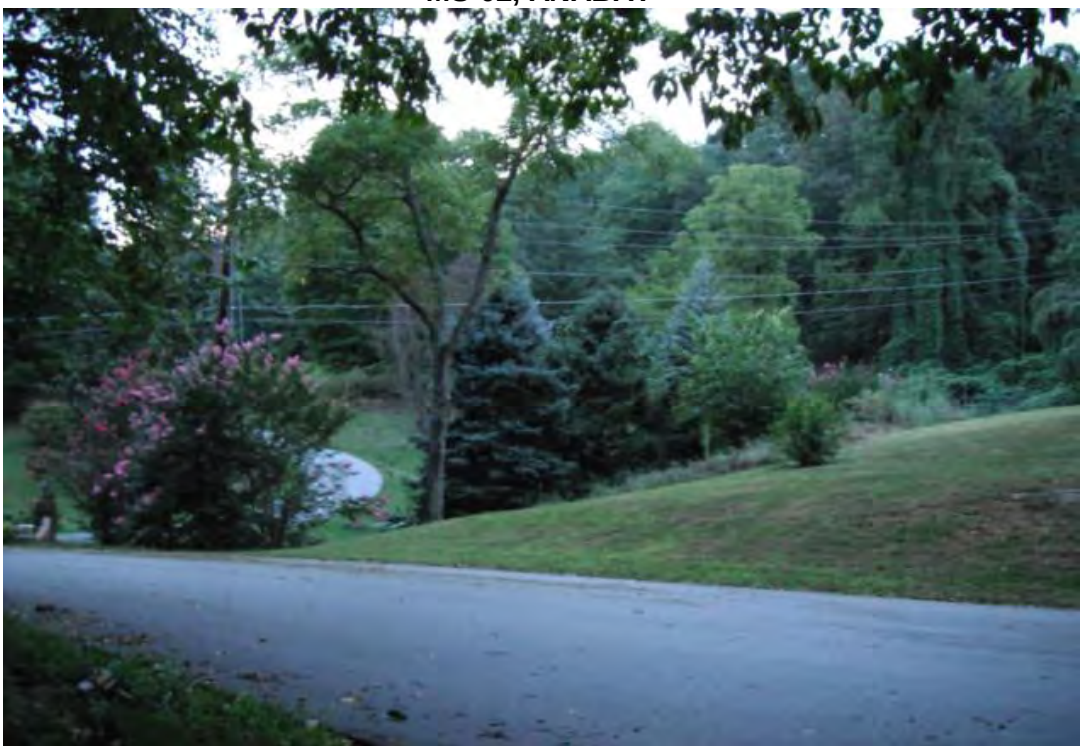
MS-01, NET - B

MS-01, ANABAT

MS-02, NET – A

MS-02, NET – B

MS-02, ANABAT



MS-04, NET – A

MS-04, NET – B

MS-04, ANABAT

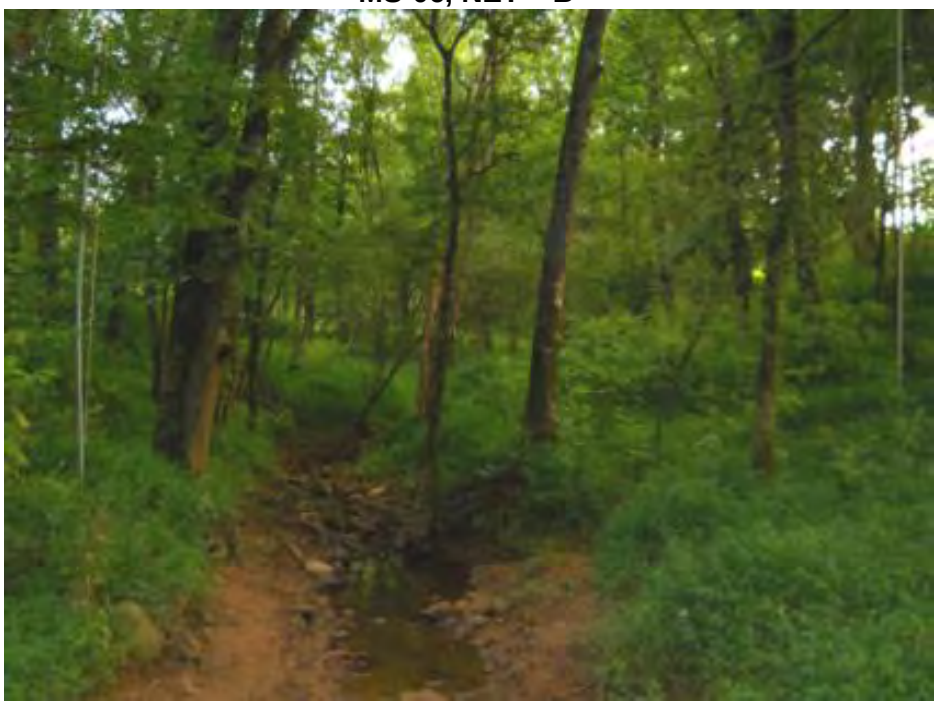
MS-05, NET – A

MS-05, NET – B

MS-05, ANABAT

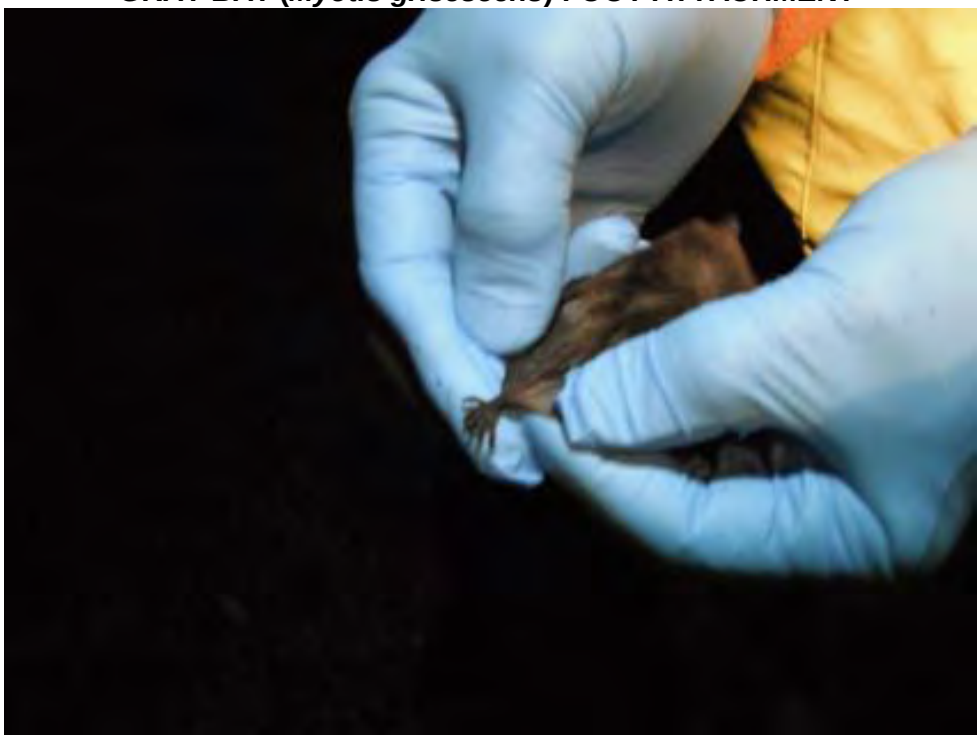
MS-06, NET – A

MS-06, NET – B



GRAY BAT (*Myotis grisescens*)

GRAY BAT (*Myotis grisescens*) FOOT ATTACHMENT



EASTERN RED BAT (*Lasiurus borealis*)

Noise Evaluation Update
for
State Route 126 from East Center Street to Interstate 81 Sullivan County

PIN: 105467.00
Project: 82085-1225-14

Submitted to:

Prepared by:

Bowlby & Associates, Inc.
504 Autumn Springs Court, #11
Franklin, TN 37067

October 2011

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EXECUTIVE SUMMARY

The noise evaluation for this project was conducted in accordance with FHWA noise standards, *Procedures for Abatement of Highway Traffic and Construction Noise*, *23 CFR 772* and the Tennessee Department of Transportation's *Policy on Highway Traffic Noise Abatement* effective July 13, 2011.

The study determined that the project will create traffic noise impacts at 35 residences under Alternative A and at 45 residences under Alternative B. The increased number of impacts under Alternative B is primarily the results of fewer takes under Alternative B due to a narrower right-of-way. The taking of fewer properties under Alternative B leaves some residences in close proximity to SR 126.

Noise barriers were evaluated to mitigate the predicted noise impacts in accordance with TDOT's noise policy. In order for noise barriers to be included in a project, they must be determined to be both feasible and reasonable in accordance with TDOT's Noise Policy.

SR 126 is not a limited access facility. In fact, of the 35 impacted residences under Alternative A, 29 have direct driveway access to SR 126. Similarly, of the 45 impacted residences under Alternative B, 40 have direct driveway access to SR 126. Noise barriers are not feasible to mitigate impacts at these residences because a noise barrier would limit access from these properties and adjacent properties.

The remaining impacted residences under both Alternatives are isolated from other impacted residences. Noise barriers for these residences would not be reasonable since the required area per benefited residence will greatly exceed the allowable area for benefited residence.

As a result, noise barriers were determined not to be feasible or reasonable for this project.

1.0 INTRODUCTION

This report updates a previous noise report completed by HMB in October 2008 and updated by HMB in October 2010 [1] to comply with TDOT's current noise policy dated July 13, 2011. The HMB report is provided in Appendix A.

The project involves the widening and reconstruction of Memorial Boulevard (SR 126) from East Center Street to Interstate 81 (I-81) for a distance of approximately 8.3 miles. The project area is shown in Figure 1.

The No-Build Alternative and two Build Alternatives have been evaluated. Detailed project descriptions are provided in the Project Description section of the HMB report. Alternatives A and B are also shown in Figure 2.1 on the HMB report.

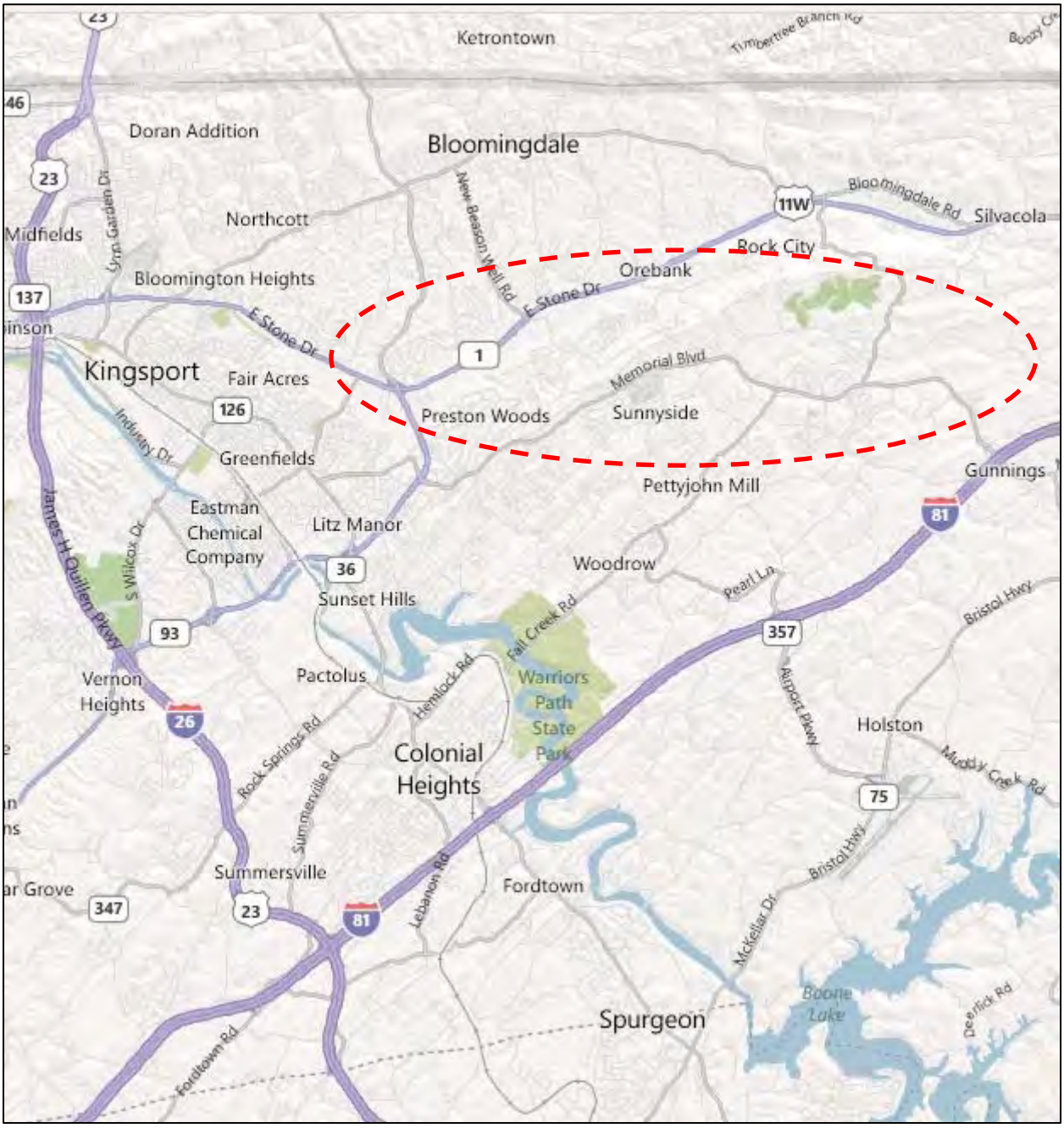

Figure 1: Project Area

2.0 NOISE EVALUATION

This study has been prepared in accordance with the FHWA noise standards, *Procedures for Abatement of Highway Traffic and Construction Noise*, *23 CFR 772* [1], and the Tennessee Department of Transportation's *Policy on Highway Traffic Noise Abatement* [2] and includes the following tasks:

- Identification of noise-sensitive land uses: Identification of existing land uses in the project area that are sensitive to highway traffic noise;
- Determination of existing sound levels: Measurement of existing sound levels at sensitive land uses to characterize the existing noise environment in the project area;
- Determination of future sound levels: Prediction of future, design year, worst-hour sound levels for the No-Build and Build Alternatives;
- Determination of traffic noise impacts: Determination of noise impacts based on the increase in existing sound levels, as well as design year sound levels;
- Noise abatement evaluation: Evaluation of noise abatement for areas determined to be impacted by the project;
- Discussion of construction noise; and,
- Coordination with local officials.

Each of these analysis steps is discussed below following a discussion of TDOT's criteria for determining noise impacts.

2.1 Criteria for Determining Impacts

2.1.1 Traffic Noise Terminology

Traffic noise levels are expressed in terms of the hourly, A-weighted equivalent sound level in decibels (dBA). A sound level represents the level of the rapid air pressure fluctuations caused by sources such as traffic that are heard as noise. A decibel is a unit that relates the sound pressure of a noise to the faintest sound the young human ear can hear.

The A-weighting refers to the amplification or attenuation of the different frequencies of the sound (subjectively, the pitch) to correspond to the way the human ear "hears" these frequencies. Generally, when the sound level exceeds the mid-60 dBA range, outdoor conversation in normal tones at a distance of three feet becomes difficult. Figure 2 shows some typical indoor and outdoor sound levels.

A 9-10 dB increase in sound level is typically judged by the listener to be twice as loud as the original sound while a 9-10 dB reduction is judged to be half as loud. Doubling the number of sources (i.e. vehicles) will increase the hourly equivalent sound level by approximately 3 dB, which is usually the smallest change in hourly equivalent A-weighted traffic noise levels that people can detect without specifically listening for the change.

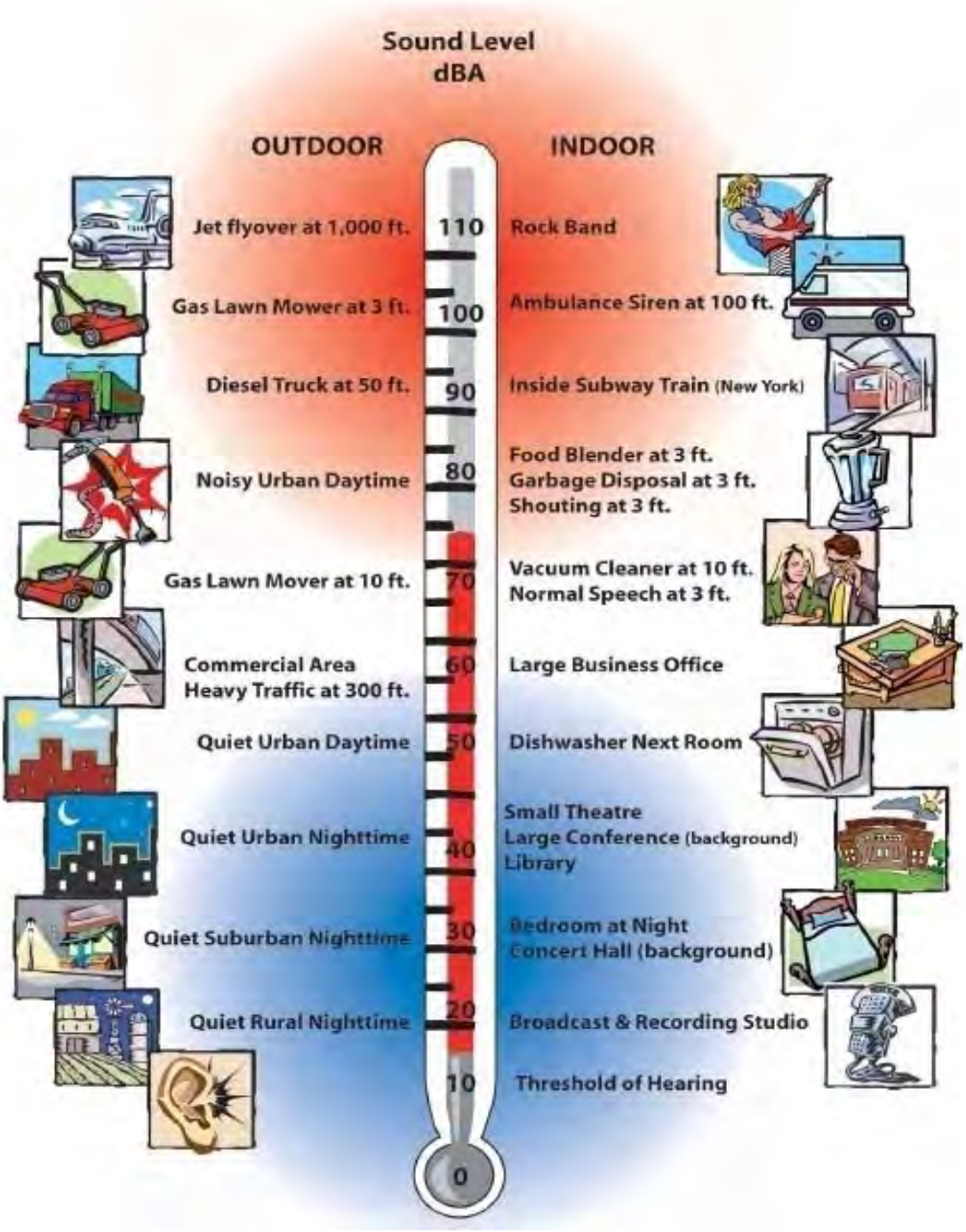

Figure 2: Typical Sound Levels

Because most environmental noise fluctuates from moment to moment, it is standard practice to condense data into a single level called the equivalent sound level (L_{eq}). The L_{eq} is a steady sound level that would contain the same amount of sound energy as the actual time-varying sound evaluated over the same time-period. The L_{eq} averages the louder and quieter moments, but gives much more weight to the louder moments in the averaging. For traffic noise assessment purposes, L_{eq} is typically evaluated over the worst one-hour period and is defined as L_{eq} (1h).

The term insertion loss (IL) is generally used to describe the reduction in L_{eq} (1h) at a location after a noise barrier is constructed. For example, if the L_{eq} (1h) at a residence before a barrier is constructed is 75 dBA and the L_{eq} (1h) after a barrier constructed is 65 dBA, then the insertion loss would be 10 dB.

2.1.2 Noise Abatement Criteria (NAC)

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

The FHWA noise standards (contained in 23 CFR 772) and TDOT's noise policy state that traffic noise impacts require consideration of abatement when worst-hour sound levels approach or exceed the NAC listed in Table 1.

The FHWA noise standards and TDOT's noise policy also define impacts to occur if there is a substantial increase in design year sound levels. Table 2 presents TDOT's criteria to define substantial noise increase.

2.2 Identification of Noise-Sensitive Land Uses

Review of available electronic mapping revealed over 200 Category B residences adjacent to SR 126 that might be impacted by the project. These uses include both single-family homes and apartments.

A nursing home, a church, and the East Lawn Memorial Park cemetery are also located near SR 126 within the project limits. The nursing home, church and cemetery are classified as Category C land uses. For cemeteries, frequent human use areas include exterior areas where services are held on a regular basis does not include individual grave sites. Therefore, only the exterior of the cemetery building used for services was assessed for impacts.

As a result, the NAC for Activity Categories B and C apply. Noise impacts will be identified and noise abatement will be considered if design year sound levels are 66 dBA or higher or if there is a substantial increase in existing sound levels.

There are some Category F industrial and retail properties located within the project limits. As indicated in Table 1, these land uses are not noise-sensitive and do not have an NAC. Therefore, they have not been included in the noise study.

Table 1: Noise Abatement Criteria in 23 CFR 772

Activity Category	***L_{Aeq}(1h) dBA***	***Evaluation Location***	***Activity Description***
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B(1)	67	Exterior	Residential.
C(1)	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structure, radio stations, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structure, radio studios, recording studios, schools, and television studios.
E(1)	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D, or F.
F	---	---	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	---	---	Undeveloped lands that are not permitted.

(1) Includes undeveloped lands permitted for this activity category.

Table 2: Substantial Noise Level Increase

Existing Noise Level (dBA) (1)	***Predicted Design Year Noise Level Increase (dB)*** (2)
42 or less	15 or more
43	14 or more
44	13 or more
45	12 or more
46	11 or more
47 or more	10 or more

(1) Worst hour noise level from the combination of natural and mechanical sources and human activity.
(2) Predicted design year noise level minus existing noise level.

Finally, there are some tracts of Activity Category G undeveloped lands that exist along the project. These undeveloped lands are not noise-sensitive and have not been included in the noise analysis. However, noise impacts could occur in the future if noise-sensitive land uses are constructed near SR 126. A discussion of future sound levels and the need for noise-compatible land use planning is provided later in this report.

It is important to note that numerous properties or portions of properties will be taken for the under each Alternative. Properties that are shown in the current plans to be taken have not been included in the noise analysis.

2.3 Determination of Existing Sound Levels

Noise measurements were conducted by HMB at several noise-sensitive land uses in the project area on April 30, March 20 and 21, and May 11, 2008 during peak travel times.

Table 3 summarizes the existing sound levels at the measurement locations. As shown, existing peak hour sound levels at the measurement locations range from 44 to 66 dBA.

Table 3: Existing Sound Levels at Measurement Locations

Location (Receiver in HMB Report)	*Distance to SR 126 (feet)(1)*	*Date*	*Period*	*Peak Hour L_{eq}(1h) (dBA)*
3213 Memorial Blvd (Rec 01)	35	3/21/2008	7:20-7:39 AM	63
3701 Memorial Blvd (Rec 03)	90	3/21/2008	8:10-8:29 AM	63
3996 Memorial Blvd (Rec 24)	60	5/11/2008	2:50-3:09 PM	66
4216 Skyland Lane (Rec 06)	180	3/20/2008	11:22-11:42 AM	59
4321 Trinity Lane (Rec 23)	150	5/11/2008	2:23-2:42 PM	60
4500 Old Stage Road (Rec 22)	100	5/11/2008	1:55-2:14 PM	62
4541 Old Stage Road (Rec 07)	375	3/20/2008	11:52-12:12 PM	44
4609 Old Stage Road (Rec 08)	420	3/20/2008	12:22-12:41 PM	44
4701 Memorial Blvd (Rec 21)	230	5/11/2008	1:28-1:49 PM	55
105 Hobbes Street (Rec 20)	285	5/11/2008	10:58-11:17 PM	49
6290 Chestnut Ridge (Rec 10)	150	3/20/2008	12:48-1:07 PM	58
143 Island Road (Rec 11)	290	3/20/2008	1:16-1:35 PM	58
5340 Memorial Blvd (Rec 17)	105	5/11/2008	8:55-9:14 AM	55
210 Old Fall Creek Road (Rec 12)	280	3/20/2008	1:42-2:01 PM	56
104 Natchez Lane (Rec 05)	205	4/30/2008	4:00-4:19 PM	57

(1) From proposed edge-of-pavement.
(2) Based on sound levels at reference microphone.

2.4 Determination of Future Sound Levels

TDOT developed traffic projections for the project for the design year 2033. These projections include traffic volumes for the "design hour" which represents a theoretical worst traffic condition. These design hour traffic projections were used for the noise analysis since they represent the highest number of vehicles expected to travel on SR 126 in a given hour and would, therefore, represent the worst noise hour. The design year traffic projections are summarized in Appendix B.

2.4.1 No-Build Alternative

Sound levels for the No-Build Alternative can be reasonably estimated by evaluating existing and future traffic volumes on SR 126.

As noted previously, doubling the traffic on a roadway would result in a 3 dB increase in the sound level at a given receiver assuming all other conditions remain the same. Design year 2033 traffic volumes on SR 126 are predicted to increase between 30% and 100% depending on location as summarized in Table 4.

Table 4: Year 2013 and 2033 Traffic Projections, SR 126

From	*To*	*Percent Increase in AADT*	*Sound Level Increase (dB)*
East Center Street	Old Stage Road	30%	1
Old Stage Road	Cooks Valley Road	60%	2
Cooks Valley Road	I-81	100%	3

These traffic increases would increase sound levels by 1 to 3 dB at nearby residences.

As a result, existing sound levels were increased by 1 to 3 dB depending on location to arrive at design year 2033 sound levels for the No-Build Alternative at the measurement locations shown in Figure 3.

2.4.2 Build Alternative

Noise modeling of the project area was completed using the FHWA Traffic Noise Model (TNM 2.5) computer program. The program calculated design hour equivalent sound levels in year 2033 for the noise-sensitive land uses in the project area including the measurement locations.

Microstation design files for the conceptual plan were used to develop the TNM runs. In developing the TNM files, the points of TNM objects, including roadways, receivers, barriers, terrain lines, and building rows, were first digitized into Microstation. Microstation's coordinate export features were then used to write these points to comma separated variable text files. The points from the text files were pasted into TNM. Finally, a DXF file was created with background text to ease the input of receiver name and elevation data into the TNM files.

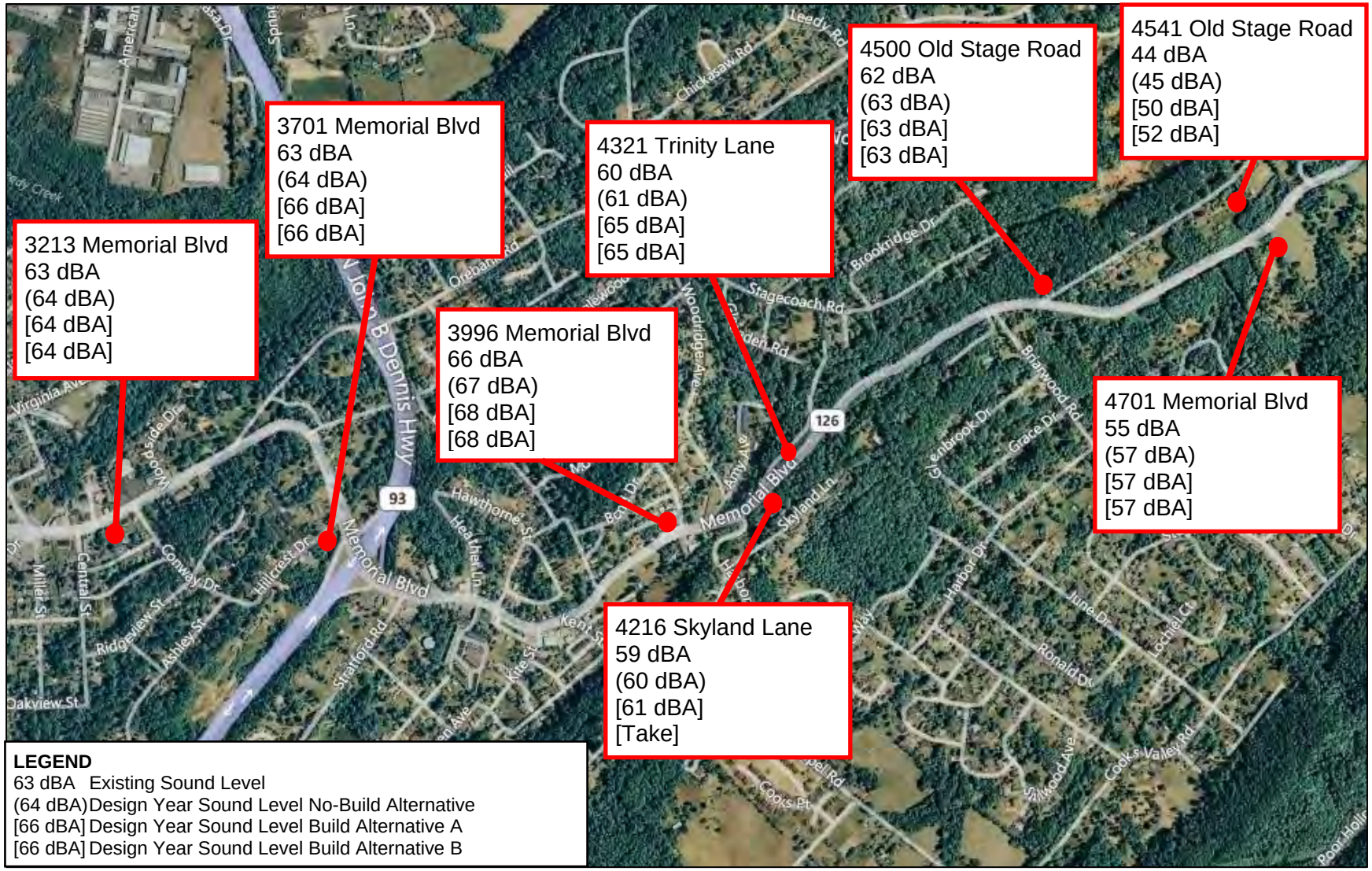

Figure 3: Existing and Design Year 2033 Sound Levels

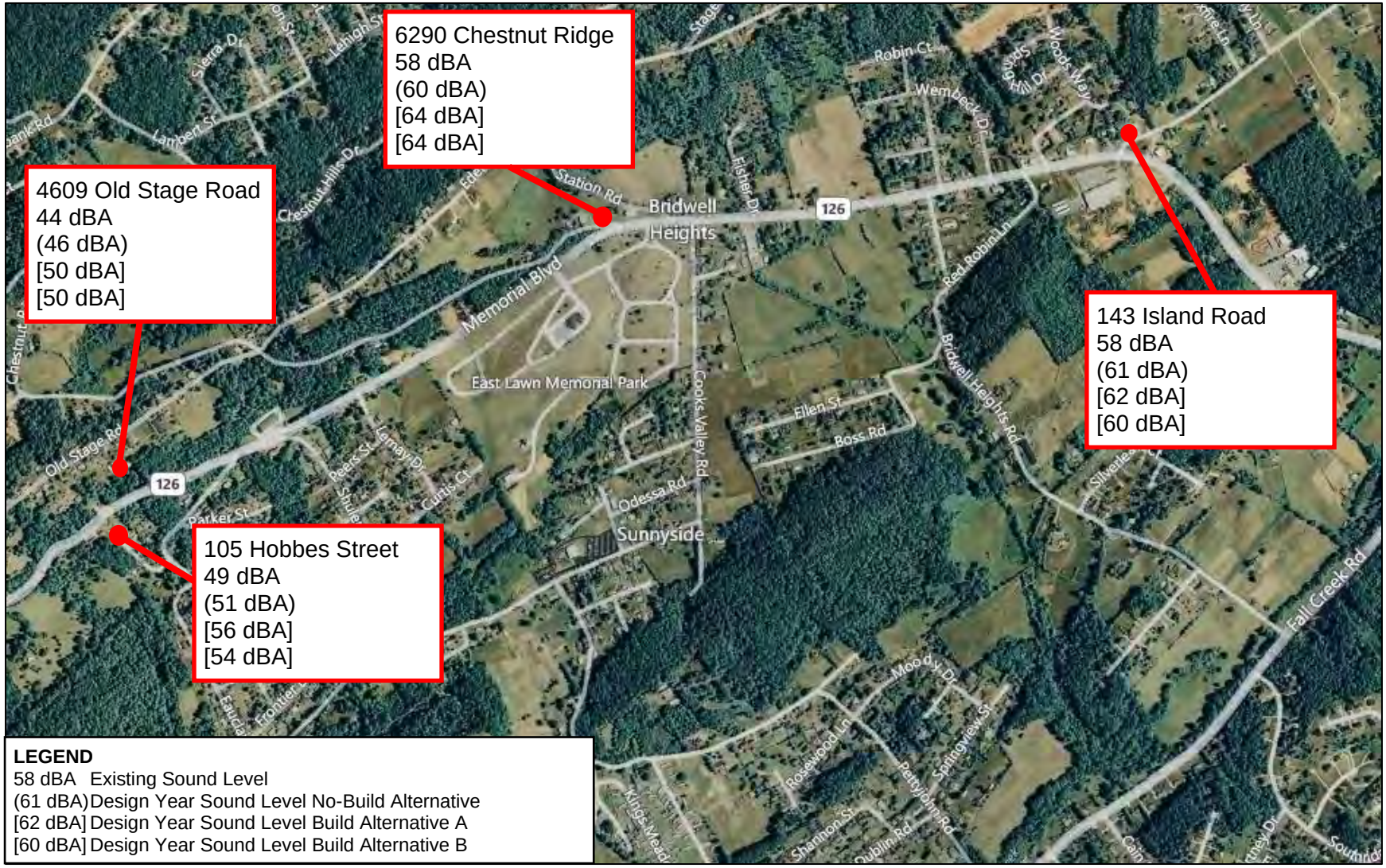

Figure 3: Existing and Design Year 2033 Sound Levels

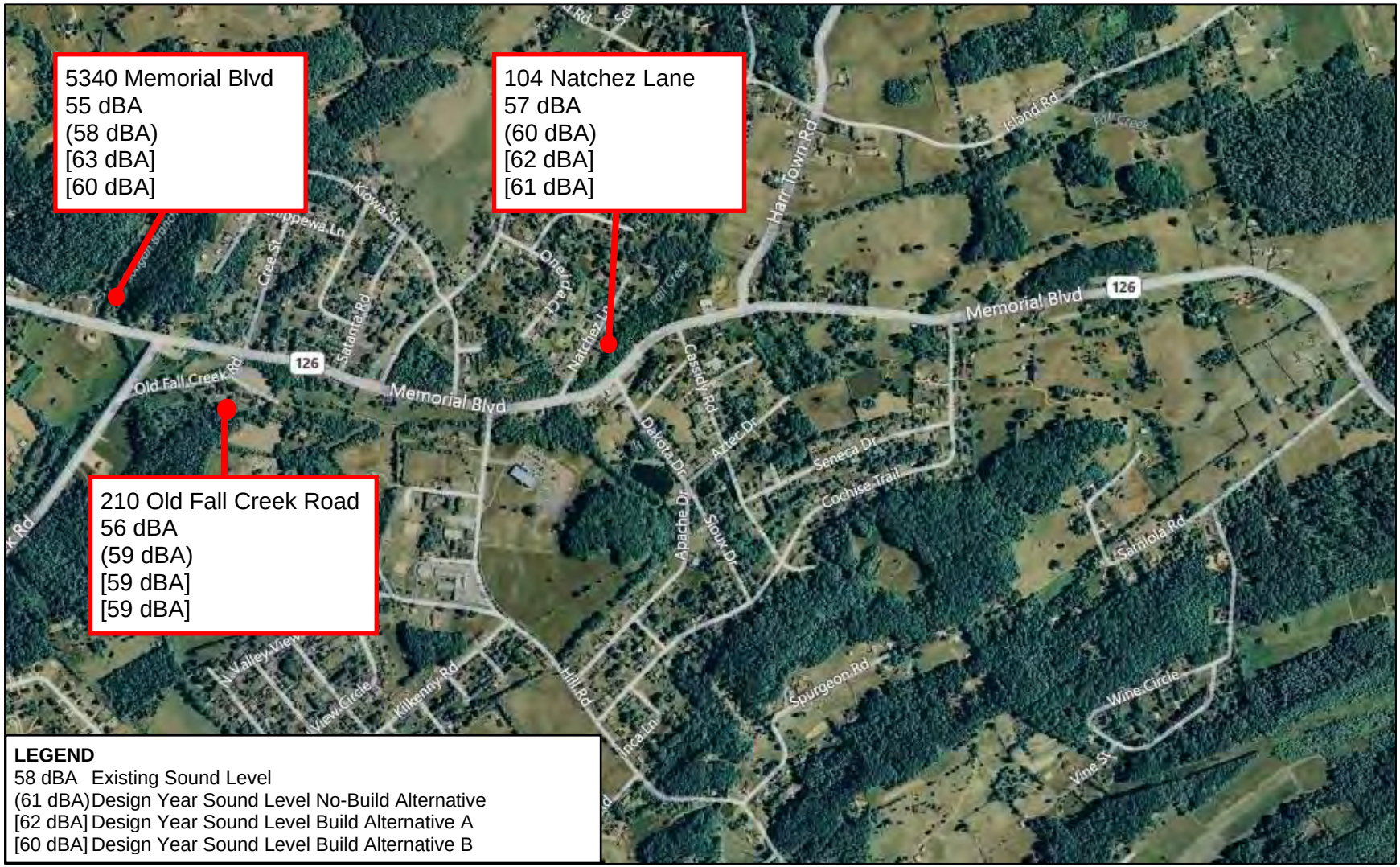

Figure 3: Existing and Design Year 2033 Sound Levels

As stated above, design year traffic projections provided by TDOT were used for the noise analysis. These projections indicated that 2% t to 4% of the design hour volumes on SR 126 are trucks, as shown in Appendix B. The proposed design speeds of 35 to 45 mph on each section of SR 126 were modeled.

The predicted design year sound levels for the modeled receivers are summarized in Table 5 and are discussed in the following section. TNM plan views showing all modeled TNM objects, including the locations of the modeled roadways and receivers, are provided in Appendix C. Tables showing the predicted sound levels at each modeled receiver are provided in Appendix D.

Table 5: Impact Determination Analysis, Design Year 2033, Build Alternatives

Alternative	Design Year Sound Levels (dBA)	Impacted based on NAC?	Number of Impacts
A	47 to 70 dBA	Yes	35
B	47 to 70 dBA	Yes	45

2.5 Impact Determination Analysis

As noted previously, a location is impacted if 1) the predicted worst hour noise level approaches or exceeds the NAC or 2) there is a substantial increase in design year noise levels above existing noise levels.

Design year sound levels for the Build Alternatives are predicted to between 1 and 8 dB higher than existing sound levels. These increases are not substantial in accordance with TDOT's Noise Policy. Therefore, none of the receivers are predicted to be impacted by a substantial increase in sound level.

As shown in the tables in Appendix D, design year sound levels at most receivers are predicted to be less below the NAC for both Alternatives A and B. However, 35 residences are predicted to be impacted under Alternative A with design year sound levels of 66 dBA or higher.

Similarly, 45 residences are predicted to be impacted under Alternative B.

The increased number of impacts under Alternative B is primarily the results of fewer takes under Alternative B due to a narrower right-of-way. The taking of fewer properties leaves some residences in close proximity to SR 126.

The nursing home, church and cemetery are not predicted to be impacted under either Alternative.

2.6 Noise Abatement Evaluation

Abatement is generally evaluated when impacts are predicted to occur. Noise barriers were evaluated to reduce sound levels for impacted land uses. In order for noise barriers to be included in a project, they must be determined to be both feasible and reasonable in accordance with TDOT's Noise Policy as discussed below.

Feasibility means that: (1) the construction of a barrier would not be anticipated to pose any major design, construction, maintenance, or safety problems; and, (2) the noise barriers will provide a noise reduction (or insertion loss) of 5 dB reduction in design year highway traffic noise levels for the majority of the impacted first-row receptors.

SR 126 is not a limited access facility. In fact, of the 35 impacted residences under Alternative A, 29 have direct driveway access to SR 126. Similarly, of the 45 impacted residences under Alternative B, 40 have direct driveway access to SR 126. Noise barriers are not feasible to mitigate impacts at these residences because a noise barrier would limit access from these properties and adjacent properties.

The remaining impacted residences under both Alternatives are isolated from other impacted residences. Noise barriers for these residences would not be reasonable since the required area per benefited residence will greatly exceed the allowable area for benefited residence.

As a result, noise barriers were determined not to be feasible or reasonable for this project.

2.7 Construction Noise

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

2.8 Information for Local Officials

There are tracts of undeveloped land adjacent to SR126. TDOT encourages the local governments with jurisdiction over these lands, as well as potential developers of these lands to practice noise compatibility planning in order to avoid future noise impacts. The following language is included in TDOT's noise policy:

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

Two guidance documents on noise compatible land use planning are available from FHWA. [3, 4]

Table 6 presents design year sound levels for areas along SR 126 where vacant and possibly developable lands exist. Noise predictions were made at distances between 100 and 400 feet from the centerline of the near lane for the design year 2033. As indicated, sound levels within approximately 100 feet of the centerline of the near lane of SR 126 will approach or exceed the NAC of 66 dBA. Noise-sensitive land uses should generally not be constructed in these areas unless noise mitigation measures are provided.

The values in Table 6 do not represent predicted levels at every location at a particular distance back from the roadway. Sound levels will vary with changes in terrain and will be affected by the shielding of objects such as buildings. This information is being included to make local officials and planners aware of anticipated highway noise levels so that future development will be compatible with these levels.

Table 6: Design Year 2033 Sound Levels for Undeveloped Lands

Distance from SR 126(1)	***L_{eq} (1h) (dBA)(2)***
100 feet	66
200 feet	62
300 feet	57
400 feet	53

(1) Perpendicular distance to the center of near lane.
(2) At-grade situation.

Finally, TDOT currently has an active Type II Noise Barrier Program to facilitate the construction of “retrofit” noise barriers along existing highways. To be eligible for a Type II noise barrier, an area must meet the following criteria:

- The neighborhood must be located along a limited-access roadway;
- The neighborhood must be primarily residential;
- The majority (more than 50%) of residences in the neighborhood near the highway pre-dated the initial highway construction;
- A noise barrier for the neighborhood must not have been previously determined to be not reasonable or not feasible as part of a new highway construction or through-lane widening study (Type I project);
- Existing noise levels measured in the neighborhood must be above the Noise Abatement Criteria (NAC) of 66 dBA;
- A barrier must be feasible to construct and will provide substantial noise reduction; and,
- A barrier must be reasonable (barrier cost per benefitted residence) in accordance with TDOT’s noise policy. A residence is considered “benefitted” if the noise barrier will reduce the traffic noise by at least 5 dB.

3.0 REFERENCES

[1] *Highway Traffic Noise and Air Quality Analysis, State Route 126 (Memorial Boulevard) from East Center Street in Kingsport to Interstate 81*, October 2008, Revised October 2010.

[2] *Policy on Highway Traffic Noise Abatement*, Tennessee Department of Transportation, July 13, 2011.

[3] *The Audible Landscape: A Manual for Highway Noise and Land Use*, FHWA, November, 1974. http://www.fhwa.dot.gov/environment/audible/index.htm

[4] *Entering the Quiet Zone: Noise Compatibility Land Use Planning*, FHWA, May, 2002. http://www.fhwa.dot.gov/environment/noise/quietzon

Appendix A
HMB SR 126 Noise Report

STATE ROUTE 126 (Memorial Boulevard)
FROM EAST CENTER STREET IN KINGSPORT,
TO INTERSTATE 81, SULLIVAN COUNTY, TN

HIGHWAY TRAFFIC NOISE AND AIR QUALITY ANALYSES

OCTOBER, 2008
REVISED OCTOBER, 2010

This document identifies and assesses the potential highway traffic noise and air quality impacts associated with the project to improve the existing State Route 126 (Memorial Boulevard) Roadway, beginning at East Center Street in Kingsport, east to Interstate 81 in Sullivan County. The project's total length for the proposed improvements is approximately 8.4 miles.

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1. Introduction

The highway generated noise impacts of this project have been analyzed in accordance with the “Highway Traffic Noise Analysis & Abatement, Policy and Guidelines,” and Federal Register Regulation 23 CFR Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise."

These regulations set forth a five-step highway project noise analysis as follows: (1) Identify existing or planned land use activities that may be affected by highway noise; (2) Determine existing noise levels; (3) Predict future highway noise levels; (4) Determine impacts by comparing existing levels with predicted levels and criteria contained in 23 CFR Part 772; and (5) Consider and examine noise abatement measures for those impacts that have been identified. The following is a description of the noise analysis for the project.

2. Project Description

The proposed project is the widening and reconstruction of Memorial Boulevard (SR 126). The project is approximately 8.3 miles in length and is located east of Kingsport, TN. The project begins approximately 1500 feet from Fort Henry Drive and proceeds east, terminating in an interchange with Interstate 81. The location of the project corridor and the alternatives are shown in Figure 2.1 on pages 5-8.

3. Project Alternatives

3.1 The No-Build Alternative

The No-Build Alternative would involve no re-design and re-construction of SR 126, and it would leave the existing roadway in place as it now exists. Some minor improvements as recommended in the Road and Safety Audit Report (RSAR) have been completed. Only normal maintenance activities would occur.

This alternative does not meet the project’s Purpose and Need. It would not provide improvements to provide traffic relief or improved safety conditions in eastern Kingsport and Sullivan County. Positive benefits associated with the No-Build Alternative include no relocations of residences, businesses and utilities. Temporary effects associated with construction, including construction noise, dust, and traffic delays would not be experienced with the No-Build Alternative. Negative impacts related to the No-Build Alternative would include continued safety problems; i.e., delayed response for emergency vehicles, lack of passing opportunities, crash rates that exceed state crash rate averages, and substandard LOS’s.

3.2 Build Alternatives

3.2.1 Alternative A

Alternative A's western terminus would be located at the junction of SR 126 with East Center Street. This terminus would feature either a signalized intersection or a *roundabout* to facilitate safe, efficient movement of traffic without the need for traffic signals. A roundabout is a type of road intersection at which traffic enters a one-way stream around a central island.

From the western terminus, Alternative A would proceed to a point at Orebank Road. It would include four 11-foot travel lanes. A raised, landscaped median and a 4-foot paved shoulder for bicycles would be included. Sidewalks would be featured on both sides of the road. A curb and gutter would be included, and a roundabout with flared right turns at East Center Street is the preferred option. A second option, which would maintain the existing traffic signal at East Center Street, is still under consideration. This four-lane, raised median section would continue to the Orebank Road area of the project. The design speed is 35 mph.

From Orebank Road to West of Hawthorne Street, Alternative A would continue as four 11-foot lanes with a raised, landscaped median. The 4-foot shoulder for bikes would remain, as would sidewalks on both sides. Curb and gutter features would continue. A median opening would be included for the Sun Bridge Hillside Care and Rehabilitation Facility. Additional features in this section include closing Edens Ridge Road intersections, and improving northbound John B. Dennis exit ramp to eastbound SR 126 to reduce vehicle conflicts. Right turns would use a traffic signal. This configuration would continue to a point west of Hawthorne Street. The design speed remains at 35 mph.

From a point west of Hawthorne Street to Harbor Chapel Road, Alternative A's four 11-foot lanes would continue, but the median would change to a center turn lane in place of the raised, landscaped median. The 4-foot shoulder, sidewalks on both sides, and the urban curb and gutter would remain on this section of the proposed improvements to SR 126. The design speed would remain at 35 mph. This section proposes to close Milton Court at SR 126. Milton Court traffic would be provided alternate access via Stratford and Kite Streets. Hawthorne Street's intersection with the south side of SR 126 would be closed. In addition, the Kent Street intersection with SR 126 would be closed with access being provided via Kite Street. The Amy Avenue/Woodridge Avenue intersection would be closed and tied in to Glenwood Street. Trinity Lane would be closed and alternate access would be provided via a new connection near the cemetery (access to SR 126 via Orebank Road). The design speed would remain at 35 mph.

From Harbor Chapel Road to a point east of Old Stage Road, Alternative A would continue as four 11-foot lanes, featuring a raised landscaped median, two 4-foot shoulders, two sidewalks, curbs and gutters. The design speed in this section would increase to 45 mph. The intersection of Tanglewood with existing SR 126 would be closed, with Tanglewood now tying into Briarwood Road. Old Stage Road would be

realigned to create a 90 degree intersection, effectively decreasing the steepness of the existing Old State Road.

Alternative A would proceed from the point east of Old Stage Road to Cooks Valley Road as four 11-foot lanes with a raised, landscaped median, two 8-foot stabilized shoulders (6 feet of paved shoulder on each side), no sidewalks, curbs or gutters, and a design speed of 45 mph. Pedestrians and bicyclists would be allowed to use the 6-foot shoulders. This section would connect Holiday Hills Road to Shuler Drive via Parker Street. It is proposed to close the Shuler Drive intersection with existing SR 126, and redirect the traffic to Lemay Drive. In addition, Chestnut Ridge Road and Eaton Station Road would be realigned, with left turn lanes onto Cooks Valley Road and Eaton Station Road.

From Cooks Valley Road to Harrtown Road, Alternative A would feature two 11-foot travel lanes with a center turn lane. The design speed would remain at 45 mph. The 6-foot shoulders on both sides would remain, but would not include gutter pans. Bicyclists could still use the 6-foot shoulders, but pedestrians would be provided with sidewalks on both sides of the proposed improvement. A curb and gutter would also be featured in this section. Red Robin Lane would be closed with access being provided via Bridwell Heights Road. Woodsway Drive, Island Road and Natchez Lane would be realigned.

From Harrtown Road to Cochise Trail, the project would continue as two lanes, but each would be expanded to 12 feet in width. No median would be included in this section. The shoulders would be expanded to 10 feet in width allowing pedestrians and bicyclists access. No sidewalks, curbs or gutters are included in this section. An 18-inch center line crossover deterrent using a rumble strip and striping would be included to deter drivers from crossing into the opposing lane. Rumble strips would also be included between each of the two travel lanes and their shoulders to deter drivers from drifting out of the travel lanes. The design speed would remain at 45 mph.

From Cochise Trail to I-81, the project would include two 12-foot travel lanes, but no median, sidewalks, curbs or gutters. The center line crossover deterrent would continue, and an improved transition area from the four-lane SR 126 area at I-81 will be featured. The 10-foot shoulders would continue through this section allowing pedestrians and bicyclists access. The design speed would remain at 45 mph. The project would require turn lane construction by future developers throughout this section. Gravel Top Road would be realigned on the western intersection with SR 126 and it would be closed east of the intersection.

3.2.2 Alternative B

Alternative B begins at East Center Street at the same point as Alternative A. Alternative B is a refinement of Alternative A, with changes made to minimize impacts to Yancey's Tavern and the East Lawn Cemetery. It utilizes the same cross-sections as Alternative A, but the two-lane section begins further west of Yancey's Tavern and the cemetery, and minimizes visual impacts to the Yancey's Tavern and relocation of gravesites in the East Lawn Cemetery. The elevations of the proposed centerline of Alternative B were

changed to minimize excavation and fill impacts during the construction of the roadway. Portions of the alignment feature slight changes to provide an efficient maintenance-of-traffic plan.

Alternative B in the western area of the project is slightly widened, and a roundabout is proposed for the intersection with East Center Street. The proposed design speed for the urban portion of this project is 35 mph from East Center Street to Hawthorne Street. As Alternative B leaves the Hawthorne Street area, it would transition to a four-lane highway with a 45 mph design speed. As it approaches the Chestnut Ridge area, it would feature two driving lanes and a center turn lane. This would avoid acquisition of the Yancey's Tavern area. Alternative B would require no relocation of gravesites within the East Lawn Cemetery. The 45 mph design speed would be continued through this section.

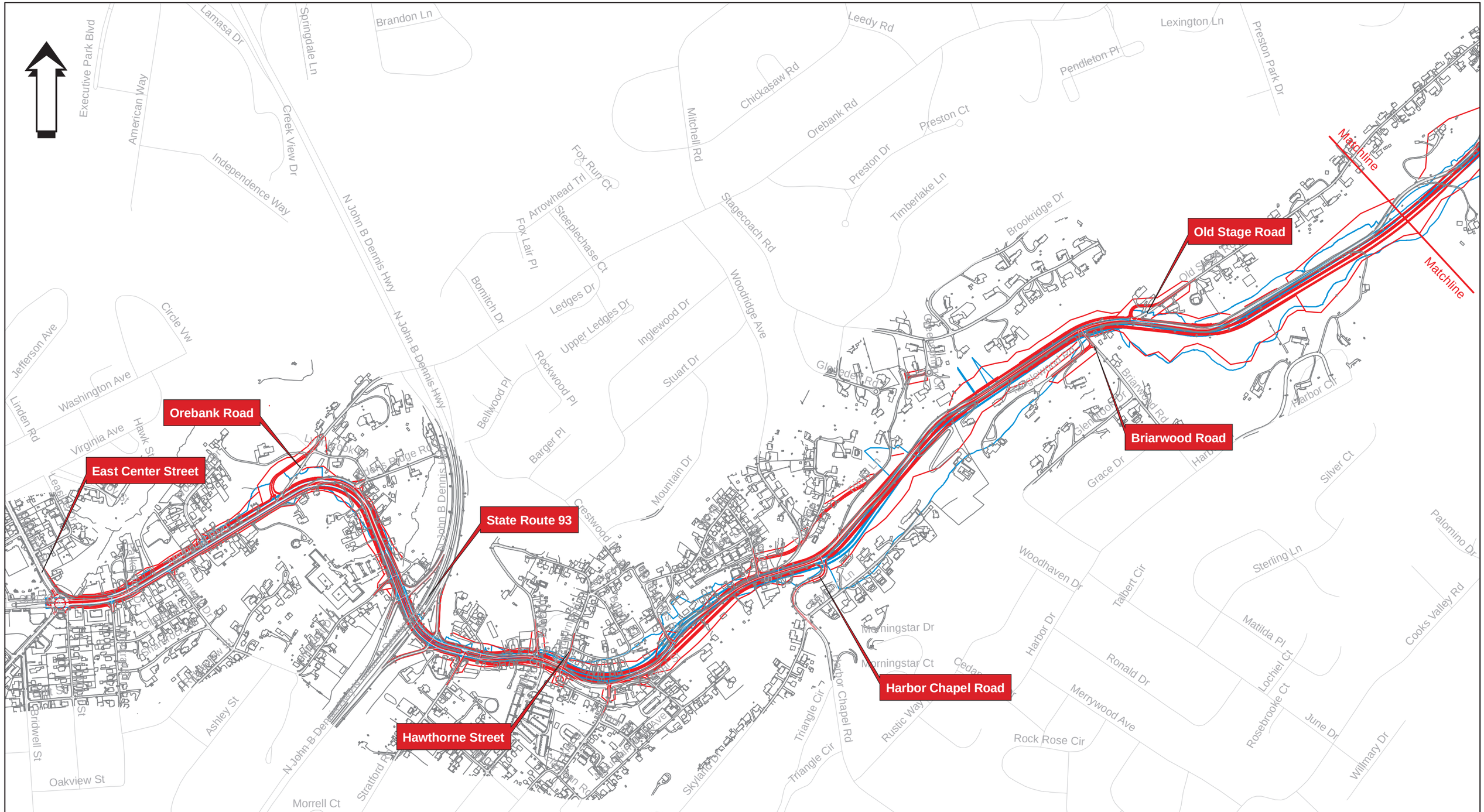
Alternative B would remain a three lane facility with a 45 mph design speed until it approaches Harrtown Road. At this point it would become a two-lane roadway until approaching a junction with Carolina Pottery Road and its intersection with I-81. In this area, it joins the existing four-lane configuration. The 45 miles-per-hour design speed is maintained until the project ends at I-81.

3.3 Design Features

The project would feature sections of four-, three- and two-lanes for traffic. It would also include sections that are urban roadways featuring sidewalks, curbs, and gutters. Other sections include rural features including wider lanes and paved shoulders. Table 3.3.1 compares the design features of the urban and rural sections of the proposed project.

Table 3.3.1 - Design Features

Design Feature	Urban Section	Rural Section
Roundabout	Yes	No
Driving Lanes	Varies 2 to 4 lanes @ 11 feet each	Varies at 2 to 4 lanes @ 11 to 12 feet each.
Shoulders	4 foot shoulders	Varies from 8 feet to 10 feet combined.
Curbs and Gutters	Yes	No
Median	Alternates between raised landscape median and 11 foot center turn lane	Only featured at area between Yancey's Tavern and East Lawn Cemetery
Retaining Walls	No	Only featured at area between Yancey's Tavern and East Lawn Cemetery
Maximum Grade	5%	7%
Access to Facility	Median openings as appropriate to various roads	Full Control
Design Speed	35 miles per hour	45 miles per hour



Legend

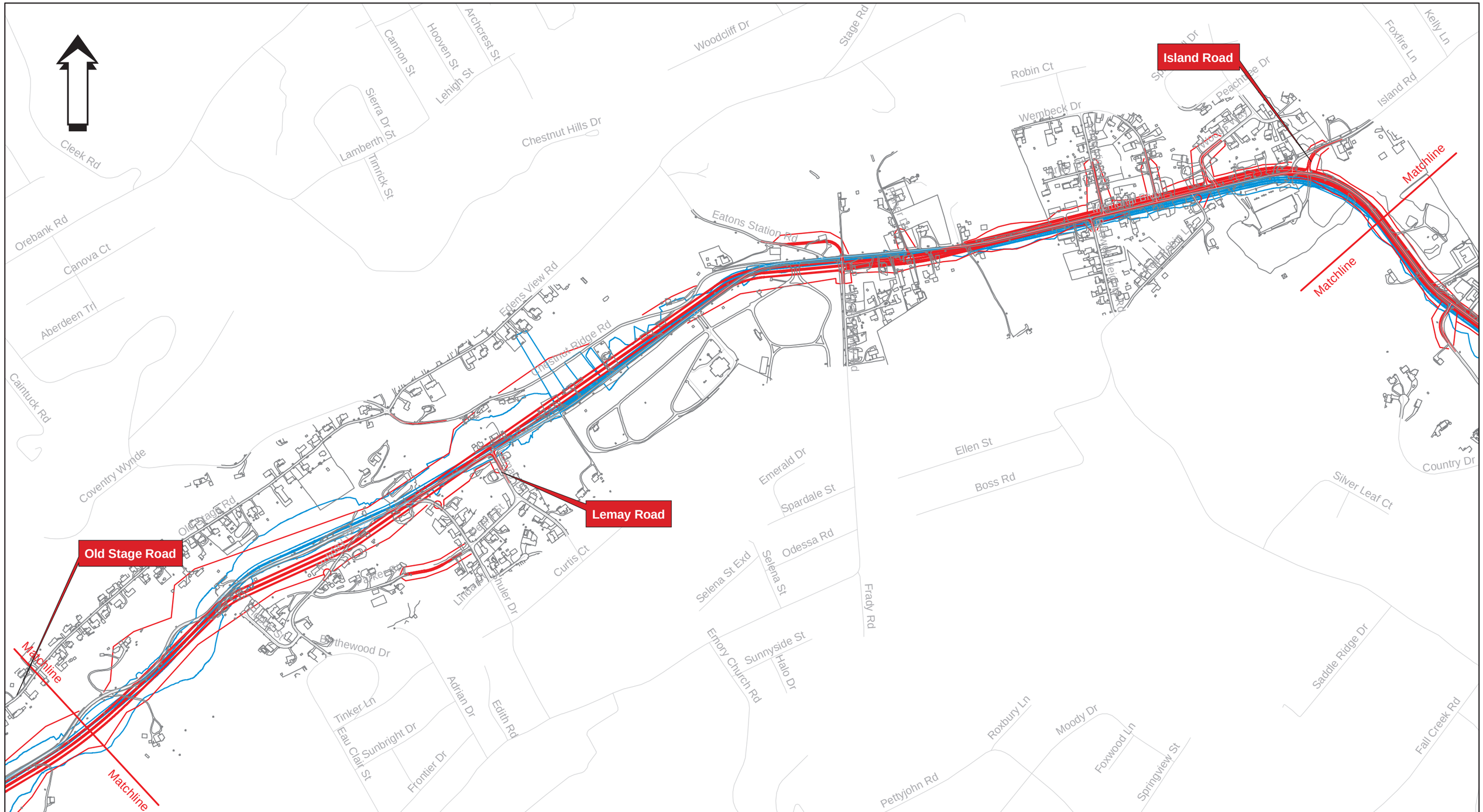
Alternative A

Alternative B

Figure 2.1
Project Overview
State Route 126
Sullivan County, Tennessee

0 500 1,000 2,000 3,000 4,000 Feet

Alternatives A & B with Road Segments



Legend

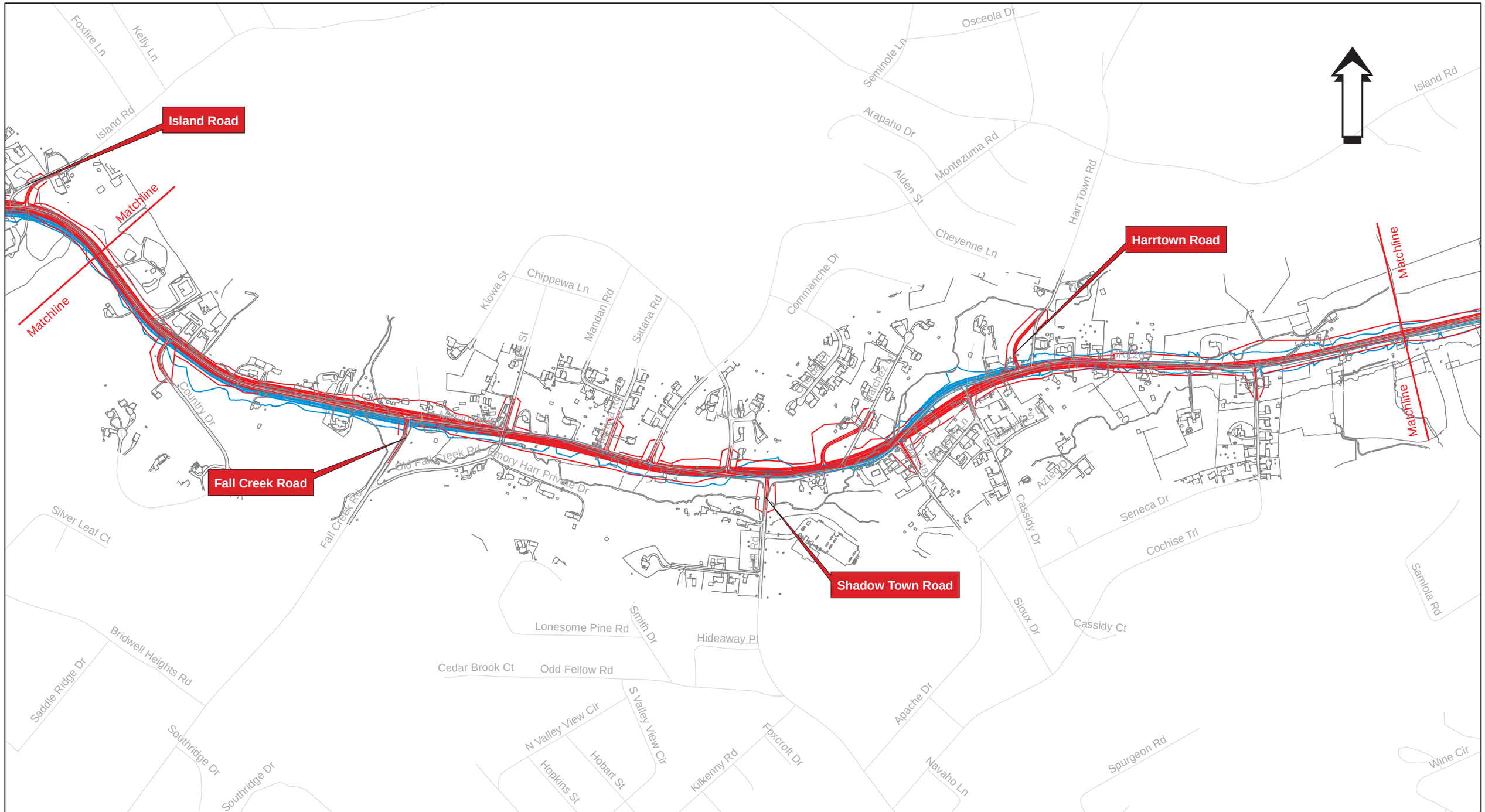
Alternative A

Alternative B

Figure 2.1
Project Overview
State Route 126
Sullivan County, Tennessee

0 500 1,000 2,000 3,000 4,000 Feet

Alternatives A & B with Road Segments



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Alternative A

Alternative B

Figure 2.1
Project Overview
State Route 126
Sullivan County, Tennessee

0 500 1,000 2,000 3,000 4,000 Feet

Alternatives A & B with Road Segments

Legend

Alternative A

Alternative B

Figure 2.1
Project Overview
State Route 126
Sullivan County, Tennessee

0 500 1,000 2,000 3,000 4,000 Feet

Alternatives A & B with Road Segments

4. Highway Traffic Noise Analysis

4.1. Identification of Noise Receiver Sites

In selecting the noise receiver sites, an effort was made to develop an accurate appraisal of the entire project corridor with respect to the noise receivers. Measured (2008) noise levels were compared to modeled noise levels that utilized projected 2033 build and 2033 no-build traffic for 24 receivers, representing 159 additional receivers. The number of receivers represented at each site was determined by counting the receivers that were approximately the same distance from the ROW boundary as the analyzed receiver. The analyzed receiver was always the one nearest the proposed alternative. The number of represented receivers for each receiver is given in Table 4.2.1 on page 11.

Federal guidance for handling noise impacts and abatement are contained in 23 Code of Federal Regulations (CFR) Part 772, "Procedures for Abatement of Highway Traffic Noise and Construction Noise." Activity Category B (picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals) is applicable to the receptors on this project. For Category B, the Noise Abatement Criteria (NAC) is 67 dBA. Table 4.1.1 provides description of the land use categories.

Table 4.1.1 - FHWA Noise Abatement Criteria Hourly A-Weighted Sound Levels*

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

***Source:FHWA, 23 CFR 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise, FHWA, USDOT, April 1992**

4.2. Existing and Predicted Noise Levels

Field measurements were taken at representative sites throughout the SR 126 project area, located at or near existing areas of human use. These measurements were made at varying times. In accordance with TDOT's Noise Policy and Federal Regulations contained in 23 CFR 772, existing noise levels were taken at times that represented "worst hour" noise levels. Based on observations of traffic patterns in the project area, worst hour levels were determined to be from 7:30am – 10:30am, 3:00pm – 6:00pm (commuting times) and from 11:30am – 1:30pm (traditional lunch hour traffic).

Receptors where the predominant existing noise source was not SR 126 were considered "ambient" receivers and may have had existing readings taken outside these peak travel times. Field measurements were conducted for all of the sites during clear, dry weather conditions. The existing (ambient) noise levels were documented to establish baseline conditions to compare with the future build and no build conditions.

Ambient Noise levels for the receivers were measured on April 30, March 20 and 21, and May 11, 2008 during meteorologically acceptable periods. Measurements were conducted utilizing a Rion Model NL-20 Type II sound level meter that was set to update Leq (in dBA) ten times per second. Readings were taken for two, ten-minute periods and averaged.

Traffic noise level predictions for the build alternatives were made for the year 2033 using the FHWA Traffic Noise Model version 2.5 (TNM 2.5) computer model (FHWA Highway Traffic Noise Prediction Model, Report No. FHWA-PD-96-010). The model incorporates the design alternatives, as well as existing area roads that were determined to contribute appreciably to the existing and future noise levels. The 2033 No Build Alternative noise levels will increase from the existing noise levels due to additional traffic volumes in future years. The future No Build levels were estimated based on future traffic projections. East of Old Stage Road, future traffic volumes are approximately 20% higher than existing volumes. This would increase No Build levels 1 dBA over existing levels at receivers in this area (receivers 1-6, 23 and 24). West of Old Stage road, traffic volumes are predicted to approximately double, increasing No-Build levels by 3 dBA over existing levels (receivers 7-22). Noise Receiver Locations, and Existing and Predicted Noise Levels are indicated in Table 4.2.1, on the following page. The receivers exhibiting a highway traffic noise impact from one, or both, alternatives are highlighted in red. Figure 4.2.1, on page 12, provides location and existing and future noise levels of the noise receivers in the project area.

Table 4.2.1 - Noise Receivers with Existing and Predicted Noise Levels (dBA) [a]

Site ID	NAC Category	Number of Represented Receivers	2008 Existing	2033 Alternative A	2033 Alternative B	2033 No Build	Difference Between Existing and Build A|B		Distance to EOP* Existing (ft)	Distance to Nearest EOP* Build (ft)
1	B	6	63.2	65	65	64	2	2	34	36
2	B	10	60.1	65	65	61	5	5	77	30
3	B	7	63.0	66	66	64	3	3	92	90
4	B	10	73.1	70	69	74	-3	-4	40	23
5	B	5	57.2	66	64	60	9	7	205	140
6	B	12	58.9	64	67	60	5	8	181	78
7	B	14	43.8	57	57	47	13	13	375	380
8	B	14	43.6	55	55	47	11	11	420	421
9	B	8	61.2	64	62	64	3	1	96	79
10	B	4	57.8	64	64	61	6	6	152	124
11	B	5	58.2	62	61	61	4	3	289	286
12	B	6	54.9	60	60	58	5	5	280	256
13	B	9	60.2	66	66	63	6	6	94	68
14	B	4	69.9	66	68	73	-4	-2	44	35
15	B	2	65.2	66	67	68	1	2	43	51
16	B	6	62.4	68	66	65	6	4	67	35
17	B	7	55.3	69	65	58	14	10	103	64
18	B	8	67.1	68	65	70	1	-2	58	72
19	B	15	65.2	68	67	68	3	2	43	50
20	B	6	48.9	62	59	52	13	10	285	168
21	B	3	52.4	61	60	55	9	8	270	192
22	B	8	60.1	64	63	63	4	3	98	97
23	B	6	60.3	63	63	61	3	3	150	170
24	B	8	65.9	65	64	67	-1	-2	61	51

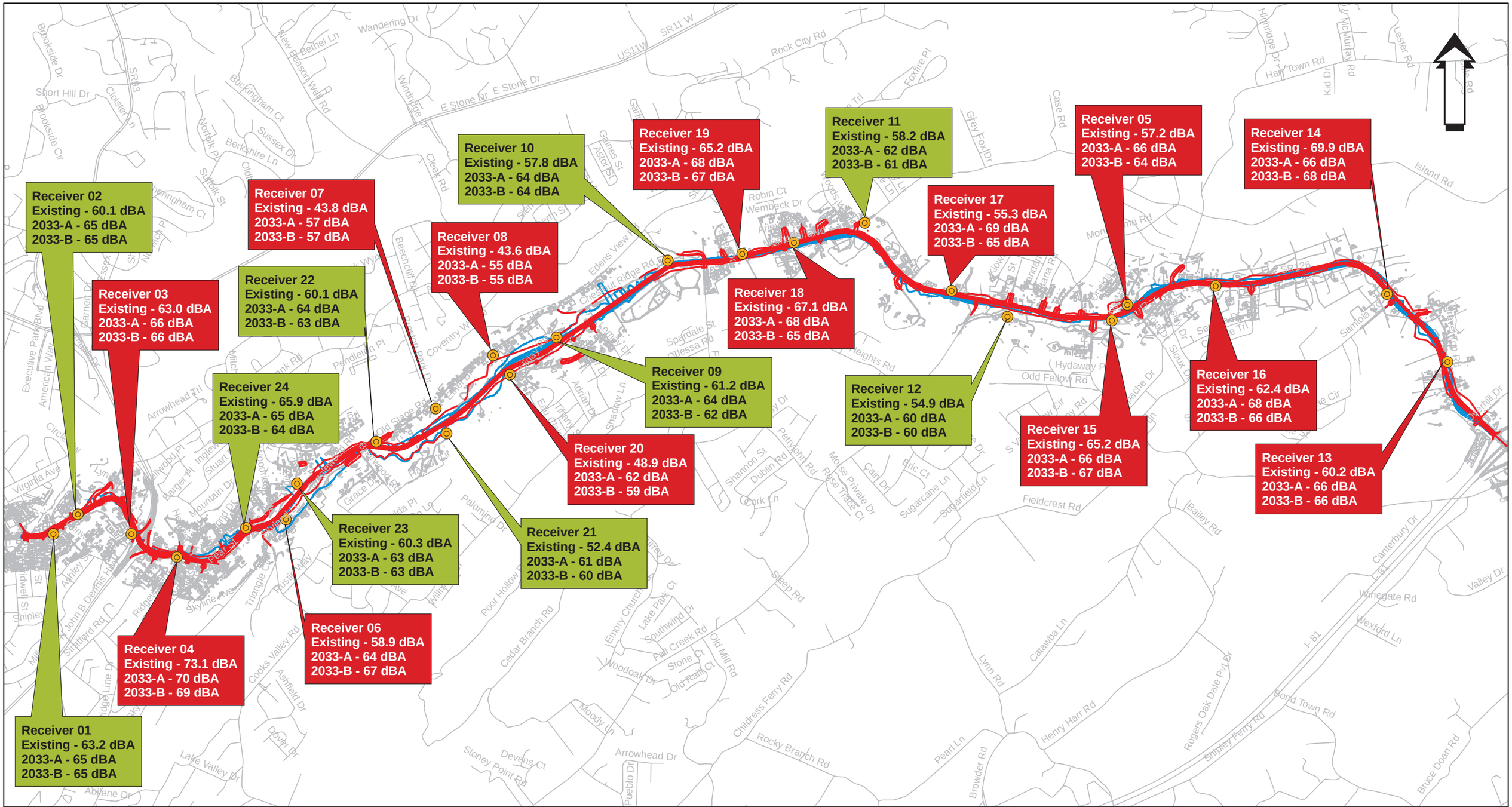
[a] The noise abatement criterion is 67 for all receivers.

4.3. Noise Impacts

In accordance with 23 CFR Part 772, the Federal Highway Administration (FHWA) Noise Abatement Criteria and the Tennessee Department of Transportation Traffic Noise Analysis and Abatement Policy and Guidance manual, the following criteria are utilized in determining the occurrence of traffic noise impacts:

1. When the predicted design year noise levels approach (defined as within one dBA) or exceed those values shown for the appropriate activity category of the NAC.

2. When the predicted design year noise levels "substantially exceed existing noise levels" (as defined), by 10 dBA or more.



Legend

- Alternative A
- Alternative B
- Noise Receivers
- No Noise Impact
- Noise Impact

Figure 4.2.1
Highway Traffic Noise Analysis
Noise Receiver Locations and
Existing and Predicted Noise Levels

0 1,600 3,200 6,400 9,600 12,800 Feet

Sullivan County
SR 126
Alternatives A and B

4.3.1 Alternatives Impact Summary

Alternative A would impact 13 receivers, representing 107 residential properties. Alternative B would impact 12 receivers, representing 106 residential properties.

No Build levels will increase due to increased traffic volumes in 2033. West of Old Stage Road the future traffic volumes are predicted to be approximately 20% higher than existing levels. Due to this traffic increase, receivers west of Old Stage Road will see a future noise level increase of 1 dBA for the No Build Alternative. East of Old Stage Road the future traffic volumes are predicted to approximately double the existing levels. Receivers east of Old Stage Road will see a future noise level increase of 3 dBA for the No Build Alternative.

Receivers 4, 14, 18 and 24 already have existing levels that are above the NAC. Receivers 15 and 19 would have future No Build levels that would be above the NAC.

Due to build alternative shifts from the existing, the new road will be further away from some noise receivers. These receivers have future levels that are predicted to be lower than the existing or No Build noise levels.

4.4. Noise Abatement Measures

4.4.1 Reasonableness/Feasibility for Barrier Abatement

The construction of noise barriers for the impacted receivers along SR 126 is not feasible due to the numerous access points along the existing and proposed facility. These points provide access to residences and businesses along SR 126. Any constructed noise barrier would require gaps to maintain access, greatly reducing the noise reduction and cost-effectiveness of the noise barrier. For this reason, it is generally considered infeasible to construct a noise barrier on a portion of a roadway where access is necessary.

4.4.2 Alternative Abatement Measures

Alternatives to noise barrier construction were considered at the impacted receivers for Build Alternatives A and B, including:

- Traffic management measures (primarily restrictions on truck use) – The project is designed to be an urban minor arterial. Prohibiting or restricting usage of this facility by trucks or other vehicles was not considered to be practical and, therefore, was determined to be not reasonable as a method for mitigating highway traffic noise impacts.
- Alteration of horizontal and vertical alignments – The horizontal and vertical alignments of the build alternatives have been optimized to the extent practicable to minimize environmental impacts, while utilizing the existing facility location. Altering the horizontal and vertical alignment of the build alternatives to mitigate noise impacts was determined to be not reasonable.
- Acquisition of property (buffer zone) – Acquisition of property adjacent to the project for a buffer zone would result in acquisition of the residences receiving noise impacts, and would provide a buffer only for future development that would not be allowed within the buffer zone. Acquisition of property as a method for mitigating highway traffic noise impacts was determined to be not reasonable.
- Insulation of public buildings to meet interior standards – There were no public buildings identified as receiving noise impacts.

5. Construction Noise

Noise levels in the project area will be increased during construction. The sound levels resulting from construction activities at nearby noise-sensitive receivers will be a function of the types of equipment utilized, the duration of the activities, and the distances between construction activities and nearby land uses.

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

6. Noise Compatible Land Use Planning

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

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

Two guidance documents on noise compatible land use planning are available from FHWA.[a, b]

Table 6.1 presents predicted design year 2033 sound levels for areas near the project where vacant and possibly developable lands exist. These values do not represent predicted levels at every location at a particular distance back from the roadway. Sound levels will vary by location and will be affected by the shielding of terrain features such as hills and the shielding by objects such as buildings.

Table 6.1 - Sound Levels for Undeveloped Lands

Distance (in feet)(1)	Leq (1h) (dBA)(2)
50	69
100	66
250	61
500	60

(1) Perpendicular distance to the center of near lane.
(2) At-grade situation.

This information is being included to make local officials and planners aware of anticipated highway noise levels so that future development will be compatible with these levels.

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

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

Finally, TDOT currently has an active Type II Noise Barrier Program to facilitate the construction of "retrofit" noise barriers along existing highways. To be eligible for a Type II noise barrier, an area must meet the following criteria:

- The neighborhood must be located along a limited-access roadway;
- The neighborhood must be primarily residential;
- The majority (more than 50%) of residences in the neighborhood near the highway pre-dated the initial highway construction;
- A noise barrier for the neighborhood must not have been previously determined to be not reasonable or not feasible as part of a new highway construction or through-lane widening study (Type I project);
- Existing noise levels measured in the neighborhood must be above the Noise Abatement Criteria (NAC) of 66 dBA;
- A barrier must be feasible to construct and will provide substantial noise reduction; and,
- A barrier must be reasonable (barrier cost per benefitted residence) in accordance with TDOT's noise policy. A residence is considered "benefitted" if the noise barrier will reduce the traffic noise by at least 5 dB.

a. The Audible Landscape: A Manual for Highway Noise and Land Use, FHWA, November, 1974. http://www.fhwa.dot.gov/environment/audible/index.htm
b. Entering the Quiet Zone: Noise Compatibility Land Use Planning, FHWA, May, 2002. http://www.fhwa.dot.gov/environment/noise/quietzone

7. Noise Abatement Conclusions

Based on the above considerations and analysis, noise abatement measures are not considered reasonable at the sites studied and are not recommended for this project.

8. Mobile Source Air Quality Analysis

8.1. Air Quality Impacts

SR 126 in Sullivan County is an attainment area according to EPA levels set for criteria mobile source air pollutants. The project is in the Kingsport Metropolitan Planning Organization's (MPO) planned projects, and is included in the conforming 2008-2011 Transportation Improvement Program (TIP). The project is also included in Kingsport MPO Draft 2011-2014 TIP, in Section A, which lists projects included in the previous TIP.

8.1.1. Carbon Monoxide

Based upon the analysis of highway projects with similar meteorological conditions and traffic volumes, the carbon monoxide levels of the subject project will be well below the National Ambient Air Quality Standard (35ppm one-hour and 9ppm eight-hour). Since the project will have levels below this standard and is located in a region of air quality conformity, it was determined that there will be no CO impact on the air quality of the area from the proposed project.

8.1.2. Mobile Source Air Toxics (MSAT)

Mobile Source Air Toxics are fully addressed in Appendix D. Air quality conformity status is not projected to be altered by the proposed SR 126 project. This project qualifies as a "project with low potential MSAT effects" in accordance with FHWA's guidance.

The purpose of the project is to improve safety, emergency response times, system linkage, traffic conditions, and efficiency between Kingsport at East Center Street and I-81 by constructing new lanes, widening existing lanes, and providing shoulders, as appropriate, between East Center Street and I-81. This project has been determined to generate minimal air quality impacts for CAAA criteria pollutants and has not been linked with any special MSAT concerns.

A review of potential mobile source air toxics (MSAT) impact from this project indicate that under the build alternatives in the design year (2033), the amount of MSAT emitted will be proportional to the Annual Average Daily Traffic (AADT) and vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT for the build alternatives will be slightly higher than the no-build alternative in the build and design years because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT will lead to higher MSAT emissions for the alternatives along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds; according to EPA's MOBILE6.2 model, emissions of all of the priority MSAT except for diesel particulate matter decrease as speed increases. The extent to which these speed-related emissions decreases will offset VMT-related emissions increases cannot be reliably projected due to the inherent deficiencies of technical models. Because the estimated VMT under each of the

Alternatives are nearly the same it is expected there will be no appreciable difference in overall MSAT emissions among the various alternatives. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by 72 percent between 1999 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases. The SR 126 project will not add substantial new capacity and therefore the facility will not generate meaningful increases in emissions of MSAT. See the MSAT discussion in Appendix D for more details, including the current state of MSAT research.

8.2. Climate Change

Climate change, also referred to as global warming, is an increase in the overall average atmospheric temperature of the earth due to the trapping of heat in the atmosphere by greenhouse gases. The primary greenhouse gas emitted by human activities in the US is carbon dioxide (CO_2), which represents approximately 85 percent of total greenhouse gas emissions.

Transportation sources contribute to global warming through the burning of petroleum-based fuel. According to the FHWA, transportation sources are responsible for approximately one-quarter of the greenhouse gas emissions in the US. Automobiles and light-duty trucks account for almost two-thirds of emissions from the transportation sector and emissions have steadily grown since 1990.

Emissions from transportation sources depend on the number of trips or miles traveled by each type of vehicle per year, which are, in turn, influenced by larger economic trends and consumer behavior. Over the long term, changes in vehicle fuel efficiency, driving behavior, and fuel type will influence the level of emissions.

Under the Clean Air Act, the EPA has the authority to establish motor vehicle emissions standards for CO_2 and other greenhouse gases although such standards have not yet been established.

FHWA is actively involved in efforts to initiate, contact, and disseminate climate-change-related research and to provide technical assistance to stakeholders. The FHWA is also involved in climate change initiatives with the USDOT Center for Climate Change and Environmental Forecasting.

Climate change and related effects are complex and global in nature. As a result, the impacts of any single transportation project cannot be effectively estimated in terms of global warming effect. However, the emissions changes due to individual projects are very small compared to global emissions.

Once standards are established and guidance for assessing the potential greenhouse gas effects of transportation projects becomes available, a more in-depth assessment rate may be possible.

9. Summary

Of the 24 identified noise receiver sites, 13 are predicted to be impacted by Alternative A and 12 are predicted to be impacted by Alternative B. Abatement considerations and mitigation for noise are not reasonable and/or feasible for the proposed project. Air quality conformity status it not projected to be altered by the proposed SR 126 project.

Appendix A

Noise Sampling Field Monitoring Data Sheets

Noise Sampling Field Monitoring Data

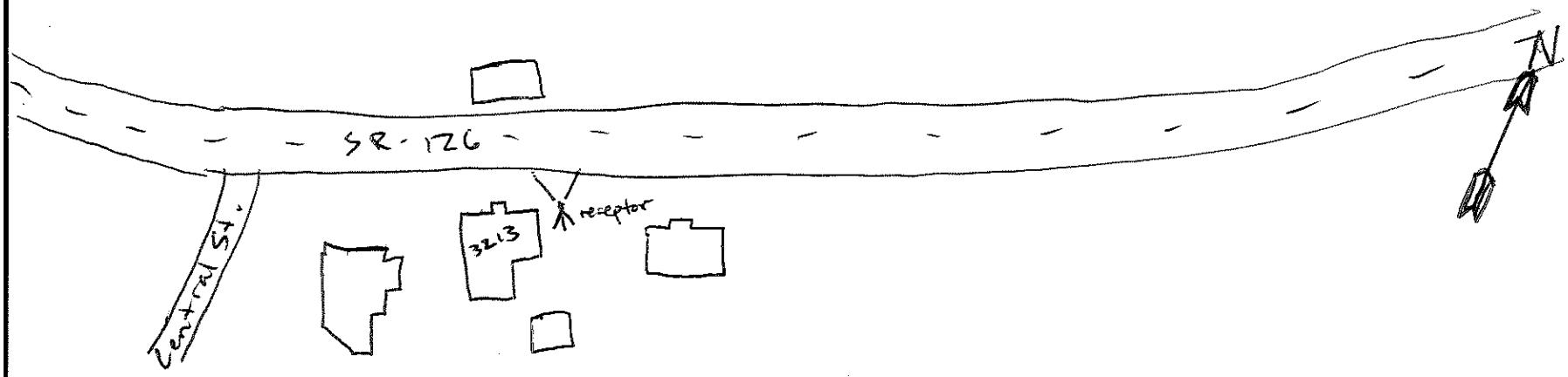
Rec# 01

Location (Street Address) 3213 Memorial Blvd. Time: 7:20 AM/PM 7:30 PM Duration: 10 min. x2

Date: 3/21/08 Temperature/Wind Speed: 9.1°C/.4mph Speed Limit 35 mph Noise Level: 63.3 dBA Leq = 63.1 dBA Leq

HMB PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): _____

Noise Sampling Field Monitoring Data

Re # 2

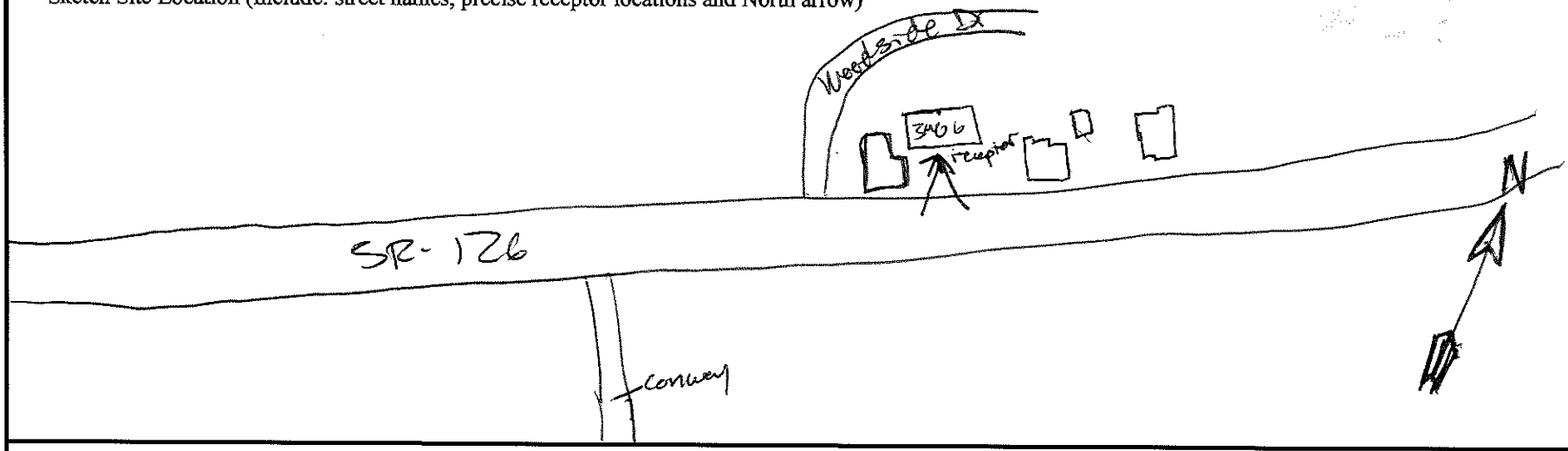
Location (Street Address) 3406 Memorial Blvd (SR-126) Time: 7:45 AM/PM Duration: 10 min. x2

Date: 3/21/08 Temperature/Wind Speed: 10.1°C/0 mph Speed Limit 35 mph Noise Level: 61.6 dBA Leq

7:55 AM 58.5 dBA Leq

HMB PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): _____

Noise Sampling Field Monitoring Data

REC 03

Location (Street Address) 3701 Memorial Blvd. Time: 8:10 AM/PM Duration: 10 min. x2

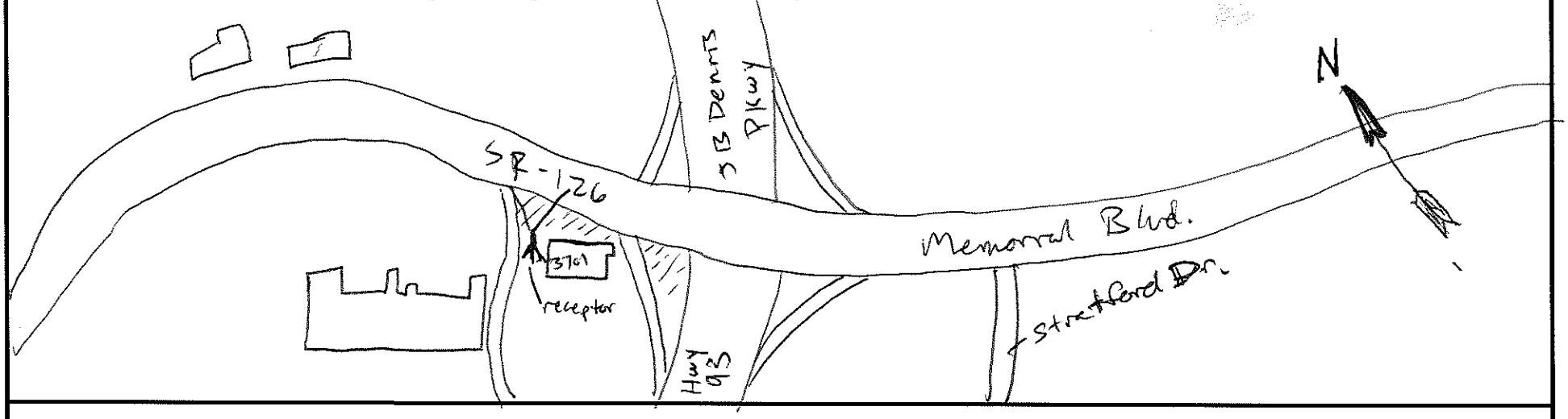
8:20 AM

Date: 3/21/08 Temperature/Wind Speed: 9.9°C/0 mph Speed Limit ~~30~~ 35 mph Noise Level: 62.8 dBA Leq

63.2 dBA Leq

HMB PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): Dashed lines represent slope

Noise Sampling Field Monitoring Data

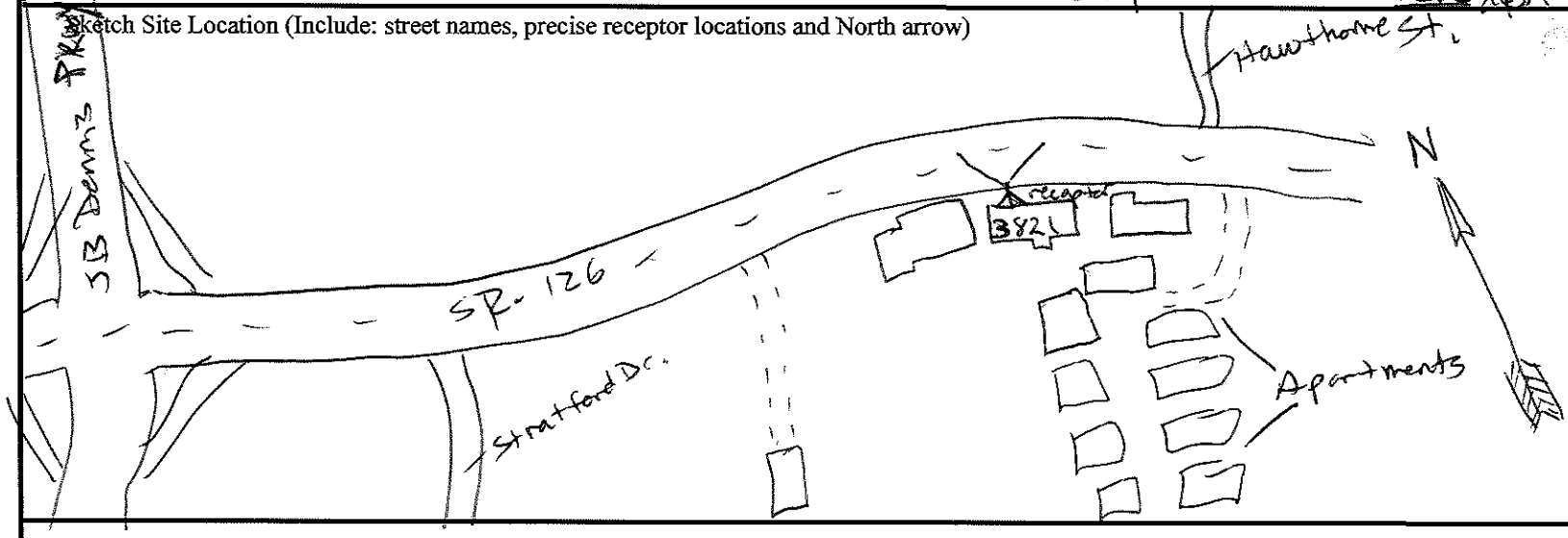
Pg 04

Location (Street Address) 3821 Memorial Blvd. Time: 8:35 8:45 AM (AM)/PM Duration: 10 min. X7

Date: 3/21/08 Temperature/Wind Speed: 9.8°C/0 mph Speed Limit ~~45~~ 35 mph mph Noise Level: 72.7 73.5 dBA Leq dBA

HMB PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): _____

Noise Sampling Field Monitoring Data

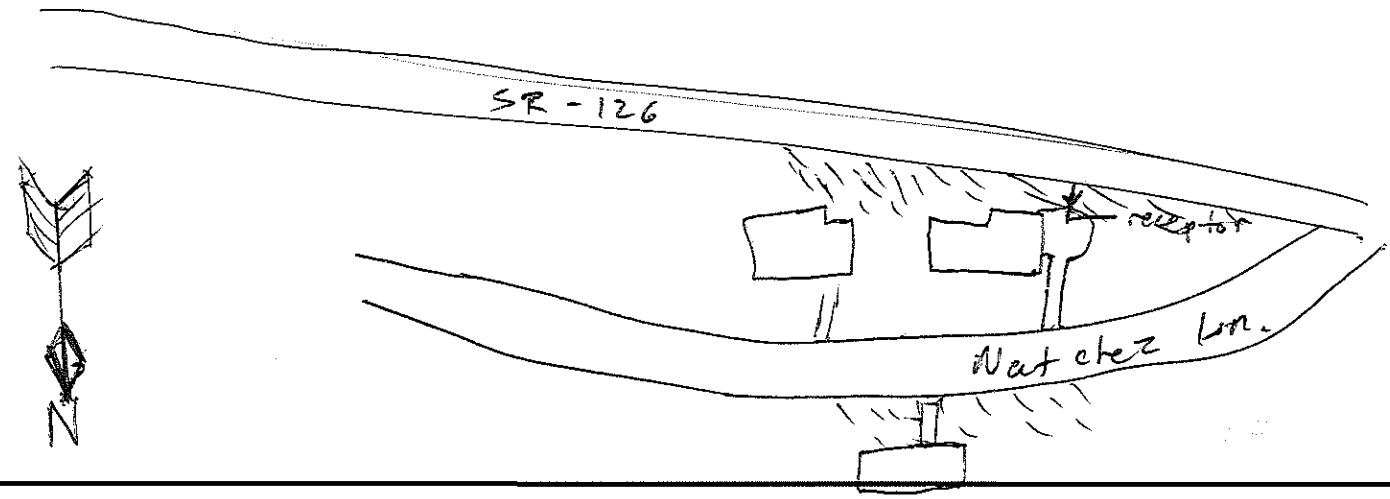
REC 05

Location (Street Address) 104 Natchez Ln. Time: 4:00 AM/PM (PM) Duration: 10 min. x 2
4:10 PM

Date: 4/30/08 Temperature/Wind Speed: 72°/2mph Speed Limit 50 mph Noise Level: 57.1 dBA Leq
57.5 dBA Leq

HMB PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): Dashed Lines represent slope

Noise Sampling Field Monitoring Data

Rx 06

Location (Street Address) 4216 SKYLAND LN.

Time: 1 11:22 2 11:33 AM/PM

Duration: 10 min. x2

Date: 3/20/08

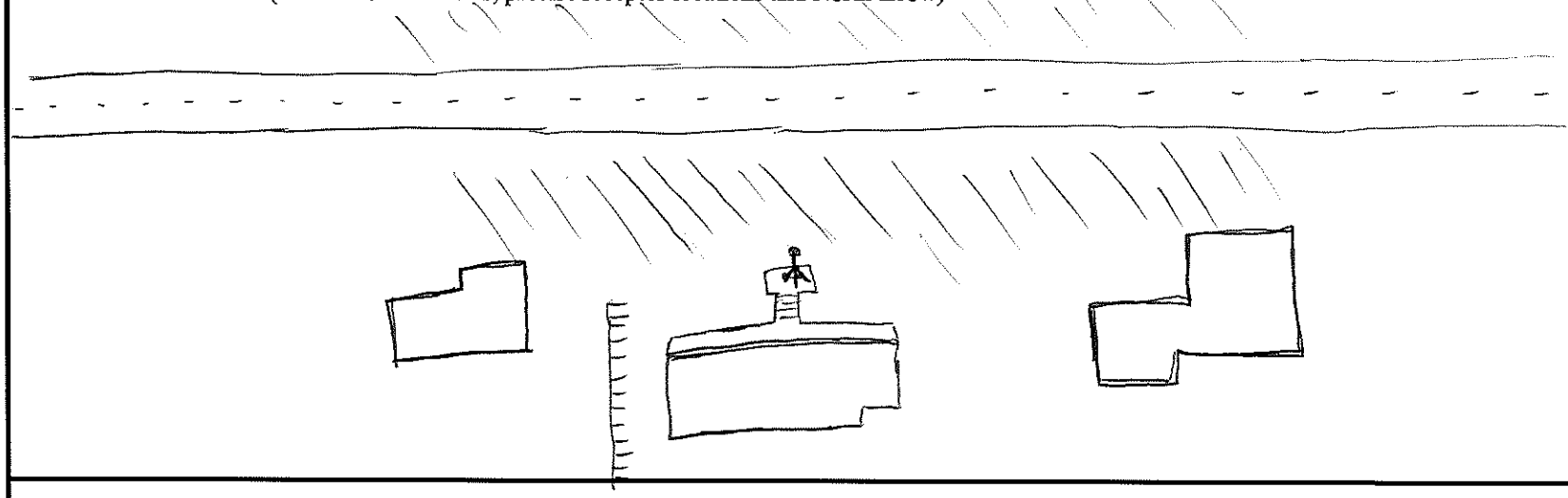
Temperature/Wind Speed: 8.8°C/2mph

Speed Limit 45 mph

Noise Level: 1 59.3 2 58.5 dBA Leq

HMB PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): Dash marks represent slope.

Noise Sampling Field Monitoring Data

Rz #7

Location (Street Address) 4541 Old Stage Rd. Time: 1 11:52 AM/PM Duration: 10 min. ×2

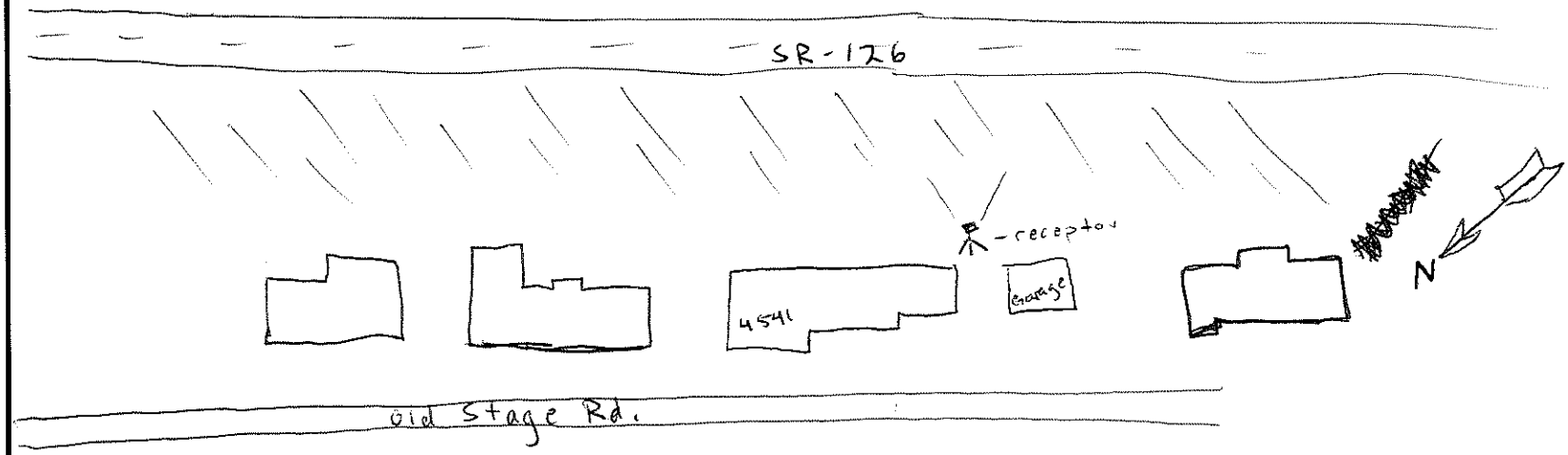
2 12:03 PM

Date: 3/20/08 Temperature/Wind Speed: 12.8°C/1 mph Speed Limit 35 mph Noise Level: 1 43.4 dBA Leq

2 44.1 dBA Leq

HMB PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): Dash lines represent slope.

Noise Sampling Field Monitoring Data

Rec 08

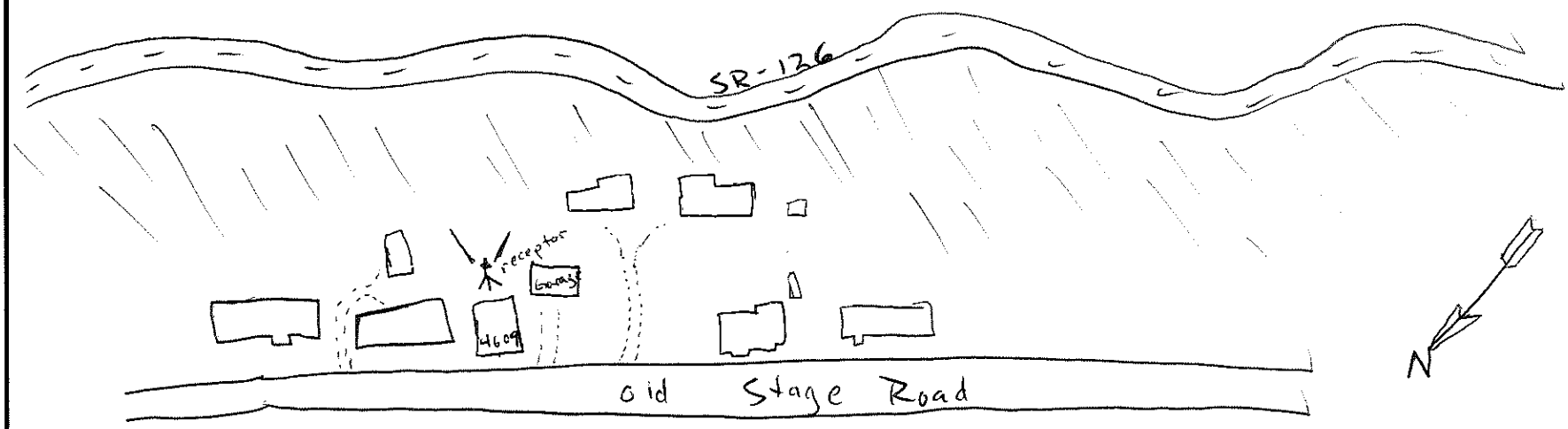
Location (Street Address) 4609 Old Stage Rd. Time: 1 12:22 AM/PM Duration: 10 min. x2

Date: 3/20/08 Temperature/Wind Speed: 16.1°C/1 mph Speed Limit 35 mph Noise Level: 1 44.1 dBA Leq

2 12:33 PM 2 43.0 dBA Leq

HMB PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): Dash lines represent slope.

Noise Sampling Field Monitoring Data

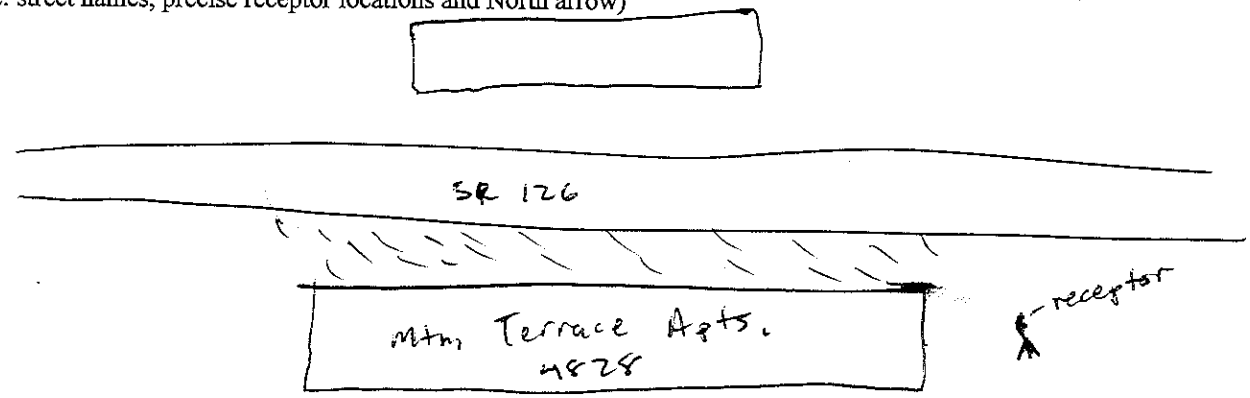
Rec ϕ9

Location (Street Address) 4828 Memorial Blvd (126) Time: 4:35 4:45 PM AM/PM Duration: 10 min. x2

Date: 4/30/08 Temperature/Wind Speed: 72° / 2mph Speed Limit 55 mph Noise Level: 61.9 dBA Leq 60.4 dBA Leq

HMB PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): Dashed Lines rep. slope

Noise Sampling Field Monitoring Data

Rec 10

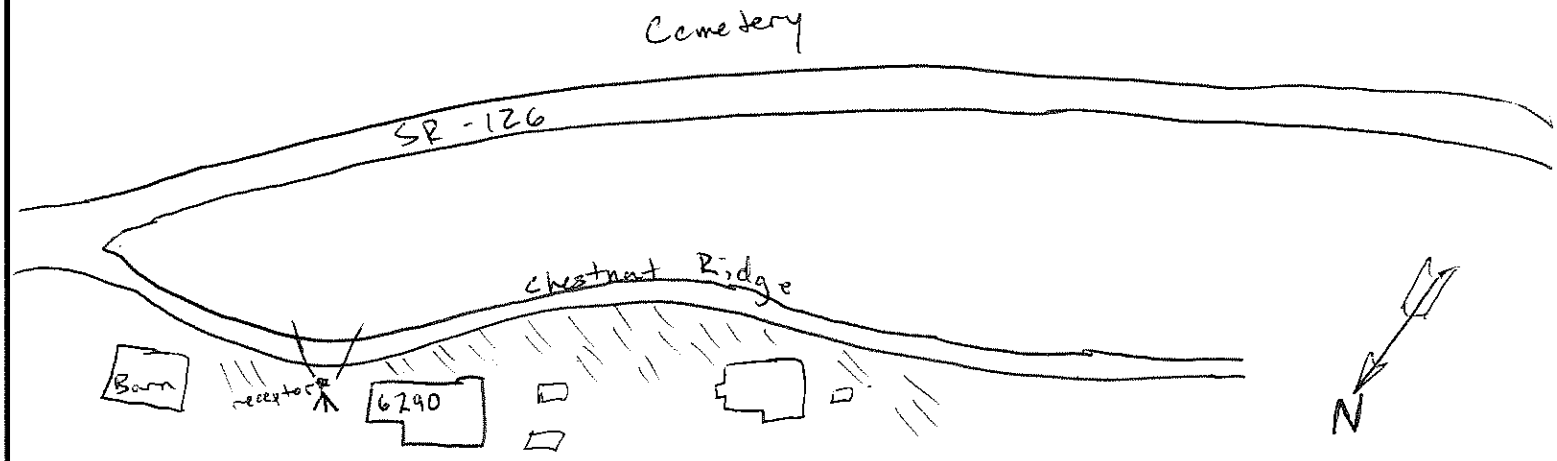
Location (Street Address) 6290 Chestnut Ridge Time: 12:48 AM/PM Duration: 10 min. ×2

Date: 3/20/08 Temperature/Wind Speed: 16.5°C/.9 mph Speed Limit 50 mph Noise Level: 56.8 dBA Leq

[1] 12:58 PM [2] 58.7 dBA Leq

HMP PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): Dash lines represent Slope.

Noise Sampling Field Monitoring Data

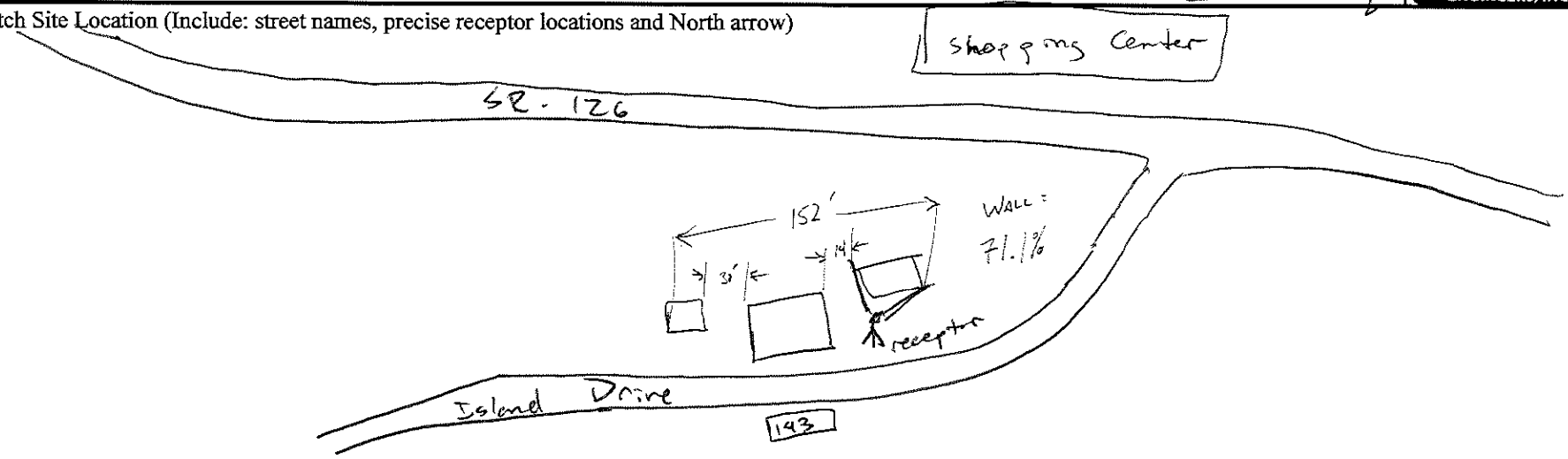
RGC # 11

Location (Street Address) 143 Island Dr. Time: 1:16 AM/PM Duration: 10 min. x2

Date: 3/20/08 Temperature/Wind Speed: 13.8°C/1.2 mph Speed Limit 50 mph Noise Level: 58.0 dBA Leq

2:26 PM 2 58.3 dBA Leq

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): _____

Noise Sampling Field Monitoring Data

REC# 12

Location (Street Address) 210 Old Fall Creek Rd Time: 1:42 AM/PM Duration: 10 min. x2

Date: 3/20/08 Temperature/Wind Speed: 17.5°C/.8 mph Speed Limit 50 mph Noise Level: 54.1 dBA Leq

2:52 PM 55.7 dBA Leq

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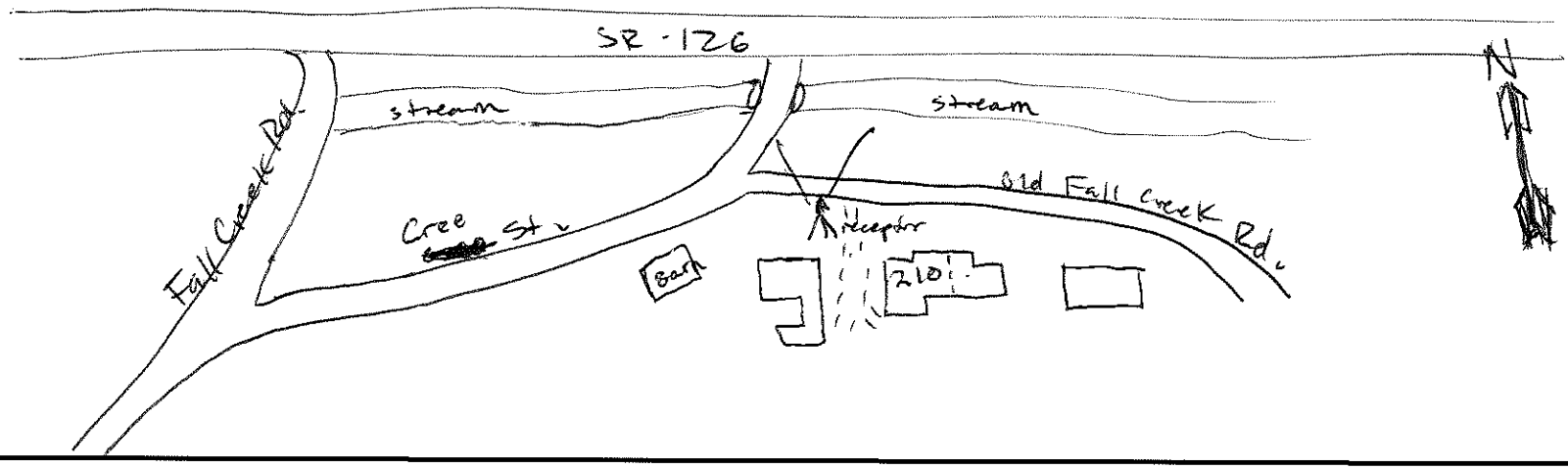
Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): _____

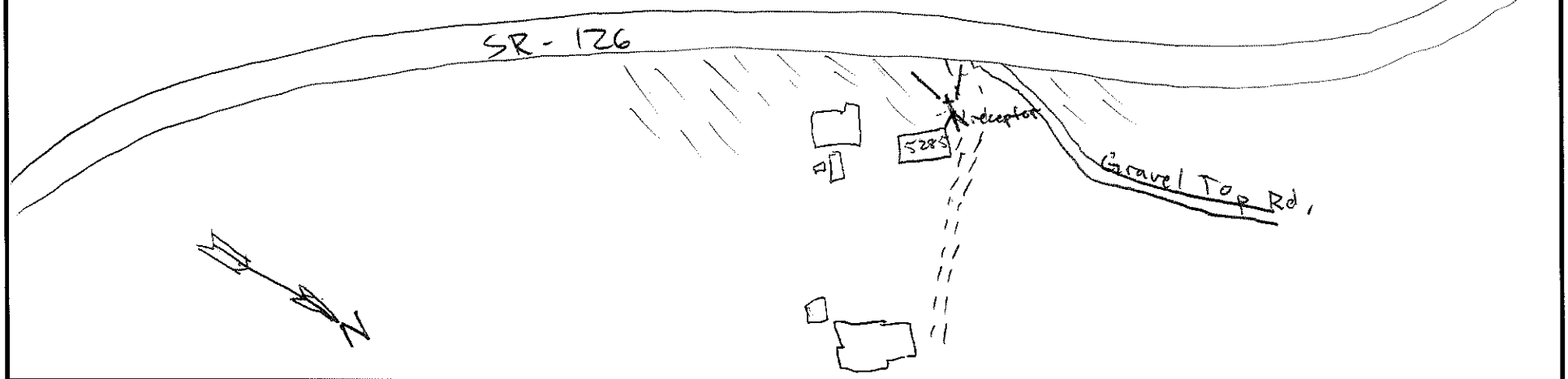
Noise Sampling Field Monitoring Data

Rec 13

Location (Street Address) 5285 Memorial (SR-126) Time: 1 4:14 2 4:25 AM/PM (PM) Duration: 10 min. x2

Date: 3/20/08 Temperature/Wind Speed: 17.4°C/2 mph Speed Limit 50 mph Noise Level: 1 59.8 2 60.5 dBA Leq

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): Dashed lines represent slope

Noise Sampling Field Monitoring Data

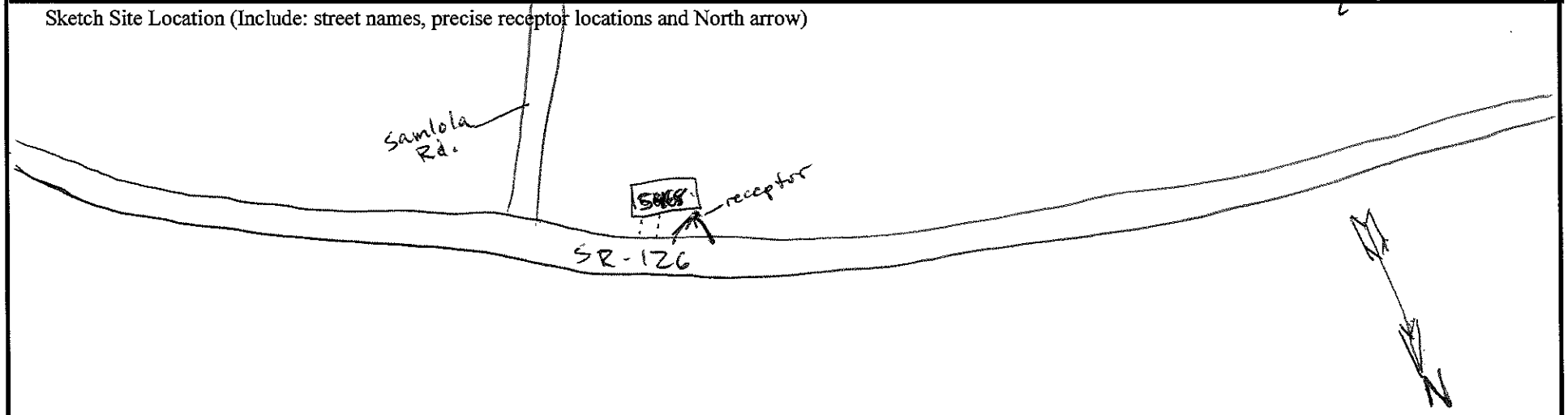
Rec 14

Location (Street Address) 5468 Memorial (SR-126) Time: 4:37 AM/PM 4:48 PM Duration: 10 min. x2

Date: 3/20/08 Temperature/Wind Speed: 15°C/1.9 mph Speed Limit 50 mph Noise Level: 68.5 dBA Leq 71.3 dBA Leq

HMB PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): _____

Noise Sampling Field Monitoring Data

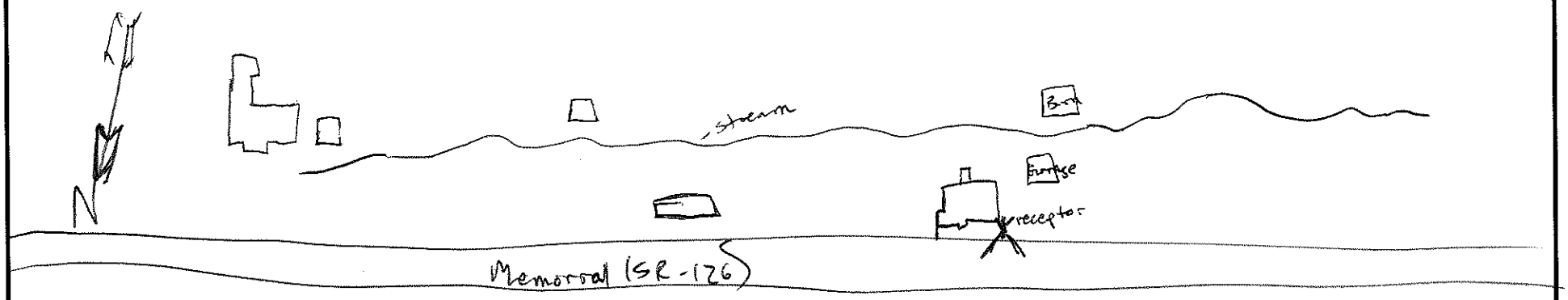
Rec 15

Location (Street Address) 5680 Memorial (SR-126) Time: 1 5:05 2 5:15 AM/PM (PM) Duration: 10 min. x2

Date: 3/20/08 Temperature/Wind Speed: 16.1°C/.9 mph Speed Limit 50 mph Noise Level: 1 65.3 2 65.1 dBA Leq

HMB PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): _____

Noise Sampling Field Monitoring Data

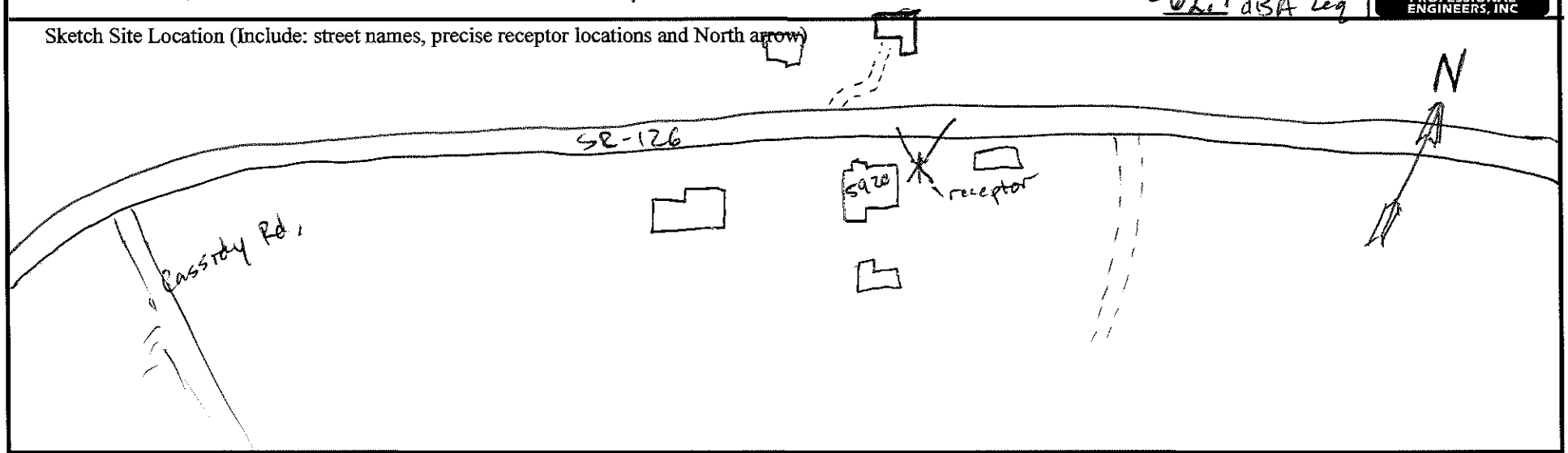
Rec 16

Location (Street Address) 5920 Memorial (SR-126) Time: 1 5:26 AM/PM 2 5:36 PM Duration: 10 min. x2

Date: 3/28/08 Temperature/Wind Speed: 15°C/2.0 mph Speed Limit 50 mph Noise Level: 1 62.1 dBA Leq 2 62.7 dBA Leq

HMB PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): _____

Noise Sampling Field Monitoring Data

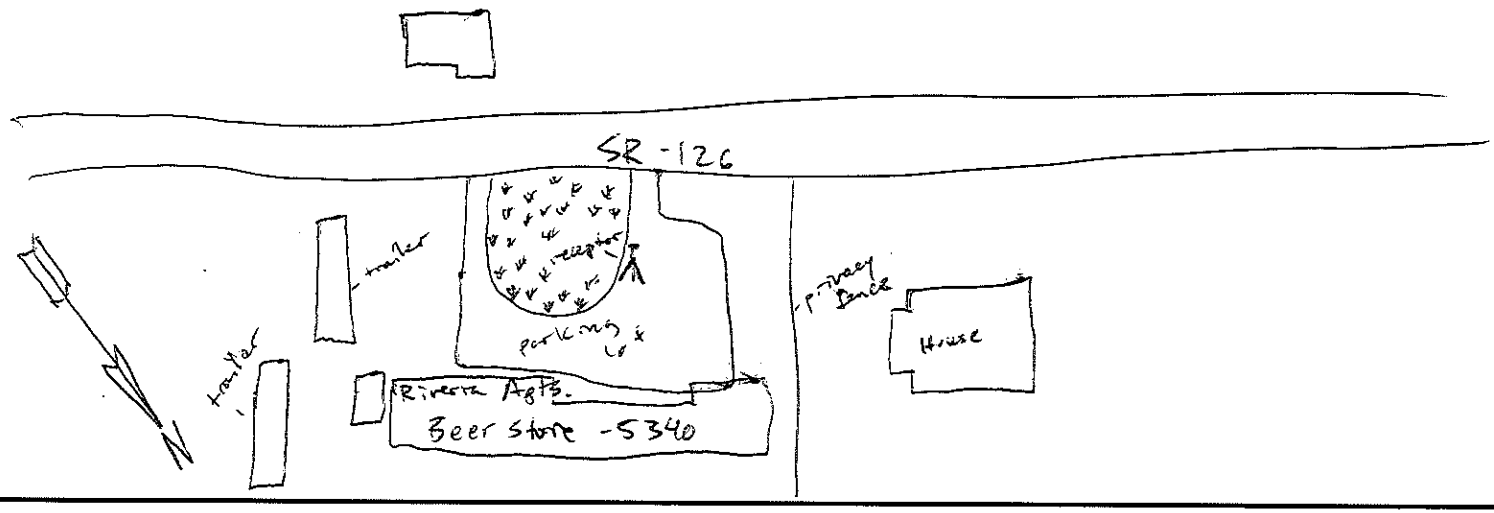
REC 17

Location (Street Address) 5340 Memorial (SR-126) Time: 8:55 AM/PM Duration: 10 min. x2

Date: 5/1/08 Temperature/Wind Speed: 62°/0mph Speed Limit 55 mph Noise Level: 54.9 dBA Leq
55.6 dBA Leq

HMB PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): _____

Noise Sampling Field Monitoring Data

Rec 18

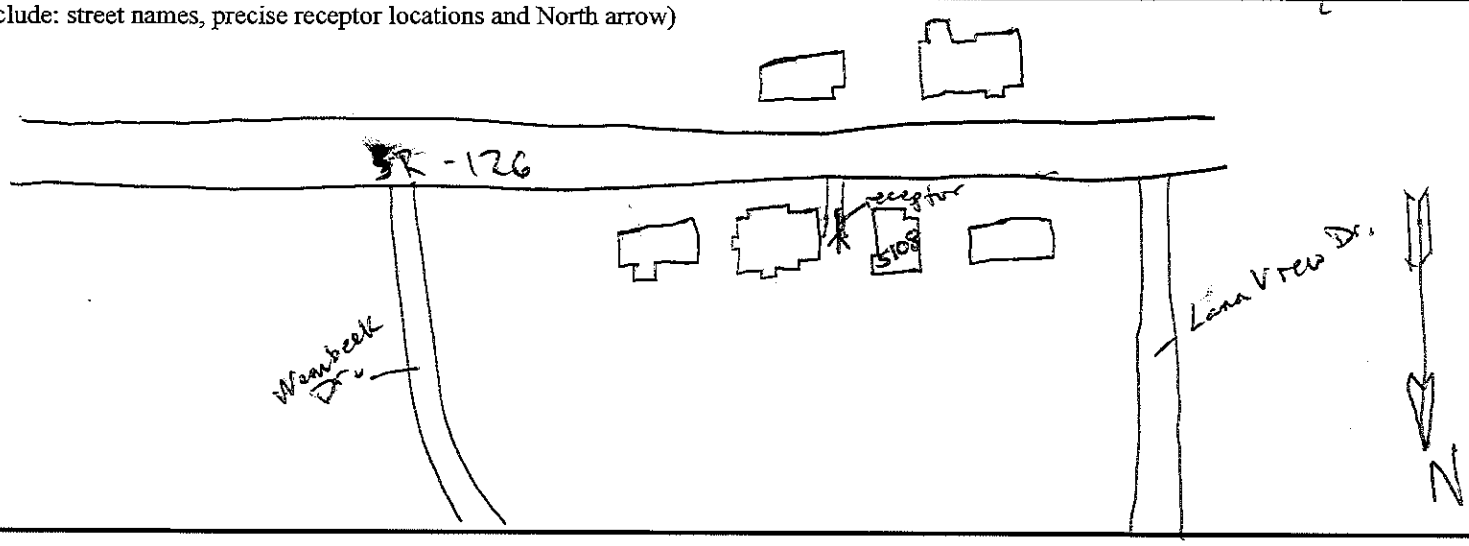
Location (Street Address) 5108 Memorial Blvd. (SR-126) Time: 9:56 AM/PM Duration: 10 min. x2

Date: 5/1/08 Temperature/Wind Speed: 66/[illegible]mph Speed Limit 50 mph Noise Level: 67.5 dBA Leq

66.7 dBA Leq

HMB PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): _____

Noise Sampling Field Monitoring Data

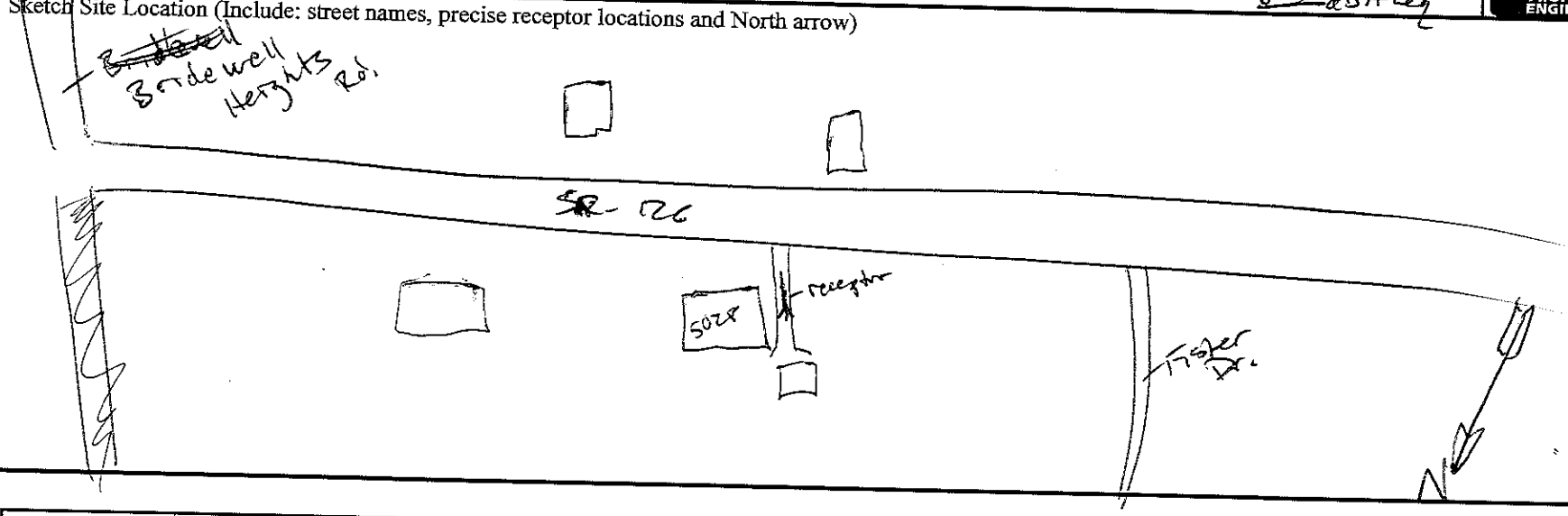
Rec 19

Location (Street Address) 5828 Memorial Blvd. (SR 126) Time: 10:30 AM/PM Duration: 10 min. #2

Date: 5/1/08 Temperature/Wind Speed: 66/mph Speed Limit 55 mph Noise Level: 65.0 dBA Leq
65.3 dBA Leq

HMB PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): _____

Noise Sampling Field Monitoring Data

Rec 20

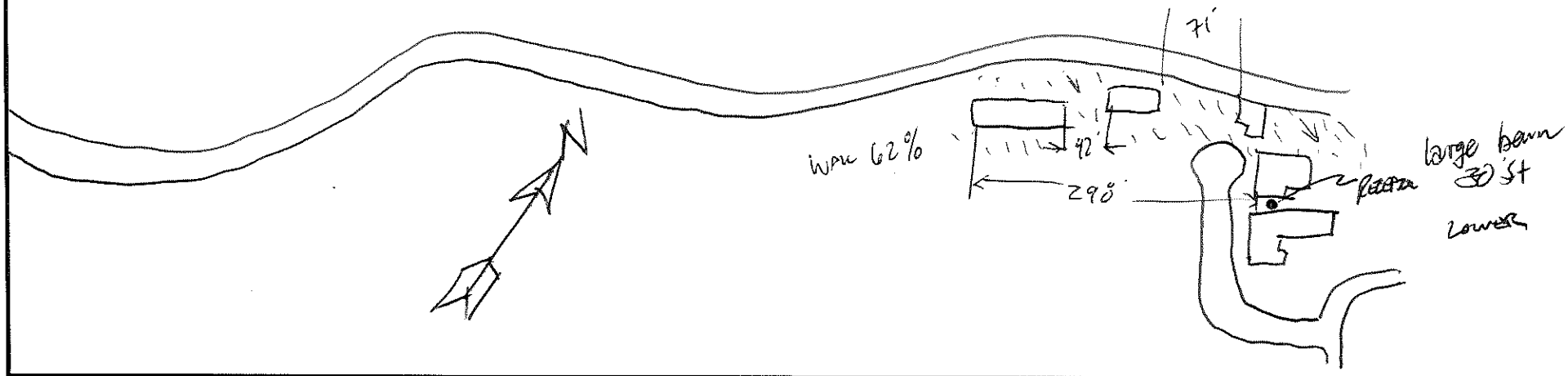
Location (Street Address) 105 Time: 10:58 AM/PM Duration: 10 min. x 2

Date: 5/11/08 Temperature/Wind Speed: 68/1mph Speed Limit 50 mph Noise Level: 50.0 dBA Leq

47.8 " "

HMP PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): _____

Noise Sampling Field Monitoring Data

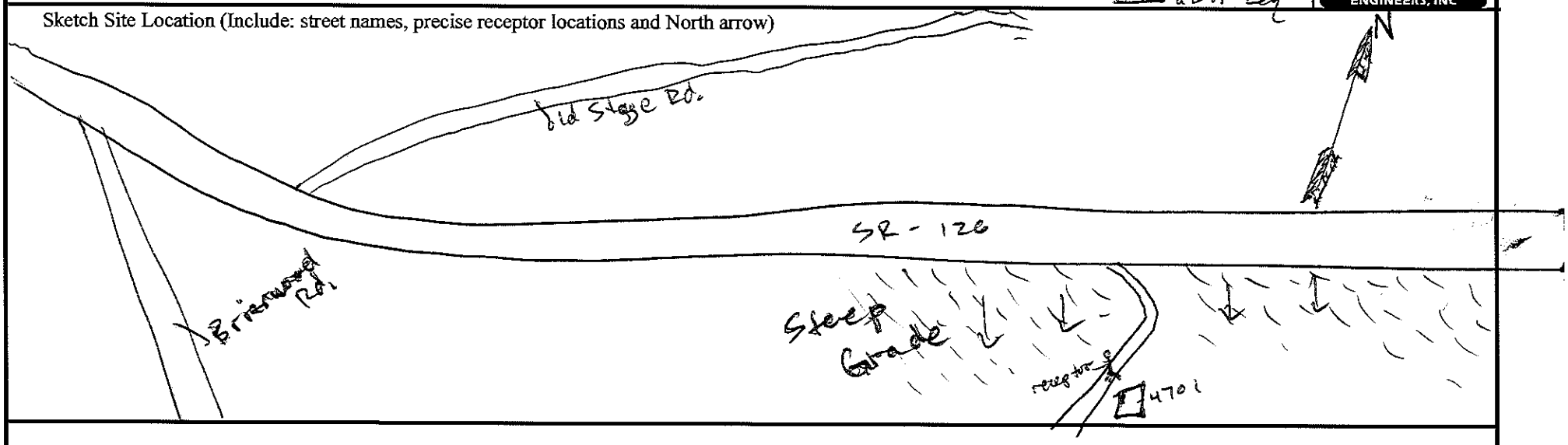
Rec 21

Location (Street Address) 4701 Memorial Blvd. (SR-126) Time: 1:28 AM/PM 1:40 PM Duration: 10 min. x2

Date: 5/1/08 Temperature/Wind Speed: 73/ mph Speed Limit 40 mph Noise Level: 49.9 dBA Leq 54.9 dBA Leq

HMB PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): _____

Noise Sampling Field Monitoring Data

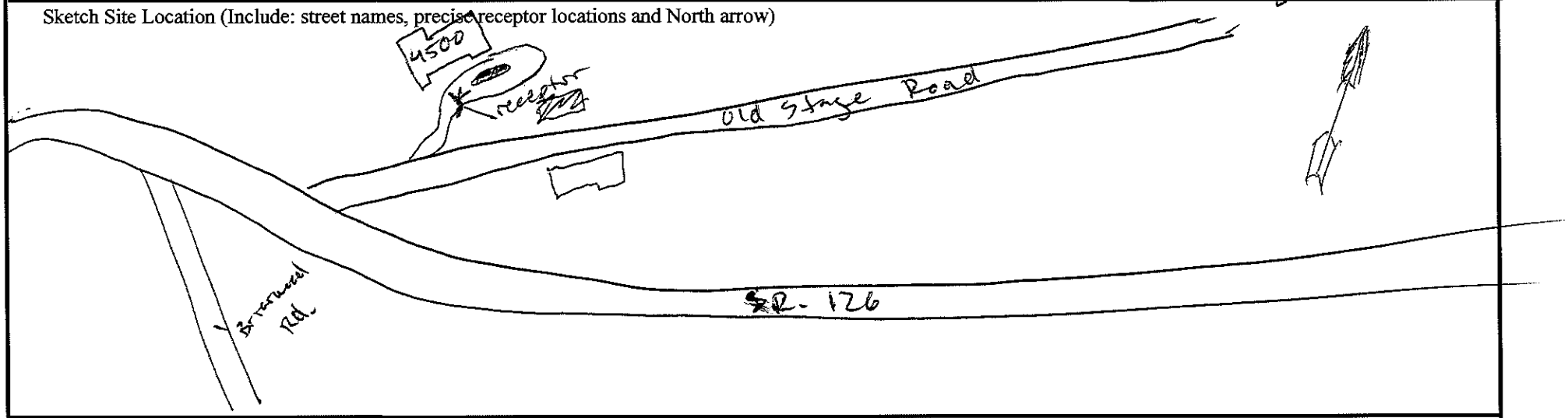
Rec 22

Location (Street Address) 4500 Old Stage Rd. Time: 1:55 AM/PM Duration: 10 min. x 2

Date: 5/1/08 Temperature/Wind Speed: 73/1mph Speed Limit 50 mph Noise Level: 58.2dBA Leq 62.0 dBA Leq

HMB PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): _____

Noise Sampling Field Monitoring Data

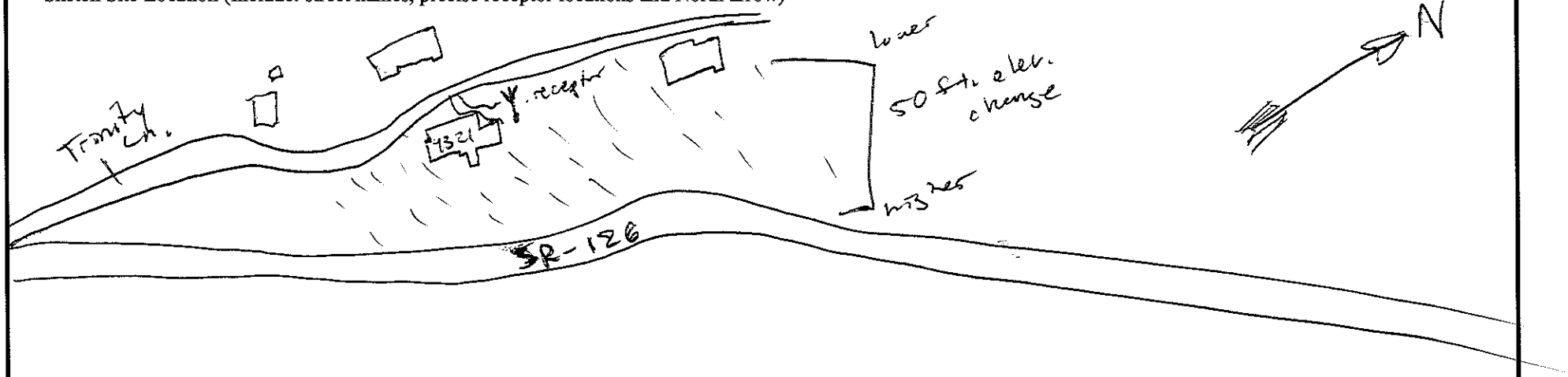
lot 23

Location (Street Address) 4321 Trinity Ln. Time: 2:23 AM/PM Duration: 10 min. x2

Date: 5/1/08 Temperature/Wind Speed: 74/1mph Speed Limit 40 mph Noise Level: 60.3 dBA Leq
51.7 dBA Leq

HMB PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): _____

Noise Sampling Field Monitoring Data

Loc 24

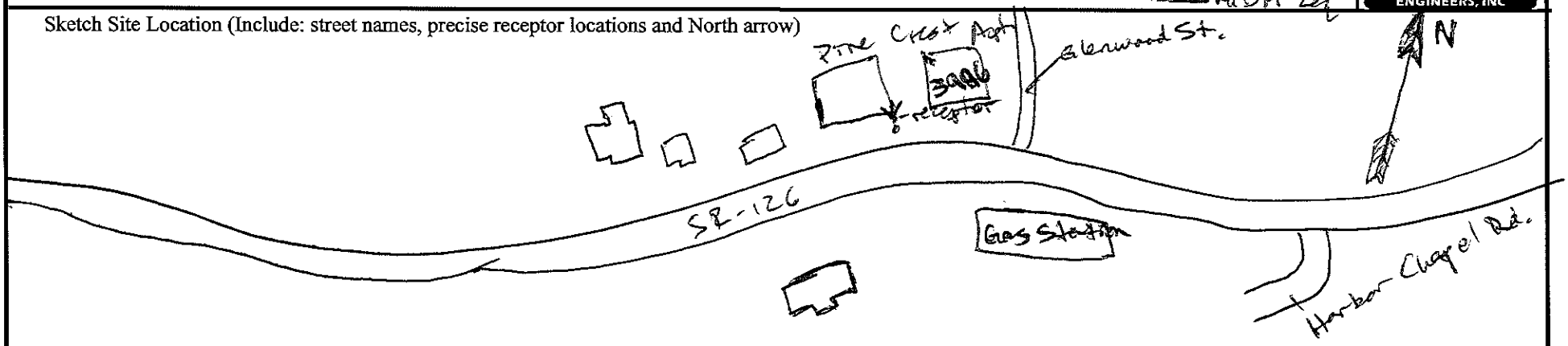
Location (Street Address) 3996 Memorial Blvd (126) Time: 2:50 AM/PM Duration: 10 min. x2

Date: 5/1/08 Temperature/Wind Speed: 74/1mph Speed Limit 40 mph Noise Level: 65.6 dBA Leq

~~62.6~~ 62.7 dBA Leq

HMB PROFESSIONAL ENGINEERS, INC

Sketch Site Location (Include: street names, precise receptor locations and North arrow)



Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

#2Date: _____ Temperature/Wind Speed: _____ Speed Limit _____ Noise Level: _____ dBA Leq

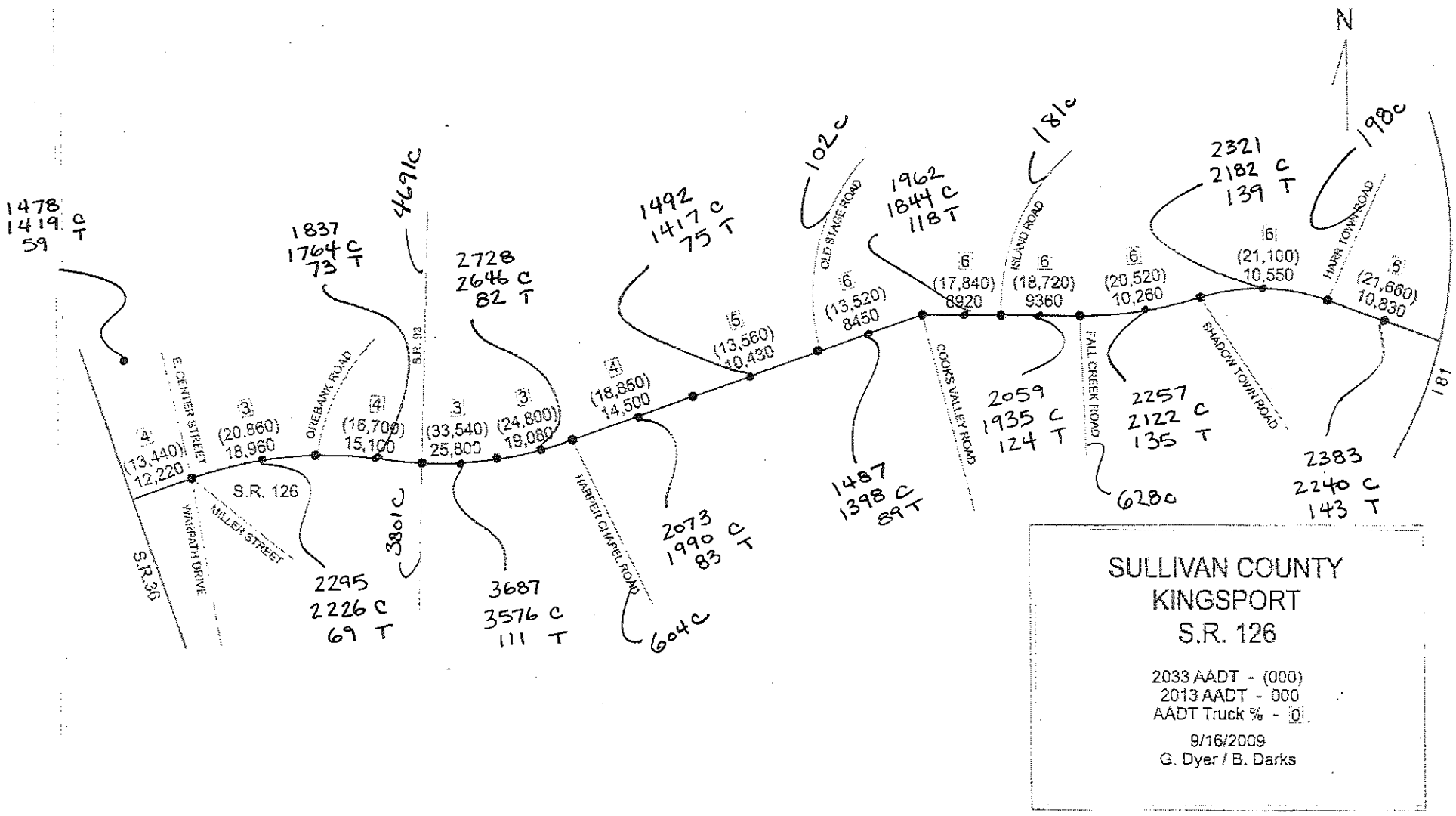
Segment	Direction	Cars/Light Trucks	Medium Trucks	Heavy Trucks
1				
2				
3				
4				

Additional Comments (e.g. Major intrusive events): _____

Appendix B
Traffic

HIGHWAY TRAFFIC NOISE

FUTURE FOR ALTERNATIVES A & B



K factor = 0.11

AADT * k = DHV

DHV * 0 = # HT (T)

DHV - HT = CARS (C)

Appendix C
TNM 2.5 Data Output

HMB 31 August 2010
mdg TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 1135
RUN: SR 126 Memorial Blvd. Alternative A
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	63.2	64.7	66	1.5	10	----	64.7	0.0	8	-8.0
Receiver2	2	1	60.1	64.9	66	4.8	10	----	64.9	0.0	8	-8.0
Receiver3	3	1	63.0	66.0	66	3.0	10	Snd Lvl	66.0	0.0	8	-8.0
Receiver4	4	1	73.1	69.7	66	-3.4	10	Snd Lvl	69.7	0.0	8	-8.0
Receiver5	5	1	57.2	65.9	66	8.7	10	----	65.9	0.0	8	-8.0
Receiver6	6	1	58.9	63.8	66	4.9	10	----	63.8	0.0	8	-8.0
Receiver7	7	1	43.8	56.7	66	12.9	10	Sub'l Inc	56.7	0.0	8	-8.0
Receiver8	8	1	43.6	54.8	66	11.2	10	Sub'l Inc	54.8	0.0	8	-8.0
Receiver9	9	1	61.2	63.5	66	2.3	10	----	63.5	0.0	8	-8.0
Receiver10	10	1	57.8	63.9	66	6.1	10	----	63.9	0.0	8	-8.0
Receiver11	11	1	58.2	61.6	66	3.4	10	----	61.6	0.0	8	-8.0
Receiver12	12	1	54.9	59.5	66	4.6	10	----	59.5	0.0	8	-8.0
Receiver13	13	1	60.2	65.5	66	5.3	10	----	65.5	0.0	8	-8.0
Receiver14	14	1	69.9	65.8	66	-4.1	10	----	65.8	0.0	8	-8.0
Receiver15	15	1	65.2	66.1	66	0.9	10	Snd Lvl	66.1	0.0	8	-8.0
Receiver16	16	1	62.4	67.6	66	5.2	10	Snd Lvl	67.6	0.0	8	-8.0
Receiver17	17	1	55.3	68.6	66	13.3	10	Both	68.6	0.0	8	-8.0
Receiver18	18	1	67.1	68.3	66	1.2	10	Snd Lvl	68.3	0.0	8	-8.0
Receiver19	19	1	65.2	68.0	66	2.8	10	Snd Lvl	68.0	0.0	8	-8.0
Receiver20	20	1	48.9	62.0	66	13.1	10	Sub'l Inc	62.0	0.0	8	-8.0
Receiver21	21	1	52.4	61.3	66	8.9	10	----	61.3	0.0	8	-8.0
Receiver22	22	1	60.1	64.3	66	4.2	10	----	64.3	0.0	8	-8.0
Receiver23	23	1	60.3	63.4	66	3.1	10	----	63.4	0.0	8	-8.0
Receiver24	24	1	65.9	64.8	66	-1.1	10	----	64.8	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	24	0.0	0.0	0.0
All Impacted	10	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

HMB 31 August 2010
mdg TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 1135
RUN: SR 126 Memorial Blvd. Alternative B
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver1	1	1	63.2	64.6	66	1.4	10	----	64.6	0.0	8	-8.0
Receiver2	2	1	60.1	65.0	66	4.9	10	----	65.0	0.0	8	-8.0
Receiver3	3	1	63.0	66.0	66	3.0	10	Snd Lvl	66.0	0.0	8	-8.0
Receiver4	4	1	73.1	68.7	66	-4.4	10	Snd Lvl	68.7	0.0	8	-8.0
Receiver5	5	1	57.2	64.1	66	6.9	10	----	64.1	0.0	8	-8.0
Receiver6	6	1	58.9	67.1	66	8.2	10	Snd Lvl	67.1	0.0	8	-8.0
Receiver7	7	1	43.8	56.5	66	12.7	10	Sub'l Inc	56.5	0.0	8	-8.0
Receiver8	8	1	43.6	55.2	66	11.6	10	Sub'l Inc	55.2	0.0	8	-8.0
Receiver9	9	1	61.2	61.8	66	0.6	10	----	61.8	0.0	8	-8.0
Receiver10	10	1	57.8	64.1	66	6.3	10	----	64.1	0.0	8	-8.0
Receiver11	11	1	58.2	60.7	66	2.5	10	----	60.7	0.0	8	-8.0
Receiver12	12	1	54.9	59.9	66	5.0	10	----	59.9	0.0	8	-8.0
Receiver13	13	1	60.2	65.7	66	5.5	10	----	65.7	0.0	8	-8.0
Receiver14	14	1	69.9	68.1	66	-1.8	10	Snd Lvl	68.1	0.0	8	-8.0
Receiver15	15	1	65.2	66.9	66	1.7	10	Snd Lvl	66.9	0.0	8	-8.0
Receiver16	16	1	62.4	66.4	66	4.0	10	Snd Lvl	66.4	0.0	8	-8.0
Receiver17	17	1	55.3	65.3	66	10.0	10	Sub'l Inc	65.3	0.0	8	-8.0
Receiver18	18	1	67.1	65.2	66	-1.9	10	----	65.2	0.0	8	-8.0
Receiver19	19	1	65.2	67.0	66	1.8	10	Snd Lvl	67.0	0.0	8	-8.0
Receiver20	20	1	48.9	59.4	66	10.5	10	Sub'l Inc	59.4	0.0	8	-8.0
Receiver21	21	1	52.4	59.8	66	7.4	10	----	59.8	0.0	8	-8.0
Receiver22	22	1	60.1	63.1	66	3.0	10	----	63.1	0.0	8	-8.0
Receiver23	23	1	60.3	62.9	66	2.6	10	----	62.9	0.0	8	-8.0
Receiver24	24	1	65.9	64.3	66	-1.6	10	----	64.3	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	24	0.0	0.0	0.0
All Impacted	11	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

HMB
mdg

24 September 2010
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: 1135
RUN: SR 126 Memorial Blvd. Alternative A
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver												
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
50 feet	26	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
100 feet	27	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
250 feet	28	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
500 feet	29	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	4	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Appendix D
Mobile Source Air Toxics (MSAT) Analysis

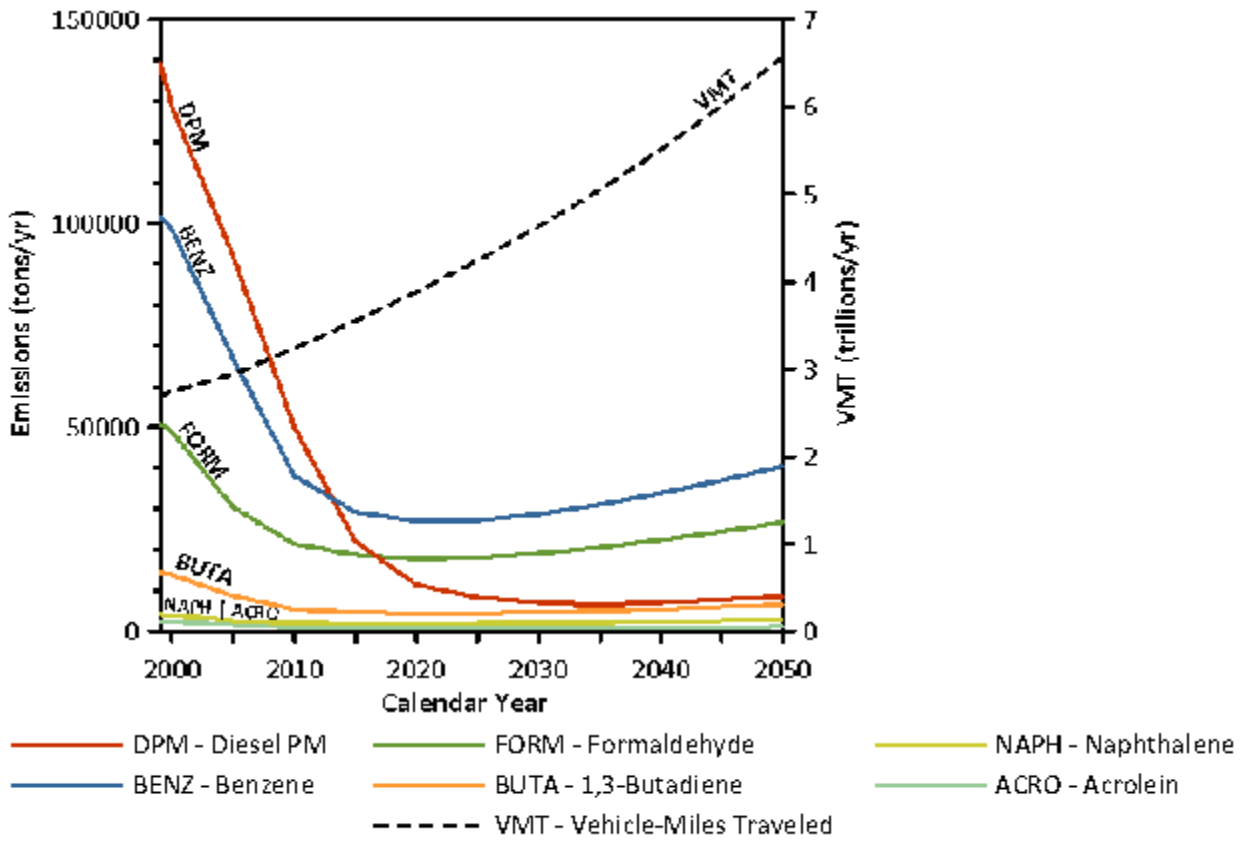
Mobile Source Air Toxics Discussion

Background

Controlling air toxic emissions became a national priority with the passage of the Clean Air Act Amendments (CAAA) of 1990, whereby Congress mandated that the U.S. Environmental Protection Agency (EPA) regulate 188 air toxics, also known as hazardous air pollutants. The EPA has assessed this expansive list in their latest rule on the Control of Hazardous Air Pollutants from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007) and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (IRIS) (http://www.epa.gov/ncea/iris/index.html). In addition, EPA identified seven compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from their 1999 National Air Toxics Assessment (NATA) (http://www.epa.gov/ttn/atw/nata1999/). These are acrolein, benzene, 1,3-butadiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future EPA rules.

The 2007 EPA rule mentioned above requires controls that will dramatically decrease MSAT emissions through cleaner fuels and cleaner engines. According to an FHWA analysis using EPA's MOBILE6.2 model, even if vehicle activity (vehicle-miles traveled, VMT) increases by 145 percent as assumed, a combined reduction of 72 percent in the total annual emission rate for the priority MSAT is projected from 1999 to 2050, as shown in Figure 1.

Figure 1 National MSAT Emission Trends, 1999 – 2050, for Vehicles Operating on Roadways, Using EPA's MOBILE6.2 Model



Note: (1) Annual emissions of polycyclic organic matter are projected to be 561 tons/yr for 1999, decreasing to 373 tons/yr for 2050.

(2) Trends for specific locations may be different, depending on locally derived information representing vehicle-miles travelled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorology, and other factors

Source: U.S. Environmental Protection Agency. MOBILE6.2 Model run 20 August 2009.

Air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. These limitations impede the ability to evaluate how the potential health risks posed by MSAT exposure should be factored into project-level decision-making within the context of the National Environmental Policy Act (NEPA).

Nonetheless, air toxics concerns continue to be raised on highway projects during the NEPA process. Even as the science emerges, we are duly expected by the public and other agencies to address MSAT impacts in our environmental documents. The FHWA, EPA, the Health Effects Institute, and others have funded and conducted research studies to try to more clearly define potential risks from MSAT emissions associated with highway projects. The FHWA will continue to monitor the developing research in this emerging field.

NEPA Context

The NEPA requires, to the fullest extent possible, that the policies, regulations, and laws of the Federal Government be interpreted and administered in accordance with its environmental protection goals. The NEPA also requires Federal agencies to use an interdisciplinary approach in planning and decision-making for any action that adversely impacts the environment. The NEPA requires and FHWA is committed to the examination and avoidance of potential impacts to the natural and human environment when considering approval of proposed transportation projects. In addition to evaluating the potential environmental effects, we must also take into account the need for safe and efficient transportation in reaching a decision that is in the best overall public interest. The FHWA policies and procedures for implementing NEPA is prescribed by regulation in 23 CFR § 771.

ANALYSIS of MSAT in NEPA Documents

The FHWA developed a tiered approach for analyzing MSAT in NEPA documents, depending on specific project circumstances. The FHWA has identified three levels of analysis:

1. No analysis for projects with no potential for meaningful MSAT effects;
2. Qualitative analysis for projects with low potential MSAT effects; or
3. Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

For projects warranting MSAT analysis, the seven priority MSAT should be analyzed.

(1) Projects with No Meaningful Potential MSAT Effects or Exempt Projects.

The types of projects included in this category are:

- Projects qualifying as a categorical exclusion under 23 CFR 771.117(c);
- Projects exempt under the Clean Air Act conformity rule under 40 CFR 93.126; or
- Other projects with no meaningful impacts on traffic volumes or vehicle mix.

For projects that are categorically excluded under 23 CFR 771.117(c), or are exempt from conformity requirements under the Clean Air Act pursuant to 40 CFR 93.126, no analysis or discussion of MSAT is necessary. Documentation sufficient to demonstrate that the project qualifies as a categorical exclusion and/or exempt project will suffice. For other projects with no or negligible traffic impacts, regardless of the class of NEPA environmental document, no MSAT analysis is required[1]. However, the project record should document the basis for the determination of "no meaningful potential impacts" with a brief description of the factors considered.

(2) Projects with Low Potential MSAT Effects

The types of projects included in this category are those that serve to improve operations of highway, transit or freight without adding substantial new capacity or without creating a facility that is likely to meaningfully increase MSAT emissions. This category covers a broad range of projects.

We anticipate that most highway projects that need an MSAT assessment will fall into this category. Any projects not meeting the criteria in subsection (1) or subsection (3) as follows should be included in this category. Examples of these types of projects are

minor widening projects; new interchanges, such as those that replace a signalized intersection on a surface street; or projects where design year traffic is projected to be less than 140,000 to 150,000 annual average daily traffic (AADT).

For these projects, a qualitative assessment of emissions projections should be conducted. This qualitative assessment would compare, in narrative form, the expected effect of the project on traffic volumes, vehicle mix, or routing of traffic and the associated changes in MSAT for the project alternatives, based on VMT, vehicle mix, and speed. It would also discuss national trend data projecting substantial overall reductions in emissions due to stricter engine and fuel regulations issued by EPA. Because the emission effects of these projects are low, we expect there would be no appreciable difference in overall MSAT emissions among the various alternatives. In addition, quantitative analysis of these types of projects will not yield credible results that are useful to project-level decision-making due to the limited capabilities of the transportation and emissions forecasting tools.

Appendix B includes example language for a qualitative assessment, with specific examples for four types of projects: (1) a minor widening project; (2) a new interchange connecting an existing roadway with a new roadway; (3) a new interchange connecting new roadways; and (4) minor improvements or expansions to intermodal centers or other projects that affect truck traffic. The information provided in Appendix B must be modified to reflect the local and project-specific situation.

(3) Projects with Higher Potential MSAT Effects

This category includes projects that have the potential for meaningful differences in MSAT emissions among project alternatives. We expect a limited number of projects to meet this two-pronged test. To fall into this category, a project must:

- Create or significantly alter a major intermodal freight facility that has the potential to concentrate high levels of diesel particulate matter in a single location; or
- Create new or add significant capacity to urban highways such as interstates, urban arterials, or urban collector-distributor routes with traffic volumes where the AADT is projected to be in the range of 140,000 to 150,000 [2] or greater by the design year;

And also

- Proposed to be located in proximity to populated areas.

Projects falling within this category should be more rigorously assessed for impacts. If a project falls within this category, you should contact the Office of Natural and Human Environment (HEPN) and the Office of Project Development and Environmental Review (HEPE) in FHWA Headquarters for assistance in developing a specific approach for assessing impacts. This approach would include a quantitative analysis to forecast local-specific emission trends of the priority MSAT for both Build Alternatives, to use as a basis of comparison. This analysis also may address the potential for cumulative impacts, where appropriate, based on local conditions. How and when cumulative impacts should be considered would be addressed as part of the assistance outlined above.

If the analysis for a project in this category indicates meaningful differences in levels of MSAT emissions, mitigation options should be identified and considered. You should also consult with HEPN and HEPE if you have a project that does not fall within any of the types of projects listed above, but you think has the potential to substantially increase future MSAT emissions. Although not required, projects with high potential for litigation on air toxics issues may also benefit from a more rigorous quantitative analysis to enhance their defensibility in court.

Qualitative Assessment of SR 126 MSAT

For Alternatives A and B in this analysis, the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for both alternatives. The VMT estimated for each of the Build Alternatives is slightly higher than that for the No Build Alternative, because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. Refer to Table 1 on the following page. This increase in VMT would lead to higher MSAT emissions for the preferred action alternative along the highway corridor, along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates due to increased speeds; according to EPA's MOBILE6.2 model, emissions of all of the priority MSAT except for diesel particulate matter decrease as speed increases. The extent to which these speed-related emissions decreases will offset VMT-related emissions increases cannot be reliably projected due to the inherent deficiencies of technical models. Because the estimated VMT under each of the Alternatives are the same, it is expected there would be no appreciable difference in overall MSAT emissions among the various alternatives. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by 72 percent between 1999 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

The additional travel lanes contemplated as part of the project alternatives will have the effect of moving some traffic closer to nearby homes, schools, and businesses; therefore, under both alternatives there may be localized areas where ambient concentrations of MSAT could be higher under certain Build Alternatives than the No Build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the expanded roadway sections that would be built between SR 93 and Harbor Chapel Road, under Alternatives A and B. However, the magnitude and the duration of these potential increases compared to the No-Build alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project-specific MSAT health impacts. In sum, when a highway is widened, the localized level of MSAT emissions for the Build Alternative could be higher relative to the No Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSAT will be lower in other locations when traffic shifts away from them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today.

Table 1 - Estimated ADT and VMT for Current and Future Years

Roadway	Existing ADT/VMT	2033 Build ADT/VMT
Section II (8.4 miles)	18,060/151,704	33,540/281,736

As shown above, the proposed project has relatively low traffic volumes and VMT. Project level analyses are for MSAT effects are not required for projects with negligible traffic impacts. The proposed facility is designed as an upgrade to the existing SR 126 facility with lane and shoulder widening and, as such, would not generate additional capacity on the roadway. Without adding substantial new capacity the facility would not generate meaningful increases in emissions of MSAT.

Incomplete or Unavailable Information

When an agency is evaluating reasonably foreseeable significant adverse effects on the human environment in an environmental impact statement and there is incomplete or unavailable information, the agency shall always make clear that such information is lacking.

a. If the incomplete information relevant to reasonably foreseeable significant adverse impacts is essential to a reasoned choice among alternatives and the overall costs of obtaining it are not exorbitant, the agency shall include the information in the environmental impact statement.
b. If the information relevant to reasonably foreseeable significant adverse impacts cannot be obtained because the overall costs of obtaining it are exorbitant or the means to obtain it are not known, the agency shall include within the environmental impact statement:
    1. a statement that such information is incomplete or unavailable;
    2. a statement of the relevance of the incomplete or unavailable information to evaluating reasonably foreseeable significant adverse impacts on the human environment;
    3. a summary of existing credible scientific evidence which is relevant to evaluating the reasonably foreseeable significant adverse impacts on the human environment; and
    4. the agency's evaluation of such impacts based upon theoretical approaches or research methods generally accepted in the scientific community. For the purposes of this section, "reasonably foreseeable" includes impacts that have catastrophic consequences, even if their probability of occurrence is low, provided that the analysis of the impacts is supported by credible scientific evidence, is not based on pure conjecture, and is within the rule of reason.
c. The amended regulation will be applicable to all environmental impact statements for which a Notice to Intent (40 CFR 1508.22) is published in the Federal Register on or after May 27, 1986. For environmental impact statements in progress, agencies may choose to comply with the requirements of either the original or amended regulation.

Incomplete or Unavailable Information for Project Specific MSAT Health Impacts Analysis

In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The U.S. Environmental Protection Agency (EPA) is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the Clean Air Act and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects" (EPA, http://www.epa.gov/ncea/iris/index.html). Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). Two HEI studies are summarized in Appendix D of FHWA's Interim Guidance Update on Mobile source Air Toxic Analysis in NEPA Documents. Among the adverse health effects linked to MSAT compounds at high exposures are cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations (HEI, http://pubs.healtheffects.org/view.php?id=282) or in the future as vehicle emissions substantially decrease (HEI, http://pubs.healtheffects.org/view.php?id=306).

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts - each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable. The results produced by the EPA's MOBILE6.2 model, the California EPA's Emfac2007 model, and the EPA's DraftMOVES2009 model in forecasting MSAT emissions are highly inconsistent. Indications from the development of the MOVES model are that MOBILE6.2 significantly underestimates diesel particulate matter (PM) emissions and significantly overestimates benzene emissions.

Regarding air dispersion modeling, an extensive evaluation of EPA's guideline CAL3QHC model was conducted in an NCHRP study (http://www.epa.gov/scram001/dispersion_alt.htm#hyroad), which documents poor model performance at ten sites across the country - three where intensive monitoring

was conducted plus an additional seven with less intensive monitoring. The study indicates a bias of the CAL3QHC model to overestimate concentrations near highly congested intersections and underestimate concentrations near uncongested intersections. The consequence of this is a tendency to overstate the air quality benefits of mitigating congestion at intersections. Such poor model performance is less difficult to manage for demonstrating compliance with National Ambient Air Quality Standards for relatively short time frames than it is for forecasting individual exposure over an entire lifetime, especially given that some information needed for estimating 70-year lifetime exposure is unavailable. It is particularly difficult to reliably forecast MSAT exposure near roadways, and to determine the portion of time that people are actually exposed at a specific location.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI (http://pubs.healtheffects.org/view.php?id=282). As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The EPA (http://www.epa.gov/risk/basicinformation.htm#g) and the HEI (http://pubs.healtheffects.org/getfile.php?u=395) have not established a basis for quantitative risk assessment of diesel PM in ambient settings.

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the EPA as provided by the Clean Air Act to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires EPA to determine a "safe" or "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million;in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the U.S. Court of Appeals for the District of Columbia Circuit upheld EPA's approach to addressing risk in its two step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than safe or acceptable.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

Due to the limitations cited, a discussion such as the example provided in this Appendix (reflecting any local and project-specific circumstances), should be included regarding

incomplete or unavailable information in accordance with Council on Environmental Quality (CEQ) regulations [40 CFR 1502.22(b)]. The FHWA Headquarters and Resource Center staff Victoria Martinez (787) 766-5600 X231, Shari Schaftlein (202) 366-5570, and Michael Claggett (505) 820-2047, are available to provide guidance and technical assistance and support.

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[1]The types of projects categorically excluded under 23 CFR 771.117(d) or exempt from certain conformity requirements under 40 CFR 93.127 does not warrant an automatic exemption from an MSAT analysis, but they usually will have no meaningful impact.

[2]Using EPA's MOBILE6.2 emissions model, FHWA staff determined that this range of AADT would be roughly equivalent to the Clean Air Act definition of a major hazardous air pollutant (HAP) source, i.e., 25 tons/yr for all HAPs or 10 tons/yr for any single HAP. Significant variations in conditions such as congestion or vehicle mix could warrant a different range for AADT; if this range does not seem appropriate for your project please consult with the contacts from HEPN and HEPE identified in this memorandum.

Appendix E
Glossary

23 CFR 772 (Title 23, Code of Federal Regulations, Part 772) "Procedures for Abatement of Highway Traffic Noise and Construction Noise": FHWA regulations for highway traffic noise analysis and abatement during the planning and design of federally aided highway projects.

Abatement: any positive action taken to reduce the impact of highway traffic noise.

Abatement Measures: measures that must be considered in a traffic noise analysis when a highway project will result in a noise impact. These measures include:
- Traffic management
- Alteration of horizontal and vertical alignments
- Acquisition of real property to serve as a buffer zone
- Insulation of public use or nonprofit institutional structures
- Construction of noise barriers

Average Daily Traffic (ADT): the average 24-hour traffic count (vehicles per day). Typically, the total amount of traffic during a stated period (normally one year) divided by the number of days in that period. The ADT is only used as the basis for determining the "Design Hourly Volume" (DHV). The DHV is used to model noise levels.

A-Weighting (dBA): an adjustment in sound meters and traffic noise modeling software to ensure sound levels are measured/calculated in a manner that approximates the sounds that can be heard by the human ear. This is accomplished by suppressing the low and very high frequencies that cannot be heard by the human ear.

Benefitted Receiver: a receiver is "benefitted" if an abatement measure reduces the noise level at the receiver by at least 5 dBA, regardless of whether or not the receiver was "impacted." The total number of benefitted receivers is used to evaluate the cost effectiveness of an abatement measure (see "Reasonable").

Cost Effectiveness: see "Reasonable."

Decibel (dB): the basic unit for measuring sound pressure levels.

Design Hourly Volume (DHV): the traffic count (vehicles per hour) determined by applying the "K-factor" to the "Average Daily Traffic." The DHV is used to model noise levels.

Feasible: one of two criteria (see "Reasonable") used to evaluate a noise abatement measure. Generally, pertains to the ability of a noise abatement measure to provide a "substantial reduction" (at least 5 dBA) in noise levels, and deals primarily with engineering considerations.

Impact: when predicted traffic noise reaches a level that requires a consideration of noise abatement.

L_{eq} (Equivalent Noise Level): the equivalent steady-state sound level that, in a given time period, contains the same acoustic energy as a time-varying sound level during the same period.

Noise Abatement Criteria (NAC): absolute sound levels, provided by FHWA, that are used to determine when a noise impact occurs. They are not used as a design goal for a noise abatement measure.

Noise Barrier: typically, a solid wall-like structure located between the noise source (traffic) and the impacted receiver (human activity area) to reduce noise levels. The construction of a noise barrier is one of the abatement measures that must be considered when a traffic noise analysis indicates that a highway project will result in a noise impact.

Reasonable: one of two criteria (see "Feasible") used to evaluate a noise abatement measure. Generally, pertains to the cost effectiveness of a noise abatement measure and the views/desires of the public.

Receiver: the specific location of an outdoor area where frequent human activity occurs that might be impacted by highway traffic noise and may benefit from reduced noise levels. If no outdoor location can be identified, an interior location may be used.

Appendix B
Design Year Traffic Data

TENNESSEE DEPARTMENT OF TRANSPORTATION
PROJECT PLANNING DIVISION

FILE COPY

PROJECT NO.: 82085-0225-14 ROUTE: SR-126 Memorial Blvd
COUNTY: Sullivan CITY:
PROJECT PIN NUMBER: 105467.00
PROJECT DESCRIPTION: From East Center Street to I-81

DIVISION REQUESTING:

		PAVEMENT DESIGN	☐
MAINTENANCE	☐	STRUCTURES	☐
PLANNING	☐	SURVEY & DESIGN	☐
PROG. DEVELOPMENT & ADM.	☐	TRAFFIC SIGNAL DESIGN	☐
PUBLIC TRANS. & AERO.	☐	OTHER Enviornmental	☒

YEAR PROJECT PROGRAMMED FOR CONSTRUCTION:
PROJECTED LETTING DATE:

TRAFFIC ASSIGNMENT:

BASE YEAR		DESIGN YEAR					DESIGN ROADWAY % TRUCKS		DESIGN AVERAGE DAILY LOADS	
AADT	YEAR	AADT	DHV	%	YEAR	DIR.DIST.	DHV	AADT	FLEX	RIGID
13,420	2013	19,620	1,766	9	2033	65-35	3	5		

REQUESTED BY: NAME Tom Love DATE 6/13/09
DIVISION Enviornmental
ADDRESS Suite 900 James K. Polk Bldg
Nashville, TN 37243

REVIEWED BY: TONY ARMSTRONG Tony Armstrong DATE 11-18-09
TRANSPORTATION MANAGER 1
SUITE 1000, JAMES K. POLK BUILDING

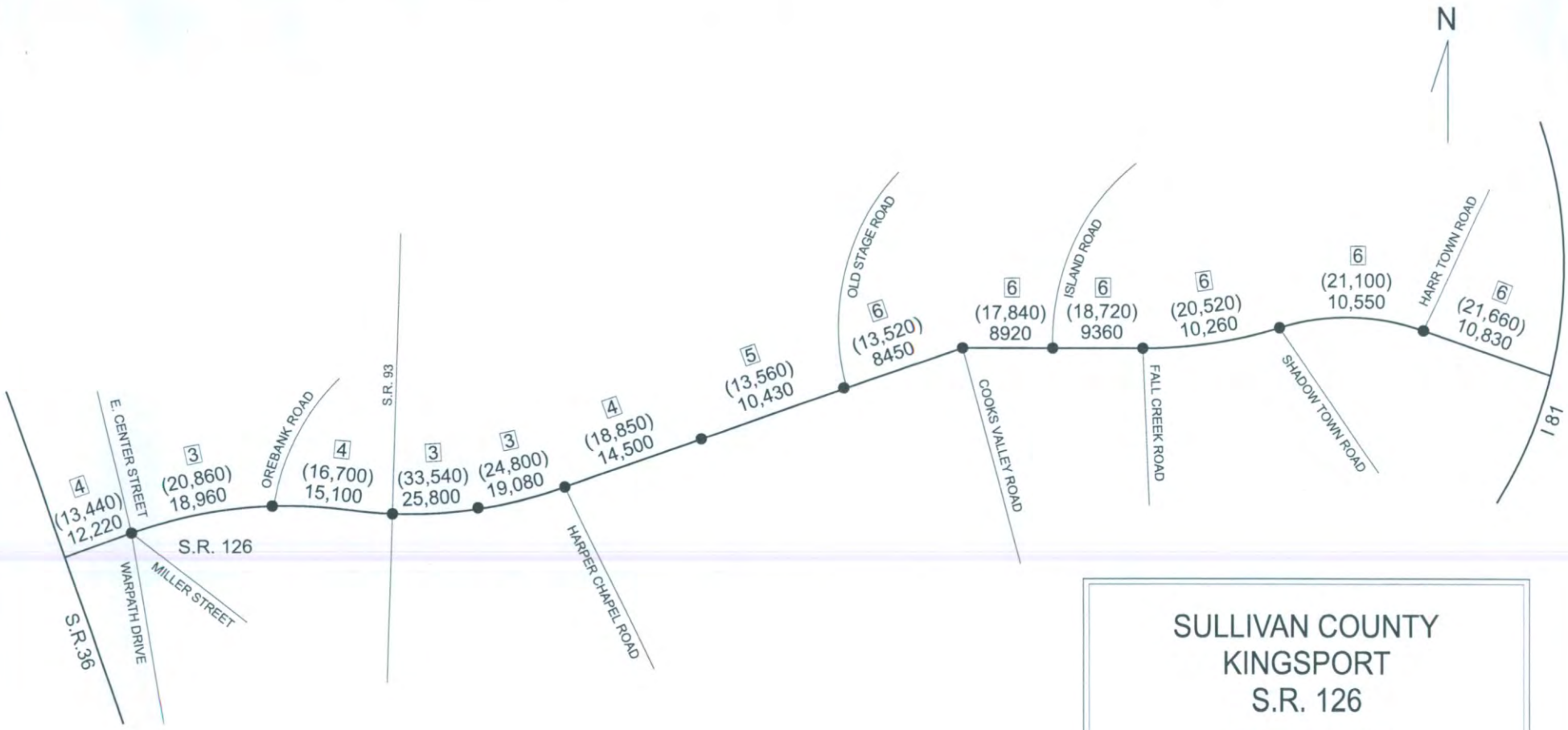
APPROVED BY: BILL HART Bill Hart DATE 11/18/09
TRANSPORTATION MANAGER 2
SUITE 1000, JAMES K. POLK BUILDING

COMMENTS:

See attached project methodologies page.

DHV'S ARE NOT REQUIRED FOR SIDE ROADS LESS THAN 1000 AADT.

NOTE: FOR BRIDGE REPLACEMENT PROJECTS, ADLs ARE NOT REQUIRED FOR AADT's OF 1000 OR LESS AND PERCENTAGE OF TRUCKS OF 7% OR LESS.
SEE ATTACHMENTS FOR TURNING MOVEMENTS AND/OR OTHER DETAILS. (REV. 9/20/07)



SULLIVAN COUNTY
KINGSPORT
S.R. 126

2033 AADT - (000)
2013 AADT - 000
AADT Truck % - 0

9/16/2009
G. Dyer / B. Darks

NOT TO SCALE

Project:

Mainline traffic for SR-126, from East Center Street to I-81.

Resources:

Previous Project – dated 8/19/2004

Cycle count stations located within the project limits – STA 37, 108, 167, 202

Classification Count, STA 560 located within the project limits– dated 5/6/2008

Kingsport MPO model

Process:

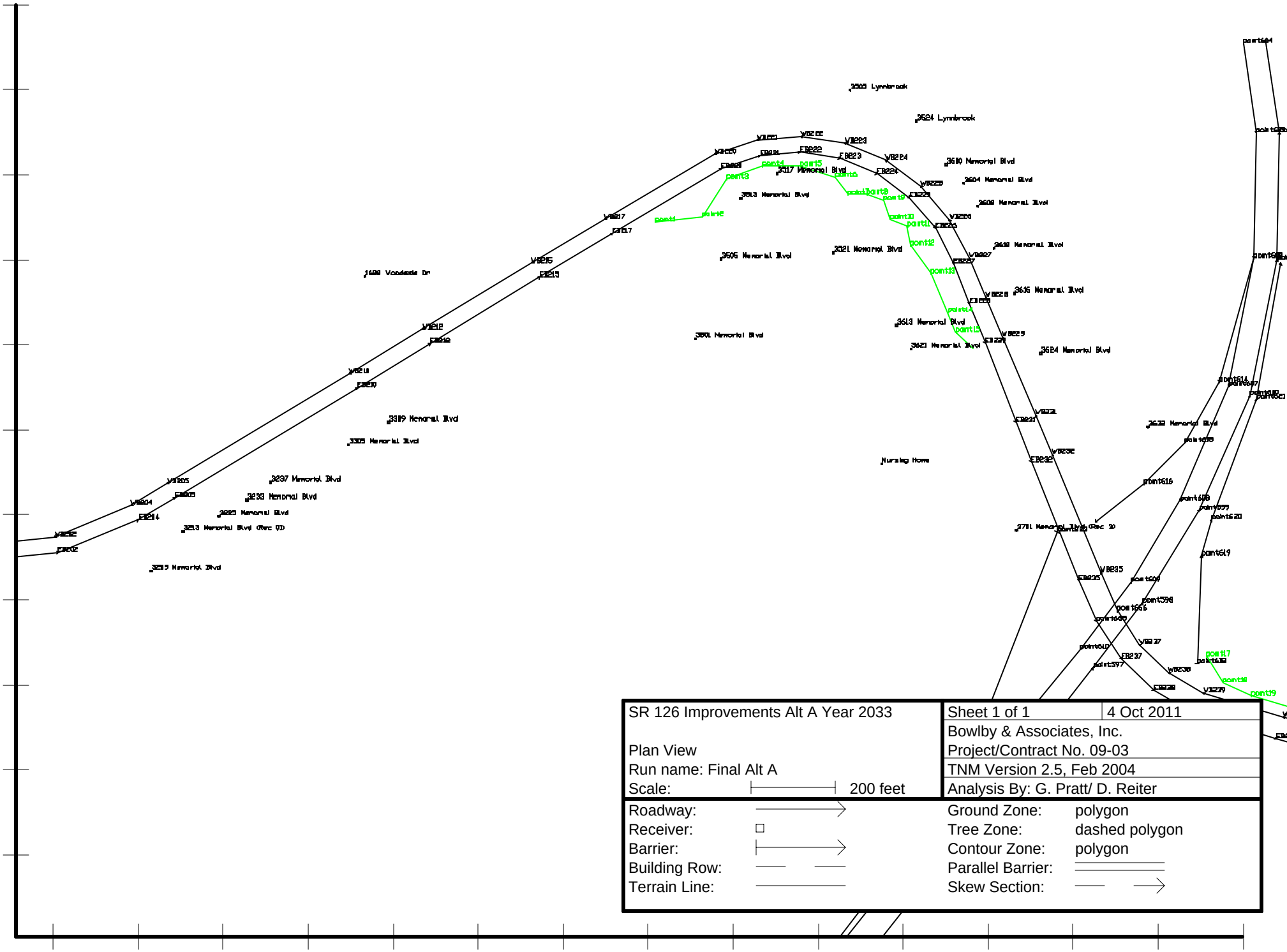
1. Calculating Base Year Traffic (2013)
    a. All TDOT count stations within the limits of the project were used.
    b. Historical data for all stations were used to forecast traffic throughout the project limits of SR-126.
    c. On file turning movement counts were also used in calibrating and justifying base year traffic.
2. Calculating Future Year Traffic (2033)
    a. Project was segmented into four areas due to the variance in growth rates from the Kingsport MPO model
    b. Areas and corresponding growth factors are:
        i. From I-81 to Shuler Dr - 5% per year,
        ii. From Shuler Dr to Old Stage Rd - 3% per year,
        iii. From Old Stage Rd to SR-93 - 1.5% per year, and
        iv. From SR-93 to East Center St - 0.5% per year.
    c. These separate growth factors were applied to their respective base year traffic volumes to determine the traffic for design year.
3. Calculating Truck %
    a. Classification count used to determine the percentage of trucks was conducted on the segment of SR-126 between Harbor Chapel Rd and SR-93.
    b. The actual number of trucks on this segment was calculated using the % trucks from the class count.
    c. Assuming that the number of trucks would remain unchanged, the relative percentages of trucks were calculated for the remaining road segments.
4. Title Sheet Traffic
    a. Base Year Traffic, Future Year Traffic, and Truck % were calculated by taking an average of all road segment traffic volumes within the project limits.

SR 126 Improvements, Sullivan County

Design Year 2033 Traffic Volumes

From	To	AADT	AADT Trucks	DHV Trucks	Speed	DHV			
						Total	Autos	MTs	HTs
East Center Street	Orebank Road	20,860	3.0%	2.0%	35	1,877	1,840	9	28
Orebank Road	SR 93	16,700	4.0%	2.7%	35	1,503	1,463	10	30
SR 93	Hawthorne Street	33,540	3.0%	2.0%	35	3,019	2,958	15	45
Hawthorne Street	Harbor Chapel Road	24,800	3.0%	2.0%	35	2,232	2,187	11	33
Harbor Chapel Road	Old Stage Road	18,850	4.0%	2.7%	45	1,697	1,651	11	34
Old Stage Road	Cooks Valley Road	13,520	6.0%	4.0%	45	1,217	1,168	12	37
Cooks Valley Road	Island Road	17,840	6.0%	4.0%	45	1,606	1,541	16	48
Island Road	Fall Creek Road	18,720	6.0%	4.0%	45	1,685	1,617	17	51
Fall Creek Road	Shadow Town Road	20,520	6.0%	4.0%	45	1,847	1,773	18	55
Shadow Town Road	Harr Town Road	21,100	6.0%	4.0%	45	1,899	1,823	19	57
Harr Town Road	I-81	21,660	6.0%	4.0%	45	1,949	1,871	19	58
Interchange Ramps (One-Lane) (1)		7,400	6.0%	4.0%	---	666	639	7	20
Interchange Ramps (Two-Lanes) (1)		14,900	6.0%	4.0%	---	1,341	1,287	13	40

Appendix C
TNM Plan Views



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Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

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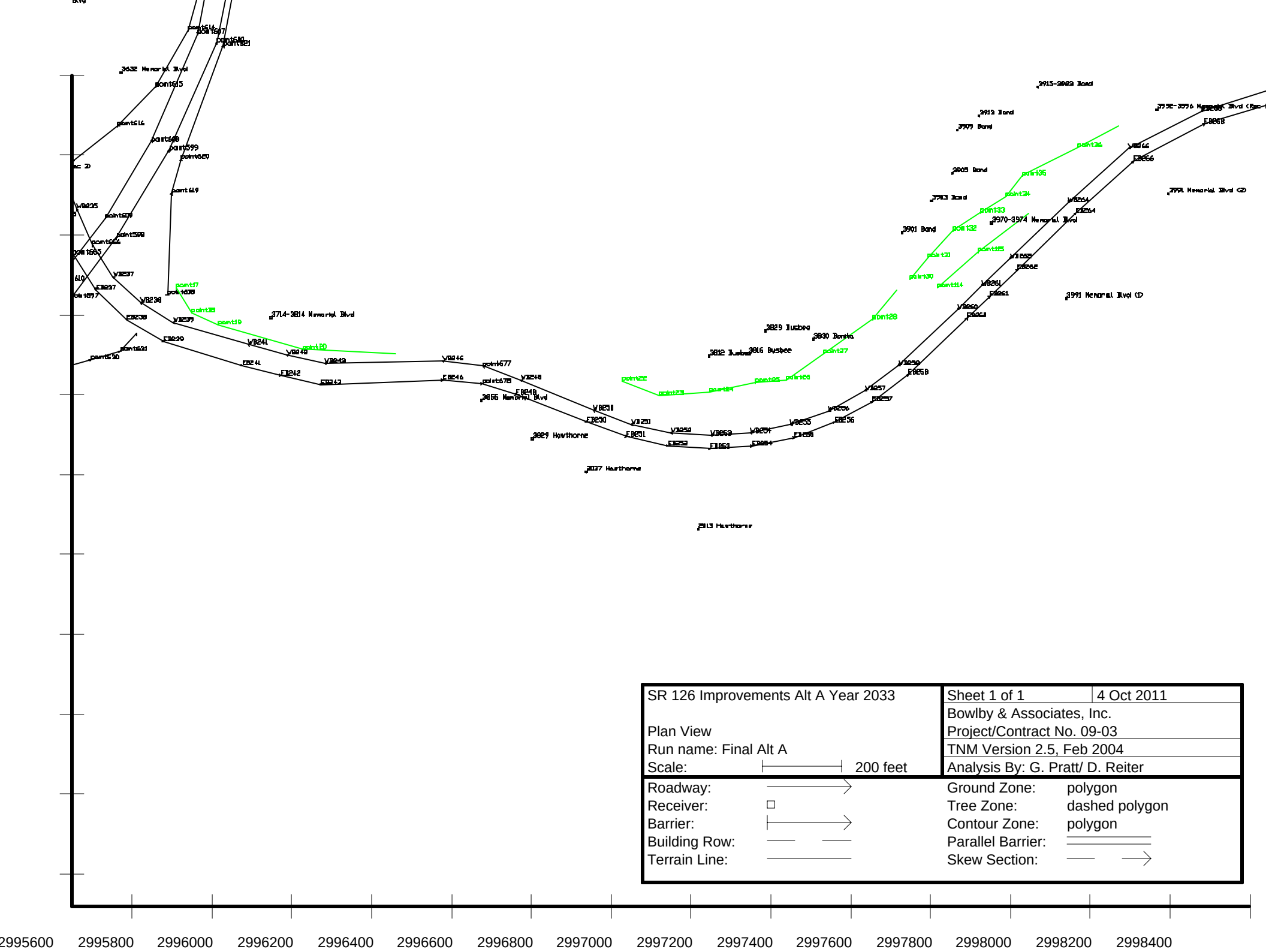

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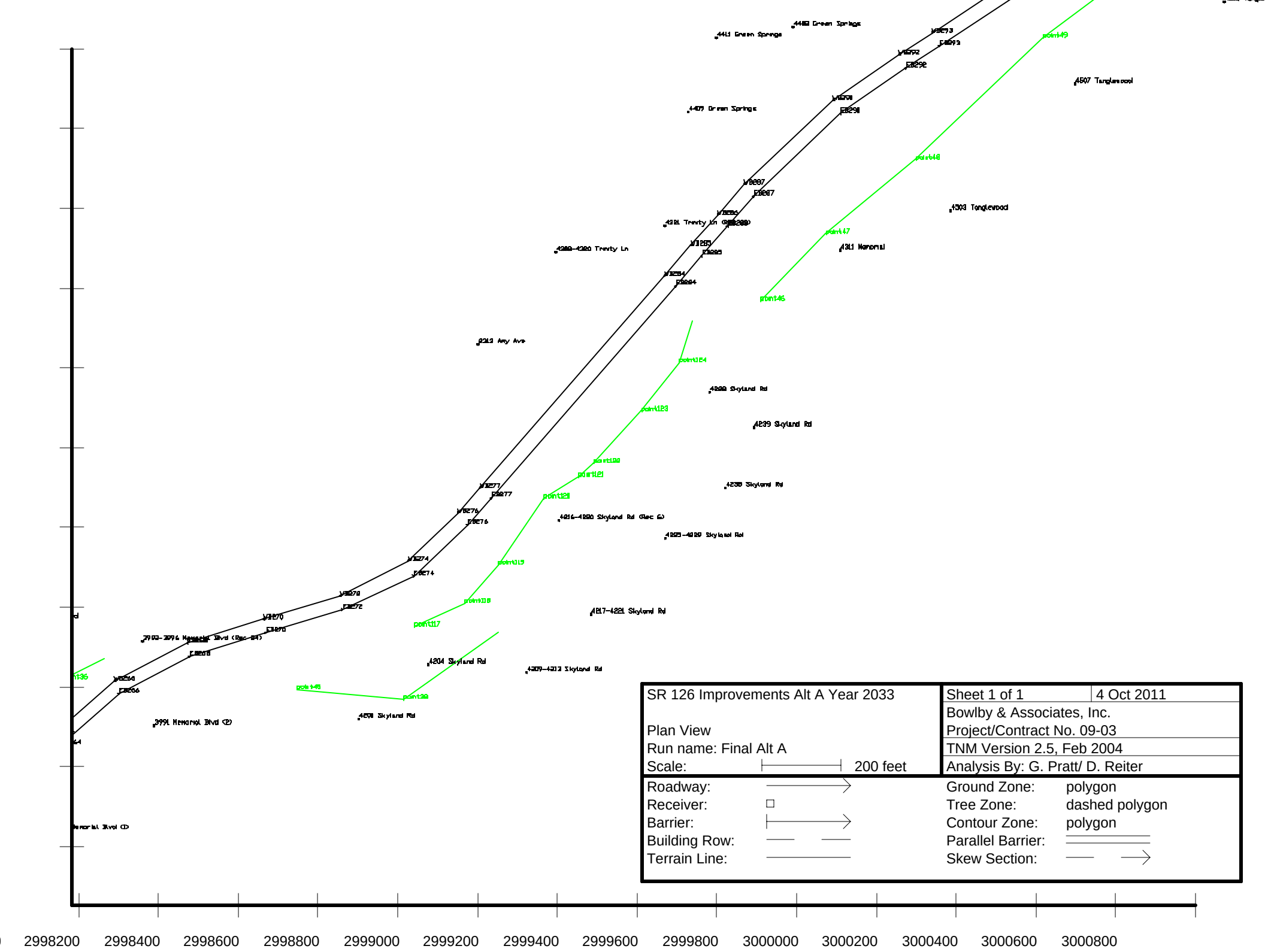

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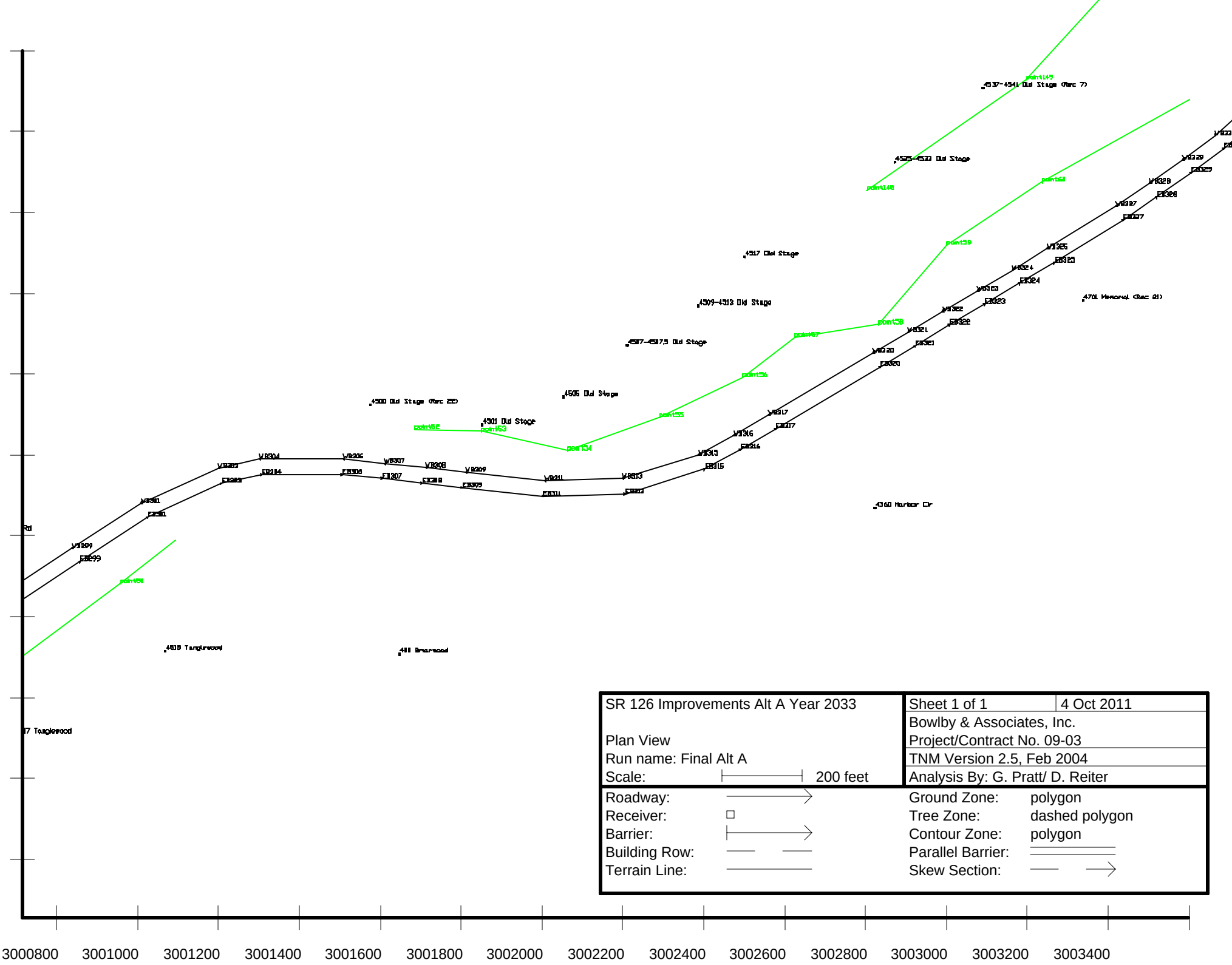

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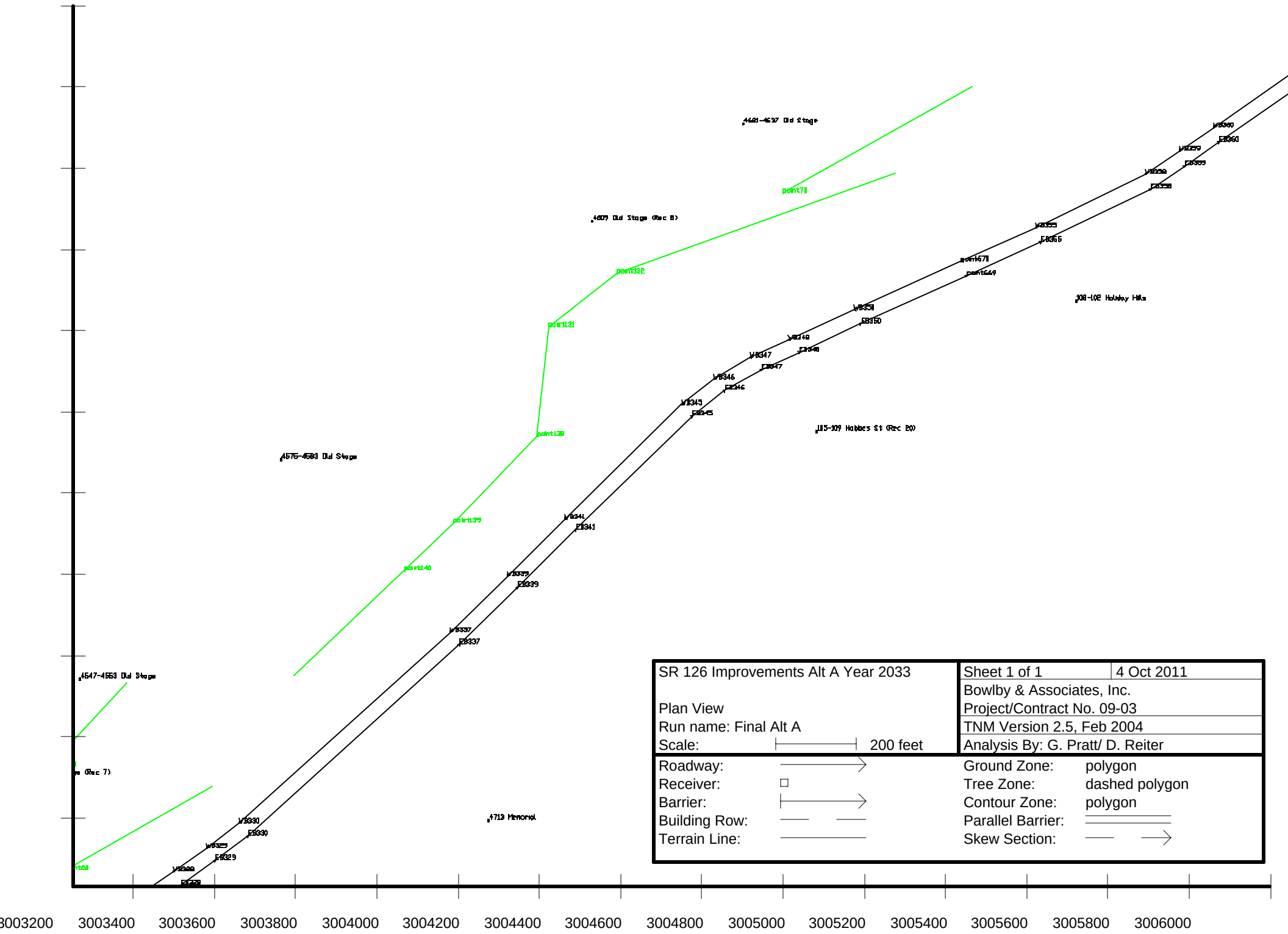

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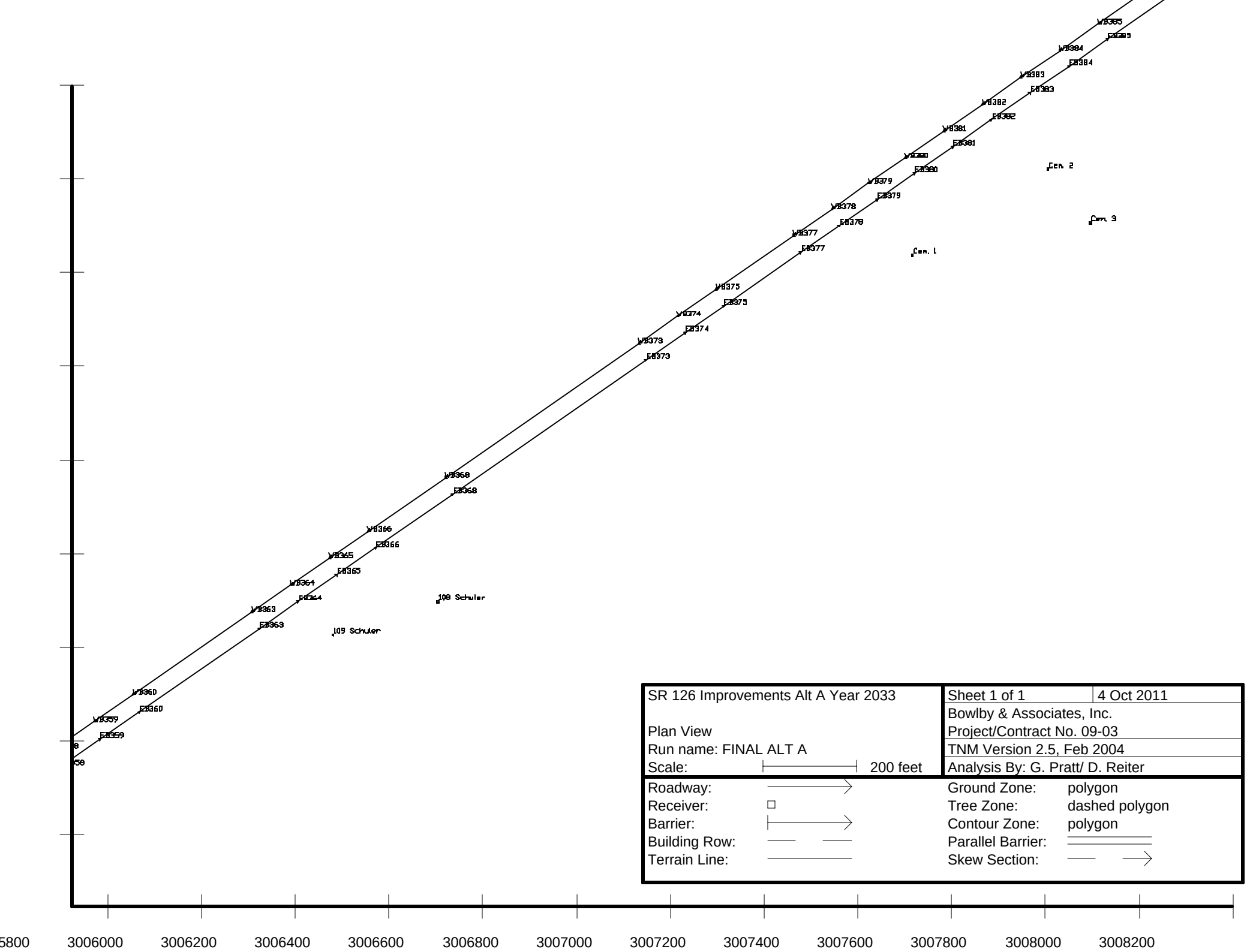

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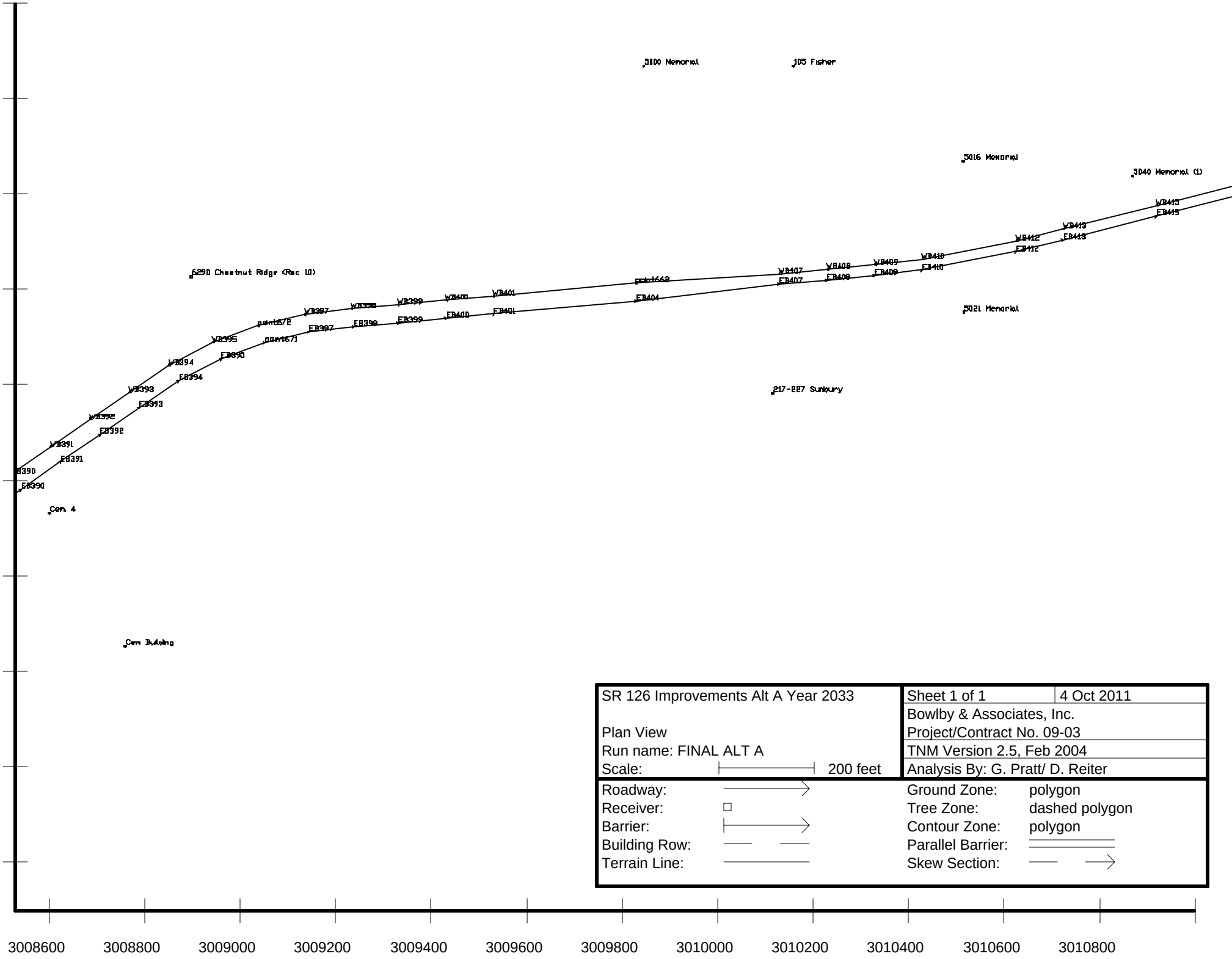

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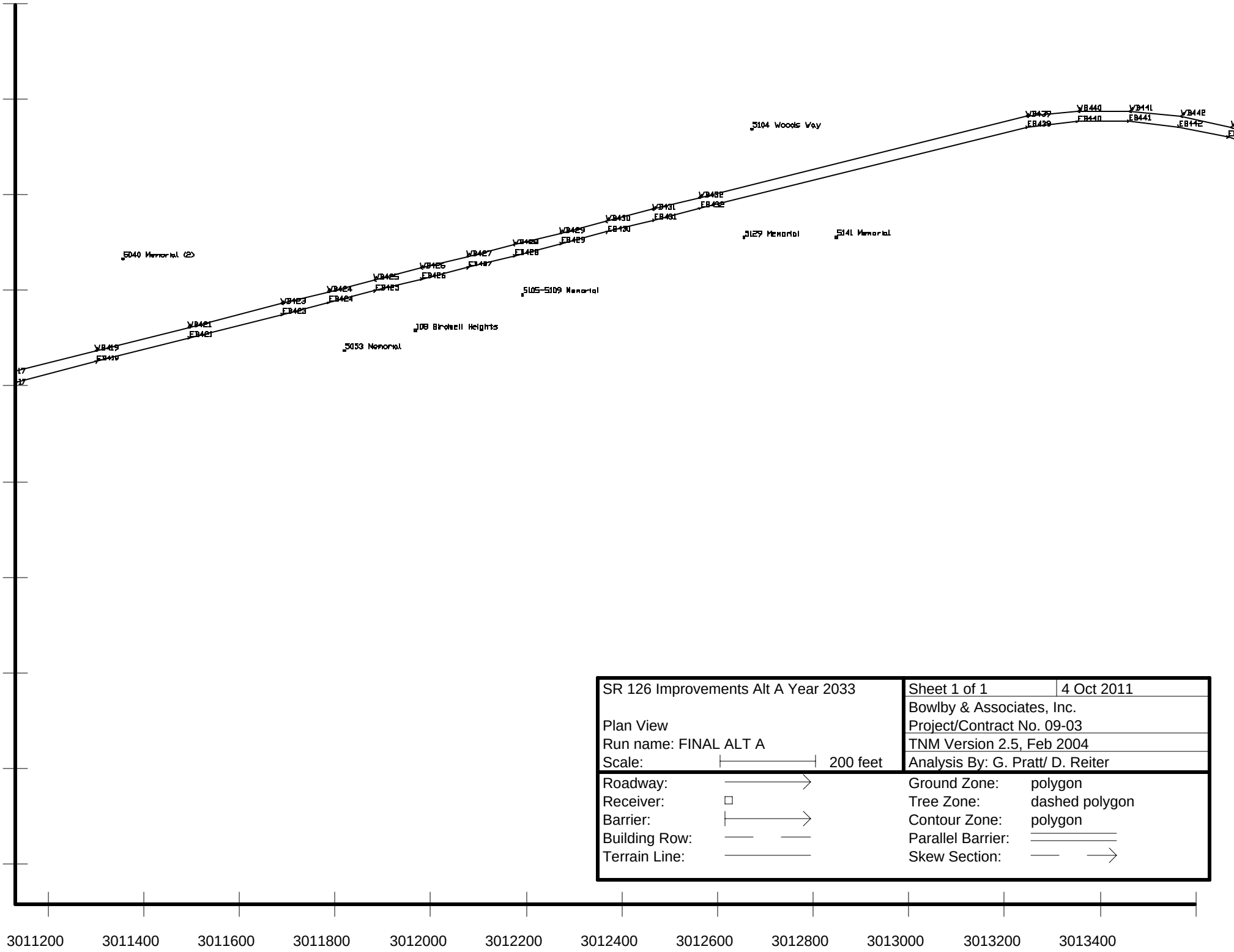

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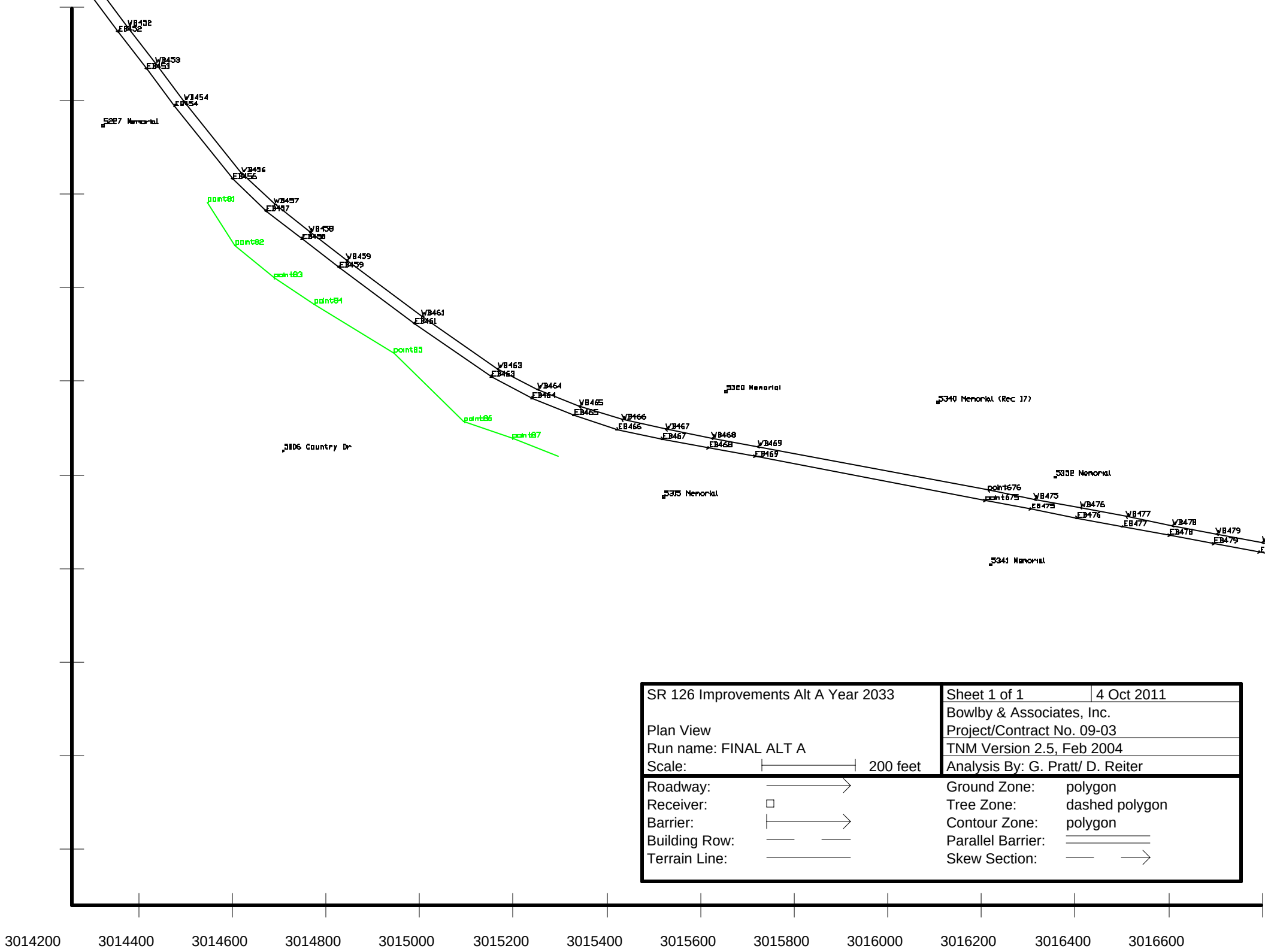

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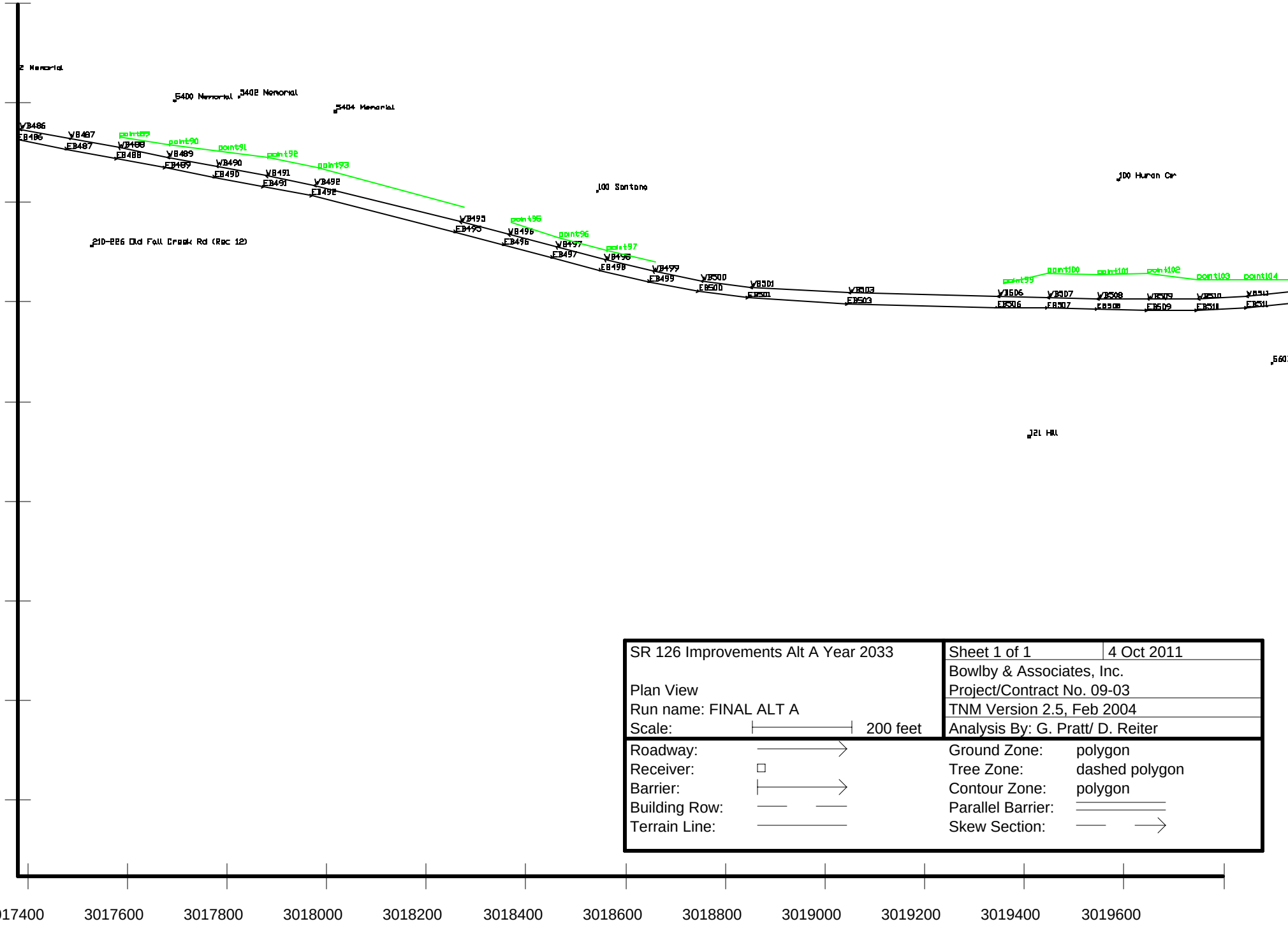

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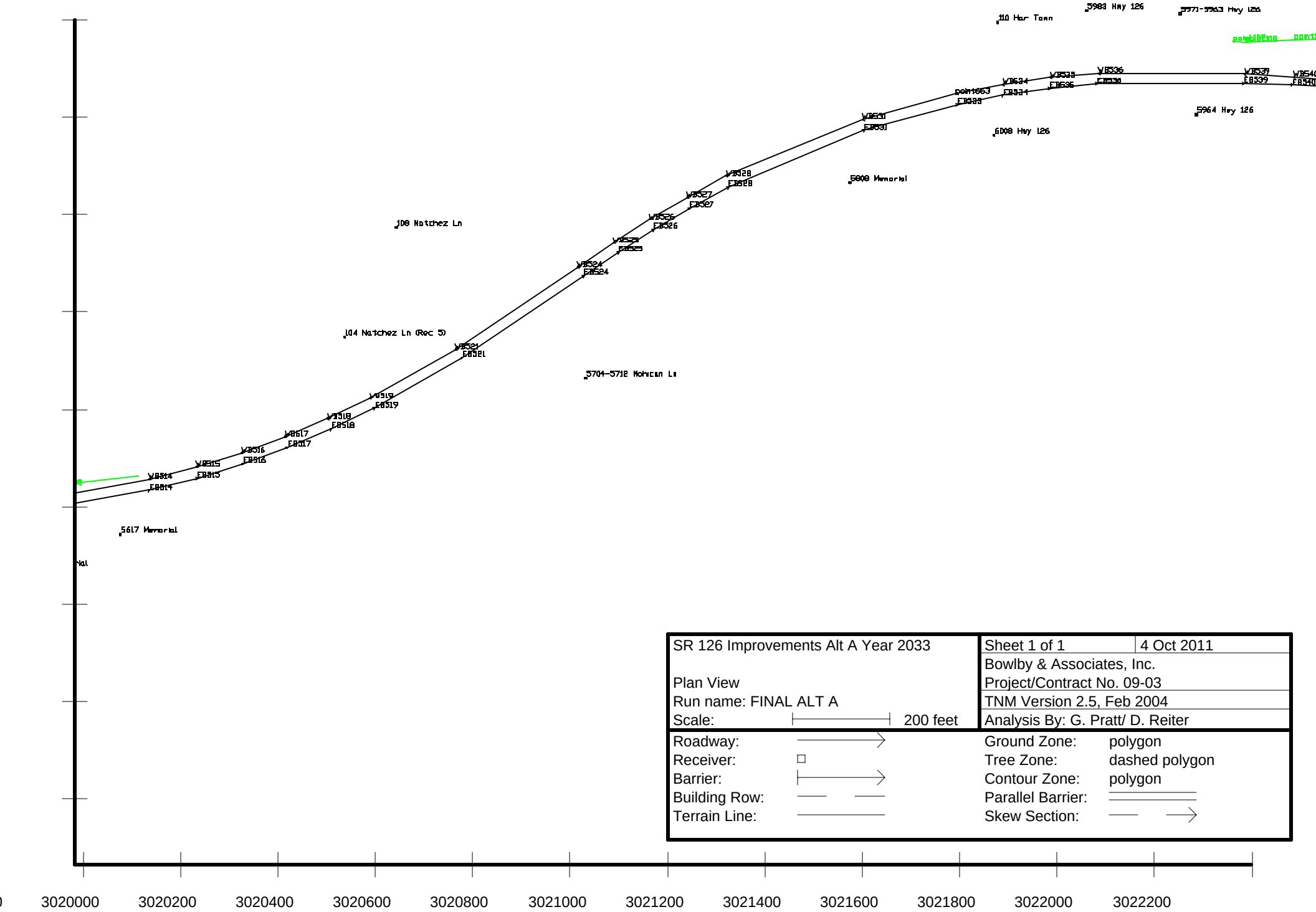

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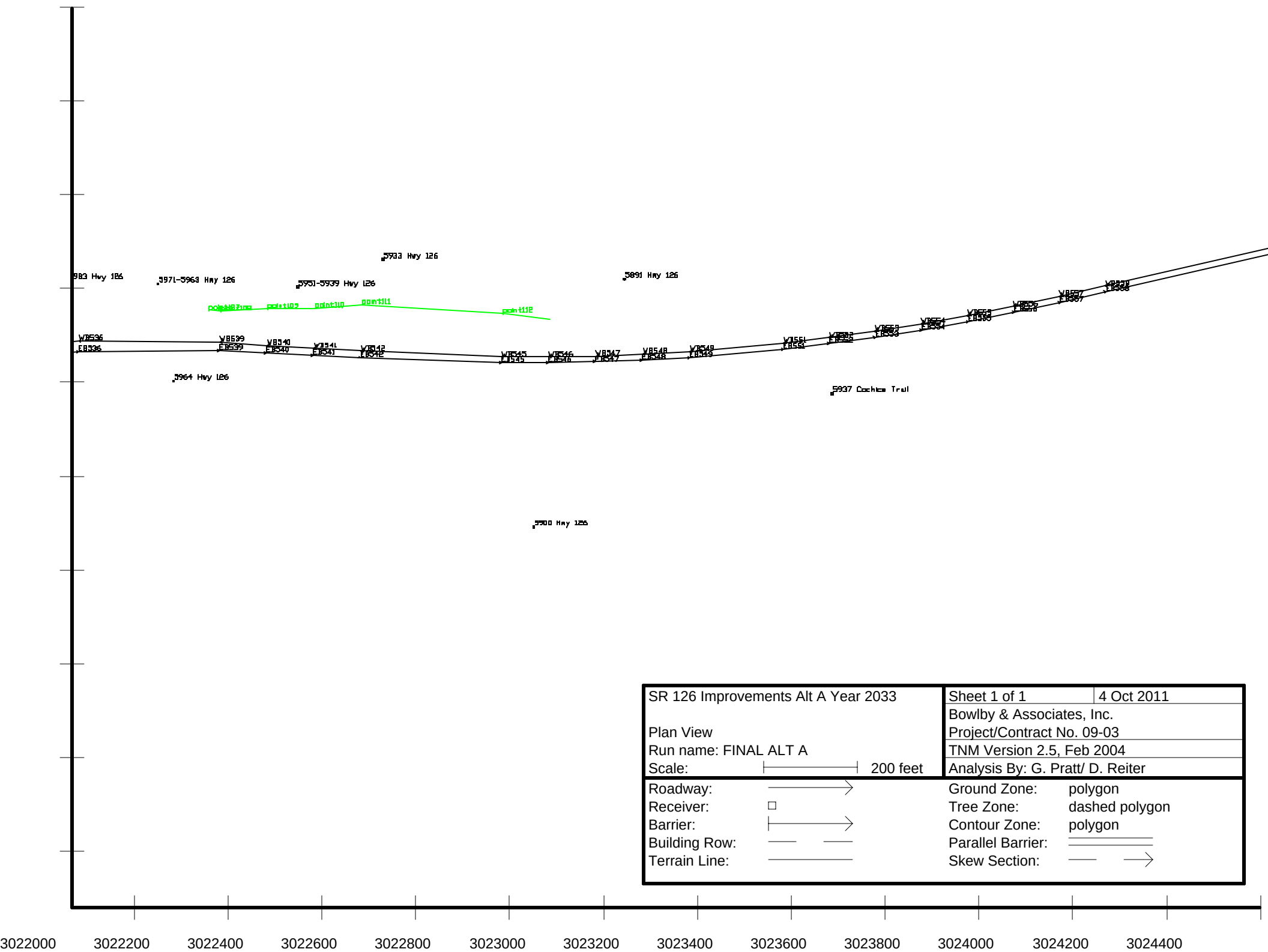

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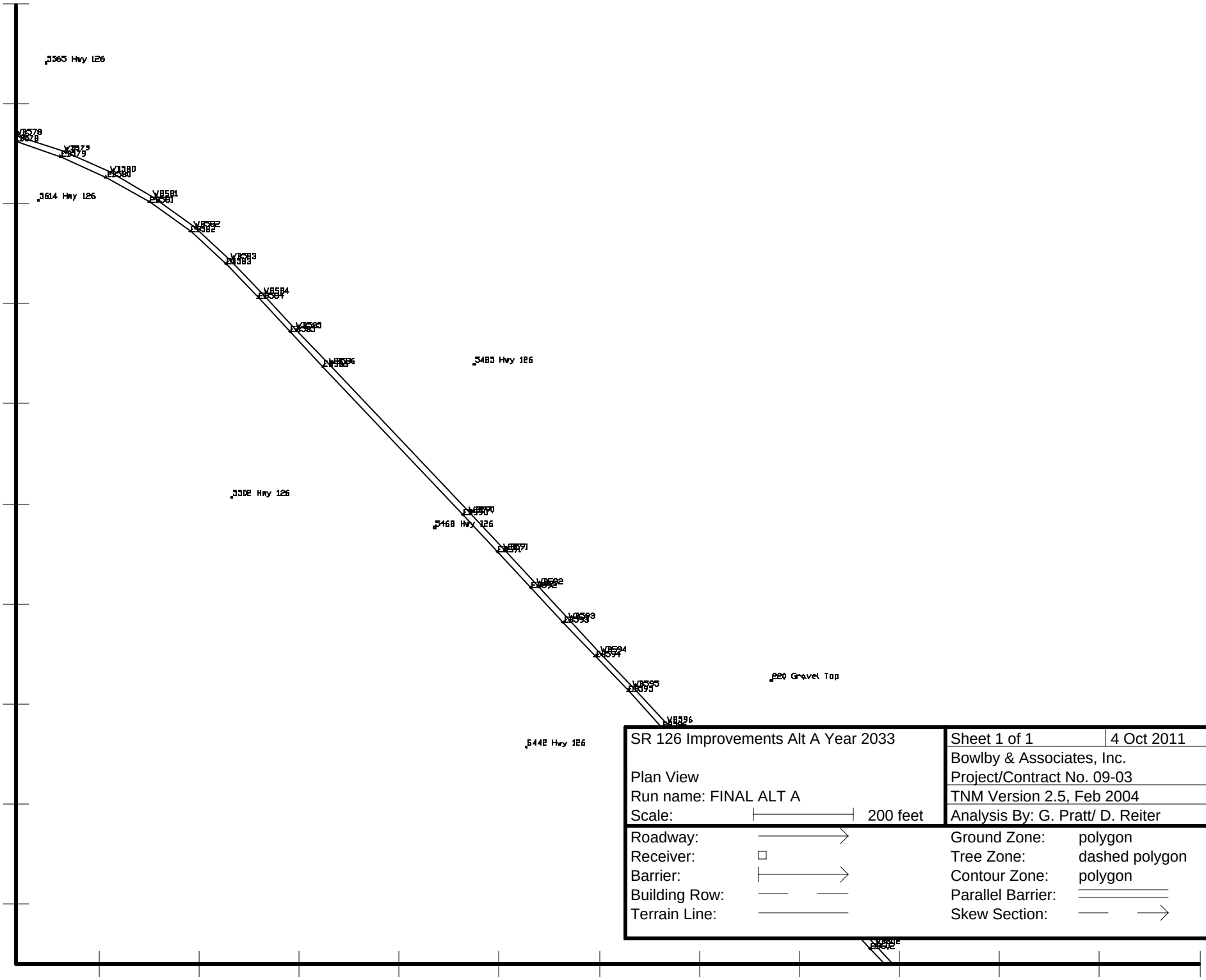
Scale: 200 feet	Analysis By: G. Pratt/ D. Reiter	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



SR 126 Improvements Alt A Year 2033	Sheet 1 of 1 | 4 Oct 2011
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 09-03
Run name: FINAL ALT A	TNM Version 2.5, Feb 2004
Scale: 200 feet	Analysis By: G. Pratt/ D. Reiter

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

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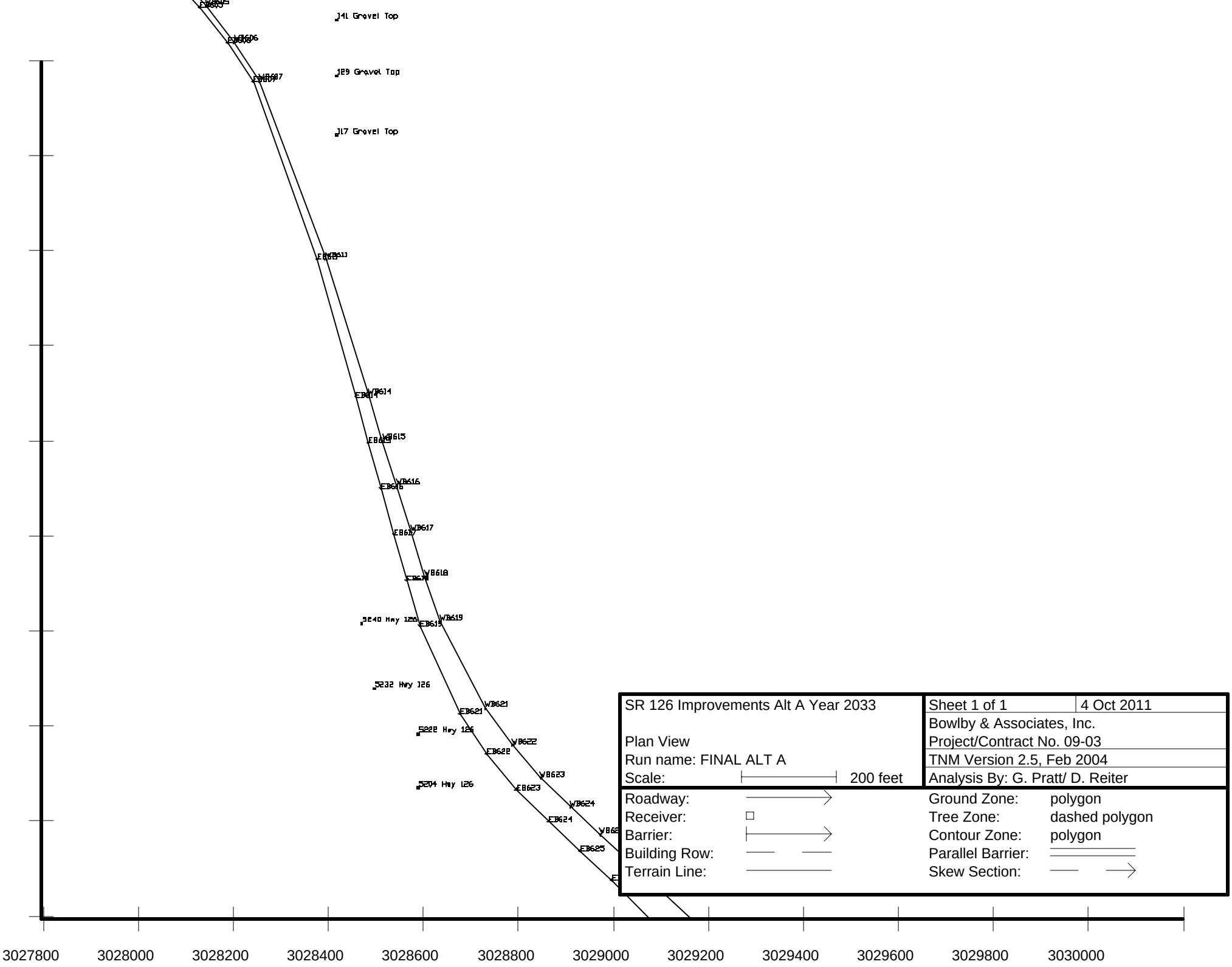
141 Gravel Top
129 Gravel Top
117 Gravel Top
5240 Hwy 126
5232 Hwy 126
5222 Hwy 126
5214 Hwy 126
SR 126 Improvements Alt A Year 2033
Plan View
Run name: FINAL ALT A
Scale: 200 feet
Sheet 1 of 1
4 Oct 2011
Bowlby & Associates, Inc.
Project/Contract No. 09-03
TNM Version 2.5, Feb 2004
Analysis By: G. Pratt/ D. Reiter
Roadway:
Receiver:
Barrier:
Building Row:
Terrain Line:
Ground Zone: polygon
Tree Zone: dashed polygon
Contour Zone: polygon
Parallel Barrier:
Skew Section:
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3028200
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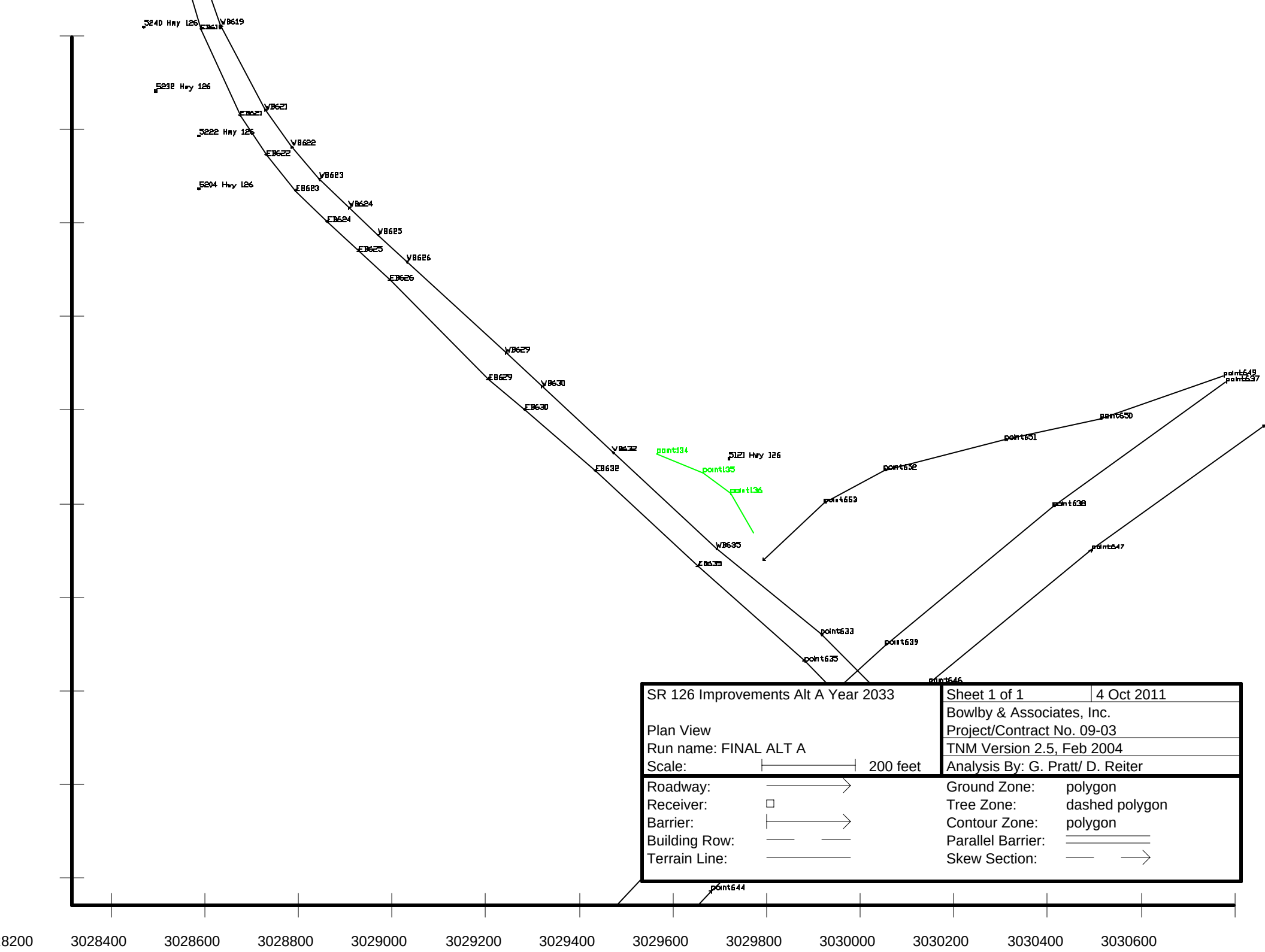
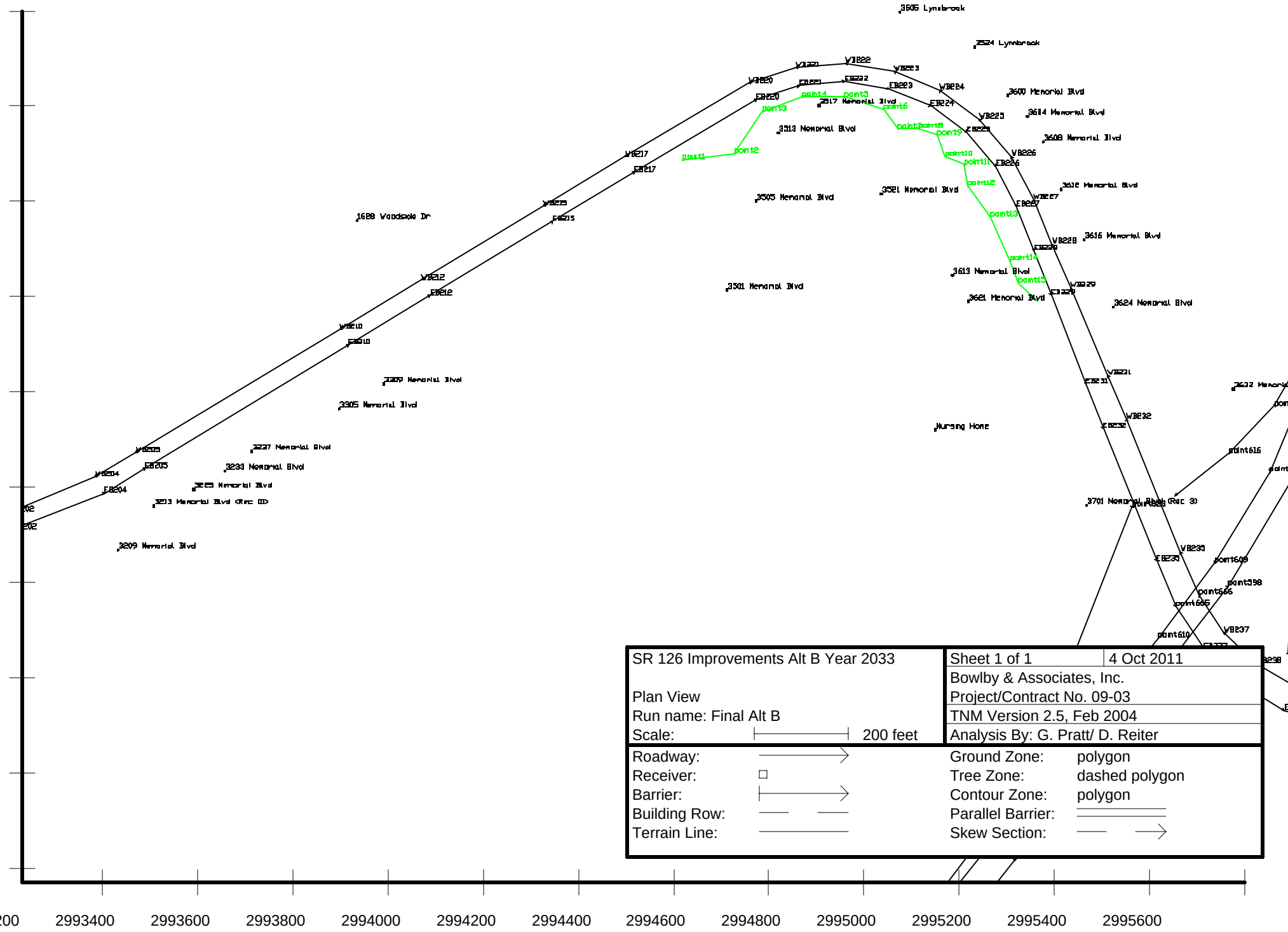
3030000



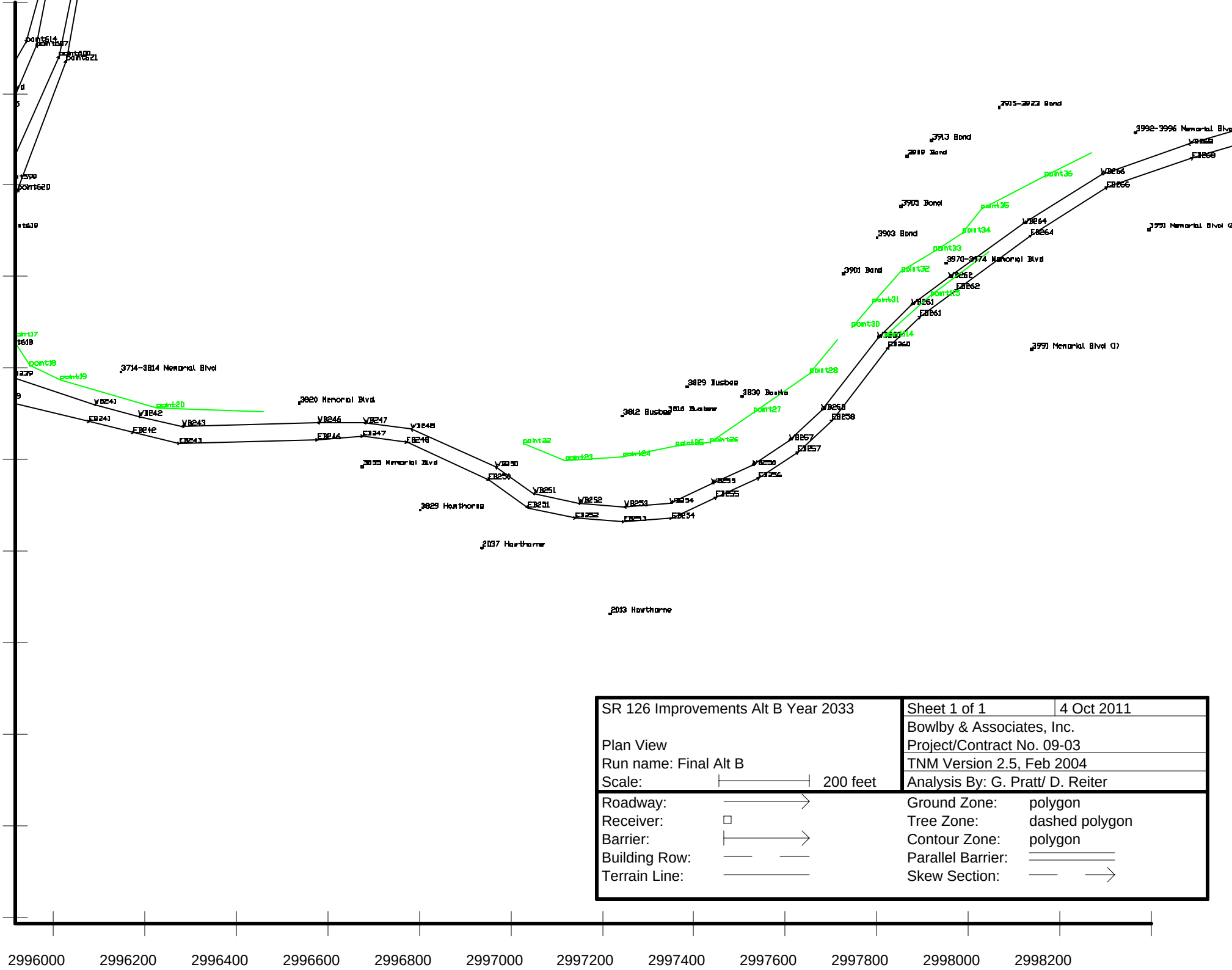
SR 126 Improvements Alt A Year 2033	Sheet 1 of 1 — 4 Oct 2011
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 09-03
Run name: FINAL ALT A	TNM Version 2.5, Feb 2004
Scale: 200 feet	Analysis By: G. Pratt/ D. Reiter

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



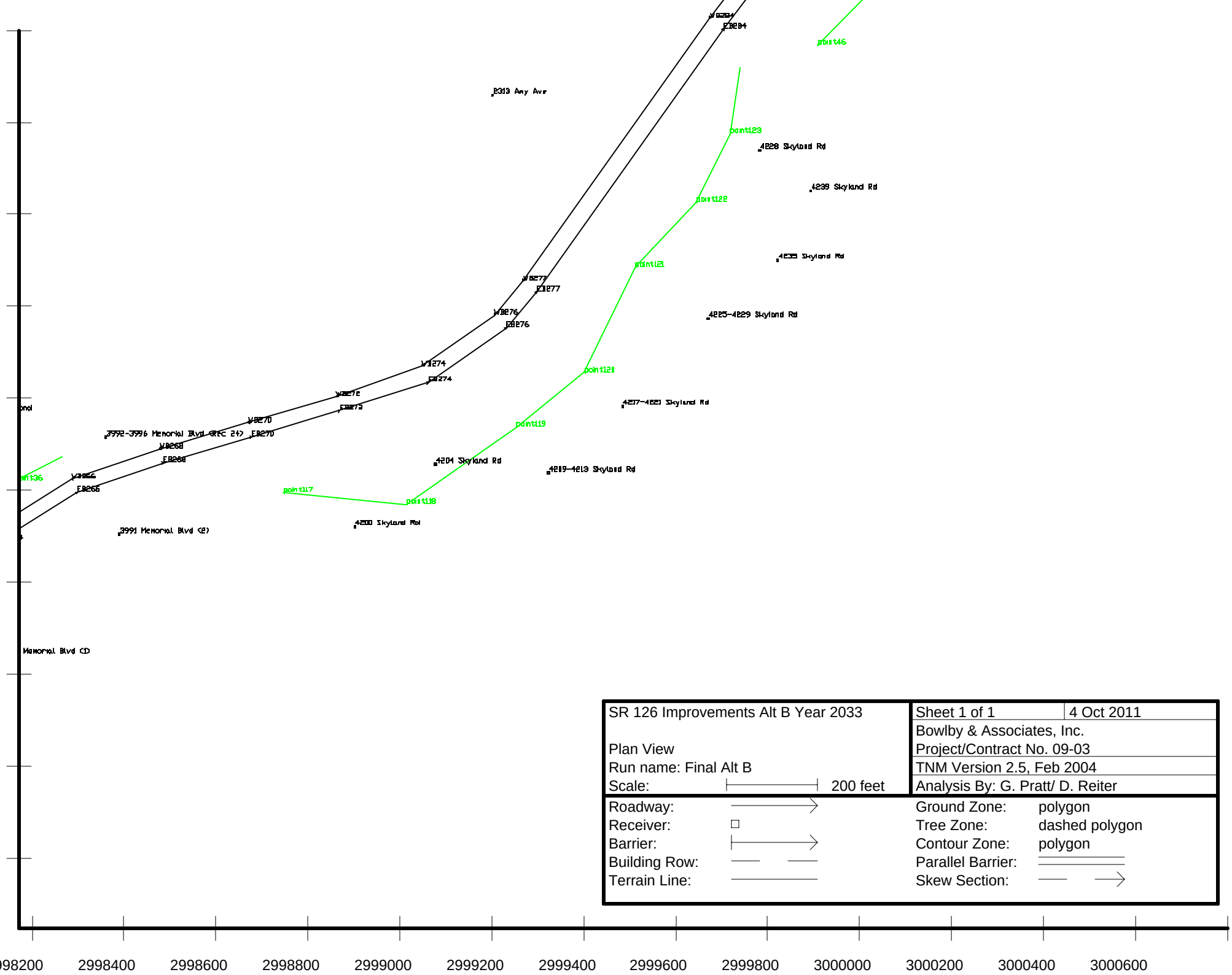
SR 126 Improvements Alt B Year 2033	Sheet 1 of 1	4 Oct 2011
	Bowlby & Associates, Inc.	
Plan View	Project/Contract No. 09-03	
Run name: Final Alt B	TNM Version 2.5, Feb 2004	
Scale: 200 feet	Analysis By: G. Pratt/ D. Reiter	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



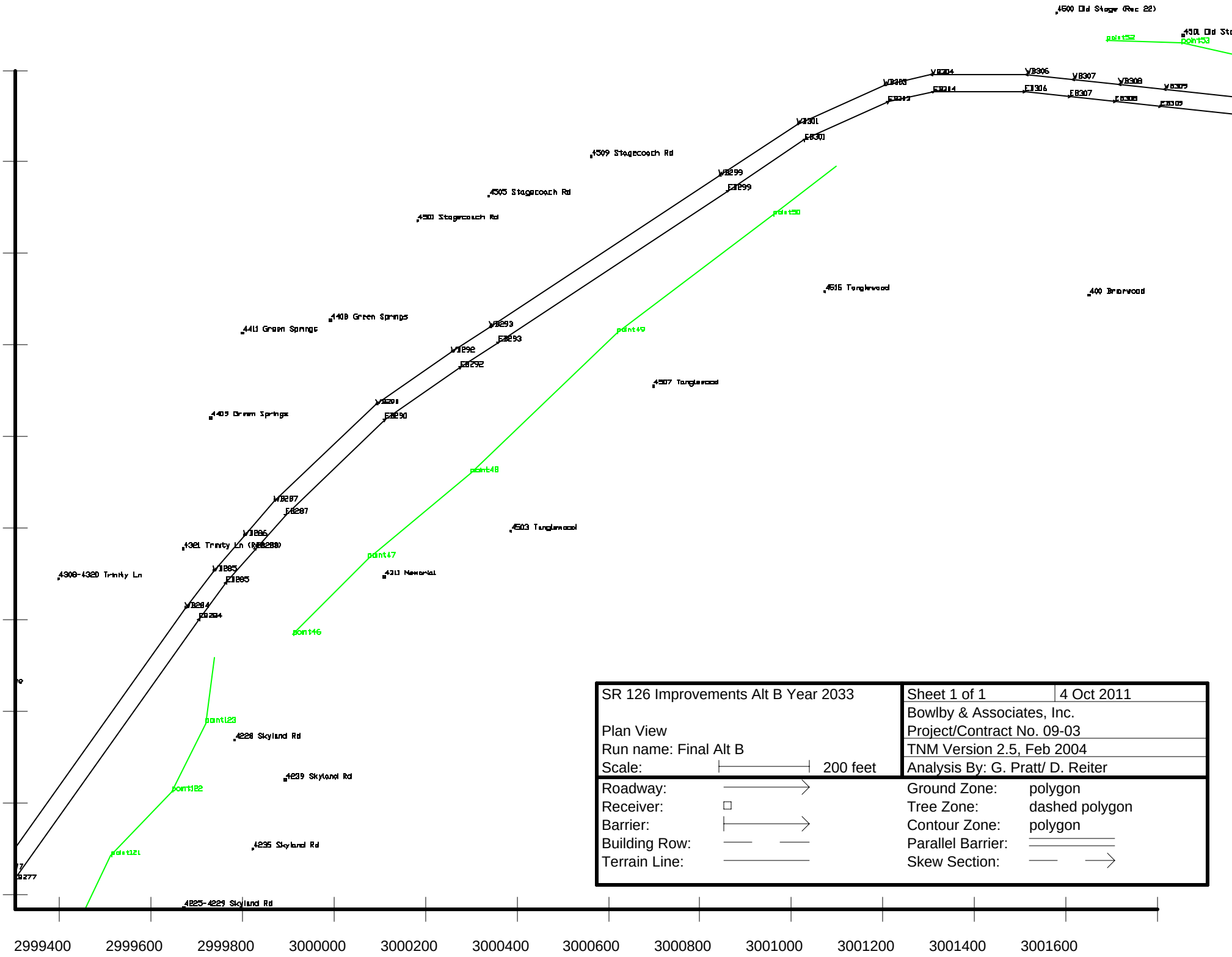
SR 126 Improvements Alt B Year 2033	Sheet 1 of 1	4 Oct 2011
	Bowlby & Associates, Inc.	
Plan View	Project/Contract No. 09-03	
Run name: Final Alt B	TNM Version 2.5, Feb 2004	
Scale: 200 feet	Analysis By: G. Pratt/ D. Reiter	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



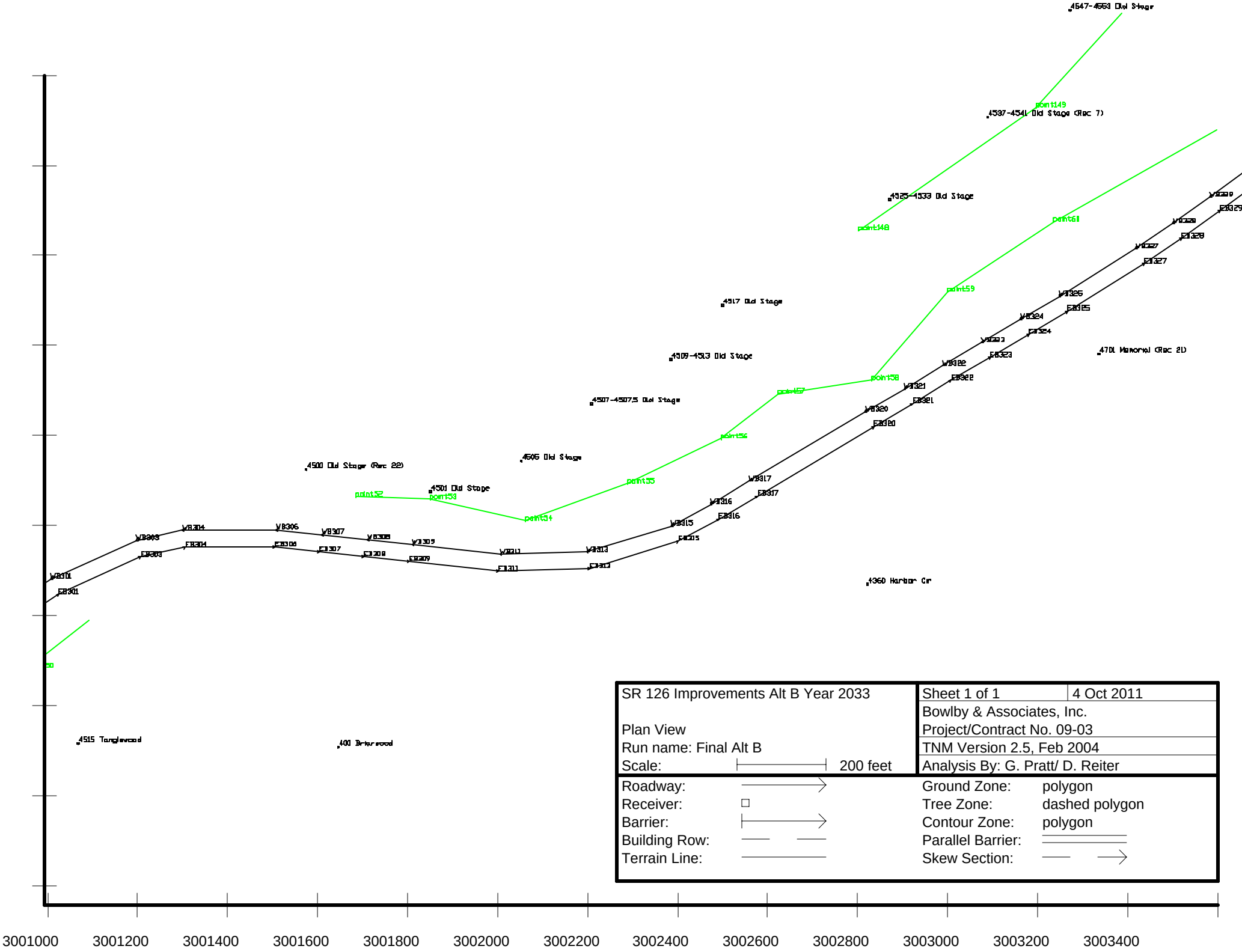
SR 126 Improvements Alt B Year 2033	Sheet 1 of 1	4 Oct 2011
	Bowlby & Associates, Inc.	
Plan View	Project/Contract No. 09-03	
Run name: Final Alt B	TNM Version 2.5, Feb 2004	
Scale: 200 feet	Analysis By: G. Pratt/ D. Reiter	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



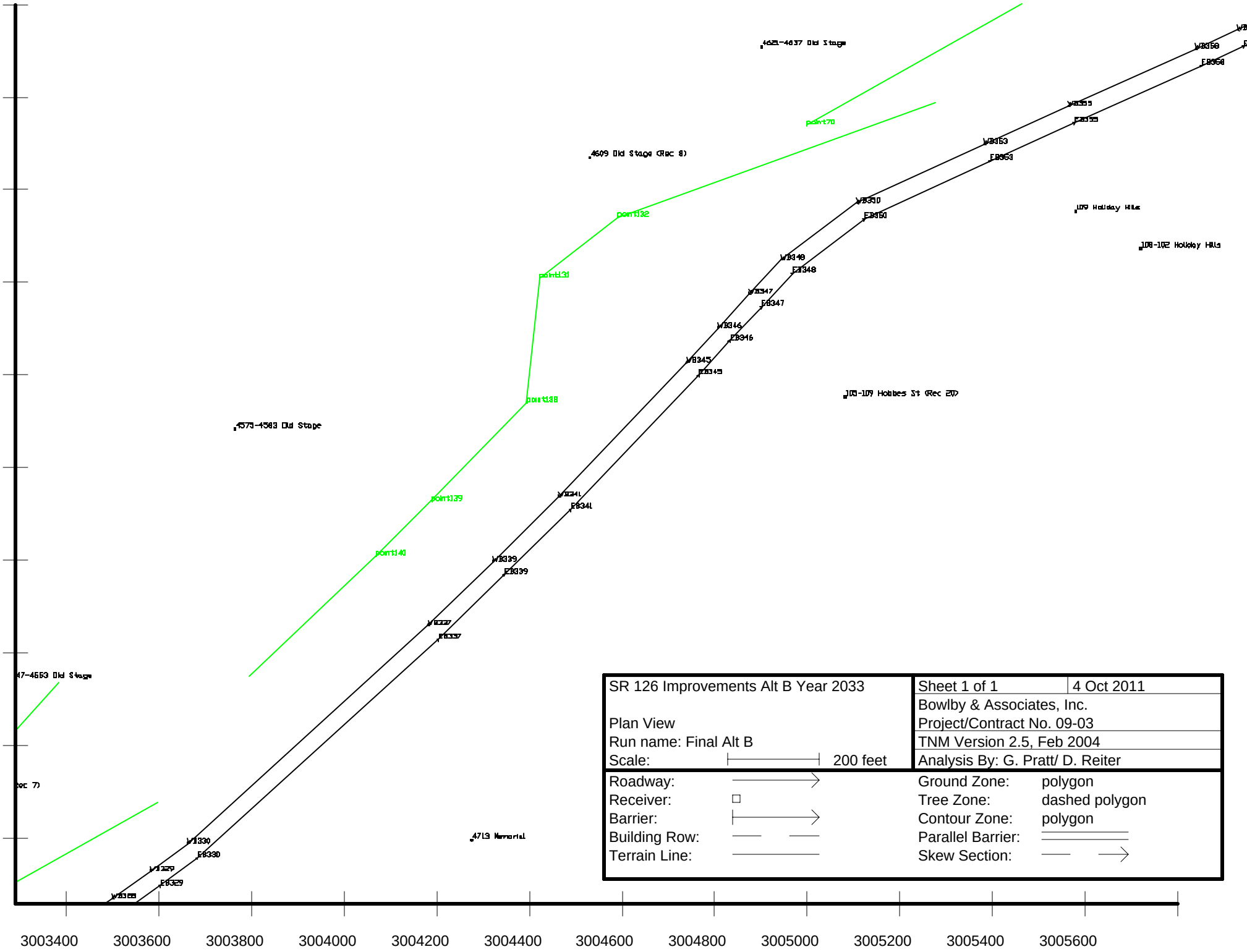
SR 126 Improvements Alt B Year 2033	Sheet 1 of 1	4 Oct 2011
	Bowlby & Associates, Inc.	
Plan View	Project/Contract No. 09-03	
Run name: Final Alt B	TNM Version 2.5, Feb 2004	
Scale: 200 feet	Analysis By: G. Pratt/ D. Reiter	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



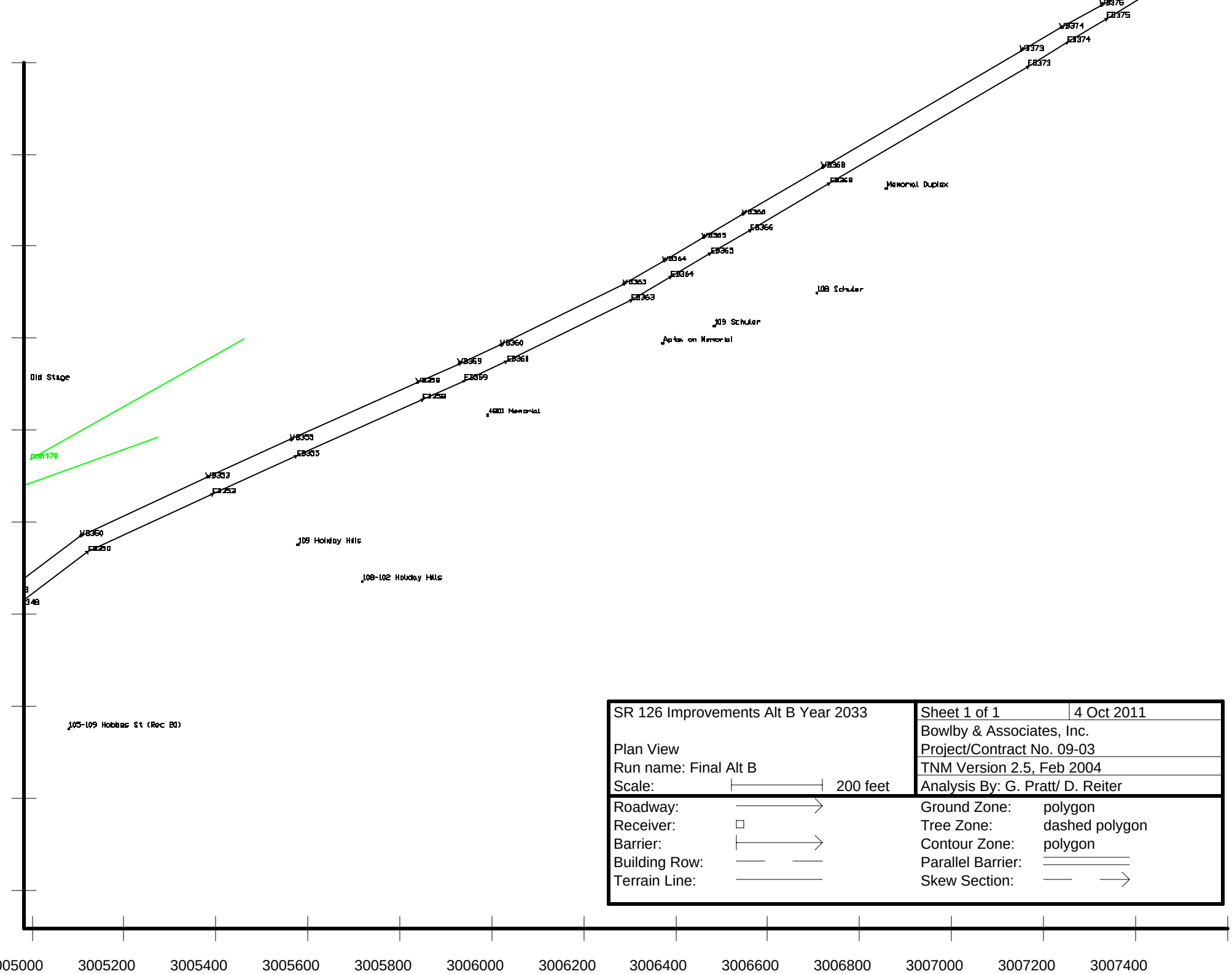
SR 126 Improvements Alt B Year 2033	Sheet 1 of 1	4 Oct 2011
	Bowlby & Associates, Inc.	
Plan View	Project/Contract No. 09-03	
Run name: Final Alt B	TNM Version 2.5, Feb 2004	
Scale: 200 feet	Analysis By: G. Pratt/ D. Reiter	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



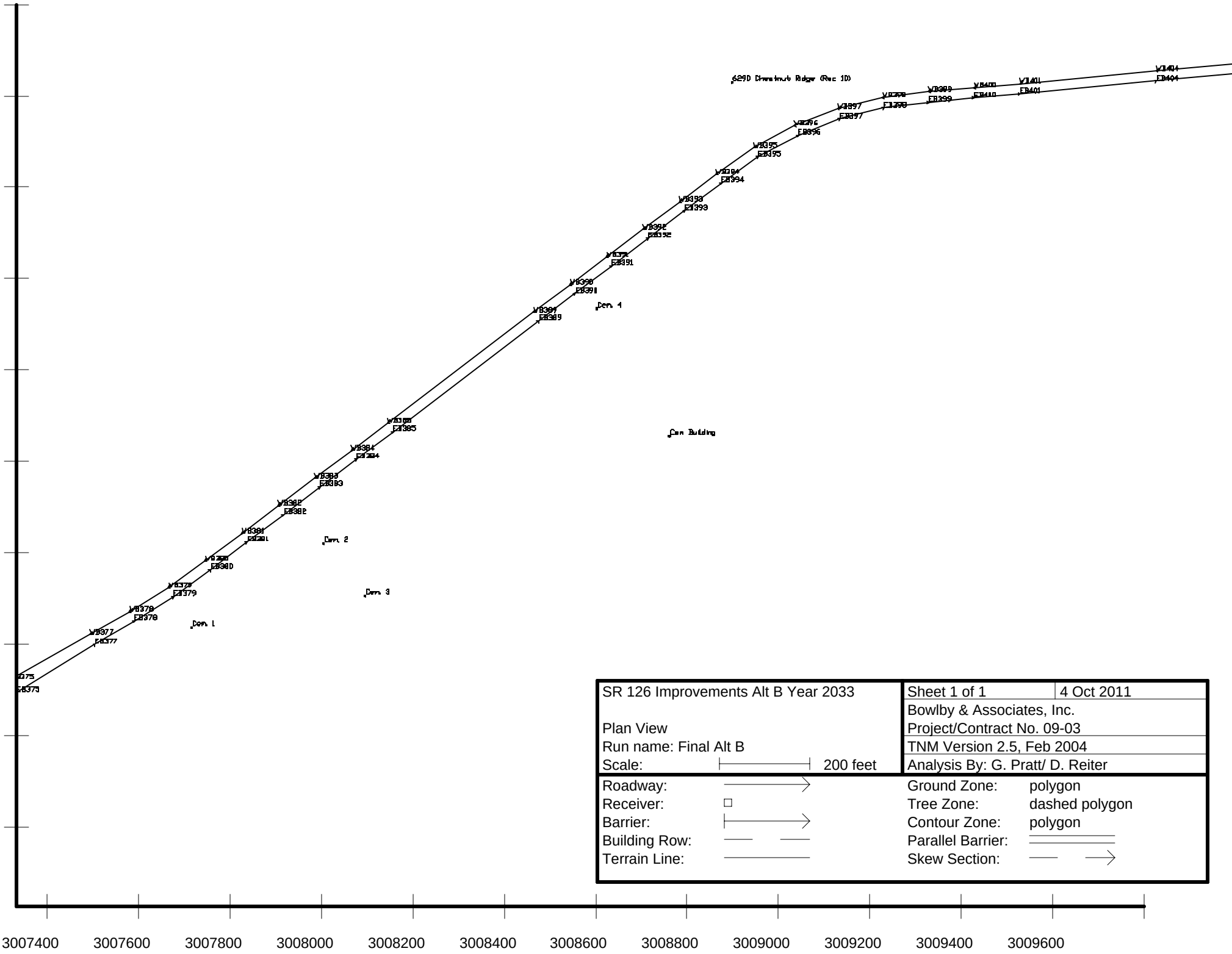
SR 126 Improvements Alt B Year 2033	Sheet 1 of 1	4 Oct 2011
	Bowlby & Associates, Inc.	
Plan View	Project/Contract No. 09-03	
Run name: Final Alt B	TNM Version 2.5, Feb 2004	
Scale: 200 feet	Analysis By: G. Pratt/ D. Reiter	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



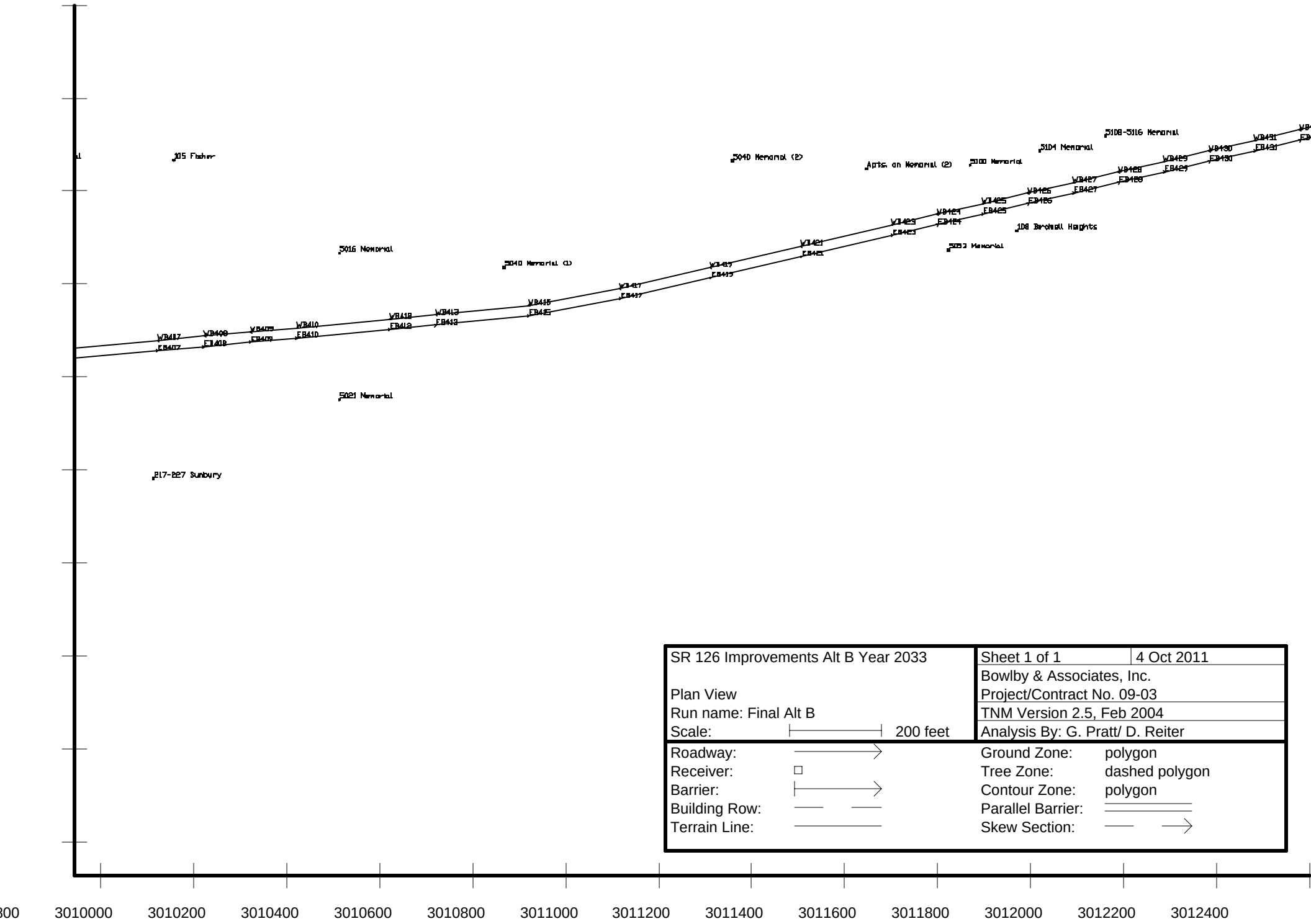
SR 126 Improvements Alt B Year 2033	Sheet 1 of 1	4 Oct 2011
	Bowlby & Associates, Inc.	
Plan View	Project/Contract No. 09-03	
Run name: Final Alt B	TNM Version 2.5, Feb 2004	
Scale: 200 feet	Analysis By: G. Pratt/ D. Reiter	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



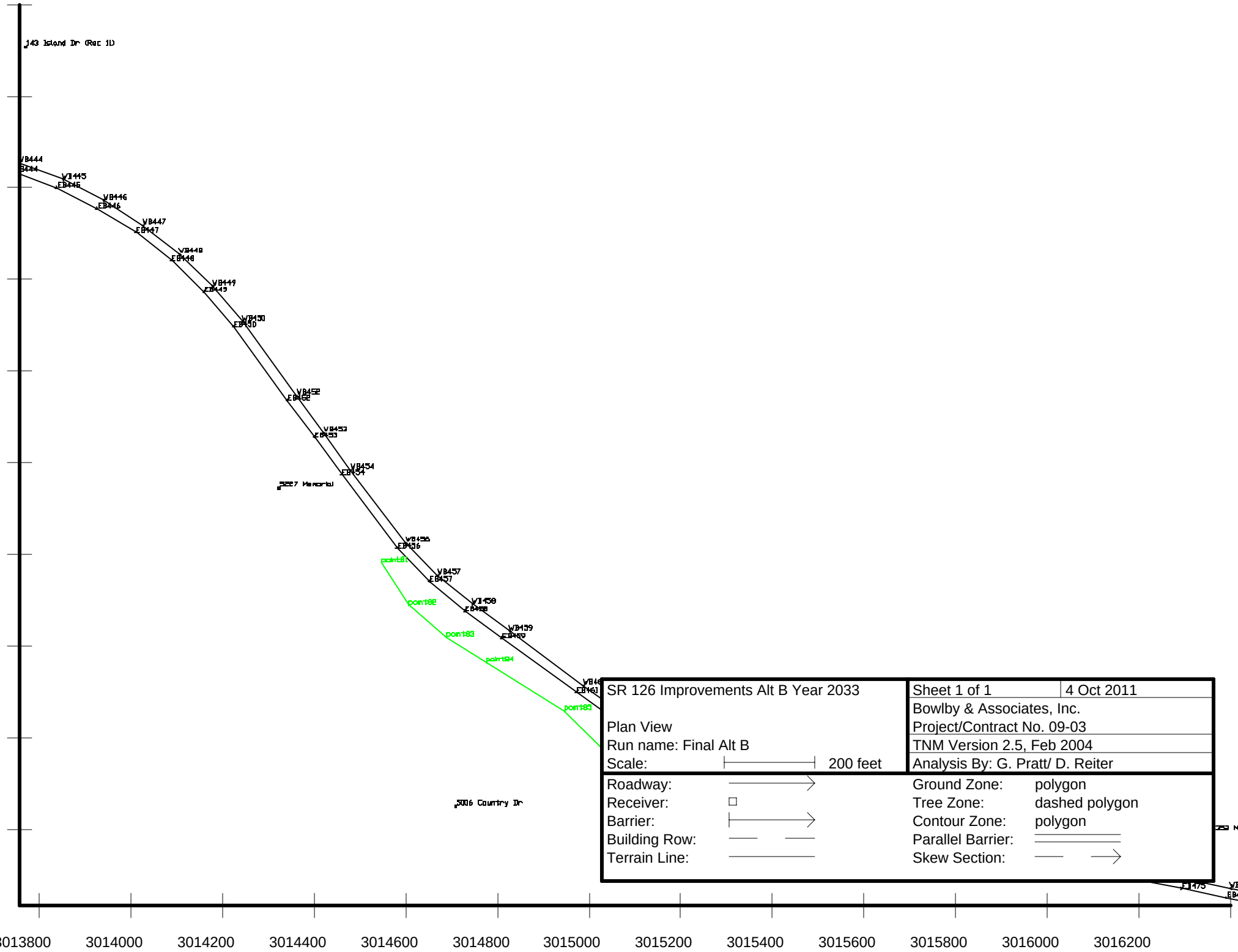
SR 126 Improvements Alt B Year 2033	Sheet 1 of 1	4 Oct 2011
	Bowlby & Associates, Inc.	
Plan View	Project/Contract No. 09-03	
Run name: Final Alt B	TNM Version 2.5, Feb 2004	
Scale: 200 feet	Analysis By: G. Pratt/ D. Reiter	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



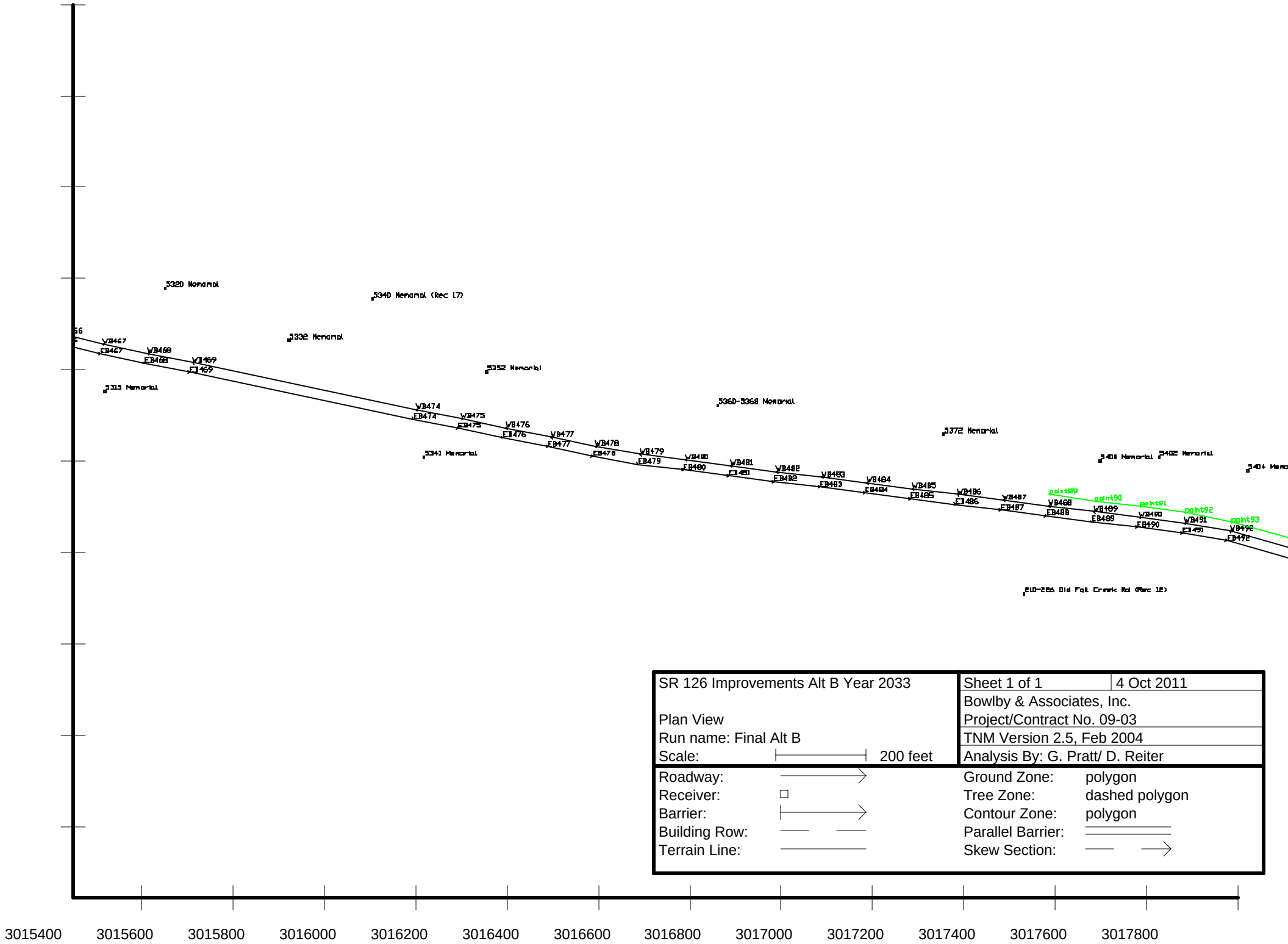
SR 126 Improvements Alt B Year 2033	Sheet 1 of 1	4 Oct 2011
	Bowlby & Associates, Inc.	
Plan View	Project/Contract No. 09-03	
Run name: Final Alt B	TNM Version 2.5, Feb 2004	
Scale: 200 feet	Analysis By: G. Pratt/ D. Reiter	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



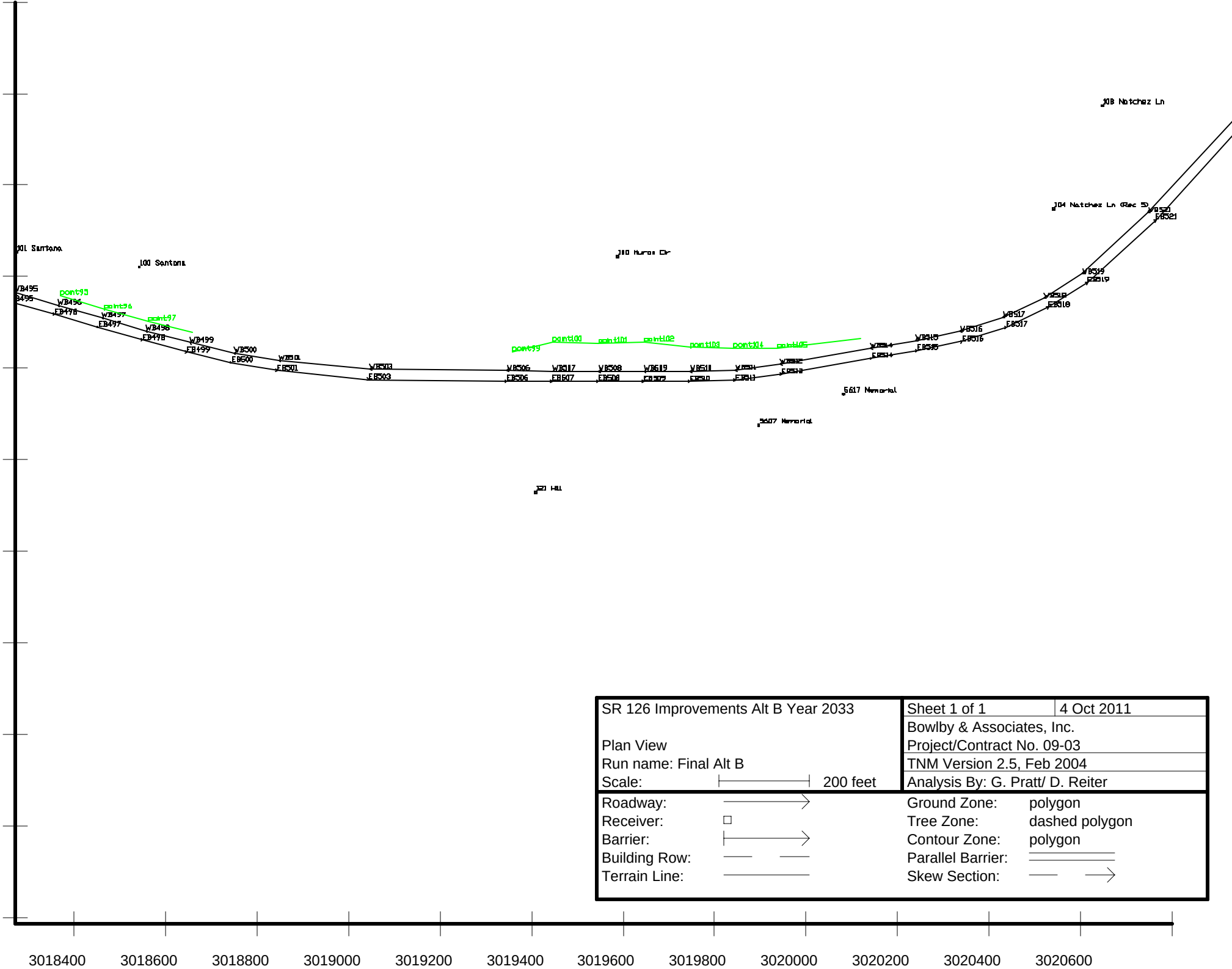
SR 126 Improvements Alt B Year 2033		Sheet 1 of 1	4 Oct 2011
		Bowlby & Associates, Inc.	
Plan View		Project/Contract No. 09-03	
Run name: Final Alt B		TNM Version 2.5, Feb 2004	
Scale:	200 feet	Analysis By: G. Pratt/ D. Reiter	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



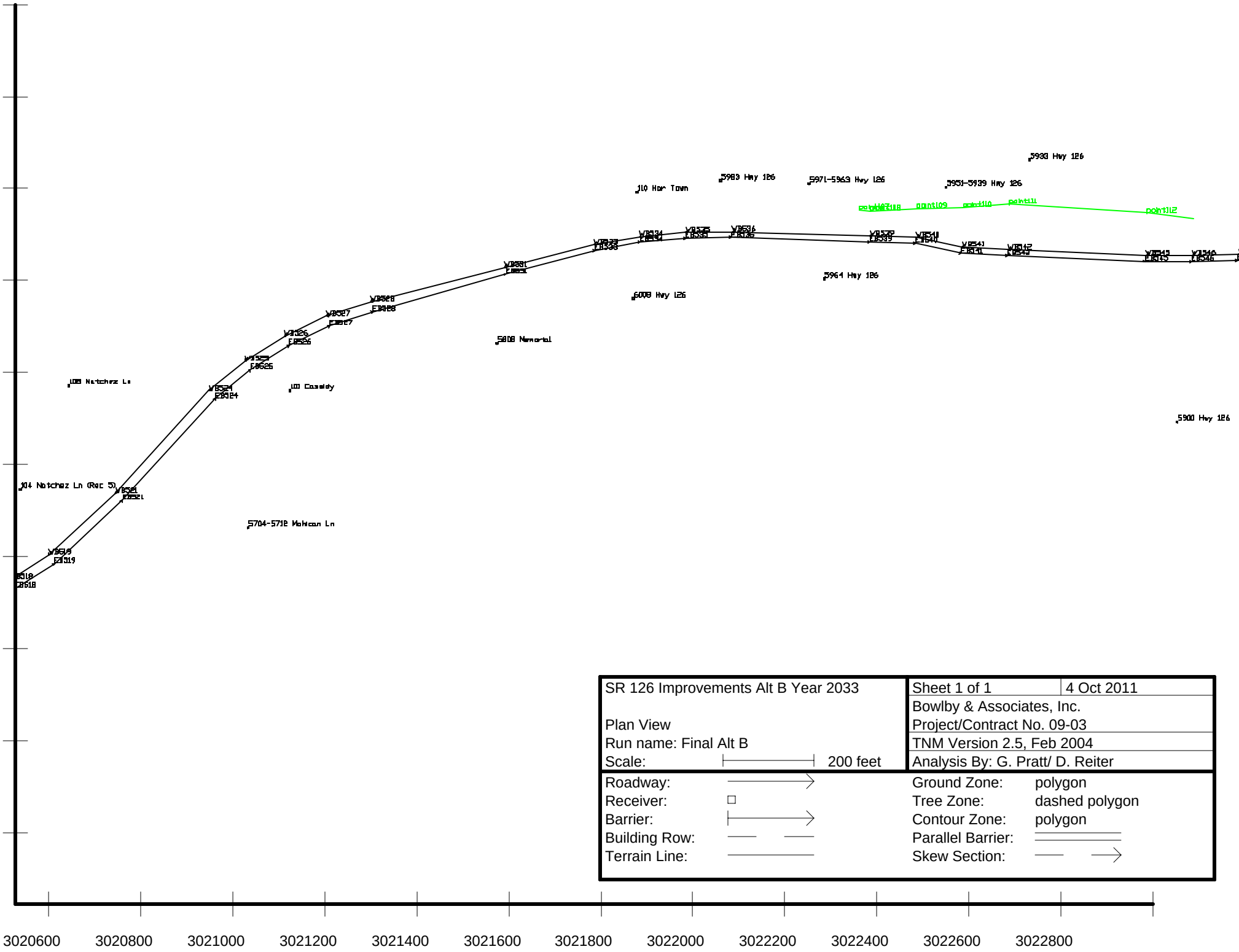
SR 126 Improvements Alt B Year 2033	Sheet 1 of 1	4 Oct 2011
	Bowlby & Associates, Inc.	
Plan View	Project/Contract No. 09-03	
Run name: Final Alt B	TNM Version 2.5, Feb 2004	
Scale: 200 feet	Analysis By: G. Pratt/ D. Reiter	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



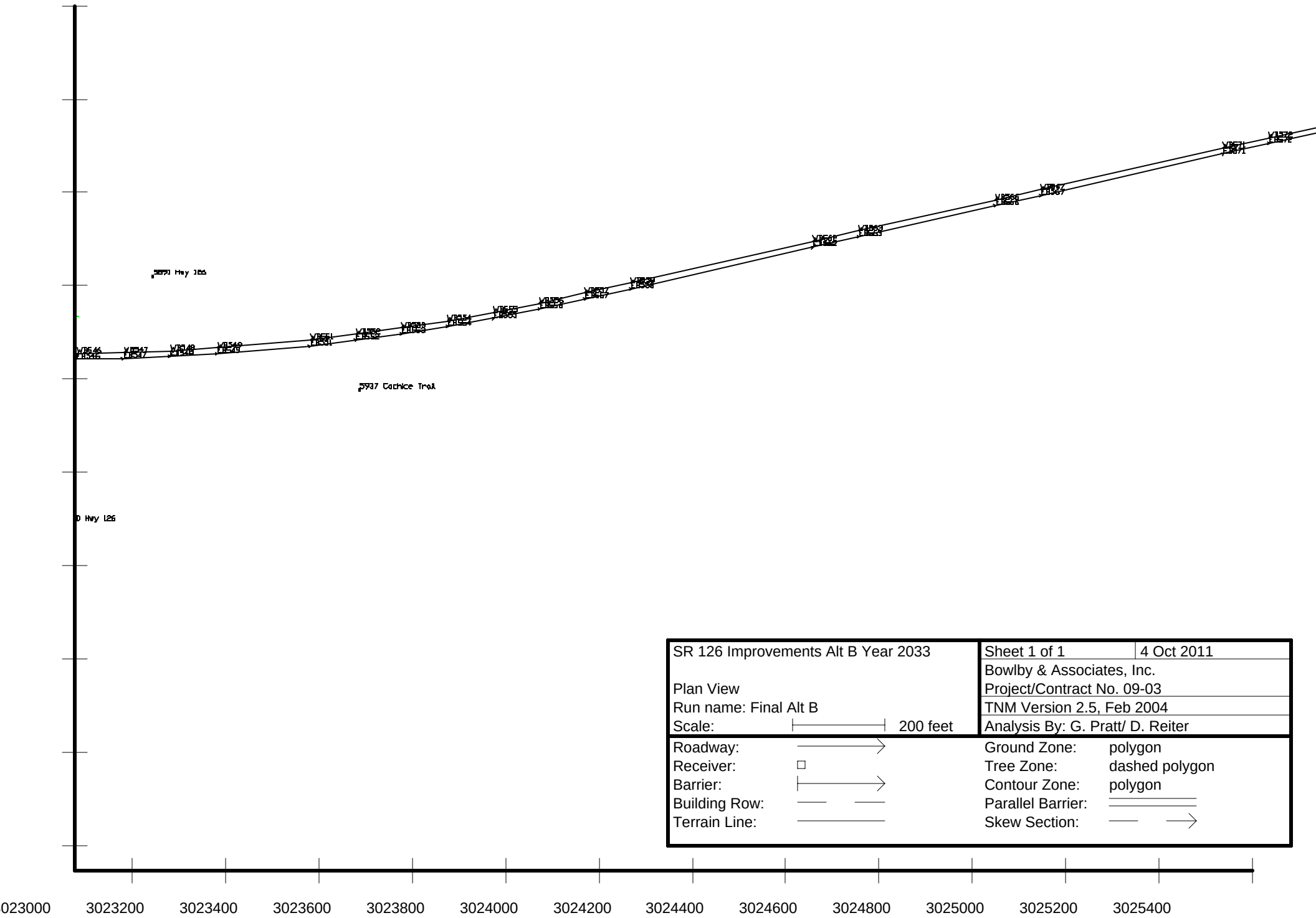
SR 126 Improvements Alt B Year 2033	Sheet 1 of 1	4 Oct 2011
	Bowlby & Associates, Inc.	
Plan View	Project/Contract No. 09-03	
Run name: Final Alt B	TNM Version 2.5, Feb 2004	
Scale: 200 feet	Analysis By: G. Pratt/ D. Reiter	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



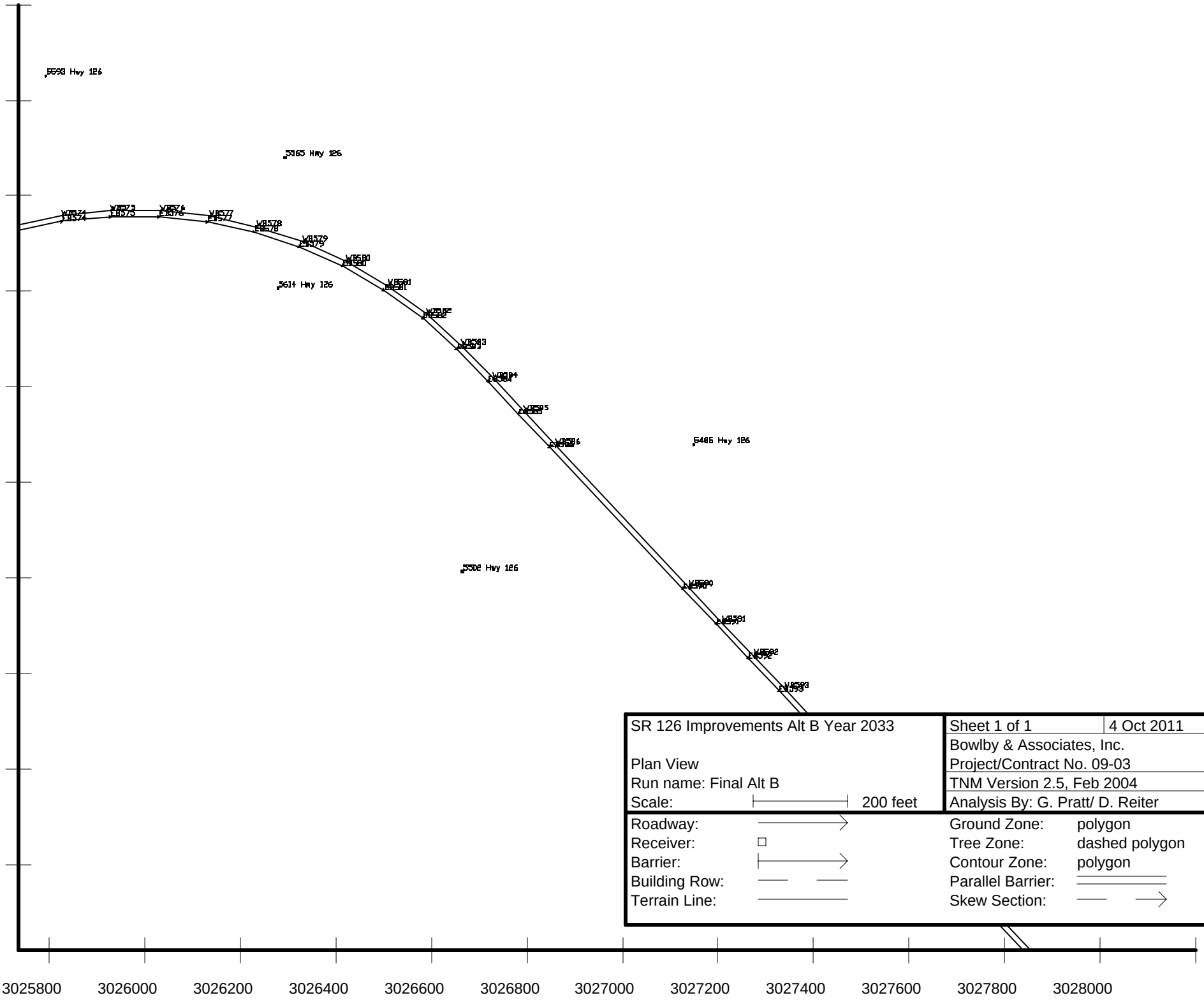
SR 126 Improvements Alt B Year 2033	Sheet 1 of 1	4 Oct 2011
	Bowlby & Associates, Inc.	
Plan View	Project/Contract No. 09-03	
Run name: Final Alt B	TNM Version 2.5, Feb 2004	
Scale: 200 feet	Analysis By: G. Pratt/ D. Reiter	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



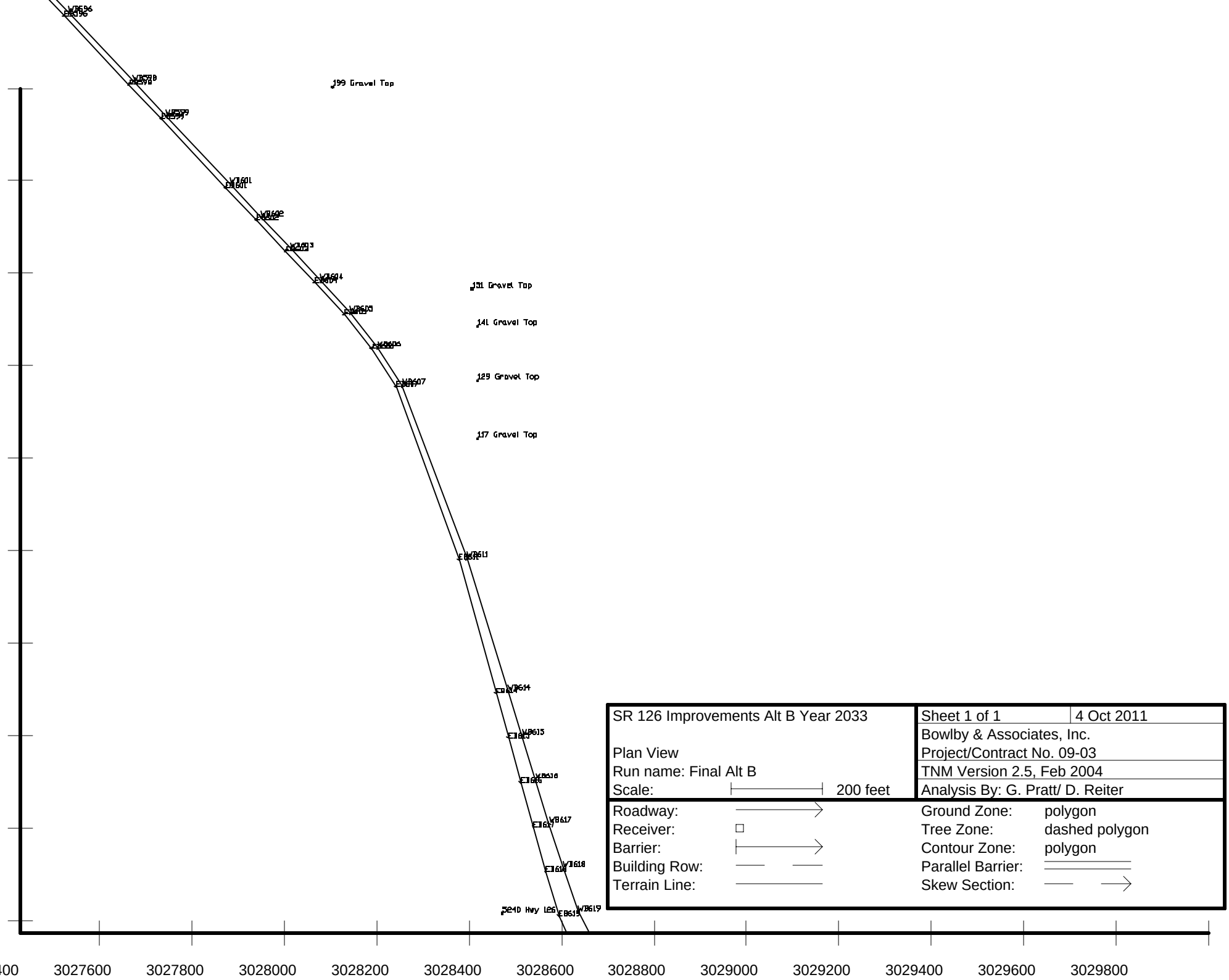
SR 126 Improvements Alt B Year 2033	Sheet 1 of 1	4 Oct 2011
	Bowlby & Associates, Inc.	
Plan View	Project/Contract No. 09-03	
Run name: Final Alt B	TNM Version 2.5, Feb 2004	
Scale: 200 feet	Analysis By: G. Pratt/ D. Reiter	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



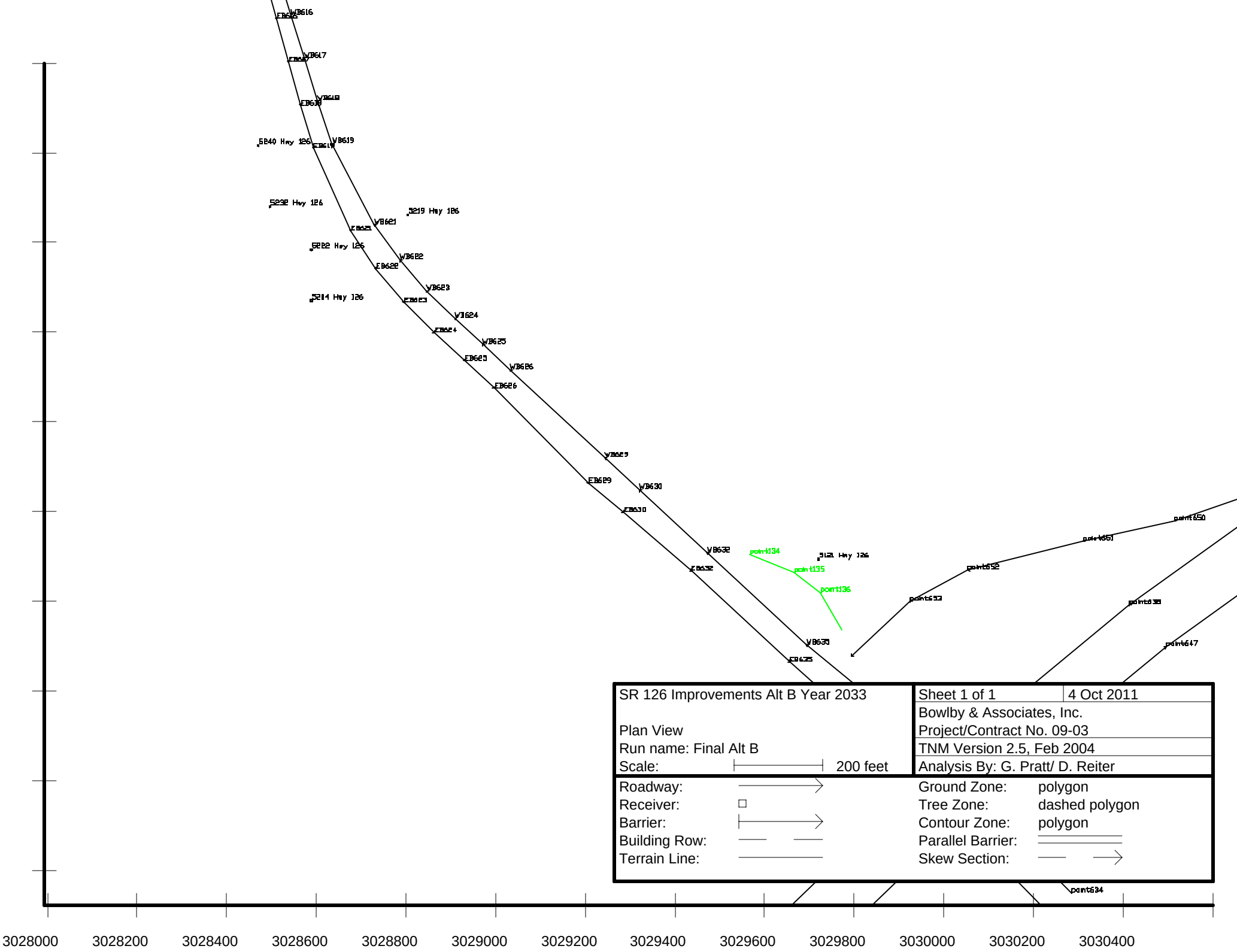
SR 126 Improvements Alt B Year 2033	Sheet 1 of 1	4 Oct 2011
	Bowlby & Associates, Inc.	
Plan View	Project/Contract No. 09-03	
Run name: Final Alt B	TNM Version 2.5, Feb 2004	
Scale: 200 feet	Analysis By: G. Pratt/ D. Reiter	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



SR 126 Improvements Alt B Year 2033	Sheet 1 of 1	4 Oct 2011
	Bowlby & Associates, Inc.	
Plan View	Project/Contract No. 09-03	
Run name: Final Alt B	TNM Version 2.5, Feb 2004	
Scale: 200 feet	Analysis By: G. Pratt/ D. Reiter	

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	



SR 126 Improvements Alt B Year 2033	Sheet 1 of 1 — 4 Oct 2011
	Bowlby & Associates, Inc.
Plan View	Project/Contract No. 09-03
Run name: Final Alt B	TNM Version 2.5, Feb 2004
Scale: 200 feet	Analysis By: G. Pratt/ D. Reiter

Roadway:		Ground Zone:	polygon
Receiver:		Tree Zone:	dashed polygon
Barrier:		Contour Zone:	polygon
Building Row:		Parallel Barrier:	
Terrain Line:		Skew Section:	

Appendix D
Design Year Sound Levels and Impacts

Project: SR 126 Improvements, Sullivan County
Scenario: Design Year 2033 Build Alternative A
Background Sound Level (dBA): 45

Receiver	Number of Residences	Design Hour Leq (dBA) Without Background	With Background	Impacted?	Impacted Residences	Access to SR 126?	Isolated Impact?
3209 Memorial Blvd	1	62	62	No	0		
3213 Memorial Blvd (Rec 01)	1	64	64	No	0		
3225 Memorial Blvd	1	63	63	No	0		
3233 Memorial Blvd	1	63	63	No	0		
3237 Memorial Blvd	1	64	64	No	0		
3305 Memorial Blvd	1	63	63	No	0		
3309 Memorial Blvd	1	63	63	No	0		
1628 Woodside Dr	1	56	56	No	0		
3501 Memorial Blvd	1	57	57	No	0		
3505 Memorial Blvd	1	59	59	No	0		
3513 Memorial Blvd	1	63	63	No	0		
3517 Memorial Blvd	***1***	***66***	***66***	***Yes***	***1***	***Yes***	***Yes***
3521 Memorial Blvd	1	58	58	No	0		
3505 Lynnbrook	1	59	59	No	0		
3524 Lynnbrook	1	59	59	No	0		
3600 Memorial Blvd	1	63	63	No	0		
3604 Memorial Blvd	1	63	63	No	0		
3608 Memorial Blvd	1	63	63	No	0		
3612 Memorial Blvd	1	64	64	No	0		
3613 Memorial Blvd	1	59	59	No	0		
3616 Memorial Blvd	1	65	65	No	0		
3621 Memorial Blvd	1	61	61	No	0		
3624 Memorial Blvd	1	63	63	No	0		
3632 Memorial Blvd	1	63	63	No	0		
Nursing Home	1	58	58	No	0		
3701 Memorial Blvd (Rec 3)	***1***	***66***	***66***	***Yes***	***1***	***No***	***Yes***
3714-3814 Memorial Blvd	1	63	63	No	0		
3855 Memorial Blvd	***1***	***69***	***69***	***Yes***	***1***	***Yes***	***Yes***
3829 Hawthorne	***1***	***66***	***66***	***Yes***	***1***	***Yes***	***Yes***
2037 Hawthorne	1	64	64	No	0		
2013 Hawthorne	1	56	57	No	0		
3812 Busbee	1	57	58	No	0		
3816 Busbee	1	56	56	No	0		
3829 Busbee	1	57	57	No	0		
3830 Bonita	1	61	61	No	0		
3901 Bond	1	60	61	No	0		
3903 Bond	1	58	58	No	0		
3905 Bond	1	59	59	No	0		
3909 Bond	1	58	58	No	0		
3913 Bond	1	57	57	No	0		
3915-3923 Bond	5	59	59	No	0		
3970-3974 Memorial Blvd	2	65	65	No	0		
3991 Memorial Blvd (1)	1	60	61	No	0		
3991 Memorial Blvd (2)	1	61	61	No	0		
3992-3996 Memorial Blvd (Rec 24)	***4***	***68***	***68***	***Yes***	***4***	***Yes***	***No***
4200 Skyland Rd	1	55	55	No	0		
4204 Skyland Rd	1	60	60	No	0		
4209-4213 Skyland Rd	2	49	51	No	0		
4216-4220 Skyland Rd (Rec 6)	2	61	61	No	0		
4217-4221 Skyland Rd	2	45	48	No	0		
4225-4229 Skyland Rd	2	47	49	No	0		
4228 Skyland Rd	1	59	59	No	0		
4235 Skyland Rd	1	47	49	No	0		
4239 Skyland Rd	1	50	51	No	0		

Project: SR 126 Improvements, Sullivan County
Scenario: Design Year 2033 Build Alternative A
Background Sound Level (dBA): 45

Receiver	Number of Residences	Design Hour Leq (dBA) Without Background	With Background	Impacted?	Impacted Residences	Access to SR 126?	Isolated Impact?
2313 Amy Ave	1	51	52	No	0		
4308-4320 Trinity Ln	2	51	52	No	0		
4321 Trinity Ln (Rec 23)	1	65	65	No	0		
4311 Memorial Blvd	1	57	57	No	0		
4503 Tanglewood	1	51	52	No	0		
4507 Tanglewood	1	60	60	No	0		
4515 Tanglewood	1	56	57	No	0		
4408 Green Springs	1	50	52	No	0		
4409 Green Springs	1	51	52	No	0		
4411 Green Springs	1	49	51	No	0		
4501 Stagecoach Rd	1	49	51	No	0		
4505 Stagecoach Rd	1	52	52	No	0		
4509 Stagecoach Rd	1	53	53	No	0		
400 Briarwood	1	50	51	No	0		
4500 Old Stage (Rec 22)	1	63	63	No	0		
4501 Old Stage	1	62	62	No	0		
4505 Old Stage	1	58	59	No	0		
4507-4507.5 Old Stage	2	56	56	No	0		
4509-4513 Old Stage	2	56	56	No	0		
4517 Old Stage	1	54	54	No	0		
4525-4533 Old Stage	2	48	50	No	0		
4537-4541 Old Stage (Rec 7)	2	50	52	No	0		
4547-4553 Old Stage	2	46	48	No	0		
4575-4583 Old Stage	3	44	47	No	0		
4609 Old Stage (Rec 8)	1	49	50	No	0		
4621-4637 Old Stage	4	48	49	No	0		
4360 Harbor Cir	1	48	50	No	0		
4701 Memorial Blvd(Rec 21)	1	57	57	No	0		
4713 Memorial Blvd	1	51	52	No	0		
105-109 Hobbes St (Rec 20)	1	55	56	No	0		
108-102 Holiday Hills	3	54	55	No	0		
109 Schuler	1	56	57	No	0		
108 Schuler	1	56	57	No	0		
Cem Building	0	55	55	No	0		
6290 Chestnut Ridge (Rec 10)	1	64	64	No	0		
5000 Memorial Blvd	1	53	53	No	0		
5016 Memorial Blvd	1	62	62	No	0		
5021 Memorial Blvd	1	63	63	No	0		
5040 Memorial Blvd (1)	***1***	***68***	***68***	***Yes***	***1***	***Yes***	***Yes***
5040 Memorial Blvd (2)	1	64	64	No	0		
5053 Memorial Blvd	***1***	***66***	***66***	***Yes***	***1***	***Yes***	***Yes***
217-227 Sunbury	2	57	57	No	0		
105 Fisher	1	53	54	No	0		
108 Birdwell Heights	***1***	***66***	***66***	***Yes***	***1***	***Yes***	***No***
5105-5109 Memorial Blvd	***2***	***67***	***67***	***Yes***	***2***	***Yes***	***No***
5129 Memorial Blvd	***1***	***67***	***67***	***Yes***	***1***	***No***	***Yes***
5141 Memorial Blvd	1	65	65	No	0		
5104 Woods Way	***1***	***66***	***66***	***Yes***	***1***	***No***	***Yes***
143 Island Dr (Rec 11)	1	62	62	No	0		
5227 Memorial Blvd	1	64	64	No	0		
5006 Country Dr	1	53	54	No	0		
5315 Memorial Blvd	***1***	***66***	***66***	***Yes***	***1***	***Yes***	***Yes***
5320 Memorial Blvd	***1***	***66***	***66***	***Yes***	***1***	***Yes***	***Yes***
5352 Memorial Blvd	***1***	***69***	***69***	***Yes***	***1***	***Yes***	***Yes***

Project: SR 126 Improvements, Sullivan County
Scenario: Design Year 2033 Build Alternative A
Background Sound Level (dBA): 45

Receiver	Number of Residences	Design Hour Leq (dBA) Without Background	With Background	Impacted?	Impacted Residences	Access to SR 126?	Isolated Impact?
5340 Memorial Blvd (Rec 17)	6	63	63	No	0		
5341 Memorial Blvd	1	65	65	No	0		
5372 Memorial Blvd	***1***	***67***	***67***	***Yes***	***1***	***Yes***	***Yes***
210-226 Old Fall Creek Rd (Rec 12)	3	59	59	No	0		
5400 Memorial Blvd	1	65	65	No	0		
5402 Memorial Blvd	1	64	64	No	0		
5404 Memorial Blvd	1	64	64	No	0		
100 Santana	***1***	***66***	***66***	***Yes***	***1***	***No***	***Yes***
121 Hill	1	57	57	No	0		
100 Huron Cir	1	57	57	No	0		
5607 Memorial Blvd	1	64	64	No	0		
5617 Memorial Blvd	***1***	***68***	***68***	***Yes***	***1***	***Yes***	***Yes***
104 Natchez Ln (Rec 5)	1	62	62	No	0		
108 Natchez Ln	1	56	56	No	0		
5704-5712 Mohican Ln	3	63	63	No	0		
5808 Memorial Blvd	***1***	***68***	***68***	***Yes***	***1***	***Yes***	***Yes***
110 Har Town	1	59	59	No	0		
6008 Hwy 126	***1***	***69***	***69***	***Yes***	***1***	***Yes***	***Yes***
5983 Hwy 126	1	62	62	No	0		
5971-5963 Hwy 126	***2***	***66***	***66***	***Yes***	***2***	***Yes***	***No***
5964 Hwy 126	***1***	***70***	***70***	***Yes***	***1***	***Yes***	***Yes***
5951-5939 Hwy 126	***2***	***65***	***65***	***Yes***	***2***	***Yes***	***No***
5933 Hwy 126	1	62	62	No	0		
5900 Hwy 126	1	55	55	No	0		
5891 Hwy 126	1	65	65	No	0		
5937 Cochice Trail	***1***	***65***	***65***	***Yes***	***1***	***No***	***Yes***
5614 Hwy 126	***1***	***66***	***66***	***Yes***	***1***	***Yes***	***Yes***
5593 Hwy 126	1	59	59	No	0		
5565 Hwy 126	1	65	65	No	0		
5502 Hwy 126	1	57	57	No	0		
5485 Hwy 126	1	62	62	No	0		
5468 Hwy 126	***1***	***70***	***70***	***Yes***	***1***	***Yes***	***Yes***
5442 Hwy 126	1	61	61	No	0		
220 Gravel Top	1	62	62	No	0		
199 Gravel Top	1	57	58	No	0		
151 Gravel Top	1	60	60	No	0		
141 Gravel Top	1	61	61	No	0		
129 Gravel Top	1	64	64	No	0		
117 Gravel Top	***1***	***67***	***67***	***Yes***	***1***	***No***	***Yes***
5240 Hwy 126	***1***	***66***	***66***	***Yes***	***1***	***Yes***	***Yes***
5232 Hwy 126	1	65	65	No	0		
5222 Hwy 126	***1***	***67***	***67***	***Yes***	***1***	***Yes***	***Yes***
5204 Hwy 126	1	63	63	No	0		
5121 Hwy 126	***1***	***68***	***68***	***Yes***	***1***	***Yes***	***Yes***
				Impacted Residences	***35***		
			Impacted Residences with Direct Access to SR 126		***29***		

Project: SR 126 Improvements, Sullivan County
Scenario: Design Year 2033 Build Alternative B
Background Sound Level (dBA): 45

Receiver	Number of Residences	Design Hour Leq (dBA) Without Background	With Background	Impacted?	Impacted Residences	Access to SR 126?	Isolated Impact?
3209 Memorial Blvd	1	62	62	No	0		
3213 Memorial Blvd (Rec 01)	1	64	64	No	0		
3225 Memorial Blvd	1	63	63	No	0		
3233 Memorial Blvd	1	63	63	No	0		
3237 Memorial Blvd	1	64	64	No	0		
3305 Memorial Blvd	1	63	63	No	0		
3309 Memorial Blvd	1	63	63	No	0		
1628 Woodside Dr	1	56	56	No	0		
3501 Memorial Blvd	1	57	57	No	0		
3505 Memorial Blvd	1	59	59	No	0		
3513 Memorial Blvd	1	63	63	No	0		
3517 Memorial Blvd	***1***	***66***	***66***	***Yes***	***1***	***Yes***	***Yes***
3521 Memorial Blvd	1	58	58	No	0		
3505 Lynnbrook	1	59	59	No	0		
3524 Lynnbrook	1	59	59	No	0		
3600 Memorial Blvd	1	63	63	No	0		
3604 Memorial Blvd	1	63	63	No	0		
3608 Memorial Blvd	1	63	63	No	0		
3612 Memorial Blvd	1	64	64	No	0		
3613 Memorial Blvd	1	59	59	No	0		
3616 Memorial Blvd	1	65	65	No	0		
3621 Memorial Blvd	1	61	61	No	0		
3624 Memorial Blvd	1	63	63	No	0		
3632 Memorial Blvd	1	63	63	No	0		
Nursing Home	1	58	58	No	0		
3701 Memorial Blvd (Rec 3)	***1***	***66***	***66***	***Yes***	***1***	***No***	***Yes***
3714-3814 Memorial Blvd	1	63	63	No	0		
3855 Memorial Blvd	***1***	***68***	***68***	***Yes***	***1***	***Yes***	***Yes***
3829 Hawthorne	1	64	64	No	0		
2037 Hawthorne	1	63	63	No	0		
2013 Hawthorne	1	56	57	No	0		
3812 Busbee	1	58	58	No	0		
3816 Busbee	1	57	57	No	0		
3829 Busbee	1	57	57	No	0		
3830 Bonita	1	62	62	No	0		
3901 Bond	1	62	62	No	0		
3903 Bond	1	59	59	No	0		
3905 Bond	1	60	60	No	0		
3909 Bond	1	58	58	No	0		
3913 Bond	1	58	58	No	0		
3915-3923 Bond	5	59	59	No	0		
3970-3974 Memorial Blvd	***2***	***70***	***70***	***Yes***	***2***	***Yes***	***Yes***
3991 Memorial Blvd (1)	1	58	58	No	0		
3991 Memorial Blvd (2)	1	61	61	No	0		
3992-3996 Memorial Blvd (Rec 24)	***4***	***68***	***68***	***Yes***	***4***	***Yes***	***No***
4200 Skyland Rd	1	55	56	No	0		
4204 Skyland Rd	1	62	62	No	0		
4209-4213 Skyland Rd	2	54	54	No	0		
4217-4221 Skyland Rd	2	49	50	No	0		
4225-4229 Skyland Rd	2	52	53	No	0		
4228 Skyland Rd	1	58	59	No	0		
4235 Skyland Rd	1	48	50	No	0		
4239 Skyland Rd	1	50	52	No	0		
2313 Amy Ave	1	51	52	No	0		
4308-4320 Trinity Ln	2	51	52	No	0		

Project: SR 126 Improvements, Sullivan County
Scenario: Design Year 2033 Build Alternative B
Background Sound Level (dBA): 45

Receiver	Number of Residences	Design Hour Leq (dBA) Without Background	With Background	Impacted?	Impacted Residences	Access to SR 126?	Isolated Impact?
4321 Trinity Ln (Rec 23)	1	65	65	No	0		
4311 Memorial	1	57	57	No	0		
4503 Tanglewood	1	51	52	No	0		
4507 Tanglewood	1	60	60	No	0		
4515 Tanglewood	1	56	57	No	0		
4408 Green Springs	1	50	51	No	0		
4409 Green Springs	1	51	52	No	0		
4411 Green Springs	1	49	51	No	0		
4501 Stagecoach Rd	1	49	51	No	0		
4505 Stagecoach Rd	1	52	52	No	0		
4509 Stagecoach Rd	1	53	53	No	0		
400 Briarwood	1	50	51	No	0		
4500 Old Stage (Rec 22)	1	63	63	No	0		
4501 Old Stage	1	62	62	No	0		
4505 Old Stage	1	58	59	No	0		
4507-4507.5 Old Stage	2	56	56	No	0		
4509-4513 Old Stage	2	56	56	No	0		
4517 Old Stage	1	54	54	No	0		
4525-4533 Old Stage	2	48	50	No	0		
4537-4541 Old Stage (Rec 7)	2	50	52	No	0		
4547-4553 Old Stage	2	46	48	No	0		
4575-4583 Old Stage	3	44	47	No	0		
4609 Old Stage (Rec 8)	1	48	50	No	0		
4621-4637 Old Stage	4	48	50	No	0		
4360 Harbor Cir	1	48	50	No	0		
4701 Memorial Blvd (Rec 21)	1	57	57	No	0		
4713 Memorial Blvd	1	51	52	No	0		
105-109 Hobbes St (Rec 20)	1	54	54	No	0		
108-102 Holiday Hills	3	53	54	No	0		
109 Schuler	1	57	57	No	0		
108 Schuler	1	56	56	No	0		
Cem Building	0	55	55	No	0		
6290 Chestnut Ridge (Rec 10)	1	64	64	No	0		
5000 Memorial Blvd	1	53	54	No	0		
5016 Memorial Blvd	1	63	63	No	0		
5021 Memorial Blvd	1	63	63	No	0		
5040 Memorial Blvd (1)	***1***	***67***	***67***	***Yes***	***1***	***Yes***	***Yes***
5040 Memorial Blvd (2)	1	60	61	No	0		
5053 Memorial Blvd	***1***	***69***	***69***	***Yes***	***1***	***Yes***	***Yes***
217-227 Sunbury	2	56	56	No	0		
105 Fisher	1	54	55	No	0		
108 Birdwell Heights	***1***	***70***	***70***	***Yes***	***1***	***Yes***	***No***
5104 Woods Way	1	62	62	No	0		
143 Island Dr (Rec 11)	1	59	60	No	0		
5227 Memorial Blvd	1	65	65	No	0		
5006 Country Dr	1	54	54	No	0		
5315 Memorial Blvd	***1***	***68***	***68***	***Yes***	***1***	***Yes***	***Yes***
5320 Memorial Blvd	1	65	65	No	0		
5352 Memorial Blvd	***1***	***66***	***66***	***Yes***	***1***	***Yes***	***Yes***
5340 Memorial Blvd (Rec 17)	6	60	60	No	0		
5341 Memorial Blvd	***1***	***68***	***68***	***Yes***	***1***	***Yes***	***Yes***
5372 Memorial Blvd	***1***	***66***	***66***	***Yes***	***1***	***Yes***	***Yes***
210-226 Old Fall Creek Rd (Rec 12)	3	59	59	No	0		
5400 Memorial Blvd	1	65	65	No	0		
5402 Memorial Blvd	1	64	64	No	0		

Project: SR 126 Improvements, Sullivan County
Scenario: Design Year 2033 Build Alternative B
Background Sound Level (dBA): 45

Receiver	Number of Residences	Design Hour Leq (dBA) Without Background	With Background	Impacted?	Impacted Residences	Access to SR 126?	Isolated Impact?
5404 Memorial Blvd	1	64	64	No	0		
100 Santana	***1***	***66***	***66***	***Yes***	***1***	***No***	***Yes***
121 Hill	1	57	57	No	0		
100 Huron Cir	1	56	57	No	0		
5607 Memorial Blvd	1	64	64	No	0		
5617 Memorial Blvd	***1***	***69***	***69***	***Yes***	***1***	***Yes***	***Yes***
104 Natchez Ln (Rec 5)	1	61	61	No	0		
108 Natchez Ln	1	56	57	No	0		
5704-5712 Mohican Ln	3	60	60	No	0		
5808 Memorial Blvd	1	65	65	No	0		
110 Har Town	1	60	60	No	0		
6008 Hwy 126	***1***	***67***	***67***	***Yes***	***1***	***Yes***	***Yes***
5983 Hwy 126	1	63	63	No	0		
5971-5963 Hwy 126	***2***	***67***	***67***	***Yes***	***2***	***Yes***	***No***
5964 Hwy 126	***1***	***68***	***68***	***Yes***	***1***	***Yes***	***Yes***
5951-5939 Hwy 126	***2***	***66***	***66***	***Yes***	***2***	***Yes***	***No***
5933 Hwy 126	1	62	62	No	0		
5900 Hwy 126	1	55	55	No	0		
5891 Hwy 126	1	65	65	No	0		
5937 Cochice Trail	***1***	***65***	***65***	***Yes***	***1***	***No***	***Yes***
5614 Hwy 126	***1***	***66***	***66***	***Yes***	***1***	***Yes***	***Yes***
5593 Hwy 126	1	59	59	No	0		
5565 Hwy 126	1	65	65	No	0		
5502 Hwy 126	1	57	57	No	0		
5485 Hwy 126	1	62	62	No	0		
5442 Hwy 126	1	61	61	No	0		
220 Gravel Top	1	62	62	No	0		
199 Gravel Top	1	57	58	No	0		
151 Gravel Top	1	60	60	No	0		
141 Gravel Top	1	62	62	No	0		
129 Gravel Top	1	64	64	No	0		
117 Gravel Top	***1***	***67***	***67***	***Yes***	***1***	***No***	***Yes***
5240 Hwy 126	***1***	***66***	***66***	***Yes***	***1***	***Yes***	***Yes***
5232 Hwy 126	1	65	65	No	0		
5222 Hwy 126	***1***	***67***	***67***	***Yes***	***1***	***Yes***	***Yes***
5204 Hwy 126	1	63	63	No	0		
5121 Hwy 126	***1***	***67***	***67***	***Yes***	***1***	***Yes***	***Yes***
3820 Memorial	***3***	***68***	***68***	***Yes***	***3***	***Yes***	***No***
109 Holiday Hills	1	55	55	No	0		
4801 Memorial Blvd	***1***	***61***	***61***	***No***	***0***	***Yes***	***Yes***
Apts. on Memorial Blvd	4	65	65	No	0		
Memorial Blvd Duplex	2	64	64	No	0		
Apts. on Memorial Blvd(2)	6	65	65	No	0		
5100 Memorial Blvd	***1***	***67***	***67***	***Yes***	***1***	***Yes***	***No***
5104 Memorial Blvd	***1***	***67***	***67***	***Yes***	***1***	***Yes***	***No***
5108-5116 Memorial Blvd	***3***	***67***	***67***	***Yes***	***3***	***Yes***	***No***
5332 Memorial Blvd	***1***	***67***	***67***	***Yes***	***1***	***Yes***	***Yes***
5360-5368 Memorial Blvd	***3***	***66***	***66***	***Yes***	***3***	***Yes***	***No***
101 Santana	***1***	***68***	***68***	***Yes***	***1***	***Yes***	***Yes***
101 Cassidy	***1***	***68***	***68***	***Yes***	***1***	***No***	***Yes***
5219 Hwy 126	***1***	***68***	***68***	***Yes***	***1***	***Yes***	***Yes***
				Impacted Residences	***45***		
				Impacted Residences with Direct Access to SR 126	***40***		

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL DIVISION
505 DEADERICK STREET
SUITE 900, JAMES K. POLK BUILDING
NASHVILLE, TENNESSEE 37243-0349
615-741-3655

October 17, 2008

Mr. E. Patrick McIntyre
State Historic Preservation Office
Clover Bottom Mansion
2941 Lebanon Road
Nashville, TN 37243-0442

SUBJECT: Documentation of Effect for the proposed improvements to State Route 126 (Memorial Boulevard) from East Center Street to Interstate 81 in Kingsport, Sullivan County, Tennessee
Project #: 82085-0225-14 PIN#: 105467.00

Dear Mr. McIntyre:

In 2005, TDOT staff prepared an Architectural Assessment for the above-referenced project that identified one National Register listed property, Yancey's Tavern, and one National Register eligible property, the Shipley-Jarvis House. In a letter dated, March 22, 2005, the TN-SHPO concurred with TDOT's findings. Since 2005, TDOT officials have worked closely with local citizens through the Context Sensitive Solutions process in order to find an alternative that alleviates traffic issues along State Route 126 and that fits within the context of the area.

TDOT staff has prepared an effects assessment, enclosed, which addresses impacts to the two historic resources pursuant to regulations in 36 CFR 800. It is the opinion of TDOT, that the proposed project will have an adverse effect to the National Register listed Yancey's Tavern.

We look forward to your comments. Thank you for your help in this matter.

Sincerely,

Martha Carver

Martha Carver
Historic Preservation Manager

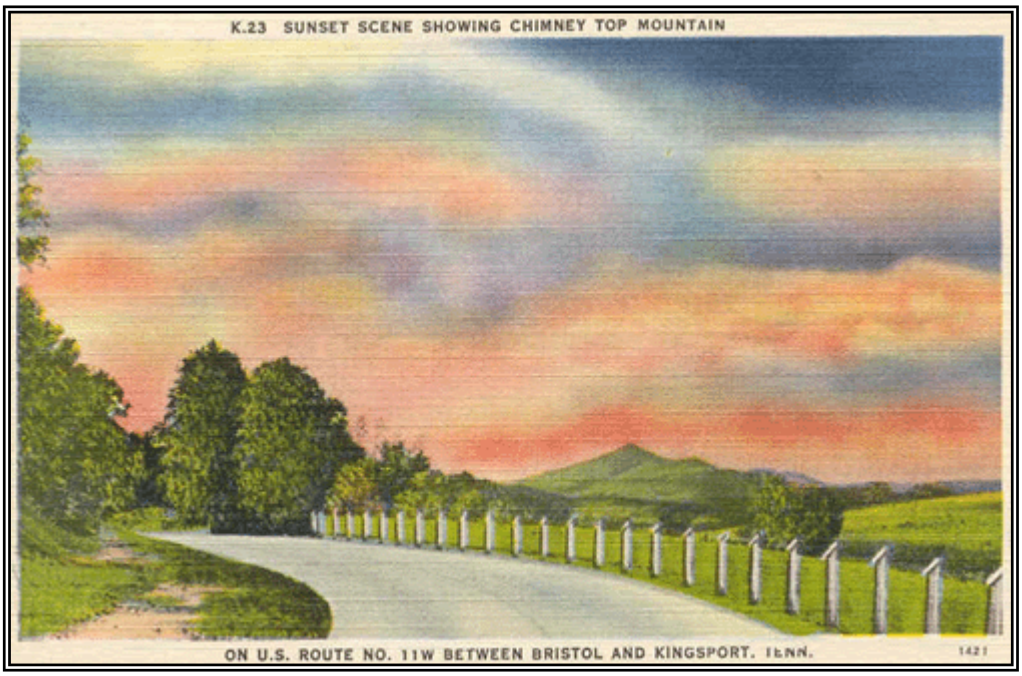
Enclosure
cc: Mr. Mwafaq Mohammed

TENNESSEE DEPARTMENT OF TRANSPORTATION

DOCUMENTATION OF EFFECT REPORT
PURSUANT TO 36 CFR 800

FOR
PROPOSED IMPROVEMENTS TO STATE ROUTE 126 (MEMORIAL BOULEVARD) FROM EAST CENTER STREET TO INTERSTATE 81

SULLIVAN COUNTY



September 2008

Prepared by
Tammy Sellers
Tennessee Department of Transportation
Environmental Division
Suite 900 James K. Polk Building
Nashville, TN 37243-0334
Phone: (615) 741-3655

DOCUMENTATION OF EFFECT REPORT
PURSUANT TO 36 CFR 800

PROPOSED IMPROVEMENTS TO
STATE ROUTE 126 (MEMORIAL BLVD.)
FROM EAST CENTER STREET TO I-81

SULLIVAN COUNTY

MANAGEMENT SUMMARY

The Tennessee Department of Transportation (TDOT) with funding made available through the Federal Highway Administration is proposing to improve State Route 126 (Memorial Boulevard) from East Center Street to Interstate 81 in Kingsport.

In 2004, TDOT historians surveyed the Area of Potential Effect and inventoried 96 properties. In a 2005 report, it was the opinion of TDOT that one property, Yancey's Tavern, is listed in the National Register of Historic Places and one additional property, the Shipley-Jarvis House, is eligible for listing in the National Register of Historic Places. In a letter dated, March 22, 2005, the TN-SHPO concurred with these findings. A copy of the TN-SHPO letter is included in Appendix F.

The proposed project is a pilot project for TDOT to illustrate the Context Sensitive Solutions (CSS) process. In 2004, TDOT assembled a multi-disciplinary team of stakeholders that included local government officials, residents living along State Route 126, and members of the motoring public that use State Route 126 regularly. As a result of this process, a consensus of the stakeholders helped determine the type of roadway being proposed.

Pursuant to 36 CFR 800.5, TDOT assessed effects the proposed improvements would have on the two historic properties. In the opinion of TDOT, the proposed project would have an adverse effect to the National Register listed Yancey's Tavern and would have an effect that is not adverse to the National Register eligible Shipley-Jarvis House.

Additionally, it is the opinion of TDOT that there will be no Section 4(f) use of a historic property.

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B. National Register Criteria, 36 CFR 60.4
C. Criteria of Effect, 36 CFR 800.5
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DOCUMENTATION OF EFFECT REPORT
PURSUANT TO 36 CFR 800

PROPOSED IMPROVEMENTS TO
STATE ROUTE 126 (MEMORIAL BOULEVARD)
FROM EAST CENTER STREET TO I-81

SULLIVAN COUNTY

STATEMENT OF DETERMINATION

The Tennessee Department of Transportation (TDOT) with funding made available through the Federal Highway Administration (FHWA) is proposing to improve State Route 126 (Memorial Boulevard) from East Center Street to Interstate 81 in Kingsport.

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

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

Pursuant to 36 CFR 800.4 which requires TDOT and FHWA to identify historic resources near its proposed projects, in 2004, staff from TDOT surveyed the area of potential environmental impact for the proposed project in an effort to identify any National Register included or eligible properties. TDOT historians identified one property listed in the National Register of Historic Places: Yancey's Tavern. In

addition, TDOT historians identified one National Register eligible property: the Shipley-Jarvis House.

Pursuant to 36 CFR 800.5, TDOT assessed effects the proposed improvements would have on the two historic properties. In the opinion of TDOT, the proposed project would have an adverse effect to the National Register listed Yancey's Tavern and would have an effect that is not adverse to the National Register eligible Shipley-Jarvis House.

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

Figure 1: Project Location Map

State Route 126 from East Center Street to Interstate 81 in Kingsport

Sullivan County

Quad Maps: Kingsport 188 SE and Indian Springs 197 SW

PROJECT DESCRIPTION

The Tennessee Department of Transportation, with funding from the Federal Highway Administration, is proposing to improve State Route 126 (Memorial Boulevard) from East Center Street to Interstate 81 in Kingsport.

The CSS team met during a 21-month period and focused on a variety of design features/issues that could be recommended for the proposed improvements. In June of 2005, the Citizens Resource Team (CRT) recommended the following roadway cross-sections to TDOT Commissioner Nicely.

Consensus design recommendations include:

- Improve these sections to a four-lane median divided facility with curb, gutter and sidewalks
    - Section 1 West—East Center Street to Orebank Road
    - Section 1 East—Orebank Road to West of Hawthorne Street
    - Section 3 West—Harbor Chapel Road to east of Old Stage Road
- Improve this section to four travel lanes and a center turn lane with curb and gutter and sidewalks
    - Section 2—West of Hawthorne Street to Harbor Chapel Road
- Provide an improved two-lane roadway with paved shoulders, wide centerline, and rumble strips
    - Section 4 East—Harrtown Road to Cochise Trail

Majority design recommendations with minority objection statements include:

- Improve this section to a four-lane median divided facility with shoulders
    - Section 3 East—East of Old Stage Road to Cooks Valley Road
- Improve this section to provide two travel lanes and a center turn lane with curb, gutter and sidewalks
    - Section 4 West—Cooks Valley Road to Harrtown Road
- Provide an upgraded two-lane roadway with pave shoulders, wide centerline, and rumble strips
    - Section 5—Cochise Trail to Interstate 81

HWY 126 PROJECT LOCATION MAP

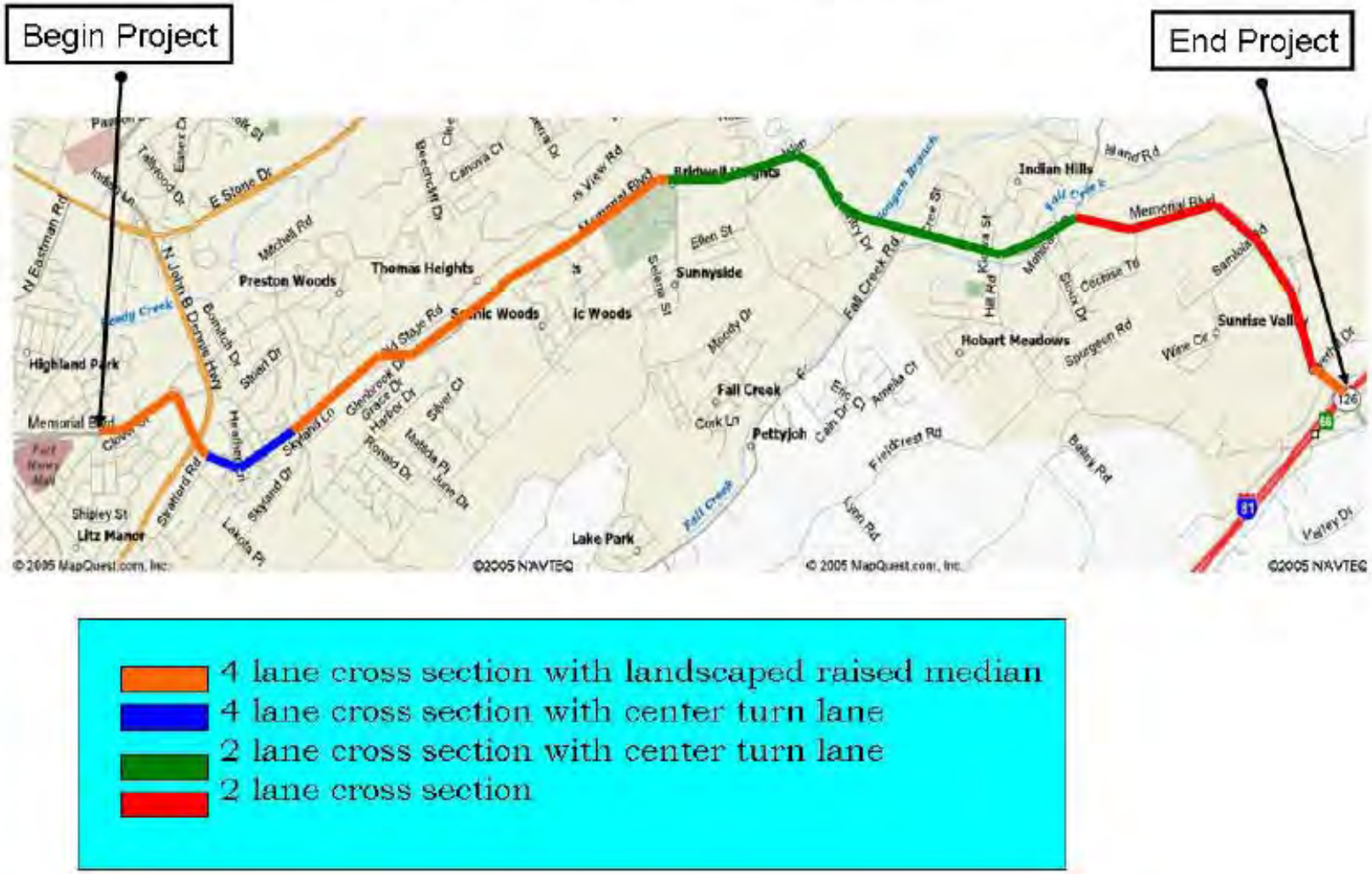


Figure 2: *Project Location Map showing the cross sections recommended by the CRT and accepted by TDOT*

PUBLIC PARTICIPATION

On November 19, 2003, TDOT mailed letters to the Sullivan County Mayor, Richard Venable and the Mayor of Kingsport. Jeanette Blazier, asking them to be participants in the historic review process as consulting parties. On December 10, 2003, Mayor Richard Venable responded and asked to be a consulting party. Mr. Venable is no longer the Sullivan County Mayor; however a copy of the report will be sent to the current mayor. Appendix F contains copies of this correspondence.

On November 19, 2003, TDOT mailed letters to nine groups or tribes representing Native American interests and asked them if they wished to participate in the historic review process as consulting parties (list below). To date, TDOT has not received any responses related to architectural resources. Appendix F contains a copy of the letter.

Mr. James Bird-THPO
Eastern Band of Cherokee Indians

Dr. Richard Allen
Research and Policy Analyst

Ms. Rena Duncan
Cultural Resources Director
Chickasaw Nation

Mr. Gregory E. Pyle
Choctaw Nation of Oklahoma

Mr. Tim Thompson;
Cultural Research Specialist
Muscogee (Creek) Nation

Mr. Emman Spain
Historic Preservation Specialist
Seminole Nation of Oklahoma

Mr. Archie Mouse, Chief
United Keetoowah Band of Cherokee

Mr. Charles D. Enyart
Eastern Shawnee Tribe Oklahoma

Ms. Carrie Wilson
Quapaw Tribe of Oklahoma

On March 16, 2005, TDOT mailed a copy of the Architectural Assessment to each of the owners of surveyed properties and local groups with historic interests. Listed below are the owners of properties that are either listed in or eligible for listing in the National Register. TDOT will mail a copy of the Documentation of Effect Report to the two property owners whose property is either listed in or eligible for listing in the National Register.

Jack and Shirley Jarvis
NRE Shipley-Jarvis House
3309 Memorial Blvd.
Kingsport, TN 37664

Rann Vaulx
NRL Yancey's Tavern
405 Wine Circle
Blountville, TN 37617

In the fall of 1986, the Environmental Planning Office of the Tennessee Department of Transportation prepared a list by counties of historic groups and other such

organizations which might be interested in proposed projects. This list was compiled using the following sources:

- the State Historic Preservation Office's list of current county historians,
- the State Historic Preservation Office's list of Historic Sites and Museums,
- the State Preservation Office's list of Historical Societies,
- the National Trust for Historic Preservation's list of member organizations in Tennessee, the American Association for State and Local History *Directory of Historical Societies and Agencies in the United States and Canada* (Twelfth Edition, 1982),
- interested State Review Board members, and
- a questionnaire mailed to each of Tennessee's ninety-five County Executives.

This list is regularly updated and refined. Organizations on this list will receive a copy of the Documentation of Effect Report.

Sam Stuffle
Sullivan County Historical Society
117 Stuffle Place
Kingsport, TN 37660

Ken Weems
CLG/Historic Commission
City of Kingsport
225 W. Center Street
Kingsport, TN 37660-4237

Dr. Tom Maher
Tennessee Valley Authority
Cultural Resources
400 West Summit Hill Drive
Knoxville, TN 37902

Dr. Dale Royalty
East Tennessee State University
Department of History
Box 70672
Johnson City, TN 37614-0672

Mr. Dennis Phillips
Mayor of Kingsport
225 Westt Center Street
Kingsport, TN 37660

Claudia Moody
Northeast Heritage Tourism Area
P. O. Box 375
Jonesborough, TN 37659

Steve M. Godsey
Sullivan County Mayor
3411 Highway 126, Suite 206
Blountville, TN 37617

Deborah Montanti
The Heritage Alliance of Northeast TN
& Southeast Virginia
212 East Sabin Drive
Jonesborough, TN 37659

Sheila Hunt
Sullivan County Historian
Dept of Archives & History
3425 Highway 126, Suite 100
Blountville, TN 37617

Environment and Land Use

The proposed project is located in Sullivan County in northeastern Tennessee. State Route 126 (Memorial Boulevard) is an east-west corridor that runs from Kingsport to Bristol in Sullivan County. The proposed 8.8 mile project runs from the city of Kingsport in a primarily urban residential section of the city to Interstate 81 in rural Sullivan County.

Sullivan County is located in the Unaka Mountain physiographic region of eastern Tennessee. With the area characterized by the rugged Unaka Mountains, early settlers were isolated from many of the changes sweeping across Tennessee. Natural resources in this physiographic region consist mainly of rock formations of granite, gneiss, slate, sandstone, and quartzite. In addition to geologic formations, the area is known for its natural beauty and plant life.[1]

The proposed project coincides with the goals of the Kingsport Metropolitan Planning Organization. Kingsport officials requested that TDOT perform studies to widen the road beginning in the early 1990s. The proposed project is located in a rapidly expanding section of Kingsport with each end of the project area characterized by urban use. The proposed project is likely to stimulate growth along State Route 126 (Memorial Boulevard), aiding the expansion of commercial industries and suburban residential development along the rural stretches of the roadway.

SURVEY METHODOLOGY

Pursuant to regulations set forth in 36 CFR 800 guidelines, TDOT historians field reviewed this project in April 2004. In October 2004, TDOT historians field reviewed this project with the National Register Coordinator of the TN-SHPO.

The purpose of this survey was to determine if any properties in the project impact area were either eligible for inclusion or are included in the National Register of Historic Places. A project's area of potential effects (APE) is defined in 36 CFR 800.16 (d) as

> the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

[1] Stanley J. Folmsbee, Robert E. Corlew, and Enoch L. Mitchell. *Tennessee: A Short History* (Knoxville: University of Tennessee Press, 1969), 6 and 7.

The proposed project is along State Route 126 from east Center Street in Kingsport to Interstate 81 in Sullivan County. The specific project location and description will be determined through the Context Sensitive Solutions (CSS) process where local government officials, residents, and other interested parties work with representatives from TDOT. Since TDOT historians are working in the early planning stages while the CSS process is taking place, TDOT historians surveyed a wide corridor that would most likely include any area potentially impacted by the final placement of the road. However, if the CSS process concludes with a road corridor that shifts the alignment significantly from the existing location, TDOT historians will review the proposed project location to ensure the APE included all historic properties that might be impacted by the project.

The project area is a mixed use area of commercial and residential buildings. The western end of the project is located within the city limits of Kingsport and has structures typical of twentieth-century urban areas. Suburban growth characterizes the project area near the city of Kingsport and is reflected in the types of buildings found outside urban areas. The eastern end of the project remains mainly rural with structures that reflect Sullivan County's rural agricultural past.

The area of potential effect for this project includes the following:

1. A corridor approximately 1,500 feet from the proposed centerline of the proposed alternatives. Limitations to this corridor would be topographic features such as a hills or ridges that are between the proposed project and other resources in the 3,000-foot wide study corridor;

2. Areas within the nearby viewshed of the proposed project;

3. Areas within the potential noise impact area (up to 500 feet from the proposed improvements); and

TDOT checked the survey records of the Tennessee State Historic Preservation Office (TN-SHPO) to determine if previous surveys had identified any historic properties in the area. A partial survey of Sullivan County has been performed by the Tennessee Historic Commission. Survey records indicated that one property in the general project area was listed in the National Register of Historic Places, Yancey's Tavern. The remainder of the project area had not been surveyed by the Tennessee Historical Commission. TDOT historians surveyed 96 properties in the general project area.

Two properties that are either eligible or listed in the National Register will be addressed in this Effects Assessment pursuant to 36 CFR 800.5. Yancey's Tavern was listed in the National Register in 1972 and the Shipley-Jarvis House was

determined National Register eligible during the field survey for the proposed State Route 126 improvements.

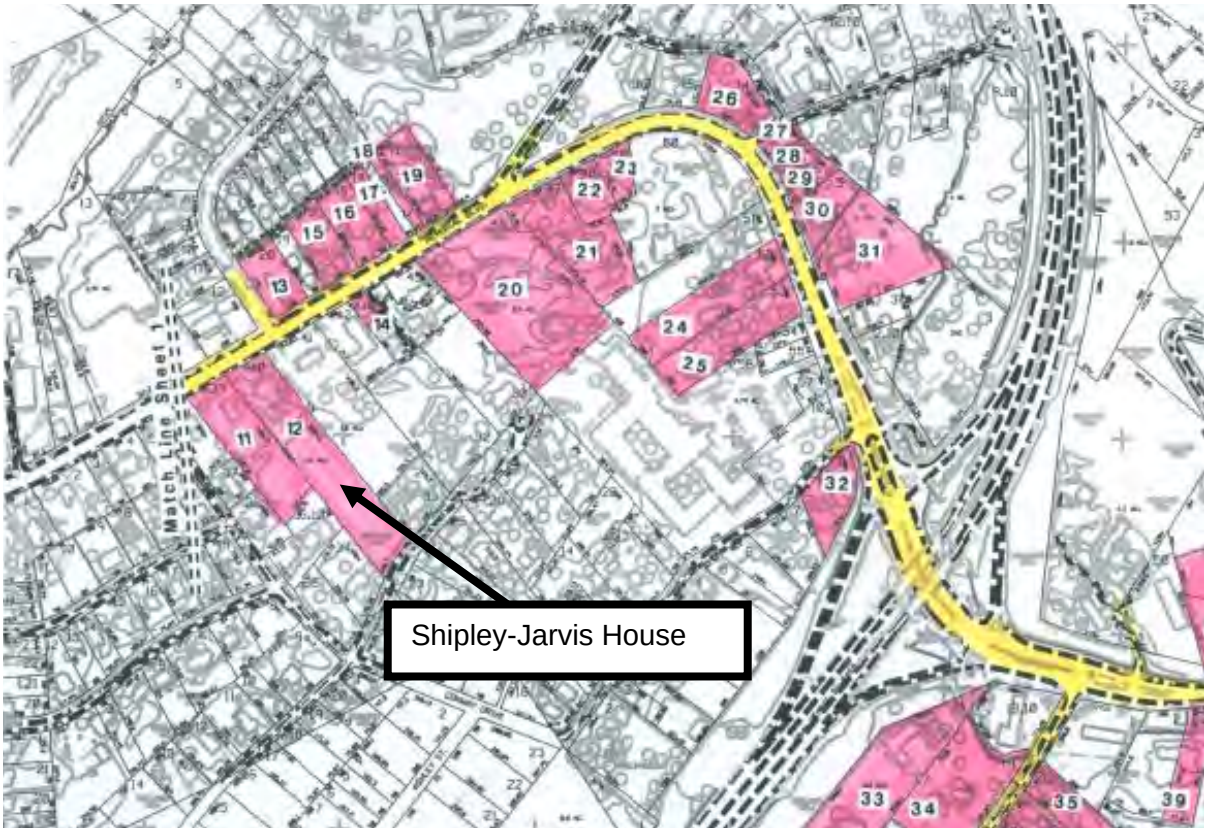
TDOT historians applied the Criteria of Effect as found in 36 CFR 800.5 (in compliance with Section 106 of the National Historic Preservation Act of 1966) to assess the impacts of the proposed improvements on the two National Register listed or eligible properties. It is the opinion of TDOT that the proposed improvements to State Route 126 would be an adverse visual impact to the National Register listed Yancey's Tavern. Additionally, it is TDOT's opinion that the proposed improvements would not adversely impact the National Register eligible Shipley-Jarvis House.

TDOT historians also evaluated the applicability of Section 4(f) pursuant to Section 4(f) requirements of the U.S. Department of Transportation Act of 1966. It is the opinion of TDOT that there will be no Section 4(f) involvement with a historic property.

Inventoried Properties

In 2005, TDOT historians submitted an architectural assessment to the TN-SHPO that identified one National Register listed property and one National Register eligible property in the area of potential effect for the proposed improvements to State Route 126. In a letter dated March 22, 2005, the TN-SHPO agreed with TDOT's findings for this project.

Both the National Register listed and National Register eligible properties are discussed in the following pages. The historical and architectural information was taken from the 2005 report and the assessment of effects is based on preliminary right-of-way plans provided to TDOT historians by a design consultant working with TDOT planners. A copy of the complete 2005 Architectural Assessment is on file with TDOT and the TN-SHPO. In addition, as discussed on page 5, TDOT mailed a copy of the Architectural Assessment to property owners and local historic groups in 2005.



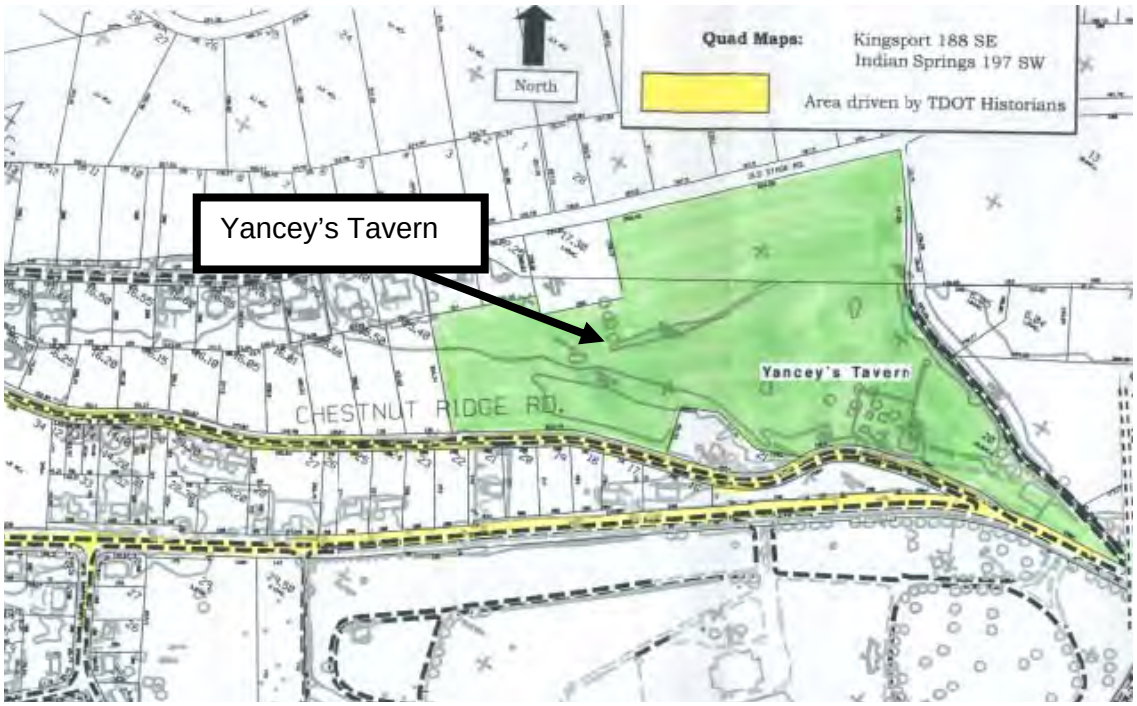


Figure 3: *Map of Inventoried Properties Discussed in the Effects Assessment*

Properties Listed in the National Register of Historic Places

Yancey's Tavern is located on the northern side of State Route 126 at the intersection of State Route 126 and Old Stage Road. In September 2004, Yancey's Tavern was sold at auction. [2]

Yancey's Tavern was listed in the National Register of Historic Places in 1972 under Criterion A for its significance in the early settlement of Sullivan County. The National Register nomination stated:

> Yancey's Tavern, built by 1782, was at one time, and remains so beneath its present covering, a double log house with a dogtrot. Handfired brick replaced the original stone chimneys and part of the stone foundation, probably sometime in the nineteenth century. More recently, brick was used to completely enclose the cellar area, although the framing of the door and window openings leading into the cellar are much earlier. Both front and back porches are later. The one-story back wing is not original to the house, although the fireplace with its simple mantel and crane suggests an early date. The placement of the back chimney also suggests the possibility that this area was once a small distance from the main structure and served as a kitchen. Window and door openings in the structure are not entirely original, but their location would pre-date the twentieth century.
>
> The interior of Yancey's Tavern is simple, with three plain but well-executed mantels on the first floor. Two second-story rooms are reached by separate stairways. On the upper floor, construction of the dogtrot is visible because this section of the house has not been finished for use.
>
> Miscellaneous frame outbuildings of varying dates surround the dwelling house. Most of the structures, including a barn, wash house, spring house, chicken house, and corncrib, date from the late nineteenth or early twentieth centuries. The frame granary with its shingle roof and stone foundation is considerably earlier.[3]

The nomination further stated:

> Yancey's Tavern was an important stop along the Island Road, the major artery in upper East Tennessee. As such, it figured prominently in the development of the area, attracting as its visitors such men as John Sevier

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[2] Clifford Jeffery, "Historic Yancey's Tavern Sold at Auction." *Kingsport Times-News*, 12 September 2004.

[3] Ellen Beasley, "Yancey's Tavern," *National Register of Historic Places Nomination*, 10 November 1972, On file with the Tennessee Historical Commission, Nashville, Tennessee.

and William Blount, and serving as headquarters for local business such as meetings of the Sullivan County court.

The Island Road predates Yancey's Tavern. Completed in September 1761, it was the first organized road to be built not only in Tennessee but also to the southwest, connecting Chilhowie, Virginia, to the Long Island of the Holston River. Although built for military purposes, it served as a route for settlers. Part of the Island Road later became known as the Great Stage Road.

Along the road in the Tennessee section were three forts, including Eaton's Fort. This fort was located on property which, by the early 1770s, was part of Amos Eaton's 'corn rights' lands. In 1779, Eaton sold a portion of his land near the fort to James Hollis, who in turn, sold 900 acres to John Yancey Sr., in 1782. It is not known if Yancey's purchase included a dwelling or if Yancey built the structure; however, within a short period, the tavern was in operation. Yancey's heirs maintained the property until the last half of the nineteenth century, when it changed ownership several times prior to being purchased in 1889 by John R. Spahr, whose descendents still own the place today.[4]

Figure 4: *Front elevation of the National Register listed Yancey's Tavern located on the Old Stage Road near the intersection with State Route 126. This photograph was taken in 2003. In September 2004, the area surrounding the historic property was broken into 16 tracts of land and sold at auction.*

[4] Ibid.

Figure 5: *Side elevation showing the exterior brick chimney that, according to the National Register nomination, replaced an earlier stone chimney.*

Figure 6: *Side elevation showing the Other brick chimney*

Figure 7: *Outbuildings associated with Yancey's Tavern*

Figure 8: *Barn near Yancey's Tavern adjacent to State Route 126*

National Register Boundary for Yancey's Tavern

In the early 1970s, the National Register program rarely required defined boundaries for historic properties. The National Register nomination for Yancey's Tavern was completed in 1972. The boundaries are defined as five acres. The following map shows the approximate 5 acre-National Register boundary recommended by the TN-SHPO.

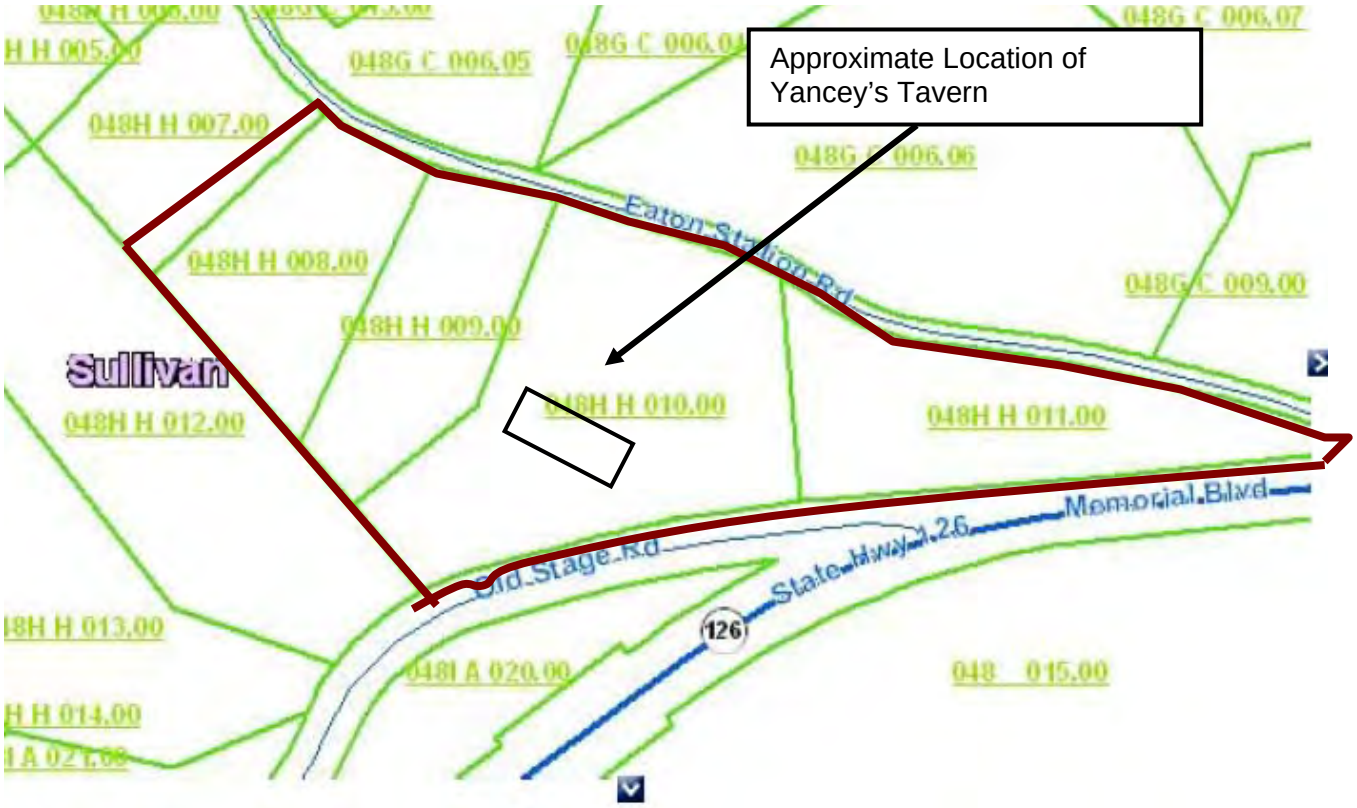

Figure 9: *Approximate 5 acre National Register Boundary for Yancey's Tavern is outlined in red*

Effects to Yancey's Tavern

TDOT is proposing to improve State Route 126 (Memorial Boulevard) from East Center Street to Interstate 81. According to preliminary plans, there will be a variety of cross-sections throughout the 8.8 mile project. However, the cross-section adjacent to the historic Yancey's Tavern will be a four-lane roadway with a median, curb, gutter, and sidewalks.

Figures 10 and 11 show the preliminary right-of-way plans adjacent to Yancey's Tavern.

Documentation of Effect

Pursuant to 36 CFR 800.5, TDOT applied the Criteria of Effect as found in 36 CFR 800.9 to the proposed roadway improvement project. It is the opinion of TDOT that the proposed project will have an effect that is adverse to Yancey's Tavern.

In the opinion of TDOT, there will not be Section 4(f) involvement with the historic property.

Section 106:

36CFR 800.5 (a) Apply Criteria of Adverse Effect

In consultation with the SHPO/THPO and any Indian tribe or Native Hawaiian organization that attaches religious and cultural significance to identified historic properties, the Agency Official shall apply the criteria of adverse effect to historic properties within the area of potential effects. The Agency Official shall consider any views concerning such effects, which have been provided by consulting parties and the public.

(a) (1) Criteria of Adverse Effect

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

(b) (2) Examples of Adverse Effects

An undertaking is considered to have an Adverse Effect when the effect on a historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects on historic properties include, but are not limited to:

(i). Physical destruction of or damage to all or part of the property;

The proposed project would widen the existing State Route 126 to include four travel lanes with a median, curb, gutter, and sidewalks. According to preliminary plans, the right-of-way will not go beyond the current alignment for Chestnut Ridge Road that runs adjacent to Yancey's Tavern. (Figures 10 & 11 show the preliminary

right-of-way plans.) No land will be taken from the approximate five-acre National Register Boundary. Therefore in the opinion of TDOT, the proposed project would not cause physical destruction or damage to all or part of the historic property.

(ii) Removal of the property from its historic location

The proposed project would not result in the removal of the property from its historic location.

(iii) Change of the character of the property's use or physical features within the property's setting that contribute to its historic significance;

The current alignment of State Route 126 is located to the south of Yancey's Tavern and is separated from the main roadway by land and Chestnut Ridge Road, a two-lane road. The proposed project includes a four-lane, median divided roadway with curb-and-gutter and sidewalks. In order to accommodate the four-lane roadway, the alignment will require right-of-way to be taken from the north side of the current alignment of State Route 126 up to the northern edge of exiting Chestnut Ridge Road. Additional right-of-way can not be taken from the southern side of the existing State Route 126 because of the terrain that includes a sizable drop-off on the southern side. The widening of the roadway on essentially existing alignment will put the historic Yancey's Tavern adjacent to State Route 126. Part of Yancey's Tavern's history is its close association with the main east-west thoroughfare in the area. Although the proposed State Route 126 is four-lane median divided roadway, its location adjacent to Yancey's Tavern is a continuation of the property's historic past that so closely linked its use to the road itself. Therefore in the opinion of TDOT, the proposed project would not change the character of the property's use that contributes to its historic significance.

(iv) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;

The current alignment of State Route 126 is located to the south of Yancey's Tavern and is separated from the main roadway by land and Chestnut Ridge Road, a two-lane road. The proposed project includes a four-lane, median divided roadway with curb-and-gutter and sidewalks. In order to accommodate the four-lane roadway, the alignment will require right-of-way to be taken from the north side of the current alignment of State Route 126 up to the northern edge of exiting Chestnut Ridge Road. Additional right-of-way can not be taken from the southern side of the existing State Route 126 because of the terrain that includes a sizable drop-off on the southern side. The widening of the roadway on essentially existing alignment will put the historic Yancey's Tavern adjacent to State Route 126. The proposed roadway, even with a median dividing the four traffic lanes, is essentially an urban roadway with a landscaped median, curb-and-gutter, and sidewalks. Although

Yancey's Tavern has been historically linked to the roadway, the proposed new State Route 126 will introduce a roadway that is out-of-scale with the historic setting. Therefore in the opinion of TDOT, the proposed roadway will introduce an adverse visual impact to the historic property.

(v) Neglect of a property which causes its deterioration, except where such neglect or deterioration are recognized qualities or a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

The property would not come under the jurisdiction of TDOT/FHWA during the course of the project and thus this does not apply.

Therefore, in the opinion of TDOT the proposed improvements will have an adverse effect to the National Register listed Yancey's Tavern.

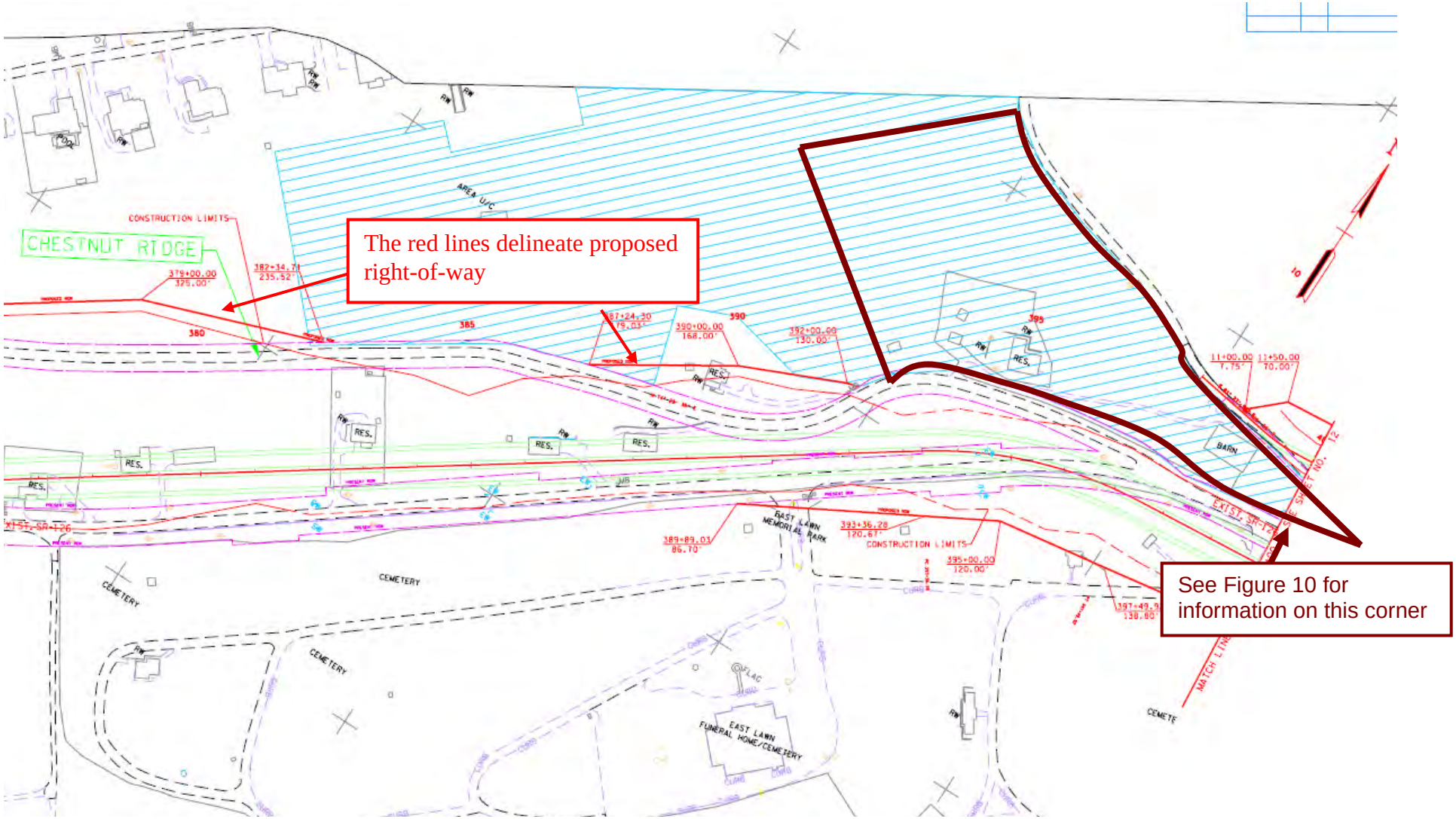

Figure 10: *Preliminary plans showing the approximate 5 acre National Register boundary for Yancey's Tavern*

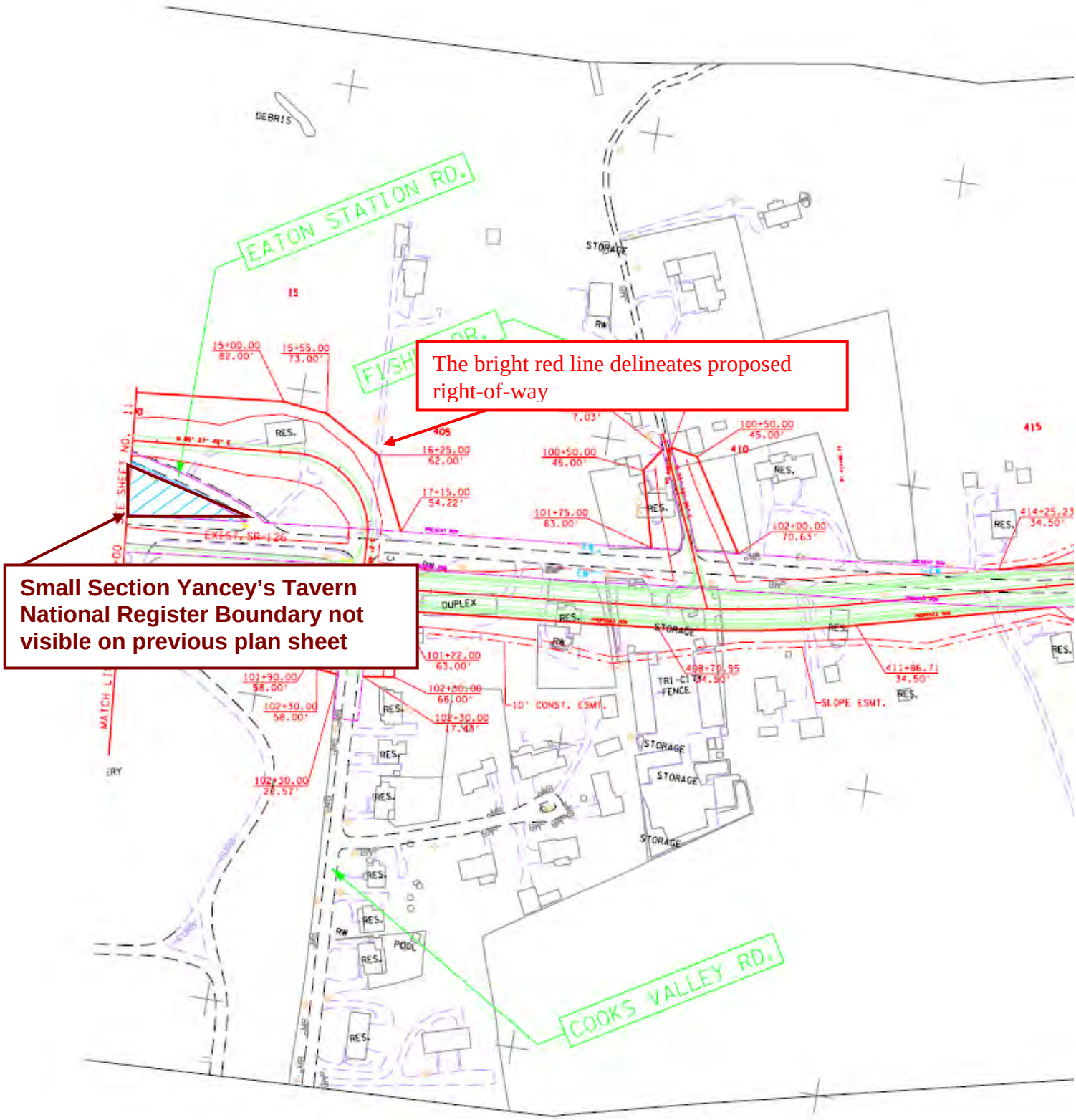

Figure 11: *Preliminary Plans showing the proposed alignment at Yancey's Tavern*

Applicability of Section 4(f)

Codified at 49 CFR 303, "Section 4(f)" refers to a section of the U.S. Department of Transportation Act (1966, as amended) that gives special consideration to the use of park and recreational lands, wildlife and waterfowl refuges, and historic sites by federally assisted transportation projects. To be considered "historic," a property must be either listed in the National Register of Historic Places or is determined eligible for such listing by the Keeper of the Register of the State Historic Preservation Officer, Section 4(f) applies only to those projects using federal funds from the U.S. Department of Transportation.

Federal laws state that the Secretary of the Department of Transportation may approve the use of land from a historic site only if:

1. there is no prudent or feasible alternative to using that land, and

2. the program or project includes all possible planning to minimize harm to the historic site resulting from the use (see Appendix D).

The Federal Highway Administration (FHWA) determines if the requirements of the Section 4(f) statute are met. The FHWA will approve the use of the Section 4(f) property only if the requirements are satisfied.

In the opinion of TDOT, there will not be a Section 4(f) use of a historic property.

National Register Eligible Property

Property # SL-12	Shipley-Jarvis House
Location/Address:	3309 Memorial Boulevard
Owner:	Jack and Shirley Jarvis

Located on the southern side of State Route 126 in a residential and commercial section of Kingsport, the Shipley-Jarvis House exemplifies the adaptation of nineteenth century dwellings to conform to twentieth century architectural tastes. The Shipley-Jarvis House is in excellent condition and is a good example of Colonial Revival architecture. On October 13, 2004, TDOT historians and the TN-SHPO field reviewed the proposed project and met with the property owners to see the interior of the house.

The Shipley-Jarvis House is situated on land allotted to Edmund Pendleton in a North Carolina land grant in 1750. In 1801, Pendleton sold his land grant to George Roller, Sr. for 300 pounds. In 1840, the heirs of George Roller sold a portion of the land to Enoch Shipley for $450.[5] In 1840, Enoch Shipley built the Shipley-Jarvis

[5] Muriel Spoden, *Historic Sites of Sullivan County* (Kingsport: Sullivan County Court, 1976), 76 and 77.

House, with Lucy Shipley, Enoch Shipley's wife, acting as the overseer of the project and directing slave laborers on the construction of the house. By the 1860s, the Shipley-Jarvis House had become a landmark on the Great Stage Road, with George Washington Shipley being known locally as "Brickhouse George."[6] Oral tradition indicates that the house was possibly used as a hospital during the Civil War, however these claims have not been substantiated. Conley and Emily Armstrong purchased the property, including approximately 4 acres of land, in 1935 and updated the exterior of the house to reflect Colonial Revival architectural trends of the 1930s. In 1977, Jack and Shirley Jarvis purchased the property and have maintained its 1935 Colonial Revival detailing.[7]

The 1935 alterations to the 1840 house included removing the front porch and replacing it with a small flat-roofed portico surrounding the front door, commonly found on examples of Colonial Revival architecture. Two rooms were added to the rear of the house on the second story; bathrooms were incorporated throughout the house; kitchen cabinets were replaced, and a sunroom was added to the western elevation. The interior of the house has changed little since the 1935 restoration, with the original plaster walls and 1935 kitchen cabinets still in use.[8]

The Colonial Revival style was popularized in the 1880s and became the dominant style for domestic buildings for the first half of the twentieth century. Early examples of Colonial Revival houses were free interpretations of housing during the Colonial period. By the early twentieth century, builders began producing details more closely related to the architecture of the Colonial period. Common characteristics among all variations included symmetrical facades with a central accentuated front door, double-hung sash windows, and an entry porch with slender support columns.[9]

Constructed of brick in a common bond pattern, the Shipley-Jarvis House is a two-story, side-gable dwelling with a rear ell with Colonial Revival detailing. The side-gable roof is covered in asphalt shingles with a brick cornice on the original portion of the house. Two exterior brick chimneys are located on the gable ends. The façade is symmetrical with a centrally located wooden cross-and-bible door with sidelights and a transom underneath a one-story flat-roofed portico supported by Doric columns. Two nine-over-six double-hung sash windows are located on the eastern and western side of the central portico. The second floor of the façade has

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[6] *Families and History of Sullivan County, Tennessee, Volume One, 1779-1992* (Kingsport: Holston Territory Genealogical Society, 1993), 584.

[7] Jack and Shirley Jarvis, TDOT Property Owner Information Sheet, on file with the Tennessee Department of Transportation, Nashville, Tennessee.

[8] Ibid.

[9] McAlester, *A Field Guide*, 321 and 322.

five nine-over-six double-hung sash windows. A concrete walkway lined with bricks extends to the front door from State Route 126.

The western elevation has a one-story shed roofed sunroom with banks of windows attached to the original two-story section of the house. The southern end of the second floor clearly indicates the 1935 two-room addition with bricks that differ from the original ones on the first floor. The brick pattern on the 1935 addition continues the common bond brick pattern found on the 1840 section with a row of header bricks on every seventh row; whereas the original section had header bricks on every sixth row. Two six-over-six windows are located on the second floor and one six-over-six window is on the first floor. The rear elevation has an exterior brick chimney on the gable end of the ell, four six-over-six windows, and a rear entry door. A patio extends behind the house and is covered with a one-story flat-roofed covering. The eastern elevation has a one-story flat-roofed addition on the southern end with a bay window and a small bank of windows.

One outbuilding is associated with the house. Located to the south of the house, the banked two-story building was originally used as a dairy for the property. In the 1930s, it was converted into a garage with an apartment on the second story. Two modern garage doors and an entry door are located on the northern elevation. The second floor has six-over-six double-hung sash windows underneath a side gable roof. The eastern elevation has a patio that extends into a rock garden located south of the house.

The interior of the house retains many of the original (1840s) elements including wooden floors, staircase railing, and mantles. Many of the 1930s elements remain intact including light fixtures, cabinets, and paneling.

The Shipley-Jarvis House is a good example of the evolution of architectural styles that blends earlier styles with modern features. Its architectural features continue to illustrate both mid-nineteenth century building methods and twentieth-century stylistic changes. Therefore in the opinion of TDOT, the Shipley-Jarvis House is eligible for listing in the National Register of Historic Places under Criterion C for its architectural style.

Figure 12: *Façade of the Shipley-Jarvis House*

Figure 13: *Western elevation of the Shipley-Jarvis House. The 1935 addition is indicated through the use of different colored brick*

Figure 14: *Eastern elevation of the Shipley Jarvis House*

Figure 15: *The original dairy that was turned into a garage in the 1930s is located south of the house*

Proposed National Register Boundaries

The Shipley-Jarvis House is currently located on approximately 1.60 acres. In the opinion of TDOT, the proposed National Register Boundary should be the parcel on which the house sits.

Figure 16: *Proposed National Register Boundary for the Shipley-Jarvis House*

Effects to the Shipley-Jarvis House

TDOT is proposing to improve State Route 126 (Memorial Boulevard) from East Center Street to Interstate 81. According to preliminary plans, there will be a variety of cross-sections throughout the 8.8 mile project. However, the cross-section adjacent to the historic Shipley-Jarvis House will be a four-lane roadway with a median, curb, gutter, and sidewalks. Currently, the roadway in front of the Shipley-Jarvis House is a four-lane urban facility with curb-and-gutter.

Figure 17 shows the current urban roadway adjacent to the historic house. Figure 18 shows the preliminary right-of-way plans adjacent to the Shipley-Jarvis House.

Documentation of Effect

Pursuant to 36 CFR 800.5, TDOT applied the Criteria of Effect as found in 36 CFR 800.9 to the proposed roadway improvement project. It is the opinion of TDOT that the proposed project will have an effect that is not adverse to the Shipley Jarvis

House. As a result, there will not be Section 4(f) involvement with the historic property.

Section 106:

36CFR 800.5 (a) Apply Criteria of Adverse Effect

In consultation with the SHPO/THPO and any Indian tribe or Native Hawaiian organization that attaches religious and cultural significance to identified historic properties, the Agency Official shall apply the criteria of adverse effect to historic properties within the area of potential effects. The Agency Official shall consider any views concerning such effects, which have been provided by consulting parties and the public.

(a) (1) Criteria of Adverse Effect

An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

(b) (2) Examples of Adverse Effects

An undertaking is considered to have an Adverse Effect when the effect on a historic property may diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects on historic properties include, but are not limited to:

(i). Physical destruction of or damage to all or part of the property;

The proposed project would add a median and sidewalk to the existing four-lane urban roadway. The right-of-way required for the addition of the median will be taken from the northern side of the existing State Route 126. No additional right-of-way will be taken from the southern side of the existing roadway. Therefore, in the opinion of TDOT, the proposed project would not cause physical destruction or damage to the National Register eligible Shipley-Jarvis House.

(ii) Removal of the property from its historic location

The proposed project would not result in the removal of the property from its historic location.

(iii) Change of the character of the property's use or physical features within the property's setting that contribute to its historic significance;

The Shipley-Jarvis House is currently located adjacent to a four-lane urban roadway. The setting surrounding the historic property consists of a variety of residential and commercial mixed-use properties. Several of the houses adjacent to the historic house have been converted into commercial use. The proposed project would replace the existing urban roadway with a more scenic four-lane roadway with a median, curb-and-gutter, and a sidewalk. The setting surrounding the Shipley-Jarvis will be improved by shifting two traffic lanes to the north, further away from the historic house and eliminating several modern, deteriorating commercial buildings currently located to the north of State Route 126. Therefore in the opinion of TDOT, the proposed project would not change the character of the property's setting that contributes to its historic significance.

Figure 17: *The current setting of State Route 126 adjacent to the Shipley-Jarvis House. The current four-lane urban roadway will be replaced with a four-lane roadway with a median, effectively removing two traveling lanes from near the historic property.*

(v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;

The Shipley-Jarvis House is currently located adjacent to a four-lane urban roadway. The setting surrounding the historic property consists of a variety of residential and commercial mixed-use properties. The proposed project would replace the existing roadway with a more scenic four-lane roadway with a median, curb-and-gutter, and a sidewalk. Efforts were made by the Citizen's Resource Team to incorporate aesthetic elements into the proposed project. One of which is the addition of a landscaped median to sections of the roadway. The setting

surrounding the Shipley-Jarvis will be improved by shifting two traffic lanes to the north, further away from the historic house, eliminating several modern, deteriorating commercial buildings currently located to the north of State Route 126, and by the addition of a landscaped median to the roadway. In the opinion of TDOT, the proposed project would not introduce visual, atmospheric, or audible elements that diminish the integrity of the historic property.

(v) Neglect of a property which causes its deterioration, except where such neglect or deterioration are recognized qualities or a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

The property would not come under the jurisdiction of TDOT/FHWA during the course of the project and thus this does not apply.

Therefore, in the opinion of TDOT the proposed improvements will have an effect that is not adverse to the National Register eligible Shipley-Jarvis House.

Applicability of Section 4(f)

Codified at 49 CFR 303, "Section 4(f)" refers to a section of the U.S. Department of Transportation Act (1966, as amended) that gives special consideration to the use of park and recreational lands, wildlife and waterfowl refuges, and historic sites by federally assisted transportation projects. To be considered "historic," a property must be either listed in the National Register of Historic Places or is determined eligible for such listing by the Keeper of the Register of the State Historic Preservation Officer, Section 4(f) applies only to those projects using federal funds from the U.S. Department of Transportation.

Federal laws state that the Secretary of the Department of Transportation may approve the use of land from a historic site only if:

1. there is no prudent or feasible alternative to using that land, and

2. the program or project includes all possible planning to minimize harm to the historic site resulting from the use (see Appendix D).

The Federal Highway Administration (FHWA) determines if the requirements of the Section 4(f) statute are met. The FHWA will approve the use of the Section 4(f) property only if the requirements are satisfied.

In the opinion of TDOT, there will not be a Section 4(f) use of the historic property.

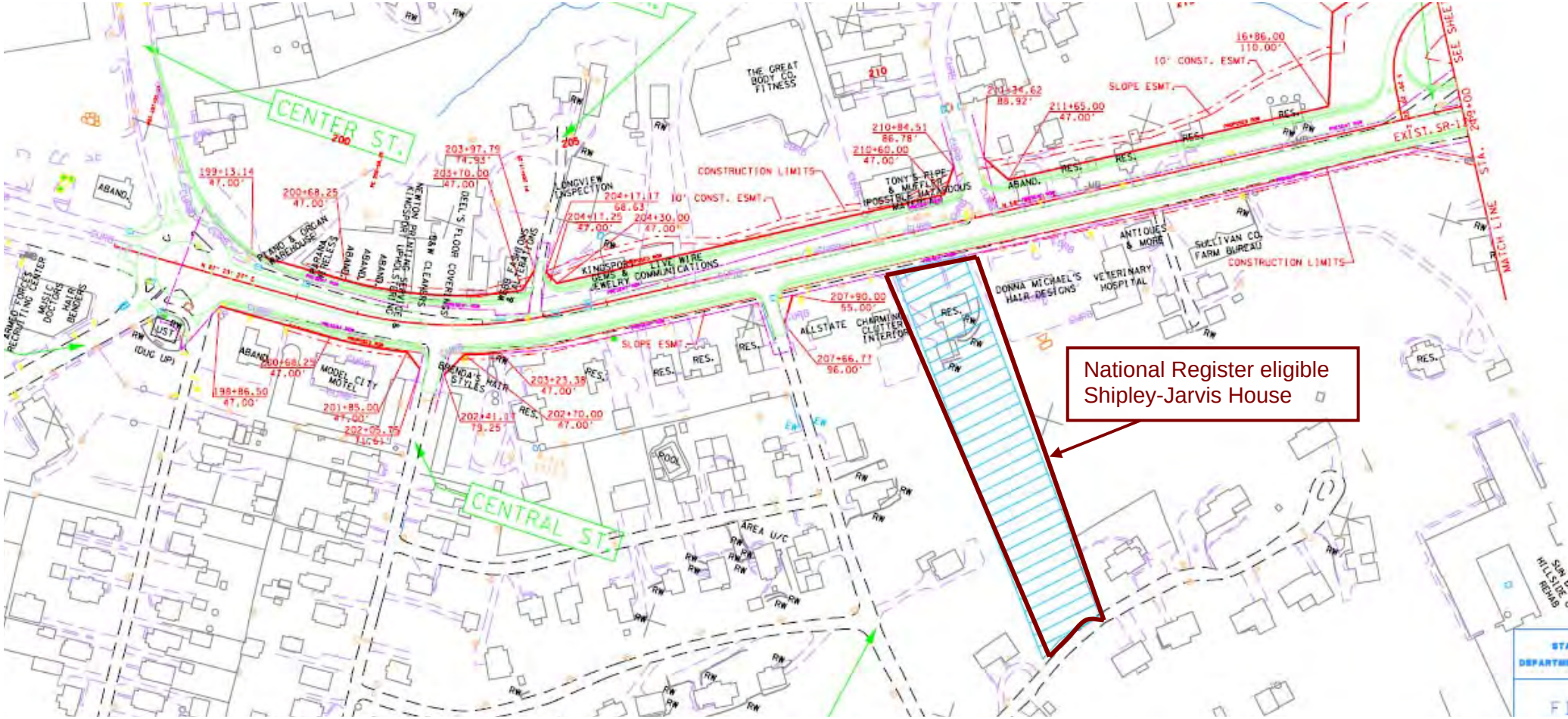

Figure 18: *Preliminary plans showing the project in relation to the Shipley-Jarvis House*

Conclusions

The Tennessee Department of Transportation (TDOT) with funding made available through the Federal Highway Administration (FHWA) is proposing to improve State Route 126 (Memorial Boulevard) from East Center Street to Interstate 81 in Kingsport.

In 2004, TDOT historians identified one National Register listed property: Yancey's Tavern and one National Register eligible property: the Shipley-Jarvis House. In a letter dated March 22, 2005, the TN-SHPO agreed with these findings.

The Documentation of Effect Report assessed the effects the proposed improvements, based on preliminary right-of-way plans, would have on the two historic properties. It is the opinion of TDOT that the proposed project would adversely impact the National Register listed Yancey's Tavern. Regarding the Shipley-Jarvis House, it is TDOT's opinion that the proposed project would have an effect that is not adverse to the historic house.

Pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, the proposed project would not constitute a Section 4(f) use of a historic property.

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Jarvis, Jack and Shirley. TDOT Property Owner Information Sheet, on file with the Tennessee Department of Transportation, Nashville, Tennessee.

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SECTION 106 REVIEW, NATIONAL HISTORIC PRESERVATION ACT OF 1966

Section 106 of the *National Historic Preservation Act* requires that Federal agencies consider what effects their actions and/or actions they may assist, permit, or license, may have on historic properties, and that they give *the Advisory Council on Historic Preservation (Council)* a "reasonable opportunity to comment" on such actions. The Council is an independent Federal agency. Its role in the review of actions under Section 106 is to encourage agencies to consider, and where feasible, adopt measures that will preserve historic properties that would otherwise be damaged or destroyed. The Council's regulations, entitled "Protection of Historic Properties" (36 CFR Part 800) govern the Section 106 process. The Council does not have the authority to require agencies to halt or abandon projects that will affect historic properties.

Section 106 applies to properties that have been listed in the *National Register of Historic Places (NRHP)*, properties that have been determined to be eligible for inclusion in the NRHP, and properties that may be eligible but have not yet been evaluated. If a property has not yet been nominated to the NRHP or determined eligible for inclusion, it is the responsibility of the Federal agency involved to ascertain its eligibility.

The Council's regulations are set forth in a process consisting of four basic steps which are as follows:

1. Initiate Section 106 Process: The Federal agency responsible for the action establishes the undertaking, determines whether the undertaking has the potential to affect historic properties (i.e., properties listed in or eligible for listing in the National Register of Historic Places), and identifies the appropriate State Historic Preservation Officer (SHPO) or Tribal Historic Preservation Officer (THPO). At this time, the agency plans to involve the public and identify other consulting parties.

2. Identify Historic Properties: If the agency's undertaking has the potential to affect historic properties, the agency determines the scope of appropriate identification efforts and proceeds to identify historic properties within the area of potential effects. Identification involves assessing the adequacy of existing survey data, inventories, and other information on the area's historic properties. This process may also include conducting further studies as necessary and consulting with the SHPO/THPO, consulting parties, local governments, and other interested parties. If properties are discovered that may be eligible for the National Register, but have not been listed or determined eligible for listing, the agency consults with the SHPO/THPO and, if needed, the Keeper of the National Register to determine the eligibility status of the property.

3. Assess Adverse Effects: The agency, in consultation with the SHPO/THPO, assesses the potential effects to historic properties affected by the undertaking. The agency at this time will determine that the action will have "no adverse effect" or an "adverse effect" on historic properties. Consulting parties and interested members of the public are informed of these findings.

   The regulations provide specific criteria for determining whether an action will have an effect, and whether that effect will be adverse. Generally, if the action may alter the characteristics that make a property eligible for the National Register, it is recognized that the undertaking will have an effect. If those alterations may be detrimental to the property's characteristics, including relevant qualities of the property's environment or use, the effects are recognized as "adverse."

4. Resolve Adverse Effects: The agency consults with the SHPO/THPO and others, including consulting parties and members of the public. The Council may choose to participate in consultation, particularly under circumstances where there are substantial impacts to historic properties, when a case presents important questions about interpretation, or if there is the potential for procedural problems. Consultation usually results in a Memorandum of Agreement (MOA).

If agreement cannot be reached, the agency, SHPO/THPO, or Council may terminate consultation. If the SHPO/THPO terminates consultation, the agency and the Council may conclude the MOA without SHPO/THPO involvement. If the SHPO/THPO terminates consultation and the undertaking is on or affecting historic properties on tribal lands, the Council must provide formal comments. The agency must request Council comments if no agreement can be reached.

ELIGIBILITY CRITERIA OF THE NATIONAL REGISTER OF HISTORIC PLACES AS SET FORTH AT 36 CFR 60.4

The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- CRITERION A. that are associated with events that have made a significant contribution to the broad patterns of our history (history); or
- CRITERION B. that are associated with the lives of persons significant in our past (person); or
- CRITERION C. that embody the distinctive characteristic of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that components may lack individual distinction (architecture); or
- CRITERION D. that have yielded, or may be likely to yield, information important in prehistory or history (archaeology).

Ordinarily, cemeteries; birthplaces or graves of historical figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; properties primarily commemorative in nature; and properties that have achieved significance within the past 50 years are not considered eligible for the National Register of Historic Places; however, such properties will qualify if they are integral parts of historic districts that do meet the criteria or if they fall within the following categories:

- EXCEPTION A. a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- EXCEPTION B. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- EXCEPTION C. a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or
- EXCEPTION D. a cemetery which derives its primary significance from graves or persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- EXCEPTION E. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- EXCEPTION F. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- EXCEPTION G. a property achieving significance within the past 50 years if it is of exceptional importance.

NATIONAL REGISTER OF HISTORIC PLACES

Summary Sheet Prepared by TDOT

What is the National Register of Historic Places? The National Register, maintained by the Keeper of the Register within the National Park Service, Department of Interior, is the nation's official list of districts, buildings, sites, structures, and objects significant in American history, architecture, archeology, engineering, and culture.

What are the benefits and restrictions of listing? In addition to honorific recognition, listing in the National Register results in the following benefits for historic properties:

- Section 106 provides for consideration of National Register listed or eligible properties in planning for Federal, federally licensed, and federally assisted projects;
- Eligibility for certain tax provisions for the certified rehabilitation of income-producing National Register structures such as commercial, industrial, or rental residential buildings;
- Consideration of historic values in the decision to issue a surface mining permit where coal is located in accordance with the Surface Mining Control Act of 1977; and
- Qualification of Federal grants for historic preservation, when funds are available.

Does National Register designation place any additional burdens or obligations on the property owner? Owners of private property listed in the National Register are free to maintain, manage, or dispose of their property as they choose, provided that no Federal moneys are involved.

How is a property nominated to the National Register? The first step is for the owner to contact the Tennessee State Historic Preservation Office (TN-SHPO), Clover Bottom Mansion, 2941 Lebanon Road, Nashville, TN 37243-0442; 615-532-1558. Ordinarily, private individuals (or paid consultants) prepare nomination forms. The TN-SHPO submits these nominations to a State Review Board, which meets three times a year. This body reviews the nominations and votes to recommend or deny National Register listing. If approved, the TN-SHPO submits the nomination to the Keeper of the Register in Washington, D.C. for consideration for listing. The Keeper's Office has 45 days to review the nomination, and its decision regarding National Register listing is final.

How long does the nomination process take? The process varies but typically takes between eight and twelve months.

CRITERIA OF ADVERSE EFFECT

Regulations codified at 36 CFR 800 require Federal agencies to assess their impacts to historic resources. The regulations provide specific criteria for determining whether an action will have an effect, and whether that effect will be adverse. These criteria are given below.

36 CFR 800.5 Assessment of Adverse Effects

(a) *Apply Criteria of Adverse Effect*. In consultation with the SHPO/THPO and any Indian tribe or Native Hawaiian organization that attaches religious and cultural significance to identified historic properties, the Agency Official shall apply the criteria of adverse effect to historic properties within the area of potential effects. The Agency Official shall consider any views concerning such effects which have been provided by consulting parties and the public.

(1) Criteria of adverse effect. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

(2) *Examples of adverse effects.* Adverse effects on historic properties include, but are not limited to:

(i) Physical destruction of or damage to all or part of the property;

(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access that is not consistent with the Secretary's Standards for the Treatment of Historic Properties and applicable guidelines;

(iii) Removal of the property from its historic location;

(iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;

(v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;

(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

(vii) Transfer, lease or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

SECTION 4(f), TDOT SUMMARY SHEET

WHAT IS SECTION 4 (f)? Codified at 49 CFR 303, "Section 4 (f)" refers to a section of the U.S. Department of Transportation Act which gives special consideration to the use of park and recreation lands, wildlife and waterfowl refuges, and historic sites by Federally assisted transportation projects. Section 4 (f) applies only to those projects using funds from the U.S. Department of Transportation. The law states:

(c) The Secretary may approve a transportation program or project (other than any project for a park road or parkway under section 204 of title 23) requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance, or land of an historic site of national, State, or local significance (as determined by the Federal, State, or local officials having jurisdiction over the park, area, refuge, or site) only if -

(1) there is no prudent or feasible alternative to using that land; and

(2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

WHAT IS THE SECTION 4 (f) PROCESS FOR HISTORIC PROPERTIES? To be considered "historic," a property must either be listed in the National Register of Historic Places or be determined eligible for such listing by the Keeper of the Register or the State Historic Preservation Officer (SHPO).

On any project, the primary objective is to develop a design that does not have Section 4(f) involvement. If such a design is not possible, then the Section 4 (f) documentation is prepared and circulated. Such documentation is circulated to all appropriate agencies or groups (consistent with the Section 106 process and the National Environmental Policy Act), and as applicable, to the U.S. Department of the Interior, Housing and Urban Development, and Agriculture. It is also circulated to the agency having authority over the Section 4 (f) property. For historic properties, such agencies are the SHPO and the Advisory Council on Historic Preservation (ACHP). After review of any comments received, the final Section 4(f) documentation is sent to the Federal Highway Administration (FHWA) which determines if the requirements of the Section 4(f) statute are met. If the requirements are satisfied, then the FHWA will approve the use of the Section 4 (f) property.

HOW ARE SECTION 4 (f) AND SECTION 106 RELATED? Section 106 is a provision of the National Historic Preservation Act of 1966, which requires all federal agencies to consider the effects of their projects on historic properties and to provide the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on those effects. The ACHP has promulgated regulations at 36 CFR 800 that describe the procedures that agencies must follow in order to comply with Section 106. Many of the Section 106 documentation requirements overlap the Section 4 (f) documentation requirements for historic properties. For this reason, for projects having a 4(f) use of a historic site, the documentation for Section 106 and Section 4 (f) is usually combined into one document and circulated to the appropriate groups described above. The consent of neither the SHPO nor the ACHP is necessary for FHWA to approve a Section 4 (f) use, but FHWA gives great consideration to comments from these agencies.

APPENDIX E

PUBLIC PARTICIPATION

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL DIVISION
505 DEADERICK STREET
SUITE 900, JAMES K. POLK BUILDING
NASHVILLE, TENNESSEE 37243-0349
615-741-3655

October 17, 2008

SUBJECT: Documentation of Effect for the proposed improvements to State Route 126 (Memorial Boulevard) from East Center Street to Interstate 81 in Kingsport, Sullivan County, Tennessee

To Whom it May Concern:

The Tennessee Department of Transportation (TDOT) in cooperation with the Federal Highway Administration is proposing to improve State Route 126 in Kingsport.

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. In 2005, TDOT staff prepared an Architectural Assessment for the above-referenced project that identified one National Register listed property, Yancey's Tavern, and one National Register eligible property, the Shipley-Jarvis House. In a letter dated, March 22, 2005, the TN-SHPO concurred with TDOT's findings. Since 2005, TDOT officials have worked closely with local citizens through the Context Sensitive Solutions process in order to find an alternative that alleviates traffic issues along State Route 126 and that fits within the context of the area.

The enclosed report discusses TDOT's effects assessment. You are receiving this report because TDOT has identified you as a Sullivan County party or individual with historic preservation interests. The Advisory Council on Historic Preservation Regulations specify that members of the public with interests in an undertaking and its effects on historic properties should be given reasonable opportunity to have an active role in the Section 106 process. As such, TDOT would like to give you the opportunity to participate in that process. If you feel that commenting on such projects is outside the interests of your organization, please notify me and I will remove your name from our list.

If you have any comments on historic issues related to this project, please write me. Federal regulations provide that you have thirty days to respond from the receipt of this letter.

Sincerely,

Tammy Sellers

Tammy Sellers, Historic Preservation Supervisor

Enclosure
cc: Mr. Patrick McIntyre, TN-SHPO

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

GERALD F. NICELY
COMMISSIONER

PHIL BREDESEN
GOVERNOR

November 19, 2003

Mr. James Bird
Tribal Historic Preservation Officer
Eastern Band of Cherokee Indians
Qualla Boundary
P.O. Box 455
Cherokee, NC 28719

Sample Letter to Native Americans

SUBJECT: Section 106 Initial Coordination for Proposed Improvements to State Route 126 (Memorial Blvd) From E. Center St. in Kingsport to I-81, Sullivan County, Tennessee

Dear Mr. Bird:

The Tennessee Department of Transportation (TDOT) in cooperation with the Federal Highway Administration is in the planning stages of evaluating the above-referenced project for possible implementation. The location of the proposed project is shown on the enclosed map.

The 2001 Advisory Council on Historic Preservation regulations, 36 CFR 800, stipulate that Indian tribes that attach religious and cultural significance to properties that may be affected by an undertaking be invited to participate in the project review process as consulting parties. TDOT would like to invite you to participate as a consulting party for the proposed project. This letter is also TDOT's request for comments on the identification of properties in the project's area of potential effect that may be of religious and cultural significance to your tribe.

If you choose to participate as a consulting party on the above-referenced project, you will receive copies of cultural assessment reports that identify Native American related properties. You will also be invited to attend project-related meetings with FHWA, TDOT and the Tennessee State Historic Preservation Office (TN-SHPO), if any are held. We respectfully request written responses to project reports and other materials within thirty (30) days of receipt.

If you would like to participate as a consulting party, please respond to me via letter, telephone (615-741-5257), fax (615-741-1098) or E-mail (Gerald.Kline@state.tn.us). To facilitate our planning process, please respond within 30 days of receipt of this letter. If you do not respond, you will not receive reports related to this project unless you specifically request them at a later date. Thank you for your assistance.

Sincerely,

Gerald Kline

Gerald Kline
Transportation Specialist I
Archaeology Program Manager

Enclosure

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENTAL PLANNING AND PERMITS
SUITE 900, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-0334
(615) 741-3653

GERALD F. NICELY
COMMISSIONER

PHIL BREDESEN
GOVERNOR

November 19, 2003

Richard Venable, County Mayor
3411 Hwy 126, Ste 206
Blountville, TN 37617

Letter to Local Government Official

RE: Section 106 Initial Coordination for Proposed Improvements to State Route 126 (Memorial Blvd) From E. Center St. in Kingsport to I-81, Sullivan County, Tennessee

Dear Mr. Venable:

The Tennessee Department of Transportation (TDOT) in cooperation with the Federal Highway Administration is proposing to improve the above referenced project. Its location is shown on the enclosed map.

The 2001 Advisory Council on Historic Preservation regulations stipulate that TDOT invite local government representatives to participate in the historic review process as a consulting party. TDOT would like to invite you, as the local government official, to participate as a consulting party for the proposed project.

If you choose to participate as a consulting party, you will receive copies of TDOT's environmental reports and will be invited to attend project-related meetings between TDOT and the Tennessee State Historic Preservation Office (TN-SHPO), if any are held. As a consulting party, you should be prepared to attend any such meetings between TDOT and the TN-SHPO and provide a response to TDOT's reports in written form within 30 days upon receipt of the report. TDOT also wishes to seek your comments on the identification and evaluation of historic properties that the proposed project might impact.

If you would like to participate as a consulting party, please write to me at the above address. To facilitate our planning process, please respond within 30 days of receipt of this letter. Thank you for your assistance.

Sincerely,

Martha Carver

Martha Carver
Historic Preservation Program Manager

Enclosure
cc: Mr. Herbert Harper, TN-SHPO

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
OFFICE OF ENVIRONMENTAL PLANNING AND PERMITS
SUITE 900, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TENNESSEE 37243-0334
(615) 741-3653

GERALD F. NICELY
COMMISSIONER

PHIL BREDESEN
GOVERNOR

November 19, 2003

Letter to Local Government Official

Jeanette Blazier, Mayor
City of Kingsport
225 West Center Street
Kingsport, TN 37660

RE: Section 106 Initial Coordination for Proposed Improvements to State Route 126 (Memorial Blvd) From E. Center St. in Kingsport to I-81, Sullivan County, Tennessee

Dear Ms. Blazier:

The Tennessee Department of Transportation (TDOT) in cooperation with the Federal Highway Administration is proposing to improve the above referenced project. Its location is shown on the enclosed map.

The 2001 Advisory Council on Historic Preservation regulations stipulate that TDOT invite local government representatives to participate in the historic review process as a consulting party. TDOT would like to invite you, as the local government official, to participate as a consulting party for the proposed project.

If you choose to participate as a consulting party, you will receive copies of TDOT's environmental reports and will be invited to attend project-related meetings between TDOT and the Tennessee State Historic Preservation Office (TN-SHPO), if any are held. As a consulting party, you should be prepared to attend any such meetings between TDOT and the TN-SHPO and provide a response to TDOT's reports in written form within 30 days upon receipt of the report. TDOT also wishes to seek your comments on the identification and evaluation of historic properties that the proposed project might impact.

If you would like to participate as a consulting party, please write to me at the above address. To facilitate our planning process, please respond within 30 days of receipt of this letter. Thank you for your assistance.

Sincerely,

Martha Carver

Martha Carver
Historic Preservation Program Manager

Enclosure
cc: Mr. Herbert Harper, TN-SHPO

Sullivan County
Office of the County Executive

Richard S. Venable
County Executive

December 10, 2003

Ms. Martha Carver
T.D.O.T.
Environmental Planning & Permits
Suite 900. James Polk Bldg
505 Deaderick Street
Nashville, TN 37243-0334

RE: Improvements to S.R. 126, Sullivan County, Tennessee

Dear Ms. Carver:

Please include me on your list of consulting party contacts for the above referenced project.

Warmest regards,

Richard S. Venable

Richard S. Venable
Mayor of Sullivan County

RSV/alt

Sullivan County Courthouse • 3411 Highway 126, Suite 206 • Blountville, Tennessee 37617
423-323-6417 • Fax 423-279-2897 • sullcoex@sullivancounty.org

APPENDIX F

2005 TN-SHPO LETTER
FOR THE ARCHITECTURAL ASSESSMENT

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

March 22, 2005

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

RE: FHWA, ARCHITECTURAL SURVEY REPORT, SR-126/E, CENTER ST. TO I-81, KINGSPORT, SULLIVAN COUNTY

Dear Ms. Carver:

In response to your request, received on Thursday, March 17, 2005, we have reviewed the documents you submitted regarding your proposed undertaking. Our review of and comment on your proposed undertaking are among the requirements of Section 106 of the National Historic Preservation Act. This Act requires federal agencies or applicant for federal assistance to consult with the appropriate State Historic Preservation Office before they carry out their proposed undertakings. The Advisory Council on Historic Preservation has codified procedures for carrying out Section 106 review in 36 CFR 800. You may wish to familiarize yourself with these procedures (Federal Register, December 12, 2000, pages 77698-77739) if you are unsure about the Section 106 process.

Considering the information provided, we find that the area of potential effect contains one architectural resources eligible for listing in the National Register of Historic Places that may be affected by this undertaking, the Shipley-Jarvis House. We further find that the area of potential effect contains one architectural resources listed in the National Register of Historic Places that may be affected by this undertaking, Yancey's Tavern. You should notify interested persons and make the documentation associated with this finding available to the public.

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

This office appreciates your cooperation.

Sincerely,

Herbert L. Harper

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

HLH/jyg

Baseline Study

Phase I Site Assessment

of

UNDERGROUND STORAGE TANKS AND HAZARDOUS MATERIAL SITES

State Route 126

Memorial Boulevard from Center Street to I-81

Prepared for:

TDOT Go.

Tennessee Department of Transportation

Prepared by:

HMB PROFESSIONAL ENGINEERS, INC

3 HMB Circle
U.S. 460
Frankfort, Kentucky 40601

March 2008

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EXECUTIVE SUMMARY

A Phase I Environmental Site Assessment (ESA) investigation was conducted in accordance with the scope and limiting conditions set forth in the American Society for Testing and Materials (ASTM) practice 5127-05. Recognized environmental conditions (RECs) were identified for properties located in the approximate corridor of the proposed State Route (SR) 126 highway, also known as Memorial Boulevard, in Sullivan County Tennessee. The project would begin at East Center Street and travel eastward, approximately 8.8 miles, to its existing intersection with Interstate 81, which is east of Kingsport. The project would improve the existing SR 126 roadway and it would feature four and two-lane sections as appropriate.

The areas assessed in this Phase I ESA report result from a review of environmental regulatory records, historical research, interviews with land owners, and local and state officials from November 2007 to January 2008. ESA field observations were conducted in November 2007, and the area of study was a corridor 2,000 feet wide (1,000 feet in both directions from the center of the existing SR 126 roadway). Project plan maps have been provided, and they include limits of construction activities. The plans have been included in Appendix B.

The purpose of this ESA report is to determine the potential presence of aboveground storage tanks (ASTs), hazardous wastes or hazardous materials, solid and special wastes, areas that could pose a threat to human and natural environments, and areas that might potentially impact the SR 126 improvement project. The findings and conclusions of this report were used to determine the possibility that Phase II ESAs would be required if the project is constructed.

A state and federal database was conducted by FirstSearch Technology Corporation in July 2007. The report identified 111 properties and businesses with environmental records within the zip code of the project area. A total of 9 sites are located within the 1000 foot project corridor. A review of these records, an onsite field reconnaissance and literature searches were conducted on these sites and it was determined that 2 sites with minor environmental concerns were identified within the project area, and no sites that were not identified have recognized environmental conditions in relation to the project's alternative. No sites were identified as having high potential or medium potential for environmental impacts. Section 5.0, Findings and Conclusions, details the results of the investigation including the potential for environmental impacts associated with the project.

1.0 INTRODUCTION

This Phase I Environmental Assessment (ESA) and/or hazardous materials/UST baseline addresses in detail the environmental conditions that have been identified for properties that are associated with the proposal to construct an improved highway in Sullivan County, Tennessee. The improvements to State Route 126 (Memorial Boulevard) will include two-lane and four-lane segments as noted in Figure 1.1. The project distance is approximately 8.8 miles. The Tennessee Department of Transportation (TDOT) is administering the project. The Federal Highways Administration (FHWA) is designated as the lead federal agency.

1.1 Project Setting and Background

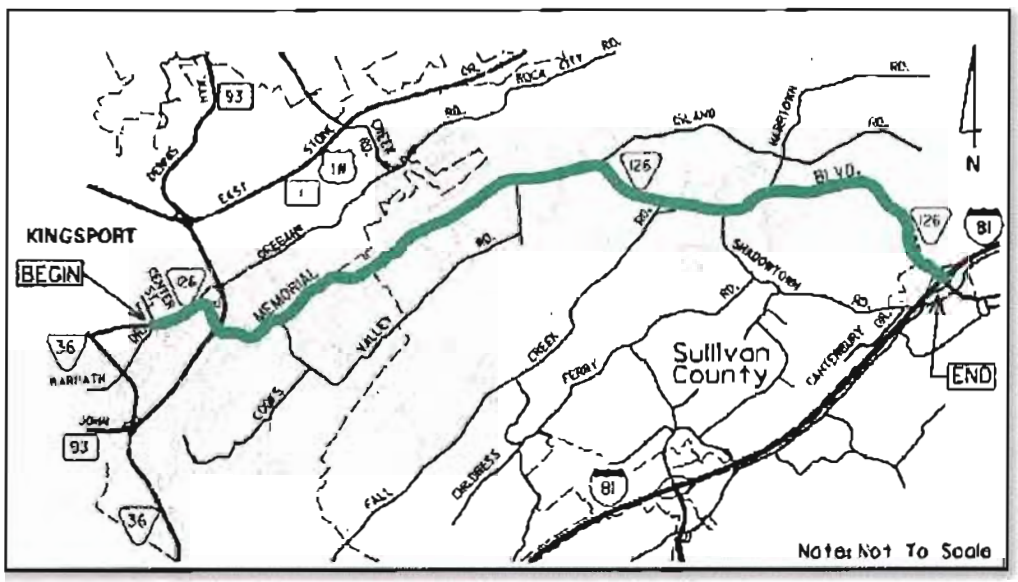
1.1.1 Description of the Study Corridor

The project study area is located in northeast Tennessee, on the eastern limits of Kingsport. The corridor begins in Kingsport at the East Center Street intersection with SR 126. It will travel eastward approximately 8.8 miles to the eastern terminus at Interstate 81. The study area is approximately 2000 feet wide, 1000 feet north and south of the existing centerline of SR 126.

SR 126 is currently classified as an urban minor arterial route which links the city of Kingsport to residential communities east of the city. These areas include Gunnings, Indian Springs, Cooks Valley, Bridwell Heights and Hillcrest. Reviews of aerial maps have indicated that growth has occurred in a steady rate for the past fifty years.

The initial western portion of SR 126 within this study area features a four-lane undivided highway. No turn lanes exist within this section between Center Street and the John B. Dennis Highway (SR 93). This portion of the project is approximately 0.5 miles in length. From the Dennis Highway Memorial Boulevard becomes a four-lane divided roadway for approximately 0.25 miles passing through two signalized intersections at the ramps of the Dennis Highway, then changing to a three-lane facility as it passes to the east on a steep incline. SR 126 becomes a two-lane road as it leaves the city limits of Kingsport for the next 5.75 miles until its final 0.2 mile section which returns to four-lanes as it approaches and merges with Interstate 81.

Figure 1.0 – State Route 126 (Memorial Boulevard) Project Corridor



1.1.2 Project Background

The needs for improvements to SR 126 have been identified in the City of Kingsport 1992 annual state legislative funding request. In addition, the Kingsport MPO requested an Advance Planning Report for Memorial Boulevard in 2003 based on recommendations made by the East Kingsport Comprehensive Land Use and Transportation Study.

In March 2003 a resolution by the Executive Board and Executive Staff of the Kingsport MPO passed a request for an APR for SR-126/Memorial Blvd. In April 2003, a letter drafted by the Mayor of Kingsport, along with a copy of the resolution, was sent to TDOT detailing the history of this project and the need to get something started. In May 2003, TDOT responded to the letter, acknowledging the effort and commitment of everyone involved and directing TDOT's resources to initiate the APR. Further commitment was made in September 2003 when SR-126/Memorial Blvd. was selected as Tennessee's first Context Sensitive Solutions (CSS) project. Context Sensitive Solutions is an approach that involves all stakeholders in developing a transportation facility that fits its physical setting.

The Context Sensitive Solutions Report (CSSR) was prepared and served to facilitate FHWA's NEPA decision making process. The CSSR documents the chronology of the process including early data that was collected and analyzed, recommendations developed during the planning phase and the early public involvement activities which have led to recommendations of a concept plan and recommendations to TDOT in 2005.

1.1.3 Project Need

The purpose for the project is to improve road safety, improve access management, provide modal interrelationship (need for safe pedestrian and bicycle mobility), improve substandard geometric deficiencies within the project area, and support a sustainable business climate by improving access from developing residential areas to existing commercial areas between Center Street in Kingsport and Interstate 81, approximately 8.8 miles to the east.

1.2 Objective of the Phase I Property Assessments

The Environmental Impact Study (EIS) will consist of a comprehensive evaluation of four factors – the environmental impacts, engineering feasibility, traffic analysis, and public input. Each of these factors will be considered in the selection process for a preferred alternative.

As part of the selection process, a Phase I Environmental Site Assessment (ESA) identifies properties that could have the potential to pose threats to the human and/or the natural environments. Along with other environmental conditions, the ESA will be reviewed for the most appropriate alternative. The objective of the Phase I ESA for SR 126 in Sullivan County is to determine the potential for the occurrences of hazardous materials at properties that could be acquired for the construction of a build alternative.

1.3 Statement of Qualifications and Limitations

The methodologies utilized in conducting this ESA are in accordance with the scope and limiting conditions set forth in the American Society for Testing and Materials (ASTM) practice 1527.

Information contained in this investigative report is based on: a record search of federal and appropriate state and local agencies; a historic use search of aerial photographs and maps; an in-field site reconnaissance; and, personal interviews with state and local officials. Information was gathered from ERS (Environmental FirstSearch, Inc.), U.S.G.S topographic maps, local and county road maps, as well as the Tennessee Geologic Survey. Information was also based on accessibility to the site, either by foot or a drive-by survey. Often site visibility was hampered by topography, fences, buildings, vegetative growth, or other structures.

The following considerations are beyond the scope of a Phase I Site Assessment and are not addressed in this investigation: lead-based paint issues, asbestos-containing materials, radon gas and lead in drinking water.

The findings of this investigation are based on Good Engineering Practice and Professional Judgment concerning the sources of information. Haworth, Meyer, & Boleyn Professional Engineers (HMB) does not warrant that each facility or adjoining land contains no hazardous waste, waste oil, USTs, or other latent conditions beyond that detected or observed during this study. The possibility always exists for contaminants to migrate onto or off a site through surface water, air, or groundwater. The ability to accurately address the environmental risk associated with transport in these media is beyond the scope of this project.

2.0 PHYSICAL CHARACTERISTICS OF THE PROJECT AREA

These sections present the physical characteristics of the project area in reference to topography, geology, agricultural soil associations, and hydrogeology. These data have been collected from available literature and observations made during field investigations.

2.1 Project Setting

The proposed project involves an area of Sullivan County from Kingsport at East Center Street and progresses eastward through the county approximately 8.8 miles until reaching Interstate 81.

2.1.1 Topography and Geology

The project area is situated in East Tennessee within the physiographic region. The area is comprised of Ordovician and Ordovician-Cambrian age limestone, dolomite, shale, chert, siltstone, sandstone and clay.

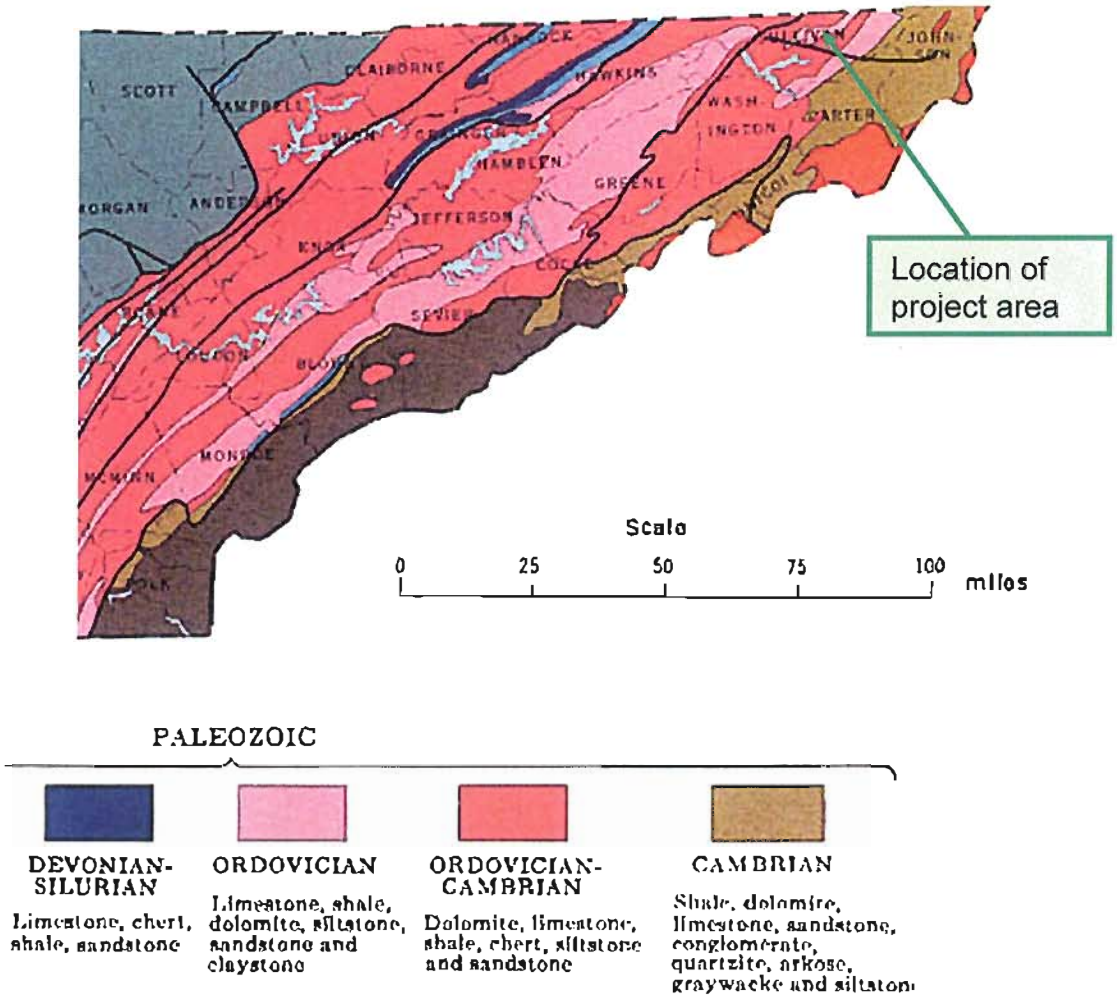


Figure 2.0 - Generalized Geologic Map of East Tennessee

Land use in the east end of Sullivan County is transitioning from agricultural and scattered residential to higher density single and multi-family residential uses. Several areas feature low-density, suburban style family residences, an elementary school, churches and neighborhood retail uses.

2.1.1.1 Soils

Sullivan County is located in the northeastern region of Tennessee. It is bordered on the north by Virginia, the south by Washington and Carter Counties, on the west by Hawkins County and on the east by Carter and Johnson Counties. Sullivan County is divided from east to west by the Holston River and the South Holston, Boone, and Fort Patrick Henry Reservoirs. The county is in two major land resource areas, the Southern Appalachian Ridges and Valleys and the Blue Ridge.

The project is located in west and central Sullivan County between the eastern limits of Kingsport and Interstate 81. This area of Sullivan County features rolling upland topography. Soils in the region include the Holston-Bellamy, Talbott-Bradyville, Collegedale-Etowah, and the Montevallo-Collegedale associations. Following are descriptions of the soil associations located within the project area.

Holston Bellamy
This soils association features moderately steep, well drained and moderately well drained areas that have a loamy subsoil. The soils are located on high and low terraces in the Southern Appalachian Ridges and Valleys area. The slope and hazard of erosion are the major management concerns. Slopes range from 2 to 20 percent.

Talbott-Bradyville
This soils association features moderately steep and steep, well draind soils that have a clayey subsoil. They are intermingled with outcrops of limestone bedrock, and are located on limestone hills and uplands in the Southern Appalachian Ridges and Valleys area. The hazard of erosion, and the rock outcrops are the major management concerns. Slopes range from 12 to 35 percent and are typically smooth and convex.

Collegedale-Etowah
This soils association features moderately sloping to steep, well drained soils that have a clayey and lumpy subsoil. They are situated on uplands and high terraces in the Southern Appalachian Ridges and Valleys area of Tennessee. Most of this association has been cleared and is used for pasture or hay land. Some row crops, such as corn, are evident. The slope and hazard of erosion are major management concerns in this association. Slopes range from 5 to 35 percent.

Montevallo-Collegedale
This soils association features moderately steep to extremely steep and well drained soils that have a loamy, clayey subsoil. They are located on shale ridges and the adjacent limestone uplands in the Southern Appalachian Ridges and Valleys area. A few areas on the lower side slopes have been cleared and are used as pasture land. Much of the area of land within this association is wooded. The slope, the depth to bedrock, and the hazard of erosion are major management concerns. Slopes range from 12 to 80 percent.

2.2 Land Use

The western portion of the project is located in an urban area that is heavily developed. The first portion of the area from Center Street to the area just east of the John B. Dennis Highway near Stratford Road, is a blend of residential and commercial land use. From Stratford Road, residential development is located on both sides of SR 126 with scattered farmland until the Indian Hills area near Fall Creek. From Indian Hills to Overhill Drive, scattered residential land use exists with occasional commercial land uses. The area between Overhill Drive and the intersection of SR 126 with I-81 is a mix of commercial and residential land use. As the project moves east, and away from Kingsport, farm areas and the sizes of farms increase.

3.0 ASSESSMENT METHODOLOGY

3.1 Resources

Resources utilized during this Phase I study include a database search performed by EDR; cooperation with state, local and federal environmental agencies; Aerial photographs; on-site field investigations and interviews with local residents and/or officials.

The first step in the investigatory process involved acquiring existing information to determine the location of registered and known underground storage tanks, waste sites, and related issues. This necessitated the contact of appropriate government agencies, and reviewing available literature and documents. The second aspect involved an on-site survey of the proposed corridor, including interviews with local people. All Assessment methods were in accordance with the scope and limitations of published ASTM Practice E-1527.

3.1.1 FirstSearch Technology Corporation

The purpose of the environmental records review was to establish a continuous environmental history of the subject properties to ascertain whether any hazardous waste or hazardous or toxic material management, handling, treatment or disposal practices occurred at the properties. An environmental database report generated by FirstSearch was used to access environmental records for this project. The databases searched include those specified by ASTM Practice E-1527 as well as other federal and state databases. FirstSearch contacts government agencies to receive updated records on a monthly or quarterly basis, depending on the database. Subsequently, additional listed facilities may exist within the specified search radii that FirstSearch has not identified. An copy of the FirstSearch report is provided in Appendix III.

3.1.1.1 United States Environmental Protection Agency

The following is a list of the Federal databases searched by FirstSearch.

CERCLIS The Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) database is a list of sites that the EPA has investigated or is currently investigating for potentially hazardous substance contamination for possible inclusion on the National Priority List (NPL).

Updated quarterly

NPL The NPL is a subset of CERCLIS and identifies more than 1,200 sites for priority cleanup under the Federal Superfund Program

Updated quarterly

RCRIS-TSD The Resource Conservation and Recovery Information System (RCRIS) contains information on hazardous waste handlers regulated by the USEPA. The TSD database is a subset of the complete RCRIS files, which include facilities that treat, store, dispose, transport or incinerate hazardous waste.

Updated quarterly

RCRIS-GEN RCRIS contains information on hazardous waste handlers regulated by the USEPA. The generators database is a subset of the RCRIS files, which include hazardous waste generators that create more than 100 kg of hazardous waste per month. Large Quantity Generators (LQG)

generates more than 1000 kg/month and Small Quantity Generators (SQG) generate between 100 and 1,000 kg/month.

Updated quarterly

ERNS The Emergency Response Notification System (ERNS) is a national database that contains information on specific notification releases of oil and hazardous substances into the environment.

Updated semiannually

FINDS FINDS contains both facility information and "pointers" to other sources that contain more detailed site information. The EDR report includes the following FINDS databases:

Updated Annually

- **PCS** Permit Compliance System,
- **AIRS** Aerometric Information Retrieval System,
- **DOCKET** (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes,
- **FURS** Federal Underground Injection Control,
- **C-DOCKET** Criminal Docket System used to track criminal enforcement actions for all environmental statutes,
- **FFIS** Federal Facilities Information System,
- **STATE** State Environmental Laws and Statutes, and
- **PADS** PCB Activity System

PADS The PCB Activity Database (PADS) identifies generators, transporters, commercial stores, and/or brokers and disposers of PCBs who are required to notify the EPA of such activities.

Updated quarterly

3.1.1.1 Tennessee Department of Environment & Conservation (TDEC)

The following is a list of the Tennessee TDEC databases searched by EDR:

State/Tribal SWL Solid Waste Program; a database of all permitted solid waste landfills updated annually.

State/Tribal VCP State Voluntary Cleanup Oversight and Assistance Program. Updated quarterly

State UST/AST Underground/Aboveground Storage Tanks
A list of underground and aboveground storage tanks

Drycleaners Registered Facilities List
A list of all active registered drycleaner facilities. - there may be some inactive facilities included.

State/Tribal LUST: Leaking Underground Storage Tank Sites
Updated quarterly.

3.1.1.1 Aerial Photographs

FirstSearch provided historical aerial photographs for the project corridor. The years represented include 1953, 1976, and 2006. The aerial photographs provide time comparisons showing land changes in utilization of the entire corridor. These were used for reference to assist in locating potential sites of concern.

3.1.1.2 Sanborn Maps

Sanborn fire insurance rate maps provide historical data at various dates for many cities across the United States. However, since Sanborn Map coverage is concentrated toward urbanized areas and due to the limited urban alternate exposure within this project area, it was determined that Sanborn maps would not provide any significant, additional information that would affect the conclusions of this investigation.

3.1.1.3 Personal Interviews

An interview was conducted during the November 2007 field trips with the Director of the Sullivan County Division of Emergency Management. The director is a longtime resident of Sullivan County, and is not aware of any identified or unidentified sites that might contain hazardous materials within the 2000 foot wide corridor surrounding SR 126. See Section 6.0 References.

In addition, a follow up conversation with the TDEC, Johnson City Environmental Field Office was conducted February 22, 2008. The project limits were discussed, and the Johnson City office personnel indicated that no hazardous materials sites of concern exist within the project corridor.

4.0 Records and Field Investigations.

4.1 Records Review

Standard and additional federal, state and local environmental records sources for properties within the ASTM standard radius for each database were reviewed. These records were conducted by FirstSearch Technology Corporation and are included in Appendix A of this report.

A review was conducted of the project area including topographic maps, aerial photographs, and Property Valuation Records. Historical topographic and aerial maps provided by FirstSearch were searched and included the years 1953, 1976, and 2006 for the entire project corridor.

The United States Environmental Protection Agency Envirofacts website and the Tennessee Department of Environment and Conservation website were reviewed.

4.2 Site Reconnaissance

A site visit and reconnaissance were conducted on November 6 and 7, 2007. Several sites with the potential for RECs were identified within and near the State Route 126 project corridor.

4.3 Recommendations

Based upon the field reconnaissance, records research and literature reviews, if the Build Alternative is selected, further action on the sites as identified below is recommended. Section 5.0 provides additional information on these sites.

2. Sunoco Fuel and Convenience Store
4001 Memorial Boulevard
Kingsport, TN 37664

This UST site is an active gasoline/convenience mart. A total of five gasoline tanks are located at this site. Two are in use and three are permanently out of use. Two of the inactive have 8,000 gallon capacities and the third has a 4,000 gallon capacity. The three inactive tanks showed no signs of leakage via stains, oil sheens or odors during field visits. The FirstSearch records search indicates that no tank or pipe leakages have been reported, but further site assessment is recommended to ensure no leakage is associated with this site prior to construction activities.

3. Former Midway Gas Station
5001 Memorial Boulevard
Kingsport, TN

This inactive UST site is located adjacent to SR 126. The FirstSearch records indicate that three USTs are located on the site. Two of the USTs have 1000 gallon capacities and the third is a 550 gallon UST. Tank leak detection is listed for all three of the tanks. However an interview with the current owner indicated that the tanks were removed.

Although the site does not appear to present an environmental concern in relation to the project, a vent pipe was detected in the front, right corner of the building. It is recommended that further investigations be conducted to ensure that proper removal has been completed at this site.

Site 4. B&W Cleaners
3200 Memorial Boulevard
Kingsport, TN 37660

This site was identified by FirstSearch as a RCRA, and FINDS site. Drycleaners produce ignitable waste.

All substances are contained within the building. The walking inspection of the site indicated no leakages or stains, and no odors were evident. This site is located near the western terminus of the project in an urban setting, and could avoid being acquired by the project. If the site does require removal of the dry cleaning facility it could represent a minor environmental concern for the project corridor associated with the production of the ignitable wastes.

6. Greenwood Market and Deli
5121 Memorial Boulevard
Kingsport, TN 37664

No leaks were evident or reported for the two active gasoline tanks. An inactive kerosene tank was reported as leaking in the past. A fourth tank, a 2000 gallon diesel tank was identified, but no tank leaks were reported or evident. The field trip did not reveal any stains, oil slicks or other visual signs of contamination associated with leaks. Although the site is located within the corridor, it is east of any existing anticipated construction activities indicated on the project plans. Further investigation is recommended if future alignments shift to the east to ensure that the kerosene leak has either been mitigated or is avoided.

Former Site of Indian Springs Marathon
5808 Memorial Boulevard
Blountville, TN 37617

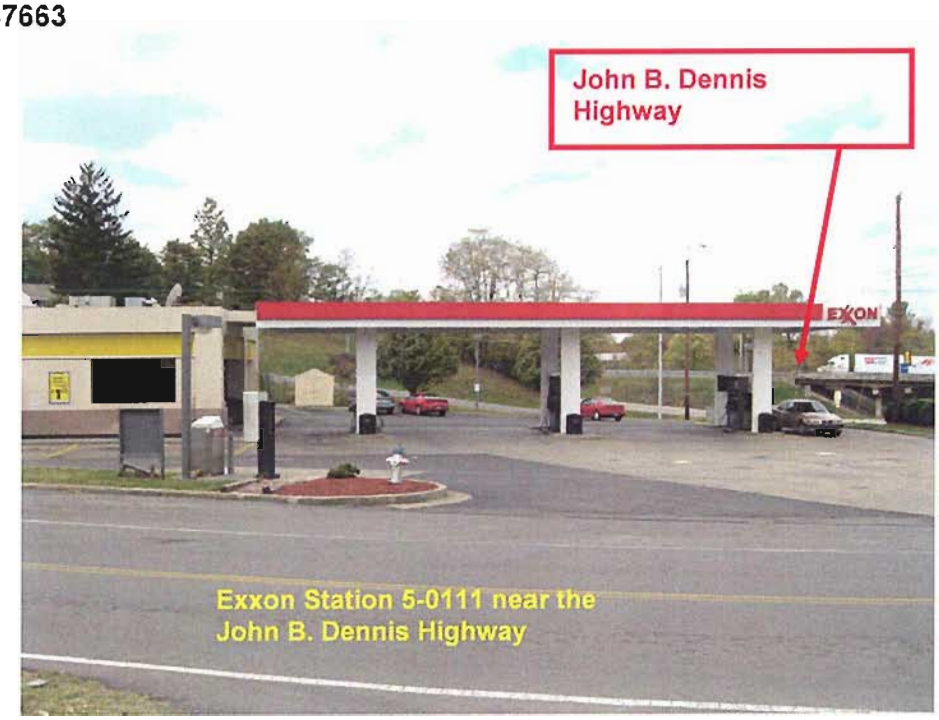
This site is currently inactive. It is located just south of the existing SR 126 highway. At this time, the plan sheets indicate that construction limits would avoid all but the entrance to the facility. However it is within the project corridor. If the alignment shifts to the south, further investigation is recommended for several concerns including three rusted, 55 gallon tanks labeled as containing antifreeze. The tanks were filled. In addition two ASTs were located on the site – one with used automotive oils and a second that was labeled with kerosene. Two hydraulic lifts in the shop area showed signs of hydraulic fluid leakage. It is also suspected that the UST fuel tanks are still located onsite.

5.0 FINDINGS AND CONCLUSIONS

The project corridor for the improvements to SR 126 passes through various land uses. The initial area between Center Street and Skyland Lane is primarily urban with commercial and residential land uses dominating. From Skyland Drive to Indian Hills, residential development is prevalent along most of the area within the immediate vicinity of the roadway. As the project travels eastward from Skyland Drive, the residential density decreases and farmland activities increase. Scattered commercial land use is evident throughout this portion of the project with some increase in commercial usage as the project approaches and passes through the Indian Hills area. From this point to Overhill Drive, residential and farming activities are mixed with occasional commercial uses occurring. The eastern terminus is located at the point where SR 126 joins I-81 as an intersection. A higher commercial land use area defines this final portion of the project corridor.

The project team worked within a 2000 foot corridor, 1000 feet from either side of the existing centerline of SR 126. Records searches and field inspections were combined to determine the existence of USTs, ASTs and other known and unknown sources of potentially hazardous materials. Several sites require further investigation. The sites include a dry cleaning facility located near the western terminus on the north side of existing SR 126, an active gasoline station on the south side of the project, and an inactive gas station that is currently an upholstery shop. Following are locations and accompanying descriptions of sites that were identified within the corridor. The project appears to avoid impacting these, however if alignment shifts require excavation and removal of these sites, additional investigations could be required for Sites 6, 7 and 8 in addition to the limited further investigation for Site 4 as mentioned above in Section 4.3, "Recommendations."

1. Exxon Station 5-0111
3717 Memorial Boulevard
Kingsport, TN 37663



Exxon Station 5-0111 near the John B. Dennis Highway

This site, just north of the John B. Dennis Parkway, is currently not a hazardous waste concern. It was reported in 1991 to have had a leaking underground storage tank (LUST). The site is currently active, but past concerns appear to have been mitigated. No further environmental concerns appear to exist.

2. Sunoco Fuel and Convenience Store
4001 Memorial Boulevard
Kingsport, TN 37664

This UST site is an active gasoline/convenience mart. A total of five gasoline tanks are located at this site. Two are in use and three are permanently out of use. Two of the inactive have 8,000 gallon capacities and the third has a 4,000 gallon capacity. The three inactive tanks showed no signs of leakage via stains, oil sheens or odors during field visits. The FirstSearch records search indicates that no tank or pipe leakages have been reported.

In addition, the site has two active 12,000 gallon fuel tanks. These tanks feature a composite construction of steel with FRP. No leakages were evident during the visual walkthrough and none were reported in the FirstSearch records search. An automotive tank gauge is used for inventory control and piping is flexible plastic.

Although the field visit and the results from FirstSearch indicate that no environmental concerns were evident, it is recommended that detailed Environmental Site Assessment be conducted. This will ensure that no leakages of the out of service tanks are occurring or will occur prior to construction of the project.

2. Thouin Enterprises
3933 Memorial Boulevard
Kingsport, TN 37664

This UST-reported site is currently occupied by a retail Pool and Spa store. An interview was conducted with the owner in November 2007 during the field trips. The project construction limits do not require a total acquisition of this site. The FirstSearch report indicated that a 1000 gallon UST for gasoline was once located on this site. Tank leak detection was listed in the report. Conversations with the owner indicate that the tank was removed approximately 20 years ago. Paperwork documenting the removal is located at this site. No vent pipes or other signs associated with gasoline USTs were evident at this site.

3. Former Midway Gas Station
5001 Memorial Boulevard
Kingsport, TN

This inactive UST site is located adjacent to SR 126. The FirstSearch records indicate that three USTs are located on the site. Two of the USTs have 1000 gallon capacities and the third is a 550 gallon UST. Tank leak detection is listed for all three of the tanks. However an interview with the current owner indicated that the tanks were removed.

The current business occupying the site is an upholstery and fabric store. An interview with Mr. Jerry Fleenor, the Director of the Sullivan County Emergency Management Agency, confirmed that the tanks have been removed. According to the current occupant and Mr. Fleenor the tanks were removed approximately 25 years ago.

Although the site does not appear to present an environmental concern in relation to the project, a vent pipe was detected in the front, right corner of the building. It is recommended that further investigations be conducted to ensure that proper removal has been completed at this site.

4. B&W Cleaners
3200 Memorial Boulevard
Kingsport, TN 37660

This site was identified by FirstSearch as a RCRA, and FINDS site. Drycleaners produce ignitable waste.

All substances are contained within the building. The walking inspection of the site indicated no leakages or stains, and no odors were evident. This site is located near the western terminus of the project in an urban setting, and could avoid being acquired by the project. If the site does require removal of the dry cleaning facility it could represent a minor environmental concern for the project corridor associated with the production of the ignitable wastes.

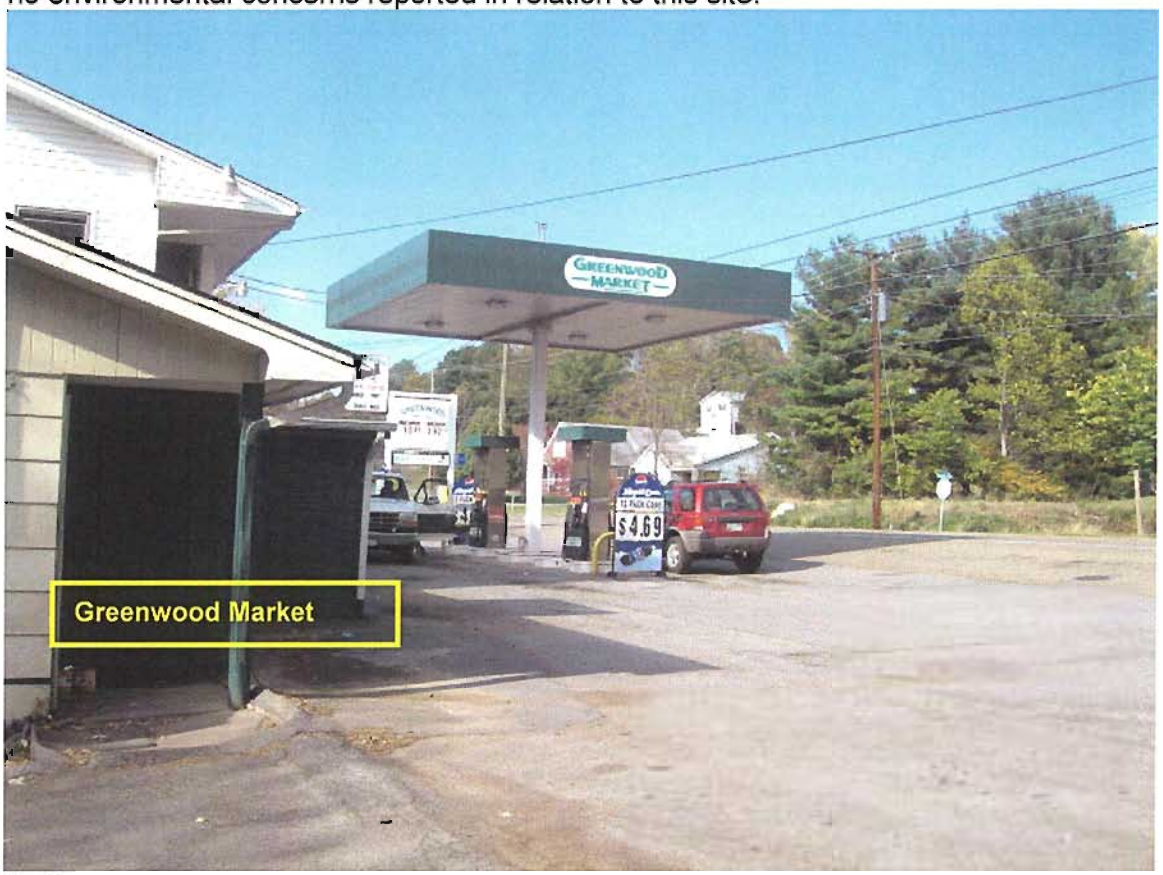
5. Tony's Pipe & Muffler
3310 Memorial Boulevard
Kingsport, TN 37664

This automobile repair facility is a former full service gasoline station. Conversations with the owner indicate that the gasoline tanks have been removed. At this time, the site does not appear to present environmental concerns for the project. The field visit did not

indicate the presence of ASTs, USTs, hazardous waste, stains or signs of leakage on the premises. No environmental concerns appear to exist for this site.

6. Greenwood Market and Deli
5121 Memorial Boulevard
Kingsport, TN 37664

This is an active site. FirstSearch and field visits indicate that two gasoline tanks are located on this site and both are currently in use. Each tank is a fiber reinforced plastic tank, asphalt coated and the interiors are lined. The pipe materials also consist of nonpressurized fiberglass reinforced plastic material. No leaks have been detected and no environmental concerns reported in relation to this site.



An inactive kerosene tank was reported as leaking in the past. A fourth tank, a 2000 gallon diesel tank was identified, but no tank leaks were reported or evident. The field trip did not reveal any stains, oil slicks or other visual signs of contamination associated with leaks. The site is located east of any existing anticipated construction activities. Further investigation is recommended if future alignments shift to the east to ensure that the kerosene leak has either been mitigated or is avoided.

7. Unnamed Construction Site
SR 126 (Memorial Boulevard adjacent to 5234 Memorial Blvd.)
Kingsport, TN 37664

This is an unreported site. Reviews of the project plans indicate that only a portion of the project near the front would be affected. This area did not appear to be included in the area where debris was noticed.

Field visits revealed that tires, vehicles and junk are scattered throughout the most of the site, but not the front area. Trucks and construction equipment are visible, and conversations with area residents indicated that a potential landfill exists. The materials in the fill could include tires and potential automotive fluids including fuel, oil and other materials associated with vehicles. The site was chained and inspections were limited to views from a property on the eastern perimeter of the property and from the roadway.

If alignment changes are made and the proposed new roadway is shifted to then north, minor environmental concerns for the project might occur. Information pertaining to the owner is available and will be supplied to TDOT, however due to the speculative nature of the materials at the site; the specific information will not be published in this document.

8. Former Site of Indian Springs Marathon
5808 Memorial Boulevard
Blountville, TN 37617

This is a former gasoline station. Current plans indicate that a partial acquisition of the property would avoid all areas associated with hazardous materials. If the plans change or a total acquisition is required, this site might present environmental concerns.

The field visit and walking inspection of the site revealed three rusting 55 gallon drums labeled, "used antifreeze" in the side lot on the west side of the building. The drums were sealed, almost filled, and no leakage was evident in the gravel underneath the drums or on the surfaces of the drums themselves. An AST was detected on the back side of the building. The partially filled AST is connected to the structure via a PVC pipe. This AST stored used motor oil. Some spillage was evident on the tank and immediately underneath the tank. A kerosene AST is located on the east side of the building and appeared to still contain some of the kerosene. No leakage was evident.

The garage area has two hydraulic lifts which show evidence of some leakage of hydraulic fluids on the lift posts and the floor area immediately surrounding the posts. It appears that two UST tanks might remain in the ground in the area between the front of the building and SR 126, and a vent pipe was detected at the entrance to the facility. In the area just west of the three drums, a crater was noticed. Next to this crater was a

broken vent pipe. Although no stains were evident, it is likely that an AST could have been removed from this area.

Section 6.0 – References

Environmental FirstSearch, FirstSearch Technology Corporation, Database Report, Inquiry Number 113500 November 5, 2007. Area/Corridor Study, SR 126, Memorial Boulevard, Tennessee.

Environmental FirstSearch, FirstSearch Technology Corporation, Historical Aerial Photographs of Sullivan County, 1953, 1976, 2006 for Indian Springs Quad, 11/05/2007.

Environmental FirstSearch, FirstSearch Technology Corporation, Fire Insurance (Sanborn) Map collection, Sullivan County, 11/05/2007.

Willingham, Fred TDEC, Management of Solid (Trash) & Hazardous Wastes Branch, Manager, Johnson City Office, telephone communication with John W. Brown of HMB, February 26, 2008.

Standard Practice for Environmental Site Assessments: *Phase I Environmental Site Assessment Process E 1527-97*, ASTM Standards on Environmental Site Assessments for Commercial Real Estate.

U.S. Department of Agriculture, 1962, Soil Survey of Dyer County, Tennessee.

U.S. Department of Agriculture, September, 2007, Soil Survey of Sullivan County, Tennessee.

U.S. Geological Survey (USGS), Tennessee 7.5-Minute Series Topographic Maps.

Sanborn Maps

Aerial Photographs of Sullivan County, 1963, 1976, 1996.

APPENDIX A

Environmental FirstSearch Report

FirstSearch Technology Corporation

Environmental FirstSearch™ Report

Target Property: State Road 126 Memorial Blvd

SR 126

KINGSPORT TN 37664

Job Number: 1135.00

PREPARED FOR:

HMB Professional Engineers Inc

3 HMB Circle

Frankfort, KY 40601

07-31-07

Tel: (407) 265-8900 *Fax: (407) 265-8904*

Environmental FirstSearch is a registered trademark of FirstSearch Technology Corporation. All rights reserved.

Environmental FirstSearch
Search Summary Report

Target Site: SR 126

KINGSPORT TN 37664

FirstSearch Summary

Database	Sel	Updated	Radius	Site	1/8	1/4	1/2	1/2>	ZIP	TOTALS
NPL	Y	05-08-07	0.50	0	0	0	0	-	0	0
NPL Delisted	Y	03-08-07	0.50	0	0	0	0	-	0	0
CERCLIS	Y	05-08-07	0.50	0	0	0	0	-	0	0
NFRAP	Y	05-08-07	0.50	0	0	0	0	-	0	0
RCRA COR ACT	Y	06-06-06	0.50	0	0	0	0	-	0	0
RCRA TSD	Y	06-06-06	0.50	0	0	0	0	-	0	0
RCRA GEN	Y	06-06-06	0.50	0	2	1	3	-	0	6
Federal IC / EC	Y	04-16-07	0.50	0	0	0	0	-	0	0
ERNS	Y	12-31-06	0.50	0	1	0	1	-	2	4
Tribal Lands	Y	12-01-05	0.50	0	0	0	0	-	0	0
State/Tribal Sites	Y	04-07-07	0.50	0	0	0	0	-	0	0
State Spills 90	Y	NA	0.50	0	0	0	0	-	0	0
State Spills 80	Y	NA	0.50	0	0	0	0	-	0	0
State/Tribal SWL	Y	06-01-06	0.50	0	0	0	0	-	0	0
State/Tribal LUST	Y	12-01-04	0.50	0	6	1	1	-	2	10
State/Tribal UST/AST	Y	02-23-07	0.50	4	12	6	3	-	3	28
State/Tribal EC	Y	NA	0.50	0	0	0	0	-	0	0
State/Tribal IC	Y	NA	0.50	0	0	0	0	-	0	0
State/Tribal VCP	Y	02-20-07	0.50	0	0	0	0	-	0	0
State/Tribal Brownfields	Y	02-20-07	0.50	0	0	0	0	-	0	0
Wetlands	Y	11-20-00	0.50	0	0	5	4	-	0	9
Floodplains	Y	09-13-98	0.50	0	0	0	0	-	0	0
Receptors	Y	01-01-05	0.50	0	1	1	6	-	0	8
USGS Soils	Y	03-18-97	0.50	6	1	0	0	-	0	7
NPDES	Y	12-15-06	0.50	0	3	0	0	-	0	3
FINDS	Y	11-01-06	0.50	0	5	12	12	-	14	43
TRIS	Y	11-10-06	0.50	0	0	0	0	-	0	0
HMIRS	Y	07-03-07	0.50	0	0	0	0	-	3	3
NCDB	Y	09-22-06	0.50	0	0	1	0	-	0	1

Notice of Disclaimer

Due to the limitations, constraints, inaccuracies and incompleteness of government information and computer mapping data currently available to FirstSearch Technology Corp., certain conventions have been utilized in preparing the locations of all federal, state and local agency sites residing in FirstSearch Technology Corp.'s databases. All EPA NPL and state landfill sites are depicted by a rectangle approximating their location and size The boundaries of the rectangles represent the eastern and western most longitudes; the northern and southern most latitudes. As such, the mapped areas may exceed the actual areas and do not represent the actual boundaries of these properties. All other sites are depicted by a point representing their approximate address location and make no attempt to represent the actual areas of the associated property. Actual boundaries and locations of individual properties can be found in the files residing at the agency responsible for such information.

Waiver of Liability

Although FirstSearch Technology Corp. uses its best efforts to research the actual location of each site, FirstSearch Technology Corp. does not and can not warrant the accuracy of these sites with regard to exact location and size. All authorized users of FirstSearch Technology Corp.'s services proceeding are signifying an understanding of FirstSearch Technology Corp.'s searching and mapping conventions, and agree to waive any and all liability claims associated with search and map results showing incomplete and or inaccurate site locations.

- Continued on next page -

Environmental FirstSearch
Search Summary Report

Target Site: SR 126

KINGSPORT TN 37664

FirstSearch Summary

Database	Sel	Updated	Radius	Site	1/8	1/4	1/2	1/2>	ZIP	TOTALS
PADS	Y	04-12-07	0.50	0	0	0	0	-	0	0
Releases	Y	12-31-06	0.50	0	0	0	0	-	1	1
State Other	Y	01-15-07	0.50	0	1	1	2	-	0	4
FI Map Coverage	Y	04-25-07	0.12	1	0	-	-	-	0	1
- TOTALS -				11	32	28	32	0	25	128

Notice of Disclaimer

Due to the limitations, constraints, inaccuracies and incompleteness of government information and computer mapping data currently available to FirstSearch Technology Corp., certain conventions have been utilized in preparing the locations of all federal, state and local agency sites residing in FirstSearch Technology Corp.'s databases. All EPA NPL and state landfill sites are depicted by a rectangle approximating their location and size. The boundaries of the rectangles represent the eastern and western most longitudes; the northern and southern most latitudes. As such, the mapped areas may exceed the actual areas and do not represent the actual boundaries of these properties. All other sites are depicted by a point representing their approximate address location and make no attempt to represent the actual areas of the associated property. Actual boundaries and locations of individual properties can be found in the files residing at the agency responsible for such information.

Waiver of Liability

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Environmental FirstSearch
Site Information Report

Request Date:	07-31-07	**Search Type:**	LINEAR
Requestor Name:	hmb/jbrown/vm		8.75 mile(s)
Standard:	LINEAR	**Job Number:**	1135.00
		Filtered Report	

Target Site: SR 126
KINGSPORT TN 37664

Demographics

Sites:	128	**Non-Geocoded:**	25	**Population:**	NA
Radon:	0.2 - 28.8 PCI/L				

Site Location

	Degrees (Decimal)	Degrees (Min/Sec)		UTMs
Longitude:	-82.454432	-82:27:16	**Easting:**	369806.855
Latitude:	36.539471	36:32:22	**Northing:**	4044568.368
			Zone:	17

Comment

Comment:

Additional Requests/Services

Adjacent ZIP Codes: 0.25 Mile(s)

ZIP Code	City Name	ST	Dist/Dir	Sel
37617	BLOUNTVILLE	TN	0.00 --	Y

Services:

	Requested?	Date
Sanborns	No	
Aerial Photographs	No	
Historical Topos	No	
City Directories	No	
Title Search/Env Liens	No	
Municipal Reports	No	
Online Topos	No	

Environmental FirstSearch
Sites Summary Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

TOTAL: 128 **GEOCODED:** 103 **NON GEOCODED:** 25 **SELECTED:** 7

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Page No.
10	FIMAP	FIRE INSURANCE MAP POLY-24554/SANBORN	KINGSPORT TN 37660	0.00 --	1
4	SOILS	USSOILS DATA TNSO-06-148/STATSGO	TN	0.00 --	2
9	SOILS	USGS-DIGITAL DATA SERIES-11 DDS-USGS-12829/BEDROCK GEOLOGY	US	0.00 --	3
1	SOILS	USSOILS DATA TNSO-06-123/STATSGO	TN	0.00 --	4
6	SOILS	USSOILS DATA TNSO-06-145/STATSGO	TN	0 00 --	5
8	SOILS	USGS-DIGITAL DATA SERIES-11 DDS-USGS-12817/BEDROCK GEOLOGY	US	0.00 --	6
3	SOILS	USSOILS DATA TNSO-06-131/STATSGO	TN	0.00 --	7
2	UST	GREENWOOD MARKET, INC 1-820448	5121 MEMORIAL BLVD. KINGSPORT TN 37664	0.00 --	8
2	UST	GREENWOOD MARKET 1-820150	5121 MEMORIAL BLVD. KINGSPORT TN 37660	0.00 --	10
7	UST	OLD SIMPSON MOTORS 1-820587	3310 MEMORIAL BLVD. KINGSPORT TN 37660	0.00 --	12
5	UST	THOUIN ENTERPRISES, INC 1-820582	3933 MEMORIAL BLVD. KINGSPORT TN 37664	0.00 --	15
13	FINDS	EXXON STATION 5-0111 110014331730/FRS	3717 MEMORIAL BOULEVARD KINGSPORT TN 37663	0.01 NE	16
13	LUST	EXXON STATION 5-0111 1-820163/ACTIVE	3717 MEMORIAL BIVD KINGSPORT TN 37664	0.01 NE	17
13	NPDES	TN0074110/MINOR	KINGSPORT TN 37664	0.01 NE	18
18	UST	TRI CITY GARBAGE AND DISPOSAL CO A 1-820585	3711 HIGHWAY 126 BLUFF CITY TN 37618	0.01 NE	19
16	UST	CHEVRON FACILITY 49739 1-820538	3801 MEMORIAL DRIVE KINGSPORT TN 37660	0.01 NE	23
13	UST	ZOOMERZ 54 1-820163	3717 MEMORIAL BLVD. KINGSPORT TN 37660	0.01 NE	26
17	ERNS	NRC-775049/FIXED	4601 MEMORIAL BLVD CHRISM43 KINGSPORT TN 37664	0.01 NW	30
15	FINDS	B and W CLEANERS 110015666858/FRS	3200 MEMORIAL BOULEVARD KINGSPORT TN 37660	0.01 NW	33
12	FINDS	SHALLOWBROOK CONDOMINIUM APTS TN0001716836	3204 MEMORIAL BLVD KINGSPORT TN 37664	0 01 NW	35
15	OTHER	B and W CLEANERS D-82-103	3200 MEMORIAL BLVD KINGSPORT TN 37664	0.01 NW	35

Environmental FirstSearch
Sites Summary Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

TOTAL: 128 **GEOCODED:** 103 **NON GEOCODED:** 25 **SELECTED:** 7

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Page No.
15	RCRAGN	B and W CLEANERS TNR000017160/VGN	3200 MEMORIAL BOULEVARD KINGSPORT TN 37660	0.01 NW	36
14	LUST	CHEROKEE FOOD STORE 4 1-820144/ACTIVE	3177 MEMORIAL BLVD. KINGSPORT TN 37660	0.01 S-	37
14	UST	GARDEN BASKET CONV STORE 4 1-820144	3177 MEMORIAL BLVD. KINGSPORT TN 37660	0.01 S-	38
11	FINDS	INDIAN SPRINGS CAR WASH TN0000541938	5703 MEMORIAL BLVD KINGSPORT TN 37664	0.01 SE	41
11	LUST	CHEROKEE FOOD STORE 13 1-820029/ACTIVE	5703 MEMORIAL BLVD. KINGSPORT TN 37660	0.01 SE	41
11	UST	CHEROKEE FOOD STORE 13 1-820029	5703 MEMORIAL BLVD. KINGSPORT TN 37660	0.01 SE	42
22	NPDES	MILTON DEVELOPMENT CORP. 3802 MEMO TNU950550/MINOR	TN 37664	0.02 NE	46
23	UST	SUNBRIDGE CARE AND REHABILITATION 1-820516	DBA HILLSIDE MANOR3641 MEMO KINGSPORT TN 37664	0.02 NE	47
20	LUST	AMOCO SERVICE STATION 1-820435/ACTIVE	3101 MEMORIAL BLVD KINGSPORT TN 37664	0.02 S-	49
20	UST	AMOCO SERVICE STATION 1-820435	3101 MEMORIAL BLVD. KINGSPORT TN 37664	0.02 S-	50
19	LUST	COASTAL MART 7034 1-820193/CLOSED	4000 MEMORIAL DRIVE KINGSPORT TN 37664	0.02 SE	53
19	UST	SUNOCO 0968-5355 1-820193	4001 MEMORIAL BLVD. KINGSPORT TN 37664	0.02 SE	54
21	UST	CENTRAL CHEVRON FOOD MART 1-820565	220 CAROLINA POTTERY DRIVE BLOUNTVILLE TN 37617	0.02 SW	58
24	UST	MIDWAY GROCERY 1-820237	5001 MEMORIAL BLVD. KINGSPORT TN 37660	0.03 NW	61
25	LUST	APPCO 22 1-820403/ACTIVE	181 AND HWY 126 BLOUNTVILLE TN 37617	0.05 NE	64
25	UST	BAY CO. 1-820403	5027 HIGHWAY 126 BLOUNTVILLE TN 37617	0.05 NE	65
26	SOILS	USSOILS DATA TNSO-06-118/STATSGO	TN	0.06 NW	69
28	SCHOOL	ROSS N ROBINSON JUNIOR HIGH SCHOOL TN-134980	TN	0.12 N-	70
27	FINDS	PENSKE TRUCK LEASING CO. L.P 110004990289/FRS	323 OVERHILL ROAD BLOUNTVILLE TN 37617	0.12 NE	71
27	NPDES	PENSKE TRUCK LEASING CO., L.P. TN0061760/MINOR	BLOUNTVILLE TN 37617	0.12 NE	73

Environmental FirstSearch
Sites Summary Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

TOTAL: 128 **GEOCODED:** 103 **NON GEOCODED:** 25 **SELECTED:** 7

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Page No.
27	RCRAGN	PENSKE TRUCK LEASING CO. L.P TND987766185/VGN	323 OVERHILL ROAD BLOUNTVILLE TN 37617	0 12 NE	74
27	UST	HERTZ PENSKE TRUCK LEASING 1-820411	323 OVVERHILL ROAD RT. 6 BO BLOUNTVILLE TN 37617	0.12 NE	75
29	WETLANDS	NATIONAL WETLANDS INVENTORY NWI-TN-12823/PUBHH	TN	0.13 SE	76
30	LUST	DIXIE CEMENT COMPANY 1-820116/DENIED	KINGSPORT TN 37660	0.14 SE	76
30	UST	DIXIE CEMENT CO 1-820116	HILL ST. KINGSPORT TN 37660	0.14 SE	77
31	FINDS	DISCOUNT TRANSMISSION and AUTOMOTI TN0001825801	1556 WARPATH DR KINGSPORT TN 37660	0.15 S-	79
32	SCHOOL	DICKSON ELEMENTARY SCHOOL TN-131548	TN	0.17 NW	79
33	FINDS	AIR RESOURCE ENGRNG TND987772472	4538 BROOKRIDGE DR KINGSPORT TN 37662	0.18 NW	79
33	FINDS	AIR RESOURCE ENGRNG 110001858231/FRS	4538 BROOKRIDGE DR KINGSPORT TN 37662	0.18 NW	80
34	FINDS	INDIAN SPRINGS ELEM SCH TND987780996	333 HILL RD KINGSPORT TN 37664	0.19 SW	82
34	NCDB	INDIAN SPRINGS ELEM NCDB-0801-023183/TSCA	333 HILL RD KINGSPORT TN 37664	0 19 SW	83
35	UST	HERITAGE FEDERAL BANK/SAVINGS 1-820574	2060 FT. HENRY DRIVE KINGSPORT TN 37664	0.21 SW	84
36	FINDS	SEARS ROEBUCK AND CO 2285 TN0001825819	2101 FORT HENRY DR KINGSPORT TN 37664	0.22 SW	85
36	FINDS	SEARS ROEBUCK AND CO 2825, 6808 110005003824/FRS	2101 FORT HENRY DRIVE KINGSPORT TN 37664	0.22 SW	86
36	RCRAGN	SEARS ROEBUCK AND CO 2825, 6808 TNR000002436/VGN	2101 FORT HENRY DRIVE KINGSPORT TN 37664	0.22 SW	88
36	UST	SEARS ROEBUCK AND CO. 2825 1-820314	2101 FT. HENRY DRIVE KINGSPORT TN 37660	0.22 SW	89
36	UST	J C PENNEY 1-820180	2101 FORT HENRY DRIVE KINGSPORT TN 37660	0.22 SW	90
39	OTHER	NCLRTN-810	1437 MILLER ST KINGSPORT TN	0.23 S-	92
37	WETLANDS	NATIONAL WETLANDS INVENTORY NWI-TN-12825/PUBHH	TN	0.23 SE	92
41	WETLANDS	NATIONAL WETLANDS INVENTORY NWI-TN-12824/PUBHH	TN	0 23 SE	93

Environmental FirstSearch
Sites Summary Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

TOTAL: 128 **GEOCODED:** 103 **NON GEOCODED:** 25 **SELECTED:** 7

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Page No.
40	WETLANDS	NATIONAL WETLANDS INVENTORY NWI-TN-12821/PUBHH	TN	0.23 SE	93
38	FINDS	JIFFY LUBE 110004991778/FRS	1786 FORT HENRY DR KINGSPORT TN 37664	0.23 SW	94
38	FINDS	TRICITY CAR KARE, INC.(JIFFY LUBE) TND987772787	1786 FORT HENRY DR KINGSPORT TN 37664	0.23 SW	95
38	UST	JIFFY LUBE 1-820400	1786 FT. HENRY DRIVE KINGSPORT TN 37660	0.23 SW	96
42	WETLANDS	NATIONAL WETLANDS INVENTORY NWI-TN-12826/PUBFH	TN	0.24 SE	99
44	FINDS	G and K SERVICES INCORPORATED 110001859123/FRS	2117 BERRY STREET KINGSPORT TN 37664	0.25 NW	100
44	FINDS	RENTAL UNIFORM CO INC TND980799365	2117 BERRY ST KINGSPORT TN 37664	0.25 NW	102
44	UST	RENTAL UNIFORM CO 1-820285	2117 BERRY ST. PO BOX 3570 KINGSPORT TN 37664	0.25 NW	103
43	FINDS	EXCELL-O-CLEAN 110004986052/FRS	217 SHULER ST KINGSPORT TN 37664	0.25 SE	106
43	FINDS	EXCELL-O-CLEAN TND982097347	217 SHULER ST KINGSPORT TN 37664	0.25 SE	107
45	ERNS	AMERICAN ELECTRIC POWER 493942/FIXED FACILITY	2312 ASHWOOD ST KINGSPORT TN 37664	0.27 N-	108
47	SCHOOL	SULLIVAN CENTRAL HIGH SCHOOL TN-135527	TN	0.28 SE	109
46	SCHOOL	INDIAN SPRINGS ELEMENTARY SCHOOL TN-132867	TN	0.28 SW	109
48	WETLANDS	NATIONAL WETLANDS INVENTORY NWI-TN-12820/PEM1C	TN	0.30 SE	109
49	FINDS	MUNAL CLINIC INC 110004975778/FRS	1735 FORT HENRY DRIVE KINGSPORT TN 37664	0.31 NW	110
49	UST	HOLSTON MEDICAL GROUP FACILITY 1-820584	1735 FORT HENRY DRIVE KINGSPORT TN 37664	0.31 NW	111
51	FINDS	CONCORD CUSTOM CLEANERS 067 TND981023807	FT HENRY and EASTMAN RD KINGSPORT TN 37664	0.32 NW	112
51	FINDS	CONCORD CUSTOM CLEANERS 067 110004982706/FRS	1700 FORT HENRY DRIVE KINGSPORT TN 37664	0.32 NW	113
51	OTHER	CONCORD CUSTOM CLEANERS 067 D-82-111	1700 FORT HENRY DRIVE KINGSPORT TN 37664	0.32 NW	115
51	RCRAGN	CONCORD CUSTOM CLEANERS 067 TND981023807/VGN	1700 FT HENRY DRIVE KINGSPORT TN 37664	0.32 NW	116

Environmental FirstSearch
Sites Summary Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

TOTAL: 128 **GEOCODED:** 103 **NON GEOCODED:** 25 **SELECTED:** 7

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Page No.
50	SCHOOL	HARBOR SCHOOL (HISTORICAL) TN-132465	TN	0.32 SE	118
52	SCHOOL	GUNNINGS SPECIAL EDUCATION SCHOOL TN-132404	TN	0.32 SW	118
53	FINDS	WATSON LITHOGRAPHING COMPANY* 110004957280/FRS	229 ISLAND ROAD KINGSPORT TN 37660	0.34 NE	119
54	FINDS	WILLEY INC DBA CHEMLAWN TND980540181	2301 FT HENRY DR KINGSPORT TN 37660	0.37 S-	120
54	FINDS	WILLEY INC DBA CHEMLAWN 110004981636/FRS	2301 FT HENRY DR KINGSPORT TN 37660	0.37 S-	121
55	SCHOOL	GUNNINGS ACADEMY (HISTORICAL) TN-132403	TN	0.38 SE	122
56	SCHOOL	SUNNYSIDE SCHOOL (HISTORICAL) TN-135570	TN	0.40 SE	122
57	FINDS	EXXON MOBIL CORP 56699 110004993204/FRS	1673 FORT HENRY DR KINGSPORT TN 37664	0.42 NW	123
57	LUST	EXXON STATION 1-820053/CLOSED	1673 FORT HENRY DRIVE KINGSPORT TN 37644	0.42 NW	124
57	UST	ZOOMERS 69 1-820053	1673 FT. HENRY DRIVE KINGSPORT TN 37660	0.42 NW	125
59	UST	M AND M MARKET LLC. 1-820230	1571 NORTH EASTMAN ROAD KINGSPORT TN 37660	0.44 NW	128
58	WETLANDS	NATIONAL WETLANDS INVENTORY NWI-TN-12767/PUBHH	TN	0.44 NW	132
60	FINDS	SULLIVAN CNTY JAILandCNTY OFFICE TN0001716828	1201 N EASTMAN RD KINGSPORT TN 37664	0.46 NW	132
61	WETLANDS	NATIONAL WETLANDS INVENTORY NWI-TN-12822/PUBFH	TN	0.46 SE	132
62	FINDS	HEPACO INC 110014439303/FRS	279 SHIPLEY FERRY RD BLOUNTVILLE TN 37617	0.47 SW	133
62	RCRAGN	HEPACO INC TNR000015198/LGN	279 SHIPLEY FERRY RD BLOUNTVILLE TN 37617	0.47 SW	135
63	WETLANDS	NATIONAL WETLANDS INVENTORY NWI-TN-12799/PUBHH	TN	0.48 SE	136
64	FINDS	STATION IS IN THE NORTH CORNER OF 110020862823/FRS	1649 D STREET KINGSPORT TN 37664	0 49 NW	137
65	FINDS	MASSEYS CLEANERS 110004969963/FRS	1175 SOUTH EASTMAN ROAD KINGSPORT TN 37664	0.50 SW	138
65	FINDS	MASSEYS CLEANERS INC TND058663352	GREENACRES SHOPPING CTR KINGSPORT TN 37664	0.50 SW	140

Environmental FirstSearch
Sites Summary Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

TOTAL: 128 **GEOCODED:** 103 **NON GEOCODED:** 25 **SELECTED:** 7

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Page No.
65	OTHER	MASSEY S DRY CLEANERS D-82-108	1175 EASTMAN DRIVE KINGSPORT TN 37664	0.50 SW	140
65	RCRAGN	MASSEYS CLEANERS TND058663352/VGN	1175 SOUTH EASTMAN ROAD KINGSPORT TN 37664	0.50 SW	141

Environmental FirstSearch
Sites Summary Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

TOTAL: 128 **GEOCODED:** 103 **NON GEOCODED:** 25 **SELECTED:** 7

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Page No.
	ERNS	PRAXAIR, INC. 561560/UNKNOWN	JCT I-81 AND I-181 KINGSPORT TN	NON GC	N/A
	ERNS	DEPENDABLE AUTO SHIPPERS 356369/UNKNOWN	I-81 APPROX MILE POST 63 BLOUNTVILLE TN 37617	NON GC	N/A
	FINDS	SITE ID 471631007 110006925738/FRS	2216 WESTMORELAND AVE KINGSPORT TN 37664	NON GC	N/A
	FINDS	APPCO 6 110027784805/FRS	3686 HIGHWAY 126 BLOUNTVILLE TN 37617	NON GC	N/A
	FINDS	CHAIRMAN GOLF CO INC 110008128613/FRS	DALE ST BLOUNTVILLE TN 37617	NON GC	N/A
	FINDS	BETHEL DRIVE SITE TND987766441	BETHEL DRIVE BLOUNTVILLE TN 37617	NON GC	N/A
	FINDS	EVAN ENERGY COMPANY 110010797334/FRS	1999 E STONE DR STE 201 KINGSPORT TN	NON GC	N/A
	FINDS	CHAIRMAN GOLF CO INC TN0001088392	DALE ST BLOUNTVILLE TN 37617	NON GC	N/A
	FINDS	TWO GUYS WELDING INC TN0001042902	5213 OLD ISLAND RD KINGSPORT TN 37664	NON GC	N/A
	FINDS	110020803157/FRS	EASTMAN SKYLAND DRIVE CHEST KINGSPORT TN 37664	NON GC	N/A
	FINDS	SITE ID 471630018 110006926238/FRS	EASTMAN SKYLAND DRIVE CHEST KINGSPORT TN 37664	NON GC	N/A
	FINDS	ZOOMERZ 69 110027740675/FRS	1673 FORT HENRY DRIVE KINGSPORT TN 37664	NON GC	N/A
	FINDS	WASTE MANAGEMENT TRI CITIES 110029013975/FRS	I-81 EXIT 63 BLOUNTVILLE TN 37617	NON GC	N/A
	FINDS	110020919737/FRS	EASTMAN PRESTON HILL OREBAN KINGSPORT TN	NON GC	N/A
	FINDS	ZOOMERZ 54 110027740452/FRS	3717 MEMORIAL BLVD KINGSPORT TN 37664	NON GC	N/A
	FINDS	BERRY JACK 110024224793/FRS	RT 3 FALL CREEK RD KINGSPORT TN 37664	NON GC	N/A
	HMIRS	HIGHWAY TRANSPORT 2004080960/4	6570 FORT HENRY DRIVE KINGSPORT TN 37664	NON GC	N/A
	HMIRS	ROGERS CARTAGE CO 2004100562/4	I-81 KINGSPORT TN	NON GC	N/A
	HMIRS	SCHNEIDER NAT L BULK CARRIERS 1994100940/HIGHWAY (FOR HIRE)	SHERWOOD RD KINGSPORT TN 37664	NON GC	N/A
	LUST	BROWN THURSTON MOTOR LINE 1-820436/ACTIVE	US HIGHWAY 11 WEST BLOUNTVILLE TN 37617	NON GC	N/A

Environmental FirstSearch
Sites Summary Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

TOTAL: 128 **GEOCODED:** 103 **NON GEOCODED:** 25 **SELECTED:** 7

Map ID	DB Type	Site Name/ID/Status	Address	Dist/Dir	Page No.
	LUST	C and S TRANSIT FACILITY 1-820422/DENIED	VALLEY DRIVE BLOUNTVILLE TN 37617	NON GC	N/A
	RELEASES	DEPENDABLE AUTO SHIPPERS 356369/HIGHWAY RELATED	I-81 APPROX MILE POST 63 BLOUNTVILLE TN 37617	NON GC	N/A
	UST	BALL BROS FURNITURE 1-820445	HIGHWAY 126 BLOUNTVILLE TN 37617	NON GC	N/A
	UST	INTERSTATE TEXACO 1-820177	I-81 AND HIGHWAY 126 BLOUNTVILLE TN 37617	NON GC	N/A
	UST	MR HERMAN HANDY 1-820422	P O BOX 265 VALLEY DRIVE BLOUNTVILLE TN 37617	NON GC	N/A

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FIMAP

SEARCH ID: 95 **DIST/DIR:** 0.00 -- **MAP ID:** 10

NAME: FIRE INSURANCE MAP
ADDRESS:
KINGSPORT TN 37660
CONTACT:

REV: 11/18/98
ID1: POLY-24554
ID2:
STATUS: SANBORN
PHONE:

SITE INFORMATION

SOURCE COLLECTION: SANBORN

NUMBER OF MAPS: UNDETERMINED

POSSIBLE MAP LOCATION

KINGSPORT

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

SOILS

SEARCH ID: 92 **DIST/DIR:** 0.00 -- **MAP ID:** 4

NAME: USSOILS DATA
ADDRESS:
TN
CONTACT:

REV: 3/18/97
ID1: TNSO-06-148
ID2: TN161
STATUS: STATSGO
PHONE:

SITE INFORMATION

The National Resource Conservation Service recommends that the data not be used to describe soil characteristics for regions smaller than a multi-county area.

WATER CAPACITY (INCHES PER INCH):	0.15
PERCENT CLAY (PERCENT < 2mm):	27.2
K FACTOR:	0.32
ORGANIC MATERIAL (PERCENT BY WEIGHT):	0.5
SOIL PERMEABILITY (INCHES PER HOUR):	1.19
CUMULATIVE LAYER THICKNESS (INCHES):	73
HYDROLOGIC CHARACTERISTICS:	2.4
SOIL DRAINAGE:	3.5
SUFACE SLOPE (PERCENT):	8 6
LIQUID LIMIT (PERCENT MOISTURE BY WEIGHT):	32.2
HYDRIC COMPONENT SHARE (1=ALL COMPONENTS):	0.1
ANNUAL FLOOD FREQUENCY:	3.8

LEGEND

HYDROLOGIC CHARACTERISTICS:
1 = HIGH INFILTRATION
2 = MODERATE INFILTRATION
3 = SLOW INFILTRATION
4 = VERY SLOW INFILTRATION

SOIL DRAINAGE:
1 = EXCESS
2 = MODERATE EXCESS
3 = WELL
4 = MODERATELY WELL
5 = MODERATELY POOR
6 = POOR
7 = VERY POOR

ANNUAL FLOOD FREQUENCY:
1 = GREATER THAN 50 PERCENT
2 = 5 TO 50 PERCENT
3 = 0 TO 5 PERCENT
4 = NONE

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

SOILS

SEARCH ID: 89 **DIST/DIR:** 0.00 -- **MAP ID:** 9

NAME: USGS-DIGITAL DATA SERIES-11
ADDRESS:
US
CONTACT:

REV: 1/19/99
ID1: DDS-USGS-12829
ID2:
STATUS: BEDROCK GEOLOGY
PHONE:

SITE INFORMATION

AREA:	0.609121
PERIMETER:	17.9587
ROCK DESCRIPTION:	Ordovician
METAMORPHOSIS:	No Metamorphism
STRATIGRAPHIC ORDER:	126 - Stratigraphic order from youngest (1) to oldest (162)

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

SOILS

SEARCH ID: 91 **DIST/DIR:** 0.00 -- **MAP ID:** 1

NAME: USSOILS DATA
ADDRESS:
TN
CONTACT:

REV: 3/18/97
ID1: TNSO-06-123
ID2: TN131
STATUS: STATSGO
PHONE:

SITE INFORMATION

The National Resource Conservation Service recommends that the data not be used to describe soil characteristics for regions smaller than a multi-county area.

WATER CAPACITY (INCHES PER INCH):	0.11
PERCENT CLAY (PERCENT < 2mm):	43.3
K FACTOR:	0.22
ORGANIC MATERIAL (PERCENT BY WEIGHT):	0.6
SOIL PERMEABILITY (INCHES PER HOUR):	0 56
CUMULATIVE LAYER THICKNESS (INCHES):	50.6
HYDROLOGIC CHARACTERISTICS:	3.1
SOIL DRAINAGE:	3.2
SUFACE SLOPE (PERCENT):	15.7
LIQUID LIMIT (PERCENT MOISTURE BY WEIGHT):	52
HYDRIC COMPONENT SHARE (1=ALL COMPONENTS):	0
ANNUAL FLOOD FREQUENCY:	3.9

LEGEND

HYDROLOGIC CHARACTERISTICS:
1 = HIGH INFILTRATION
2 = MODERATE INFILTRATION
3 = SLOW INFILTRATION
4 = VERY SLOW INFILTRATION

SOIL DRAINAGE:
1 = EXCESS
2 = MODERATE EXCESS
3 = WELL
4 = MODERATELY WELL
5 = MODERATELY POOR
6 = POOR
7 = VERY POOR

ANNUAL FLOOD FREQUENCY:
1 = GREATER THAN 50 PERCENT
2 = 5 TO 50 PERCENT
3 = 0 TO 5 PERCENT
4 = NONE

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

SOILS

SEARCH ID: 94 **DIST/DIR:** 0.00 -- **MAP ID:** 6

NAME: USSOILS DATA
ADDRESS:
TN
CONTACT:

REV: 3/18/97
ID1: TNSO-06-145
ID2: TN143
STATUS: STATSGO
PHONE:

SITE INFORMATION

The National Resource Conservation Service recommends that the data not be used to describe soil characteristics for regions smaller than a multi-county area.

WATER CAPACITY (INCHES PER INCH):	0.11
PERCENT CLAY (PERCENT < 2mm):	30.5
K FACTOR:	0.24
ORGANIC MATERIAL (PERCENT BY WEIGHT):	0.5
SOIL PERMEABILITY (INCHES PER HOUR):	0.77
CUMULATIVE LAYER THICKNESS (INCHES):	39.4
HYDROLOGIC CHARACTERISTICS:	3.5
SOIL DRAINAGE:	2.9
SUFACE SLOPE (PERCENT):	26.7
LIQUID LIMIT (PERCENT MOISTURE BY WEIGHT):	36.2
HYDRIC COMPONENT SHARE (1=ALL COMPONENTS):	0
ANNUAL FLOOD FREQUENCY:	3.6

LEGEND

HYDROLOGIC CHARACTERISTICS:
1 = HIGH INFILTRATION
2 = MODERATE INFILTRATION
3 = SLOW INFILTRATION
4 = VERY SLOW INFILTRATION

SOIL DRAINAGE:
1 = EXCESS
2 = MODERATE EXCESS
3 = WELL
4 = MODERATELY WELL
5 = MODERATELY POOR
6 = POOR
7 = VERY POOR

ANNUAL FLOOD FREQUENCY:
1 = GREATER THAN 50 PERCENT
2 = 5 TO 50 PERCENT
3 = 0 TO 5 PERCENT
4 = NONE

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

SOILS

SEARCH ID: 88 **DIST/DIR:** 0.00 -- **MAP ID:** 8

NAME:	USGS-DIGITAL DATA SERIES-11	**REV:**	1/19/99
ADDRESS:		**ID1:**	DDS-USGS-12817
	US	**ID2:**	
		STATUS:	BEDROCK GEOLOGY
CONTACT:		**PHONE:**	

SITE INFORMATION

AREA:	0.235867
PERIMETER:	11.9386
ROCK DESCRIPTION:	Cambrian
METAMORPHOSIS:	No Metamorphism
STRATIGRAPHIC ORDER:	134 - Stratigraphic order from youngest (1) to oldest (162)

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

SOILS

SEARCH ID: 90 **DIST/DIR:** 0.00 -- **MAP ID:** 3

NAME: USSOILS DATA
ADDRESS:
TN
CONTACT:

REV: 3/18/97
ID1: TNSO-06-131
ID2: TN119
STATUS: STATSGO
PHONE:

SITE INFORMATION

The National Resource Conservation Service recommends that the data not be used to describe soil characteristics for regions smaller than a multi-county area.

WATER CAPACITY (INCHES PER INCH):	0.14
PERCENT CLAY (PERCENT < 2mm):	42.8
K FACTOR:	0.25
ORGANIC MATERIAL (PERCENT BY WEIGHT):	0.3
SOIL PERMEABILITY (INCHES PER HOUR):	0.84
CUMULATIVE LAYER THICKNESS (INCHES):	73.6
HYDROLOGIC CHARACTERISTICS:	2.6
SOIL DRAINAGE:	3.1
SUFACE SLOPE (PERCENT):	13.2
LIQUID LIMIT (PERCENT MOISTURE BY WEIGHT):	49.7
HYDRIC COMPONENT SHARE (1=ALL COMPONENTS):	0
ANNUAL FLOOD FREQUENCY:	3.9

LEGEND

HYDROLOGIC CHARACTERISTICS:
1 = HIGH INFILTRATION
2 = MODERATE INFILTRATION
3 = SLOW INFILTRATION
4 = VERY SLOW INFILTRATION

SOIL DRAINAGE:
1 = EXCESS
2 = MODERATE EXCESS
3 = WELL
4 = MODERATELY WELL
5 = MODERATELY POOR
6 = POOR
7 = VERY POOR

ANNUAL FLOOD FREQUENCY:
1 = GREATER THAN 50 PERCENT
2 = 5 TO 50 PERCENT
3 = 0 TO 5 PERCENT
4 = NONE

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 64 **DIST/DIR:** 0.00 -- **MAP ID:** 2

NAME: GREENWOOD MARKET, INC
ADDRESS: 5121 MEMORIAL BLVD.
KINGSPORT TN 37664
SULLIVAN
CONTACT:

REV: 3/4/05
ID1: 1-820448
ID2:
STATUS:
PHONE:

SITE INFORMATION

TOTAL NUMBER OF TANKS: 2

OWNER INFORMATION:

OWNER ID NUMBER: 2604
OWNER DESCRIPTION: COMMERCIAL
OWNER NAME: Greenwood Market Inc.
OWNER ADDRESS: 5121 MEMORIAL BLVD.
KINGSPORT TN 37664
PHONE: (423) 288-2481

TANK INFORMATION:

TANK NUMBER: 1
TANK STATUS: CURRENTLY IN USE
TANK INSTALLED DATE: 4/28/1980

TANK CAPACITY: 6000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / LINED INTERIOR

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	YES	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FIBERGLASS REINFORCED PLASTIC / NONE
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	YES		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

TANK NUMBER: 2
TANK STATUS: CURRENTLY IN USE
TANK INSTALLED DATE: 4/28/1980

TANK CAPACITY: 6000 GALLONS
TANK CONTENTS: GASOLINE

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Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 64 **DIST/DIR:** 0.00 -- **MAP ID:** 2

NAME:	GREENWOOD MARKET, INC	REV:	3/4/05
ADDRESS:	5121 MEMORIAL BLVD.	ID1:	1-820448
	KINGSPORT TN 37664	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / LINED INTERIOR

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	YES	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FIBERGLASS REINFORCED PLASTIC / NONE
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	YES		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 63 **DIST/DIR:** 0.00 -- **MAP ID:** 2

NAME:	GREENWOOD MARKET	REV:	3/4/05
ADDRESS:	5121 MEMORIAL BLVD.	ID1:	1-820150
	KINGSPORT TN 37660	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

SITE INFORMATION

TOTAL NUMBER OF TANKS: 2

OWNER INFORMATION:

OWNER ID NUMBER: 352
OWNER DESCRIPTION: COMMERCIAL
OWNER NAME: Appalachian Oil Company, Inc.
OWNER ADDRESS: 1992 HIGHWAY 70
BLOUNTVILLE TN 37617
PHONE: (423) 323-5235

TANK INFORMATION:

TANK NUMBER: 1
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 5/7/1985

TANK CAPACITY: 1000 GALLONS
TANK CONTENTS: KEROSENE

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: NOT LISTED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

TANK NUMBER: 2
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 5/7/1985

TANK CAPACITY: 2000 GALLONS
TANK CONTENTS: DIESEL

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 63 **DIST/DIR:** 0.00 -- **MAP ID:** 2

NAME:	GREENWOOD MARKET	REV:	3/4/05
ADDRESS:	5121 MEMORIAL BLVD.	ID1:	1-820150
	KINGSPORT TN 37660	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	YES	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS:	GALVANIZED STEEL / NONE
PIPING TYPE:	NOT LISTED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 53 **DIST/DIR:** 0.00 -- **MAP ID:** 7

NAME:	OLD SIMPSON MOTORS	REV:	3/4/05
ADDRESS:	3310 MEMORIAL BLVD	ID1:	1-820587
	KINGSPORT TN 37660	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

SITE INFORMATION

TOTAL NUMBER OF TANKS: 3

OWNER INFORMATION:

OWNER ID NUMBER:	15490
OWNER DESCRIPTION:	COMMERCIAL
OWNER NAME:	W D HARLESS
OWNER ADDRESS:	1405 RUFUS ROAD KINGSPORT TN 37660
PHONE:	(423) 246-3876

TANK INFORMATION:

TANK NUMBER:	1
TANK STATUS:	PERMANENTLY OUT OF USE
TANK INSTALLED DATE:	
TANK CAPACITY:	10000 GALLONS
TANK CONTENTS:	GASOLINE
MATERIALS OF CONSTRUCTION:	ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS:	GALVANIZED STEEL / NONE
PIPING TYPE:	U.S. SUCTION

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

TANK NUMBER:	2
TANK STATUS:	PERMANENTLY OUT OF USE
TANK INSTALLED DATE:	
TANK CAPACITY:	10000 GALLONS
TANK CONTENTS:	GASOLINE

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 53 **DIST/DIR:** 0.00 -- **MAP ID:** 7

NAME:	OLD SIMPSON MOTORS	REV:	3/4/05
ADDRESS:	3310 MEMORIAL BLVD.	ID1:	1-820587
	KINGSPORT TN 37660	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: U.S. SUCTION

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

TANK NUMBER: 3
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE:

TANK CAPACITY: 550 GALLONS
TANK CONTENTS: USED OIL

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: U.S. SUCTION

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

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Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 53 **DIST/DIR:** 0.00 -- **MAP ID:** 7

NAME:	OLD SIMPSON MOTORS	REV:	3/4/05
ADDRESS:	3310 MEMORIAL BLVD.	ID1:	1-820587
	KINGSPORT TN 37660	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 60 **DIST/DIR:** 0.00 -- **MAP ID:** 5

NAME:	THOUIN ENTERPRISES, INC	REV:	3/4/05
ADDRESS:	3933 MEMORIAL BLVD.	ID1:	1-820582
	KINGSPORT TN 37664	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

SITE INFORMATION

TOTAL NUMBER OF TANKS: 1

OWNER INFORMATION:

OWNER ID NUMBER:	14582
OWNER DESCRIPTION:	PRIVATE
OWNER NAME:	THOUIN ENTERPRISES, INC
OWNER ADDRESS:	3933 MEMORIAL BLVD. KINGSPORT TN 37664
PHONE:	(423) 247-1930

TANK INFORMATION:

TANK NUMBER:	1
TANK STATUS:	PERMANENTLY OUT OF USE
TANK INSTALLED DATE:	7/1/1987
TANK CAPACITY:	1000 GALLONS
TANK CONTENTS:	GASOLINE
MATERIALS OF CONSTRUCTION:	ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS:	GALVANIZED STEEL / NONE
PIPING TYPE:	U.S. SUCTION

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 17 **DIST/DIR:** 0.01 NE **MAP ID:** 13

NAME:	EXXON STATION 5-0111	REV:	7/10/07
ADDRESS:	3717 MEMORIAL BOULEVARD	ID1:	110014331730
	KINGSPORT TN 37663	ID2:	TND987776929
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

FACILITY REGISTRATION INFORMATION:

PROGRAM:	FRS	PROGRAM ID:	110014331730
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	4/25/2003 6:22:57 PM
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	PCS
LAST REPORTED:	4/25/2003 6:22:57 PM	LAST EXTRACTED:	
ENFORCEMENT ACT:			
REG PROGRAM:	FACILITY -		

PROGRAM:	RCRAINFO	PROGRAM ID:	TND987776929
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	NOTIFICATION
LAST REPORTED:	11/12/2004	LAST EXTRACTED:	5/18/2003 1:55.51 AM
ENFORCEMENT ACT:			
REG PROGRAM:	NOT IN A UNIVERSE - THE HANDLER IS NOT CURRENTLY IN ANY HAZARDOUS WASTE UNIVERSE.		

SITE TYPE:	STATIONARY
INTEREST STATUS:	ACTIVE
DATA QUALITY:	V
LOCATION DESC:	
ADDRESS TYPE:	REGULAR URBAN
LAST REPORTED:	
POSTED TO DATABASE:	4/25/2003 6:22:57 PM
DATA UPDATED:	5/5/2003 2.27:54 PM
ENTERED PERSON/METHOD:	TIGERBEE
PARENT REG ID:	
CONFIDENCE IN ADDR:	MEDIUM
ENFORCEMENT SENSITIVE:	N
REQ MANUAL REVIEW:	
REASON MAN REVIEW:	
SMALL BUS POLICY:	
ENFORCEMENT ACTION:	
DATA PUB ACCESS:	YES
INTERNAL SYS ID:	
FEDERAL FACILITY:	NO
FEDERAL AGENCY:	
TRIBAL LAND:	NO
TRIBAL LAND NAME:	
CONGRESSIONAL DIST:	
LEGISLATIVE DIST:	10
HYDROLOGICAL UNTIS:	
EPA REGION:	04
AIRSHED:	
CENSUS BLOCK:	

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

LUST

SEARCH ID: 73 **DIST/DIR:** 0.01 NE **MAP ID:** 13

NAME:	EXXON STATION 5-0111	REV:	12/1/04
ADDRESS:	3717 MEMORIAL BIVD	ID1:	1-820163
	KINGSPORT TN	ID2:	
		STATUS:	ACTIVE
CONTACT:	EXXON COMPANY USA	PHONE:	

SITE INFORMATION

RELEASE DATE:	11/22/1991	APPLICATION:	98076
NUM OF TANKS:	108	TOT DEDUCTABLE:	$ 20000
AMOUNT REQUESTED:	$ 219843.35	DISALLOWED:	$ 9495.06
BALANCE DUE:	$ 10270.08	TOTAL PAID:	$ 171742.57
NET PAID:	$ 182012.65	RECEIVED APPLICATION:	1/16/2001
NUMBER RECEIVED:	07	AUTHOR RECEIVED:	11/22/1991
AUTHOR APPROVED:	11/22/1991	CONTRACTOR:	C0105
APPROVAL:	Y	COVERAGE:	
OWNER ID:	11976		
TANK OWNER:	EXXON COMPANY USA		

SITE INFORMATION

RELEASE DATE:	1/23/1991	APPLICATION:	94214
NUM OF TANKS:	108	TOT DEDUCTABLE:	$ 20000
AMOUNT REQUESTED:	$ 99339.28	DISALLOWED:	$ 6605.54
BALANCE DUE:	$ 0	TOTAL PAID:	$ 72733.74
NET PAID:	$ 72733 74	RECEIVED APPLICATION:	11/13/1997
NUMBER RECEIVED:	04	AUTHOR RECEIVED:	10/12/1993
AUTHOR APPROVED:	11/17/1993	CONTRACTOR:	CO217
APPROVAL:	Y	COVERAGE:	
OWNER ID:	11976		
TANK OWNER:	EXXON COMPANY USA		

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

NPDES

SEARCH ID: 10 **DIST/DIR:** 0.01 NE **MAP ID:** 13

NAME:		REV:	2/20/03
ADDRESS:		ID1:	TN0074110
	KINGSPORT TN 37664	ID2:	
	SULLIVAN	STATUS:	MINOR
CONTACT:	JEFF PHILLIPS	PHONE:	9013601776

SITE INFORMATION

PERMIT ISSUED:	4/1/1997
PERMIT EXPIRED:	3/31/2002
RECEIVING WATERS:	UNNAMED TRIB - REEDY CREEK - HOLSTO

SIC INFORMATION:

5541 - GASOLINE SERVICE STATIONS

MAILING CONTACT: EXXON FACILITY 50111
3800 EZELL RD. SUITE 100
NASHVILLE TN 37211

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 57 **DIST/DIR:** 0.01 NE **MAP ID:** 18

NAME: TRI CITY GARBAGE AND DISPOSAL CO AND
ADDRESS: 3711 HIGHWAY 126
BLUFF CITY TN 37618
SULLIVAN
CONTACT:

REV: 3/4/05
ID1: 1-820585
ID2:
STATUS:
PHONE:

SITE INFORMATION

TOTAL NUMBER OF TANKS: 6

OWNER INFORMATION:

OWNER ID NUMBER: 15313
OWNER DESCRIPTION: COMMERCIAL
OWNER NAME: ERNEST GALE SAMMONS (OPERATOR)
OWNER ADDRESS: 252 HAWLEY ROAD
BLUFF CITY TN 37618
PHONE: (423) 323-5616

TANK INFORMATION:

TANK NUMBER: 1
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 12/1/1970

TANK CAPACITY: 2000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

TANK NUMBER: 2
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 12/1/1970

TANK CAPACITY: 2000 GALLONS
TANK CONTENTS: GASOLINE

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 57 **DIST/DIR:** 0.01 NE **MAP ID:** 18

NAME:	TRI CITY GARBAGE AND DISPOSAL CO AND	REV:	3/4/05
ADDRESS:	3711 HIGHWAY 126	ID1:	1-820585
	BLUFF CITY TN 37618	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		

SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

TANK NUMBER: 3
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 12/1/1970

TANK CAPACITY: 2000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		

SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 57 **DIST/DIR:** 0.01 NE **MAP ID:** 18

NAME: TRI CITY GARBAGE AND DISPOSAL CO AND
ADDRESS: 3711 HIGHWAY 126
BLUFF CITY TN 37618
SULLIVAN
CONTACT:

REV: 3/4/05
ID1: 1-820585
ID2:
STATUS:
PHONE:

TANK NUMBER: 4
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 12/1/1970

TANK CAPACITY: 2000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		

SPILL PROTECTION INSTALLED: NO OVERFILL INSTALLED: NO

TANK NUMBER: 5
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 12/1/1970

TANK CAPACITY: 275 GALLONS
TANK CONTENTS: USED OIL

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: GRAVITY FEED

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 57 **DIST/DIR:** 0.01 NE **MAP ID:** 18

NAME:	TRI CITY GARBAGE AND DISPOSAL CO AND	REV:	3/4/05
ADDRESS:	3711 HIGHWAY 126	ID1:	1-820585
	BLUFF CITY TN 37618	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

TANK NUMBER:	6
TANK STATUS:	PERMANENTLY OUT OF USE
TANK INSTALLED DATE:	12/1/1970
TANK CAPACITY:	300 GALLONS
TANK CONTENTS:	KEROSENE
MATERIALS OF CONSTRUCTION:	ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS:	GALVANIZED STEEL / NONE
PIPING TYPE:	PRESSURIZED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 46 **DIST/DIR:** 0.01 NE **MAP ID:** 16

NAME:	CHEVRON FACILITY 49739	REV:	3/4/05
ADDRESS:	3801 MEMORIAL DRIVE	ID1:	1-820538
	KINGSPORT TN 37660	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

SITE INFORMATION

TOTAL NUMBER OF TANKS: 4

OWNER INFORMATION:

OWNER ID NUMBER:	11760
OWNER DESCRIPTION:	PRIVATE
OWNER NAME:	CHEVRON U S A INC
OWNER ADDRESS:	P.O. BOX 1706 ATLANTA GA 30301
PHONE:	(404) 984-3000

TANK INFORMATION:

TANK NUMBER:	1
TANK STATUS:	PERMANENTLY OUT OF USE
TANK INSTALLED DATE:	5/1/1969
TANK CAPACITY:	10000 GALLONS
TANK CONTENTS:	GASOLINE
MATERIALS OF CONSTRUCTION:	UNKNOWN / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS:	UNKNOWN / NONE		
PIPING TYPE:	U.S. SUCTION		
AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

TANK NUMBER:	2
TANK STATUS:	PERMANENTLY OUT OF USE
TANK INSTALLED DATE:	5/1/1969
TANK CAPACITY:	10000 GALLONS
TANK CONTENTS:	GASOLINE

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 46 **DIST/DIR:** 0.01 NE **MAP ID:** 16

NAME:	CHEVRON FACILITY 49739	REV:	3/4/05
ADDRESS:	3801 MEMORIAL DRIVE	ID1:	1-820538
	KINGSPORT TN 37660	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

MATERIALS OF CONSTRUCTION: UNKNOWN / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS: UNKNOWN / NONE
PIPING TYPE: U.S. SUCTION

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

TANK NUMBER: 3
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 5/1/1969

TANK CAPACITY: 5000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: UNKNOWN / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS: UNKNOWN / NONE
PIPING TYPE: U.S. SUCTION

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 46 **DIST/DIR:** 0.01 NE **MAP ID:** 16

NAME:	CHEVRON FACILITY 49739	REV:	3/4/05
ADDRESS:	3801 MEMORIAL DRIVE	ID1:	1-820538
	KINGSPORT TN 37660	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

TANK NUMBER:	4
TANK STATUS:	PERMANENTLY OUT OF USE
TANK INSTALLED DATE:	5/1/1969
TANK CAPACITY:	550 GALLONS
TANK CONTENTS:	USED OIL
MATERIALS OF CONSTRUCTION:	UNKNOWN / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS:	UNKNOWN / NONE
PIPING TYPE:	U.S. SUCTION

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 59 **DIST/DIR:** 0.01 NE **MAP ID:** 13

NAME: ZOOMERZ 54
ADDRESS: 3717 MEMORIAL BLVD.
KINGSPORT TN 37660
CONTACT:

REV: 3/4/05
ID1: 1-820163
ID2:
STATUS:
PHONE:

SITE INFORMATION

TOTAL NUMBER OF TANKS: 5

OWNER INFORMATION:

OWNER ID NUMBER: 7945
OWNER DESCRIPTION: COMMERCIAL
OWNER NAME: ROGERS PETROLEUM, INC.
OWNER ADDRESS: 1634 WEST 1ST NORTH ST.
MORRISTOWN TN 37816
PHONE: (423) 581-7460

TANK INFORMATION:

TANK NUMBER: 1
TANK STATUS: CURRENTLY IN USE
TANK INSTALLED DATE: 5/7/1985

TANK CAPACITY: 12000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: FIBERGLASS REINFORCED PLASTIC / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	YES
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FIBERGLASS REINFORCED PLASTIC / NONE
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

TANK NUMBER: 2
TANK STATUS: CURRENTLY IN USE
TANK INSTALLED DATE: 5/7/1985

TANK CAPACITY: 10000 GALLONS
TANK CONTENTS: GASOLINE

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 59 **DIST/DIR:** 0.01 NE **MAP ID:** 13

NAME: ZOOMERZ 54
ADDRESS: 3717 MEMORIAL BLVD.
KINGSPORT TN 37660
CONTACT:

REV: 3/4/05
ID1: 1-820163
ID2:
STATUS:
PHONE:

MATERIALS OF CONSTRUCTION: FIBERGLASS REINFORCED PLASTIC / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	YES
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FIBERGLASS REINFORCED PLASTIC / NONE
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		

SPILL PROTECTION INSTALLED: YES OVERFILL INSTALLED: YES

TANK NUMBER: 3
TANK STATUS: CURRENTLY IN USE
TANK INSTALLED DATE: 5/7/1985

TANK CAPACITY: 10000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: FIBERGLASS REINFORCED PLASTIC / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	YES
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FIBERGLASS REINFORCED PLASTIC / NONE
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		

SPILL PROTECTION INSTALLED: YES OVERFILL INSTALLED: YES

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 59 **DIST/DIR:** 0.01 NE **MAP ID:** 13

NAME: ZOOMERZ 54
ADDRESS: 3717 MEMORIAL BLVD.
KINGSPORT TN 37660
CONTACT:

REV: 3/4/05
ID1: 1-820163
ID2:
STATUS:
PHONE:

TANK NUMBER: 4
TANK STATUS: CURRENTLY IN USE
TANK INSTALLED DATE: 5/7/1985

TANK CAPACITY: 10000 GALLONS
TANK CONTENTS: DIESEL

MATERIALS OF CONSTRUCTION: FIBERGLASS REINFORCED PLASTIC / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	YES
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FIBERGLASS REINFORCED PLASTIC / NONE
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		

SPILL PROTECTION INSTALLED: YES OVERFILL INSTALLED: YES

TANK NUMBER: 5
TANK STATUS: CURRENTLY IN USE
TANK INSTALLED DATE: 5/7/1985

TANK CAPACITY: 1000 GALLONS
TANK CONTENTS: KEROSENE

MATERIALS OF CONSTRUCTION: FIBERGLASS REINFORCED PLASTIC / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	YES
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FIBERGLASS REINFORCED PLASTIC / NONE
PIPING TYPE: SAFE SUCTION

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 59 **DIST/DIR:** 0.01 NE **MAP ID:** 13

NAME: ZOOMERZ 54
ADDRESS: 3717 MEMORIAL BLVD.
KINGSPORT TN 37660
CONTACT:

REV: 3/4/05
ID1: 1-820163
ID2:
STATUS:
PHONE:

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

ERNS

SEARCH ID: 8 **DIST/DIR:** 0.01 NW **MAP ID:** 17

NAME:		REV:	12/31/05
ADDRESS:	4601 MEMORIAL BLVD CHRISM43 AOL.COM	ID1:	NRC-775049
	KINGSPORT TN 37664	ID2:	
	SULLIVAN	STATUS:	FIXED
CONTACT:	MANAGERS OFFICE CITY	PHONE:	4232299412

SITE INFORMATION

THIS INFORMATION WAS OBTAINED FROM THE NATIONAL RESPONSE CENTER

DATE RECEIVED: 10/5/2005 10:19:14 AM DATE COMPLETE: 10/5/2005 10:35:06 AM
CALL TAKER: KLW5156 CALL TYPE: INC

RESPONSIBLE PARTY: MANAGERS OFFICE CITY
PHONE 1: 4232299412 PRIMARY
PHONE 2:
PHONE 3:

RESPONSIBLE COMPANY:
ORGANIZATION TYPE: LOCAL GOVERNMENT

ADDRESS: THE CITY OF KINGSPORT
KINGSPORT TN

SOURCE: TELEPHONE

INCIDENT INFORMATION

INCIDENT DESCRIPTION: CALLER STATED THERE IS A RELEASE OF MATERIALS INTO A HOLD WHICH WAS DUG BY THE CITY. THIS HOLE IS NEXT TO HIS PROPERTY AND THE CITY IS RELEASING HUMAN WASTE FROM A OLD PUMP THEY ARE REPLACING. CALLER STATES THE OLD PUMP WILL BE LEFT IN THE GROUND. THE

INCIDENT TYPE:	FIXED	INCIDENT CAUSE:	DUMPING
INCIDENT DATE: OCCURRED	10/4/2005 10:30:00 AM		INCIDENT DATE DESC:
DISTANCE FROM CITY:		DISTANCE UNITS:	
DIRECTION FROM CITY:		LOCATION SECTION:	
LOCATION TOWNSHIP:		LOCATION RANGE:	
AIRCRAFT TYPE:		AIRCRAFT MODEL:	
AIRCRAFT ID:		AIRCRAFT FUEL CAPACITY:	
AIRCRAFT FUEL CAPACITY UNITS:		AIRCRAFT FUEL ON BOARD:	
AIRCRAFT FUEL ON BOARD UNITS:		AIRCRAFT SPOT NUMBER:	
AIRCRAFT HANGER:		AIRCRAFT RUNWAY NUM:	
ROAD MILE MARKER:		BUILDING ID:	
TYPE OF FIXED OBJECT:	PRIVATE RESIDENCE		POWER GEN FACILITY: U
GENERATING CAPACITY:		TYPE OF FUEL:	
NPDES:		NPDES COMPLIANCE:	U
PIPELINE TYPE:		DOT REGULATED:	U
PIPELINE ABOVE GROUND:	ABOVE	EXPOSED UNDERWATER:	U
PIPELINE COVERED:	N	GRADE CROSSING:	U
LOCATION SUBDIVISION:		RAILROAD MILEPOST:	
TYPE VEHICLE INVOLVED:		CROSSING DEVICE TYPE:	
DEVICE OPERATIONAL:	U		

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

ERNS

SEARCH ID: 8 **DIST/DIR:** 0.01 NW **MAP ID:** 17

NAME:		REV:	12/31/05
ADDRESS:	4601 MEMORIAL BLVD CHRISM43 AOL COM	ID1:	NRC-775049
	KINGSPORT TN 37664	ID2:	
	SULLIVAN	STATUS:	FIXED
CONTACT:	MANAGERS OFFICE CITY	PHONE:	4232299412

DOT CROSSING NUMBER:		BRAKE FAILURE:	U
TANK ABOVE GROUND:		TRANSPORTABLE CONTAINER:	U
TANK REGULATED:	U	TANK REGULATED BY:	
TANK ID:		CAPACITY OF TANK:	
CAPACITY OF TANK UNITS:		ACTUAL AMOUNT:	
ACTUAL AMOUNT UNITS:		PLATFORM RIG NAME:	
PLATFORM LETTER:		LOCATION AREA ID:	
LOCATION BLOCK ID:			

DESCRIPTION OF TANK:

OCSG NUMBER:		OCSP NUMBER:	
STATE LEASE NUMBER:		PIER DOCK NUMBER:	
BERTH SLIP NUMBER:		CONTIN RELEASE TYPE:	
INITIAL CONT RELEASE NUM:		CONT RELEASE PERMIT:	
ALLISION:	U	TYPE OF STRUCTURE:	
STRUCTURE NAME:		STRUCT OPERATIONAL:	U
AIRBAG DEPLOYED:		DATE NORMAL SERVICE:	
SERVICE DISRUPT TIME:		SERVICE DISRUPT UNITS:	
TRANSIT BUS FLAG:		CR BEGIN DATE:	
CR END DATE:		CR CHANGE DATE:	

FIRE INVOLVED:	N	FIRE EXTINGUISHED:	U
ANY EVACUATIONS:	N	NUMBER EVACUATED:	
WHO EVACUATED:		RADIUS OF EVACUATION:	
ANY INJURIES:	N	NUMBER INJURED:	
NUMBER HOSPITALIZED:		ANY FATALITIES:	N
NUMBER FATALITIES:		ANY DAMAGES:	N
DAMAGE AMOUNT:		AIR CORRIDOR CLOSED:	N
AIR CORRIDOR DESC:		AIR CLOSURE TIME:	
WATERWAY CLOSED:	N	WATERWAY DESC:	
WATERWAY CLOSURE TIME:		ROAD CLOSED:	N
ROAD DESC:		ROAD CLOSURE TIME:	
CLOSURE DIRECTION:		MAJOR ARTERY:	N

TRACK CLOSED:	N	TRACK DESC:	
TRACK CLOSURE TIME:		MEDIA INTEREST:	NONE
MEDIUM DESC:	LAND	ADDTL MEDIUM INFO:	INTO A DUG HOLE.
BODY OF WATER:		TRIBUTARY OF:	
NEAREST RIVER MILE MARK:		RELEASE SECURED:	N
EST DUR OF RELEASE:		RELEASE RATE:	
TRACK CLOSE DIR:		ST AGENCY ON SCENE:	NONE
ST AGENCY RPT NUM:	NONE	OTHER AGENCY NOTIFIED:	
WEATHER CONDITIONS:	OVERCAST	AIR TEMPERATURE:	68
WIND SPEED:		WIND DIRECTION:	
WATER SUPPLY CONTAM:	U	SHEEN SIZE:	
SHEEN COLOR:		DIR OF SHEEN TRAVEL:	
SHEEN ODOR DESCRIPTION:		WAVE CONDITION:	
CURRENT SPEED:		CURRENT DIRECTION:	
WATER TEMPERATURE:			

DESC OF REMEDIAL ACTION: NO ACTIONS TAKEN

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

ERNS

SEARCH ID: 8 **DIST/DIR:** 0.01 NW **MAP ID:** 17

NAME:		REV:	12/31/05
ADDRESS:	4601 MEMORIAL BLVD CHRISM43 AOL.COM	ID1:	NRC-775049
	KINGSPORT TN 37664	ID2:	
	SULLIVAN	STATUS:	FIXED
CONTACT:	MANAGERS OFFICE CITY	PHONE:	4232299412

EMPL FATALITY:		PASS FATALITY:	
COMMUNITY IMPACT:	N	WIND SPEED UNITS:	
EMPLOYEE INJURIES:		PASSENGER INJURIES:	
OCCUPANT FATALITY:		CURRENT SPEED UNITS:	
ROAD CLOSURE UNITS:		TRACK CLOSURE UNITS:	
SHEEN SIZE UNITS:		STATE AGENCY NOTIFIED:	CITY OF KINGSPORT
FED AGENCY NOTIFIED:	NONE	NEAREST RIVER MILE MARK:	
SHEEN SIZE LENGTH:		SHEEN SIZE LENGTH UNITS:	
SHEEN SIZE WIDTH:		SHEEN SIZE WIDTH UNITS:	
OFFSHORE:	N	DURATION UNIT:	
RELEASE RATE UNIT:		RELEASE RATE RATE:	

ADDITIONAL INFO: NO ADDITIONAL INFORMATION.

MATERIAL INFORMATION

CHRIS CODE:	NCC	CASE NUMBER:	000000-00-0
UN NUMBER:		REACHED WATER:	NO

NAME OF MATERIAL: HUMAN WASTE
AMOUNT OF MATERIAL: 0 UNKNOWN AMOUNT
AMOUNT IN WATER:

OTHER MATERIAL INFORMATION

MOBILE DETAILS INFORMATION

TRAIN INFORMATION

VESSEL INFORMATION

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 12 **DIST/DIR:** 0.01 NW **MAP ID:** 15

NAME:	B and W CLEANERS	REV:	7/10/07
ADDRESS:	3200 MEMORIAL BOULEVARD	ID1:	110015666858
	KINGSPORT TN 37660	ID2:	TNR000017160
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

FACILITY REGISTRATION INFORMATION:

PROGRAM:	RCRAINFO	PROGRAM ID:	TNR000017160
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	RCRAINFO
LAST REPORTED:	8/27/2003	LAST EXTRACTED:	9/23/2003 12:05:42 PM
ENFORCEMENT ACT:			

REG PROGRAM: CESQG - HAZARDOUS WASTE CONDITIONALLY EXEMPT SMALL QUANTITY GENERATORS GENERATE: A) 100 KILOGRAMS OR LESS OF HAZARDOUS WASTE PER CALENDAR MONTH, AND ACCUMULATE 1000 KG OR LESS OF HAZARDOUS WASTE AT ANY TIME; OR (B) ONE KILOGRAM OR LESS OF ACUTELY HAZARDOUS WASTE PER CALENDAR MONTH, AND ACCUMULATE AT ANY TIME: 1 KG OR LESS OF ACUTELY HAZARDOUS WASTE; OR 100 KG OR LESS OF ANY RESIDUE OR CONTAMINATED SOIL, WASTE OR OTHER DEBRIS RESULTING FROM THE CLEANUP OF A SPILL, INTO OR ON ANY LAND OR WATER, OF ACUTELY HAZARDOUS WASTE; OR (C) 100 KG OR LESS OF ANY RESIDUE OR CONTAMINATED SOIL, WASTE OR OTHER DEBRIS RESULTING FROM THE CLEANUP OF A SPILL, INTO OR ON ANY LAND OR WATER, OF ACUTELY HAZARDOUS WASTE DURING ANY CALENDAR MONTH, AND ACCUMULATE AT ANY TIME: 1 KG OR LESS OF ACUTELY HAZARDOUS WASTE; OR 100 KG OR LESS OF ANY RESIDUE OR CONTAMINATED SOIL, WASTE OR OTHER DEBRIS RESULTING FROM THE CLEANUP OF A SPILL, INTO OR ON ANY LAND OR WATER, OF ACUTELY HAZARDOUS WASTE.

PROGRAM:	FRS	PROGRAM ID:	110015666858
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	9/23/2003 12:05:42 PM
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	RCRAINFO
LAST REPORTED:	9/23/2003 12:05:42 PM	LAST EXTRACTED:	
ENFORCEMENT ACT:			
REG PROGRAM:	FACILITY -		

SITE TYPE:	STATIONARY
INTEREST STATUS:	ACTIVE
DATA QUALITY:	V
LOCATION DESC:	
ADDRESS TYPE:	REGULAR URBAN
LAST REPORTED:	
POSTED TO DATABASE:	9/23/2003 12:05:42 PM
DATA UPDATED:	1/5/2006 9:07:38 PM
ENTERED PERSON/METHOD:	REFRESH
PARENT REG ID:	
CONFIDENCE IN ADDR:	
ENFORCEMENT SENSITIVE:	
REQ MANUAL REVIEW:	
REASON MAN REVIEW:	
SMALL BUS POLICY:	
ENFORCEMENT ACTION:	
DATA PUB ACCESS:	YES
INTERNAL SYS ID:	
FEDERAL FACILITY:	NO
FEDERAL AGENCY:	
TRIBAL LAND:	NO

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 12 **DIST/DIR:** 0.01 NW **MAP ID:** 15

NAME:	B and W CLEANERS	REV:	7/10/07
ADDRESS:	3200 MEMORIAL BOULEVARD	ID1:	110015666858
	KINGSPORT TN 37660	ID2:	TNR000017160
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

TRIBAL LAND NAME:
CONGRESSIONAL DIST:
LEGISLATIVE DIST: 10
HYDROLOGICAL UNTIS:
EPA REGION: 04
AIRSHED:
CENSUS BLOCK:

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 26 **DIST/DIR:** 0.01 NW **MAP ID:** 12

NAME: SHALLOWBROOK CONDOMINIUM APTS
ADDRESS: 3204 MEMORIAL BLVD
KINGSPORT TN 37664
CONTACT:

REV:
ID1: TN0001716836
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

OTHER

SEARCH ID: 41 **DIST/DIR:** 0.01 NW **MAP ID:** 15

NAME: B and W CLEANERS
ADDRESS: 3200 MEMORIAL BLVD
KINGSPORT TN 37664
CONTACT:

REV: 01/25/07
ID1: D-82-103
ID2:
STATUS:
PHONE:

SITE INFORMATION

CERTIFICATE SERIAL NO: 1452
SERIAL NO: 8590
RECEIPT NO: 0003
EXPIRE DATE:

Please contact the Tennessee Drycleaner Environmental Response Program at (615) 532-0900 for further information on this site.

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

RCRAGN

SEARCH ID: 1 **DIST/DIR:** 0.01 NW **MAP ID:** 15

NAME:	B and W CLEANERS	REV:	6/6/06
ADDRESS:	3200 MEMORIAL BOULEVARD	ID1:	TNR000017160
	KINGSPORT TN 37660	ID2:	
	SULLIVAN	STATUS:	VGN
CONTACT:	BOB HYATT	PHONE:	4232462441

SITE INFORMATION

CONTACT INFORMATION: BOB HYATT
MEMORIAL BOULEVARD
KINGSPORT TN 37660

PHONE: 4232462441

UNIVERSE INFORMATION:

NAIC INFORMATION

81232 - DRYCLEANING AND LAUNDRY SERVICES (EXCEPT COIN-OPERATED)

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

HAZARDOUS WASTE INFORMATION:

Ignitable waste

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

LUST

SEARCH ID: 71 **DIST/DIR:** 0.01 S- **MAP ID:** 14

NAME:	CHEROKEE FOOD STORE 4	REV:	12/1/04
ADDRESS:	3177 MEMORIAL BLVD.	ID1:	1-820144
	KINGSPORT TN 37660	ID2:	
		STATUS:	ACTIVE
CONTACT:	CHEROKEE OIL COMPANY	PHONE:	

SITE INFORMATION

RELEASE DATE:	5/22/1998	APPLICATION:	00005
NUM OF TANKS:	37	TOT DEDUCTABLE:	$ 20000
AMOUNT REQUESTED:	$ 53069.66	DISALLOWED:	$ 262.45
BALANCE DUE:	$ 0	TOTAL PAID:	$ 42133.99
NET PAID:	$ 42133.99	RECEIVED APPLICATION:	8/27/2001
NUMBER RECEIVED:	02	AUTHOR RECEIVED:	8/16/2000
AUTHOR APPROVED:	9/11/2000	CONTRACTOR:	C0401
APPROVAL:	Y	COVERAGE:	
OWNER ID:	1588		
TANK OWNER:	CHEROKEE OIL COMPANY		

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 47 **DIST/DIR:** 0.01 S- **MAP ID:** 14

NAME: GARDEN BASKET CONV.STORE 4
ADDRESS: 3177 MEMORIAL BLVD.
KINGSPORT TN 37660
SULLIVAN
CONTACT:

REV: 3/4/05
ID1: 1-820144
ID2:
STATUS:
PHONE:

SITE INFORMATION

TOTAL NUMBER OF TANKS: 3

OWNER INFORMATION:

OWNER ID NUMBER: 1588
OWNER DESCRIPTION: COMMERCIAL
OWNER NAME: CHEROKEE OIL, CO., INC
OWNER ADDRESS: 930 WILCOX COURT SUITE 7
KINGSPORT TN 37660
PHONE: (423) 288-2011

TANK INFORMATION:

TANK NUMBER: 1
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 1/16/1985

TANK CAPACITY: 6000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	YES	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: NOT LISTED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	YES		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

TANK NUMBER: 2
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 1/16/1985

TANK CAPACITY: 6000 GALLONS
TANK CONTENTS: GASOLINE

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 47 **DIST/DIR:** 0.01 S- **MAP ID:** 14

NAME:	GARDEN BASKET CONV.STORE 4	REV:	3/4/05
ADDRESS:	3177 MEMORIAL BLVD.	ID1:	1-820144
	KINGSPORT TN 37660	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	YES	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: NOT LISTED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	YES		

SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

TANK NUMBER: 3
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 1/16/1985

TANK CAPACITY: 4000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	YES	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: NOT LISTED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	YES		

SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 47 **DIST/DIR:** 0.01 S- **MAP ID:** 14

NAME:	GARDEN BASKET CONV.STORE 4	REV:	3/4/05
ADDRESS:	3177 MEMORIAL BLVD.	ID1:	1-820144
	KINGSPORT TN 37660	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 38 **DIST/DIR:** 0.01 SE **MAP ID:** 11

NAME: INDIAN SPRINGS CAR WASH
ADDRESS: 5703 MEMORIAL BLVD
KINGSPORT TN 37664
CONTACT:

REV:
ID1: TN0000541938
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

LUST

SEARCH ID: 76 **DIST/DIR:** 0.01 SE **MAP ID:** 11

NAME: CHEROKEE FOOD STORE 13
ADDRESS: 5703 MEMORIAL BLVD.
KINGSPORT TN 37660
CONTACT: CHEROKEE OIL COMPANY

REV: 12/1/04
ID1: 1-820029
ID2:
STATUS: ACTIVE
PHONE:

SITE INFORMATION

RELEASE DATE:	2/10/1998	APPLICATION:	99106
NUM OF TANKS:	37	TOT DEDUCTABLE:	$ 20000
AMOUNT REQUESTED:	$ 727.5	DISALLOWED:	$ 0
BALANCE DUE:	$ 0	TOTAL PAID:	$ 582
NET PAID:	$ 582	RECEIVED APPLICATION:	3/1/1999
NUMBER RECEIVED:	02	AUTHOR RECEIVED:	8/11/2000
AUTHOR APPROVED:	8/28/2000	CONTRACTOR:	C0401
APPROVAL:	Y	COVERAGE:	
OWNER ID:	1588		
TANK OWNER:	CHEROKEE OIL COMPANY		

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 66 **DIST/DIR:** 0.01 SE **MAP ID:** 11

NAME: CHEROKEE FOOD STORE 13
ADDRESS: 5703 MEMORIAL BLVD.
KINGSPORT TN 37660
SULLIVAN
CONTACT:

REV: 3/4/05
ID1: 1-820029
ID2:
STATUS:
PHONE:

SITE INFORMATION

TOTAL NUMBER OF TANKS: 5

OWNER INFORMATION:

OWNER ID NUMBER: 1588
OWNER DESCRIPTION: COMMERCIAL
OWNER NAME: CHEROKEE OIL, CO., INC
OWNER ADDRESS: 930 WILCOX COURT SUITE 7
KINGSPORT TN 37660
PHONE: (423) 288-2011

TANK INFORMATION:

TANK NUMBER: 1
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 1/16/1973

TANK CAPACITY: 6000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	YES
TANK INVENTORY CONTROL:	YES	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: NOT LISTED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

TANK NUMBER: 2
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 1/16/1973

TANK CAPACITY: 6000 GALLONS
TANK CONTENTS: GASOLINE

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 66 **DIST/DIR:** 0.01 SE **MAP ID:** 11

NAME:	CHEROKEE FOOD STORE 13	REV:	3/4/05
ADDRESS:	5703 MEMORIAL BLVD.	ID1:	1-820029
	KINGSPORT TN 37660	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	YES
TANK INVENTORY CONTROL:	YES	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: NOT LISTED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

TANK NUMBER: 3
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 1/16/1973

TANK CAPACITY: 2000 GALLONS
TANK CONTENTS: KEROSENE

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	YES	TANK TIGHTNESS TEST:	YES
TANK INVENTORY CONTROL:	YES	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: NOT LISTED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 66 **DIST/DIR:** 0.01 SE **MAP ID:** 11

NAME: CHEROKEE FOOD STORE 13
ADDRESS: 5703 MEMORIAL BLVD.
KINGSPORT TN 37660
SULLIVAN
CONTACT:

REV: 3/4/05
ID1: 1-820029
ID2:
STATUS:
PHONE:

TANK NUMBER: 4
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 1/16/1973

TANK CAPACITY: 4000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	YES
TANK INVENTORY CONTROL:	YES	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: NOT LISTED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		

SPILL PROTECTION INSTALLED: NO OVERFILL INSTALLED: NO

TANK NUMBER: 5
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 1/16/1973

TANK CAPACITY: 4000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	YES
TANK INVENTORY CONTROL:	YES	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: NOT LISTED

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 66 **DIST/DIR:** 0.01 SE **MAP ID:** 11

NAME:	CHEROKEE FOOD STORE 13	**REV:**	3/4/05
ADDRESS:	5703 MEMORIAL BLVD.	**ID1:**	1-820029
	KINGSPORT TN 37660	**ID2:**	
	SULLIVAN	**STATUS:**	
CONTACT:		**PHONE:**	

AUTO LINE LEAK DETECTION:	NO	**LINE TIGHTNESS TEST:**	YES
VAPOR MONITORING:	NO	**GROUNDWATER MONITORING:**	NO
DOUBLE WALLED:	NO	**SECONDARY CONTAINMENT:**	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	**OVERFILL INSTALLED:**	NO

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

NPDES

SEARCH ID: 9 **DIST/DIR:** 0.02 NE **MAP ID:** 22

NAME:	MILTON DEVELOPMENT CORP. 3802 MEMORIAL BLVD.	REV:	9/16/01
ADDRESS:		ID1:	TNU950550
	TN	ID2:	
	SULLIVAN	STATUS:	MINOR
CONTACT:	WILLIAM B. MILTON	PHONE:	

SITE INFORMATION

PERMIT ISSUED:
PERMIT EXPIRED:
RECEIVING WATERS:

SIC INFORMATION:

MAILING CONTACT:

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 56 **DIST/DIR:** 0.02 NE **MAP ID:** 23

NAME:	SUNBRIDGE CARE AND REHABILITATION	REV:	3/4/05
ADDRESS:	DBA HILLSIDE MANOR3641 MEMORIAL BLVD.	ID1:	1-820516
	KINGSPORT TN 37664	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

SITE INFORMATION

TOTAL NUMBER OF TANKS: 2

OWNER INFORMATION:

OWNER ID NUMBER: 156818
OWNER DESCRIPTION: PRIVATE
OWNER NAME: SUNBRIDGE HEALTHCARE CORPORATION
OWNER ADDRESS: 1160 GALLATIN PIKE 500
MADISON TN 37115
PHONE: (423) 246-2411

TANK INFORMATION:

TANK NUMBER: 1
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 6/21/1968

TANK CAPACITY: 250 GALLONS
TANK CONTENTS: DIESEL

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS: COPPER / NONE
PIPING TYPE: SAFE SUCTION

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

TANK NUMBER: 2
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 6/21/1975

TANK CAPACITY: 250 GALLONS
TANK CONTENTS: DIESEL

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 56 **DIST/DIR:** 0.02 NE **MAP ID:** 23

NAME:	SUNBRIDGE CARE AND REHABILITATION	REV:	3/4/05
ADDRESS:	DBA HILLSIDE MANOR3641 MEMORIAL BLVD.	ID1:	1-820516
	KINGSPORT TN 37664	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS: COPPER / NONE
PIPING TYPE: SAFE SUCTION

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		

SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

LUST

SEARCH ID: 70 **DIST/DIR:** 0.02 S- **MAP ID:** 20

NAME:	AMOCO SERVICE STATION	REV:	12/1/04
ADDRESS:	3101 MEMORIAL BLVD KINGSPORT TN 37664	ID1:	1-820435
		ID2:	
		STATUS:	ACTIVE
CONTACT:	CONOCOPHILLIPS INC	PHONE:	

SITE INFORMATION

RELEASE DATE:	3/14/2002	APPLICATION:	02126
NUM OF TANKS:	3	TOT DEDUCTABLE:	$ 10000
AMOUNT REQUESTED:	$ 17651.35	DISALLOWED:	$ 0
BALANCE DUE:	$ 0	TOTAL PAID:	$ 15886.22
NET PAID:	$ 15886.22	RECEIVED APPLICATION:	
NUMBER RECEIVED:		AUTHOR RECEIVED:	4/11/2002
AUTHOR APPROVED:	7/17/2002	CONTRACTOR:	C0401
APPROVAL:	Y	COVERAGE:	
OWNER ID:	157426		
TANK OWNER:	CONOCOPHILLIPS INC		

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 45 **DIST/DIR:** 0.02 S- **MAP ID:** 20

NAME: AMOCO SERVICE STATION
ADDRESS: 3101 MEMORIAL BLVD.
KINGSPORT TN 37664
SULLIVAN
CONTACT:

REV: 3/4/05
ID1: 1-820435
ID2:
STATUS:
PHONE:

SITE INFORMATION

TOTAL NUMBER OF TANKS: 3

OWNER INFORMATION:

OWNER ID NUMBER: 157426
OWNER DESCRIPTION: PRIVATE
OWNER NAME: JOHN E FRY
OWNER ADDRESS: 3036 CLIFFSIDE ROAD
KINGSPORT TN 37664
PHONE: (423) 246-9705

TANK INFORMATION:

TANK NUMBER: 1
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 12/15/1986

TANK CAPACITY: 6000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: CATHODICALLY PROTECTED STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	YES	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FIBERGLASS REINFORCED PLASTIC / NONE
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	YES		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

TANK NUMBER: 2
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 12/15/1986

TANK CAPACITY: 4000 GALLONS
TANK CONTENTS: GASOLINE

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 45 **DIST/DIR:** 0.02 S- **MAP ID:** 20

NAME:	AMOCO SERVICE STATION	REV:	3/4/05
ADDRESS:	3101 MEMORIAL BLVD.	ID1:	1-820435
	KINGSPORT TN 37664	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

MATERIALS OF CONSTRUCTION: CATHODICALLY PROTECTED STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	YES	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FIBERGLASS REINFORCED PLASTIC / NONE
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	YES		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

TANK NUMBER: 3
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 8/1/1987

TANK CAPACITY: 4000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: CATHODICALLY PROTECTED STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	YES	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FIBERGLASS REINFORCED PLASTIC / NONE
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	YES		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

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Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 45 **DIST/DIR:** 0.02 S- **MAP ID:** 20

NAME:	AMOCO SERVICE STATION	REV:	3/4/05
ADDRESS:	3101 MEMORIAL BLVD.	ID1:	1-820435
	KINGSPORT TN 37664	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

LUST

SEARCH ID: 74 **DIST/DIR:** 0.02 SE **MAP ID:** 19

NAME:	COASTAL MART 7034	REV:	12/1/04
ADDRESS:	4000 MEMORIAL DRIVE	ID1:	1-820193
	KINGSPORT TN	ID2:	
		STATUS:	CLOSED
CONTACT:	COASTAL MART INC	PHONE:	

SITE INFORMATION

RELEASE DATE:	3/26/1992	APPLICATION:	94277
NUM OF TANKS:	54	TOT DEDUCTABLE:	$ 20000
AMOUNT REQUESTED:	$ 39066.2	DISALLOWED:	$ 1482.39
BALANCE DUE:	$ 0	TOTAL PAID:	$ 17583.81
NET PAID:	$ 17583.81	RECEIVED APPLICATION:	5/5/1995
NUMBER RECEIVED:	03	AUTHOR RECEIVED:	5/18/1994
AUTHOR APPROVED:	6/1/1994	CONTRACTOR:	
APPROVAL:	Y	COVERAGE:	
OWNER ID:	1980		
TANK OWNER:	COASTAL MART INC		

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 61 **DIST/DIR:** 0.02 SE **MAP ID:** 19

NAME: SUNOCO 0968-5355
ADDRESS: 4001 MEMORIAL BLVD.
KINGSPORT TN 37664
SULLIVAN
CONTACT:

REV: 3/4/05
ID1: 1-820193
ID2:
STATUS:
PHONE:

SITE INFORMATION

TOTAL NUMBER OF TANKS: 5

OWNER INFORMATION:

OWNER ID NUMBER: 157677
OWNER DESCRIPTION: COMMERCIAL
OWNER NAME: SUNOCO, INC. (R and M)
OWNER ADDRESS: 1801 MARKET ST 22ND FLOOR
PHILADELPHIA PA 19103
PHONE: (215) 246-8513

TANK INFORMATION:

TANK NUMBER: 1
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 5/7/1972

TANK CAPACITY: 8000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	YES
TANK INVENTORY CONTROL:	YES	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: SAFE SUCTION

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

TANK NUMBER: 2
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 5/7/1972

TANK CAPACITY: 8000 GALLONS
TANK CONTENTS: GASOLINE

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 61 **DIST/DIR:** 0.02 SE **MAP ID:** 19

NAME: SUNOCO 0968-5355
ADDRESS: 4001 MEMORIAL BLVD.
KINGSPORT TN 37664
SULLIVAN
CONTACT:

REV: 3/4/05
ID1: 1-820193
ID2:
STATUS:
PHONE:

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	YES	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: SAFE SUCTION

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		

SPILL PROTECTION INSTALLED: NO OVERFILL INSTALLED: NO

TANK NUMBER: 3
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 5/7/1972

TANK CAPACITY: 4000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	YES
TANK INVENTORY CONTROL:	YES	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: SAFE SUCTION

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		

SPILL PROTECTION INSTALLED: NO OVERFILL INSTALLED: NO

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Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 61 **DIST/DIR:** 0.02 SE **MAP ID:** 19

NAME: SUNOCO 0968-5355
ADDRESS: 4001 MEMORIAL BLVD.
KINGSPORT TN 37664
SULLIVAN
CONTACT:

REV: 3/4/05
ID1: 1-820193
ID2:
STATUS:
PHONE:

TANK NUMBER: 4
TANK STATUS: CURRENTLY IN USE
TANK INSTALLED DATE: 3/1/1992

TANK CAPACITY: 12000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: COMPOSITE (STEEL W/ FRP) / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	YES	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	YES	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FIBERGLASS REINFORCED PLASTIC / NONE
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	YES		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

TANK NUMBER: 5
TANK STATUS: CURRENTLY IN USE
TANK INSTALLED DATE: 3/1/1992

TANK CAPACITY: 12000 GALLONS
TANK CONTENTS: GASOLINE/GASOLINE

MATERIALS OF CONSTRUCTION: COMPOSITE (STEEL W/ FRP) / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	YES	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	YES	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FIBERGLASS REINFORCED PLASTIC / NONE
PIPING TYPE: PRESSURIZED

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 61 **DIST/DIR:** 0.02 SE **MAP ID:** 19

NAME:	SUNOCO 0968-5355	REV:	3/4/05
ADDRESS:	4001 MEMORIAL BLVD.	ID1:	1-820193
	KINGSPORT TN 37664	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	YES		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 68 **DIST/DIR:** 0.02 SW **MAP ID:** 21

NAME: CENTRAL CHEVRON FOOD MART
ADDRESS: 220 CAROLINA POTTERY DRIVE
BLOUNTVILLE TN 37617
SULLIVAN
CONTACT:

REV: 3/4/05
ID1: 1-820565
ID2:
STATUS:
PHONE:

SITE INFORMATION

TOTAL NUMBER OF TANKS: 3

OWNER INFORMATION:

OWNER ID NUMBER: 13635
OWNER DESCRIPTION: COMMERCIAL
OWNER NAME: C. R. QUESENBERRY, INC.
OWNER ADDRESS: P.O. BOX 158
ABINGDON VA 24210
PHONE: 276-268-2104

TANK INFORMATION:

TANK NUMBER: 1
TANK STATUS: CURRENTLY IN USE
TANK INSTALLED DATE: 11/1/1992

TANK CAPACITY: 12000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: COMPOSITE (STEEL W/ FRP) / DOUBLE-WALLED

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	YES
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FLEXIBLE PLASTIC / SECONDARY CONTAINMENT
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

TANK NUMBER: 2
TANK STATUS: CURRENTLY IN USE
TANK INSTALLED DATE: 11/1/1992

TANK CAPACITY: 8000 GALLONS
TANK CONTENTS: GASOLINE

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 68 **DIST/DIR:** 0.02 SW **MAP ID:** 21

NAME:	CENTRAL CHEVRON FOOD MART	REV:	3/4/05
ADDRESS:	220 CAROLINA POTTERY DRIVE	ID1:	1-820565
	BLOUNTVILLE TN 37617	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

MATERIALS OF CONSTRUCTION: COMPOSITE (STEEL W/ FRP) / DOUBLE-WALLED

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	YES
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FLEXIBLE PLASTIC / SECONDARY CONTAINMENT
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

TANK NUMBER: 3
TANK STATUS: CURRENTLY IN USE
TANK INSTALLED DATE: 11/1/1992

TANK CAPACITY: 8000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: COMPOSITE (STEEL W/ FRP) / DOUBLE-WALLED

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	YES
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FLEXIBLE PLASTIC / SECONDARY CONTAINMENT
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

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Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 68 **DIST/DIR:** 0.02 SW **MAP ID:** 21

NAME:	CENTRAL CHEVRON FOOD MART	REV:	3/4/05
ADDRESS:	220 CAROLINA POTTERY DRIVE	ID1:	1-820565
	BLOUNTVILLE TN 37617	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 62 **DIST/DIR:** 0.03 NW **MAP ID:** 24

NAME:	MIDWAY GROCERY	REV:	3/4/05
ADDRESS:	5001 MEMORIAL BLVD.	ID1:	1-820237
	KINGSPORT TN 37660	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

SITE INFORMATION

TOTAL NUMBER OF TANKS: 3

OWNER INFORMATION:

OWNER ID NUMBER: 2839
OWNER DESCRIPTION: PRIVATE
OWNER NAME: E.J. SMITH INC./CITCO SERVICE CTR
OWNER ADDRESS: 1000 NORTH WILCOX DRIVE
KINGSPORT TN 37660
PHONE: (423) 246-8194

TANK INFORMATION:

TANK NUMBER: 1
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 5/7/1976

TANK CAPACITY: 550 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: NOT LISTED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

TANK NUMBER: 2
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 5/7/1962

TANK CAPACITY: 1000 GALLONS
TANK CONTENTS: GASOLINE

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Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 62 **DIST/DIR:** 0.03 NW **MAP ID:** 24

NAME: MIDWAY GROCERY
ADDRESS: 5001 MEMORIAL BLVD.
KINGSPORT TN 37660
SULLIVAN
CONTACT:

REV: 3/4/05
ID1: 1-820237
ID2:
STATUS:
PHONE:

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: NOT LISTED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

TANK NUMBER: 3
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 5/7/1962

TANK CAPACITY: 1000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: NOT LISTED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 62 **DIST/DIR:** 0.03 NW **MAP ID:** 24

NAME:	MIDWAY GROCERY	**REV:**	3/4/05
ADDRESS:	5001 MEMORIAL BLVD.	**ID1:**	1-820237
	KINGSPORT TN 37660	**ID2:**	
	SULLIVAN	**STATUS:**	
CONTACT:		**PHONE:**	

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

LUST

SEARCH ID: 77 **DIST/DIR:** 0.05 NE **MAP ID:** 25

NAME:	APPCO 22	REV:	12/1/04
ADDRESS:	181 AND HWY 126	ID1:	1-820403
	BLOUNTVILLE TN 37617	ID2:	
	SULLIVAN	STATUS:	ACTIVE
CONTACT:	APPALACHIAN OIL CO, INC	PHONE:	

SITE INFORMATION

RELEASE DATE:	12/20/1991	APPLICATION:	94019
NUM OF TANKS:	488	TOT DEDUCTABLE:	$ 20000
AMOUNT REQUESTED:	$ 360590.61	DISALLOWED:	$ 10734.42
BALANCE DUE:	$ 23696.14	TOTAL PAID:	$ 294657.76
NET PAID:	$ 318353.9	RECEIVED APPLICATION:	8/1/2001
NUMBER RECEIVED:	35	AUTHOR RECEIVED:	9/11/1992
AUTHOR APPROVED:	2/18/1993	CONTRACTOR:	C0162
APPROVAL:	Y	COVERAGE:	
OWNER ID:	352		
TANK OWNER:	APPALACHIAN OIL CO, INC		

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 67 **DIST/DIR:** 0.05 NE **MAP ID:** 25

NAME: BAY CO.
ADDRESS: 5027 HIGHWAY 126
BLOUNTVILLE TN 37617
SULLIVAN
CONTACT:

REV: 3/4/05
ID1: 1-820403
ID2:
STATUS:
PHONE:

SITE INFORMATION

TOTAL NUMBER OF TANKS: 5

OWNER INFORMATION:

OWNER ID NUMBER: 352
OWNER DESCRIPTION: COMMERCIAL
OWNER NAME: Appalachian Oil Company, Inc.
OWNER ADDRESS: 1992 HIGHWAY 70
BLOUNTVILLE TN 37617
PHONE: (423) 323-5235

TANK INFORMATION:

TANK NUMBER: 1
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 9/23/1986

TANK CAPACITY: 8000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: CATHODICALLY PROTECTED STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	YES
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	YES	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FIBERGLASS REINFORCED PLASTIC / NONE
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	YES		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

TANK NUMBER: 2
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 9/23/1986

TANK CAPACITY: 8000 GALLONS
TANK CONTENTS: GASOLINE

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 67 **DIST/DIR:** 0.05 NE **MAP ID:** 25

NAME: BAY CO.
ADDRESS: 5027 HIGHWAY 126
BLOUNTVILLE TN 37617
SULLIVAN
CONTACT:

REV: 3/4/05
ID1: 1-820403
ID2:
STATUS:
PHONE:

MATERIALS OF CONSTRUCTION: CATHODICALLY PROTECTED STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	YES
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	YES	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FIBERGLASS REINFORCED PLASTIC / NONE
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	YES		

SPILL PROTECTION INSTALLED: YES OVERFILL INSTALLED: YES

TANK NUMBER: 3
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 9/1/1987

TANK CAPACITY: 8000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: EPOXY COATED STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	YES
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	YES	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FIBERGLASS REINFORCED PLASTIC / CATHODICALLY PROTECTED
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	YES		

SPILL PROTECTION INSTALLED: YES OVERFILL INSTALLED: YES

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 67 **DIST/DIR:** 0.05 NE **MAP ID:** 25

NAME: BAY CO.
ADDRESS: 5027 HIGHWAY 126
BLOUNTVILLE TN 37617
SULLIVAN
CONTACT:

REV: 3/4/05
ID1: 1-820403
ID2:
STATUS:
PHONE:

TANK NUMBER: 4
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 9/1/1987

TANK CAPACITY: 1000 GALLONS
TANK CONTENTS: DIESEL

MATERIALS OF CONSTRUCTION: CATHODICALLY PROTECTED STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	YES
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	YES	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FIBERGLASS REINFORCED PLASTIC / CATHODICALLY PROTECTED
PIPING TYPE: SAFE SUCTION

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	YES		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

TANK NUMBER: 5
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 9/1/1987

TANK CAPACITY: 1000 GALLONS
TANK CONTENTS: KEROSENE

MATERIALS OF CONSTRUCTION: CATHODICALLY PROTECTED STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	YES	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	YES
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	YES	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FIBERGLASS REINFORCED PLASTIC / CATHODICALLY PROTECTED
PIPING TYPE: SAFE SUCTION

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 67 **DIST/DIR:** 0.05 NE **MAP ID:** 25

NAME:	BAY CO.	REV:	3/4/05
ADDRESS:	5027 HIGHWAY 126	ID1:	1-820403
	BLOUNTVILLE TN 37617	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	YES		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

SOILS

SEARCH ID: 93 **DIST/DIR:** 0.06 NW **MAP ID:** 26

NAME: USSOILS DATA
ADDRESS:
TN
CONTACT:

REV: 3/18/97
ID1: TNSO-06-118
ID2: TN143
STATUS: STATSGO
PHONE:

SITE INFORMATION

The National Resource Conservation Service recommends that the data not be used to describe soil characteristics for regions smaller than a multi-county area.

WATER CAPACITY (INCHES PER INCH):	0.11
PERCENT CLAY (PERCENT < 2mm):	30.5
K FACTOR:	0.24
ORGANIC MATERIAL (PERCENT BY WEIGHT):	0.5
SOIL PERMEABILITY (INCHES PER HOUR):	0.77
CUMULATIVE LAYER THICKNESS (INCHES):	39.4
HYDROLOGIC CHARACTERISTICS:	3.5
SOIL DRAINAGE:	2.9
SUFACE SLOPE (PERCENT):	26.7
LIQUID LIMIT (PERCENT MOISTURE BY WEIGHT):	36.2
HYDRIC COMPONENT SHARE (1=ALL COMPONENTS):	0
ANNUAL FLOOD FREQUENCY:	3.6

LEGEND

HYDROLOGIC CHARACTERISTICS:
1 = HIGH INFILTRATION
2 = MODERATE INFILTRATION
3 = SLOW INFILTRATION
4 = VERY SLOW INFILTRATION

SOIL DRAINAGE:
1 = EXCESS
2 = MODERATE EXCESS
3 = WELL
4 = MODERATELY WELL
5 = MODERATELY POOR
6 = POOR
7 = VERY POOR

ANNUAL FLOOD FREQUENCY:
1 = GREATER THAN 50 PERCENT
2 = 5 TO 50 PERCENT
3 = 0 TO 5 PERCENT
4 = NONE

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

SCHOOL

SEARCH ID: 97 **DIST/DIR:** 0.12 N- **MAP ID:** 28

NAME: ROSS N ROBINSON JUNIOR HIGH SCHOOL
ADDRESS:
TN
SULLIVAN
CONTACT:

REV: 1/1/05
ID1: TN-134980
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 39 **DIST/DIR:** 0.12 NE **MAP ID:** 27

NAME:	PENSKE TRUCK LEASING CO. L.P	REV:	7/10/07
ADDRESS:	323 OVERHILL ROAD	ID1:	110004990289
	BLOUNTVILLE TN 37617	ID2:	TND987766185
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

FACILITY REGISTRATION INFORMATION:

PROGRAM:	RCRAINFO	PROGRAM ID:	TND987766185
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	NOTIFICATION (RCRA)
LAST REPORTED:	2/22/1999	LAST EXTRACTED:	
ENFORCEMENT ACT:			

REG PROGRAM: CESQG - HAZARDOUS WASTE CONDITIONALLY EXEMPT SMALL QUANTITY GENERATORS GENERATE: A) 100 KILOGRAMS OR LESS OF HAZARDOUS WASTE PER CALENDAR MONTH, AND ACCUMULATE 1000 KG OR LESS OF HAZARDOUS WASTE AT ANY TIME; OR (B) ONE KILOGRAM OR LESS OF ACUTELY HAZARDOUS WASTE PER CALENDAR MONTH, AND ACCUMULATE AT ANY TIME: 1 KG OR LESS OF ACUTELY HAZARDOUS WASTE; OR 100 KG OR LESS OF ANY RESIDUE OR CONTAMINATED SOIL, WASTE OR OTHER DEBRIS RESULTING FROM THE CLEANUP OF A SPILL, INTO OR ON ANY LAND OR WATER, OF ACUTELY HAZARDOUS WASTE; OR (C) 100 KG OR LESS OF ANY RESIDUE OR CONTAMINATED SOIL, WASTE OR OTHER DEBRIS RESULTING FROM THE CLEANUP OF A SPILL, INTO OR ON ANY LAND OR WATER, OF ACUTELY HAZARDOUS WASTE DURING ANY CALENDAR MONTH, AND ACCUMULATE AT ANY TIME: 1 KG OR LESS OF ACUTELY HAZARDOUS WASTE; OR 100 KG OR LESS OF ANY RESIDUE OR CONTAMINATED SOIL, WASTE OR OTHER DEBRIS RESULTING FROM THE CLEANUP OF A SPILL, INTO OR ON ANY LAND OR WATER, OF ACUTELY HAZARDOUS WASTE.

PROGRAM:	FRS	PROGRAM ID:	110004990289
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	FRS
LAST REPORTED:		LAST EXTRACTED:	
ENFORCEMENT ACT:			
REG PROGRAM:	FACILITY -		

SITE TYPE:	STATIONARY
INTEREST STATUS:	ACTIVE
DATA QUALITY:	V
LOCATION DESC:	
ADDRESS TYPE:	REGULAR URBAN
LAST REPORTED:	
POSTED TO DATABASE:	3/1/2000
DATA UPDATED:	1/6/2006 7:46:20 PM
ENTERED PERSON/METHOD:	REFRESH
PARENT REG ID:	
CONFIDENCE IN ADDR:	MEDIUM
ENFORCEMENT SENSITIVE:	N
REQ MANUAL REVIEW:	
REASON MAN REVIEW:	
SMALL BUS POLICY:	
ENFORCEMENT ACTION:	
DATA PUB ACCESS:	YES
INTERNAL SYS ID:	
FEDERAL FACILITY:	NO
FEDERAL AGENCY:	
TRIBAL LAND:	NO

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 39 **DIST/DIR:** 0.12 NE **MAP ID:** 27

NAME: PENSKE TRUCK LEASING CO. L.P
ADDRESS: 323 OVERHILL ROAD
BLOUNTVILLE TN 37617
SULLIVAN
CONTACT:

REV: 7/10/07
ID1: 110004990289
ID2: TND987766185
STATUS: FRS
PHONE:

TRIBAL LAND NAME:
CONGRESSIONAL DIST: 01
LEGISLATIVE DIST: 10
HYDROLOGICAL UNTIS: 06010102
EPA REGION: 04
AIRSHED:
CENSUS BLOCK:

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

NPDES

SEARCH ID: 11 **DIST/DIR:** 0.12 NE **MAP ID:** 27

NAME: PENSKE TRUCK LEASING CO., L.P.
ADDRESS:
BLOUNTVILLE TN
SULLIVAN
CONTACT:

REV:
ID1: TN0061760
ID2:
STATUS: MINOR
PHONE:

SOURCE: NPDES
CLASS: MINOR

REC WATER:
DES FLOW: *MG/D*

MAIL CONTACT:
COMPANY: PENSKE TRUCK LEASING CO., L.P.
ADDRESS:

TELEPHONE:
ISSUE DATE: 07-31-97
EXPIRE DATE: 07-31-02

CITY:

NOV: ACTION NO: REV DATE:

TYPE: ISS: TYPE: ISS:
TYPE: ISS: TYPE:
ISS:

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

RCRAGN

SEARCH ID: 5 **DIST/DIR:** 0.12 NE **MAP ID:** 27

NAME:	PENSKE TRUCK LEASING CO. L.P	REV:	6/6/06
ADDRESS:	323 OVERHILL ROAD	ID1:	TND987766185
	BLOUNTVILLE TN 37617	ID2:	
	SULLIVAN	STATUS:	VGN
CONTACT:	MICHAEL COSTANZA	PHONE:	6107756471

SITE INFORMATION

CONTACT INFORMATION: MICHAEL COSTANZA
PO BOX 7635
READING PA 196037635

PHONE: 6107756471

UNIVERSE INFORMATION:

NAIC INFORMATION

53212 - TRUCK, UTILITY TRAILER, AND RV (RECREATIONAL VEHICLE) RENTAL AND LEASING
811111 - GENERAL AUTOMOTIVE REPAIR

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 69 **DIST/DIR:** 0.12 NE **MAP ID:** 27

NAME:	HERTZ PENSKE TRUCK LEASING	REV:	3/4/05
ADDRESS:	323 OVVERHILL ROAD RT. 6 BOX 389-1	ID1:	1-820411
	BLOUNTVILLE TN 37617	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

SITE INFORMATION

TOTAL NUMBER OF TANKS: 1

OWNER INFORMATION:

OWNER ID NUMBER:	7124
OWNER DESCRIPTION:	PRIVATE
OWNER NAME:	PENSKE TRUCK LEASING, CO.,L.P.
OWNER ADDRESS:	P.O. BOX 7635 RT. 10 GREEN HILLS READING PA 19603
PHONE:	(610) 603-8450

TANK INFORMATION:

TANK NUMBER:	1
TANK STATUS:	CURRENTLY IN USE
TANK INSTALLED DATE:	2/19/1987
TANK CAPACITY:	12000 GALLONS
TANK CONTENTS:	DIESEL
MATERIALS OF CONSTRUCTION:	CATHODICALLY PROTECTED STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	YES
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS:	FLEXIBLE PLASTIC / CATHODICALLY PROTECTED
PIPING TYPE:	PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

WETLANDS

SEARCH ID: 83 **DIST/DIR:** 0.13 SE **MAP ID:** 29

NAME: NATIONAL WETLANDS INVENTORY
ADDRESS:
TN
CONTACT:

REV: 2/27/02
ID1: NWI-TN-12823
ID2:
STATUS: PUBHH
PHONE:

SITE INFORMATION

AREA:	7713.13
PERIMETER:	339.682
WETC:	44
WETC_ID:	47
ATTRIBUTE:	PUBHh

LUST

SEARCH ID: 75 **DIST/DIR:** 0.14 SE **MAP ID:** 30

NAME: DIXIE CEMENT COMPANY
ADDRESS:
KINGSPORT TN 37660
CONTACT: SOUTHDOWN, INC

REV: 12/1/04
ID1: 1-820116
ID2:
STATUS: DENIED
PHONE:

SITE INFORMATION

RELEASE DATE:	12/18/1992	APPLICATION:	
NUM OF TANKS:		TOT DEDUCTABLE:	$ 0
AMOUNT REQUESTED:	$	DISALLOWED:	$
BALANCE DUE:	$	TOTAL PAID:	$
NET PAID:	$	RECEIVED APPLICATION:	7/29/1993
NUMBER RECEIVED:		AUTHOR RECEIVED:	7/29/1993
AUTHOR APPROVED:	10/13/1993	CONTRACTOR:	
APPROVAL:	N	COVERAGE:	
OWNER ID:			
TANK OWNER:	SOUTHDOWN, INC		

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 65 **DIST/DIR:** 0.14 SE **MAP ID:** 30

NAME: DIXIE CEMENT CO
ADDRESS: HILL ST.
KINGSPORT TN 37660
SULLIVAN
CONTACT:

REV: 3/4/05
ID1: 1-820116
ID2:
STATUS:
PHONE:

SITE INFORMATION

TOTAL NUMBER OF TANKS: 2

OWNER INFORMATION:

OWNER ID NUMBER: 2578
OWNER DESCRIPTION: PRIVATE
OWNER NAME: DIXIE CEMENT
OWNER ADDRESS: 6212 CEMENT PLANT ROAD
KNOXVILLE TN 37914
PHONE: (423) 522-1171

TANK INFORMATION:

TANK NUMBER: 3
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 5/7/1946

TANK CAPACITY: 500 GALLONS
TANK CONTENTS: DIESEL

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS: UNKNOWN / NONE
PIPING TYPE: NOT LISTED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

TANK NUMBER: 4
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 5/7/1956

TANK CAPACITY: 1000 GALLONS
TANK CONTENTS: GASOLINE

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 65 **DIST/DIR:** 0.14 SE **MAP ID:** 30

NAME:	DIXIE CEMENT CO	REV:	3/4/05
ADDRESS:	HILL ST.	ID1:	1-820116
	KINGSPORT TN 37660	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS:	UNKNOWN / NONE
PIPING TYPE:	NOT LISTED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		

SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 15 **DIST/DIR:** 0.15 S- **MAP ID:** 31

NAME: DISCOUNT TRANSMISSION and AUTOMOTIVE
ADDRESS: 1556 WARPATH DR
KINGSPORT TN 37660
CONTACT:

REV:
ID1: TN0001825801
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

SCHOOL

SEARCH ID: 96 **DIST/DIR:** 0.17 NW **MAP ID:** 32

NAME: DICKSON ELEMENTARY SCHOOL
ADDRESS:
TN
SULLIVAN
CONTACT:

REV: 1/1/05
ID1: TN-131548
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

FINDS

SEARCH ID: 32 **DIST/DIR:** 0.18 NW **MAP ID:** 33

NAME: AIR RESOURCE ENGRNG
ADDRESS: 4538 BROOKRIDGE DR
KINGSPORT TN 37662
CONTACT:

REV:
ID1: TND987772472
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 33 **DIST/DIR:** 0.18 NW **MAP ID:** 33

NAME:	AIR RESOURCE ENGRNG	REV:	11/1/06
ADDRESS:	4538 BROOKRIDGE DR	ID1:	110001858231
	KINGSPORT TN 37662	ID2:	4716300224
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

FACILITY REGISTRATION INFORMATION:

PROGRAM:	FRS	PROGRAM ID:	110001858231
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	FRS
LAST REPORTED:		LAST EXTRACTED:	
ENFORCEMENT ACT:			
REG PROGRAM:	FACILITY -		

PROGRAM:	AIRS/AFS	PROGRAM ID:	4716300224
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	AIRS/AFS
LAST REPORTED:	8/29/1994	LAST EXTRACTED:	
ENFORCEMENT ACT:			

REG PROGRAM: AIR MINOR - A FACILITY IS CLASSIFIED AS A CLEAN AIR ACT STATIONARY SOURCE MINOR DISCHARGER OF AIR POLLUTANTS IF. (A) POTENTIAL UNCONTROLLED EMISSIONS < 100 TONS/YEAR; OR (B) MAJOR SOURCE THRESHOLDS ARE NOT DEFINED, OR CLASSIFICATION IS UNKNOWN.

SITE TYPE:	STATIONARY
INTEREST STATUS:	ACTIVE
DATA QUALITY:	V
LOCATION DESC:	
ADDRESS TYPE:	REGULAR URBAN
LAST REPORTED:	
POSTED TO DATABASE:	3/1/2000
DATA UPDATED:	2/4/2006 10:04:53 AM
ENTERED PERSON/METHOD:	REFRESH
PARENT REG ID:	
CONFIDENCE IN ADDR:	MEDIUM
ENFORCEMENT SENSITIVE:	N
REQ MANUAL REVIEW:	
REASON MAN REVIEW:	
SMALL BUS POLICY:	
ENFORCEMENT ACTION:	
DATA PUB ACCESS:	YES
INTERNAL SYS ID:	
FEDERAL FACILITY:	NO
FEDERAL AGENCY:	
TRIBAL LAND:	
TRIBAL LAND NAME:	
CONGRESSIONAL DIST:	01
LEGISLATIVE DIST:	
HYDROLOGICAL UNTIS:	06010102
EPA REGION:	04
AIRSHED:	
CENSUS BLOCK:	

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 33 **DIST/DIR:** 0.18 NW **MAP ID:** 33

NAME:	AJR RESOURCE ENGRNG	REV:	11/1/06
ADDRESS:	4538 BROOKRIDGE DR	ID1:	110001858231
	KINGSPORT TN 37662	ID2:	4716300224
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 37 **DIST/DIR:** 0.19 SW **MAP ID:** 34

NAME: INDIAN SPRINGS ELEM SCH
ADDRESS: 333 HILL RD
KINGSPORT TN 37664

CONTACT:

REV:
ID1: TND987780996
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

NCDB

SEARCH ID: 87 **DIST/DIR:** 0.19 SW **MAP ID:** 34

NAME: INDIAN SPRINGS ELEM
ADDRESS: 333 HILL RD
KINGSPONT TN 37664

CONTACT:

REV: 8/10/01
ID1: NCDB-0801-023183
ID2: 19870810R4005 1
STATUS: TSCA
PHONE:

SITE INFORMATION

EPA REGION:	04	INSPECTION REG OR ST:	04
INSPECTOR ID:	R4005	INSPECTION DATE:	8/10/87
INSPECTOR NAME:	WILBER, RON	NUMBER OF SAMPLES:	0
NUMBER OF AUDITS:	0	DUNN and BRAD NUMBER:	
FEDERAL FACILITY:	N	LEGISLATION CODE:	T
NUMBER OF SCHOOLS:	1	SCHOOL TYPE:	P - PUBLIC
EPA PESTICIDE ID:		EPA FIFRA REG ID:	

FACILITY FUNCTION: US - USER

INVESTIGATION TYPE: ACO - ASBESTOS ASHAA CLOSE OUT

REASON: SCD - SECONDARY INSPECTION

REFERRAL TYPE :

PRINT INFO: SULLIVAN COUNTY SCHOOL DIST.
BLOUNTVILLE
BLOUNTVILLE TN 37617-

SIC INFORMATION:

SIC 1:

SIC 2:

SIC 3:

SIC 4:

SIC 5:

SIC 6:

SAMPLE INFORMATION

IMPORT INFORMATION

REFERRAL INFORMATION:

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 48 **DIST/DIR:** 0.21 SW **MAP ID:** 35

NAME:	HERITAGE FEDERAL BANK/SAVINGS	REV:	3/4/05
ADDRESS:	2060 FT. HENRY DRIVE	ID1:	1-820574
	KINGSPORT TN 37664	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

SITE INFORMATION

TOTAL NUMBER OF TANKS: 1

OWNER INFORMATION:

OWNER ID NUMBER:	14076
OWNER DESCRIPTION:	PRIVATE
OWNER NAME:	HERITAGE FEDERAL BANK/SAVINGS
OWNER ADDRESS:	110 EAST CENTER ST. P.O. BOX 484 KINGSPORT TN 37660
PHONE:	(423) 378-2805

TANK INFORMATION:

TANK NUMBER:	1
TANK STATUS:	PERMANENTLY OUT OF USE
TANK INSTALLED DATE:	1/1/1970
TANK CAPACITY:	1000 GALLONS
TANK CONTENTS:	GASOLINE
MATERIALS OF CONSTRUCTION:	UNKNOWN / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS:	UNKNOWN / NONE
PIPING TYPE:	NOT LISTED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 25 **DIST/DIR:** 0.22 SW **MAP ID:** 36

NAME: SEARS ROEBUCK AND CO 2285
ADDRESS: 2101 FORT HENRY DR
KINGSPORT TN 37664

CONTACT:

REV:
ID1: TN0001825819
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 24 **DIST/DIR:** 0.22 SW **MAP ID:** 36

NAME:	SEARS ROEBUCK AND CO 2825, 6808	REV:	7/10/07
ADDRESS:	2101 FORT HENRY DRIVE	ID1:	110005003824
	KINGSPORT TN 37664	ID2:	TNR000002436
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

FACILITY REGISTRATION INFORMATION:

PROGRAM:	FRS	PROGRAM ID:	110005003824
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	FRS
LAST REPORTED:		LAST EXTRACTED:	
ENFORCEMENT ACT:			
REG PROGRAM:	FACILITY -		

PROGRAM:	RCRAINFO	PROGRAM ID:	TNR000002436
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	NOTIFICATION (RCRA)
LAST REPORTED:	2/20/2004	LAST EXTRACTED:	
ENFORCEMENT ACT:			

REG PROGRAM: CESQG - HAZARDOUS WASTE CONDITIONALLY EXEMPT SMALL QUANTITY GENERATORS GENERATE: A) 100 KILOGRAMS OR LESS OF HAZARDOUS WASTE PER CALENDAR MONTH, AND ACCUMULATE 1000 KG OR LESS OF HAZARDOUS WASTE AT ANY TIME; OR (B) ONE KILOGRAM OR LESS OF ACUTELY HAZARDOUS WASTE PER CALENDAR MONTH, AND ACCUMULATE AT ANY TIME: 1 KG OR LESS OF ACUTELY HAZARDOUS WASTE; OR 100 KG OR LESS OF ANY RESIDUE OR CONTAMINATED SOIL, WASTE OR OTHER DEBRIS RESULTING FROM THE CLEANUP OF A SPILL, INTO OR ON ANY LAND OR WATER, OF ACUTELY HAZARDOUS WASTE; OR (C) 100 KG OR LESS OF ANY RESIDUE OR CONTAMINATED SOIL, WASTE OR OTHER DEBRIS RESULTING FROM THE CLEANUP OF A SPILL, INTO OR ON ANY LAND OR WATER, OF ACUTELY HAZARDOUS WASTE DURING ANY CALENDAR MONTH, AND ACCUMULATE AT ANY TIME: 1 KG OR LESS OF ACUTELY HAZARDOUS WASTE; OR 100 KG OR LESS OF ANY RESIDUE OR CONTAMINATED SOIL, WASTE OR OTHER DEBRIS RESULTING FROM THE CLEANUP OF A SPILL, INTO OR ON ANY LAND OR WATER, OF ACUTELY HAZARDOUS WASTE.

SITE TYPE:	STATIONARY
INTEREST STATUS:	ACTIVE
DATA QUALITY:	V
LOCATION DESC:	
ADDRESS TYPE:	REGULAR URBAN
LAST REPORTED:	
POSTED TO DATABASE:	3/1/2000
DATA UPDATED:	1/6/2006 10:20:10 AM
ENTERED PERSON/METHOD:	REFRESH
PARENT REG ID:	
CONFIDENCE IN ADDR:	MEDIUM
ENFORCEMENT SENSITIVE:	N
REQ MANUAL REVIEW:	
REASON MAN REVIEW:	
SMALL BUS POLICY:	
ENFORCEMENT ACTION:	
DATA PUB ACCESS:	YES
INTERNAL SYS ID:	
FEDERAL FACILITY:	NO
FEDERAL AGENCY:	
TRIBAL LAND:	NO

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 24 **DIST/DIR:** 0.22 SW **MAP ID:** 36

NAME:	SEARS ROEBUCK AND CO 2825, 6808	REV:	7/10/07
ADDRESS:	2101 FORT HENRY DRIVE	ID1:	110005003824
	KINGSPORT TN 37664	ID2:	TNR000002436
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

TRIBAL LAND NAME:	
CONGRESSIONAL DIST:	01
LEGISLATIVE DIST:	10
HYDROLOGICAL UNTIS:	06010102
EPA REGION:	04
AIRSHED:	
CENSUS BLOCK:	

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

RCRAGN

SEARCH ID: 4 **DIST/DIR:** 0.22 SW **MAP ID:** 36

NAME:	SEARS ROEBUCK AND CO 2825, 6808	REV:	6/6/06
ADDRESS:	2101 FORT HENRY DRIVE	ID1:	TNR000002436
	KINGSPORT TN 37664	ID2:	
	SULLIVAN	STATUS:	VGN
CONTACT:	KATHLEEN M FLAHERTY	PHONE:	8472867199

SITE INFORMATION

CONTACT INFORMATION: KATHLEEN FLAHERTY
3333 BEVERLY ROAD A2-238A
HOFFMAN ESTATES IL 60179

PHONE: 8472867199

CONTACT INFORMATION: KATHLEEN FLAHERTY
BEVERLY ROAD A2-238A
HOFFMAN ESTATES IL 60179

PHONE: 8472867199

CONTACT INFORMATION: KATHLEEN FLAHERTY
BEVERLY ROAD A2-238A
HOFFMAN ESTATES IL 60192-3322

PHONE: 8472867199

UNIVERSE INFORMATION:

NAIC INFORMATION

45211 - DEPARTMENT STORES
811111 - GENERAL AUTOMOTIVE REPAIR

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

HAZARDOUS WASTE INFORMATION:

Cadmium
Tetrachloroethylene
Ignitable waste
Lead
1,4-Dichlorobenzene
Benzene
Trichloroethylene

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 55 **DIST/DIR:** 0.22 SW **MAP ID:** 36

NAME:	SEARS ROEBUCK AND CO. 2825	REV:	3/4/05
ADDRESS:	2101 FT. HENRY DRIVE	ID1:	1-820314
	KINGSPORT TN 37660	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

SITE INFORMATION

TOTAL NUMBER OF TANKS: 1

OWNER INFORMATION:

OWNER ID NUMBER:	8185
OWNER DESCRIPTION:	PRIVATE
OWNER NAME:	FORT HENRY MALL MGT. OFFICE
OWNER ADDRESS:	2101 FORTH HENRY DRIVE KINGSPORT TN 37664
PHONE:	(423) 246-3871

TANK INFORMATION:

TANK NUMBER:	1
TANK STATUS:	PERMANENTLY OUT OF USE
TANK INSTALLED DATE:	5/5/1976
TANK CAPACITY:	560 GALLONS
TANK CONTENTS:	USED OIL
MATERIALS OF CONSTRUCTION:	ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS:	GALVANIZED STEEL / NONE
PIPING TYPE:	GRAVITY FEED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 50 **DIST/DIR:** 0.22 SW **MAP ID:** 36

NAME:	J C PENNEY	REV:	3/4/05
ADDRESS:	2101 FORT HENRY DRIVE	ID1:	1-820180
	KINGSPORT TN 37660	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

SITE INFORMATION

TOTAL NUMBER OF TANKS: 2

OWNER INFORMATION:

OWNER ID NUMBER: 3970
OWNER DESCRIPTION: PRIVATE
OWNER NAME: HAHN PROP MGNT CORP
OWNER ADDRESS: 4350 LAJOLLA VILLAGE
SAN DIEGO CA 92122
PHONE: (619) 569-4949

TANK INFORMATION:

TANK NUMBER: 1
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 5/7/1977

TANK CAPACITY: 8000 GALLONS
TANK CONTENTS: DIESEL

MATERIALS OF CONSTRUCTION: UNKNOWN / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS: UNKNOWN / NONE
PIPING TYPE: SAFE SUCTION

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		

SPILL PROTECTION INSTALLED: NO OVERFILL INSTALLED: NO

TANK NUMBER: 2
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 7/1/1977

TANK CAPACITY: 550 GALLONS
TANK CONTENTS: USED OIL

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 50 **DIST/DIR:** 0.22 SW **MAP ID:** 36

NAME:	J C PENNEY	REV:	3/4/05
ADDRESS:	2101 FORT HENRY DRIVE	ID1:	1-820180
	KINGSPORT TN 37660	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS: BARE STEEL / NONE
PIPING TYPE: GRAVITY FEED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		

SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

OTHER

SEARCH ID: 44 **DIST/DIR:** 0.23 S- **MAP ID:** 39

NAME:
ADDRESS: 1437 MILLER ST
KINGSPORT TN
SULLIVAN
CONTACT:

REV: 1/1/07
ID1: NCLRTN-810
ID2:
STATUS:
PHONE:

NATIONAL CLANDESTINE LABORATORY REGISTER

SIEZURE DATE: 8/26/2004

WETLANDS

SEARCH ID: 85 **DIST/DIR:** 0.23 SE **MAP ID:** 37

NAME: NATIONAL WETLANDS INVENTORY
ADDRESS:
TN
CONTACT:

REV: 2/27/02
ID1: NWI-TN-12825
ID2:
STATUS: PUBHH
PHONE:

SITE INFORMATION

AREA: 675.068
PERIMETER: 100.971
WETC: 46
WETC_ID: 46
ATTRIBUTE: PUBHh

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

WETLANDS

SEARCH ID: 84 **DIST/DIR:** 0.23 SE **MAP ID:** 41

NAME: NATIONAL WETLANDS INVENTORY
ADDRESS:
TN
CONTACT:

REV: 2/27/02
ID1: NWI-TN-12824
ID2:
STATUS: PUBHH
PHONE:

SITE INFORMATION

AREA:	477.25
PERIMETER:	83.3872
WETC:	45
WETC_ID:	45
ATTRIBUTE:	PUBHh

WETLANDS

SEARCH ID: 80 **DIST/DIR:** 0.23 SE **MAP ID:** 40

NAME: NATIONAL WETLANDS INVENTORY
ADDRESS:
TN
CONTACT:

REV: 2/27/02
ID1: NWI-TN-12821
ID2:
STATUS: PUBHH
PHONE:

SITE INFORMATION

AREA:	1638.46
PERIMETER:	151.844
WETC:	42
WETC_ID:	53
ATTRIBUTE:	PUBHh

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 19 **DIST/DIR:** 0.23 SW **MAP ID:** 38

NAME:	JIFFY LUBE	REV:	7/10/07
ADDRESS:	1786 FORT HENRY DR	ID1:	110004991778
	KINGSPORT TN 37664	ID2:	TND987772787
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

FACILITY REGISTRATION INFORMATION:

PROGRAM:	FRS	PROGRAM ID:	110004991778
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	FRS
LAST REPORTED:		LAST EXTRACTED:	
ENFORCEMENT ACT:			
REG PROGRAM:	FACILITY -		

PROGRAM:	RCRAINFO	PROGRAM ID:	TND987772787
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	NOTIFICATION
LAST REPORTED:	9/11/1992	LAST EXTRACTED:	5/18/2003 1:55:51 AM
ENFORCEMENT ACT:			
REG PROGRAM:	NOT IN A UNIVERSE - THE HANDLER IS NOT CURRENTLY IN ANY HAZARDOUS WASTE UNIVERSE.		

SITE TYPE:	STATIONARY
INTEREST STATUS:	ACTIVE
DATA QUALITY:	V
LOCATION DESC:	
ADDRESS TYPE:	REGULAR URBAN
LAST REPORTED:	
POSTED TO DATABASE:	3/1/2000
DATA UPDATED:	1/6/2006 11:17:01 AM
ENTERED PERSON/METHOD:	REFRESH
PARENT REG ID:	
CONFIDENCE IN ADDR:	MEDIUM
ENFORCEMENT SENSITIVE:	N
REQ MANUAL REVIEW:	
REASON MAN REVIEW:	
SMALL BUS POLICY:	
ENFORCEMENT ACTION:	
DATA PUB ACCESS:	YES
INTERNAL SYS ID:	

FEDERAL FACILITY:	NO
FEDERAL AGENCY:	
TRIBAL LAND:	NO
TRIBAL LAND NAME:	
CONGRESSIONAL DIST:	01
LEGISLATIVE DIST:	10
HYDROLOGICAL UNTIS:	06010102
EPA REGION:	04
AIRSHED:	
CENSUS BLOCK:	

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 29 **DIST/DIR:** 0.23 SW **MAP ID:** 38

NAME: TRICITY CAR KARE, INC.(JIFFY LUBE)
ADDRESS: 1786 FORT HENRY DR
KINGSPORT TN 37664

CONTACT:

REV:
ID1: TND987772787
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 51 **DIST/DIR:** 0.23 SW **MAP ID:** 38

NAME: JIFFY LUBE
ADDRESS: 1786 FT. HENRY DRIVE
KINGSPORT TN 37660
CONTACT:

REV: 3/4/05
ID1: 1-820400
ID2:
STATUS:
PHONE:

SITE INFORMATION

TOTAL NUMBER OF TANKS: 3

OWNER INFORMATION:

OWNER ID NUMBER: 13463
OWNER DESCRIPTION: PRIVATE
OWNER NAME: WITT AND WITT INC
OWNER ADDRESS: 1786 FT. HENRY DRIVE
KINGSPORT TN 37664
PHONE: (423) 245-3967

TANK INFORMATION:

TANK NUMBER: 1
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 10/1/1987

TANK CAPACITY: 4000 GALLONS
TANK CONTENTS: USED OIL

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	YES	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: SAFE SUCTION

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

TANK NUMBER: 2
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 7/22/1986

TANK CAPACITY: 2000 GALLONS
TANK CONTENTS: NOT LISTED

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 51 **DIST/DIR:** 0.23 SW **MAP ID:** 38

NAME: JIFFY LUBE
ADDRESS: 1786 FT. HENRY DRIVE
KINGSPORT TN 37660
CONTACT:

REV: 3/4/05
ID1: 1-820400
ID2:
STATUS:
PHONE:

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	YES	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	YES	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: SAFE SUCTION

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

TANK NUMBER: 3
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 7/22/1986

TANK CAPACITY: 2000 GALLONS
TANK CONTENTS: NOT LISTED

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	YES	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	YES	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: SAFE SUCTION

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 51 **DIST/DIR:** 0.23 SW **MAP ID:** 38

NAME: JIFFY LUBE
ADDRESS: 1786 FT. HENRY DRIVE
KINGSPORT TN 37660

CONTACT:

REV: 3/4/05
ID1: 1-820400
ID2:
STATUS:
PHONE:

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

WETLANDS

SEARCH ID: 79 **DIST/DIR:** 0.24 SE **MAP ID:** 42

NAME:	NATIONAL WETLANDS INVENTORY	REV:	2/27/02
ADDRESS:		ID1:	NWI-TN-12826
	TN	ID2:	
		STATUS:	PUBFH
CONTACT:		PHONE:	

SITE INFORMATION

AREA:	490.007
PERIMETER:	89.0954
WETC:	47
WETC_ID:	66
ATTRIBUTE:	PUBFh

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 18 **DIST/DIR:** 0.25 NW **MAP ID:** 44

NAME:	G and K SERVICES INCORPORATED	REV:	7/10/07
ADDRESS:	2117 BERRY STREET	ID1:	110001859123
	KINGSPORT TN 37664	ID2:	TND980799365
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

FACILITY REGISTRATION INFORMATION:

PROGRAM:	AIRS/AFS	PROGRAM ID:	4716300209
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	AIRS/AFS
LAST REPORTED:	6/25/1994	LAST EXTRACTED:	
ENFORCEMENT ACT:			

REG PROGRAM: AIR MINOR - A FACILITY IS CLASSIFIED AS A CLEAN AIR ACT STATIONARY SOURCE MINOR DISCHARGER OF AIR POLLUTANTS IF: (A) POTENTIAL UNCONTROLLED EMISSIONS < 100 TONS/YEAR; OR (B) MAJOR SOURCE THRESHOLDS ARE NOT DEFINED, OR CLASSIFICATION IS UNKNOWN.

PROGRAM:	FRS	PROGRAM ID:	110001859123
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	FRS
LAST REPORTED:		LAST EXTRACTED:	
ENFORCEMENT ACT:			
REG PROGRAM:	FACILITY -		

PROGRAM:	RCRAINFO	PROGRAM ID:	TND980799365
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	RCRAINFO
LAST REPORTED:	2/18/2004	LAST EXTRACTED:	11/8/2004 1:46:41 PM
ENFORCEMENT ACT:			

REG PROGRAM: UNSPECIFIED UNIVERSE - THE HANDLER IS IN A HAZARDOUS WASTE UNIVERSE OTHER THAN TSD, GENERATOR (LQG, SQG, CESQG), TRANSPORTER, OR USED OIL PROGRAM.

SITE TYPE:	STATIONARY
INTEREST STATUS:	ACTIVE
DATA QUALITY:	V
LOCATION DESC:	
ADDRESS TYPE:	REGULAR URBAN
LAST REPORTED:	
POSTED TO DATABASE:	3/1/2000
DATA UPDATED:	2/3/2007 9:19:15 PM
ENTERED PERSON/METHOD:	REFRESH
PARENT REG ID:	
CONFIDENCE IN ADDR:	MEDIUM
ENFORCEMENT SENSITIVE:	N
REQ MANUAL REVIEW:	
REASON MAN REVIEW:	
SMALL BUS POLICY:	
ENFORCEMENT ACTION:	
DATA PUB ACCESS:	YES
INTERNAL SYS ID:	

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 18 **DIST/DIR:** 0.25 NW **MAP ID:** 44

NAME:	G and K SERVICES INCORPORATED	REV:	7/10/07
ADDRESS:	2117 BERRY STREET	ID1:	110001859123
	KINGSPORT TN 37664	ID2:	TND980799365
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

FEDERAL FACILITY:	NO
FEDERAL AGENCY:	
TRIBAL LAND:	NO
TRIBAL LAND NAME:	
CONGRESSIONAL DIST:	01
LEGISLATIVE DIST:	10
HYDROLOGICAL UNTIS:	06010102
EPA REGION:	04
AIRSHED:	
CENSUS BLOCK:	

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 23 **DIST/DIR:** 0.25 NW **MAP ID:** 44

NAME: RENTAL UNIFORM CO INC
ADDRESS: 2117 BERRY ST
KINGSPORT TN 37664

CONTACT:

REV:
ID1: TND980799365
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 54 **DIST/DIR:** 0.25 NW **MAP ID:** 44

NAME: RENTAL UNIFORM CO
ADDRESS: 2117 BERRY ST. PO BOX 3570
KINGSPORT TN 37664
CONTACT:

REV: 3/4/05
ID1: 1-820285
ID2:
STATUS:
PHONE:

SITE INFORMATION

TOTAL NUMBER OF TANKS: 4

OWNER INFORMATION:

OWNER ID NUMBER: 7627
OWNER DESCRIPTION: PRIVATE
OWNER NAME: RENTAL UNIFORM CO
OWNER ADDRESS: C/O KYLE BROWDER GENERAL MGR. 2117 BERRY ST. PO BOX 3570
KINGSPORT TN 37664
PHONE: (423) 247-4101

TANK INFORMATION:

TANK NUMBER: 1
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 5/8/1979

TANK CAPACITY: 15000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: FIBERGLASS REINFORCED PLASTIC / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	YES
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	YES
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: NOT LISTED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

TANK NUMBER: 2
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 5/7/1966

TANK CAPACITY: 12000 GALLONS
TANK CONTENTS: GASOLINE

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 54 **DIST/DIR:** 0.25 NW **MAP ID:** 44

NAME: RENTAL UNIFORM CO
ADDRESS: 2117 BERRY ST. PO BOX 3570
KINGSPORT TN 37664
CONTACT:

REV: 3/4/05
ID1: 1-820285
ID2:
STATUS:
PHONE:

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	YES	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	YES
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: NOT LISTED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	NO

TANK NUMBER: 3
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 5/7/1968

TANK CAPACITY: 15000 GALLONS
TANK CONTENTS: DIESEL

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: NOT LISTED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 54 **DIST/DIR:** 0.25 NW **MAP ID:** 44

NAME: RENTAL UNIFORM CO
ADDRESS: 2117 BERRY ST. PO BOX 3570
KINGSPORT TN 37664
CONTACT:

REV: 3/4/05
ID1: 1-820285
ID2:
STATUS:
PHONE:

TANK NUMBER: 5
TANK STATUS: PERMANENTLY OUT OF USE
TANK INSTALLED DATE: 5/7/1956

TANK CAPACITY: 6000 GALLONS
TANK CONTENTS: DIESEL

MATERIALS OF CONSTRUCTION: ASPHALT COATED OR BARE STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / NONE
PIPING TYPE: NOT LISTED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		

SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 35 **DIST/DIR:** 0.25 SE **MAP ID:** 43

NAME:	EXCELL-O-CLEAN	REV:	7/10/07
ADDRESS:	217 SHULER ST	ID1:	110004986052
	KINGSPORT TN 37664	ID2:	TND982097347
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

FACILITY REGISTRATION INFORMATION:

PROGRAM:	FRS	PROGRAM ID:	110004986052
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	FRS
LAST REPORTED:		LAST EXTRACTED:	
ENFORCEMENT ACT:			
REG PROGRAM:	FACILITY -		

PROGRAM:	RCRAINFO	PROGRAM ID:	TND982097347
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	NOTIFICATION
LAST REPORTED:	5/21/1987	LAST EXTRACTED:	5/18/2003 1:55:56 AM
ENFORCEMENT ACT:			
REG PROGRAM:	NOT IN A UNIVERSE - THE HANDLER IS NOT CURRENTLY IN ANY HAZARDOUS WASTE UNIVERSE.		

SITE TYPE:	STATIONARY
INTEREST STATUS:	ACTIVE
DATA QUALITY:	V
LOCATION DESC:	
ADDRESS TYPE:	REGULAR URBAN
LAST REPORTED:	
POSTED TO DATABASE:	3/1/2000
DATA UPDATED:	1/5/2006 6:41:40 PM
ENTERED PERSON/METHOD:	REFRESH
PARENT REG ID:	
CONFIDENCE IN ADDR:	MEDIUM
ENFORCEMENT SENSITIVE:	N
REQ MANUAL REVIEW:	
REASON MAN REVIEW:	
SMALL BUS POLICY:	
ENFORCEMENT ACTION:	
DATA PUB ACCESS:	YES
INTERNAL SYS ID:	
FEDERAL FACILITY:	NO
FEDERAL AGENCY:	
TRIBAL LAND:	NO
TRIBAL LAND NAME:	
CONGRESSIONAL DIST:	01
LEGISLATIVE DIST:	10
HYDROLOGICAL UNTIS:	06010102
EPA REGION:	04
AIRSHED:	
CENSUS BLOCK:	

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 34 **DIST/DIR:** 0.25 SE **MAP ID:** 43

NAME: EXCELL-O-CLEAN
ADDRESS: 217 SHULER ST
KINGSPORT TN 37664

CONTACT:

REV:
ID1: TND982097347
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

ERNS

SEARCH ID: 7 **DIST/DIR:** 0.27 N- **MAP ID:** 45

NAME: AMERICAN ELECTRIC POWER
ADDRESS: 2312 ASHWOOD ST
KINGSPORT TN
SULLIVAN
CONTACT:

REV: 5/7/96
ID1: 493942
ID2:
STATUS: FIXED FACILITY
PHONE:

SPILL INFORMATION
DATE OF SPILL: 5/7/96 TIME OF SPILL: 1158

PRODUCT RELEASED (1): OIL, MISC: TRANSFORMER; NON-PCB
QUANTITY (1): 10
UNITS (1): GAL

PRODUCT RELEASED (2):
QUANTITY (2):
UNITS (2):

PRODUCT RELEASED (3):
QUANTITY (3):
UNITS (3):

MEDIUM/MEDIA AFFECTED

AIR:	NO	GROUNDWATER:	NO
LAND:	YES	FIXED FACILITY:	NO
WATER:	NO	OTHER:	NO

WATERBODY AFFECTED BY RELEASE:

CAUSE OF RELEASE

DUMPING:	NO	EQUIPMENT FAILURE:	NO
NATURAL PHENOMENON:	NO	OPERATOR ERROR:	NO
OTHER CAUSE:	NO	TRANSP. ACCIDENT:	NO
UNKNOWN:	NO		

ACTIONS TAKEN: SOME MATERIAL ENTERED A STORM DRAIN/SORBENTS DEPLOYED/AREA AFFECTED WAS CLEANED
RELEASE DETECTION: POLE-MOUNTED TRANSFORMER/SECONDARY LEED FROM THE POLE BURNED A HOLE IN THE TRANSFORMER TANK
MISC. NOTES:

DISCHARGER INFORMATION
DISCHARGER ID: 493942
TYPE OF DISCHARGER: PRIVATE ENTERPRISE
NAME OF DISCHARGER: AMERICAN ELECTRIC POWER
ADDRESS: BOX 698
WYTHEVILLE VA 24382

DUN and BRADSTREET :

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

SCHOOL

SEARCH ID: 103 **DIST/DIR:** 0.28 SE **MAP ID:** 47

NAME: SULLIVAN CENTRAL HIGH SCHOOL
ADDRESS:
TN
SULLIVAN
CONTACT:

REV: 1/1/05
ID1: TN-135527
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

SCHOOL

SEARCH ID: 100 **DIST/DIR:** 0.28 SW **MAP ID:** 46

NAME: INDIAN SPRINGS ELEMENTARY SCHOOL
ADDRESS:
TN
SULLIVAN
CONTACT:

REV: 1/1/05
ID1: TN-132867
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

WETLANDS

SEARCH ID: 81 **DIST/DIR:** 0.30 SE **MAP ID:** 48

NAME: NATIONAL WETLANDS INVENTORY
ADDRESS:
TN
CONTACT:

REV: 2/27/02
ID1: NWI-TN-12820
ID2:
STATUS: PEM1C
PHONE:

SITE INFORMATION

AREA:	2553.85
PERIMETER:	263.444
WETC:	41
WETC_ID:	69
ATTRIBUTE:	PEM1C

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 22 **DIST/DIR:** 0.31 NW **MAP ID:** 49

NAME:	MUNAL CLINIC INC	REV:	7/10/07
ADDRESS:	1735 FORT HENRY DRIVE	ID1:	110004975778
	KINGSPORT TN 37664	ID2:	TND074901257
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

FACILITY REGISTRATION INFORMATION:

PROGRAM:	FRS	PROGRAM ID:	110004975778
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	FRS
LAST REPORTED:		LAST EXTRACTED:	
ENFORCEMENT ACT:			
REG PROGRAM:	FACILITY -		

PROGRAM:	RCRAINFO	PROGRAM ID:	TND074901257
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	NOTIFICATION
LAST REPORTED:	11/19/1980	LAST EXTRACTED:	5/18/2003 1:56:08 AM
ENFORCEMENT ACT:			
REG PROGRAM:	NOT IN A UNIVERSE - THE HANDLER IS NOT CURRENTLY IN ANY HAZARDOUS WASTE UNIVERSE.		

SITE TYPE:	STATIONARY
INTEREST STATUS:	ACTIVE
DATA QUALITY:	V
LOCATION DESC:	
ADDRESS TYPE:	REGULAR URBAN
LAST REPORTED:	
POSTED TO DATABASE:	3/1/2000
DATA UPDATED:	1/6/2006 11:27:07 AM
ENTERED PERSON/METHOD:	REFRESH
PARENT REG ID:	
CONFIDENCE IN ADDR:	MEDIUM
ENFORCEMENT SENSITIVE:	N
REQ MANUAL REVIEW:	
REASON MAN REVIEW:	
SMALL BUS POLICY:	
ENFORCEMENT ACTION:	
DATA PUB ACCESS:	YES
INTERNAL SYS ID:	
FEDERAL FACILITY:	NO
FEDERAL AGENCY:	
TRIBAL LAND:	NO
TRIBAL LAND NAME:	
CONGRESSIONAL DIST:	01
LEGISLATIVE DIST:	10
HYDROLOGICAL UNTIS:	06010102
EPA REGION:	04
AIRSHED:	
CENSUS BLOCK:	

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 49 **DIST/DIR:** 0.31 NW **MAP ID:** 49

NAME:	HOLSTON MEDICAL GROUP FACILITY	REV:	3/4/05
ADDRESS:	1735 FORT HENRY DRIVE	ID1:	1-820584
	KINGSPORT TN 37664	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

SITE INFORMATION

TOTAL NUMBER OF TANKS: 1

OWNER INFORMATION:

OWNER ID NUMBER:	14927
OWNER DESCRIPTION:	PRIVATE
OWNER NAME:	HOLSTON MEDICAL GROUP
OWNER ADDRESS:	2204 PAVILION DRIVE KINGSPORT TN 37660
PHONE:	(423) 392-6200

TANK INFORMATION:

TANK NUMBER:	1
TANK STATUS:	PERMANENTLY OUT OF USE
TANK INSTALLED DATE:	
TANK CAPACITY:	200 GALLONS
TANK CONTENTS:	GASOLINE
MATERIALS OF CONSTRUCTION:	UNKNOWN / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	YES

PIPE INFORMATION:

PIPE MATERIALS:	UNKNOWN / NONE
PIPING TYPE:	NOT LISTED

AUTO LINE LEAK DETECTION:	NO	LINE TIGHTNESS TEST:	NO
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	NO	OVERFILL INSTALLED:	NO

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 14 **DIST/DIR:** 0.32 NW **MAP ID:** 51

NAME: CONCORD CUSTOM CLEANERS 067
ADDRESS: FT HENRY and EASTMAN RD
KINGSPORT TN 37664

CONTACT:

REV:
ID1: TND981023807
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 13 **DIST/DIR:** 0.32 NW **MAP ID:** 51

NAME:	CONCORD CUSTOM CLEANERS 067	REV:	7/10/07
ADDRESS:	1700 FORT HENRY DRIVE	ID1:	110004982706
	KINGSPORT TN 37664	ID2:	TND981023807
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

FACILITY REGISTRATION INFORMATION:

PROGRAM:	FRS	PROGRAM ID:	110004982706
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	FRS
LAST REPORTED:		LAST EXTRACTED:	
ENFORCEMENT ACT:			
REG PROGRAM:	FACILITY -		

PROGRAM:	AIRS/AFS	PROGRAM ID:	4716300277
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	AIRS/AFS
LAST REPORTED:	9/15/2003	LAST EXTRACTED:	10/22/2003 1:31:40 PM
ENFORCEMENT ACT:			

REG PROGRAM: AIR MINOR - A FACILITY IS CLASSIFIED AS A CLEAN AIR ACT STATIONARY SOURCE MINOR DISCHARGER OF AIR POLLUTANTS IF: (A) POTENTIAL UNCONTROLLED EMISSIONS < 100 TONS/YEAR; OR (B) MAJOR SOURCE THRESHOLDS ARE NOT DEFINED, OR CLASSIFICATION IS UNKNOWN.

PROGRAM:	RCRAINFO	PROGRAM ID:	TND981023807
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	RCRAINFO
LAST REPORTED:	2/17/2004	LAST EXTRACTED:	8/15/2003 1:59:06 PM
ENFORCEMENT ACT:			

REG PROGRAM: CESQG - HAZARDOUS WASTE CONDITIONALLY EXEMPT SMALL QUANTITY GENERATORS GENERATE: A) 100 KILOGRAMS OR LESS OF HAZARDOUS WASTE PER CALENDAR MONTH, AND ACCUMULATE 1000 KG OR LESS OF HAZARDOUS WASTE AT ANY TIME; OR (B) ONE KILOGRAM OR LESS OF ACUTELY HAZARDOUS WASTE PER CALENDAR MONTH, AND ACCUMULATE AT ANY TIME: 1 KG OR LESS OF ACUTELY HAZARDOUS WASTE; OR 100 KG OR LESS OF ANY RESIDUE OR CONTAMINATED SOIL, WASTE OR OTHER DEBRIS RESULTING FROM THE CLEANUP OF A SPILL, INTO OR ON ANY LAND OR WATER, OF ACUTELY HAZARDOUS WASTE; OR (C) 100 KG OR LESS OF ANY RESIDUE OR CONTAMINATED SOIL, WASTE OR OTHER DEBRIS RESULTING FROM THE CLEANUP OF A SPILL, INTO OR ON ANY LAND OR WATER, OF ACUTELY HAZARDOUS WASTE DURING ANY CALENDAR MONTH, AND ACCUMULATE AT ANY TIME. 1 KG OR LESS OF ACUTELY HAZARDOUS WASTE; OR 100 KG OR LESS OF ANY RESIDUE OR CONTAMINATED SOIL, WASTE OR OTHER DEBRIS RESULTING FROM THE CLEANUP OF A SPILL, INTO OR ON ANY LAND OR WATER, OF ACUTELY HAZARDOUS WASTE.

SITE TYPE:	STATIONARY
INTEREST STATUS:	ACTIVE
DATA QUALITY:	V
LOCATION DESC:	
ADDRESS TYPE:	REGULAR URBAN
LAST REPORTED:	
POSTED TO DATABASE:	3/1/2000
DATA UPDATED:	2/3/2007 9:49:13 PM
ENTERED PERSON/METHOD:	REFRESH
PARENT REG ID:	
CONFIDENCE IN ADDR:	MEDIUM

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 13 **DIST/DIR:** 0.32 NW **MAP ID:** 51

NAME:	CONCORD CUSTOM CLEANERS 067	REV:	7/10/07
ADDRESS:	1700 FORT HENRY DRIVE	ID1:	110004982706
	KINGSPORT TN 37664	ID2:	TND981023807
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

ENFORCEMENT SENSITIVE:	N
REQ MANUAL REVIEW:	
REASON MAN REVIEW:	
SMALL BUS POLICY:	
ENFORCEMENT ACTION:	
DATA PUB ACCESS:	YES
INTERNAL SYS ID:	
FEDERAL FACILITY:	NO
FEDERAL AGENCY:	
TRIBAL LAND:	NO
TRIBAL LAND NAME:	
CONGRESSIONAL DIST:	01
LEGISLATIVE DIST:	10
HYDROLOGICAL UNTIS:	06010102
EPA REGION:	04
AIRSHED:	
CENSUS BLOCK:	

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

OTHER

SEARCH ID: 42 **DIST/DIR:** 0.32 NW **MAP ID:** 51

NAME: CONCORD CUSTOM CLEANERS 067
ADDRESS: 1700 FORT HENRY DRIVE
KINGSPORT TN 37664

CONTACT:

REV: 01/25/07
ID1: D-82-111
ID2:
STATUS:
PHONE:

SITE INFORMATION

CERTIFICATE SERIAL NO: 1316
SERIAL NO: 0046
RECEIPT NO: 0046
EXPIRE DATE:

Please contact the Tennessee Drycleaner Environmental Response Program at (615) 532-0900 for further information on this site.

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

RCRAGN

SEARCH ID: 2 **DIST/DIR:** 0.32 NW **MAP ID:** 51

NAME: CONCORD CUSTOM CLEANERS 067
ADDRESS: 1700 FT HENRY DRIVE
KINGSPORT TN 37664
CONTACT: COMPLIANCE DIRECTOR

REV: 6/6/06
ID1: TND981023807
ID2:
STATUS: VGN
PHONE: 8594224800

SITE INFORMATION

CONTACT INFORMATION: COMPLIANCE DIRECTOR
BOX 55910
LEXINGTON KY 40555

PHONE: 8594224800

CONTACT INFORMATION: COMPLIANCE DIRECTOR
BOX 55910
LEXINGTON KY 40555-5910

PHONE: 8594224800

UNIVERSE INFORMATION:

NAIC INFORMATION

81232 - DRYCLEANING AND LAUNDRY SERVICES (EXCEPT COIN-OPERATED)

ENFORCEMENT INFORMATION:

AGENCY:	S - STATE	DATE:	3/1/1991
TYPE:	120 - WRITTEN INFORMAL		
AGENCY:	S - STATE	DATE:	10/19/1994
TYPE:	120 - WRITTEN INFORMAL		
AGENCY:	S - STATE	DATE:	3/1/1991
TYPE:	120 - WRITTEN INFORMAL		
AGENCY:	S - STATE	DATE:	10/7/1991
TYPE:	120 - WRITTEN INFORMAL		
AGENCY:	S - STATE	DATE:	10/19/1994
TYPE:	120 - WRITTEN INFORMAL		
AGENCY:	S - STATE	DATE:	3/1/1994
TYPE:	110 - VERBAL INFORMAL		
AGENCY:	S - STATE	DATE:	10/7/1991
TYPE:	120 - WRITTEN INFORMAL		
AGENCY:	S - STATE	DATE:	11/8/1994
TYPE:	120 - WRITTEN INFORMAL		

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

RCRAGN

SEARCH ID: 2 **DIST/DIR:** 0.32 NW **MAP ID:** 51

NAME: CONCORD CUSTOM CLEANERS 067
ADDRESS: 1700 FT HENRY DRIVE
KINGSPORT TN 37664
CONTACT: COMPLIANCE DIRECTOR

REV: 6/6/06
ID1: TND981023807
ID2:
STATUS: VGN
PHONE: 8594224800

AGENCY: S - STATE DATE: 11/8/1994
TYPE: 120 - WRITTEN INFORMAL

AGENCY: S - STATE DATE: 3/1/1994
TYPE: 110 - VERBAL INFORMAL

VIOLATION INFORMATION:

VIOLATION NUMBER: 0001 RESPONSIBLE: S - STATE
DETERMINED: 3/1/1991 DETERMINED BY: S - STATE
CITATION: 11-.03(5)(b)1;0435
RESOLVED: 8/28/1991
TYPE: GENERATOR-RECORDKEEPING REQUIREMENTS

VIOLATION NUMBER: 0002 RESPONSIBLE: S - STATE
DETERMINED: 10/7/1991 DETERMINED BY: S - STATE
CITATION: 11-.08(4);0437
RESOLVED: 10/30/1991
TYPE: GENERATOR-RECORDKEEPING REQUIREMENTS

VIOLATION NUMBER: 0003 RESPONSIBLE: S - STATE
DETERMINED: 3/1/1994 DETERMINED BY: S - STATE
CITATION: .03(5)(b)1
RESOLVED: 3/4/1994
TYPE: GENERATOR-RECORDKEEPING REQUIREMENTS

VIOLATION NUMBER: 0004 RESPONSIBLE: S - STATE
DETERMINED: 10/18/1994 DETERMINED BY: S - STATE
CITATION: .03(4):262.34(a)(2)
RESOLVED: 11/1/1994
TYPE: GENERATOR-PRE-TRANSPORT REQUIREMENTS

VIOLATION NUMBER: 0005 RESPONSIBLE: S - STATE
DETERMINED: 10/18/1994 DETERMINED BY: S - STATE
CITATION: .03(4)·262.34(c)(1)(ii)
RESOLVED: 11/1/1994
TYPE: GENERATOR-PRE-TRANSPORT REQUIREMENTS

HAZARDOUS WASTE INFORMATION:

The following spent halogenated solvents· Tetrachloroethylene, methylene chloride, trichloroethylene, 1,1,1-trichloroethane, chlorobenzene, 1,1,2-trichloro-1,2,2-trifluoroethane, ortho-dichlorobenzene, trichlorofluoromethane

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

SCHOOL

SEARCH ID: 98 **DIST/DIR:** 0.32 SE **MAP ID:** 50

NAME: HARBOR SCHOOL (HISTORICAL)
ADDRESS:
TN
SULLIVAN
CONTACT:

REV: 1/1/05
ID1: TN-132465
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

SCHOOL

SEARCH ID: 102 **DIST/DIR:** 0.32 SW **MAP ID:** 52

NAME: GUNNINGS SPECIAL EDUCATION SCHOOL
ADDRESS:
TN
SULLIVAN
CONTACT:

REV: 1/1/05
ID1: TN-132404
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 36 **DIST/DIR:** 0.34 NE **MAP ID:** 53

NAME:	WATSON LITHOGRAPHING COMPANY*	REV:	7/10/07
ADDRESS:	229 ISLAND ROAD	ID1:	110004957280
	KINGSPORT TN 37660	ID2:	TND003377942
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

FACILITY REGISTRATION INFORMATION:

PROGRAM:	RCRAINFO	PROGRAM ID:	TND003377942
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	NOTIFICATION
LAST REPORTED:	11/19/1980	LAST EXTRACTED:	5/18/2003 1:56:32 AM
ENFORCEMENT ACT:			
REG PROGRAM:	NOT IN A UNIVERSE - THE HANDLER IS NOT CURRENTLY IN ANY HAZARDOUS WASTE UNIVERSE.		

PROGRAM:	FRS	PROGRAM ID:	110004957280
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	FRS
LAST REPORTED:		LAST EXTRACTED:	
ENFORCEMENT ACT:			
REG PROGRAM:	FACILITY -		

SITE TYPE:	STATIONARY
INTEREST STATUS:	ACTIVE
DATA QUALITY:	V
LOCATION DESC:	
ADDRESS TYPE:	REGULAR URBAN
LAST REPORTED:	
POSTED TO DATABASE:	3/1/2000
DATA UPDATED:	1/6/2006 11:25.49 AM
ENTERED PERSON/METHOD:	REFRESH
PARENT REG ID:	
CONFIDENCE IN ADDR:	MEDIUM
ENFORCEMENT SENSITIVE:	N
REQ MANUAL REVIEW:	
REASON MAN REVIEW:	
SMALL BUS POLICY:	
ENFORCEMENT ACTION:	
DATA PUB ACCESS:	YES
INTERNAL SYS ID:	
FEDERAL FACILITY:	NO
FEDERAL AGENCY:	
TRIBAL LAND:	NO
TRIBAL LAND NAME:	
CONGRESSIONAL DIST:	01
LEGISLATIVE DIST:	10
HYDROLOGICAL UNTIS:	06010102
EPA REGION:	04
AIRSHED:	
CENSUS BLOCK:	

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 30 **DIST/DIR:** 0.37 S- **MAP ID:** 54

NAME: WILLEY INC DBA CHEMLAWN
ADDRESS: 2301 FT HENRY DR
KINGSPORT TN 37660

CONTACT:

REV:
ID1: TND980540181
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 31 **DIST/DIR:** 0.37 S- **MAP ID:** 54

NAME:	WILLEY INC DBA CHEMLAWN	REV:	7/10/07
ADDRESS:	2301 FT HENRY DR	ID1:	110004981636
	KINGSPORT TN 37660	ID2:	TND980540181
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

FACILITY REGISTRATION INFORMATION:

PROGRAM:	RCRAINFO	PROGRAM ID:	TND980540181
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	NOTIFICATION
LAST REPORTED:	11/18/1980	LAST EXTRACTED:	5/18/2003 1:56:00 AM
ENFORCEMENT ACT:			
REG PROGRAM:	NOT IN A UNIVERSE - THE HANDLER IS NOT CURRENTLY IN ANY HAZARDOUS WASTE UNIVERSE.		

PROGRAM:	FRS	PROGRAM ID:	110004981636
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	FRS
LAST REPORTED:		LAST EXTRACTED:	
ENFORCEMENT ACT:			
REG PROGRAM:	FACILITY -		

SITE TYPE:	STATIONARY
INTEREST STATUS:	ACTIVE
DATA QUALITY:	V
LOCATION DESC:	
ADDRESS TYPE:	REGULAR URBAN
LAST REPORTED:	
POSTED TO DATABASE:	3/1/2000
DATA UPDATED:	1/6/2006 11:24:08 AM
ENTERED PERSON/METHOD:	REFRESH
PARENT REG ID:	
CONFIDENCE IN ADDR:	MEDIUM
ENFORCEMENT SENSITIVE:	N
REQ MANUAL REVIEW:	
REASON MAN REVIEW:	
SMALL BUS POLICY:	
ENFORCEMENT ACTION:	
DATA PUB ACCESS:	YES
INTERNAL SYS ID:	
FEDERAL FACILITY:	NO
FEDERAL AGENCY:	
TRIBAL LAND:	NO
TRIBAL LAND NAME:	
CONGRESSIONAL DIST:	01
LEGISLATIVE DIST:	10
HYDROLOGICAL UNTIS:	06010102
EPA REGION:	04
AIRSHED:	
CENSUS BLOCK:	

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

SCHOOL

SEARCH ID: 101 **DIST/DIR:** 0.38 SE **MAP ID:** 55

NAME: GUNNINGS ACADEMY (HISTORICAL)
ADDRESS:
TN
SULLIVAN
CONTACT:

REV: 1/1/05
ID1: TN-132403
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

SCHOOL

SEARCH ID: 99 **DIST/DIR:** 0.40 SE **MAP ID:** 56

NAME: SUNNYSIDE SCHOOL (HISTORICAL)
ADDRESS:
TN
SULLIVAN
CONTACT:

REV: 1/1/05
ID1: TN-135570
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 16 **DIST/DIR:** 0.42 NW **MAP ID:** 57

NAME:	EXXON MOBIL CORP 56699	REV:	7/10/07
ADDRESS:	1673 FORT HENRY DR	ID1:	110004993204
	KINGSPORT TN 37664	ID2:	TND987777059
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

FACILITY REGISTRATION INFORMATION:

PROGRAM:	FRS	PROGRAM ID:	110004993204
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	FRS
LAST REPORTED:		LAST EXTRACTED:	
ENFORCEMENT ACT:			
REG PROGRAM:	FACILITY -		

PROGRAM:	RCRAINFO	PROGRAM ID:	TND987777059
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	NOTIFICATION
LAST REPORTED:	3/2/2004	LAST EXTRACTED:	5/18/2003 1:55.51 AM
ENFORCEMENT ACT:			
REG PROGRAM:	NOT IN A UNIVERSE - THE HANDLER IS NOT CURRENTLY IN ANY HAZARDOUS WASTE UNIVERSE.		

SITE TYPE:	STATIONARY
INTEREST STATUS:	ACTIVE
DATA QUALITY:	V
LOCATION DESC:	
ADDRESS TYPE:	REGULAR URBAN
LAST REPORTED:	
POSTED TO DATABASE:	3/1/2000
DATA UPDATED:	1/5/2006 6:43:17 PM
ENTERED PERSON/METHOD:	REFRESH
PARENT REG ID:	
CONFIDENCE IN ADDR:	
ENFORCEMENT SENSITIVE:	N
REQ MANUAL REVIEW:	
REASON MAN REVIEW:	
SMALL BUS POLICY:	
ENFORCEMENT ACTION:	
DATA PUB ACCESS:	YES
INTERNAL SYS ID:	
FEDERAL FACILITY:	NO
FEDERAL AGENCY:	
TRIBAL LAND:	NO
TRIBAL LAND NAME:	
CONGRESSIONAL DIST:	
LEGISLATIVE DIST:	10
HYDROLOGICAL UNTIS:	
EPA REGION:	04
AIRSHED:	
CENSUS BLOCK:	

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

LUST

SEARCH ID: 72 **DIST/DIR:** 0.42 NW **MAP ID:** 57

NAME:	EXXON STATION	REV:	12/1/04
ADDRESS:	1673 FORT HENRY DRIVE	ID1:	1-820053
	KINGSPORT TN	ID2:	
		STATUS:	CLOSED
CONTACT:	EXXON COMPANY USA	PHONE:	

SITE INFORMATION

RELEASE DATE:		APPLICATION:	
NUM OF TANKS:		TOT DEDUCTABLE:	$ 0
AMOUNT REQUESTED:	$	DISALLOWED:	$
BALANCE DUE:	$	TOTAL PAID:	$
NET PAID:	$	RECEIVED APPLICATION:	5/18/1995
NUMBER RECEIVED:		AUTHOR RECEIVED:	5/18/1995
AUTHOR APPROVED:	7/14/1995	CONTRACTOR:	
APPROVAL:	N	COVERAGE:	
OWNER ID:			
TANK OWNER:	EXXON COMPANY USA		

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 58 **DIST/DIR:** 0.42 NW **MAP ID:** 57

NAME: ZOOMERS 69
ADDRESS: 1673 FT. HENRY DRIVE
KINGSPORT TN 37660
SULLIVAN
CONTACT:

REV: 3/4/05
ID1: 1-820053
ID2:
STATUS:
PHONE:

SITE INFORMATION

TOTAL NUMBER OF TANKS: 4

OWNER INFORMATION:

OWNER ID NUMBER: 7945
OWNER DESCRIPTION: COMMERCIAL
OWNER NAME: ROGERS PETROLEUM, INC.
OWNER ADDRESS: 1634 WEST 1ST NORTH ST.
MORRISTOWN TN 37816
PHONE: (423) 581-7460

TANK INFORMATION:

TANK NUMBER: 1
TANK STATUS: CURRENTLY IN USE
TANK INSTALLED DATE: 5/7/1985

TANK CAPACITY: 8000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: FIBERGLASS REINFORCED PLASTIC / LINED INTERIOR

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	YES
TANK INVENTORY CONTROL:	YES	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FIBERGLASS REINFORCED PLASTIC / NONE
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

TANK NUMBER: 2
TANK STATUS: CURRENTLY IN USE
TANK INSTALLED DATE: 5/7/1985

TANK CAPACITY: 10000 GALLONS
TANK CONTENTS: GASOLINE

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 58 **DIST/DIR:** 0.42 NW **MAP ID:** 57

NAME: ZOOMERS 69
ADDRESS: 1673 FT. HENRY DRIVE
KINGSPORT TN 37660
SULLIVAN
CONTACT:

REV: 3/4/05
ID1: 1-820053
ID2:
STATUS:
PHONE:

MATERIALS OF CONSTRUCTION: FIBERGLASS REINFORCED PLASTIC / LINED INTERIOR

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	YES
TANK INVENTORY CONTROL:	YES	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FIBERGLASS REINFORCED PLASTIC / NONE
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		

SPILL PROTECTION INSTALLED: YES OVERFILL INSTALLED: YES

TANK NUMBER: 3
TANK STATUS: CURRENTLY IN USE
TANK INSTALLED DATE: 5/7/1985

TANK CAPACITY: 12000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: FIBERGLASS REINFORCED PLASTIC / LINED INTERIOR

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	YES
TANK INVENTORY CONTROL:	YES	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: FIBERGLASS REINFORCED PLASTIC / NONE
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		

SPILL PROTECTION INSTALLED: YES OVERFILL INSTALLED: YES

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 58 **DIST/DIR:** 0.42 NW **MAP ID:** 57

NAME:	ZOOMERS 69	REV:	3/4/05
ADDRESS:	1673 FT. HENRY DRIVE	ID1:	1-820053
	KINGSPORT TN 37660	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

TANK NUMBER:	4
TANK STATUS:	CURRENTLY IN USE
TANK INSTALLED DATE:	5/7/1985
TANK CAPACITY:	10000 GALLONS
TANK CONTENTS:	DIESEL
MATERIALS OF CONSTRUCTION:	FIBERGLASS REINFORCED PLASTIC / LINED INTERIOR

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	YES
TANK INVENTORY CONTROL:	YES	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS:	FIBERGLASS REINFORCED PLASTIC / NONE
PIPING TYPE:	PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 52 **DIST/DIR:** 0.44 NW **MAP ID:** 59

NAME:	M AND M MARKET LLC.	REV:	3/4/05
ADDRESS:	1571 NORTH EASTMAN ROAD	ID1:	1-820230
	KINGSPORT TN 37664	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

SITE INFORMATION

TOTAL NUMBER OF TANKS: 3

OWNER INFORMATION:

OWNER ID NUMBER:	5973
OWNER DESCRIPTION:	COMMERCIAL
OWNER NAME:	MANJIT DHALIWAL
OWNER ADDRESS:	1571 NORTH EASTMAN ROAD KINGSPORT TN 37660
PHONE:	(423) 378-3119

TANK INFORMATION:

TANK NUMBER:	1
TANK STATUS:	CURRENTLY IN USE
TANK INSTALLED DATE:	5/7/1985
TANK CAPACITY:	8000 GALLONS
TANK CONTENTS:	GASOLINE
MATERIALS OF CONSTRUCTION:	CATHODICALLY PROTECTED STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	YES
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS:	GALVANIZED STEEL / CATHODICALLY PROTECTED
PIPING TYPE:	PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

TANK NUMBER:	2
TANK STATUS:	CURRENTLY IN USE
TANK INSTALLED DATE:	5/7/1985
TANK CAPACITY:	8000 GALLONS
TANK CONTENTS:	GASOLINE

- Continued on next page -

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 52 **DIST/DIR:** 0.44 NW **MAP ID:** 59

NAME: M AND M MARKET LLC.
ADDRESS: 1571 NORTH EASTMAN ROAD
KINGSPORT TN 37664
SULLIVAN
CONTACT:

REV: 3/4/05
ID1: 1-820230
ID2:
STATUS:
PHONE:

MATERIALS OF CONSTRUCTION: CATHODICALLY PROTECTED STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	NO
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	YES
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: STEEL W/IMPRESSED CURRENT / CATHODICALLY PROTECTED
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

TANK NUMBER: 3
TANK STATUS: CURRENTLY IN USE
TANK INSTALLED DATE: 5/7/1985

TANK CAPACITY: 4000 GALLONS
TANK CONTENTS: GASOLINE

MATERIALS OF CONSTRUCTION: CATHODICALLY PROTECTED STEEL / NONE

TANK PROTECTION INFORMATION:

MANUAL TANK GAUGE:	NO	TANK TIGHTNESS TEST:	YES
TANK INVENTORY CONTROL:	NO	AUTOMATIC TANK GAUGING:	NO
TANK VAPOR MONITOR:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT	NO
SIR:	NO	TANK LEAK DETECTION LISTED:	NO

PIPE INFORMATION:

PIPE MATERIALS: GALVANIZED STEEL / CATHODICALLY PROTECTED
PIPING TYPE: PRESSURIZED

AUTO LINE LEAK DETECTION:	YES	LINE TIGHTNESS TEST:	YES
VAPOR MONITORING:	NO	GROUNDWATER MONITORING:	NO
DOUBLE WALLED:	NO	SECONDARY CONTAINMENT:	NO
SIR:	NO		
SPILL PROTECTION INSTALLED:	YES	OVERFILL INSTALLED:	YES

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

UST

SEARCH ID: 52 **DIST/DIR:** 0.44 NW **MAP ID:** 59

NAME:	M AND M MARKET LLC.	REV:	3/4/05
ADDRESS:	1571 NORTH EASTMAN ROAD	ID1:	1-820230
	KINGSPORT TN 37664	ID2:	
	SULLIVAN	STATUS:	
CONTACT:		PHONE:	

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

WETLANDS

SEARCH ID: 86 **DIST/DIR:** 0.44 NW **MAP ID:** 58

NAME: NATIONAL WETLANDS INVENTORY
ADDRESS:
TN
CONTACT:

REV: 2/27/02
ID1: NWI-TN-12767
ID2:
STATUS: PUBHH
PHONE:

SITE INFORMATION

AREA: 766.043
PERIMETER: 106.303
WETC: 36
WETC_ID: 36
ATTRIBUTE: PUBHh

FINDS

SEARCH ID: 28 **DIST/DIR:** 0.46 NW **MAP ID:** 60

NAME: SULLIVAN CNTY JAILandCNTY OFFICE
ADDRESS: 1201 N EASTMAN RD
KINGSPORT TN 37664
CONTACT:

REV:
ID1: TN0001716828
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

WETLANDS

SEARCH ID: 82 **DIST/DIR:** 0.46 SE **MAP ID:** 61

NAME: NATIONAL WETLANDS INVENTORY
ADDRESS:
TN
CONTACT:

REV: 2/27/02
ID1: NWI-TN-12822
ID2:
STATUS: PUBFH
PHONE:

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

WETLANDS

SEARCH ID: 82 **DIST/DIR:** 0.46 SE **MAP ID:** 61

NAME: NATIONAL WETLANDS INVENTORY
ADDRESS:
TN
CONTACT:

REV: 2/27/02
ID1: NWI-TN-12822
ID2:
STATUS: PUBFH
PHONE:

SITE INFORMATION

AREA:	545.075
PERIMETER:	89.0217
WETC:	43
WETC_ID:	62
ATTRIBUTE:	PUBFh

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 40 **DIST/DIR:** 0.47 SW **MAP ID:** 62

NAME:	HEPACO INC	REV:	7/10/07
ADDRESS:	279 SHIPLEY FERRY RD	ID1:	110014439303
	BLOUNTVILLE TN 37617	ID2:	TNR000015198
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

FACILITY REGISTRATION INFORMATION:

PROGRAM:	FRS	PROGRAM ID:	110014439303
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	7/1/2003 4:34:05 PM
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	RCRAINFO
LAST REPORTED:	7/1/2003 4:34:05 PM	LAST EXTRACTED:	
ENFORCEMENT ACT:			
REG PROGRAM:	FACILITY -		

PROGRAM:	RCRAINFO	PROGRAM ID:	TNR000015198
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	NOTIFICATION
LAST REPORTED:	4/2/2003	LAST EXTRACTED:	7/1/2003 4:34:05 PM
ENFORCEMENT ACT:			

REG PROGRAM: TRANSPORTER - HAZARDOUS WASTE HANDLERS ENGAGED IN THE TRANSPORTATION OF HAZARDOUS WASTE.

PROGRAM:	RCRAINFO	PROGRAM ID:	TNR000015198
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	NOTIFICATION
LAST REPORTED:	4/2/2003	LAST EXTRACTED:	7/1/2003 4:34:05 PM
ENFORCEMENT ACT:			

REG PROGRAM: LQG - HAZARDOUS WASTE LARGE QUANTITY GENERATORS GENERATE: (A) 1,000 KG OR MORE OF HAZARDOUS WASTE DURING ANY CALENDAR MONTH; OR (B) MORE THAN 1 KG OF ACUTELY HAZARDOUS WASTE DURING ANY CALENDAR MONTH; OR (C) MORE THAN 100 KG OF ANY RESIDUE OR CONTAMINATED SOIL, WASTE OR OTHER DEBRIS RESULTING FROM THE CLEANUP OF A SPILL, INTO OR ON ANY LAND OR WATER, OF ACUTELY HAZARDOUS WASTE DURING ANY CALENDAR MONTH; OR (D) 1 KG OR LESS OF ACUTELY HAZARDOUS WASTE DURING ANY CALENDAR MONTH, AND ACCUMULATE MORE THAN 1 KG OF ACUTELY HAZARDOUS WASTE AT ANY TIME; OR (E) 100 KG OR LESS OF ANY RESIDUE OR CONTAMINATED SOIL, WASTE OR OTHER DEBRIS RESULTING FROM THE CLEANUP OF A SPILL, INTO OR ON ANY LAND OR WATER, OF ACUTELY HAZARDOUS WASTE DURING ANY CALENDAR MONTH, AND ACCUMULATED MORE THAN 100 KG OF THAT MATERIAL AT ANY TIME.

SITE TYPE:	STATIONARY
INTEREST STATUS:	ACTIVE
DATA QUALITY:	V
LOCATION DESC:	
ADDRESS TYPE:	REGULAR URBAN
LAST REPORTED:	
POSTED TO DATABASE:	7/1/2003 4:34:05 PM
DATA UPDATED:	1/5/2006 8:40:15 PM
ENTERED PERSON/METHOD:	REFRESH
PARENT REG ID:	
CONFIDENCE IN ADDR:	MEDIUM
ENFORCEMENT SENSITIVE:	
REQ MANUAL REVIEW:	
REASON MAN REVIEW:	

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 40 **DIST/DIR:** 0.47 SW **MAP ID:** 62

NAME: HEPACO INC
ADDRESS: 279 SHIPLEY FERRY RD
BLOUNTVILLE TN 37617
SULLIVAN
CONTACT:

REV: 7/10/07
ID1: 110014439303
ID2: TNR000015198
STATUS: FRS
PHONE:

SMALL BUS POLICY:
ENFORCEMENT ACTION:
DATA PUB ACCESS: YES
INTERNAL SYS ID:

FEDERAL FACILITY: NO
FEDERAL AGENCY:
TRIBAL LAND: NO
TRIBAL LAND NAME:
CONGRESSIONAL DIST:
LEGISLATIVE DIST: 3
HYDROLOGICAL UNTIS:
EPA REGION: 04
AIRSHED:
CENSUS BLOCK:

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

RCRAGN

SEARCH ID: 6 **DIST/DIR:** 0.47 SW **MAP ID:** 62

NAME:	HEPACO INC	REV:	6/6/06
ADDRESS:	279 SHIPLEY FERRY RD BLOUNTVILLE TN 37617 SULLIVAN	ID1: ID2: STATUS:	TNR000015198 LGN
CONTACT:	JON FRANCISCO	PHONE:	4233230133

SITE INFORMATION

CONTACT INFORMATION: JON FRANCISCO
SHIPLEY FERRY RD
BLOUNTVILLE TN 37617

PHONE: 4233230133

UNIVERSE INFORMATION:

NAIC INFORMATION

485991 - SPECIAL NEEDS TRANSPORTATION

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

WETLANDS

SEARCH ID: 78 **DIST/DIR:** 0.48 SE **MAP ID:** 63

NAME: NATIONAL WETLANDS INVENTORY
ADDRESS:
TN
CONTACT:

REV: 2/27/02
ID1: NWI-TN-12799
ID2:
STATUS: PUBHH
PHONE:

SITE INFORMATION

AREA:	1782.77
PERIMETER:	159.85
WETC:	50
WETC_ID:	54
ATTRIBUTE:	PUBHh

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 27 **DIST/DIR:** 0.49 NW **MAP ID:** 64

NAME:	STATION IS IN THE NORTH CORNER OF A FENCED GRASSY	REV:	7/10/07
ADDRESS:	1649 D STREET	ID1:	110020862823
	KINGSPORT TN 37664	ID2:	
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

FACILITY REGISTRATION INFORMATION:

PROGRAM:	AIRS/AQS	PROGRAM ID:	15018
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	10/1/1998
AGENCY INT QUAL:	DATE MONITORING STARTED	INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	AQS SITES TRANSACTION
LAST REPORTED:		LAST EXTRACTED:	7/11/2006 2:06:34 PM
ENFORCEMENT ACT:			
REG PROGRAM:	AIR MONITORING SITE - A SITE ESTABLISHED TO MEASURE CONCENTRATIONS OF AIR POLLUTANTS.		

PROGRAM:	FRS	PROGRAM ID:	110020862823
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	4/11/2005 8:06:57 PM
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	AIRS/AQS
LAST REPORTED:	4/11/2005 8:06:57 PM	LAST EXTRACTED:	
ENFORCEMENT ACT:			
REG PROGRAM:	FACILITY -		

SITE TYPE:	MONITORING STATION
INTEREST STATUS:	ACTIVE
DATA QUALITY:	V
LOCATION DESC:	
ADDRESS TYPE:	REGULAR URBAN
LAST REPORTED:	
POSTED TO DATABASE:	4/11/2005 8:06:57 PM
DATA UPDATED:	1/31/2006 3:18:50 PM
ENTERED PERSON/METHOD:	GHAZNAVI
PARENT REG ID:	
CONFIDENCE IN ADDR:	
ENFORCEMENT SENSITIVE:	N
REQ MANUAL REVIEW:	
REASON MAN REVIEW:	
SMALL BUS POLICY:	
ENFORCEMENT ACTION:	
DATA PUB ACCESS:	YES
INTERNAL SYS ID:	
FEDERAL FACILITY:	
FEDERAL AGENCY:	
TRIBAL LAND:	NO
TRIBAL LAND NAME:	
CONGRESSIONAL DIST:	
LEGISLATIVE DIST:	
HYDROLOGICAL UNTIS:	
EPA REGION:	04
AIRSHED:	
CENSUS BLOCK:	

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 20 **DIST/DIR:** 0.50 SW **MAP ID:** 65

NAME:	MASSEYS CLEANERS	REV:	7/10/07
ADDRESS:	1175 SOUTH EASTMAN ROAD	ID1:	110004969963
	KINGSPORT TN 37660	ID2:	TND058663352
	SULLIVAN	STATUS:	FRS
CONTACT:		PHONE:	

FACILITY REGISTRATION INFORMATION:

PROGRAM:	FRS	PROGRAM ID:	110004969963
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	FRS
LAST REPORTED:		LAST EXTRACTED:	
ENFORCEMENT ACT:			
REG PROGRAM:	FACILITY -		

PROGRAM:	RCRAINFO	PROGRAM ID:	TND058663352
PROVIDED BY:	FEDERAL AGENCY	AGENCY INTERESTED:	
AGENCY INT QUAL:		INTEREST ENDED:	
INT END QUAL:		SOURCE OF DATA:	NOTIFICATION (RCRA)
LAST REPORTED:	2/12/2004	LAST EXTRACTED:	
ENFORCEMENT ACT:			

REG PROGRAM: CESQG - HAZARDOUS WASTE CONDITIONALLY EXEMPT SMALL QUANTITY GENERATORS GENERATE: A) 100 KILOGRAMS OR LESS OF HAZARDOUS WASTE PER CALENDAR MONTH, AND ACCUMULATE 1000 KG OR LESS OF HAZARDOUS WASTE AT ANY TIME; OR (B) ONE KILOGRAM OR LESS OF ACUTELY HAZARDOUS WASTE PER CALENDAR MONTH, AND ACCUMULATE AT ANY TIME: 1 KG OR LESS OF ACUTELY HAZARDOUS WASTE; OR 100 KG OR LESS OF ANY RESIDUE OR CONTAMINATED SOIL, WASTE OR OTHER DEBRIS RESULTING FROM THE CLEANUP OF A SPILL, INTO OR ON ANY LAND OR WATER, OF ACUTELY HAZARDOUS WASTE; OR (C) 100 KG OR LESS OF ANY RESIDUE OR CONTAMINATED SOIL, WASTE OR OTHER DEBRIS RESULTING FROM THE CLEANUP OF A SPILL, INTO OR ON ANY LAND OR WATER, OF ACUTELY HAZARDOUS WASTE DURING ANY CALENDAR MONTH, AND ACCUMULATE AT ANY TIME: 1 KG OR LESS OF ACUTELY HAZARDOUS WASTE; OR 100 KG OR LESS OF ANY RESIDUE OR CONTAMINATED SOIL, WASTE OR OTHER DEBRIS RESULTING FROM THE CLEANUP OF A SPILL, INTO OR ON ANY LAND OR WATER, OF ACUTELY HAZARDOUS WASTE.

SITE TYPE:	STATIONARY
INTEREST STATUS:	ACTIVE
DATA QUALITY:	V
LOCATION DESC:	
ADDRESS TYPE:	REGULAR URBAN
LAST REPORTED:	
POSTED TO DATABASE:	3/1/2000
DATA UPDATED:	1/5/2006 6:22.44 PM
ENTERED PERSON/METHOD:	REFRESH
PARENT REG ID:	
CONFIDENCE IN ADDR:	
ENFORCEMENT SENSITIVE:	N
REQ MANUAL REVIEW:	
REASON MAN REVIEW:	
SMALL BUS POLICY:	
ENFORCEMENT ACTION:	
DATA PUB ACCESS:	YES
INTERNAL SYS ID:	
FEDERAL FACILITY:	NO
FEDERAL AGENCY:	
TRIBAL LAND:	NO

- Continued on next page -

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 20 **DIST/DIR:** 0.50 SW **MAP ID:** 65

NAME: MASSEYS CLEANERS
ADDRESS: 1175 SOUTH EASTMAN ROAD
KINGSPORT TN 37660
SULLIVAN
CONTACT:

REV: 7/10/07
ID1: 110004969963
ID2: TND058663352
STATUS: FRS
PHONE:

TRIBAL LAND NAME:
CONGRESSIONAL DIST: 01
LEGISLATIVE DIST: 10
HYDROLOGICAL UNTIS: 06010102
EPA REGION: 04
AIRSHED:
CENSUS BLOCK:

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

FINDS

SEARCH ID: 21 **DIST/DIR:** 0.50 SW **MAP ID:** 65

NAME: MASSEYS CLEANERS INC
ADDRESS: GREENACRES SHOPPING CTR
KINGSPORT TN 37664
CONTACT:

REV:
ID1: TND058663352
ID2:
STATUS:
PHONE:

DETAILS NOT AVAILABLE

OTHER

SEARCH ID: 43 **DIST/DIR:** 0.50 SW **MAP ID:** 65

NAME: MASSEY S DRY CLEANERS
ADDRESS: 1175 EASTMAN DRIVE
KINGSPORT TN 37664
CONTACT:

REV: 01/25/07
ID1: D-82-108
ID2:
STATUS:
PHONE:

SITE INFORMATION

CERTIFICATE SERIAL NO:
SERIAL NO: 8593
RECEIPT NO: 0478
EXPIRE DATE:

Please contact the Tennessee Drycleaner Environmental Response Program at (615) 532-0900 for further information on this site.

Environmental FirstSearch
Site Detail Report

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

RCRAGN

SEARCH ID: 3 **DIST/DIR:** 0.50 SW **MAP ID:** 65

NAME:	MASSEYS CLEANERS	REV:	6/6/06
ADDRESS:	1175 SOUTH EASTMAN ROAD	ID1:	TND058663352
	KINGSPORT TN 37660	ID2:	
	SULLIVAN	STATUS:	VGN
CONTACT:	JAMES L POWERS	PHONE:	4232886304

SITE INFORMATION

CONTACT INFORMATION: JAMES L POWERS
PO BOX 3670
KINGSPORT TN 37664

PHONE: 4232458911

CONTACT INFORMATION: JAMES POWERS
PO BOX 3670
KINGSPORT TN 37664

PHONE: 4232886304

UNIVERSE INFORMATION:

NAIC INFORMATION

81232 - DRYCLEANING AND LAUNDRY SERVICES (EXCEPT COIN-OPERATED)

ENFORCEMENT INFORMATION:

VIOLATION INFORMATION:

HAZARDOUS WASTE INFORMATION:

The following spent halogenated solvents: Tetrachloroethylene, methylene chloride, trichloroethylene, 1,1,1-trichloroethane, chlorobenzene, 1,1,2-trichloro-1,2,2-trifluoroethane, ortho-dichlorobenzene, trichlorofluoromethane
Tetrachloroethylene

Environmental FirstSearch Descriptions

NPL: *EPA* NATIONAL PRIORITY LIST - The National Priorities List is a list of the worst hazardous waste sites that have been identified by Superfund. Sites are only put on the list after they have been scored using the Hazard Ranking System (HRS), and have been subjected to public comment. Any site on the NPL is eligible for cleanup using Superfund Trust money.
A Superfund site is any land in the United States that has been contaminated by hazardous waste and identified by the Environmental Protection Agency (EPA) as a candidate for cleanup because it poses a risk to human health and/or the environment.
FINAL - Currently on the Final NPL
PROPOSED - Proposed for NPL

NPL DELISTED: *EPA* NATIONAL PRIORITY LIST Subset - Database of delisted NPL sites. The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.
DELISTED - Deleted from the Final NPL

CERCLIS: *EPA* COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY INFORMATION SYSTEM (CERCLIS)- CERCLIS is a database of potential and confirmed hazardous waste sites at which the EPA Superfund program has some involvement. It contains sites that are either proposed to be or are on the National Priorities List (NPL) as well as sites that are in the screening and assessment phase for possible inclusion on the NPL.
PART OF NPL- Site is part of NPL site
DELETED - Deleted from the Final NPL
FINAL - Currently on the Final NPL
NOT PROPOSED - Not on the NPL
NOT VALID - Not Valid Site or Incident
PROPOSED - Proposed for NPL
REMOVED - Removed from Proposed NPL
SCAN PLAN - Pre-proposal Site
WITHDRAWN - Withdrawn

NFRAP: *EPA* COMPREHENSIVE ENVIRONMENTAL RESPONSE COMPENSATION AND LIABILITY INFORMATION SYSTEM ARCHIVED SITES - database of Archive designated CERCLA sites that, to the best of EPA's knowledge, assessment has been completed and has determined no further steps will be taken to list this site on the National Priorities List (NPL). This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.
NFRAP – No Further Remedial Action Plan
P - Site is part of NPL site
D - Deleted from the Final NPL
F - Currently on the Final NPL
N - Not on the NPL
O - Not Valid Site or Incident
P - Proposed for NPL
R - Removed from Proposed NPL
S - Pre-proposal Site
W – Withdrawn

RCRA COR ACT: *EPA* RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM SITES - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984.
RCRAInfo facilities that have reported violations and subject to corrective actions.

RCRA TSD: *EPA* RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM

TREATMENT, STORAGE, and DISPOSAL FACILITIES. - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984.
Facilities that treat, store, dispose, or incinerate hazardous waste.

RCRA GEN: *EPA* RESOURCE CONSERVATION AND RECOVERY INFORMATION SYSTEM GENERATORS - Database of hazardous waste information contained in the Resource Conservation and Recovery Act Information (RCRAInfo), a national program management and inventory system about hazardous waste handlers. In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies. These agencies, in turn pass on the information to regional and national EPA offices. This regulation is governed by the Resource Conservation and Recovery Act (RCRA), as amended by the Hazardous and Solid Waste Amendments of 1984.
Facilities that generate or transport hazardous waste or meet other RCRA requirements.
LGN - Large Quantity Generators
SGN - Small Quantity Generators
VGN – Conditionally Exempt Generator.
Included are RAATS (RCRA Administrative Action Tracking System) and CMEL (Compliance Monitoring & Enforcement List) facilities.

Federal IC / EC: *EPA* BROWNFIELD MANAGEMENT SYSTEM (BMS) - database designed to assist EPA in collecting, tracking, and updating information, as well as reporting on the major activities and accomplishments of the various Brownfield grant Programs.
FEDERAL ENGINEERING AND INSTITUTIONAL CONTROLS- Superfund sites that have either an engineering or an institutional control. The data includes the control and the media contaminated.

ERNS: *EPA/NRC* EMERGENCY RESPONSE NOTIFICATION SYSTEM (ERNS) - Database of incidents reported to the National Response Center. These incidents include chemical spills, accidents involving chemicals (such as fires or explosions), oil spills, transportation accidents that involve oil or chemicals, releases of radioactive materials, sightings of oil sheens on bodies of water, terrorist incidents involving chemicals, incidents where illegally dumped chemicals have been found, and drills intended to prepare responders to handle these kinds of incidents. Data since January 2001 has been received from the National Response System database as the EPA no longer maintains this data.

Tribal Lands: *DOI/BIA* INDIAN LANDS OF THE UNITED STATES - Database of areas with boundaries established by treaty, statute, and (or) executive or court order, recognized by the Federal Government as territory in which American Indian tribes have primary governmental authority. The Indian Lands of the United States map layer shows areas of 640 acres or more, administered by the Bureau of Indian Affairs. Included are Federally-administered lands within a reservation which may or may not be considered part of the reservation.

State/Tribal Sites: *TDEC* PROMULGATED SITE LIST - database of inactive hazardous substance sites.

State/Tribal SWL: *TDEC* SOLID WASTE FACILITY DATABASE - database of all permitted solid waste landfills.

State/Tribal LUST: *TDEC* FUND ELIGIBLE SITES - database of all sites that have received state assistance for leaking underground storage tanks.

State/Tribal UST/AST: *TDEC* TENNESSEE PETROLEUM UNDERGROUND STORAGE TANK - database of registered underground storage tanks. The data contains information such as the name, address and ID # of each tank owner, facility information such as the facility name, address, type of facility (e.g., state owned, commercial, private), contact name, address and phone number, facility phone number, tank information such as the size of tank, tank contents, tank and piping construction, installation date, status (e.g., currently in use, out-of-service, temporarily-out-of-service) and information about upgrading, etc.

State/Tribal VCP: *TDEC* VOLUNTARY CLEANUP OVERSIGHT AND ASSISTANCE PROGRAM (VOAP) -database of sites that offer people the opportunity to work proactively with state government to address necessary cleanup of a property to return it to productive use. In return for their efforts, participants can receive a No Further Action letter and a release of liability for areas where investigation and cleanup is

conducted.

Wetlands: *US FWS* NATIONAL WETLANDS INVENTORY (NWI) - database of information on the characteristics, extent, and status of the Nation's wetlands and deepwater habitats. This data is available for select areas of the United States.

Floodplains: *FEMA* FLOODPLAINS – database of 100 year and 500 year flood zone boundaries for select counties in the United States

Receptors: *US DOC* SENSITIVE RECEPTORS - 2005 Census Bureau's TIGER (Topologically Integrated Geographic Encoding and Referencing System) database of schools and hospitals. List of schools and hospitals that may house individuals deemed sensitive to environmental discharges due to their fragile immune systems.

USGS Soils: *USGS/NRCS* NATIONAL SOILS DATABASE - Database comprised of the State Soil Geographic (STATSGO) data for the conterminous United States, Soil Survey Geographic (SSURGO) and Digital Data Series Bedrock data. These databases contain information regarding soil characteristics such as water capacity, percent clay, organic material, permeability, thickness of layers, hydrological characteristics, quality of drainage, surface, slope, liquid limit, and the annual frequency of flooding.

NPDES: *EPA* THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM - Database of permitted facilities receiving and discharging effluents to and from a natural source where treatment of the effluent is monitored.

FINDS: *EPA* FACILITY INDEX SYSTEM(FINDS)/FACILITY REGISTRY SYSTEM(FRS) - The index of identification numbers associated with a property or facility which the EPA has investigated or has been made aware of in conjunction with various regulatory programs. Each record indicates the EPA office that may have files on the site or facility. A Facility Registry System site has an FRS in the status field.

TRIS: *EPA* TOXIC RELEASE INVENTORY SYSTEM (TRIS)– Database that contains information on toxic chemical releases and other waste management activities reported annually by certain covered industry groups as well as federal facilities. This inventory was established under the Emergency Planning and Community Right-to-Know Act of 1986 (EPCRA) and expanded by the Pollution Prevention Act of 1990.

HMIRS: *US DOT* HAZARDOUS MATERIALS INCIDENT RESPONSE SYSTEM - Database of information regarding materials, packaging, and a description of events for tracked incidents.

NCDB: *EPA* NATIONAL COMPLIANCE DATA BASE SYSTEM - Database of regional compliance and enforcement activity and manages the Pesticides and Toxic Substances Compliance and Enforcement program at a national level. The system tracks all compliance monitoring and enforcement activities from the time an inspector conducts and inspection until the time the inspector closes or the case settles the enforcement action. NCDB is the national repository of the 10 regional and Headquarters FIFRA/TSCA Tracking System (FTTS). Data collected in the regional FTTS is transferred to NCDB to support the need for monitoring national performance of regional programs.

PADS: *EPA* DATABASE OF PCB HANDLERS - Database of PolyChlorinatedBiPhenol generators, transporters, storers and/or disposers that are required to register with the EPA. This database indicates the type of handler and registration number. Also included is the PCB Transformer Registration Database.

RADON: *NTIS* NATIONAL RADON DATABASE - EPA radon data from 1990-1991 national radon project collected for a variety of zip codes across the United States.

State Other: *TDEC* REGISTERED FACILITIES LIST - database of permanent and temporary drycleaning facilities.

State Other: *US DOJ* NATIONAL CLANDESTINE LABORATORY REGISTER - Database of addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the U.S. Department of Justice ("the Department"), and the Department has not verified the entry and does not guarantee its accuracy. All sites that are included in this data set will have an id that starts with NCLR.

FI Map Coverage: *PROPRIETARY* FIRE INSURANCE MAP AVAILABILITY - Database of historical fire insurance map availability.

Environmental FirstSearch Database Sources

NPL: *EPA* Environmental Protection Agency

Updated quarterly

NPL DELISTED: *EPA* Environmental Protection Agency

Updated quarterly

CERCLIS: *EPA* Environmental Protection Agency

Updated quarterly

NFRAP: *EPA* Environmental Protection Agency.

Updated quarterly

RCRA COR ACT: *EPA* Environmental Protection Agency.

Updated quarterly

RCRA TSD: *EPA* Environmental Protection Agency.

Updated quarterly

RCRA GEN: *EPA* Environmental Protection Agency.

Updated quarterly

Federal IC / EC: *EPA* Environmental Protection Agency

Updated quarterly

ERNS: *EPA/NRC* Environmental Protection Agency

Updated semi-annually

Tribal Lands: *DOI/BIA* United States Department of the Interior

Updated annually

State/Tribal Sites: *TDEC* Tennessee Department of Environment and Conservation, Division of Remediation

Updated quarterly

State/Tribal SWL: ***TDEC*** Tennessee Department of Environment and Conservation, Solid Waste Program

Updated annually

State/Tribal LUST: ***TDEC*** Tennessee Department of Environment and Conservation, Division of Underground Storage Tanks

Updated quarterly

State/Tribal UST/AST: ***TDEC*** Tennessee Department of Environment and Conservation, Division of Underground Storage Tanks

Updated

State/Tribal VCP: ***TDEC*** Tennessee Department of Environment and Conservation

Updated quarterly

Wetlands: ***US FWS*** U.S. Fish and Wildlife Service

Updated when available

Floodplains: ***FEMA*** Federal Emergency Management Agency

Updated when available

Receptors: ***US DOC*** US Department of Commerce, Census Bureau

Updated periodically

USGS Soils: ***USGS/NRCS*** United States Geographical Survey

Updated annually

NPDES: ***EPA*** Environmental Protection Agency

Updated quarterly

FINDS: ***EPA*** Environmental Protection Agency

Updated annually

TRIS: ***EPA*** Environmental Protection Agency.

Updated quarterly

HMIRS: ***US DOT*** US Department of Transportation

Updated quarterly

NCDB: ***EPA*** Environmental Protection Agency

Updated quarterly

PADS: ***EPA*** Environmental Protection Agency

Updated quarterly

RADON: ***NTIS*** Environmental Protection Agency, National Technical Information Services

Updated periodically

State Other: ***TDEC*** Tennessee Department of Environment and Conservation, Drycleaner Environmental Response Program

Updated annually

State Other: ***US DOJ*** U.S. Department of Justice

Updated when available

FI Map Coverage: ***PROPRIETARY*** Library of Congress
Catalogue of Maps Published by Sanborn Mapping and Geographic Information Service in February 1988®
ProQuest
Other internally produced datasets

Updated quarterly

Environmental FirstSearch
Street Name Report for Streets within .25 Mile(s) of Target Property

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

Street Name	Dist/Dir	Street Name	Dist/Dir
Adams Acres Dr	0.07 NE	Lana View Dr	0.00 --
Adams St	0.08 NE	Landon Ct	0.16 SE
Adrian Dr	0.17 SE	Larry St	0.22 NE
Alameda Pl	0.10 S-	Laurel St	0.25 NW
Amy Ave	0.00 --	Leaside Dr	0.07 N-
Apache Dr	0.21 SE	Lemay Dr	0.00 --
Arapaho Dr	0.21 NW	Linda Ct	0.17 SE
Arley St	0.07 NW	Linden Rd	0.25 N-
Armstrong Ave	0.06 SE	Locust Dr	0.12 NE
Ashley St	0.21 SE	Lonesome Pine Rd	0.20 SW
Ashwood Ave	0.24 N-	Lynda Ln	0.06 NW
Aztec Dr	0.14 SW	Lynnbrook Ln	0.02 NE
Barger Pl	0.23 NE	Mandan Rd	0.07 NE
Berry St	0.12 NW	Mc Coy St	0.15 NW
Beverly Hill St	0.00 --	Meadow Rd	0.14 S-
Blakemore Dr	0.05 S-	Memorial Blvd	0.00 --
Blythwood	0.17 SE	Memorial Ct	0.04 NW
Bond Dr	0.05 NW	Miller St	0.00 --
Bond Ln	0.08 NW	Milton Ct	0.00 --
Bonita St	0.02 NW	Mohawk Cir	0.23 SW
Boss Rd	0.24 SE	Mohican Ln	0.05 SE
Briarwood Rd	0.00 --	Monterey Ave	0.23 S-
Bridwell Heights Rd	0.00 --	Montezuma Rd	0.00 --
Bridwell St	0.07 S-	Morningstar Ct	0.19 SE
Brookridge Dr	0.11 NW	Morningstar Dr	0.14 SE
Brookvalley Dr	0.08 NE	Mountain Dr	0.19 NW
Busbee St	0.02 NW	Mountain View Ave	0.08 SE
Carolina Pottery Dr	0.00 --	N John B Dennis Hwy	0.00 --
Cassidy Dr	0.00 --	Natchez Ln	0.00 --
Central St	0.00 --	NOCOVERAGE	0.00 --
Chestnut Ridge Rd	0.00 --	NORTH John B Dennis	0.00 --
Cheyenne Ln	0.16 NW	Old Fall Creek Rd	0.00 --
Chippewa Ln	0.18 NE	Old Parker Private D	0.09 SE
Clayman Rd	0.15 SW	Old Stage Rd	0.00 --
Clover St	0.06 SE	Oneida Ct	0.13 NW
Cochise Trl	0.00 --	Orebank Rd	0.00 --
Commanche Dr	0.19 NW	Overhill Dr	0.01 NE
Conway Dr	0.00 --	Parker St	0.06 SE
Cooks Valley Rd	0.00 --	Parkerson Dr	0.00 --
Country Dr	0.00 --	Peachtree Dr	0.14 NW
Cree St	0.00 --	Pear St	0.03 SE
Crestwood Dr	0.13 NW	Peers St	0.10 SE
Curtis Ct	0.23 SE	Pleasant Hill Dr	0.24 NW
Dakota Dr	0.00 --	Pocahontas Dr	0.08 SW
E Center St	0.00 --	Polk St	0.11 N-
EAST Center St	0.00 --	Red Robin Ln	0.00 --
Eatons Station Rd	0.00 --	Ridgeview St	0.13 SE
Eau Clair St	0.17 SE	Ridgeway Dr	0.12 SW

Environmental FirstSearch
Street Name Report for Streets within .25 Mile(s) of Target Property

Target Property: SR 126
KINGSPORT TN 37664

JOB: 1135.00

Street Name	Dist/Dir	Street Name	Dist/Dir
Edens Ridge Rd	0.00 --	Robin Ct	0.22 NW
Edens View Rd	0.14 NW	Robin St	0.17 NW
Elm St	0.23 SW	Rosecliff Dr	0.08 NE
Emory Harr Private D	0.03 SW	Rustic Way	0.25 SE
Ethel Dr	0.00 --	Samlola Rd	0.00 --
Fairhaven Ave	0.15 SW	Sanford Dr	0.25 S-
Fall Creek Rd	0.00 --	Santana Rd	0.00 --
Fisher Dr	0.00 --	Satana Rd	0.07 NE
Fleenor Dr	0.17 SE	Seneca Dr	0.18 SW
Fort Henry Dr	0.22 SW	Shamrock St	0.10 SE
Glen Eden Rd	0.13 NW	Shawnee Dr	0.13 SW
Glenbrook Dr	0.12 SE	Sherwood Rd	0.22 SW
Glenway Dr	0.21 SW	Shipley Ferry Rd	0.16 SE
Glenwood St	0.00 --	Shuler Dr	0.00 --
Gott St	0.15 S-	Sioux Dr	0.21 SE
Grace Dr	0.17 SW	Skyland Dr	0.00 --
Gravel Top Rd	0.00 --	Skyland Ln	0.07 SE
Green Spring Cir	0.07 NW	Skyline Ave	0.23 SE
Harbor Chapel Rd	0.09 SE	Smith Dr	0.21 SW
Harbor Cir	0.15 SE	Spring Hill Dr	0.17 NW
Harbor Dr	0.22 SW	Stadium Dr	0.14 NW
Harr Town Road	0.00 --	Stagecoach Rd	0.10 NW
Hawthorne St	0.00 --	Steadman St	0.18 N-
Heather Ln	0.00 --	Stratford Rd	0.00 --
Hemlock Ln	0.25 NW	Summit Dr	0.11 SW
Hickory St	0.18 NW	Sunbury Ct	0.08 SE
Highway 126	0.00 --	Sycamore St	0.12 NW
Hill Rd	0.00 --	Tacoma Rd	0.20 S-
Hillcrest Dr	0.00 --	Tanglewood Rd	0.00 --
Hobbs St	0.04 SE	Timberlake Ln	0.17 NW
Holiday Hills Rd	0.00 --	Tinker Ln	0.24 SE
Hunter Ln	0.21 SE	Triangle Cir	0.19 SE
Huron Cir	0.05 NW	Trinity Ln	0.00 --
Hydaway Pl	0.24 SW	Union Way	0.21 NW
I-81	0.00 --	Virginia Ave	0.16 N-
Inglewood Dr	0.25 NE	Warpath Dr	0.00 --
Ingram St	0.06 SW	Washington Ave	0.22 N-
Island Rd	0.00 --	Wembeck Dr	0.00 --
Jessee St	0.00 --	Wilburn Dr	0.00 --
John B Dennis Hwy	0.00 --	Woodhaven Dr	0.23 SE
Kenmore Dr	0.00 --	Woodridge Ave	0.03 NW
Kent St	0.00 --	Woods Way	0.00 --
Kiowa St	0.00 --	Woodside Dr	0.00 --
Kite St	0.00 --		

HISTORICAL FIRE INSURANCE MAPS

MAPS AVAILABLE

07-31-07
1135.00
SR 126
KINGSPORT TN 37664

A search of FirstSearch Technology Corporation's proprietary database of historical fire insurance map availability confirmed that there is a high probability that MAPS ARE AVAILABLE for the Subject Location as shown above.

FirstSearch Technology Corporation's proprietary database of historical fire insurance map availability represents abstracted information from the Sanborn® Map Company obtained through online access to the U.S. Library of Congress via local libraries.

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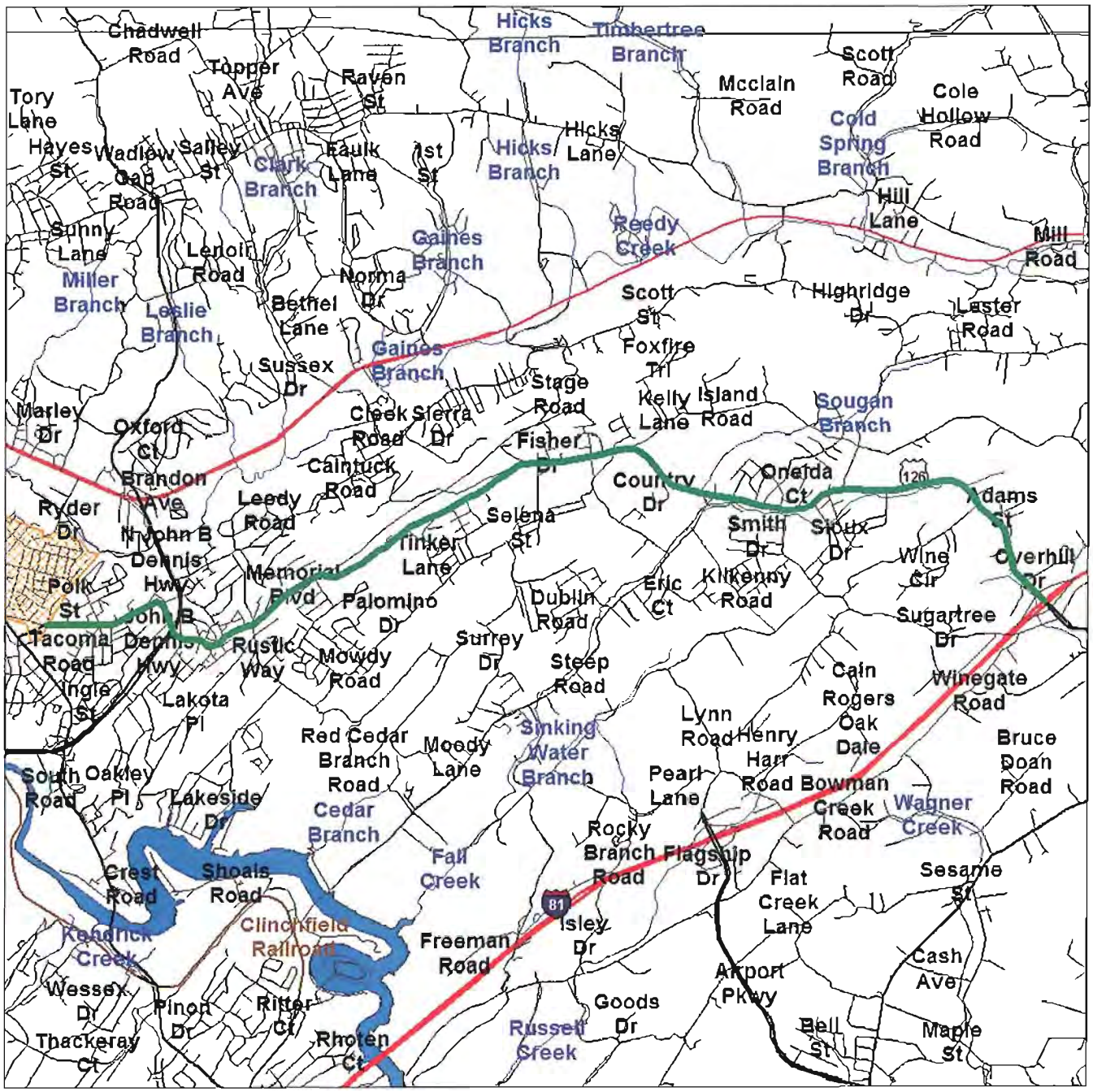
Environmental FirstSearch

.12 Mile Radius from Line

Historical Fire Insurance Coverage Map

SR 126 , KINGSPORT TN 37664



Source: 2005 U.S. Census TIGER Files

Linear Search Line .....

Historical Fire Insurance Coverage Map .....

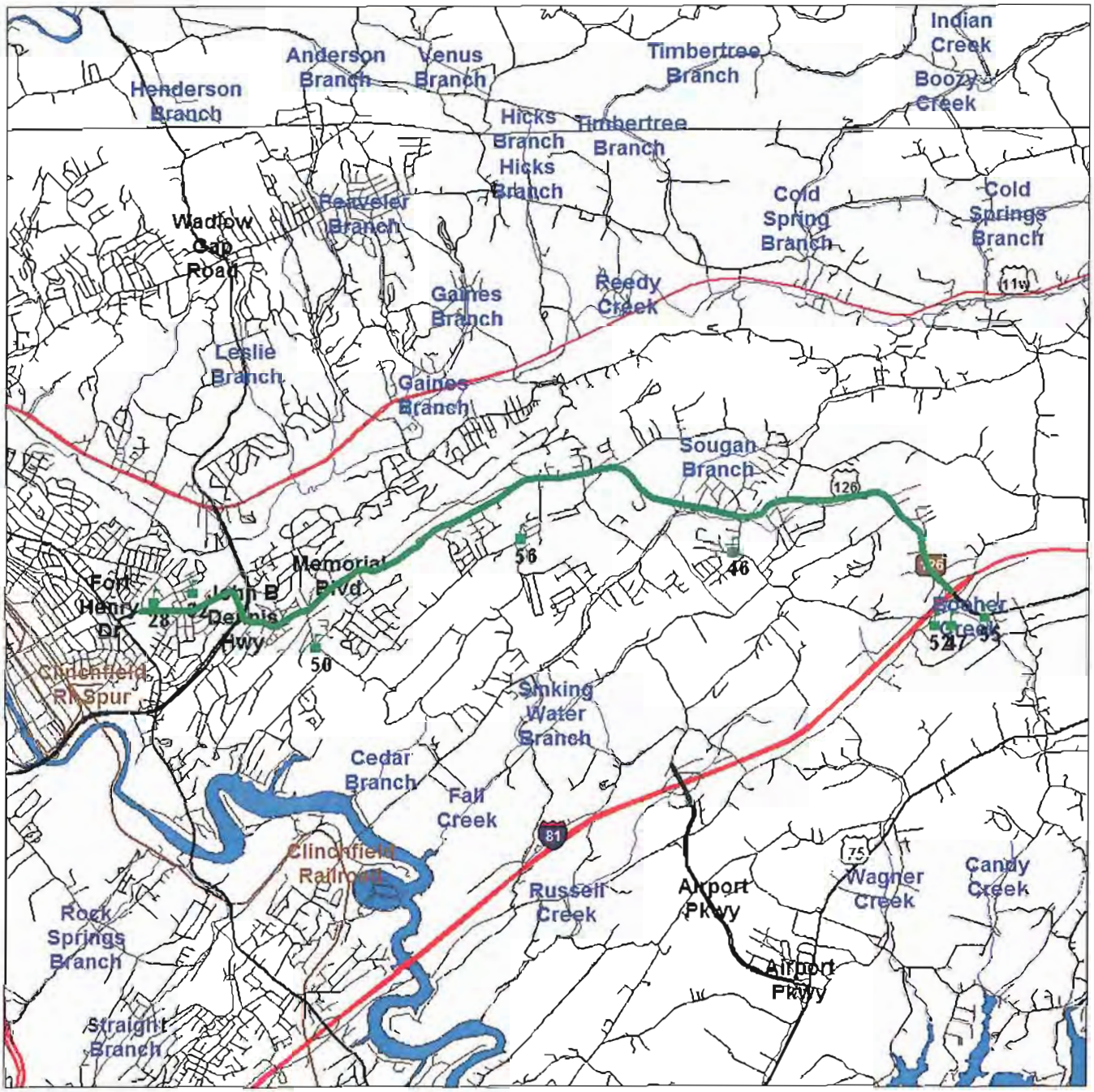
Railroads .....

Environmental FirstSearch

1 Mile Radius from Line

ASTM Map: NPL, RCRACOR, STATE Sites

SR 126 , KINGSPORT TN 37664



Source: 2005 U.S. Census TIGER Files

Linear Search Line

Identified Site, Multiple Sites, Receptor

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand

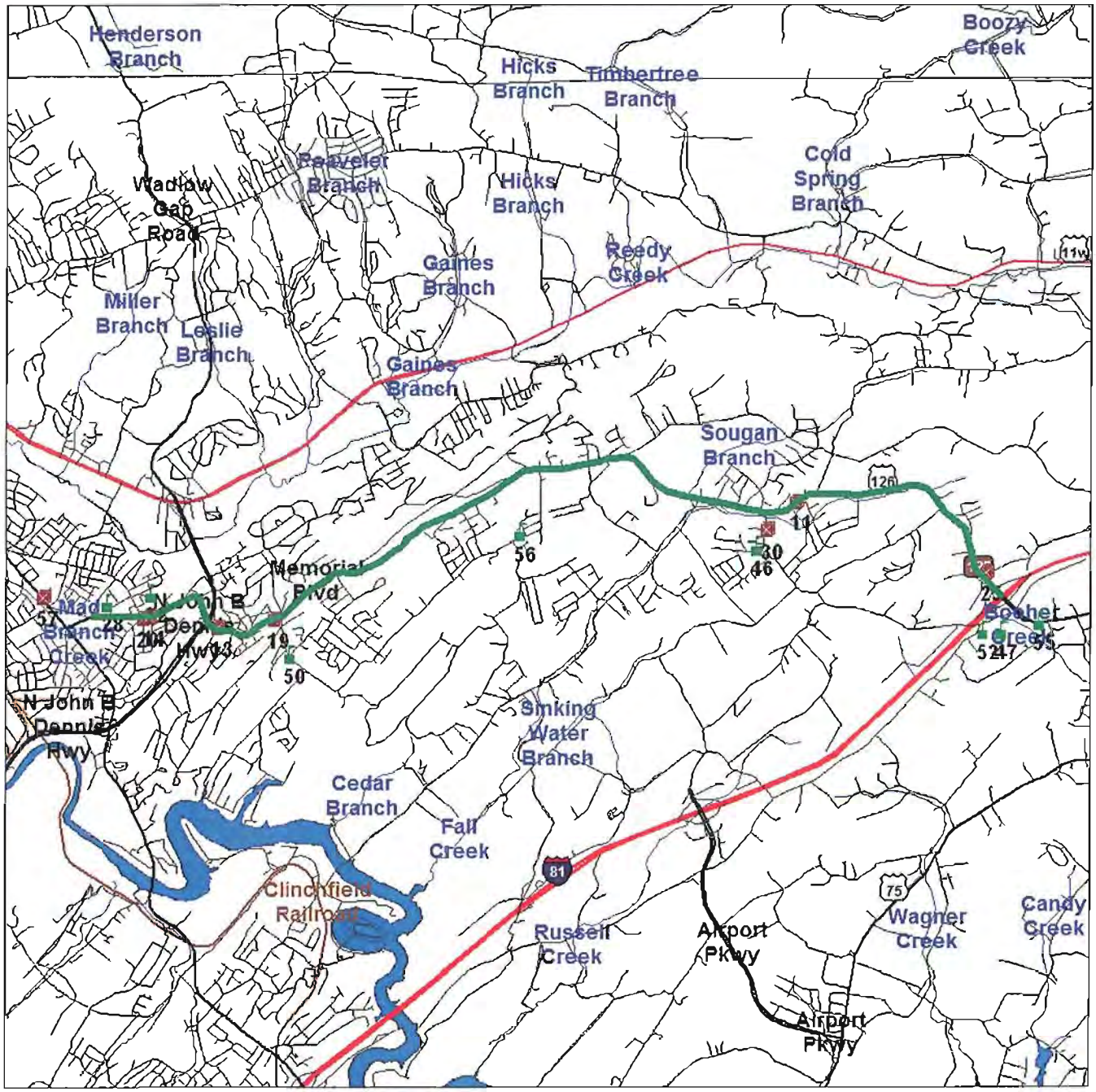
Railroads

Environmental FirstSearch

.5 Mile Radius from Line

ASTM Map: CERCLIS, RCRATSD, LUST, SWL

SR 126 , KINGSPORT TN 37664



Source: 2005 U.S. Census TIGER Files

Linear Search Line .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand .....

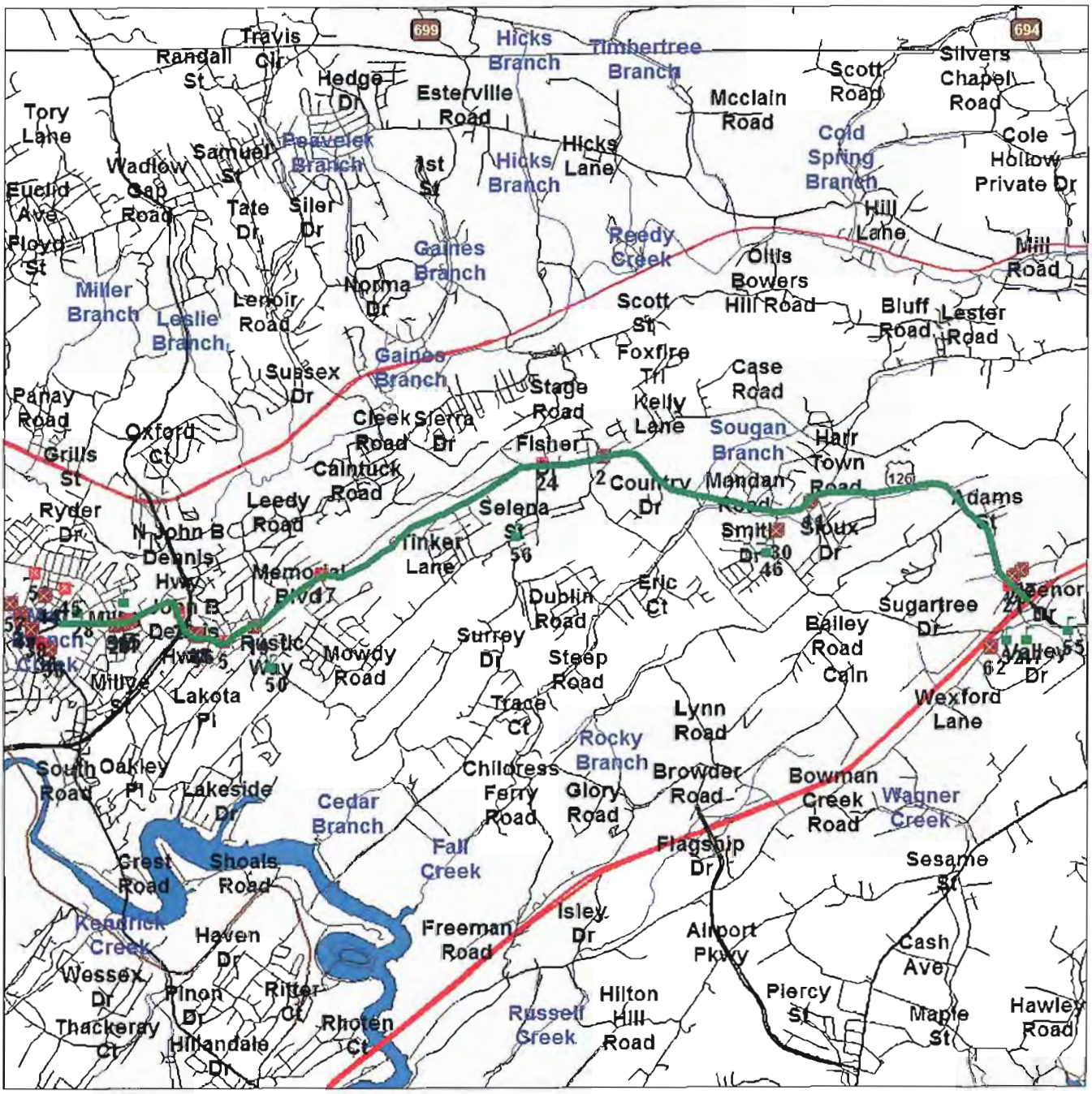
Railroads .....

Environmental FirstSearch

.25 Mile Radius from Line

ASTM Map: RCRAGEN, ERNS, UST

SR 126 , KINGSPORT TN 37664



Source: 2005 U.S. Census TIGER Files

Linear Search Line

Identified Site, Multiple Sites, Receptor

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand

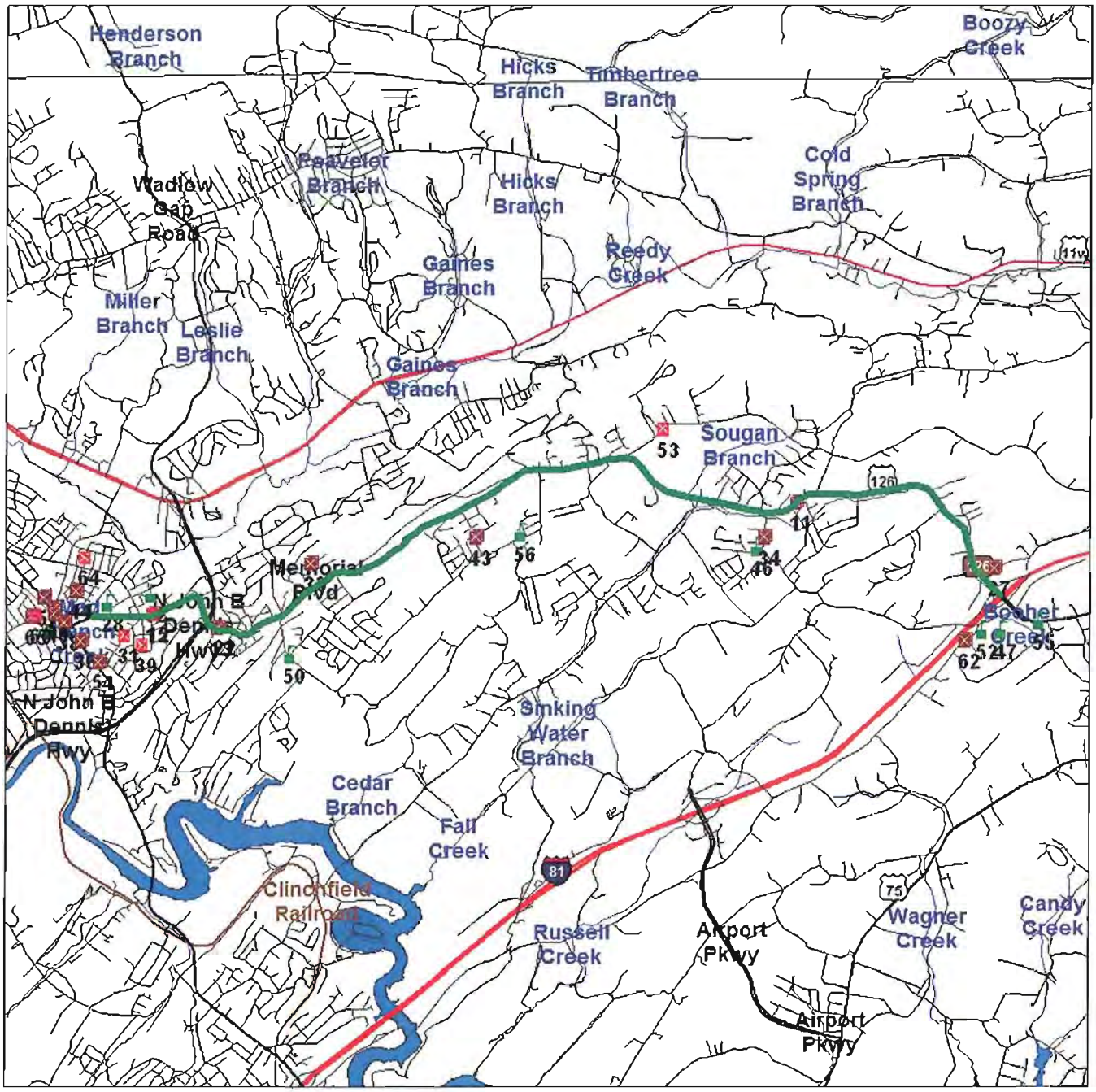
Railroads

Environmental FirstSearch

.5 Mile Radius from Line

Non-ASTM Map: NPDES, FINDS, Other, NCDB

SR 126 , KINGSPORT TN 37664



Source: 2005 U.S. Census TIGER Files

Linear Search Line .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

National Historic Sites and Landmark Sites .....

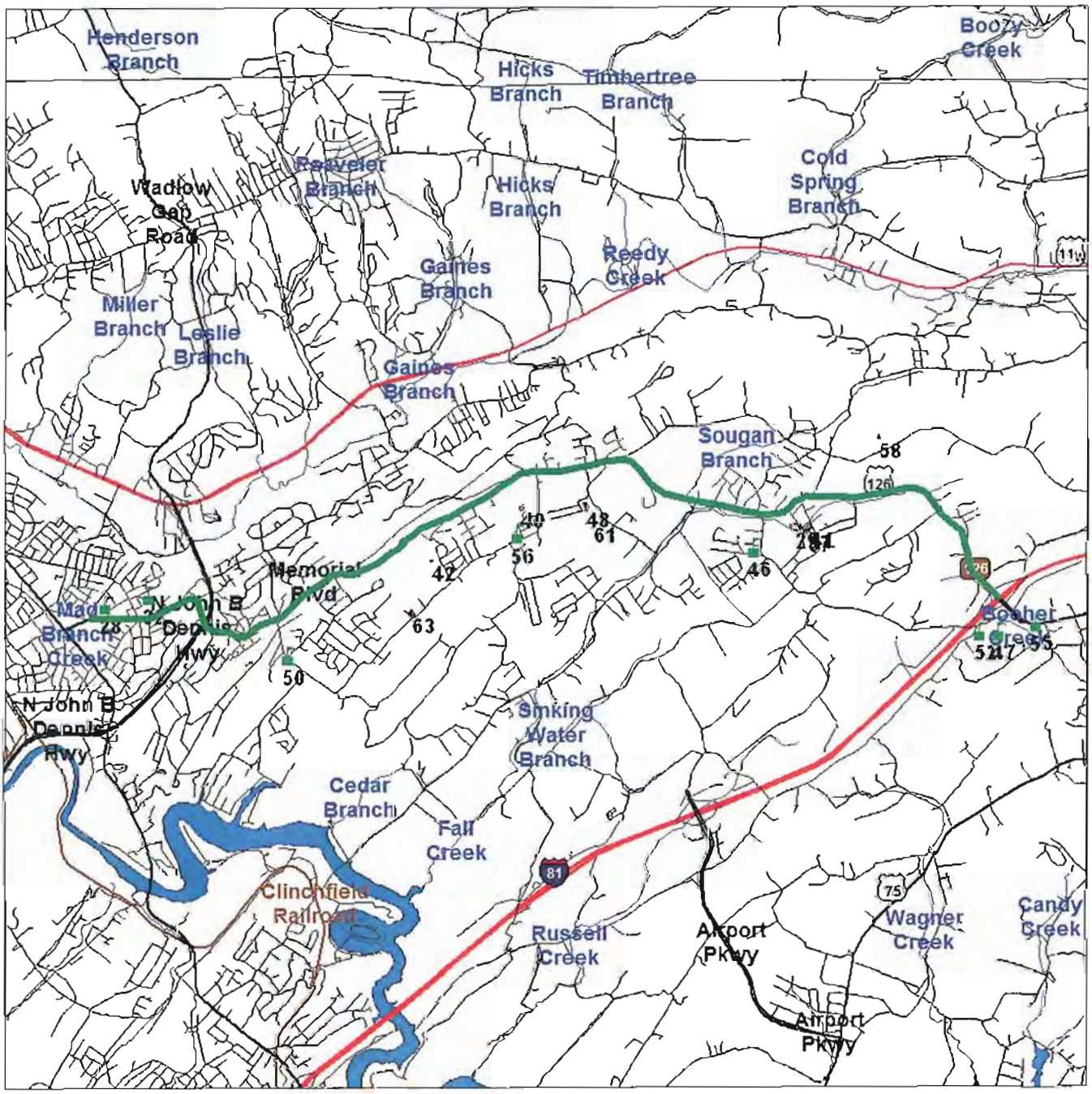
Railroads .....

Environmental FirstSearch

.5 Mile Radius from Line

Wetlands Sites

SR 126 , KINGSPORT TN 37664



Source: 2005 U.S. Census TIGER Files

Linear Search Line .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

Railroads .....

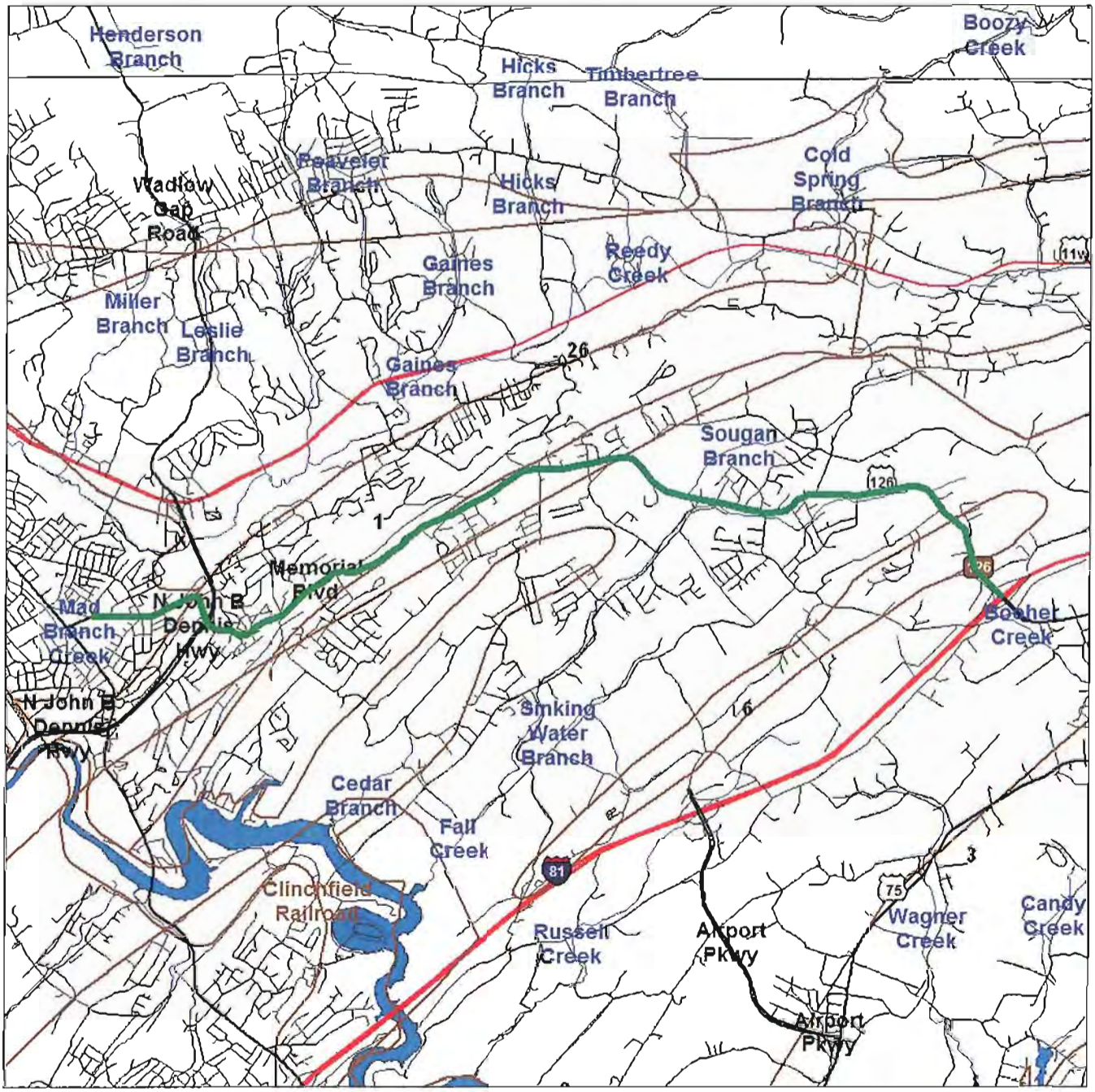
Wetlands .....

Environmental FirstSearch

.5 Mile Radius from Line

USGS US Soil Sites

SR 126 , KINGSPORT TN 37664



Source: 2005 U.S. Census TIGER Files

Linear Search Line .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

Railroads .....

Environmental FirstSearch

Map Width: 0.790 Mile(s)

Selected FEDERAL STATE LOCAL Sites

SR 126 , KINGSPORT TN 37664

Source: 2005 U.S. Census TIGER Files

Linear Search Line .....

Identified Site, Multiple Sites, Receptor .....

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand.....

Soil Sites .....

Railroads .....

Floodplains: 100 Year, 500 Year .....

Wetlands .....

Environmental FirstSearch

Map Width: 1.218 Mile(s)

Selected FEDERAL STATE LOCAL Sites

SR 126 , KINGSPORT TN 37664

Source: 2005 U.S. Census TIGER Files

Linear Search Line

Identified Site, Multiple Sites, Receptor

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand

Soil Sites

Railroads

Floodplains: 100 Year, 500 Year

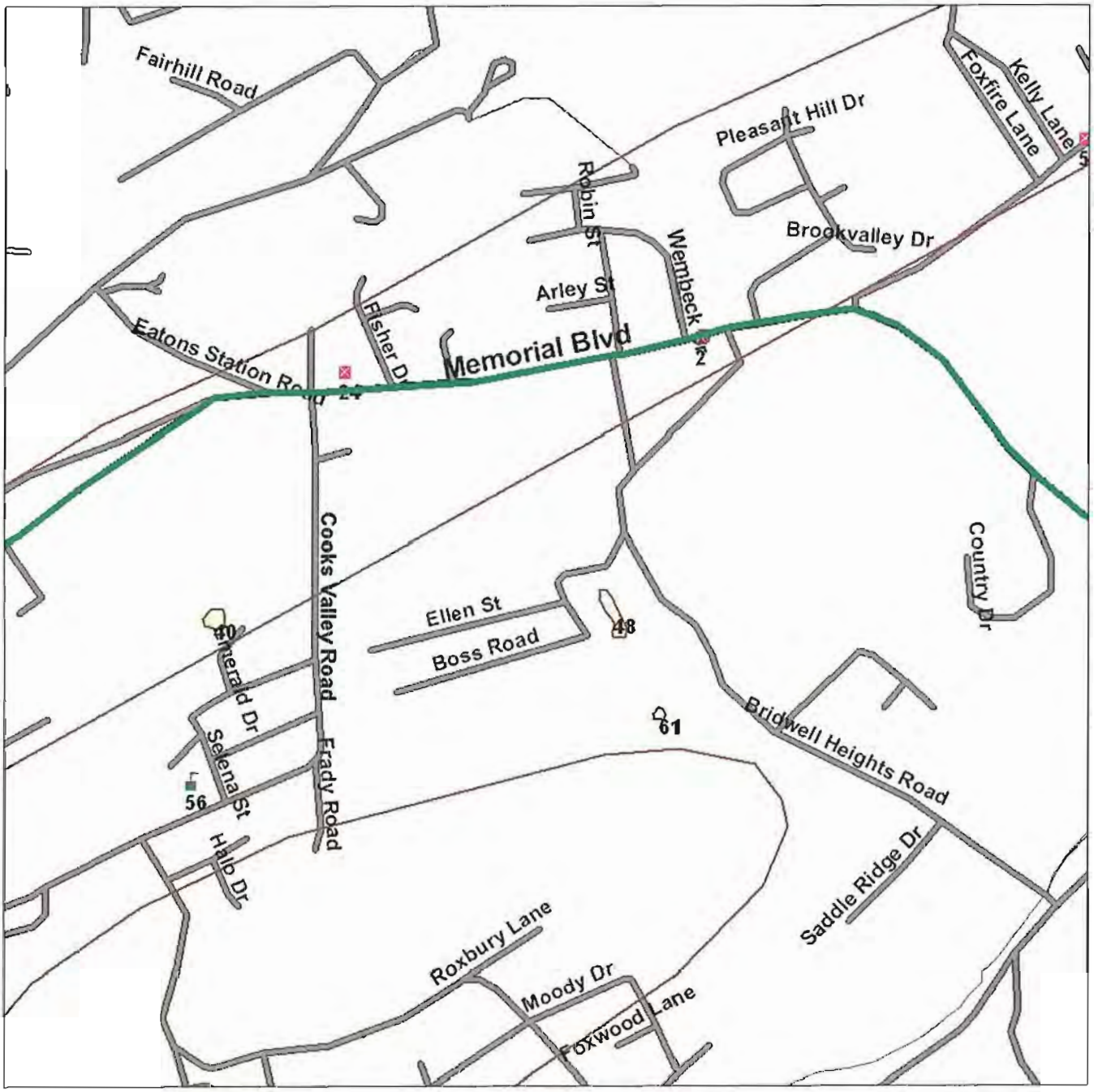
Wetlands

Environmental FirstSearch

Map Width: 1.136 Mile(s)

Selected FEDERAL STATE LOCAL Sites

SR 126 , KINGSPORT TN 37664



Source: 2005 U.S. Census TIGER Files

Linear Search Line

Identified Site, Multiple Sites, Receptor

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand

Soil Sites

Railroads

Floodplains: 100 Year, 500 Year

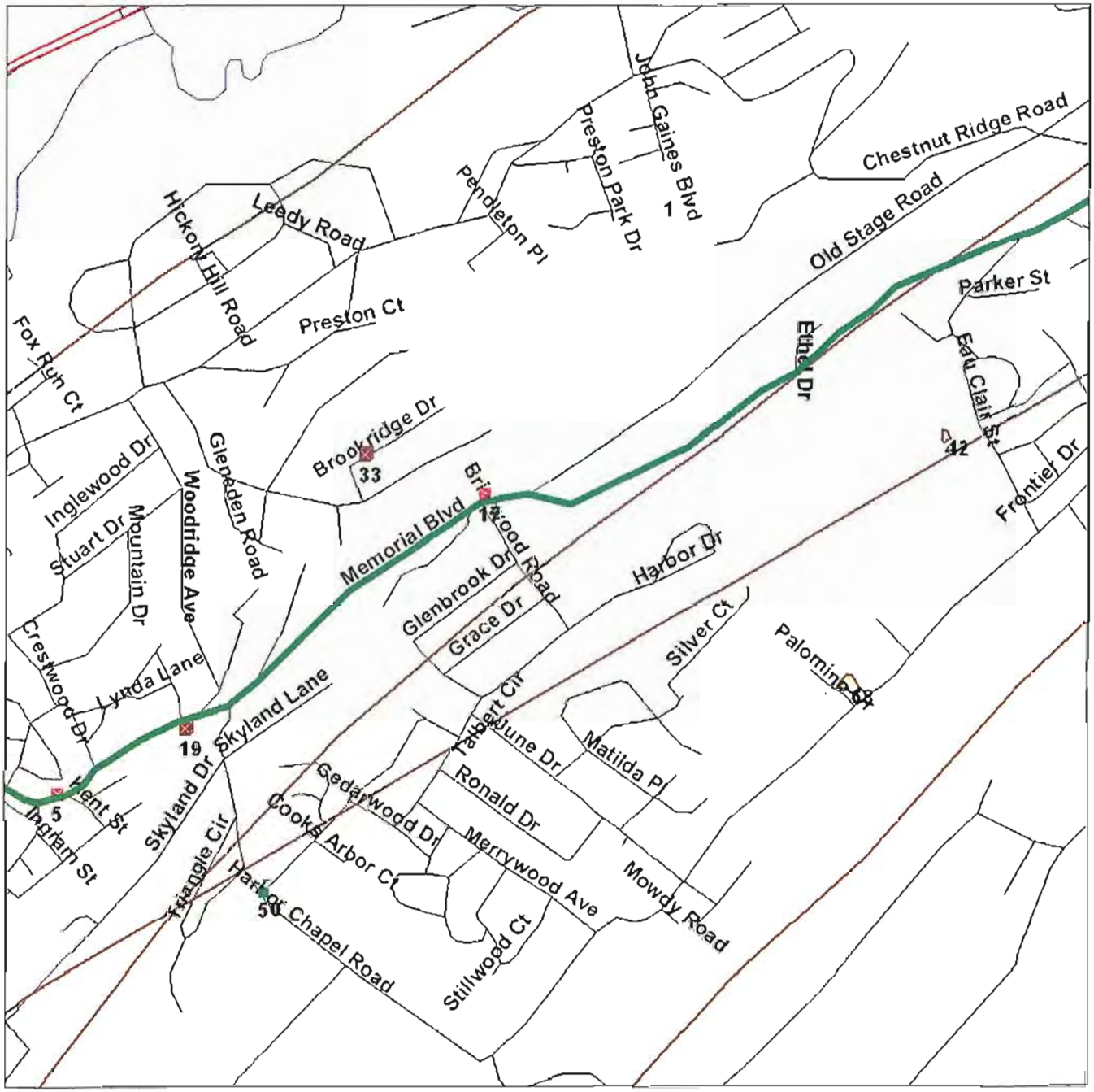
Wetlands

Environmental FirstSearch

Map Width: 1.494 Mile(s)

Selected FEDERAL STATE LOCAL Sites

SR 126 , KINGSPORT TN 37664



Source: 2005 U.S. Census TIGER Files

Linear Search Line

Identified Site, Multiple Sites, Receptor

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand

Soil Sites

Railroads

Floodplains: 100 Year, 500 Year

Wetlands

Environmental FirstSearch

Map Width: 0.934 Mile(s)

Selected FEDERAL STATE LOCAL Sites

SR 126 , KINGSPORT TN 37664

Source: 2005 U.S. Census TIGER Files

Linear Search Line

Identified Site, Multiple Sites, Receptor

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand

Soil Sites

Railroads

Floodplains: 100 Year, 500 Year

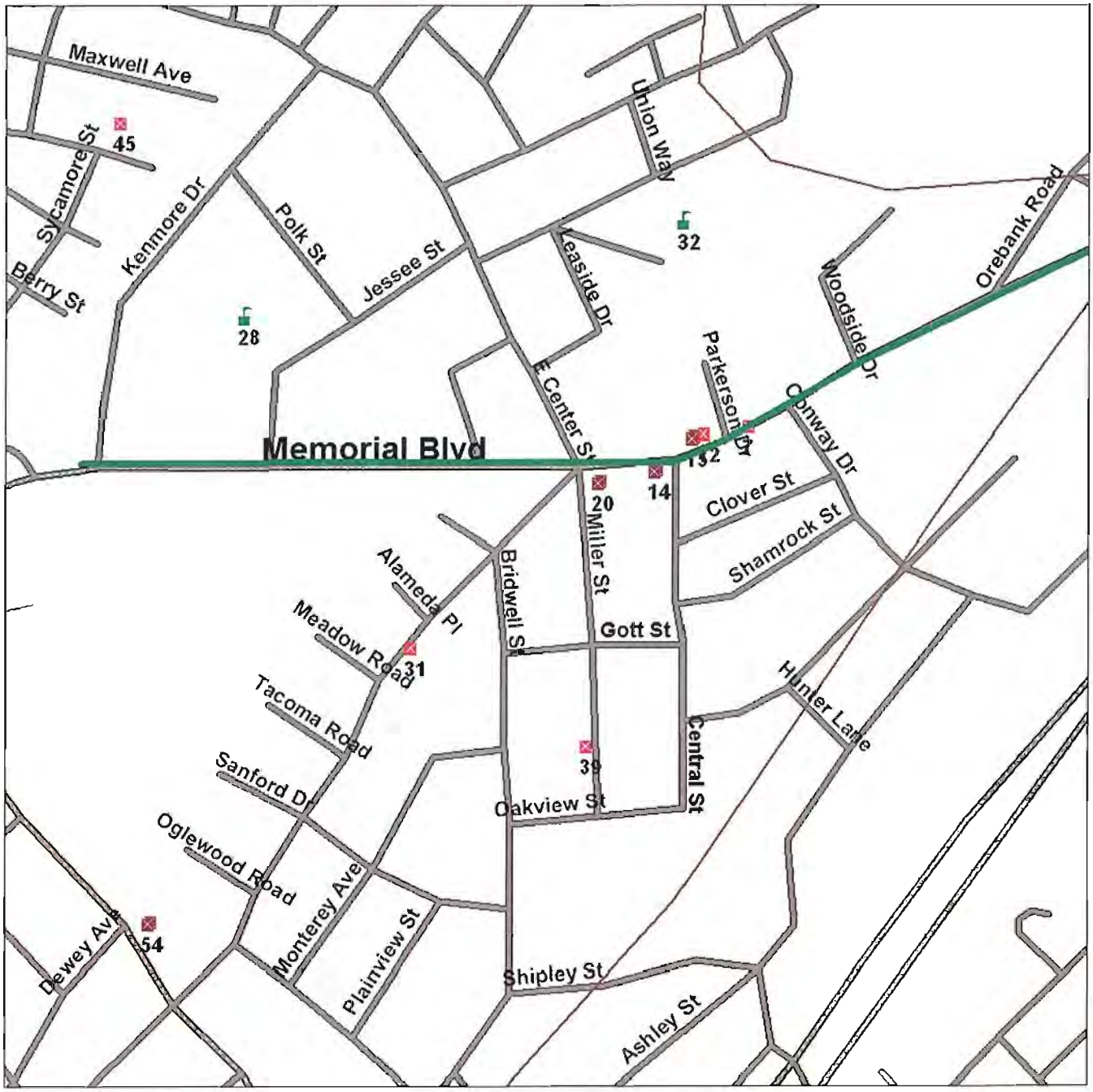
Wetlands

Environmental FirstSearch

Map Width: 0.698 Mile(s)

Selected FEDERAL STATE LOCAL Sites

SR 126 , KINGSPORT TN 37664



Source: 2005 U.S. Census TIGER Files

Linear Search Line

Identified Site, Multiple Sites, Receptor

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand

Soil Sites

Railroads

Floodplains: 100 Year, 500 Year

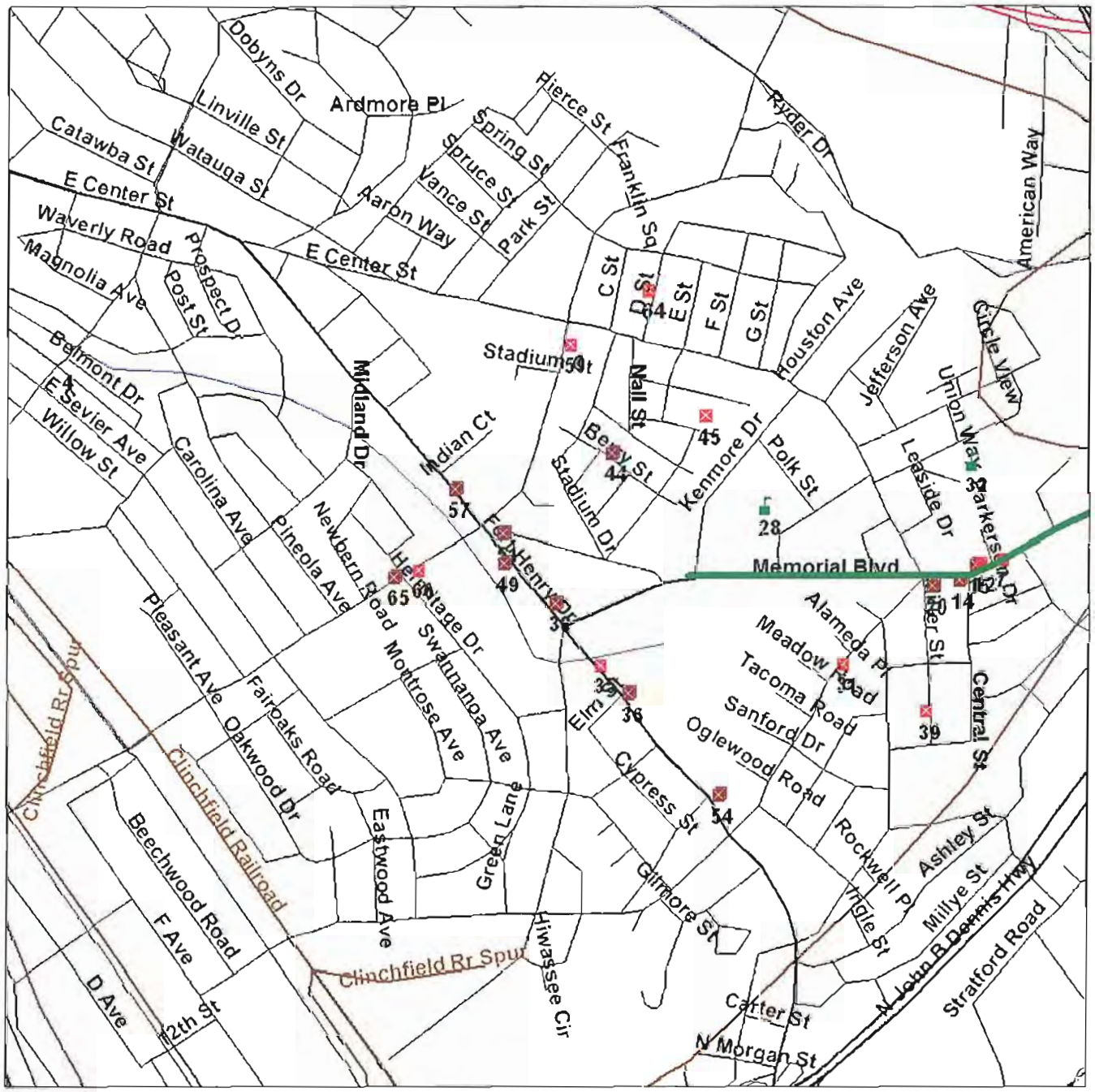
Wetlands

Environmental FirstSearch

Map Width: 1.474 Mile(s)

Selected FEDERAL STATE LOCAL Sites

SR 126 , KINGSPORT TN 37664



Source: 2005 U.S. Census TIGER Files

Linear Search Line

Identified Site, Multiple Sites, Receptor

NPL, DELNPL, Brownfield, Solid Waste Landfill (SWL), Hazardous Waste

Triballand

Soil Sites

Railroads

Floodplains: 100 Year, 500 Year

Wetlands

APPENDIX B

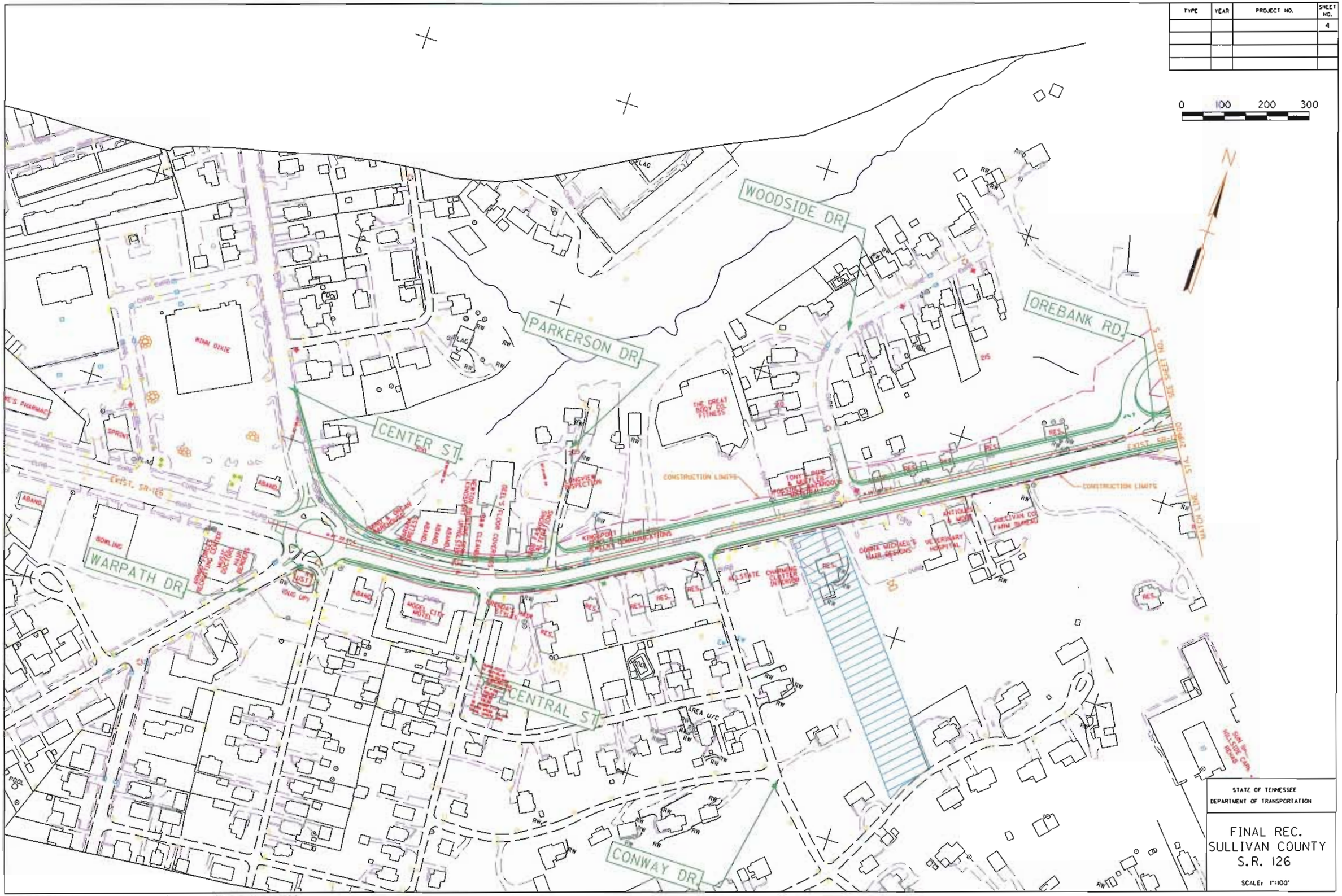
Project Maps

Project Area Maps

Sanborn Maps

Land Use Aerial Maps

TYPE	YEAR	PROJECT NO.	SHEET NO.
			4



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			5

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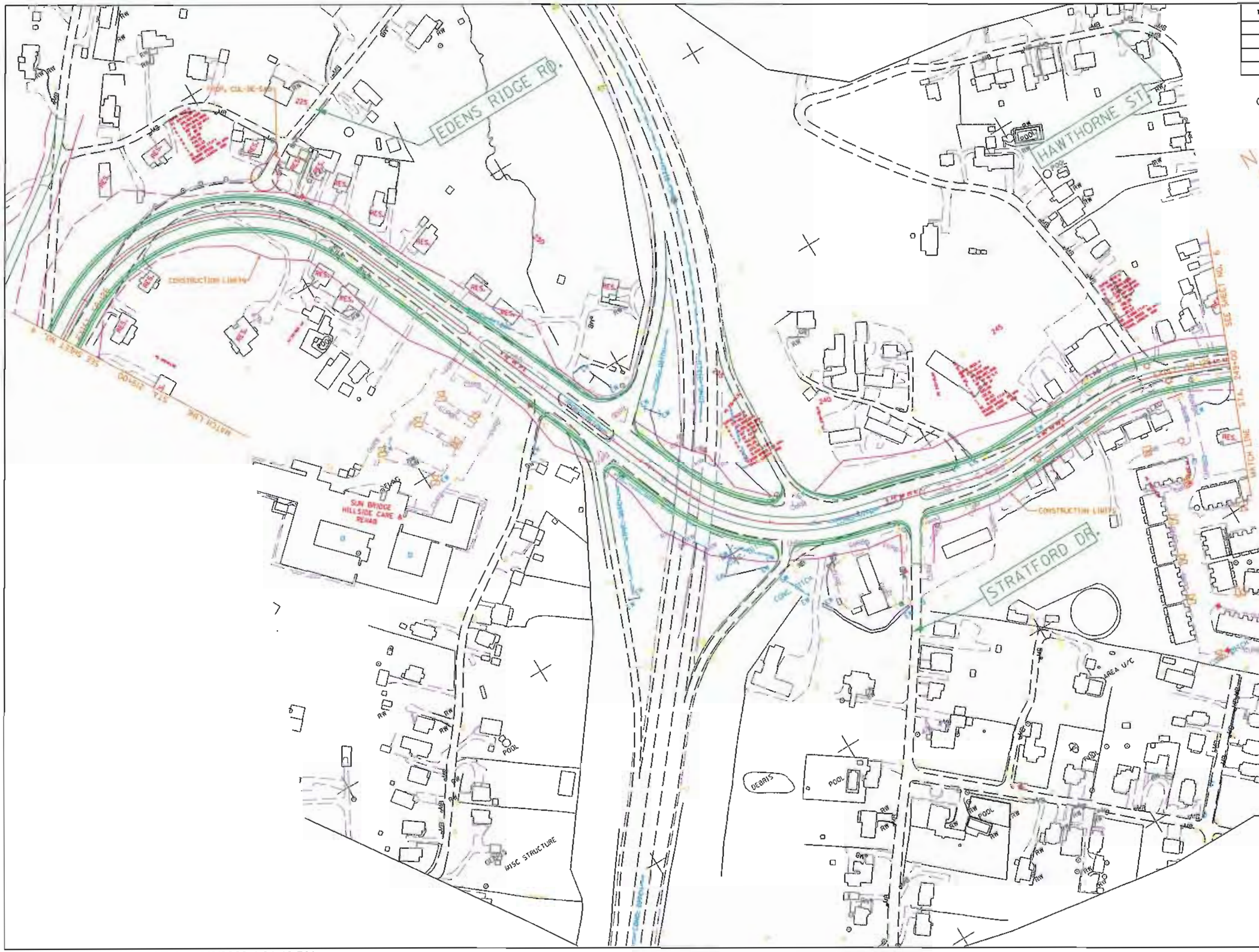

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL REC.
SULLIVAN COUNTY
S.R. 126

SCALE: 1"=100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
			6

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TYPE	YEAR	PROJECT NO.	SHEET NO.
			7

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL REC.
SULLIVAN COUNTY
S.R. 126

SCALE: 1"=100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
			8

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL REC.
SULLIVAN COUNTY
S.R. 126

SCALE: 1"=100'

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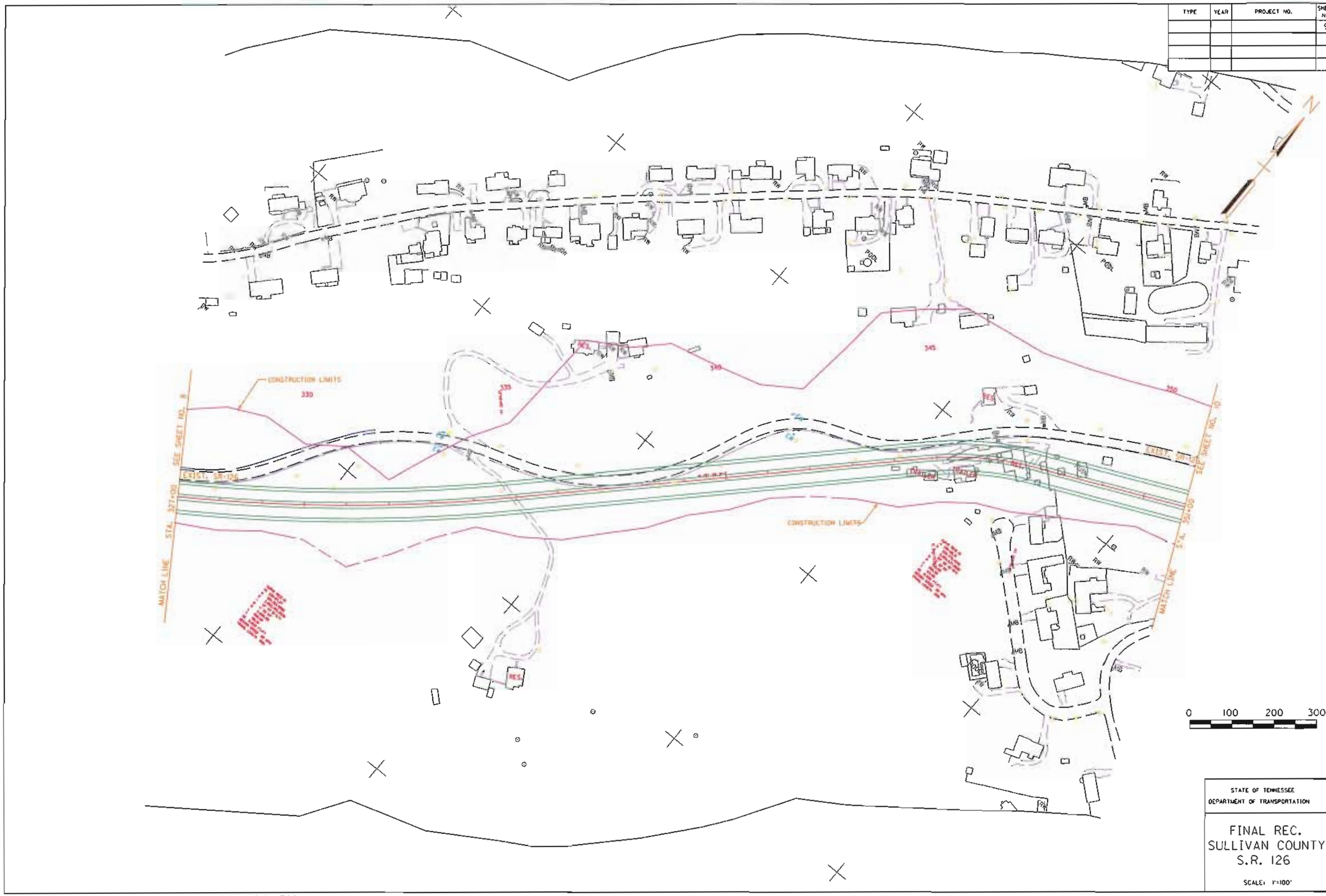
TYPE	YEAR	PROJECT NO.	SHEET NO.
			9



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL REC.
SULLIVAN COUNTY
S.R. 126

SCALE: 1"=100'

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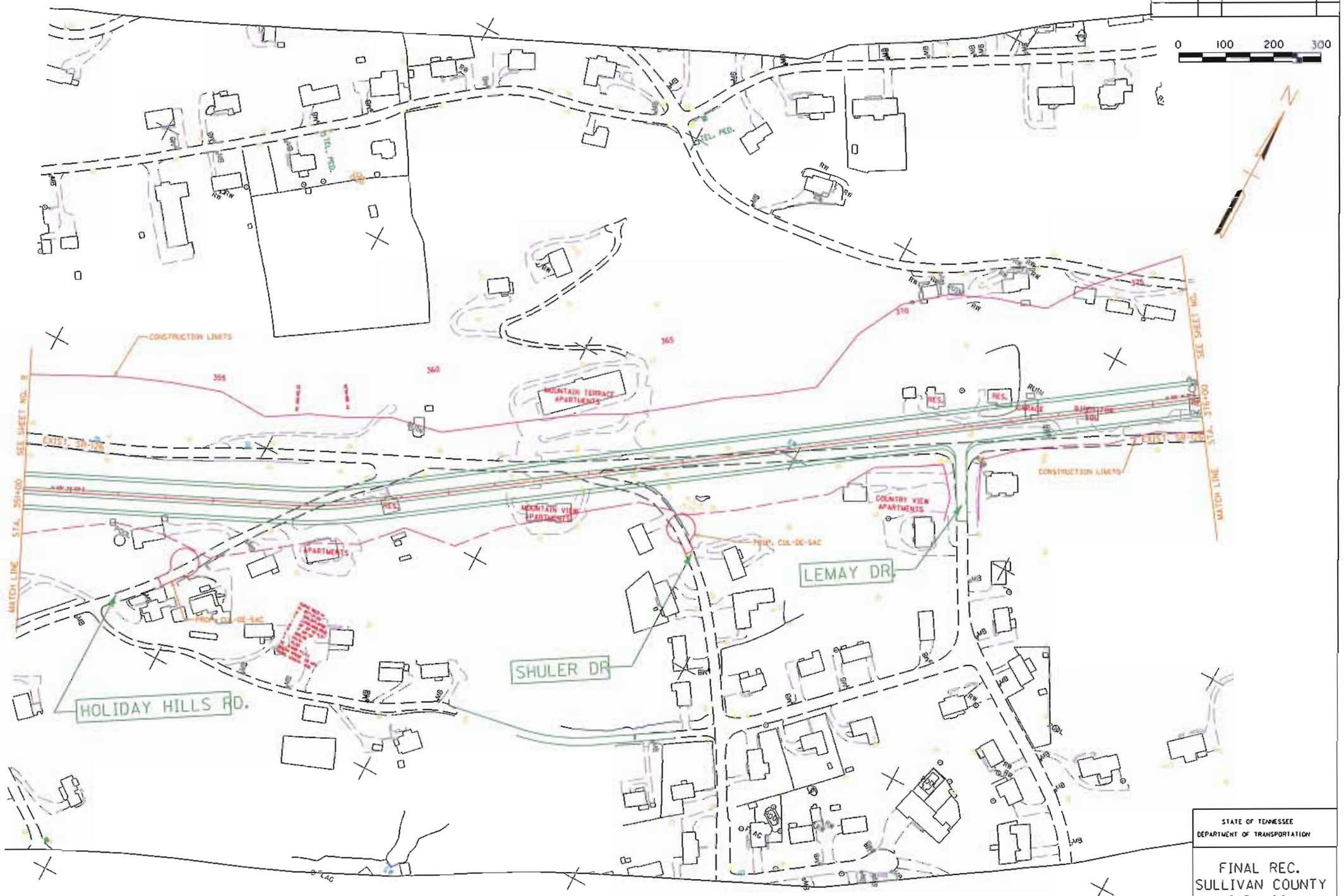
TYPE	YEAR	PROJECT NO.	SHEET NO.
			10



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL REC.
SULLIVAN COUNTY
S.R. 126

SCALE: 1"=100'

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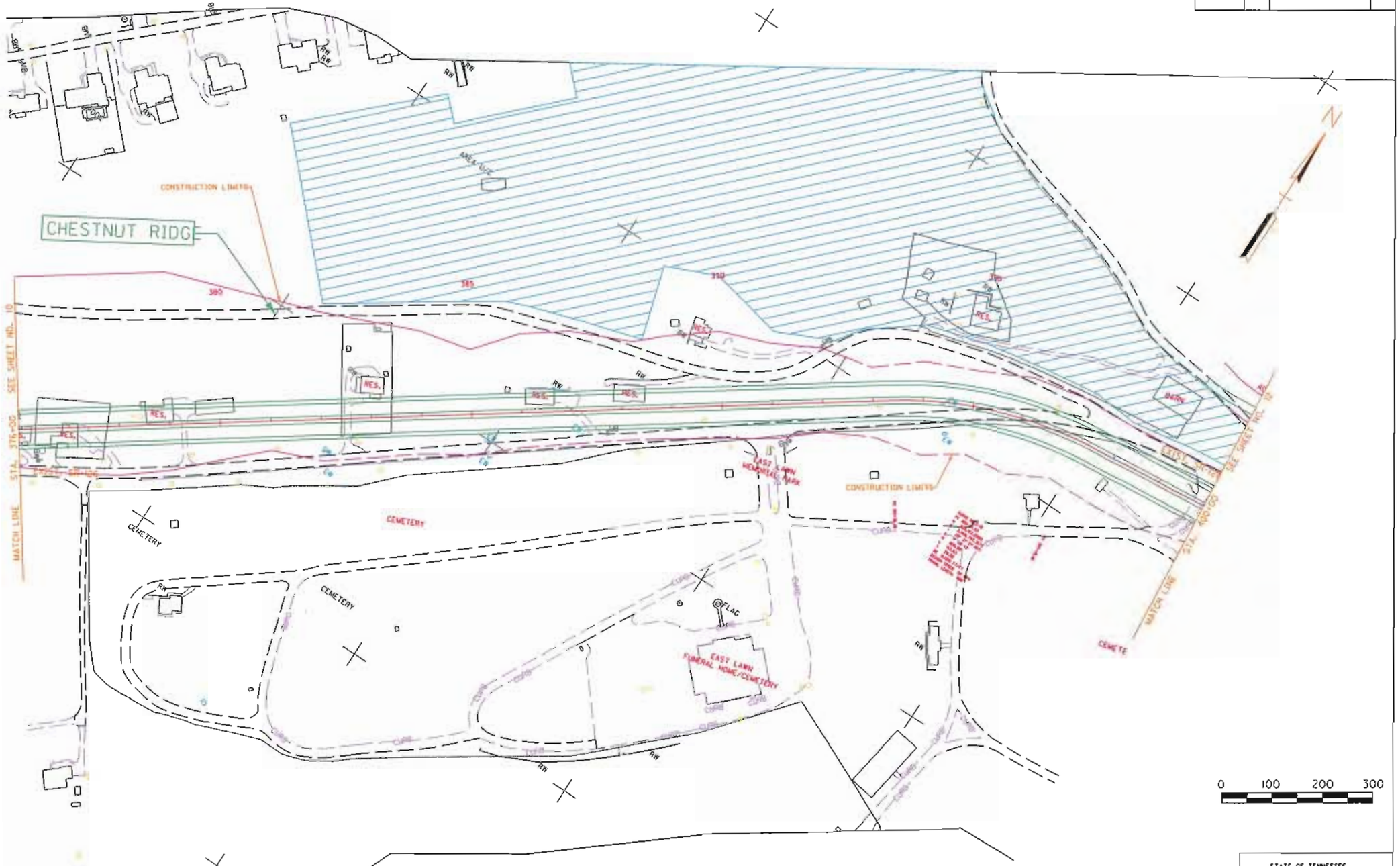
TYPE	YEAR	PROJECT NO.	SHEET NO.
			11



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL REC.
SULLIVAN COUNTY
S.R. 126

SCALE: 1"=100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
			12

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL REC.
SULLIVAN COUNTY
S.R. 126

SCALE: 1"=100'

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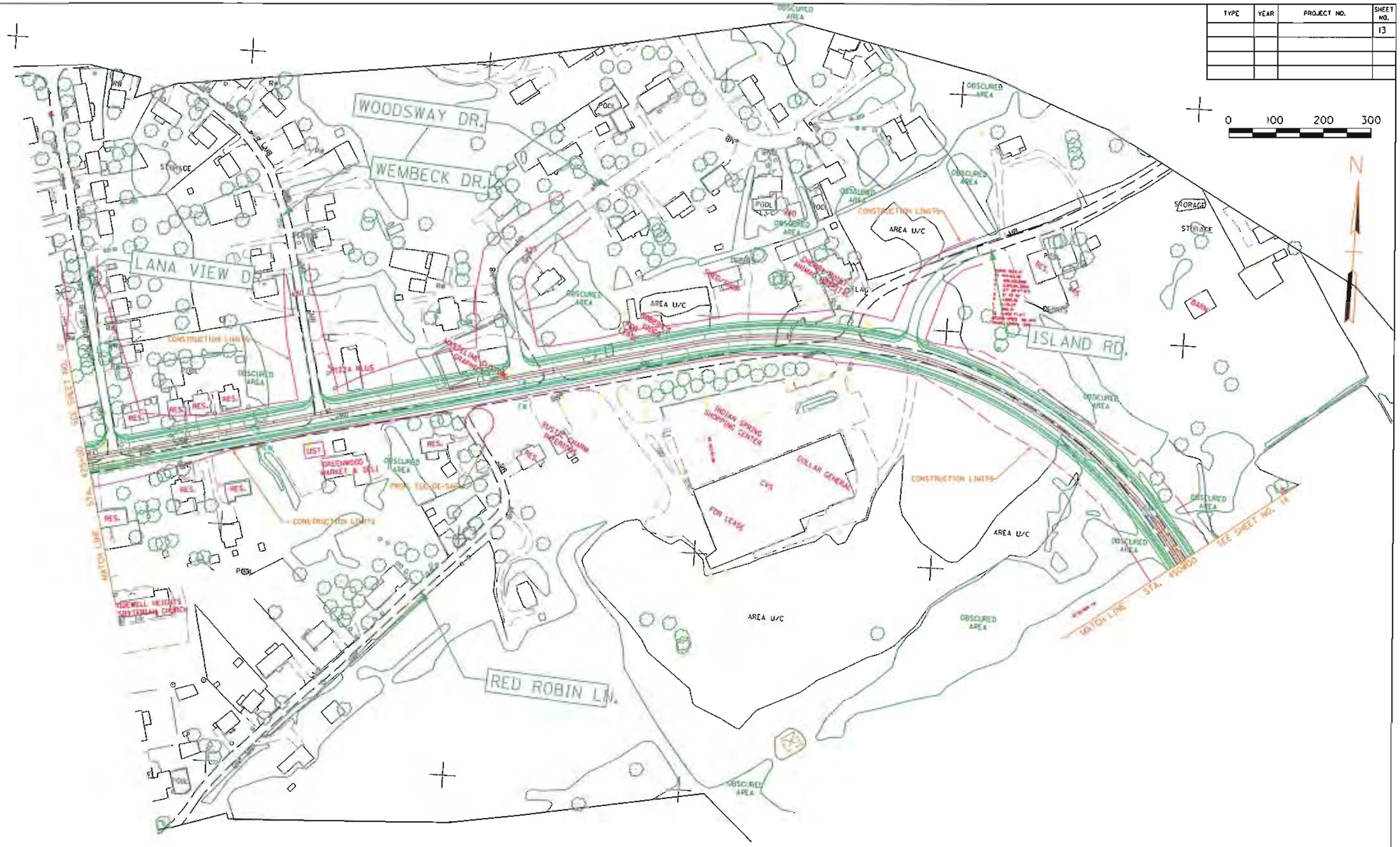
TYPE	YEAR	PROJECT NO.	SHEET NO.
			13



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL REC.
SULLIVAN COUNTY
S.R. 126

SCALE: 1"=100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
			14

0 100 200 300

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL REC.
SULLIVAN COUNTY
S.R. 126

SCALE: 1"=100'

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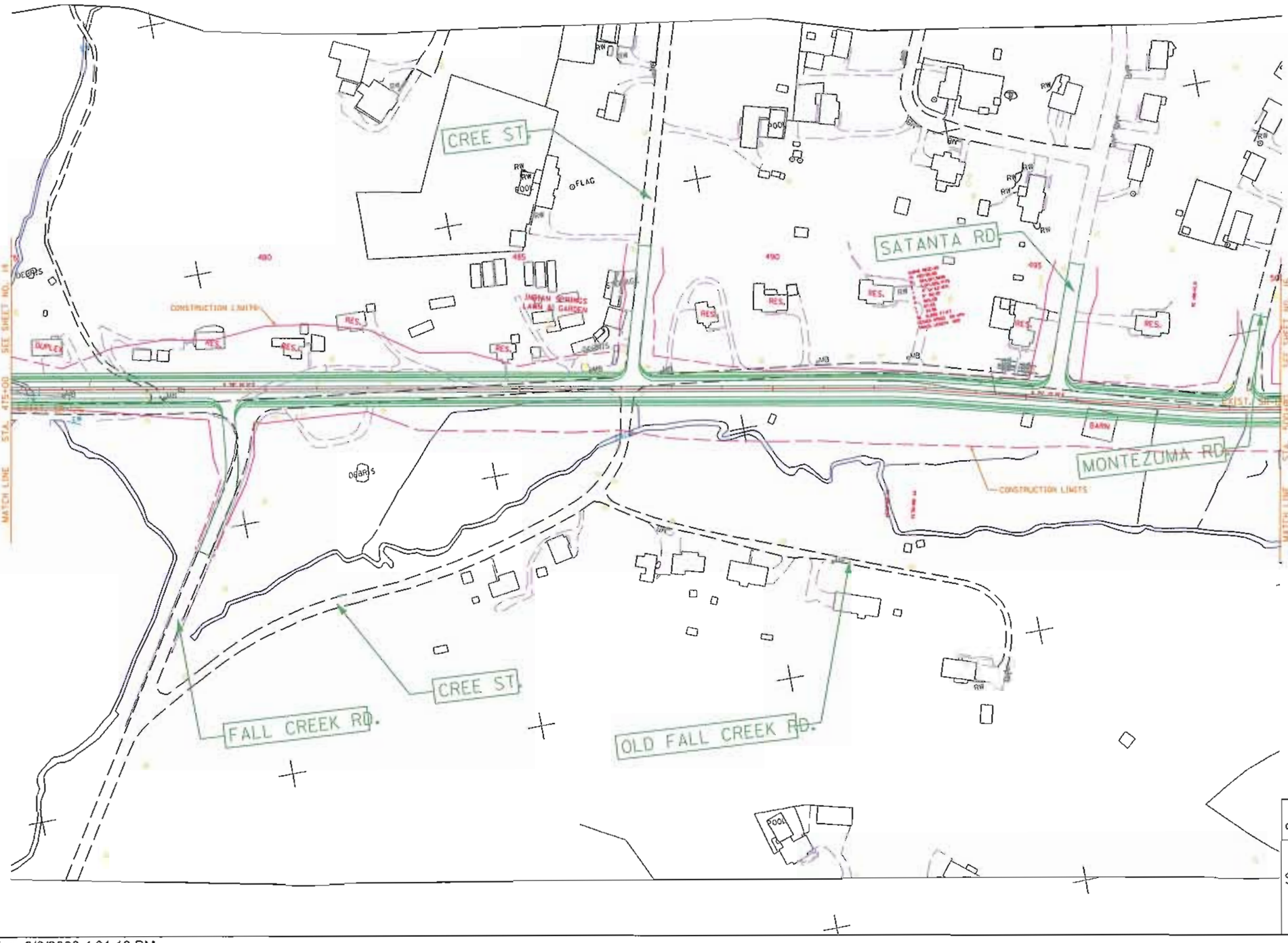
TYPE	YEAR	PROJECT NO.	SHEET NO.
			15

0 100 200 300



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL REC.
SULLIVAN COUNTY
S.R. 126

SCALE: 1"=100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
			16

0 100 200 300

N

KIOWA ST

NATCHEZ LN

DAKOTA RD

HILL RD

CONSTRUCTION LIMITS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL REC.
SULLIVAN COUNTY
S.R. 126

SCALE: 1"=100'

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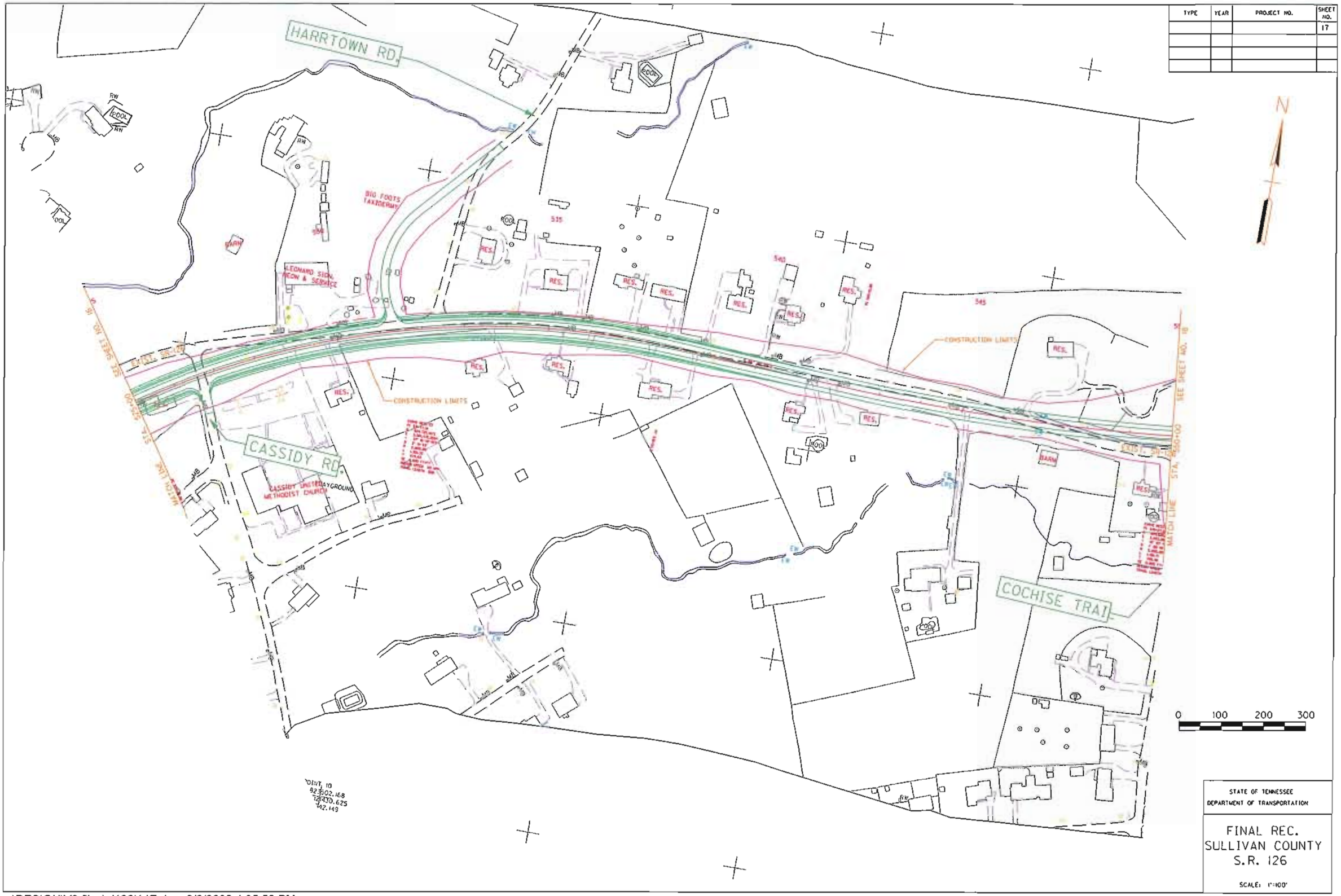

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL REC.
SULLIVAN COUNTY
S.R. 126

SCALE: 1"=100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
			18

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL REC.
SULLIVAN COUNTY
S.R. 126

SCALE: 1"=100'

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TYPE	YEAR	PROJECT NO.	SHEET NO.
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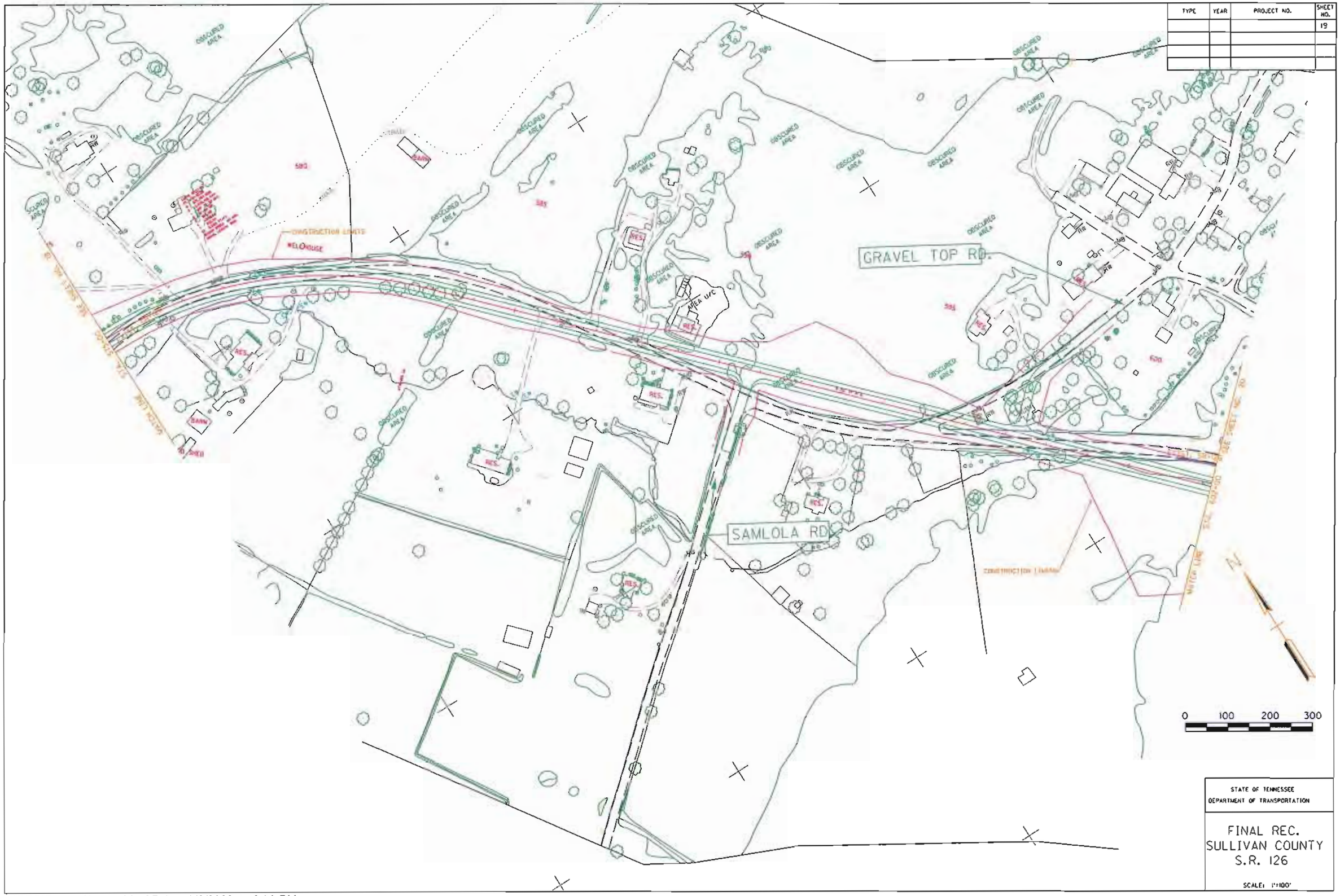

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL REC.
SULLIVAN COUNTY
S.R. 126

SCALE: 1"=100'

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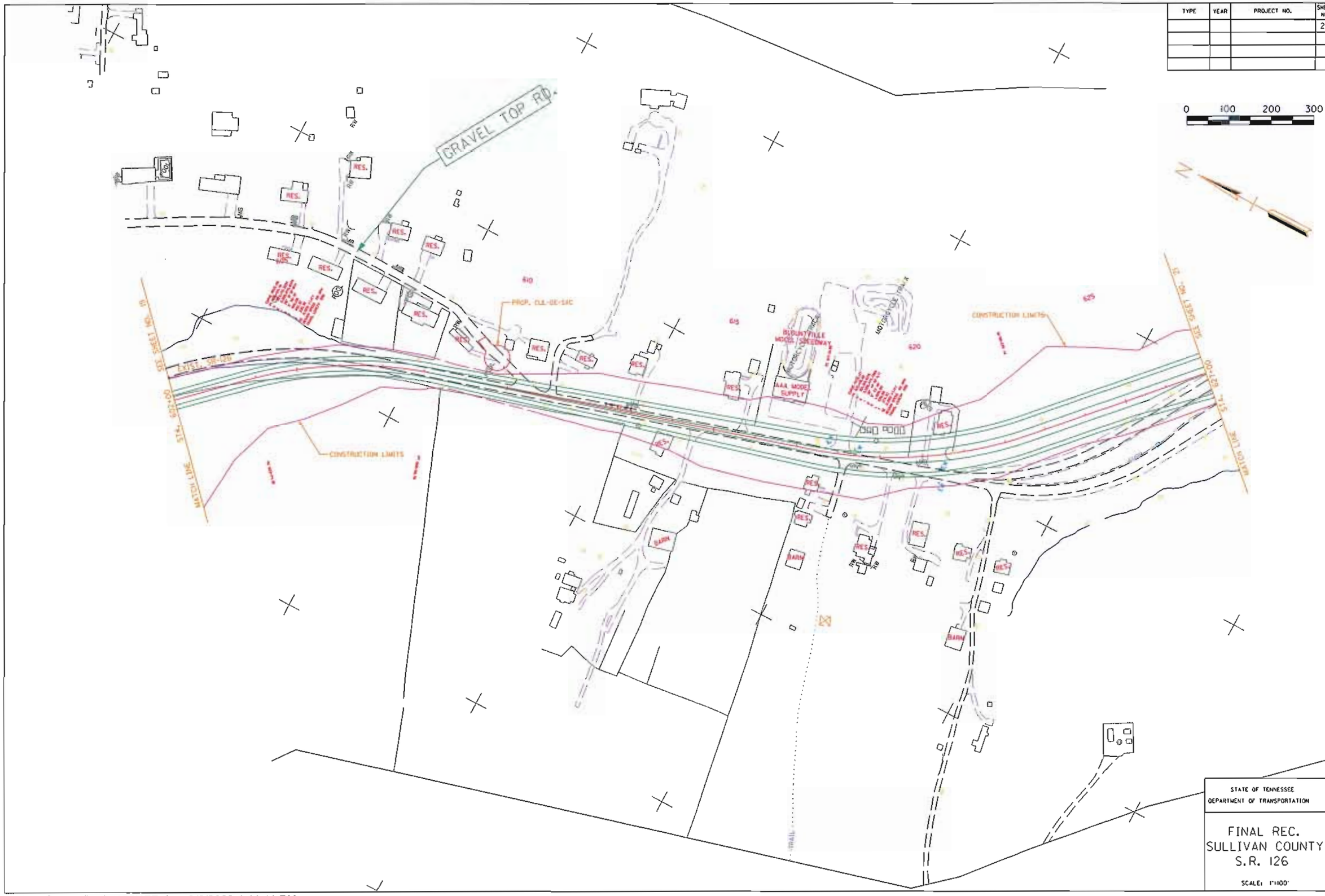
TYPE	YEAR	PROJECT NO.	SHEET NO.
			20



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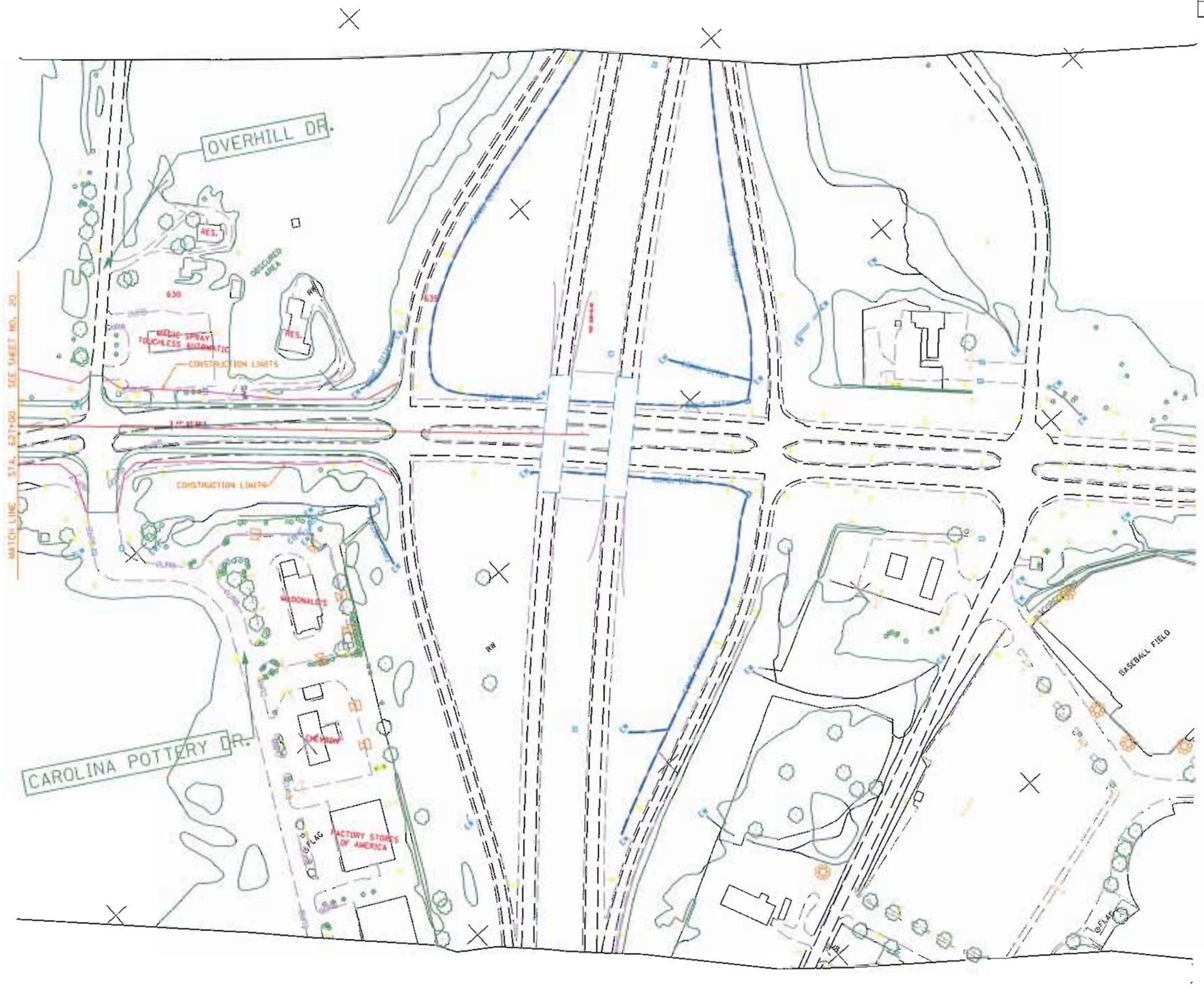
			21



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

FINAL REC.
SULLIVAN COUNTY
S.R. 126

SCALE: 1"=100'

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FIRE INSURANCE MAP ABSTRACT RESEARCH RESULTS

11/5/2007

1135.00

SR 126
KINGSPORT, TN 37664

Listed below, please find the results of our search for historic fire insurance maps, performed in conjunction with your Environmental FirstSearch® report.

State	City	Date	Volume	Sheet Number(s)
Tennessee	Kingsport	1963	none	Index, 38, 48

This abstract is the result of a visual inspection of various Sanborn® Map collections. Supporting documentation follows in the Appendix. Use of this material is meant for research purposes only.

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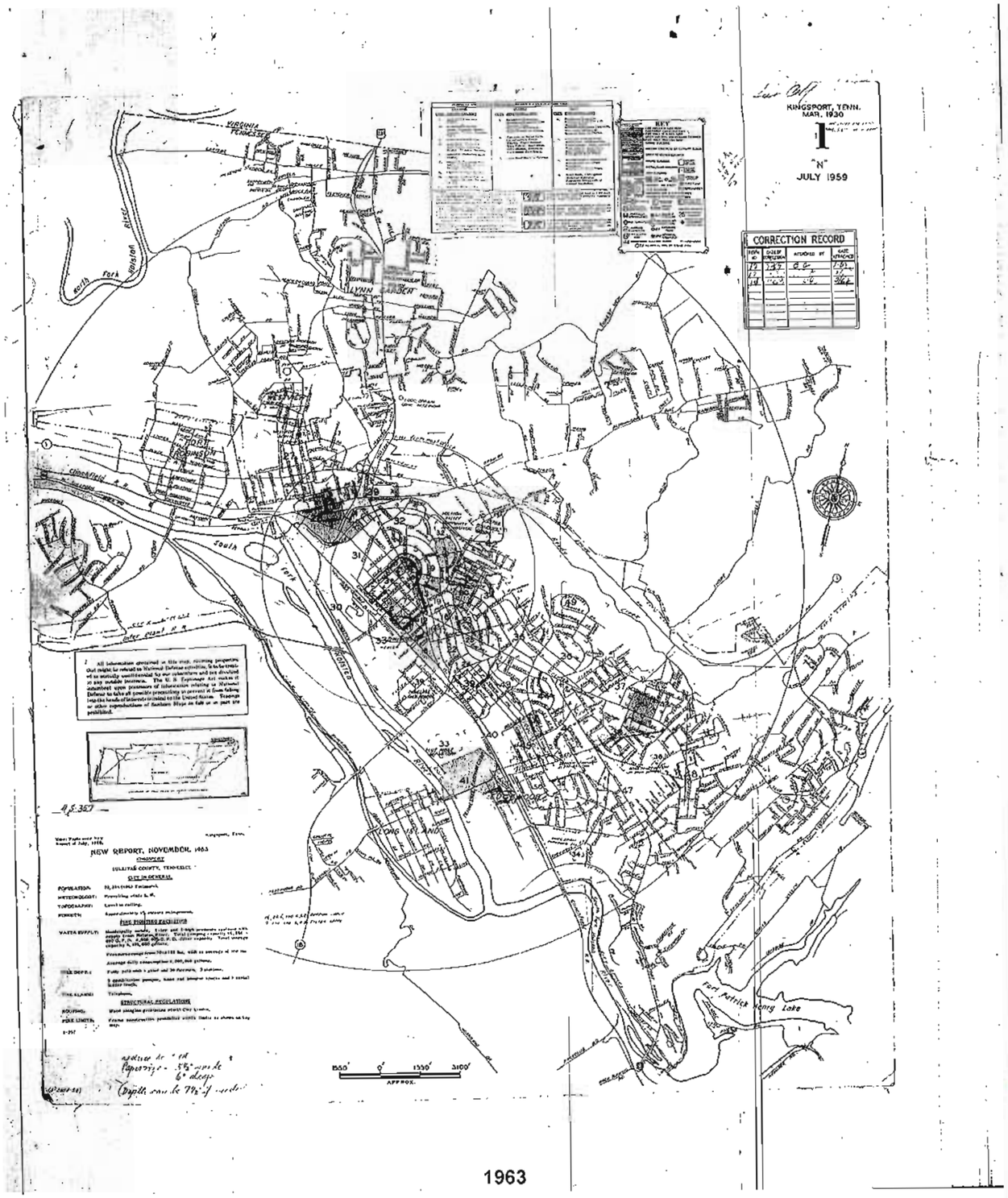
FirstSearch Technology Corporation

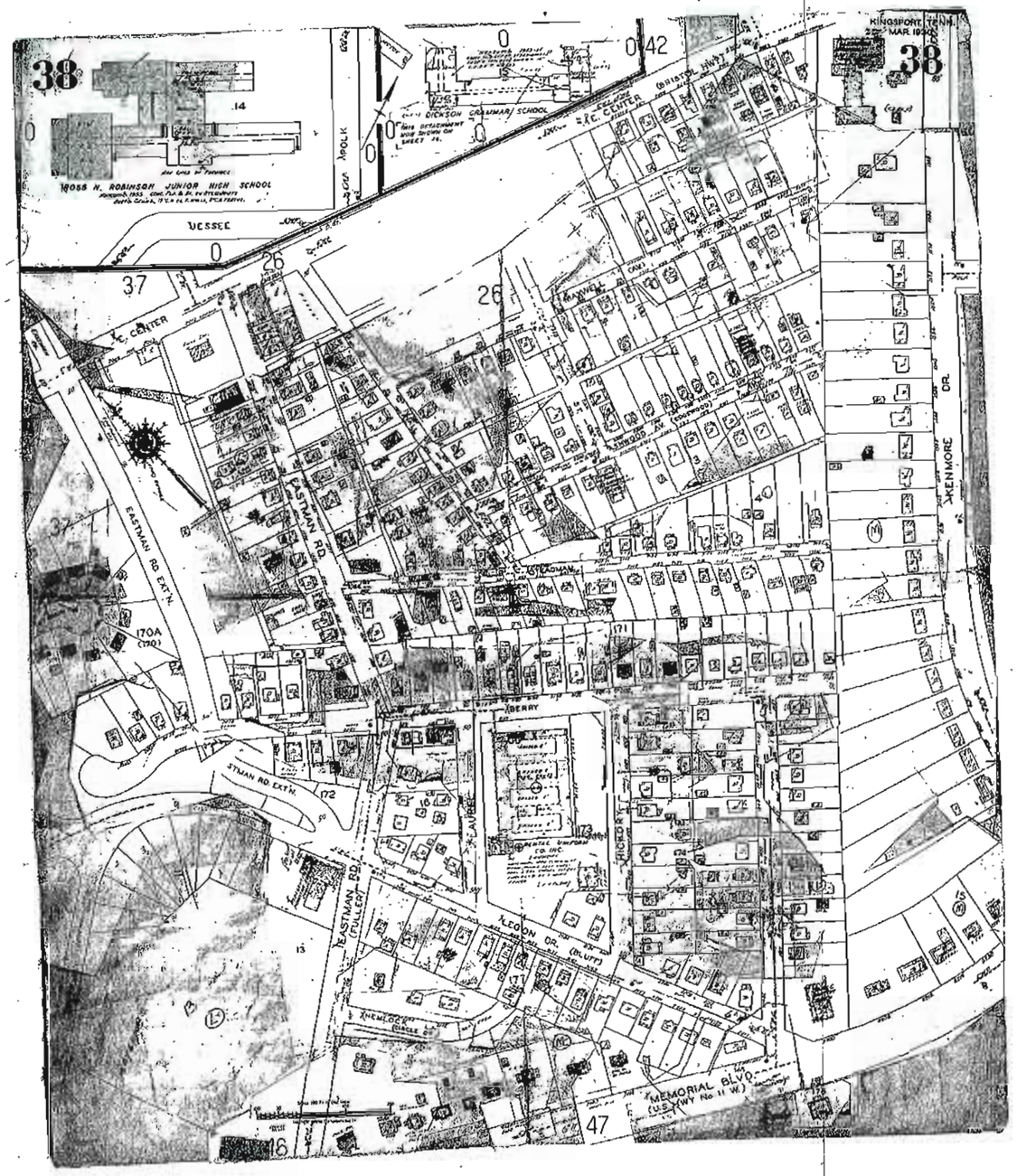
10 Cottage Street, Norwood, MA 02062
Tel: 781-551-0470 Fax: 781-551-0471

Appendix

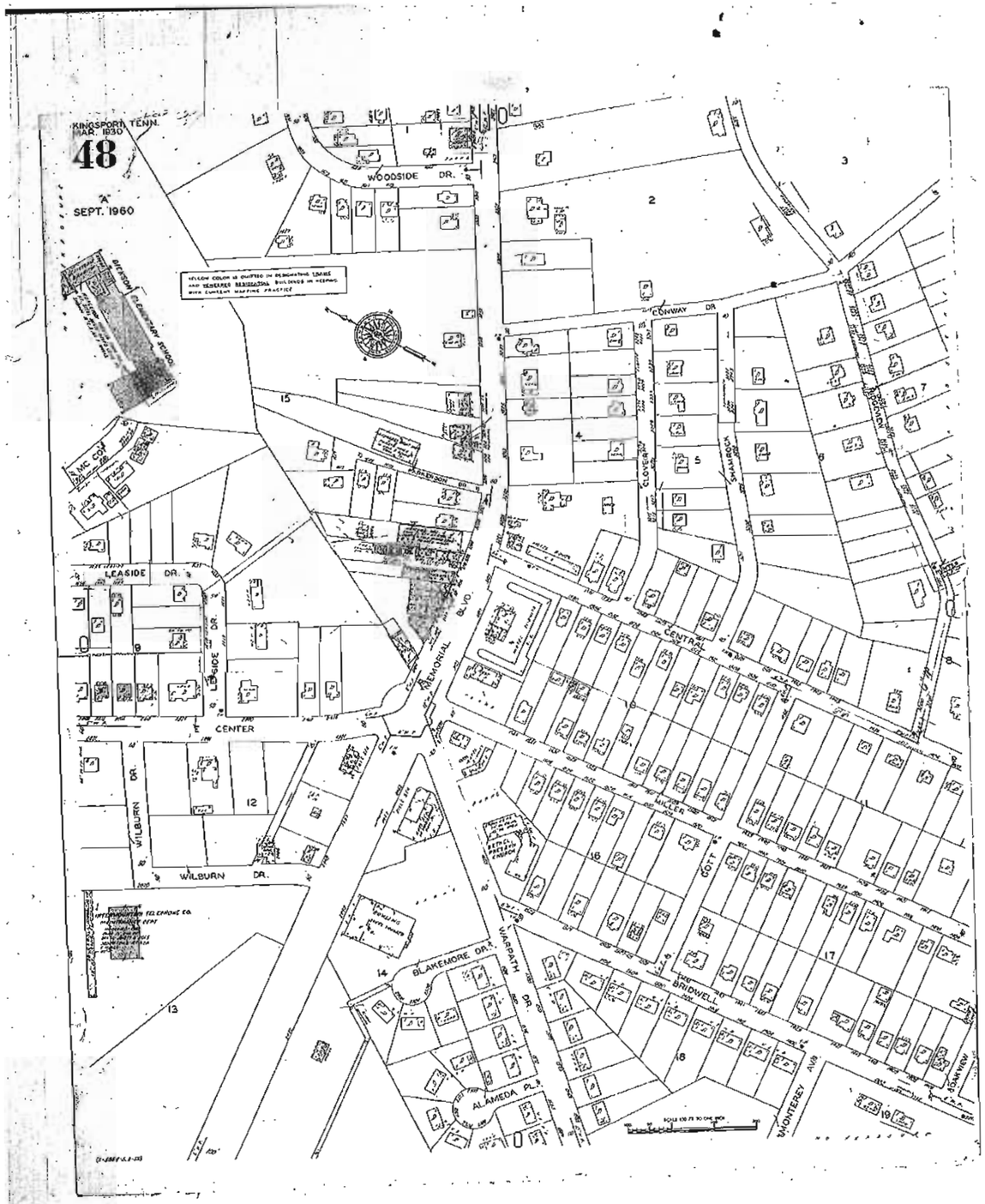
Supporting Documentation


KINGSPORT, TENN.
MAR. 1930
1
"N"
JULY 1959
CORRECTION RECORD
KEY
VIRGINIA
TENNESSEE
HAYNES ESTATE
DING ISLAND
Fort Patrick Henry Lake
NEW REPORT, NOVEMBER, 1963
CHANGES
SULLIVAN COUNTY, TENNESSEE
CITY IN GENERAL
POPULATION:
METEOROLOGY:
TOPOGRAPHY:
FORESTS:
FIRE PROTECTED FACILITIES
WATER SUPPLY:
FIRE DEPTS.:
FIRE ALARMS:
STRUCTURAL REGULATIONS
ROOFING:
FIRE LIMITS:
1550' 0' 1550' 3100'
APPROX.

1963


38
HOSS H. ROBINSON JUNIOR HIGH SCHOOL
DICKSON GRAMMAR SCHOOL
VESSEE
POLK
BRISTOL HWY
KINGSPORT, TENN.
MAR. 1963
38
E.C. CENTER
E.C. CENTER
EASTMAN RD
EASTMAN RD EXT'N.
EASTMAN RD EXT'N.
EASTMAN RD
FULLER RD
BERRY
LEGION DR. (BLUFF)
SKENMORE DR.
MEMORIAL BLVD.
(U.S. HWY No. 11 W.)
170A
(170)
47
16

1963


KINGSPORT, TENN.
MAR. 1930
48
A
SEPT. 1960
WOODSIDE DR.
CONWAY DR.
CLOVERDALE
SHAMROCK
CENTRAL
MEMORIAL BLVD.
LEASIDE DR.
CENTER
WILBURN DR.
BLAKEMORE DR.
WARPATH DR.
ALAMEDA PL.
BRIDWELL
MONTEREY AVE.
SHAWVIEW
2
3
4
5
7
8
9
12
13
14
15
16
17
18
19

1963

Environmental FirstSearch

Historical Aerial

2006 - Reference Mosaic

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 2006 - Reference Mosaic

Approximate Scale: 1 inch equals 6,667 feet

Legend

Target Area

1-6 Index Numbers

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Environmental FirstSearch

Historical Aerial

1953 - 1

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1953 - 1

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

1953 - 2

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1953 - 2

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

1953 - 3

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1953 - 3

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

1953 - 4

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1953 - 4

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

1953 - 5

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1953 - 5

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

1953 - 6

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1953 - 6

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

1976 - 1

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1976 - 1

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

1976 - 2

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1976 - 2

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

1976 - 3

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1976 - 3

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

1976 - 4

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1976 - 4

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

1976 - 5

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1976 - 5

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

1976 - 6

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 1976 - 6

Approximate Scale: 1 inch equals 1,125 feet

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Environmental FirstSearch

Historical Aerial

2006 - 1

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 2006 - 1

Approximate Scale: 1 inch equals 1,108 feet

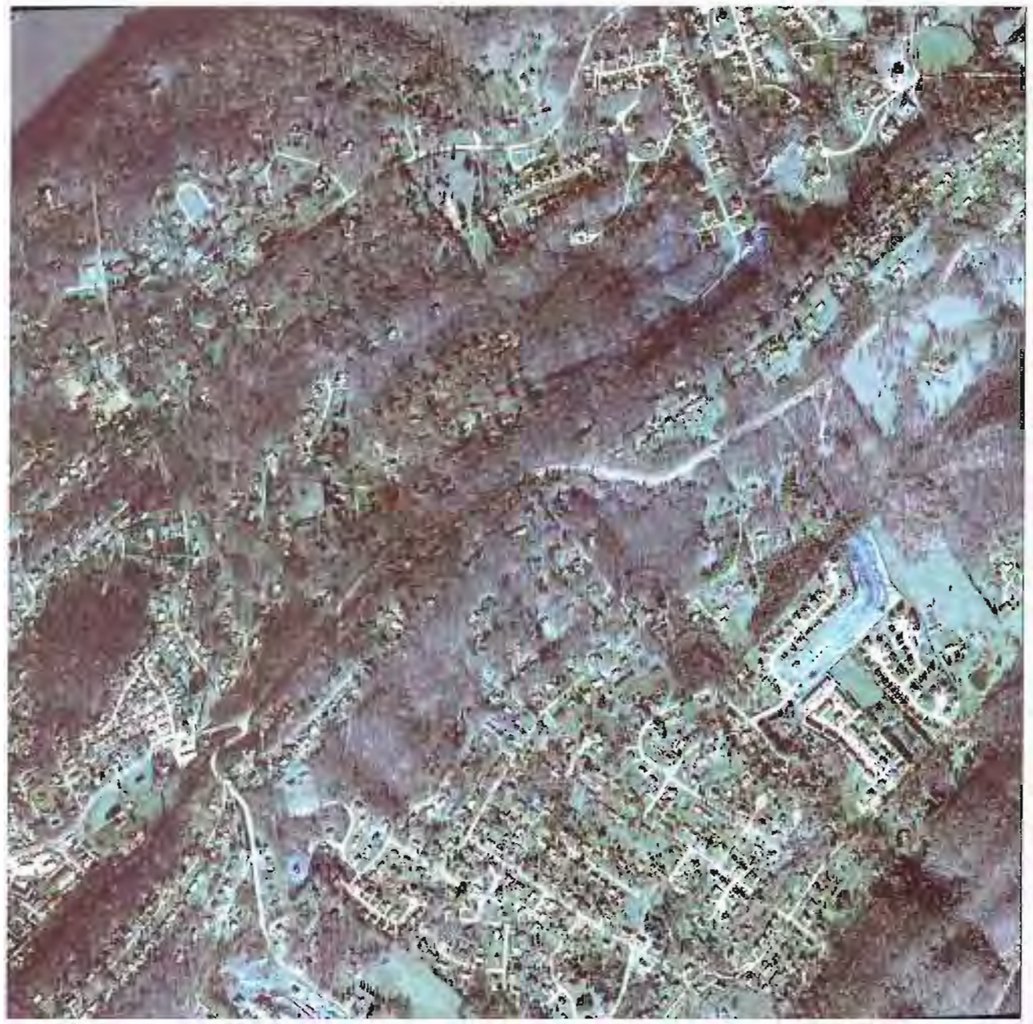
COPYRIGHT: MICRODOT, INC

Environmental FirstSearch

Historical Aerial

2006 - 2

SR 126 , KINGSPORT TN 37664



Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 2006 - 2

Approximate Scale: 1 inch equals 1,108 feet

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Environmental FirstSearch

Historical Aerial

2006 - 3

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 2006 - 3

Approximate Scale: 1 inch equals 1,108 feet

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Environmental FirstSearch

Historical Aerial

2006 - 4

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 2006 - 4

Approximate Scale: 1 inch equals 1,108 feet

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Environmental FirstSearch

Historical Aerial

2006 - 5

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 2006 - 5

Approximate Scale: 1 inch equals 1,108 feet

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Environmental FirstSearch

Historical Aerial

2006 - 6

SR 126 , KINGSPORT TN 37664

Source:
Target Site (Latitude: 36.539471 Longitude: -82.454432)
Quad Name: Indian Springs
Date: 2006 - 6

Approximate Scale: 1 inch equals 1,108 feet

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DEPARTMENT OF THE ARMY
NASHVILLE DISTRICT, CORPS OF ENGINEERS
Regulatory Branch
3701 Bell RD
Nashville, TN 37214

March 16, 2010

Regulatory Branch

SUBJECT: File 200900048; TESA Concurrence Points 1 and 2; Proposed SR-126 from East Center Street in Kingsport to I-81, in Sullivan County, Tennessee [TDOT PIN #105467.00]

Mr. Tom Love (TM II)
Tennessee Department of Transportation
Environmental Division
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334

Dear Mr. Love:

This concerns your March 10, 2010, request for concurrence with the subject project's Purpose and Need and Study Area and Alternative to be Evaluated Package (Combined Concurrence Points 1 and 2) in accordance with the provisions of the current TESA document.

Enclosed is the signed form with our concurrence for Points 1 and 2.

Thanks for allowing us to participate in the review of this project.

Sincerely,

J. Ruben Hernandez
Project Manager
Operations Division

Enclosure

Tennessee Environmental Streamlining Agreement Concurrence Form
Combined Concurrence Point #1 and #2
State Route 126, from East Center Street in Kingsport, to Interstate 81 in Sullivan County, Tennessee
P.I.N. 105467.00

The Tennessee Department of Transportation (TDOT) is preparing an Draft Environmental Impact Statement (DEIS) for a improvements to State Route (SR) 126 (Memorial Boulevard), from East Center Street to Interstate 81 in Kingsport, Sullivan County, Tennessee. This DEIS is being developed by TDOT to document the impacts of the subject project, in accordance with the N*ational Environmental Policy Act (NEPA)* and the *Tennessee Environmental Streamlining Agreement* (*TESA*). In accordance with *TESA*, we are requesting your review and concurrence on *Combined Concurrence Point #1 and #2, Purpose and Need and Study Area/ Alternatives to be Evaluated Package.*

The *Purpose and Need Package and Study Area/Alternatives to be Evaluated Package* was sent to you on February 11, 2010 for a 45-day review period. Once you have had the opportunity to review the above referenced document, please sign the attached form. In signing this document, you are indicating your concurrence on the purpose and need, study area, and the alternatives to be evaluated in the environmental document.

Please sign and return this form to Tom Love at the address below by March 29, 2010, or by email to Tom.Love@tn.gov.

Mr. Tom Love
TDOT Environmental Division
Suite 900
James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

If you feel all provisions of *TESA Concurrence Points #1 and #2* have been satisfied, please acknowledge concurrence with the adequacy of the *Purpose and Need/ Alternatives to be Evaluated Package.*

AGENCY: USACE, NASHVILLE DIST.

CONCURRENCE: YES

DATE: 16 MAR 10

Tennessee Environmental Streamlining Agreement Concurrence Form
Combined Concurrence Point #1 and #2
State Route 126, from East Center Street in Kingsport, to Interstate 81 in Sullivan County, Tennessee
P.I.N. 105467.00

The Tennessee Department of Transportation (TDOT) is preparing an Draft Environmental Impact Statement (DEIS) for a improvements to State Route (SR) 126 (Memorial Boulevard), from East Center Street to Interstate 81 in Kingsport, Sullivan County, Tennessee. This DEIS is being developed by TDOT to document the impacts of the subject project, in accordance with the N*ational Environmental Policy Act (NEPA)* and the *Tennessee Environmental Streamlining Agreement* (*TESA*). In accordance with *TESA*, we are requesting your review and concurrence on *Combined Concurrence Point #1 and #2, Purpose and Need and Study Area/ Alternatives to be Evaluated Package.*

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Please sign and return this form to Tom Love at the address below by March 29, 2010, or by email to Tom.Love@tn.gov.

Mr. Tom Love
TDOT Environmental Division
Suite 900
James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

If you feel all provisions of *TESA Concurrence Points #1 and #2* have been satisfied, please acknowledge concurrence with the adequacy of the *Purpose and Need/ Alternatives to be Evaluated Package.*

AGENCY: U.S. Environmental Protection Agency

CONCURRENCE: Jamie Higgins/Life Scientist

DATE: 3-17-10

* Advisory Comments Attached

Concurrence Points 31 and #2, Purpose and Need and Study Area Package & Alternatives to be Evaluated for State Route 126 (Memorial Boulevard) From East Center Street in Kingsport, to Interstate 81, Sullivan County, TN

U.S. Environmental Protection Agency—Advisory Comments:

1. In 2.1.1 Evaluation of Initial Alternatives, page 20, EPA recommends that the impacts be described in a matrix. In other words, each alternative would be evaluated for each category of impact and displayed in a table. This would allow the reviewer and the public an opportunity to quickly compare the environmental impacts of each alternative.

2. On page 22, in 2.2.1 Public Preferences for Concept Plans, Other Alternatives Considered in the CSS Process. The last paragraph of this section discusses the public involvement session that took place on May 26, 2005. Why has it taken so long to develop concurrence point 1 and 2? If there have been significant issues associated with the project that have delayed the process, than these issues should be discussed in the NEPA document.

Tennessee Environmental Streamlining Agreement Concurrence Form
Combined Concurrence Point #1 and #2
State Route 126, from East Center Street in Kingsport, to Interstate 81 in Sullivan County, Tennessee
P.I.N. 105467.00

The Tennessee Department of Transportation (TDOT) is preparing an Draft Environmental Impact Statement (DEIS) for a improvements to State Route (SR) 126 (Memorial Boulevard), from East Center Street to Interstate 81 in Kingsport, Sullivan County, Tennessee. This DEIS is being developed by TDOT to document the impacts of the subject project, in accordance with the N*ational Environmental Policy Act (NEPA)* and the *Tennessee Environmental Streamlining Agreement* (*TESA*). In accordance with *TESA*, we are requesting your review and concurrence on *Combined Concurrence Point #1 and #2, Purpose and Need and Study Area/ Alternatives to be Evaluated Package.*

The *Purpose and Need Package and Study Area/Alternatives to be Evaluated Package* was sent to you on February 11, 2010 for a 45-day review period. Once you have had the opportunity to review the above referenced document, please sign the attached form. In signing this document, you are indicating your concurrence on the purpose and need, study area, and the alternatives to be evaluated in the environmental document.

Please sign and return this form to Tom Love at the address below by March 29, 2010, or by email to Tom.Love@tn.gov.

Mr. Tom Love
TDOT Environmental Division
Suite 900
James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

If you feel all provisions of *TESA Concurrence Points #1 and #2* have been satisfied, please acknowledge concurrence with the adequacy of the *Purpose and Need/ Alternatives to be Evaluated Package.*

AGENCY: Tennessee Valley Authority

CONCURRENCE: Kenneth R. R

DATE: 3/26/10

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

February 11, 2010

Mr. Charles P. Nicholson
Environmental Manager, Environmental Policy and Planning
Tennessee Valley Authority
400 West Summit Hill Drive, Suite WT8C
Knoxville, TN 37902-1499

Subject: Transmittal of Material for Coordination with Participating Agencies – Purpose and Need, Study Area and Alternative to be Evaluated. Combined TESA Concurrence Points #1 and #2 Package. Environmental Impact Statement for State Route 126, from East Center Street in Kingsport, to Interstate 81 in Sullivan County, Tennessee **P.I.N. 105467.00**

Dear Mr. Nicholson,

Enclosed please find the *Purpose and Need and Study Area /Alternatives to be Evaluated Package*, which is being transmitted to your agency pursuant to the *Tennessee Environmental Streamlining Agreement (TESA)*. This document comprises the materials required for *TESA Concurrence Points #1 and #2*.

The enclosed package describes the purpose and need and study area and includes:

- Definition of the study area;
- Project history;
- Project description;
- Project objectives;
- Public and agency input; and
- Alternative screening criteria for meeting purpose and need.

The enclosed package also describes the alternatives that have been developed and considered during the project planning process and the on-going public and agency coordination. The alternatives described in this package include the following:

- No-Build Alternative,
- Build Alternative A,
- Build Alternative B.

TDOT is requesting your comments and concurrence on the purpose and need, study area, and the alternatives to be evaluated that are presented in this package. Please submit your comments on the enclosed form no later than **March 29, 2010**. Your comments are requested in writing and should involve a concurrence, a non-concurrence, a request for a review time extension, or a request for formal cessation of concurrence, or you may provide your comments via email. You may also provide advisory comments based on your statutory or regulatory authority. Unless an extension is requested, TDOT will assume concurrence if your agency does not respond by **March 29, 2010**.

Please contact me by phone at 615-741-5364 or by email at Tom.Love@tn.gov if you have any questions or need additional information.

Regards,

Tom Love
Transportation Manager I

Enclosures

United States Department of the Interior

FISH AND WILDLIFE SERVICE
446 Neal Street
Cookeville, TN 38501

March 25, 2010

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

Subject: Concurrence points I and II. Proposed construction to State Route 126 (Memorial Boulevard), Sullivan County, Tennessee.

Dear Mr. Love:

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), is initiating National Environmental Policy Act (NEPA) documentation and analysis for the proposed construction to approximately 8.4 miles of State Route 126 between East Center Street and Interstate 81 (I-81) in Sullivan County, Tennessee. The purpose of this project is to improve the existing two-lane roadway, reduce the crash rates, and enhance travel and emergency response times from East Center Street in Kingsport to I-81. TDOT, the City of Kingsport, and local citizens conducted a Context Sensitive Solutions process which documents the majority decisions made by a Community Resource Team regarding design elements, roadway cross sections, and components of the project's purpose and need.

The *Purpose and Need and Study Area/ Alternatives to be Evaluated Package* was developed by TDOT to justify this project and outline the preferred build alternatives and their potential impacts in accordance with the National Environmental Policy Act and the Tennessee Environmental Streamlining Agreement (TESA). In accordance with TESA, TDOT has requested that the U.S. Fish and Wildlife Service review and provide concurrence (or non concurrence) on concurrence points 1 and 2, *Purpose and Need and Study Area/ Alternatives to be Evaluated Package*.

We have reviewed the *Purpose and Need and Study Area/ Alternatives to be Evaluated Package* and **concur** that it is adequate and that TDOT should proceed to Concurrence Point 3, *Draft Environmental Assessment*. Endangered species collection records available to the Service do not indicate that federally listed or proposed endangered or threatened species occur within the impact area of the project. We note, however, that collection records available to the Service may not be all-inclusive. Our data base is a compilation of collection records made available by

various individuals and resource agencies. This information is seldom based on comprehensive surveys of all potential habitat and thus does not necessarily provide conclusive evidence that protected species are present or absent at a specific locality. However, based on the best information available at this time, we believe that the requirements of section 7 of the Endangered Species Act of 1973, as amended, are fulfilled. Obligations under section 7 of the Act must be reconsidered if (1) new information reveals impacts of the proposed action that may affect listed species or critical habitat in a manner not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed action. The signed TESA concurrence points 1 and 2 package for this project is attached.

If you have any questions regarding our comments, please contact John Griffith of my staff at 931/528-6481 (ext. 228) or by email at john_griffith@fws.gov.

Sincerely,

Mary E. Jennings

Mary E. Jennings
Field Supervisor

Enclosure

United States Department of the Interior

FISH AND WILDLIFE SERVICE
446 Neal Street
Cookeville, TN 38501

September 21, 2011

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

Subject: FWS# 11-CPA-0192. Concurrence Point 3. Proposed construction to State Route 126 (Memorial Boulevard), Sullivan County, Tennessee.

Dear Ms. Andrews:

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), is initiating National Environmental Policy Act (NEPA) documentation and analysis for the proposed construction to approximately 8.4 miles of State Route 126 between East Center Street and Interstate 81 (I-81) in Sullivan County, Tennessee. The purpose of this project is to improve the existing two-lane roadway, reduce the crash rates, and enhance travel and emergency response times from East Center Street in Kingsport to I-81. TDOT, the City of Kingsport, and local citizens conducted a Context Sensitive Solutions process which documents the majority decisions made by a Community Resource Team on design elements, roadway cross sections, and components of the project's purpose and need.

The Draft Environmental Impact Statement (DEIS) was developed by TDOT to document the impacts of the subject project in accordance with the National Environmental Policy Act and the Tennessee Environmental Streamlining Agreement (TESA). In accordance with TESA, TDOT has requested that the U.S. Fish and Wildlife Service review and provide concurrence (or nonconcurrence) on Concurrence Point 3, *Adequacy of Draft Environmental Impact Statement Package*.

Our office concurred with the adequacy of a bat study proposal for this project dated July 14, 2011. Although the study was likely completed during the 2011 survey season, we have yet to see the results and have not provided our concurrence on TDOT's effects determination for the Indiana bat (*Myotis sodalis*). We withhold our section 7 comments until this species has been properly coordinated.

We note that Section 4.9.2, Mitigation Measures for Impacted Streams, estimates costs for stream mitigation based on "the U.S. Army Corps of Engineers ratio of 1.5:1 linear feet." Currently, there is no sanctioned stream banking instrument in Tennessee and the only approved State in-lieu fee program is the Tennessee Stream Mitigation Program. They require a 1:1 mitigation ratio at $200/linear foot for all stream loss if total impacts to a stream exceed 200 linear feet. Furthermore, all linear feet of riprap must be mitigated at a 0.75:1 ratio or $150/linear foot if the riprapped channel extends beyond 50 linear feet. We recommend that the currently sanctioned ratios and values be applied to estimate stream mitigation costs for this project and that the EIS reflect this correction.

In a May 26, 2005 public meeting, a petition was presented to the project management team to make improvements to but maintain the highway as a 2-lane facility (DEIS, p. 196). This petition included 1,124 individual signatures concerned with the potential for increase and severity of traffic accidents with a 4-lane design and for impact to the community from destruction of homes and businesses. For all intents and purposes, Alternative B is the only build alternative under review as it is a refined Alternative A (Section 2.1, last paragraph). Even with the inclusion of a 3-lane section, this project would result in substantial numbers of residential and business displacements which, according to section 4.4.2, the local market is not capable of supporting. Furthermore, grave relocations would be necessary with either alternative (Table A) and would be viewed unfavorably by the community. Given these constraints, constructing along a new alignment might be a better option.

We have reviewed the *Draft Environmental Impact Statement* and **concur** that the environmental concerns have been adequately addressed, but recommend that TDOT revisit the project purpose and need or consider the possibility for construction along a new alignment prior to proceeding to the development of Concurrence Point 4, *Preferred Alternative and Preliminary Mitigation Package.* The signed TESA Concurrence Point 3 for this project is attached.

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,

Brad Bingham

Acting for Mary E. Jennings
Field Supervisor

Enclosure

Tennessee Environmental Streamlining Agreement Concurrence Form
Concurrence Point 3
SR 126 (Memorial Boulevard)
from East Center Street in Kingsport to Interstate 81
Sullivan County, Tennessee
PIN 105467.00

The Tennessee Department of Transportation (TDOT) is preparing an Environmental Impact Statement (EIS) for SR 126 (Memorial Boulevard) from East Center Street in Kingsport to Interstate 81 in Sullivan County, Tennessee. This EIS is being developed by TDOT to document the impacts of the subject project, in accordance with the *National Environmental Policy Act (NEPA)* and the *Tennessee Environmental Streamlining Agreement (TESA).* In accordance with TESA, we are requesting your review and concurrence on *Concurrence Point 3, Adequacy of the Draft EIS.*

The *Adequacy of the Draft EIS Package* was sent to you on August 12, 2011 for a 45-day review period. Once you have had the opportunity to review the above referenced document, please sign this form. In signing this document, you are indicating your concurrence with the Preliminary Draft Environmental Impact Statement, TESA Concurrence Point 3.

Please sign and return this form to Ms. JonnaLeigh Stack at the address below by September 26, 2011.

JonnaLeigh Stack, Esq.
TDOT Environmental Division
Suite 900
James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

If you feel all provisions of TESA Concurrence Point 3 have been satisfied, please acknowledge your concurrence with your signature below. Please include any comments you would like addressed as the project proceeds.

AGENCY: U.S Fish and Wildlife Service

CONCURRRENCE: Brad Bingham Acting for Mary Jennings

DATE: 9-23-11

STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
DIVISION OF WATER POLLUTION CONTROL
7TH FLOOR, L&C ANNEX
401 CHURCH STREET
NASHVILLE, TENNESSEE 37243-1534

19 SEPT 2011

Ms. Ann Andrews
TDOT
Environmental Division
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334

RE: **TESA Concurrence Point #3**
SR-126 from East Center St. to I-81
Sullivan County
PIN 105467.00

Dear Mr. Love:

The Tennessee Department of Environment and Conservation (TDEC) has reviewed the Concurrence Point # 3 document, Draft Environmental Impact Statement, for the subject project. The signed TESA concurrence form is attached.

The following advisory comments were received from TDEC Divisions/Offices and should be considered during development of the Preferred Alternatives and Preliminary Mitigation and design of the project to avoid, minimize, and mitigate impacts to the natural environment. Where environmental impacts cannot be avoided, information needed to complete the appropriate TDEC permit applications should be composed during project development. A summary of TDEC environmental permit requirements is available on the TDEC website, http://state.tn.us/environment/permits.

DIVISION OF AIR POLLUTION CONTROL
The Division of Air Pollution Control has the following comments:
This project is in an area designated as attainment/unclassified for the National Ambient Air Quality Standards (NAAQS), therefore, a transportation conformity determination is not required.
This agency's other interests, above what would be addressed through the standard NEPA process, concerns the control of fugitive dust and equipment exhaust emissions during the construction phase, and the assurance that any structures requiring demolition are asbestos free, as per the requirements of Chapter 1200-3-11, Hazardous Materials.

The open burning regulations have changed dramatically. Before burning any wood waste, please refer to Chapter 1200-3-4, Open Burning rules at: http://tn.gov/sos/rules/1200/1200.htm. We also suggest contacting other applicable regulatory agencies.
Please continue to keep us apprised of the progress on this project in the event that circumstances change and new concerns regarding air quality develop.

DIVISION OF GEOLOGY
The Division of Geology has reviewed the DEIS and has no comments at this time.

DIVISION OF SOLID WASTE MANAGEMENT
The Division of Solid Waste Management has the following comments:
English Cabinets located at 5236 Memorial Blvd. is a possible area of interest. This facility was not addressed in the proposal.

DIVISION OF UNDERGROUND STORAGE TANKS
The Division of Underground Storage Tanks has the following comments regarding CP 3 in addition to the comments submitted previously for CP 1 and 2 (attached):
CP 3, entitled Draft Environmental Impact Statement, does not list DUST as having responded to CP 1 and 2. In fact, CP 3 on page 182 and 182 indicates that **no** TDEC divisions responded to CP 1 and 2.
A new UST facility, People's Food Store Facility ID #1-820631, located at 3104 Memorial Blvd.; Kingsport, TN 37660, has become active since CP 1 and 2 was reviewed.
CP 3 does not address the following UST facilities listed during my review of CP 1 and 2:
Former Amoco Station (ID #1-820435), 3101 Memorial Blvd., Kingsport, TN 37664: Tanks Permanently out of Service (POS)
Former Garden Basket Convenience Center (ID #1-820144), 3177 Memorial Blvd., Kingsport, TN 37660: Tanks POS; Contamination case closed 2/2/2011.
Former Chevron Facility #49739 (ID #1-820538), 3801 Memorial Blvd., Kingsport, TN 37660: Tanks POS; Contamination case closed 7/20/2001.
Former Cherokee Food Store #13 (ID #1-820029), 5703 Memorial Blvd., Kingsport, TN 37660: Tanks POS; Contamination case closed 5/17/2009.
Sunbridge Care and Rehabilitation (ID #1-820516), Dba Hillside Manor 3641 Memorial Blvd., Kingsport, TN 37664 Richard Chadbourne property (ID #1-829003), 5340 Memorial Blvd, Kingsport, TN 37660

DIVISION OF WATER POLLUTION CONTROL
The Division of Water Pollution Control has the following comments:
An impaired stream (Booher Creek) is near the intersection of SR-126 and I-81. The cause of the impairment is *Escherichia coli* due to livestock grazing in the riparian or shoreline zones. There are no known Exceptional Tennessee Waters (ETW) within the project study area. Streams may be assessed during the permitting process if the proposed

activity is determined to be degradation. If these streams are found to be ETW or impaired due to habitat alteration, in-system mitigation may be required.

Thank you for the opportunity to participate in the planning of this project. If you have any questions regarding the information provided, please email TDEC.TESA@state.tn.us or contact Greg Clement, Acting TDEC TESA Coordinator, at 615-532-2331.

Sincerely,

Daniel C. Eagar

Daniel C. Eagar, Manager
WPC Natural Resources Section

Tennessee Environmental Streamlining Agreement Concurrence Form
Concurrence Point 3
SR 126 (Memorial Boulevard)
from East Center Street in Kingsport to Interstate 81
Sullivan County, Tennessee
PIN 105467.00

The Tennessee Department of Transportation (TDOT) is preparing an Environmental Impact Statement (EIS) for SR 126 (Memorial Boulevard) from East Center Street in Kingsport to Interstate 81 in Sullivan County, Tennessee. This EIS is being developed by TDOT to document the impacts of the subject project, in accordance with the *National Environmental Policy Act (NEPA)* and the *Tennessee Environmental Streamlining Agreement (TESA).* In accordance with TESA, we are requesting your review and concurrence on *Concurrence Point 3, Adequacy of the Draft EIS.*

The *Adequacy of the Draft EIS Package* was sent to you on August 12, 2011 for a 45-day review period. Once you have had the opportunity to review the above referenced document, please sign this form. In signing this document, you are indicating your concurrence with the Preliminary Draft Environmental Impact Statement, TESA Concurrence Point 3.

Please sign and return this form to Ms. JonnaLeigh Stack at the address below by September 26, 2011.

JonnaLeigh Stack, Esq.
TDOT Environmental Division
Suite 900
James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

If you feel all provisions of TESA Concurrence Point 3 have been satisfied, please acknowledge your concurrence with your signature below. Please include any comments you would like addressed as the project proceeds.

AGENCY: TN. Dept. Environment & Conservation

CONCURRRENCE: Daniel C. Cary

DATE: 19 Sept. 2011

Sullivan Co. General File

Alan Hayes - Re: TESA CP1&2 - Sullivan Co SR-126 (PIN 105467.00)

From: Lisa Pugh
To: TESA, TDEC
Date: 3/24/2010 10:06 AM
Subject: Re: TESA CP1&2 - Sullivan Co SR-126 (PIN 105467.00)
CC: Boyd, Stan; Braswell, Mark; Ellis, Ernestine; Hayes, Alan
Attachments: Memorial Blvd Registered UST Facilities.xls

Good morning Susannah,

Our Field Office Manager, Alan Hayes, has put together the attached spreadsheet with the identified facilities within the Sullivan County project area. Most of them no longer have active underground storage tanks. The legend at the bottom will define the status and active contamination cases are indicated.
If you need any additional information, please let us know.
Have a great day,
Lisa Pugh
Field Operations Coordinator
Division of Underground Storage Tanks
Tennessee Department of Environment and Conservation
>>> TDEC TESA 2/17/2010 8:59 AM >>>
Attached is the Tennessee Environmental Streamlining Agreement (TESA) combined Concurrence Point 1 and 2, Purpose & Need and Study Area and Alternative to be Evaluated, Package for the subject project. TDEC accepted the invitation to be a Participating Agency in the development of this project without comment.

TDOT appreciates TDEC's programmatic review of TESA projects and welcomes both program-related advisory comments and any other relevant project comments. Please review the attached CP1&2 document and email any advisory comments, based on a review of all appropriate TDEC programs, to TDEC.TESA@tn.gov by Friday, March 26, 2010. Alternatively, please reply to this email account that there are no comments. Comments from all participating TDEC Divisions/Offices will be included in a Department response to TDOT.

TDEC will have the opportunity to provide advisory comments at two more project development concurrence points, the draft environmental document (CP3) and the selection of final alternative (CP4).

Please email all TESA correspondence, comments, and/or concerns to this email account. Please contact me if you have received this email in error, know of other TDEC staff who should receive this information, or need additional information. Thanks-

---

Susannah Kniazewycz
Acting TDEC TESA Coordinator
615-889-6888
TDEC.TESA@tn.gov

10-1

Facility	1820435	Amoco Service Station	3101 Memorial Blvd.; Kingsport, TN 37664-	POS	
Facility	1820163	Zoomerz # 54	3717 Memorial Blvd.; Kingsport, TN 37660-	CIU	Contamination Case Closed 6/14/2006
Facility	1820538	Chevron Facility #49739	3801 Memorial Drive; Kingsport, TN 37660-	POS	Contamination Case Closed 7/20/2001
Facility	1820144	Garden Basket Conv.store #4	3177 Memorial Blvd.; Kingsport, TN 37660-	POS	**Open/Active Contamination Case**
Facility	1820448	Greenwood Market, Inc.	5121 Memorial Blvd.; Kingsport, TN 37664-	CIU	
Facility	1820029	Cherokee Food Store #13	5703 Memorial Blvd.; Kingsport, TN 37660-	POS	Contamination Case Closed 5/17/2009
Facility	1820582	Thouin Enterprises, Inc	3933 Memorial Blvd.; Kingsport, TN 37664-	POS	
Facility	1820280	Indian Springs Marathon	5637 Memorial Blvd.; Kingsport, TN 37660-	POS	
Facility	1820237	Midway Grocery	5001 Memorial Blvd.; Kingsport, TN 37660-	POS	
Facility	1820587	Old Simpson Motors	3310 Memorial Blvd.; Kingsport, TN 37660-	POS	
Facility	1820193	Roadrunner Market #175	4001 Memorial Avenue; Kingsport, TN 37664-	CIU	Contamination Case Closed 1/17/1995
Facility	1820516	Sunbridge Care And Rehabilitation	Dba Hillside Manor 3641 Memorial Blvd.; Kingsport, TN 37664-	POS	Contamination Case Closed 7/7/2003
Facility	1829003	Richard Chadbourne	5340 Memorial Blvd.	POS	

POS: Permanently Out of Service
CIU: Currently in Use

TENNESSEE WILDLIFE RESOURCES AGENCY

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

September 23, 2011

JonnaLeigh Stack
TDOT Environmental Division
Suite 900
James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

Re: TESA Concurrence Point #3 Package
Adequacy of Draft Environmental Impact Statement for the SR 126 (Memorial Boulevard) Corridor Improvement Project, from East Center Street to Interstate 81 in Sullivan County, Kingsport, TN
PIN: 105467.00, Project No: 82085-0225-14

Dear Ms. Stack:

The Tennessee Wildlife Resource Agency has received and reviewed the information your office provided us regarding the proposed project listed above. Our current concerns are potential impacts to streams, floodplains, and fish and wildlife species under our authority that may occur due to the construction of this project. We provide the following advisory comments:

- On Page vii, Section S.4.6, entitled "Protected Species" of the summary section, the following statement is made: "The proposed project will not impact any federally listed, threatened, or endangered species or critical habitat." It is our understanding that bat surveys have not been completed to determine potential impact to the Indiana bat. It is our opinion that the sentence should be reworded to read: "The proposed project is not likely to affect any federally listed, threatened, or endangered species or critical habitat."
- On page xi, Section S.9.1, entitled "Water Quality Impact Minimization/Mitigation", the statement is made: "Best Management Practices will include but not limited to:" and then lists some broad practices. We would like to see more specific language regarding compensatory stream mitigation for impacts to these resources; such as "Stream mitigation will be compliant with the „Stream Mitigation Guidelines for the State of Tennessee" by the Tennessee Department of Environment and Conservation, Division of Water Pollution Control, Natural Resources Section" and regulations of the U.S. Army Corps of Engineers.
- On page 117 in Chapter 3, Section 3.5.3, entitled "Federally Listed and Proposed Threatened and Endangered Species", it lists the Bald Eagle (*Haliaeetus leucocephalus*) as a federally threatened species, which is inaccurate. Bald eagles are state listed as "Wildlife-In-Need-Of-Management."
- On page 117 in Chapter 3, Section 3.5.4, entitled "State Listed Species", it is stated: "Efforts have been made to identify Federal and State-listed species in the project impact

area." It is our opinion that a description of the "efforts" should be included in this section of the final Environmental Impact Statement for this proposed project.

- On page 121 in Chapter 3, the title of TABLE 3.5.2: entitled "ANIMALS IDENTIFIED WITHIN SULLIVAN COUNTY BY TWRA (1 OF 2)" should be reworded to read "ANIMALS IDENTIFIED WITHIN SULLIVAN COUNTY BY TWRA AND TDEC (1 OF 2)", since this information was provide to TDOT by TDEC and since TWRA does not have regulatory authority over the Stonefly (*Allocapnia brooksi)*, the Cherokee Clubtail Dragonfly (*Gomphus consanguis*), the Cave Spider (*Nesticus paynei*), and the Diana Fritillary (*Speyeria Diana*). We also request that the state status of "Wildlife-In-Need-Of-Management" be included in the table for the following species: Tangerine Darter (*Percina aurantiaca*), Blotchside Logperch (*Percina burtoni*), Bald Eagle (*Haliaeetus leucocephalus*), Swainson's Warbler (*Limnothlypis swainsonii*), Common Barn Owl (*Tyto alba*), Hairy-tailed Mole (*Parascalops breweri*), Smoky Shrew (*Sorex fumeus*), Southeastern Shrew (*Sorex longirostris*), Southern Bog Lemming (*Synaptomys cooperi*), and the Meadow Jumping Mouse (*Zapus hudsonius*). The Sharphead Darter (*Etheostoma acuticeps*), the Tennessee Dace (Phoxinus tennesseensis), and the Least Weasel (Mustela nivalis) have no Tennessee Wildlife Resources Agency state status. The state status for the Longhead Darter (*Percina macrocephala*) is threatened.
- On page 139 in Chapter 4, Section 4.9.1 Terrestrial Ecology, second paragraph, second to the last sentence, the statement is made "As habitats are encroached upon most wildlife will adjust to changes in their environment. Displaced wildlife species will move to similar habitats in nearby areas for refuge. The proposed project will have a minor impact on local mammals and birds." It is the opinion of the Tennessee Wildlife Resources Agency that as available habitat is reduced due to the construction of this road project, the carrying capacity and/or necessary specie niche requirements may not be met resulting in loss of local wildlife. We would also prefer to see the statement "The proposed project will result in minimal loss of wildlife habitat and local wildlife populations." instead of the statement "The proposed project will have a minor impact on local mammals and birds." that currently exists in the document.

We concur on Concurrence Point 3 regarding the Adequacy of Draft Environmental Impact Statement for the SR 126 (Memorial Boulevard) Corridor Improvement Project, from East Center Street to Interstate 81 in Sullivan County, Kingsport, Tennessee. We have completed the requested concurrence form, which is enclosed.

We thank you for the opportunity to participate during the coordination process for this proposed project and look forward to future coordination to avoid, minimize, and/or mitigate for potential impacts to the state"s fish and wildlife resources due to this proposed project.

Sincerely,

Robert M. Todd

Robert M. Todd
Fish and Wildlife Environmentalist

cc: Vincent Pontello, Wildlife Biologist/East TN TDOT Liaison
Rob Lindbom, Region IV Habitat Biologist
John Gregory, Region IV Manager

Tennessee Environmental Streamlining Agreement Concurrence Form
Concurrence Point 3
SR 126 (Memorial Boulevard)
from East Center Street in Kingsport to Interstate 81
Sullivan County, Tennessee
PIN 105467.00

The Tennessee Department of Transportation (TDOT) is preparing an Environmental Impact Statement (EIS) for SR 126 (Memorial Boulevard) from East Center Street in Kingsport to Interstate 81 in Sullivan County, Tennessee. This EIS is being developed by TDOT to document the impacts of the subject project, in accordance with the *National Environmental Policy Act (NEPA)* and the *Tennessee Environmental Streamlining Agreement (TESA)*. In accordance with TESA, we are requesting your review and concurrence on *Concurrence Point 3, Adequacy of the Draft EIS.*

The *Adequacy of the Draft EIS Package* was sent to you on August 12, 2011 for a 45-day review period. Once you have had the opportunity to review the above referenced document, please sign this form. In signing this document, you are indicating your concurrence with the Preliminary Draft Environmental Impact Statement, TESA Concurrence Point 3.

Please sign and return this form to Ms. JonnaLeigh Stack at the address below by September 26, 2011.

JonnaLeigh Stack, Esq.
TDOT Environmental Division
Suite 900
James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

If you feel all provisions of TESA Concurrence Point 3 have been satisfied, please acknowledge your concurrence with your signature below. Please include any comments you would like addressed as the project proceeds.

AGENCY: TENNESSEE WILDLIFE RESOURCES AGENCY

CONCURRRENCE: Robert Todd

DATE: 9-23-2011

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

September 9, 2011

REPLY TO
ATTENTION OF:

Regulatory Branch

SUBJECT: File No. 200900048; Concurrence Point 3 (Preliminary Draft Environmental Impact Statement) for Proposed Improvements to State Route 126 (Memorial Boulevard) from East Center Street, in Kingsport, to Interstate 81, in Sullivan County, Tennessee (PIN 105467.00)

Ms. JonnaLeigh Stack
Tennessee Department of Transportation
Environmental Division
Suite 900 - James K. Polk Building
505 Deaderick Sreet
Nashville, Tennessee 37243-0334

Dear Ms. Stack:

This is in reference to your letter requesting review and concurrence on Concurrence Point 3, Preliminary Draft Environmental Impact Statement (DEIS) for the subject project.

We have reviewed the draft EIS document and concur with the information in the Preliminary DEIS. Also, enclosed is a signed concurrence document form.

Thank you for including this office in the review of this project. Please contact me at the above address, telephone 615-369-7509, or email at amy.m.robinson@usace.army.mil.

Sincerely,

Amy M. Robinson
Project Manager
Operations Division

Enclosure

Tennessee Environmental Streamlining Agreement Concurrence Form
Concurrence Point 3
SR 126 (Memorial Boulevard)
from East Center Street in Kingsport to Interstate 81
Sullivan County, Tennessee
PIN 105467.00

The Tennessee Department of Transportation (TDOT) is preparing an Environmental Impact Statement (EIS) for SR 126 (Memorial Boulevard) from East Center Street in Kingsport to Interstate 81 in Sullivan County, Tennessee. This EIS is being developed by TDOT to document the impacts of the subject project, in accordance with the *National Environmental Policy Act (NEPA)* and the *Tennessee Environmental Streamlining Agreement (TESA).* In accordance with TESA, we are requesting your review and concurrence on *Concurrence Point 3, Adequacy of the Draft EIS.*

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Please sign and return this form to Ms. JonnaLeigh Stack at the address below by September 26, 2011.

JonnaLeigh Stack, Esq.
TDOT Environmental Division
Suite 900
James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

If you feel all provisions of TESA Concurrence Point 3 have been satisfied, please acknowledge your concurrence with your signature below. Please include any comments you would like addressed as the project proceeds.

AGENCY: U.S. Army Corps of Engineers

CONCURRRENCE: [signature]

DATE: 9/9/11