Appendix A

Contents:

Traffic Capacity Analysis and Levels of Service Descriptions
Initial Public Meeting Handout and Comment Card
Letters from Agencies
Notes from MPO Committee meetings
Excerpt from DeSoto County Bike Plan

Traffic Capacity Analysis and Levels of Service Descriptions

Traffic investigations were performed using a process called Capacity Analysis, using methodologies established by the Transportation Research Board and approved by the Federal Highway Administration. Findings are reported in terms of Levels of Service (LOS). Levels of Service describe the character of traffic flow for a particular roadway segment or intersection. The levels are like school grades A through F where LOS A indicates the best traffic condition, and LOS F indicates highly congested stop-and-go traffic conditions.

Levels of Service Descriptions

LEVELS OF SERVICE (LOS)	TRAFFIC FLOW CONDITIONS
A	Free flow operations. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The general level of physical and psychological comfort provided the driver is high.
B	Reasonably free flow operations. The ability to maneuver within the traffic stream is only slightly restricted and the general level of physical and psychological comfort provided to the driver is high.
C	Flow with speeds at or near free flow. Freedom to maneuver within the traffic stream is noticeably restricted and lane changes require more vigilance on the part of the driver. The driver notices an increase in tension because of additional vigilance required for safe operations.
D	Speeds decline with increasing traffic. Freedom to maneuver within the traffic stream is noticeably limited. The driver experiences reduced physical and psychological comfort levels.
E	At the lower boundary, the facility is at capacity. Operations are volatile because there are virtually no gaps in the traffic stream. There is little or no room to maneuver. The driver experiences poor levels of physical and psychological comfort.
F	Breakdowns in traffic flow. The number of vehicles entering the highway section exceeded the capacity, or ability of the highway to accommodate that number of vehicles. There is little or no room to maneuver. The driver experiences poor levels of physical and psychological comfort.

Source: Transportation Research Board, 1994.

PUBLIC INFORMATION MEETING

HOUSTON LEVEE ROAD ALIGNMENT CORRIDOR STUDY

Welcome to this Public Information Meeting, which is being held by the Memphis Urban Area Metropolitan Planning Organization (MPO). Our partner agencies in this study are DeSoto County, Shelby County, the Town of Collierville, and the City of Olive Branch. Please take this opportunity to read the information provided and become better acquainted with the proposed extension of Houston Levee Road.

The purpose of tonight's meeting is to provide you with an introduction to the study and to gather information from you about the project. MPO and consultant representatives (who are wearing nametags) are available to answer questions during the meeting. Please take the time to discuss the project with them.

This study will consider the feasibility of extending Houston Levee Road southwards, to intersect Goodman Road (MS 302). We will investigate various alignment options and the merits of different intersection locations. As you provide us your opinions, please help us by noting any constraints that should be added to our mapping. Also, there is a map of the area for those who live nearby to mark the location of your residence.

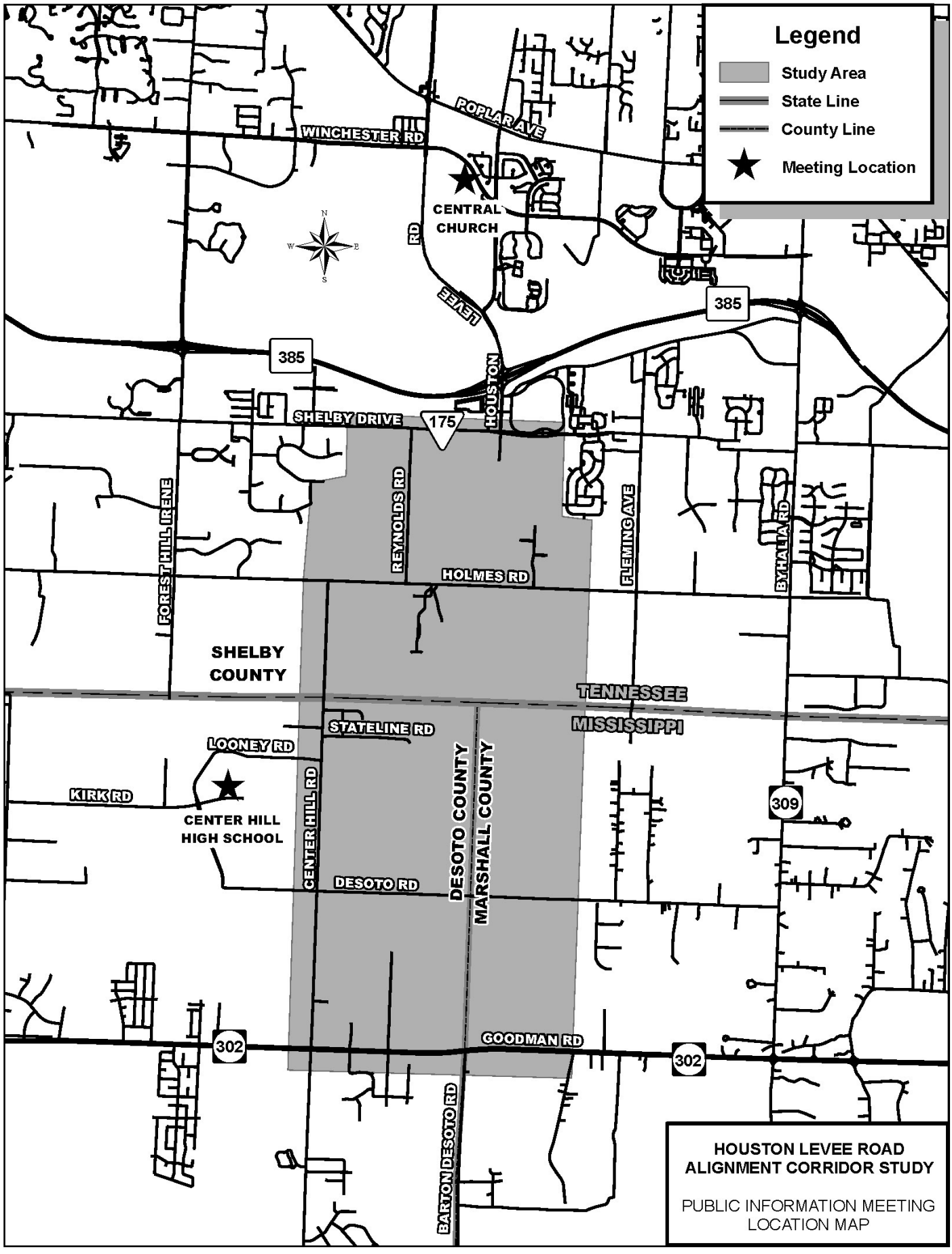
A tape recorder is available for attendees who would like to make a verbal statement about the project for inclusion in the official transcript of this meeting. If you wish to make a verbal statement, please ask one of the study representatives.

Please complete the questionnaire that we have for you to let us know why you think the project is needed, or why you may think otherwise. Completed questionnaires may be deposited in the box by the door. If you do not wish to make a statement at this time, you may submit written comments to the address on the comment form. Written comments must be postmarked by July 3, 2009 in order to be included in the official transcript of the meeting

Thank you for attending and participating in this meeting. Your comments are important to us. The purpose and need for the project is a critical element of the project development process, and we need your input.

There will be other opportunities for you to stay up to date with the progress of our study. If you would like to receive e-mail notices of meetings in the future, please provide your e-mail address.

Thank you for your participation.


Legend
Study Area
State Line
County Line
Meeting Location
WINCHESTER RD
POPLAR AVE
CENTRAL CHURCH
RD
LEVEE
385
385
HOUSTON
SHELBY DRIVE
175
FOREST HILL IRENE
REYNOLDS RD
FLEMING AVE
BYHALIA RD
HOLMES RD
SHELBY COUNTY
TENNESSEE
MISSISSIPPI
STATELINE RD
LOONEY RD
KIRK RD
CENTER HILL HIGH SCHOOL
CENTER HILL RD
DESOTO COUNTY
MARSHALL COUNTY
309
DESOTO RD
302
GOODMAN RD
302
BARTON DESOTO RD
HOUSTON LEVEE ROAD ALIGNMENT CORRIDOR STUDY
PUBLIC INFORMATION MEETING LOCATION MAP

Houston Levee Road Alignment Corridor Study
Public Comment Form

The Memphis Area Metropolitan Planning Organization (MPO) has begun a Feasibility Study for a proposed extension of Houston Levee Road south to a proposed intersection with Goodman Road (Mississippi Route 302). This study Is undertaken in cooperation with DeSoto County, Shelby County, the Town of Collierville and the City of Olive Branch. Public comment is being solicited to identify transportation needs and areas of concern regarding this project. The MPO needs your assistance and input about the project. Please take a moment to answer the following questions. Please return comment form postmarked no later than **July 3, 2009.**

What do you see as the need for an extension of Houston Levee Road to the south? (check all that apply)

_____ More direct route to destinations (work, school, shopping, recreation)
_____ Economic development
_____ Improved access
_____ Other(s) – please describe below

_____

_____

_____

_____

_____

What issues and concerns do you have about the project? (check all that apply)

_____ Impacts to the environment (streams, wetlands, soils, species)
_____ Impacts to existing development (homes, businesses)
_____ Air and noise impacts
_____ Impacts to historic and/or archaeological resources
_____ Other(s) – Please describe below

_____

_____

_____

_____

_____

What is your preference of the alternatives for this project? (Check one)

_____ No build (do not construct the proposed roadway)
_____ Build (want the proposed roadway built)
_____ Other(s) – Please describe below

_____

_____

_____

_____

_____

Your Name: _____ **Date:** _____

County of Residence: _____

Would you like to receive future meeting e-notices for this project? YES_____ NO_____

E-mail Address: _____

Fold at this line second

Project Comments

PLACE
STAMP
HERE

Return Comments Postmarked by July 3, 2009 to:

Public Information Meeting Comments
Paul Morris
Department of Regional Services
1075 Mullins Station Road, Room W-122
Memphis TN 38134

Fold at this line first

For additional project information:

Contact Paul Morris, MPO Project Manager, at Paul.Morris@shelbycountytn.gov

STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
DIVISION OF ARCHAEOLOGY
1216 Foster Avenue
Cole Building # 3
NASHVILLE, TN 37243
(615) 741-1588 FAX (615) 741-7329

June 1, 2009

Mr. Michael J. Brugge
Parsons
6750 Lenox Center Court
Suite 117
Memphis, TN 38115

Re: Houston levee Road Alignment Corridor Study, Shelby County

Dear Mr. Brugge,

No prehistoric or historic archaeological sites have been recorded within the above-referenced project area; however, this could be due to lack of cultural survey.

Should any human burials be discovered on the property, a court order from the Chancery Court must be obtained prior to the removal of any human graves. **If human remains are encountered or accidentally uncovered by earthmoving activities, all activity within the immediate area must cease.** The county coroner or medical examiner, a local law enforcement agency, and the state archaeologist's office should be notified at once (Tennessee Code Annotated 11-6-107d).

If you have any further questions, please feel free to contact me at (615) 741-1588, ext. 113.

Sincerely,

Mark Norton
State Programs Archaeologist

MISSISSIPPI DEPARTMENT *of* ARCHIVES AND HISTORY

MDAH

PO Box 571, Jackson, MS 39205-0571
601-576-6850 • Fax 601-576-6975
mdah.state.ms.us
H.T. Holmes, Director

December 11, 2009

Mr. Michael J. Brugge, PE
Parsons
6750 Lenox Court, Suite 117
Memphis, Tennessee 38115

RE: Request for information regarding Houston Levee Road Alignment Corridor Study for Feasibility Study for the Memphis Urban Metropolitan Planning Organization, MDAH Project Log #11-122-09, DeSoto County

Dear Mr. Brugge:

We have reviewed your request for a cultural resources assessment, received on November 16, 2009, for the above referenced project, in accordance with our responsibilities under Section 106 of the National Historic Preservation Act and 36 CFR Part 800. After reviewing records, there are no recorded archaeological sites in the corridor study area. However, in developing the feasibility study, it would be our recommendation that a cultural resources survey be performed within the preferred corridor alternative.

If you have any questions, please call David Abbott, MDAH Staff Archaeologist, at 601-576-6940.

Sincerely,

Jim Woodrick
Review and Compliance Officer

FOR: H.T. Holmes
State Historic Preservation Officer

c: Clearinghouse for Federal Programs

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DEC 16 2009
Parsons Transportation Group Inc.

MDAH

HISTORIC PRESERVATION
Ken P'Pool, director • Jim Woodrick, acting director
PO Box 571, Jackson, MS 39205-0571
601-576-6940 • Fax 601-576-6955
mdah.state.ms.us

June 24, 2009

Mr. Michael J. Brugge, P.E.
Parsons
6750 Lenox Center Court, Suite 117
Memphis, Tennessee 38115

RE: Proposed Feasibility Study for the Memphis Urban Area Metropolitan Planning Organization, Houston Levee Road Alignment Corridor Study, MDAH Project Log Number 06-003-09, DeSoto County

Dear Mr. Brugge:

We have reviewed your request for historic sites information, received on June 1, 2009, for the above referenced project, in accordance with our responsibilities under Section 106 of the National Historic Preservation Act and 36 CFR Part 800. After reviewing the proposed study area, there are five (5) recorded archaeological sites within the boundaries of the study area. In general, very little of the study area has been surveyed, however, so there is certainly a potential for additional archaeological sites in the area. As such, we will need to review a more specific project area once a preferred alternative is developed to determine whether a cultural resource survey is necessary. Obviously, due to the sensitive nature of these sites, we cannot provide more specific information on the known archaeological sites at this time.

If you have any questions, please do not hesitate to call me at 601-576-6940.

Sincerely,

Jim Woodrick
Review and Compliance Officer

FOR: H.T. Holmes
State Historic Preservation Officer

c: Clearinghouse for Federal Programs

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JUN 29 2009
Parsons Transportation Group Inc.

Board of Trustees: Kane Ditto, president / Rosemary Taylor Williams, vice president / Reuben V. Anderson / Lynn Crosby Gammill / E. Jackson Garner / Duncan M. Morgan / Hilda Cope Povall / Martis D. Ramage, Jr. / Roland Weeks / *Department director: H. T. Holmes*

TENNESSEE HISTORICAL COMMISSION
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
2941 LEBANON ROAD
NASHVILLE, TN 37243-0442
(615) 532-1550

June 3, 2009

Mr. Michael J. Brugge
Parsons
6750 Lenox Center Ct./117
Memphis, Tennessee, 38115

RE: FHWA, HOUSTON LEVEE RD.CORRIDOR STUDY, MEMPHIS, SHELBY COUNTY

Dear Mr. Brugge:

In response to your request, received on Monday, June 1, 2009, we have reviewed the documents you submitted regarding your proposed undertaking. Our review of and comment on your proposed undertaking are among the requirements of Section 106 of the National Historic Preservation Act. This Act requires federal agencies or applicant for federal assistance to consult with the appropriate State Historic Preservation Office before they carry out their proposed undertakings. The Advisory Council on Historic Preservation has codified procedures for carrying out Section 106 review in 36 CFR 800. You may wish to familiarize yourself with these procedures (Federal Register, December 12, 2000, pages 77698-77739) if you are unsure about the Section 106 process. You may also find additional information concerning the Section 106 process and the Tennessee SHPO's documentation requirements at http://www.tennessee.gov/environment/hist/federal/sect106.shtml.

Based on available information, we find that the undertaking as currently proposed may affect historic properties eligible for listing in the National Register of Historic Places; specifically the National Register listed J ohn M . Fleming H ome P lace a nd s everal o ther b uildings within the c orridor A rea o f P otential Effects that may be National Register eligible. We therefore recommend that your agency begin immediate consultation with our office to complete Section 106 review on this undertaking. This office will also need to r eview a n a rchitectural a nd a rchaeological r esources survey r eport f or t his p roject b efore a ny work commences. Questions and comments may be directed to Joe Garrison (615) 532-1550-103. Your cooperation is appreciated.

Sincerely,

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

EPM/jyg

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JUN 08 2009
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Houston Levee Road Alignment Corridor Study
Bicycle and Pedestrian Advisory Committee Meeting Notes
July 15, 2009

[The following is a detailed summary of a portion of the Bicycle and Pedestrian Advisory Committee (BPAC) meeting. Other topics that were on the agenda of this meeting were:

- *An update on bicycle activities statewide from TDOT's perspective, by Jessica Wilson, the new bicycle coordinator at the TDOT Office of Long Range Planning,*
- *A presentation on an upcoming Regional Greenways Summit, by Andrew Trippel of the Urban Land Institute, and,*
- *A look-ahead review of upcoming planning activities at the MPO over the next few months, noting anticipated involvement by the BPAC, by Tim Moreland.]*

A regular meeting of the MPO Bicycle and Pedestrian Advisory Committee was held at the Memphis MPO offices on July 15, 2009. One of the agenda items at this meeting was a discussion of the Houston Levee Road Alignment Corridor Study. A summary of this discussion is presented below:

Mike Brugge of Parsons began the discussion by introducing the project and defining the study area for the group. An accompanying slide of the study area was shown to help clarify the limits. Next, he showed slides of the Bicycle Facilities Vision Plan (BFVP) and the 2030 Long Range Transportation Plan (LRTP) and noted how although they were not identical, both plans show accommodations for bicyclists in the study area. He explained how the BFVP shows a bike lane that runs east along a future extension of Stateline Road in Desoto County to a future southern extension of Reynolds Road. From there this bike lane turns south following the Reynolds Road extension past Goodman Road. He reiterated that neither the Stateline Road nor the Reynolds Road extensions shown on the plan were currently constructed. Next he showed how the LRTP calls for a signed shared route that runs south along Forest Hill Irene Road in Shelby County to Holmes Road, before turning east and jogging over to Center Hill Road. The signed shared route then continues south on Center Hill Road, passing Goodman Road. Mike called attention to the fact that neither plan shows bicycle and pedestrian accommodations from the project start point at Houston Levee Road and Shelby Drive, over to Center Hill Road or Reynolds Road extension. The greenway that is shown in both plans was noted.

Mike then talked about typical sections that have been used on Houston Levee Road during past construction, and stated that Parsons would like to get an idea from the Committee of what typical section elements would be preferred for accommodation for pedestrians and bicyclists. These sections included a six-lane road with a raised median, a four-lane road with a depressed median, a three-lane road featuring a center turn lane, and a two-lane road with wide shoulders for shared use. Some of the sections showed sidewalks that had not actually been constructed. At this point the floor was opened up for questions or comments.

Mark Hicks of the Memphis Hightailers Bicycle Club asked Mike how current the two-lane typical section shown was. Mike answered that it was basically the section the county is using for constructing the section of Houston Levee Road between the Wolf River and Macon Road. Mark then commented that he liked the section, but that the trees were too close and that the branches present a safety hazard for bicyclists that would potentially hit them with their heads.

Art Wolf asked why the road is only being constructed as a two-lane road. Mike replied that Shelby County had two chief reasons for that choice. One reason was to reduce costs, but the other reason was that travel forecasts from the regional model showed that the additional lanes would not be needed for several years, and they chose to keep the road narrow in an effort to promote smart growth initiatives and be context-sensitive.

Steve Sondheim asked the committee which they prefer, a wide shoulder or a designated bike lane? Several members spoke up to say they prefer a shoulder since debris on the shoulder gets swept from time to time, while bike lanes typically do not get swept. There was mention of the danger that branches, leaves, and gravel pose for riders in the bike lane. It was noted that the wide shoulders on the new portion of Houston Levee are unclear as to how they are to be used, and the double edge lines are not understood by the public. Mark Hicks stated that he would prefer bike lanes with signs that tell right-turning motorists to yield right-of-way to bicyclist. Mike noted that the current construction project on Houston Levee will include those signs, but only at the two locations where they are building right turn lanes.

Art Wolf commented that pedestrians need a place to walk that is not in the traffic lane. He also noted the long distances from Houston Levee Road to alternative locations to cross the Wolf River. Mike agreed, noting that it is four miles west to Germantown Parkway, and four and and a half miles east to Collierville-Arlington Road.

There was additional discussion of the current construction from the Wolf River north to Macon Road.

Mike Brugge recalled that a two-foot gravel strip between the edge of lane and the five-foot shared use path had been discussed for the two-lane typical section shown earlier. Several members stated that the gravel strip was a bad idea, and that it would present a hazard for bicyclist turning left and really couldn't be ridden on. Mike asked for further reaction to the wide shoulder left undefined as to use. There was a brief discussion of bike lanes and the different kinds of bicycle riders that might use them. The general consensus is that Type A riders prefer a wide lane to a bike lane, unless the bike lane is done really well and belongs to a jurisdiction that sweeps. Type A riders prefer to ride on a four-lane road, since it makes it easier for motorists to pass bicycles.

There was a discussion about the pedestrians and joggers and their concerns. It was pointed out that, even if sidewalks are available, the joggers like to stay on the asphalt.

Benji Kabakoff commented that he liked the two-lane Houston Levee Road typical section that was being used, although he felt there should be signs indicating the use of the shared use path. He mentioned that the two edge lines do not adequately convey the message. He also mentioned that he would like to see the sign showing the three-foot law like exists in Collierville. Mike mentioned that we would contact Collierville about the sign to learn about it. Mark Hicks noted that the sign was contributed to Collierville by Memphis Thunder.

Andrew Trippel of the Urban Land Institute asked if the Nonconnah Creek crossing will incorporate any bike-/ pedestrian-friendly accommodations. Mike answered that there is a greenway shown in that area, but we were too early in the study phase to know if anything will pass under the bridge other than the creek.

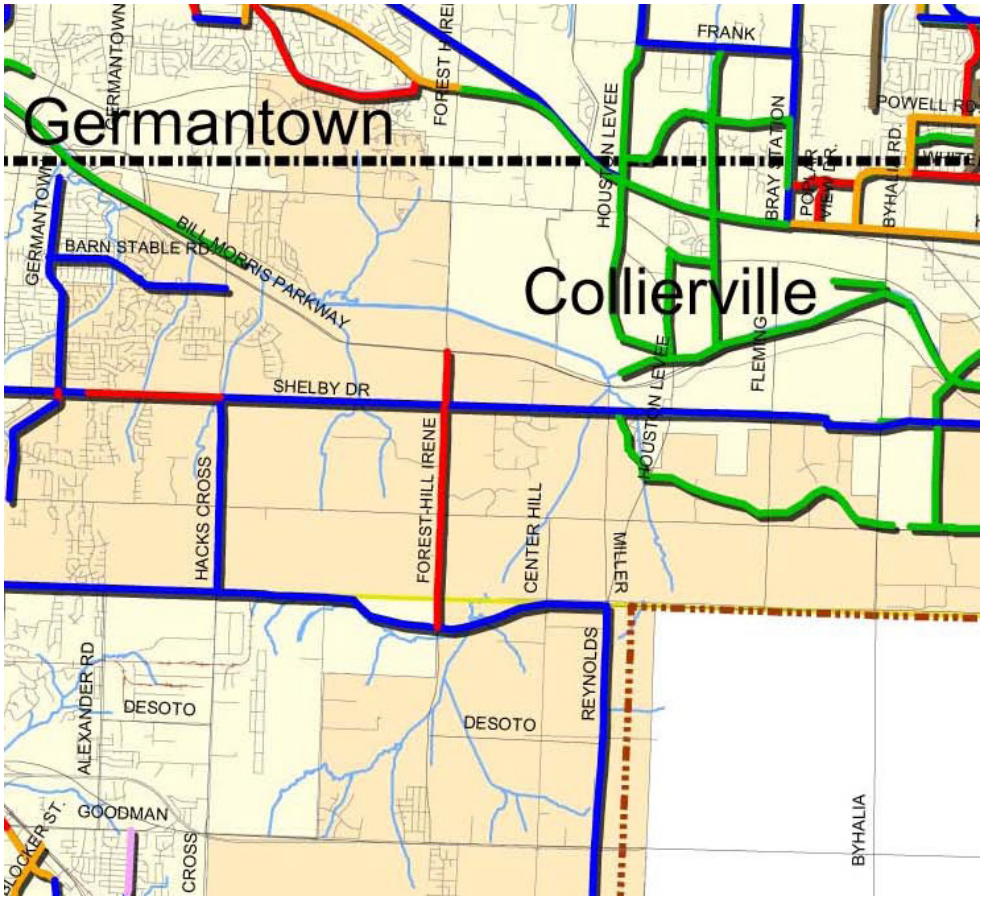
Mark Hicks commented that the committee wants 11-foot lanes, with a posted 35 mph speed, a paved bike and pedestrian area, and curves. He noted that Type A riders generally do not like greenway trails due to congestion by kids, skaters, joggers, and other users. Benjie Kabakoff added that curves are only good if there is a lot of visibility for motorists, and that he thought the two-lane section of Houston Levee was a good design as far as visibility.

Nate Ferguson commented that whatever bicycle and pedestrian provisions were made should be mandated for the length of the project, and should not stop at the state line.

In response to a question, Mike stated that he doubts if sidewalks would be included in the project, or at least that they would not become a feature of initial construction.

Tim Moreland of the MPO wrapped up the question/ comment session by stating that any further comments or questions could be sent to him and he would forward them to Parsons.

Houston Levee Road / Center Hill Road Study Area Excerpt of the DeSoto County Plan



Bicycle Facilities

- Bike Lane
- Wide Outside Lane
- Signed Shared Road
- Greenway (Some Proposed Greenways Provided by Local Municipalities)
- Existing On Road Facility
- Existing Greenway Provided by Local Municipalities

Railroad	Park
Major Road	County Boundary
Minor Road	County
Body of Water	Metropolitan Planning Organization Boundary
Island	Municipality

Bicycle Facilities Vision Plan
DeSoto Northeast

Appendix B

Contents:

Oversight Committee Workshop Notes from July, 2009
Oversight Committee Workshop Notes from October, 2009
Public Meeting Comments Summary, January, 2010
Oversight Committee Workshop Notes from March, 2010

HOUSTON LEVEE ROAD ALIGNMENT CORRIDOR STUDY

PROJECT WORKSHOP MINUTES

Meeting Date: July 16, 2009 **Location:** Parsons

Attendees:

Jim McDougal	DeSoto Co.	Steve Bigelow	Olive Branch
Dale Perryman	Collierville	Paul Morris	Memphis MPO
Frank McPhail	Collierville	Carlos McCloud	Memphis MPO
Sean Isham	Collierville	Sajid Hossain	Memphis MPO
Kevin Abel	Parsons	Mike Brugge	Parsons

The meeting began with Mike Brugge showing a Powerpoint presentation that was given to the Bicycle/ Pedestrian Advisory Committee at their regular meeting the previous evening. Mike described the discussion that took place as he went through the slides. The presentation was aimed at showing typical roadway cross sections that are possible for the project, and getting feedback on them and what kinds of accommodations were desired.. Typical sections that have been used on existing portions of Houston Levee Road were presented. Comments from the **Bike/ Ped meeting** were dominated by "Type A" riders (which are serious riders that view bicycling as a mode of transportation rather than as recreation). Mike summarized the relevant contributions from this group:

- They expressed a strong dislike for six-lane and seven-lane roads
- They do not like bike lanes on roads owned by jurisdictions that do not sweep.
- In jurisdictions that do not sweep, they prefer a four-lane road to a two-lane road with wide shoulders
- They like curvy alignments, but recognize that the curves must provide good sight distance for motorists.
- They expressed initial satisfaction with the new Houston Levee Road between the Wolf River and Macon Road, but pointed out that the trees are too close to the edge of the shoulder.
- They like "share the road" signs, and would like to see use of the new "3-foot rule" sign that has been installed in Collierville.

There followed a general discussion of the appropriate **typical section** for the proposed roadway. Frank McPhail stated Collierville's preference for sidewalks in developed areas. Jim McDougal and Steve Bigelow stated that DeSoto County and Olive Branch have been anticipating a rural type section. Regarding staged construction for divided roads, Collierville stated a preference to begin with the outside, and to fill the median later. Olive Branch stated a preference to begin with the finished final median in place, and to have future widenings constructed to the outside. It was agreed that the road does not have to maintain the same section throughout its length, and that it could change typical section at the state line. Everyone expressed support for some consideration of pedestrians and bicyclists.

The typical section discussion will be resumed at a future workshop meeting. Mike stated that Parsons is behind schedule on the travel forecast but expects to get caught up soon. He noted the good fortune of finding a TDOT **traffic count** station on Center Hill Road near the state line. It shows a recent ADT of 3600, and the data trend showed a growth rate of just under three percent per year over a 25-year period. However, the data show a large jump in traffic volume in 1998, which Mike attributed to the completion of a key section of Bill Morris Parkway (SR 385 in Tennessee, aka Nonconnah Parkway). Since 1998, traffic volumes have grown at almost 3.5 percent per year.

Using 3.5 %/yr, the trend line extrapolation yields an estimated 2035 ADT of 9,000 vehicles per day. This value appears to be slightly less than the traffic forecast that would justify a four-lane road. However, once the travel model data can be sifted, Mike expects the final project forecast to be higher than 9,000 vpd. A general discussion followed about anticipated growth in the area (expected to be mostly residential, with some commercial on Shelby Drive and on Goodman Road). Other roadway projects that are expected to affect area travel include Forest Hill Irene Road, State Line Drive, and I-269. Marshall County activities were discussed. Both widening of Byhalia Road (MS 309) and any increase of density of development were doubted by the group. The Chickasaw Industrial Park was noted, and also the proposed intermodal terminal that the Norfolk-Southern Railroad has announced for Rossville. Steve Bigelow noted that Neal Schaffer is working on a travel model for TDOT that may be useful.

Mike also thanked DeSoto County for traffic counts that were made at the intersection of Center Hill Road with Desoto Road. These are road tube counts on all four approaches, and were made as before-and-after counts. After signalization of the intersection and opening of the schools, the intersection counts showed almost a doubling of traffic.

Mike reviewed the **public meetings** that were held in June. There was good attendance at the meeting in Collierville, however, only one of the attendees turned in a comment form. Approximately half of the attendees live in the Reynolds Road area. The attendees were very pleased to be offered the opportunity to provide suggestions for a roadway alignment, and a map was marked up by the public. The public meeting in Mississippi did not have a single attendee from the general public. The reason for this was discussed. Paul Morris and Carlos McCloud stated that MPO staff believe that since the subject of the meeting was "Houston Levee Road," that Mississippi residents did not understand its applicability. Future public notices in Mississippi will prominently include the name of Center Hill Road.

Kevin Abel rolled out study area maps for review. Mike noted that the GIS **constraints** indicate known features, and that the review of potential constraints did not reveal anything that would be considered a "deal killer," meaning that there does not appear to be any environmental or cultural issue that would call in to question the feasibility of the proposed roadway. Steve commented that a flood study worked on jointly between Olive Branch and DeSoto County had been completed for the northeast corner of the county and was pending approval from FEMA.

There was a discussion of the type of **future development** that may be anticipated in the study area. It was agreed that the majority of the area is likely to develop as single-family residential neighborhoods, with some commercial activity along Shelby Drive at the north end of the study area and along Goodman Road at the south end of the study area. Jim McDougal mentioned that there are 1500-2000 approved lots south of the schools. Steve added that expanded sewer service for eastern DeSoto County will allow the area to explode. He noted that phase 3 of the planned DeSoto County Regional Utilities Authority (DCRUA) expansion will provide sewers, and then noted that the schedule for this expansion is questionable and subject to change.

The first map shown was the study area constraint mapping with the six **alignment suggestions** that were received from participants at the public meeting held in Collierville. These were described and discussed. Kevin then presented a second map that showed three alignments copied from previous planning documents (old versions of the Long Range Transportation Plan). These were described and discussed. Steve suggested an option that would take a Reynolds Road alignment and shift over to meet Center Hill Road at the state line. Kevin then produced a final map that showed three alignments that had been developed by Parsons. These were compared to the alignment options on the other two maps. Mike noted that the intent was to improve on a couple of the better suggestions, and to provide a more complete set of "possible alternatives." Steve added an alignment

suggestion that would go west near the state line to join Forest Hill Irene Road. Mike asked the group if it would be necessary to add an alignment option to travel through Marshall County, in order to finish out a complete set of possible options. After discussion, it was agreed that this would not be necessary and would not add anything beyond what could be learned from an evaluation of the alignment that follows the DeSoto-Marshall County Line. The potential problems with wooded wetlands and stream crossings in the northern area of the Marshall County portion of the study area were noted. It was also noted that development in this part of Marshall County is likely to be very low density residential.

Mike prompted the group to make sure that a full collection of "**possible alternatives**" had been developed. It would be possible to draw other lines on the map, but these would be likely to affect more residences or more wetlands than those alignments already set. After further discussion, it was agreed that the three maps, with the additions noted, make up an adequate collection of "possible alternatives."

Paul prompted the group to consider which of these possible alternatives could be dropped from further consideration, so that **Preliminary Alternatives** may be established for the next phase of the study. The Preliminary Alternatives will be evaluated by Parsons, with the findings to be discussed at a future workshop. The following is a description of all the possible alternatives that were presented at the workshop, with brief summary statements of the group discussion and disposition. Since all of the alignments share a common point at the intersection of Houston Levee Road with Shelby Drive, they are described from north to south.

Alignment Options from Previous Plans

An alignment illustrated in **Chartreuse** Green begins with a curve that bends slightly westward, cuts diagonally across multiple lots along Reynolds Road and within the Collierville Gardens community before curving back to join an extension of the Reynolds Road alignment south of Holmes Road. It crosses Holmes Road at a slight skew approximately 800 feet east of the existing intersection of Holmes Road and Reynolds Road. This alignment then follows the Reynolds Road extension due south through the Mississippi portion of the study area and joins existing Payne Lane, ending at the existing intersection of Payne Lane with Goodman Road.

Discussion: The gated community of Collierville Gardens has been established since this option was first developed. The Chartreuse alignment crosses Nonconnah Creek Lateral B at a skew, and would cross an extensive area of wooded wetlands and potential wetlands north of Holmes Road. In Mississippi, the alignment would run parallel to and immediately

adjacent to a grass landing strip that belongs to the Colonial Flying Club, and would have to bend some to the west, impacting residences, to avoid impact to hangers and other improvements associated with the airstrip. This alignment would also have to bend either to the east or west to avoid the New Halliburton Missionary Baptist Church and cemetery as it crosses Desoto Road. A westward diversion would affect a planned subdivision that lies south of Desoto Road between Center Hill Road and the New Halliburton Missionary Baptist Church. On Payne Lane, there are eight residences and an electric transmission substation near the road.

Disposition: The Chartreuse alignment was discarded in favor of the Dark Yellow alignment, which was viewed as an improvement due to lesser impacts to residential properties.

An alignment illustrated in **Dark Yellow** begins with a curve that bends ninety degrees to the west, paralleling Shelby Drive before bending southward ninety degrees to tie into existing Reynolds Road. It follows the existing Reynolds Road southward, continuing south and joining existing Payne Lane and ending at the existing intersection of Payne Lane with Goodman Road.

Discussion: The section of existing Reynolds Road that would be widened for this alignment option has fourteen residences, and the road is lined on both sides by mature trees. The curve at the north end of this portion would require the acquisition of at least two residences. There is existing right-of-way south of Holmes Road for a future extension of Reynolds Road to the south (Kevin pointed out that the plat calls it "future Houston Levee Road"). In Mississippi, this alignment is the same as the Chartreuse option described above.

Disposition: The Dark Yellow alignment was retained as a Preliminary Alternative.

An alignment illustrated in **Brown** begins with a curve similar to the Dark Yellow option described above. It continues westward into a curve that bends southward ninety degrees, and lines up with Center Hill Road. It intersects Holmes Road at the existing intersection with Center Hill Road, and then uses Center Hill Road south to Goodman Road.

Discussion: In the area west of Reynolds Road and north of Holmes Road, this alignment would require new-alignment construction through wooded wetlands and potentially across ponds. Both DeSoto County and Olive Branch stated that they generally favor the use of Center Hill Road, for reasons of route continuity to the south (Center Hill Road connects to Highway 178) and because it is already established as a roadway corridor and would make good use of the existing 80 feet of right-of-way. Using existing Center Hill Road would probably lead to a widening of Center Hill Road. This would result in impacts to

residences, businesses and churches that front on Center Hill Road. It was noted that the most sensitive known site on Center Hill Road is the Center Hill Baptist Church at the corner of Center Hill Road with Looney Road, which is a historic structure and cemetery. The church sits well back from the road probably making it possible to widen the existing road with little impact to this resource.

Disposition: It was agreed that the Turquoise Alignment described below is similar to and an improvement upon this alignment, since the turquoise alignment avoids most of the wetlands area and ponds. The Brown Alignment was discarded in favor of the Turquoise Alignment.

Alignment Options Suggested by the Public

An alignment illustrated in **Tennessee Orange** begins by running west using Shelby Drive, to a point north of the extended line of Center Hill Road. At that point, it makes a new intersection to turn southward and use the Center Hill Road line and cross Holmes Road at the existing intersection of Holmes Road with Center Hill Road. From that point, it uses Center Hill Road south to Goodman Road.

Discussion: This alignment makes use of existing Shelby Drive, but forces through north-south traffic to make two 90-degree turns at intersections. It makes good use of existing streets. The new-alignment portion between Shelby Drive and Holmes Road would have considerable impact to residences and wetlands and crosses Nonconnah Creek Lateral BA at a skew. A variation on this segment was discussed that would avoid the residences, but would traverse more wooded wetland areas.

Disposition: It was agreed that the Tennessee Orange Alignment should be discarded, because it would introduce a dogleg into the alignment, and it would have significant impacts on stream crossings, wooded wetlands and residences.

An alignment illustrated in **Texas Orange** begins with a curve that bends to the west, and then crosses Reynolds Road at a slight skew and curves southward to intersect Holmes Road at the existing intersection of Holmes Road with Center Hill Road. It then uses Center Hill Road south to Goodman Road.

Discussion: Just north of the intersection with Holmes Road, the new-alignment portion of this project runs across two ponds. The Turquoise Alignment described below was developed as an improvement on this alignment that avoids the ponds.

Disposition: The Texas Orange Alignment was discarded in favor of the Turquoise Alignment, since it represents a modest shift that is an improvement by avoiding ponds.

An alignment illustrated in **Green** begins with a large sweeping curve bending westward, crosses Reynolds Road, then bends southward, crosses Holmes Road at a skew a short distance east of the existing intersection of Holmes Road with Center Hill Road, and then ties into existing Center Hill Road a short distance north of the state line. It then uses Center Hill Road south to Goodman Road.

Discussion: The Green Alignment is similar to the Texas Orange Alignment. It crosses Reynolds Road further south, and so it would have impacts to more existing residences. It would encroach less on the ponds that are just north of Holmes Road.

Disposition: The Green Alignment was discarded in favor of the Turquoise Alignment, since it represents a modest shift that is an improvement by avoiding residences and avoiding ponds.

An alignment illustrated in **Dark Purple** begins by continuing Houston Levee directly southward to an intersection with Holmes Road. It then turns west using existing Holmes Road to the existing intersection with Center Hill Road. At that point it turns south and uses existing Center Hill Road south to Goodman Road.

Discussion: This alignment would introduce a dogleg into the alignment by making use of Holmes Road. The new-alignment portion of the Dark Purple Alignment crosses Nonconnah Creek Lateral B at a skew and crosses an area of wooded wetlands. This alignment follows a section line.

Disposition: The Dark Purple Alignment was discarded because of impacts to wetlands and the discontinuous alignment.

An alignment illustrated in **Bright Yellow** begins by continuing Houston Levee Road southward veering slightly to the west to avoid some areas identified as wetlands. It crosses Holmes Road a short distance east of the Holmes Road bridge over Nonconnah Creek Lateral B, and then crosses this stream at a very shallow skew. It crosses the state line at the corner made by DeSoto County and Marshall County, and then follows the DeSoto-Marshall County line south to a new intersection with Goodman Road.

Discussion: This alignment is the most directly north-south of all the options considered. It would have considerable crossing of wetlands. A variation on this option was discussed which would divert slightly eastward south of Holmes Road to avoid some wetlands and cross the creek at a larger skew angle. (During discussion, Mike pointed out that the Bright Yellow and Dark Purple options were favored by homeowners that front on the east side of Reynolds Road. These homes are on lots that are very deep and they all cross Nonconnah Creek Lateral B, but none of them have a bridge or any way to access the rear portions of their lots. If a road were to be built on either the Dark Purple or Bright Yellow alignments, then they would be able to subdivide along the creek and sell the rear portions of their lots.)

Disposition: The Bright Yellow Alignment was discarded due to impacts to streams and wooded wetlands.

An alignment illustrated in **Blue** begins with a curve that bends eastward, and then a curve to the south. It passes the Rowen Oak subdivision on the east side, and crosses Holmes Road at a proposed intersection approximately 750 feet east of the existing intersection of Holmes Road with Rowen Oak Drive. It continues southward, before bending back westward to get on the DeSoto-Marshall County Line and heading southward to a new intersection with Goodman Road.

Discussion: This alignment was contributed by a member of the public who noticed the problems that the Dark Purple and Bright Yellow alignments have with wetlands. It provides a path to Holmes Road that avoids these problems and avoids direct impacts to residences. The Blue Alignment crosses Nonconnah Creek Lateral B at a point that is near the state line. It appears to cross the stream at a good angle and it crosses in an area that is relatively free of wetlands associated with the stream. The Blue Alignment would require the longest construction on new alignment of all of the options considered.

Disposition: The Blue alignment was retained as a Preliminary Alternative.

Alignment Options Developed by the Study Team

An alignment illustrated in Light **Purple** begins by bending to the east. It follows the Blue alignment southward on the east side of the Rowen Oak subdivision. South of Holmes Road, it bends southwestwardly and angles southward "across the grain" to intersect existing Center Hill Road near the intersection of Center Hill Road with Desoto Road. It then uses Center Hill Road south to Goodman Road.

Discussion: This alignment was prepared in order to make sure that a complete population of "possible alternatives" was discussed. Meeting participants did not like the number of parcels that would be involved with an alignment that is skewed to the property lines grid. This alternative would create a number of triangular "remainder" parcels through the right-of-way acquisition process. Also, it was noted that the Light Purple alignment would have the most impact on active farmland of all the options considered.

Disposition: The Light Purple alignment was discarded due to substantial impacts to farmlands and the number of parcels that it would affect.

An alignment illustrated in **Plum** begins with a curve that bends westward and then a curve bending back southward to tie into existing Reynolds Road. This portion of this alignment is similar to the Dark Yellow alignment described above. It uses existing Reynolds Road, and uses the existing right-of-way that is available south of

existing Reynolds. Near the end of that existing right-of-way it curves westward and then southward to tie to existing Center Hill Road near the state line.

Discussion: In discussion this option was called the "double swoop" because it features four curves. It was noted that this feature would be attractive to bicyclists and would serve to keep speeds low. It minimizes the amount of new right-of-way that would be needed to construct the proposed facility.

Disposition: The Plum Alignment was retained as a Preliminary Alternative.

An alignment illustrated in **Turquoise** begins with a curve that bends westward and then a curve that bends southward, crossing Reynolds Road at a skew. It crosses Holmes Road at a skew approximately 800 feet east of the existing intersection of Holmes Road with Center Hill Road. It ties in to Center Hill Road a short distance south of the intersection of Center Hill and Holmes. It then uses Center Hill Road south to Goodman Road.

Discussion: This alignment is similar to the Texas Orange, Green and Brown alignments described above, and was prepared as an improvement upon those alignments. The Turquoise alignment makes an effort to minimize wetlands impacts and avoid ponds that the referenced alignments crossed.

Disposition: The Turquoise Alignment was retained as a Preliminary Alternative.

An alignment was added in **White** that follows the Turquoise alignment to Center Hill Road and then continues westward. It curves to bend southward and joins the Forest Hill Irene Road alignment near the state line. In this area, Forest Hill Irene Road has been constructed for a short distance north from Kirk Road, to serve the new schools (Center Hill Elementary School and Center Hill Middle School). Forest Hill Irene Road is discontinuous at the state line. South of Kirk Road, the alignment of Forest Hill Irene Road veers slightly to the west so that it may connect to Goodman Road without using existing subdivision streets. Forest Hill Irene Road is shown having a proposed new intersection with Goodman Road between the existing intersections of Goodman Road with Eastern Drive and with Creekside Drive.

Discussion: Forest Hill Irene Road is a major north-south arterial north of Shelby Drive. It has an interchange with Bill Morris Parkway, and it is proposed to be extended and connected through to Goodman Road. East-west travel in the study area between the study corridor and Forest Hill Irene Road is well-served by existing Desoto Road and Holmes Road, and the future extension of State Line Drive would also be available as a connection between Forest Hill Irene Road and the proposed extension of Houston Levee Road. Since there are good links for east-west travel, it was determined that there is no need to try to serve both north-south and east-west travel with the proposed facility. Further

consideration of the White Alignment would require an expansion of the study area, the study area mapping, and possibly require consideration on a regional scale.
Disposition: After considering the implications of expanding the study area so that this project could serve to address east-west travel, it was agreed to discard the White Alignment.

Summary of alignment option choices:

Alignment options **dropped** from further study: Brown, Chartreuse, Bright Yellow, Green, Dark Purple, Light Purple, Tennessee Orange, Texas Orange, and White.

Alignment options selected as **Preliminary Alternatives**: Blue, Dark Yellow, Plum, and Turquoise.

The meeting concluded with a discussion of **future steps** to be taken by Parsons to advance the study. Meeting notes of the workshop will be prepared and circulated for comment in advance of the upcoming ETC meeting on August 6, where an update will be given. Travel forecasting is the next big task, along with beginning the evaluation of the Preliminary Alternatives.

Submitted by MJB, 07/24/2009.

HOUSTON LEVEE ROAD ALIGNMENT CORRIDOR STUDY

PROJECT WORKSHOP NOTES

Meeting Date: October 13, 2009 **Location:** Parsons

Attendees:

Jim McDougal	DeSoto Co.	Paul Morris	Memphis MPO
Steve Bigelow	Olive Branch	Carlos McCloud	Memphis MPO
Frank McPhail	Collierville	Sajid Hossain	Memphis MPO
Sean Isham	Collierville	Mike Brugge	Parsons
Mike Oakes	Shelby Co.	Kevin Abel	Parsons

The meeting began with Mike Brugge briefly reviewing the study area and alignments taken forward in the study based on the previous workshop in July and comments from the ETC. He noted that the lone comment from the ETC was received from BJ Page of Olive Branch planning and was a suggestion to make a crossover from Alternative 3 to Alternative 4 in Desoto County north of Desoto Road. He noted that there were no substantial comments received from the TPB. He also noted that the comment from the Major Roads Committee was to pick two of the lines to build, and "spread the pavement out" instead of building one new wide road. With these recommendations in mind, Parsons carried five alternatives into the next level of study in advance of this meeting.

Mike Oakes made a comment that maybe in the straight segments of the alternatives in Mississippi, some curvature could be added. He suggested that doing this would have traffic calming effects and would perhaps introduce different development patterns. Mike Brugge responded that the road is being thought of by the Mississippi participants as an arterial thoroughfare and would ideally be more of a grid line. Added curvature would result from the selection of Alternative 5. Also, since Alternative 3 runs over the New Halliburton Missionary Baptist Church, curvature would be introduced to move Alternative 3 east or west past the church and cemetery.

Jim McDougal asked Mr. Brugge if he felt it was his charge to look at thoroughfares. Mr. Brugge responded that Parsons is not opposed to looking at any line, but that preliminary design work is not being done within the scope of this study. This study is for assessing the feasibility of constructing the road from Houston Levee to Goodman Road.

Mike Oakes suggested recommending a corridor and suggesting limiting speeds and curvature in roadway design.

Steve Bigelow commented that the Mississippi contingent does not consider anything but Center Hill to be a viable option. He stated that there likely will not be money available to construct a roadway on new alignment, and that Center Hill will be where development takes place. Mr. Brugge added that the Center Hill Road alignment used for Alternative 1 and Alternative 2 is the only alignment that serves the route continuity element of the MPO's responsibility with regards to thoroughfare planning, since Center Hill Road provides access to the south. Mr. Bigelow noted the Center Hill connection to Old Highway 78 [MS 178], adding that there are not any connections further east [until you get to Byhalia Road] due to the Coldwater River bottoms.

Mr. Brugge reviewed the travel forecasts prepared by Parsons. He noted that the forecasts are synthesized from multiple count stations in the area, along with the MPO travel model and the north Mississippi travel model. He also noted that the MPO model includes widening of SR 385 to 6 lanes from Winchester to Byhalia Road, and it includes I-269 being open. He also told how the model does not show extending Forest Hill Irene south of the state line or extending Stateline Road to the east by 2030.

Further discussion of the forecast followed. In response to questions from Mr. Brugge, Mr. McDougal noted that the land use forecast did not get close scrutiny during the development of the new model, and he thinks that the resulting forecast values may be on the low side. Mr. Brugge replied that, from a thoroughfare planning point of view, it appears that any new facility is going to be envisioned as a four- or five- lane facility, so that there would be plenty of upside reserve capacity for such a facility.

Mr. Bigelow commented that he believed Stateline Road would be extended to Forest Hill Irene, and that he foresees Forest Hill Irene being connected to the north in the not too distant future. He also stated that there may be some question about the viability of extending Stateline Road east of Forest Hill Irene Road. Mr. Brugge noted that, in any event, it appears unlikely that Stateline Road would be extended into Marshall County, as shown on the current Long Range Transportation Plan "Destination 2030," due to wetlands and subdivisions in the way.

Mr. Oakes asked Mr. Bigelow if his gut feeling was that Houston Levee should be on Center Hill. Mr. Bigelow responded that since the first meeting, the Mississippi representatives (Jim, Steve, Andy Swims, B.J. Page) felt like it would be a good idea if it

tied to Center Hill Road. Mr. Oakes responded that the residents along Center Hill would probably be happier if the road was on new alignment since it would greatly reduce the traffic volume on Center Hill Road. Mr. Bigelow suggested that tying to Center Hill makes the most sense being that if no funding was available to construct the Mississippi portion of the project, that the project could still move forward and there could be pavement from Goodman Road to SR 385.

Mr. McDougal asked Mr. Brugge what the capacity cut-offs are that would be used to determine the needed number of lanes. Mr. Brugge responded that a really good 3-lane road could handle up to 22,000 vehicles per day (vpd), but that 15,000 vpd is probably the most you want to plan for on a 3-lane road. He then said that a good 4-lane road could take over 50,000 vpd, but that typically you start thinking about 6-lanes around 35,000 vpd.

From there the conversation turned to talk about right-of-way and typical sections. Frank McPhail offered that Collierville has 114 feet of right-of-way along the existing Houston Levee Road and that there is a median from Frank Road to Shelby Drive. He said that for that stretch there is curb and gutter the whole way, but he was going to check with the Collierville administration to see if the typical section should change from an urban section with curb and gutter to a rural section with shoulders. Mr. McPhail also noted that Collierville would prefer to provide both bike lanes and sidewalks. Mr. Brugge noted that the "hard core riders" represented at the Bike/ Ped Committee prefer a regular lane to a bike lane in rural areas like DeSoto County, since they do not sweep bike lanes. He stated that they will be happy with a four-lane facility, since traffic sweeps the lanes but motorists can easily pass a bicycle. Carlos McCloud remarked that casual riders and other recreational users need to be accommodated as well as the more seasoned bike riders.

Mr. Bigelow stated that Olive Branch likes three-lane and five-lane roads. He stated that enough right-of-way should be purchased to construct a 5-lane rural section with shoulders. He said that, if in the future the road was widened to seven lanes, that curb and gutter would be appropriate at that time. He thinks that bike lanes should be included, and that eleven-foot wide lanes would be fine in lieu of twelve foot lanes, especially if bike lanes were provided.

A matrix listing some of the expected impacts for each of the alternatives was handed out. Mr. McCloud noted that there were numerous displacements listed for Alternative 1 and Alternative 2. Mr. Brugge responded that these displacements were tallied using a 142-foot wide right-of-way, along with a 40-foot building setback. Kevin Abel confirmed that this

was the appropriate setback distance with Mr. McCloud, who agreed. Mr. McDougal commented that Desoto County uses a 50-foot building setback.

Mr. Bigelow commented that five lane roads in Mississippi typically have a 106-foot right-of-way. Mr. Oakes commented that Shelby County only uses 84 feet for a five lane road. Mr. Bigelow suggested that since the right-of-way has to be maintained, the width should be trimmed from 142 feet to 106 feet. Mr. McPhail agreed that 114 feet of right-of-way should be used for the Tennessee side.

Mr. Brugge informed the group that Parsons planned on using the same planning level costs that TDOT uses for their Transportation Planning Reports (TPRs) to develop cost estimates for the alternatives. Everyone in the group concurred that this would be an acceptable method.

Talks shifted to the possibility of dropping any of the five alternatives from further consideration. Paul Morris suggested that Alternatives 3, 4 and 5 should possibly be dropped due to their length on new alignment. The costs for these three would likely be double that of Alternatives 1 and 2. Mr. Bigelow commented that, of that group, Alternative 3 seemed the most likely to him, and that possibly alternatives 4 and 5 should be dropped. Mr. Oakes suggested that maybe the right-of-way along one of the alternatives not on Center Hill could be dedicated and that development could be allowed to grow around it. Mr. Bigelow responded that if Center Hill Road has three lanes that another alternative would be good for residents.

Mr. McPhail suggested designating Alternative 4 as a possible future corridor. Mr. Brugge responded that Alternative 4 could be tabled for now and written up as a future corridor as suggested. The consensus from the group was that Parsons would go forward with the study analyzing Alternatives 1 through 3, with the write-up about the potential for Alternative 4 as a future corridor. Alternative 5 was dropped from consideration since it did not add anything dramatically different for a determination of feasibility.

Mr. McPhail agreed to take Alternatives 1 and 2 to the Collierville administration to see if they favored one over the other.

Mr. Brugge asked for a preference for whether to wiggle Alternative 3 to the east or to the west of the New Haliburton Church and cemetery. Mr. Bigelow and Mr. McDougal suggested moving to the east.

Mr. Brugge concluded by saying that Parsons will take Alternatives 1 through 3 to the ETC meeting in November, and that public meetings will likely be held in January.

Mr. Morris clarified for the group that when the study is complete, it goes to the MPO ETC and TPB in March, and they will select a preferred alignment and put it into the 2035 LRTP.

Houston Levee Road / Center Hill Road Alternatives Study
Public Comments Summary

The Memphis Area Metropolitan Planning Organization (MPO) conducted public meetings to present three Alternatives to the public. One meeting was held on Thursday, January 21, at Hope Baptist Church in DeSoto County, and the other meeting was held on Tuesday, January 26, at Central church in Collierville.

Comment forms were distributed to attendees of both meetings. Comments were received at each of the two meetings, and several were subsequently received by mail. The following is a presentation of the comment form questions, along with a summary of the number of replies and comments that were received.

What do you see as the need for an extension of Houston Levee Road to the south? (check all that apply)

__**11**___ More direct route to destinations (work, school, shopping, recreation)
___**9**___ Economic development
___**9**___ Improved access
_____ Other(s) – please describe below

Two comments were received:

"The Yellow option would bring more development to our land location the church owns in Mississippi."
"Another good north-south road."
(These comments were received at the meeting in Tennessee.)

What issues and concerns do you have about the project? (check all that apply)

__**10**___ Impacts to the environment (streams, wetlands, soils, wildlife)
__**15**___ Impacts to existing development (homes, businesses, farms)
___**9**___ Air and noise impacts
___**2**___ Impacts to historic and/or archaeological resources
___**1**___ Other(s) – Please describe below

Two comments were received:
"No impact, if you follow the existing Center Hill Road." (This comment was received at the meeting in Mississippi.)
"To me it makes no sense to bring 6 lanes into Collierville on Houston Levee and not have an adequate outlet north of the Wolf River bridge on Houston Levee." (This comment was received at the meeting in Tennessee.)

Which Alternative do you prefer for an extension of Houston Levee Road? (Check one)

___**4**___No build (do not construct the proposed roadway)
___**3**___Alternative 1 (turquoise – western most alignment)
___**5**___Alternative 2 (fuchsia – runs along Reynolds Rd, then over to Center Hill Rd)
___**5**___Alternative 3 (yellow – runs along Reynolds Rd then ties to Payne Ln)
___**2**___Other(s) – Please describe below

Three comments were received

"I represent a non-profit that owns land in the general area."
"The route that would make me happiest would be one that goes directly south from the existing Houston Levee stub. Second to that, the route that crosses Reynolds and connects to Center Hill."
(Comments received at the Tennessee meeting. Respondent had marked a preference for Alternative 3.)
"I am vehemently opposed to any of the alternate routes displayed at your public meeting. In my opinion a completely new road offers the best solution. I have outlined my suggestions and comment and they are being attached hereto. I will also enlist the opinions of others who live on Center Hill who were not at your meeting." (Comment received at Tennessee meeting. Respondent submitted one of the attached letters.)

Two letters were received. These are attached.

(Response Attachment)

Houston Levee Road/Center Hill Road Corridor Study
Public Comment Form

Response to Question: Which Alternative do you prefer for an extension of Houston Levee Road? (Check one)

Alternative 3 would seem closest to the most feasible; however, consideration must be given to continuing Houston Levee directly South to Route 302. Considering restraints such as wetlands and acquisition of properties, the most economically route would seem to be the most direct.

Why construct a new road with hazardous curves over to Reynolds and again onto Center Hill? More curves equals more fatalities. As an observation, Reynolds is not a completely dry area. Water is generally 6-12 inches deep on both sides of Reynolds – where will this water end up if construction proceeds?

Homes along Center Hill Road on the Mississippi side have underground wells. Sources for this well water must be a consideration and not be altered.

Again, if Houston Levee must be extended, the most preferred route would seem to be the most direct.

Submitted by:

Mrs. Julia S. Thompson
14052 Aspen Lane
Olive Branch, MS 38654

(662) 890-6845

5449 Center Hill Road
Collierville, Tennessee, 38017

Ken and Joan Rump

January 25, 2010

Department of Regional Services
1075 Mullins Station Road, Room W-122
Memphis, Tennessee 38134
Attention: Paul Morris, MPO Project Manager

Dear Mr. Morris,

I was invited and did attend your Public Information meeting regarding the Houston Levee/Center Hill Road Corridor Study. I have comments and opinions which may not work into the format on your comment form, so I am taking the liberty to draft this letter to be submitted as an addition to your comment form.

I have a variety of ideas and concerns regarding the development of this project. I also have an alternative idea for your consideration. Please review my following summary and seriously consider the merits of the contents.

1. Regional Planning. The greatest long term benefit will be derived from the greatest long term plan. Sprawl is a way of life, but if we plan properly its impact can be minimized and perhaps be made more acceptable to everyone directly impacted by its' effects. Sprawl is at its' worst when it impacts or displaces valuable real estate and property and redesigns the character of an area in a negative way. Planned growth, given a choice, should always follow a course which not only improves existing values and structures but provides the groundwork for future growth and development and allows the area to grow in a planned way. Given that we have a choice, and we do have that choice in this case, the benefits derived from planned growth must be ongoing and sustainable. At the public hearing, the way I received the message from you was that in narrowing down the three choices of routes for the road was based on many constraints but the primary constraint seemed to be a lack of finances and the savings associated with land acquisition. I encourage you to look at the project in a "blue sky" fashion and remove financial and other barriers to creating a good plan.

2. Tax Revenues. With the growth anticipated in the corridor under study, there should be provision for commercial/residential growth will help to sustain the project from the revenue side for our planners. I suggest moving the location of the road completely and to the east of Center Hill. That move will afford the opportunity to develop completely new sources of revenue from planned commercial developments and planned residential developments which will help create financial sustainability. Under this scenario acquisition cost may go up some but construction cost will go down. Sales tax and real estate tax revenues will increase and there will be no displacement impact on local residents. The new corridor would follow a line from Houston Levee nearly straight to the south all the way to Goodman Road following the section line at the Desoto/Marshall line or near there. Since the area described is basically wilderness now, there would be little or no impact on local residents. Zoned properly at the outset for commercial development along its road edge and flanked by residential development the whole area would benefit in exponential fashion. And due to the locked in nature of "The Avenues" to its north, east and west, this option would provide the best alternative for growth of that retail area which is necessary to accommodate recent significant residential growth. This proposed corridor would give us a chance to do it right rather than trying to do it cheaply.

3. Impact on displacement. Let me state for the record that I vehemently oppose any and all proposals that encroach on my property and residence and that would include all three of the choices presented at your public meeting. Your proposal would place a 114' divided highway around 60 or so feet from my front door. Not only would that destroy the value of my home it would make it unlivable for my family and I. No one wants a major road carrying large volumes of cars, trucks and emergency vehicles that close to their front door. I am aware of dozens of others on Center Hill Road who would be affected in the same or even worse way. I encourage you to develop the best possible plan with less emphasis on cost as a constraint. If you just try to do it as cheaply as possible, then you may be missing some of the benefit a development like this can offer if done right.

4. Traffic. Under my proposal, Traffic flow would improve due to the addition of a new north/south road. The general area of Shelby, Desoto and Marshall counties will continue to grow faster than most other areas so infrastructure improvements must improve to support that growth. Including Byhallia and Center Hill roads, there are presently four lanes of north/ south roads combined. Adding two lanes to Center Hill would increase that to six lanes, seemingly a 50% increase in traffic flow capacity. On the other hand, creating a whole new corridor to the east of Center Hill road would add 4 new lanes for traffic which by deduction would be an increase of 100% in traffic capacity. Beyond that, extending the corridor to the south of Goodman road in the future to couple up with the new I-22 at the existing Ingrams Mill exit would create easier access and connectability for our area. I know it may be a bit far fetched to think beyond the existing scope but that connection would provide improved continuity for our road system and traffic flow.

5. Growth Balance. The addition of a new corridor connecting Houston Levee to the south along section lines ending up on Goodman road would provide some balance for growth for Olive Branch, Desoto and Collierville, Shelby. Perhaps it would help alleviate congestion on Goodman to the west if retail shopping alternatives were more readily available to the east.

6. Land Acquisition. I estimate approximately 21 acres would be required to extend Houston Levee road along my proposed lines to the state line. From the state line to Goodman would require approximately 24 more acres. The land is comprised of mainly farmland that is currently unutilized. There would be little or no need to displace residents or little or no reason to disturb existing residential properties. A total of nearly 45 acres would have to be purchased to accomplish this route. At a price somewhere in the $10000 to 20000 per acre range the total acquisition cost would be between $500,000 and 1,000,000 to buy the land required for the road under my proposal. I would suggest that acquisition cost plus demolition cost associated with choosing a Center Hill road route would easily exceed the cost of new land acquisition under my plan. Another words, I believe it would be cheaper for everyone if a whole new road was built. It would certainly be more in keeping with good planning. It would also serve to minimize residential disruption before, during and after the construction process.

I am not a road planner or politician, rather just an ordinary citizen with ordinary concerns for my residence and neighbors. It is my guess that none of the decision makers for this project live in the area being affected, so perhaps they may be a little less sensitive to the issues I am attempting to address. As taxpayers, the citizens living on Center Hill Road will all pay their fair share for this new road. As property owners who worked hard for what we have, no one should impose compromise or forced modifications to our properties and residences if there are better alternatives available for planners to pursue, and in this case there are clearly other choices. From the cost estimate side just ask the question.

To me it gets down to two things. Choosing my proposed corridor would require purchasing maybe 45 to 50 acres. The road cost should be the same whether you build in one or the other site and I believe someone from your group said $1,00,000 per mile was a good rough figure for the type of road you are planning. The second thing is this. To expand Center Hill road you are going to have to acquire additional right of way from the existing residents. I estimate that acquisition will be nearly

twenty acres on Center Hill road and I would not even hazard a guess as to what it would cost to acquire the additional right of way on Center Hill. Additionally, demolition cost to remove the existing road, utilities above and below ground and other cost will easily exceed $1,000,000.

Please carefully consider my argument for moving this project to a non Center Hill road site. My numbers may not be as precise as you may ultimately require, but I think my argument is strong.

Sincerely,

Ken Rump

HOUSTON LEVEE ROAD / CENTER HILL ROAD ALTERNATIVES STUDY

PROJECT WORKSHOP NOTES

Meeting Date: February 18, 2010 **Location:** Parsons

Attendees:

B.J. Page	Olive Branch	Carlos McCloud	Memphis MPO
Frank McPhail	Collierville	Sajid Hossain	Memphis MPO
Sean Isham	Collierville	Mike Brugge	Parsons
		Kevin Abel	Parsons

The meeting began with each attendee being given a map of the study area with the three Alternatives shown and a matrix comparing them. Mike Brugge noted that the three Alternatives were presented at both of the public meetings in January. The matrix has been revised since last reviewed by the Oversight Committee. Alternatives 4 and 5 were dropped, and some of the parameters were divided up to show anticipated effects/ impacts of the project in Tennessee or Mississippi.

Mike stated that the study report can be finished by either leaving a discussion of the pros and cons of the three Alternatives, recommending that one of the Alternatives be discarded and only two carried forward, or the study can make a recommendation of one of the Alternatives. He then asked the group for preferences.

B.J. Page offered that Olive Branch would prefer an alternative that followed Center Hill Road and that from the matrix he preferred Alternative 2 (fuchsia). Mr. Page asked if the significant increase in needed right-of-way for Alternative 3 accounted for the additional three million dollars in cost for that alternative over the other two. Mr. Brugge responded that right-of-way costs represented about half of the three million, while the rest was a difference in construction costs. Mr. Page remarked that the feeling in Olive Branch is that the construction cost estimates are high. Mr. Brugge agreed that the construction costs seem high, and noted that planning-level estimates were used from TDOT, and that the TDOT guidelines contain a significant increase in estimated costs compared to the previous year. Mike had discussed this with TDOT staff representatives who stated that they had received similar feedback from other parts of the state, but that they had reviewed and

decided to stand by the higher planning-level cost estimates. Mike said that we intended to retain the TDOT planning estimate numbers so that this feasibility study will be consistent with all the other TPRs and similar planning reports on the Tennessee side of the region, and remarked that the costs seeming high are probably appropriate for budget estimate purposes, especially for a project that is so far out into future years.

Mr. Page noted that a majority of the minority population for the study area is located along Payne Lane. He cautioned that he did not want to look as if there were intentions to purposely run in to that neighborhood. Mr. Abel commented that minority households may be affected regardless of which alternative was chosen. A new roadway would not introduce a new division to the neighborhood. Carlos McCloud felt reasonably certain that there would not be environmental justice issues with any of the alternatives.

Mr. Brugge informed meeting attendees that Parsons would send a summary of comments from the January 2010 public meetings to Oversight Committee members.

Talk of making a recommendation for one of the alternatives began. Mr. Brugge stated that the Desoto County long range plan shows widening Center Hill Road, while the MPO and Collierville plans show extending Houston Levee to the south, both following different paths and ending in different locations. He stated that it is the goal of the study is to come to a decision on one alternative, and to have each of the jurisdictions adopt it. He also stated however that the study does not have to include a recommendation. Mr. Page suggested that this may be a case of technical people making a political decision. He then asked Mr. Brugge which alternative he would recommend. Mr. Brugge stated that he prefers Alternative 2, because it appears to work for all of the involved parties and it could be constructed in meaningful phases. Mr. Page suggested that if a recommendation is made in the report and the Transportation Planning Board (TPB) adopts it, that would be the end of the debate.

Mr. Brugge brought up that since the inception of the study it had been called the Houston Levee Road Alignment Corridor Study. For the January 2010 public meetings, the name was changed on public notices and displays to the Houston Levee Road / Center Hill Road Corridor Study to solicit more public involvement, primarily from Mississippi residents who did not show up for the first round of public meetings in June of 2009. He asked the group if a name change for the study would be appropriate. The group felt that it was and a decision to change the study name to the "Houston Levee Road / Center Hill Road Alternatives Study" was made. Mr. Brugge said that he would write a paragraph in the report about the name change giving the reasoning behind it.

Mr. Brugge discussed with Mr. Page making a presentation to the Olive Branch Planning Commission. Mr. Page said that March would likely be a good month for this since the planning agenda was light. Mr. Brugge noted that he would like to speak with the Desoto County Planning Commission as well.

Sean Isham suggested that in lieu of making a recommendation in the report, that maybe there should just be a summary of the pros and cons for each alternative. Mr. Page noted that a linkage from Olive Branch to the Collierville mall would be advantageous as it is difficult and time consuming to drive from eastern Desoto County to the west on Goodman Road to reach the Southaven mall due to large traffic volumes.

Mr. McCloud requested that a summary of study progress be provided to the MPO to update the project website.

Several suggestions for updating the comparative matrix and alternatives map were made by committee members. The following is a summary of those comments:
For the matrix: move the needed right-of-way row to right above estimated traffic row; to eliminate confusion change the "potential wetlands (hydric soils)" row to say "Hydric soils (potential wetlands)"; break out historical properties on a state by state basis.
For the alternatives map: since church property and cemetery property colors closely resemble those of alternatives 2 and 3, take them out of the legend; make sure churches and cemeteries only have one symbol per each; make sure all churches and cemeteries have symbols shown.