

ENVIRONMENTAL ASSESSMENT SHORT FORM

OBSTRUCTION REMOVAL FOR RUNWAY 23 APPROACH

WARREN COUNTY MEMORIAL AIRPORT(RNC)
MCMINNVILLE, TENNESSEE

Document Prepared by:





Focused Environmental Assessment

**FEDERAL AVIATION ADMINISTRATION
MEMPHIS AIRPORTS DISTRICT OFFICE**

**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF AVIATION**

**TENNESSEE DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS**

Airport Name: Warren County Memorial Airport
Proposed Project: Obstruction Removal for Runway 23 Approach
Date Submitted to FAA/SBG: _____

This environmental assessment becomes a Federal document when evaluated, signed, and dated by the Responsible FAA/SBG Official.

Signature: _____

Date: _____

General Information and applicability

This Focused Environmental Assessment (EA) is to be used only for Federally obligated airports within the boundaries of the Federal Aviation Administration (FAA) Memphis Airports District Office (KY, NC, and TN). Prior to preparing any NEPA documentation, including this form, contact the MEM-ADO/SBG Environmental Protection Specialist or designated staff responsible for NEPA compliance for the subject airport to determine the level of documentation needed. Completed documentation without prior FAA/SBG concurrence may result in approval delays or rejection of NEPA documentation.

The Focused EA is intended to be used only when the following conditions are met: (1) the federal action cannot be categorically excluded (CATEX) because of involvement with extraordinary circumstances or because the action is not consistent with any CATEX described in FAA Orders 1050.1F or 5050.4B (or subsequent versions), (2) impacts from the federal action would be limited to one extraordinary circumstance, (3) the federal action would not create significant impacts to any environmental category unless it is mitigated to the point of non-significance, (4) the action is not considered controversial. Note that in certain cases the FAA/SBG may elect to prepare a full EA even if these conditions appear to be met.

Steps for completing Focused EA

This Focused EA is intended to comply with FAA requirements for satisfying NEPA. The preparer should be familiar with NEPA, CEQ, and FAA laws, requirements, and policies, including, but not limited to, FAA Orders 1050.1F and 5050.4B (or subsequent versions).

The Focused EA is formatted into three sections. Section I covers general information on the proposed action as well as information and certification from the preparer and airport sponsor. Section II addresses the purpose and need statement and alternatives. Section III covers affected environment and environmental consequences. All sections must be addressed for the form to be considered complete. The level of information needed to address each section is dependent upon the project and extent of impacts. However, for Section III, responses should provide enough information to allow the reviewer(s) to conclude there is no impact or no significant impact. A graphic depiction of the proposed action must be attached to the form. The use of additional graphics, pictures of the study area, and appendices is recommended and may be required pending upon the proposed action and environmental impacts.

As previously mentioned, Section III addresses the affected environment and environmental consequences. If the proposed action does not impact a particular resource, provide a brief explanation for why there is no impact. If the proposed action does impact a resource, describe the affected environment for the resource before discussing environmental consequences. For all resources, consider impacts caused by construction and post-construction activities. Also consider direct and indirect impacts. Cumulative impacts must be addressed in Section III (O).

Helpful factors that should be considered as part of the assessment and internet websites are listed below each resource section. The factors to be considered and websites provided are not intended to be a comprehensive list. Additional factors and sources should be reviewed as

needed. Consultation with resource agencies, field analysis, or computer modeling may be required to aid the FAA/SBG in determining the extent of impacts. The preparer should contact the MEM-ADO/SBG representative to determine the level of agency coordination, field analysis, and modeling needed.

Although multiple variations exist for adequately completing the NEPA process, the MEM-ADO recommends following the generalized steps below for Short-Form EAs:

1. Finalize planning process
2. Conduct preliminary environmental analysis
3. Obtain concurrence from MEM-ADO/SBG on use of this form
4. Conduct agency scoping, field analysis, and modeling as needed
5. Complete draft short form EA
6. Submit draft EA to MEM-ADO/SBG
7. Revise draft EA as needed
8. Obtain concurrence from MEM-ADO/SBG to initiate public involvement
9. Make draft EA available to public and issue public notice
10. Hold public meeting (if required)
11. Revise draft EA as needed
12. Submit final draft EA to MEM-ADO/SBG
13. Receive FONSI
14. Issue public notice for availability of final EA and FONSI

Completion of the Focused EA will permit the FAA/SBG to issue one of the following determinations: (1) issue a Finding of No Significant Impact (FONSI), (2) request that a full EA be prepared, (3) request that an Environmental Impact Statement (EIS) be prepared.

Section I

1. Airport and Project Information:

Airport Name and Three Letter Identifier: Warren County Memorial Airport (RNC)
Airport Address: 48 West Airport Road
City: McMinnville County: Warren State: TN
Project Name: Obstruction Removal for Runway 23 Approach
Estimated Start Date: September 2021 Estimated Completion Date: November 2021

2. Preparer Information:

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Preparer Certification

I certify that the information I have provided in this document is, to the best of my knowledge, correct.

Signature: _____ Date: _____

3. Airport Sponsor Information:

Name: John T Baugh III, Aviation Director
Title: Aviation Director
Organization: Warren County Memorial Airport Commission
Address: 48 West Airport Road
City: McMinnville State: TN
Telephone: 931-668-7050
E-mail: wcma4187@outlook.com

Airport Sponsor Certification

I certify that the information I have provided in this document is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed until the FAA/SBG issues a final environmental decision for the proposed action described in this document.

Signature: _____ Date: _____

Section II

1. Provide purpose and need statement.

The Warren County Memorial Airport Commission is seeking to relocate the displaced threshold on the Runway 23 end to gain full use of the runway pavement. In order to maintain the quality of the existing RNAV(GPS) approach, obstruction removal must be pursued for tree obstructions that have been identified on ten different parcels located east of the Runway 23 end. These obstructions were identified on an AGIS survey conducted between 2018-2019 and include violations to the Federal 34:1 Part 77 Approach Surface, as well as to approach surfaces identified in Federal Aviation Administration (FAA) Order 8260.58B– United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design. These imaginary surfaces are regulated by the FAA with the main goal to protect the airspace, aircraft, and pilots. Therefore, the Airport Sponsor needs to maintain a clear approach both for the safety of the pilots and the public, as well as for its continued service to the local and adjacent communities.

It is not anticipated that this proposed action would change the type of aircraft using the Airport, nor is it expected to increase the amount of operations. This project is being pursued for safety purposes, as well as to allow the Airport to be compliant with FAA regulations. Additionally, the easements will allow the Airport Sponsor the ability to maintain their existing approaches going forward.

Project Background:

The Warren County Memorial Airport (RNC) is located approximately three miles from McMinnville, Tennessee, and is identified as a public-use general aviation airport in the National Plan of Integrated Airport Systems (NPIAS) report. According to Airport Master Records, based aircraft at RNC includes 30 single engine, 3 multi-engine, one helicopter, and annual aircraft operations were 25,910.

Runway 5-23 is 5,000 feet long and 100 feet in width and is constructed of asphalt. There is an RNAV (GPS) approach with one-mile visibility for the Runway 23 end and precision approach path indicators (PAPI) for visual guidance on each runway end. The Runway 23 end is currently displaced, as a result of former safety issues caused by a secondary road and airport fence. The secondary road has since been closed and the fence has been removed. As such, the Airport is seeking to gain full use of their runway pavement. However, as mentioned above, tree obstructions must be removed concurrently with the relocation of the runway end or the existing quality of the Runway 23 approach will be impacted.

The tree obstructions include penetrations to these specific FAA approach surfaces described in the following paragraphs.

Federal Part 77 Approach Surface: This approach surface is described in the Code of Federal Regulations (CFR). More specifically in Title 14, Chapter I, Subchapter E, and has been established in order to protect an airport's airspace, as well as to provide for the safe and efficient use of runway approaches.

The size, dimensions, and slope of the Part 77 Approach Surface are based on the runway category and by the most precise approach procedure in place or planned for that runway end. For the Runway 23 approach at RNC, this surface begins 200 feet from the runway end, and continues outward for 10,000 feet. The width of the surface nearest the runway end is 500 feet and the width at its furthest point is 3,500 feet. The slope of the surface is 34:1 (34' horizontal to 1' vertical). Several obstructions were identified to this surface on ten different parcels during the AGIS Survey.

LPV Final Approach Surface: This approach surface is described in FAA Order 8260.58B, United States Standard for Performance Based Navigation (PBN) Instrument Procedure Design, Section 3-4 and its corresponding missed approach surface that is described in Sections 3-5 through 3-7. This surface is utilized for runways that will accommodate instrument approaches with vertical guidance. The purpose of this surface is to protect aircraft upon their final approach when switching from instruments to visual guidance. Its surface begins 200 feet from the landing threshold point (LTP) and extends 50,000 feet. The beginning width is 400 feet off each side of the runway centerline, and it expands uniformly to a total width of 4,400 feet. The slope of this surface is 34:1. In addition to this primary area of the LPV Final Approach Surface, this surface consists of two other offset areas that begin 400 feet and 700 feet off the runway centerline, respectively. These offset surfaces also extend 50,000 feet from the LTP and slope upward at a 4:1 and a 7:1 perpendicular to the primary area. Figures 3-4-2 and 3-4-3 in FAA Order 8260.58B depict the dimensions and slope of this surface. Several obstructions were identified to this surface and its corresponding missed approach surface on six different parcels during the AGIS Survey.

Once the tree obstructions have been removed to the surfaces identified above, the Airport sponsor will be able to relocate the displaced threshold to the original runway pavement end, adding an additional 290 feet to the length of Runway 5-23 for an overall proposed runway length of 5,290 feet.*

The obstruction removal area is located in a rural setting adjacent and predominantly east/northeast of the Airport. The topography within the project area consists of mowed/maintained pasture with scattered clusters of trees and developed lots with mature trees. A portion of Willow Branch runs adjacent to the project area. Several single-family residences and outbuildings are located within the project area.

*The relocation of the existing displaced threshold, runway lighting, and re-marking of Runway 5-23 is being completed as a separate project.

2. Describe the preferred alternative and include all connected actions. Attach a graphic depiction of the proposed action, including haul routes and staging areas if applicable, to the back of this form or in an appendix.

The proposed project includes clearing trees in twelve different areas (see project drawings in Appendix A and Obstruction Analysis in Appendix C). Obstruction removal will occur on portions of seven different parcels that are privately owned, two parcels owned by Warren County, and one owned by the Warren County Development Authority. The Airport Commission is currently working with all property owners to come to an agreement for the proposed obstruction removal.

The preferred alternative proposes to remove a combination of 20 individual trees in nine different areas, along with clear cutting an approximated eight acres in three different areas. These trees have been identified as penetrating or close to penetrating the Federal 34:1 Part 77 Approach Surface, the LPV Final Approach and corresponding missed approach surfaces. A description of the proposed obstruction removal in each of the twelve areas has been provided in the following paragraphs below:

Area 1

Two individual trees in this area have been identified as within a few feet of penetrating the Federal 34:1 Part 77 Approach Surface. These trees are located within the fence line that is separating the parcel from Airport property. Removal will consist of taking the trees in their entirety, including the root ball. Soil will be scraped off the root ball and remain in place and the area will be graded upon completion of the obstruction removal.

This parcel is located at 241 Airport Road, is owned by Scottie Keel and is identified as Parcel 113.05 on Tax Map 60 in Warren County.

Area 2

Two individual trees have been identified for removal in this area. One tree is penetrating the LPV Final Approach Surface by approximately 11 feet and the other tree is penetrating the Federal 34:1 Part 77 Approach Surface by approximately 2 feet. Removal will consist of taking the trees in their entirety, including the root ball. The area will be graded upon completion of the obstruction removal.

This parcel is located at 369 Airport Road, is owned by Villa Mitchell and is identified as Parcel 113.03 on Tax Map 60 in Warren County.

Area 3

One individual tree has been identified for removal in this area that is within a few feet of penetrating the Federal 34:1 Part 77 Approach. Removal will consist of taking the tree in its entirety, including the root ball. Soil will be scraped off the root ball and remain in place and the area will be graded upon completion of the obstruction removal.

This parcel is located at 369 Airport Road, is owned by Villa Mitchell and is identified as Parcel 113.03 on Tax Map 60 in Warren County.

Area 4

One individual tree has been identified for removal in this area that is penetrating the Federal 34:1 Part 77 Approach by approximately 11 feet. Removal will consist of taking the tree in its entirety, including the root ball. Soil will be scraped off the root ball and remain in place and the area will be graded upon completion of the obstruction removal.

This parcel is located at 369 Airport Road, is owned by Villa Mitchell and is identified as Parcel 113.03 on Tax Map 60 in Warren County.

Area 5

Three trees* have been identified for removal in this area. One that is penetrating the LPV Final Approach Surface by approximately 17 feet and the other two trees are penetrating the Federal 34:1 Part 77 Approach by approximately 9 feet and 2 feet. Removal will consist of taking the trees in their entirety, including the root ball. Soil will be scraped off the root ball and remain in place and the area will be graded upon completion of the obstruction removal.

This parcel is located at 316 Airport Road, is owned by Edward Mitchell and is identified as Parcel 036.01 on Tax Map 60 in Warren County.

*One of the three trees may be located on the adjacent parcel. A ground survey will be required to determine ownership.

Area 6

Several trees in this area were determined to be penetrating or within a few feet of penetrating the Federal 34:1 Part 77 Approach Surface. Therefore, the preferred alternative will involve removing approximately 0.8 acres* of trees. Removal will consist of taking the trees in their entirety, including the root ball. Soil will be scraped off the root ball and remain in place and the area will be graded upon completion of the obstruction removal.

This parcel is located off State Highway 70 and is owned by Warren County. It is identified as Parcel 035.00 on Tax Map 60.

*Ground survey will be necessary to determine actual acreage in this area.

Area 7

Several trees in this area were determined to be penetrating or within a few feet of penetrating the LPV Final Approach Surface and corresponding missed approaches, and the Federal 34:1 Part 77 Approach Surface. Therefore, the preferred alternative will involve removing approximately 5.2 acres* of trees. Removal will consist of taking the trees in their entirety, including the root ball. Soil will be scraped off the root ball and remain in place and the area will be graded upon completion of the obstruction removal.

This obstruction removal area includes two different parcels. The first parcel is located off State Highway 70 and is owned by Warren County Development Corporation. It is identified as Parcel 041.01 on Tax Map 60 in Warren County. The second parcel is located at 203 Valley Glenn Drive and is owned by Larry Gross. It is identified as Parcel 014.00 on Tax Map 60C in Warren County.

*Ground survey will be necessary to determine actual acreage for tree removal. Additionally, since this area is close to Willow Branch, a vegetated buffer of 60 feet from the top-of-bank should be maintained during the construction phase. However, if it is determined during the ground survey, that work is necessary within this buffer area, it will be prohibited during the period of May 15th through June 15th to minimize potential adverse impacts to the Endangered Barrens Topminnow, which has been documented in Willow Branch.

Area 8

Four trees have been identified for removal in this area that are within a few feet of penetrating the Federal 34:1 Part 77 Approach Surface. Removal will consist of taking the trees in their entirety, including the root ball. Soil will be scraped off the root ball and remain in place and the area will be graded upon completion of the obstruction removal.

This parcel is located at 203 Glen Valley Drive and is owned by Larry Gross. It is identified as Parcel 014.00 on Tax Map 60C in Warren County.

Area 9

Several trees in this area were determined to be penetrating or within a few feet of penetrating the LPV Final Approach Surface, its corresponding missed approaches, and the Federal 34:1 Part 77 Approach Surface. Therefore, the preferred alternative will involve removing approximately 1.9 acres* of trees. Removal will consist of taking the trees in their entirety, including the root ball. Soil will be scraped off the root ball and remain in place and the area will be graded upon completion of the obstruction removal.

This obstruction removal area includes two different parcels. The first parcel is located off State Highway 70 and is owned by Warren County. It is identified as Parcel 037.02 on Tax Map 60. The second parcel is located at 220 Love Road and is owned by Jack Winn. It is identified as Parcel 029.01 on Tax Map 49 in Warren County.

*Ground survey will be necessary to determine actual acreage for tree removal. Additionally, since this area is close to Willow Branch, a vegetated buffer of 60 feet from the top-of-bank should be maintained during the construction phase. However, if it is determined during the ground survey, that work is necessary within this buffer area, it will be prohibited during the period of May 15th through June 15th to minimize potential adverse impacts to the Endangered Barrens Topminnow, which has been documented in Willow Branch.

Area 10

One individual tree has been identified for removal in this area that is within a few feet of penetrating the Federal 34:1 Part 77 Approach Surface. Removal will consist of taking the tree in its entirety, including the root ball. Soil will be scraped off the root ball and remain in place and the area will be graded upon completion of the obstruction removal.

The parcel is located at 220 Love Road and is owned by Jack Winn. It is identified as Parcel 029.01 on Tax Map 49 in Warren County.

Area 11

Five trees in this area were determined to be penetrating or within a few feet of penetrating the LPV Final Approach Surface and corresponding missed approaches, and the Federal 34:1 Part 77 Approach Surface. Removal will consist of taking the trees, including the root ball. Soil will be scraped off the root ball to remain in place and the area will be graded upon completion of the obstruction removal.

This obstruction removal area is located at 157 Love Road and is owned by Julie Droese. It is identified as Parcel 001.04 on Tax Map 60C in Warren County. A ground survey should be performed prior to obstruction removal since one of the trees to be removed is located on the property line that separates this property from the parcel owned by Robert Kelsey at 230 Park Circle Drive.

Area 12

One individual tree in this area was determined to be within a few feet of penetrating the Federal 34:1 Part 77 Approach Surface. Removal will consist of taking the tree, including the root ball. Soil will be scraped off the root ball and remain in place and the area will be graded upon completion of the obstruction removal.

This obstruction removal area is located at 65 Love Road and the parcel is owned by Randall Roller. It is identified as Parcel 001.01 on Tax Map 60C in Warren County.

It is anticipated that a construction staging area will be set up in an empty gravel lot located at 385 Airport Road. This location is adjacent to the Airport and nearby to most of the obstruction removal areas and will allow for all work equipment and vehicles to be outside of the runway safety surfaces. However, since some of the obstruction removal areas will be better accessed by State Highway 70, Valley Glen Drive, and Love Road, the contractor may request permission from the property owners to establish a temporary staging area while work is being performed in those areas. More specifically, while work is being performed in Areas 6, 7, and 9, site access/temporary staging will be located off State Highway 70 at a latitude of 35°42' 19.26"N and a longitude of 85°49' 52.08"W, site access/temporary staging for Area 8 will be located off Valley Glen Drive at a latitude of 35°42' 24.35"N and a longitude of 85°49' 44.43"W, and site access/temporary staging for Areas 10, 11, and 12 will be located off Love Road at a latitude of 35°42' 33.86"N and a longitude of 85°49' 37.83"W. **No staging areas will be allowed within the designated buffer adjacent to Willow Branch.** Haul routes will use Spring Valley Road to access State Highway 70 when work is being performed in the northern section of the project area and Airport Road to access State Highway 70 when working in the southern area of the site.

All felled trees will either be burned on site or removed by the contractor at the discretion of the property owner, as well as in accordance with local burn regulations.

As stated above, the Airport Commission is currently working with all property owners to come to an agreement for the proposed obstruction removal. As of the date of this document, each of the property owners have been notified with a formal letter describing the nature and purpose of the project. Additionally, a questionnaire was included to solicit property owner's feedback. Prior to obstruction removal, a signed contract will be requested from each of the affected property owners that states their acceptance of the removal of the identified trees.

Easements will not be pursued as a result of the tree clearing.

3. Describe the no action alternative including the environmental, operational, and economic impacts that would occur if used.

The No Action Alternative is a requirement of the National Environmental Policy Agency (NEPA) process and serves as the baseline against which all proposed federal actions can be evaluated. In some instances, the no action alternative may end up being more beneficial than the preferred alternative would provide benefits for the greater good. FAA Order 5050.4B paragraph 706.d states that, "The alternative section of the environmental assessment (EA) should compare the no action with the proposed action and any other reasonable alternatives that have been discovered." For these reasons, the no action alternative has been included as a part of this EA.

The No Action Alternative at RNC entails that the Airport would continue to operate with the obstructions remaining to the Runway 23 approach and going forward, the Airport would risk the potential of reducing the quality of the existing approach by relocating the runway threshold without clearing the penetrations to the LPV Final Approach Surface and the Part 77 Surface. The No Action Alternative could prevent them the ability to relocate the runway threshold to gain the additional runway length.

From an operational standpoint, this could be detrimental, as it is likely that aircraft operations would decrease in either scenario described above. This in turn could create economic impacts for RNC with the potential loss of fuel sales and based aircraft and does not meet the development goals of the Airport Sponsor, nor the Warren County Planning Commission.

If the No Action Alternative is pursued there would be no environmental impacts. Since trees would not be removed there would be no impacts to wildlife habitat. Likewise, there would be no impacts to prime farmland, air quality, climate, or increased local emissions. There would be no potential for disturbance to cultural/historic resources or Section 4(f) resources.

Additionally, since obstruction removal would not occur, there would be no short-term impacts to nearby water resources, local air quality, and existing noise levels. However, the surrounding properties where obstructions have been identified would be in violation of established Warren County Airspace Land Use Regulations if the no action alternative is followed through.

In summary, while the No Action Alternative would not create impacts to nearby environmental resources, it would be detrimental to the Airport and local communities that are served by RNC. Additionally, it fails to address the purpose and need for this project.

4. List and describe other reasonable alternatives.

Alternative 1 (Select tree removal):

Rather than removing all the trees within each identified area, only the individual trees that are currently penetrating and within ten feet of penetrating the 34:1 Part 77 Approach Surface, and the LPV Final Approach Surfaces will be cleared. It is anticipated that the select tree removal will impact property on ten different parcels, including one parcel owned by the Warren County Development Authority and two owned by the County. Trees will be removed in their entirety with the root ball intact. Soil will be scraped off the root ball and remain in place. It is proposed that the felled trees will either be burned on site or removed by the contractor at the discretion of the property owner and in accordance with local burn regulations.

Alternative 2 (Top or trim selected trees):

This alternative would be a variation of the selected tree removal described above. However, in this alternative the identified trees will be topped or trimmed, instead of removed from the root ball.

Alternative 3 (Clear individual penetrations to the LPV Final Approach Surfaces):

For this alternative, only the identified penetrations to the LPV Final Approach Surfaces would be removed. These selected obstructions have been identified as 10 individual trees that penetrate the LPV Final Approach and corresponding missed approach surface. These trees are located on five differing parcels so agreements with property owners would be necessary prior to removal. Like in the preferred alternative the trees will be removed in their entirety and soil will be removed from the root ball and left in place. The felled trees will be burned on site only with the approval of the property owner and in accordance with local regulations.

5. Provide rationale for why other reasonable alternatives were removed from consideration.

After consideration of the alternatives described previously, it was determined that Alternatives 1, 2, and 3 did not meet the purpose and need and were not carried forward in this EA.

Alternative 1 (Select tree removal):

This alternative would clear all the existing penetrations to the LPV Final Approach Surfaces and the Federal 34:1 Part 77 Approach Surface that were identified during the aerial AGIS survey and possibly reduce the amount of total clearing. However, prior to completion of a ground survey, it could not be determined how much of a reduction in overall tree clearing would occur with the selection of this alternative.

As a part of this alternative, agreements would need to be obtained from the same amount of property owners for tree clearing, as in the preferred alternative. Additionally, this alternative would result in repeated or frequent clearing efforts as the remaining trees continue to grow and must be individually removed in future clearing efforts.

Since this alternative does not provide a long-term solution to maintain the approaches, as well as does not provide benefits from either an economic or environmental perspective it was removed from further consideration.

Alternative 2 (Top or trim selected trees):

Like Alternative 1, it is possible that this alternative would reduce the number of trees impacted. However, that could not be confirmed without a completed ground survey. In this alternative the individual tree penetrations would only be topped or trimmed at a height not to exceed the surface elevation. While this alternative could result in less environmental impacts in the short-term, overall, it would require ongoing maintenance as the trees continued to grow. Additionally, this alternative could create viewshed impacts as the trees after being topped would not be aesthetically appealing for adjacent property owners. Therefore, Alternative 2 was not considered further.

Alternative 3 (Clear individual penetrations to the LPV Final Approach Surfaces):

The FAA has been pursuing the cancellation of instrument approaches where obstructions have been identified within the LPV Final Approach Surfaces and there is no mitigation efforts on the part of the Airport Sponsor. Therefore, this alternative proposes to remove only the penetrations to the surface described above. It is anticipated that this alternative would reduce the tree clearing from 20 individual trees and an approximated ten acres overall to a total of 10 individual trees.

However, like both Alternatives 1 and 2, this alternative would require a ground survey to identify these individual trees in the field prior to removal, as well as require ongoing maintenance of groupings of trees that will continue to grow below the sloping safety surfaces. Lastly, this alternative does not clear the Federal Part 77 Approach Surface, which creates a safety hazard for aircraft and pilots utilizing the runway.

Therefore, even though this alternative would greatly reduce the amount of tree clearing initially, thereby providing both economic and environmental benefits, it would not provide a long-term solution and it could be removed from further consideration.

(A) Air Quality

Factors to consider: (1) Impacts from aircraft, ground vehicle, and equipment emissions (2) Project location with respect to NAAQS attainment/maintenance/non-attainment areas. (3) Modeling requirements

Note: Impacts should be discussed for any action involving outside construction.

Resources:

(1) FAA 5050.4B Desk Reference air quality section:

http://www.faa.gov/airports/environmental/environmental_desk_ref/media/desk-ref-chap1.pdf

(2) EPA Greenbook: <http://www3.epa.gov/airquality/greenbook/>

Since the preferred alternative includes obstruction removal only, it is not anticipated to increase aircraft operations, ground vehicle, and equipment emissions at the Airport, nor is it expected to increase vehicle traffic accessing the Airport. Additionally, no changes to existing airport infrastructure that would support increased aircraft operations are proposed with the project.

However, during obstruction removal, emissions from construction vehicles and other necessary work equipment may increase within the project boundaries temporarily. But due to the size of the project area, the anticipated duration of the project (15 days), and that Warren County is in an attainment area for the NAAQS criteria pollutants this temporary increase is expected to be negligible.

It is anticipated that the removed trees and brush may be burned on site with the owner's permission and in accordance with local laws and regulations within Warren County. Therefore, during these activities, local air quality could be impacted. However, this will be a short-term impact and can be considered negligible for the long term.

Additionally, since RNC had approximately 25,910* aircraft operations over the course of a 12-month period ending on August 13th, 2020, it is well below the threshold that would require any further air quality analysis. This threshold is 180,000 GA/air taxi operations per the FAA Air Quality Handbook. In conclusion, this proposed action will not impact air quality at or adjacent to the Airport.

*Reported by Airport Master Records for 12-month period ending August 2020.

(B) Biological Resources

Factors to consider: (1) Impacts to federal and state-listed species (2) Impacts to non-listed species and migratory birds (3) Impacts to habitat

Note: Impacts should be discussed for any action involving terrain/vegetation disturbance.

Resources:

- (1) USFWS IPAC: <http://ecos.fws.gov/ipac/>
- (2) KY state list <http://naturepreserves.ky.gov/pubs/Pages/cntyreport.aspx>
- (3) NC state list <http://www.ncnhp.org/>
- (4) TN state list: http://environment-online.state.tn.us:8080/pls/enf_reports/f?p=9014:3:25305085995908:::

To determine the likelihood of the preferred alternative resulting in impacts to biological resources, an analysis of the Information for Planning and Consultation's (IPAC) online database was completed. This was conducted to identify any federally threatened or endangered species, critical habitat, or migratory birds known to occur within the project area or directly adjacent to the project boundaries. The results of this online analysis are discussed in the following paragraph:

A species list that was generated using the IPAC database, identified a total of five endangered, threatened, or candidate species that should be considered in an affects analysis for the project. These species include three mammals; the gray bat, endangered; the Indiana bat, endangered; and the northern long-eared bat, threatened; one clam; the Cumberland pigtoe, endangered; and one flowering plant; white fringeless orchid, threatened. There were no critical habitats identified.

Habitat within the project area consists of manicured grass on Airport property and agricultural, pastureland, and mature forest containing trees greater than 20 feet tall and having a diameter at breast height (dbh) greater than five inches off Airport property.

After review of the species list, the project plan itself, and taking into consideration the physical characteristics of the project area, an affects analysis was derived for the five species identified. This affects analysis is listed below in the following paragraphs.

Mammals:

It is our opinion that since the project will include tree removal in a mature forested area that this proposed action **May Affect-Not Likely to Adversely Affect** the gray bat, Indiana bat, and the northern long-eared bat, as similar habitat is prevalent adjacent to the obstruction removal site.

Clams:

Regarding the endangered Cumberland pigtoe, it is our opinion that there will be no long-term impacts as a result of the proposed action since the endangered clam's habitat will not be disturbed. It is also our opinion that short term impacts to this species can be minimized

or avoided altogether with the use of Best Management Practices (BMPs), and the installation of erosion control devices to reduce sediment runoff during the obstruction removal project. Additionally, an erosion control plan will be included with the plan set that will be adhered to by the contractor during the construction phase. As such, we have determined that the proposed action **May Affect-Not Likely to Adversely Affect** the Cumberland pigtoe.

Flowering Plants:

Lastly, we anticipate a determination of **May Affect-Not Likely to Adversely Affect** for the white fringeless orchid as this species habitat includes wet, acid seep areas at the heads of streams and/or on sloped ground that is kept wet by groundwater seepage. The obstruction removal will take place in a mature forested area and stay away from nearby water resources

With the completion of the affects analysis for the identified species, a determination letter and project proposal were then submitted to the United States Fish and Wildlife Service (USFWS) for review and comment. After review, the USFWS's Tennessee Ecological Services Field Office responded that, "Based on the site location, scope of the project, and conservation measures that are proposed, we believe the project plan adequately addresses potential direct, indirect, and cumulative effects to federally listed species and their habitats. The Fish and Wildlife Service concurs with your determination that this project is not likely to adversely affect the above-listed species and concludes that the requirements of the Endangered Species Act (the Act) of 1973, as amended, are fulfilled for this project."

Likewise, a determination letter and project proposal were submitted to the Tennessee Wildlife Resources Agency (TWRA) for review and comment. After their review, a TWRA representative responded that, "The state and federally Endangered Barrens Topminnow has been documented approximately 0.4 miles upstream from the closest location of obstruction removal activities that are adjacent to Willow Branch, we assume that the vegetated buffer would be 60 feet from the top-of-bank. It is our understanding that obstruction removal activities would not include in-stream activities. We request that strict adherence to best management practices to address erosion and sediment be implemented in obstruction removal areas adjacent to Willow Branch. We also request that if it is necessary to work in the vegetated buffer areas, that the work be prohibited during the period of May 15th through June 15th, the spawning period for this fish, to minimize potential adverse impacts to this state listed species under our authority due to the proposed project."

As such, it is proposed that during clearing efforts a vegetated buffer will remain, in order to ensure Willow Branch is not impacted. If work must occur within the buffer, it will not take place during the identified spawning period for the Barrens Topminnow. An erosion control plan will be included with the design plans that will identify areas where erosion and sediment control devices will be installed during the construction phase to avoid runoff into nearby water resources. The erosion control plan will be enforced during obstruction removal activities.

Lastly, Best Management Practices (BMPs) will be outlined within the project plans and specifications that must be adhered to during all construction activities.

A project sketch has been included in Appendix A and all correspondence with the agencies listed above has been included in Appendix B of this document.

(C) Climate

Factors to consider: (1) Impacts from Greenhouse Gases (GHGs) from aircraft, ground vehicles, or other sources (2) Qualitative analysis should be used unless air quality modeling was used in part of Section III (A) Air Quality

Resources: (none)

Since this project is being pursued to maintain the quality of the Runway 23 approach and it is not anticipated to increase aircraft or ground vehicle operations, it is a reasonable determination that this proposed action will not create an increase in Greenhouse Gases (GHGs) over the long term.

During the construction period, a temporary increase may occur due to emissions from construction vehicles, and other work equipment. However, when taking into consideration the size of the project and length of the construction phase, any increase is expected to have a negligible impact on climate.

(D) Coastal Resources

Factors to consider: (1) Impacts to Coastal Barrier Resources and Coastal Zone Management (CAMA) (2) Need for Federal Consistency Review

Note: This section is only applicable to the 20 coastal counties in NC

Resources:

(1) USFWS coastal barrier mapper <http://www.fws.gov/cbra/Maps/Mapper.html>

There will be no impacts to Coastal Barrier Resources, as this project will not occur within one of the 20 coastal counties identified in the Coastal Area Management Act.

(E) DOT Section 4(f)

Factors to consider: (1) Impacts to parks, national forest, wildlife refuge, or other recreational areas (2) Impacts to Section 106 resources (3) Constructive use impacts from noise (4) Impacts to Section 6(f) Lands

Resources: (none)

There are no parks, national forests, wildlife refuges, other recreational areas, or property that was purchased or improved using Section 6(f) funding within the project area.

This project will occur on existing airport and privately owned property where agreements are in place between the Airport Sponsor and the landowner prior to any removal.

Regarding Section 106 resources, a project proposal was submitted to the Tennessee Historical Commission (THC) for their review, to which they responded that there are no National Register of Historic Places listed or eligible Historic Properties exist within the undertaking's area of potential effects. Correspondence with the THC can be found in Appendix B.

Lastly, since this project is not expected to increase aircraft operations beyond that of a negligible amount, it is not anticipated that this obstruction removal project will not cause an increase to existing noise levels within the Airport area.

(F) Farmland

Factors to consider: (1) Impacts to farmlands considered to be prime, unique, or statewide and locally important (2) Farmlands include pasturelands, croplands, and forest (even if zoned for development)

Note: In certain cases, airport owned land may be considered farmland.

Resources:

(1) NRCS/USDA AD 1006 Form:

http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/stelprdb1045394.pdf

The physical characteristics of the project area consists of manicured grass on airport property and agricultural, pastureland, and mature forest containing trees greater than 20 feet tall and having a diameter at breast height (dbh) greater than five inches off airport property. Due to the nature of the project, it is not anticipated that the proposed action will create impacts to farmlands that are considered to be prime, unique, or of statewide or local importance. If anything, this action could create more agricultural property for the affected property owners since trees will be cleared in a mature forested area adjacent to land that has previously been cleared either for agricultural and/or pasturing activities.

At the onset of this project, soil maps from an online database maintained by the United States Department of Agriculture Natural Resources Conservation Service (USDA/NRCS) were analyzed and it was determined that two of the soil types identified within the obstruction removal area are classified as prime farmland. These soil types are Huntington silt loam and Mountview silt loam. Approximately 1.4 acres of tree removal will take place in areas considered prime farmland. Additionally, five individual trees will be removed in areas considered prime farmland. Therefore, tree removal activities will consist of felling the tree and removing it in its entirety, including the root ball. The productive soils will be scraped off the root ball to remain on site and the area will be graded upon completion of the project area. Therefore, this action is not anticipated to result in impacts to prime farmland.

However, the project proposal was still coordinated with the local USDA field service office and after review they stated that, "This project is exempt from the Farmland Protection Policy Act (FPPA) because no prime farmland is being converted."

Based on this information, it is not anticipated that there would be any impacts to farmland as a result of this action. Coordination with the USDA/NRCS has been included with Appendix B.

(G) Hazardous Materials, Solid Waste, and Pollution Prevention

Factors to consider: (1) Impacts or removal of hazardous materials/waste from existing sites or facilities (2) Use of hazardous materials for new construction (3) Impacts to solid waste facilities from construction and post-construction activities (4) Use of pollution prevention activities, plans, programs, or policies

Resources:

- (1) EPA Superfund site search: <http://cumulis.epa.gov/supercpad/cursites/srchsites.cfm>
- (2) EPA hazardous waste cleanup sites: <http://www.epa.gov/cleanups/cleanups-my-community>
- (3) EPA solid waste generation: <http://www3.epa.gov/epawaste/conserva/imr/cdm/pubs/cd-meas.pdf>

The proposed project consists of obstruction removal. There will not be any impacts to hazardous materials/waste from existing sites or facilities as the proposed action will take place on Airport property and adjacent private property where no hazardous waste exists. The Environmental Protection Agency's (EPA) online database was used to determine if any Superfund, hazardous waste cleanup sites, or solid waste generating sites were located within the vicinity of the project boundaries. The results of this analysis are given in the following paragraphs.

The Arnold Engineering Development Center in Manchester, TN. is listed as an active site in the EPA's Superfund Enterprise Management System Database. However, it has been removed from the National Priorities List (NPL) and is listed as meeting the criteria for Human Exposure Under Control. The year of removal from the NPL is not listed. The Arnold Engineering Development Center is located approximately 33 miles southwest of the Airport and project area.

Regarding hazardous waste cleanup sites, the nearest to the project area was identified as the Carrier Corporation located in Morrison, TN. Approximately 11 miles southwest of the Airport and project area. No other information about this site could be obtained from the database.

Additionally, there will be no hazardous materials used during tree removal activities and no solid waste generated as a result of this action or from post-construction activities.

Lastly, a pollution prevention plan will be implemented prior to obstruction removal activities and will be part of the National Pollutant Discharge Elimination System (NPDES) Stormwater Construction Permit. This permit is necessary for any construction sites involving clearing, grading, or excavation in an area of disturbance of one or more acres. This permit will be obtained from the Tennessee Department of Environment & Conservation (TDEC).

(H) Historical, Architectural, Archeological, and Cultural Resources

Factors to consider: (1) Impacts to above and below ground resources (2) Indirect impacts from light emissions, vibration, and noise (3) Impacts to viewshed from construction or removal of buildings, trees, and other objects

Note: Obtain FAA/SBG concurrence before completing any of the following: (1) Initiating formal Section 106 proceedings (2) Coordinating the APE or determination of effects (3) Consulting with THPOs

Note: “Previously disturbed” terrain does not necessarily exclude the action from Section 106

Resources:

(1) NPS NRHP database: <http://www.nps.gov/nr/research/>

(2) NC GIS historic sites: <http://gis.ncdcr.gov/hpoweb/>

Note: These databases do not feature all known or potential sites.

The Tennessee Historical Commission’s online viewer was utilized to identify if any historical, architectural, archeological, or cultural resources are located within the project area. This search resulted in the identification of one resource, the Smith House, a structure of plain/traditional architecture that was constructed in 1898. However, this resource is located on Route 2 in McMinnville, TN. and is approximately one mile from the center point of the project boundaries.

As such, it is not anticipated that the obstruction removal activities will create impacts to the Smith House, as it is well removed from the project site. Nor is it anticipated that this proposed action would create indirect impacts from light emissions, vibration, and noise in the long-term. Short-term impacts may include additional noise in the vicinity of the project site from construction equipment, but due to the size of the project this possible increase is expected to be negligible.

Additionally, while this proposed action includes tree removal and will alter the viewshed within the project boundaries, it was determined that the project area is not visible from the Smith House and therefore tree removal activities will not alter the integrity of the resource as a result of viewshed impacts.

In order to ensure that appropriate protocol pertaining to Section 106 compliance was followed, a project proposal was submitted to the Tennessee Historical Commission (THC) with the intent of their review and comment.

After a review, they stated that, "After considering the documentation submitted, it is our opinion that there are no National Register of Historic Places listed or eligible properties affected by this undertaking's area of potential. We have made this determination because either: no National Register listed or eligible Historic Properties exist within the undertaking's area of potential effects, the specific location, size, scope and/or nature of the undertaking and its area of potential effects precluded affects to Historic Properties, the undertaking will not alter any characteristics of an identified eligible or listed Historic Property's location, setting, or use. We have no objections to your proceeding with your undertaking."

A map showing the location of the Smith House in relation to the project area has been included in Appendix A and all coordination with the THC has been included in Appendix B.

(I) Land Use

Factors to consider: (1) Impacts to existing and/or planned land uses or zoning (2) Compatibility with airport design standards such as RPZs (3) Consistency with local public agencies (4) Creation of wildlife attractants

Resources: (none)

The city of McMinnville has established an Airport Zoning Resolution in order to regulate the use of property within the vicinity of the Airport, as well as to restrict structures and natural objects of a height that would be detrimental to its airspace.

Since this project is being pursued to eliminate obstructions that have been identified to the Runway 23 approach, both on and adjacent to Airport property, but within the established zoning boundaries, it is consistent with the goals of local public agencies.

Additionally, this action will not create impacts to existing and/or planned land uses or zoning. In fact, it will eliminate existing impacts to the established zoning boundaries with the removal of obstructions to the Runway 23 approach.

With respect to the Runway 23 safety surfaces after tree clearing, this proposed action will neither positively or negatively impact land uses as none of the obstruction removal areas are located within the existing or relocated runway object free area or the runway safety area. However, a small section of trees (approximately 1,250 sqft.) in Area 6 falls within the relocated runway protection zone (RPZ), but it will require a ground survey to determine to what benefit if any the tree removal will have to the relocated RPZ.

Lastly, since this project involves the removal of trees there is the possibility that this project could create more available farmland, which could be considered a wildlife attractant. However, the tree removal location is well removed from the Airport's aircraft movement areas. It is located on private property that is already being used for agricultural activities. Therefore, while this could possibly create additional agricultural acreage, it is a negligible amount in an area that will not create wildlife hazards to the Airport's airside areas.

(J) Natural Resources and Energy Supply

Factors to consider: (1) Impacts on fuel, electricity, gas, water, wood, asphalt, aggregate, and other construction material supplies (2) Impacts from construction as well as post-construction and maintenance activities

Resources: (none)

This project is being pursued to eliminate safety hazards to the Airport's airspace. It will not change energy requirements as it will not alter aircraft or vehicle traffic patterns. The project itself will not create impacts on fuel, electricity, gas, water, wood, asphalt, aggregate, or any other construction materials during obstruction removal, nor will it increase the need of any of these materials post construction.

(K) Noise and Compatible Land Use

Factors to consider: (1) Impacts to non-compatible land uses and local land use standards (2) Changes in operational activity, fleet mix, flight tracks, or engine runups (3) Modeling requirements

Note: Effective 5/29/15 all modeling must be completed with AEDT. See FRN:

<https://www.federalregister.gov/articles/2015/05/15/2015-11803/noise-fuel-burn-and-emissions-modeling-using-the-aviation-environmental-design-tool-version-2b>

Resources:

(1) FAA 5050.4B Desk Reference noise section:

http://www.faa.gov/airports/environmental/environmental_desk_ref/media/desk-ref-chap17.pdf

(2) FAA noise/land use compatibility chart: http://www.ecfr.gov/cgi-bin/text-idx?SID=1ae7ac2b63580049ff71cc00a57ce7fa&mc=true&node=ap14.3.150_135.a&rgn=div9

This proposed action will not create impacts to any non-compatible land uses or locally established land use standards. As described in Section I, the City of McMinnville has implemented airport zoning regulations and restrictions and this project will eliminate current violations.

Typical airport actions that could cause noise impacts that then in turn would require noise analysis/modeling include new or extended runways and taxiways, substantial construction, or demolition activities, new or revised approach or departure profiles, or installation of new navigational aids (NAVAIDs). Since this proposed action is being pursued to maintain the quality of the Runway 23 approach, as well as to eliminate existing safety issues, the project will not create any changes in operational activity, fleet mix, flight tracks, or engine runups. However, going forward, following the completion of the obstruction removal, the approach profile will be revised based on the relocated threshold. Therefore, noise analysis will need to be completed, and noise impacts should be evaluated for the property owners within the identified twelve removal areas.

The following paragraphs describe the noise analysis that was performed within each of the twelve identified obstruction removal areas:

Areas 1, 2, 3, 4, 5, 8, 10, 11, 12:

In these areas, obstruction removal will consist of individual trees. Therefore, it is not anticipated that the removal of an individual tree/or trees would change existing noise levels within the area.

Noise impacts were evaluated in Areas 6, 7, and 9 where the preferred alternative proposes to clear 0.8 acres, 5.2 acres, and 1.9 acres, respectively.

Area 6:

Obstruction removal in this area will include approximately 0.8 acres of trees. While the parcel where the trees will be removed is a vacant lot that is owned by Warren County, the adjacent parcel has been developed as a single-family residence. This parcel includes the residence itself and several outbuildings. The tree removal will occur approximately 200 feet northeast of the residence, and 1,200 feet removed from the Airport runway.

While the FAA does not provide specific guidance on noise reduction provided by trees, it is believed that when aircraft are airborne and sufficiently high above the ground, trees and vegetation provide no noise reduction, unless the area is dense enough that it breaks the line of sight from the listener to the aircraft.* Since the residence is located between the Airport and the tree removal area, it is not anticipated that the removal of 0.8 acres of trees behind the residence would increase existing noise levels for the property owner.

Area 7:

Obstruction removal in this area will include approximately 5.2 acres of trees on an undeveloped parcel that is owned by the Warren County Development Corporation. When viewing this area on satellite imagery, it does appear that these trees could possibly be creating a noise buffer between the Airport runway and the residence that it backs up to. However, this residence is located on Glen Valley Drive approximately 2,600 feet removed from the Runway 23 end and 70 feet below the Federal 34:1 approach surface. Taking into consideration how far away from the runway end this residence is situated, its distance below the surface, and the type, size, and location of the trees proposed for removal, it is not anticipated that this proposed action will result in an increase of aircraft noise within this area. Additionally, in preliminary discussion with the property owners they have requested that trees be replanted that are lower growing to create a vegetative buffer.

*This information comes from FAA Advisory Circular (AC) 150/5320-14 *Airport Landscaping for Noise Control Purposes*, which has been cancelled.

Area 9:

Obstruction removal in this area will include approximately 1.9 acres in a rural setting removed approximately 400 feet from the nearest residence. This tree clearing area is well removed from Airport property (3,000 feet from the Runway 23 end) and approximately 75 feet below the elevation of the Federal 34:1 Part 77 Approach Surface. Taking these two things into consideration, along with the type of tree and density of the tree removal area, it is not anticipated that the removal will negatively impact existing noise levels for the scattered single-family residences nearby.

Lastly, noise impacts during obstruction removal activities were considered since it is possible that noise levels within the vicinity of the Airport could increase during the construction phase. However, due to the location, size, and anticipated timeframe of the project this increase is minimal and will not create an impact.

It should also be noted that the relocation of the Runway 23 threshold is being completed in a separate project that will require additional environmental analysis. As such, further noise analysis/modeling could be completed as a part of that action as the additional take off length will necessitate a revised approach procedure.

(L) Socioeconomics, Environmental Justice, Children's Environmental Health and Safety Risks

Factors to consider: (1) Impacts from property acquisition and/or relocation of displaced persons/businesses (2) Impacts to population, economic activity, employment, income, public services, transportation networks, and planned development (3) Impacts to minority and low-income populations (4) Impacts to children

Resources:

- (1) Census Bureau fact finder: <http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>
- (2) Bureau of Economic Analysis: <http://www.bea.gov/>
- (3) EPA EJ Screen: <http://ejscreen.epa.gov/mapper/>

Socioeconomics relates to how the proposed action could impact elements of the human environment such as housing, public services, employment, population, transportation networks, and planned development.

The obstruction removal project would not necessitate the need to acquire property or avigation/clearing easements, nor would it involve the relocation of any persons/businesses. However, since the work associated with the obstruction removal will require clearing in areas off-airport property, agreements will be obtained from all property owners prior to any removal. As of the date of this document, each of the property owners have been notified with a formal letter describing the nature and purpose of the project. Additionally, a questionnaire was included to solicit property owner's feedback.

No issues are anticipated with obtaining permission to clear the identified tree obstructions during preliminary discussions with the property owners. Prior to the construction phase, a signed contract will be requested from each of the affected property owners that states their acceptance of the removal of the trees on their property. No clearing or avigation easements will be requested.

Due to the size, nature, and rural setting of the proposed action, it will not change the existing population or cause a decrease to local economic activity, employment, or income. It will not create impacts for any public services such as transportation, financial assistance, or schools, nor will it impact local transportation networks, or future development.

Regarding environmental justice and children's environmental health and safety risks, this EA must consider whether the proposed action would create an adverse impact to a disproportionately high percentage of minority and/or low-income populations, as well as present a disproportionate risk to the health and safety of children.

Therefore, at the onset of the proposed action, an analysis of the project area was performed using the Environmental Protection Agency's online Environmental Justice Screening and Mapping Tool. Property information was obtained from various sources to gather additional information of the impacted property owners. The following paragraphs discuss the results of the analysis:

Minority population statistics were obtained from the EPA EJ Screening and Mapping Tool that shows that out of a total population of 257 people in the project area, only 13 people reported as a minority. Regarding low-income population within the project area, the EPA EJ Screening and Mapping Tool depicted that out of a total population of 79 households, a percentage of only 9 households were estimated to have a household income base below \$15,000 annually. Going further, real estate assessment data was obtained for each of the parcels where tree removal will occur. This analysis is described in the following paragraphs:

Area 1:

Two individual trees in this area have been identified for removal. These trees are located within the fence line that is separating the parcel from Airport owned property. This parcel is located at 241 Airport Road and is owned by Scottie Keel. The property has been assessed in 2020 as having a total market value of \$316,800.00.

Areas 2, 3, and 4:

Four individual trees have been identified for removal in these areas that are in the back and side yard of a developed single family residential lot. This parcel is located at 369 Airport Road and is owned by Villa Mitchell. This property has been assessed in 2020 as having a total market value of \$67,500.00.

Area 5:

Three trees have been identified for removal in this area that are located in the front and side yard of a parcel that has been developed as single-family residential. It includes the residence and several outbuildings. This property is located at 316 Airport Road and is owned by Edward Mitchell and has been assessed in 2020 as having a total market value of \$163,300.00.

Area 6:

Approximately 0.8 acres of trees have been identified for removal on this parcel. It is an undeveloped parcel owned by Warren County and the tree removal will occur in the northeastern section of the parcel. A ground survey will be necessary to determine if some of the trees are located on Edward Mitchell's parcel that is described above. This parcel has been assessed as having a total market value of \$65,000.00.

Area 7:

Approximately 5.2 acres of trees have been identified for removal in this area that encompasses two different parcels. Most of the obstruction removal will occur on the parcel directly adjacent to State Highway 70 that is owned by the Warren County Development Corporation and has a total market value of \$84,000.00. This parcel is undeveloped, except for previous tree clearing, and is currently being used for agricultural activities. The tree removal will occur adjacent to the western property line, and along the rear of the property line that separates this parcel from the parcel that is owned by Larry Gross.

The remainder of the obstruction removal in this area will occur on the Larry Gross parcel that is located at 203 Valley Glenn Drive and has been developed for single family residential. The development on the lot includes a residence with a pool, and pool house. The tree removal will occur to the rear and west of the house. This property has been assessed as having a total market value of \$198,900.00.

Area 8:

Four trees have been identified for removal in this area that are located in the front yard of the Larry Gross residence. This parcel is the same as described in the paragraph above.

Area 9:

Several trees were identified for removal in this area (approximately 1.9 acres) on an undeveloped parcel owned by Warren County. The obstruction removal area is located near the northwest corner of the property. This parcel is predominately cleared of all trees and has been used for agricultural activities in the past. This parcel has been assessed as having a total market value of \$107,900.00.

A portion of the tree clearing in this area will occur on the adjacent parcel. This parcel is owned by Jack Winn and is developed with a single-family residence, outbuilding, and agricultural land. The obstruction removal area is located in the southwestern corner of this parcel and approximately 1,000 feet from the residence. This parcel has been assessed as having a total market value of \$320,600.00.

Area 10:

One individual tree has been identified for removal in this area that is also located on the Jack Winn parcel described above. This tree is located southwest of the residence in a wooded area.

Area 11

Five trees in this area were identified for removal that are located on a parcel owned by Julie Droese. The obstruction removal will occur in the southwest section of the property behind the existing residence. This parcel has been assessed as having a fair market value of \$158,000.00.

Area 12

One individual tree in this area will be removed that is located at 65 Love Road on a parcel owned by Randall Roller. This property has been developed with a single-family residence and a detached garage. The tree to be removed is in the southwest corner of the parcel and approximately 350 feet from the house.

In summary, a review of the proposed project area shows no specific concentrations of minority or low-income populations. Additionally, a review of land uses shows no commercial facilities for the elderly (retirement or nursing homes). Existing land uses will not be altered or impacted as a result of the proposed action.

Lastly, it is not anticipated that the obstruction removal project will impact the health and safety of children, as the obstruction removal areas are located in a rural area with scattered single-family homes. There are no properties that operate as schools, day cares, or public use recreational facilities within the project area. Nor, will this proposed action impact air quality.

(M) Visual Effects (including light emissions)

Factors to consider: (1) Impacts to residential areas, Section 106 resources, Section 4(f) properties, protected coastal areas and rivers, scenic roads/byways, scenic trails, and sensitive wildlife species (2) Impacts from new construction or modification (3) Impacts from object removal (e.g. trees, buildings, etc.)

Resources: (none)

Since the proposed obstruction removal will include 20 individual trees, as well as approximately eight acres of tree clearing, this action has the potential to create visual impacts for adjacent or nearby residences. However, the majority of tree clearing areas involve the removal of individual trees only, and after analysis of aerial imagery and site visits by the project manager, it is anticipated that light emissions will not increase as a result of the individual tree removal. For the three areas where clear cutting of trees has been proposed, Areas 6, 7, and 9, it has been determined that due to the location of the tree removal in relation to any nearby residences, and the proximity of the Airport, it is not anticipated that the clear cutting of these trees will create visual impacts for the property owners within the proximity of the project area. Additionally, in Area 6, lower growing trees are proposed to be planted along the west property line and State Highway 70 at the property owner's request.

As discussed in an earlier section there were no identified Section 106 resources within viewshed of the clearing areas. Likewise, there are no Section 4(f) properties, coastal areas and rivers, scenic roads/byways and trails that will be impacted by the proposed action.

Lastly, the preferred alternative does not introduce any new airport lighting so therefore it will not create visual impacts as a result of new light emissions.

(N) Water Resources

Factors to consider: (1) Impacts to floodplains, wetlands, surface waters, groundwater, and wild and scenic rivers (2) Impacts to jurisdictional and non-jurisdictional wetlands (3) Impacts from increased stormwater runoff (4) Changes in hydrologic patterns (5) Impacts to ground water recharge capability and drinking water supplies (6) Impacts from sedimentation, petroleum/chemical/hazmat spills, or other factors causing water quality degradation (6) Impacts to NRI listed rivers, river segments, or study rivers

Resources:

- (1) FEMA Flood Map Service Center: <https://msc.fema.gov/portal>
- (2) USGS National Map: <http://viewer.nationalmap.gov/viewer/>
- (3) USFWS National Wetland Inventory: <http://www.fws.gov/wetlands/Data/Mapper.html>
Note: The NWI is not considered an official wetland delineation.
- (4) NPS National River Inventory: <http://www.nps.gov/nrcr/programs/rtca/nri/index.html>
- (5) National Wild and Scenic River's website <http://www.rivers.gov/map.php>

At the onset of this project, impacts to water resources were considered. These water resources included floodplains, wetlands, surface waters, groundwater, and wild and scenic rivers. Each will be described in relation to the preferred alternative in the following paragraphs.

Floodplains:

Federal Emergency Management Agency (FEMA) floodplain maps were analyzed to determine that none of the project boundaries fall within identified floodplain areas. The nearest floodplains are located approximately one mile southeast of the project area. As such there will be no impacts to floodplains. A FEMA map of the Airport and surrounding vicinity has been included in Appendix A.

Wetlands:

The USFWS provides an online database of the National Wetlands Inventory (NWI). This database was analyzed to determine if the project boundaries would impact any previously mapped wetlands. After a review of the NWI map it was determined that clearing areas were outside of identified wetland areas. However, clearing areas depicted as Area 7 and Area 9 on the project sketch fall close to potentially jurisdictional wetlands. As such, a buffer area will be established around the wetland areas. It is not anticipated that tree clearing will be necessary in the wetland areas. However, if individual trees are identified to be cleared within the buffer area the stumps will remain in place to minimize erosion. Additionally, no burning of vegetation will be allowed in the buffer area and work will only be allowed during dry conditions.

Coordination was initiated with the United States Army Corps of Engineers (USACE). After their review of the proposed project, they responded that permits would not be necessary as a result of this project as no fill will be placed in any Waters of the US. A map depicting the identified wetlands within the vicinity of the obstruction removal areas has been included in Appendix A. Coordination with the USACE has been included in Appendix B.

Surface Waters:

Proposed clearing Areas 7 and 9 are adjacent to Willow Branch. As such a buffer area will be established to protect the stream during construction activities and in-stream activities will not be allowed. Best Management Practices (BMPs) will be outlined on the obstruction removal plans that will be adhered to by the contractor and work will be performed during dry periods.

Additionally, the project proposal was coordinated with the Tennessee Division of Water (DWR). After their review, they provided comments that stated, "From the submittal, it appears that the project will disturb more than one acre of land, which will include clearing, grading, or other similar activities, as well as staging areas. This project will require a Construction Stormwater Permit (CGP) based on the disturbance of more than one acre. The CGP will need to address the work adjacent to Willow Branch as erosion control there will be critical to avoid impacting the stream. The creation of a buffer zone may be necessary."

The TWRA also provided comment regarding surface waters adjacent to the removal areas. They stated that, "Since the presence of the Endangered species has been documented in Willow Branch, we assume that the vegetated buffer would be 60 feet from the top-of-bank. It is our understanding that obstruction removal activities would not include in-stream activities. We request that strict adherence to BMPs to address erosion and sediment be implemented in obstruction removal areas adjacent to Willow Branch. We also request that if it is necessary to work in the vegetated buffer areas, that the work be prohibited during the period of May 15th through June 15th, the spawning period for this fish, to minimize potential adverse impacts to this state listed species under our authority."

Therefore, a vegetated tree buffer will remain to minimize erosion to Willow Branch after the obstruction removal project has been completed. And if any individual trees need to be removed within the established buffer area, this work is prohibited between the period of May 15th through June 15th to protect the state listed endangered Barrens Topminnow. Lastly, all work will occur from the top of the bank as to avoid in-stream activities.

Groundwater:

It is not anticipated that groundwater will be impacted as a result of obstruction removal activities.

Wild and Scenic Rivers:

There are no Wild and Scenic Rivers within the project boundaries. Approximately 45 miles of only one river in the State of Tennessee is identified as a Wild and Scenic River. This river is the Obed River in the northeastern part of the state.

All tree removal activities will occur during dry conditions to avoid increasing stormwater runoff rates within the project boundaries. Understory vegetation will remain where possible to prevent erosion. There will be no changes to hydrologic patterns or impacts to groundwater recharge capabilities as a result of this project. Lastly, there are no National River Inventory (NRI) listed rivers, river segments, or study rivers within or nearby the project area.

(O) Cumulative Impacts

Factors to consider: (1) Impacts from “other past, present, and reasonably foreseeable future actions regardless of agency or person” (40 CFR § 1508.7) (2) Impacts on and off airport property (3) Study area varies for each environmental resource

Resources:

(1) CEQ cumulative effects:

http://energy.gov/sites/prod/files/nepapub/nepa_documents/RedDont/G-CEQ-ConsidCumulEffects.pdf

The Council on Environmental Quality (CEQ) has defined cumulative effects as “The impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.”

Recently completed projects at RNC include:

Road Closure and Airport Fence Removal:

The closure of Nashville Highway previously located adjacent to the Runway 23 end and inside the runway safety surfaces was closed for safety reasons. The existing airport fence was removed, and traffic now utilizes the new four lane highway, Highway 70S, to access the Airport.

Land Acquisition:

RNC has purchased parcels of land adjacent to Airport property that are located within the runway safety surfaces so they can maintain these areas free from obstructions that may create hazards for pilots. These include the ROW easement for the old airport access road that has been closed, a 3 acre parcel located north of the parallel taxiway that falls within the proposed Runway Object Free Area, and a 16.6 acre parcel that falls within the Runway 23 end Runway Protection Zone.

Installation of Above-Ground Fuel System:

In 2015 the EPA revised its underground storage tank (UST) regulations. Since the existing UST’s at RNC did not meet the new regulations and had also reached the end of their useful life, they were removed. This project also included the installation of two above-ground fuel tanks, so the Airport is able to provide pilots with both 100LL and Jet-A+ fuel.

Drainage Study:

The Airport sponsor has recently completed a drainage study so that going forward they could pursue improvements to the existing drainage system. This would alleviate flooding issues that have resulted in portions of the runway and taxiway pavement to be under water and unusable for periods of time each year. During the drainage study it was determined that drainage improvements would occur to the ditch north of the taxiway and include a partially submerged pipe outlet. Additionally, several drainage and inlet improvements are necessary within the Airport infield.

Since the past projects, listed above and on the previous pages, were completed in order to fulfill FAA requirements or to enhance the safety at the Airport, it isn't anticipated that cumulatively these projects would create any environmental impacts.

Reasonably foreseeable projects have been identified on the Airport's last submitted Capital Improvement Plan (CIP). These include airfield lighting replacement, pavement maintenance, airfield markings, and threshold relocation. Collectively, none of these proposed projects would create impacts above a negligible level to any nearby environmental resources, nor would they create impacts to adjacent property.

Lastly, the possibility of cumulative impacts as a result of any recent off-property development was investigated and the Airport is in a predominately rural area with some scattered residential. Therefore, it is not anticipated that there would be cumulative impacts as a result of off-property development.

(P) Permits and Certifications

List all permits and certifications required to be obtained.

A National Pollutant Discharge Elimination System (NPDES) Construction Stormwater Permit (CGP), commonly referred to as a General Construction Permit, will be necessary prior to construction of the proposed action since the tree clearing will result in an area of disturbance greater than one acre. As described in an earlier section, this CGP will address the clearing areas nearby Willow Branch and the installation of a buffer zone to avoid impacts. This permit will be obtained prior to the construction phase from TDEC. No difficulties are anticipated in obtaining it.

(Q) Mitigation

Describe mitigation required as part of the project. Include mitigation cost and when/where mitigation will occur. Do not include best management practices (BMPs).

There will be no mitigation as a result of the preferred alternative identified in this EA.

(R) Public Involvement

List agencies and organizations that reviewed the proposed action.

The following agencies have reviewed the proposed action:

The Natural Resources Conservation Service (NRCS) has reviewed the proposed action regarding impacts to farmland. It was determined that no conversion of agricultural lands (prime, unique, or farmland of local or statewide importance) will occur or be negatively impacted by the proposed action.

The State Historic Preservation Office (SHPO) has reviewed the proposed undertaking and stated that the proposed action would not impact any historic properties.

The TN Division of Water Resources reviewed the project and commented that a CGP will be necessary prior to any removal activities. Additionally, creation of a buffer adjacent to Willow Branch will be critical to avoid impacting the stream.

The Tennessee Wildlife Resources Agency reviewed the project proposal and commented that a buffer should be established adjacent to Willow Branch to avoid impacts to the state listed endangered Topminnow.

The United States Fish & Wildlife (USFWS) and stated that this project is not likely to adversely affect any federal listed endangered or threatened species.

The United States Army Corps of Engineers (USACE) has reviewed the project proposal and concluded that since there will be no dredge/fill in any identified Waters of the US no permits will be necessary to pursue the described tree clearing project.

The Tennessee Department of Transportation (TDOT) Aeronautics Division has reviewed and made comments to the Draft EA.

Lastly, the Warren County Airport Commission, along with other county and local boards and commissions, have been informed of the action and are in support of it.

This concludes all external reviewing agencies.

All coordination with the reviewing agencies has been included in Appendix B.

Discuss additional public involvement actions taken. Please include the name and date(s) of newspaper publications. Attach affidavit or tear sheet.

The Draft EA will be made available to the public for a 30-day review period. Details of its availability will be announced in the largest circulating local paper. During the 30-day period, the Draft EA will be available for public review at the Warren County Memorial Airport and the Warren County Memorial Library during normal business hours. Additionally, a digital version of the Draft EA will be available online at the official Warren County Tennessee website. The advertisement in the local paper will provide the specific website details. It will also provide details on how to submit comments or request a public hearing. After the 30-day review period, the Airport Sponsor will hold a public meeting to address any comments from the public or if requested. It is anticipated that the public meeting could be held both in person and virtually. After the public meeting, the final EA will be updated to address public concerns noted during the meeting or comments made prior to the meeting. This section of the EA will be updated as the public review period expires.

APPENDIX A

PROJECT DRAWINGS



LPV APPROACH SURFACES

AREA 10

HAUL ROUTE

AREA 9

AREA 11

AREA 12

34:1 PART 77 APPROACH SURFACE

AREA 8

HAUL ROUTE

RUNWAY PROTECTION ZONE

AREA 6

AREA 7

HAUL ROUTE

AREA 5

AREA 4

CONSTRUCTION STAGING AREA

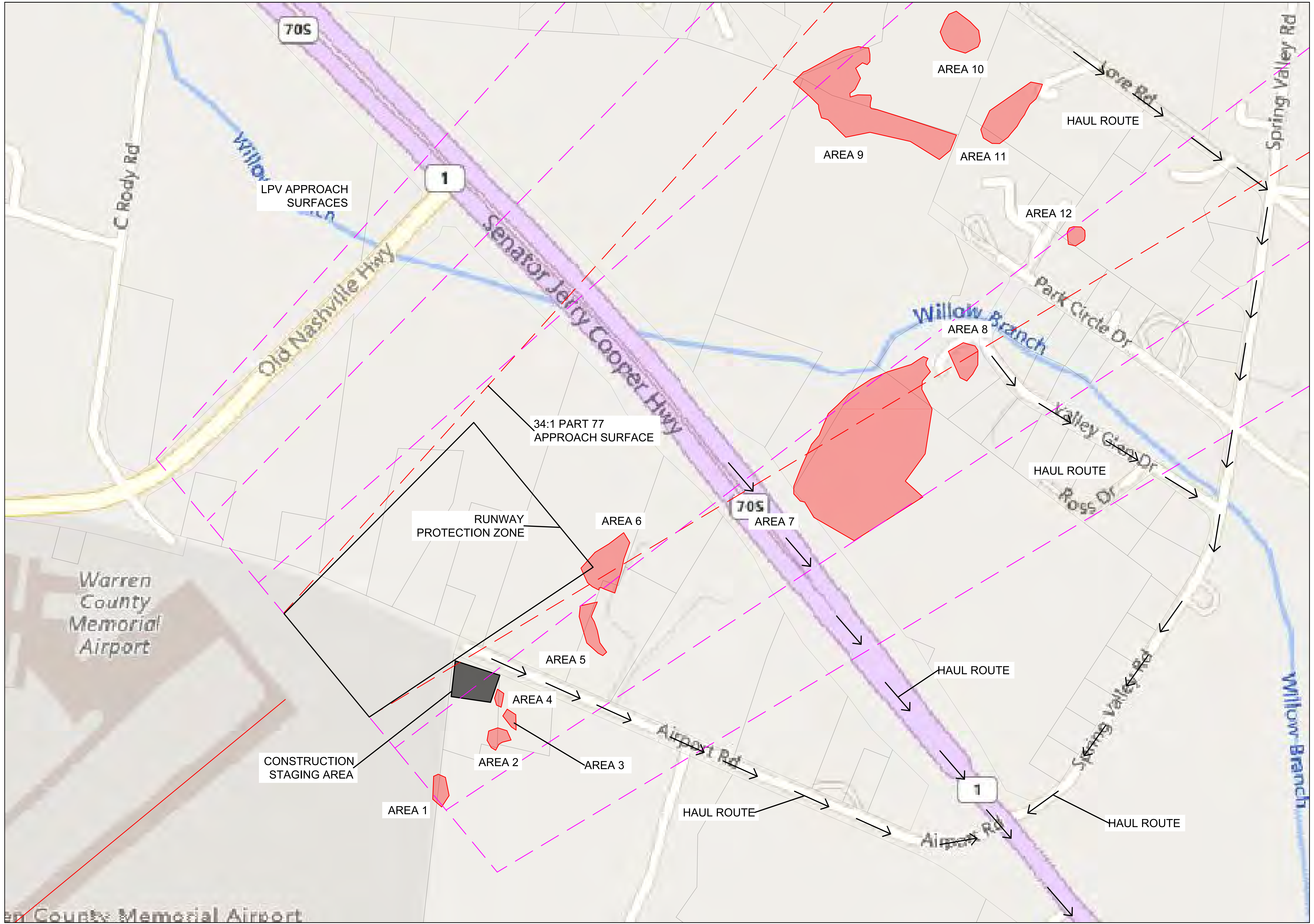
AREA 2

AREA 3





HAUL ROUTE

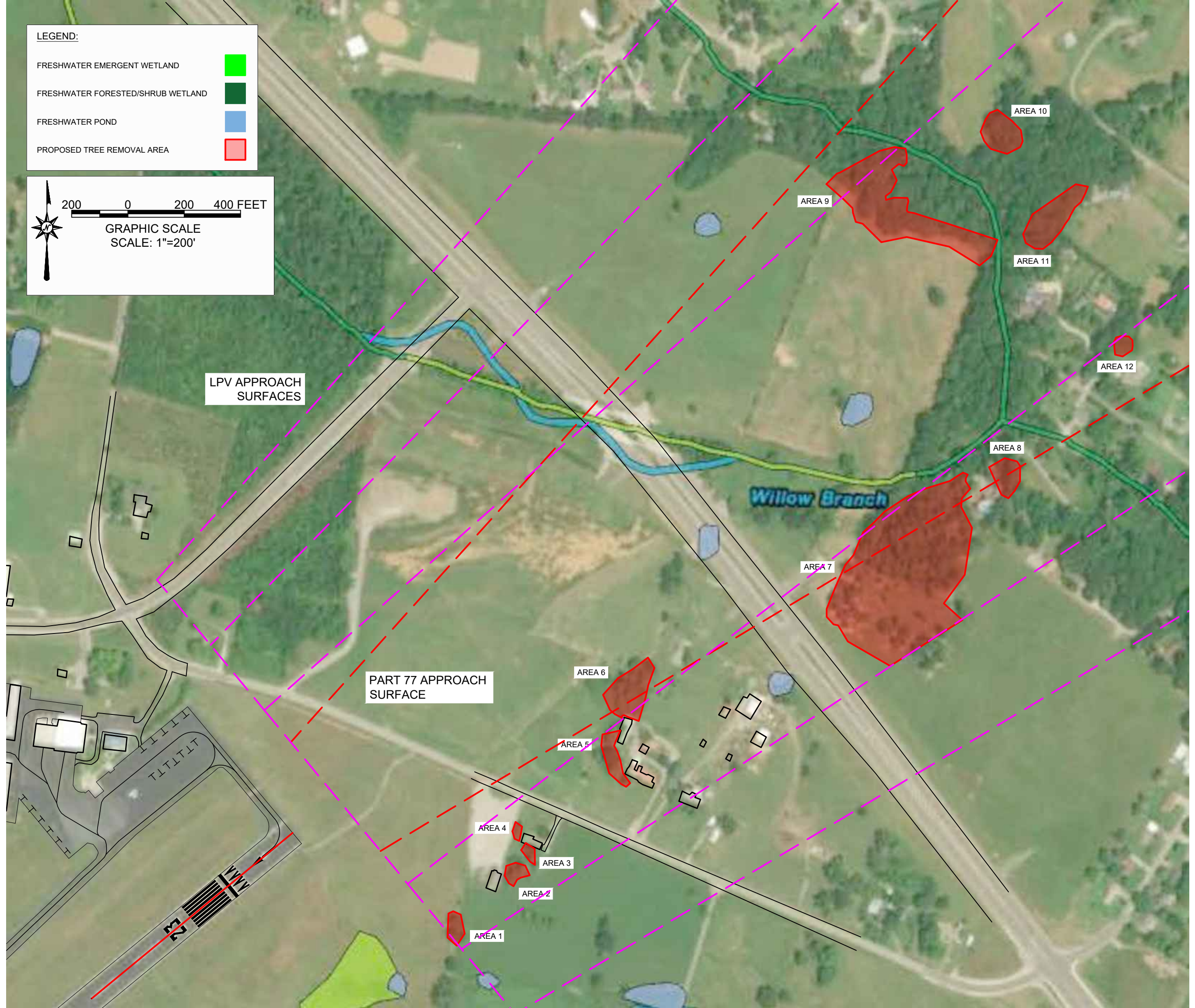
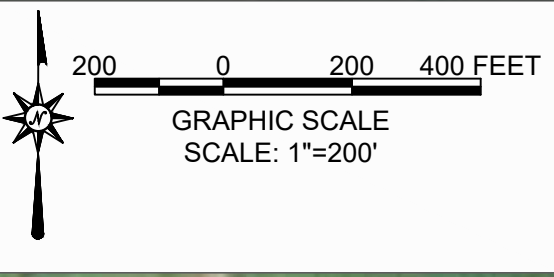
AREA 1

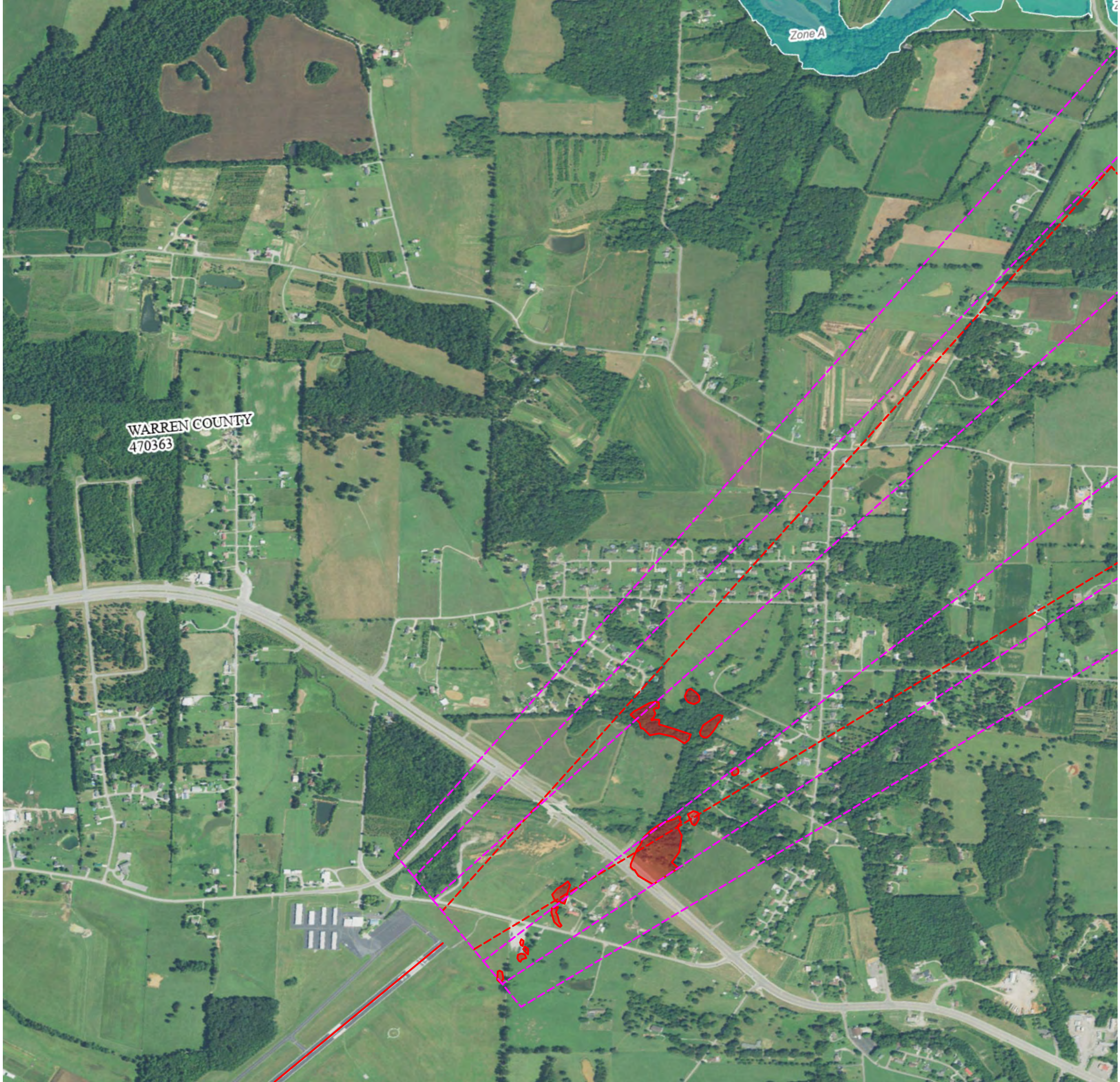
HAUL ROUTE



LEGEND:

FRESHWATER EMERGENT WETLAND	
FRESHWATER FORESTED/SHRUB WETLAND	
FRESHWATER POND	
PROPOSED TREE REMOVAL AREA	





WARREN COUNTY
470363

Zone A



HISTORICAL RESOURCES DRAWING

LEGEND:

SHPO AREA OF POTENTIAL EFFECT



IDENTIFIED SHPO RESOURCE



PROPOSED TREE REMOVAL AREA



SMITH HOUSE

LPV APPROACH SURFACES

PART 77 APPROACH SURFACE

APPENDIX B

AGENCY CORRESPONDENCE



DEPARTMENT OF THE ARMY
NASHVILLE DISTRICT, CORPS OF ENGINEERS
REGULATORY DIVISION
3701 BELL ROAD
NASHVILLE, TENNESSEE 37214

September 25, 2020

SUBJECT: LRN-2020-00906, Warren County Memorial Airport Obstruction Removal, McMinnville, Warren County, Tennessee

Stantec Consulting Services
C/o Beck Hobneck
601 Grassmere Park,
Suite 11
Nashville, TN 37211

Dear Mr. Hobneck:

We have received your application for a Department of the Army (DA) permit to remove obstructions from Runway 23 approach surfaces at Warren County Memorial Airport in McMinnville, Warren County, Tennessee. We have reviewed the information you provided to us pursuant to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899. We have determined that a DA permit is not required for your proposed work as described in your application and drawings.

Under Section 10 of the Rivers and Harbors Act of 1899, a Section 10 DA permit is required for work or structures in or affecting navigable waters of the U.S. Because Willow Branch is not a navigable water¹, a Section 10 DA permit is not required.

Under Section 404 of the Clean Water Act, a DA permit is required for the discharge of dredged or fill material (e.g., fill, excavation, or mechanized land clearing) into waters of the U.S., including wetlands and navigable waters of the U.S. Willow Branch appears to be a water of the U.S. However, because the obstruction removal does not involve a discharge of dredged or fill material, a Section 404 DA permit is not required.

¹ <http://www.lrn.usace.army.mil/Missions/Regulatory/Navigable-Waters-List/>

While a DA permit is not required, local, state, and other federal requirements may still apply. We appreciate your awareness of the U.S. Army Corps of Engineers regulatory program. If you have any questions about this letter or our regulatory program, please contact Ms. Ashley Fuentes, at (615) 390-2146 or via email at Ashley.A.Fuentes@usace.army.mil.

Sincerely,

A handwritten signature in black ink, appearing to read "Casey H. Ehorn", written over the printed name.

Casey H. Ehorn
Chief, East Branch
Regulatory Division



STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
DIVISION OF WATER RESOURCES
William R. Snodgrass - Tennessee Tower
312 Rosa L. Parks Avenue, 11th Floor
Nashville, Tennessee 37243-1102

September 24, 2020

Mr. Beck Hobneck
Stantec Consulting Services
601 Grassmere Park, Suite 22
Nashville, TN 37211

re: Warren County Memorial Airport Tree Removal Project
Warren County, TN

Dear Mr. Hobneck,

Staff within the Division of Water Resources have reviewed the proposed obstruction removal project for Warren County Memorial Airport. The proposed project will include obstruction removal for trees that have been identified as penetrating the Runway 23 approach surfaces. This will require removal of trees that are located both on and off existing airport property.

From the submittal, it appears the project will disturb more than one acre of land, which will include clearing, grading, or other similar activities, as well as staging areas. This project will require a Construction Stormwater Permit (CGP) based on the disturbance of more than one acre. The CGP will definitely need to address the work adjacent to Willow Branch as erosion control there will be critical to avoid impacting the stream. The creation of a buffer zone may be necessary.

If you have any further questions, I will be glad to try to assist you. You may reach me at (615) 532-0170 or tom.moss@tn.gov.

Sincerely,

Thomas A. Moss, P.G.
Environmental Review Coordinator
Compliance and Enforcement Unit

Brad Ulmer, Cookeville EFO – DWR Manager

Hobneck, Beck

From: Oliver, Melissa - NRCS, Cookeville, TN <melissa.oliver@usda.gov>
Sent: Thursday, September 24, 2020 9:56 AM
To: Hobneck, Beck
Cc: Lucas, Brooke (CTR) - NRCS, Nashville, TN
Subject: RE: Request for Comment for upcoming obstruction removal project at Warren County Memorial Airport
Attachments: 1006 form.pdf

Sorry for the previous email. I hit send accidentally before I completed my response.

This project is exempt from the Farmland Protection Policy Act (FPPA) because no prime farmland is being converted or any ground disturbance is taking place. Tennessee does not recognize any other statewide importance land. For future reference, you can send these requests to Brooke.Lucas2@usda.gov She coordinates and distributes FPPA requests to the appropriate staff in Tennessee. Also I have attached the 1006 Form for these requests.

Thank you,

Melissa Oliver

Area 3 Resource Soil Scientist
900 South Walnut Ave. Room 3
Cookeville, TN 38501
931-528-6472 ext 119

From: Oliver, Melissa - NRCS, Cookeville, TN
Sent: Thursday, September 24, 2020 9:47 AM
To: Beck.Hobneck@stantec.com
Subject: RE: Request for Comment for upcoming obstruction removal project at Warren County Memorial Airport

From: Hobneck, Beck <Beck.Hobneck@stantec.com>
Sent: Wednesday, September 16, 2020 4:48:38 PM
To: Feno, Matt - NRCS, McMinnville, TN <matt.feno@usda.gov>
Subject: Request for Comment for upcoming obstruction removal project at Warren County Memorial Airport

Mr. Feno,

Please see the attached project proposal that I am submitting for environmental review per NEPA regulations. If you have any questions during your review don't hesitate to contact me via phone at 615-268-0746 or via email at beck.hobneck@stantec.com.

If I have sent this to the incorrect location for an environmental review I do apologize.

Thank you,

Beck Hobneck EI

Aviation Planner

Office Phone: (615) 885-1144 ext 327

Mobile Phone: (615) 268-0746 *PLEASE CALL THIS NUMBER..WORKING FROM HOME*

Beck.Hobneck@stantec.com



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

October 7, 2020

Mr. Beck Hobneck
Stantec
601 Grassmere Park, Suite 22
Nashville, TN 37211

RE: FAA / Federal Aviation Administration, Warren County Memorial Airport Obstruction Removal,
McMinnville, Warren County, TN

Dear Mr. Hobneck:

In response to your request, 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 (Federal Register, December 12, 2000, 77698-77739).

After considering the documentation submitted, it is our opinion that there are no National Register of Historic Places listed or eligible properties affected by this undertaking. We have made this determination because either: no National Register listed or eligible Historic Properties exist within the undertaking's area of potential effects, the specific location, size, scope and/or nature of the undertaking and its area of potential effects precluded affects to Historic Properties, the undertaking will not alter any characteristics of an identified eligible or listed Historic Property that qualify the property for listing in the National Register, or it will not alter an eligible Historic Property's location, setting or use. We have no objections to your proceeding with your undertaking.

If your agency proposes any modifications in current project plans or discovers any archaeological remains during the ground disturbance or construction phase, please contact this office to determine what further action, if any, will be necessary to comply with Section 106 of the National Historic Preservation Act. If you are applying for federal funds, license or permit, you should submit this letter as evidence of consultation under Section 106 to the appropriate federal agency, which, in turn, should contact us as required by 36 CFR 800. If you represent a federal agency, you should submit a formal determination of eligibility and effect to us for comment. You may direct questions or comments to ((615) 687-4780, Jennifer.Barnett@tn.gov). This office appreciates your cooperation.

Sincerely,

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

EPM/jmb

From: [Rob Todd](#)
To: [Hobneck, Beck](#)
Cc: Robbie_Sykes@fws.gov
Subject: RE: Project Review Request - Warren County Memorial Airport Obstruction Removal Project
Date: Tuesday, October 06, 2020 3:58:52 PM

Mr. Hobneck:

The Tennessee Wildlife Resources Agency has reviewed the information that you provided regarding the proposed Obstruction Removal Project for the Warren County Memorial Airport and provides the following comments. The state and federally Endangered Barrens Topminnow (*Fundulus julisia*) has been documented approximately 0.4 miles upstream from the closest location of obstruction removal activities that are adjacent to Willow Branch. Since the presence of an Endangered species has been documented in Willow Branch, we assume that the vegetated buffer would be 60 feet from the top-of-bank. It is our understanding that obstruction removal activities would not include in-stream activities. We request that strict adherence to best management practices to address erosion and sediment be implemented in obstruction removal areas adjacent to Willow Branch. We also request that if it is necessary to work in the vegetated buffer areas, that the work be prohibited during the period of May 15th through June 15th, the spawning period for this fish, to minimize potential adverse impacts to this state listed species under our authority due to the proposed project.

Thank you for the opportunity to review and comment on this proposed project. If I may be of further assistance, please contact me.

Robert Todd
Fish & Wildlife Environmentalist
Tennessee Wildlife Resources Agency
Ellington Agricultural Center
5107 Edmondson Pike
Nashville, TN 37211
Office: 615-781-6572
Cell: 931-881-8240
Fax: 615-781-6667
Email: rob.todd@tn.gov



From: Hobneck, Beck <Beck.Hobneck@stantec.com>
Sent: Wednesday, September 30, 2020 1:18 PM
To: Rob Todd <Rob.Todd@tn.gov>
Subject: [EXTERNAL] Project Review Request - Warren County Memorial Airport Obstruction Removal Project

Mr. Todd,

Please find the attached project review request for the proposed Obstruction Removal Project at the Warren County Memorial Airport.

The purpose of the project is to remove trees that have been identified as penetrating the Runway 23 approach surfaces and that are creating a safety hazard.

It is anticipated that any short term impacts during the obstruction removal project can be minimized through the installation of erosion control devices, if work is necessary within a determined buffer area of Willow Branch.

Please let me know if you have any questions/need any additional information or if I have directed this to the wrong person.

Thank you,

Beck Hobneck EI

Aviation Planner

Office Phone: (615) 885-1144 ext 327

Mobile Phone: (615) 268-0746 *PLEASE CALL THIS NUMBER..WORKING FROM HOME*

Beck.Hobneck@stantec.com

Hobneck, Beck

From: Pelren, David <david_pelren@fws.gov>
Sent: Tuesday, September 29, 2020 3:00 PM
To: Hobneck, Beck
Cc: Tennessee ES, FWS; Sykes, Robbie
Subject: FWS #2020-I-1970 Warren County Airport obstruction removal project

Ms./Mr. Hobneck -

Thank you for coordinating with the Tennessee Ecological Services Field Office to address the potential for environmental impacts relative to an airport runway obstruction removal project. We have reviewed the email that you sent on September 17, 2020, with a letter of the same date and supporting materials. This project would involve removal of trees to facilitate aircraft approach to Runway 23 at the Warren County Memorial Airport near McMinnville, Warren County, Tennessee (FWS #2020-I-1970). You included the following list of species (generated during a search of the Fish and Wildlife Service's IPaC system) that could potentially be affected by the proposed project: gray bat (*Myotis grisescens*), Indiana bat (*Myotis sodalis*), northern long-eared bat (*Myotis septentrionalis*), Cumberland pigtoe (*Pleurobema gibberum*), and white fringeless orchid (*Platanthera integrilabia*). You determined that the project is not likely to adversely affect these species and requested comments regarding potential impacts to listed species.

Based on the site location, scope of the project, and conservation measures that are proposed, we believe the project plan adequately addresses potential direct, indirect, and cumulative effects to federally listed species and their habitats. The Fish and Wildlife Service concurs with your determination that this project is not likely to adversely affect the above-listed species and concludes that the requirements of the Endangered Species Act (the Act) of 1973, as amended, are fulfilled for this project. Obligations under the Act should 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.

Feel free to contact me if further coordination regarding this project will be helpful.

David Pelren
Fish and Wildlife Biologist
Ecological Services
U.S. Fish and Wildlife Service
446 Neal St.
Cookeville, TN 38501
office phone: 931-525-4974
mobile phone: 931-261-5844

NOTE: This email correspondence and any attachments to and from this sender are subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Tennessee Ecological Services Field Office
446 Neal Street
Cookeville, TN 38501-4027
Phone: (931) 528-6481 Fax: (931) 528-7075

In Reply Refer To:
Consultation Code: 04ET1000-2020-SLI-1970
Event Code: 04ET1000-2020-E-02834
Project Name: Warren County Memorial Airport

September 17, 2020

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
-

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Tennessee Ecological Services Field Office

446 Neal Street

Cookeville, TN 38501-4027

(931) 528-6481

Project Summary

Consultation Code: 04ET1000-2020-SLI-1970

Event Code: 04ET1000-2020-E-02834

Project Name: Warren County Memorial Airport

Project Type: VEGETATION MANAGEMENT

Project Description: The proposed project will include obstruction removal for trees that have been identified as penetrating the Runway 23 approach surfaces. More specifically the Runway 23 Part 77 34:1 approach surface and the Terminal Instrument Procedures (TERPS) approaches. During an obstruction analysis, it was determined that the trees that require removal are located both on and off existing airport property. As such, this proposed project will involve easement acquisition on twelve different parcels in order to facilitate the removal of the penetrations.

The proposed project coordinates are 35° 42' 22.18"N and 85° 49' 57.39"W (the approximate center point of the tree removal project). As stated above, the obstruction removal will take place on several different parcels that can be accessed via Old Nashville Highway and Spring Valley Road.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/place/35.707788516010645N85.8300248421366W>



Counties: Warren, TN

Endangered Species Act Species

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Gray Bat <i>Myotis grisescens</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6329	Endangered
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Clams

NAME	STATUS
Cumberland Pigtoe <i>Pleurobema gibberum</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1981	Endangered

Flowering Plants

NAME	STATUS
White Fringeless Orchid <i>Platanthera integrilabia</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1889	Threatened

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

APPENDIX C

OBSTRUCTION ANALYSIS






Obstruction Overview							
Area	Highest Obs. Elevation	Amount Over (+) or Under (-)	Northing	Easting	Latitude	Longitude	Obstruction Type
1	1075.67'	-4'	498293.359	2017369.907	35°42'07.7010"	-085°50'07.4494"	Trees
2	1091.96'	+9'	498489.479	2017613.621	35°42'09.6366"	-085°50'04.4904"	Trees
3	1074.91'	-5'	498555.637	2017650.238	35°42'10.2903"	-085°50'04.0450"	Trees
4	1078.8'	+11'	498629.325	2017604.019	35°42'11.0198"	-085°50'04.6039"	Trees
5	1090.34'	+17'	498808.674	2017988.622	35°42'12.7871"	-085°49'59.9368"	Trees
6	1072.6'	+15'	499121.403	2017988.455	35°42'15.8801"	-085°49'59.9324"	Trees
7	1103.08'	+8'	499826.404	2019088.638	35°42'22.8338"	-085°49'46.5774"	Trees
8	1106.73'	-1'	499846.935	2019324.746	35°42'23.0328"	-085°49'43.7140"	Trees
9	1116.75'	+7'	500872.39	2018842.484	35°42'33.1829"	-085°49'49.5402"	Trees
10	1117.15'	-8'	501103.272	2019335.823	35°42'35.4578"	-085°49'43.5530"	Trees
11	1127.05'	+2'	500849.763	2019547.875	35°42'32.9469"	-085°49'40.9870"	Trees
12	1113.68'	-7'	500367.661	2019737.783	35°42'28.1756"	-085°49'38.6945"	Trees

Ownership Table			
Area	Owner	Mailing Address	Tax Map/Parcel
A	Bill Hendrixson	241 Airport Road, McMinnville, TN 37110	060/113.00
B	Preston Greer	385 Airport Road, McMinnville, TN 37111	060/114.00
C	Villa Mitchell	369 Airport Road, McMinnville, TN 37111	060/113.03
D	Warren County	Airport Road, McMinnville, TN 37111	060/035.00
E	Edward Mitchell	316 Airport Road, McMinnville, TN 37110	060/036.01
F	Sammie Bratcher	3808 Nashville HWY, McMinnville, TN 37110	060/037.00
G	Warren County Development Corporation	301 Hardaway Street, McMinnville, TN 37110	060/041.01
H	Sammie Bratcher	3808 Nashville HWY, McMinnville, TN 37110	060/037.00
I	Larry Gross	203 Valley Glenn Drive, McMinnville, TN 37110	060C/014.00
J	Jack Winn	220 Love Road, McMinnville, TN 37110	049/029.01
K	Julie Droese	157 Love Road, McMinnville, TN 37110	060C/001.04
L	Randall Roller	65 Love Road, McMinnville, TN 37110	060C/001.01

OVERVIEW OF OBSTRUCTIONS







This drawing shows the overview of tree penetrations into the Federal 34:1 approach and TERPs surfaces. The survey data was received from an aerial survey conducted 2018-2019 (AGIS Survey). The trees in the drawings must be mitigated for safety reasons as dictated by FAA guidance.

LEGEND

-  Estimated Area of Clearing
-  AGIS Survey Data (34:1) penetrations
-  Property boundaries affected
-  General property boundaries
-  34:1 Approach Surface



LEGEND

-  Estimated Area of Clearing
-  AGIS Survey Data (34:1) penetrations
-  Property boundaries affected
-  General property boundaries
-  34:1 Approach Surface
-  LPV 250 HAT Obstruction

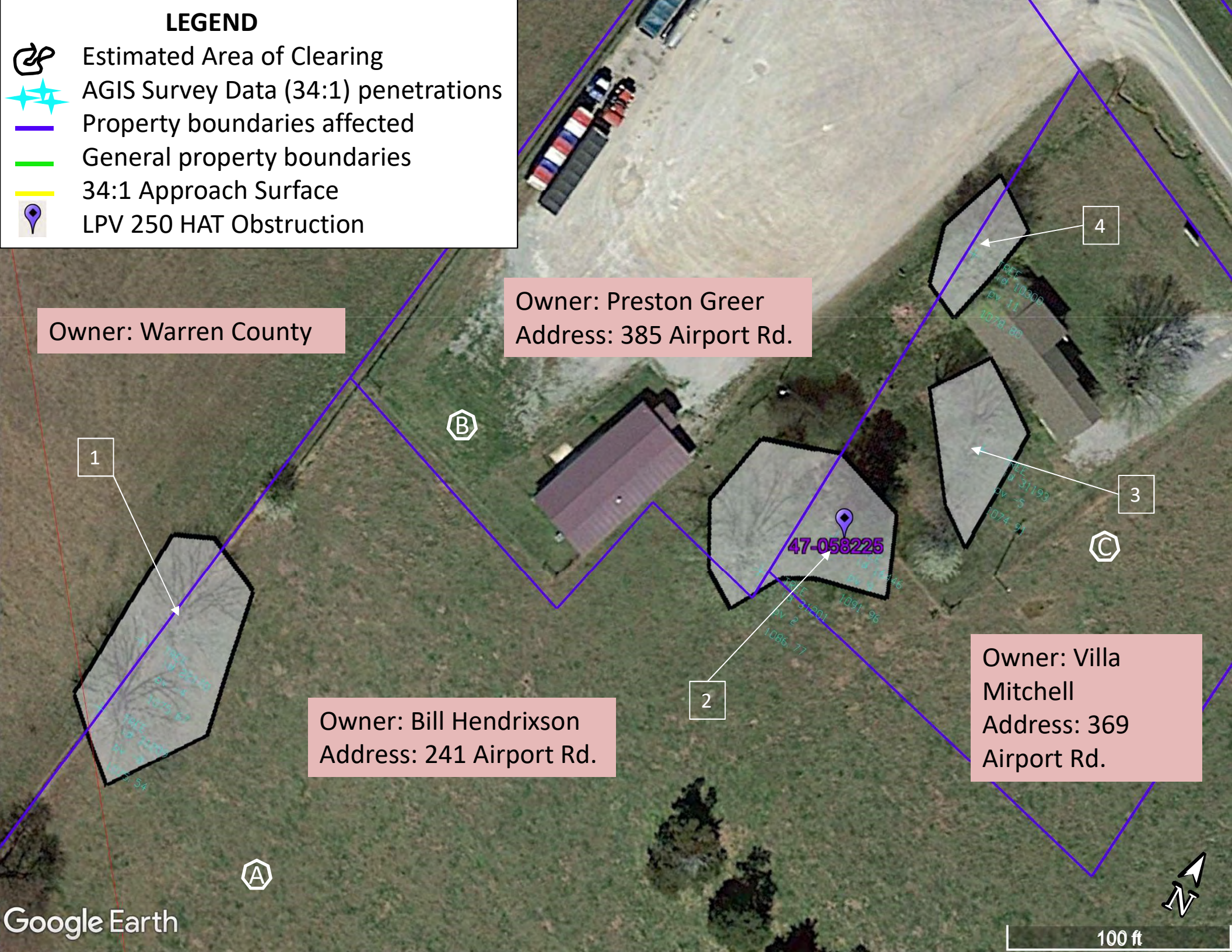
Owner: Warren County

Owner: Preston Greer
Address: 385 Airport Rd.







Owner: Bill Hendrixson
Address: 241 Airport Rd.

Owner: Villa Mitchell
Address: 369
Airport Rd.

47-058225



LEGEND

-  Estimated Area of Clearing
-  AGIS Survey Data (34:1) penetrations
-  Property boundaries affected
-  General property boundaries
-  34:1 Approach Surface
-  LPV 250 HAT Obstruction

Owner: Warren County

Owner: Edward Mitchell
Address: 316 & 324 Airport road

5

6

47-082148

1037.5'







D

E

F



LEGEND

-  Estimated Area of Clearing
-  AGIS Survey Data (34:1) penetrations
-  Property boundaries affected
-  General property boundaries
-  34:1 Approach Surface
-  LPV Missed and 250 HAT Obstruction

Owner: Sammie Bratcher
Address: 282 & 258 Airport Road

Owner: Larry Gross
Address: 203 Valley Glenn Dr.

Owner: Warren Co. Development Corp.
Address: Senator Jerry Cooper HWY

1047.5'

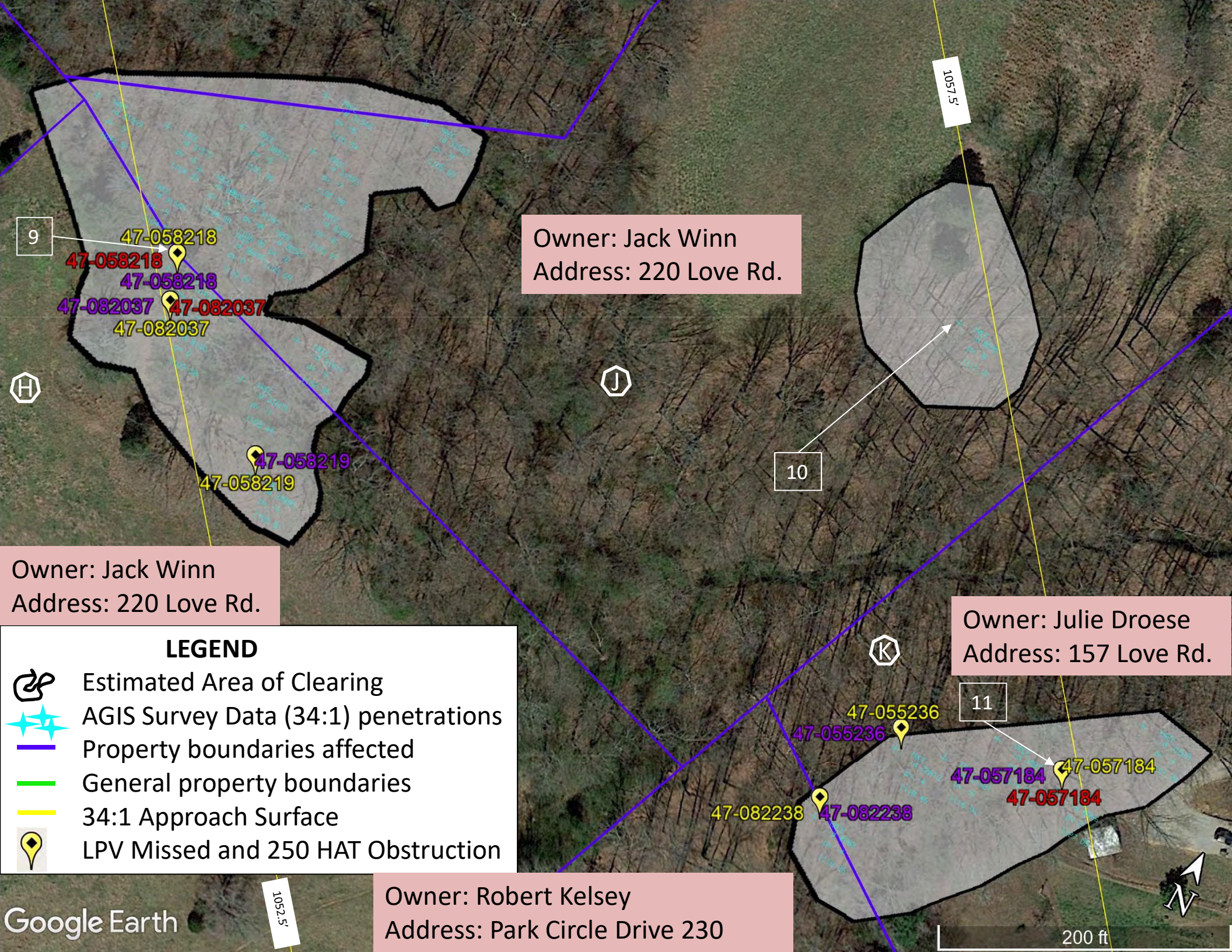
47-081894
47-081894
47-081894
47-055233
47-055233
47-055233

Valley Glenn Dr

8

7





9

Owner: Jack Winn
Address: 220 Love Rd.

1057.5'

47-058218
47-058218
47-082037
47-082037

H

J







10

47-058219
47-058219

Owner: Jack Winn
Address: 220 Love Rd.

Owner: Julie Droese
Address: 157 Love Rd.

LEGEND

-  Estimated Area of Clearing
-  AGIS Survey Data (34:1) penetrations
-  Property boundaries affected
-  General property boundaries
-  34:1 Approach Surface
-  LPV Missed and 250 HAT Obstruction

K

11

47-055236
47-055236
47-082238
47-082238
47-057184
47-057184
47-057184

Google Earth






1052.5'

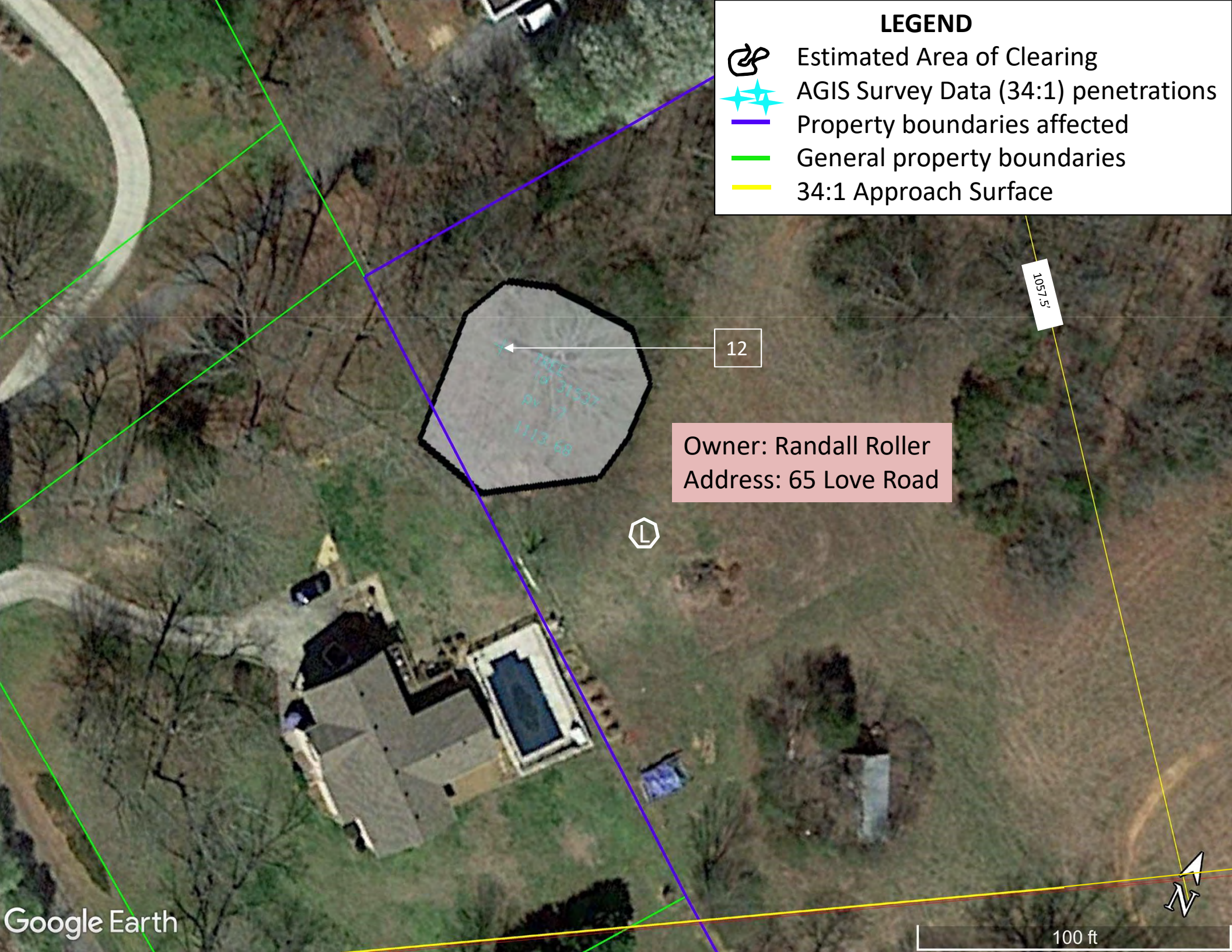
Owner: Robert Kelsey
Address: Park Circle Drive 230

200 ft



LEGEND

-  Estimated Area of Clearing
-  AGIS Survey Data (34:1) penetrations
-  Property boundaries affected
-  General property boundaries
-  34:1 Approach Surface



12

Owner: Randall Roller
Address: 65 Love Road

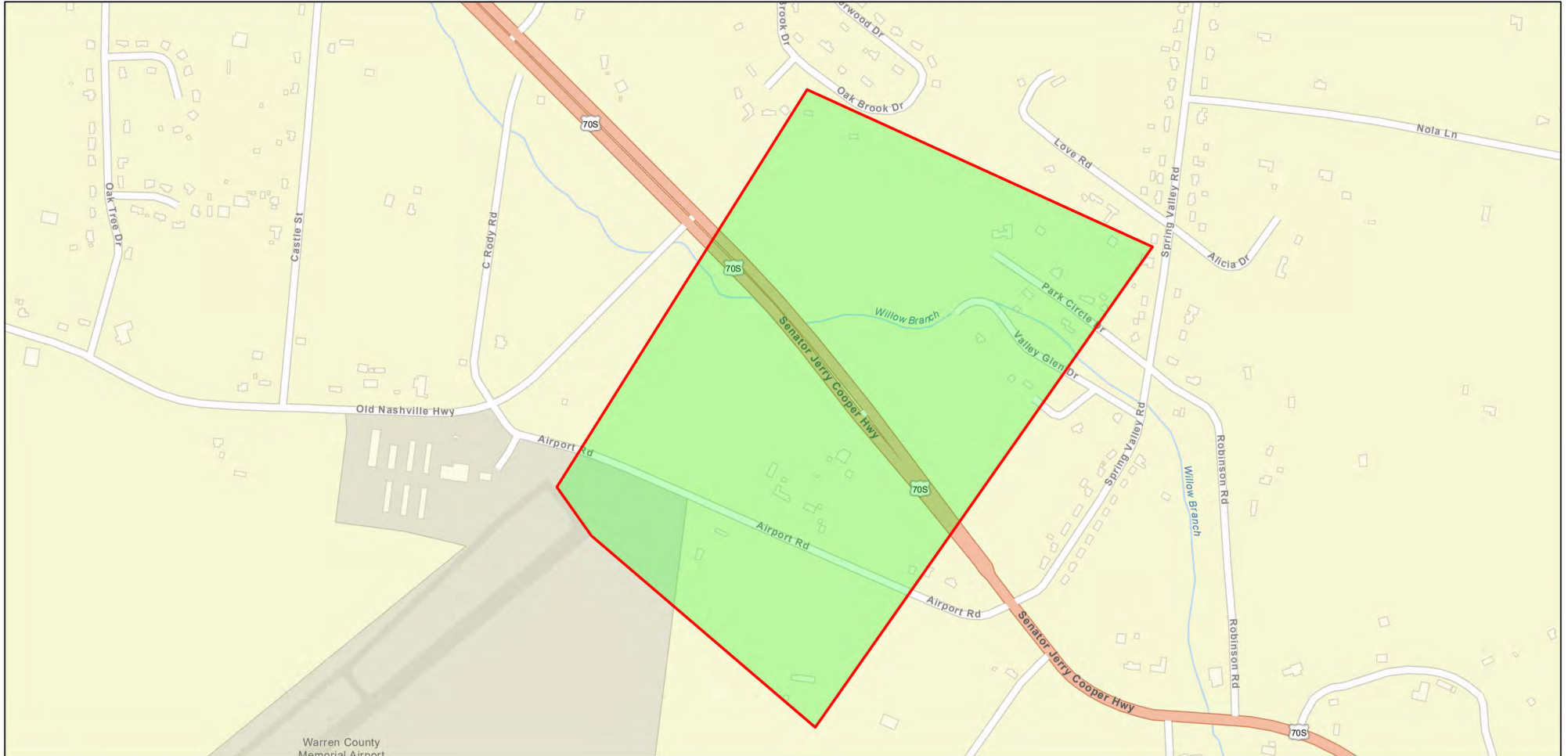
1057 S

L

APPENDIX D

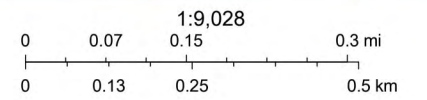
ENVIRONMENTAL JUSTICE DOCUMENTATION

Proposed Project Area - EJ



2/10/2021

 Proposed Project Area - Environmental Justice



Esri Community Maps Contributors, Tennessee STS GIS, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA



Location: User-specified polygonal location
 Ring (buffer): 0-miles radius
 Description: Proposed Project Area - Environmental Justice

Summary of ACS Estimates		2014 - 2018
Population		257
Population Density (per sq. mile)		464
People of Color Population		19
% People of Color Population		7%
Households		79
Housing Units		89
Housing Units Built Before 1950		7
Per Capita Income		22,137
Land Area (sq. miles) (Source: SF1)		0.55
% Land Area		100%
Water Area (sq. miles) (Source: SF1)		0.00
% Water Area		0%

	2014 - 2018 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	257	100%	496
Population Reporting One Race	253	98%	657
White	241	94%	513
Black	9	3%	85
American Indian	0	0%	12
Asian	3	1%	23
Pacific Islander	0	0%	12
Some Other Race	0	0%	12
Population Reporting Two or More Races	4	2%	44
Total Hispanic Population	6	2%	51
Total Non-Hispanic Population	251		
White Alone	238	93%	507
Black Alone	9	3%	85
American Indian Alone	0	0%	12
Non-Hispanic Asian Alone	3	1%	23
Pacific Islander Alone	0	0%	12
Other Race Alone	0	0%	12
Two or More Races Alone	1	0%	12
Population by Sex			
Male	145	57%	310
Female	112	43%	229
Population by Age			
Age 0-4	18	7%	80
Age 0-17	65	25%	169
Age 18+	192	75%	281
Age 65+	40	15%	104

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2014 - 2018



Location: User-specified polygonal location

Ring (buffer): 0-miles radius

Description: Proposed Project Area - Environmental Justice

	2014 - 2018 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	166	100%	274
Less than 9th Grade	7	5%	48
9th - 12th Grade, No Diploma	25	15%	103
High School Graduate	71	43%	147
Some College, No Degree	32	19%	100
Associate Degree	5	3%	35
Bachelor's Degree or more	30	18%	121
Population Age 5+ Years by Ability to Speak English			
Total	239	100%	430
Speak only English	234	98%	342
Non-English at Home ¹⁺²⁺³⁺⁴	5	2%	35
¹ Speak English "very well"	5	2%	35
² Speak English "well"	0	0%	12
³ Speak English "not well"	0	0%	12
⁴ Speak English "not at all"	0	0%	12
³⁺⁴ Speak English "less than well"	0	0%	12
²⁺³⁺⁴ Speak English "less than very well"	0	0%	12
Linguistically Isolated Households*			
Total	0	0%	12
Speak Spanish	0	0%	12
Speak Other Indo-European Languages	0	0%	12
Speak Asian-Pacific Island Languages	0	0%	12
Speak Other Languages	0	0%	12
Households by Household Income			
Household Income Base	79	100%	112
< \$15,000	9	11%	50
\$15,000 - \$25,000	7	9%	47
\$25,000 - \$50,000	28	35%	106
\$50,000 - \$75,000	13	16%	63
\$75,000 +	22	28%	86
Occupied Housing Units by Tenure			
Total	79	100%	112
Owner Occupied	52	66%	89
Renter Occupied	27	34%	94
Employed Population Age 16+ Years			
Total	199	100%	335
In Labor Force	117	59%	235
Civilian Unemployed in Labor Force	11	5%	70
Not In Labor Force	82	41%	208

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of anyrace.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS)

*Households in which no one 14 and over speaks English "very well" or speaks English only.



Location: User-specified polygonal location

Ring (buffer): 0-miles radius

Description: Proposed Project Area - Environmental Justice

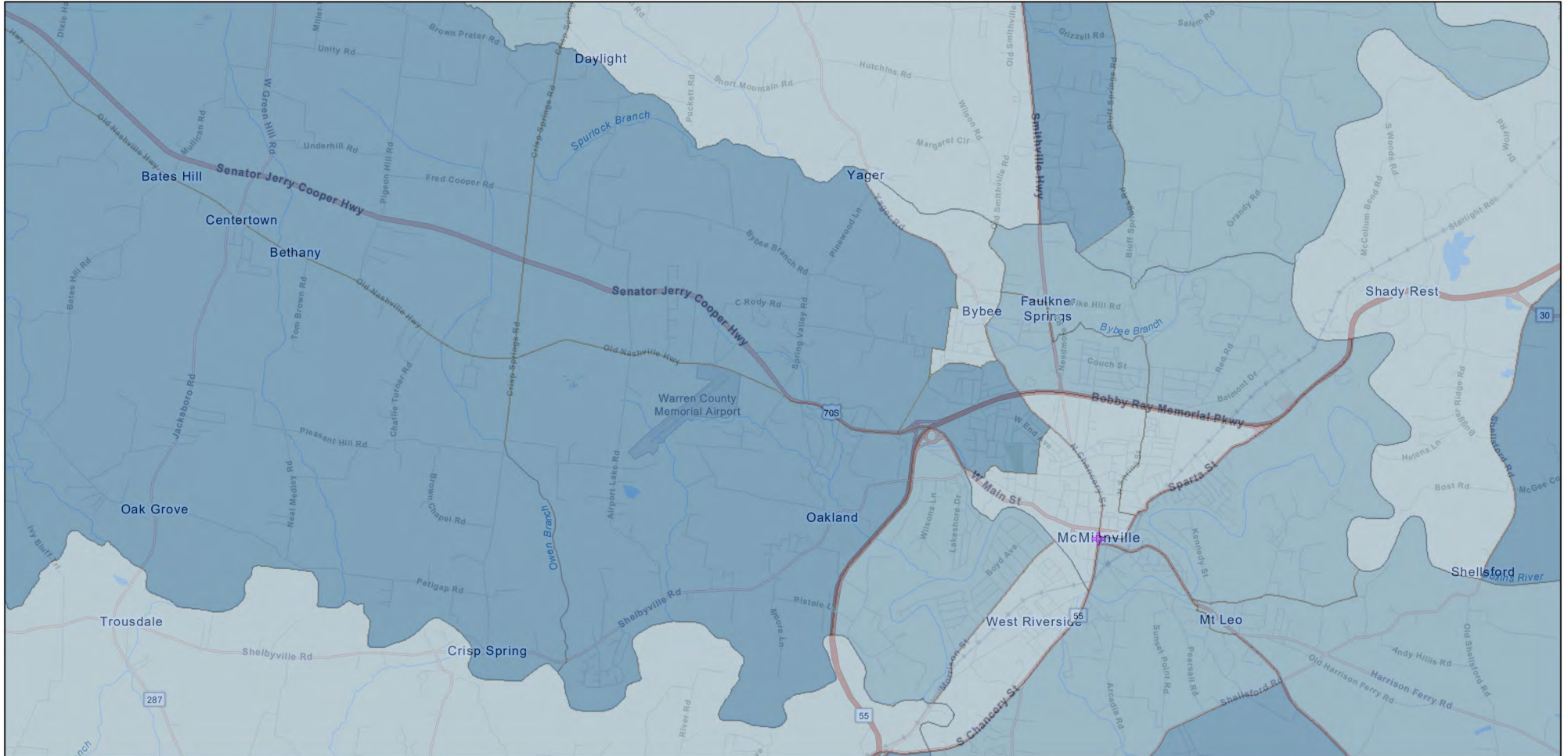
	2014 - 2018 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	N/A	N/A	N/A
English	N/A	N/A	N/A
Spanish	N/A	N/A	N/A
French	N/A	N/A	N/A
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	N/A	N/A	N/A
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	N/A	N/A	N/A
Chinese	N/A	N/A	N/A
Japanese	N/A	N/A	N/A
Korean	N/A	N/A	N/A
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	N/A	N/A	N/A
Other Asian	N/A	N/A	N/A
Tagalog	N/A	N/A	N/A
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	N/A	N/A	N/A
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	N/A	N/A	N/A
Total Non-English	N/A	N/A	N/A

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.

N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2014 - 2018.

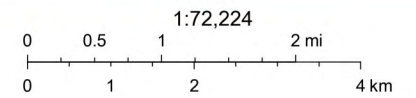
*Population by Language Spoken at Home is available at the census tract summary level and up.

Not Hispanic White Population (Percentage)



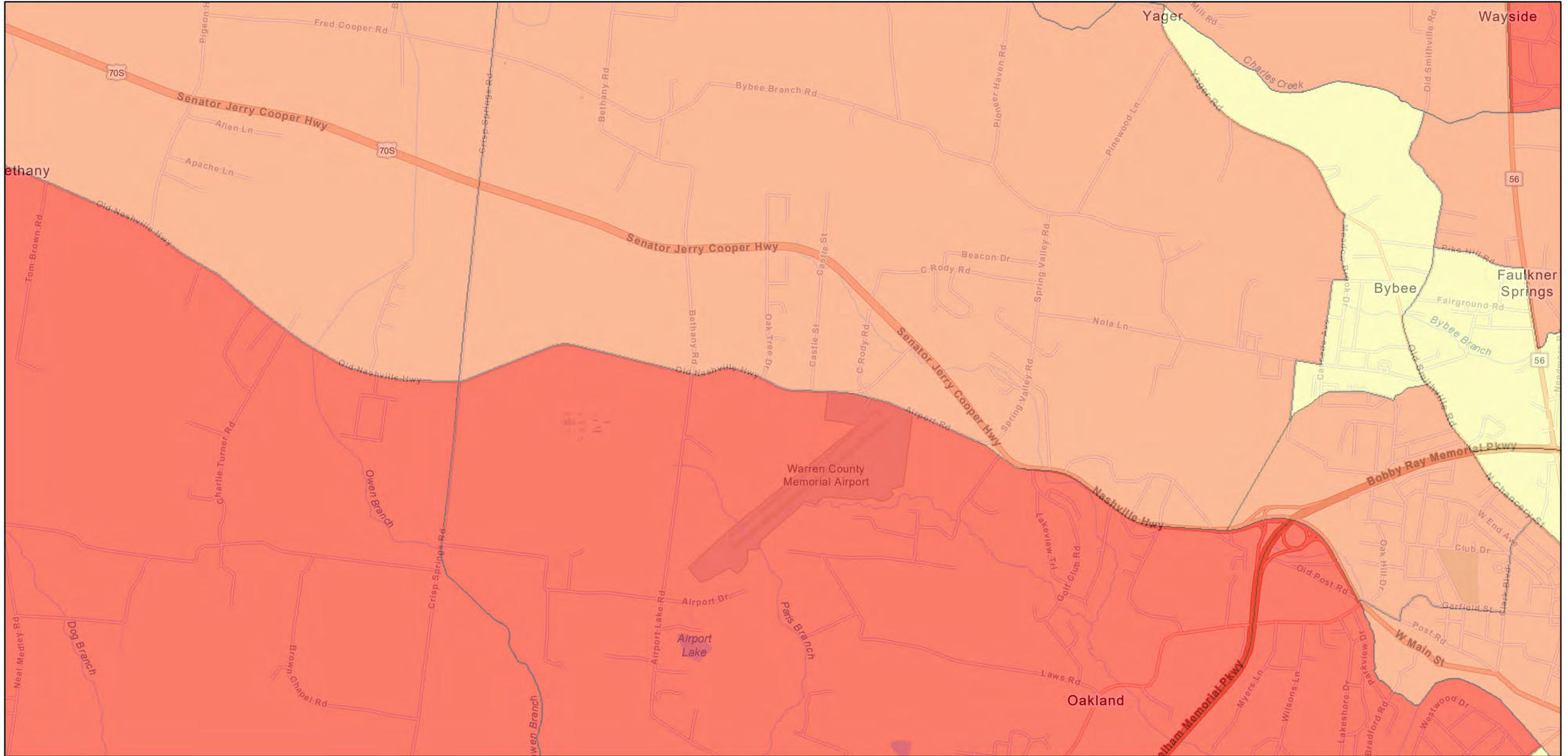
2/9/2021

- by Block Group
- 0 – 24
 > 24 – 56
 > 56 – 77
 > 77 – 90.9
 > 90.9 – 100
- + Search Result (point)



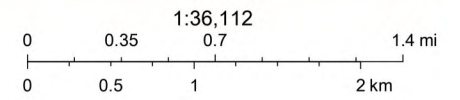
EPA, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA

Households above the Poverty Level (Percentage)



2/9/2021
by Block Group

- 0 – 68
- > 68 – 86.7
- > 86.7 – 100



EPA, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/
NASA, USGS, EPA, NPS, US Census Bureau, USDA



LPV APPROACH SURFACES

PART 77 APPROACH SURFACE

AREA 10

AREA 9

AREA 11

AREA 12

AREA 8

AREA 7

AREA 6

AREA 5

AREA 4

AREA 3

AREA 2

AREA 1

AREA ONE

PROPERTY OWNER

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County Number: 089

County Name: WARREN

Tax Year: 2021

Property Owner and Mailing Address

Jan 1 Owner:
 KEEL SCOTTIE ETUX
 MARGIA KEEL
 129 KEEL DR
 MC MINNVILLE, TN 37110

Property Location

Address: AIRPORT RD 241

Map: 060 Grp: Ctrl Map: 060 Parcel: 113.05 Pl: S/I: 000

Value Information

Reappraisal Year: 2020

Land Mkt Value:	\$152,900	Land Use Value:	\$70,400
Improvement Value:	\$163,900	Improvement Value:	\$163,900
Total Market Appraisal:	\$316,800	Total Use Appraisal:	\$234,300
		Assessment %:	25
		Assessment:	\$58,575

General Information

Class:	11 - AGRICULTURAL		
City #:	000	City:	
SSD1:	000	SSD2:	000
District:	01	Mkt Area:	N01
# Bldgs:	1	# Mobile Homes:	0
Utilities - Water / Sewer:	03 - PUBLIC / INDIVIDUAL	Utilities - Electricity:	01 - PUBLIC
Utilities - Gas / Gas Type:	00 - NONE	Zoning:	

Subdivision Data

Subdivision:

Plat Bk: Plat Pg: Block: Lot:

Additional Description

Building Information

Building # 1

Improvement Type:	01 - SINGLE FAMILY	Stories:	1
Living/Business Sq. Ft.:	3,515		
Foundation:	02 - CONTINUOUS FOOTING	Floor System:	04 - WOOD W/ SUB FLOOR
Exterior Wall:	11 - COMMON BRICK	Structural Frame:	00 - NONE
Roof Framing:	02 - GABLE/HIP	Roof Cover/Deck:	03 - COMPOSITION SHINGLE
Cabinet/Millwork:	03 - AVERAGE	Floor Finish:	11 - CARPET COMBINATION

Interior Finish:	10 - PANEL-PLAST-DRYWALL	Paint/Decor:	03 - AVERAGE
Heat and A/C:	08 - HEAT & COOLING PKG	Plumbing Fixtures:	9
Bath Tile:	04 - FLOOR-1/2 WALL	Electrical:	03 - AVERAGE
Shape:	04 - IRREGULAR SHAPE	Quality:	01 - AVERAGE
Act Yr Built:	1958	Condition:	A - AVERAGE

Building Areas:

Area: BAS	Sq Ft: 3,515
Area: CPF	Sq Ft: 650
Area: OPF	Sq Ft: 270
Area: OPF	Sq Ft: 42

Extra Features

Bldg/Card#	Type	Description	Units
1	UTILITY BUILDING	16X30	480
1	DRIVEWAY	PAV	1
1	ATTACHED SHED		300

Sale Information

Sale Date	Price	Book	Page	Vac/Imp	Type Instrument	Qualification
10/25/2019	\$300,000	476	810	IMPROVED	WD	A
10/22/2001	\$0	6	185			

Land Information

Deed Acres: 33.30	Calc Acres: 0.00	Total Land Units: 32.60
Land Type: 45 - CROP	Soil Class: P	Units: 15.00
Land Type: 46 - ROTATION	Soil Class: G	Units: 4.00
Land Type: 46 - ROTATION	Soil Class: P	Units: 12.60
Land Type: 04 - IMP SITE	Soil Class:	Units: 1.00

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AREAS TWO, THREE, AND FOUR
PROPERTY OWNER

State of Tennessee  Comptroller of the Treasury
Real Estate Assessment Data

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County Number: 089

County Name: WARREN

Tax Year: 2021

Property Owner and Mailing Address

Jan 1 Owner:
MITCHELL VILLA
891 CRISP SPRINGS RD
MCMINNVILLE, TN 37110

Property Location

Address: AIRPORT RD 369

Map: 060 Grp: Ctrl Map: 060 Parcel: 113.03 Pl: S/I: 000

Value Information

Reappraisal Year: 2020

Land Mkt Value: \$17,000

Improvement Value: \$50,500

Total Market Appraisal: \$67,500

Assessment %: 40

Assessment: \$27,000

General Information

Class:	08 - COMMERCIAL		
City #:	000	City:	
SSD1:	000	SSD2:	000
District:	01	Mkt Area:	N10
# Bldgs:	1	# Mobile Homes:	0
Utilities - Water / Sewer:	03 - PUBLIC / INDIVIDUAL	Utilities - Electricity:	01 - PUBLIC
Utilities - Gas / Gas Type:	00 - NONE	Zoning:	

Subdivision Data

Subdivision:

Plat Bk: Plat Pg: Block: Lot:

Additional Description

Building Information

Building # 1

Improvement Type:	01 - SINGLE FAMILY	Stories:	1
Living/Business Sq. Ft.:	1,270		
Foundation:	02 - CONTINUOUS FOOTING	Floor System:	04 - WOOD W/ SUB FLOOR
Exterior Wall:	04 - SIDING AVERAGE	Structural Frame:	00 - NONE
Roof Framing:	02 - GABLE/HIP	Roof Cover/Deck:	03 - COMPOSITION SHINGLE
Cabinet/Millwork:	03 - AVERAGE	Floor Finish:	09 - HARDWOOD/PARQUE

Interior Finish: 07 - DRYWALL
Heat and A/C: 08 - HEAT & COOLING PKG
Bath Tile: 00 - NONE
Shape: 02 - L-SHAPED
Act Yr Built: 1956
Paint/Decor: 03 - AVERAGE
Plumbing Fixtures: 3
Electrical: 03 - AVERAGE
Quality: 01 - AVERAGE
Condition: A - AVERAGE

Building Areas:

Area: BAS **Sq Ft:** 1,270
Area: CPF **Sq Ft:** 300
Area: OPF **Sq Ft:** 144
Area: UTU **Sq Ft:** 120
Area: OPU **Sq Ft:** 18

Extra Features

Sale Information

Sale Date	Price	Book	Page	Vac/Imp	Type Instrument	Qualification
07/24/2007	\$60,000	241	52	IMPROVED	WD	N
08/30/1990	\$30,000	263	123	IMPROVED	WD	A

Land Information

Deed Acres: 1.00 **Calc Acres:** 0.00 **Total Land Units:** 1.00
Land Type: 11 - COM RURAL **Soil Class:** **Units:** 1.00

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AREA FIVE

PROPERTY OWNER

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County Number: 089

County Name: WARREN

Tax Year: 2021

Property Owner and Mailing Address

Jan 1 Owner:
 MITCHELL EDWARD
 ETUX MARINA P
 316 AIRPORT RD
 MCMINNVILLE, TN 37110

Property Location

Address: AIRPORT RD 316

Map: 060 Grp: Ctrl Map: 060 Parcel: 036.01 PI: S/I: 000

Value Information

Reappraisal Year: 2020

Land Mkt Value: \$31,100
 Improvement Value: \$132,200
 Total Market Appraisal: \$163,300
 Assessment %: 25
 Assessment: \$40,825

General Information

Class:	00 - RESIDENTIAL		
City #:	000	City:	
SSD1:	000	SSD2:	000
District:	01	Mkt Area:	N01
# Bldgs:	1	# Mobile Homes:	0
Utilities - Water / Sewer:	03 - PUBLIC / INDIVIDUAL	Utilities - Electricity:	01 - PUBLIC
Utilities - Gas / Gas Type:	00 - NONE	Zoning:	

Subdivision Data

Subdivision:
 Plat Bk: Plat Pg: Block: Lot:

Additional Description

Building Information

Building # 1

Improvement Type:	01 - SINGLE FAMILY	Stories:	1
Living/Business Sq. Ft.:	2,047		
Foundation:	02 - CONTINUOUS FOOTING	Floor System:	04 - WOOD W/ SUB FLOOR
Exterior Wall:	11 - COMMON BRICK	Structural Frame:	00 - NONE
Roof Framing:	02 - GABLE/HIP	Roof Cover/Deck:	13 - PREFIN METAL CRIMPED
Cabinet/Millwork:	03 - AVERAGE	Floor Finish:	11 - CARPET COMBINATION

Interior Finish:	07 - DRYWALL	Paint/Decor:	03 - AVERAGE
Heat and A/C:	07 - HEAT & COOLING SPLIT	Plumbing Fixtures:	6
Bath Tile:	00 - NONE	Electrical:	03 - AVERAGE
Shape:	04 - IRREGULAR SHAPE	Quality:	01 - AVERAGE
Act Yr Built:	1954	Condition:	A - AVERAGE

Building Areas:

Area: BAS	Sq Ft: 2,047
Area: GRU	Sq Ft: 682
Area: CPF	Sq Ft: 600
Area: OPU	Sq Ft: 198
Area: OPF	Sq Ft: 150
Area: OPF	Sq Ft: 50
Area: OPF	Sq Ft: 24

Extra Features

Bldg/Card#	Type	Description	Units
1	GARAGE UNFINISHED DETACHED	24X24	576
1	UTILITY BUILDING	30X33	990
1	ATTACHED SHED	12X30	360
1	DRIVEWAY	PAV	1
1	UTILITY BUILDING	22X21	462
1	UTILITY BUILDING	26X18	468

Sale Information

Sale Date	Price	Book	Page	Vac/Imp	Type Instrument	Qualification
04/20/2009	\$0	238	499			
06/16/2006	\$129,500	162	685	IMPROVED	WD	A
03/05/2004	\$80,400	90	297	IMPROVED	WD	A
09/29/1998	\$48,000	302	263	IMPROVED	WD	B
03/12/1997	\$50,000	293	564	IMPROVED	WD	N

Land Information

Deed Acres: 2.47	Calc Acres: 0.00	Total Land Units: 2.47
Land Type: 04 - IMP SITE	Soil Class:	Units: 2.47

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AREA SIX

PROPERTY OWNER

State of Tennessee  Comptroller of the Treasury
Real Estate Assessment Data

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County Number: 089

County Name: WARREN

Tax Year: 2021

Property Owner and Mailing Address

Jan 1 Owner:
 WARREN COUNTY
 P O BOX 639
 MCMINNVILLE, TN 37111

Property Location

Address: SENATOR JERRY COOPER HWY

Map: 060 Grp: Ctrl Map: 060 Parcel: 035.00 PI: S/I: 000

Value Information

Reappraisal Year: 2020

Land Mkt Value: \$65,000

Improvement Value: \$0

Total Market Appraisal: \$65,000

Assessment %: 0

Assessment: \$0

General Information

Class: 01 - COUNTY
 City #: 000 City:
 SSD1: 000 SSD2: 000
 District: 01 Mkt Area: N01
 # Bldgs: 0 # Mobile Homes: 0
 Utilities - Water / Sewer: 03 - PUBLIC / INDIVIDUAL Utilities - Electricity: 01 - PUBLIC
 Utilities - Gas / Gas Type: 00 - NONE Zoning:

Subdivision Data

Subdivision:
 Plat Bk: Plat Pg: Block: Lot:

Additional Description

BY SURVEY

Building Information

Extra Features

Sale Information

Sale Date	Price	Book	Page	Vac/Imp	Type Instrument	Qualification
06/15/1995	\$10	284	610	IMPROVED	WD	F
05/14/1981	\$0	230	133			

Land Information

Deed Acres: 0.00 **Calc Acres:** 0.00 **Total Land Units:** 8.30
Land Type: 70 - EXEMPT **Soil Class:** **Units:** 8.30

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AREA SEVEN
PROPERTY OWNERS

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County Number: 089

County Name: WARREN

Tax Year: 2021

Property Owner and Mailing Address

Jan 1 Owner:
 WARREN CO DEVELOPMENT CORPORATION
 301 HARDAWAY ST
 MCMINNVILLE, TN 37110

Property Location

Address: SENATOR JERRY COOPER HWY

Map: 060 **Grp:** **Ctrl Map:** 060 **Parcel:** 041.01 **PI:** **S/I:** 000

Value Information

Reappraisal Year: 2020

Land Mkt Value: \$84,000

Improvement Value: \$0

Total Market Appraisal: \$84,000

Assessment %: 0

Assessment: \$0

General Information

Class:	02 - CITY		
City #:	452	City:	MCMINNVILLE
SSD1:	000	SSD2:	000
District:	01	Mkt Area:	M01
# Bldgs:	0	# Mobile Homes:	0
Utilities - Water / Sewer:	01 - PUBLIC / PUBLIC	Utilities - Electricity:	01 - PUBLIC
Utilities - Gas / Gas Type:	01 - PUBLIC - NATURAL GAS	Zoning:	

Subdivision Data

Subdivision:

Plat Bk: **Plat Pg:** **Block:** **Lot:**

Additional Description

ANNEXED INTO CITY ON 9-22-2015

Building Information

Extra Features

Sale Information

Sale Date	Price	Book	Page	Vac/Imp	Type Instrument	Qualification
10/13/2016	\$0	396	484			
12/06/2013	\$105,000	334	365	VACANT	WD	J

11/24/1986

\$0

247

105

Land Information

Deed Acres: 0.00

Calc Acres: 0.00

Total Land Units: 18.20

Land Type: 70 - EXEMPT

Soil Class: P

Units: 11.20

Land Type: 70 - EXEMPT

Soil Class: A

Units: 7.00

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County Number: 089

County Name: WARREN

Tax Year: 2021

Property Owner and Mailing Address

Jan 1 Owner:
GROSS LARRY CHRISTOPHER
203 VALLEY GLENN DR
MCMINNVILLE, TN 37110

Property Location

Address: VALLEY GLENN DR 203

Map: 060C Grp: A Ctrl Map: 060C Parcel: 014.00 Pl: S/I: 000

Value Information

Reappraisal Year: 2020

Land Mkt Value: \$19,100
Improvement Value: \$179,800
Total Market Appraisal: \$198,900
Assessment %: 25
Assessment: \$49,725

General Information

Class: 00 - RESIDENTIAL
City #: 000 City: 000
SSD1: 000 SSD2: 000
District: 01 Mkt Area: N28
Bldgs: 1 # Mobile Homes: 0
Utilities - Water / Sewer: 03 - PUBLIC / INDIVIDUAL Utilities - Electricity: 01 - PUBLIC
Utilities - Gas / Gas Type: 00 - NONE Zoning:

Subdivision Data

Subdivision: SPRING VALLEY EST
Plat Bk: 7 Plat Pg: 56 Block: Lot: 64 & 65

Additional Description

Building Information

Building # 1
Improvement Type: 01 - SINGLE FAMILY Stories: 1
Living/Business Sq. Ft.: 1,972
Foundation: 02 - CONTINUOUS FOOTING Floor System: 04 - WOOD W/ SUB FLOOR
Exterior Wall: 05 - SIDING ABOVE AVG Structural Frame: 00 - NONE
Roof Framing: 02 - GABLE/HIP Roof Cover/Deck: 03 - COMPOSITION SHINGLE
Cabinet/Millwork: 04 - ABOVE AVERAGE Floor Finish: 11 - CARPET COMBINATION

Interior Finish: 10 - PANEL-PLAST-DRYWALL
Heat and A/C: 08 - HEAT & COOLING PKG
Bath Tile: 00 - NONE
Shape: 03 - U-SHAPED
Act Yr Built: 1979

Paint/Decor: 04 - ABOVE AVERAGE
Plumbing Fixtures: 8
Electrical: 04 - ABOVE AVERAGE
Quality: 02 - ABOVE AVERAGE
Condition: A - AVERAGE

Building Areas:

Area: BAS **Sq Ft:** 1,972
Area: BMF **Sq Ft:** 506
Area: GRF **Sq Ft:** 506

Extra Features

Bldg/Card#	Type	Description	Units
1	SWIMMING POOL		648
1	BATH HOUSE	10X10	100
1	WOOD DECK	8X19	152
1	WOOD DECK	16X17	272
1	UTILITY BUILDING	11X16	176
1	WOOD DECK	7X23	161
1	DRIVEWAY	PAV	1
1	UTILITY BUILDING		240

Sale Information

Sale Date	Price	Book	Page	Vac/Imp	Type Instrument	Qualification
12/22/2004	\$0	134	551			
09/26/2000	\$165,000	314	120	IMPROVED	WD	P
10/05/1999	\$0	308	128			
04/21/1995	\$150,000	283	739	IMPROVED	WD	P
03/14/1995	\$129,500	283	190	IMPROVED	WD	P
02/16/1988	\$0	252	163			
08/03/1984	\$0	239	205			

Land Information

Deed Acres: 0.00 **Calc Acres:** 0.00 **Total Land Units:** 2.40
Land Type: 01 - RESIDENTIAL **Soil Class:** **Units:** 2.40

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AREA EIGHT
PROPERTY OWNER

State of Tennessee  Comptroller of the Treasury
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County Number: 089

County Name: WARREN

Tax Year: 2021

Property Owner and Mailing Address

Jan 1 Owner:
GROSS LARRY CHRISTOPHER
203 VALLEY GLENN DR
MCMINNVILLE, TN 37110

Property Location

Address: VALLEY GLENN DR 203

Map: 060C Grp: A Ctrl Map: 060C Parcel: 014.00 PI: S/I: 000

Value Information

Reappraisal Year: 2020

Land Mkt Value: \$19,100
Improvement Value: \$179,800
Total Market Appraisal: \$198,900
Assessment %: 25
Assessment: \$49,725

General Information

Class: 00 - RESIDENTIAL
City #: 000 City: 000
SSD1: 000 SSD2: 000
District: 01 Mkt Area: N28
Bldgs: 1 # Mobile Homes: 0
Utilities - Water / Sewer: 03 - PUBLIC / INDIVIDUAL Utilities - Electricity: 01 - PUBLIC
Utilities - Gas / Gas Type: 00 - NONE Zoning:

Subdivision Data

Subdivision: SPRING VALLEY EST
Plat Bk: 7 Plat Pg: 56 Block: Lot: 64 & 65

Additional Description

Building Information

Building # 1
Improvement Type: 01 - SINGLE FAMILY Stories: 1
Living/Business Sq. Ft.: 1,972
Foundation: 02 - CONTINUOUS FOOTING Floor System: 04 - WOOD W/ SUB FLOOR
Exterior Wall: 05 - SIDING ABOVE AVG Structural Frame: 00 - NONE
Roof Framing: 02 - GABLE/HIP Roof Cover/Deck: 03 - COMPOSITION SHINGLE
Cabinet/Millwork: 04 - ABOVE AVERAGE Floor Finish: 11 - CARPET COMBINATION

Interior Finish: 10 - PANEL-PLAST-DRYWALL
Heat and A/C: 08 - HEAT & COOLING PKG
Bath Tile: 00 - NONE
Shape: 03 - U-SHAPED
Act Yr Built: 1979

Paint/Decor: 04 - ABOVE AVERAGE
Plumbing Fixtures: 8
Electrical: 04 - ABOVE AVERAGE
Quality: 02 - ABOVE AVERAGE
Condition: A - AVERAGE

Building Areas:

Area: BAS Sq Ft: 1,972
Area: BMF Sq Ft: 506
Area: GRF Sq Ft: 506

Extra Features

Bldg/Card#	Type	Description	Units
1	SWIMMING POOL		648
1	BATH HOUSE	10X10	100
1	WOOD DECK	8X19	152
1	WOOD DECK	16X17	272
1	UTILITY BUILDING	11X16	176
1	WOOD DECK	7X23	161
1	DRIVEWAY	PAV	1
1	UTILITY BUILDING		240

Sale Information

Sale Date	Price	Book	Page	Vac/Imp	Type Instrument	Qualification
12/22/2004	\$0	134	551			
09/26/2000	\$165,000	314	120	IMPROVED	WD	P
10/05/1999	\$0	308	128			
04/21/1995	\$150,000	283	739	IMPROVED	WD	P
03/14/1995	\$129,500	283	190	IMPROVED	WD	P
02/16/1988	\$0	252	163			
08/03/1984	\$0	239	205			

Land Information

Deed Acres: 0.00 **Calc Acres:** 0.00 **Total Land Units:** 2.40
Land Type: 01 - RESIDENTIAL **Soil Class:** **Units:** 2.40

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AREA NINE

PROPERTY OWNERS

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County Number: 089

County Name: WARREN

Tax Year: 2021

Property Owner and Mailing Address

Jan 1 Owner:
 WARREN COUNTY TENNESSEE
 48 W AIRPORT RD
 MC MINNVILLE, TN 37110

Property Location

Address: SENATOR JERRY COOPER HWY

Map: 060 **Grp:** **Ctrl Map:** 060 **Parcel:** 037.02 **PI:** **S/I:** 000

Value Information

Reappraisal Year: 2020

Land Mkt Value: \$107,900
Improvement Value: \$0
Total Market Appraisal: \$107,900
Assessment %: 0
Assessment: \$0

General Information

Class:	01 - COUNTY		
City #:	000	City:	
SSD1:	000	SSD2:	000
District:	01	Mkt Area:	N01
# Bldgs:	0	# Mobile Homes:	0
Utilities - Water / Sewer:	03 - PUBLIC / INDIVIDUAL	Utilities - Electricity:	01 - PUBLIC
Utilities - Gas / Gas Type:	00 - NONE	Zoning:	

Subdivision Data

Subdivision:
Plat Bk: **Plat Pg:** **Block:** **Lot:**

Additional Description

Building Information

Extra Features

Sale Information

Sale Date	Price	Book	Page	Vac/Imp	Type Instrument	Qualification
03/19/2020	\$118,000	489	144	VACANT	WD	N
06/02/2017		411	389		QC	

Land Information

Deed Acres: 0.00

Calc Acres: 0.00

Total Land Units: 16.60

Land Type: 70 - EXEMPT

Soil Class:

Units: 16.60

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County Number: 089

County Name: WARREN

Tax Year: 2021

Property Owner and Mailing Address

Jan 1 Owner:
WINN JACK
ETUX HELEN
220 LOVE RD
MCMINNVILLE, TN 37110

Property Location

Address: LOVE RD 220

Map: 049 Grp: Ctrl Map: 049 Parcel: 029.01 PI: S/I: 000

Value Information

Reappraisal Year: 2020

Land Mkt Value:	\$162,500	Land Use Value:	\$72,200
Improvement Value:	\$158,100	Improvement Value:	\$158,100
Total Market Appraisal:	\$320,600	Total Use Appraisal:	\$230,300
		Assessment %:	25
		Assessment:	\$57,575

General Information

Class:	11 - AGRICULTURAL		
City #:	000	City:	
SSD1:	000	SSD2:	000
District:	01	Mkt Area:	N01
# Bldgs:	1	# Mobile Homes:	0
Utilities - Water / Sewer:	03 - PUBLIC / INDIVIDUAL	Utilities - Electricity:	01 - PUBLIC
Utilities - Gas / Gas Type:	00 - NONE	Zoning:	

Subdivision Data

Subdivision:

Plat Bk: Plat Pg: Block: Lot:

Additional Description

#1622

Building Information

Building # 1

Improvement Type:	01 - SINGLE FAMILY	Stories:	2
Living/Business Sq. Ft.:	2,914		
Foundation:	02 - CONTINUOUS FOOTING	Floor System:	04 - WOOD W/ SUB FLOOR
Exterior Wall:	11 - COMMON BRICK	Structural Frame:	00 - NONE
Roof Framing:	02 - GABLE/HIP	Roof Cover/Deck:	06 - ASBESTOS/WD SHINGLE

Cabinet/Millwork:	04 - ABOVE AVERAGE	Floor Finish:	11 - CARPET COMBINATION
Interior Finish:	07 - DRYWALL	Paint/Decor:	04 - ABOVE AVERAGE
Heat and A/C:	08 - HEAT & COOLING PKG	Plumbing Fixtures:	6
Bath Tile:	00 - NONE	Electrical:	03 - AVERAGE
Shape:	02 - L-SHAPED	Quality:	01 - AVERAGE
Act Yr Built:	1976	Condition:	A - AVERAGE
Building Areas:			
Area: BAS	Sq Ft: 1,924		
Area: USF	Sq Ft: 612		
Area: BSF	Sq Ft: 378		
Area: OPF	Sq Ft: 44		

Extra Features

Bldg/Card#	Type	Description	Units
1	PATIO	18X28	504
1	LOFT BARN	24X40	960
1	ATTACHED SHED	12X40	480

Sale Information

Sale Date	Price	Book	Page	Vac/Imp	Type Instrument	Qualification
02/27/1974	\$0	185	395			

Land Information

Deed Acres: 0.00	Calc Acres: 0.00	Total Land Units: 41.00
Land Type: 46 - ROTATION	Soil Class: P	Units: 30.00
Land Type: 45 - CROP	Soil Class: P	Units: 10.00
Land Type: 04 - IMP SITE	Soil Class:	Units: 1.00

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AREA TEN

PROPERTY OWNER

State of Tennessee  Comptroller of the Treasury
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County Number: 089

County Name: WARREN

Tax Year: 2021

Property Owner and Mailing Address

Jan 1 Owner:
WINN JACK
ETUX HELEN
220 LOVE RD
MCMINNVILLE, TN 37110

Property Location

Address: LOVE RD 220
Map: 049 Grp: Ctrl Map: 049 Parcel: 029.01 PI: S/I: 000

Value Information

Reappraisal Year: 2020

Land Mkt Value:	\$162,500	Land Use Value:	\$72,200
Improvement Value:	\$158,100	Improvement Value:	\$158,100
Total Market Appraisal:	\$320,600	Total Use Appraisal:	\$230,300
		Assessment %:	25
		Assessment:	\$57,575

General Information

Class:	11 - AGRICULTURAL		
City #:	000	City:	
SSD1:	000	SSD2:	000
District:	01	Mkt Area:	N01
# Bldgs:	1	# Mobile Homes:	0
Utilities - Water / Sewer:	03 - PUBLIC / INDIVIDUAL	Utilities - Electricity:	01 - PUBLIC
Utilities - Gas / Gas Type:	00 - NONE	Zoning:	

Subdivision Data

Subdivision:
Plat Bk: Plat Pg: Block: Lot:

Additional Description

#1622

Building Information

Building # 1

Improvement Type:	01 - SINGLE FAMILY	Stories:	2
Living/Business Sq. Ft.:	2,914		
Foundation:	02 - CONTINUOUS FOOTING	Floor System:	04 - WOOD W/ SUB FLOOR
Exterior Wall:	11 - COMMON BRICK	Structural Frame:	00 - NONE
Roof Framing:	02 - GABLE/HIP	Roof Cover/Deck:	06 - ASBESTOS/WD SHINGLE

Cabinet/Millwork:	04 - ABOVE AVERAGE	Floor Finish:	11 - CARPET COMBINATION
Interior Finish:	07 - DRYWALL	Paint/Decor:	04 - ABOVE AVERAGE
Heat and A/C:	08 - HEAT & COOLING PKG	Plumbing Fixtures:	6
Bath Tile:	00 - NONE	Electrical:	03 - AVERAGE
Shape:	02 - L-SHAPED	Quality:	01 - AVERAGE
Act Yr Built:	1976	Condition:	A - AVERAGE
Building Areas:			
Area: BAS	Sq Ft: 1,924		
Area: USF	Sq Ft: 612		
Area: BSF	Sq Ft: 378		
Area: OPF	Sq Ft: 44		

Extra Features

Bldg/Card#	Type	Description	Units
1	PATIO	18X28	504
1	LOFT BARN	24X40	960
1	ATTACHED SHED	12X40	480

Sale Information

Sale Date	Price	Book	Page	Vac/Imp	Type Instrument	Qualification
02/27/1974	\$0	185	395			

Land Information

Deed Acres: 0.00	Calc Acres: 0.00	Total Land Units: 41.00
Land Type: 46 - ROTATION	Soil Class: P	Units: 30.00
Land Type: 45 - CROP	Soil Class: P	Units: 10.00
Land Type: 04 - IMP SITE	Soil Class:	Units: 1.00

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PROPERTY OWNERS

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County Number: 089

County Name: WARREN

Tax Year: 2021

Property Owner and Mailing Address

Jan 1 Owner:
DROESE JULIE
157 LOVE RD
MCMINNVILLE, TN 37110

Property Location

Address: LOVE RD 157

Map: 060C Grp: A Ctrl Map: 060C Parcel: 001.04 Pl: S/I: 000

Value Information

Reappraisal Year: 2020

Land Mkt Value: \$28,300
Improvement Value: \$129,700
Total Market Appraisal: \$158,000
Assessment %: 25
Assessment: \$39,500

General Information

Class: 00 - RESIDENTIAL
City #: 000 City:
SSD1: 000 SSD2: 000
District: 01 Mkt Area: N28
Bldgs: 1 # Mobile Homes: 0
Utilities - Water / Sewer: 03 - PUBLIC / INDIVIDUAL Utilities - Electricity: 01 - PUBLIC
Utilities - Gas / Gas Type: 00 - NONE Zoning:

Subdivision Data

Subdivision: SPRING VALLEY EST

Plat Bk: Plat Pg: Block: Lot:

Additional Description

Building Information

Building # 1

Improvement Type: 01 - SINGLE FAMILY Stories: 2
Living/Business Sq. Ft.: 2,183
Foundation: 02 - CONTINUOUS FOOTING Floor System: 04 - WOOD W/ SUB FLOOR
Exterior Wall: 04 - SIDING AVERAGE Structural Frame: 00 - NONE
Roof Framing: 02 - GABLE/HIP Roof Cover/Deck: 13 - PREFIN METAL CRIMPED
Cabinet/Millwork: 04 - ABOVE AVERAGE Floor Finish: 11 - CARPET COMBINATION

Interior Finish:	10 - PANEL-PLAST-DRYWALL	Paint/Decor:	04 - ABOVE AVERAGE
Heat and A/C:	07 - HEAT & COOLING SPLIT	Plumbing Fixtures:	6
Bath Tile:	00 - NONE	Electrical:	03 - AVERAGE
Shape:	02 - L-SHAPED	Quality:	02 - ABOVE AVERAGE
Act Yr Built:	1977	Condition:	A - AVERAGE

Building Areas:

Area: BAS	Sq Ft: 1,403
Area: USF	Sq Ft: 780
Area: BMF	Sq Ft: 625
Area: GRF	Sq Ft: 550

Extra Features

Bldg/Card#	Type	Description	Units
1	WOOD DECK		192
1	STOOP	4X14	56
1	CARPORT UNFINISHED DETACHED	PRE-FAB	1

Sale Information

Sale Date	Price	Book	Page	Vac/Imp	Type Instrument	Qualification
04/11/2018		432	708		QC	
09/27/2001	\$132,000	4	503	IMPROVED	WD	A
06/30/1997	\$0	295	278			
02/20/1996	\$0	288	109			
03/17/1977	\$0	206	803			

Land Information

Deed Acres: 5.07	Calc Acres: 0.00	Total Land Units: 5.07
Land Type: 01 - RESIDENTIAL	Soil Class:	Units: 5.07

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County Number: 089

County Name: WARREN

Tax Year: 2021

Property Owner and Mailing Address

Jan 1 Owner:
KELSEY ROBERT L
ETUX JUDY GALE
230 PARK CIRCLE DR
MCMINNVILLE, TN 37110

Property Location

Address: PARK CIRCLE DR 230

Map: 060C Grp: A Ctrl Map: 060C Parcel: 012.00 Pl: S/I: 000

Value Information

Reappraisal Year: 2020

Land Mkt Value: \$25,100
Improvement Value: \$348,400
Total Market Appraisal: \$373,500
Assessment %: 25
Assessment: \$93,375

General Information

Class: 00 - RESIDENTIAL
City #: 000 City: 000
SSD1: 000 SSD2: 000
District: 01 Mkt Area: N28
Bldgs: 1 # Mobile Homes: 0
Utilities - Water / Sewer: 03 - PUBLIC / INDIVIDUAL Utilities - Electricity: 01 - PUBLIC
Utilities - Gas / Gas Type: 00 - NONE Zoning:

Subdivision Data

Subdivision: SPRING VALLEY EST
Plat Bk: 7 Plat Pg: 56 Block: B Lot: 30-32

Additional Description

Building Information

Building # 1
Improvement Type: 01 - SINGLE FAMILY Stories: 1
Living/Business Sq. Ft.: 4,060
Foundation: 02 - CONTINUOUS FOOTING Floor System: 04 - WOOD W/ SUB FLOOR
Exterior Wall: 05 - SIDING ABOVE AVG Structural Frame: 00 - NONE
Roof Framing: 02 - GABLE/HIP Roof Cover/Deck: 03 - COMPOSITION SHINGLE
Cabinet/Millwork: 04 - ABOVE AVERAGE Floor Finish: 12 - CARPET

Interior Finish:	10 - PANEL-PLAST-DRYWALL	Paint/Decor:	04 - ABOVE AVERAGE
Heat and A/C:	07 - HEAT & COOLING SPLIT	Plumbing Fixtures:	15
Bath Tile:	00 - NONE	Electrical:	03 - AVERAGE
Shape:	03 - U-SHAPED	Quality:	01 - AVERAGE
Act Yr Built:	1977	Condition:	A - AVERAGE

Building Areas:

Area: BAS	Sq Ft: 4,060
Area: CPF	Sq Ft: 1,456
Area: BMU	Sq Ft: 1,252
Area: BMF	Sq Ft: 784
Area: GRU	Sq Ft: 616
Area: OPF	Sq Ft: 357
Area: OPF	Sq Ft: 32
Area: OPF	Sq Ft: 16

Extra Features

Bldg/Card#	Type	Description	Units
1	CARPORT UNFINISHED DETACHED	PREFAB	1
1	DRIVEWAY	ASPH	1
1	SHED	14X22	308
1	UTILITY BUILDING		392
1	WOOD DECK		672
1	UTILITY BUILDING		96
1	UTILITY BUILDING		392
1	DRIVEWAY	CONC	1

Sale Information

Sale Date	Price	Book	Page	Vac/Imp	Type Instrument	Qualification
03/17/1977	\$0	206	701			
07/21/1975	\$0	194	909			

Land Information

Deed Acres: 0.00	Calc Acres: 0.00	Total Land Units: 3.30
Land Type: 01 - RESIDENTIAL	Soil Class:	Units: 3.30

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AREA TWELVE
PROPERTY OWNER

State of Tennessee  Comptroller of the Treasury
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County Number: 089

County Name: WARREN

Tax Year: 2021

Property Owner and Mailing Address

Jan 1 Owner:

ROLLER JAMES RANDALL
ETUX JACQUELINE
65 LOVE RD
MCMINNVILLE, TN 37110

Property Location

Address: LOVE RD 65

Map: 060C Grp: A Ctrl Map: 060C Parcel: 001.01 Pl: S/I: 000

Value Information

Reappraisal Year: 2020

Land Mkt Value: \$30,200

Improvement Value: \$190,500

Total Market Appraisal: \$220,700

Assessment %: 25

Assessment: \$55,175

General Information

Class:	00 - RESIDENTIAL		
City #:	000	City:	
SSD1:	000	SSD2:	000
District:	01	Mkt Area:	N28
# Bldgs:	1	# Mobile Homes:	0
Utilities - Water / Sewer:	03 - PUBLIC / INDIVIDUAL	Utilities - Electricity:	01 - PUBLIC
Utilities - Gas / Gas Type:	00 - NONE	Zoning:	

Subdivision Data

Subdivision:

Plat Bk: Plat Pg: Block: Lot:

Additional Description

Building Information

Building # 1

Improvement Type:	01 - SINGLE FAMILY	Stories:	1
Living/Business Sq. Ft.:	2,401		
Foundation:	02 - CONTINUOUS FOOTING	Floor System:	04 - WOOD W/ SUB FLOOR
Exterior Wall:	11 - COMMON BRICK	Structural Frame:	00 - NONE
Roof Framing:	02 - GABLE/HIP	Roof Cover/Deck:	03 - COMPOSITION SHINGLE
Cabinet/Millwork:	03 - AVERAGE	Floor Finish:	11 - CARPET COMBINATION

Interior Finish:	07 - DRYWALL	Paint/Decor:	03 - AVERAGE
Heat and A/C:	08 - HEAT & COOLING PKG	Plumbing Fixtures:	6
Bath Tile:	00 - NONE	Electrical:	03 - AVERAGE
Shape:	01 - RECTANGULAR DESIGN	Quality:	01 - AVERAGE
Act Yr Built:	1978	Condition:	A - AVERAGE

Building Areas:

Area: BAS	Sq Ft: 1,872
Area: BSF	Sq Ft: 529
Area: UTU	Sq Ft: 414
Area: EPF	Sq Ft: 176
Area: OPF	Sq Ft: 108

Extra Features

Bldg/Card#	Type	Description	Units
1	CARPORT UNFINISHED DETACHED	PRE-FAB	1
1	ATTACHED SHED		700
1	GARAGE UNFINISHED DETACHED		1,700
1	CARPORT UNFINISHED DETACHED	PRE-FAB	1
1	SLAB	12X23	276
1	SLAB	10X57	570

Sale Information

Sale Date	Price	Book	Page	Vac/Imp	Type Instrument	Qualification
10/27/2003	\$0	80	310			
08/03/2001	\$140,000	318	620	IMPROVED	WD	P
01/01/1978	\$40,000	219	1041	IMPROVED	WD	A

Land Information

Deed Acres: 0.00 **Calc Acres:** 0.00 **Total Land Units:** 5.50
Land Type: 01 - RESIDENTIAL **Soil Class:** **Units:** 5.50

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