Meeting #1

Memphis Metropolitan Planning Organization
Southern Poplar Corridor Study – Meeting #1
April 23, 2009 12:30 PM
Dalhoff Thomas Daws
6625 Lenox Park Drive Suite 100
Memphis, Tennessee

Agenda

Discussion Items

1. Stakeholders
2. Meeting with Norfolk Southern Railroad: Who, When and Where
3. Community Meetings (4)
4. Cooper Young District Study Area
5. Engineering and Technical Committee (ETC) and Transportation Policy Board (TPB) May 2009 Meeting
6. Set (8) Meetings with MPO
7. Define Study Sub-Areas for Community Meetings
8. Timeline / Phasing
9. Other

DTD

SOUTHERN / POPLAR CORRIDOR STUDY

MEETING ATTENDEES

MEETING SIGN-IN SHEET

Meeting Date: April 23, 2009 MPO Meeting #1 | **Place/Room:** Dalhoff Thomas Daws

Name	Address	Phone	E-Mail
DEBRA DAWS	DTD - LENOX	766-1600	DEBRAD@DTDSTUDIO.C
KENNY MONROE	KHA -	374-9109	KENNY.MONROE@KIMLEY-HO
James Collins	Kimley-Horn	374-9109	james.collins@kimley-horn.c
Sajid Hossain	MPO	379-7847	sajid.hossain@shelbycountytn.go
Carlos B. McCloud	Memphis MPO	379-7851	Carlos.mccloud@shelbycountytn.go
Brett Roler	MPO	379-7854	brett.roler@shelbycountytn.gov
Paul Morris	MPO	379-7849	Paul.Morris@ShelbyCountyTN.gov
Martha Loh	MPO	379-7860	Martha.Loh@Shelbycountytn.gov
BRETT MOEBIUS			
Howard Robertson	TRUST Marketing	521-1300	howard@trustmktg.com
Kate Hendrix	DTD	766-1600	Kateh@dtdstudio.com
Bob Dalhoff			

Meeting #1

Memphis Metropolitan Planning Organization
Southern Poplar Corridor Study – Meeting #1
April 23, 2009 12:30 PM
Dalhoff Thomas Daws
6625 Lenox Park Drive Suite 100
Memphis, Tennessee

Attendees:

Debra Daws, Dalhoff Thomas Daws
Bob Dalhoff, Dalhoff Thomas Daws
Brett Morgan, Dalhoff Thomas Daws
Kate Hendrix, Dalhoff Thomas Daws
Howard Robertson, Trust Marketing & Communications, Inc.
James Collins, Kimley-Horn and Assoc., Inc.
Kenny Monroe, Kimley-Horn and Assoc., Inc.
Martha Lott, MPO
Paul Morris, MPO
Carlos McCloud, MPO
Sajid Hossain, MPO
Brett Roler, MPO

Agenda:

1. **Stakeholders**

A. MPO and Consultants will each provide a list of potential stakeholders; these lists will be merged together to create one compiled list of stakeholders for the project.
B. Potential Stakeholders discussed include:
   a. Major Roads Subcommittee
   b. Norfolk Southern Railroad
   c. Chamber of Commerce (also on Major Roads Subcommittee)
   d. Mayors Representatives
   e. MPO Members
   f. Freight Committee
   g. University of Memphis (Marty Lipinski)
   h. Developers: Rusty Bloodworth, Henry Turley, John Dudas, Poag & McGwen, Clark & Clark
   i. Business Community: Fed Ex (on Major Roads Subcommittee), Oak Court Mall
   j. School Districts: Public (Denise Sharpe) and Private
C. It was noted that there is a difference between stakeholders and community participants; difference needs to be distinguished when creating stakeholder list.
D. Other avenues for discussion with stakeholders include meeting with committee members before scheduled ETC and TPB meeting times (ie: Piccadilly in Germantown and The Arcade Downtown)

2. Meeting with Norfolk Southern Railroad: Who, When, Where

A. Rob Martinez, VP of Business Development with Norfolk Railroad will be giving Martha Lott a local contact for the project.
B. Communication and input with the Railroad is key throughout the project.
C. Kimley-Horn addressed key items to be discussed with the Railroad to include:
    a. Design Criteria: minimums for grade changes
    b. Future Plans: expanding tracks, future rail yard
    c. Impacts on Rail Operation and Counts: Forest Yard
    d. Regulations: sidings for run-arounds

3. Community Meetings (4)

A. All (4) Community Meetings will take place at the beginning of the project timeline.
B. Each of the (4) public meetings will take place in a different community along the Poplar Corridor Study to allow for optimal community involvement.
C. Community Meetings will be both informational to the public as well as to answer questions and get comments/feedback from the public.
D. Some issues to be discussed at the Community Meetings will include:
    a. General overview of the project
    b. The study areas both congestion and safety problems
    c. Potential alternatives – grade separation crossings (pros and cons)
    d. Cost to make improvements
    e. Important to reiterate the fact that this is a study and all/any improvements may not be made – other factors are also involved
E. The public is welcome to attend any or all of the Community Meetings as well as the TPB Meeting, which is open to the public.
F. It was noted that Emily Trenholm, Executive Director of Community Development Council of Greater Memphis would be a good resource to use.

4. Cooper Young District Study Areas

A. The Cooper Young District will become part of the overall map and will be invited to the community meetings, but the limits of study, which fall east of the Cooper Young District, will not change.
B. It was noted that the Cooper Young District already has (2) grade separation crossings.

5. Engineering and Technical Committee (ETC) and Transportation Policy Board (TPB) May 2009 Meeting

A. Poplar Corridor Study will be presented at the May 2009 Meeting in a brief overview.
B. At this time the Overall Limits of Study Map will be laid out across the table as well as a powerpoint slide of the map if needed.

6. Set (8) Meetings with MPO

A. A regular meeting time was set for Wednesday at 1am. The week of the month that we will meet is still to be determined.
B. A suggestion was made to invite the stakeholders to some of the meetings with MPO.

7. Define Study Sub-Areas for Community Meetings

A. (4) Study Sub-Areas were established.
   a. Cooper Young to Cherry Road
   b. Cherry Road to I-240
   c. I-240 to Collierville/Germantown City Limits Line
   d. Collierville/Germantown City Limits Line to Fayette County (End of Limits of Study)

8. Timeline/Phasing

A. Two timelines were reviewed in the meeting:
   a. Timeline based on MPO Phasing Schedule
   b. Timeline based on Consultant Projections
B. MPO stated that the 2010 calendar had not been set the meeting dates were still flexible. Provide MPO with timeline so they are able to set their 2010 calendar.
C. Consultants will meet together to establish one timeline based on MPO's comments.
D. The project is scheduled to be completed in February 2010 based on the ETC and TPB Meetings.
E. It was discussed to use the February 2010 meeting to provide a Draft Document to the committees before the meeting for their review. At the time of the meeting comments will be taken as well as (2) weeks will be given to provide for any additional comments. All comments must be submitted in writing for record purposes.

9. Other General Discussion Items Discussed

A. Website
   a. A website will be in operation throughout the duration of the project and will be provided to the public.
   b. KHA will provide MPO with all available domain names for their selection.
   c. MPO will add the web address to the next quarterly newsletter.
   d. At the end of the project the domain name will be turned over to MPO.

B. Publicity/Media
   a. Trust Marketing will post public notices in The Commercial Appeal, Tri-State, and LaPrensa.
   b. Martha Lott will be the PR Spokesperson for the Project. Refer media to Martha; Martha will have it cleared through Rhonda in the County Media Office.

C. MPO Contacts
   a. Direct contact with the Poplar Corridor Study will be through Paul Morris as well as Brett Roler and Carlos McCloud.

D. Location of Proposed Norfolk-Southern Intermodal Facility was discussed. Proposed location falls outside of the MPO boundary.

Memphis Metropolitan Planning Organization
Southern Poplar Corridor Study – Meeting #2
July 16, 2009 11:00 A.M.
Memphis Metropolitan Planning Organization
1075 Mullins Station Road, Room 124
Memphis, Tennessee

Agenda

Discussion Items

1. **Mapping/Data Collection**
   Pending Items: Norfolk Southern Corporation (Bill Barringer)
   City School Bus Routes
   MLG&W Utility Mapping

2. **Matrix/Findings**
   Ranking Criteria
   Based on Data Collection (to date) and Public Input

3. **Stakeholders** – Issues specific to each group
   Major Roads
   Governmental Interests
   Business Community
   Community and Schools

4. **Timeline**

5. **Other**

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study – Meeting #2
July 16, 2009 11:00 AM
1075 Mullins Station Road
Memphis, Tennessee

Attendees:

Debra Daws, Dalhoff Thomas Daws
Brett Morgan, Dalhoff Thomas Daws
Kate Hendrix, Dalhoff Thomas Daws
James Collins, Kimley-Horn and Assoc., Inc.
Kenny Monroe, Kimley-Horn and Assoc., Inc.
Martha Lott, MPO
Paul Morris, MPO
Brett Roler, MPO
Tim Moreland, MPO
Sajid Hossain, MPO
Carlos McCloud, MPO

Agenda:

1. **Mapping/Data Collection**

A. Pending Items:
   a) Norfolk Southern Corporation (Bill Barringer) – Martha will send an email to Bill regarding the outstanding questions.
   b) City School Bus Routes – MPO will call another contact with the Memphis City Schools regarding school bus crossing information.
   c) MLG&W – DTD has submitted a request for mapping along the corridor and has been told that the mapping should be ready within the week. Tim is checking on what GIS data MPO already has and will send information to the team if available.

2. **Matrix/Findings**

A. Ranking Criteria:
   a) MPO discussed their concerns with the ranking criteria. West Street stood out as being the highest ranked intersection. MPO suggested reevaluating the 10 points given to West Street in the Congestion Category.
   b) Discussion regarding the selection of the 6 Arterial Roads to be studied in more detail. It was decided that the 6 Arterial Roads chosen may not be the top 6 ranked, but would be placed into 3 categories including:
      1. Land Use
      2. Geometric – Feasibility
      3. Geographic Location

   The roads would then be ranked in each category based on the matrix point value.

DRAFT

B. Data Collection (to date) and Public Input
   a) MPO suggested changing the weight given to the questionnaire answers at the (4) Sub-Area Neighborhood Meetings.
   b) Discussed how we would rank comments from the Stakeholders Meetings.

3. Stakeholders

A. Major Roads Committee
   a) Stakeholder Meeting to be held Tuesday, July 21st during the Major Roads Committee Meeting at Boyle.
   b) The Topics and Questions were selected that would be discussed at the first Stakeholder Meeting.
   c) DTD to send the Stakeholders a list of the arterial roads listed west to east along their corridor and ask for them to rank the arterial roads in the order that they would recommend them for improvements.

B. Governmental Interests
   a) Discussion regarding the specific individuals/groups invited to the Stakeholder Meeting.
   b) Decision was made to add Tim Gwatney.
   c) Decision was made to add Memphis Parks and Recreation.
   d) Discussion to remove Dorothy Harris, ask John Lancaster.

C. Business Community
   a) Discussion regarding the specific individuals/groups invited to the Stakeholder Meeting.
   b) Decision was made to move Henry Turley to the Business Community Stakeholder Meeting.

D. Community and Schools
   a) A suggestion was made to contact the MPO Bike/Ped Committee and the Citizens Advisory Committee through email with a form asking for their input to the study.
   b) Discussion to add contacts with affected hospitals: Germantown Methodist and Collierville Baptist Hospitals.

4. Timeline

A. The Project Team updated MPO on the progress of the study and timeline.

5. Other

A. A suggestion was made to put the 16 arterial crossing exhibits on the website when completed.

Memphis Metropolitan Planning Organization
Southern Poplar Corridor Study – Meeting #3
September 3, 2009 11:30 A.M.
Memphis Metropolitan Planning Organization
1075 Mullins Station Road, Room 124
Memphis, Tennessee

Agenda

Discussion Items

1. **Crossing selection process**
2. **Selection of Representative Crossings**
3. **Timeline and Scope of Project**
4. **Technical Memorandum**
5. **Other**

Crossing Attributes

Below, each of the 16 crossings is categorized by surrounding land use and vertical geometry attributes. The ***Land Use*** category is divided into commercial/industrial (CI), residential (R), and hybrid (H) (a combination of land uses). The ***Vertical Geometry*** category is divided into grade change (Δ) and flat (F). Each crossing is listed in both the Land Use and Vertical Geometry categories.

Land Use:

1. *Commercial/Industrial (CI)*
    a. West Street (1) [number indicates initial Matrix ranking]
    b. Byhalia (2)
    c. Highland (3)
    d. Perkins Ext.(4)
    e. Mendenhall (5)
    f. Houston Levee (7)
    g. White Station (9)
    h. Estate (16)
2. *Residential (R)*
    a. Goodlett (8)
    b. Old Poplar Pike (11)
    c. Hack Cross Road (12)
3. *Hybrid (H)*
    a. Kirby Parkway (6)
    b. Germantown Road (10)
    c. Forest Hill Irene (13)
    d. Massey (14)
    e. Semmes (15)

Vertical Geometry:

1. *Grade Change (Δ)*
    a. West Street (1)
    b. Mendenhall (5)
    c. Kirby Parkway (6)
    d. Goodlett (8)
    e. White Station (9)
    f. Forest Hill Irene (13)

2. *Flat (F)*
    a. Byhalia (2)
    b. Highland (3)
    c. Perkins Ext.(4)
    d. Houston Levee (7)
    e. Germantown Road (10)
    f. Old Poplar Pike (11)
    g. Hacks Cross Road (12)
    h. Massey (14)
    i. Semmes (15)
    j. Estate (16)

Land Use and Vertical Geometry Combinations

CI/Δ – West Street (1) ● Mendenhall (5) ● White Station (9)
CI/F – Byhalia (2) ● Highland (3) ● Perkins Ext.(4) ● Houston Levee (7) ● Estate (16)
R/Δ – Goodlett (8)
R/F – Old Poplar Pike (11) ● Hacks Cross Road (12)
H/Δ – Kirby Parkway (6) ● Forest Hill Irene (13)
H/F – Germantown Road (10) ● Massey (14) ● Semmes (15)

Recommended Six Representative Crossings

West Street (1) CI/Δ
Byhalia (2) CI/F
Perkins Ext.(4) CI/F
Mendenhall (5) CI/Δ
Kirby Parkway (6) H/Δ
Houston Levee (7) CI/F

MEMPHIS URBAN AREA MPO
METROPOLITAN PLANNING ORGANIZATION

POPLAR SOUTHERN / CORRIDOR STUDY
MEETING ATTENDEES

MPO Meeting #3

MEETING SIGN-IN SHEET

Meeting Date:	September 3, 2009 MPO Meeting #3	**Place/Room:**	MPO Office 1075 Mullins Station Road

Name	Address	Phone	E-Mail
Kate Hendrix	DTD	766-1600	kateh@dtdstudio.com
Kenny Monroe	KHA	374-9109	KENNY.MONROE@KIMLEY-HORN.COM
Debra Daws	DTD	766-1600	DEBRAD@DTDSTUDIO.COM
Brett Morgan	DTD	" "	brettm@dtdstudio.com
James Collins	KHA	374-9109	james.collins@kimley-horn.com
Tom Murray	MPO	379-7849	
Brett Roler	MPO	379-7854	
Carlos B. Mellard	MPO	379-7851	
SAJID HOSSAIN	MPO	379-7847	sajid.hossain@shelbycountytn.gov
MARTHA LOTT	MPO	379-7866	MARTHA.LOTT@SHELBYCOUNTYTN.GOV

Meeting #3

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study – Meeting #3
September 3, 2009 11:30 AM
1075 Mullins Station Road
Memphis, Tennessee

Attendees:

Debra Daws, Dalhoff Thomas Daws
Brett Morgan, Dalhoff Thomas Daws
Kate Hendrix, Dalhoff Thomas Daws
James Collins, Kimley-Horn and Assoc., Inc.
Kenny Monroe, Kimley-Horn and Assoc., Inc.
Martha Lott, MPO
Paul Morris, MPO
Brett Roler, MPO
Carlos McCloud, MPO
Sajid Hossain, MPO

Agenda:

1. **Crossing Selection Process (Open Discussion Crossing Selection)**

   A. ***Discussion:*** Out of the six representative crossings there are two inside the loop that I would select: Mendenhall and Perkins and two outside of the loop that I would select: West Street and Byhalia. Should pick one inside the loop and one outside the loop; Byhalia is better than West Street in terms of intermodal. – Sajid Hossain
   Discussion: Byhalia is in close proximity to US-72, which is an existing grade-separated crossing. Houston Levee has the connectivity of I-40 to SR-385. – Debra Daws

   B. ***Discussion:*** The pros for West Street are the close proximity to the hospital, the existing grade change, and the road plans within the Germantown Smart Growth Plan. – Martha Lott

   C. ***Question:*** What are the plans for West Street? – Hossain
   Answer: There are plans to widen West Street, but it has not been funded. – James Collins

   D. ***Question:*** Will there be a grade separation at the proposed intermodal facility in Fayette County? – Lott
   Answer: Yes, there will be one at the intermodal facility. – Daws

   E. ***Discussion:*** Looking at Mendenhall in reality would wipe out a lot of businesses at the intersection. Would this be feasible? What about Perkins? – Lott
   Discussion: At Perkins you have Theatre Memphis, Audubon Park, Oak Court, Cancer Survivors Park, and the Shopping Center with Chillis. – Paul Morris

F. ***Discussion:*** Out of the six recommended representative crossings, we do not have a crossing with adjacent residential land uses. – Daws
Question: Why are we not looking at Goodlett and Highland? – Lott
Answer: Highland has been studied at several different times and there is a plan in place with some pricing for grade separation. Goodlett has some major drainage constraints that would make it not feasible. – Daws
Answer: Highland has been looked at since the 1970s; several studies have already been done. – Collins

G. ***Question:*** What are the pros and cons of Kirby? – Carlos McCloud
Answer: Kirby does not have the connectivity to the north, the lack of interconnectivity was one reason it was not selected as one of the two representative crossings. – Daws
Discussion: Also, the close proximity to Ridgeway, an existing grade separated crossing. – Kate Hendrix
Discussion: Mendenhall deserves to be looked at because of its proximity to White Station Tower and Clark Tower.
Discussion: One pro for Kirby is the land uses are a hybrid, including both residential and retail uses. There is a residential land use component, which could be considered a plus or a minus depending on whether or not residential use is desired as a part of the study. – Brett Morgan

H. ***Discussion:*** Kenny addressed the overall methodology of the findings.

I. ***Question:*** Which road has the strongest north south connection, West Street? – Hossain
Answer: It would probably be Houston Levee. – Daws

J. ***Discussion:*** Byhalia does have a lot of pluses. – McCloud

K. ***Discussion:*** I would select Houston Levee because of connectivity and then Mendenhall. - Lott
Discussion: I would select Houston Levee and West Street, because of its connection to the hospital. – Morris
Discussion: If one crossing is in the Germantown/Collierville area the other crossing should be within the Memphis city limits. – Lott
Discussion: The only concern about Mendenhall is access to Sam Cooper. – Daws
Discussion: If you are looking at connectivity for hospitals you would want to look at White Station. – Lott
Discussion: The cost associated with grade separation will be very similar at White Station and West Street. – Collins

L. ***Question:*** What about a crossing within the University of Memphis area? – Lott
Answer: This has been studied before and we have the results that were found during that study. – Collins
Discussion: Discussion of connectivity and land use mix at Goodlett. – Monroe

M. ***Discussion:*** There is a big opportunity for redevelopment at Mendenhall. - Collins

2. Selection of Representative Crossings

Martha Lott then asked each in attendance to state their selection of two representative crossings.

A. ***Voting Selections:***

Sajid Houssain: Houston Levee and Perkins
Carlos McCloud: Houston Levee and Mendenhall
Paul Morris: Houston Levee and Perkins
Brett Roler: Houston Levee and Mendenhall
Martha Lott: Houston Levee and Mendenhall
Brett Morgan: Houston Levee and Mendenhall
James Collins: Houston Levee and Mendenhall
Debra Daws: Houston Levee and Mendenhall
Kate Hendrix: Houston Levee and Mendenhall
Kenny Monroe: Houston Levee and Mendenhall

B. Houston Levee and Mendenhall were chosen to be the two representative crossings. These two crossings were chosen based on transit, land use, emergency access, interconnectivity, and crash data information.

3. Technical Memorandum

A. ***Question:*** Based on how the study has evolved we would recommend that we combine Technical Memorandum 2 and 3 into 1 Technical Memorandum. – Morgan
Answer: That will be fine. – Lott

4. Meeting Adjourned

Meeting #4

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study – Meeting #4
November 9, 2009 3:00 PM
6625 Lenox Park Drive Suite 100
Memphis, Tennessee

Attendees:

Debra Daws, Dalhoff Thomas Daws
Brett Morgan, Dalhoff Thomas Daws
Kate Hendrix, Dalhoff Thomas Daws
James Collins, Kimley-Horn and Assoc., Inc.
Kenny Monroe, Kimley-Horn and Assoc., Inc.
Paul Morris, MPO

Agenda:

1. **Discussion of 4 Options at both Representative Crossings (Mendenhall Road and Houston Levee Road)**

   A. ***Mendenhall Road:***

   Do Nothing Alternative – Existing geometry and traffic control to remain.

   Option A – Grade separation with the railroad over Mendenhall Road. The railroad will stay in its current location and Mendenhall Road and Poplar Avenue will be lowered by approximately 28 feet. This option will require a pump to remove storm water and sanitary sewer. With this option there would be a significant impact to the surrounding area with the new grades. For example, the main entrance into First TN Bank on Poplar Avenue would be cut 23 feet. Along Poplar Avenue the proposed grades would tie back into existing grade west of the shopping center with James Gattas Jewelers at Erin Drive and east of the second entrance to White Station Tower.

   Option B – Grade separation with the railroad over Mendenhall Road. With this option the grades of the railroad, Mendenhall Road, and Poplar Avenue will be adjusted. The railroad will be raised approximately 17 feet and Poplar Avenue will be lowered approximately 11 feet. Gravity flow for drainage and sewer could be maintained and a pump would not be needed. . Option B would have less impact to the surrounding area than Option A. For example, the main entrance into First TN Bank on Poplar Avenue would be cut eight feet with Option B versus 23 feet with Option A. However, since the railroad would be raised with this option there would be negative impacts to site lines south of Poplar Avenue. Raising the railroad would impact the vertical grade on the railroad from Colonial to White Station Road and would result in the closure of Truse Parkway.

Option C – Safety Improvements – Safety improvements include lowering the railroad to remove the hump crossing condition and installing raised medians along Mendenhall Road or four quadrant gates at the crossing to eliminate the potential for vehicles to run around the gates when the arms are lowered.

B. ***Houston Levee Road:***

Do Nothing Alternative – Existing geometry and traffic control to remain.

Option A – Grade separation with the railroad over Houston Levee Road. The railroad will stay in its current location and Houston Levee Road and Poplar Avenue will be lowered by approximately 27 feet. This option will require a pump to remove storm water and sanitary sewer. With this option there would be a significant impact to the surrounding area with the new grades. For example, the main entrance into Lander's Ford on Poplar Avenue would be cut 25 feet. Along Poplar Avenue the proposed grades would tie back into existing grade at the secondary entrance to Country Club Collection to the west and east of the main entrance to Sloan's Square.

Option B – Grade separation with the railroad over Houston Levee Road. With this option the grades of the railroad, Houston Levee Road, and Poplar Avenue will be adjusted. The railroad will be raised approximately 15 feet and Poplar Avenue will be lowered approximately 12 feet. Gravity flow for drainage and sewer could be maintained and a pump would not be needed.. Option B would have less impact to the surrounding area than Option A. For example, the main entrance into Lander's Ford on Poplar Avenue would be cut 12 feet with Option B versus 25 feet with Option A. Raising the railroad would impact the vertical grade on the railroad extending to Bailey Station Road, but would not require the closure of any public crossings.

Option C – Safety Improvements – There would be limited additional safety measures that could occur at this crossing since it has recently been updated. One improvement could be to provide a video enforcement camera at the crossing, using a camera to identify motorist violating the gate arms at the crossing. Tickets could then be sent to those drivers that run the crossing when a train is approaching.

2. Option for Land Use Impact Study Selected for Each Crossing:

The team discussed the land use implications of the crossing improvement grade separation options for each crossing location. The team discussed the pros and cons

of the land use impacts of each option and determined which option should be used to evaluate the potential for redevelopment at each of the crossings.

A. ***Mendenhall Road*** – Option A was selected to be the alternative for the study of land use impacts at the Mendenhall Road representative crossing.

B. ***Houston Levee Road*** –Option B was selected to be the alternative for the study of land use impacts at the Houston Levee Road representative crossing.

While Option A at Mendenhall Road would have significant impact to the surrounding properties, the impacts of the railroad adjustments required for Option B would have a more far reaching impact. Therefore, it was decided to base the land use impact study on Option A. For the Houston Levee Road crossing there would be impacts to the surrounding land uses for both options, but there would be fewer buildings disturbed with Option B. Also, the development of the land use impacts of Option B would allow the development of different costs and benefits for the two crossings, providing additional data for determining costs for other potential crossing locations along the corridor

3. ETC Meeting Update:

At the ETC Meeting on November 12, 2009 a representative from the Poplar Southern Corridor Study Team will provide an update of the two representative crossings that have been chosen, as well as a description of the four potential alternatives to be evaluated.

4. Finished Product - Bridge:

A. ***Question:*** What finished product is MPO looking for us to price for the bridge structure. Would it be a typical bridge like the one at the Ridgeway and Poplar intersection or should a bridge with more architectural character be used, similar to the bridge over Beale Street at Riverside? – Daws

B. ***Answer:*** We would want to look at something a little nicer than the bridge at the Ridgeway crossing, but nothing too elaborate. Something maybe similar to the bridges in the Cooper Young District which have a little more character. - Morris

5. Other Business

A. ***Comment:*** The MPO has been approached by people asking questions about installing additional gates at railroad crossings, similar to those used in Europe. – Morris

B. ***Answer:*** These are four quadrant gates, which reduce the potential for people to drive around the gates. While the use of four quadrant gates should be explored, another option that should be considered is the installation of a raised median along the roads as they approach the tracks. It costs less to install and maintain raised medians on the approach to the railroad crossing and the medians provide a result similar to the use of the four quadrant gates. However, raised medians can negatively impact access to adjacent businesses, but can also help reduce crashes by reducing the number of conflict points. - Monroe

6. Meeting Adjourned

Memphis Metropolitan Planning Organization
Southern Poplar Corridor Study – Meeting #5
January 25, 2010 10:00 A.M.
Memphis Metropolitan Planning Organization
1075 Mullins Station Road, Room 124
Memphis, Tennessee

Agenda

Discussion Items

1. **Limits of Redevelopment**

2. **Bridging of Train Track**
   - **Impacts of Site Lines South of the Track**
   - **Pricing**

3. **Multi-Level Mixed Use Redevelopment**
   - **Retail at Streetscape Level**
     - **Requires Grading and Retaining at Rear Property Lines**
   - **Office/Residential Above Retail**
   - **Addition of Residential to Area at Mendenhall**
   - **Mid-rise Residential South of the Tracks**

4. **Construction/Staging**
   - **Impacts and Timeline on Existing Street Closures**
   - **Temporary Traffic Routes**
     - **Truce Parkway**
     - **Bailey Station**
     - **Cross Creek**
   - **Street Closures**
     - **Cul-de-sac at Moss Road (Mendenhall Crossing)**
     - **Impacts**
   - **Railroad Construction/Staging**
     - **Insurance in Cost?**

5. **Graphics**
    - **Review of Sketch Up Frame – Laptop Images**
    - **Photoshop Images – 2**

6. **ERA Update**

7. **Key Stakeholders – Meeting?**

8. **Action Plan Inclusions**
    - **Website Plans / Key Stakeholders**
    - **Redo Plans / Graphics**
    - **Socioeconomic Impacts**
    - **Pricing**
    - **Staging**
    - **West Street – Smart Growth Plan**
    - **Highland Avenue**
    - **University of Memphis Pedestrian Crossing**

MENDENHALL UPDATES:

- The intersection of Mendenhall and Poplar will be lowered approx. 28 feet below the existing grade.
- The railroad will stay at existing grade.
- Approx. 196,630 sf of retail will be removed. Total of 65 businesses will be removed. Additionally, approx. 77,382 sf of retail will be impacted. Total of 6 businesses will be impacted.
  Approximate retail removed/impacted 274,012 sf, including 73 businesses. This number does not include businesses impacted solely due to street closures and the construction timeline.
- Approx. 18,319 sf of office will be removed. Total of 2 office businesses will be removed.
- Approx. 1.05 acres of residential will be impacted. Total of 2 residences will be impacted as well as a portion of the Mendenwood Apartment parcel, however no apartment buildings will be impacted.
- Significant grading will be required to the adjacent properties to maintain vehicular access along the Poplar and Mendenhall frontages.
- During construction, Poplar will remain open to traffic, but with reduced laneage. Construction will be phased to allow a minimum of four lanes open on Poplar at any point.
- Construction will require the closure of Mendenhall south of Poplar for approx. 18 months and closure of Mendenhall north of Poplar for approx. 9 months. Alternative routes for traffic diversion will be Truse Parkway and White Station Road.
- Average width of impacts along Poplar is 200-300 feet each side.
- Average width of impacts along Mendenhall is 200-300 feet each side.
- The minimum railroad bridge length is 170 feet. The bridge could be lengthened to accommodate more open views between properties north and south of the tracks at additional cost.
- Requires pump to remove storm water and sanitary sewer.
- Improvements will require adjustments to local utility services and adjustments to three phase overhead electric, a water main, and a gas main line along Poplar.
- Retaining walls, within the properties adjacent to Poplar and Mendenhall, will be located to the rear of the properties. Retaining wall heights will vary based on the existing and proposed grades.
- Time frame for roadway construction is approx. 2 years.

HOUSTON LEVEE UPDATES:

- The intersection of Poplar and Houston Levee will be lowered approx. 12 feet below the existing grade.
- The railroad will be raised approx. 15 feet.
- Approx. 51,716 sf of retail will be removed. Total of 5 businesses will be removed. Additionally, 54,225 sf of retail will be impacted. Total of 20 businesses will be impacted.
  Approximate retail removed/impacted 105,941 sf, including 25 businesses. This number does not include businesses impacted solely due to street closures and the construction timeline.
- There will be no office uses impacted.
- There will be no residential uses impacted.
- Grading will be required to the adjacent properties to maintain vehicular access along the Poplar and Houston Levee frontages.
- During construction, Poplar will remain open to traffic, but with reduced laneage. Construction will be phased to allow a minimum of four lanes open on Poplar at any point.
- Construction will require the closure of Houston Levee south of Poplar for approx. 12 months and closure of Houston Levee north of Poplar for approx. 9 months. The alternative route for traffic diversion will be Bailey Station Road.
- Average width of impacts along Poplar is 100-200 feet each side.
- Average width of impacts along Houston Levee is 200-400 feet each side.
- The minimum railroad bridge length is 170 feet. The bridge could be lengthened to accommodate more open views between properties north and south of the tracks at additional cost.
- Gravity flow for drainage and sewer could be maintained; no pump will be needed.
- Improvements will require adjustments to local utility services and adjustments to three phase overhead electric, a water main, and a gas main line along Poplar.
- Retaining walls, within the properties adjacent to Poplar and Houston Levee, will be located to the rear of the properties where grading requires. Retaining wall heights will vary based on the existing and proposed grades.
- Time frame for roadway construction is approx. 2 years.

MEMPHIS URBAN AREA MPO
METROPOLITAN PLANNING ORGANIZATION

POPLAR SOUTHERN CORRIDOR STUDY
MEETING ATTENDEES

MPO Meeting #5

MEETING SIGN-IN SHEET

Meeting Date:	January 25, 2010 MPO Meeting #5	**Place/Room:**	MPO Office 1075 Mullins Station Road

Name	Address	Phone	E-Mail
Brett Roler	1075 Mullins Station	901.379.7854	brett.roler@shelbycountytn.gov
Carlos B. McCloud	1075 Mullins Station	901 379-7840	carlos.mccloud@shelbycountytn.gov
Kenny Monroe	3175 Lenox Pk. Blvd. 38115	901 374-9109	Kenny.Monroe@kimley-horn.com
James Collins	3175 Lenox Pk Blvd Suite 200	901-374-9109	james.collins@kimley-horn.com
Brett Morgan			
Debra Daws	6625 Lenox Park	766-1600	DEBRAD@DTDSTUDIO.COM
Martha Lott	1075 Mullin Station	379-7860	Martha.lott@shelbycountytn
Paul Morris	1075 Mullins Station	379-7849	Paul.Morris@shelbycountytn.gov
Kate Hendrix	6625 Lenox Park	766-1600	katch@dtdstudio.com

Meeting #5

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study – Meeting #5
January 25, 2010 10:00 AM
1075 Mullins Station Road
Memphis, Tennessee

Attendees:

Debra Daws, Dalhoff Thomas Daws
Brett Morgan, Dalhoff Thomas Daws
Kate Hendrix, Dalhoff Thomas Daws
James Collins, Kimley-Horn and Assoc., Inc.
Kenny Monroe, Kimley-Horn and Assoc., Inc.
Martha Lott, MPO
Paul Morris, MPO
Brett Roler, MPO
Carlos McCloud, MPO

Agenda:

1. **Limits of Redevelopment**

   A. Discuss exhibits illustrating limits of redevelopment
   B. Grade change at both intersections
      Mendenhall Road – Intersection of Mendenhall and Poplar will be lowered approximately 28 feet below the existing grade. The railroad will stay at existing grade.
      Houston Levee Road – Intersection of Houston Levee and Poplar will be lowered approximately 12 feet below the existing grade. The railroad will be raised approximately 15 feet.
   C. Impacts: Retail, Residential, and Office
      Mendenhall Road – Retail, Residential, and Office uses impacted. Residential impacts closure of Moss Road crossing – street will become a cul-de-sac and two residences will be affected. A portion of the Mendenwood Apartment parcel will be impacted.
      Houston Levee Road – Retail uses only impacted. Even though it seems like there would be less impacts at Houston Levee the impacts may be more substantial due to the views of the businesses that will be lost south of the railroad from Poplar.
      Discuss the Differences between Businesses Removed and Impacted – Additional businesses will be impacted solely due to street closures and the construction timeline.

2. **Mixed-Use Master Plan Redevelopment Plan**

   A. Product Components

Mendenhall Road – Mixed-Use with retail down and residential and office up. Mid-Rise Mixed-Use component will be added in the southeast quadrant with retail on the first floor and residential above six floors total. A parking garage on the second floor will service this building. Live-work units will be added south of the railroad with office on the first floor and residential units above.

Houston Levee Road – North of the railroad where the Landers Ford car dealership currently exists redevelopment plan illustrates retail along the frontage with multi-level office buildings in the rear. In the northwestern quadrant and south of the railroad retail uses will be redeveloped.

3. Bridging of Railroad

A. Bridge span increased from 170 feet to 340 feet to open up views from the north to the south side of the railroad.

B. Pricing

Mendenhall Road – Approximately 45 million in ROW costs alone, potentially 75 million total including redevelopment costs.

Houston Levee Road – Approximately 30 million in ROW costs alone.

Additional Funding - $7500 from the State and $7500 from the railroad.

Insurance in Cost – Insurance costs will not have to be added because both are public crossings and would not be self-insured.

C. Bill Lee will be looking at Benefit/Cost Ratio to determine the viability of the improvements. Benefits include: non-recurring delays as well as less accidents/fatalities between vehicles and trains. Values came from the Federal Highway Administration. Bill Lee's figures will be adding the redevelopment benefit to determine the end B/C Ratio. Ideally want 1.00 or higher B/C Ratio to be a viable product.

4. Construction / Staging

A. Timeline on Existing Street Closures – Two years total from beginning to end of construction.

Mendenhall Road – Construction will require the closure of Mendenhall south of Poplar for approximately 18 months and closure of Mendenhall north of Poplar for approximately 9 months. Truse Parkway and White Station Road will be alternative routes. Poplar will remain open to traffic, but with reduced laneage. A minimum of four lanes will remain open on Poplar at any time.

Houston Levee Road – Construction will require the closure of Houston Levee south of Poplar for approximately 12 months and closure of Houston

Levee north of Poplar for approximately 9 months. Bailey Station Road and Crooked Creek will be alternative routes. Poplar will remain open to traffic, but with reduced laneage. A minimum of four lanes will remain open on Poplar at any time.

B. Discuss typical sections.

5. Stakeholder Meetings

A. Will redevelopment plans be public knowledge? Possible negative impacts to building owners – tenants may be hesitant to rent.
B. Letter to business owners
C. Statement addressing that this is a conceptual plan that could representative of any crossing along the Poplar Corridor.
D. Martha checking on next steps we take and how we go about addressing this issue.

6. Open Discussion

A. Funding: With Poplar being a state route could TDOT match?
Could lobby for Section 130 money – when applying for Section 130 would look at crossings with higher fatalities for example the crossing at Poplar and White Station is included in Section 130.
B. Representative: Could you take improvements at Poplar and Mendenhall and Poplar and Houston Levee and apply them to the other crossings?
Yes – Mendenhall and Houston Levee crossings would be representative of other similar crossings.
C. Other alternatives: Continuing discussion of rail bypass vs. intersection improvements.
Rail bypass could cost between 400-500 million if we make improvements to ten crossings we are there.
D. Pricing: Include a contingency number to cover any findings that could occur from the extensive amount of excavation.

7. Action Plan

A. Continue with final redevelopment plans to finalize pricing.
B. Figures from ERA.
C. Martha checking on next steps to take in regards to stakeholders.
D. Imaging – Sketch Up and Photoshop
E. Final Study – Topics to include how we addressed West Street and Highland Avenue.

8. Other Business

A. Martha will be out of the office after February 2nd 2010 – MPO contact Paul Morris.

9. Meeting Adjourned

POPLAR SOUTHERN / CORRIDOR STUDY
PROGRESS STATUS REPORT

Progress Status Report # 1

Memphis Metropolitan Planning Organization
Poplar Southern / Corridor Study
May 7, 2009
1075 Mullins Station Road Room 124
Memphis, Tennessee 38134

Martha, please find below a current progress status report on the Poplar Southern / Corridor Study for the time period of April 14th, the Notice to Proceed until April 26th, the end of the first billing period.

1. Project Management – Task 100
    a. MPO Kickoff Meeting April 23rd
    b. Internal team meetings and coordination
    c. Preparation of monthly status report to MPO
    d. Acquire website domain

2. Public Participation – Task 200
    a. Coordinate with marketing consultant to establish a schedule for the neighborhood meetings
    b. Begin discussion with Norfolk Southern Railroad Representative

3. Data Collection – Task 302
    a. Research neighborhood associations along the corridor and within the study sub-areas
    b. Collect data based on major traffic generators along the corridor and within the study sub-areas
    c. Addition of districts and study sub-area limits to the overall aerial map
    d. Preparation of overall aerial base map to be added to the project website
    e. Begin incorporating development plans along the corridor
    f. Inventory of data available through consultant

Progress Status Report # 2

Memphis Metropolitan Planning Organization
Poplar Southern / Corridor Study
June 1, 2009
1075 Mullins Station Road Room 124
Memphis, Tennessee 38134

Martha, please find below a current progress status report on the Poplar Southern / Corridor Study for the time period of April 27th until May 24th, the end of the second billing period.

1. Project Management – Task 100
    a. Continued Project coordination with MPO Staff and Consultants.
    b. Internal Team meetings for Phase I tasking.
    c. Update/revise Project tasking. Setting new key dates for Phase I and a new overall project timeline (currently being updated).
    d. Preliminary formatting and review of Project web-site.
    e. Continued management of Public Participation and Data Collection efforts.

2. Public Participation – Task 200
    a. Continued organization/coordination of Neighborhood and Sub-Area meeting efforts with MPO Staff, Kimley-Horn, and Trust Marketing.
    b. Introductory presentation of Project to Engineering and Technical Committee. May 7, 2009.
    c. Tour of Project Limits with Bill Barringer and Adrian Sinkler (Norfolk-Southern RR), MPO Staff, Kimley-Horn, and Dalhoff Thomas Daws. May 14, 2009.
    d. Initial contact with several Key Stakeholders.

3. Data Collection – Task 302
    a. On-going data collection from Bill Barringer (Norfolk-Southern RR).
    b. Continued inventory of collected data including any data made available by Consultant.
    c. Updating of Aerial Base mapping to include additional key traffic generators such as (but not limited to) emergency management facilities, Quasi-public facilities including schools, Universities, churches, community centers, and municipal facilities.

Progress Status Report # 3

Memphis Metropolitan Planning Organization
Poplar Southern / Corridor Study
July 7, 2009
1075 Mullins Station Road Room 124
Memphis, Tennessee 38134

Please find below a current progress status report on the Poplar Southern / Corridor Study for the time period of May 25th until June 21st, the end of the third billing period.

1. Project Management – Task 100
   a. Continued Project coordination with MPO Staff and Consultants.
   b. Internal Team meetings for Phase I tasking.
   c. Update/revise Project timeline/tasking setting key dates for Phase I.
   d. Continued management of Public Participation and Data Collection efforts.

2. Public Participation – Task 200
   a. Continued organization/coordination of Neighborhood and Sub-Area meeting efforts with MPO Staff, Kimley-Horn, and Trust Marketing.
   b. First Sub-Area Neighborhood meeting at University Holiday Inn – June 18th.
   c. Web-site design finalized. Continued updates with Overall and Sub-Area mapping, calendar of Sub-Area Neighborhood meetings, meetings handouts and Sub-Area questionnaires, meeting photographs, and meeting minutes.
   d. Contact with several Key Stakeholders to inform them of a future (undetermined) Stakeholder meeting.

3. Goal Setting – Task 301
   a. Developed preliminary draft of Project Goals and Objectives consistent with the Long Range Transportation Plan's Goals and Objectives. Currently under Project Team review.

4. Data Collection – Task 302
    a. On-going data collection efforts from Norfolk-Southern RR (Bill Barringer).
    b. Utility data. MLG&W are preparing utility maps for entire study corridor.
    c. Transportation Planned Improvements – 100% complete.
    d. Base year and historic traffic data – 100% complete.
    e. School Bus Data – 60%
    f. Travel Demand Model – 100% complete.
    g. Socio-economics forecasts – 100% complete. This data is in addition to ERA data that will analyze REMI data for the 2 representative crossings.
    h. Crash data (FRA) – 100% complete.
    i. Crossing inventory - 100% complete.
    j. Environmental information - 100% complete.
    k. Topography (2' contours) - 100% complete.
    l. Aerial Photography - 100% complete.
    m. Land Use mapping along the corridor is 75% complete. Map to include major retail traffic generators, in addition to previously mapped traffic generators, along with intersection traffic counts.
    n. Developed GIS base mapping and data links.

5. Alternative Analysis – Task 303
    a. Preliminary development of Ranking Criteria and Matrix. Currently under Project Team review.

Progress Status Report # 4

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
August 11, 2009
1075 Mullins Station Road Room 124
Memphis, Tennessee 38134

Please find below a current progress status report on the Poplar Southern / Corridor Study for the time period of June 22nd until July 26th, the end of the fourth billing period.

1. Project Management – Task 100
   a. Continued Project coordination with MPO Staff and Consultants.
   b. MPO Meeting #2 July 16th at MPO Mullins Station Road.
   c. Internal Team meetings for Phase I tasking.
   d. Update/revise Project timeline/tasking setting key dates for Phase I.
   e. Continued management of Public Participation and Data Collection efforts.

2. Public Participation – Task 200
   a. Continued organization/coordination of Neighborhood and Sub-Area meeting efforts with MPO Staff, Kimley-Horn, and Trust Marketing.
   b. Second Sub-Area Neighborhood Meeting at White Station Church of Christ – June 25th.
   c. Third Sub-Area Neighborhood Meeting at Germantown City Hall – June 30th.
   d. Fourth Sub-Area Neighborhood Meeting at Collierville Town Hall – July 14th.
   e. Submit Meeting Minutes for each of the Neighborhood Meetings, generate a Frequently Asked Questions list from the open discussion at the meeting.
   f. Continued website updates: Sub-Area Neighborhood Meeting Information, meetings handouts, questionnaires, and photographs. List of Frequently Asked Questions added to website.
   g. First Stakeholder Meeting, Major Roads/Freight Committee at Boyle Investment Company – July 21st.
   h. Update Stakeholder's List for future meetings on August 12th.

3. Goal Setting – Task 301
    a. Development of Project Goals and Objectives consistent with the Long Range Transportation Plan's Goals and Objectives.

4. Data Collection – Task 302
(Majority of data collection was 100% complete in Progress Status Report #3 – below is a list of the on-going data collection following Report #3.)
    a. On-going data collection efforts from Norfolk-Southern RR (MPO set up meeting on July 31st with Bill Barringer).
    b. On-going data collection efforts from MLG&W for utilities for the entire corridor study (contact Tom Word, MLGW - Major Roads/ Freight Committee for assistance).
    c. School Bus Data – Collected data from Shelby County Schools, ongoing data collection efforts from Memphis City Schools, MPO contacting Memphis City Schools - 60% complete.
    d. Land Use Mapping - 100% complete. 11X17 Handouts for each arterial road listing: major traffic generators, adjacent land uses, zoning, traffic volume, crash data, etc.

5. Alternative Analysis – Task 303
    a. Development of Ranking Criteria and Matrix. Preliminary ranking of the 16 Arterial Roads with input from the Neighborhood Meetings and Data Collection.
    b. Compile results from Neighborhood Questionnaires - The final submittal date for questionnaires was July 21st and a total of 104 questionnaires were completed for the study.

Progress Status Report # 5

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
September1, 2009
1075 Mullins Station Road Room 124
Memphis, Tennessee 38134

Please find below a current progress status report on the Poplar Southern / Corridor Study for the time period of July 27 until August 23, the end of the fifth billing period.

1. Project Management – Task 100
   a. Continued Project coordination with MPO Staff and Consultants.
   b. Internal Team meetings for completion of Phase I tasking.
   c. Coordination/organization of Technical Memorandum No. 1
   d. Continued management of Public Participation and Data Collection efforts.

2. Public Participation – Task 200
   a. Continued organization/coordination of Stakeholder's Meetings with MPO Staff and Kimley-Horn.
   b. Second Stakeholder's meeting (Business Interests) on August 12 at the Germantown Economic and Community Development Department. Handout materials made available for each stakeholder present.
   c. Third Stakeholder's meeting (Community Interests) on August 12 at the Germantown Economic and Community Development Department. Handout materials made available for each stakeholder present.
   d. Fourth Stakeholder's meeting (Governmental Interests) on August 12 at the Germantown Economic and Community Development Department. Handout materials made available for each stakeholder present.
   e. Prepare and submit Meeting Minutes for each of the Stakeholder's Meetings.
   f. Stakeholder meeting with Norfolk Southern Railroad representatives on July 31. Representatives included Bill Barringer, Adrian Sinkler, and Ralph Gibson.

g. Second presentation and update to Engineering and Technical Committee (ETC) on August 6.
h. First presentation to Citizen's Advisory Committee (CAC) on August 18.
i. Continued website updates: Detailed Data Exhibit of each of the sixteen arterials crossings indicating major traffic generators, adjacent land uses, zoning, traffic volume, and crash data were posted on website.
j. Evaluation of Stakeholder's survey and comments.

3. Goal Setting – Task 301
   a. Completion of development of Project Goals and Objectives consistent with the Long Range Transportation Plan's Goals and Objectives.

4. Data Collection – Task 302
   a. Meeting with Bill Barringer, Adrian Sinkler, and Ralph Gibson (all from Norfolk Southern Railroad) on July 31.
   b. Data collection of MLG&W utilities for the entire corridor study.
   c. School Bus Data – Collected data from Shelby County Schools, ongoing data collection efforts from Memphis City Schools, MPO contacting Memphis City Schools - 60% complete.

5. Alternative Analysis – Task 303
   a. Ranking Criteria and Matrix: Rankings evaluated based on input from Stakeholder's Meetings. Minor modifications to ranking criteria and weight at certain crossings.
   b. Began evaluation of crossings according to land use, vertical geometry, and horizontal geometry.

Progress Status Report # 6

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
September 30, 2009
1075 Mullins Station Road Room 124
Memphis, Tennessee 38134

Please find below a current progress status report on the Poplar Southern / Corridor Study for the time period of August 24 until September 26, the end of the sixth billing period.

1. Project Management – Task 100
   a. Continued Project coordination with MPO Staff and Consultants.
   b. 3rd meeting with MPO to finalize the selection of 2 representative crossings (Mendenhall Road and Houston Levee Road) for alternative analysis and prioritization. It was also determined that Technical Memorandum 2 and 3 will be combined into one Technical Memorandum.
   c. Internal Team meetings for coordination of alternative analysis and prioritization of 2 representative crossings including base mapping, utilities, and topography for both crossings.
   d. Continued website update: Summary of the crossing attributes used in determination of selections. Base, utility, and topography mapping of Mendenhall Road and Houston Levee Road crossings posted to web site.

2. Alternative Analysis – Task 303
   a. Began stages of evaluation of alternative solutions for 2 representative crossings.
   b. Initial vertical geometry for under railroad grade separated crossing.
   c. Review of potential impacts to utilities for grade separated crossing.
   d. Review of potential land use and zoning impacted by separated crossing alternative.

3. Project Prioritization – Task 304
   a. Began initial evaluation of project prioritization of 2 representative crossings. Prioritization will be given to a safety solution, an under rail grade separation, an over rail grade separation, and a "do nothing" scenario.
      i. Ranking criteria based on input from public information meetings.
      ii. Initial Prioritization based on ranking criteria.
      iii. Developed project evaluation matrix.

Progress Status Report # 7

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
November 16, 2009
1075 Mullins Station Road Room 124
Memphis, Tennessee 38134

Please find below a current progress status report on the Poplar Southern / Corridor Study for the time period of September 27 until October 25, the end of the sixth billing period.

1. Project Management – Task 100
   a. Continued Project coordination with MPO Staff and Consultants.
   b. Internal Team meetings for coordination of alternative analysis and prioritization of 2 representative crossings (Mendenhall and Houston Levee) including base mapping, utilities, cross-sections, road profiles and topography for both crossings.
   d. Continued website update: Project Summary and Status, Updates of mapping.

2. Alternative Analysis – Task 303
   a. Continued evaluation of alternative solutions for 2 representative crossings.
   b. Creation of Area Maps for each representative crossing illustrating the businesses (with square footages) that will potentially be impacted by a grade separated crossing.
   c. Analysis vertical geometry (profiles) for 2 under railroad grade separated crossings: the first maintaining existing railroad elevation and lowering road approximately 27 feet to achieve separation, the second raising the railroad approximately 15 and lowering the road approximately 11 feet to achieve separation.
   d. Analysis of potential impacts to utilities for each grade separated scenario.
   e. Analysis of potential land use and zoning impacts for each grade separated scenario.

Progress Status Report # 8

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
December 11, 2009
1075 Mullins Station Road Room 124
Memphis, Tennessee 38134

Please find below a current progress status report on the Poplar Southern / Corridor Study for the time period of October 26 until November 22, the end of the eight billing period.

1. Project Management – Task 100
   a. Continued Project coordination with MPO Staff and Consultants.
   b. Internal Team meetings for coordination of alternative analysis and prioritization of 2 representative crossings (Mendenhall and Houston Levee) including base mapping, utilities, cross-sections, road profiles and topography for both crossings.

2. Alternative Analysis – Task 303
   a. Continued evaluation of alternative solutions for 2 representative crossings.
   b. Updates of Area Maps for each representative crossing illustrating the businesses (with square footages) that will potentially be impacted by a grade separated crossing.
   c. Continued analysis and modification of vertical geometry (profiles) for 2 under railroad grade separated crossings: the first maintaining existing railroad elevation and lowering road approximately 27 feet to achieve separation, the second raising the railroad approximately 15 and lowering the road approximately 11 feet to achieve separation.
   d. Began analysis of costs for right-of way acquisition and construction of Poplar Avenue, Mendenhall Road, and Houston Levee Road.
   e. Began analysis of costs for elevating railroad at Houston Levee crossing.

f. Began analysis of costs of property acquisition for potential neighborhood revitalization associated with grade separated improvements to each representative crossing.
g. Began conceptualization of areas of potential neighborhood revitalization.

Progress Status Report # 9

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
January 26, 2010
1075 Mullins Station Road Room 124
Memphis, Tennessee 38134

Please find below a current progress status report on the Poplar Southern / Corridor Study for the time period of November 23 until December 20, the end of the ninth billing period.

1. Project Management – Task 100
   a. Continued Project coordination with MPO Staff and Consultants.
   b. Continued Internal Team meetings for coordination of alternative analysis and prioritization of 2 representative crossings (Mendenhall and Houston Levee) including conceptual plans, utilities, cross-sections, road profiles and grading, construction phasing, and economic impacts for both crossings.
   c. Presentations to the Transportation Policy Board, the Engineering and Technical Committee, and the Citizen's Advisory Committee.
   d. Continued maintenance of project web-site.

2. Alternative Analysis – Task 303
   a. Continued evaluation of alternative solutions for 2 representative crossings.
   b. Area Mapping of each representative crossing illustrating the businesses and current zonings that will potentially be impacted by a grade separated crossing.
   c. Continued analysis and modification of vertical geometry (profiles) for 2 under railroad grade separated crossings: the first maintaining existing railroad elevation and lowering road approximately 27 feet to achieve separation, the second raising the railroad approximately 15 and lowering the road approximately 11 feet to achieve separation.
   d. Conceptualization of both crossing areas for potential neighborhood revitalization. Initial phases of SketchUp and Photoshop imaging.

3. Project Prioritization – Task 304
    a. Continued analysis of costs versus benefit for right-of way acquisition and construction of Poplar Avenue, Mendenhall Road, and Houston Levee Road for alternative solutions.
    b. Continued adjustment and analysis of costs for elevating railroad at Houston Levee crossing.
    c. Continued analysis of costs of property acquisition and the associated cost of re-grading parcels to allow businesses to maintain vertical relationship to roadways at each representative crossing.
    e. Began overall cost versus benefit analysis for alternative solutions at both representative crossings.

Progress Status Report # 10

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
February 09, 2010
1075 Mullins Station Road Room 124
Memphis, Tennessee 38134

Please find below a current progress status report on the Poplar Southern / Corridor Study for the time period of December 21 until January 24, the end of the tenth billing period.

1. Project Management – Task 100
   a. Continued Project coordination with MPO Staff and Consultants.
   b. Continued Internal Team meetings for coordination of alternative analysis of 2 representative crossings (Mendenhall and Houston Levee) including conceptual master plans, SketchUp illustrations, cost estimates, benefit/cost ratios, utilities, cross-sections, road profiles and grading, construction phasing, and economic impacts for both crossings.
   c. Project status and updates to the Engineering and Technical Committee and the Citizen's Advisory Committee.
   d. Continued maintenance of project web site.

2. Alternative Analysis – Task 303
   a. Continued evaluation of alternative solutions for 2 representative crossings.
   b. Development concepts for Mendenhall and Houston Levee defining product potential for redevelopment.
   c. Revitalization Area Limits Mapping of each representative crossing illustrating the limits of area impacted by improvements to the railroad with grade separated crossings. Uses impacted include retail, residential, and office.
   d. Continued analysis of vertical geometry profiles.
   e. Construction and staging timeline to determine street closures and potential alternative routes. The timeline on existing street closures

would be a total of two years from the beginning to the end of construction.

f. Conceptualization of both crossing areas for potential neighborhood revitalization. Continue imaging including master plan hand rendering, Mcolor, and SketchUp.

3. Project Prioritization – Task 304
   a. Continued analysis of benefit cost ratio for right-of-way acquisition and construction of Poplar Avenue, Mendenhall Road, and Houston Levee Road to determine the viability of the improvements.
   b. Continued adjustment and analysis of costs estimates for right-of-way improvements and mixed-use master redevelopment plan.
   c. Conceptual grading plan to determine retaining walls needed to accommodate the Mendenhall and Poplar intersection being lowered approximately 28 feet and the intersection of Houston Levee and Poplar being lowered approximately 12 feet and Norfolk Southern Railroad being raised approximately 15 feet.
   d. Layout of conceptual site plans in AutoCad for the 2 representative crossings.
   e. Electronic formatting of grading plan for SketchUp Modeling.

Progress Status Report # 11

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
March 02, 2010
1075 Mullins Station Road Room 124
Memphis, Tennessee 38134

Please find below a current progress status report on the Poplar Southern / Corridor Study for the time period of January 25 until February 21, the end of the eleventh billing period.

1. Project Management – Task 100
   a. Continued Project coordination with MPO Staff and Consultants.
   b. Fifth MPO Meeting on January 25. Meeting materials and handouts.
   c. Continued Internal Team meetings for coordination of alternative analysis of the 2 representative crossings and Technical Memorandum #2.
   d. Project status and updates to the Transportation Policy Board.

2. Alternative Analysis – Task 303
   a. Continued evaluation of alternative solutions for the 2 representative crossings.
   b. Continue to identify the development concepts for Mendenhall and Houston Levee defining product potential for redevelopment.
   c. Digitize the conceptual grading plan of the 2 representative crossings for SketchUp base.
   d. Coordination and information to AECOM for cost analysis and benefit cost ratios associated with improvements.
   e. Construction cost estimates quantified and identified for road right-of-way, railroad right-of-way, and area outside of the right-of-way.
   f. Outline and begin writing Technical Memorandum #2.
   g. Continue imaging including M-Color, SketchUp, and Photoshop to create Before and After exhibits for Technical Memorandum #2.

Progress Status Report # 12

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
March 26, 2010
1075 Mullins Station Road Room 124
Memphis, Tennessee 38134

Please find below a current progress status report on the Poplar Southern / Corridor Study for the time period of February 22 until March 21, the end of the twelfth billing period.

1. Project Management – Task 100
   a. Continued Project coordination with MPO Staff and Consultants.
   b. Continued Internal Team meetings for coordination of Technical Memorandum #2.

2. Alternative Analysis – Task 303
   a. Continued evaluation of alternative solutions for the 2 representative crossings.
   b. Continued work on exhibits to be included with Technical Memorandum #2.
   c. Coordination and information to AECOM for final report to be incorporated within Technical Memorandum #2.
   d. Continued writing for Technical Memorandum #2 – coordination with KHA.
   e. Continued imaging including M-Color, SketchUp, and Photoshop to create Revitalization Imaging for Technical Memorandum #2.
   f. Preparation for presentation with Major Roads and Freight Committee and Engineering and Technical Committee.

3. Project Prioritization– Task 304
   a. Refine opinion of probable costs into two categories (1) costs associated with grade-separated crossing improvements and (2) costs associated with revitalization.

4. Report Preparation – Task 305
   a. Initial outline for Executive Summary and Final Report document.

Progress Status Report # 13

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
May 4, 2010
1075 Mullins Station Road Room 124
Memphis, Tennessee 38134

Please find below a current progress status report on the Poplar Southern / Corridor Study for the time period of March 22 until April 25, the end of the thirteenth billing period.

1. Project Management – Task 100
   a. Continued Project coordination with MPO Staff and Consultants.
   b. Continued Internal Team meetings for coordination of Technical Memorandum #2 and Executive Summary.
   c. Project status and update to the Major Roads/Freight Committee. March 31, 2010.
   d. Project status and update to the Engineering and Technical Committee. April 1, 2010.
   e. Sketchup Presentation to MPO Staff. April 15, 2010.
   f. Project status and update to the Transportation Policy Board. April 22, 2010.

2. Alternative Analysis – Task 303
   a. AECOM completion of Economic Impact Report.
   b. Utilization of the REMI model (Regional Economic Models Inc.) to estimate the total impacts, including direct, indirect, and induced, of the construction of the grade-separated crossings.
   c. Continued work on exhibits and text for Technical Memorandum #2.
   d. Prepare video of Sketchup modeling of Mendenhall Road and Houston Levee Road for presentation to MPO.
   e. Prepare Powerpoint presentation for the updates to the Major Roads/Freight Committee, ETC, and TPB.

3. Project Prioritization– Task 304
   a. Benefit/Cost Ratio defined for Mendenhall Road and Houston Levee Road.

b. Opinion of Probable Cost of redevelopment areas for Mendenhall Road and Houston Levee Road.

4. Report Preparation – Task 305
   a. Continued preparation Executive Summary and Final Report document.

Progress Status Report # 14

Memphis Urban Area Metropolitan Planning Organization
Poplar Southern / Corridor Study
June 15, 2010
1075 Mullins Station Road Room 124
Memphis, Tennessee 38134

Please find below a current progress status report on the Poplar Southern / Corridor Study for the time period of April 26 until May 23, the end of the fourteenth billing period.

1. Project Management – Task 100
   a. Continued Project coordination with MPO Staff and Consultants.
   b. Continued Internal Team meetings for coordination of Technical Memorandum #2, Executive Summary, and the Final Report.
   c. Final project status and update to the Engineering and Technical Committee. May 6, 2010.
   d. Final project status and update to the Transportation Policy Board. May 27, 2010.

2. Alternative Analysis – Task 303
   a. Coordinate with consultant team to finalize exhibits and text for Technical Memorandum #2.

3. Project Prioritization– Task 304
   a. Continued preparation of Draft Executive Summary for delivery to the Major Roads Committee, the Engineering and Technical Committee, and the Transportation Policy Board for final comments.
   b. Incorporate comments on Executive Summary received from the Major Roads Committee, the Engineering and Technical Committee, and the Transportation Policy Board.

4. Report Preparation – Task 305
   a. Prepare final Technical Memorandum #2.
   b. Delivered Technical Memorandum #2 to MPO.
   c. Preparation of Executive Summary and Final Report document.

d. Printing and delivery of 50 copies of the Final Report document to the MPO.