

- Close Leo Avenue and Fred Street across from Mud Island Road; access to properties along these short roads will be provided via Mahannah Avenue.

These are local roads that will not adversely impact access to properties or traffic operations by creating cul-de-sacs. These roads are located between Chelsea Avenue and Cedar Avenue.

## ABOUT THE NEPA PROCESS

This meeting is part of the NEPA process, which is required by the federal government for projects or undertakings that use federal funds. TDOT prepared a NEPA DEIS Reevaluation, which is currently under review by the Federal Highway Administration.

After the preparation of a Final Environmental Impact Statement (FEIS), the subsequent Record of Decision (ROD) will be the final NEPA action needed to allow the project to move forward to the survey and design phase.

## PROJECT SCHEDULE

The NEPA Record of Decision (ROD) is anticipated in 2015. The schedule for future project phases (right-of-way acquisition and construction) will be determined based on identification of funding.

## RIGHT OF WAY AND RELOCATIONS

The project's Build (Preferred) Alternative would acquire an estimated 38 acres of right-of-way and would displace approximately 35 residences.

To minimize unavoidable effects of right-of-way acquisition and the displacement of people, the City of Memphis will carry out a right-of-way relocation program in accordance with:

- The Tennessee Uniform Relocation Assistance Act of 1972; and
- The Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91646).

An information pamphlet entitled- "Relocation Assistance Program" is available at this meeting. It outlines the services offered and any payments for which you may be eligible.

Representatives from the City of Memphis Right-of-Way Office are here tonight to answer questions relating to relocations and right-of-way acquisitions.

## PROCEDURE FOR SUBMITTING PUBLIC COMMENTS

You are encouraged to provide comments and input on the project. Your input will become part of the official public record for this project.

Please use the comment card to make a written statement, and leave it with a representative from TDOT at the registration desk, or mail it to TDOT to the address on the comment card.

If you do not wish to make a statement at this time, or if you wish to make an additional statement, you may send in your written comments within 21 days from the date of this meeting or by August 28, 2014 to:

**Public Meeting Comments**  
**Attn: North Second Street**  
**Corridor Improvements, City of**  
**Memphis**  
**Tennessee Department of**  
**Transportation**  
**Suite 700, James K. Polk Building**  
**505 Deaderick Street**  
**Nashville, TN 37243-0332**

Public comments concerning this project can also be submitted to: [TDOT.Comments@tn.gov](mailto:TDOT.Comments@tn.gov).

Be sure to include the project name (North Second Street Corridor Improvements, City of Memphis).

A court reporter is available for those persons who desire to make a statement about the project and have the statement included in the official transcript of this meeting. If you wish to make a statement, please see the representative at the court reporter's table.

It is anticipated that a copy of the complete transcript and all written comments received from this meeting will be available for review on TDOT's website within 60 to 90 days of this meeting.

## FOR ADDITIONAL INFORMATION

Please feel free to contact TDOT representatives:

Margaret Slater  
 NEPA Contact  
 TDOT Environmental Division  
 505 Deaderick St., Suite 900  
 Nashville, TN 37243  
 615-253-0033  
 Margaret.Slater@tn.gov

Steve Chipman  
 Project Manager  
 TDOT Region 4, Jackson  
 300 Benchmark Place  
 Jackson, TN 38301  
 731-935-0157  
 Steve.Chipman@tn.gov

The project website contains recent updates and additional information pertaining to this project:

<http://www.tdot.state.tn.us/northsecondstreet/>

Please follow project updates on this website.

THANK YOU FOR YOUR INTEREST IN  
 THE NORTH SECOND STREET  
 CORRIDOR IMPROVEMENT PROJECT

## AGENDA

5:00-5:30 pm	Sign in/Sign up to Speak/Visit Displays/Talk with Project Team and/or Court Reporter
5:30-5:50 pm	PowerPoint presentation
5:50-7:00 pm	Question & Answer

## WE NEED YOUR INPUT

This National Environmental Policy Act (NEPA) Public Meeting is the follow-up to the last Public Hearing, held on May 19, 2011, and is being conducted in accordance with the NEPA process for this project and the Federal Highway Administration's (FHWA) regulations at 23 CFR Parts 771 and 774.

The focus of this meeting is to update the public and local officials on changes in the NEPA environmental documentation and preliminary design that have occurred since the 2011 Public Hearing. This meeting will afford the public an opportunity to view and comment on the revised proposed project concept.

The meeting will include a short presentation, followed by an opportunity for attendees to present their opinions about the project, including changes that have occurred since the last Public Hearing, and to ask questions. Individuals can speak during the question and answer period. Those desiring to do so must sign up to speak at the sign-in table. Speakers will be limited to three minutes and cannot share or yield time to enable anyone to speak for longer than three minutes.

Maps of the project area and other pertinent information are displayed throughout the room.

Representatives of the Tennessee Department of Transportation (TDOT), and the City of Memphis can answer any questions that you may have. They can be identified by their name tags.

## PROJECT OVERVIEW

This project is being developed by the City of Memphis, with assistance from TDOT.

The project involves improving North Second and North Third Streets from I-40 to Chelsea Avenue and North Second from Chelsea Avenue to the Whitney Avenue intersection with U.S. 51/SR-3. Segments of the proposed project will follow existing streets, while other improvements north of the Wolf River will be on new location. The length of the proposed project is approximately 4.6 miles.

A Draft Environmental Impact Statement (DEIS) was signed and approved for circulation by FHWA on February 11, 2011. The document was made available for public viewing on the TDOT project website and local libraries.

A NEPA Public Hearing was held at the BRIDGES Center in Memphis on May 19, 2011, to provide the public with an update on the proposed project and to provide an opportunity to review the design plans and comment.

NEPA PUBLIC MEETING  
 August 7, 5:00 – 7:00 p.m.  
 Bickford Community Center  
 233 Henry Avenue  
 Memphis, TN 38107

North Second Street Corridor  
 Improvement Project  
 Tennessee Department of Transportation  
 City of Memphis

A majority of the commenters favored the project, but several wanted modifications to the Build Alternative.

The primary modification desired by the public was to eliminate the conversion of North Second and North Third Streets to a one-way pair from I-40 to Chelsea Avenue. As a result of the May 2011 Public Hearing, the City of Memphis, with support from the Memphis Urban Area Metropolitan Planning Organization (MPO), requested that the project move forward with the elimination of the one-way pair concept.

Based on public comment, support from the City of Memphis and other agencies, modifications were made to the DEIS Build Alternative and it was selected as the Preferred Alternative.

Because of the changes to the proposed project design as well as the time that has passed since the approval and circulation of the DEIS, a NEPA reevaluation was prepared in 2014. The findings of the reevaluation concluded that there are no major changes to the project as compared to the findings presented in the DEIS.



## PURPOSE AND NEED

The proposed project is intended to address transportation needs that have been identified through coordination with local officials, agencies and the public. The purpose of the proposed project is to:

- Provide a viable secondary access route into the Memphis Central Business District (CBD) from communities north of downtown, while improving traffic circulation within the study corridor; and
- To stimulate economic development by providing infrastructure that will maintain the existing momentum for reinvestment and generate new investment in residential and commercial ventures along the corridor.

Improvements to the North Second Street Corridor are also needed to enhance the ongoing redevelopment of the Uptown Neighborhood and other older residential areas by providing a facility that blends in with the pedestrian friendly urban neighborhood environment that is being promoted by the City.

## PROJECT DESCRIPTION

Most of the existing North Second Street currently has two travel lanes and is functionally classified as an urban principal arterial on the National Highway System. The street does not meet current design standards in several locations and does not have the capacity to meet future traffic projections. North Third Street currently has four travel lanes, a center turn lane and is also classified as an urban principal arterial. Both streets serve commercial, industrial, and adjacent neighborhoods.

One alternative is proposed: the Build Alternative. The Build Alternative will be carried forward as the Preferred Alternative as it best meets the purpose and need.

## Build (Preferred) Alternative

The Preferred Alternative begins at the I-40 and North Second Street interchange, extends north and crosses the Wolf River floodplain, ending at the U.S. 51/SR-3 intersection (See Project Location Map). This is the same corridor alignment as presented for the DEIS Build Alternative. Improvements actually begin at Jackson Avenue just north of I-40 with only lane transitions as necessary between I-40 and Jackson Avenue.

The primary difference between the Preferred Alternative that will be carried forward in the FEIS and the DEIS Build Alternative, is that the Preferred Alternative maintains North Second and North Third Streets between Jackson Avenue and Chelsea Avenue as two-way streets, as opposed to a one-way pair. South of Chelsea Avenue, the Preferred Alternative also retains on-street parking for North Second and North Third streets. The two-way streets will merge and connect to the proposed four-lane parkway north of Chelsea Avenue via a proposed roundabout at Henry Avenue. North of T.M. Henderson Avenue, there is no difference between the Preferred Alternative and the DEIS Build Alternative.

The Preferred Alternative crosses the Wolf River and involves constructing a new two-lane bridge for southbound traffic parallel to the existing two-lane bridge, which will be retained for northbound traffic. The proposed alignment extends north on new location across the Wolf River floodplain and ties into the existing Whitney Avenue just east of the old International Harvester Building on Whitney Avenue.

Improvements for the Preferred Alternative include bicycle and pedestrian improvements. A roundabout will be constructed at the intersection of North Second Street, North Third Street and

Henry Avenue. A four-lane roadway will be constructed from Henry Avenue to the U.S. 51/SR-3 intersection in the Frayser community. The Preferred Alternative reduces the number of travel lanes along North Third Street in the urbanized area of the study corridor south of the proposed roundabout. This will allow improvements to provide a pedestrian and bicycle-friendly urban neighborhood environment.

Seven different roadway cross-sections are being proposed for this project in order to meet the Purpose and Need of the project and to accommodate new development and on-going redevelopment initiatives while minimizing the adverse social, economic and environmental impacts of the improvements.

Turn lanes will also be provided, where appropriate, for safety and operational benefits. Medians will also be provided in many areas to control access for driveways and to improve safety.

Several side roads and intersections with North Second Street will be modified as part of the proposed improvements. These intersection modifications will improve access control along North Second Street and improve safety at the intersections. In order to control access in the vicinity of the proposed roundabout and at other locations:

- Henry Avenue on the east side of North Second Street will be modified to no longer connect to North Second Street;
- North Third Street will be closed between Henry Avenue and Bickford Avenue;
- Cul-de-sacs will be formed at the terminus of North Second Street at Hickory Avenue and Reno Avenue. These two streets previously intersected with North Second Street.

