

**SHELBY FARMS PARKWAY
PUBLIC HEARING SUMMARY**

SHELBY FARMS VISITORS CENTER

500 PINE LAKE DRIVE

BARTLETT, TENNESSEE 38134

DECEMBER 13, 2007

5:00 p.m.-7:00 p.m

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*Shelby Farms Parkway
Public Hearing
December 13, 2007
Shelby Farms Visitors Center*

SECTION I

CERTIFICATION OF PUBLIC HEARING



Shelby County Government

A C Wharton, Jr.
Mayor

19 March 2008

CERTIFICATION TO THE SECRETARY, DEPARTMENT OF TRANSPORTATION IN ACCORDANCE WITH SECTION 128, TITLE 23, UNITED STATES CODE ANNOTATED

This certifies that Shelby County Government held the public hearing on the subject project identified below and has considered the economic and social effects of the location, its impacts on the environment, and its consistency with the goals and objectives of Shelby County.

SUBJECT PROJECT DESCRIPTION

From the east side of the Wolf River Bridge on Walnut Grove Road, cross country to the intersection of Mullins Station Road, and roughly paralleling Whitten Road to the Whitten Road/Macon Road intersection in Memphis, Shelby County, Tennessee.

Thursday, December 13, 2007 A Public Hearing regarding the Shelby Farms Parkway through Shelby Farms in Shelby County, Tennessee from 5:00 p.m. to 7:00 p.m. at the Shelby Farms Visitors Center, 6489 Mullins Station Road, Memphis.

SHELBY COUNTY GOVERNMENT

Theodore C. Fox III, Director
Division of Public Works
Shelby County Government

*Shelby Farms Parkway
Public Hearing
December 13, 2007
Shelby Farms Visitors Center*

SECTION II

LEGAL NOTICE OF PUBLIC HEARING

**Printed Sunday, November 11, 2007, Monday, November 12, 2007, and Monday, December 10, 2007
in the
Memphis Commercial Appeal**

and

**Printed Monday, November 12, 2007
in the
Memphis Daily News**

We Need Your Input!

Thursday, December 13, 2007 5:00-7:00 PM CST

The Shelby Farms Parkway Advisory Team, the City of Memphis, Shelby County, and the Tennessee Department of Transportation invite you to a Public Hearing

**Shelby Farms Visitors Center
500 Pine Lake Drive
Memphis, TN 38134**
Off Farm Road between
Walnut Grove Road & Mullins Station Road

This is the third of a series of public meetings to solicit input and address concerns associated with improving safety and mobility in East Memphis while preserving the scenic, historic, aesthetic, environmental and other community values of the Shelby Farms area.

This hearing will afford the public an opportunity to view and comment on the Draft Supplemental Environmental Impact Statement (DSEIS) and the preferred alignment developed by the Shelby Farms Parkway Advisory Team for "Kirby Parkway (Shelby Farms Parkway)" between Walnut Grove to the South and Macon Road to the North.

Representatives from the City of Memphis, Shelby County, and the Tennessee Department of Transportation will be available to receive your comments. Members of the Advisory Team will also be available to address questions concerning the preferred alignment. This notice announces the beginning of a 45-day public comment period and invites oral and written comments from all interested parties. Comments received will be included in the Final Supplemental Environmental Impact Statement.

The Draft Supplemental Environmental Impact Statement (DSEIS) is available for public review at the following locations:

Memphis Public Library
and Information Center
Government Publications Librarian
3030 Poplar Avenue
Memphis, TN 38111

University of Memphis Library
Government Publications Dept.
Memphis, TN 38152

Cordova Branch Library
8457 Trinity Road
Cordova, TN 38018



Written Statements and other exhibits may be submitted within twenty-one (21) days after the public hearing date to be included in the project transcript at the following address:

Project Comments
Public Works Division
Shelby County Government
160 N. Main Street, Suite 801
Memphis, TN 38103

Persons having disabilities that require aids or services to participate at the hearing may contact the following person no later than five (5) days prior to the hearing:

Tom Stone
ADA Coordinator
Shelby County Government
Department of Risk Management
1075 Mullins Station Road, Room W-289
Memphis, TN 38134

Email: Tom.Stone@shelbycountyn.gov
Phone: (901) 379-7895
Fax: (901) 379-7888

*Shelby Farms Parkway
Public Hearing
December 13, 2007
Shelby Farms Visitors Center*

SECTION III

ATTENDANCE ROSTER OF PUBLIC HEARING

Shelby Farms Parkway NEPA Public Hearing

Shelby Farms Visitors Center
500 Pine Lake Drive, Memphis, TN 38134

December 13, 2007

5:00-7:00 PM

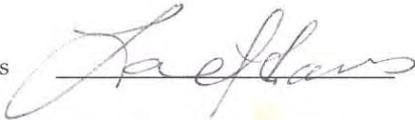
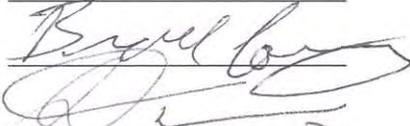
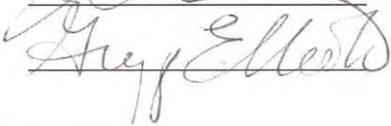
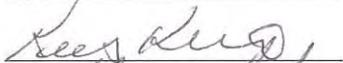
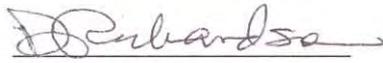
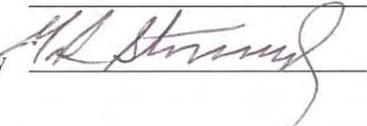
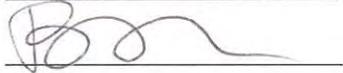
	First Name	Last Name	Address	City	State	Zip	Phone	Comment Sheet
1	Sean	Alexander	6977 Gallop Dr.	Cordova	TN	38018	901-386-4512	Yes
2	Mark	Ali	1301 Valley Sall LN	Cordova	TN	38018		
3	Gina	Bailey	3588 Southlinks Cove	Memphis	TN	38125		
4	Glen E.	Basdamsu	P.O. Box 160	Arlington	TN	38002		
5	Jason	Biley	4134 Crain Rd.	Memphis	TN	38125	901-371-0149	Yes
6	Dee	Billmeier	6465 Massey LN	Memphis	TN	38120	901-767-5311	Yes
7	Dr. Gerard J Jr.	Billmeier	6465 Massey LN	Memphis	TN	38120	901-767-5311	Yes
8	Elizabeth	Boyd	1524 Wolf Bend RD	Germantown	TN	38138		
9	Clifford O.	Brady	7071 Macon Rd.	Cordova	TN	38018	901-386-4210	Yes
10	John	Cameron	125 N. Main Rm 668	Memphis	TN	38103		Yes
11	Jill	Cap	P.O. Box 364	LaGrange	TN	38046		
12	Elvin	Carlson	458 Mysen	Cordova	TN	38018		
13	Cris	Chapman	120 S. Cotton Ridge	Cordova	TN	38018		Yes
14	Tom	Charliex	The Commercial Appeal		TN			
15	John	Christenson	110 Viking Dr.	Cordova	TN	38016		
16	Vincent Ira	Ciaramitaro	5598 Southwood	Memphis	TN	38120	901-685-1760	Yes
17	Ray	Curry	150 Val Halla Cove	Cordova	TN	38018	901-606-1606	Yes
18	Mike	Dennison	11648 Leewood Dr.	Arlington	TN	38002	901-867-7146	Yes
19	WW	Diggs	7340 Raleigh LaGrange	Cordova	TN	38018	901-767-4522	Yes
20	John	Duder	7333 Poplar Pike	Memphis	TN	38138	901-484-1318	Yes
21	Mariel	Elliott						
22	Shep	Fargolstein	6412 LeBarrett Cv.	Memphis	TN	38120		
23	Richard	Felwstein	1034 Mirror Lake LN	Cordova	TN	38018		
24	Jim	Gafford	376 Booth LN	Collierville	TN	38017		
25	Wain	Gaskins						
26	Sue	Goodwin	5303 McKans Cv	Memphis	TN	38120	901-682-9038	Yes
27	John M., Jr.	Greene	774 Eventide Dr.	Memphis	TN	38120	901-683-2172	Yes
28	Travis	Handwecker	286 Melita Rd.	Memphis	TN	38120		
29	George	Higgs	8907 Plantation Pl Cv	Cordova	TN	38018	901-528-1111	Yes
30	Steve R.	Hooper	ETI Corp.					
31	John	Joyner	127 S. Fenwick RD	Memphis	TN	38111	901-324-8208	Yes
32	Benjie	Kabakoff	7523 Appling Glen Cv.	Bartlett	TN	38133		
33	Jeanette	King	4317 Havertill	Memphis	TN	38111		
34	Keith	Konkeanp	P.O. Box 11031	Memphis	TN	38111		
35	Kennith	Kuiken	4796 Gwynne RD	Memphis	TN	38117		
36	Louis	Kuiken	4796 Gwynne RD	Memphis	TN	38117		
37	Mark	Lindstrom	6799 Great Oaks Rd.	Memphis	TN	38138		
38	Michael	Lisle	2011 Kings Cross LN	Cordova	TN	38016	901-737-5833	Yes
39	Bob	Loos	6977 Gallop Dr.	Cordova	TN	38018	901-386-4512	Yes
40	Chris	Masin	4134 Crain RD	Memphis	TN	38185	901-371-0149	Yes
41	G.D.	McClain	P.O. Box 3321	Memphis	TN	38173	901-545-4588	Yes
42	John	McCormick	1905 Standing Rock Cv.	Collierville	TN	38017		
43	Pepper	Moarcus		Memphis	TN			
44	Glenn	Moore	1260 Tyler Pl.	Cordova	TN	38018		
45	M.	Oakes	742 West Dr.	Memphis	TN	38112	901-452-5803	Yes
46	Clark	Odor	2116 Prestwick Dr.	Germantown	TN	38139	901-624-9839	Yes
47	Michele	Passeretti	3342 Kristy Dr.	Memphis	TN	38118	901-653-9605	Yes
48	Lane	Purser	353 Shelley Renee	Cordova	TN	38018		
49	Redrick	Rayborn	6395 Limewood Ave.	Memphis	TN	38134		
50	Brynda	Read	9436 Salem Rd.	Arlington	TN	38002	901-829-3938	Yes
51	Ron	Read	9436 Salem Rd.	Arlington	TN	38002		
52	Nancy	Ream	490 Elise Dr.	Cordova	TN	38018	901-759-9416	Yes
53	Burk	Renner	6428 Briergate Dr.	Bartlett	TN	38134		
54	Rick	Richardson	6163 Turnbridge Dr.	Millington	TN	38053		
55	Nellie	Rowe	7615 Dexter Grove	Cordova	TN	38016	901-755-5022	Yes
56	Darren	Sanders	160 N. Main	Memphis	TN	38103		
57	Jerry	Scruggs	5954 Brierhedge Ave.	Memphis	TN	38120	901-262-4110	Yes
58	Phillip	Scruggs	5954 Brierhedge Ave.	Memphis	TN	38120	901-848-8942	Yes
59	Peter	Shea	7556 Raleigh LaGrange Rd.	Cordova	TN	38018	901-756-2822 x225	Yes
60	Mike	Slattery	7556 Raleigh LaGrange Rd.	Cordova	TN	38018	901-487-5775	Yes
61	Susan	Tobey	4882 Gwynne Rd.	Memphis	TN	38117	901-335-9928	Yes
62	Jim	Waldron	1014 Murray Hill LN	Memphis	TN	38120	901-747-3004	Yes
63	Martha	Waldron	1014 Murray Hill LN	Memphis	TN	38120	901-747-3004	Yes
64	Mary	Wearne	6309 Dawn Haven	Millington	TN	38053	901-873-1739	Yes
65	Dabney	Wellford	7488 Dexter Rd.	Cordova	TN	38016		
66	Sue A.	Williams	1694 N Parkway	Memphis	TN	38112		
67	Carl	Winton	1563 John Ridge Dr.	Collierville	TN	38017		
68	Art	Wolff	5445 Shady Grove Terrace	Memphis	TN	38120		
69	Bert	Wolff	5445 Shady Grove Terrace	Memphis	TN	38120		

SHELBY FARMS PARKWAY NEPA PUBLIC HEARING

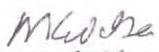
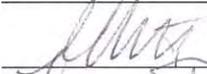
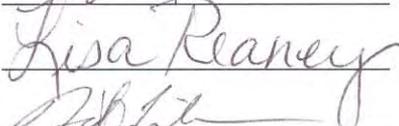
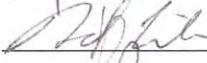
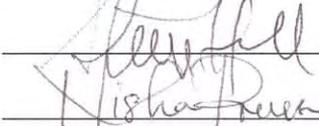
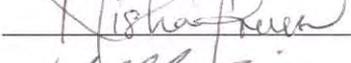
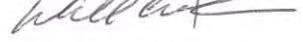
Shelby Farms Visitors Center
500 Pine Lake Drive, Memphis, TN 38134
December 13, 2007
5:00 - 7:00 p.m.

Sign-In Sheet

Advisory Team Members

1. Laura Adams 
2. Larry R. Brown _____
3. Brad Corey 
4. John Dudas _____
5. Gregg Elliott 
6. Randy Graves _____
7. Richard Hollis _____
8. Larry Jensen _____
9. Dan Johnson _____
10. Keith Kirkland 
11. Marty Lipinski 
12. Steve Reynolds _____
13. Don Richardson 
14. Ritchie Smith _____
15. Mark Stansbury 
16. David Stevens _____
17. Barry White 

Project Team Members

- Ted Fox 
- Wain Gaskins _____
- Michael Oakes 
- Martha Lott 
- Lisa Reaney 
- David Lindeman 
- Steve Hill 
- Nisha Powers 
- Will Conkin 
- Karis Day 
- Chris Blevins 

**SHELBY FARMS PARKWAY
NEPA PUBLIC HEARING**

Shelby Farms Visitors Center
500 Pine Lake Drive, Memphis, TN 38134
December 13, 2007
5:00 - 7:00 p.m.

E
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Sign-In Sheet

Name	Address
1. Marieb Elliott	
2. MARY WEARNE	
3. Bertie Wolf	5445 Shady Grove Terrace
4. Wain Gaskins	
5. WW Digger	7340 Raleigh Ln. 38018
6. NANCY REAM	490 Elise Dr. 38018
7. Martha Waldron	1014 Murray Hill Ln, ^{mphs} 38120
8. Pepper Marcus	Memphis TN
9. Vincent IRA Ciaramitara	^{5598 Southwood} Memphis TN 38120
10. Sue A. WILLIAMS	1694 N PARKWAY mphs TN 38112
11. Michael Lisle	2011 Kings Cross Ln 38016
12. Mark Ali	1301 V. Hefball Ln 38018
13. Jim GAFFORD	376 BOOTH LANE COLLIERSVILLE TN 38017
14. Elvin Carlson	458 Mysen Cordova 38018
15. Kenneth Kuiken	4796 Gwynne Rd MPS 38117
16. Elizabeth Boyd	1524 WOLF BEND RD. 9TN 38138
17. Mike Pennison	2777 Walnut Grove Rd Memphis TN 38120
18. John Joyner	127 S. Ferwick Rd Memphis
19. George Higgs	8907 Plantation Pl Cv Cordova TN 38018
20. Sue Goodwin	5303 McKans Cv N/A 38120

SHELBY FARMS PARKWAY NEPA PUBLIC HEARING

Shelby Farms Visitors Center
500 Pine Lake Drive, Memphis, TN 38134
December 13, 2007
5:00 - 7:00 p.m.

Sign-In Sheet

Name	Address
1. Jim Waldron	1014 Murray Hill Ln Memphis, TN 38120
2. Jell Dr. Co	P.O. Box 364 Kanchance TN 38046
3. JOHN M. GREENE JR	774 EVENTIDE DR MEMS 38120
4. Burk Kenner	6428 Briergate Dr. Bartlett 38134
5. Don Richardson	1960 N. Penny, Mem 38112
6. KERRA KANCEANP	P.O. Box 11031 Mem 38111
7. JOHN CAMERON	125 N. MAIN RM668, MEMPHIS 38103
8. Lois Kuiken	4796 Swynne Rd, Memphis
9. Nellie Rowe	7615 Dexter Shore Cordova 38016
10. Michele Passeretti	3342 Kristy Dr. Memphis, TN 38118
11. Brynda Road	9436 Salem Rd 38002
12. Ron Read	" " " "
13. Gina Bailey	3588 Southlinks Cove Memphis 38125
14. STEVE R. HOOPER	ETI CORP.
15. BENJAMIN KARAKOFF	7523 APRIL GLEN CV. 38137
16. Shep Fargotstein	6412 LeBarrett CV - Memphis, TN. 38120
17. JERRY SCRAGGS	5954 BRIERHEDGE MEM 38120
18. Richard Feinstein	1034 Mirror Lake Ln 38018
19. Joannette King	4317 Harvill 38111
20. DARREN SANDERS	SHELBY COUNTY 160 N. MAIN 38103

SHELBY FARMS PARKWAY NEPA PUBLIC HEARING

Shelby Farms Visitors Center
500 Pine Lake Drive, Memphis, TN 38134

December 13, 2007

5:00 - 7:00 p.m.

Sign-In Sheet

Name	Address
1. Clark Odor	2116 Prost-Jack Dr. Germantown, TN 38139
2. Phillip Scruggs	5954 Briarhedge Ave, Memphis, TN 38120
3. Nabrey Wellford	7488 Dexter Rd, Cordova 38016
4. Mark Lindstrom	6799 Great Oaks Rd. Memphis TN. 38138
5. GANE PUESER	357 Shelley Renee Cordova 38018
6. Travis Handwerker	286 Mel. Ln Rd Memphis 38120
7. Tom Charlton	The Commercial Appeal
8. John Duda	Beta 100 Peck of Pl 38103
9. Peter Shea	7556 Raleigh LaGrange Rd. 38018
10. Mike SLATTERY	7556 Raleigh LaGrange Rd. 38018
11. DEE BILLMEIER	6465 MASSEY LN MPHS 38120
12. GID BILLMEIER, JR	6465 MASSEY LN MPHS 38120
13. GLENN MOORE	1260 TYLER PL Cordova 38018
14. G. D. McClain	Shelby County Government - P.O. 3321 Memphis, TN ³⁸¹⁷³
15. Cris Chapman	120 S. Cotton Ridge Ln 39019
16. SEAN ALEXANDE	6977 GALLOP DR. CORDOVA, TN 38018
17. Carl Winters	1563 John Ridge Dr Collierville TN 38017
18. RAY CURRY	150 VAL HALLA Cove Mem 38018
19. Chris Masin	4134 Grain Rd Memphis 38125
20.	

SHELBY FARMS PARKWAY NEPA PUBLIC HEARING

Shelby Farms Visitors Center
500 Pine Lake Drive, Memphis, TN 38134
December 13, 2007
5:00 - 7:00 p.m.

Sign-In Sheet

Name	Address
1. Fredrick Rayborn	6395 Limestone Ave.
2. JOHN McCORMICK	1905 STANDING ROCK CV. COL. 38007
3. Rick Richardson SFEA	6163 TURNBRIDGE DR. MILLINGTON 38053
4. ART WOLFF	5445 SHADY GROVE TERR 38120
5. Bob Loos	6977 Gallop 38018
6. Susan Tolsey	4882 Gwynne 39117
7. Glen E. Bascom	PO Box 160 Arlington 38002
8. Jason Piley	4134 Crain Rd. Memphis 38129
9. John Christenson	110 Viking Dr. Cordova 38016
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*Shelby Farms Parkway
Public Hearing
December 13, 2007
Shelby Farms Visitors Center*

SECTION IV

TRANSCRIPT OF VERBAL PUBLIC COMMENTS

1 PUBLIC HEARING -- SHELBY FARMS PARKWAY
2 SHELBY FARMS VISITORS CENTER
3 500 PINE LAKE DRIVE
4 BARTLETT, TENNESSEE 38134
5 DECEMBER 13, 2007
6 5:00 P. M. TO 7:00 P. M.

7

8

9

10 PUBLIC COMMENTS

11

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21 ALPHA REPORTING CORPORATION
22 KARLA L. SEELY, CSR
23 236 Adams Avenue
24 Memphis, TN 38103
(901) 523-8974
www.alphareporting.com

24

1 COMMENT FROM JOHN DUDAS:

2 I would -- I prefer Alternative Q. I would highly
3 recommend that there be no traffic signals or stop signs
4 at the intersection of Walnut Grove and the proposed
5 road. I would like to see the road located as far west

6 as possible.

7

8 COMMENT FROM RICK RICHARDSON:

9 I'm Rick Richardson. One of my main concerns is the
10 lack of any kind of illustration as to how pedestrians,
11 bicyclists and equestrians and other park users are going
12 to transition from one side of the park to the other,
13 both east and west and north and south. I'm concerned
14 about the fact when we talk about widening Walnut Grove
15 to six lanes, if they want to widen Walnut Road, why
16 don't they take the other two lanes out of the median.

17 I'm also concerned about the future plans of Mullins
18 Station. If they are going to put this big interchange
19 in, that means their plans are in the future to widen
20 Mullins Station. And due to the railroad tracks on the
21 north side means they have to take all the land from any
22 widening of Mullins Station out of the park, and that's a
23 significant loss of acreage especially since it's the
24 prettiest side of the park.

1 It concerns me that now the entrance to the park,
2 the visitors center being the main focal point for people
3 coming to the park for the first time, as you enter the
4 park currently, it's right in your vision. With the new
5 design, it's going to be two miles from the entrance to
6 the park. I would like to see -- I'm not sure what the
7 plan number is. I would like to see the road bed from
8 Alternate L since it takes up the least amount of ground
9 and add in the intersection at Whitten and Mullins
10 Station from Alternate M as it more closely follows the
11 existing road beds rather than intruding further into the
12 park.

3

Transcript.txt

13 I also would like to see them reduce commercial
14 traffic, specifically 18-wheelers and tanker trucks from
15 using Farm Road -- I mean from Walnut Grove.

16

17 COMMENT FROM PETER SHEA, CREWS INVESTMENT PROPERTIES:

18 I'm from Memphis. That is a completely inadequate
19 facility for Farm Road, and the replacement of it with
20 something that would be a mirror image of Humphreys is
21 about 20 years overdue. And, you know, we're the largest
22 land owner adjacent to the park. But, anyway, we're a
23 big stakeholder in this park, and we're very anxious for,
24 you know, this process to get moving and there to be

1 another north/south connector between White Station and
2 Germantown Parkway in part to relieve pressure off
3 Germantown Parkway.

4 I think we can all agree that there is a tremendous
5 amount of congestion on Mullins Station and Raleigh
6 Lagrange. And it needs to be improved to be a mirror of
7 Humphreys Boulevard.

8 It needs to be very focused on the road network
9 around the park, Mullins Station and Raleigh Lagrange
10 getting improved. It's dangerous on Raleigh Lagrange and
11 Mullins Station today, and it needs to be improved.

12

13 COMMENT FROM MIKE SLATTERY, CREWS INVESTMENT PROPERTIES:

14 The only thing I would like to add is I think maybe
15 when they do all this that they could go ahead and plan
16 out Mullins Station and Raleigh Lagrange all the way
17 around. And the way I understand it is, that is not in
18 this budget. This has got to happen first. This is the

4

19 most important. But to kill everything at Kirby Whitten
20 there, I think that is kind of shortsighted.

21

22

23

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5

1 COMMENT FROM GLEN MOORE:

2 I live in the neighborhood just north of Shelby
3 Farms, and I noticed that the Kirby Whitten Road is
4 designed on these maps as a five-lane, no median road.
5 As an entrance to the park, measures should be taken to
6 ensure that that neighborhood is not diminished in
7 esthetics due to a major road like that. The road needs
8 to be landscaped. There needs to be a median, and there
9 needs to be special lighting at the entrance to the park.
10 And not look at the park as an island surrounded by a
11 neighborhood. That's going to deteriorate over time if
12 measures aren't taken to ensure it's future.

13

14 COMMENT FROM JERRY SCRUGGS:

15 My concerns are a couple. One is the park is a
16 beautiful park, and I think -- how do I word this? I
17 want the roadway to not be anymore obtrusive. In other
18 words, if the elevation is really high, I think that
19 could be obtrusive to the pastoral setting of the park.
20 Too much elevation. So I think landscape and not being
21 obtrusive to the park is an issue.

22 The other issue that I have is access to the park
23 for both pedestrians and bicycles, that the new
24 construction does not limit access to the park. I'm

1 particularly concerned about the bicycle pathway that
2 goes across through the new Walnut Grove bridge to get to
3 the park and through the park.

4 And the other concern that I have is ingress and
5 egress from the proposed greenway to the north of the
6 park. And I'm talking about pedestrian bicycle ingress
7 and egress to and from the park. Those are my concerns.
8 This park is such a beautiful park. You don't want to
9 have elevated roads that are 80 feet up in the air.
10 That's not going to -- any way that they can design it so
11 that it's attractive. I don't think that the roadway is
12 attractive, but if there is anything they can do with
13 planting trees to make it less obtrusive.

14 As time goes on and energy prices are high, I think
15 we need to look at increasing pedestrian bicycle traffic.
16 And it may not seem apparent today, but I think as time
17 goes on, there will be more pedestrian traffic and to
18 accommodate that and not prohibit that through our
19 construction here, this construction project.

20 Another thing, one thing that I saw in Colorado was
21 where the bicycle pedestrian lane was actually in the
22 median where there is a large median. And I think that
23 that can be a good thing for the city because it would
24 actually introduce people to the fact that a bicycle

1 exists and that you can actually ride one and that
2 actually you can go from one place to another. And that
3 might be a good thing to have the bicycle in the median
4 between the two lanes with a barrier, that it might
5 actually increase awareness of that as a legitimate form
6 of transportation, because I mean, a lot of people have

7 never thought of a bicycle as actually a legitimate form
8 of transportation. And especially if the traffic is very
9 heavy and they are backed up and they see the bicycles
10 continue to move forward, it will legitimize it even
11 further.

12

13 COMMENT FROM PHILLIP SCRUGGS:

14 My main concern is pedestrian access from northern
15 Shelby Farms and across Walnut Grove to the Lewis Burch
16 natural area. And that's on the southern side of Shelby
17 Farms. Currently I can think of very few pedestrian
18 access ways across Walnut Grove, and I'm afraid that in
19 this new project no pedestrian walkways will be included
20 to cross Walnut Grove. Currently people crossing Walnut
21 Grove have to cross the road, and that's not a safe
22 situation. I have seen cross country teams crossing the
23 road, and it is usually not a good thing to have a whole
24 team of people crossing the road. It's not safe for

1 people to cross. So my main concern is pedestrian access
2 across Walnut Grove.

3

4 COMMENT FROM ARTHUR WOLF:

5 My name is Arthur Wolf. And I call myself a
6 citizen, and I have been involved with Shelby Farms for
7 over 25 years. And basically I want to say that the fact
8 that they have pulled the north/south road way over to
9 the west pleases me very much. And that's something I
10 wanted them to do 25 years ago, and they are finally
11 doing it. But I find the intersection of Shelby Farms
12 Parkway and Walnut Grove Road to be very poorly designed.
13 It's a monstrous thing. And to build it, you have to

Transcript.txt

14 move Walnut Grove Road about 500 feet north into the
15 park.

16 Here's Walnut Grove Road as it is now where the pink
17 line is, and this is where it will be if they build this
18 interchange. So it's taken way into the park and using
19 up parkland and will affect the noise of it and the sight
20 of it. It will affect a great big hunk of parkland
21 there. This point right here, the ground is 10-foot
22 lower than the existing Walnut Grove Road right where the
23 interchange is. It's 10-foot lower. So they have got to
24 fill up 10-foot there to even start building this thing.

1 Then on top of that this thing will be 25, 26 feet high
2 from the -- up in the air. So in effect it will be
3 36-foot, the whole thing.

4 On top of that will be cars and automobiles and
5 trucks and things like that riding, so it will be very
6 visible for a big area here and no way to hide it. It's
7 so monstrous. People way over east of here will be able
8 to see it. So what I'm asking to do, and a lot of people
9 are, is to make this interchange smaller somehow so it
10 won't impact the park that badly and do everything
11 possible to move that interchange south.

12 When it goes south, it will be over the Shelby
13 County landfill dump, and it will be built on top of a
14 dump which can't be used for anything else. You can't
15 use it for a parkland or anything like that, and that
16 will free up all this area here for parkland. And it
17 will basically be out of the park at that point instead
18 of impacting the park so much this way. That's all I --
19 the main thing.

20

21 COMMENT FROM SUSAN TOBEY:

22 My biggest concern is why are we using so much of
23 the usable park instead of using some of the land that is
24 already developed for things like the jail and going over

1 that way and make a crossing. Why do we have to use so
2 much of the parkland. Because the parkland is the
3 greatest water resource reserve, or reservoir is the
4 right word, in this whole area.

10

5 My concerns are noise pollution which will be
6 greater. Visual, a whole lot less nice views because of
7 the noise. And I didn't see a bike lane even on the
8 thing. No bike lanes. So I don't see where we -- and
9 I'm not sure what the whole point is other than the
10 traffic being stopped going north and south. Why can't
11 we go closer to the Wolf River? Why are we going so
12 close to the park? Why can't we use the land over the
13 landfill which is not as used? Is it simply a matter of
14 money? This is long-term decisions for a short term
15 gain.

16 I just want to make sure that we consider the whole
17 environmental impact and water being the number one
18 concern. Parks are an amazing place for absorbing water
19 and putting it back in our ground water system. I don't
20 like the elevation of the road. I wish it was flat.
21 That's all.

22

23

24

1 COMMENT FROM STEVEN SONDEHEIM:

Transcript.txt

2 I'm from the Sierra Club. The first thing I have is
3 a complaint, and that's that more of the EIS weren't
4 distributed. And I just talked to the TDOT lady, and she
5 said that they can't do that. She said that they can't
6 even get me one. The advisory team wasn't given one.
7 There is one at the public library, but people won't read
8 a 100-page document at the library. And I specifically
9 asked for two more copies for the Sierra Club, and we
10 have one copy. And, anyway, I was pretty frustrated. I
11 can't get anymore copies. Gave me the disk, but you
12 can't read a report like this on a disk.

13 Let's see. What else. This public media format is
14 okay for information, but it's not okay -- we need a
15 different kind of format, and that is, we need the
16 questions asked in the public so everybody else can hear
17 them, and we need the answers given to everybody at the
18 same time. It's my understanding that the Sierra Club
19 asked for this about four or five years ago and was
20 assured by Commissioner Nicely that it would be that way.
21 The reason for that is so that everybody knows what
22 everybody else is asking and so that there is some
23 responsibility of answering by the people who are
24 supposed to know. So this format needs to be changed.

1 And I want to ask that there be a public chance for
2 input and feedback before the final EIS is approved. And
3 I would like to hear back on that. Do I have to write
4 and ask for a response? I want to -- just so they hear
5 that I want to hear back, and I will write and ask for a
6 response.

7 I'm of the opinion that the final EIS should not be

12

8 complete until the study of the landfill is done and
9 until there is a determination of the actual location of
10 the route along Walnut Grove. Right now it's moved about
11 300 feet in and takes up 40 to 50 acres of park land.
12 And so ideally it will be moved, but I don't think you
13 could -- I don't think it's proper to finish an EIS until
14 that is known. It could affect parkland. It could
15 affect the landfill, and it could affect wetlands. Let's
16 see.

17 I don't know if this is part of the EIS or not, but
18 the lighting wasn't laid out well enough and the
19 environmental effects or the effects on the -- we'd like
20 it to be as dark of a sky as possible and that the
21 lighting is energy efficient and that it minimizes glare,
22 and that basically only the surface that needs to be seen
23 is lit. Same thing with noise. Noise control, we would
24 like to see berms along the way. We don't want to see

1 trucks there. We want to see in there what wetland
2 mitigation has planned.

3 This is going to affect some wetlands, and so my
4 request is that the wetlands that are replaced be
5 replaced as close as possible to the old wetland within
6 Shelby Farms. And I don't see anything like that in
7 here. I think this is probably covered by a lot of other
8 people, but we want to see the bike and pedestrian plans
9 before the design is complete.

10 We want a commitment in the EIS that that will be
11 done, a commitment that before the road is completely
12 designed that the bike and ped plans are discussed with
13 the public and with the master planning committee. I
14 would like to see a little bit more specificity on how

Transcript.txt

15 the flood -- what the roads effect on the flood plain
16 will be and what the treatments of the road in the flood
17 plain, how they will affect the environment. In other
18 words, is the water going to be able to flow as well.
19 Will there be erosion. How it's going to affect the
20 wetlands. And also a separate thing about the effect on
21 the wetlands itself. I want to see more specificity on
22 that.

23 And what's the effect on the environment from the
24 road sort of separating or bifurcating the river land and

1 the forested land which is in the Burch area from the
2 flat meadow like and wetland land. Basically there is a
3 separation of those two. And what is the effect of those
4 going to be on the animal and plant life and the general
5 ecology.

6 (Concluded at 7:03 p.m.)

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1

COURT REPORTER'S CERTIFICATE

2

3

STATE OF TENNESSEE:

4

COUNTY OF SHELBY:

5

6

I, KARLA L. SEELY, Reporter and Notary Public,
Shelby County, Tennessee, CERTIFY:

7

8

1. The foregoing proceedings were taken before me
at the time and place stated in the foregoing styled
cause with the appearances as noted;

9

10

2. Being a Court Reporter, I then reported the
proceedings in Stenotype to the best of my skill and
ability, and the foregoing pages contain a full, true and
correct transcript of my said Stenotype notes then and
there taken;

11

12

13

3. I am not in the employ of and am not related to
any of the parties or their counsel, and I have no
interest in the matter involved.

14

15

WITNESS MY SIGNATURE, this, the _____ day of

16

_____, 2007.

17

18

19

20

KARLA L. SEELY
Court Reporter and
Notary Public at Large for
the State of Tennessee

21

22

23

My Commission Expires:
April 17, 2010

24

*Shelby Farms Parkway
Public Hearing
December 13, 2007
Shelby Farms Visitors Center*

SECTION V

WRITTEN PUBLIC COMMENTS

Comment Sheet Summary

Total Comment Sheets Received	55	
Total Letters Received (in addition to Comment Sheets)	6	
Years living in Memphis area	less than 5	1
	5 to 10	2
	more than 10	47
Frequency of travel through Shelby Farms in one week	less than 5	12
	5 to 10	22
	more than 10	12
Typical activities when traveling through Shelby Farms	commute	29
	bicycling	19
	walking/hiking	21
	recreation	17
	other	Enjoy peaceful view Dog (3) Yoga @ Visitors Center Gardening Errands Special events Playground Commute by bicycle Running (5) Skateboarding Rollerblading Various Nature Relaxation Picnics Frisbee golf Volunteer (2) Bird watching Horse trail riding Just passing through Various

Shelby Farms Parkway
 City of Memphis & Shelby County
 Comment Sheet (Please Print)

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3.	Typical Activities when traveling thru Shelby Farms	Commute <input checked="" type="checkbox"/> Bicycling <input checked="" type="checkbox"/>	Walking/Hiking <input type="checkbox"/> Recreation <input type="checkbox"/>	Other _____

We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

◆ Any changes you would make to the project

I'D LIKE TO SEE THE WALNUT GROVE/WHITTEN INTERCHANGE PUSHED FURTHER SOUTH, AND LEAVE WALNUT GROVE IN LINE.

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: SEAN ALEXANDER
 Home Address: 6977 GALLOP DR
CORDOVA, TN. 38018
 Phone: (901) 386-4512

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
Public Works Division
Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Shelby Farms Parkway
 City of Memphis & Shelby County
 Comment Sheet (Please Print)

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We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

There was little notification of the Dec. 13, 2007 public hearing meeting.
I just heard about it today, Dec. 28th. You should extend the deadline
for comments, have more public meetings and educate the public about the
issues and options available.

◆ Any changes you would make to the project

As I understand it, a huge expressway-type interchange is planned at the
intersection of Walnut Grove Road and Shelby Farms Parkway. It will
impact my park noise-wise and visual-wise. It must be moved South of
Walnut Grove Road or greatly reduced in size.
I want to see renderings and models so I can understand what is proposed.

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Kate Basar
 Home Address: 6630 London Dr
Memphis TN 38120

Phone:

If you need more time, please provide your comment by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Additional Comments:

I understand that there is some debate about whether this proposed road is on park land - recreation land. For years, I have been told it is by - by many people, politicians and the media.

COMMENT SHEET

Shelby Farms Parkway City of Memphis & Shelby County Comment Sheet (Please Print)

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3.	Typical Activities when traveling thru Shelby Farms	Commute <input checked="" type="checkbox"/> Bicycling <input type="checkbox"/>	Walking/Hiking <input type="checkbox"/> Recreation <input type="checkbox"/>	Other <u>TO VISITOR CTR</u> <u>YOGA CLASSES</u>

We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

This plan, Q, appears to meet the criteria of maintaining the integrity of the park and being the least harmful environmentally. Speed must be maintained at 40mph and different elevations on either side of the median is definitely a plus.

◆ Any changes you would make to the project

No - it finally is workable as 4 lanes

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: DEE BILLMEIER
Home Address: 6465 MASSEY LN
MEMPHIS TN 38120
Phone: 901-767-5311

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
Public Works Division
Shelby County Government
160 N. Main Street, Suite 801
Memphis, TN 38103

Public Hearing
December 13, 2007

COMMENT SHEET

Shelby Farms Parkway
 City of Memphis & Shelby County
 Comment Sheet (Please Print)

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We are interested in your comments about the proposed project. Please indicate:

- ♦ What issues and concerns you have about the project

Access To The Park on All Sides - easy access
 Greenway old rail system - How does
 access continue on greenway at the
 corner of the new proposed Rd & the
 Greenway - Environmental impact on deer
 from Wolf River

- ♦ Any changes you would make to the project

Take it from Humphrey

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: _____
 Home Address: _____
 Phone: _____

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 Shelby County Government
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 Memphis, TN 38103

Public Hearing
 December 13, 2007

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3.	Typical Activities when traveling thru Shelby Farms	Commute <input checked="" type="checkbox"/> Bicycling <input type="checkbox"/>	Walking/Hiking <input checked="" type="checkbox"/> Recreation <input checked="" type="checkbox"/>	Other <u>DOG RUN</u>

We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

CONCERNED ABOUT POTENTIAL FOR LINKING "SHELBY FARMS PKWY" WITH KIRBY RD. TO THE SOUTH.
 PLAN Q SEEMS TO BE BEST ALTERNATIVE

◆ Any changes you would make to the project

LABEL AS "SHELBY FARMS PKWY" RATHER THAN "KIRBY PKWY".

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: G. J. BILLMEIER, JR.
 Home Address: 6465 MASSEY LN
MEMPHIS TN 38120
 Phone: 901.767.5311

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Shelby Farms Parkway
 City of Memphis & Shelby County
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We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

The Proposed Project Need to let Park stay as is,

◆ Any changes you would make to the project

stay as is?

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Clifford O. Brady
 Home Address: 707 MAEON Rd.
Cordova, TN 38018
 Phone: 386-4218

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Public Hearing
 December 13, 2007

Shelby Farms Parkway
 City of Memphis & Shelby County
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◆ What issues and concerns you have about the project

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◆ Any changes you would make to the project

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intersection of Walnut Grove Road and Shelby Farms Parkway. It will
impact my park noise-wise and visual-wise. It must be moved South of
Walnut Grove Road or greatly reduced in size.
I want to see renderings and models so I can understand what is proposed.

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Ashley Byrd

Home Address: Shelby Co.

Phone: _____

If you need more time, please provide your comment by January 4, 2008 and mail to:

**Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103**

Public Hea
 December 13, '07

Additional Comments:

I understand that there is some debate about whether this proposed road is on park land - recreation land. For years, I have been told it is ~~by~~ - by many people, politicians and the media.

Ashley B. Ford

COMMENT SHEET

Shelby Farms Parkway
 City of Memphis & Shelby County
 Comment Sheet (Please Print)

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3.	Typical Activities when traveling thru Shelby Farms	Commuter <input type="checkbox"/> Bicycling <input type="checkbox"/>	Walking/Hiking <input type="checkbox"/> Recreation <input type="checkbox"/>	Other <u>VARIOUS</u>

We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

WOULD EASE NORTH-SOUTH ACCESS FOR ME, I WOULDN'T NEED TO GET ON THE INTERSTATE AS OFTEN.

◆ Any changes you would make to the project

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: JOHN CAMERON
 Home Address: 6643 CORSICA
MEMPHIS TN 38120
 Phone: _____

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

COMMENT SHEET

RECEIVED

JAN - 8 2008

Shelby Farms Parkway
 City of Memphis & Shelby County
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3.	Typical Activities when traveling thru Shelby Farms	Commute <input checked="" type="checkbox"/> Bicycling <input type="checkbox"/>	Walking/Hiking <input type="checkbox"/> Recreation <input type="checkbox"/>	Other <u>Park volunteer</u>

We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

- 1) This project is locally known as "The Road Thru the Park". Given that, it seems that the Park has been ignored other than as a "host". Access to both the North & South parts of the Park from Walnut Grove appears to be cut off.
- 2) Per traffic projections, the major portion of users of the Parkway will be existing at Sycamore View - the intersection there doesn't seem to reflect that.

◆ Any changes you would make to the project

- 1) Take a hands-off approach to the intersection of Pine Lake Rd & Walnut Grove. This will retain current access to both portions of the Park - and also will save the windmill - a vital icon of the Park.
- 2) Streamline the Sycamore View intersection to reduce/eliminate stops.

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Elvin L. Carlson

Home Address: 458 Myser Dr
Cordova, TN 38018

Phone: (901) 759-4144

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Shelby Farms Parkway
 City of Memphis & Shelby County
 Comment Sheet (Please Print)

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We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

Traffic flow - preferred design is best
 "Q"

◆ Any changes you would make to the project

Some type of walking path

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Cris Chapman

Home Address: _____

Phone: _____

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
Public Works Division
Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

COMMENT SHEET

Shelby Farms Parkway
 City of Memphis & Shelby County
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◆ What issues and concerns you have about the project

By raising roadway raises noise level
 Water run off from roads into aquifer
 Water run into Wolf River from roads will be huge

◆ Any changes you would make to the project

On N. side of Walnut Grove move the rd as far W. as possible
 On S side of Walnut Grove move rd as far South as possible

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Dwight J. Ciaramitaro
 Home Address: 5598 Southwood
Memphis, TN 38120
 Phone: 901 685-1760

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
Public Works Division
Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Public Hearing
 December 13, 2007

Shelby Farms Parkway
 City of Memphis & Shelby County
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◆ **What issues and concerns you have about the project**

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I just heard about it today, Dec. 28th. You should extend the deadline
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issues and options available.

◆ **Any changes you would make to the project**

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intersection of Walnut Grove Road and Shelby Farms Parkway. It will
impact my park noise-wise and visual-wise. It must be moved South of
Walnut Grove Road or greatly reduced in size.
I want to see renderings and models so I can understand what is proposed.

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Adriely Cook

Home Address: Shelby Co.

Phone: _____

If you need more time, please provide your comment by January 4, 2008 and mail to:

Project Comments
Public Works Division
Shelby County Government
160 N. Main Street, Suite 801
Memphis, TN 38103

Public Hea
 November 13 '07

Additional Comments:

I understand that there is some debate about whether this proposed road is on park land - recreation land. For years, I have been told it is ~~not~~ - by many people, politicians and the media.

Abelley Cook

Shelby Farms Parkway
 City of Memphis & Shelby County
 Comment Sheet (Please Print)

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We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

◆ Any changes you would make to the project

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: RAY CURRY
 Home Address: 150 VAL HALLA Cove
Memphis 38018
 Phone: 901 606-1606

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Shelby Farms Parkway
 City of Memphis & Shelby County
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We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

Looks like a good compromise.

◆ Any changes you would make to the project

None

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: *Mike Dennis*
 Home Address: *11648 Zee wood Dr*
Arington, TN. 38002
 Phone: *867-2146*

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Shelby Farms Parkway
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◆ What issues and concerns you have about the project

DID TPO7 factor in North South Appleby Rd traffic?

◆ Any changes you would make to the project

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: WWDiggs
 Home Address: 7340 Raleigh LaGrange
Cordova 38018
 Phone: 901-767-4522

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Shelby Farms Parkway
 City of Memphis & Shelby County
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I just heard about it today, Dec. 28th. You should extend the deadline
for comments, have more public meetings and educate the public about the
issues and options available.

◆ **Any changes you would make to the project**

As I understand it, a huge expressway-type interchange is planned at the
intersection of Walnut Grove Road and Shelby Farms Parkway. It will
impact my park noise-wise and visual-wise. It must be moved South of
Walnut Grove Road or greatly reduced in size.
I want to see renderings and models so I can understand what is proposed.

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Scarlett Dempsey

Home Address: _____

Phone: _____

If you need more time, please provide your comment by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Public Hea
 December 13, '07

Additional Comments:

I understand that there is some debate about whether this proposed road is on park land - recreation land. For years, I have been told it is ~~by~~ - by many people, politicians and the media.

Stephen D. Grosse

Shelby Farms Parkway
 City of Memphis & Shelby County
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We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

- Avoiding traffic signals and stop signs
- Shortest distance from Walnut Grove to Mullins Station
- Use native materials & plants for project construction

◆ Any changes you would make to the project

- Keep the road as far west as possible
- No traffic signals or stop signs at Walnut Grove
- Provide Alternative 

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: John Duder
 Home Address: 7332 Poplar
Pike 38138
 Phone: 901 484 1318

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
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Shelby Farms Parkway
 City of Memphis & Shelby County
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Thank you for your participation!

Personal Information:

Name: Ineta Trakocic Shelby County
 Home Address: [Handwritten address]

If you need more time, please provide your comment by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Phone:

Public He
 December 13 '07

Additional Comments:

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Aneta Figlering

Shelby Farms Parkway
 City of Memphis & Shelby County
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I want to see renderings and models so I can understand what is proposed.

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: STUART FRISK
 Home Address: 6408 SHERWOOD
DR. MEMPHIS, TN 38119
 Phone: _____

If you need more time, please provide your comment by January 4, 2008 and mail to:

Project Comments
Public Works Division
Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Additional Comments:

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COMMENT SHEET

Shelby Farms Parkway
City of Memphis & Shelby County
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We are interested in your comments about the proposed project. Please indicate:

♦ What issues and concerns you have about the project

- 1) Keeping pedestrian bicycle lanes to be parts
- 2) screening hayrack noise and landscaping
- 3) using as little ^{park property} land as possible N/S of Walnut Grove
if " " " " park property and possible N/S of
Mullins St. Rd & preparing for future added lanes to Mel. Sta

♦ Any changes you would make to the project

I do not see how people would move easily between
park sections N/S of Walnut Grove

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Ju Goodwin
Home Address: 5303 Mc Kays CV
N/S 38120
Phone: 901 682 9038

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
Public Works Division
Shelby County Government
160 N. Main Street, Suite 801
Memphis, TN 38103

Public Hearing
December 13, 2007

Shelby Farms Parkway
 City of Memphis & Shelby County
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We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

If possible, please advance the implementation dates for the Parkway

◆ Any changes you would make to the project

Design for 45 MPH on the Parkway

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: JOHN M. GREENE, JR.
 Home Address: 774 EVENTIDE DR
MEMPHIS, TN 38120
 Phone: 6832172

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Shelby Farms Parkway
 City of Memphis & Shelby County
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3	Typical Activities when traveling thru Shelby Farms	Commute <input type="checkbox"/> Bicycling <input checked="" type="checkbox"/>	Walking/Hiking <input type="checkbox"/> Recreation <input type="checkbox"/>	Other <u>running paths/trails</u>

We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

- ① that bicycling + running trails be disturbed as little as possible
- ② that there be no "freeway" effect
- ③ that there be additional access for cyclists along Walnut Grove Rd + along the new parkway

◆ Any changes you would make to the project

utilize Whitter Road more

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: George Higgs
 Home Address: 8907 Plantation Pl. C.
Cardova, TN 38018
 Phone: home 624-6248
cell 351-0805
ofc 528-1111

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

STONE, HIGGS & DREXLER

ATTORNEYS AT LAW
200 JEFFERSON, SUITE 1000
MEMPHIS, TN 38103

ROGER A. STONE
GEORGE F. HIGGS
DAVID E. DREXLER
LISA N. STANLEY

TELEPHONE 901-528-1111
FACSIMILE 901-528-1115
www.stonehiggsdrexler.com

January 4, 2008

Public Comments
Public Works Division
Shelby County Government
160 N. Main St., Ste 801
Memphis, TN 38103

RE: Shelby Farms Parkway

To Whom It May Concern:

On behalf of Memphis Runners Track Club, Rob Hunter, President, has asked that I inquire on how the new Walnut Grove Road design will impact pedestrians, cyclist and equestrians for entering the park at various locations along Walnut Grove. Currently, there is a signal at Farm Road and at Wolf River for purposes of crossing Walnut Grove Road. We are concerned that most of the major proposed alternatives would probably remove the existing signal because of the overpass design.

Rob believes that the Wolf River Greenway system may, at some point in the future, connect with the Chickasaw Trail and Patriot Lake Trail, and it would appear that there should be some means of crossing Walnut Grove Road.

Please feel free to contact by email if it is more convenient. My address is ghiggs@stonehiggsdrexler.com.

Very truly yours,

STONE, HIGGS & DREXLER

Dictated, but not read

George F. Higgs

GFH/plm

Shelby Farms Parkway
 City of Memphis & Shelby County
 Comment Sheet (Please Print)

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3.	Typical Activities when traveling thru Shelby Farms <i>To</i>	Commute <input type="checkbox"/> Bicycling <input checked="" type="checkbox"/>	Walking/Hiking <input checked="" type="checkbox"/> Recreation <input type="checkbox"/>	Other <u>Running</u>

We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

Provisions for pedestrian & bike access across Walnut Grove and across Whitten.

◆ Any changes you would make to the project

Move interchange south into landfill area if possible.

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: John Joyner
 Home Address: 127 S. Fenwick Rd
Memphis 38111
 Phone: 324-8208

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
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3	Typical Activities when traveling thru Shelby Farms	Commute <input type="checkbox"/>	Walking/Hiking <input type="checkbox"/>	Other <u>COMMUTE BY BICYCLE</u>
		Bicycling <input checked="" type="checkbox"/>	Recreation <input checked="" type="checkbox"/>	

We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

SEE ATTACHED PRINT

◆ Any changes you would make to the project

SEE ATTACHED PRINT

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: BENJIE KABAKOFF

Home Address: 7523 APPLING GLEN COVE
MEMPHIS, TN 38133-5252

Phone: 382-8125

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

What issues and concerns you have about the project

1. My biggest concern is the **trustworthiness** and **reliability** of the “powers that be” in Memphis City government and Shelby County government who are making agreements with the representatives of the interests of Shelby Farm (whom I consider reliable). Past experience shows me that generally speaking bike-ped (and other similar issues) are addressed due to the requirements of the federal government. Some pertinent examples are: current bike-ped plan was not even initiated until the federal government (Federal Highway Administration) deemed the Memphis MPO plan inadequate and threatened to cut off federal funding. Once an adequate plan was established (and it is currently in effect) it was not followed. Two examples follow. a) Cordova Club Road was fitted with traffic calming devices and parking even though this road was to be part of the bicycle network. When questioned about it, a representative of the Shelby County government stated that the citizens of the community wanted it. What about the impact on biking? b) Reese Road from Whitten to Apppling was repaved. We were provided a paving schedule in advance. Where are the bicycle lanes? A study was provided by RPM, Inc. to show alternatives for connecting to Shelby Farms via Walnut Grove. A payment I am sure was made to RPM, Inc. for the study, possibly \$100,000 or so, an amount much less expensive (in fact, a paltry sum by standards of government expenditures) than for the implementation of any bike-ped accommodations. I consider this “lip service.” Notice that the result to date has been inactivity by the government. “Less unsafe” on Shady Grove alternative routing is what is left. There are some movements underway; e. .g, the Greenway and the proposed trail near Humphreys Blvd. However, these moves are tremendously slow and poorly funded in comparison to road building projects. **When it was agreed** that the FedEx Forum was to have a bus terminal, what happened? The federal government found that it had never been built. Why not? I close my case. I am sure that there are numerous other examples which are out of my range of detection!

2. Infrastructure concern: the impact of the **noise** from the very busy roadway on the environment in the park for the human visitors and the wildlife who have residence there.

3. Infrastructure concern: bike-ped-animal wildlife issues **must be addressed** prior to the finalization of the plans. If completed afterwards, these will likely become victims of the budget, overlooked, or other such excuses.

4. The inclusion of bike-ped facilities must not only consider transportation of the same within the park. It must also implement transportation (especially by bicycles) through the park (**road-** not **off-road**) both north-south and east-west directions, possibly more than one north-south route in view of the large east to west barrier posed by the park.

5. What will happen to large animal (deer, coyote) populations when a substantial part of their habitat is destroyed? I have observed in the building of my neighborhood the displacement of deer who don't know where to go. There must be passages and habitats for the animals who are resident there.

6. In our "fine" metropolis, **enforcement of speed laws** where it is needed to achieve compliance with speed laws, is non-existent (for example, the expressway). Also, aggressive driving has become rampant. There is no curtailment. Simply posting 40 MPH speed limit with roadway designed for 45 MPH is not satisfactory. There should be both **enforcement** and a **lower speed limit** (e. g., 35 MPH). Again, there is a human element which becomes a major part of the result of the infrastructure placement.

Any changes you would make to the project

I would not conclude that the currently planned location for the trumpet intersection is the final location until a more unobtrusive placement, southward, is consider and studied regarding the use of the landfill.

Joe Matlock - Walnut Grove SEIS

From: Keith Kirkland <wrc@wolfriver.org>
To: <charles.bush@state.tn.us>
Date: Friday, January 04, 2008 11:11 AM
Subject: Walnut Grove SEIS
CC: Sonny Soloman <drsonny1@aol.com>, Steven Sondheim <stevensondheim@yahoo.com>, Laura Adams <lwadams@sfparkalliance.org>, Don Richardson <donrich@juno.com>

Mr. Bush,

I am Keith Kirkland and I represented the 23 year old Wolf River Conservancy on the Shelby Farms Parkway Task Force that developed the proposed solution that we are commenting on.

Steve Sondheim's concerns and recommendations mirror ours. The Wolf River Conservancy would also like to see the road/intersection drainage systems that will flow into the adjacent Wolf River utilize ways to minimize, slow and allow for more absorption of stormwater into the surrounding soils rather than into the Wolf River.

SEIS Questions and Concerns from Steven Sondheim with Wolf River Conservancy additions listed below.

1. We challenge the legality of completing the SEIS before the landfill study. We request waiting until the location is known and the impacts of the location can be studied. The SEIS should not be determined until location of road is determined. Therefore we believe the landfill study must be complete before the SEIS. This is due to effects on landfill, wetlands, flood plain and acreage of park N of WG. Moving WG hundreds of feet N into the floodplain, building up the road, and raising an interchange within the park will have impacts on park usage as well as on the ecology of the area. How many acres will be affected? Please document these impacts and attempt to use the old WG roadbed as much as possible.
2. The Sierra Club has objected in the past to public meetings where individuals don't get to hear each other's questions or to hear and comment on the answers collectively-TDOT Commissioner Nicely has assured us that discussions will be open at public meetings. Although the public session on Jan 13 was nice, there was no public hearing. Individual questions were answered by various people on a one on one basis. We request that all questions be listed and answered in writing so that the public may see the other concerns and have access to the actions taken. Please include all questions asked at the hearing and in the feedback period since. Please abide by this open public format in the future
3. During the C.S.S. discussion we were told that this new route should not be a shortcut between I-240 and I-40. The current MPO plan calls for road buildup entering the area. We should not route more traffic through the park. As soon as possible plans calling for adding a 4th lane to I-240S between I-40 and Walnut Grove should be implemented. Backup occurs here on commute mornings as 6 lanes merge into 3. Doing this will improve the morning backup which causes people to cut through the park. This should occur as soon as possible in order not to burden the intra city streets.
4. The field between the Lucius Burch Area and Farm Road except for Area 10 is now parkland supervised by the Shelby Farms Park Conservancy. Arguments about 4f are now moot. All environmental concerns of parkland now apply.
5. The final Road Design including bike plans must be integrated with the master plan. We don't want a situation where the road design interferes with bike or pedestrian access. All too often we have been told it is too late to properly include bike/pedestrian access. Finances for bike/pedestrian access funded as part of the project. Bike/ped lanes-along route, and access across the road need to be included in the final road design before approval by the master planners (asked for by Advisory Committee)

Other items:

On Shelby Farms Parkway stick to the posted 35 mph and time the lights into, throughout and out of the park for better traffic flow at slower speeds.

100 year flood plain-How will the road negatively impact erosion, water flow, animals, wetlands? Again, the Wolf River Conservancy would like to see state of the art methods (drainage areas adjacent to the roads and intersections utilizing porous materials to reduce soil erosion and contaminated stormwater runoff into the Wolf River.

What are the ecological effects of the road separating the Burch forested/river area from field/meadow/wetland? What does this bifurcation do to public access, to the ecology of the area? to the wildlife? What about wildlife corridors? Tunnels for critters and people?

Thank you,

Keith Kirkland, Director of Membership and Outreach
Wolf River Conservancy
P. O. Box 11031
Memphis, TN 38111-0031
901-452-6500
901-452-6541 fax
www.wolfriver.org
wrc@wolfriver.org

Shelby Farms Parkway
 City of Memphis & Shelby County
 Comment Sheet (Please Print)

The purpose of this survey is to aid in the continued development of the design alternative for the proposed Shelby Farms Parkway. Please visit the display tables to view traffic simulations, the Draft Supplemental Environmental Impact Statement and receive additional information regarding the alternative alignments considered.

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3.	Typical Activities when traveling thru Shelby Farms	Commute <input type="checkbox"/> Bicycling <input checked="" type="checkbox"/>	Walking/Hiking <input type="checkbox"/> Recreation <input type="checkbox"/>	Other _____

We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project ^{protected}
 no provisions for bicycle traffic
 no representation from bicycling community
 ex high tailers, share the road/mid south,

◆ Any changes you would make to the project

have separate multi-use trails
 walking/bicycling/horse trails separate &
 parallel to the road

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Michael Lisle
 Home Address: 2011 Kings Cross Ln
Cordova TN 38016
 Phone: 901-737-5833

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Shelby Farms Parkway
 City of Memphis & Shelby County
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We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

- Whittier Road needs to be widened "yesterday"
- Method of payment - all federal funds? - mix of federal/state?

◆ Any changes you would make to the project

- Move the Walnut Grove/Whittier interchange south - keep Wg ROW as is
- Prefer the "Parkway effort" of separating the NB & SB lanes

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Bob Loos
 Home Address: 6977 Gallop
Cordova 38016
 Phone: 901 386 4572

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Shelby Farms Parkway
 City of Memphis & Shelby County
 Comment Sheet (Please Print)

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3.	Typical Activities when traveling thru Shelby Farms	Commute <input type="checkbox"/> Bicycling <input type="checkbox"/>	Walking/Hiking <input type="checkbox"/> Recreation <input checked="" type="checkbox"/>	Other <u>take dog for walks</u>

We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

There was little notification of the Dec. 13, 2007 public hearing meeting.
I just heard about it today, Dec. 28th. You should extend the deadline
for comments, have more public meetings and educate the public about the
issues and options available.

◆ Any changes you would make to the project

As I understand it, a huge expressway-type interchange is planned at the
intersection of Walnut Grove Road and Shelby Farms Parkway. It will
impact my park noise-wise and visual-wise. It must be moved South of
Walnut Grove Road or greatly reduced in size.
I want to see renderings and models so I can understand what is proposed.

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Donna Jones
 Home Address: 1010 June Road
Memphis, TN

Phone:

If you need more time, please provide your comment by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Additional Comments:

I understand that there is some debate about whether this proposed road is on park land - recreation land. For years, I have been told it is ~~not~~ - by many people, politicians and the media.

Shelby Farms Parkway
 City of Memphis & Shelby County
 Comment Sheet (Please Print)

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3	Typical Activities when traveling thru Shelby Farms	Commute <input type="checkbox"/> Bicycling <input checked="" type="checkbox"/>	Walking/Hiking <input checked="" type="checkbox"/> Recreation <input type="checkbox"/>	Jogging Other <u>Bird watching</u> <u>Nature</u> <u>Relaxation</u>

We are interested in your comments about the proposed project. Please indicate:

◆ **What issues and concerns you have about the project**

Walnut Grove should not be further developed. To do so would destroy the integrity of the park, impact wildlife use, and increase noise and air pollution. Commuting traffic through Walnut Grove will decrease as businesses and residences move beyond Shelby Farms Park to the East. Memphis in the inner perimeter will use the park mostly as a destination park. Parking lots should be limited to the outer edges (except current lots). Park should be left natural. No developments. ONLY activities related to use of nature, such as walking, jogging, Bird & wildlife watching and wildlife use, hiking, horseback riding, Frisbee, nature study, fishing.

◆ **Any changes you would make to the project**

New Road should not be more than four lanes total. No six lane roads.

Basically, no changes need to be made. Instead of crowding people in the park today, we should preserve its naturalness for all generations in the future. Keep commercialization and development out of the park. People will come to Memphis for its beauty and parks. This park should not become a miniature Disney Land.

See two attached typed sheets.

(COVER) →

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Pepper Marcus

Home Address: 555 N. McElroy Rd.
Memphis, TN 38120

Phone: _____

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
Public Works Division
Shelby County Government
160 N. Main Street, Suite 801
Memphis, TN 38103

TO: PROJECT COMMENTS, PUBLIC WORKS DIV., SHELBY COUNTY, AND
TENNESS DEPARTMENT OF TRANSPORTATION

FROM: OVERTON PARK FOREST PRESERVATION ASSOCIATION

RE: SHELBY FARMS PARKWAY—COMMENT SHEET—DOT PLANNING
PROPOSALS

The TDOT Planning Department is incorrect in its estimates of future traffic going through Shelby Farms Park, Shelby County. Their estimates are based on current traffic volume going through Shelby Farms and projected increases in traffic going through the Park. They are not properly considering the demographics of the City of Memphis and Shelby County in relation to those projected increases in traffic.

The roadways they are planning will be obsolete the moment those roads are built.

DOT planners are not considering the following:

1. The City of Memphis has already jumped past Shelby Farms Park. Growth has moved past the park both in residences and businesses. The city has moved past the park and beyond. That is, growth and development is now occurring in eastern Shelby County and other parts of the county outside the expressway perimeter of the inner city. People are moving in large numbers from the inner city bounded by the expressways to new homes and businesses in these areas of the county. For the most part, people living and working in the county have no need to commute or pass through the park except on special occasions and except when they are using the park as a destination. Commuting through the park can be expected to drop dramatically.
2. The population demographics of the city inside the inner perimeter are changing drastically. Memphians living inside the beltway work almost entirely within the beltway. They have no reason to commute through the park and are likely to use the park only as a destination park. With this trend continuing, this will further reduce traffic passing through the park as opposed to traffic using the park as a destination park.
3. With these demographics in mind, there is no need to convert the four-lane Walnut Grove road through the park into a six-lane road. In fact, Walnut Grove road should be treated as an entrance into the park instead of a commuting highway, as originally "agreed" to by the parties involved. Shelby Farms Park should be a destination park instead of a drive-through park. A four-lane road certainly should not be increased to a six-lane road.
4. Putting extra roads through the park may increase unnecessary traffic through the park. Traffic that is currently using streets and roads outside of the park may start using park roads as a short cut. This would impact the park and defeat the

purposes for which the park exists—its naturalness, its ambiance, its surroundings, its environment, its pristine and pastoral nature, and its uses.

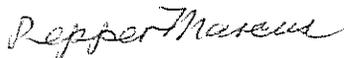
5. Two thousand geese winter, or rest during migration, at the park. Also, several hundred different bird species, some endangered or threatened, use or pass through the park. Also, several species of animals reside there including deer, bobcat, and even an occasional coyote, and others. All of these would be impacted by the added noise and pollution of additional roads. On the main road agreed to for the western edge of the park, the road should be recessed or have earthen barriers to cut down on noise and air pollution—both detrimental to wildlife and humans.

To summarize: No six-lane road west to east (Walnut Grove). No extension of Walnut Grove (leave or reduce size) and treat it as entrance to the park. Keep roads out of sight as much as possible. Plan to reduce impact of noise and pollution with recessed roadway and noise and pollution barriers.

This is one of the last natural areas in the Memphis metro area. Memphis is an oasis surrounded by a desert of cotton and soybean fields. It's not right to spoil this beautiful area with roads that will fast become obsolete. It's not right to deprive future generations of the natural beauty of this park. The TDOT should be spending taxpayer money on infrastructure badly needed elsewhere in the state.

The TDOT almost ruined Overton Park in Memphis. They need to stop intruding into parks. Why can't TDOT become more environmentally aware as even the U.S. Corps of Engineers is trying to do as it tries to undo some of its terrible travesties?

Sincerely,



Pepper Marcus
Overton Park Preservation Association

Cc: Governor of Tennessee, et al

COMMENT SHEET

Shelby Farms Parkway
 City of Memphis & Shelby County
 Comment Sheet (Please Print)

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3.	Typical Activities when traveling thru Shelby Farms	Commute <input checked="" type="checkbox"/> Bicycling <input type="checkbox"/>	Walking/Hiking <input type="checkbox"/> Recreation <input type="checkbox"/>	Other _____

We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

I want to see if the project goes through that traffic is improved the best, but still not impact the beauty of the farm

◆ Any changes you would make to the project

No, the project goes through unused space. I think alternative "Q" is the best because it allows left turns (East) onto Walnut Grove from Farm Rd when coming South. Don't like "M" because I would have to cross ~~south~~ going traffic on Walnut Grove to go east, "Q" is better ^{west} than "L" because it goes further away from a pond in the middle of the park

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

If you need more time, please provide your comments by January 4, 2008 and mail to:

Personal Information:

Name: Chris Masin
 Home Address: 4134 Cain Rd
Memphis TN 38128
 Phone: 371-0149

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

COMMENT SHEET

Shelby Farms Parkway
 City of Memphis & Shelby County
 Comment Sheet (Please Print)

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3	Typical Activities when traveling thru Shelby Farms	Commuter <input type="checkbox"/> Bicycling <input type="checkbox"/>	Walking/Hiking <input checked="" type="checkbox"/> Recreation <input checked="" type="checkbox"/>	Other _____

We are interested in your comments about the proposed project. Please indicate:

♦ What issues and concerns you have about the project

We need to make sure the process and project are sensitive to the needs of all Shelby County Residents

♦ Any changes you would make to the project

None at this time

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: G. D. McClain
 Home Address: POB 3321
Memphis, TN 38173
 Phone: 901-545-4588

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Shelby Farms Parkway
 City of Memphis & Shelby County
 Comment Sheet (Please Print)

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◆ What issues and concerns you have about the project

There was little notification of the Dec. 13, 2007 public hearing meeting.
I just heard about it today, Dec. 28th. You should extend the deadline
for comments, have more public meetings and educate the public about the
issues and options available.

◆ Any changes you would make to the project

As I understand it, a huge expressway-type interchange is planned at the
intersection of Walnut Grove Road and Shelby Farms Parkway. It will
impact my park noise-wise and visual-wise. It must be moved South of
Walnut Grove Road or greatly reduced in size.
I want to see renderings and models so I can understand what is proposed.

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Laurin McLaughlin
 Home Address: 236 Marie St
Memphis, TN 38111
 Phone: 901 461 0810

If you need more time, please provide your comment by January 4, 2008 and mail to:

Project Comments
Public Works Division
Shelby County Government
160 N. Main Street, Suite 801
Memphis, TN 38103

Additional Comments:

I understand that there is some debate about whether this proposed road is on park land - recreation land. For years, I have been told it is ~~not~~ by many people, politicians and the media.

8362 Briar Creek
Germantown, TN 38139
December 26, 2007

Public Works Division
Shelby County Government
160 N. Main Street, Suite 801
Memphis, TN 38103

Dear Sir:

I saw the newspaper advertisement asking for input from the citizens of Shelby County concerning a road through Shelby Farms. Thank you very much for allowing us to give you our opinions.

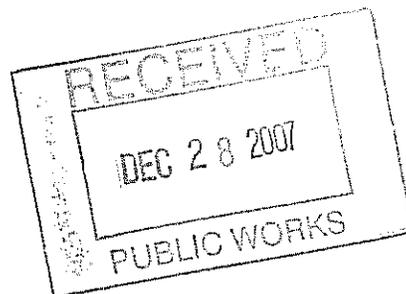
I moved to Memphis when I graduated from college in 1970, so I consider it home. I wish you would put a road on the west side of Shelby Farms instead of through the middle of it. I think it would be good to connect Sycamore View south to Walnut Grove even though you would have to re-design part of the penal farm. I think as much of Shelby Farms as possible needs to stay together as a park. Having a major thoroughfare through the middle of it would not be good for the people trying to use the park.

Thank you for considering my opinion.

Sincerely,

Marilyn McVeigh

Marilyn McVeigh



Shelby Farms Parkway
 City of Memphis & Shelby County
 Comment Sheet (Please Print)

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intersection of Walnut Grove Road and Shelby Farms Parkway. It will
impact my park noise-wise and visual-wise. It must be moved South of
Walnut Grove Road or greatly reduced in size.
I want to see renderings and models so I can understand what is proposed.

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Vannina Miller
 Home Address: 1780 Randolph Place # 8
Memphis, TN 38120

If you need more time, please provide your comment by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Phone:

Additional Comments:

I understand that there is some debate about whether this proposed road is on park land - recreation land. For years, I have been told it is by - by many people, politicians and the media.

COMMENT SHEET

Shelby Farms Parkway City of Memphis & Shelby County Comment Sheet (Please Print)

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We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

Timing. The sooner the better.

◆ Any changes you would make to the project *and plantings*

Provision of architectural enhancements whenever feasible.

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: M. Oakes
 Home Address: 742 West Dr.
Memphis, TN 38117
 Phone: 901.452.5803

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Public Hearing
 December 13, 2007

Shelby Farms Parkway
 City of Memphis & Shelby County
 Comment Sheet (Please Print)

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We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

Improve access to and thru the Shelby Farms area.
 I 240 and Germantown PKWY are already congested
 and citizens need another N/S access roadway.

◆ Any changes you would make to the project

Safer design, appears to have unsafe angle of intersection at
 Mullens/Koby intersection.

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Clerk Odor
 Home Address: 2116 Priestwick Dr.
Germantown, TN 38139
 Phone: 901 624-9839 (h)

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

COMMENT SHEET

Shelby Farms Parkway
 City of Memphis & Shelby County
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We are interested in your comments about the proposed project. Please indicate:

- ◆ What issues and concerns you have about the project, *noise*
 Plant trees etc as a "break" along the roadway
 benches, separate paths for bikers & walkers
 away from dangerous Memphis traffic
 No. Sel, foot, biking, horse back crossings
 Please make sure TDOT has the environmental on the
 on their website

- ◆ Any changes you would make to the project
 make sure speed limit is enforced

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Michele Passerelli
 Home Address: 3342 Kristy Dr
Memphis, TN 38118
 Phone: 901-653-9605

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Public Hearing
 December 13, 2007

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 City of Memphis & Shelby County
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◆ What issues and concerns you have about the project

There was little notification of the Dec. 13, 2007 public hearing meeting.
I just heard about it today, Dec 28th. You should extend the deadline
for comments, have more public meetings and educate the public about the
issues and options available.

◆ Any changes you would make to the project

As I understand it, a huge expressway-type interchange is planned at the
intersection of Walnut Grove Road and Shelby Farms Parkway. It will
impact my park noise-wise and visual-wise. It must be moved South of
Walnut Grove Road or greatly reduced in size.
I want to see renderings and models so I can understand what is proposed.

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Stan L Phillips
 Home Address: 1457 Woodlawn
38104
 Phone: 901 240 5953

If you need more time, please provide your comment by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Public Hearing
 December 13, 2007

Additional Comments:

I understand that there is some debate about whether this proposed road is on park land - recreation land. For years, I have been told it is by - by many people, politicians and the media.

Shelby Farms Parkway
 City of Memphis & Shelby County
 Comment Sheet (Please Print)

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Walnut Grove Road or greatly reduced in size.
I want to see renderings and models so I can understand what is proposed.

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: *Chonnie m*

Home Address: _____

Phone: _____

If you need more time, please provide your comment by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Additional Comments:

I understand that there is some debate about whether this proposed road is on park land - recreation land. For years, I have been told it is ~~not~~ - by many people, politicians and the media.

Offenberg

COMMENT SHEET

Shelby Farms Parkway
 City of Memphis & Shelby County
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We are interested in your comments about the proposed project. Please indicate:

♦ What issues and concerns you have about the project

Make sure equestrian traffic is provided for, both access to either side and travel along side highway. Provide unpaved shoulder 20 feet wide for horse, bike & foot traffic

♦ Any changes you would make to the project

I don't see that the project is necessary. The move is away from this area. Who needs to go to I 40 from Walnut Grove? Look what you'll be doing to residential area along Whitten.

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Brynda Road
 Home Address: 9436 Salem Rd.
Lake land
 Phone: 829 39 38

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Additional Comments:

Put horses into your mindset from the get-go. We are an integral part of the park users. Provide us access to places we need to go.

COMMENT SHEET

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We are interested in your comments about the proposed project. Please indicate:

◆ **What issues and concerns you have about the project**

THAT THE LAND IS SAVED AND PLANNED FOR FOR
COMMUTER & RECREATIONAL BICYCLING ALONG
ALL TRAILS AND CSX GREENLINE AND WOLF RIVER
GREENWAY.

◆ **Any changes you would make to the project**

MAKE SURE THAT OVER 12 FEET OF ACCESS IS
PROVIDED ON BOTH SIDES TO LEAVE FOOTPRINT
FOR BICYCLES AND OVER 20 FEET IN
PROVIDING FOR HORSE TRAILS, NOT A SHOULDER BUT
A SEPARATE BIKE TRAIL AND HORSE TRAIL. - LOOK AT
THE "BEST PRACTICES,"

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: NANCY J. REAM
Home Address: 490 ELISE DR
CORDOVA, TN 38018
Phone: 901-759-9916

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
Public Works Division
Shelby County Government
160 N. Main Street, Suite 801
Memphis, TN 38103

Public Hearing
December 13, 2007

Additional Comments:

WILDLIFE CONCERNS -

- ① How will they go across from South to North SAFELY, ^{ON THE WAY TO SOUTH} WHAT will be provided for them? possibly "GREEN" CULVERTS THAT ARE AT LEAST 12 FEET high so AS TO HAVE PLACES FOR HORSEBACK RIDING.
- ② The WETLANDS THAT ARE BEING TAKEN WHAT ARE THE PLANS FOR WETLANDS MITIGATION AND HOW WILL IT BE DONE? IN WHAT MANNER AND WHERE WILL THEY BE PROVIDED.

Shelby Farms Parkway
 City of Memphis & Shelby County
 Comment Sheet (Please Print)

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We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

all looks good, proceed

◆ Any changes you would make to the project

*No changes, just get it started ASAP.
 The Park and the area really need the traffic to flow.*

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: NELLIE ROWE
 Home Address: 7615 DEXTER GROVE
CORDOVA, TN 38016
 Phone: 755-5022

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

COMMENT SHEET

Shelby Farms Parkway
 City of Memphis & Shelby County
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		Bicycling <input checked="" type="checkbox"/>	Recreation <input type="checkbox"/>	

We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

Please make accommodations for both pedestrian and bike traffic to and through the park

◆ Any changes you would make to the project

Make the road way attractive and not too high or obtrusive

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Jerry L. Scruggs
 Home Address: 5954 Briarhedge Ave, Memphis, TN 38120
 Phone: 901 262-4110

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Additional Comments:

Please accommodate ingress and egress to the park from the greenway (proposed) for Bikes, Pedestrians etc.

If any wetland / conservation area is destroyed it must be replanted.

COMMENT SHEET

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We are interested in your comments about the proposed project. Please indicate:

◆ **What issues and concerns you have about the project**

Greater Memphis Greenline Entrance to North West side of Park

Storm Water run off of road

Pedestrian / Bike Access to Wolf River Bridge

Pedestrian / Bike Access to Access Walnut Grove

◆ **Any changes you would make to the project**

Where are the crosswalks or tunnels under the road.

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Phillip Scroggs

Home Address: 5954 Briarledge Ave.
Memphis, TN, 38120

Phone: 901 248 8942

If you need more time, please provide your comments by January 4, 2008 and mail to:

**Project Comments
Public Works Division
Shelby County Government
160 N. Main Street, Suite 801
Memphis, TN 38103**

Public Hearing
December 13, 2007

Shelby Farms Parkway
City of Memphis & Shelby County
Comment Sheet (Please Print)

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We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

I am extremely anxious for the design process to begin and be completed so that we can have another north/south connector. I think that Raleigh LaGrange and Mullins Station should be improved simultaneously with the construction of the new Kirby Parkway.

◆ Any changes you would make to the project

I would also include improvements to Raleigh LaGrange and Mullins Station in the project.

Mostly, I would get going! We need to have Farm Road replaced with a more adequate north/south route
Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Peter Shea
Home Address: 46 South Fernway
38117
Phone: 901 756 2822 Ext. 225

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
Public Works Division
Shelby County Government
160 N. Main Street, Suite 801
Memphis, TN 38103

Additional Comments:

Don't have park employees
commenting at these meetings

It is ~~totally~~ inappropriate.

COMMENT SHEET

Shelby Farms Parkway
 City of Memphis & Shelby County
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◆ What issues and concerns you have about the project

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◆ Any changes you would make to the project

As I understand it, a huge expressway-type interchange is planned at the intersection of Walnut Grove Road and Shelby Farms Parkway. It will impact my park noise-wise and visual-wise. It must be moved South of Walnut Grove Road or greatly reduced in size.
I want to see renderings and models so I can understand what is proposed.

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Kim Shively
 Home Address: 597 PATTERSON #1
Memphis, TN 38111

Phone:

If you need more time, please provide your comment by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Public Hearing
 December 13, 2007

Additional Comments:

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Shelby Farms Parkway
 City of Memphis & Shelby County
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We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

I AM FOR THE PROJECT. IT SHOULD HAVE BEEN DONE LONG AGO. A PARKWAY THROUGH AND AROUND THE PARK WILL ONLY ENHANCE THE VALUE OF THE PARK AND DRAW MORE USERS.

◆ Any changes you would make to the project

I think the planning of MULLINS STATION AND RALEIGH LA GRANGE SHOULD BE DONE AT THE SAME TIME, AS A 4 LANE DIVIDED PARKWAY.

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Mike SLATTERY
 Home Address: 1974 Steeplebrook DR
CORDOVA TN 38016
 Phone: 901-487-5775

If you need more time, please provide your comments by January 4, 2008 and mail to:

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 Public Works Division
 Shelby County Government
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We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

◆ Any changes you would make to the project

No New Parking in Park (edges only)

Keep natural - No development

Raised Buffer or sunken roads - minimize pollution and noise

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Crista M Stewart

Home Address: Cordova, TN

Phone: N/A

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
Public Works Division
Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Shelby Farms Parkway
 City of Memphis & Shelby County
 Comment Sheet (Please Print)

The purpose of this survey is to aid in the continued development of the design alternative for the proposed Shelby Farms Parkway. Please visit the display tables to view traffic simulations, the Draft Supplemental Environmental Impact Statement and receive additional information regarding the alternative alignments considered.

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1.	Years living in Memphis Area	Less than 5 years <input type="checkbox"/>	5-10 years <input type="checkbox"/>	More than 10 years <input checked="" type="checkbox"/>
2.	Frequency of Travel thru Shelby Farms in a week	Less than 5 times <input type="checkbox"/>	5-10 times <input checked="" type="checkbox"/>	More than 10 times <input type="checkbox"/>
3.	Typical Activities when traveling thru Shelby Farms	Commute <input checked="" type="checkbox"/> Bicycling <input checked="" type="checkbox"/>	Walking/Hiking <input checked="" type="checkbox"/> Recreation <input type="checkbox"/>	Other <u>NOAS rollerblading</u>

We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

- noise / view
 - taking too much park land
 -

◆ Any changes you would make to the project

Put trumpet interchange over landfill -
 as existing it destroys views & creates huge noise pollution as it is proposed

The citizens voices are the only natural barrier to development in this county. Help us

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Susan Tobey
 Home Address: 4882 Dwyne Rd
 Phone: 901-335-9928

If you need more time, please provide your comments by January 4, 2008 and mail to:

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Shelby Farms Parkway
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3	Typical Activities when traveling thru Shelby Farms	Commute <input checked="" type="checkbox"/> Bicycling <input type="checkbox"/>	Walking/Hiking <input type="checkbox"/> Recreation <input type="checkbox"/>	Enjoying the Other <u>peaceful view.</u>

We are interested in your comments about the proposed project. Please indicate:

◆ **What issues and concerns you have about the project**

There was little notification of the Dec. 13, 2007 public hearing meeting.
I just heard about it today, Dec. 28th. You should extend the deadline
for comments, have more public meetings and educate the public about the
issues and options available.

◆ **Any changes you would make to the project**

As I understand it, a huge expressway-type interchange is planned at the
intersection of Walnut Grove Road and Shelby Farms Parkway. It will
impact my park noise-wise and visual-wise. It must be moved South of
Walnut Grove Road or greatly reduced in size.
I want to see renderings and models so I can understand what is proposed.

(see over)

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Louise Toles
 Home Address: 1018 Appling Meadow Dr.
Cordova, TN 38018
 Phone: (901) 388-6187

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
Public Works Division
Shelby County Government
160 N. Main Street, Suite 801
Memphis, TN 38103

COMMENT SHEET

Shelby Farms Parkway
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3.	Typical Activities when traveling thru Shelby Farms	Commute <input type="checkbox"/> Bicycling <input checked="" type="checkbox"/>	Walking/Hiking <input checked="" type="checkbox"/> Recreation <input type="checkbox"/>	Other _____

We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

- Access for people & animals from east to west - and west to east.

Road as presented seems to be less intrusive, however - what about the absence of clay above the Mphs aquifer

◆ Any changes you would make to the project

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Martha Waldron
 Home Address: 1014 Murray Hill Ln
Mphs. TN 38120
 Phone: 747-3004

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
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 Memphis, TN 38103

Shelby Farms Parkway
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3.	Typical Activities when traveling thru Shelby Farms	Commute <input checked="" type="checkbox"/> Bicycling <input checked="" type="checkbox"/>	Walking/Hiking <input type="checkbox"/> Recreation <input checked="" type="checkbox"/>	Other <u>Volunteer</u>

We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

- 1) Access to park areas off parkway - farm traffic would travel on parkway !!
- 2) Ease of crossing Walnut Grove at Farm Road - cuts off rec. area So. of wal. grove
- 3) Bicycle access from East Memphis
- 4) Buffers from park views of roadway - roadway is raised.
- 5) Impact on park entrances Landscaping?

◆ Any changes you would make to the project

It appears park areas (Senior Citizen Gardens) park operations office; hay field for bison have been cut off from park access.

MORE ON BACK

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Jim Waldron
 Home Address: 1014 Murray Hill Ln
Memphis, TN 38120
 Phone: 747-3004

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

Additional Comments:

(6) Agricultural areas isolated from service areas. Creates need for more park infrastructure for maintenance access and upkeep. Economic impact from park funding could easily exceed \$5M

7. There are no noise barriers on pathway. Park users want peace not traffic noise. Volume of traffic will increase on roads by park. Who/what will provide to diminish noise pollution.

Shelby Farms Parkway
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2.	Frequency of Travel thru Shelby Farms in a week	Less than 5 times <input type="checkbox"/>	5-10 times <input type="checkbox"/>	More than 10 times <input type="checkbox"/>
3.	Typical Activities when traveling thru Shelby Farms	Commute <input type="checkbox"/>	Walking/Hiking <input checked="" type="checkbox"/>	Special riding Other Horse
		Bicycling <input type="checkbox"/>	Recreation <input type="checkbox"/>	

We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

I like alternate 3

◆ Any changes you would make to the project

NO

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: *MARY WEARNE*

Home Address: *16309 DAWN HAVEN
 MILLINGTON 38053*

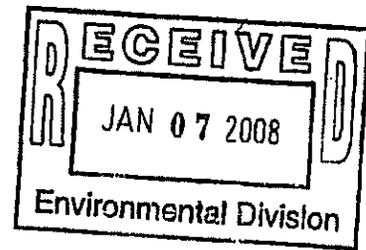
Phone: *701 873 1739*

If you need more time, please provide your comments by January 4, 2008 and mail to:

Project Comments
 Public Works Division
 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103

January 2, 2008

Mr. Charles Bush
Transportation Manager 11
Tennessee Department of Transportation
James Polk Building, Suite 900
Nashville, TN 37243-0334



gmy

Comments on the Supplemental Environmental Impact Statement

We citizens have been asked to comment on the Draft Supplemental Environmental Impact Statement for Shelby Farms Parkway.

We certainly hope that the DEIS draft is subject to change. We also hope that our comments will be respected and considered. We will try to address issues in the order that they have been presented.

On Page ii there is the statement that "the new route will facilitate not only traffic between Interstate 240 (I-240) and I-40, but it shall serve the commuting populations" etc. **Those of us who were present at the time of the C.S.S. discussion remember it being said that this new route should not be a shortcut between I-240 and I-40.**

Numerous times, the draft statement proclaims that the purpose of the project is "to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources".

We must first say that we are very well pleased with much of what we know of Alternate Q. Our group has for years advocated moving the right of way for the North/South Road through Shelby Farms Park all the way west to the East Line of Area 10. We always pressed for a maximum 4 lane meandering parkway that lay gently on our parkland. It should have a speed limit of 40 MP.H. max. All seems well to this point. It is what most of us asked for decades ago. We have, however asked for an at grade interchange where Shelby Farms parkway intersects Walnut Grove Road.

Alternate Q would place a huge Expressway Interchange at the entrance to our Park. It would physically take up many acres and it would be **visually** detrimental, noise detrimental and **aesthetically** detrimental to **hundreds** of acres of our parkland.

Note-alternative Q will tower 38' above the existing landscape in places (page 19.)

We believe that if this massive interchange were to be moved south of Walnut Grove Road (to all intents and purposes off of our parkland), we would be content. Do it - and we will all celebrate our compromise-please.

Another Please. Please put to rest the talk about 4-F recreation land. The people, guided by a few visionaries, revolted at the idea of selling their property to a predatory developer in 1963. They declared that it should be for their use as recreation land. They knew that certain

specific areas were set aside for other uses – penal facility, hospital, government offices, etc. and the rest, of course was park land.

Once again – it was the citizen's land. They paid their taxes to purchase it – they wanted it to be recreation land except for a few exceptions.

On June 17th of 1971 then county Mayor Bill Morris betrayed his citizens by sending a misleading letter to the Federal Highway Department. It very erroneously **flipped the facts**. He enumerated a very, very few areas as being parkland and proclaimed **all of the rest** not to be recreation land. **He was absolutely wrong in his action**. At least there should have been a referendum on this issue.

This lie became a major force in the 1991 Environmental Impact Statement. Unfortunately the Federal Highway Department, County government and Tennessee Highway Department bought into it and have continued this falsehood to this day.

When the citizens learned of this act (when the August 1991 lie became public knowledge) the people denounced it in the EIS comment period. (Copies of letters can be made available). The citizens also denounced the Mayor's immoral action in their comments in the March 2001 Environmental Reevaluation. The citizens expressed their dissention again and again throughout the years. On your Page IV it is written "no areas of controversy or unresolved issues have been identified or raised by agencies or the public". Please leave that out when you re-write the document. It makes the citizens irate, because the statement is false.

Why in the world are so much of our taxpayers money spent in the writing of this draft trying to support the lie that the land between Farm Road and Area 10 is not parkland (recreation land)? Does the June 17, 1991 lie of Mayor Morris and that of Ted Fox, Director of Public Works of July 30, 2007 confiscate the citizens' use of their land forever? **We say No!** The citizens wonder why so much of this draft document is dedicated to trying to support this lie. What is the motive? Please tell us. Perhaps we can help you.

We ask you to consider the meaning of the phrase, "Pastoral Park". That is the phrase the citizens have used since the park's inception. They look out at its gentle majesty, its large scenic views and they are awed, refreshed and grateful. Call another public input session and you will learn how the citizens feel about the Park's natural visuals and its quiet serenity. They will tell you not to impact their park one visual, one decibel, one aesthetic experience more than absolutely necessary.

Look at the plan done by the late great Garrett Ekbo in 1975. On what you call "farmland" and "fallow crop land" he had emblazoned the words "great meadow" and "pastoral Park".

This land has been leased to Agricenter for at least these reasons:

1. Agricenter wanted to make money.
2. Shelby County wanted to make money.
3. Shelby County could avoid the cost of cutting grass.

This was a **temporary** holding arrangement until a master plan would determine the ultimate, specific use for the Park and money could be raised to implement its plan.

No way did anyone in his right mind ever believe that this potentially beautiful and useful piece of earth would remain an "industrial bean field" or "fallow farmland". The citizens consider it an insult to be talked to in that manner. Please remove such "trash talk" when you redo the "DEIS".

This "public forum" of 12/13/07 was so improper as to once again be insulting. There was no open discussion. We understand that Governor Bredesen had so decreed it. Would you please provide us with documentation of this? Also we citizens have complained for years that there were not enough facts furnished at these public forums.

Help us make intelligent decisions. We at least need renderings, pictures, schematics and models. This we asked for in 1991, 2001, and 2004. This was promised us during the CSS process. Show us clearly how Q would look – height, width, from above, beside, below, and from close, from afar. Show the views from Q. Show us the kinds of material to be used, signage, and lighting. Show us the **projected noise creation**. Treat us citizens fairly and honestly and you will find us anxious to discuss issues and work to a solution.

Other points:

1. The study of the landfill – to determine how to move the interchange south of walnut Grove Road must be the **best possible study**.
2. The context sensitive study was sorely flawed. The primary failure was that citizens were not allowed to comment until **after decisions were made**. Also the citizens wanted to bring the expertise of a world renowned expert on roads and parks to the table for consultation at the citizens' cost. Unbelievably his input was curtly rejected and cut off after three minutes. In addition it was obvious that the CSS committee was manipulated in many other ways. Then the results of their work was mis-analyzed and wrongly summarized in the D.E.I.S. When you are ready to redo this in a revised DEIS, citizens will gladly help.
3. The building of "Q", north of Walnut Grove would certainly affect the floodplain. It would affect the trail/road which connects the Farm Road/Kite flying area to all the trails under the Wolf River Bridge and also to the non-motorized access on the Wolf River Bridge.
4. Clarify – is the Sycamore View Connection to be made or not? In the CSS meeting it was said yes. Who had authority to remove it?
5. Make note of the fact that our city has lost population and that I-69 will certainly divert substantial traffic from this area.
6. On Page 36 it is said "lands to the East of Farm Road are reserved for recreation". This implies that lands west of Farm Road are **not** reserved for recreational uses. Please remove this from the DEIS.
7. Also on Page 36 it is inferred that the Humane Society Shelter and the Emergency Call Center are to be in the "Study Area". Not so! They are in Area 10. Please correct this.
8. There is insufficient discussion about noise impact. There must be a detailed study to determine the amount of noise impact Alternative Q will have.

- particularly with its huge expressway type interchange, and also where currently projected.
9. There must also be a very thorough study of the visual impact if "Q" is built where shown in the DEIS.
 10. On Page 51 there is reference to an "accompanying compact disk". Please provide one, as soon as possible.
 11. Please provide a legible map of the "tiers".
 12. Please note that the DEIS recognizes that (when asked to comment) the public preferred the flyover alternate 69% to 31% over Q.
 13. At the CSS meetings it was decided that Farm Road would not have access to Walnut Grove Road. Why was this ignored in the DEIS? Please correct it.
 14. The Farm Road intersection will be used for years until the proposed Shelby Farms parkway is determined, designed and built. Please provide evidence that its present design (length of turning ramps, signalization, etc.) is as efficient as possible. Please provide design and cost figures to improve this interchange. We citizens have long asked for this.
 15. What does the sentence on top of Page 16 mean when it says "this location is to the East of the Wolf River but West of I-40"?
 16. Again on Page 16 what exactly does the sentence mean "the official selection of the preferred alternative will not be made until a public meeting is held upon approval of the Environmental Document"?
 17. We take issue with the Page 28 (last sentence first paragraph) "very few changes in the affected environment and setting (whatever that means) of the project area have occurred since the original EIS and the EIS reevaluation were circulated". Patriot Lake was not even shown or considered in the original EIS.
 18. You refer to non-motorized access **into** Shelby Farms Park. We citizens (after much study) declare the proposed form of access to be a disaster in efficiency and safety. Hopefully this will change.
 19. Please elaborate on the last Paragraph on Page 58. Assure us the DEIS will not be completed and sent to the FHWA **before** all our questions contained herein are answered.
 20. The map on Page 22 purporting to show "proposed Kirby Parkway area land use" should be preserved for posterity along with Mayor Morris' letter and map and Ted Fox's letter. They should be used to remind citizens of the future of how government can run amuck.
 21. Please try to realize that the citizens are anxious to solve this long festering sore. Too many of our tax dollars have been wasted on multiple plans and studies. We have traffic problems that could have been solved long ago. The proper development of our Park has been postponed. Costs have escalated.

We ask that there be an extension of the DEIS comment period. This will give you the time needed to answer our questions and have additional public forums.

It would certainly be preferable to wait for the results of the Landfill Study before having any more formal public meetings. It seems that they would be useless until all the additional information can be presented and analyzed.

We have long wanted to sit and solve what should be a solvable problem. Will you sit with us with sincerity and honesty?



ARTHUR J. WOLFF
5445 SHADY GROVE TERR
MEMPHIS, TN. 38120

PHONE - 901 - 857 - 9706
E-MAIL - BERT WOLFF @ AOL.COM
FAX - 680 - 7065

Shelby Farms Parkway
 City of Memphis & Shelby County
 Comment Sheet (Please Print)

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3.	Typical Activities when traveling thru Shelby Farms	Commute <input type="checkbox"/> Bicycling <input type="checkbox"/>	Walking/Hiking <input type="checkbox"/> Recreation <input type="checkbox"/>	Other _____

We are interested in your comments about the proposed project. Please indicate:

◆ What issues and concerns you have about the project

There was little notification of the Dec. 13, 2007 public hearing meeting.
I just heard about it today, Dec. 28th. You should extend the deadline
for comments, have more public meetings and educate the public about the
issues and options available

◆ Any changes you would make to the project

As I understand it, a huge expressway-type interchange is planned at the
intersection of Walnut Grove Road and Shelby Farms Parkway. It will
impact my park noise-wise and visual-wise. It must be moved South of
Walnut Grove Road or greatly reduced in size.
I want to see renderings and models so I can understand what is proposed.

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Nestle Woods
 Home Address: 314A East Winfield, Apt 6
Memphis, TN 38116

Phone:

If you need more time, please provide your comment by January 4, 2008 and mail to:

Project Comments
Public Works Division
Shelby County Government
160 N. Main Street, Suite 801
Memphis, TN 38103

Public Hea
 December 13, 2007

Additional Comments:

I understand that there is some debate about whether this proposed road is on park land - recreation land. For years, I have been told it is by - by many people, politicians and the media.

Shelby Farms Parkway
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2.	Frequency of Travel thru Shelby Farms in a week	Less than 5 times <input type="checkbox"/> <i>Weekly</i>	5-10 times <input type="checkbox"/>	More than 10 times <input type="checkbox"/>
3.	Typical Activities when traveling thru Shelby Farms	Commuter <input checked="" type="checkbox"/> Bicycling <input type="checkbox"/>	Walking/Hiking <input type="checkbox"/> Recreation <input type="checkbox"/>	Other <i>Running</i>

We are interested in your comments about the proposed project. Please indicate:

◆ **What issues and concerns you have about the project**

- Commercialization
- Too much traffic + exhaust

◆ **Any changes you would make to the project**

> ensure convenient north/south access
> move interchanges to landfill side of Walnut Grove Rd if possible

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: _____

Home Address: _____

Phone: _____

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3.	Typical Activities when traveling thru Shelby Farms	Commute <input type="checkbox"/> Bicycling <input checked="" type="checkbox"/>	Walking/Hiking <input type="checkbox"/> Recreation <input type="checkbox"/>	Other <u>skateboarding</u>

We are interested in your comments about the proposed project. Please indicate:

♦ What issues and concerns you have about the project

To make bigger ^{mess} or a place where we can park our ~~cars~~ ^{cars} ~~we~~ ^{we} can't deal with other people's kids

♦ Any changes you would make to the project

No, I like "Alternative Q"

Please use the back of this form for any additional comments or responses to the above questions.

Thank you for your participation!

Personal Information:

Name: Jason
 Home Address: 9134 Crown Rd
Memphis 38128
 Phone: 371-0149

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Project Comments
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 Shelby County Government
 160 N. Main Street, Suite 801
 Memphis, TN 38103



Shelby County Government

A C Wharton, Jr.
Mayor

4 June 2008

Naomi Van Tol
Sierra Club
Chickasaw Group-Tennessee Chapter
P.O. Box 111094
Memphis, TN 38111

RE: Proposed Kirby Parkway (Walnut Grove Road to Macon Road), Shelby County, Tennessee

Dear Ms. Van Tol,

In regards to your December 17, 2007 letter, the following answers are given to your questions and concerns. Most of the items you listed, Comments #1-4 and #6, can be summarized by stating bicycle and pedestrian access to/from Shelby Farms will accompany the Humphreys Boulevard/Walnut Grove Road intersection reconstruction to the south and the Greater Memphis Greenmile to the north. The Shelby Farms Parkway Advisory Team has been very much in favor of including non-motorized transportation facilities within the Shelby Farms area. Facility locations were studied and discussed during the Context Sensitive Solutions (CSS) process, but the Team ultimately decided to defer specifics of the bicycle, pedestrian, and other facilities to the development of the Shelby Farms Master Plan. That process is currently underway. Once the selected Master Plan consultant delivers their conceptual plan for access and connectivity within Shelby Farms, those concepts will be incorporated in the Final Environmental Impact Statement (FEIS).

A dedicated road and parking area will be considered under the development of the Master Plan. In addition, the City of Memphis and Shelby County are committed to coordination of the final design with the development of the Master Plan and the inclusion of crossings of the Shelby Farms Parkway where feasible and practical.

Comment #5; wetlands typically require a 2:1 replacement ration. Consultation with the United States Army Corps of Engineers and Tennessee Department of Environment and Conservation (TDEC) will occur during the permitting process to establish mitigation measures. If available, on-site wetland banks should be utilized; however, if unavailable, a wetland mitigation bank within the Wolf River watershed is capable of holding such an area. Your request of a 3:1 ratio for mitigation will be taken under advisement.

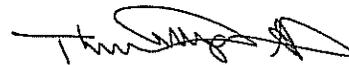
Comment #6; aesthetically appropriate materials and landscaping were recommended by the Shelby Farms Parkway Advisory Team. The Team's vision for the Shelby Farms Parkway is a road that blends into the natural and topographic setting of Shelby Farms. As such, the Shelby Farms Parkway Advisory Team recognizes that connectivity, access, and aesthetic characteristics of the Shelby Farms Parkway

must be consistent with the Master Plan and has deferred development of specific recommendations to the Shelby Farms Master Plan.

Comment #7; during Final Design, the Team will look at ways of minimizing harm and impacts to the floodplains. The floodplain impacts (short- and long-term) may be greatly reduced by implementing drainage structures, where possible. Spill protection and natural filtration basins will be analyzed in Final Design to determine their feasibility to reduce impacts to Wolf River or the aquifer. In addition, a Storm Water Plan will be developed during Final Design to address storm water runoff.

Thank you for your input, and we appreciate the advice on future endeavors with Shelby Farms. All of your comments will be considered during Final Design and the development of the Master Plan. If you have any questions or comments, please contact me at your earliest convenience.

Sincerely,

A handwritten signature in black ink, appearing to read 'Theodore C. Fox III', written in a cursive style.

Theodore C. Fox III, Director
Division of Public Works
Shelby County Government



Shelby County Government

A C Wharton, Jr.
Mayor

4 June 2008

Dr. Alan Salomon
5575 Poplar Avenue, Suite 121
Memphis, TN 38119

Subject: Comments from the December 13, 2007 Public Hearing
DSEIS
Kirby Parkway (Shelby Farms Parkway)
Memphis, Tennessee

Dear Dr. Salomon,

In regards to your January 3, 2008 email, in which you quoted Steve Sondheim's email to TDOT, also dated January 3, 2008, the following provides answers to your questions.

1. We challenge the legality of completing the SEIS before the landfill study. We request waiting until the location is known and the impacts of the location can be studied. The SEIS should not be determined until location of road is determined. Therefore we believe the landfill study must be complete before the SEIS. This is due to effects on landfill, wetlands, flood plain and acreage of park N of WG. Moving WG hundreds of feet N into the floodplain, building up the road, and raising an interchange within the park will have impacts on park usage as well as on the ecology of the area. How many acres will be affected? Please document these impacts and attempt to use the old WG roadbed as much as possible.

Answer *More technical and scientific information is being gathered to assess impacts to the landfill if the interchange were to be moved to the south. A geotechnical feasibility study will yield more information on the history, condition, and hazard potential of the landfill. The results of the study and further action, if needed, will be known prior to submittal of the FEIS; however, additional studies for environmental and design processes may be necessary.*

The footprint of the interchange and shift of Walnut Grove to the north will impact 46.2 acres. It should be noted also that once Walnut Grove Road has been shifted north, the existing Walnut Grove Road will be removed which will create an additional 7.5 acres of vegetated open space that will be available for other land uses.

2. The Sierra Club has objected in the past to public meetings where individuals don't get to hear each other's questions or to hear and comment on the answers collectively-TDOT Commissioner Nicely has assured us that discussions will be open at public meetings. Although the public session on Jan 13 (November 15, 2005) was nice, there was no public hearing. Individual questions were answered by various people on a one on one basis. We request that all questions be listed and answered in writing so that the public may see the other concerns and have access to the actions taken. Please include all questions asked at the hearing and in the feedback period since. Please abide by this open public format in the future.

Answer *An open hearing format was chosen for the Public Hearing at the discretion of the Shelby County Government acting as the lead agency. This format was chosen due to the logistics involved in trying to use a Question and Answer session in the Shelby Farms Visitor Center. Representatives with knowledge of the project were available to answer questions in a one on one format with visitors. The December 13, 2007 Public Hearing was a legal requirement by FHWA and TDOT which require submittal of answers to individuals who asked questions. Public Hearings can only occur after the environmental document has been approved by FHWA and TDOT. These responses will be included in the FEIS. A Public Hearing Summary is attached for your reference.*

3. During the C.S.S. discussion we were told that this new route should not be a shortcut between I-240 and I-40. The current MPO plan calls for road buildup entering the area. We should not route more traffic through the park. As soon as possible plans calling for adding a 4th lane to I-240S between I-40 and Walnut Grove should be implemented. Backup occurs here on commute mornings as 6 lanes merge into 3. Doing this will improve the morning backup which causes people to cut through the park. This should occur as soon as possible in order not to burden the intra city streets.

Answer *The plan for Kirby Parkway was not to route traffic from Interstate highways through Shelby Farms. Land use surrounding Shelby Farms is urban and it is likely residents of subdivisions and employees of commercial properties that will utilize Kirby Parkway. In fact, based on the responses received at the Public Hearing, several individuals use Farm Road for commuting purposes in addition to using the existing roadways as a way to access recreational land uses. The purpose of the project is to decrease travel time and improve travel convenience between Poplar Avenue and I-40, as well as reduce congestion and provide a safer and more efficient roadway. Currently, there are no plans to add additional lanes to I-240 south.*

4. The field between the Lucius Burch Area and Farm Road except for Area 10 is now parkland supervised by the Shelby Farms Park Conservancy. Arguments about 4f are now moot. All environmental concerns of parkland now apply.

Answer *The project is going through non-recreational areas, such as agricultural land uses and residential areas along Whitten Road. No parkland will be used for*

construction of this project. The Shelby County Government has jurisdiction over Shelby Farms and has determined that the project does not go through or utilize any parkland. FHWA agreed with this decision.

5. The final Road Design including bike plans must be integrated with the master plan. We don't want a situation where the road design interferes with bike or pedestrian access. All too often we have been told it is too late to properly include bike/pedestrian access. Finances for bike/pedestrian access funded as part of the project. Bike/ped lanes-along route, and access across the road need to be included in the final road design before approval by the master planners (asked for by Advisory Committee)

Answer *Bicycle and pedestrian access to/from Shelby Farms will accompany the Humphreys Boulevard/Walnut Grove Road intersection reconstruction to the south and the Greater Memphis Greenmile to the north. The Shelby Farms Parkway Advisory Team has been very much in favor of including non-motorized transportation facilities within the Shelby Farms area. Facility locations were studied and discussed during the CSS Process, but the Team ultimately decided to defer specifics of the bicycle, pedestrian, and other facilities to the development of the Shelby Farms Master Plan. That process is currently underway. The city and county are committed to coordinating final design of the parkway with the development of the Master Plan; this will include crossings where feasible and practical.*

6. On Shelby Farms Parkway stick to the posted 35 mph and time the lights into, throughout and out of the park for better traffic flow at slower speeds.

Answer *The roadway will have the characteristics of a parkway (meandering design, curb and gutter, and landscape appointments) with a 40 mph design speed in comparison to 70 mph Interstate design speeds. The curvilinear parkway design was selected to discourage speeding. Traffic lights and timing will be studied during final design.*

7. 100 year flood plain-How will the road negatively impact erosion, water flow, animals (answered in Question 8), and wetlands?

Answer *No encroachments of the floodplain are anticipated that would result in a potential for interruption of a transportation facility which is needed for emergency vehicles or provides the community's only evacuation route; a significant risk, including property loss or hazard to life; or a significant adverse impact on the natural and beneficial floodplain values. Floodplain encroachment was avoided largely by designing the roadway as far away from the floodplain as possible while steering clear of the Shelby Farms recreational facilities located to the east; floodplain risk was minimized by designing the roadway at a higher elevation than ground-level (while maintaining at-grade). However, the new roadway location will increase the storm event run-off (creating impervious surfaces and loss of forested areas). Increased flow during storm events must be*

partially stored on the floodplains to prevent excessive damage to downstream, areas that may result in erosion, substrate scouring and aquatic habitat alterations. Since the preferred Alternative is designed for at-grade construction through Shelby Farms, direct floodplain impacts (short- and long-term) may be greatly reduced by implementing drainage structures, where possible. The project will be completed in accordance with Executive Order 11988, issued in 1977, providing for Floodplain Management including avoidance or minimization of short-term and long-term impacts to floodplains. Minimizing impacts to the Wolf River floodplain will be of particular importance to protect the natural area and the aquatic fauna. Minimal clearing of trees and vegetation cover within the floodplains and zero-bank clearing at streams will reduce floodplain and water quality impacts.

Every action to reduce the risk of flood loss; to minimize the impact of floods on human safety, health and welfare; and to restore and preserve the natural and beneficial values served by floodplains will be executed. However, regardless of the chosen alternative, floodplain impacts will occur.

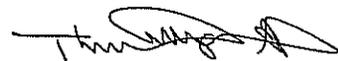
The proposed project will affect 1.804 acres of wetlands. This impact will be mitigated either on-site or through a wetland mitigation bank. The preferred mitigation method is on-site mitigation at a 2:1 ratio.

8. What are the ecological effects of the road separating the Burch forested/river area from field/meadow/wetland? What does this bifurcation do to public access, to the ecology of the area? To the wildlife? What about wildlife corridors? Tunnels for critters and people?

Answer

The project is not expected to result in any substantial impacts to wildlife. Alternatives Q will use the existing Walnut Grove Crossing of Wolf River. Most new construction will take place north of the River where the habitat is predominantly pasture and row crops. These areas generally do not provide substantial cover or shelter for wildlife. As such, any impacts are likely to be minimal and temporary as there is abundant similar-type habitat outside the project boundary. Tunnels for habitat and people will be considered during development of the Master Plan and implemented where practical.

Sincerely,



Theodore C. Fox III, Director
Division of Public Works
Shelby County Government



Shelby County Government

A C Wharton, Jr.
Mayor

4 June 2008

Mr. Art Wolff
5445 Shady Grove Terrace
Memphis, TN 38120

Subject: Comments from the December 13, 2007 Public Hearing
DSEIS
Kirby Parkway (Shelby Farms Parkway)
Memphis, Tennessee

Dear Mr. Wolff,

In regards to your January 2, 2008 letter, the following provides answers to your questions.

1. We certainly hope that the DEIS draft is subject to change. We also hope that our comments will be respected and considered. We will try to address issues in the order that they have been presented.

Answer *The purpose of the Draft Supplemental Environmental Impact Statement (DSEIS) and subsequent comment period is to solicit information and opinions. The comments received from state and federal agencies, as well as the public, will be summarized and appended in the Final Environmental Impact Statement (FEIS).*

2. On page ii, there is the statement that "the new route will facilitate not only traffic between Interstate 240 (I-240) and I-40, but it shall serve the commuting populations" etc. Those of us who were present at the time of the CSS discussion remember it being said that this new route should not be a shortcut between I-240 and I-40.

Answer *The plan for Kirby Parkway was not to route traffic from Interstate highways through Shelby Farms. Land use surrounding Shelby Farms is urban, and it is likely residents of subdivisions and employees of commercial properties will be the primary users of Kirby Parkway. In fact, based on the responses received at the Public Hearing, several individuals use Farm Road for commuting purposes in addition to using the existing roadways as a way to access recreational land uses. The purpose of the project is to decrease travel time and improve travel*

convenience between Poplar Avenue and I-40, as well as reduce congestion and provide a safer and more efficient roadway.

3. Numerous times, the draft statement proclaims that the purpose of the project is “to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources.

We must first say that we are very well pleased with much of what we know of Alternate Q. Our group has for years advocated moving the right of way for the North/South Road through Shelby Farms Park all the way west to the East Line of Area 10. We always pressed for a maximum 4 lane meandering parkway that lay gently on our parkland. It should have a speed limit of 40 mph max. All seems well to this point. It is what most of us asked for decades ago. We have, however asked for an at grade interchange where Shelby Farms Parkway intersects Walnut Grove Road.

Answer

Following consideration of many types of connections between Walnut Grove Road and the new Shelby Farms Parkway, the Shelby Farms Parkway Advisory Team (SFPAT) recommended the trumpet flyover interchange. During early Team meetings, traffic simulations showing completely at-grade intersections at this connection were presented. With the heavy left-turn movement (1260 vehicles per hour AM and 1410 vehicles per hour PM) occurring from eastbound Walnut Grove to northbound Shelby Farms Parkway, the Team recognized that some sort of grade separation would be needed to safely and efficiently conduct this movement. Two different grade-separated interchange alternatives were carried forward. The trumpet interchange was compared to an at-grade intersection with a fly-over for the eastbound left-turn movement.

The Team reached consensus on all aspects of the project except the preferred interchange type at their January 11, 2006 Meeting and drafted the final recommendations. The Team reconvened on February 16, 2006 to further consider the interchange and finalize their recommendations. The Team participated in an exercise where five (5) critical issues were ranked by each member to develop a relative priority for each issue. The critical issues were safety, traffic operations, preservation of farmland, aesthetics, and access/connectivity. After some discussion regarding each interchange, members were asked to individually rate each alternative based on how it performed for each of those issues. A matrix was created and a relative, weighted score was developed for each interchange alternative. The results of the exercise showed that the trumpet interchange performed relatively better than the flyover when weighted by the highest rated issues. Following the exercise, the Team reached consensus that the trumpet would be the recommended design while noting that if geotechnical investigations in future design phases indicated that the interchange could be shifted further south over the landfill, then they would prefer that option.

4. Alternative Q would place a huge Expressway Interchange at the entrance to our Park. It would physically take up many acres and it would be visually detrimental, noise detrimental, and aesthetically detrimental to hundreds of acres of our parkland.

Answer *Through the CSS process, the design team looked at all options to minimize impacts to Shelby Farms. Certain impacts were deemed unavoidable; those impacts were minimized through the use of a 25 MPH design speed for the loop ramp. Special consideration will be given to grading and landscaping of areas around the interchange in latter design phases to further minimize or mitigate visual impacts while creating an aesthetically pleasing design.*

5. Note-Alternative Q will tower 38' above the existing landscape in places (page 19.)

Answer *Comment noted.*

6. Another please. Please put to rest the talk about 4-F recreation land. The people, guided by a few visionaries, revolted at the idea of selling their property to a predatory developer in 1963. They declared that it should be for their use as recreation land. They knew that certain specific areas were set aside for other uses – penal facility, hospital, government offices, etc. And the rest, of course was park land.

Answer *The proposed project is not taking any proposed recreation areas or park land. The areas for the project include agricultural and pasture land.*

7. We believe that if this massive interchange were to be moved south of Walnut Grove Road (to all intents and purposes off of our parkland), we would be content. Do it—and we will all celebrate our compromise—please.

Answer *More technical and scientific information is being gathered to assess impacts to the landfill if the interchange were to be moved to the south. A geotechnical feasibility study will yield more information on the history, condition, and hazard potential of the landfill. The results of the study and further action, if needed, will be known prior to submittal of the FEIS; however, additional studies for environmental and design processes may be necessary.*

The footprint of the interchange and shift of Walnut Grove to the north will impact 46.2 acres. It should be noted also that once Walnut Grove Road has been shifted north, the existing Walnut Grove Road will be removed which will yield an additional 7.5 acres of vegetated open space that will be available for other land uses.

8. This “public forum” of 12/13/07 was so improper as to once again be insulting. There was no open discussion. We understand that Governor Bredesen had so

decreed it. Would you please provide us with documentation of this? Also, we citizens have complained for years that there were not enough facts furnished at these public forums.

Help us make intelligent decisions. We at least need renderings, pictures, schematics, and models. This we asked for now in 1991, 2001, and 2004. This was promised us during the CSS process. Show us clearly how Q would look – height, width, from above, beside, below, and from close, from afar. Show the views from Q. Show us the kinds of material to be used, signage, and lighting. Show us the projected noise creation. Treat us citizens fairly and honestly and you will find us anxious to discuss issues and work to a solution.

Answer

An open hearing format was chosen for the Public Hearing at the discretion of the Shelby County Government acting as the lead agency. This format was chosen due to the logistics involved in trying to use a Question and Answer session in the Shelby Farms Visitor Center. Representatives with knowledge of the project were available to answer questions in a one on one format with visitors. The December 13, 2007 Public Hearing was a legal requirement by FHWA and TDOT which require submittal of answers to individuals who asked questions. Public Hearings can only occur after the environmental document has been approved by FHWA and TDOT. These responses will be included in the FEIS. There were handouts, questionnaires, exhibits, renderings, traffic simulations, and the environmental document present for discussion. A Public Hearing Summary is attached for your reference.

Renderings of the proposed project from three viewpoints were developed at the request of the SFPAT. Aerial views were provided both from the southern end of the project looking north and the northern end of the project looking south. A third view of the two interchange alternatives was prepared looking east along Walnut Grove Road. The first two visualizations were presented at the November 15, 2005 Public Meeting. All three views were available on multiple boards at the December 13, 2007 Public Hearing and were presented in the DSEIS available at local libraries. The boards for each location showed the existing photograph and all three different alternatives (L, M, and Q) for comparison.

9. The study of the landfill – to determine how to move the interchange south of the Walnut Grove Road must be the best possible study.

Answer

See Answer #7

10. The context sensitive study was sorely flawed. The primary failure was that citizens were not allowed to comment until after decisions were made. Also, the citizens wanted to bring the expertise of a world renowned expert on roads and parks to the table for consultation at the citizens' cost. Unbelievably, his input was curtly rejected and cut off after three minutes. In addition, it was obvious that the CSS committee was manipulated in many other ways. Then the results of

their work was mis-analyzed and wrongly summarized in the DSEIS. When you are ready to redo this in a revised DSEIS, citizens will gladly help.

Answer *The CSS process was considered a success to the groups that made up the team. All of the goals and objectives were answered and subsequently, a recommended alternative was approved. Two public meetings were held where the public was afforded the opportunity to comment and those comments were passed on to the Resource Team for their consideration in making recommendations. The CSS process did open the door for additional work on the landfill area when several team members wanted to look at moving the interchange further south. Without this valuable team work, this project could have been delayed even further.*

11. The building of “Q” north of Walnut Grove would certainly affect the floodplain. It would affect the trail/road which connects the Farm Road/Kite flying area to all the trails under the Wolf River Bridge and also to the non-motorized access on the Wolf River Bridge.

Answer *No encroachments of the floodplain are anticipated that would result in a potential for interruption of a transportation facility which is needed for emergency vehicles or provides the community’s only evacuation route; a significant risk, including property loss or hazard to life; or a significant adverse impact on the natural and beneficial floodplain values. Floodplain encroachment was avoided largely by designing the roadway as far away from the floodplain as possible while steering clear of the Shelby Farms recreational facilities located to the east; floodplain risk was minimized by designing the roadway at a higher elevation than ground-level (while maintaining at-grade). However, the new roadway location will increase the storm event run-off (creating impervious surfaces and loss of forested areas). Increased flow during storm events must be partially stored on the floodplains to prevent excessive damage to downstream areas that may result in erosion, substrate scouring, and aquatic habitat alterations. Since the preferred Alternative is designed for at-grade construction through Shelby Farms, direct floodplain impacts (short- and long-term) may be greatly reduced by implementing drainage structures, where possible. The project will be completed in accordance with Executive Order 11988, issued in 1977, providing for Floodplain Management including avoidance and minimization of short-term and long-term impacts to the floodplains. Minimizing impacts to the Wolf River floodplain will be of particular importance to protect the natural area and the aquatic fauna. Minimal clearing of trees and vegetation cover within the floodplains and zero-bank clearing at streams will reduce floodplain and water quality impacts.*

Every action to reduce the risk of flood loss; to minimize the impact of floods on human safety, health and welfare; and to restore and preserve the natural and beneficial values served by floodplains will be executed. However, regardless of the chosen alternative, floodplain impacts will occur.

Connection of the trail/road to the trails along the Wolf River will be determined in concert with the Shelby Farms Master Plan. Once the selected team has submitted their conceptual plan for access and connectivity within the Farms, the FEIS will reflect the concepts that have been proposed and how they interact with the road. Final details of the connectivity and access will be worked out hand-in-hand with the final development of the Master Plan in parallel with final design of the Shelby Farms Parkway.

12. Clarify – is the Sycamore View Connection to be made or not? In the CSS meeting, it was said yes. Who had authority to remove it?

Answer *A future connection to Sycamore View Road is planned, but is not currently in the Capital Improvement Program. It is shown on the map as a future connection. The connection will not be constructed as a part of this project.*

13. Make note of the fact that our city has lost population and that I-69 will certainly divert substantial traffic from this area.

Answer *According to US Census and Tennessee Census information, Shelby County's population shows an increase in population from 1990 through 2030. I-69 may have an impact on the Kirby Parkway, but not much is expected.*

14. On Page 36, it is said “lands to the East of Farm Road are reserved for recreation”. This implies that lands west of Farm Road are not reserved for recreational uses. Please remove this from the DSEIS.

Answer *Comment noted. Shelby County is in the process of developing a Master Plan for Shelby Farms so that future uses can be defined.*

15. Also on Page 36, it is inferred that the Humane Society Shelter and the Emergency Call Center are to be in the “Study Area”. Not so! They are in Area 10. Please correct this.

Answer *Comment noted.*

16. This is insufficient discussion about noise impact. There must be a detailed study to determine the amount of noise impact Alternative Q will have, particularly with its huge expressway type interchange, and also where currently projected.

Answer *A detailed noise study was performed for the project. A summary of the results of that study were included in the DSEIS. Noise levels are within the acceptable range as specified in the Noise Abatement Criteria, which are FHWA standards. Noise barriers are not considered to be reasonable for the project based on their location with respect to anticipated multipurpose bike and walking paths. Traffic volumes are predicted to increase within the project corridor for the no-build alternative, but not to the extent of the build alternatives. These volumes would*

need to double from predicted levels for the year 2030 in order to produce an increase of 3 dBA in noise levels, which is regarded as a threshold where most people are able to notice a difference in noise levels when heard sequentially for comparison. Therefore, cumulative impacts with respect to changes in future traffic volumes are not anticipated.

17. There must also be a very thorough study of the visual impact if “Q” is built where shown in the DSEIS.

Answer *Comment noted.*

18. On Page 51, there is reference to an “accompanying compact disk”. Please provide one, as soon as possible.

Answer *The compact disk contains a copy of the DSEIS. Enclosed is a copy of the CD.*

19. Please provide a legible map of the “tiers”.

Answer *A more legible map is enclosed.*

20. Please note that the DSEIS recognizes that (when asked to comment) the public preferred the flyover alternate 69% to 31% over “Q”.

Answer *Alternative Q was not presented to the public until the Hearing. The percentages given were for Alternatives L and M which were shown at the November 2005 Public Meeting, not Q.*

21. At the CSS meetings, it was decided that Farm Road would not have access to Walnut Grove Road. Why was this ignored in the DSEIS? Please correct it.

Answer *The Shelby Farms Parkway Advisory Team deferred the connection of Farm Road to Walnut Grove until the Shelby Farms Master Plan has been completed. Recommendations from the Master Plan will help guide where internal circulation roads and access to recreational facilities are located.*

22. The Farm Road intersection will be used for years until the proposed Shelby Farms parkway is determined, designed, and built. Please provide evidence that its present design (length of turning ramps, signalization, etc.) is as efficient as possible. Please provide design and cost figures to improve this interchange. We citizens have long asked for this.

Answer *Comment noted. The operation of the Farm road intersection during the time period before the Shelby Farms Parkway is built falls under the jurisdiction of the City of Memphis and is not a part of this study.*

23. What does the sentence on top of Page 16 mean when it says “this location is to the East of the Wolf River but West of I-40”?

Answer *This sentence will be corrected to read “this location is west of the Wolf River and east of I-240”.*

24. Again on Page 16, what exactly does the sentence mean “the official selection of the preferred alternative will not be made until a public meeting is held upon approval of the Environmental Document”?

Answer *The language in the document will be changed and updated in the FEIS where necessary. Public Meeting will be changed to Public Hearing. To clarify, the SFPAT has recommended Alternative Q as their preferred alternative. Now that the Hearing has been held, and when the FEIS is submitted, it will discuss the preferred alternative that has been officially selected.*

25. We take issue with the Page 28 (last sentence, first paragraph) “very few changes in the affected environment and setting (whatever that means) of the project area have occurred since the original EIS and the EIS reevaluation were circulated”. Patriot Lake was not even shown or considered in the original EIS.

Answer *Since the signing of the EIS and the Reevaluation, very few changes have occurred within the project area, with the exception of Whitten Drive. However, many changes have occurred outside the project area. The scope of this project was confined to the agriculture and pasture areas. Patriot Lake is not in the existing project area; therefore, it was not studied.*

26. You refer to non-motorized access into Shelby Farms Park. We citizens (after much study) declare the proposed form of access to be a disaster in efficiency and safety. Hopefully, this will change.

Answer *Bicycle and pedestrian access to/from Shelby Farms will accompany the Humphreys Boulevard/Walnut Grove Road intersection reconstruction to the south and the Greater Memphis Greenmile to the north. The Shelby Farms Parkway Advisory Team has been very much in favor of including non-motorized transportation facilities within the Shelby Farms area. Facility locations were studied and discussed during the CSS Process, but the Team ultimately decided to defer specifics of the bicycle, pedestrian, and other facilities to the development of the Shelby Farms Master Plan. That process is currently underway. Once the selected Master Plan consultant delivers their conceptual plan for access and connectivity within Shelby Farms, those concepts will be incorporated in the FEIS. The city and county are committed to coordinating final design of the parkway with the development of the Master Plan; this will include crossings where feasible and practical.*

27. Please elaborate on the last paragraph on Page 58. Assure us the DSEIS will not be completed and sent to the FHWA before all our questions contained herein are answered.

Answer *The DSEIS is complete; however, this does not terminate the National Environmental Policy Act (NEPA) process. The FEIS and Record of Decision (ROD) still need to be finished to conclude all legal requirements of NEPA. It is true that all questions will be answered.*

28. The map on Page 22 purporting to show “proposed Kirby Parkway area land use” should be preserved for posterity along with Mayor Morris’ letter and map and Ted Fox’s letter. They should be used to remind citizens of the future of how government can run amuck.

Answer *Comment noted.*

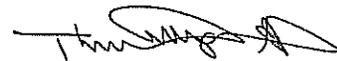
29. Please try to realize that the citizens are anxious to solve this long festering sore. Too many of our tax dollars have been wasted on multiple plans and studies. We have traffic problems that could have been solved long ago. The proper development of our Park has been postponed. Costs have escalated.

Answer *Comment noted.*

30. We ask that there be an extension of the DSEIS comment period. This will give you the time needed to answer our questions and have additional public forums.

Answer *TDOT has the authority to limit the comment period to 45 days; however, comments are being addressed that were received within a reasonable period beyond the 45 days after the meeting.*

Sincerely,



Theodore C. Fox III, Director
Division of Public Works
Shelby County Government

*Shelby Farms Parkway
Public Hearing
December 13, 2007
Shelby Farms Visitors Center*

SECTION VI
LIST OF PRESENTATION MATERIALS
PHOTOGRAPHS

PRESENTATION MATERIALS
Shelby Farms Parkway
Walnut Grove Road to Macon Road
December 13, 2007
Shelby Farms Visitors Center

The following materials were presented to the public:

- Ten electronic copies (for distribution) and five (5) bound copies of signed Draft Supplemental Environmental Impact Statement;
- Comment sheets (see Section V);
- VISSIM traffic simulation software showing future traffic volumes for trumpet and fly-over interchanges, as well as Alternative Q;
- Typical sections for Alternative Q (Macon Road to Mullins Station Road and Mullins Station Road to Walnut Grove Road);
- Four-page, signed board listing Team Recommendations and Team Members of the Shelby Farms Parkway Advisory Team (see attached);
- Four (4) sets of aerial maps showing the proposed alternatives—Alternatives L, M, and Q;
- Three (3) sets of visualizations with 1) aerial views of the alternative interchanges at Walnut Grove Road facing north; 2) aerial views of the Shelby Farms Parkway facing south at Mulling Station Road; and 3) ground-level views of the alternative interchanges looking east from Walnut Grove Road after crossing Wolf River;
- Tri-folded handouts with a description of the project's key features (see attached);
- Handouts describing the Right-Of-Way process (see attached) were available upon request; and
- Handouts regarding TDOT Title IV policies in English and Spanish (see attached) were available upon request.



Shelby Farms Parkway Advisory Team

* The Shelby Farms Parkway Advisory Team dedicates their efforts to create a great parkway and environment to the memory of Charlie Rond.

Laura Adams
Friends of Shelby Farms Park

Larry Brown
County Commission, Shelby Farms Advisory Committee

Brad Corey
Mid South Trails Association

John Dudas
Memphis Regional Chamber, Major Roads Committee

Gregg Elliott
North Community Representative

Randy Graves
Ducks Unlimited

Richard Hollis
Agricenter

Larry Jensen *NOT IN ATTENDANCE*
Memphis Tomorrow

Dan Johnson *NOT IN ATTENDANCE*
Commuter Through Shelby Farms

Keith Kirkland
Wolf River Conservancy

Marty Lipinski
University of Memphis, Traffic Engineering

Steve Reynolds *BY BILL TUTTLE*
Baptist Healthcare

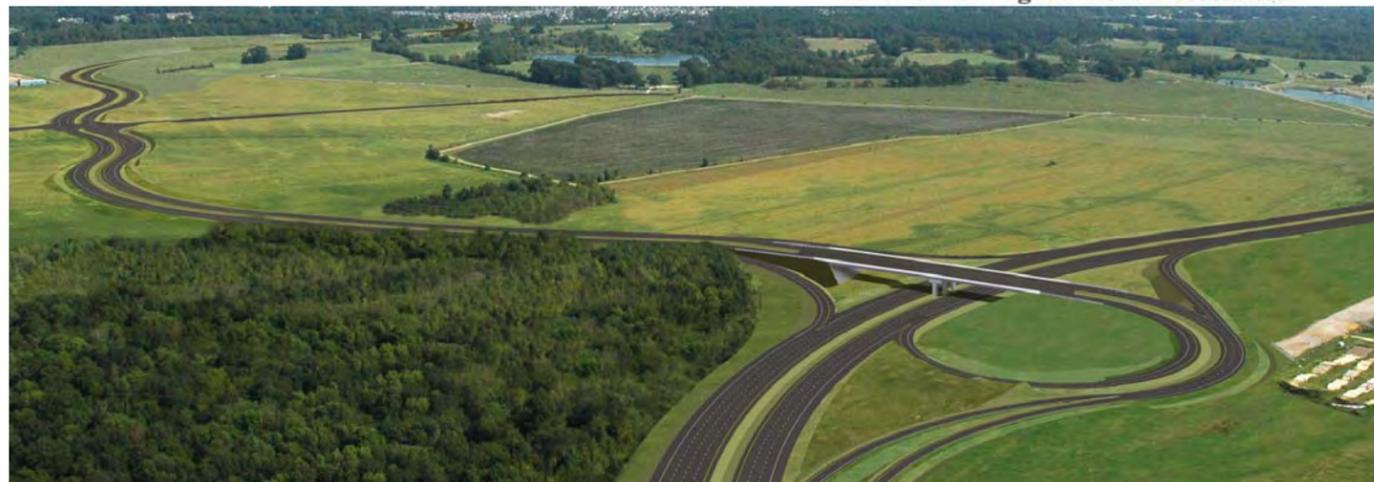
Charlie Rond (Deceased)*
Don Richardson
Sierra Club

Ritchie Smith
Park Planner / Landscape Architect

Mark Stansbury
Shelby Farms Park Board

David Stevens
Accredo Health

Barry White
Brierwood Neighborhood Association



SHELBY FARMS PARKWAY ADVISORY TEAM

TEAM RECOMMENDATIONS

Team and Project Goals

The goals for the Shelby Farms Parkway Advisory Team were grouped into two categories: Team Goals and Project Goals. Team goals provided guiding principles for team deliberations and activities throughout the CSS process. Project goals were more specifically related to the characteristics of the proposed roadway and the Team's vision and expectations for the project.

Team Goals

- Achieve Community consensus and build public trust.
- Reach consensus for a context sensitive solution in a timely fashion.
- Adhere to a continuous and responsive public involvement process.
- Maintain the spirit of teamwork throughout the project.
- Create an atmosphere of good communication among the team, government, and the community.

Project Goals

- Create a road that enhances and embraces the park.
- Create a design concept that is socially, economically, and environmentally responsible.
- Create a safe and effective roadway design.
- Reduce corridor congestion.
- Produce an excellent design that enhances the quality of life in the community.
- Create the opportunity for non-vehicular traffic to enter and use the park.
- Create the opportunity for vehicular and non-vehicular crossing of the corridor including access for the physically challenged.

Chronology and Process

Six meetings of the Shelby Farms Parkway Advisory Team were held between February 2005 and February 2006. Two Public Workshops were held during the same time period.

The first team meeting (February 10, 2005) was a partnering meeting that concluded with the development of "Team and Project Goals" and outlining key steps in working toward the first public meeting/workshop.

The first Public Workshop (March 24, 2005) was a "blank page" concept. An aerial photograph of the study area was provided and the public was afforded the opportunity to provide their thoughts and concerns for constructing a north-south road through Shelby Farms.

The Team next met on April 28, 2005 to discuss the results from the Public Workshop. The Team discussed the purpose and need for the project, traffic forecasting activities, and similar projects. They concluded their meeting with a "brainstorming session" relating to design criteria and the range of alternatives to be considered. Team members developed sketches of potential alignments.

The Team met on August 18, 2005 to review and discuss five alternative concepts. Alternatives included 4 and 6 lane alternatives, 35, 40, 45, and 50 mph design speeds, and a range of median widths including an independent roadway design concept. Information from the August 18, 2005 meeting was used to develop two refined alternatives.

The Team met again on October 6, 2006. Following a "field walk through" and additional team discussions, these two alternatives were further refined for presentation at the second Public Workshop on November 15, 2005.

Both alternatives presented at the second Public Workshop were 4 lanes and included a curvilinear alignment along the western boundary of the study area. One was developed on the basis of a 40 mph design speed and the other using criteria for a 45 mph design speed. One alternative included a 40-foot common median and the other involved an independent roadway concept. At grade intersections were proposed at Sycamore View and Mullins Station. Two interchange configurations were proposed at Walnut Grove.

The results of the November 15, 2006 meeting were reviewed at the next meeting of the Shelby Farms Parkway Advisory Team on January 11, 2006. The team discussed further opportunities for refinements to alternatives and discussed the development of "team recommendations." The Team met again on February 16, 2006. The focus of this meeting was to finalize the Team Recommendations presented herein.



Team Recommendations

Final team recommendations are grouped into three general categories: (1) Design Features, (2) Interchange Configuration at Walnut Grove, and (3) Other Considerations. It is the Team's vision that these recommendations provide a basic framework for advancing this project to final design with recognition that access and aesthetic elements will be added later per these recommendations and that refinements may be appropriate as additional information and engineering data becomes available.

Recommended Design Features

- 40 mph design speed
- 4 lanes (12-foot lane width)
- Stabilized grass shoulders where feasible
- Independent roadway concept
- Curvilinear alignment (recommended "plan view" to right)
- At-grade intersections at Sycamore View and at Mullins Station
- Grade separation at Walnut Grove
- Tractor Trailers will not be permitted



Interchange Configuration at Walnut Grove

- The recommended configuration for the interchange at Walnut Grove is a "trumpet" configuration that provides for free-flowing traffic for all movements through the interchange.
- The interchange will feature a separate dedicated exit lane from southbound Shelby Farms Parkway to westbound Humphreys Boulevard.
- The interchange will include a single lane exit from southbound Shelby Farms Parkway to westbound Walnut Grove in addition to the dedicated exit lane to Humphreys Boulevard.
- Curvature within the interchange will meet 35mph design criteria with the exception of the loop ramp which shall meet 25mph design criteria.
- With additional geotechnical information, shift the location of the interchange further to the south provided that geotechnical analyses indicate that construction of embankment material over the landfill is prudent and feasible.

Other Considerations

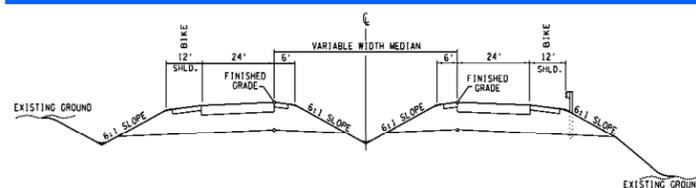
The Shelby County Government is involved in the development of a Master Plan for Shelby Farms. One of this project's goals is to "create a road that enhances and embraces the park." The Team's vision for the Shelby Farms Parkway is a road that blends into the natural and topographic setting of Shelby Farms. The Master Plan for Shelby Farms will provide a fundamental framework for future development and enhancement of Shelby Farms. As such, the Shelby Farms Parkway Advisory Team recognizes that connectivity, access, and aesthetic characteristics of the Shelby Farms Parkway must be consistent with the Master Plan for Shelby Farms and has thus deferred development of recommendations to the Shelby Farms Master Plan. More specific issues that should be considered in the development of the Master Plan include the following:

- Provisions for a "signature" entrance or entrances for Shelby Farms Park, including the bridge over Walnut Grove,
- Provisions for aesthetically appropriate materials (such as stone facing) and landscaping in the construction of the parkway,
- Provisions for safe, easy and convenient connectivity and non-vehicular access to Shelby Farms from surrounding residential areas and greenways on all sides of Shelby Farms,
- Provisions for multi-use paths for walkers, joggers, and recreational bicyclists,
- Provisions for equestrian trails to facilitate movement from one area of Shelby Farms to another,
- Provisions for safe, easy, and convenient connectivity within the park for pedestrians, bicycles and horses,
- Coordination and accommodation for rails to trails and/or future light rail in the vicinity of Mullins Station.
- Provisions for the continued involvement of the SFPAT in the final design,

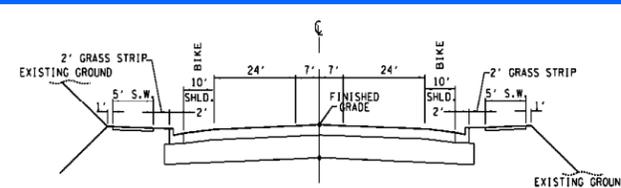
The Team also recommends that authorities from Shelby County, the City of Memphis, and TDOT provide adequate funding for the connectivity, access, and aesthetic features. The Team recommends that design and funding of such features be incorporated into this project included but not limited to access under the Wolf River Bridge north and south.

Typical Sections

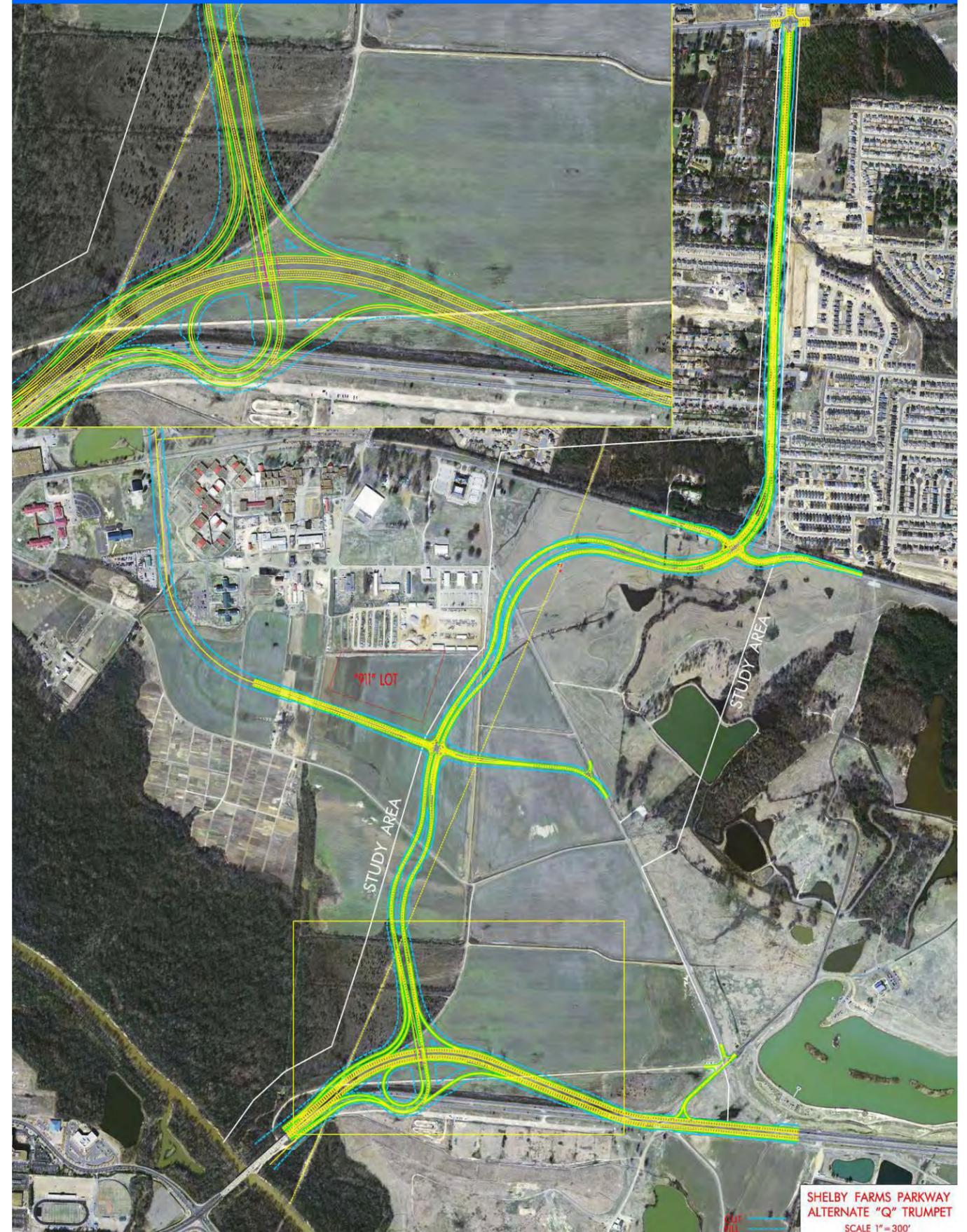
Walnut Grove to Mullins Station



Mullins Station to Macon Road



Plan View



SHELBY FARMS PARKWAY
ALTERNATE "Q" TRUMPET
SCALE 1"=300'

Resource Team

Laura Adams
Larry Brown

Brad Corey
John Dudas

Gregg Elliott
Randy Graves
Richard Hollis
Larry Jensen
Dan Johnson
Keith Kirkland
Marty Lipinski
Steve Reynolds
Charlie Rond *
Ritchie Smith
Mark Stansbury
David Stevens
Barry White

Stakeholder Group

Friends of Shelby Farms Park
County Commission, Shelby Farms Park Advisory Committee
Mid-South Trails Association
Memphis Regional Chamber, Major Roads Committee
Community North of Shelby Farms
Ducks Unlimited
Agricenter
Memphis Tomorrow
Commuter through Shelby Farms
Wolf River Conservancy
University of Memphis, Traffic Engineering
Baptist Healthcare
Sierra Club
Park Planner / Landscape Architect
Shelby Farms Park Board
Accredo Health
Brierwood Neighborhood Association

* deceased

Shelby Farms Parkway Advisory Team

The Shelby Farms Parkway Advisory Team is made up of 17 individuals representing various stakeholders, organizations, and communities with an interest in the project. The team members were chosen by representatives from the Shelby County Government, the City of Memphis, and the Tennessee Department of Transportation. The team is working with city, county, and state officials and their consultants to ensure that the full range of values and perspectives of the stakeholders is brought to the table and actively considered in the decision-making and design processes that will ultimately shape the final outcome of the project.



Supplemental Environmental Impact Statement

A process for preparation of a Supplemental Environmental Impact Statement has been ongoing concurrent with the Context Sensitive Solutions process for this project. The "DRAFT" Supplemental Environmental Impact Statement (DSEIS) was approved by the Federal Highway Administration on October 18, 2007. This Public Hearing allows for the opportunity for the public to review the DSEIS and ask questions or make comments.

Following the Public Hearing, comments received will be summarized and responses will be included in a "FINAL" Supplemental Environmental Impact Statement (FSEIS) that will be submitted to the Tennessee Department of Transportation and the Federal Highway Administration for approval. The process will be concluded with approval of a Record of Decision (ROD).

Procedure for Submitting Public Comments

Representatives of the Shelby Farms Parkway Advisory Team; the City of Memphis; Shelby County; the Tennessee Department of Transportation; Palmer Engineering; and Powers Hill Design, LLC are available to answer questions concerning this project. Various exhibits are on display to aid your understanding of the alternative concepts under consideration for this project. You are encouraged to provide comments and input that can be included in the formal project summary. Use the Comment Sheet provided to make a written statement and leave it with a representative from the Shelby County Government at the Registration Desk, or mail it by January 4, 2008 to the address on the comment sheet or to:

Project Comments
Public Works Division
Shelby County Government
160 N. Main Street, Suite 801
Memphis, TN 38103

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 hearing. If you wish to make a statement, please see the representative at the court reporter's table.

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 twenty-one (21) days from the date of this hearing to the above address.

A copy of the complete transcript and all written comments received from this hearing will be available for review approximately thirty (30) days after the hearing date at the offices of:

Mr. Ted Fox
Director of Public Works
Shelby County Government
160 N. Main Street, Suite 801
Memphis, TN 38103
(901) 545-4266

Mr. Tom Love
Transportation Manager
Environmental Division
505 Deaderick St., Suite 900
James K. Polk Building
Nashville, TN 37243
(615) 741-5364

Thank you for your interest in this project and for your input.

**NEPA PUBLIC HEARING
SHELBY FARMS PARKWAY**

Context Sensitive Solutions Process



Shelby County
City of Memphis
Tennessee Department of Transportation
Shelby Farms Parkway Advisory Team

**December 13, 2007
5:00 PM to 7:00 PM**

**Shelby Farms Visitors Center
500 Pine Lake Drive
Memphis, TN 38134**

**Shelby Farms Parkway
Context Sensitive Solutions Schedule**

Activity	Date
Partnering Meeting	Thursday, Feb. 10, 2005
Public Workshop No. 1	Thursday, March 24, 2005
Resource Team Meeting No. 1	Thursday, April 28, 2005
Resource Team Meeting No. 2	Thursday, August 18, 2005
Resource Team Meeting No. 3	Thursday, October 6, 2005
Public Workshop No. 2	November 15, 2005
Resource Team Meeting No. 4	January 11, 2006
Final Recommendations from Shelby Farms Parkway Advisory Team	February 16, 2006
Public Hearing	December 13, 2007

We Need Your Input!

This National Environmental Policy Act (NEPA) Public Hearing is the final of a series of public workshops. The focus of these workshops is to identify critical issues and concerns associated with improving safety and mobility in East Memphis while preserving the scenic, historic, aesthetic, environmental, and other community values of the Shelby Farms area. This Public Hearing will afford the public an opportunity to view and comment on two alternative concepts for the “Shelby Farms Parkway” between Walnut Grove Road to the South and Macon Road to the North.

Project Overview: The proposed roadway is a north-south route extending from the west end of Shelby Farms at Walnut Grove Road on the south to Mullins Station Road and then along Whitten Road to Macon Road on the north. Over the past decade, several alternatives have been studied. In October 2003, the Tennessee Department of Transportation announced its decision to refer the proposed roadway project back to local government officials for future planning using a “context sensitive solutions” approach.

A 17-member Shelby Farms Parkway Advisory Team, appointed by Shelby County Mayor A. C. Wharton, has been assigned the task of developing recommendations on how best to construct this roadway through Shelby Farms. Members of this team include a cross-section of users of Shelby Farms, commuters through Shelby Farms, community representatives, business leaders, and other stakeholders.

Traffic Projections: The traffic forecasting approach utilized for this project differed from methods used on traditional projects. Due to the network of alternative routes available around Shelby Farms, alternative forecasts were developed for a range of potential solutions. For the design recommended by the Shelby Farms Parkway Advisory Team, the projected future year (2030) traffic using the Shelby Farms Parkway is 36,400 vehicles per day between Walnut Grove Road and Sycamore View Road, 27,300 vehicles per day between Sycamore View Road and Mullins Station Road and 15,100 vehicles per day between Mullins Station Road and Macon Road. The largest anticipated hourly turning volume is 1,410 vehicles per hour for the eastbound Walnut Grove Road to northbound Shelby Farms Parkway movement in the PM peak hour.

Alternative Design Concepts: Alternative design concepts are presented for review and comment. The centerlines for alternative alignments are shown on the front cover of this document.

Alternative L: The “blue” colored line illustrates the center-line for Alternate L which includes a “trumpet” interchange, four lanes, a 40-foot median and is developed on the basis of a 40 mph design speed. The trumpet interchange provides for free flowing traffic for all directions at the interchange of the Shelby Farms Parkway with Walnut Grove Road.

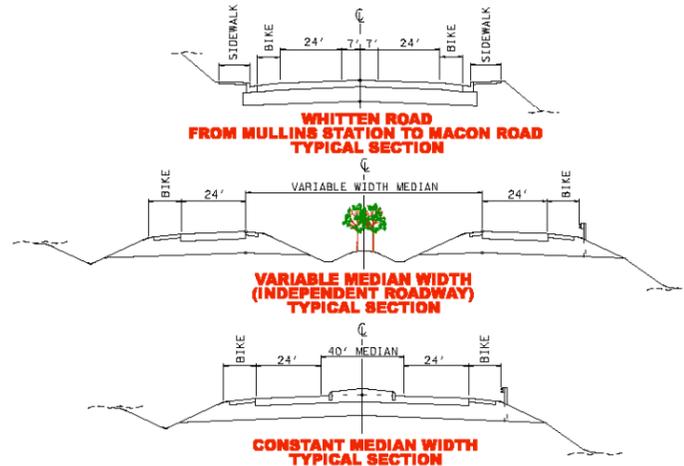
Alternative M: The “red” line illustrates Alternate M which includes a “flyover” at Walnut Grove Road for northbound traffic on Shelby Farms Parkway, four lanes, a variable width median or “independent roadway” concept and is developed on the basis of a 45 mph design speed. Traffic

traveling southbound from the Shelby Farms Parkway to eastbound Walnut Grove Road will travel through a signalized intersection.

At-Grade Intersections: Both alternatives include at-grade intersections for Shelby Farms Parkway @ Sycamore View Road and Shelby Farms Parkway @ Mullins Station Road.

Typical Sections: Illustrations of alternative typical section concepts are shown below.

TYPICAL SECTIONS



The “constant width median” concept is used with Alternate L for illustration purposes but can be incorporated with the alignment for Alternate M if desired. The “variable width median (independent roadway)” concept is used with Alternate M for illustration purposes but can be incorporated with the alignment for Alternate M if desired. An “urban typical section” with shoulders and curb and gutter is used with both alternatives for the section of the project from Mullins Station Road to the end of the project at Macon Road. This typical section is consistent with the section of Whitten Road from Macon Road to I-40 that has already been improved.

Project Impacts: Construction of the Shelby Farms Parkway may induce impacts of varying degrees to the human and natural environments. The primary environmental impacts of the proposed action include: the displacement of up to five (5) residences; impacts to streams (320 feet estimate); impacts to biological ecosystems from the conversion of wetlands to highway right-of-way(1.804 acres); and temporary impacts, such as dust and noise, and inconvenience, such as traffic delays at cross roads and equipment access points during the construction period.

Resource Team Recommendations: When the Shelby Farms Parkway Advisory Team last met on February 16, 2007, the Team unanimously signed a recommendation that combined the trumpet style interchange featured in Alternative L with the variable width median utilized in Alternative M through Shelby Farms. These features are combined and displayed as Alternative Q tonight. The recommended design speed is 40 MPH. A five-lane curb and gutter

typical is recommended along Whitten Road between Mullins Station Road and Macon Road.

Other recommendations of the SFPAT include barring trucks from using the Parkway and that Shelby County and the City of Memphis further explore the possibility of shifting the trumpet interchange farther to the south if a geotechnical investigation reveals that constructing over the landfill is a possibility. The implementation of bicycle and pedestrian facilities was deferred to the Shelby Farms Master Plan development process currently underway. Final Design of the Parkway will be performed in concert with the Shelby Farms Master Plan development process.

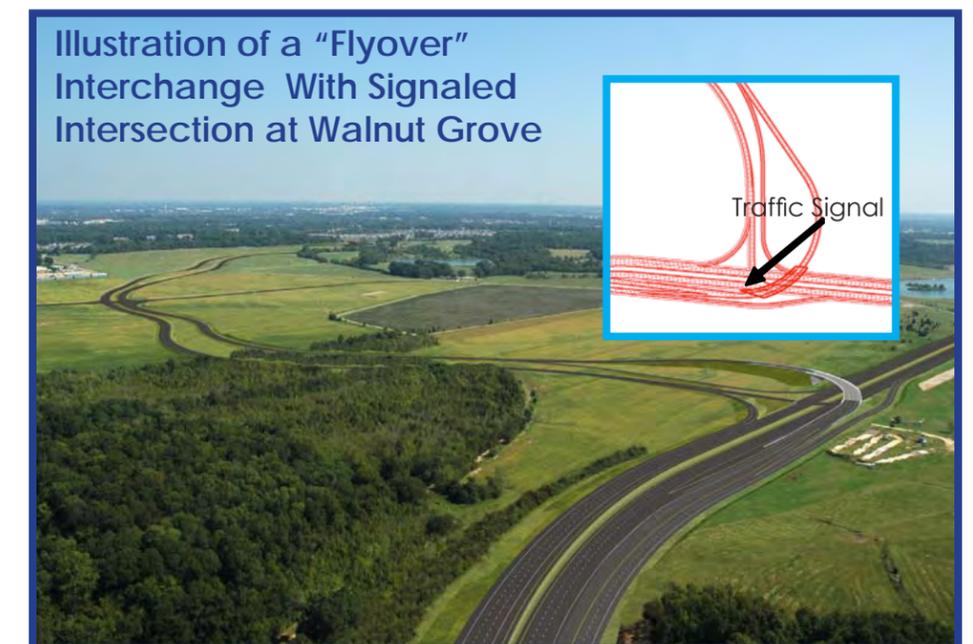
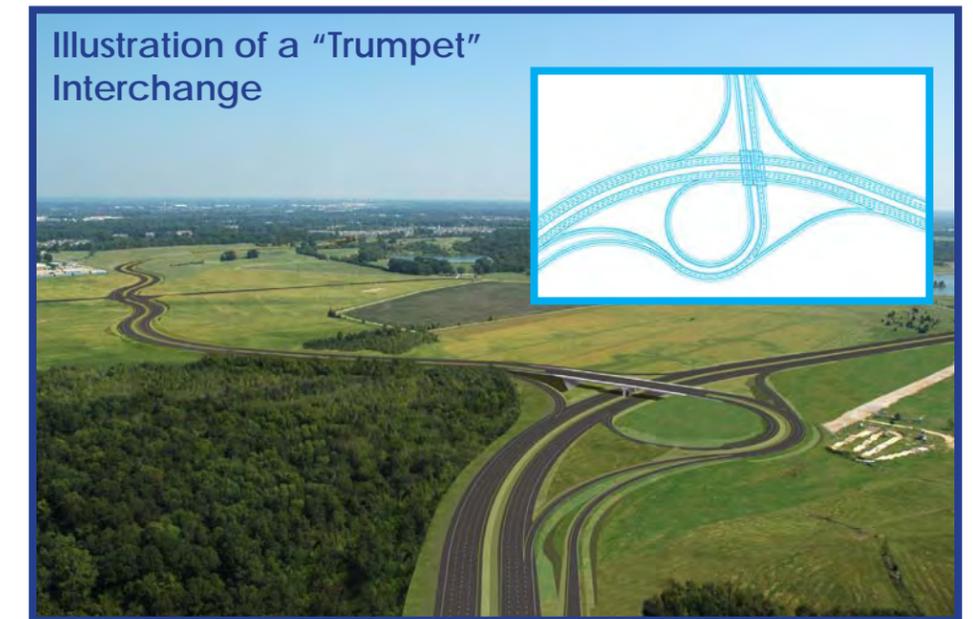


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RELOCATION ASSISTANCE PROGRAM

STATE OF TENNESSEE

DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY OFFICE

INTRODUCTION

The purpose of the State's Relocation Assistance Program is to ensure to the maximum extent possible the prompt and equitable relocation and reestablishment of persons, businesses and farms displaced as a result of State or State-aid construction projects in order that such persons shall not suffer disproportionate harm as a result of programs designed to benefit the public as a whole.

This brochure has been prepared to provide information about available relocation services and payments. The payments outlined in this brochure are in addition to payments that would normally be made for the purchase of real property for public use.

PART I
INFORMATION FOR RESIDENTIAL DISPLACEDS

RESIDENTIAL MOVES

Any residential occupant who qualifies as a displaced person is entitled to receive a payment for moving and related expenses. As a displacee, you have the option of being paid on the basis of actual reasonable expenses or a move based on a schedule. Both options are briefly explained here; however, you need not make a decision until both options are fully explained by your relocation agent.

ACTUAL REASONABLE EXPENSES

The payment for actual reasonable moving expense involves reimbursement to you based on the estimates for the cost of a commercial move and related expenses. Your claim for payment must be supported by paid receipted bills. At your request, arrangements can be made with a commercial mover for direct billing to the State.

Actual reasonable expenses may include the following items:

1. The expense of moving personal property within a 50 mile radius. You may move any distance you desire but the payment for moving will be limited to what it would have cost to move your personal property 50 miles.
2. Your transportation costs to the new location. These costs may be on a mileage basis not to exceed 20 cents a mile or reasonable actual fees if commercial transport is used.
3. Actual reasonable cost for meals and lodging when required by the move. These costs must be made necessary by the move and must be approved by the State in advance of the move. Check with your relocation agent before incurring these expenses.
4. Packing, crating, unpacking and uncrating your personal property.
5. Disconnecting, dismantling, removing, reassembling and reinstalling household appliances and other personal property, including such items as telephone and other utility installation charges. Remember to save utility bills containing installation charges.
6. Insurance for the replacement value of personal property in connection with the move. Remember to ask your mover for replacement value insurance.

7. The reasonable replacement value of personal property lost, stolen or damaged where insurance coverage is not available. Payable only when not caused by the fault of you, your agent or your employee. If you are unable to obtain insurance, please contact your relocation agent before the move.

THE SCHEDULED MOVE

We will calculate a move cost payment based on the schedule listed on Page 14. After completing your move, you will be paid the full amount with no need for further documentation in support of expenses actually incurred. The amount offered includes payment for all usual expenses. Normally, no additional claims above the offered amount will be paid.

If you expect to have unusual expenses, this may not be the option for you. Check with your relocation agent about any unusual move problems.

REPLACEMENT HOUSING PAYMENTS

A residential occupant who qualifies as a displaced person may be eligible for a replacement housing payment. Replacement housing payments are separated into 3 basic types: purchase supplement, rent supplement and downpayment supplement. The type of payment you may be eligible for depends on whether you are an owner or a tenant and how long you have lived in the dwelling.

LENGTH OF OCCUPANCY

Length of occupancy simply means counting the number of days you actually occupied the property before the "Initiation of Negotiations". There are two basic occupancy time periods which determine the type of replacement housing payment to which you are entitled.

180 DAY OWNER

An owner who has occupied the property for 180 days or more may be eligible for a purchase supplement up to \$22,500 or a rent supplement up to \$5,250.

90 DAYS OWNER OR TENANT

An owner who has occupied the property from 90 days to 179 days or a tenant who has been in occupancy 90 days or more may be eligible for an rent supplement or a downpayment supplement of up to \$5,250.

PURCHASE SUPPLEMENT

The purchase supplement includes the following elements:

Price Differential

The price differential is the amount by which the cost of a replacement dwelling exceeds the acquisition price of your present dwelling. The State will determine the maximum amount of the price differential based on the most comparable replacement dwelling available and you will be informed of the maximum amount. (See example 1 Page 5)

Increased Interest Costs

You may be reimbursed for increased mortgage interest costs if the interest rate on your new mortgage exceeds the interest rate on your present mortgage. To be eligible you must have a bonafide mortgage on your present dwelling.

Incidental Expenses

You may also be reimbursed for reasonable costs incurred in connection with the purchase of your replacement dwelling, such as recording fees, title search and other closing costs. This does not include prepared expenses such as property taxes or property insurance.

The total amount of the purchase supplement cannot exceed \$22,500 according to law.

RENT SUPPLEMENT

The rent supplement is an amount, not to exceed \$5,250, that will enable you to rent a comparable replacement property for a period of 42 months. It is the difference between the rent you presently pay and the rent on the replacement property for a 42 month period. The State will determine the maximum amount of the rent supplement based on an available comparable property and you will be informed of the maximum amount. (See example 2 page 6)

DOWNPAYMENT SUPPLEMENT

The downpayment supplement is an amount, not to exceed \$5,250, for the combined downpayment and incidental expenses incurred by you in the purchase of a replacement dwelling. Incidental expenses are those reasonable and necessary costs incurred by you in connection with the purchase of your replacement property, such as title search, recording fees, etc.

MOBILE HOMES

Mobile home occupants are generally entitled to the same moving and replacement housing payments as occupants of conventional housing.

The various options and combinations of payments are too numerous to list; however, your relocation agent will explain in detail the payment options available to you.

GENERAL REQUIREMENTS FOR PAYMENT

DECENT, SAFE AND SANITARY

Your replacement property must be decent, safe and sanitary. The relocation agent will inspect your replacement property to determine if it meets the decent, safe and sanitary requirements. Do not sign a sales contract or a lease agreement until your relocation agent has inspected and certified in writing that the dwelling you propose to purchase or rent does meet these standards.

PAYMENT LIMITATIONS

All replacement housing payments are limited to the amount actually spent or the maximum payment established by the State, whichever is less.

EXAMPLE 1

You are a 180 day owner occupant. The value of your residence is \$10,000. The State finds a comparable property at \$15,000, and computes the maximum price differential as follows:

$$\$15,000 - \$10,000 = \$5,000$$

You purchase and occupy a replacement property for \$20,000. Although you spent an additional \$5,000, your payment is limited to the maximum amount as determined by the State. You will receive a payment of \$5,000 plus incidental expenses and a mortgage interest differential, as applicable.

EXAMPLE 2

Your present rent is \$150 a month. The State finds a comparable property renting for \$200 a month. They determine that the maximum rent supplement is:

$$\$200 - \$150 \times 42 \text{ months} = \$2100$$

You rent a replacement dwelling for \$175 a month. Your rent supplement payment will be:

$$\$175 - \$150 \times 42 \text{ months} = \$1050$$

RELOCATION ADVISORY SERVICES

A relocation agent from the State will maintain continuous contact with you. Relocation payments will be explained to you in accordance with your eligibility. Your housing needs will be determined as well as your need for assistance. You will be given at least 90 days in which to relocate. Please note that you cannot be required to move unless at least one comparable property is made available to you.

The relocation agent will give you current listings of other available replacement housing. Assistance in obtaining transportation will be provided at your request to inspect available housing, especially if you are elderly or handicapped. The agent will also provide counseling or help you get assistance from other available sources as a means of minimizing hardships in adjusting to your new location.

Your relocation agent will be familiar with the services provided by other public and private agencies in your community. If you have special problems the agent will make every effort to secure the services of these agencies with trained personnel who have the expertise to help you.

CHECKLIST OF SERVICES

This checklist is a summary of the relocation services you may reasonably expect from your relocation agent.

The relocation agent will personally contact displacees to:

1. Determine their needs and preferences.
2. Explain relocation benefits.
3. Offer assistance.
4. Ensure the availability of a comparable property before displacement.
5. Provide current listings of available properties.
6. Provide the amount of the replacement housing payment in writing.
7. Inspect housing for DSS acceptability.
8. Supply information on counseling services.
9. Provide counseling to minimize hardship.

PART II INFORMATION FOR BUSINESSES AND FARMS

MOVING COST

Owners or tenants may be paid on the basis of actual reasonable moving costs and related expenses or, under certain conditions, a fixed payment.

1. Actual reasonable moving expenses may be paid when the move is performed by a professional mover or if you move yourself. Related expenses, such as personal property losses and expenses in finding a replacement site, may also be reimburseable.

2. Or, you may be eligible to receive a fixed payment from \$1,000 to \$20,000. This payment is based on the annual net earnings of the business or farm, not to exceed \$20,000. To qualify for a fixed payment, certain conditions must be met.

TWO WAYS TO MOVE YOUR ENTERPRISE

PROFESSIONAL MOVER

You may be paid the actual reasonable costs of your move carried out by a professional mover. All of your expenses must be supported by receipted bills. Also costs must be reasonable and necessary.

SELF MOVE

Actual reasonable expenses may include the following:

1. Transportation of your personal property within a 50 mile radius. In exceptional cases, moves beyond 50 miles may be reimbursed if approved by the State before the move occurs.
2. Packing, crating, unpacking and uncrating the personal property.
3. Disconnecting, dismantling, removing, reassembling and installing relocated machinery, equipment and other personal property. This includes connection to utilities available nearby. It also includes modifications necessary to adapt the personal property to the building, or to adapt the utilities to the personal property. It does not include modifications to the building to accommodate the personal property. Also, expenses for providing utilities to the building are excluded.
4. When made necessary by the move, temporary storage of personal property in connection with the move, not on property owned by you. Temporary storage must be approved by the State before the move.
5. Insurance for the replacement value of your personal property in connection with the move.
6. The reasonable replacement value of property lost, stolen or damaged in the process of moving when insurance is not available. Payable only when not caused by you, your agent or your employee. If you are unable to obtain insurance, please contact your relocation agent before the move takes place.

7. Any license, permit or certification required at your new location. Payment is limited to the remaining life of existing licenses, permits or certifications. Any transfer costs are also eligible for reimbursement.
8. Professional services necessary to plan or carry out the move.
9. Relettering signs and replacing stationery on hand at the time of the move if they are made obsolete as a result of the move.
10. Actual expenses incurred while searching for a replacement location not to exceed \$1,000.

DIRECT LOSS OF TANGIBLE PERSONAL PROPERTY

You may be eligible for a payment for the actual loss of tangible personal property which is incurred as a result of the move or discontinuance of the operation. This loss will be based on the value of the item for continued use in place less the proceeds from its sale or the estimated costs of moving the item, whichever is less.

Your relocation agent will explain this procedure in detail if you are faced with this problem.

REESTABLISHMENT EXPENSES-NON RESIDENTIAL

A small business, farm or non profit organization may be eligible to receive a reestablishment payment, not to exceed \$10,000, for expenses, actually incurred in relocating and reestablishing such small business, farm or non profit organization at the replacement site.

These expenses must be reasonable and necessary as determined by the Department.

INVENTORY AND OFFER

Some time before your intended move, an inventory of personal property to be moved will be made. Also, special move requirements will be determined. Based on this information, estimates to move your personal property will be obtained and an amount necessary to move the property will be determined by the State and provided to you. The offer will be based on your preference of self move or commercial move. This amount includes all actual reasonable expenses for items 1 through 5 in the preceding list. Your reimbursement for those items will be limited to the amount determined by the State.

All other expense items will be reimbursed based on submission of paid receipted bills or other satisfactory evidence. Your relocation agent will advise you as to the type of documentation that will provide satisfactory evidence of costs incurred.

NOTIFICATION AND INSPECTION

To ensure eligibility and prompt payment for moving expenses, you must provide the State with advance notification of the date of the planned move so that the State may inspect the personal property at both the displacement and the replacement site and to monitor the move. You must provide a certified list of items actually moved, after the move is completed.

FIXED PAYMENT

You may be eligible for a fixed payment in lieu of actual moving expenses and reestablishment expenses. This payment may not be less than \$1,000 or more than \$20,000 for business or farms. A nonprofit organization may be eligible for similar benefits. **IF THIS OPTION IS SELECTED YOU ARE NOT ELIGIBLE FOR ANY OF THE PREVIOUSLY MENTIONED MOVING EXPENSE ITEMS.**

For a business to be eligible, the State must determine the following:

1. The enterprise cannot be relocated without a substantial loss of existing patronage.
2. It is not a part of an enterprise with at least three other similar establishment engaged in the same or similar activity not being acquired.
3. The business contributed materially to the income of the displaced person during the two taxable years prior to displacement.

For a farm to be eligible, the farm operation must be displaced by the acquisition or the State must determine that the acquisition caused a substantial change in the nature of the farm operation.

COMPUTATION OF THE FIXED PAYMENT

The fixed payment is based on the average annual net earnings of the enterprise for the two taxable years immediately preceding the year in which it was displaced.

1984 NET EARNING \$8,000	EXAMPLE	1985 NET EARNINGS \$10,000
AVERAGE \$9,000 = FIXED PAYMENT		

You must provide information to the State to support your claim. Proof of net earnings can be documented by income tax returns or by certified financial statement.

The relocation agent will explain eligibility requirements and claim documentation if you are interested in this alternate payment.

PART III GENERAL INFORMATION

DEFINITIONS:

DISPLACED PERSON

Any person (individual, family, corporation, partnership or association) who moves from real property or moves personal property from real property as the result of the acquisition of the real property, in whole or in part, or as the result of a written notice from the State to vacate real property. In the case of a partial acquisition the State will determine if a person is displaced as a result of the acquisition.

COMPARABLE REPLACEMENT DWELLING

A comparable replacement dwelling must be decent, safe and sanitary and should be functionally similar to your present dwelling. While not necessarily identical to your present dwelling, the replacement should have certain attributes.

- Have similar number of rooms and living space.
- Located in an area not subject to unreasonable adverse environmental conditions.
- Generally not less desirable than your present location with respect to public utilities and commercial and public facilities.
- Located on a typical residential site with normal site improvements.
- Currently available to you and within your financial means.

DECENT, SAFE AND SANITARY

Decent, safe and sanitary housing must conform to all local housing and occupancy codes. It must meet the following standards:

- Be structurally sound, weathertight, and in good repair.
- Contain a safe electrical wiring system adequate for lighting and electrical appliances.
- Contain a heating system capable of sustaining a temperature of approximately 70'.
- Be adequate in size with respect to number of rooms and area of living space to accommodate the family.
- Contain a well-lighted and ventilated bathroom providing privacy to the user and containing a sink, bathtub or shower stall and a toilet, all in good working order and properly connected to appropriate sources of water and sewer.
- Contain a kitchen area with a fully usable sink, properly connected to potable hot and cold water and to a sewerage system, with adequate space and utility connections for a stove and refrigerator.
- Have unobstructed egress to safe, open space at ground level.
- Be free of any barriers which would prevent reasonable use of the dwelling in the case of a handicapped displacee.

INITIATION OF NEGOTIATIONS

The term initiation of negotiations means the date the State makes the first contact with the owner of real property to deliver a written offer for the property to be acquired.

PAYMENTS NOT TAXABLE

No relocation payment received will be considered as income for the purposes of State or Federal Income Taxes or for the purposes of determining eligibility for social security or any other Federal Law.

APPEAL RIGHTS

If you feel that the State has failed to properly determine your eligibility for a payment or the amount of a payment, you may appeal for a review of the determination.

If you indicate your dissatisfaction either verbally or in writing, the relocation agent will furnish you with all necessary forms to initiate a formal appeal and will advise you of the proper procedures to be followed. The appeal must be filed not later than 60 days after the time limit specified for filing a claim or 60 days after the final action on a claim, whichever is later. You will be given a prompt and full opportunity to be heard and will be advised of the decision and provided an explanation of the basis for the decision. You have the right to be represented by an attorney or other representative, but only at your own expense.

FAIR HOUSING

The U.S. Fair Housing Law sets forth the policy of the United States to provide, within constitutional limitations, for fair housing throughout the United States. This Act and later Acts and amendments make discriminatory practices in the purchase and rental of most residential units illegal if based on race, creed, color, religion or sex. If while seeking replacement housing, you feel you have been discriminated against, contact your relocation agent who will advise you as to the steps to take in filing a complaint.

Whenever possible, minority persons shall be given the opportunity to relocate to replacement property not located in an area of minority concentration, that is within their financial means. This policy does not require that the State provide a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

SCHEDULED MOVE

A. UNFURNISHED UNITS

FIRST ROOM	2 ROOMS	3 ROOMS	4 ROOMS	5 ROOMS	6 ROOMS
\$450.00	\$600.00	\$750.00	\$900.00	\$1050.00	\$1220.00

7 ROOMS	8 ROOMS	EACH ADDITIONAL ROOM
\$1350.00	\$1500.00	\$150.00

B. FURNISHED UNITS

FIRST ROOM	EACH ADDITIONAL
\$300.00	\$50.00

EXCEPTIONS:

1. Person whose residential move is performed by others, \$50.
2. Move of a mobile home from site, actual cost. A reasonable amount may be added for packing and securing personal property for the move at agency discretion.
3. Occupant of dormitory style room with two or more on related individuals and with minimal possession, \$50.

Discrimination prohibited by Title VI



There are many forms of illegal discrimination based on race, color, or national origin that limited the opportunity of minorities to gain equal access to services and programs. Among other things, in operating a federally assisted program, a recipient cannot, on the basis of race, color, or national origin, either directly or indirectly:

- Deny program services, aids, or benefits
- Provide a different service, aid, or benefit, or provide them in a manner different than they are provided to others; or
- Segregate or separately treat individuals in any matter related to the receipt of any services, aid, or benefit

Programs or services include but are not limited to:

- ◆ Transportation
- ◆ Construction
- ◆ The distribution of benefits and services
- ◆ Tax Benefits enjoyed by private agencies, fraternal and non-profit organizations (i.e. 501 (c)3) as well as education institutions
- ◆ Location of facilities
- ◆ Law enforcement
- ◆ Program effects on people in applicable communities
- ◆ Healthcare (i.e. Medicare, Medicaid, TennCare), social services and public welfare
- ◆ Natural resources and the environment
- ◆ Employment and job training
- ◆ Housing and community development
- ◆ Agriculture



Title VI Federal-aid Contract Provisions:

All Federal-aid contracts must include Title VI contract assurance language which requires compliance with Title VI of the Civil Rights Act of 1964. Federal-aid contractors may not discriminate in selection & retention of first-tier subcontractors; subcontractors may not discriminate in the selection & retention of second-tier subcontractors who participate in Federal-Aid Highway construction; and contractors and subcontractors cannot discriminate in their employment practices in connection with highway construction projects or projects assisted by Federal Highway Administration.

How to file a complaint

You may file a signed, written complaint 180 days to the date of the alleged discrimination. The complaint should include:

- ◆ Your name, address and telephone number.
- ◆ The name and address of the agency, institution, or department you believe discriminated against you.
- ◆ How, why, and when you believe you were discriminated against. Include as much specific, detailed information as possible about the alleged acts of discrimination, and any other relevant information.
- ◆ The names of any persons, if known, who the TDOT Title VI Division could contact for clarity of your allegations.

Your complaint must be signed and dated.



Please submit your complaint to the address stipulated below:

Tennessee Department of Transportation
Title VI Director
505 Deaderick Street, Suite 1800
Nashville, TN 37243-0347
Telephone: (615) 741-3681
Fax: (615) 741-3169
Toll Free: 1-888-370-3647
TTY Relay: 1-800-848-0298

For a printable complaint form visit our website:

WWW.TENNESSEE.GOV/TDOT/CIVIL-RIGHTS/TITLEVI



Tennessee Department of Transportation, Authorization No. 401407, 10,000 copies, November 2004. This public document was promulgated at a cost of \$.1069 per copy.

Tennessee Department of Transportation

CIVIL RIGHTS OFFICE

Title VI Program

Title VI of the Civil Rights Act of 1964
Environmental Justice
Limited English Proficiency



WWW.TENNESSEE.GOV/TDOT/CIVIL-RIGHTS/TITLEVI



Title VI Program Commitment

The Tennessee Department of Transportation Title VI Program's primary goal is to ensure all management staff, contractees, and service beneficiaries are aware of the provisions of Title VI and the responsibilities associated with Title VI of the Civil Rights Act of 1964. We are readily available to provide you with high quality technical assistance, resources, guidance, and any other information in regards to Title VI. Please do not hesitate to call our office for further assistance.



What is Title VI of the Civil Rights Act of 1964?

It is the policy of the Tennessee Department of Transportation to ensure 42. U.S.C. 2000d, "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under a program or activity receiving federal financial assistance from the

Department of Transportation." Title VI covers all forms of federal aid except those federally funded contracts of insurance and guaranty. It does cover employment practices resulting in discrimination against program beneficiaries or where the purpose of federal assistance is to provide employment.

Title VI & Environmental Justice

On February 11, 1994, President Clinton signed Executive Order 12898: *Federal Action to Address Environmental Justice in Minority Populations and Low-Income Populations*. The Executive Order focused attention on Title VI by providing that, "each agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations." In support of Executive Order 12898, the US DOT issued an Order on Environmental Justice (DOT Order 5610.2). This order clarifies and reinforces Title VI responsibilities as well as addresses the effects on low-income populations.



Adverse Impacts may include:



- ◆ Bodily impairment, infirmity, illness, or death
- ◆ Air, noise, and water pollution and soil contamination
- ◆ Destruction or disruption of man-made or natural resources
- ◆ Destruction or diminution of aesthetic values
- ◆ Destruction or disruption of community cohesion or a community's economic vitality
- ◆ Destruction or disruption of the availability of public and private facilities and services
- ◆ Vibration
- ◆ Adverse employment effects
- ◆ Displacement of persons, businesses, farms, or nonprofit organizations
- ◆ Increased traffic congestion, isolation, exclusion, or separation of minority or low-income individuals within a given community or from the broader community
- ◆ The denial of, reduction in, or significant delay in the receipt of, benefits of DOT programs, policies, or activities

Public involvement

is an integral part of transportation planning and project development decision making. The DOT Order (5610.2) on Environmental Justice directs the department to provide minority populations and low-income populations greater access to information on, and opportunities for public participation in matters that may impact human health and environment.



Title VI & Limited English Proficiency (LEP)

The federal government and those receiving assistance from the federal government must take reasonable steps to ensure that LEP persons have meaningful access to the programs, services, and information those entities provide. This will require agencies to think "outside the box" for creative solutions to address the needs of this ever growing population of individuals, for whom English is not their primary language.

Who is a Limited English Proficient Person?

Persons who do not speak English as their primary language and who have a limited ability to read, speak, write or understand English can be limited English proficient, or "LEP." These individuals may be entitled to language assistance with respect to a particular type of service, benefit, or encounter.

Who Must Comply and Who Can be Found in Violation?

All programs and operations of entities that receive assistance from the federal government.



"Simple Justice requires that public funds, to which all taxpayers of all races contribute, not be spent in any fashion which encourages, entrenches, subsidizes, or results in racial discrimination." President John F. Kennedy

¿Qué discriminación está prohibida por El Título VI?



Existen muchas formas de discriminación ilegal basadas en raza, color u origen nacional que imitan la oportunidad de las minorías de obtener igual acceso a servicios y programas. Entre otras cosas, en la operación de un programa asistido federalmente, un destinatario no puede, con base en raza, color, origen nacional, bien sea directa o indirectamente:

- Negar programas, servicios o beneficios
- Proveer un servicio, ayuda o beneficio diferente, o Proveerlos prestarlos de un modo diferente al proveerlo a otros: o
- Segregar o tratar separadamente individuos en algún asunto relacionado a recibir cualquier servicio, ayuda o beneficio.

Programas o servicios incluyen pero no están limitados a:

- Transporte
- Construcción
- Beneficios de impuestos disfrutados por agencias privadas, organizaciones fraternales y sin ánimo de lucro (por ejemplo 501 (c) 3) así como instituciones de educación
- Ubicación de locaciones o centros de servicios
- Cumplimiento de la ley
- Efectos del programa en la gente en comunidades aplicables
- Cuidado de salud (por ejemplo Medicare, Medicaid, TennCare), servicios sociales y bienestar público
- Recursos naturales y el medio ambiente
- Empleo y entrenamiento de trabajo
- Vivienda y desarrollo de la comunidad
- Agricultura



Provisiones De Contratos De Asistencia Financiera Federal Del Título VI:

Todos contratos de la Ayuda-Federal deben incluir el idioma de la certeza del contrato del Título VI que requiere la conformidad con el Título VI del Acta de los Derechos Civiles de 1964. Los contratistas de la Ayuda-Federal no pueden discriminar en la selección o la retención de subcontratistas de primero-nivel; subcontratistas no pueden discriminar en la selección o la retención de subcontratistas de segundo nivel que toman parte en la construcción de Carretera de Ayuda-Federal; y los contratistas y los subcontratistas no pueden discriminar en sus prácticas del empleo con respecto a proyectos de construcción de carreteras ni proyectos ayudados por la Administración Federal de la Carretera.

COMO PRESENTAR UNA QUEJA

Usted puede presentar una queja escrita y firmada 180 días después de la fecha de la pretendida discriminación.

La queja debe incluir:

- Su nombre, dirección / domicilio y número de teléfono.
- El nombre y dirección de la agencia, institución o departamento que usted cree lo discriminó.
- Cómo, cuándo y dónde cree que se presentó la discriminación. Incluyendo lo más específico posible, detallada información acerca de los actos de discriminación alegados, y cualquier otra información relevante.
- El nombre de cualquier persona, si las conoce, a quienes la división del título VI de TDOT podrían contactar para clarificar sus alegaciones.

Su queja debe estar firmada y fechada.



Por favor envíe su queja a la dirección estipulada enseguida:

Tennessee Department of Transportation
Title VI Director
505 Deaderick Street, Suite 1800
Nashville, TN 37243-0347
Teléfono: (615) 741-3681
Fax: (615) 741-3169
Llamada gratuita: 1-888-370-3647
TTY Relay: 1-800-848-0298

Para un formulario de quejas impreso visite nuestra página de Internet:

www.tennessee.gov/tdot/civil-rights/titlevi



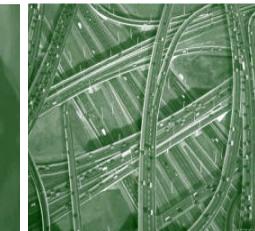
Tennessee Department of Transportation, Authorization No. 401408, 5,000 copies, November 2004. This public document was promulgated at a cost of \$.1362 per copy.

El Departamento de Transporte de Tennessee

Oficina de los Derechos Civiles

Programa del Título VI

Título VI Del Acta De Los Derechos Civiles De 1964
Justicia Ambiental
Capacidad Limitada de Inglés





Compromiso Del Título VI

La meta más importante del programa del Título VI del departamento de Transporte de Tennessee es asegurar que el equipo gerencial, contratistas y beneficiarios de servicios estén enterados de las provisiones del Título VI y las responsabilidades asociadas con el Título VI del Acta de los Derechos Civiles de 1964. Tenemos la mejor disposición para proveerle asistencia de la más alta calidad técnica, recursos, orientación y cualquier otra información con respecto al Título VI. Por favor no dude en llamar a nuestra oficina si necesita ayuda adicional.



¿Qué Es El Título VI Del Acta De Los Derechos Civiles De 1964?

Es la política del departamento de Transporte de Tennessee para asegurar 42. U.S.C. 2000d, "Ninguna persona en los Estados Unidos será excluida de participación, serán negados beneficios, o estará sujeta a discriminación con razón de su raza, color, u origen nacional, bajo un programa o actividad recibiendo

asistencia financiera federal del Departamento de Transporte." Título VI cubre todas las formas de ayuda federal excepto aquellos contratos de seguro y garantía federalmente fundados. Esto cubre prácticas de empleo que resulten en discriminación contra beneficiarios de programas o donde el propósito de la asistencia federal sea proveer empleo.

Título VI Y Justicia Ambiental

En Febrero 11, 1994 el presidente Clinton firmó la orden ejecutiva 12898: *Acción Federal para dirigir la Justicia Ambiental a las Poblaciones Minoritarias y a las Poblaciones de Bajos Ingresos*. La orden ejecutiva centró su atención en el Título VI previendo que "cada agencia hará esfuerzos en Justicia Ambiental como parte de su misión identificando y dirigiendo, como sea apropiado, efectos ambientales o de salud humana desproporcionadamente altos de sus programas, políticas y actividades en las minorías y poblaciones de bajos recursos. En apoyo a la orden ejecutiva 12898, el US DOT emitió una Orden en Justicia Ambiental (orden DOT 5610.2). Esta orden clarifica y refuerza las responsabilidades del Título VI así como dirige los efectos en las poblaciones de bajos recursos.



Efectos adversos pueden incluir:

- Impedimentos corporales, aflicciones, enfermedades, o muerte
- Aire, ruido, y contaminación del agua y contaminación de la tierra
- Destrucción o desbaratamiento de los recursos naturales o de los hechos por el hombre
- Destrucción o disminución de los valores estéticos
- Destrucción o desbaratamiento de la cohesión comunitaria o de la vitalidad económica de una comunidad
- Destrucción o desbaratamiento de la disponibilidad de servicios y lugares públicos y privados
- Vibración
- Efectos adversos al empleo
- Desplazamiento de personas, negocios, fincas u organizaciones sin ánimo de lucro
- Congestión de tráfico incrementada, aislamiento, exclusión o separación de las minorías o individuos de bajos recursos dentro de una comunidad dada o desde la comunidad en general.
- La negación de, reducción en, o significativa demora en la recepción de beneficios, programas, políticas o actividades de el Departamento de Transportación.

El involucramiento público

es parte integral de la toma de decisiones de proyecto de desarrollo y planeación del transporte. La orden DOT (5610.2) en Justicia Ambiental dirige al departamento a proveer a las poblaciones minoritarias y poblaciones de bajos ingresos en asuntos que puedan impactar la salud humana y el ambiente.



Título VI y La Capacidad Limitada de Inglés (LEP)

El gobierno federal y esos servicios que reciben asistencia financiera del gobierno federal deben tomar medidas razonables para asegurar que personas LEP tengan un acceso significativo a sus programas, servicios, e información que esas entidades proporcionan. Esto requerirá que las agencias piensen "afuera-de-la-caja" para obtener soluciones ingenieras que puedan resolver los problemas de esta población creciente, para quienes el inglés no es su primer idioma.

¿Quién es una persona de Capacidad Limitada de Inglés (LEP)?

LEP es una persona cuyo primer idioma no es el inglés, la cual tiene una capacidad limitada para leer, hablar, escribir o comprender el inglés. Estas personas tienen derecho a recibir asistencia de idioma con respecto a cualquier clase de servicio, beneficio, o situación que se pueda presentar.

¿Quién Tiene Obligación De Cumplir Y Quién Puede Encontrarse En Violación Bajo El Título VI?

Todos los programas y operaciones de entidades que reciben ayuda del gobierno federal (ejemplo: beneficiarios), incluyen: Cualquier agencia estatal, agencia local, institución u organización privada. Cualquier entidad que recibe asistencia financiera Federal a través de otro beneficiario / entidad mencionado anteriormente, tiene obligación de cumplimiento.



“La elemental justicia requiere que los fondos públicos, a los cuales todos los contribuyentes de impuestos de todas las razas aportan, no sean gastados de ninguna manera para, animar, arraigar, subsidiar o resultar en discriminación racial.” **Presidente John F. Kennedy**

*Shelby Farms Parkway
Public Hearing
December 13, 2007
Shelby Farms Visitors Center*



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