

Federal Highway Administration
Finding of No Significant Impact

State Route 1 (Summer Avenue);
(U. S. 64, U. S. 70, U. S. 79)
From east of Macon Road to Elmore Road
Shelby County, Tennessee

Prepared by
U. S. Department of Transportation
Federal Highway Administration
and
Tennessee Department of Transportation
Bureau of Planning and Development
Environmental Planning Office

Cooperating Agency
Department of the Army
Corps of Engineers

The Federal Highway Administration (FHWA) has determined that the "Build Alternative" for this project will not have any significant impact on the human environment. This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment (EA) dated, 9 March 1998 which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached environmental assessment. This FONSI should not be evaluated independently of the approved EA.

Date 5/10/99 ¹⁰⁷ FHWA Division Administrator Mark Doctor

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Copies of the Environmental Assessment, upon which the decisions in this document are based, are available at the following locations:

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SUMMARY

General Project Description

The Tennessee Department of Transportation (TDOT) is proposing to improve a section of State Route 1, Summer Avenue (U. S. 64, U. S. 70, U. S. 79), from east of Macon Road to Elmore Road. The project is approximately 5.1 kilometers(3.2 miles) in length and will require approximately 3.77 hectares(9.33 acres) of new right-of-way.

The project as described in the Environmental Assessment had a "Build Alternative" as the only new construction alternative under consideration. The project was identified in the Accelerated Highway Plan that was passed by the 94th Legislature. Additionally, the project has been prioritized with the local Metropolitan Planning Organization (Memphis & Shelby County MPO) Transportation Improvement Program (TIP) 1998-2002. The proposed project alignment is a result of a concerted effort to minimize adverse human and environmental impacts and provide a facility able to serve transportation needs well into the future. This "Build Alternative" was developed as a result of ongoing studies and public input and is the Department's selected alternative.

Other Major Actions

The Department is currently conducting a study for upgrading the I-40/I-240 interchange which would include the Summer Avenue/I-40 interchange at the beginning terminus. Current designs would not affect the location of the on-ramp for I-40 west and the Macon Road frontage road, both of which exit onto the north side of Summer Avenue. The construction of new ramps for the I-40/I-240 interchange should not affect the proposed reconstruction of Summer Avenue.

Selected Alternative

The "Build Alternative" is the selected alternative because it has no substantial environmental impacts and it alone meets the project purpose and need as outlined in the Environmental Assessment.

The "Build Alternative " proposes the improvement of the existing highway with the reconstruction of Summer Avenue from four lanes to six lanes with a turn lane. The proposed cross-section is three 3.6 meter (12-foot) traffic lanes in each direction; with 3.6-meter (12-foot) turn lane and 1.2 meter (4-foot) bicycle lanes within a 35-meter (116-foot) row.

The above cross-section will run the length of the project except at Sycamore View Road where two left turn lanes will be placed in both directions to permit increased north and south turning movements. A wider ROW width of an additional 3.65 meters (12-foot) will be required as an approach to this particular intersection for a maximum of 38.6 meters (128 feet) to accept the additional turn lanes. The turn lanes will be transitioned in symmetrically 76.2 meters (250 feet) both north and south of the intersection . The cross section for the existing Wolf River bridge is a four lane 48'/80' section compatible with the current roadway. The structural deficiencies in the two bridge spans over the Wolf River and Fletcher Creek will be corrected with seismic replacements.

SUMMARY OF ENVIRONMENTAL COMMITMENTS

Displacements

A Conceptual Stage Relocation Plan (CSRP) has been prepared for this project to assess the effects of displacements on the affected families and businesses and to determine the probability of successfully relocating the displaced persons. The project will not require any

residential displacements. A preliminary investigation has determined that right of way acquisition may require four (4) businesses. The local market will afford an ample number of business properties.

In order to minimize the unavoidable effects of right-of-way acquisition, the Tennessee Department of Transportation will carry out a right-of-way and relocation program. This program will be in accordance with the Tennessee Uniform Relocation Assistance Act of 1972 and the Uniform Relocation and Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646). Relocation resources are available to all the displaced without discrimination. Therefore, while there will be some short term disruption and inconvenience to displaced persons, the availability of building lots coupled with the benefits afforded all displaced persons under the "Uniform Act", will minimize any long term impacts.

Noise Impacts

The existing and design year peak-hour levels were predicted at one (1) representative location within the project area. The FEDERAL HIGHWAY NOISE PREDICTION MODEL (STAMINA 2.0/OPTIMA) was used to predict these levels. It was determined that the sensitive receptors represented will experience levels at the noise abatement criteria.

Abatement measures were considered for each of the sensitive receptors represented by the project. Each of method considered was found to be unreasonable and infeasible when compared to any limited noise attenuation they might offer. For these reasons, it is unlikely that any form of noise abatement will be incorporated into the design of this project.

Ecological Impacts

Construction of the proposed project will acquire approximately 0.20 hectares or 0.5 acres total of stream-bank type riparian acquired (consisting mainly of willow, green ash, and river birch) along the existing right-of-way of the Wolf River and Fletcher Creek. The existing fills will not be lengthened at either stream crossing. No adjacent wetlands in the adjacent study areas will be impacted. There will be no long term impacts or substantial encroachment on the 100-year floodplain of the Wolf River and Fletcher Creek. No stream channeling is anticipated at this phase of the study. TDOT will apply for all necessary agency permits as the requirement is identified during plans development and as required by law. According to the Tennessee Department of Environment and Conservation, Division of Natural Heritage and the U.S. Fish and Wildlife Service there are no recorded threatened and/or endangered species within the project corridor. The Ecological Impact Study is in the Appendix of the Environmental Assessment.

Cultural Resources Impacts

The proposed project will not affect any lands or properties protected under Section 4 (f) of the U.S. Department of Transportation Act of 1966 (as amended). No public parks or recreation lands, wildlife or waterfowl refuges, or known historical or archaeological sites of local, state or national significance, as listed in the National Register of Historic Places will be involved. The TDOT impact assessment study for all of the Cultural Resources Impact areas and the letter of concurrence from the State Historic Preservation Officer are in the Appendix to the Environmental Assessment.

Hazardous Waste Study

A preliminary survey indicated there may be three (3) sites at which underground storage tanks are or were located. TDOT has developed sufficient experience in the past to effectively deal with this particular kind of waste problem of limited extent. The assessment of the UST sites effected will be reviewed to determine the right of way requirements. If still necessary, a hazardous material study including intrusion testing of all sites where right-of-way is required and are suspected or believed to contain petroleum or hazardous material will be conducted in the project area. In the event hazardous substances/wastes are encountered within the proposed right-of-way, their disposition shall be subject to the applicable sections of the Federal Resource Conservation and Recovery Act, as amended; and the Comprehensive Environmental Response, Compensation, and Liability Act, as amended; and the Tennessee Hazardous Waste Management Act of 1983.

PUBLIC HEARING ANALYSIS

A Combined Corridor/Design Public Hearing was held for the subject project on May 12, 1998, in the Shelby Oaks Elementary School Cafeteria, 6053 Summer Avenue, Memphis, Tennessee. Fifty-four (54) signatures appear on the hearing sign-in register. Nineteen (19) official comments were received either orally by the court reporter, or by written comment cards. Three (3) of these were duplicatons. Most of the comments offered no clear support of opposition to the project, but were directed to personal issues relative to impacted properties. Two (2) comments stated clear support for the project, and one comment was in definite opposition.

Some of those concerns include “excessive traffic at Shelby Oaks Elementary School..” “..using State right-of-way for business parking..” “help with an existing drainage problem..” and “..elimination of proposed bike lanes on the project..”. The formal response by TDOT is attached.

CONCLUSION

Based upon earlier needs studies, the absence of comments containing evidence contrary to the need of the project, it is determined that the project is needed and the currently proposed corridor, as described above, should be approved.

APPENDIX A

Public Hearing Response

Several comments were concerned there would be excessive traffic at Shelby Oaks Elementary School and requested consideration of traffic signals.

Disposition: Our office will work with Special Design and the Traffic Office to determine if a traffic signal is warranted at the school. If it is deemed necessary, the design will be revised accordingly.

Ms. Jo Stainback, JoJo's Family Haircare, a property owner who will not be affected by right-of-way take for the project has been using State right-of-way for business parking. She says the planned project will ruin her business.

Disposition: Since this is a case where there is no direct take of right-of-way to the property owner, only use of existing State right-of-way, no disposition is necessary.

Ms. Brenda Gurley, Cordova Tire Center, Tract #45, requests the driveway be moved to the east.

Disposition: The driveway should be relocated within TDOT's Driveway Policies.

Mr. Ronald Hayes, Tract #50, whose business will be displaced due to the improvement of Summer Avenue, requests that the Munson Road relocation be moved to the south to avoid this displacement.

Disposition: Our designer will look at the suggested location, however the building to be affected is being displaced by mainline design, and the businesses will still be displaced.

The owner of Tract #66, Phillip Rhue, is requesting help with an existing drainage problem from the State.

Disposition: Our design will not contribute to this property owner's drainage problems. However, the designer should make every effort within the right-of-way to lessen the property owner's drainage problem.

Three representatives of Lewis Ford (Tract #4) requested consideration of (1) driveway adjustments; (2) a traffic signal study at Station 1+320.142; (3) the removal of old sidewalk; (4) adequate drainage for driveways, which is not currently provided; and (5) I-40/I-240 work done concurrently with the project.

Disposition: (1) Driveway shifts will be made in accordance with TDOT Driveway Policies. (2) The necessity of a signal will be reviewed. (3) Old sidewalk within the proposed right-of-way will be removed. (4) Driveway drainage problems will be reviewed on an individual basis and attempts to alleviate drainage problems within the limits of construction will be done. (5) Construction schedules on projects are not set by the Design Division.

Michael Robilis, (Tract not specified) a business owner on the project, says the project will make one of his driveways inaccessible and will put him out of business, at least during the construction phase.

Disposition: Access to all properties will be maintained at all times during construction. Any permanent loss of access will be dealt with during the right-of-way acquisition process.

Representative Tre Hargett expressed concern about the Department taking property from the Tennessee Highway Patrol Station (Tract #82).

Disposition: Every effort will be made to minimize right-of-way acquisition from the Tennessee Highway Patrol Station.

Two comments were directed at the elimination of proposed bike lanes on the project.

Disposition: This route has been chosen as part of the Tennessee Bike route, and our designers do not have the option of eliminating the planned bike lanes from the project.

Project Map
State Route 1 (Summer Avenue)
(U. S. 64, U. S. 70, U. S. 79);
From east of Macon Road to Elmore Road
Shelby County, Tennessee



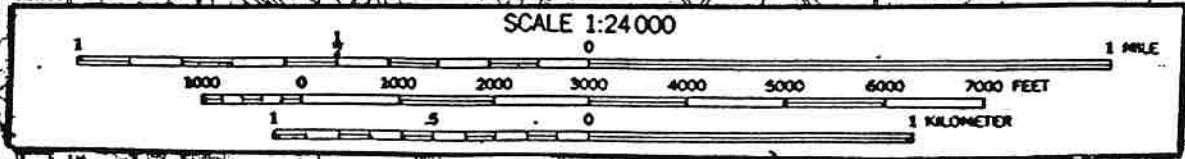
Elmore Road

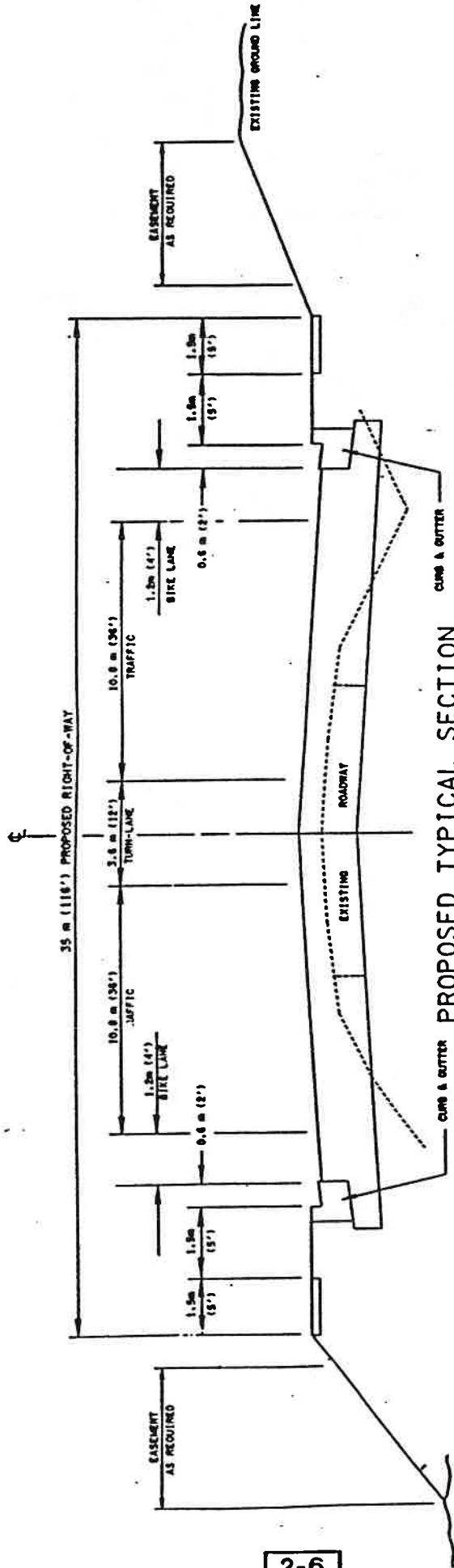
End Project

Sycamore View Road

Summer Avenue

Begin Project





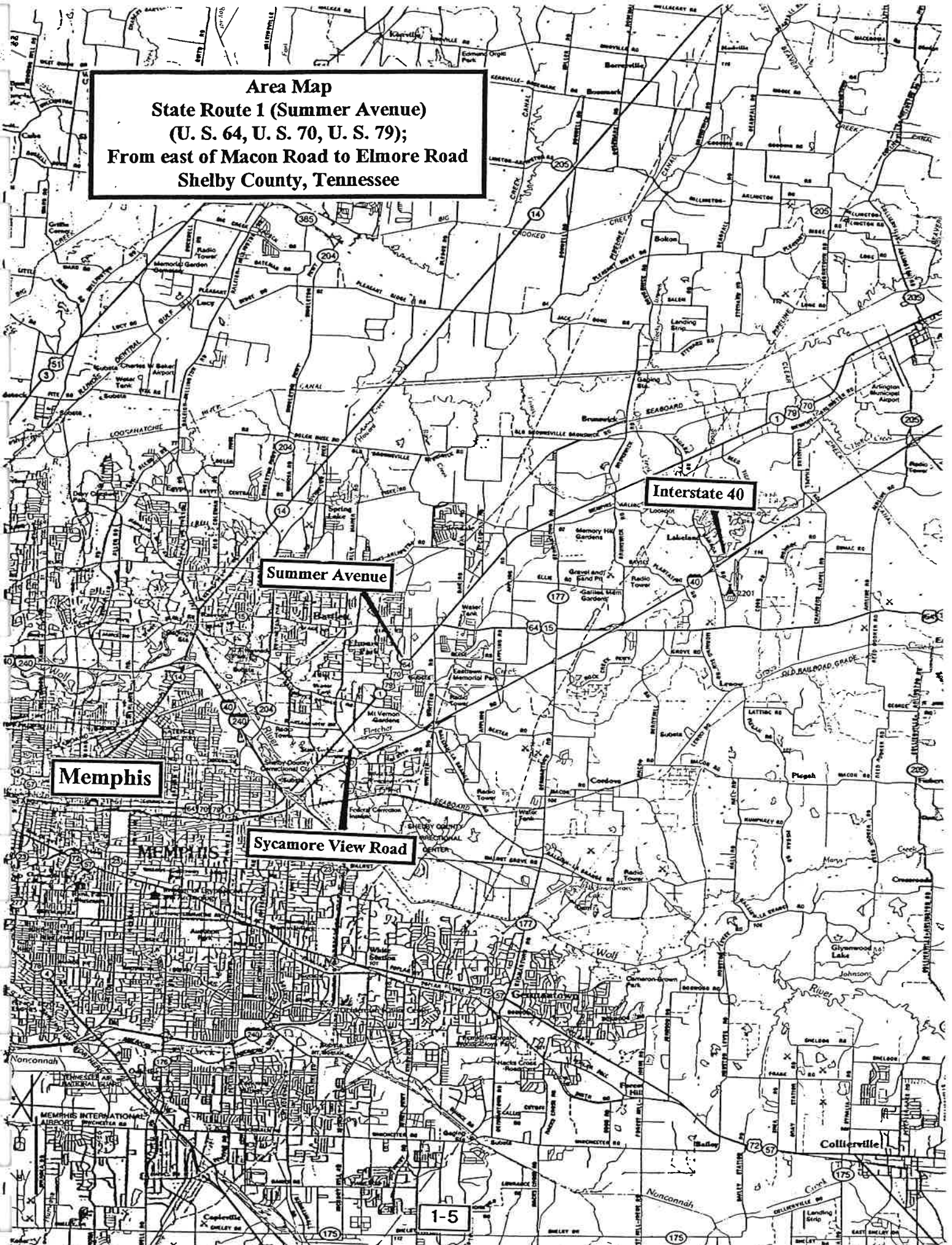
PROPOSED TYPICAL SECTION

STATE ROUTE 1

FROM I-40

TO ELMORE RD.

Area Map
State Route 1 (Summer Avenue)
(U. S. 64, U. S. 70, U. S. 79);
From east of Macon Road to Elmore Road
Shelby County, Tennessee



Interstate 40

Summer Avenue

Memphis

Sycamore View Road

1-5

