

Mississippi River Crossing Feasibility and Location Study

Prepared for

Tennessee Department of Transportation **TD**  **T**



Prepared by



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Chapter 1: Introduction

What is the reason for the study?

Where is the proposed project located?

The Tennessee Department of Transportation (TDOT) has contracted with Wilbur Smith Associates (WSA) to conduct this **Mississippi River Crossing Feasibility and Location Study**.

PURPOSE OF THE STUDY

The purposes of this study are to (1) determine the feasibility of providing a new Mississippi River Bridge Crossing in the Memphis metropolitan area and (2) identify and evaluate possible transportation solutions to help TDOT reach a decision on a preferred corridor alternative for proposed improvements for cross-river mobility over the Mississippi River in the vicinity of Memphis. This study includes consideration of the following:

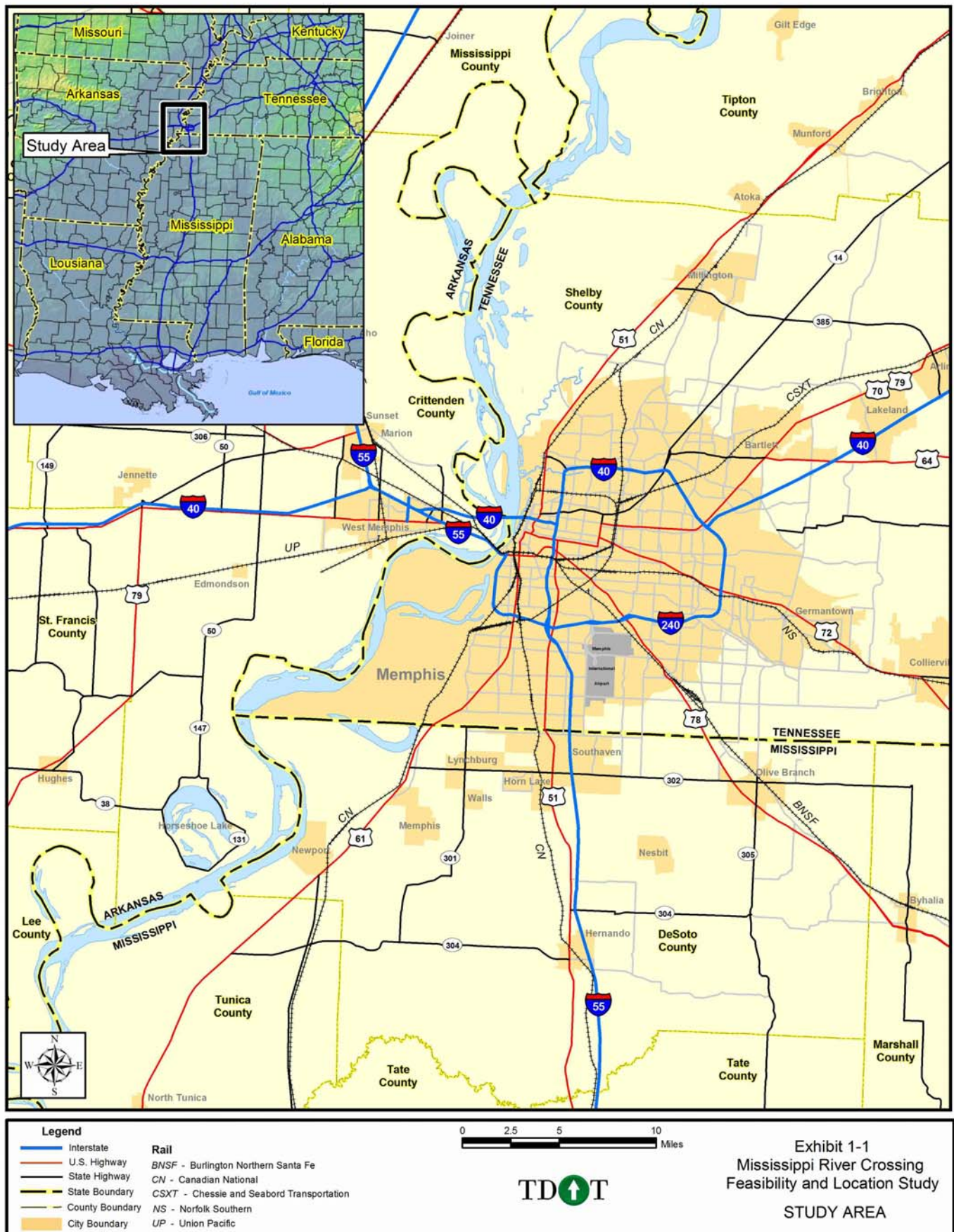
- Information collected in previous studies of the area,
- Current and future travel demand,
- Current environmental conditions,
- Potential environmental impacts,
- Possible economic impacts,
- Economic feasibility, and
- Public input.

STUDY AREA

The study area for the **Mississippi River Crossing Feasibility and Location Study** encompasses Shelby County in Tennessee, Crittenden County in Arkansas, and DeSoto County in Mississippi, as shown in **Exhibit 1-1**.

Likely Mississippi River bridge crossing locations generally fall within Shelby County, Tennessee: from Tipton County, Tennessee in the north to Mississippi Route 304 in the south.

The east and west boundaries are based on the identification of areas where connectivity has been deemed important to establish logical termini for the proposed project.



Chapter 2: Purpose and Need

Why is the project needed?

STATEMENT OF PROJECT PURPOSE AND NEED

The purpose of the proposed Mississippi River Crossing project is to improve cross-river mobility for people and freight in the Memphis, Tennessee area. This includes safeguarding cross-river mobility against incidents such as earthquakes, vehicular crashes, hostile acts, or other catastrophe to help protect critical assets and key infrastructure of the Memphis area and thereby maintain local, regional, state, and national traffic flow and commerce.

Addressing the need for improved cross-river mobility can help to address additional issues, including the following:

- Provide adequate cross-river system linkage and rerouting opportunities for the Memphis and the tri-state area (Tennessee, Arkansas, and Mississippi);
- Provide efficient mobility for existing and planned growth and employment, including protecting the economic vitality of Memphis and the tri-state area;
- Provide capacity relief for existing crossings (I-40 and I-55);
- Enhance local and regional freight movement, including traffic generated by the airport, rail yards, and riverports;
- Meet current and future transportation demand; and
- Provide a more efficient and effective transportation system for Memphis and the tri-state region.

Following is further discussion on the purpose and need for this project.

Provide Cross-River Mobility and Linkage

The Memphis area is a major multi-modal distribution center with limited rail and highway crossings of the Mississippi River. These crossings are susceptible to bridge failure and system closures or restrictions due to vehicular incidents, an earthquake, or other catastrophe. Currently, there are two highway bridge crossings located two miles apart in the vicinity of the downtown area. Therefore, there is little highway redundancy north or south of Memphis since the nearest Mississippi River bridge crossings lie 70 miles to the south and 90 miles to the north.

Both of the downtown-area highway bridges are part of the National Highway System and the National Truck Network and should be recognized as national critical assets and key infrastructure due to the heavy east-west and north-south traffic, especially truck traffic, providing connectivity for persons and goods.

Of special importance, the Memphis area is within the New Madrid fault zone, making these bridges vulnerable to earthquake damage in the future. This could lead to a disruption of normal traffic operations, as well as emergency evacuation routes.

Diversion of rail and automotive traffic to other crossings would lead to a significant disruption of the local, regional, and national economy, whether it is due to an earthquake, a traffic incident, a hostile act, or other catastrophe.

Therefore, as the primary purpose of the project, it is critically important that an additional seismically sound river crossing be provided to improve system connectivity and provide cross-river mobility in the event of either damage to the existing structures or transportation system incidents.

Provide Mobility for Future Growth and Economic Vitality

In recent years, the study area has experienced growth in population, employment, and personal income. However, future growth for the region could be constrained since the existing transportation system that helps to support that growth is already at or near capacity. New or improved river crossings would improve mobility, provide additional capacity, and improve the efficiency and effectiveness of the region's transportation system.

Economic benefits will include lower transportation costs for goods, enhanced productivity, and competitiveness for Memphis area businesses, and new employment opportunities in the region. This, in turn, will help the area maintain its position as a major transportation and distribution center, as well as allow other area business sectors to continue to experience economic vitality and growth.

Provide Capacity Relief

The automotive bridges at I-40 and I-55 are at capacity and are, therefore, experiencing an unsatisfactory level of service. This congestion creates inefficiencies in the highway transportation system of the area, increases operating costs and travel time, and negatively impacts not only the economic competitiveness for businesses in the region, but also the quality of life for area residents.

With continued growth of automotive, truck, rail, air and other freight traffic expected, these transportation system capacity concerns will only worsen. New or improved highway and rail river crossings would provide additional capacity to relieve traffic congestion and improve the level of service.

Enhance Freight Movement

Memphis is an international distribution center for intermodal freight movements for rail/truck and waterborne operations. Five (5) Class I railroads serve the Memphis area and their operations make the area the third largest rail center in the United States. Memphis is also the fourth largest inland port in the U.S. With the establishment of FedEx headquarters in Memphis, the Memphis International Airport has also become a worldwide leader in air cargo operations.

An additional Mississippi River bridge would improve highway access for these major intermodal freight systems and enhance their economic viability by providing capacity relief, improved linkage, and a more efficient and effective transportation system.

Meet Current and Future Transportation Demand

Average daily highway traffic volumes in 2004 were 54,420 vehicles per day on the I-40 Bridge and 49,800 on the I-55 Bridge. This represents an almost 50% increase in traffic in the last ten years, or an annual growth rate of almost 4%. As traffic continues to grow at or near the same rate over the next twenty years, traffic operating conditions will worsen. This is especially important since (1) both I-40 and I-55 are major truck routes, (2) railroads are dependent on two highway river crossings, and (3) national projections indicate that freight traffic – and especially truck and intermodal traffic – is expected to double during the next two decades.

Therefore, it is critical to either add capacity or provide an alternate route to meet current and future traffic demand. Adding capacity to existing facilities does not appear to be a practical solution, so the proposed project is needed to absorb current excess traffic, as well as the expected increase in traffic demand.

Improve Efficiency and Effectiveness of Transportation System

Currently, both major river crossings between Memphis and West Memphis are located in or near the downtown Memphis area. Therefore, all interstate and intercity auto and truck travel must compete with downtown Memphis traffic for normal internal city trip purposes. An additional river crossing north or south of downtown Memphis could provide an alternative river crossing location, as well as an alternate route. This new crossing could help divert interstate or intercity trips from normal downtown Memphis traffic circulation patterns, thus, improving the efficiency and effectiveness of the overall metropolitan Memphis transportation system.

Chapter 3: Existing Transportation Conditions

What level of transportation service is available now?

HIGHWAYS

Two major interstate highways intersect in Memphis, Tennessee:

- I-40 is a major east-west highway stretching from California to North Carolina and crossing the Mississippi River at Memphis. I-240 connects to I-40 and circulates traffic around the urbanized area of Memphis.
- I-55 is a major north-south highway running from Chicago, Illinois, that crosses the Mississippi River at Memphis and continues to New Orleans, Louisiana.

US 51, US 61, US 64, US 72, and US 78 are also important highways in the study area.

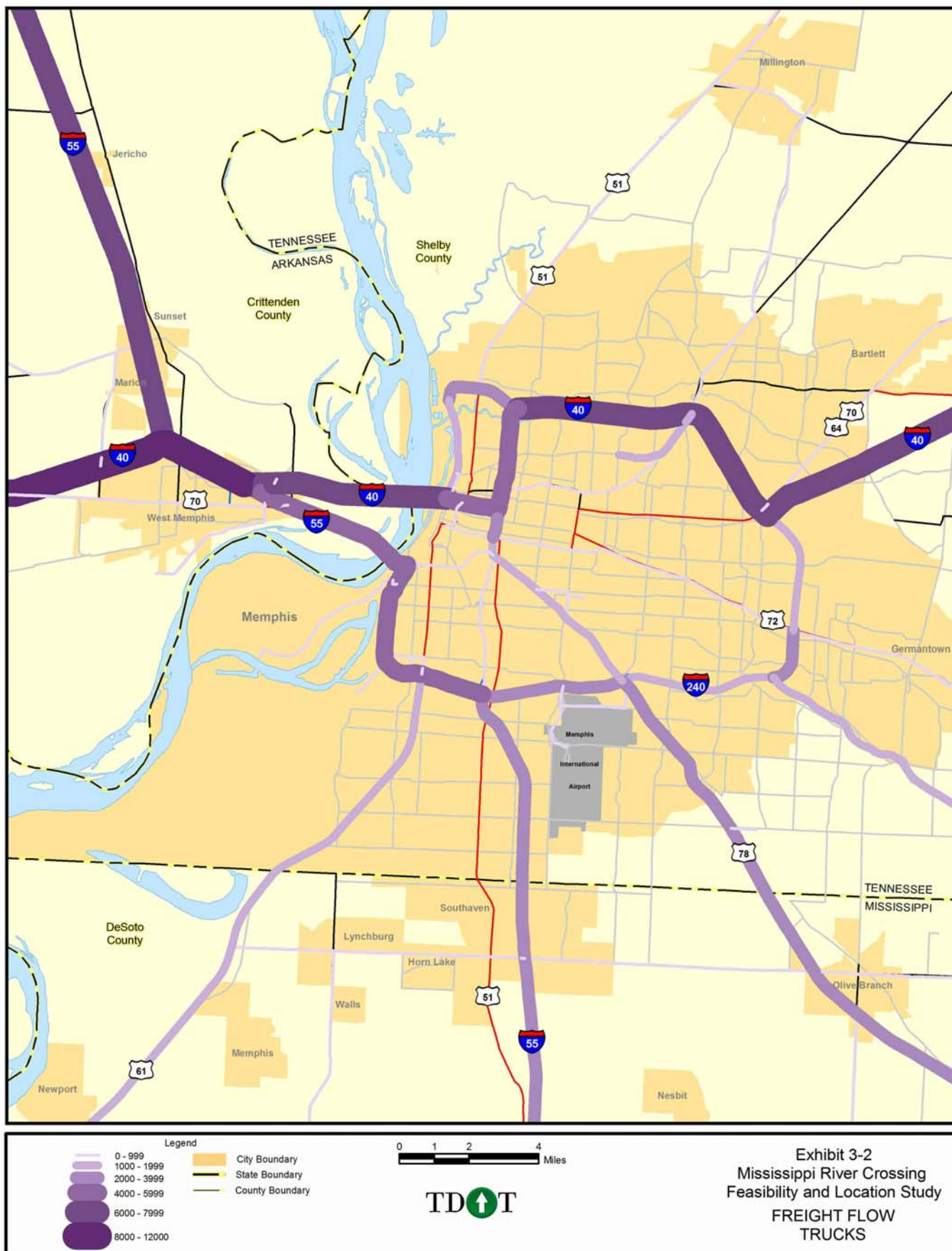
Traffic Volumes and Level of Service

Exhibit 3-1 displays 2004 traffic volumes (vehicles per day) along each of the major routes in the study area. Average daily highway traffic volumes in 2004 were 54,420 vehicles per day on the I-40 Bridge and 49,800 on the I-55 Bridge. This represents an almost 50% increase in traffic in the last ten years, or an annual growth rate of almost 4%.

A congestion analysis was conducted by the Memphis Area MPO as part of its *2026 Long Range Plan* adopted in March of 2004. This analysis identified road segments considered part of an “Existing Congested Network” operating at a Level of Service E or F in the Memphis metropolitan area. LOS is a qualitative measure of traffic operations, ranging from LOS A to LOS F. LOS A/B represents relatively free-flow traffic operations with virtually no delays or congestion. LOS C/D, which is considered the limit of acceptable traffic operations, indicates some delays which are still reasonably acceptable. LOS E/F represents conditions where traffic volumes are approaching or exceeding the expected highway capacities, resulting in congestion and unacceptable traffic delays and speeds. A quantitative measure to represent LOS is the ratio of traffic volume to the capacity of the roadway (v/c ratio).

Among the road segments considered part of the Memphis Area MPO 2004 “Existing Congested Network” – as well as congested freight corridors (see **Exhibit 3-2**) – were:

- I-40, just east of the bridge, from the Mississippi River to the FA 101 Connector;
- The segment just south of the I-55 bridge, between the bridge and McLemore Avenue; and
- Highway 61, from Brooks Road to I-55.



Crash Data

Crash data for the I-40 and I-55 bridges from the Crittenden County line to the I-55/Highway 70 interchange is available from a *Highway 79 and Mississippi River Crossing Study* undertaken by the Arkansas Highway and Transportation Department in 2003. From the study, crash data on fatalities, incapacitating injuries, non-incapacitating injuries, possible injuries, and property damage only was considered from 1997 to 2001.

It was found that freeway entrance and exit ramps and freeway weaving areas represent the basic vehicle conflict areas for freeway facilities where many crashes occur. Crash locations during the study period were typically concentrated in the higher traffic volume areas. The total number of crashes and total number of fatal crashes is shown in the following table, **Exhibit 3-3**.

Exhibit 3-3: Crash Data

Highway	Location	Total Length (miles)	Type of Crash	1997	1998	1999	2000	2001
I-40	Crittenden County Line, County Line to I-55	4.73	Total Crashes	130	77	62	83	92
			Fatal Crashes	4	2	0	2	3
I-55	Crittenden County Line, County Line to I-40	4.42	Total Crashes	93	57	84	98	79
			Fatal Crashes	1	0	0	0	2
I-40/I-55	Crittenden County, I-40/I-55 Interchange to Overpass after US	3.69	Total Crashes	141	160	146	169	186
			Fatal Crashes	2	0	4	4	1

As shown, all segments had at least one fatal crash in the five study years. The crash rate per roadway segment was calculated based upon the number of crashes per million vehicle miles traveled during the five study years, with the following findings:

- All sections had at least one year that exhibited crash rates greater than the statewide average crash rate for Interstate roadways.
- The I-40/I-55 segment had crash rates greater than the statewide average during all five study years.
- The I-55 segment had greater crash rates during the last three years.
- The I-40 segment had crash rates lower than the statewide average during the last three years.

The fatal crash rate per roadway was also calculated. This was based upon the number of fatal crashes per 100 million vehicle miles traveled and then compared to the statewide average fatal crash rate for Interstate

roadways. All segments had crash rates lower than the statewide average fatal crash rates during the five study years.

BRIDGES

This discussion is based on existing secondary sources, i.e., no physical inspection or evaluation was undertaken. The information focuses primarily on the structural capacity and attributes of the bridges crossing the Mississippi River in the Memphis area, with emphasis on their ability to withstand seismic activity. This includes consideration of four bridges, as shown in **Exhibit 3-4**, as follows:

- Two interstate highway bridges, I-40 and I-55, and
- Two railroad bridges, the Harahan Bridge and the Frisco Bridge.

The I-40 and I-55 Bridges over the Mississippi River in the Memphis area are located two (2) miles apart. The next closest highway river crossings are the Highway 49 Bridge located at Helena, Arkansas, 70 miles to the south, and the I-155 Bridge, which connects Caruthersville, Missouri and Dyersburg, Tennessee, 90 miles to the north. The I-155 Bridge does not meet seismic structural requirements although it is closest to the New Madrid Fault epicenter.

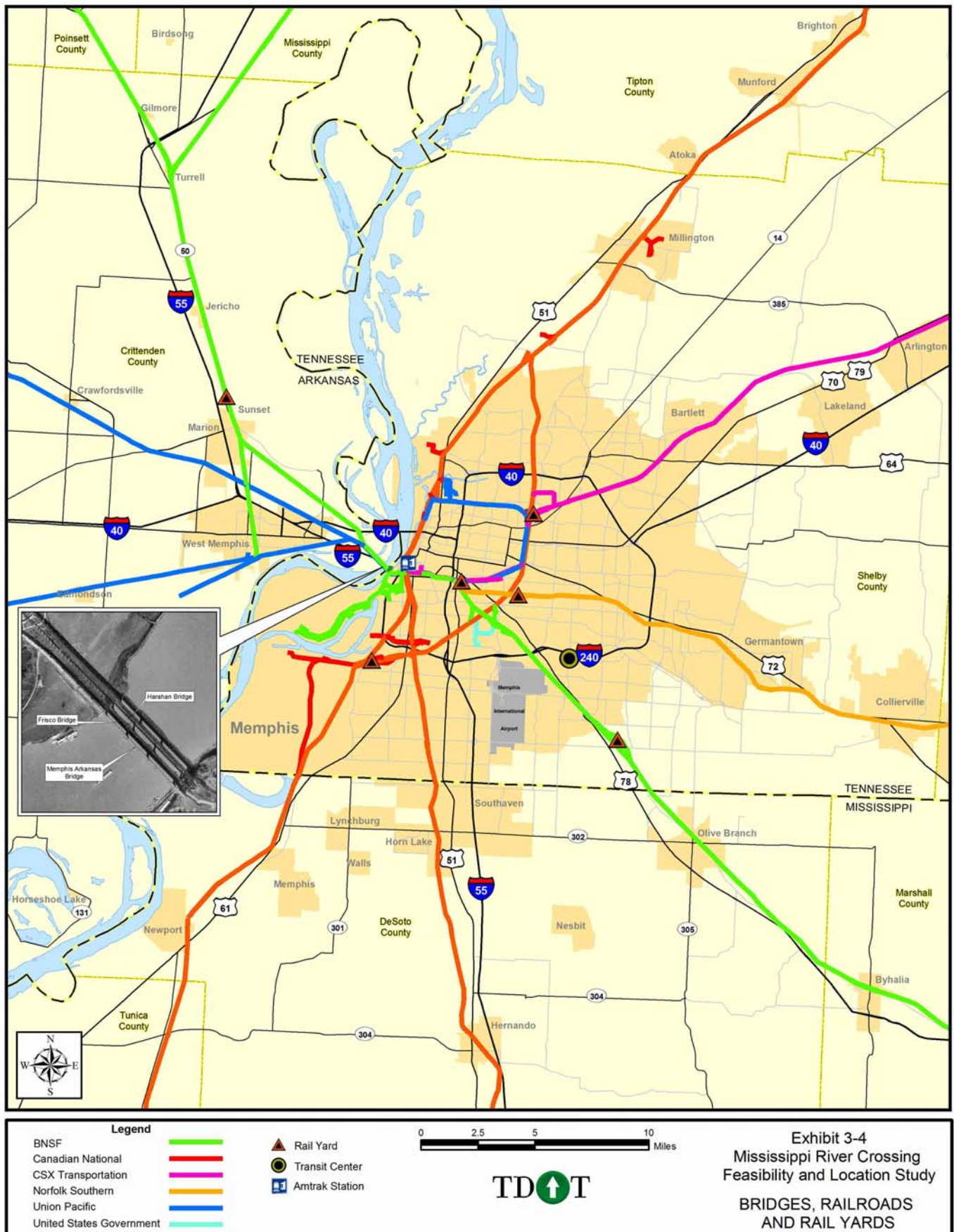
Several bridges in the region have received seismic upgrades over recent years due to their importance as part of the area infrastructure and the need to prevent catastrophic collapse. Included was the I-40 Bridge (the Hernando-DeSoto Bridge) over the Mississippi River. This bridge, which was constructed in 1971, has six lanes of highway traffic.

Since the I-40 Bridge has been seismically retrofitted, the primary discussion in this section focuses on the condition and structural attributes of the other three bridges in the study area, as follows:

- Memphis-Arkansas I-55 Highway Bridge,
- Frisco RR Bridge, and
- Harahan RR Bridge.

All of these bridges are located within 100 miles of the New Madrid earthquake fault zone. The New Madrid earthquakes occurring in the years of 1811-1812 are the most severe earthquakes found in recorded American history. Therefore, it is important that all current structural design codes take the area's high potential for seismic activity into account for structures located in this region.

The most contemporary design procedures would dictate that bridges in this region be designed for an even higher level of earthquake loading than current transportation structural codes require. The reason for this increased design is because the difference between the design earthquake and the maximum credible earthquake is far larger on the East Coast and in the Midwest than it is on the West Coast of the United States.



Based upon information and data reviewed to date, it seems probable that the I-55, Frisco Railroad Bridge, and Harahan Railroad Bridge were not designed to the same level of earthquake resistance as a present-day structure. Given their period of design and construction, there is a strong possibility that there would have been no consideration for seismic loading and details in the original design. The following gives more details on each of these bridges.

Harahan Bridge

The Harahan Bridge carries railway traffic on two tracks and is in the northernmost position of the three bridges under consideration. This bridge was opened to both automobile and rail traffic in July 1916. The automobile lanes were closed to traffic in 1949 with the opening of the Memphis-Arkansas (I-55) Bridge. The bridge is owned and maintained by the Union Pacific (UP) Railroad.

The main spans consist of four steel truss spans at a maximum span length of 790 feet resting upon stone masonry piers. Several approach spans on the Arkansas side of the bridge are comprised of steel plate girders on steel trestle bents.

The UP Railroad reports no special capital and maintenance issues with regard to the bridge and currently budgets around \$200,000 annually for maintenance.

Functionally, the bridge exceeds UP's current capacity needs and is expected to do so for the foreseeable future. The rail service speed is 25 MPH. One of the two double main tracks is often used to hold trains for extended periods of time while awaiting interchange instructions from the Memphis terminal connectors.

A seismic evaluation of the bridge is not available. Due to the main span superstructure and substructure type, and the period in which the bridge was designed, there is a strong potential for severe damage/collapse during a major earthquake. Due to the age and type of construction, the structure would presumably not be a good candidate for seismic retrofit.

Frisco Bridge

The Frisco Bridge is located between the Harahan and I-55 Bridges. This bridge was opened to rail traffic in May, 1892. The bridge is owned and maintained by the Burlington Northern Santa Fe (BNSF) Railroad.

Current rail traffic is restricted to a maximum speed of 10 MPH on the bridge.

The main bridge spans of the Frisco Bridge are pin-connected, cantilevered, through steel truss spans. The total structure length of 4,887 feet includes 2,290 feet of iron trestle approach spans over the flood plain on the Arkansas side of the river. In addition to the

cantilevered through truss spans and iron trestle spans, there is also a 339-foot steel deck truss span. Substructures for the main portion of the bridge consist of massive stone masonry piers.

Many of the bridge stringers have been replaced over the past five years at a cost of approximately \$10 million. Roughly \$9 million is tentatively programmed for further renovations from now through 2009. These renovations would include the replacement of truss pins and fortification/stabilization of the north pier.

From a functional perspective, the renovations are expected to increase the operating speed to about 25 to 30 MPH and provide an additional service life of approximately 40 years.

While the BNSF Railroad would prefer to have a double track at this location, planned capacity improvements on the Arkansas approach routes and automation of the interlocking plant on the east bank is believed to be sufficient for the anticipated traffic growth through the life of the renewed structure.

Seismic studies of this bridge were not available and it is likely that they have not been performed. However, should the bridge experience a significant seismic event, there is a strong potential for major structural damage – or even collapse – due to the superstructure type, pinned truss connections, the stone masonry construction of the piers, and the period of design that did not account for seismic forces. Due to its age and construction type, seismic retrofitting is most likely not a feasible option.

Memphis-Arkansas (I-55) Bridge

The Memphis-Arkansas Bridge carries Interstate 55 across the Mississippi River and is the southernmost of the bridges in the Memphis area. This bridge was opened to highway traffic on December 17th, 1949. The bridge is owned and maintained jointly by the Tennessee Department of Transportation (TDOT) and the Arkansas Highway and Transportation Department (AHTD). In 2001 the bridge was placed on the National Historic Register.

Bridge data was gathered for both the main bridge spans and the approach spans on the Arkansas side of the Mississippi river. The total bridge length is 5,192 feet, just short of one mile. The existing bridge roadway section carries a three-foot wide median strip and two twelve-foot traffic lanes in each direction. There are no shoulders present on the bridge beyond the traffic lanes.

From east to west, the main bridge consists of five (5) cantilevered steel truss spans over the main river channel, followed by two simple span steel trusses for a bridge length of 3,685 feet. In the original design, the main bridge structure was extended 1,000 feet beyond the main bridge spans that are present on the railroad bridges as an allowance for future dredging of the channel on the Arkansas side of the river.

Approach spans on the Arkansas side of the crossing consist of 481 feet of concrete trestle spans followed by 680 feet of girder spans and 346 feet of steel deck truss spans for a total approach length of 1,507 feet.

Due to the nature of the existing construction, seismic upgrade and future widening to carry more traffic lanes and standard shoulder widths would be difficult. The current National Bridge Inspection Standard (NBIS) sufficiency rating for the structure is 48.9 which justifies replacement.

The bridge live-load (vehicular loads) carrying capacity exceeds current state and federal requirements for interstate highway bridges. However, the bridge has not been evaluated for potential seismic loads. Due to the type of construction and the period of design, it is likely that the bridge would sustain major or even catastrophic damage or collapse if the area were to experience a major earthquake. The bridge is not a good candidate for seismic retrofit due to its age and type of construction.

RAIL

There are five Class I railroads, shown previously in **Exhibit 3-4**, that serve the Memphis metropolitan area:

- Burlington Northern Santa Fe (BNSF),
- Canadian National/Illinois Central (CNIC),
- CSX Transportation (CSX),
- Norfolk Southern (NS), and
- Union Pacific (UP).

BNSF operates in the western United States with a connection through Memphis to north-south routes in Arkansas and to Mississippi and Alabama south of Memphis. The BNSF rail yard is Tennessee Yard, located at Shelby Drive and US 78, which had 148,521 lifts in 2000. Its Marion, Arkansas facility across the river from Memphis had 72,556 lifts in 2000.

CNIC operates on the east side of the Mississippi River with service between Chicago and New Orleans. Its rail yard is Johnston Yard at US 61 and I-55, and it is at capacity with CSX as an invitee to this yard. It also serves Presidents Island.

CSX has service in 23 states of the eastern United States with regional connections in Nashville, Knoxville, and Memphis. CSX shares a yard, Johnston Yard, with CNIC, located at US 61 and I-55. This yard had 60,692 lifts in 2000 and has no excess capacity. CSX also had 15,525 lifts at Leewood Yard at Chelsea and Hollywood.

NS operates throughout the eastern United States with connection to western states through St. Louis. NS has an extension through Memphis to connect to Corinth, Mississippi and then beyond to Knoxville. This

route is the primary cross-Tennessee route. The NS yard, Forrest Yard at Southern Avenue and Airways, had 75,000 lifts in 2000.

UP services the western United States with a connecting point in Memphis. UP operates the Marion Yard at Ebony, Arkansas, just across the river from Memphis. It had 251,000 lifts in 2000.

Railroad River Crossings

As discussed previously in this chapter, railroad operators in the Memphis area use the two available railroad bridges, the Harahan and Frisco Bridges. As noted, neither bridge appears to be a good candidate for a seismic retrofit. Due to the ages of the railroad bridges and the design standards of their construction periods, both bridges are vulnerable to a moderate to severe earthquake. This, or any other major incident, could result in enormous damage to the bridges and the infrastructure they carry. Impacts to surface movement of freight in the southern region would be severe if these bridges failed.

FREIGHT FACILITIES: INTERMODAL AND TRUCK

Intermodal transport is a system of using multiple forms of transportation for higher efficiencies by establishing intermodal facilities that provide connections between transportation modes that carry goods (e.g., riverports and truck-to-rail loading facilities) and people (e.g., airports and transit hubs). These interconnections can have significant impacts upon economies, industries, metropolitan areas, states, and regions. The concept of intermodal transportation offers the potential of lowering transportation costs, increasing economic productivity and efficiency, reducing congestion, increasing returns from private/public infrastructure investments, improving mobility of all sectors of the population, and reducing energy consumption.

The International Port of Memphis is the second largest inland port on the shallow draft portion of the Mississippi River, and the fourth largest inland port in the U.S. The port is served by the CN, UPSP and the BNSF railroads, and the NS and CSX also have connections. Major highway access is via Interstates I-55 and I-40. Over 30 public and private terminals handle liquid, dry bulk, containers and product specific warehousing. The Port is home to Foreign Trade Zone 77.

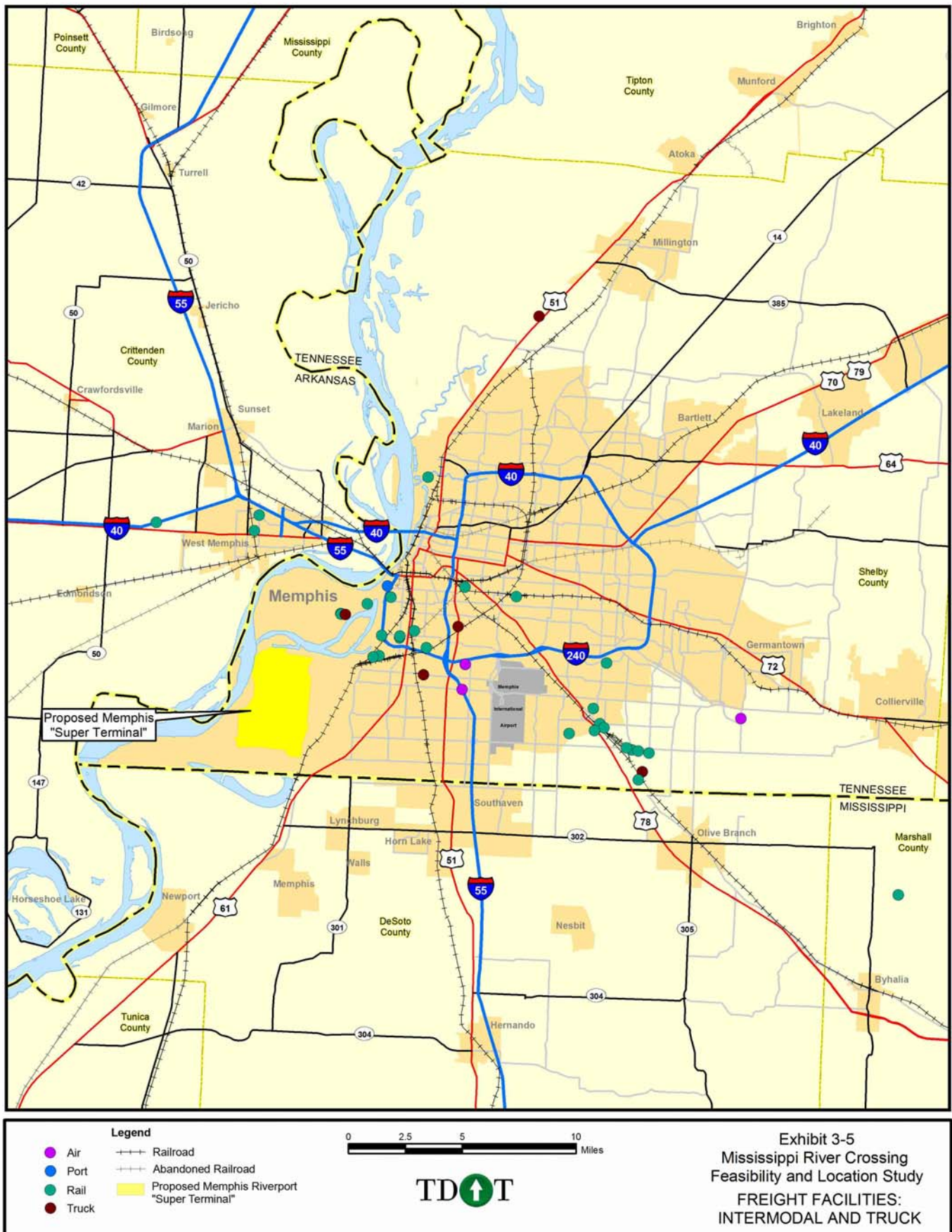
The Port of Memphis also operates a still water harbor that serves the 3,500 acres located in the Frank C. Pidgeon Industrial Park south of McKellar Lake, the site of the new Super Terminal Memphis. The Canadian National and the CSX were scheduled to open a joint intermodal facility at the site by early 2005.

The International Port of Memphis covers the Tennessee and Arkansas sides of the Mississippi River from river Mile 725 to Mile 740. Within this 15 mile reach, there are 68 water fronted facilities, 37 of which are

terminal facilities moving products such as: petroleum, tar, asphalt, cement, steel, coal, salt, fertilizers, rock and gravel, and grains.

There are many intermodal and truck freight facilities in the study area for this study. Key facilities, listed below, are shown on **Exhibit 3-5**:

- AIR FACILITIES
 - Emery Customs Brokers
 - Emery Forwarding
 - FedEx Express
 - Memphis International Airport
- PORT FACILITIES
 - International Port of Memphis
 - Port of West Memphis
 - Pidgeon Harbor
 - Fullen Dock
 - Wolf River Harbor
 - Presidents Island
 - Rivergate Port
- RAIL FACILITIES
 - Global Materials Services
 - GST (Greater South Transportation)
 - Natchez Adam County Port Commission
 - CN Memphis Distribution Center
 - Transwood, Inc.
 - Transtore, Inc.
 - Transload of Tennessee
 - Supreme Distribution Services, Inc. (3)
 - Meritex Logistics – Memphis, Inc.
 - Mallory Distribution Centers, LLC (3)
 - AAA Warehouse Logistics
 - NS - Memphis
 - UP – Memphis (3)
 - UP – Marion
 - BNSF – Memphis
 - CN – Memphis
 - United Warehouse Terminal
 - Supreme Distribution Services, Inc.
 - Southern Warehouses, Inc.
 - Tabor Grain Co.
 - CSX Intermodal
 - Continental Grain Co.
 - Mallory Dist
 - Mid South Bulk Services, Inc.
 - Global Material Services
 - West Tennessee Regional Business Center
- TRUCK FACILITIES
 - Intermodal Cartage Company (3)
 - Miller Transporters, Inc. (2)
 - USPS – BMC



The Memphis International Airport is the highest volume air cargo terminal in the world. It is home to Federal Express Corporation's world headquarters, the largest employer in the Memphis area. Memphis also serves as the regional hub for Northwest Airlines.

The International Port of Memphis (IPM) is the 4th largest inland port with 68 waterfront facilities in its jurisdiction, of which 37 are river terminal facilities.

Pidgeon Industrial Park is the location of the planned "Super Terminal" with CNIC and CSX as partners. It is a 155-acre terminal with 3,000 additional acres for industrial development and terminal expansion.

The West Tennessee Regional Business Center is east of Millington and north of SR 385 in the former Naval Air Station-Memphis facility. It is projected to employ 22,000 people in 20 years with truck, air, and rail (CNIC) services.

PLANNED HIGHWAY IMPROVEMENTS

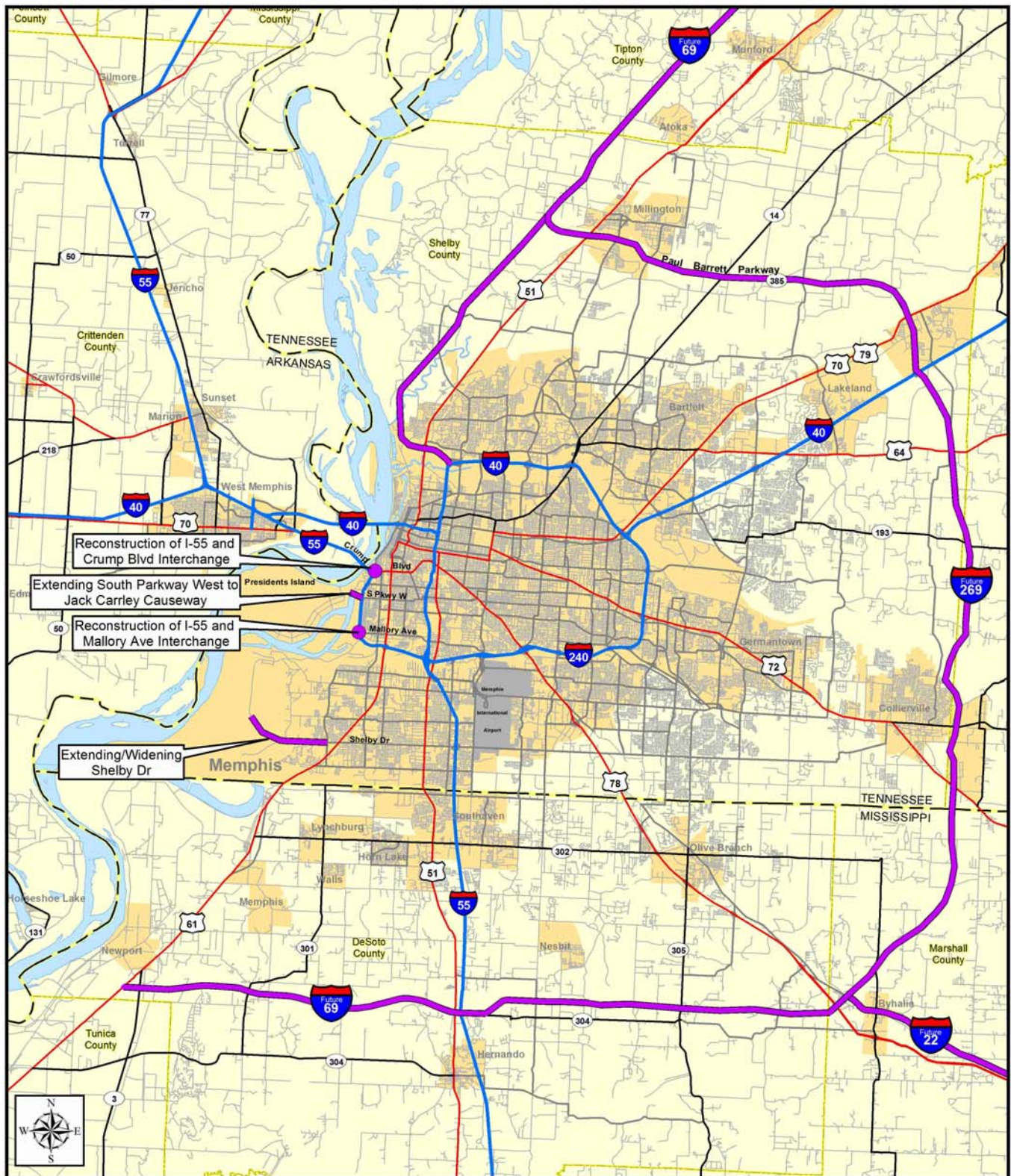
There are several federal, state, and local planned highway improvements that may affect consideration of a third Mississippi River crossing. Key improvements, shown on **Exhibit 3-6**, are as follows:

I-69: I-69 is a proposed, partially constructed, interstate stretching from Canada at the Port Huron, Michigan border crossing to Mexico at the Brownsville, Texas crossing. Connecting Memphis to this proposed new interstate was specifically mandated by federal legislation due to its status as a top distribution center in the United States.

I-69 will enter Memphis from the north on new alignment from the US 51 interchange at Millington to connect with I-40. It is proposed to utilize a planned widening of I-40 to eight lanes, a reconfigured I-40/I-240 Midtown interchange, and a planned widening of I-240 to eight lanes as it passes through Memphis. I-69 would then continue along I-55 south to Hernando, Mississippi where it will meet with Highway 304 on an east-west alignment. Therefore, I-69 through Memphis from the intersection of US 51 south to Hernando will be an eight-lane facility.

I-269: In addition, the I-69 corridor through Memphis would extend around the eastern edge of Memphis, using existing Highway 385 to form I-269 with the planned completion of the Highway 385 loop connecting the north Paul Barrett Parkway to the southern Bill Morris Parkway. A new east-west alignment would then be used for I-269, curving to connect with Highway 304 at Hernando, Mississippi. This eastern bypass, from I-69 at Millington and reconnecting to I-69 at Hernando, is the systems approach recommended in the I-69 Draft Environmental Impact Statement, Section of Independent Utility #9.

I-55: I-55 has several planned improvements including interchange reconstructions at: I-55 and Crump Boulevard; I-55 and Mallory Avenue;



Legend
 Planned Improvements or Extensions

0 2.5 5 10 Miles

TDOT

Exhibit 3-6
 Mississippi River Crossing
 Feasibility and Location Study
 PLANNED HIGHWAY
 IMPROVEMENTS

and the I-40/I-240 Midtown Interchange. There is a planned widening of I-55 from I-240 to MS 304 to provide eight lanes in Mississippi from the new Hernando/I-55 interchange to the Mississippi/Tennessee state line. I-55 has already been widened to eight lanes from the I-55/I-240 interchange in Memphis to the Tennessee/Mississippi border.

I-22: Additional traffic from the southeast into Memphis will result from the upgrading of US 78 to interstate standards to be renamed I-22. This upgrade will improve traffic flow between Memphis and Birmingham, Alabama, and connect to future I-269 north of Byhalia, Mississippi.

Other Routes: The South Parkway West extension to the Jack Carley Causeway on Presidents Island provides additional access to nearby intermodal and industrial parks and a second outlet for the Island. The Shelby Drive extension will improve access to Pidgeon Industrial Park.

SUMMARY

- Two major interstate highways intersect in the Memphis, Tennessee metropolitan area: I-40 and I-55, both with bridge crossings of the Mississippi River about 2 miles apart near downtown Memphis.
- US 51, US 61, US 64, US 72, and US 78 are also important highways in the study area.
- Average daily highway traffic volumes in 2004 were 54,420 vehicles per day on the I-40 Bridge and 49,800 on the I-55 Bridge, representing an almost 50% increase in the last ten years, or an annual 4% growth rate.
- Portions of I-40, I-55, and US 61 near the existing bridges have been identified as part of the MPO's 2004 "Existing Congested Network."
- All sections had at least one year with crash rates greater than the statewide average crash rate for Interstate roadways during the five study years. However, all segments had fatal crash rates lower than the statewide average fatal crash rates.
- Existing bridges may be susceptible to earthquake damage. While the I-40 bridge has been seismically retrofitted, the I-55, Frisco Railroad Bridge, and Harahan Railroad Bridge almost certainly were not adequately designed for earthquake resistance.
- There are many intermodal and truck freight facilities in the study area, including air, port, rail, and truck facilities.
- There are five Class I railroads that serve the Memphis metropolitan area: BNSF, CNIC, CSX, NS, and UP. Memphis is recognized as the third largest rail center in the U.S.
- The Port of Memphis is the fourth largest inland port in the U.S.
- With FedEx headquarters in Memphis, the Memphis International Airport is a world leader in air cargo operations.
- Major planned highway projects or improvements include I-69, I-269, I-55, and I-22, as well as improved local access to riverport facilities along the Jack Carley Causeway and Riverport Road.

Chapter 4: Socioeconomic Data and Issues

What social and economic factors should be considered?

A major factor for determining the transportation needs of an area is to examine its demographics and economic vitality: population, employment, and personal income. These variables significantly impact traffic and the need for and types of transportation systems and facilities.

POPULATION

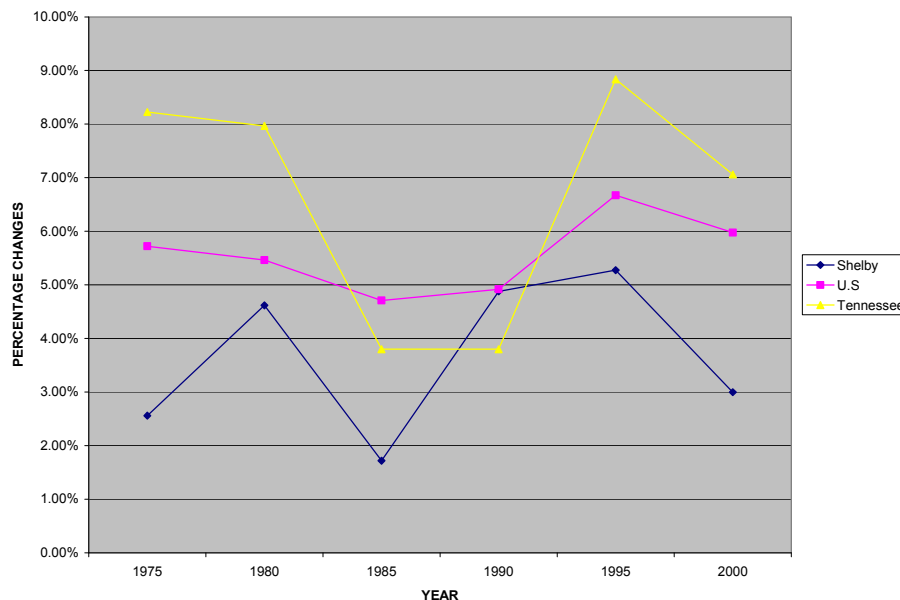
The 2000 Census population for each of the three counties and for the study area was as follows:

- Shelby County, Tennessee 897,472
 - Crittenden County, Arkansas: 50,866
 - DeSoto County, Mississippi: 107,199
- Population Total for Study Area: 1,055,537

Historic Population Growth: Shelby County, Tennessee

Shelby County is the largest of the 95 counties in the State of Tennessee with a population of 897,472 in 2000 and an estimated population of 908,175 in 2004. According to the U.S. Census Bureau, Shelby's population in 2000 represented an 8.6% growth from 1990. A population growth analysis (**Exhibit 4-1**) shows that Shelby has generally maintained a lower growth rate than the state and the nation, except for 1990.

Exhibit 4-1: Trend of Population Growth in Shelby Co., Tennessee and U.S. 1975-2000

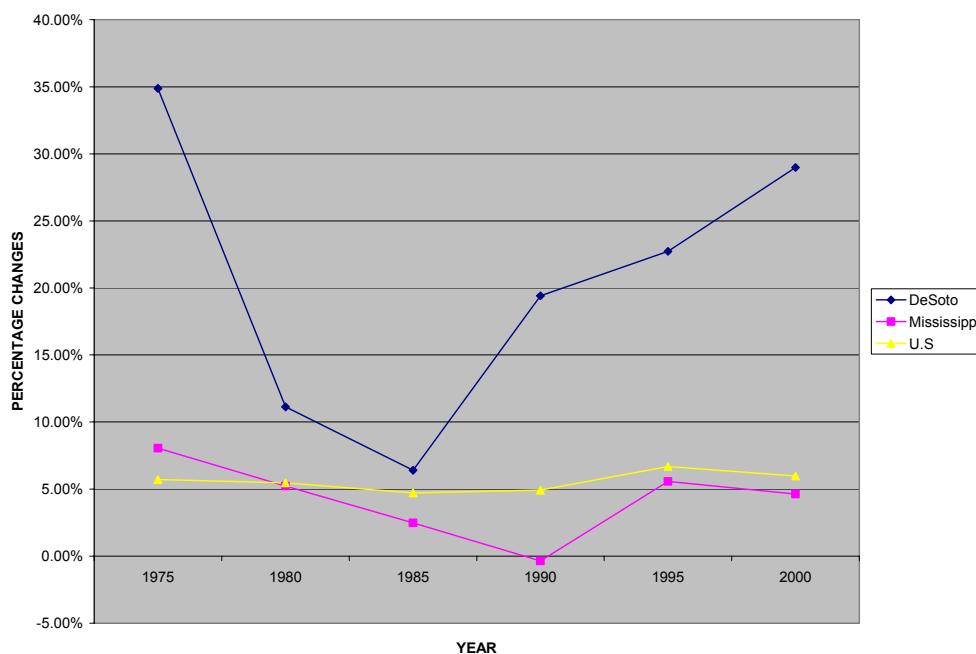


Source: U.S. Census Bureau

Historic Population Growth: DeSoto County, Mississippi

DeSoto County, Mississippi, is the fourth largest of the 82 counties in the State of Mississippi. From the 2000 population census, DeSoto's population stood at 107,199 up from 67,910 in 1990, thus, representing a growth of 57.8%. The U.S Census Bureau estimated DeSoto County's population to be 130,587 in 2004. As evidenced in **Exhibit 4-2**, DeSoto's population is growing at a very significant rate and exceeds population growth rates in Mississippi and the U.S. For example, DeSoto's population growth rate in 2000 was 28.98% while the State of Mississippi and the U.S recorded 4.63% and 5.98%, respectively.

Exhibit 4-2: Trend of Population Growth in DeSoto Co., Mississippi and U.S 1975-2000

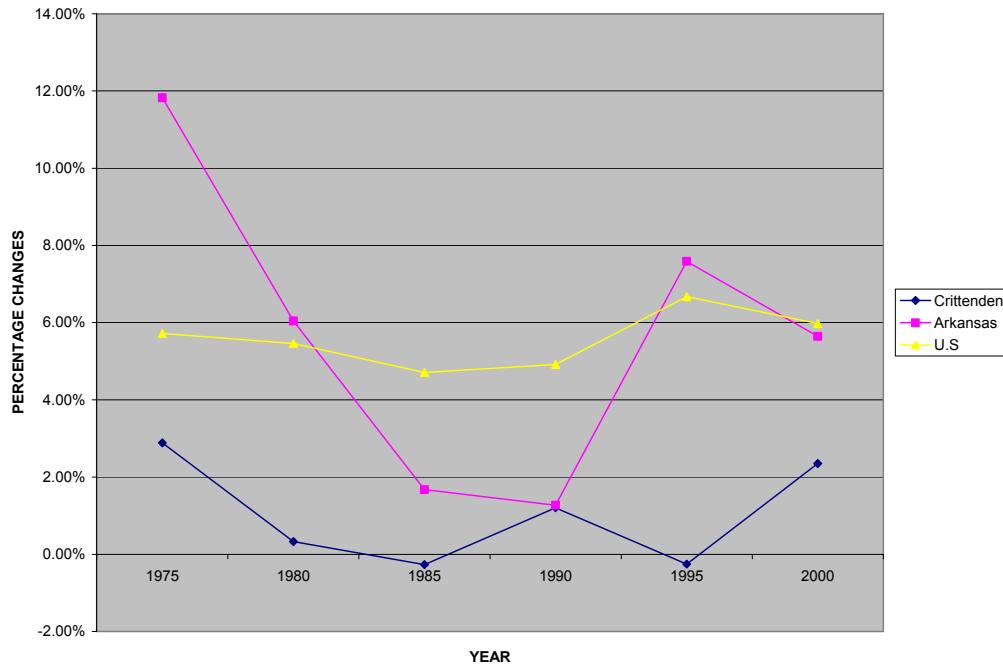


Source: U.S. Census Bureau

Historic Population Growth: Crittenden County, Arkansas

Crittenden County is the smallest among the counties in the study area, but it is the 14th largest of the 75 counties in the State of Arkansas. The County's population was estimated to be 51,488 in 2004. This estimated population represents a 3.1% growth from 49,939 in 1990. With the exception of 1990 when Crittenden and the State of Arkansas recorded similar population growths, as shown in **Exhibit 4-3**, Crittenden County's population growth rate since 1970 has been lower than both the State of Arkansas and the U.S. Like DeSoto County, Crittenden County's population growth rate continues to soar after 1995 while rates for both the U.S and Arkansas have decreased.

**Exhibit 4-3: Trend of Population Growth in Crittenden Co., Arkansas and U.S
1975-2000**



Source: U.S. Census Bureau

Age Distribution and Labor Force

Despite a 1.6% increase in the percentage of working-age adults (between 18 and 65) between 1990 and 2000, Crittenden County, Arkansas remains the county with the lowest portion of working-age adults in the population. Crittenden County's working-age adult population in 2000 was 59.0% of the total population, compared to 61.8% and 62.9% in Shelby and DeSoto Counties, respectively. As shown in **Exhibit 4-4**, Shelby's portion of the population under 18 years old increased between 1990 and 2000, while the percentage in the other counties decreased.

Exhibit 4-4: Age Distribution for Shelby Co., TN, Desoto Co., MS, and Crittenden Co., AR, 1990 to 2000

AGE (YEARS)	PERCENTAGE OF POPULATION (%)					
	SHELBY		DESOTO		CRITTENDEN	
	1990	2000	1990	2000	1990	2000
Under 18	27.4	28.2	28.8	28.2	32.0	31.1
Between 18 and 65	62.2	61.8	62.9	62.9	57.4	59.0
Above 65	10.4	10.0	8.3	8.9	10.6	9.9

Environmental Justice

Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations) requires that consideration be given to minority and low-income communities to address adverse impacts to these populations. This section and **Exhibit 4-5** indicate that there are potential environmental justice concerns related to the proposed project, as identified from Census 2000 Data. For the purpose of this study, a minority is defined as presented in Executive Order 12898 and the DOT and FHWA Orders on Environmental Justice address persons belonging to any of the following groups:

- Black - A person having origins in any of the black racial groups of Africa.
- Hispanic - A person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
- Asian - A person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.
- American Indian and Alaskan Native - A person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.
- Low-Income - A person whose household income (or in the case of a community or group, whose median household income) is at or below the U.S. Department of Health and Human Services poverty guidelines.
- Native Hawaiian or Other Pacific Islander - A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.

Low-income is defined as any family with an annual income less than \$15,000. The \$15,000 annual income threshold was established based on review of the United States Department of Health and Human Services Poverty Guidelines for varying household sizes.

Exhibit 4-5: Environmental Justice Profile

Location	Total Population 2000 Census	Minority Population (%)	Family Income < \$15,000 (%)
United States	281,421,906	25%	10%
Tennessee	5,689,283	20%	12%
Shelby County, TN	897,472	53%	14%
Arkansas	2,673,400	20%	14%
Crittenden County, AK	50,866	49%	21%
Mississippi	2,844,658	39%	18%
DeSoto County, MS	107,199	14%	7%

Shelby County, Tennessee: The population of Shelby County in 2000 was 897,472, 53% of which was comprised of minorities. This is over twice the percentage of minorities reported in Tennessee (20%) and the

United States (25%) in 2000. Family Incomes less than \$15,000 annually were reported by 14% of the population of Shelby County in 2000. This is more than Tennessee and the United States, which were 12% and 10%, respectively.

Crittenden County, Arkansas: The 2000 population for Crittenden County was 50,866, of which West Memphis makes up 27,666. The minority population in Crittenden County was reported as 49%. This percentage is more than double that of Arkansas (20%), and nearly double the United States percentage (25%). 21% of families reported annual incomes less than \$15,000 in 2000. This percentage is greater than that of Arkansas and the United States (14% and 10%, respectively).

Desoto County, Mississippi: The population for DeSoto County was 107,199 in 2000, 14% of which was comprised of minorities. Unlike Shelby County and Crittenden County, this percentage is less than half that of its home state, Mississippi (39%), and just over half that of the United States (25%). Also unlike the other study counties, DeSoto County reported fewer families (7%) surviving on a “low-income” than did its home state, Mississippi (18%) or the United States (10%).

In conclusion, evidence shows that Environmental Justice communities exist in the study area, with a higher probability in Shelby County and Crittenden County. These should be examined further during future project development phases to avoid disproportionate impacts on environmental justice communities.

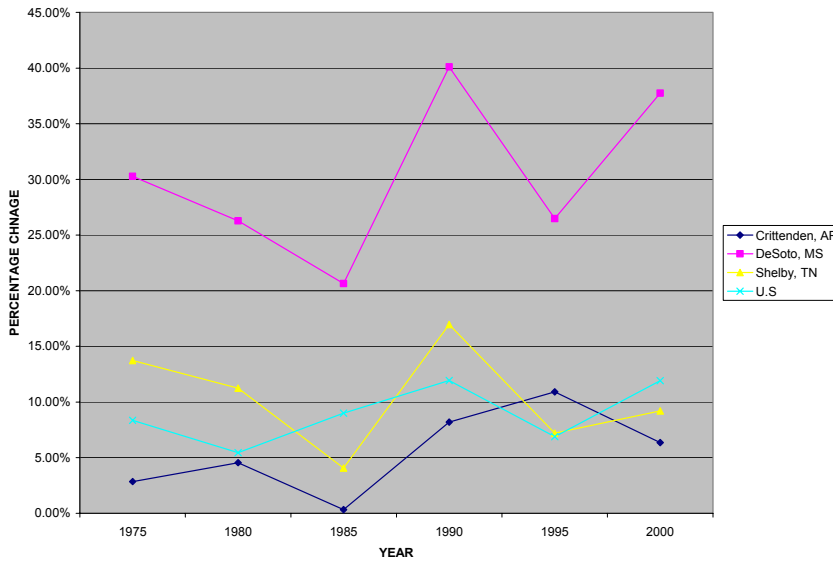
EMPLOYMENT

DeSoto County and Shelby County have exhibited a net increase in the employment growth rate between 1975 and 2000, unlike Crittenden County, Arkansas, as shown in **Exhibit 4-6**.

DeSoto County, Mississippi, has the highest employment growth rate in the study area and also outpaced the national employment growth between 1975 and 2000. Both DeSoto and Shelby Counties experienced slower employment growth between 1975-85 and 1990-95, but recovered and begun to post impressive employment growth rates. However, Crittenden County has not fully recovered from the initial decline in employment growth in 1985. Crittenden employment growth rate decreased from 10.92% in 1995 to 6.36% in 2000.

Between the period 1990 and 2000, jobs in the study area increased by 116,245. The increase in jobs was distributed among Shelby, DeSoto, and Crittenden counties, respectively, as follows: 79.2%; 17.8%; and 3.0%. However, the U.S experienced a recession between 2000 and 2003 that resulted in a net job loss of 12,063 in the study area. Interestingly, in the face of the recession, DeSoto gained 4,797 jobs, while Shelby and Crittenden lost 15,862 jobs and 998 jobs, respectively.

**Exhibit 4-6: Historical Growth Trend of Total Employment
1975-2000**

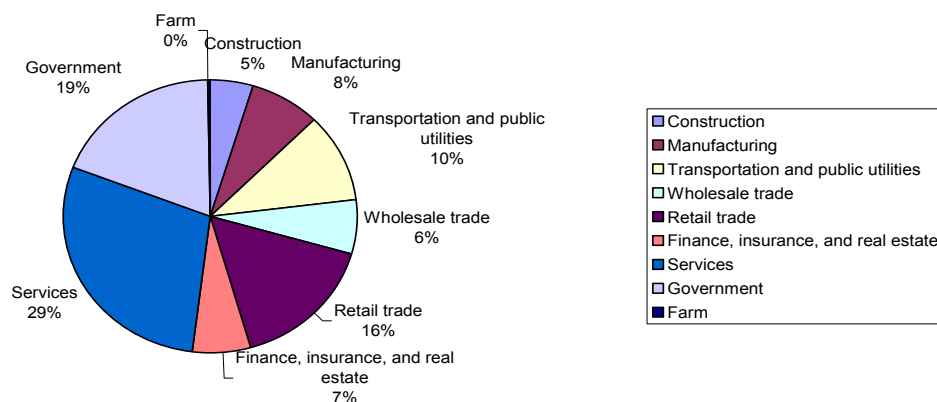


Employment by Industry Sector

The study area has a diversified mix of businesses. **Exhibit 4-7** displays aggregate employment composition by industry sector.

Based on the 2000 data released by the Bureau of Economic Analysis, the Services sector employs 29% of the population in the working age group, making it the largest industry sector in the study area. The State and Local Government sectors rank next with 19% of employment. The Services and Government sector have increased employment by 3% and 2%, respectively, since 1990. Over the same period, employment has increased by about 1% for three sectors: Retail Trade, Transportation and Public Utilities, and Farm. The Construction sector as well as the FIRE sector (finance, insurance and real estate) recorded no change in employment. However, employment in the Manufacturing sector dropped by 3%.

Exhibit 4-7: Employment Composition by Industry in 2000



Based on employment, **Exhibit 4-8** presents detailed ranking of the diversified businesses within the above mentioned sectors. Retail Trade, State and Local Government, Health Care and Social Assistance, Transportation and Warehousing, and Administrative and Waste Services make up the five leading businesses in the study area. However, rankings differ in various counties because of the varying roles in each county's economy. For example, while playing a leading role in Shelby and DeSoto counties, Retail Trade ranks third in Crittenden – just as the Manufacturing sector plays a crucial role in DeSoto County, but ranks seventh in Shelby County.

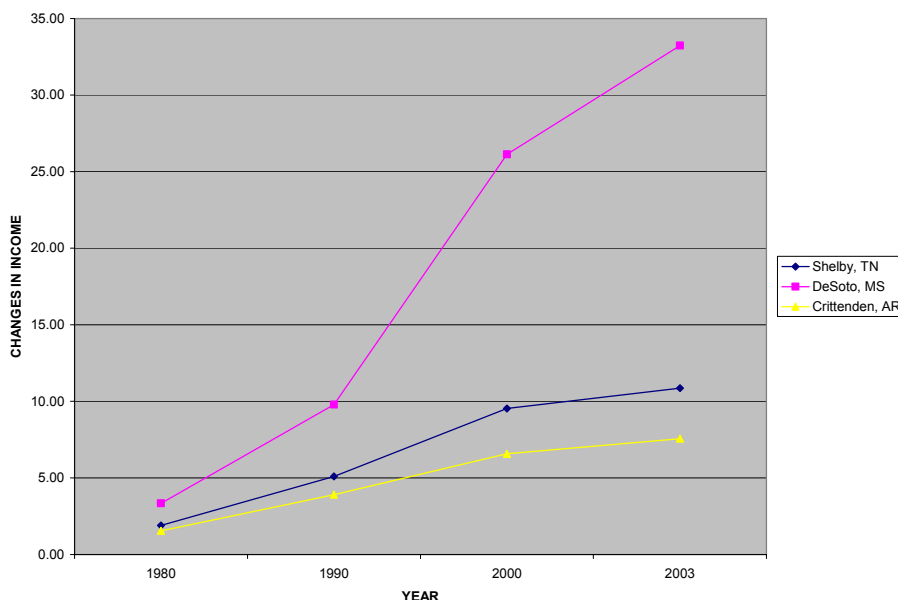
Exhibit 4-8: Ranking of Industries in Study Area by 2003 Employment

	Rank (Percentage of Total Employment)			
	Crittenden, AR	DeSoto, MS	Shelby, TN	Study Area
Retail Trade	3 (12.23%)	1 (14.79%)	1 (11.00%)	1 (11.33%)
State & Local Government	1 (13.31%)	5 (8.23%)	3 (9.98%)	2 (9.95%)
Health Care & Social Assistance	4 (8.87%)		2 (10.12%)	3 (9.83%)
Transportation & Warehousing	2 (12.55%)		4 (9.93%)	4 (9.79%)
Administrative & Waste Services			5 (8.86%)	5 (8.52%)
Manufacturing	5 (7.94%)	2 (11.39%)	7 (6.52%)	7 (6.94%)
Accommodation & Food Services		3 (8.98%)		
Construction		4 (8.59%)		

Personal Income

Based on personal income, Shelby County has the most prosperous economy in the study area, as shown in **Exhibit 4-9**.

Exhibit 4-9: Changes in Personal Income for Counties in the Study Area 1980-2003

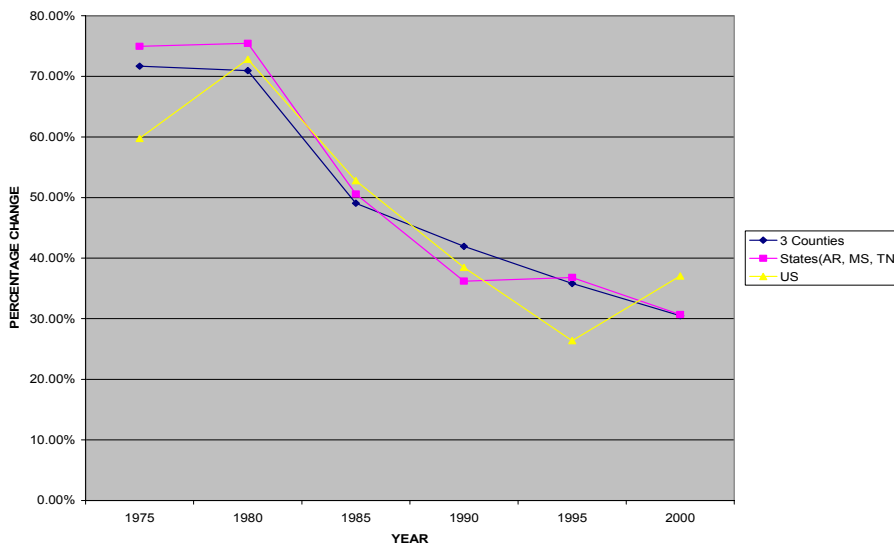


According to 2003 data released by the Bureau of Economic Analysis, Shelby, DeSoto and Crittenden Counties contributed 86.7%, 10.0% and 3.3%, respectively, of the total personal income generated in the study area.

Since 1970, changes in personal income in the study area have exhibited an upward trend. Between 1970 and 2003, DeSoto County recorded the highest change in personal income of about 33% compared to about 11% and 8% for Shelby and Crittenden, respectively. Although changes in personal incomes in the study area have exhibited an upward trend, the rate of growth of these changes has declined over time, as shown in **Exhibit 4-10**. Since recording a 71.67% change between 1970 and 1975, the change in personal incomes declined to 30.49% in 2000.

Similarly, the combined States of AR, MS, and TN enjoyed growth in personal income, increasing by 74.97% in 1975 and 75.45% in 1980, but slowed to 30.69% in 2000. The changes in personal income in the U.S. dipped to 26.38% in 1995, after a surge from 59.76% in 1975 to 72.82% in 1980, but then recovered and posted a 37.06% in 2000.

**Exhibit 4-10: Historical Growth Trend of Personal Income
1975-2000**



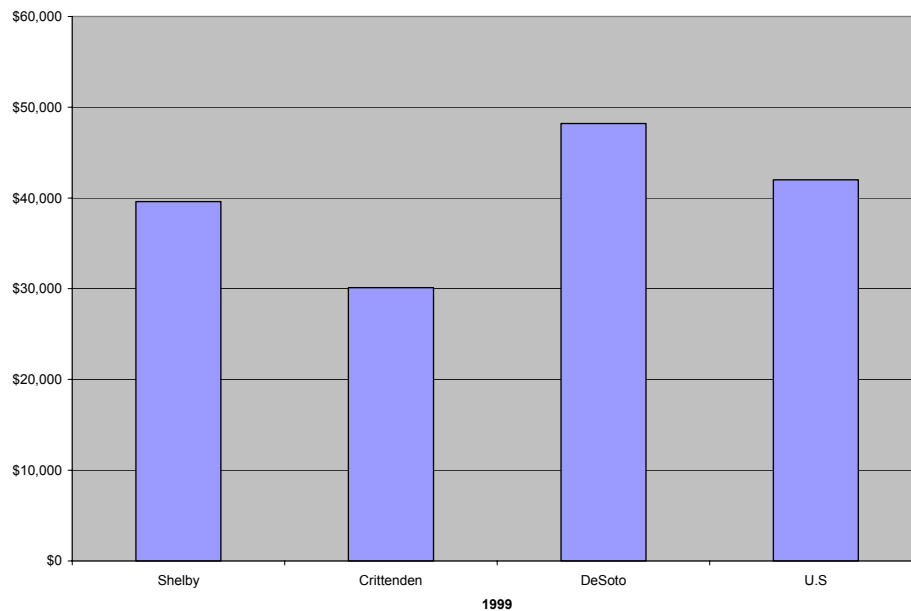
Earnings, Income and Poverty

According to the 2000 Census, overall median earnings per worker in 1999 were as follows:

- DeSoto County, Mississippi: \$38,032
- Shelby County, Tennessee: \$36,932
- Crittenden County, Arkansas: \$31,299.

Within the study area in 1999, DeSoto County, Mississippi has the highest median household income, along with lower poverty rates. Similarly, DeSoto's median household income of \$48,206 was higher than the other two counties, as well as the U.S. (see **Exhibit 4-11**).

Exhibit 4-11: Median Household Incomes in the Study Area and the U.S.



In 1999, 7.1% of individuals and 5.6% of families in DeSoto County had incomes below the poverty level as defined by the federal government. Shelby County and Crittenden County had a relatively higher number of individuals below the poverty level. For Shelby County, 16.0% of individuals and 12.9% of families were below the poverty level. For Crittenden County, there were 25.3% of individuals and 21.0% of families below the poverty level.

ECONOMIC CENTERS

The Memphis area is one of the top ten transportation and distribution centers in the nation, as demonstrated by the following facts:

- There are 275 freight-related firms in the region which indicates its importance as a trucking distribution center.
- Five Class I railroads serve the Memphis area and their operations make the area the third largest rail center in the United States.
- Memphis is also a major port on the Mississippi River and is ranked as the nation's fourth largest inland port. The Memphis and Shelby County Port Commission and the business entities operating as tenants within its facilities generate \$5.5 billion in economic impact annually
- With establishment of Federal Express headquarters in Memphis, the Memphis International Airport has become a worldwide leader in air cargo operations. The Memphis International Airport and FedEx are the largest employers in the region.
- The Memphis warehouse and transportation sector ranks 6th nationally in total size, with 14 warehouse/distribution facilities in the Memphis metro area containing over 1,000,000 square feet of space and together employing almost 11,500 people.

According to the Brookings Institute, Center on Urban and Metropolitan Policy, Memphis has the highest share of warehouse and transportation workforce among the top 100 cities in the U.S.

Major industrial sites in the study area are as follows:

- Belover Industrial District is located to the north of the study area on the CNIC rail line.
- Northridge Industrial Park is also located to the north on the CNIC.
- North Memphis Industrial Park is located in the north, just west of I-40 and south of Tennessee State Route 300 (SR 300) on the CNIC rail line.
- Belz Industrial Park is located on the CNIC and near Tennessee SR 61.
- Rivergate Industrial Port is located southwest of I-55 on Riverside Drive with its port on McKellar Lake.
- Interstate Industrial Park is on the CNIC, south of I-55 and west of I-240.
- Pidgeon Industrial Park, the future location of the Super Terminal, is served by the CNIC and CSX lines. The Memphis Super Terminal is a 155-acre terminal with 3,000 additional acres for industrial development and terminal expansion. Access is from the I-55/Mallory Avenue exit, with the river on the west and McKellar Lake on the north.
- Presidents Island Industrial Park is a 1,000 acre site employing 5,000 people with access from the I-55 exit onto Jack Carley Causeway.
- West Tennessee Regional Business Center is located east of Millington and north of SR 385. It is formerly the Naval Air Station Memphis and projected to employ 22,000 people within 20 years. It will have air and rail service provided by the CNIC RR.
- The Fullen Dock and Warehouse is north of I-40 on Klinke Road, with access from I-240 and US 51. It covers 640 acres and currently operates the only container-on-barge service at the Port of Memphis.
- The proposed 103-acre Chickasaw Trail Industrial Park is southeast of Memphis in Piperton, Tennessee, near Collierville, on US 72.
- Marion, Arkansas, has approximately 12,000 acres of industrial land available for future development, anchored by the recently announced Hino Motors project that will manufacture axles for the San Antonio Toyota Tundra plant. Hino brings 300 high quality jobs with an initial investment of \$88 million and joins a growing automotive cluster in east Arkansas that includes DENSO, which makes air conditioners for cars and radiators for heavy construction equipment, and Eakas, which produces exterior parts for automobiles. This industrial land is located

along I-40 and I-55 and is served by the Union Pacific rail terminal facility and BNSF.

- DeSoto County, Mississippi, has several large business and industrial parks, including over 1,200 acres at the Brentwood Business and Industrial Park and 485 acres at the Crossroad Distribution Center. Within the last 10 years, DeSoto County has located 197 new or expanded companies creating over 7,000 new jobs and \$1.2 billion in capital investment.

The City of Memphis is also a major tourist destination, with Graceland, Beale Street, and Mud Island as some of the major attractions. Tourism is a significant industry for Memphis with visitor expenditures exceeding \$2.3 billion each year. There are over 51,000 jobs in tourism and more than \$165 million generated annually in local and state sales taxes as a result of visitor expenditures. The tourism influence of Tunica, Mississippi, should also be considered. This community is a major tourism destination market within the region and new developments will likely increase the number of visitors to this area.

SUMMARY

Socioeconomic issues of importance appear to be as follows:

- Population growth rates from 1990 to 2000 for the three counties were 8.6% for Shelby, 57.8% for DeSoto, and 3.1% for Crittenden.
- Estimated 2004 populations are 908,175 for Shelby County (83%), 130,587 in DeSoto (12%), and 51,488 in Crittenden (5%).
- Environmental Justice communities are likely to exist in the study area, with a higher probability in Shelby County and Crittenden County.
- The study area has a diversified mix of businesses, with Services, Retail Trade, State and Local Government, Manufacturing, and Transportation and Public Utilities as the five largest sectors based on employment.
- DeSoto County and Shelby County have exhibited a net increase in the employment growth rate between 1970 and 2000, unlike Crittenden.
- Based on personal income, Shelby County appears to have the most prosperous economy in the study area.
- Shelby County and Crittenden County had relatively high numbers of individuals below the poverty level.
- The Memphis area is one of the top ten transportation and distribution centers in the nation, with numerous truck and intermodal facilities. It is the third largest rail center and fourth largest inland port in the U.S. The Memphis warehouse and transportation sector ranks 6th nationally in total size.
- The study area has numerous industrial parks and sites.
- Memphis is also a major tourist destination.

Chapter 5: Environmental Conditions

What are the existing environmental issues in the study area?

INTRODUCTION

Federal legislation mandates that certain aspects of the human and natural environment be examined to determine if a federally funded project will cause adverse impacts. If adverse impacts do occur, then mitigation, including avoidance and minimization, must be set forth within the environmental impact statement.

This chapter presents a general overview of the environmental framework of the proposed project area. It outlines key issues that may represent constraints upon project location, including potential Section 106, Section 4(f), ecological elements, and socioeconomic and community impacts.

Section 106

Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to:

- Consider the effects of “undertakings” on properties listed in or eligible for the National Register of Historic Places; and
- Give the Advisory Council on Historic Preservation a reasonable opportunity to comment.

While the preservation of such properties is not required, Section 106 does require that historic or prehistoric values be considered in weighing the benefits and costs to determine what is in the public interest.

The requirements under Section 106 are invoked when “any project, activity, or program that can any result in changes in the character or use of historic properties” whether federal agency jurisdiction is direct or indirect. Section 106 consultation should begin as the scope of a proposal or alternative proposals is identified. The process should start early in project development so comments received through the process can be fully considered in shaping the undertaking or proposal.

Section 4(f)

Section 4(f) of the Department of Transportation Act of 1966 declares that the use of protected lands for transportation projects may be approved by the FHWA only if the following applies:

- No prudent or feasible alternative exists to avoid the resource, and
- The project includes all possible planning to minimize harm.

A potential 4(f) resource may be:

- The publicly owned land of a park, recreation area, or wildlife/waterfowl refuge, or
- The public or private land of a historic site of national, state, or local significance.

A Section 4(f) evaluation must be prepared for each potential location within the project area before use of a Section 4(f) land can be approved.

Other Environmental Considerations

To determine the need for further avoidance considerations, preliminary evaluations are also included of:

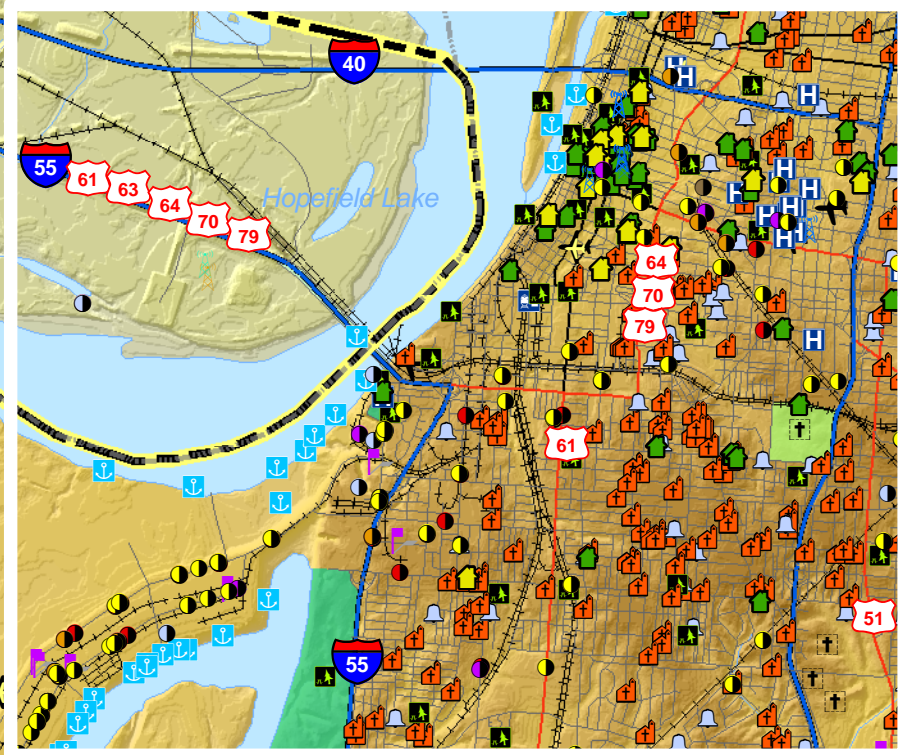
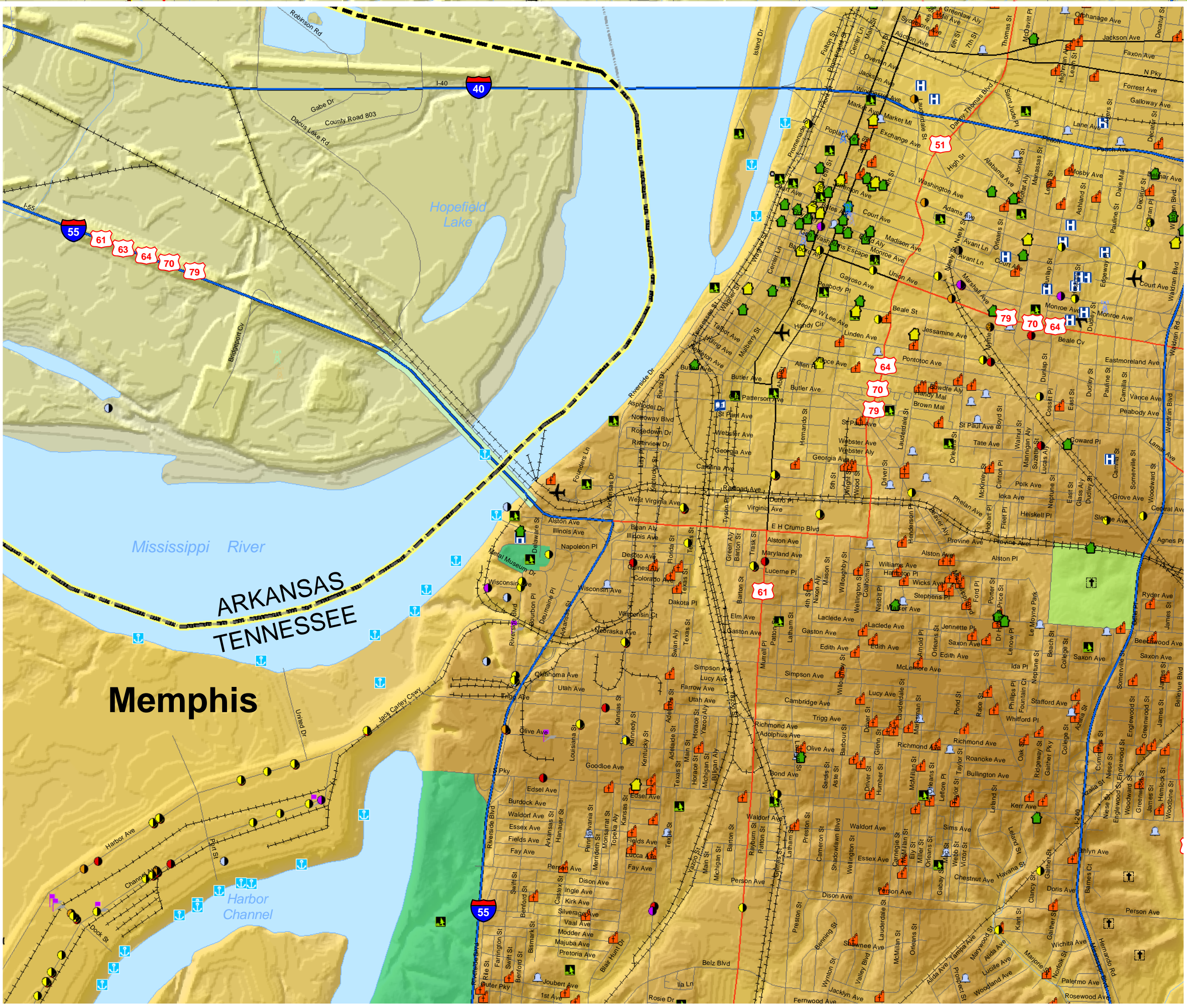
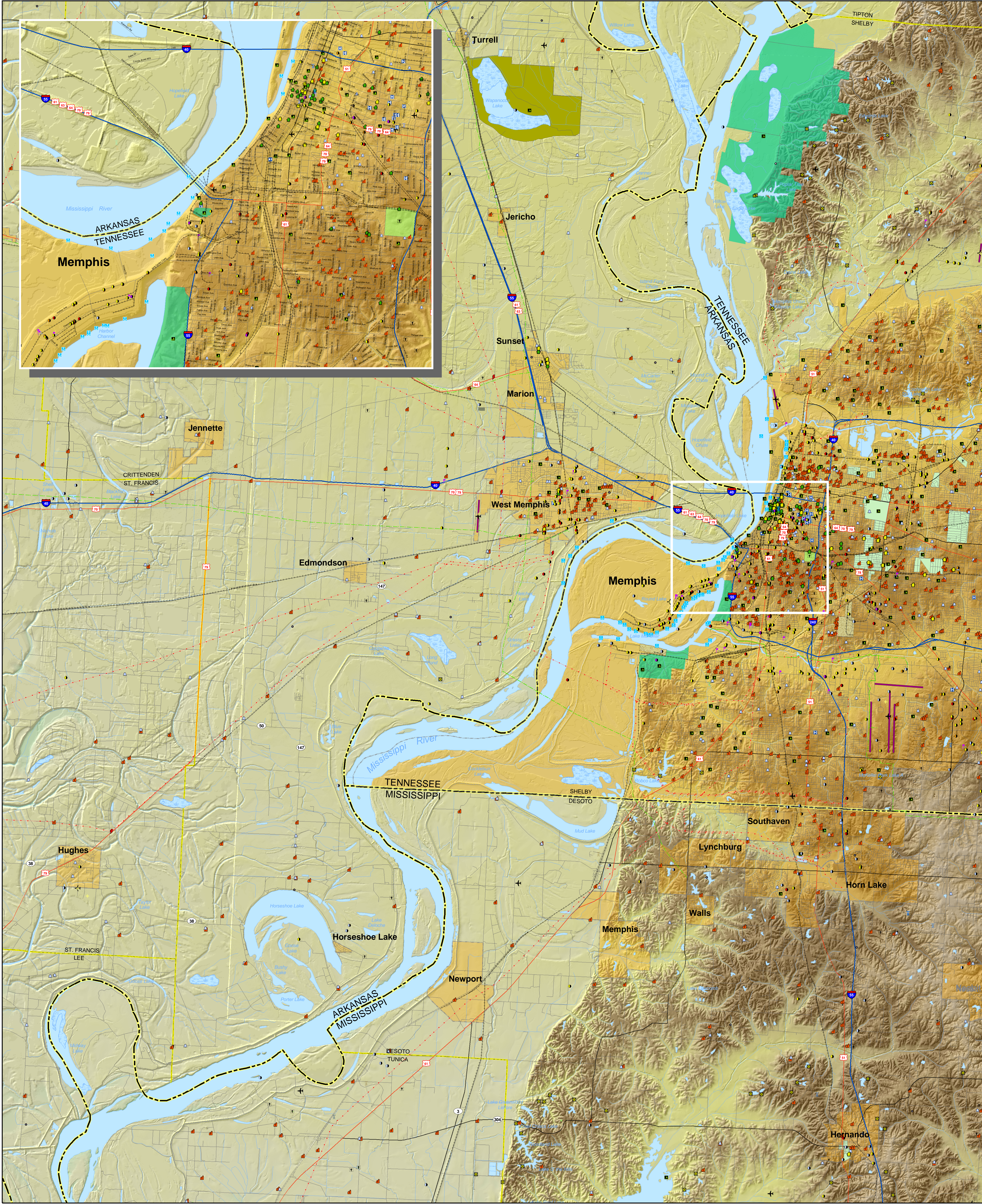
- Ecological issues, such as air quality, farmland, wetlands, threatened and endangered species, and hazardous materials; and
- Community impacts, environmental justice populations, and other socioeconomic factors.

The information presented is based on readily available public records and archival research. An Environmental Assessment (EA) and/or an Environmental Impact Study (EIS) will be necessary to collect additional primary data and conduct a scoping process to identify and perform a more detailed analysis of issues, impacts, and alternatives. A local area Geographic Information System (GIS) was assembled for the **Mississippi River Crossing Feasibility and Location Study** using environmental resource data collected from numerous sources, including agency contacts and federal, state, and local databases. From this, an environmental footprint was developed, shown in **Exhibit 5-1**, which identifies potential issues within and surrounding the project area. Following is a summary of environmental conditions in the study area.

AIR QUALITY

Memphis Area MPO Study Area: The MPO's conformity determination is only for the Shelby County portion of the MPO planning area, since the rest of the Memphis MPO planning area has never been classified as non-attainment for a transportation related pollutant. The *2004 Air Quality Conformity Report* indicated that Shelby County, Tennessee, was in a 20-year maintenance period for both carbon monoxide (CO) and ozone (O3), during which the area would have to demonstrate continued compliance with the 1990 Clean Air Act Amendments (CAAAAs).

At that time, the conformity analysis demonstrated that the implementation of the FY 2004-2006 Transportation Improvement Program (TIP) and the financially-constrained Long Range Transportation Plan (LRTP) will contribute to improved air quality and will not jeopardize Shelby County's attainment and maintenance of the air quality standards. The proposed "Third Bridge" project was included as an "illustrative" project in the Memphis Area MPO's LRTP, so it was not included in the assessment of air quality conformity.



Legend

<ul style="list-style-type: none"> Hospital Park School Cemetery Church Spring National Register Sites Historic Structure/Place 	<ul style="list-style-type: none"> TV Towers Page Towers FM Towers Cell Towers AM Towers Intermodal Facilities Substations Water Ports Dams 	<ul style="list-style-type: none"> [EPA] Air Releases [EPA] Brownfield [EPA] Discharges to Water [EPA] Hazardous Waste Generators [EPA] Hazardous Waste Handlers [EPA] Superfund [EPA] Toxic Release Amtrak Stations Airports 	<ul style="list-style-type: none"> Power Lines Gas Pipelines Airport Runways State Lines Abandoned Railroads Railroads Streams Levees 	<ul style="list-style-type: none"> Military Reservations Historic Properties Swamps Water Bodies Cemetery State Park Corporate Boundary
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0 1 2 4 Miles

Project Area

Exhibit 5-1
Mississippi River Crossing
Feasibility and Location Study

PRELIMINARY
ENVIRONMENTAL DATA

Recently, however, Shelby County has been found to be in non-attainment for ozone under the new National Ambient Air Quality Standards (NAAQS) 8-hour requirements. The strict new NAAQS will require reductions in several types of air pollution. To help solve this problem, local elected officials in the MPO area recently initiated a plan, known as the Early Action Compact (EAC), to achieve clean air levels earlier than mandated by the U.S. EPA.

Under this program, 8-hour ozone non-attainment areas commit to take early action to reduce emissions that contribute to ozone formation. The agreement provides a mechanism for local governments to cooperate in addressing air quality issues through a variety of solutions, such as reduced speed limits for trucks, HOV lanes, carpool/vanpool programs, and incident management efforts. The plan also allows greater flexibility in the methods to reduce emissions to acceptable levels. As long as the area continues to meet EPA milestones for the EAC program, EPA will defer the effective date of the area's non-attainment designation. Areas that maintain their EAC status are not required to complete conformity determinations.

West Memphis: West Memphis, Arkansas, conducts a separate conformity analysis and is neither a maintenance or non-attainment area. Crittenden County, Arkansas is also completing an Ozone Early Action plan with the EPA to defer being designated as non-attainment for the new 8-hour NAAQ standard.

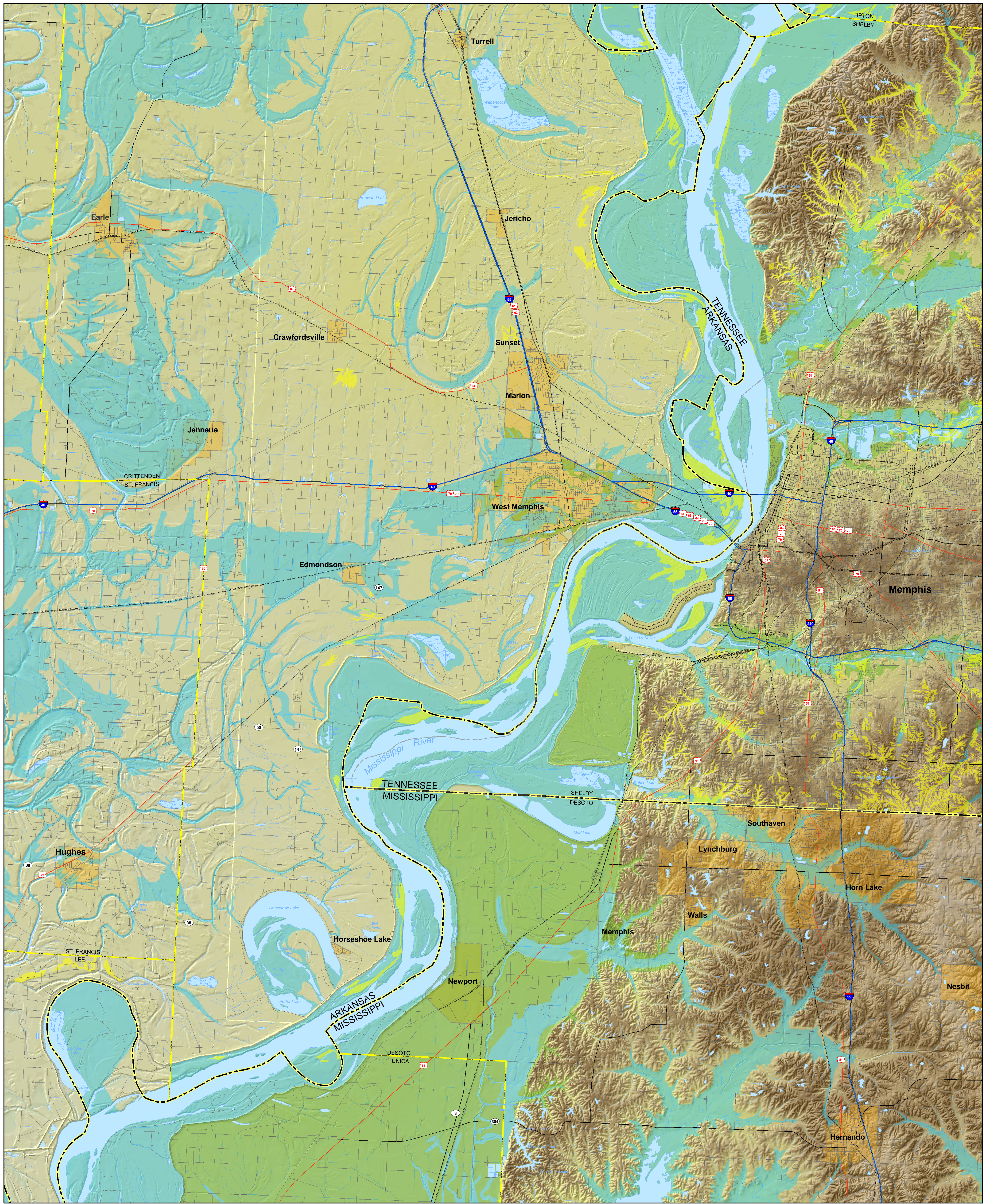
PHYSIOGRAPHIC CONDITIONS

Shelby and DeSoto counties are comprised of two physiographic regions, the Mississippi River Alluvial Plain on the west and the Loess Hills on the east. Mississippi Alluvial Plain Region is best characterized as flat, poorly drained soils, elevations only reaching 150 feet, bottomland hardwoods, and bottomland and terraced soils. The Mississippi River bottomlands are a wetland system of hardwood forests, sloughs, bayous, swaps, marshes, and riverine forest wetlands.

FARMLAND

The chief agricultural activities in the study area include cotton, soybeans, rice, and pastureland. As shown in **Exhibit 5-2**, there are areas of prime farmland spotted throughout the study area. In accordance with the Farmland Protection Policy Act (FPPA) of 1981, Federal Programs that contribute to the necessary and irreversible conversion of farmland to nonagricultural uses should be minimized.

For highway-related projects, impacts to prime farmland are determined by the amount of land taken for right-of-way plus those construction easements that extend beyond the edge of the right-of-way.



Legend

Water Body	100 Year Floodplain
Swamp	500 Year Floodplain
Corporate Boundary	Prime Farmland
County Boundary	Streams / Drainage
State Lines	Levees
	Rail Roads

0 1 2 4 Miles

Exhibit 5-2
Mississippi River Crossing
Feasibility and Location Study

PRIME FARMLAND
AND FLOODPLAIN DATA

Note: Prime Farmland (SSURGO Soils) Data Not Available for Mississippi

WETLANDS

Wetland areas are concentrated along the Mississippi River, marsh and bottomland areas. They are also concentrated around the oxbow lakes such as Horseshoe Lake in Arkansas and Horn Lake in Mississippi.

GIS database information was used to map known water bodies, however, field survey and verification has not been conducted for this level of study. Compensatory mitigation would be required for wetlands suffering unavoidable adverse impacts.

WATER RESOURCES

Aside from the prominent feature of the study area, the Mississippi River, there are several lakes, creeks, and unnamed streams to be given consideration in determining adverse impacts to water resources. Following is a list of water resources by county:

- Shelby County: The Loosahatchie and Wolf rivers in the northern portion and Nonconnah Creek just south of downtown Memphis, Wolf River Harbor in the north and McKellar Lake on the south and east side of Presidents Island, both having significant port activity, and North Horn and Robco Lakes in the southern portion of the county.
- Crittenden County: Wapanocca Lake with associated wildlife refuge in the northern section of the study area, several chutes along the river, a group of small lakes just south of West Memphis, and Horseshoe Lake in the southern portion which is used for recreational purposes.

DeSoto County: Mud and Horn Lakes on the border with Shelby County and numerous small farming ponds. The Mississippi River is the primary drainage system for much of the middle of the United States.

The majority of the study area lies within the Mississippi River floodplain. This area is nearly level and consists of poorly drained soils. Surface runoff collects into drainage features such as bayous and sloughs containing standing water. Specifically in the Memphis area, the Wolf, Loosahatchie, and Nonconnah Rivers drain the region into the Mississippi. There are no Scenic and Wild Rivers in the study area.

The Mississippi Delta is the floodplain for much of the lower Mississippi extending from the confluence of the Ohio, Tennessee, and Mississippi down to the Gulf of Mexico. Federal Emergency Management Agency (FEMA) produces Flood Insurance Rate Maps to assist areas in detecting flood-prone streams and rivers. These were consulted to determine the floodplain areas, as shown in **Exhibit 5-2** (on the previous page).

A greater floodplain length would require a longer bridge span.

THREATENED AND ENDANGERED SPECIES

The following online databases were reviewed for the occurrence of federally-listed threatened and endangered species in the study area: the Arkansas Natural Heritage Commission; Tennessee Department of Environment and Conservation, Division of Natural Heritage; and Mississippi Department of Wildlife Fisheries.

The only species listed as federally endangered is the Interior Least Tern. It is listed endangered in all three counties due to its presence on the Mississippi River. Least Terns nest on relatively barren sand and gravel bars in the Mississippi River from May until August. According to the Arkansas Natural Heritage Commission, actual nesting locations vary from year to year with fluctuating water levels as the river reshapes its sandbars.

As a special note, the Bald Eagle is also listed as present in all three counties as a federally threatened species. However, it is currently being considered for removal from the list.

Construction on new right-of-way would impact species directly through acquisition or indirectly through habitat modification and fragmentation of terrestrial and aquatic communities.

OTHER CONSIDERATIONS

Potential underground storage and hazardous (UST/HAZMAT) sites are considered likely because of the extensive number of transportation facilities, distribution centers, and commercial development in the study area. Further review should be undertaken in future project development phases.

There appear to be few potential major impacts on social/cultural properties, such as schools, churches, local parks, hospitals, and cemeteries. However, this should be carefully evaluated in future phases of project development.

SECTION 106 AND SECTION 4(f)

The following is a discussion of Section 106 and/or Section 4(f) resources believed to exist within the study area.

Historic Sites

Potential impacts on historic sites could fall under the requirements of Section 106 and Section 4(f), as described at the beginning of this chapter. Historic sites are considered to be those sites listed on or eligible for inclusion to the National Register of Historic Places and include resources such as, but not limited to, historic sites, buildings, bridges, districts, and archaeological sites of a historic or prehistoric nature that must be preserved in place.

Within downtown Memphis, there are numerous historic properties and districts. The I-55 bridge itself is listed on the National Register for its engineering significance. Immediately south of the I-55 bridge are the historical sites of Chickasaw Heritage Park and the Ornamental Metal Museum. The Chucalissa archaeological site within the T.O. Fuller State Park is located just east of the proposed Super Terminal site.

Public Parks

Public parks or areas publicly owned and used for recreational purposes are considered as 4(f) resources. The following public parks or areas are located within Shelby County, Tennessee:

- Meeman-Shelby Forest State Park in the northwest corner of Shelby County;
- Chickasaw Heritage Park, located just south of the I-55 bridge;
- E.H. Crump Park, also located just south of the I-55 bridge;
- Martin Luther King Riverside Park, located on Riverside Drive, south of the I-55 bridge and west of I-55; and
- T.O. Fuller State Park, located east of the proposed Super Terminal on Riverport Road.

Two areas planned for recreational purposes by the Corp of Engineers in Shelby County are:

- The Nonconnah Creek Restoration and Greenway Trails, and
- The Wolf River Greenbelt.

Horseshoe Lake in Crittenden County, Arkansas, is also used for recreational purposes.

Wildlife/Waterfowl Refuges

The Wapanocca National Wildlife Refuge is located in Crittenden County near Turrell, Arkansas. It is centered around Wapanocca Lake and is a habitat for migrating and wintering waterfowl.

SUMMARY

The information presented is based on readily available public records and archival research. An Environmental Assessment (EA) and/or an Environmental Impact Study (EIS) will be necessary to collect additional primary data and conduct a scoping process to identify and perform a more detailed analysis of issues, impacts, and alternatives.

Major environmental concerns identified in the study area are as follows:

- Shelby County, Tennessee, and West Memphis, Arkansas, have been found to be in non-attainment for ozone under the new National Ambient Air Quality Standards (NAAQS) 8-hour requirements. An Environmental Action plan is underway in each area, in cooperation with the US EPA.

- There are areas of prime farmland spotted throughout the study area.
- There are several lakes, creeks, and unnamed streams to be given consideration in determining adverse impacts to water resources.
- Most of the study area lies within the Mississippi River floodplain.
- The only federally endangered species is the Interior Least Tern. The Bald Eagle is listed as a federally threatened species in all three counties, although it is currently being considered for removal from the list.
- There are potential UST/HAZMAT sites in the study area which should be addressed in future project phases.
- Potential Section 106 and/or Section 4(f) resources that have been identified include:
 - Four historical sites, including the I-55 bridge itself;
 - Eight public parks or areas; and
 - One wildlife refuge area.

Chapter 6: Public Involvement and the Decision-Making Process

How was public input used in the decision-making process?

PUBLIC INVOLVEMENT PROCESS

Local citizens, stakeholders, public officials, and government agency representatives were given the opportunity to provide input throughout the course of the Mississippi River Crossing Feasibility and Location Study. This chapter describes:

- Public involvement activities that occurred throughout the study process; and
- The comments and input received from those efforts.

Public Involvement

- Project Team
- Project Advisory Committee
- Public Involvement Meetings
- News Stories

The decision-making process included public information and involvement and was comprised primarily of four activities:

- Project Team meetings;
- Project Advisory Committee meetings;
- Public involvement meetings;
- News stories (print and electronic media) through local and state media outlets

Project Team: The roles of the Project Team were to review the pertinent information, evaluate results of the analysis and public input, and make recommendations for the proposed project. The Project Team members included representatives of the Tennessee Department of Transportation and the consultant responsible for carrying out the study.

Project Advisory Committee: At the outset, a Project Advisory Committee (PAC) was created to enhance public input into the decision-making process. In special PAC meetings, members were given information about the project, and they had an opportunity to ask questions and discuss the project in more detail than usually possible in a public meeting format. These PAC meetings provided a meaningful forum for a more well-informed consideration of the issues. Efforts were made to select PAC members that would provide a broad representation of the public and stakeholder interests.

Public Meetings: Five public meetings were held throughout the course of the study. These public meetings were critical to ensure that all interested persons had the opportunity to provide input on issues, impacts, and alternatives for the proposed project.

News Stories: Stories on the progress of the study were reported by local news outlets in the Memphis area. These served as a major source of public information and a means of generating interest and encouraging involvement and input for the proposed project.

PUBLIC INVOLVEMENT ACTIVITIES

Following, in chronological order, are public involvement activities for the study to help document the iterative steps in the decision-making process.

Project Team Meeting

A Project Team meeting involving the consultant was held on November 23, 2004, in Nashville, Tennessee. This initial meeting was to define the direction and parameters of the study, including:

- Project Development
 - Study limits, i.e., boundary and termini;
 - Data collection/inventory requests; and
 - Study exhibits and presentations.
- Scope of Services/Deliverables, including:
 - Treating the study as the initial scoping phase of the NEPA process, including development of project purpose and need;
 - Public involvement activities, including creation and makeup of a Project Advisory Committee (PAC); and
 - Data collection and analysis of existing conditions.
- Project Schedule and Milestone Dates; and
- Project Deliverables.

Project Advisory Committee Meeting

A Project Advisory Committee (PAC) meeting was conducted on May 2, 2005, at the Memphis Regional Chamber of Commerce Building in Memphis, Tennessee.

The designated members of the Project Advisory Committee were selected as representatives of project stakeholders and the general public. The organizations and interests represented on the Project Advisory Committee (PAC) included the following:

- Memphis Metropolitan Planning Organization (MPO)
- West Memphis MPO
- City of Memphis
- Shelby County, Tennessee
- Memphis Regional Chamber of Commerce
- Memphis-Shelby County Airport Authority
- Desoto County Planning Commission
- Memphis Regional Logistics Council
- Area transportation providers
- Area shippers
- Arkansas Highway and Transportation Department
- Mississippi Department of Transportation
- Tennessee Department of Transportation
- Federal Highway Administration (FHWA)

Presentations were given on the following:

- A general purpose for the project;
- The impact of future transportation projects;
- Studies to date concerning a third crossing;
- Rail operations, including the status of the two rail bridges, rail volumes, and how the various rail companies operate in the area, including their view on the need for a third bridge; and
- Environmental constraints affecting potential bridge crossing locations.

Input on issues, potential impacts, and possible alternatives was provided by the PAC members through a group discussion on possible goals that the committee would like to see addressed by the proposed project. From that discussion, preliminary project goals were subsequently identified as follows:

- Provide cross-river mobility and linkage;
- Provide mobility for future growth and economic vitality;
- Provide capacity relief;
- Enhance freight movement;
- Meet current and future transportation demand; and
- Improve efficiency and effectiveness of the transportation system.

Project Team Meeting

A Project Team meeting was held on June 30, 2005, at Wilbur Smith Associates office in Nashville, Tennessee. Attendees included representatives of the Tennessee DOT and the study consultant. The purpose of the meeting was to discuss the current status of the project, review the public input and findings to date, and identify potential alternative corridors for the proposed new Mississippi River bridge crossing in the Memphis area. The agenda included the following:

- Information and discussion items for the next PAC meeting;
- Presentation and discussion of proposed corridor alternatives;
- Potential rail issues and potential rail corridors;
- Scope and methodology for analysis of economic impacts; and
- Future public meetings to be held after the next PAC meeting.

The Project Team agreed on the corridor alternative concepts to be presented to the PAC for their input and concurred on the direction of the study.

Project Team Meeting

A Project Team meeting was held on October 10, 2005, at Wilbur Smith Associates office in Nashville, Tennessee. Attendees included

representatives of the Tennessee DOT and the study consultant. Discussions and decisions reached at the meeting were as follows:

- Discussed and reached agreement on the language to be used in the draft purpose and need statement for the proposed project;
- Reviewed and approved the environmental footprint map, following discussion on some of the specific sites shown on the map;
- Discussed WSA's Corridor Analysis Tool (CAT) and agreed that the CAT would be used in development of corridor alternatives for the study; and
- Discussed future activities to be done in the environmental assessment phase of the proposed project and how the results of the current Location Study could be used in that phase.

Project Advisory Committee Meeting

A Project Advisory Committee (PAC) meeting was conducted at 10 a.m. on November 17, 2005, at the Memphis Chamber of Commerce Building in Memphis, Tennessee. Present at the meeting were 13 local members of the PAC, a representative of the FHWA, two representatives of the Tennessee DOT, and four staff from Wilbur Smith Associates.

Key items presented by WSA at the meeting included (1) a handout with a brief Project Overview and draft purpose and need statement for the project and (2) a map showing 13 potential corridor alternatives for consideration and evaluation (see **Chapter 7**). The major concerns expressed at the meeting were as follows:

- The amount of truck traffic on the I-40 and I-55 bridges;
- Getting more specifics on the corridor alternatives before evaluating them;
- There are only two bridges crossing the river that are probably not seismically protected, due to their age; also, the new bridge needs to be for rail and highway travel;
- The technical and financial feasibility of locating both a rail and highway structure in the same corridor location;
- Opinions by one attendee, as follows : Corridor Alternative 1 is the worst option for cross-river mobility and linkage, and the best is somewhere between Corridor Alternatives 4 and 9; Corridor Alternatives 7 and 8 would be ranked #1 and #2, while Corridor Alternatives 2 and 3 would be ranked 12th and 11th, respectively; Corridor Alternative 12 would provide the best capacity relief;
- Locating the new bridge to provide access to the new Super Terminal;
- Combining Corridor Alternatives 7 and 8 to provide the best route;
- Possibly tying in the bridge at Lehigh and I-40;
- Relieving congestion in downtown Memphis;

- After crossing the river, consider splitting into an east/west route and a north/south route;
- Corridor Alternatives 12 and 13 would help relieve congestion, but they have no rail connectivity unless another rail line is built;
- Corridor Alternative 8 would not be able to handle the additional traffic, so it should not be ranked;
- Corridor Alternative 8 is the best option to relieve congestion if it did not tie into I-240; and
- Corridor Alternatives 4 and 5 would be too far south to provide congestion relief.

Memphis MPO Executive Board Meeting

The consultant made a presentation on the proposed **Mississippi River Crossing Feasibility and Location Study** to Memphis, Tennessee MPO Executive Board at their regularly scheduled meeting at 1:30 p.m. on November 17, 2005, at MATA Central Station, followed by a question-and-answer session.

First Round of Public Meetings

As part of the public involvement portion of this study, two public information meetings were held on November 17, 2005. A public notice was provided to the local media to inform the general public about the meetings. PAC members also notified stakeholders about the meeting.

The purposes of the meetings were to inform these groups about the project and to gain input about the issues and concerns of the community.

The first public meeting on November 17, 2005, was held from 12:00 p.m. to 2:00 p.m. at Commissioners Chamber of the Shelby County Administration Building in Memphis, Tennessee, and the second in the evening from 5:00 p.m. to 7:00 p.m. at the Central Station on Main Street in Memphis, Tennessee.

At each meeting, TDOT gave an overview of the study process and the consultant gave a presentation on the genesis of the study, the history of the proposed project, the purpose and need for the project, and the corridor alternatives that have been developed to date. A question-and-answer session followed the presentations. An opportunity was then provided for interested parties to talk to project representatives one-on-one and ask any additional questions. Representatives from the Tennessee DOT and the consultant were present to answer questions and receive comments during the meeting.

Attendance at the first public meeting was about 20 persons, which included a strong news media presence, including television and newspaper.

Approximately 15 persons attended the second public meeting. Handouts were provided at the meeting to present the draft purpose and need statement and a map of the original 13 corridor alternatives. A court reporter was present at the meeting. A transcript of this meeting is included in **Appendix A**. Some of the key issues at these public meetings included the following:

- Impacts on the T.O. Fuller State Park and Chucalissa Museum;
- Pedestrian and bicycle use, especially providing accommodations for the Mississippi River Trail that goes through 12 states, currently routed over the existing I-55 bridge;
- Truck traffic, e.g., corridor alternatives tying into I-40 would seem to be better for truck traffic than corridor alternatives in the south; conversely, some southern corridor alternatives could help truck access since they could tie into existing freight shipping facilities, such as the Super Terminal;
- Connection to I-22; and
- Concern over which corridor alternatives could serve as a rail corridor, whether a rail bridge is needed, where a rail bridge should be built, the possibility of using an abandoned rail bridge for a pedestrian-only facility, and the possibility of terrorist actions having a greater impact if the rail and highway bridge are in close proximity or in proximity to any of the existing bridges.

Project Advisory Committee Meeting

A Project Advisory Committee (PAC) was held at noon on February 21, 2006, at the Memphis Chamber of Commerce Building in Memphis, Tennessee. Present at the meeting were 11 members of the PAC, a representative from the Tennessee DOT, and three staff from Wilbur Smith Associates.

A presentation was given to the PAC illustrating the refinements of alternative crossing locations from the original 13 locations to 5 highway bridge crossing options, and 4 rail options. A summary of traffic analyses and economic analyses was also presented. An evaluation matrix of the identified crossing locations was also presented. Following the presentation, discussion followed in which the PAC members were able to provide their thoughts on each of the options and their preferences for both highway and rail crossing locations.

Second Round of Public Meetings

As the final phase of the public involvement process for the **Mississippi River Crossing Feasibility and Location Study**, a series of three public information meetings were held in February 2006. A public notice was provided to the local media to inform the general public about the meetings, and special invitations were provide to local elected officials and stakeholders in the three county study area. Local news stories in the media also informed the public of the meetings in advance. The final three public meetings were scheduled as follows:

- The first in the series of three public meetings was held in Memphis, Tennessee from 6:00 to 8:00 p.m. at the Central Station on Main Street. Six (6) persons attended, along with six (6) TDOT staff and five (5) consultant representatives.
- The second meeting in the series was held in West Memphis, Arkansas from 1:00 to 3:00 p.m. at the West Memphis City Hall. There were eight (8) citizens present, plus four TDOT staff and two consultant representatives.
- The third meeting was held in Hernando, Mississippi from 6:00 to 8:00 p.m. at the Desoto County Administration Building. There were 45 citizens present, plus four TDOT staff and two consultant representatives.

The purposes of the meetings were to provide information about the project status, present the latest corridor alternatives for the Mississippi River Bridge Crossing, and gain input from the public about issues, concerns, potential impacts, opinions, and other comments about the proposed corridor alternatives. A court reporter was present at all three of the meetings. A transcript of the meetings is included in **Appendix A**.

At each meeting, a presentation was given by TDOT on the public meeting process. The consultant presented information on the project purpose and need and the five corridor alternatives remaining after a preliminary screening of 13 corridor alternatives, which were presented at the last public meeting. This included potential corridor alternatives for each bridge crossing location on either side of the river.

The presentations were followed by a question-and-answer session. After the presentation and the question-and-answer session, an opportunity was provided for interested parties to talk to project representatives one-on-one and ask any additional questions. Representatives from the Tennessee DOT and the consultant were present to answer questions and receive comments during the meeting. News stories provided information on the outcome of the meetings.

Some of the key issues and concerns addressed at the three public meetings included the following:

- Congestion, pavement condition, truck traffic, trucks exceeding the speed limit, and lack of enforcement for violators on I-40;
- Addressing environmental concerns as part of the study;
- Schedule for future project development;
- Areas that would benefit from economic development;
- Extensive delays on bridges at times;
- Connection to I-69 and associated economic benefits;
- Staying close to existing bridges so the new bridge would relieve traffic on the I-40 and I-55 bridges;
- Consideration of and access to major economic growth in Tunica County, Mississippi, particularly tourism; and
- Potential for earthquake damage.

CORRIDOR ALTERNATIVES DEVELOPMENT

Following the existing conditions review and first round of public involvement meetings, potential improvement corridor alternatives were developed for a new Mississippi River bridge crossing at Memphis. The initial corridor alternatives were developed using a **Corridor Analysis Tool (CAT)** developed by Wilbur Smith Associates, with consideration of the evaluation of existing conditions and input received from a Project Advisory Committee and early public involvement.

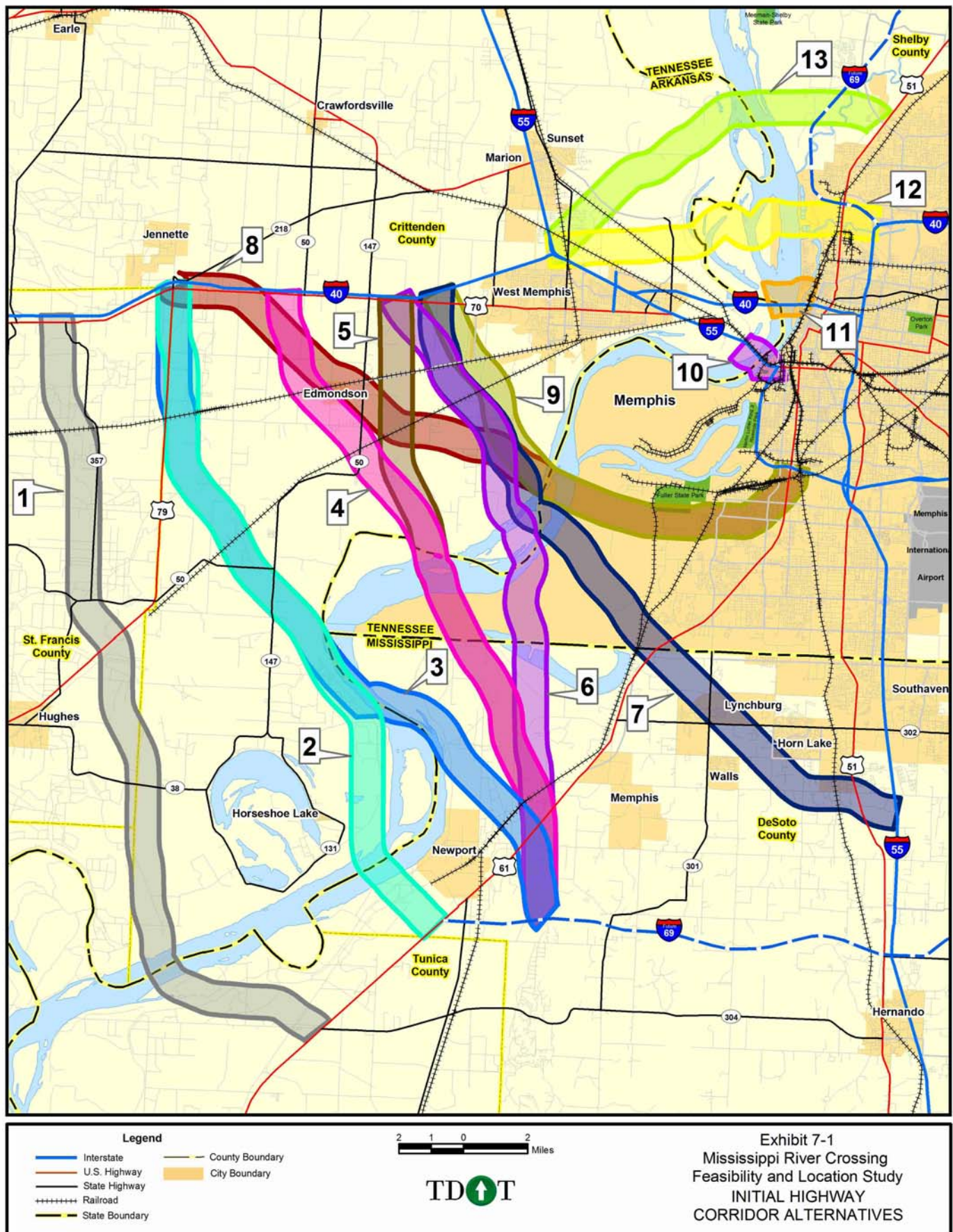
The CAT is a computer program with a series of GIS-based functions designed to locate routes of conceptual corridor “footprints” through environmental resources (e.g., wetlands and wildlife habitats) and community resources (e.g., public parks and historic structures) available from both public databases and project-developed databases. These conceptual corridors are developed through a simple “opportunities and constraints” approach. In this approach, values are assigned to site-specific resources and features by experts knowledgeable about those resources and features. Based on the values assigned, the CAT develops potential corridors with the least impact or least cost, and summarizes the impacts and costs for a resource or feature in each corridor.

During research and analysis for the development of the CAT, government resource agencies assisted in establishing relative values for the environmental and community resources and features included in the GIS-based map. For this study, resources to avoid or minimize impacts include bodies of water, parks, cemeteries, churches, hospitals, airports, drainage systems, gas pipelines, power lines, towers, historic sites, and population centers.

As part of the CAT selection process for this study, predetermined control points were first established to identify the (1) most suitable points on the Mississippi River for a bridge crossing and (2) best locations for tying into the existing or future roadway network at the eastern and western termini of the proposed project. Based on the control points and relative values assigned to the environmental and community resources, the CAT was used to choose “corridor alternative” routes that would best avoid or minimize impacts on sensitive resources.

INITIAL CORRIDOR ALTERNATIVES

As presented in **Exhibit 7-1**, the Corridor Analysis Tool was used to define thirteen (13) initial corridor alternatives for the proposed Mississippi River Bridge Crossing in the Memphis study area, as described in this section.



The following descriptions of the corridor alternatives show route prefix designations as SR for Tennessee highways, AR for Arkansas state highways, MS for Mississippi state highways, and US for Federal highways:

- Corridor Alternative 1: The eastern terminus would be an extension of MS 304 in Tunica County, Mississippi, beginning at US 61, traveling in a westerly direction and crossing the Mississippi River into Crittenden County, Arkansas at approximately river milepoint 697. The corridor would then turn and travel in a northerly direction; cross the AR 38 highway about 2.5 miles west of Horseshoe Lake; pass east of Hughes, Arkansas; cross US 79 in St. Francis County, Arkansas; eventually cross US 70; and terminate at I-40 just west of Blackfish Lake and southwest of Jennette, Arkansas.
- Corridor Alternative 2: The eastern terminus would be an extension of the proposed I-69/MS 302 in DeSoto County, Mississippi, beginning at US 61, traveling in an almost northwest direction, passing south of Newport, and crossing the Mississippi River into Crittenden County, Arkansas at approximately river milepoint 705. The corridor would then turn and travel in a northerly direction; travel about 2.5 miles east of Horseshoe Lake and just along the edge of Lake Deloche; turn again in a northwest direction; cross AR 147 and AR 50 to the St. Francis County Line; turn in a northerly direction and run along or just west of US 79 and the county line; cross US 70; and terminate at I-40 just south of Jennette, Arkansas.
- Corridor Alternative 3: The eastern terminus would be along the proposed I-69/MS 302 in DeSoto County, approximately 3 miles east of the proposed I-69/US 61 intersection, traveling north to US 61; it then would turn northwest and pass north of Newport, running to the Arkansas state line, about 2 miles south of the Mississippi/Tennessee State line, and cross the Mississippi River into Crittenden County at about river milepoint 713. The corridor would then cross AR 147 and AR 50 to the St. Francis County Line; turn in a northerly direction and run along or just west of US 79 and the county line; cross US 70; and terminate at I-40 just south of Jennette, Arkansas.
- Corridor Alternative 4: The eastern terminus would intersect the proposed I-69/MS 302 in DeSoto County, approximately 3 miles east of the proposed I-69/US 61 intersection, traveling north past US 61. Coming to the CNIC railroad tracks, it would turn northwest past the Delta Flying Service airport, across the state line into Shelby County, Tennessee, along the western edge of Cockleburr Lake, and cross the Mississippi River at about river milepoint 719. The corridor would continue northwest past Long Pond, Copperas Lake, and AR 147. At the southwestern corner of Edmondson, the corridor would turn north, crossing US 70, and end on I-40, 2.5 miles west of the I-40/AR 147 intersection.

- Corridor Alternative 5: The eastern terminus would intersect the proposed I-69/MS 302 in DeSoto County, approximately 3 miles east of the proposed I-69/US 61 intersection, traveling north past US 61. Coming to the CNIC railroad tracks, it would turn northwest past the the Delta Flying Service airport, across the Tennessee border into Shelby County, along the western edge of Cocklebur Lake, and cross the Mississippi River at about river milepoint 719. In Crittenden County, Arkansas, the corridor would continue in a northwest direction just south of Long Pond and the accompanying swamp region. It would then turn north, running parallel to AR 147, approximately a half-mile east of the road. After crossing US 70, the western terminus would be located at I-40.
- Corridor Alternative 6: The eastern terminus would intersect the proposed I-69/MS 302 in DeSoto County, approximately 3 miles east of the proposed I-69/US 61 intersection, traveling north between Newport and Memphis, Mississippi, across US 61, and past the Delta Flying Service airport. Continuing in a north-south direction, it crosses the Tennessee state line through Shelby County and crosses the Mississippi River into Crittenden County, Arkansas, at about river milepoint 722. It would then turn northwest at the western end of Grassy Lake and continue its path approximately a mile west of Fletcher Lake. It would pass south of the West Memphis airport and terminate at I-40, about a half-mile east of the I-40/AR 147 interchange.
- Corridor Alternative 7: The eastern terminus of this corridor would be on I-55 in DeSoto County, Mississippi, approximately 5 miles south of the Tennessee state line. It would run in a westerly direction and would cross US 51 before turning northwest to run between Walls and Lynchburg. It would cross into Shelby County, Tennessee near the same point as US 61, directly south of Robco Lake. Continuing in the same direction, the corridor would cross the Mississippi River into Arkansas at river milepoint 722. It would pass south of Fletcher Lake, West Memphis, and the West Memphis airport, and would terminate at I-40 about 2 miles east of AR 147.
- Corridor Alternative 8: The eastern terminus of this corridor would be along I-55, 2 miles west of its intersection with I-240. It curves southwest beyond the southern edge of the T.O. Fuller State Park before turning west to cross the Mississippi River at about river milepoint 724 into Crittenden County, Arkansas. The corridor would turn northwest between Grassy Lake and Fletcher Lake, across AR 147 about 3 miles south of I-40, pass by the northern part of Edmondson, and end at I-40, near the US 79/I-40 intersection, south of Jennette.
- Corridor Alternative 9: The eastern terminus of this corridor would be on I-55, 2 miles west of its intersection with I-240. It curves southwest beyond the southern edge of the T.O. Fuller State Park before turning west to cross the Mississippi River at

about river milepoint 724 into Crittenden County, Arkansas. Here, it would turn northwest to head south of Fletcher Lake, West Memphis, and the West Memphis airport; the western terminus would be at I-40 about 2 miles east of AR 147.

- Corridor Alternative 10: This corridor basically follows the existing I-55 route. The eastern end would be about half-mile south of US 78; the western end would be approximately half-mile beyond the Arkansas bank of the Mississippi River.
- Corridor Alternative 11: This corridor parallels the existing I-40 route, crossing the Mississippi River at approximately river milepoint 736 and tying into I-40 on both sides.
- Corridor Alternative 12: The eastern terminus would be in Shelby County, Tennessee at the interchange of I-40 and proposed I-69. The corridor would run west, just north of Wolf River and south of the General DeWitt Spain Airport. It would cross the Mississippi River at about river milepoint 739 and continue west across Hopefield Chute and Mosquito Lake into Crittenden County, Arkansas. The western terminus would join I-40/I-55 where they diverge between West Memphis and Marion.
- Corridor Alternative 13: The eastern terminus of this corridor would be US 51 in Shelby County, Tennessee. It would run west crossing the proposed I-69 and crossing the Mississippi River into Crittenden County, Arkansas at approximately river milepoint 742. The corridor would then turn southwest, passing north of McCarter Lake; the western terminus would join I-40/I-55 where they diverge, between West Memphis and Marion.

Rail Corridors

In addition to a new highway bridge crossing, the study was also intended to evaluate the potential for a new railroad bridge crossing. The analysis was restricted to evaluating whether a new railroad bridge could feasibly be accommodated within the proposed new highway corridor or in a separate location. For purposes of this study, it was assumed that:

- Each of the selected highway corridor alternatives should also be considered as rail corridor alternatives at the outset; and
- Each rail alternative would be further evaluated for the selected highway corridors during the next phase of project development.

Other Transportation Modes

The scope of this study is centered on highway and rail transportation and does not fully address other transportation modes, such as bicycle, pedestrian, and public transit, including light rail. While no extensive analysis was made regarding the inclusion of all modes on a single structure, accommodation of other modes is considered feasible at present. Therefore, consideration should be given to incorporating or accommodating other modes as part of the proposed project during future phases of project development.

Chapter 8: Alternatives Evaluation

How well did the alternatives meet the evaluation criteria?

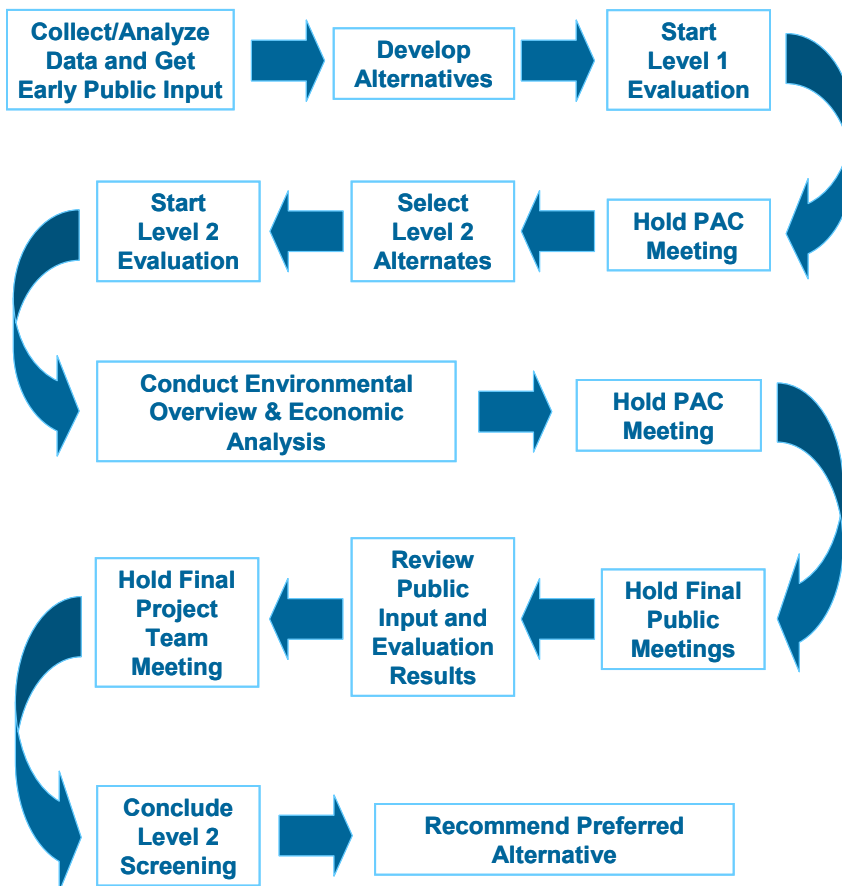
EVALUATION PROCESS

The Alternatives Analysis utilized a three-step process:

- Level 1 Screening
- Level 2 Screening
- Final Screening, using Level 2 Screening results and input from the final Project Advisory Committee meeting and public meetings held in February 2006.

Exhibit 8-1 depicts the alternatives development and evaluation process. The steps in the evaluation process are described in more detail in the following sections.

Exhibit 8-1. Evaluation Process



LEVEL 1 SCREENING PROCESS

Highway Corridors

A tiered evaluation process was undertaken to determine if any of the corridor alternatives might be eliminated at an early stage before additional data collection and analysis were done. In the first step, the 13 initial corridor alternatives were evaluated as part of a Level 1 Screening process that considered the following factors:

- Purpose and need of the project, as follows:
 - Provide adequate cross-river system linkage and rerouting opportunities for the Memphis and the tri-state area (Tennessee, Arkansas, and Mississippi);
 - Provide efficient mobility for existing and planned growth and employment, including protecting the economic vitality of Memphis and the tri-state area;
 - Provide capacity relief for existing bridge crossings at I-40 and I-55;
 - Enhance local and regional freight movement, including traffic generated by the airport, rail yards, and riverports;
 - Meet current and future transportation demand; and
 - Provide a more efficient and effective transportation system for Memphis and the tri-state region;
- Qualitative assessments of potential environmental and community impacts; and
- Input from the Project Advisory Committee.

Findings were presented to the project team, who decided that three of the 13 initial corridor alternatives should be eliminated and the remaining ten combined into five bridge crossing locations with multiple corridor alternatives, as described below:

- Corridor Alternative 1, previously presented in Exhibit 7-1, would be eliminated because it is too far away from the center of the study area and, therefore, could not adequately meet the purpose and need of the project;
- Corridor Alternatives 2 and 3 would be combined, tying directly into I-69 (MS 302 extension), and re-designated as Bridge Crossing Location A;
- Corridor Alternatives 4, 5, 6, 7, and 8 were basically in the same corridor, so they should be combined into Bridge Crossing Location B, with alternative routes on either end;
- Corridor Alternatives 10 and 11 were eliminated because they could potentially cause major disruption in the downtown Memphis area and, therefore, cause major negative impacts on businesses, neighborhoods, and historic areas; and
- Corridor Alternatives 12 and 13 would go forward into the next phase, but be separated into three corridors at Bridge Crossing Locations C, D, and E (see further discussion in this section).

During the Level 1 Screening process, subsequent discussions ensued among the project team members regarding:

- How each of the remaining and/or combined corridor alternatives would best fit into the existing and future transportation network, especially on the east side of the Mississippi River; and
- Features or conditions along some routes that might need special consideration.

As a result of these discussions, the first decision focused on the location of the bridge crossings, as follows:

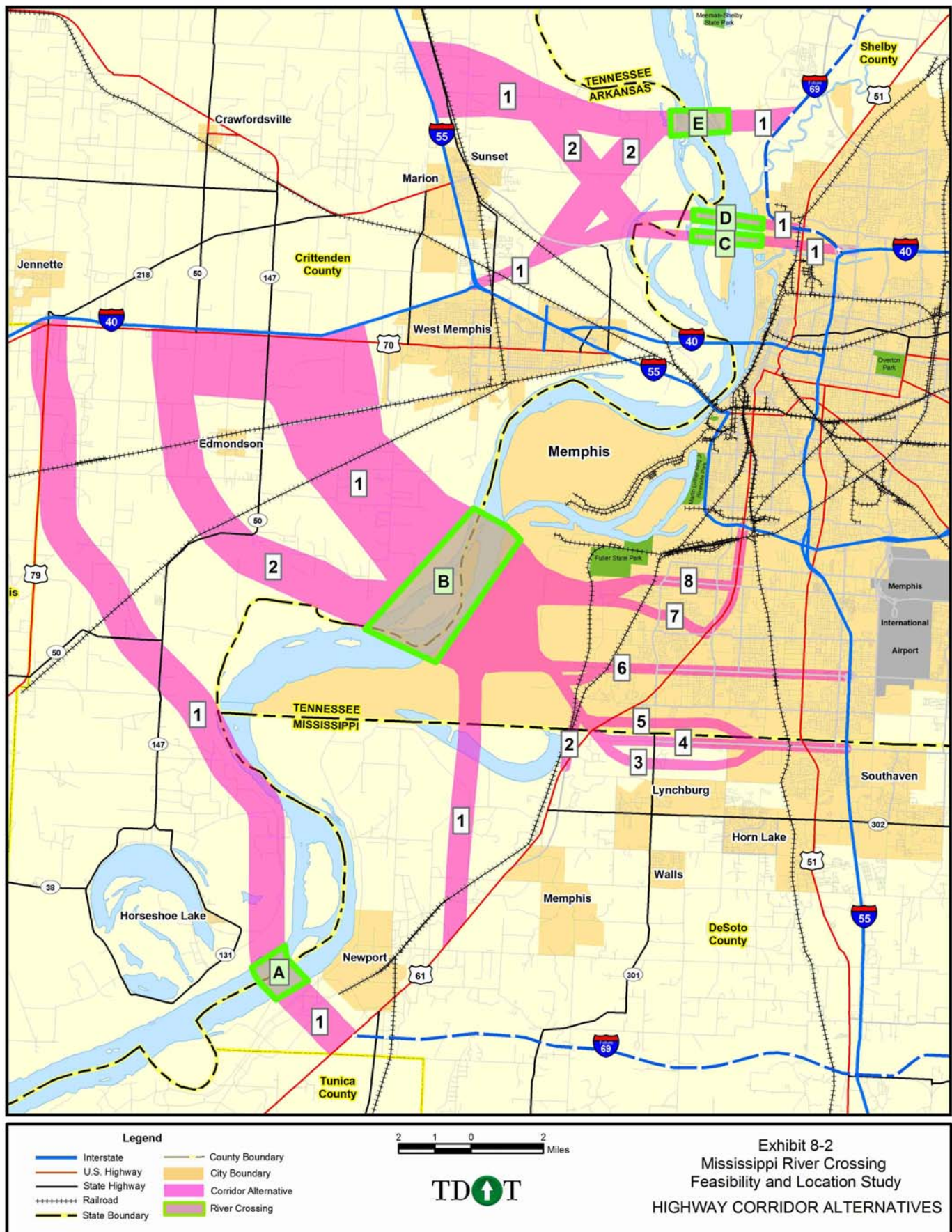
- Bridge Crossing Location A (Bridge A) appeared to have no major issues identified during the Level 1 Screening, so it would remain as previously established.
- Bridge Crossing Location B (Bridge B) would be relocated to avoid Edmonston and the wetlands in the area.
- Bridge Crossing Locations C, D, and E (Bridges C, D, and E) would be revised to provide the missing link to I-40, as follows:
 - Bridge C would be an extension of SR 300;
 - Bridge D would be a direct extension of I-40; and
 - Bridge E would be located to (1) provide an alternative just north of the Memphis urbanized area, interchanging directly with US 51/SR 3 (future I-69) several miles south of Millington, and (2) avoid the bluffs along the Mississippi River.

For all of the alternative bridge crossing locations, the second decision focused on revised corridor alternatives (i.e., somewhat different from the 13 initial corridor alternatives described previously). These revised corridor alternatives were identified based on:

- Results from the Corridor Analysis Tool;
- Potential service to locations and facilities on each side of the Mississippi River; and
- Finding appropriate locations to tie into the transportation network.

The revised corridor alternatives chosen for further evaluation are shown in **Exhibit 8-2**.

As described in this section, with the exception of Bridge A, each of the bridge crossings would have termini and multiple corridor alternatives on each side of the river. For these bridge crossing locations with multiple corridors, the letter represents the bridge and the number represents the corridor alternative segment, and each is either described within the discussion as being east or west of the Mississippi River or highlighted with an E or W. For example Bridge B, Corridor Alternative 1 east of the Mississippi River is referred to in the following text as B-1.



East (Tennessee/Mississippi) Side

- A-1 intersects with US 61 (north-south) and directly connects to an extension of MS 304 in Mississippi (the southern leg of future I-69).
- B-1 intersects with US 61 and B-2 would tie directly into US 61 in Mississippi.
- B-3, B-4, and B-5 connect to State Line Road in Mississippi and would ultimately provide an intersection with north-south routes US 51 and I-55.
- B-6, B-7, and B-8 connect to major local streets in Tennessee that serve the south side of Memphis: Shelby Drive, Levi Road, and Mitchell Road, respectively.
 - All of these would also ultimately intersect with I-55 and provide direct access to the Memphis International Airport.
- C-1 connects to SR 300, which in turn ties into I-40 north of Memphis.
- D-1 connects directly to US 51 and the future I-69 route north of Memphis.
- E-1 connects to the future I-69 route, which will follow along US 51 north of Memphis.

West (Arkansas) Side

- A-2, B-1, B-2, C-1, D-1, and E-2 all interchange or connect with I-40 at West Memphis.
 - C-1, D-1, and E-2 may also interchange or connect with I-55 at or near the I-40/I-55 interchange.
- C-2, D-2, and E-1 connect to I-55 north of West Memphis.

Rail Corridors

Based on the highway corridor alternatives selected after the Level 1 Screening process, a special review of those corridor alternatives was undertaken to determine their suitability for a proposed new rail facility considering the location of existing railroads and the presumed engineering feasibility of providing an adequate rail facility.

From this review, it was decided that Bridge A is not a feasible location for a rail crossing, leaving four rail corridor alternatives. The final rail corridor alternatives are shown in **Exhibit 8-3**.



LEVEL 2 SCREENING PROCESS

The next step in the evaluation process was a Level 2 Screening process based on additional information gained during the study.

Highway Corridors

As part of the Level 2 Screening process, additional data and information were collected and/or generated for the evaluation criteria to be applied to the final alternatives for the study. Ultimately, each of the corridor alternatives, including the No Build option, would be evaluated on three important elements of the project:

- How well the alternative meets the defined purpose and need of the project;
- Potential impacts that each alternative have on environmental and other community concerns, both positive and negative; and
- Cost estimates and engineering issues associated with the alternatives.

To better evaluate how well each of the final corridor alternatives met each of these three elements of the project, the following criteria were used:

- Purpose and Need
 - Traffic Feasibility
 - Travel Efficiency Feasibility
 - Economic Development
- Environmental Feasibility
- Engineering/Cost Feasibility

Summaries of the data, other information, and/or qualitative judgments regarding these criteria are shown in **Exhibits 8-4 through 8-9**. Following is a brief discussion of the criteria.

Purpose and Need

The draft purpose and need statement for the proposed Mississippi River Crossing project was submitted as a separate interim report: *Mississippi River Crossing: Preliminary Purpose and Need*, dated November 2005. This assessment is based on the data, information, and qualitative assessments for the three areas of analysis: Traffic Feasibility, Travel Efficiency, and Economic Feasibility (including potential economic impacts and potential economic development considerations).

Traffic Feasibility

A travel demand model was developed, future traffic forecasts were calculated, and the future traffic was assigned to generate the annual Average Daily Traffic (ADT), Vehicle Miles of Travel (VMT), and Vehicle Hours of Travel (VHT) on existing highways and each of the corridor alternatives. Details of the travel demand model development and results are described in *Mississippi River Crossing Feasibility and*

Location Study Technical Memorandum: Modeling Development and Performance Report, dated February 2006. From these traffic forecasts and analysis, it was possible to generate data to determine the impact of the various corridor alternatives, as shown in **Exhibit 8-4**.

Using this data, a qualitative assessment was made as to how well the proposed project met traffic-related factors identified as part of the purpose and need statement. From this comparison, it can be seen that:

- The greatest amount of traffic diversion comes from one of the corridor alternatives at both Bridges C and D;
- The highest traffic volumes on the proposed new bridge are generated at Bridges C and D;
- The greatest VMT savings are produced by most of the eight corridor alternatives at Bridge B;
- Relatively high VMT savings are also provided by corridor alternatives at Bridges C, D, and E;
- The greatest VHT savings are produced by corridor alternatives at Bridges B and E;
- Relatively high VHT savings are produced by one of the corridor alternatives at each of Bridges C, D, and E;
- Bridge A alternative appears to be least effective, producing low bridge volumes, an increase in overall VMT, and low VHT savings, but it produces some traffic diversion;
- Bridges C and E had greater impacts on reducing traffic volumes on the existing I-40 bridge;
- Bridges A and B had greater impacts on reducing traffic at the existing I-55 bridge; and
- The No Build option would result in no traffic diversion and no VMT or VHT savings.


Travel Efficiency Feasibility

Travel efficiency benefits and disbenefits are shown in **Exhibit 8-5**. Details on how these highway user costs and benefits were derived are described in *Mississippi River Crossing Feasibility and Location Study Technical Memorandum: Travel Efficiency Benefits*, dated March 2006. Based on these results, it appears that:

- The greatest benefits from travel time savings are produced by corridor alternatives at Bridges B and E;
- Relatively high travel time cost savings are also provided by one of the corridor alternatives at Bridges C and D;
- The highest vehicle operating cost (VOC) savings on the proposed new bridge are produced by corridor alternatives at Bridge B;

Exhibit 8-4: Traffic Feasibility
(Traffic Data for Future Year 2030)

Crossing Location	Alternative	Length of Corridor (miles)	I-40 Bridge Volume	I-55 Bridge Volume	Diversion	Bridge Volume	VMT Savings	VHT Savings
No Build		--	56,786	67,190	--	--	--	--
A	E1-W2	22.8	52,802	56,667	14,507	18,234	(295,073)	3,159
B	E1-W1	17.3	60,060	55,406	8,510	18,932	86,344	39,252
	E2-W1	15.0	60,060	55,406	8,510	18,932	86,344	39,252
	E3-W1	21.6	57,838	51,478	14,660	34,066	599,689	54,833
	E4-W1	21.6	57,838	51,478	14,660	34,066	599,689	54,833
	E5-W1	20.7	57,838	51,478	14,660	34,066	599,689	54,833
	E6-W1	20.0	57,838	51,478	14,660	34,066	599,689	54,833
	E7-W1	18.4	57,575	55,406	10,995	25,550	449,767	41,125
	E8-W1	17.3	57,575	55,406	10,995	25,550	449,767	41,125
	E1-W2	21.4	60,201	61,137	2,638	12,161	3,361	25,876
	E2-W2	19.1	60,201	61,137	2,638	12,161	3,361	25,876
	E3-W2	25.7	57,979	57,209	8,788	27,295	516,706	41,457
	E4-W2	25.7	57,979	57,209	8,788	27,295	516,706	41,457
	E5-W2	24.8	57,979	57,209	8,788	27,295	516,706	41,457
	E6-W2	24.1	57,979	57,209	8,788	27,295	516,706	41,457
	E7-W2	22.5	57,716	61,137	5,123	18,779	366,784	27,749
	E8-W2	21.4	57,716	61,137	5,123	18,779	366,784	27,749
C	E1-W1	11.0	18,785	71,596	33,595	55,278	274,527	6,828
	E1-W2	13.6	32,533	71,726	19,718	41,586	327,489	31,163
D	E1-W1	9.5	18,785	71,596	33,595	55,278	274,527	6,828
	E1-W2	11.9	32,533	71,726	19,718	41,586	327,489	31,163
E	E1-W1	10.2	46,281	71,855	5,840	27,894	380,450	55,498
	E1-W2	10.5	32,533	71,726	19,718	41,586	327,489	31,163

 Most favorable alternative in addressing the particular criterion.




 Least favorable alternative in addressing the particular criterion.

Exhibit 8-5: Travel Efficiency Benefits
(2006 \$ Based on 2030 Data)

Crossing Location	Alternative	Length of Corridor	Travel Time Savings (1,000 \$)	VOC Savings (1,000 \$)	Safety Benefits (1,000 \$)	Travel Efficiency Benefits (1,000\$)
A	E1-W2	22.8	\$23,329	(\$39,763)	(\$4,875)	(\$21,309)
B	E1-W1	17.3	\$262,293	\$14,713	\$1,427	\$278,433
	E2-W1	15.0	\$262,293	\$14,713	\$1,427	\$278,433
	E3-W1	21.6	\$371,361	\$140,464	\$9,908	\$521,734
	E4-W1	21.6	\$371,361	\$140,464	\$9,908	\$521,734
	E5-W1	20.7	\$371,361	\$140,464	\$9,908	\$521,734
	E6-W1	20.0	\$371,361	\$140,464	\$9,908	\$521,734
	E7-W1	18.4	\$278,521	\$105,348	\$7,431	\$391,300
	E8-W1	17.3	\$278,521	\$105,348	\$7,431	\$391,300
	E1-W2	21.4	\$172,389	\$569	\$56	\$173,014
	E2-W2	19.1	\$172,389	\$569	\$56	\$173,014
	E3-W2	25.7	\$281,457	\$126,320	\$8,537	\$416,314
	E4-W2	25.7	\$281,457	\$126,320	\$8,537	\$416,314
	E5-W2	24.8	\$281,457	\$126,320	\$8,537	\$416,314
	E6-W2	24.1	\$281,457	\$126,320	\$8,537	\$416,314
	E7-W2	22.5	\$188,617	\$91,204	\$6,060	\$285,881
	E8-W2	21.4	\$188,617	\$91,204	\$6,060	\$285,881
C	E1-W1	11.0	\$52,043	\$93,498	\$4,536	\$150,077
	E1-W2	13.6	\$211,476	\$96,036	\$5,411	\$312,924
D	E1-W1	9.5	\$52,043	\$93,498	\$4,536	\$150,077
	E1-W2	11.9	\$211,476	\$96,036	\$5,411	\$312,924
E	E1-W1	10.2	\$370,909	\$98,575	\$6,286	\$475,771
	E1-W2	10.5	\$211,476	\$96,036	\$5,411	\$312,924

 Most favorable alternative in addressing the particular criterion.

 Least favorable alternative in addressing the particular criterion.

- Relatively high VOC savings are also provided by corridor alternatives at Bridges C, D, and E;
- The greatest cost savings due to improved safety (accident reduction) are produced by most corridor alternatives at Bridge B;
- Relatively high safety cost savings are also provided by corridor alternatives at Bridges C, D, and E;
- The greatest overall highway user cost savings are produced by most of the corridor alternatives at Bridge B;
- Relatively high overall user cost savings are produced by at least one corridor alternative at Bridges C, D, and E;
- Bridge A appears to be the least effective, showing a very low travel time cost savings, an increase in VOC, an increase in accident costs, and an increase in overall highway user costs; and
- The No Build option would result in no travel efficiency benefits and could result in travel efficiency losses due to likely increases in highway congestion and crashes.

Economic Feasibility

Economic impacts for the proposed Mississippi River Crossing project are summarized in **Exhibit 8-6**. These impacts were derived using a widely accepted econometric model developed by REMI, Inc., which is extensively used for various policy-level analyses by federal, state, and local governments throughout the country. Further details of the economic impact analysis are described in *Mississippi River Crossing Feasibility and Location Study Technical Memorandum: Potential Economic Impacts of Building a New Bridge in the Memphis Area*, dated March 2006. As shown by the results presented in Exhibit 8-6, the potential economic impacts of the various “build” alternatives would be as follows:

- The greatest economic benefits in all areas are produced by most of the corridor alternatives at Bridge B;
- Relatively high economic benefits are also provided by corridor alternatives at Bridges C, D, and E;
- Bridge A appears to provide the lowest economic benefits; and
- The No Build option results in no travel efficiency benefits and, therefore, would not incur positive economic impacts.

In summary, among all the new bridge alternatives, the median values of the total potential economic impacts are:

- \$2.2 billion increase in Gross Regional Product;
- \$1.5 billion increase in personal income; and
- Increase of 32,500 job-years.

Exhibit 8-6: Economic Feasibility

Crossing Location	Alternative	Length of Corridor	Total Employment (jobs-of-years)	Gross Regional Products (in million nominal \$)	Personal Income (in million nominal \$)
A	E1-W2	22.8	10,785	\$738	\$628
B	E1-W1	17.3	19,499	\$1,169	\$1,059
	E2-W1	15.0	19,499	\$1,169	\$1,059
	E3-W1	21.6	44,504	\$2,944	\$2,101
	E4-W1	21.6	44,504	\$2,944	\$2,101
	E5-W1	20.7	44,504	\$2,944	\$2,101
	E6-W1	20.0	44,504	\$2,944	\$2,101
	E7-W1	18.4	33,378	2,208	1,576
	E8-W1	17.3	33,378	\$2,208	\$1,576
	E1-W2	21.4	15,740	\$944	\$888
	E2-W2	19.1	15,740	\$944	\$888
	E3-W2	25.7	40,745	\$2,719	\$1,930
	E4-W2	25.7	40,745	\$2,719	\$1,930
	E5-W2	24.8	40,745	\$2,719	\$1,930
	E6-W2	24.1	40,745	\$2,719	\$1,930
	E7-W2	22.5	29,619	\$1,983	\$1,405
	E8-W2	21.4	29,619	\$1,983	\$1,405
C	E1-W1	11.0	29,796	\$2,133	\$1,344
	E1-W2	13.6	32,482	\$2,178	\$1,427
D	E1-W1	9.5	29,796	\$2,133	\$1,344
	E1-W2	11.9	32,482	\$2,178	\$1,427
E	E1-W1	10.2	35,167	\$2,223	\$1,509
	E1-W2	10.5	32,482	\$2,178	\$1,427



Most favorable alternative in addressing the particular criterion.

Least favorable alternative in addressing the particular criterion.

Catastrophic Economic Impacts: In addition to the economic impacts resulting from a new facility, the study also analyzed the resulting economic impacts if the existing bridges were lost due to unforeseen circumstances, such as an earthquake, hostile act, or other catastrophe. These impacts would include:

- The immediate impact on travelers and businesses after the loss of the existing bridges; and
- The long-term impact associated with re-routing and delays before a new bridge is built.

Based on the data and assumptions used in the study, the immediate direct costs on an annual basis would be \$1.125 billion, while the impacts to the regional economy would be \$2.362 billion. The potential weekly values of the interrupted freight movement for both trucks and rail are in a range of \$218 million to \$295 million. On an annual basis, this value would be between \$11.344 billion and \$15.343 billion.

For the long-term impacts if the bridges were lost, preliminary results indicate that it will cost \$1.722 billion dollars annually to people and businesses because of additional travel time. The estimated annual costs to railroads of detouring are \$266 million and \$333 million, respectively, if the distance of detouring is 200 miles or 250 miles.

Combining all costs due to a catastrophic event, the direct annual economic costs to the region in the recovery period will be in the range of \$1.988 billion to \$2.055 billion. The overall economic impacts to the region could be in the range of \$4.176 billion to \$4.316 billion.

Economic Development: In addition to the potential economic impacts derived from the econometric model, a qualitative assessment was made of the existing economy and potential for future economic development. Further information on economic conditions and potential are described in *Mississippi River Crossing Feasibility and Location Study Technical Memorandum: Economic Development*, dated March 2006. From this assessment, the following general conclusions were reached:

- Due to dramatically increased future growth in freight movements, increased economic development in the Memphis area may occur by improving access to the areas associated with freight transportation along the Mississippi River, such as the Memphis Super Terminal location, i.e., in the vicinity of Bridge B.
- Potential areas for future economic development may be opened up if a new “West Connector” bridge crossing were located in proximity to the proposed I-69 route south of Memphis, i.e., in the vicinity of Bridge A.

Purpose and Need

Based on the data, information, and assessments for these “feasibility” factors, each of the draft purpose and statements was given a qualitative evaluation, which in turn was used to provide an overall qualitative rating. **Exhibit 8-7** presents a comparative matrix showing a qualitative assessment of how each of the corridor alternatives meets the draft purpose and need for the proposed **Mississippi River Crossing Feasibility and Location Study** project.

In this assessment, each corridor alternative was given a High, Medium-High, Medium, Low-Medium, or Low rating for how well it meets the purpose and need statement. A High rating means the alternative best satisfies the purpose and need statement, while a Low rating means that the corridor alternative does not adequately meet the statement. The following shows each purpose and need statement followed by the criteria that were applied for that purpose and need statement:

- Provide Cross-River Mobility and Linkage (and Re-Routing Opportunities), considered as the primary purpose of the project – Proximity to existing bridges (the closer the better).
- Provide Mobility for Future Growth and Economic Vitality – Economic development feasibility findings.
- Provide Capacity Relief – Traffic feasibility data and findings.
- Enhance Freight Movement – Proximity to intermodal facilities.
- Meet Current and Future Transportation Demand – Travel efficiency benefits.
- Improve Efficiency and Effectiveness of Transportation System – Create spacing from existing bridges without getting too far away to attract traffic and, thus, provide a viable transportation alternative.

As shown in **Exhibit 8-7**, an assessment of how well the corridor alternatives meet the purpose and need for the project is as follows:

- The corridor alternatives that best meet the primary purpose, to provide Cross-River Mobility and Linkage, are at Bridges C, D, and E, specifically Corridor Alternatives 1 east of the river and west of the river for Bridges C and D and Corridor Alternative 2 west of the river for Bridge E;
- The corridor alternatives that best meet most of the other purpose and need statements for the project are at Crossing Location B, specifically Corridor Alternatives 3 through 6 east of the river and Alternative 1 west of the river;
- The Bridge A corridor alternatives have the lowest ratings since they do not adequately meet the purpose and need for the project.

Exhibit 8-7: Project Purpose and Need

Crossing Location	Side of River	Alternative Corridor	Length of Corridor (miles)	System Linkage & Re-routing Opportunities	Mobility for Growth and Economic Vitality	Capacity Relief	Enhance Freight Movement	Meet Current & Future Demand	More Efficient & Effective System	Summary
A	East	1	2.6	Low	Low	Low	Low	Low	Low	Low
	West	2	20.2	Low	Low	Low	Low	Low	Low	Low
B	East	1	9.4	Low	Low	Low	Medium-Low	Medium-Low	Low	Low
		2	7.1	Low	Low	Low	Medium-Low	Medium-Low	Low	Low
		3	13.7	Medium	High	High	High	High	High	High
		4	13.7	Medium	High	High	High	High	High	High
		5	12.8	Medium	High	High	High	High	High	High
		6	12.1	Medium	High	High	High	High	High	High
		7	10.5	Medium	Medium	Medium-Low	Medium-High	Medium	Low	Medium-Low
		8	9.4	Medium	Medium	Medium-Low	Medium-High	Medium	Low	Medium-Low
C	West	1	7.9	High	Medium	Medium	High	High	Medium	Medium-High
		2	12.0	Medium	Medium	Low	Medium-High	Medium	Medium-Low	Medium-Low
	East	1	3.6	High	Medium	Medium	Medium	Medium	Medium	Medium
		1	7.4	High	Medium	Medium	Medium	Low	Medium	Medium
D	East	1	2.0	High	Medium	Medium	Medium	Medium	Medium	Medium
		1	7.5	High	Medium	Medium	Medium	Low	Medium	Medium
	West	2	10.0	Medium	Medium	Medium	Medium	Medium	Medium	Medium
		1	2.4	Medium	Medium	Medium	Medium	Medium	Medium	Medium
E	East	1	7.8	Medium	Medium	Medium	Medium	Medium	Medium	Medium
		1	8.1	High	Medium	Medium	Medium	High	Medium	Medium
	West	2								
		2								

Most favorable alternative in addressing the particular criterion.

Least favorable alternative in addressing the particular criterion.

Cost and Engineering Feasibility

Further information on cost and engineering feasibility are described in *Mississippi River Crossing Feasibility and Location Study Technical Memorandum: Cost and Engineering Feasibility*, dated February 2006.

Without more detailed studies, it is not possible to identify any engineering issues or fatal flaws at this time that would preclude a combined rail and highway bridge to be constructed. Therefore, there appears to be the potential for combining the railroad and highway bridge onto one structure. This can be done by allowing a double-decker type of arrangement with the railroad underneath, or a lateral arrangement with the railroad in the same plane as the highway traffic. In either case, the much heavier magnitude of loading for the railroad would tend to overshadow the design normally required for a highway structure alone. The advantage of building a single structure to carry both rail and highway traffic may prove to be the most economical solution if the logistics could be worked out successfully. For purposes of this study, opinions as to probable costs were developed with the assumption that the rail and highway bridges would be constructed separately.

Certain events discovered during final study phases of the corridors can cause any of the corridor alternatives to be deemed infeasible. These include, but are not necessarily limited to the following:

- Subsurface geology which would not allow economical placement of foundations for substructures, which might include caverns, unusual deep silty soils with insufficient bearing capacities, etc.;
- Adverse stream bed conditions, since some areas of the stream bed may have a high potential for stream bed scour due to river flow and bed material characteristics;
- Discovery of significant archaeological or historical features that are in conflict with the corridor alignment; and
- Discovery of certain environmental factors such as wetlands, endangered wildlife species, hazardous waste sites, etc., located within or close to a proposed roadway alignment.


With regard to engineering feasibility, all corridor alternatives have relatively the same issues associated with a major structure, and each corridor alternative has its own special conditions to address. However, in this phase, it is not possible to define any specific engineering problems that might prevent future implementation of any of the corridor alternatives. Therefore, all of the corridor alternatives are considered feasible at present.

Cost estimates were developed for each of the highway corridor “build” alternatives, as shown in **Exhibit 8-8**. Results are as follows:

Exhibit 8-8: Cost Estimates
(2006 \$)

Crossing Location	Alternative	Length of Corridor	Highway			Bridge			Total (1,000 \$)
			Engineering (1,000 \$)	ROW (1,000 \$)	Construction (1,000 \$)	Engineering (1,000 \$)	ROW (1,000 \$)	Construction (1,000 \$)	
A	E1-W2	22.8	\$16,300	\$24,900	\$162,700	\$39,400	\$4,700	\$393,700	\$641,700
B	E1-W1	17.3	\$10,800	\$16,600	\$108,200	\$43,200	\$4,100	\$431,800	\$614,700
	E2-W1	15.0	\$10,200	\$15,600	\$101,600	\$43,200	\$4,100	\$431,800	\$606,500
	E3-W1	21.6	\$14,600	\$22,400	\$146,300	\$43,200	\$4,100	\$431,800	\$662,400
	E4-W1	21.6	\$14,600	\$22,400	\$146,300	\$43,200	\$4,100	\$431,800	\$662,400
	E5-W1	20.7	\$14,000	\$21,500	\$140,200	\$43,200	\$4,100	\$431,800	\$654,800
	E6-W1	20.0	\$13,600	\$20,700	\$135,500	\$43,200	\$4,100	\$431,800	\$648,900
	E7-W1	18.4	\$11,900	\$18,300	\$119,500	\$43,200	\$4,100	\$431,800	\$628,800
	E8-W1	17.3	\$10,900	\$16,600	\$108,500	\$43,200	\$4,100	\$431,800	\$615,100
	E1-W2	21.4	\$14,500	\$22,300	\$145,400	\$43,200	\$4,100	\$431,800	\$661,300
	E2-W2	19.1	\$13,900	\$21,300	\$138,900	\$43,200	\$4,100	\$431,800	\$653,200
	E3-W2	25.7	\$18,400	\$28,100	\$183,600	\$43,200	\$4,100	\$431,800	\$709,200
	E4-W2	25.7	\$18,400	\$28,100	\$183,600	\$43,200	\$4,100	\$431,800	\$709,200
	E5-W2	24.8	\$17,800	\$27,200	\$177,500	\$43,200	\$4,100	\$431,800	\$701,600
	E6-W2	24.1	\$17,300	\$26,500	\$172,800	\$43,200	\$4,100	\$431,800	\$695,700
	E7-W2	22.5	\$15,700	\$24,000	\$156,700	\$43,200	\$4,100	\$431,800	\$675,500
	E8-W2	21.4	\$14,600	\$22,300	\$145,800	\$43,200	\$4,100	\$431,800	\$661,800
C	E1-W1	11.0	\$5,500	\$15,500	\$54,500	\$39,100	\$6,200	\$390,900	\$511,700
	E1-W2	13.6	\$6,700	\$19,200	\$67,400	\$39,100	\$6,200	\$390,900	\$529,500
D	E1-W1	9.5	\$4,700	\$13,400	\$47,100	\$39,100	\$6,200	\$390,900	\$501,400
	E1-W2	11.9	\$5,900	\$16,800	\$59,000	\$39,100	\$6,200	\$390,900	\$517,900
E	E1-W1	10.2	\$6,300	\$9,600	\$62,700	\$33,400	\$3,300	\$333,700	\$449,000
	E1-W2	10.5	\$6,500	\$9,900	\$64,600	\$33,400	\$3,300	\$333,700	\$451,400

 Most favorable alternative in addressing the particular criterion.

 Least favorable alternative in addressing the particular criterion.

- The highest cost alternatives are Bridges A and B;
- The lowest cost alternatives are at Bridge E;
- Bridges C and D have significantly lower costs than Bridges A and B, but a little higher than Bridge E; and
- The No Build option would not involve new construction; therefore, no construction cost is associated with this alternative.

Rail costs were also developed at four locations. These are not shown since rail service is not the primary focus of the study. Bridge A is not considered a feasible location for a rail crossing. In the next phase, the rail alternatives would be considered further to determine if economies could be gained by providing a new rail structure in combination with the highway bridge.

Following are the approximate rail cost estimates:

- Bridge B - \$435 million to \$443 million
- Bridge C - \$344 million
- Bridge D - \$344 million
- Bridge E - \$332 million

Environmental Feasibility

While not to the detail required by the NEPA process, preliminary data and information on environmental issues and impacts have been developed for the corridor alternatives for the proposed Mississippi River Crossing project. This information is presented in a separate technical environmental overview document titled *Environmental Background Information Report Mississippi River Bridge Crossing*, submitted in April 2006, prepared by Environmental Consulting and Training Services (ECATS). This information is summarized in **Exhibit 8-9**.

Each of the corridor alternatives has been given a High, Medium-High, Medium, Low-Medium, or Low rating. However, unlike the previous assessment:

- A High rating means a corridor alternative is the least favorable; and
- A Low rating means a corridor alternative is the most favorable.

That is, a High rating means the corridor alternative would have a high negative impact on the environmental feature, and a Low rating means the corridor alternative would have a relatively low negative impact.

Exhibit 8-9: Environmental Feasibility

Crossing Location	Side of River	Alternative Corridor	Environmental Impacts					Summary
			Water Features	Forests & Parks	Biotic Communities	Hazardous Materials	Noise	
A	East	1	Medium	Low	Low	Low	Low	Low
	West	2	Medium	Low	Low	Low	Low	Low
B	East	1	High	High	High	High	High	High
		2	High	High	High	High	High	High
		3	High	High	High	High	High	High
		4	High	High	High	High	High	High
		5	High	High	High	High	High	High
		6	High	High	High	High	High	High
		7	High	High	High	High	High	High
		8	High	High	High	High	High	High
	West	1	High	High	High	High	Low	High
		2	High	High	High	High	Low	High
C	East	1	Medium	Low	Medium	Medium	Medium	Medium
	West	1	Medium	Low	Medium	Medium	Low	Medium-Low
		2	Medium	Low	Medium	Medium	Low	Medium-Low
D	East	1	Low	Low	Medium	Medium	Medium	Medium-Low
	West	1	Low	Low	Medium	Medium	Low	Medium-Low
		2	Low	Low	Medium	Medium	Low	Medium-Low
E	East	1	Medium	Low	Medium	Low	Low	Medium-Low
	West	1	Medium	Low	Medium	Low	Low	Medium-Low
	East	2	Medium	Low	Medium	Low	Low	Medium-Low

	Most favorable alternative in addressing the particular criterion.
	Least favorable alternative in addressing the particular criterion.

Based on this environmental overview, the following conclusions were reached:

- The lowest potential environmental impacts are those for the corridor alternative at Bridge A;
- The highest potential environmental impacts are for the alternatives at Bridge B (with potential impacts on rare, threatened, and endangered species; a state park, an archaeological site, city parks, neighborhoods and community resources, noise impacts, and air quality impacts from construction);
- There is the potential for relatively low impacts resulting from the alternatives at Bridges C, D, and E; and
- The No Build option would not impact water features, forest and parks, or biotic communities and would not produce noise impacts from new construction; however, increased congestion and safety problems could occur, which could result in reduced air quality and other potentially negative community impacts.

Chapter 9: Summary of Findings

Is the proposed project feasible? How well did the alternatives meet the evaluation criteria?

FEASIBILITY OF PROPOSED PROJECT

Based on the analysis described in **Chapter 8**, the proposed Mississippi River Bridge Crossing has been determined feasible with regard to traffic, travel efficiency, economics, engineering, and the environment.

RESULTS OF ALTERNATIVES EVALUATION

The Level 2 Screening results were presented to the Project Advisory Team and at public meetings held in February. The conclusions based on the Alternatives Analysis and public input are as follows:

- Bridge A does not adequately meet the purpose and need for the project and is estimated to have one of the highest costs. Although it did not meet the draft purpose and need, a new crossing at this location may stimulate economic development at some future time.
- Bridge B corridor alternatives east of the Mississippi River have the potential for major environmental impacts, and the Bridge B alternatives are estimated to have some of the highest costs. The previously identified corridor alternatives were dismissed primarily because of potential major environmental impacts, due in part to direct connections to surface streets and highways in densely populated areas with sensitive resources. However, many of the corridor alternatives were the most effective in meeting some of the purpose and need statements for the project. Of particular value is improved access to I-55 south of Memphis and to many of the freight transportation and intermodal facilities along the Mississippi River in proximity to Bridge B.
- In comparison to corridor alternatives at other bridge crossing locations, alternatives at Bridges C and D better meet the project purpose and need, have fewer potential environmental impacts, and have among the lowest cost estimates.
- Bridge E do not meet the primary purpose of the project as adequately as the corridor alternatives at Bridges C and D; otherwise, the alternatives at Bridge E have approximately the same assessment as those at Bridges C and D, and are therefore somewhat redundant to Bridges C and D.
- The No Build Alternative would generate no traffic improvements or travel efficiency benefits and, therefore, would not incur positive economic impacts. However, the No Build Alternative would not involve new construction; therefore, no construction cost would be incurred and the alternative would not impact known environmental features. Increased congestion and safety problems could incur, which could result in reduced air quality and other potentially negative community impacts.

Chapter 10: Recommendations

Which alternatives should be eliminated and which should proceed into the next phase?

This chapter provides conclusions and recommendations for the proposed Mississippi River Bridge Crossing at or near Memphis, Tennessee. Following input received at the February, 2006 Project Advisory Committee and Public Involvement meetings, further consideration of the corridor alternatives for the Mississippi River Bridge Crossing were undertaken by the project team and served to finalize the recommendations. The elements of the final alternatives analysis considered in the decision-making process included:

- Level 2 Screening of the four (4) identified corridors, as presented in **Chapters 8 and 9**;
- Input from the Project Advisory Committee meeting;
- Input from the three Public Involvement meetings; and
- Project Team findings and conclusions.

The project purpose and need statements, developed through the study process and summarized in **Chapter 2**, were of major importance in the evaluation of each potential corridor.

ALTERNATIVE RECOMMENDATIONS

Based on analysis of the corridor alternatives, Project Advisory Committee input, public input, and guidance from the Tennessee DOT, corridor alternatives to be eliminated or carried into the next phase of project development for the proposed Mississippi River Bridge Crossing are as follows:

Corridor Alternatives Eliminated

The previously developed corridor alternatives at Bridges A, B, and E should not be carried forward to the next phase of project development for the following reasons:

- Bridge A does not adequately meet the purpose and need for the project and is estimated to have one of the highest costs;
- All of the alternatives east of the Mississippi River at Bridge B have the potential for major environmental impacts, and the Bridge B corridor alternatives are estimated to have some of the highest costs; and
- Corridor alternatives at Bridge E do not meet the primary purpose of the project as adequately as the corridor alternatives at Bridges C and D; otherwise, corridor alternatives at Bridge E have approximately the same assessment as those at Bridges C and D, and are somewhat redundant to Bridges C and D.

However, a revised corridor alternative at Bridge B should be considered, as discussed later in this Chapter.

Corridor Alternative for Future Development

The corridor alternatives at Bridge A should not be carried into the next phase for the current Mississippi River Crossing Feasibility and Location Study project, but it should be considered for the future. Although it did not meet the draft purpose and need for this proposed project, a new river crossing at this location may help stimulate economic development at some future time.

Therefore, a new “economic development” project in the Bridge A Corridor should be defined to serve as a “West Connector” near the future US 61 interchange with the proposed I-69. This proposed project should be considered in future updates to the Memphis and West Memphis MPOs’ long-range transportation plans, as well as to TDOT’s long-range Statewide Transportation Plan.

Corridor Alternatives for the Next Phase

The following corridor alternatives are recommended to be carried forward into the next phase of project development:

- The No Build alternative is a viable alternative and should be evaluated in more detail during the next phase of project development: Preliminary Design and Environmental Assessment.
- For Bridges C and D, all highway corridor alternatives should be combined and carried forward into the next phase as a single corridor, with the multiple corridor alternatives considered as alternative alignments in that corridor.
- At Bridge B, the previously identified highway corridor alternatives were dismissed primarily because of potential major environmental impacts that could occur, due in part to the direct connections to surface streets and highways in densely populated areas with sensitive resources. However, many of Bridge B corridor alternatives were generally the most effective in meeting some of the purpose and need statements for the project. Therefore, two slightly revised corridor alternatives are recommended to be carried into the next phase of this project:
 - First, a revised version of Corridor Alternative 8 east of the river at Bridge B, designated as Corridor Alternative 8A, is proposed to be carried forward into the next phase. Corridor 8A would tie more directly into I-55 to the north and, thus, avoid connections to the surface streets to (1) better avoid the sensitive resources located in this corridor and (2) provide better connectivity to the major highway network.

- Second, a revised version of Corridor Alternative 3 east of the river, designated as Corridor Alternative 3A, which would extend this alternative south and east to (1) improve access in Hernando and Nesbitt, Mississippi, and (2) tie into I-55 near Hernando.
- Rail corridor alternatives seem feasible within or in close proximity to all selected highway corridor alternatives and should be included for each corridor in the next phase.

Based on these conclusions, the corridor alternatives identified for further project development or further study are shown in **Exhibit 10-1**.

Design Considerations

Potential design criteria and considerations for the proposed Mississippi River Bridge Crossing are noted here for planning purposes only, including typical section and traffic forecast information. These criteria are general recommendations based upon the information gathered through this planning phase of study. Specific geometric parameters should be defined during future design phases of the project, after more detailed information is available.

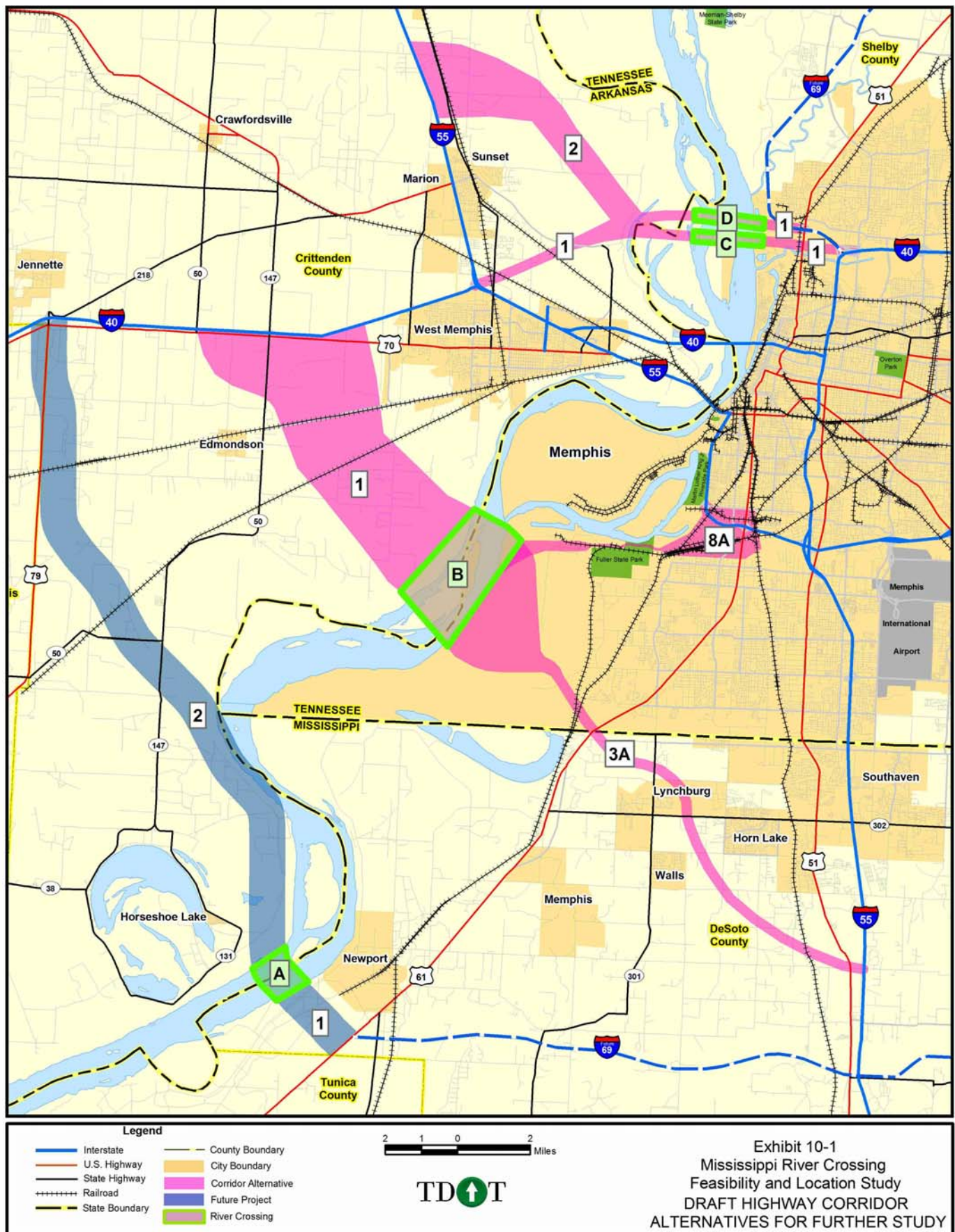
Based on future traffic forecasts for the recommended Build Alternatives, design considerations for the proposed highway are as follows, with adjustments as needed based on the professional judgment of the design engineer(s):

- Expressway with full access control;
- Design speed of 70 miles per hour (mph) for rural freeways and/or 55 mph for urban freeways, in accordance with AASHTO guidelines;
- Four 12-foot lanes with 12-foot merge-diverge lanes, as needed;
- 10-foot usable shoulders, if possible, plus clear zone, with adjustments to allow for special conditions; and
- Divided median, with median width consistent with connecting roadways and in accordance with AASHTO guidelines.

OTHER KEY ISSUES

Some of the issues to be addressed in the Environmental and Design phases of the proposed project include:

- More detailed design analysis is needed to address the potential for a new rail bridge crossing in the study area, with special emphasis on whether the rail crossing should be located adjacent or in close proximity to the highway crossing and, if so, whether it is feasible to do so.



- Additional analysis is needed to determine if there are any related traffic operations efforts needed, such as the use of Intelligent Transportation Systems, either on the proposed new facility or on existing highways and streets to maximize the ability of the new bridge crossing to serve the area.
- Additional analysis is needed to determine the suitability for achieving desirable seismic design.
- Navigability along the Mississippi River channel will need to be considered to maintain barge traffic routes.
- The overall height of the Mississippi River bridge crossing could impact air traffic and should be considered during bridge type selection.
- Pedestrian and bicycle transportation accommodations should be considered, particularly in re-routing the Mississippi River Trail, currently routed over the existing I-55 bridge. This trail is one of the Millennium Trails designated by Congress. From Covington to Memphis, it parallels the Meeman-Shelby State Park then turns west to drop south of Forest, turns east along the city boundary on 2nd Street, comes onto Mud Island, crosses the I-55 pedestrian path into Arkansas, and then runs south to Helena following US 70 to SR 147, then south to Hughes, and so on.
- The Memphis Area Transit Authority (MATA) has proposed three light rail corridors in North, Southeast, and South Memphis. While there are no current plans to expand this service across the Mississippi River, future project development for the proposed new Mississippi River bridge should address this issue, if needed. Also, MATA has also received federal grants to operate special commuter bus service between West Memphis and Memphis under the federal Job Access and Reverse Commute program. Therefore, further consideration should be given in the next phase of project development to accommodating public transit operations, including light rail.
- Environmental justice communities are likely to exist in the study area, with a higher probability in Shelby County and Crittenden County.
- There are areas of prime farmland in the study area.
- There are several lakes, creeks, and unnamed streams to be given consideration in determining adverse impacts to water resources, and most of the study area is within the Mississippi River floodplain.
- Permits will be necessary before any activity occurs that obstructs or alters any waters of the United States, including navigable water and wetlands. The potential for 404 and 401 permits is present on all corridors. Additional evaluations of these issues, along with avoidance, minimization, and mitigation measures will be required in future project phases.
- The U.S. Coast Guard provides for the safety and security of inland waterways. Bridges are seen by the Coast Guard as a potential obstruction to navigation and has the authority to issue

- permits for crossings. Generally, a minimum of 55 feet of vertical clearance over the maximum river level is required.
- There are potential UST/HAZMAT sites in the study area.
 - From a review of secondary sources, no historic or archaeological sites were documented or observed in the proposed project area. However, a more detailed review is needed during the next phase, since there is a high probability archaeological sites can be encountered along waterways and floodplains. The Mississippi River Valley has been settled for centuries so the likelihood for discovering additional archaeological sites is high. High Probability Areas could be located by identifying previously recorded sites and visual inspection of the surface.
 - Project funding could be a major issue, so an analysis of project financing options (e.g., tolling) may be needed.

*Mississippi River Crossing
Feasibility and Location Study*

*Appendix A:
Transcripts of Public Meetings*

NOTICE OF PUBLIC MEETING

The Tennessee Department of Transportation (TDOT), an equal opportunity affirmative action employer, will conduct two public information meetings on November 17, 2005 to discuss a proposed Mississippi River bridge crossing in the greater Memphis area. The meetings will be held at the following locations at the specified time.

12:00-2:00pm

**Shelby County Administration Building, Commissioners Chamber
160 North Main Street, Memphis TN 38103**

5:00-7:00pm

Central Station, 545 South Main Street, Memphis, TN 38103

The study area for the proposed new Mississippi River bridge crossing includes portions of Shelby County in Tennessee, Crittenden County in Arkansas, and DeSoto County in Mississippi. Potential Mississippi River bridge crossing locations generally fall within Shelby County, Tennessee, from Tipton County, Tennessee in the north to Mississippi Route 304 in the south. The east and west boundaries will be identified during the study based on where connectivity is deemed important to establish logical termini. The proposed project will include options for both highway and rail crossings.

At each meeting, there will be a presentation followed by a question and answer session. The public is invited to ask questions and make comments during the meeting. Representatives of TDOT will be present to provide information on any aspect of the project.

Persons with a disability, who require aids or services to participate at the meeting, may contact Ms. Margaret Mahler at the following address:

Margaret Mahler or by e-mail
ADA and Safety Coordinator
Tennessee Department of Transportation
Suite 400 – James K. Polk Building
505 Deaderick Street
Nashville, TN 37243

Margaret.Z.Mahler@state.tn.us
Phone (615) 741-4984
Fax (615) 253-1477
TTY Relay (877) 831-0298

A court reporter will be available to receive oral statements to be included in the project transcript. In addition, comment sheets are available for those who prefer to make written statements. Written statements and other exhibits to be included in the project transcript may be submitted within ten (10) days after the workshop date to the following address:

**Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332**

TDOT Mississippi River Bridge Location and Preliminary Environmental Studies

Project Overview:

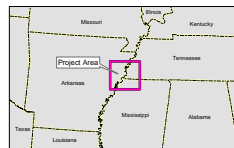
This Project will evaluate possible new bridge crossing locations on the Mississippi River in the Memphis Area, as well as the possible upgrade of an existing river crossing in the I-55 Corridor. Wilbur Smith Associates (WSA) will make use of knowledge gained during previous studies of the area including the Corridor 18 study and the Highway 79 corridor study. This study will document a range of appropriate ideas for a new bridge crossing as directed by the Tennessee Department of Transportation (TDOT). A key issue will be the possible locations for a new Mississippi River bridge and how such a bridge would facilitate intermodal movements and tie into the future “Super Terminal” and trade corridor developments that are being planned in Memphis. WSA will analyze and document other impacts and costs associated with a new bridge crossing including traffic impacts, economic feasibility, economic development opportunities, and preliminary environmental considerations.

Draft Purpose and Need:

- Provide Cross-River Mobility and Linkage – provide adequate cross-river system linkage and rerouting opportunities for the Memphis and the tri-state area
- Provide Mobility for Future Growth and Economic Vitality – provide efficient mobility for existing and planned growth and employment, including protecting the economic vitality of Memphis and the tri-state area
- Provide Capacity Relief – provide capacity relief for existing crossings
- Enhance Freight Movement – enhance local and regional freight movement, including traffic generated by the airport, rail yards, and river ports
- Meet Current and Future Transportation Demand – meet current and future transportation demand
- Improve Efficiency and Effectiveness of Transportation System – provide a more efficient and effective transportation system for Memphis and the tri-state region



®



**TDOT Mississippi River
Bridge Study**

Preliminary Alternative Corridors

Arkansas, Tennessee and Mississippi

1
2 TENNESSEE DEPARTMENT OF TRANSPORTATION
3
4 PUBLIC INFORMATION HEARING
5
6 FOR THE THIRD MISSISSIPPI RIVER CROSSING
7 STUDY INITIAL LOCATION ALTERNATIVES
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9
10 MEMPHIS, SHELBY COUNTY, TENNESSEE
11
12 NOVEMBER 17, 2005
13 6:00 - 8:00 P.M.
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16 HELD AT CENTRAL STATION
17 545 SOUTH MAIN STREET
18 MATA BOARD ROOM
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20 MEMPHIS, TENNESSEE 38103
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21 COURT REPORTING FIRM:
ALPHA REPORTING CORPORATION
22 Cindy Swords, Court Reporter
100 North Main Building
23 The Lobby
Memphis, Tennessee 38103
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1 A P P E A R A N C E S
2
3 FOR TDOT AND CONSULTING FIRM:
4 PAMELA MARSHALL
RALPH COMER
5 ANDREW MILLER
JERRY STUMP
6 TIM SORENSON
BRAD THOMPSON

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1 P R O C E E D I N G S (6:20 P.M.)
2 MS. MARSHALL: My name is Pamela
3 Marshall. I'm the community relations officer
4 for TDOT. We appreciate you all joining us to
5 discuss the possibility of a third bridge in this
6 area. We recognize the importance of
7 infrastructure for the community, not just -- as
8 far as this bridge is concerned, not just for
9 Memphis and the surrounding areas, but for this
10 region, and for commerce across this nation.
11 We have -- we're in the early
12 stages of a study. Wilbur Smith and Associates
13 have been commissioned to conduct this study.
14 They will make a presentation. After the
15 presentation, then you will have an opportunity
16 to ask questions.
17 You will also give any comment
18 cards -- comment sheets that you can fill out and
19 mail back in if you get home and have some
20 questions or concerns that you would like to
21 submit to the Department of Transportation, feel
22 free to do that. And we also have a court
23 reporter here that you can certainly meet with
24 afterwards if you have something that you'd like

5

1 to say that you would not want to say publicly.
2 You can meet with the court reporter afterwards
3 and express your concerns with the court
4 reporter.
5 Ralph Comer is in planning. He
6 is with the Department of Transportation. He's
7 overseeing this phase of the project for TDOT.
8 With Wilbur Smith is Mr. Stump,
9 and he will introduce the people from Wilbur
10 Smith and have -- we'll have a presentation from
11 Mr. Sorenson.
12 So, Mr. Stump?

13 MR. STUMP: Thank you. I'm Jerry
14 Stump with Wilbur Smith Associates. Also with me
15 tonight is Tim Sorenson. Tim is going to be
16 leading you through this study to date, and kind
17 of where we are in the process and where we go
18 next. Also, with Wilbur Smith is Brad Thompson.
19 We appreciate you all coming out
20 tonight. The presentation is fairly brief, so
21 you won't be here too long. But we do want to
22 give you a -- an idea of where we are in the
23 process, and kind of what we've seen so far, and
24 what the next steps are in moving this project

6

1 forward. We will have some time at the end for
2 questions, and we'd be happy to walk around with
3 you and look at the maps or whatever you would
4 like to do. So feel free to ask anything that
5 you might like to know.
6 As Pamela said, we are working
7 with the Department of Transportation, looking at
8 the possibility for a third river crossing in
9 Memphis. Generally, we are looking at a project
10 area that stretches from the Tipton County-Shelby
11 County line to the north, down to Route 304 in
12 Mississippi to the south. What we've done so far
13 is to look within that project area for potential
14 crossings, which we will be showing you tonight,
15 and kind of how we came to those.
16 The next step will be to take
17 those the next step further, refining those,
18 narrowing those to a smaller number of more
19 feasible options. Then we can move forward into
20 the environmental phase. Hopefully, it will
21 ultimately end in the design construction phase.
22 With that, I'll let Tim kind of
23 walk you through the process from where we are.
24 And we'll be happy to answer questions when he's

7

1 done.
2 MR. SORENSON: Thanks, Jerry. I
3 think Jerry mentioned where we start out with the
4 study area and the process. If you look here
5 (indicating), you'll see this map a couple of
6 times. Here is the Mississippi River coming down

7 here (indicating). Here is Memphis itself
8 (indicating). Here is the -- what's called the
9 "super terminal" site, potentially (indicating).
10 Here's the state line between Mississippi and
11 Tennessee (indicating).
12 You can see here (indicating)
13 I-40 coming across, and up and over, I-55 coming
14 down. And then here's 240 over here
15 (indicating). As you can see over here
16 (indicating) is 304 in Mississippi. Here's the
17 piece of 69 that's under construction between 61,
18 which runs here (indicating), and 55, which runs
19 here (indicating). Here's the airport, West
20 Memphis (indicating).
21 And we're talking about starting
22 -- looking to the north -- north up to the Tipton
23 County line here (indicating) all the way down to
24 304 here in the south of Mississippi

8

1 (indicating). So our task that was put to us was
2 to see where are the logical places to build a
3 third river crossing, and narrow that down to the
4 likely alternative location that can then be
5 studied in the EIS. And that's what this study
6 is about.

7 In doing that study, we want to
8 keep in mind the National Environmental Policy
9 Act process, because, ultimately, the next phase
10 of this is to get draft EIS and final EIS
11 approved so that we can move into design and
12 final design.

13 So we're right here
14 (indicating). We're in what we call -- what
15 we're calling scoping. Meaning, we're setting
16 the scope of what's going to be studied in the
17 draft EIS, which will be the next step. That
18 draft EIS, after that's completed, ultimately, a
19 final alternative would be selected and reviewed
20 in the FEIS, leading into the design and
21 construction phase. So we're very early on in
22 this process. But we want to make sure we're
23 following those regulations now.

24 The purpose of this study -- one

9

1 of the things that NEPA requires is what's called
2 purpose and need. Why do we need -- what --
3 what's the purpose of this construction project,
4 this plan, and why do you need it? That's an
5 important component. Hopefully, we -- well,
6 we'll talk about that today, as to why we think
7 that's there. But knowing the area of the focus
8 from that large study area to a much more focused
9 area, we can really get into the details of the
10 environment and what's going on there in the
11 draft EIS. So that's really what we're trying to
12 do here.

13 Let's talk about the beginning
14 of purpose and need. We look over here at the
15 early '90's (indicating), the total river
16 crossings for cars, which is just over 70,000
17 cars per day. As we looked at it in 2003 and the
18 last couple of years -- there's a little anomaly
19 there -- we're up almost to 100,000, in fact,
20 over 2,000- -- over 100,000 in 2004. There's a
21 growing -- we can see the growth of traffic. So
22 there's a traffic number that needs to stick in
23 our minds.

24 We also have to think about this

10

1 in terms of mobility, mobility of people and
2 mobility of goods. The ability to move about a
3 region. And if you look, all roads lead to
4 Memphis. We're looking right here (indicating)
5 at a nationally significant river crossing. 55
6 and 40 come together right here (indicating) at
7 the east/west connection for those roadways. I
8 think it's critically important. You can see
9 that -- everything you need in this particular
10 area (indicating). Okay? So I think that helps
11 us understand the mobility issues.

12 We've always got a lot of work
13 going on in the Memphis area from a regional
14 perspective and regional roadways. We want to
15 step through those and then talk a little bit
16 about the rail components as well, as we think
17 about transportation needs.

18 We know that this project, the
19 I-69-269 project has been ongoing for a long
20 time. It's in the environmental stage. We're

21 trying to close in on a record of decisions on
22 that project to allow us to move forward.
23 But it's looking nationally,
24 again, from Canada to Mexico. And there's an

11

1 opportunity for economic development along that
2 corridor, and movement of the freight along that
3 corridor. So it's an important corridor. And
4 they've -- crossing for that -- of the
5 Mississippi is actually down further down south
6 in Mississippi. I-22 is currently 78, it hooks
7 up to Birmingham, and it will hook up with 295
8 right there (indicating), 269, at some point in
9 the future as well.

10 The super terminal site, many of
11 you are familiar with that. I pointed it out on
12 the map. Again, intermodal facility, convenient
13 points to connect to. It's a potential large
14 generator of freight traffic.

15 In addition to those major
16 projects already on the table, this has been
17 studied in the past. It's not the first time
18 it's been looked at. So we want to make sure
19 it's the last time it gets looked at, at this
20 level. We want to look at it the last time at
21 this level and move on. So let's talk about
22 these other studies that were done.

23 The Highway 79 study, which
24 looked at Highway 79 in Arkansas, was done by

12

1 Arkansas. They found that a new bridge was
2 needed. It was feasible, and several locations
3 were possible. But it was limited, in that it
4 didn't look -- really have anything looking north
5 of the existing bridges. And we're going to be
6 looking at that.

7 These are the alternatives that
8 came through. Down here is the existing bridges
9 right here (indicating). You can see several
10 corridors have been identified, this one
11 (indicating) hooking up with 304, and these three
12 (indicating) hooking up with the I-69 corridor
13 here, and then the existing bridge component were
14 the suggestions from that stuff.

15 Then there was another crossing
16 that was looked at during the I-69 process,
17 Segment 9, that was suggested crossing north of
18 Memphis. I'll show you a graphic of where that
19 is. It goes right here (indicating). Here's the
20 north, again (indicating). Here's 55 coming down
21 (indicating). Here's 40 coming in (indicating).
22 Here's the downtown area (indicating). Here's
23 40 jogging up over here (indicating). 61
24 (indicating).

13

1 It -- you can see here
2 (indicating) that this is the -- this, I think,
3 we -- this is the selected alternative, now,
4 right here (indicating) for I-69 coming down from
5 the north and tying in here (indicating), in this
6 area down here (indicating). They looked at
7 bringing it over here (indicating) at one point.
8 So that was also studied as part of that study,
9 and subsequently dropped.

10 The Memphis MPO has recognized
11 that this is an important crossing as they listed
12 it -- was -- illustrative project to address
13 intermodal issues and suggested replacing the 55
14 bridge with a combined rail and highway bridge.
15 So that was what the MPO put in their 2026 plan.

16 When you think about -- if you
17 think a lot about this from a traffic standpoint
18 and a car standpoint because we're used to that,
19 so we think about this bridge serving, you know,
20 where it goes, and how it serves, and to reduce
21 traffic on those two bridges.

22 On the rail side, we're still
23 looking at the rail space. So we could have an
24 alternative to look where -- it's kind of looking

14

1 at: Where's the best opportunity for a rail
2 bridge? Where's the best opportunity for a
3 highway bridge? And then, figure out how we can
4 -- where's the best place to combine them,
5 actually, or is that the best way to do it?

6 So there's the two existing
7 bridges (indicating). See, here, the Frisco
8 Bridge (indicating). It was opened in 1892.

9 It's a single track. And right now,
10 reinforcement efforts are underway that they'll
11 make -- should make that bridge last for 70
12 years. So it's got a long life span, but there
13 are -- we had -- there are concerns about the
14 potential of it, under a seismic activity, an
15 earthquake, or what happens if some kind of other
16 catastrophic event occurs on that bridge.
17 There's some concern about that particular bridge
18 in that regard.

19 Burlington Northern operates on
20 that bridge. About 1.5 million cars per year go
21 over the river on that single track. It's via
22 Tennessee Yard. It hooks up with Tenn- --
23 Memphis Intermodal. It's a through-point on
24 their network.

15

1 The Harahan Bridge, again, it's
2 -- talking the railroads -- they're doing routine
3 maintenance on it, even though it was built in
4 1916. It's a double track. In fact, they use
5 the second track on that one for storing cars
6 because they really don't really use that
7 particular track for moving people.

8 UP operates on that, only about
9 half a million cars per year over that
10 pre-blocked. Pre-blocked, meaning they're --
11 they're loaded to go over the bridge, staged in
12 Marion, and it's -- but it is determinist of UP
13 service. They bring it over the bridge, and then
14 have to switch engines and crews on that
15 particular railroad. That's railroad operations.

16 The next thing is when we're
17 thinking about a bridge and we're thinking about
18 talking about them, we need to understand what
19 the environmental constraints are. We can't just
20 go in and plow out a road anywhere we want. We
21 need to think about the human environment and the
22 natural environment. So we've got to think about
23 a lot of these issues in here (indicating),
24 including air quality and noise impacts.

16

1 There's also neighborhood
2 impacts, another of the things that we have to

3 look at as we go through the process. Now, we're
4 not looking at that in detail in this particular
5 study. We've gone in and found all the available
6 sources of information that we can find and are
7 using that as an initial screening. As part of
8 the draft EIS, we'll get more detailed
9 information about the specific corridors, and go
10 out in the field and verify that information.

11 Here's an example of the
12 footprints project we showed you before
13 (indicating). You can see that it's got all
14 these -- it just has all the schools, properties,
15 cemeteries, hazardous materials site, anything we
16 can find in that regard is shown on this map so
17 when we look at the alternatives, we know where
18 they are and can avoid what we want to do.

19 This one -- next one shows the
20 floodplains, the lowlands, and then, the bluffs
21 (indicating). And you can see where those
22 particular areas are in that regard. So we want
23 to avoid those as well -- or we can.

24 We developed a project advisory

17

1 committee that consists of people from the three
2 states, and the logistics council, and the like.
3 And just to keep us focused on what we're trying
4 to accomplish, we developed a mission statement:
5 Possible locations, new crossing of the
6 Mississippi River -- that's obviously part of our
7 mission, to identify those -- address intermodal
8 movements, traffic, economic feasibility. Can we
9 build a bridge, and is it economical to build
10 that bridge or reasonable to think we should do
11 that? Economic development opportunities. Are
12 there development opportunities that are going to
13 occur because of this? Environmental: We talked
14 about that one day, sure, that we can carry the
15 work we're doing now into the next processes
16 along the step of getting a project built in the
17 future.

18 We really feel that it -- being
19 that this is such an important structure in the
20 state and in the nation, TDOT has their
21 long-range transportation plans identified, nine
22 goals, which you see here (indicating). We

23 thought that it was important to keep those goals
24 in mind as we worked through this process.

18

1 Now, economic growth and
2 competitiveness, we'll talk about that in
3 specific in the purpose and needs statement that
4 I'm going to talk about in a minute.

5 Safety and security. Traffic
6 safety, securing of the facility, safety for the
7 users. Accessibility.

8 Up next it's the modes. Very
9 important here. We're talking, not only about
10 trucks and cars, but barges and rail cars and
11 air- -- and in case of the airport, air freight,
12 and other things. We want to make sure we've got
13 it appropriated next to that.

14 Environment, here it comes
15 again. And you can see the rest. We'll talk
16 about those as we move through our purpose and
17 need.

18 And we felt that those need to
19 be included in our thought process. So after
20 reviewing that, we come up with these statements
21 of purpose and need -- now, they're kind of high
22 level, fluffy statements with -- and as we work
23 through this process, we'll get more specific, as
24 we move into quantifying the different elements.

19

1 So right now, they are concepts in a high-level,
2 and we'll, as we work through it, narrow the
3 alternatives, we'll get more specific in each one
4 of these. I'll talk about what we think about
5 when we talk about each of those.

6 Cross-river mobility and
7 linkage. Sounds interesting. What are we trying
8 to get at there? Mobility and linkage. There
9 are only two crossings, two rail, two highway.
10 There are concerns about a bridge failure, a
11 system failure around those bridges, vehicular
12 accidents, spills, major wrecks, earthquakes,
13 what could happen to those bridges. Certainly,
14 the I-40 bridge is pretty well retro-fitted and
15 maxed out to what it could be, and the 55 is not
16 very earthquake-safe at all. And we're concerned

17 about the rail bridges. And homeland security
18 events give the national importance of these
19 facilities.
20 The bottom line is if something
21 happens here, diversion, we're talking 90 miles
22 in one direction and 70 miles in the other of
23 people having to divert and get out of the way.
24 That's a significant economic impact to not only

20

1 the people here -- not only people in the region,
2 but in the nation as well. So we've got to keep
3 that in mind. So with that in mind, we're
4 providing that mobility and linkage in redundancy
5 to mitigate those circumstances.

6 We've talked about mobility.
7 Future growth and economic vitality. If we don't
8 do anything -- the question has to be asked: If
9 we don't do anything to improve this cross-river
10 capacity, is that going to constrain the growth
11 that wants to occur here in the region? By not
12 filling that facility, are we going to stymie that
13 growth and prevent it from continuing in a
14 positive way in the way that it wants to be
15 developed? And that boils down to maintaining --
16 not only maintaining, but enhancing Memphis'
17 competitive position as -- in the log- -- area of
18 logistics. Okay? So we think that that's an
19 important piece of the puzzle.

20 Capacity relief. We know that
21 the two bridges operate at a four-level service,
22 which can only get worse over time as traffic
23 grows; congestion will get worse over time. That
24 has an impact on economic competitiveness, which

21

1 I just talked about, but also quality of life.
2 So it affects the people that are moving in and
3 out, who are commuting potentially across the
4 river, traveling across the river on a regular
5 basis. You want to make sure -- we want -- we
6 don't want their quality of life to go down is
7 what that's pointing to.

8 And the capacity is not only --
9 in the case of I-40, that's going to be enhanced
10 with the changes that are going on and the new

11 construction that's going on, so we're going to
12 enhance that; kind of clear one of the blockages,
13 if you will, to allow people to get to the
14 bridge. But that's not going to happen on I-55
15 any time soon. There's real constraints there,
16 and real restrictions with the Crump interchange
17 and others to get access down in there, so we've
18 got to keep that in mind as well from a capacity
19 relief standpoint.
20 Freight. Freight is not
21 intended to go -- freight movement is not
22 intended to go down. In fact, it's expected to
23 double in the next 20 -- 10 to 20 years. So what
24 does that mean? Well, we look at Memphis, fourth

22

1 largest in the water port, air cargo in terminal
2 world heights, five-class on the railroads, major
3 logistic centers for trucking and other things in
4 the area of needs. Freight movement is greatly
5 important to this region's economic vitality
6 because that's one of its major businesses, but
7 also important to the economy of the nation. And
8 if we're to cut that off (interruption: Sound of
9 trolley horn) -- if we're to cut that off somehow
10 by losing these bridges, obviously we're going to
11 impact, not only the people here, but our
12 national economy as well. So we want to make
13 sure that we do that, which relates to those
14 issues there. Freight can't be overlooked as a
15 component here.

16 Existing traffic volumes,
17 increased freight, growth, we've talked about
18 that. The importance of these bridges is
19 reflected as being -- these two roadways being on
20 the national highway system and a national truck
21 network. So again, national importance of the
22 bridge meet those future demands of what's --
23 what's going to be out there.
24 This one is a tricky one to kind

23

1 of understand, I think. Improve efficiency and
2 effectiveness of the transportation systems.
3 When we think about what's going on downtown
4 right now, there's really two major components

5 serving y'all. One is the commuter traffic that
6 comes across the bridge. People coming to and
7 from the downtown area is one component.
8 And then, we have that regional
9 traffic or the national traffic that's just using
10 it to bypass the area. Well, if you're coming in
11 from a regional perspective or a national
12 perspective, and you're going to come right
13 through downtown Memphis, there's a mixing there,
14 and each one is competing against each other for
15 the limited capacity. So if we can find a way to
16 move that regional traffic outside the downtown
17 area, that would improve the quality of life of
18 the downtown area, improve the flow of
19 operations, improves people moving to and from
20 work, and at the same time, probably allows it
21 logistically to work better for those carriers
22 and the truck facilities and intermodal
23 facilities along the way.
24 Given those goals, those purpose

24

1 -- that purpose and need, and recognizing that
2 there are environmental constraints out there,
3 remembering we're starting in the south and
4 working to the north, what opportunities are
5 there for us to build crossings? In this initial
6 screening, we looked at what are the fatal flaws
7 from an environmental standpoint. Critical
8 historic structures, HAZMAT facilities, other
9 cultural features that you just don't want to
10 plow through. And initial screen -- park lands,
11 we want to avoid those in this initial screening.
12 We also looked at trying to
13 figure out how to connect those roadways up. So
14 this is an initial screening process, and the
15 initial step through the process. So initially,
16 if we started to stop and work our way north,
17 there's a logic that says, well, we've got 304
18 down here (indicating), nice roadway, 69 comes in
19 here (indicating). We can hook those all up
20 there, come across the river and just work our
21 way up, up to I-40. Okay? Doable crossing.
22 Reasonable. It's got a long stretch of new
23 roadway, but it's a relatively -- relatively
24 cheap crossing to make here (indicating), and a

1 short stub of roadway there (indicating). But
 2 we've got a nice long piece there (indicating).
 3 That's the first step. Let's keep moving.
 4 We move to the next one. I-69
 5 is being built between 61 and 55 here
 6 (indicating). Why not hook it up there? A
 7 little trickier to wiggle through here to avoid a
 8 lot of this wetland area; kind of wiggle its way
 9 up, and again, make the shortest trip possible up
 10 to I-40 here (indicating). Okay?
 11 Got connec- -- system
 12 connectivity, you know, 269, Starkville starts,
 13 69 will come in from Kentucky down here
 14 (indicating), come down through here
 15 (indicating). That'll be I-69. I-269 will come
 16 down -- start up here (indicating) -- somewhere
 17 in around here (indicating), come around Memphis,
 18 and come in and come down here (indicating), and
 19 tie in over here (indicating). So we're
 20 completing a logical transportation piece
 21 associated with that. It's got some logic to it
 22 in that -- in that perspective. Kind of far out
 23 of town, but logic.
 24 We move to the next one. That's

1 all we did here (indicating). We're not going to
 2 tie -- not tying in any here (indicating). Tying
 3 it over here (indicating). They're crossing at a
 4 different location and, again, working our way
 5 back again. It's just a different way of
 6 accomplishing the same thing.
 7 Number 4, the further away --
 8 one of the -- the logic here is the further our
 9 -- we are away from the downtown area, the
 10 further we're going to -- the harder it's going
 11 to be for us to reduce the congestion because it
 12 makes the trip longer.
 13 So as we move in, we're trying
 14 to find ways to still make a connection, maybe,
 15 to a regional route, but get closer to the area
 16 we want to be, and that's where this is. It's
 17 starting to make us step a little closer. Then
 18 you've got a wider crossing of the river than you

19 do down here (indicating).
20 But, again, you're shortening
21 the overall roadway length a little bit. We're
22 not quite yet into super terminal, which is right
23 here (indicating), in the process. Okay? Just
24 working our way up.

27

1 Five, again, just changes the
2 alignment. The starting point gets a little
3 closer in working our way down to here
4 (indicating) in the process.
5 Six almost gets us to the super
6 terminal, but not quite. We've got another point
7 -- link to clear here, as you're building a lot
8 of structure in there. And again, you're tying
9 into the same spot. And you're not quite to
10 super terminal.
11 Now, you start to get into at
12 least some minor variations. Now, we're getting
13 a lot closer into West Memphis. We're crossing
14 in through the super terminal. And we're also
15 finding we'd -- rather than coming down to 69,
16 we're wondering if at this point it makes sense
17 to work our way somehow over to 55, and hook up
18 with 55. So that's what this alignment does here
19 (indicating). Could this alignment come down
20 here (indicating) and come down through here
21 (indicating)? Sure. But it starts to ask the
22 question, where should it hook up?
23 Eight says, oh, boy, if we
24 really want to look at producing conjecture,

28

1 shouldn't we even get even closer and hook up
2 there (indicating)? Mallory interchange is over
3 here (indicating). There's 240 and 55 here
4 (indicating). And 240 up here (indicating). And
5 try to squeeze it in there (indicating) and get
6 as close as we can, maybe. Maybe, unless we get
7 it real tight. Let's get it real close to West
8 -- as close as we can to West Memphis without
9 affecting it, bringing it as close as we can here
10 (indicating) and really making it as close as we
11 can so it's as short a distance on the bypass as
12 we can make it. So that's what this one does.

13 And we're going through some pretty big
14 neighborhoods here to do that.
15 Ten says, we understand we have
16 the Crump interchange, but understand we have
17 limited capacity here on 240, and a limited
18 ability to widen it, if we're able to widen it
19 all on this piece of 240 (indicating).
20 But there's a rail bridge there,
21 and maybe we can replace the rail bridge, and
22 find a way to add some capacity to that bridge,
23 and try to meet the needs that way and make the
24 bridge earthquake-resistant on the existing

29

1 corridor.
2 Eleven says, well, I guess you
3 could add more capacity to the 40 bridge. It's
4 really pretty big as it is. Possibly get a rail
5 to -- bridge on there, probably not. But you
6 ought to look at that because it's an existing
7 facility, and might try to maximize its ability.
8 As we move to the north, there
9 -- this is just -- this connection is just dying
10 to be made when you look at the map. Whether it
11 makes sense or not is another story. But I-40
12 comes down here (indicating), down and over the
13 40 bridge, and then into the interchange here at
14 55 (indicating). This is dying to be the fourth
15 leg of the interchange here (indicating), coming
16 over and tying right into 40. So if you're going
17 on 40, you just -- right through and avoid
18 downtown altogether. Of course, you've got to go
19 over an airport and over a water treatment plant
20 to do that, but, details, I guess.
21 And then, there's one that says,
22 maybe that's not a great idea to go through right
23 there. The river is a little narrower up here
24 (indicating). We can still come in somewhere in

30

1 here (indicating), find a way to hook up to I-69,
2 and come off 69 and come over -- you can come
3 over and find a way to do this if you want to use
4 that. So that's another alternative.
5 We stopped the alternatives here
6 at 13, not because of the number 13, but because

7 if we start to move further north from that, we
8 get into a lot of forest and parkway and other
9 stuff that can really give us -- it's really a
10 show-stopper from the environmental standpoint.
11 So we really stopped going north there because we
12 figured it was going to be futile in the
13 environmental process to be able to do that.
14 So what does that look like as a
15 composite? That's where we are in this process.
16 Our next step now is to get your -- we met with
17 our advisory committee this morning. We had a
18 public meeting this afternoon, and now this one.
19 We're going to take all this spaghetti that you
20 have here and we're going to focus that, based on
21 input, down to one or two or three alt- --
22 crossing locations.
23 So if we pick this location
24 crossing, wherever -- let's say we cross here

31

1 (indicating), there's two alternatives that y'all
2 state that that's an alternative we think is a
3 good crossing location. We're going to identify
4 that as a crossing location, and look at what of
5 these different points of spaghetti we might be
6 able to take and hook up to on either side; how
7 we might hook it up on either side, both from a
8 rail perspective and a highway perspective. So
9 that will be our next feature in the process.
10 So hopefully, the spaghetti will
11 become uncongested on the river, and we'll be
12 focused on a couple of places. Then the
13 spaghetti will be highway-fized (phonetic) in on
14 either side.
15 So with that, welcome your
16 input, your comments, your questions, and feel
17 free to use the comment forms and fill those out
18 and give us your information, or ask questions
19 now.
20 UNIDENTIFIED FEMALE: Does 12 go
21 right over Mud Island? Am I not seeing that
22 right?
23 MR. SORENSON: No. Mud Island is
24 right here (indicating).

32

1 UNIDENTIFIED FEMALE: Okay.
2 MR. SORENSON: Mud Island is right
3 here. It would go north of Mud Island, over the
4 airport, essentially over the airport, that
5 little, small, general service aviation airport
6 there.
7 Yeah?
8 MS. THREADGILL: I was just curious
9 about the route --
10 MS. MARSHALL: Excuse me, one second.
11 If you would, for the sake of the court reporter,
12 give your name and address, if you would.
13 MS. HEATON: Leron Heaton. L-E-R-O-N
14 H-E-A-T-O-N, 404 North Avalon.
15 MS. MARSHALL: Thank you.
16 MS. THREADGILL: I'm Diana
17 Threadgill. I'm the project director for the
18 Mississippi River National and Recreational
19 Order. And my address is 291 Kenilworth,
20 Memphis, 38112.
21 The portable project I'm working
22 on has been in development for three years.
23 It'll be released to the public in January.
24 We're very much interested in this bridge. I'm

33

1 curious as to where this ties in with the
2 southern route, first of all, with T.O. Fuller
3 State Park and Chucalissa Museum. It looks like
4 it goes right by it. Was that Number 3?
5 MR. SORENSON: This one right here
6 (indicating)?
7 MS. THREADGILL: Uh-huh (affirmative
8 response). Do you know there's a state park --
9 or is it 2? There's a state park right there.
10 UNIDENTIFIED MALE: It's Number 8.
11 MS. THREADGILL: Is it 8?
12 UNIDENTIFIED MALE: Yes.
13 MS. THREADGILL: Okay. Oh, it's
14 Number 8. Excuse me.
15 MR. SORENSON: Number 8?
16 MS. THREADGILL: Yeah. I don't see
17 the park on this map.
18 MR. SORENSON: Is that -- where -- in
19 Miss- --
20 MS. THREADGILL: Here it is.

21 UNIDENTIFIED MALE: It's the green
22 area.
23 MS. THREADGILL: The green part.
24 MR. SORENSON: Right there

34

1 (indicating)?
2 MS. THREADGILL: Right there, yes.
3 So y'all would be going --
4 MR. SORENSON: We're trying to go
5 south of that in this particular --
6 MS. THREADGILL: But you're going to
7 go right south? Okay.
8 MR. SORENSON: Well, right south,
9 that's about two miles worth of width -- or a
10 mile worth of widths, so we just threw in there
11 to get as close -- to say we don't want to go in
12 there, but we're -- we're getting close by it.
13 MS. THREADGILL: Okay. I -- you
14 know, I have never heard one mentioned yet in
15 regards to bicycles or walking traffic at all on
16 this bridge. I mean, is that something that
17 y'all thought about with the -- the current
18 opportunities to produce a real -- in the
19 management of cars and all that? Is this just
20 going to be trucks? Can we accommodate that?
21 MR. SORENSON: I don't think there's
22 any question we can. I think -- you know,
23 certainly, it's going to be trucks, it's going to
24 be cars, it's potentially going to be a rail at

35

1 the same time. There's no question we could find
2 a way to put pedestrians on it or bicycles on it.
3 MS. THREADGILL: We'd really like you
4 to consider this. The Mississippi River trail,
5 which goes through 12 states on the Mississippi
6 River --
7 MR. SORENSON: Uh-huh (affirmative
8 response).
9 MS. THREADGILL: -- currently goes on
10 the new bridge, and it's very dangerous. And we
11 really would like y'all to have some
12 consideration in regard to the bicyclists and the
13 walkers like they do in San Francisco and all
14 over.

15 MR. STUMP: I would say at this point
16 we have not done that because we focused on the
17 location, at this point, just a crossing
18 location. But as we move forward into the acts
19 of process, those will be some of the types of
20 things that definitely will be included --
21 MS. THREADGILL: Oh, good. I'm --
22 MR. STUMP: -- as we start to develop
23 the potential of a bridge, those would be things
24 that we would definitely look at, at that point

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1 in.
2 MS. THREADGILL: That's great.
3 MR. STUMP: And let me -- to answer
4 your question. Is this the part you're
5 referencing (indicating)?
6 MS. THREADGILL: Yes, sir.
7 MR. STUMP: Okay. So we are -- and
8 this -- keep in mind, these are just studies.
9 That's not an actual alignment. So we haven't
10 played with that, but we are trying to do
11 something to that line.
12 MS. THREADGILL: Okay. No. Our
13 preference would probably be 13, in regard to the
14 -- our route -- our current parkway.
15 Transportation is what I mean.
16 MR. STUMP: Okay. Thirteen. Okay.
17 Thank you.
18 MS. THREADGILL: Thank you.
19 MR. McCLANAHAN: Rick McClanahan, 29
20 Normandy Circle, Memphis. What is the
21 transportation of freight and volumes southbound
22 on 55, versus I-40 eastbound and westbound? Is
23 it -- is there a greater number of --
24 MR. SORENSON: Yeah. The number,

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1 it's, like, of the hundred -- you say 100,000 to
2 cross, it's, like, 59-, and 40-, low 40's or
3 something like that. It's about -- just short of
4 the 60/40 split between the two bridges.
5 MR. McCLANAHAN: Okay. Do we know
6 what that -- do we know what that transportation
7 and freight count is at the state line going into
8 Mississippi?

9 MR. SORENSON: At 55?
10 MR. McCLANAHAN: Yes.
11 MR. SORENSON: I don't.
12 MR. STUMP: Are you asking about the
13 number of vehicles or are you talking about truck
14 volume and freight volume?
15 MR. McCLANAHAN: I'm talking about
16 number of truckers.
17 MR. SORENSON: Trucks and cars, those
18 are -- that's all vehicles. At this point,
19 there's no count that distinguishes between
20 trucks and cars at this point.
21 MR. COMER: I'm Ralph Comer with
22 TDOT. We -- this question came up at the project
23 advisory committee meeting. And the counts on
24 the bridges -- these are 2004 average daily

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1 traffic counts -- on the I-40 bridge was 54,420,
2 and on the I-55 bridge was 49,650. Again, these
3 are all vehicles. We do have the truck
4 percentages when we do classification counts, and
5 can tell you, roughly, you know, what those
6 percentages are.
7 MR. STUMP: The traffic model is
8 being completed right now, too, for the area. So
9 that would be something that comes out of that
10 model as well.
11 MR. SORENSON: Right. There's about
12 75,000 on 55 coming down to state line, somewhere
13 around 75,000 vehicles a day.
14 MR. McCLANAHAN: And what's the
15 number on I-40 at the -- at the county line east
16 of it?
17 MR. SORENSON: I can't tell you
18 directionally. Which county?
19 MR. McCLANAHAN: Going that way
20 (indicating).
21 MR. SORENSON: Going out?
22 MR. McCLANAHAN: Shelby County.
23 Shelby County and I-40, going eastbound toward
24 Nashville.

39

1 MR. SORENSON: This piece of I-40
2 right here (indicating), little jog connection,

3 is about 100,000 cars a day on that. I don't
4 know if that hel- -- well, vehicles a day.

5 MR. McCLANAHAN: What I'm getting at
6 is, y'all sort of have a long-range
7 transportation plan for the state and --

8 MR. SORENSON: Right.

9 MR. McCLANAHAN: -- freight was
10 looked at very closely, and, to me, the southern
11 ones would indicate that you would be diverting
12 eastbound traffic on I-40 to southbound on I-55.
13 I mean, that's where you're going to be dividing
14 the buck, by taking a southern alignment. A
15 northern alignment of 13 or 12 is going to have
16 the eastbound to I-69 northbound, or carrying it
17 over to I-40, as opposed to going eastbound.
18 That -- the way I remembered it was that I-40,
19 running east/west, was up here (indicating) with
20 the traffic volumes, and I-55 was smaller in
21 numbers.

22 So are we -- we're spending a
23 lot of dollars for the southbound that may not be
24 getting as much bang for the buck, I guess is

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1 what I'm saying, as a northern -- as our northern
2 alignment.

3 MR. STUMP: I think your point is
4 well taken. We'll see what the model says when
5 that's finished. And it should be finished in
6 the next couple of weeks.

7 MR. McCLANAHAN: Okay.

8 MR. STUMP: So as we move forward and
9 try to refine these, we'll be incorporating data
10 like that that's not available today.

11 MR. McCLANAHAN: Okay.

12 MR. STUMP: But we'll incorporate
13 that data from the traffic model, the freight
14 volumes as well. We'll, again, look at some of
15 the other environmental issues in a little more
16 detail, and refine these down to whatever number
17 makes sense to carry forward. But certainly,
18 traffic will be a large part of that analysis.

19 MR. McCLANAHAN: Okay.

20 MR. THOMPSON: One other thing I just
21 wanted to point out -- Brad Thompson, Wilbur
22 Smith -- is many of these routes are also tied

23 into the -- into a route that won't connect it to
24 I-40 in these diagrams.

41

1 MR. SORENSON: Right. The idea here
2 is, like, if you take any of these routes here
3 (indicating) that are tied into I-69 in some way,
4 shape, or form, by the time this gets built,
5 theoretically, 269 will be built and you'll be
6 able to come just around 40 and come down here
7 (indicating) and swing around and join up with 40
8 out here (indicating) on the -- on the bypass, on
9 the 269 route. So -- so it depends on the time.
10 If that's not there, then you have to come down
11 and then come back up 55 and over 240 to do it.
12 So it gets kind of less --

13 MR. McCLANAHAN: Yeah. I --

14 MR. SORENSON: -- easy.

15 MR. McCLANAHAN: -- agree the 269, I
16 think, will be there. I'm just thinking if the
17 traffic volumes are significantly east/west --

18 MR. SORENSON: Well, the other
19 problem is lots of --

20 MR. McCLANAHAN: -- or do they really
21 need to go that far out of the way, as opposed to
22 going straight through 40 on the --

23 MR. SORENSON: That's a very good
24 point. The other question, though, is a lot of

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1 logistics centers are here (indicating). So the
2 airport, the ports, a lot of the trucks,
3 facilities are down in this part of town
4 (indicating), not up here (indicating).

5 MR. McCLANAHAN: I see.

6 MR. STUMP: And well, it could be
7 that we end up with two crossings, a rail
8 crossing in one location and a vehicular crossing
9 in another location. They don't have to be in
10 the same spot. They could be, but they don't
11 have to be. And that may be where that starts to
12 playing with the location a little bit.

13 MR. HEATON: Don Heaton. I'm at the
14 same address as Leron. Speaking of the
15 distribution center, can't -- for Crossing Number
16 7, if it came to the state line,

17 Mississippi/Tennessee state line --
18 MR. SORENSON: Uh-huh (affirmative
19 response).
20 MR. HEATON: -- and instead of going
21 down to 55, you know, a lot of the state lines to
22 -- of the future Interstate 22, you would pull up
23 all of that truck traffic that's centered in that
24 area, and there's a rail runner that runs along

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1 the line --
2 MR. SORENSON: Right.
3 MR. HEATON: -- and crosses from near
4 55. And it would also pick up the intermodal.
5 But I know that that would be an expense at going
6 down that, but I think --
7 MR. STUMP: That was actually a very
8 good point because that came up earlier today in
9 one of our other meetings, the possibility of
10 perhaps combining in some form 7 and 8 so that
11 you do accomplish what we're setting out today,
12 but it pulls it a little bit further south, like
13 I said, but -- but not quite as far south as 7
14 goes right now. So some -- and when I refine one
15 of these, it's going to happen.
16 MR. HEATON: So one thing about it,
17 you can -- Interstate 22, you can just call that
18 highway Interstate 22, and it would end at
19 Interstate 40.
20 MR. SORENSON: From my understanding,
21 22 will end at 269, Ralph?
22 MR. COMER: I'm not sure. I think
23 that's correct.
24 MR. SORENSON: I think 22 will stop

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1 at 69 --
2 MR. HEATON: They're talking about
3 the four-lane coming through the state line.
4 MR. SORENSON: But you're saying look
5 at it continued. In other words, what you're
6 saying, though, is continue it --
7 MR. HEATON: Right. Right.
8 MR. SORENSON: -- whether it hooks up
9 to where the roads fall or whatever.
10 MR. HEATON: But all that truck

11 traffic is really centered in that area.
12 MR. SORENSON: Okay. We can do that.
13 MS. HEATON: We drive through here a
14 lot --
15 MR. SORENSON: Yeah?
16 MS. HEATON: -- to Georgia Avenue.
17 It's just nasty, nasty traffic.
18 MR. SORENSON: On which one?
19 MR. HEATON: On 78.
20 MR. SORENSON: Over here
21 (indicating)?
22 MR. HEATON: Yeah.
23 MR. SORENSON: Okay. Yes, sir?
24 MR. SMYTHE: I am Hamilton Smythe,

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1 635 South Willett in Memphis.
2 I hate to be crass about it, but
3 the best thing is 7 or 8 or the 6 gives you six
4 Senators and three Congressmen, rather than four
5 Senators and two Congressmen --
6 MR. SORENSON: Right.
7 MR. SMYTHE: -- as far as getting it
8 public. So it may be that that's one of the most
9 appealing things about it, you're trying to get
10 it done. It sure gets it done a lot quicker.
11 MR. SORENSON: That's true.
12 MR. STUMP: Well, that was one thing,
13 all three states are involved in our study.
14 MR. SMYTHE: But they're not going to
15 care about the stuff we're working with.
16 MR. STUMP: Right.
17 MR. SMYTHE: Mississippi --
18 MR. STUMP: Right.
19 MR. SMYTHE: -- will be crushed,
20 won't they? Likewise, Tennessee doesn't care
21 about 1 or 2.
22 MR. SORENSEN: Right. Other points
23 or comments? Well, thank you --
24 MR. SMYTHE: Well, I think the --

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1 MR. SORENSEN: Go ahead.
2 MR. SMYTHE: On the more northern
3 routes, 12 and 13, that doesn't help the rail at
4 all, does it?

5 MR. SORENSON: Not really.
6 MR. SMYTHE: There's no way to tie a
7 rail into the other one?
8 MR. SORENSON: No. What that will
9 probably have to entail is if one of those were
10 selected as some form of reconstruction of the
11 existing two bridges into an acceptable --
12 MR. SMYTHE: Every time I've heard
13 anybody talk about this, it's, like, you know,
14 buying a new computer rather than fixing yours,
15 fixing those bridges would be so expensive --
16 MR. SORENSON: Well --
17 MR. SMYTHE: -- especially to the
18 railroad business --
19 MR. SORENSON: -- think about --
20 think about it for a minute --
21 MR. SMYTHE: -- to actually look into
22 it, you know.
23 MR. SORENSON: Well, we've got to be
24 careful not to always -- what happens here, when

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1 we think about the actual expenses to take that
2 bridge down and replace it, but if you're -- if
3 we're going to pick -- let's just pick one that's
4 easy. I'll just take this one, 8. If we were to
5 pick 8, and we're to put a rail component on that
6 -- and by the way, the tie-in to the yard is over
7 here (indicating) on CN right now -- you could
8 pick that coming down over here, but you've still
9 got to build a bridge here (indicating) or here
10 (indicating) no matter what. The rail
11 construction problem, you've got to build all
12 this, and however it ties in over here
13 (indicating) is the other lines you have to build
14 back to it. So --
15 MR. SMYTHE: But then, you'll get a
16 whole new bridge.
17 MR. SORENSON: Well, you can get a
18 whole new bridge here, too (indicating). But I
19 think, you know, you could -- you can develop a
20 scheme where you take and replace the existing
21 bridges and put the rail traffic on the other
22 bridges temporarily while you do the replacement.
23 So it can be done with, you
24 know, total replacement if we want to, or put one

1 right in front of -- a brand new one right down
2 the middle and get rid of the one either side. I
3 mean, there are things you could do to do that.
4 That's the difficulty with it.

5 One of the difficulties with the
6 rail is the run-out. The rail slope is one
7 percent or less, whereas a car, we can go up to,
8 you know, five, six, seven percent and get it
9 down much faster than what you would otherwise.

10 So -- yeah?

11 MS. THREADGILL: I'm a little bit --
12 is there a lot of traffic, rail traffic, going
13 down to the old bridge now?

14 MR. SORENSON: Yes. Over two million
15 car -- cars a -- cars a year going over the two
16 bridges a month.

17 MS. THREADGILL: If you built another
18 bridge adjacent to the old bridge -- they're
19 doing a project in Vicksburg right now, where
20 they're taking their old bridge and they're
21 making it strictly for cement pedestrian volume
22 going over it. Wouldn't that be a consideration?

23 MR. SORENSON: Sure.

24 MS. THREADGILL: I mean, where we

1 keep the old bridge --

2 MR. SORENSON: Sure.

3 MS. THREADGILL: -- just for that?

4 MR. SORENSON: Certainly, it can be
5 considered.

6 MS. THREADGILL: It would be less
7 expensive than to do all the major new roadwork.
8 It would be just a new bridge.

9 MR. SORENSON: Uh-huh (affirmative
10 response). Yeah. It would be possible.

11 UNIDENTIFIED MALE: One of the old
12 bridges used to have a car track --

13 MR. SORENSON: Yep.

14 UNIDENTIFIED MALE: -- but they tore
15 it down. That could be a possibility for
16 walking.

17 MR. McCLANAHAN: Rick McClanahan
18 again. I think we also need to think about any

19 concern of locating the bridges and rail bridges
20 close together in the potential of terroristic
21 activities --
22 MR. SORENSON: Sure.
23 MR. McCLANAHAN: -- that would shut
24 down all three. Even though they're very

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1 structurally built -- if you blew up hazardous
2 material on one of the bridges, you could
3 effectively shut all three bridges down. So --
4 MR. SORENSON: Correct.
5 MR. McCLANAHAN: -- I would think
6 that a separation of some distance based on the
7 preliminary analysis, which would (inaudible).
8 MR. SORENSON: Uh-huh (affirmative
9 response).
10 MR. McCLANAHAN: Just a thought.
11 MR. SORENSON: Yeah.
12 MR. STUMP: Thank you all very much
13 for coming. We will be incorporating some of
14 these comments, and we'll have more public
15 meetings probably in about six weeks. And those
16 will be advertised and posted. And hopefully,
17 you'll be able to come and kind of see where we
18 are at that point, as we start to wrap up some
19 more recommendations. Pamela?
20 MS. MARSHALL: Again, thank you all
21 so much for being here. And we will -- we have
22 some handouts, if you did not get one, and the
23 comment sheet, feel free to pick them up. And we
24 will keep you all posted, and look forward to

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1 seeing you all at the next meeting. Thank you.
2 (WHEREUPON, THE MEETING CONCLUDED AT
3 APPROXIMATELY 7:00 P.M.)
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1 CERTIFICATE

2

STATE OF TENNESSEE:

3

COUNTY OF SHELBY:

4

I, CINDY SWORDS, Digital Court
5 Reporter and Notary Public, Shelby County,
Tennessee, hereby CERTIFY:

6

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

9 Being a Digital Court Reporter, I
then reported the proceedings digitally, and the
10 foregoing pages contain a true and correct
transcript of my said digital recording then and
11 there taken.

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

14 In order for this document to be
considered a true and correct copy, it must bear
15 my signature seal, and that any reproduction in
whole or in part of this document is not
16 authorized and not to be considered authentic.

17 Witness my signature this the
day of , 2006.

18
19
20

21 CINDY SWORDS,
 Digital Court Reporter

22 Notary Public at Large
23 For the State of Tennessee
 My Commission Expires:
24 February 23, 2009

NOTICE OF PUBLIC MEETING

The Tennessee Department of Transportation (TDOT), an equal opportunity affirmative action employer, will conduct three public information meetings to discuss a proposed Mississippi River bridge crossing in the greater Memphis area. The meetings will be held at the following locations at the specified time.

Tuesday, February 21, 2006

6:00-8:00 p.m.

Central Station, 545 South Main Street, Memphis, TN

Thursday, February 23, 2006

1:00-3:00 p.m.

West Memphis City Hall, 205 S. Redding Street, West Memphis, Arkansas

6:00-8:00 p.m.

**The DeSoto County Administration Building; 305 Loshier Street (3rd Floor)
Hernando, Mississippi**

The study area for the proposed new Mississippi River bridge crossing includes portions of Shelby County in Tennessee, Crittenden County in Arkansas and DeSoto County in Mississippi. Potential Mississippi River bridge crossing locations generally fall within Shelby County, Tennessee, from Tipton County, Tennessee in the north to Mississippi Route 304 in the south. The east and west boundaries will be identified during the study based on where connectivity is deemed important to establish logical termini. The proposed project will include options for both highway and rail crossings.

At each meeting, there will be a presentation followed by a question and answer session. The public is invited to ask questions and make comments during the meeting. Representatives of TDOT will be present to provide information on any aspect of the project.

Persons with a disability, who require aids or services to participate at the meeting, may contact Ms. Margaret Mahler at the following address:

Margaret Mahler	or by e-mail	Margaret.Z.Mahler@state.tn.us
ADA and Safety Coordinator		Phone (615) 741-4984
Tennessee Department of Transportation		Fax (615) 253-1477
Suite 400 – James K. Polk Building		TTY Relay (877) 831-0298
505 Deaderick Street		
Nashville, TN 37243		

A court reporter will be available to receive oral statements to be included in the project transcript. In addition, comment sheets are available for those who prefer to make written statements. Written statements and other exhibits to be included in the project transcript may be submitted within ten (10) days after the workshop date to the following address:

**Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332**

MISSISSIPPI RIVER BRIDGE PUBLIC MEETING
 FEBRUARY 23, 2006 WEST MEMPHIS CITY HALL
SIGN-IN

<u>NAME</u>	<u>ADDRESS</u>	<u>TELEPHONE</u>	<u>EMAIL</u>
Marilyn Rogers	8516 Wheeler Rd Marion	870-739-2127	
Clayton Adams	WM	901-493-7931	
PAT BAILEY	Vucan marks	901-774-2390	
Cy Bond	112 Turner	N/none	
Pat Bonds	15263 Hwy 147 So, Hughes	AR 72348	
Charles Eismann	12327 Horseshoe Circle Hughes	72348	
Arthur Surrow	WM -		
	502 Tulane	870-735-3826	
Frank Wilson	2980 Tracy Rd atoka TN	901 837-6393	
Eddie Brantley	796 W. Broadway W. Mph.	870-735-8148	BCE@stcglobal.net
MARVIN STEELE	100 MISSOURI W. MEMPHIS	AR 72301	870-735-2250
ROBERT WATKINS	440300 N. 14TH ST. W. MEMPHIS		
Bill Johnson	2055 Redding W. Memphis		City Hall

MISSISSIPPI RIVER BRIDGE LOCATION STUDY

February 23, 2006 - Mississippi

Public Meeting SIGN IN

<u>NAME</u>	<u>ADDRESS</u>	<u>EMAIL</u>
1. Judy Marshall	1835 Queenwood Pl Hernando, Ms 38632	the_marshall@net-zero.net
2. Wayne Bisher	777 River Park Dr. Memphis TN 38105	grishw@mid-south.vr.com
3. Rino Dolbi	315 Lusher St Hernando 38632	newseditor@desotimes.com
4. Charles Reid	1325 Hwy 51 N, MSBitt, MS ³⁸⁶⁵¹	chareid@aol.com
5. Merritt Powell	1481 Parkway St Hernando 38632	
6. J.Q. Dickerson	150 Hwy 51 N BATESVILLE, MS 38606	JDICKERSON@MOOT.STATE.MS.US
7. Jim McDougal	365 Lusher St Ste 200 Hernando, MS 38632	jimmcdougal@desotimes.com
8. Gary Capen	70 Pox 677 TUNICA MS 38696	
9. Ralph Comer	TDOT Suite 900 J.K.P. Nashville TN	ralph.comer@state.tn.us
10. Dudley E. Daniel	TDOT Suite 400 JKP Bldg Nashville	dudley.e.daniel@state.tn.us
11. Charles T. Graves	Suite 400 JKP Bldg Nash	CGraves@state.tn.us
12. Pamela Marshall	TDOT Reg 4	pamela_marshall@state.tn.us
13.		
14.		
15.		
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22.		

NAME ADDRESS

H. H. Renfro 8516 Wheeler - Marion - Wood New Bridge - Any Place

Marilyn Renfro - - - - -

Cy Bond 208 N 6th Bond Engineer

A. J. Thompson Jr 306 W Bond St 1st Time

Steve Schley - I like "B" crossing tie into 55 & 69

Ron Hume

Frank Wilson 2780 Tracy Rd at the TN 38001

Walker Dismore 5136 Horseshoe Cr Hughes AR 72348

Paul C. Beck 2101 Paul Beck Dr Deepwater AR 72348

JERRY STUMP

Ralph Carlson 1253 Highway 147 - N Marion

Leon Davenport P.O. Box 156 Mound TN 38058

Hubert Lagan 224 Roosevelt West Memphis AR 72301

A. Robinson 200 N 7th West Memphis AR

F. A. Fogleman P.O. Box 120, Marion, ARK 72364

Deane Carter 94 Cherry Dr 72367

Vance Bacon 6130 US Hwy 70

Bobby J. Littlejohn 802 Pryor Dr West Memphis 72301

James Vandenberg 1020 Rich Rd 72301

Pyper Sumpter 1311 STRATFORD W. MEMPHIS AR 72301

Paul Lewis AHTA Little Rock

Paul Tucker City of West Memphis 72301

Ronny Rogers COUNTY EMER 72301

Barbara Owens City of W. Memphis

Math Holt Co. Judge

Joe Frateri Marion Ark,

Ramona Tyn 124 Ross W. Memphis 72301

Don Samrfla

Jack Woodward 509 Roosevelt, W. Mem.

Buddy Cantor 1305 W. Barton

Todd Pedersen 34 Triggs

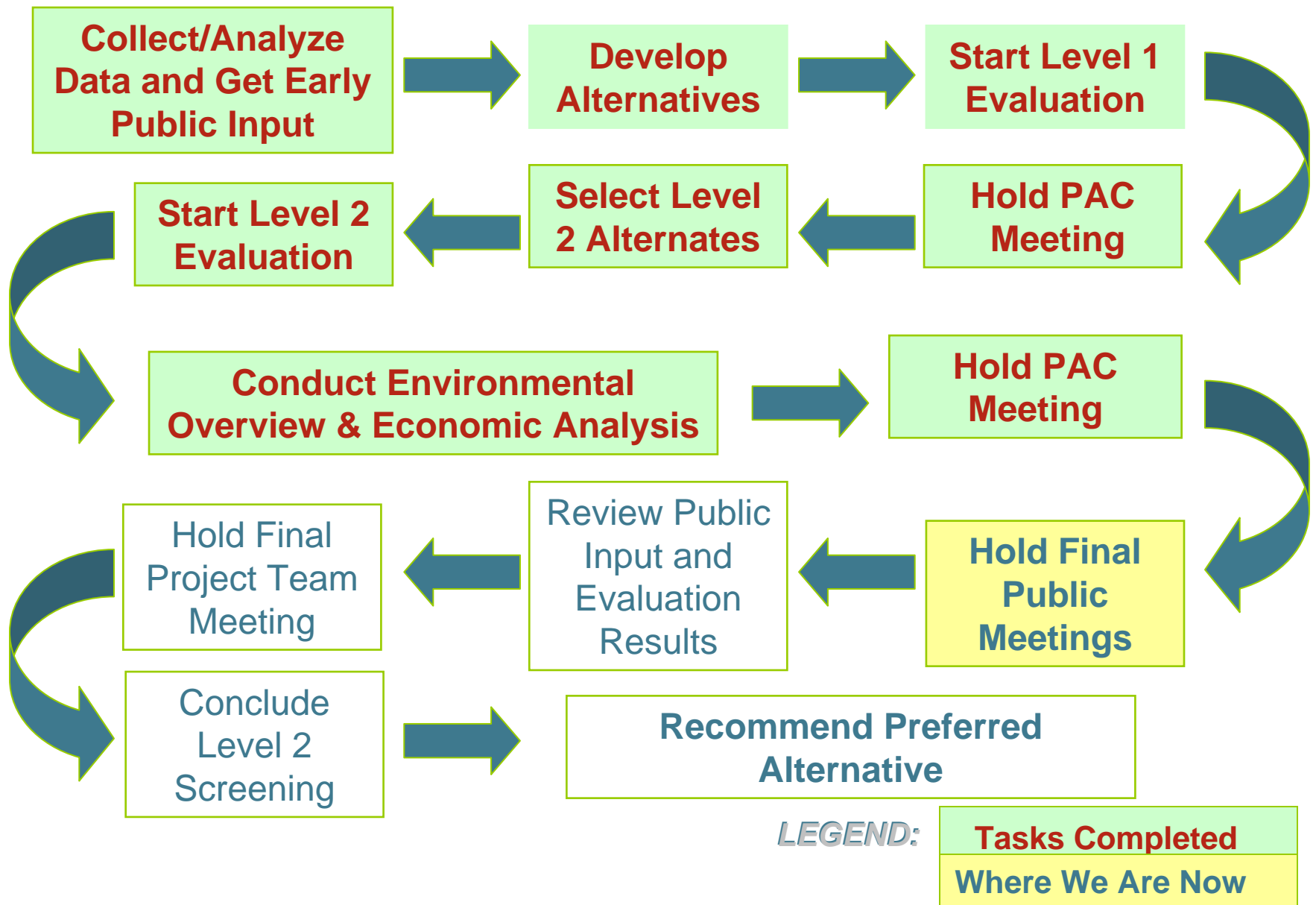
Justice of the Peace, Vernon in Bail, at Crittendon Co. Ark.

City Attorney 1305 Barton St. Ark. 72301

Marion Simpson 112 Lakewood Dr. Horseshoe Lake

Virginia Carpenter 174 Lakewood Dr. Horseshoe Lake

MISSISSIPPI RIVER CROSSING STUDY: PROGRESS REPORT





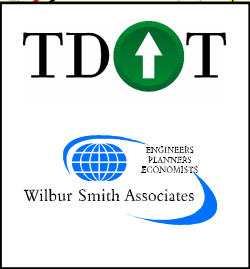
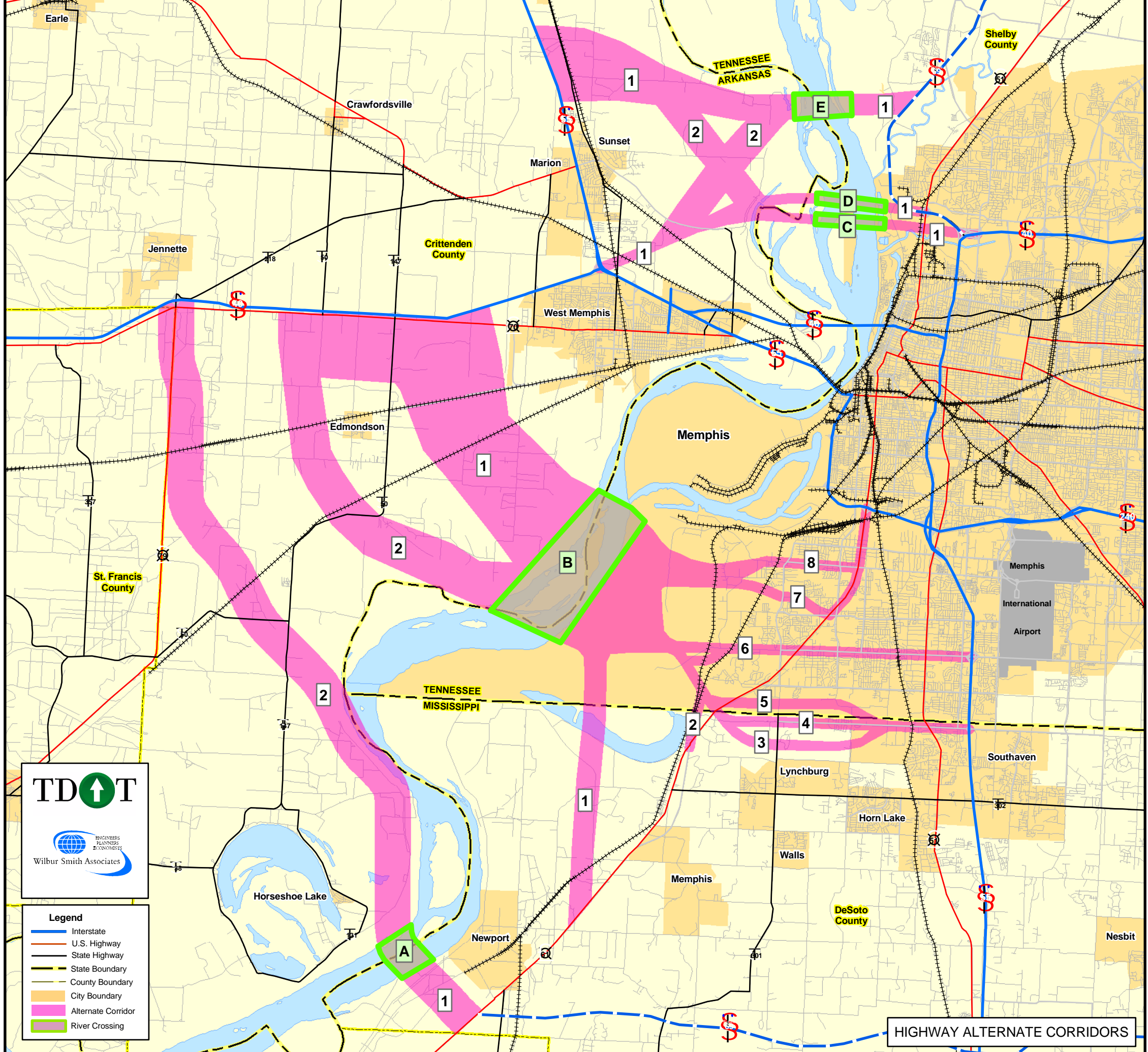
®



**TDOT Mississippi River
Bridge Study**

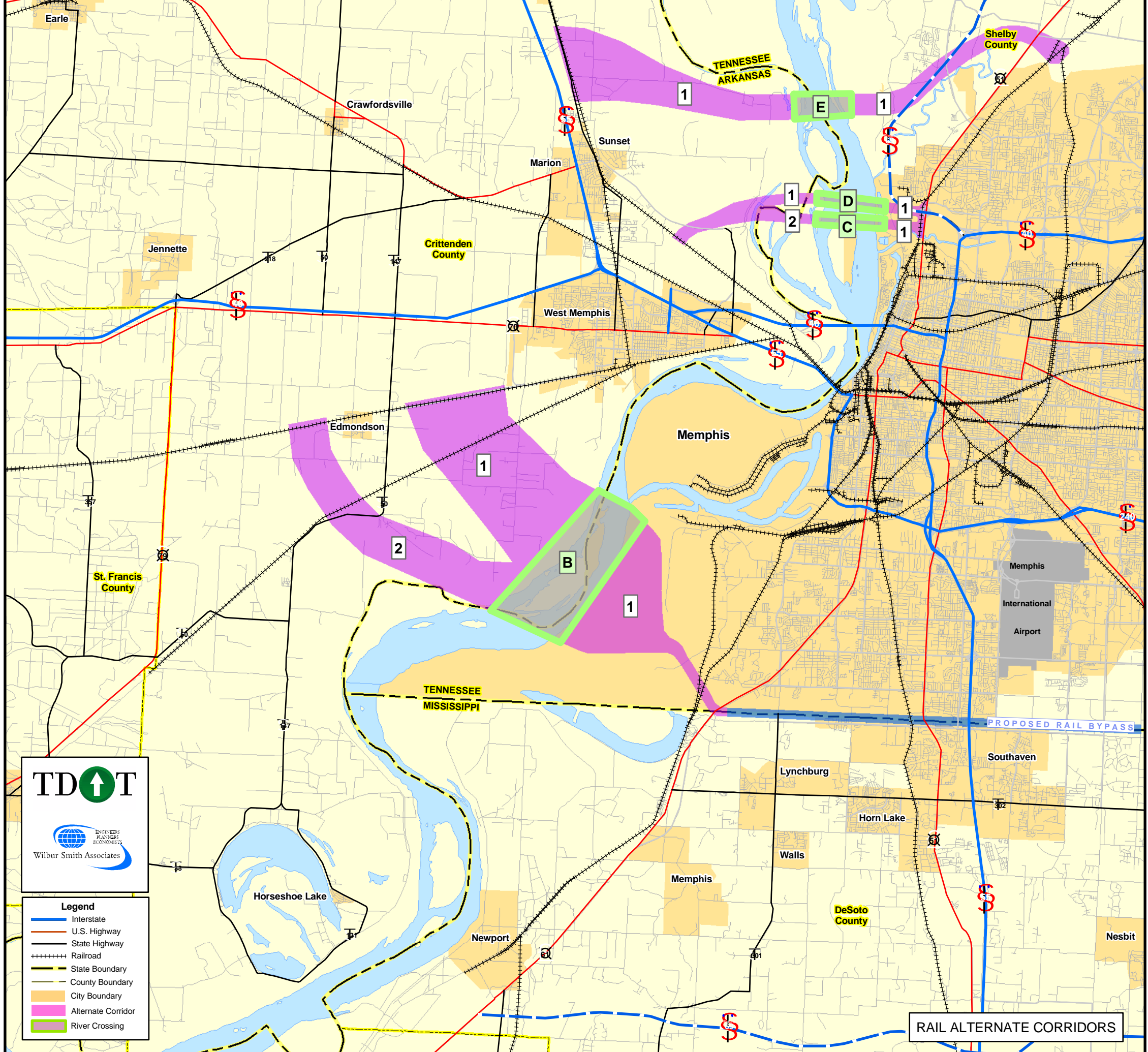
Preliminary Alternative Corridors

Arkansas, Tennessee and Mississippi



- Legend**
- Interstate
 - U.S. Highway
 - State Highway
 - State Boundary
 - County Boundary
 - City Boundary
 - Alternate Corridor
 - River Crossing

HIGHWAY ALTERNATE CORRIDORS



TD↑T

Wilbur Smith Associates

- Legend
- Interstate
 - U.S. Highway
 - State Highway
 - Railroad
 - State Boundary
 - County Boundary
 - City Boundary
 - Alternate Corridor
 - River Crossing

RAIL ALTERNATE CORRIDORS

3 TENNESSEE DEPARTMENT OF TRANSPORTATION
4 PUBLIC INFORMATION HEARING
FOR THE THIRD MISSISSIPPI RIVER CROSSING
5 STUDY INITIAL LOCATION ALTERNATIVES

6
MEMPHIS, SHELBY COUNTY, TENNESSEE

7
8 FEBRUARY 21, 2006
6:00 - 8:00 P.M.

9
10 HELD AT CENTRAL STATION
545 SOUTH MAIN STREET
11 MATA BOARD ROOM
MEMPHIS, TENNESSEE 38103

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13
14 STATE PROJECT NUMBER: 79946-1171-94

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21
22 ALPHA REPORTING CORPORATION
Cindy Swords, Digital Court Reporter
23 100 North Main Building, The Lobby
Memphis, Tennessee 38103
24 (901) 523-8974
www.alphareporting.com

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BE IT REMEMBERED, that the
3 above-captioned public meeting came on to be
heard, on this, the 21st day of February, 2006,
4 beginning at approximately 6:10 p.m., when and
where the following public statements were had,
5 to wit:

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9

21 COURT REPORTING FIRM:
ALPHA REPORTING CORPORATION
22 Cindy Swords, Court Reporter
100 North Main Building
23 The Lobby
Memphis, Tennessee 38103
24 (901) 523-8974
www.alphareporting.com

1 A P P E A R A N C E S
2
3 FOR TDOT AND CONSULTING FIRM:
4 PAMELA MARSHALL
 RALPH COMER
5 ANDREW MILLER
 STEVE CHIPMAN
6 CHARLIE GRAVES
 JERRY STUMP
7 TIM SORENSON
 BRAD THOMPSON
8 MELLISA ZIEGLER
 PAULA DOWELL

9
10
11 ALSO PRESENT: MARTHA LOTT, MEMPHIS MPO
12
13 TDOT REPRESENTATIVES: 6
CONSULTANT REPRESENTATIVES: 5
14 CITIZENS: 6

20
21 COURT REPORTING FIRM:
ALPHA REPORTING CORPORATION
22 Cindy Swords, Court Reporter
100 North Main Building
23 The Lobby
Memphis, Tennessee 38103
24 (901) 523-8974
www.alphareporting.com

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1 PUBLIC MEETING (6:10 P.M.)
2 MS. MARSHALL: Good evening. Thank
3 you all very much for being here tonight. I'm
4 Pamela Marshall. I'm the community relations
5 officer for TDOT here in Region 4. On behalf of
6 our commissioner, Gerald Nicely, welcome to this
7 public meeting on -- as you take a look at the
8 possibility of a third Mississippi River bridge
9 crossing.
10 We have a court reporter here
11 who will take comments. And during this meeting,
12 if you have some comments that you'd like to make
13 after the presentation, and you'd like to make
14 them directly to the court reporter, feel free to
15 do that.
16 We will have a presentation
17 tonight from Wilbur Smith of the consulting firm
18 that consulted on this study. Then we'll have an
19 opportunity for you to ask questions.
20 There are maps here with the
21 examples of the possibilities for this third
22 bridge crossing. As we think about Memphis and
23 our two bridges, and you see that these all are
24 traveling up here, you recognize how important

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1 they are, and the significance of another
2 crossing for the Mississippi River, not just for
3 our region, for our area, but for the entire
4 community.
5 Jerry Stump is over this project
6 for Wilbur Smith. At this time, I'd like to turn
7 it over to him.
8 Let me first also introduce you
9 to some people who are here from the Tennessee

10 Department of Transportation: Mr. Charlie
11 Graves, who is in our planning department. Andy
12 Miller is over our right-of-way division. And --
13 MR. COMER: Ralph Comer.
14 MS. MARSHALL: -- Ralph Comer. I'm
15 sorry, Mr. Comer. I was so busy making sure that
16 I had Paula Dowell and Melissa Ziegler. At least
17 I got those right. Ralph Comer is the project
18 manager for TDOT for this project. And I'm going
19 to let Jerry Stump introduce the rest of these
20 folks from Wilbur Smith, Tim Sorenson, and --
21 MR. THOMPSON: Brad.
22 MS. MARSHALL: -- Brad.
23 MR. STUMP: Thank you, Pamela. I
24 will introduce you to everybody. You'll have a

6

1 chance to ask some questions in a few minutes.
2 And each of these people will be available to
3 answer questions for you.
4 Tim Sorenson is our project
5 manager that's developing the project study.
6 He'll be doing the presentation this evening, and
7 trying to answer your questions. Brad Thompson
8 is a project planner with Wilbur Smith. He's
9 also working on the project with us. We have two
10 individuals here that are doing our economics
11 analysis, Paula Dowell and Melissa Ziegler. So
12 if there are economics questions, economic
13 impact, that sort of thing, they'll be available
14 to answer those for you.
15 My name is Jerry Stump. I'm a
16 vice president with Wilbur Smith. I'm in our
17 Nashville, Tennessee office, and have been
18 leading the project and trying to work with the
19 Department as we look at a possible crossing of
20 the Mississippi River.
21 Pamela mentioned the
22 significance of the project, and kind of -- the
23 scope of our services. I will mention this is
24 the third of five public meetings that we're

7

1 having on the project. This is our actual third
2 public meeting in Memphis. We'll also have a
3 public meeting Thursday in Arkansas, and one

4 Thursday in Mississippi, as well.
5 Tim is going to come and kind of
6 walk you through how we've gotten to where we are
7 to this point. And then, once he's done his
8 presentation, we'll be happy to try to answer any
9 questions for you.
10 MR. SORENSON: Thanks, Jerry. I
11 think a little introduction of the mission
12 statement for the project, I think, is always
13 good to get off to keep us on track. And it's --
14 some key words, I think, are possible locations,
15 intermodal movements, traffic, economic
16 feasibility, and environmental considerations.
17 And so, in getting ready for the next stage of
18 this study, which would be an environmental
19 impact statement, that will be the next step.
20 Once we're done with this stage, we'll be doing
21 an environmental impact statement for those
22 locations.
23 I'd also like to start with some
24 preface on TDOT's long-range transportation

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1 goals, again, emphasizing those. We'll talk
2 about the specific project purpose and need. But
3 these are some of the ones that TDOT identified
4 in their long-range plan that they're going to
5 try to accomplish. And I think it's important
6 for us to keep those in mind as we work through
7 this from economic growth, the optimized
8 movement, efficient -- effective transportation
9 systems. These are all key elements in the
10 process.
11 For this particular project,
12 we're looking at these particular purpose and
13 need, which is an important term when we get into
14 the environmental process. And what is the
15 purpose of the project, and why do we need it?
16 So I'm going to go through each one of these
17 briefly for you. There's kind of some redundancy
18 in here, so pardon me for that. But it's a very
19 important duplicate.
20 So, provide cross-river mobility
21 and linkage: What this is about is the new
22 bridge is fit pretty well on the I-40 bridge for
23 earthquake and catastrophic events. It's not the

24 optimal option, but it's pretty close, whereas the

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1 I-55 bridge is not quite there. It's got some
2 deficiencies, especially relative to earthquake.
3 And we want to make sure that
4 this new -- one of the needs for this new bridge,
5 if -- if something does happen to that bridge,
6 what happens to the local economy, the regional
7 economy, the national economy, and how that
8 diversion would be. Obviously, it's a detriment
9 if we had failure on either or both of those
10 facilities. So that's our first need and
11 purpose, if you will.

12 Of course, we know there are
13 some congestion on 55, the bridge for sure, and
14 on 40 sometimes. And that can constrain the
15 growth opportunities for the region, especially
16 being a logistics location that it is, in the
17 amount of movement of goods and freight across
18 the River that happens here. It helps -- it
19 will help Memphis maintain its competitive edge
20 as one of the leaders in that arena.

21 I mentioned capacity issues.
22 And we certainly want to try to address the floor
23 operations, try to deal with some of the traffic
24 capacity issues. You're obviously not going to

10

1 widen the I-55 bridge at the moment. And you
2 want -- again, that goes back to it's only going
3 to get worse over time so we want to maintain the
4 economic competitiveness and quality of life in
5 the region.

6 It goes back to enhancing
7 freight movement and key component trucks,
8 particularly moving them across, and also rail,
9 trying to move around the region and across the
10 river. Again, you can see the importance of
11 Memphis as the international logistics center.

12 Again, meeting future and
13 current transportation demands, with the expected
14 growth of both the freight and passenger car.

15 Tricky one here to get your
16 hands around: Efficiency and effectiveness. As
17 you kind of go through Memphis, the interstates

18 are kind of indirect and not obvious when you
19 move through, and find that the circulation
20 pattern that makes sense for movement around the
21 region is part of what this involves. And, you
22 know, we want it -- we don't want -- we're not
23 trying to have our regional traffic that's
24 according to logistics competing with any

11

1 commuter traffic or traffic that needs to be
2 oriented to and from the downtown, so we're going
3 to have to find a way to separate that, and not
4 mix the purposes.

5 The last time we were here we
6 had these 13 corridors that we talked about and
7 showed that were just kind of generated, in
8 general, on the corridor. And we talked about
9 each of those corridors. And again, let me
10 orient you the map here. You can see the river
11 itself coming along here (indicating). Here is
12 Memphis (indicating). The two bridges are here
13 (indicating). Mississippi is down here
14 (indicating), obviously.

15 This is the I-40 coming across
16 here (indicating); I-55 coming down here
17 (indicating), of course. You can see those
18 locations, including the two existing, doing
19 something -- the two existing bridges tying into
20 I-69 down here (indicating), the new I-69,
21 starting from the south down here (indicating),
22 and going all the way up to the state park in the
23 DeSoto County line to the north there -- I'm
24 sorry -- northern Shelby County line.

12

1 So you can see we kind of looked
2 at the whole thing and came up with these. We
3 met with the public. We met with our advisory
4 committee. We did some preliminary analysis and
5 thoughts, and decided that was too many. We
6 tried to screen them down using good judgment and
7 communications, and came up with four --
8 essentially four locations where we felt was
9 reasonable to cross the river, and warranted
10 further analysis, I should say.

11 We have Location A and B -- just

12 because they're A doesn't mean they're in any
13 kind of order; it just happens that we went south
14 to north, and A to B, and 1 to 2, and south of
15 Memphis.

16 But this is the first one
17 (indicating). Down here opposite I-69 provides
18 for that linkage. The second one here is the
19 Pidgeon Industrial Park area over here
20 (indicating) -- although it's -- here, it's
21 called Super Terminal in this general area right
22 here (indicating). This is the second piece.

23 The third one is up here
24 (indicating), and kind of as an extension of 40

13

1 that comes across here (indicating). And this is
2 new 69 up here (indicating) with some kind of
3 connection off of that particular linkage. From
4 a bridge perspective is what we -- what we came
5 up with.

6 So what I'm going to do here --
7 let me switch my presentation for a minute -- and
8 talk about these corridors in detail. Down here
9 in the A corridor -- again, the theory of this A
10 corridor and the one on the east side is the
11 connector, this new piece of I-69 to a new bridge
12 to cross us over. And then, 2, the second piece,
13 allows us to come up and connect to I-40. Okay.
14 That's the first -- first piece of the puzzle.
15 That's basically all there is to that crossing.

16 The second one gets a little
17 more complicated. You can see we have a wide
18 area that we've looked at for where that crossing
19 could happen. And the reason for that is how we
20 make the connection. On the west side, you can
21 see two pieces around Edmondson here
22 (indicating). You've got a piece that comes up
23 over here (indicating), and a piece that comes
24 along here and hooks up to I-40. It really

14

1 doesn't -- you know, there's a lot of
2 flexibilities in how the roadway could actually
3 fit in there and how it enters into this site
4 over here (indicating), and how it impacts that
5 site, is the -- is that piece.

6 But if that's how the connection
7 will be, we're going to obviously miss the
8 airport over here (indicating), and, you know,
9 get as close to it as we can, but -- from West
10 Memphis maybe, but not actually feed on West
11 Memphis itself.
12 But the tricky part starts to be
13 what do we do on the other side of the river?
14 How do we make the connection? None of these are
15 final. These are up here and -- for purposes of
16 making a connection, and to get your comments
17 tonight. So, you know, don't think that is the
18 alignment and that's where it's going to go,
19 we're here to get your comments and feedback on
20 these options that we're showing.
21 The first piece is -- to look at
22 is going down from the bridge, going to the south
23 and behind and hooking up to 61 to the south.
24 Again, through there (indicating).

15

1 The second one, which basically
2 is just a little stub that also comes over here
3 and ties into the four-lane where 61 starts to be
4 a divided highway, which is, again, in
5 Mississippi there (indicating). And provide that
6 into there and just make that one connection
7 only. Keep it simple and straightforward.
8 The next piece -- and the next
9 three, actually, 3, 4, and 5, relate to Stateline
10 Road. Here's Stateline Road right here
11 (indicating). One goes to the south and around
12 some residential development, and then in --
13 along Stateline Road, again. But it goes to the
14 north around that same development on the state
15 -- on Stateline Road. So that's basically the
16 idea of Stateline Road. We obviously have this
17 (indicating) from the railroad track. We can
18 deal with that kind of urban section, and we
19 would envision it to be an interstate-type
20 roadway. That's 3, 4, and 5.
21 Six goes down Shelby Drive,
22 going down the interstate and hooking it up and
23 making that connection over here (indicating)
24 south of the airport. Again, going through some

1 residential neighborhoods, by some schools, and
 2 what not, along that corridor.
 3 Seven and eight -- seven and
 4 eight are really not magical. The idea is take a
 5 route. We have a big rail yard in here
 6 (indicating). Find our way north of the rail
 7 yard, and cross into here (indicating) and find
 8 our way. This one happens to be through
 9 relatively undeveloped land over to here
 10 (indicating), which is along Mitchell, and try to
 11 hook up to 61. And then rehab 61, and redo this
 12 interchange up here with 55, and provide that
 13 connection through there. So those are the 7 and
 14 8 corridors. No real magic to them. Just
 15 providing the connections. So that takes care of
 16 the B alternatives.
 17 Now, we move up to the north to
 18 get to this location C. And the idea of C is
 19 really -- we know there's a -- this -- 240 comes
 20 up to 40 -- I'm sorry -- 40 comes and turns and
 21 goes down and comes across the river here
 22 (indicating). There's just stuff that comes off
 23 here (indicating) and goes to 51 right here
 24 (indicating).

1 So what we are proposing for the
 2 C is to just carry 40 straight across to this
 3 bridge (indicating), which you see there, that's
 4 that piece right there (indicating). And then,
 5 continuing across the river and then hooking it
 6 up to 40 on the other side. So now, I-40 could
 7 just go continuously straight across and tie into
 8 that.
 9 Kind of theory there, I-69 will
 10 come down and be the north leg here (indicating).
 11 So I-69 will come down and will go down through
 12 there like that (indicating). So that's kind of
 13 how that alternative goes through there.
 14 If for some reason this did --
 15 wasn't viable to come through here (indicating),
 16 another option would be to send it to the north,
 17 and cross over and bring it up here (indicating)
 18 north of the Marion rail yard, up in this area
 19 (indicating). So that's crossing C.

20 Crossing D is almost in the same
21 spot, but the idea here is rather than come
22 across on 40, we'll use that spur, and come
23 across on the spur and line up with the D bridge,
24 and then either tie in over here (indicating) or

18

1 tie into the north. So that's what these two D
2 alternatives are.
3 And then, finally, the E
4 alternative says, well, with this new 69 in here,
5 we've got a new piece of town activity, a new
6 piece of freeway. Maybe we can find a way to use
7 that and come off of that up here (indicating)
8 and come across and either tie into 40 over here
9 (indicating) or 55 over there (indicating). And
10 that's really what the E alternatives are. So
11 that's basically the whole -- stepping through
12 each of the alternatives in each conceptional
13 form.

14 We also looked at this from a
15 rail perspective. Could we make some rail
16 hook-ups? We felt that the B alternative had
17 some possibilities to hook up especially if there
18 was a -- if the proposed rail bypass ever comes
19 in along Stateline. That would be an opportunity
20 to hook up on the rail side. And obviously,
21 there's a number of rail facilities down here
22 that we could hook up to on this side. We also
23 felt that on C there might be some opportunities
24 to hook up to existing rail lines, as with D and

19

1 E.
2 So those are basically the
3 alternatives as they stand now. And what our
4 process will be now -- well, we've looked at some
5 traffic numbers, and we've looked at some other
6 numbers. And our goal now is to try to narrow
7 these down so that we have one of our two
8 corridors refined.
9 That would go into the
10 environmental impact statement phase where we
11 will do a little more detailed assessment. And
12 the corridors will be focused so I can get these
13 corridors drawn as to where the roadway might be,

14 and how interchanges might work, that type of
15 information. It will all be done in the draft
16 EIS.
17 You have absolutely -- you would
18 say, here is the impacts on property. Here is
19 the impacts on wetlands and endangered species
20 and hazardous materials, and (someone coughing)
21 (inaudible) -- and all those type of things will
22 all be detailed in the environmental impact
23 statement. And we take these to a greater level
24 of detail. So with that, I'd like to take your

20

1 -- take some time to answer your questions or
2 address any comments or hear anything that you
3 have to say.
4 Yes, ma'am?
5 UNIDENTIFIED FEMALE: For curiosity
6 sake, you refer to the new bridge. How old is
7 the new bridge?
8 MR. SORENSON: That's a good
9 question. I've got it written down somewhere.
10 It was just retro-fitted, I think. So -- '71, is
11 that --
12 UNIDENTIFIED MALE: It's 35 years
13 old.
14 MR. GRAVES: I thought it was --
15 MR. SORENSON: '71, yeah.
16 MR. COMER: Built in '71.
17 MR. SORENSON: Thirty-five years.
18 MR. COMER: Thirty-five. And they've
19 got an ongoing retro-fit program right now.
20 MR. SORENSON: Right.
21 MR. COMER: And they have not
22 finished it.
23 MR. SORENSON: Oh, they are not
24 finished?

21

1 MR. COMER: No.
2 MR. SORENSON: Okay.
3 MS. WELLS: (No microphone used).
4 This is not in regard to the proposed, but to
5 what exists right now. Within the last four
6 weeks, I have driven back and forth to Wynne,
7 Arkansas about eight times. I travel alone. And

8 whatever comes in, I would like to say, for my
9 two cents' worth, there needs to be some lanes
10 that are restricted totally for automobiles.

11 The truck traffic on that
12 section, on the new bridge, and through West
13 Memphis, and up through Marion -- I get off on
14 64-B -- is just absolutely ridiculous. Those
15 drivers have no respect for anyone else. They
16 are only interested in Marion, and getting their
17 load to where it's going.

18 Back in the summer, on a good
19 many occasions, I drove Interstate 40 from
20 Forrest City all the way to Memphis. As I was
21 approaching to get on to Interstate 40, a very
22 long truck, one of those 57-feet things or
23 whatever, whizzed by as I was waiting to get on.
24 He was going so fast that I just simply made an

22

1 attempt to catch him to see how fast he was
2 going, and I backed off at 85. He was going
3 probably 90 miles an hour on that expressway.

4 And of course, another point
5 that I would make is that it's not occasionally
6 that they have back ups over there when you're
7 leaving West Memphis, and I'm going north and
8 other folks are going on, it is an every-time
9 occasion during the time that I've driven the
10 last eight trips or so over there. It is backed
11 up. And when I am coming back to Memphis -- I
12 had come down off of 64 and then had gotten on to
13 55 and was coming to Memphis -- it's backed up
14 almost to Memphis most of the time going
15 westbound.

16 MR. SORENSON: Uh-huh (affirmative
17 response).

18 MS. WELLS: (No microphone used). So
19 even though it's new, the roadway is in terrible
20 condition. The bridge is fine --

21 MR. SORENSON: Uh-huh (affirmative
22 response).

23 MS. WELLS: (No microphone used) --
24 but the roadway, with all the wear and tear of

23

1 the

2 trucks --
3 MR. SORENSON: Okay.
4 MS. WELLS: (No microphone used) --
5 is an absolutely horrible condition. It's
6 horrible. And any time you're going to build
7 something new, the trucks are going to tear it up
8 more so than the automobiles. So I don't know
9 whether you all had -- ever had an agreement of
10 doing that. But if it could be set aside, a
11 couple of lanes for automobiles only --
12 MR. SORENSON: Uh-huh (affirmative
13 response).
14 MS. WELLS: (No microphone used) --
15 it would be helpful to the folks like me.
16 MR. SORENSON: Okay.
17 MR. GRAVES: (No microphone used).
18 It might be of interest to know that since last
19 year a lot of our interstate systems where you
20 have four lanes, they're restricting trucks to
21 the right two lanes. And also, you might notice
22 that we reduced the speed limit in Shelby County
23 down to 55 for trucks. So we're doing that in
24 all the other areas. But we can't legislate what

24

1 goes on in Arkansas or Mississippi. But those
2 (inaudible) addresses the problems that you have
3 been talking about in Tennessee.
4 So we have three lanes that
5 have restricted the trucks to drive, two lanes
6 coming on to about three lanes, so they won't
7 have to worry about it. I was coming down today
8 from Nashville, and I noticed a lot of trucks
9 weren't obeying the right two lane signs. But
10 there -- the government Highway Safety Council,
11 they -- they're appropriating money for the
12 different law enforcement agencies to step up
13 enforcement, and (inaudible) involved in it. So
14 hopefully, it'll get the truckers attention
15 (inaudible) and slow them down (inaudible).
16 MS. WELLS: (No microphone used).
17 Only on one occasion during all of the times that
18 I have driven this area back and forth -- and I
19 have been doing this since 1999 -- it's just that
20 I've driven more lately within the last two or
21 three months. You know, I've been frequently,

22 and in between trips, I have only seen one
23 Arkansas Department of Transportation car had
24 stopped a truck for some reason. The rest of the

25

1 time, the Highway Patrol doesn't even normally
2 stop them. But this was a Department of
3 Transportation that had stopped this fellow. He
4 was headed toward Marion, and north on 55.

5 But I don't know that I saw any
6 Arkansas Highway Patrol during these recent eight
7 trips that I have made back and forth. So that
8 -- something really needs to happen over there.
9 I would like to have not been patrolling that.
10 But the car lane restrictions would be wonderful
11 in the future.

12 MR. SORENSON: Okay. Other comments,
13 questions?

14 UNIDENTIFIED MALE: (No microphone
15 used). Have y'all done any sort of preliminary
16 environmental studies on these?

17 MR. SORENSON: Yeah. We are in the
18 process of finalizing that and writing it. That
19 -- fatal flaws of the initial analysis that I
20 highlighted over there, we tried to avoid doing
21 -- we tried to avoid those critical environments.
22 We did an existing search of what the existing
23 resources were, which mapped them and tried to
24 avoid them with that, obviously. But obviously,

26

1 you know, you can't avoid everything. That road
2 has got to go somewhere, so we're trying to
3 minimize what the people have done there at this
4 point.

5 And the EIS -- well, actually,
6 could say that, you know, the corridor -- study
7 of this corridor, and then they'll go out and
8 actually deal with those areas to identify for
9 sure. The Department wants them to finalize that
10 written report. We do have that -- a secondary
11 source data, and try to avoid both.

12 Yes, sir?

13 UNIDENTIFIED MALE: (No microphone
14 used). Do you see this facility as having mostly
15 east/west traffic or north/south traffic?

16 MR. SORENSON: It would be mostly
17 east/west traffic, I think. You're going to see
18 most of the people -- most of our (inaudible)
19 people are oriented in this direction they aren't
20 familiar with. And the idea is that it would be
21 two bridges. So there might be some north/south
22 people that would be -- well, I mean, if you're
23 taking 55 and coming down here (indicating) and
24 coming over, I guess you could say that that's --

27

1 you wouldn't normally think of that as
2 north/south, but if they're -- if they're
3 frequent people who are at least on 55, they
4 might choose to do that or choose to do this,
5 depending on what -- yeah. Some might call it
6 north/south traffic. I just don't think about --
7 I might have to think about north/south, I don't
8 think about those bridges. But you could have
9 them in that regard.
10 UNIDENTIFIED MALE: (No microphone
11 used.) What if a replacement determines where
12 you see the primary (inaudible) a placement
13 (inaudible) --
14 MR. SORENSON: Right.
15 UNIDENTIFIED MALE: (No
16 microphone) -- (inaudible) so far out and so far
17 out of the way (inaudible).
18 MR. SORENSON: Right.
19 UNIDENTIFIED MALE: All right. And
20 also, are you -- isn't this a multi-level bridge?
21 MR. SORENSON: At the moment, we're
22 -- we were -- we're -- there's no commitment to
23 any bridge at this point.
24 UNIDENTIFIED MALE: (No microphone

28

1 used). Well, I meant -- I meant -- I meant, when
2 you completed the study.
3 MR. SORENSON: Right now, on the
4 study we're going to show a highway and a rail
5 and how they might work and how they could work
6 together. At this point, there will be no
7 discussion, yes or no, it's just how would it
8 work and where would it go.
9 MS. CROCKETT: (No microphone used).

10 How does this study get on the top of the --
11 highest on the list? I mean, are they all just
12 up in the air as to --
13 MR. SORENSON: There is no highest on
14 the list right now. It's just -- it's -- you
15 know, which ones are -- will we carry these
16 forward into more study or not, is what it boils
17 down to. Based on the info we got today from our
18 advisory committee and from the public meeting
19 we're having today and on Thursday, based on
20 that, we'll take the input and go back and see if
21 we can't find at least a couple of particulars.
22 MS. CROCKETT: (No microphone used).
23 Possibilities. So if it doesn't go forward and
24 they scratch it, when will it come back for

29

1 review? Maybe never?
2 MR. SORENSON: When the EIS starts up
3 again, whenever that will be. There's no date
4 for that to start at this point. Probably a ways
5 out.
6 UNIDENTIFIED MALE: (No microphone
7 used.) The first thing is, is when the bridge
8 crosses the river there, in case something
9 happens to the 40 or 55 bridge?
10 MR. SORENSON: Say that, again. If
11 something happens to the 40/55 bridge, this would
12 be designed to withstand it.
13 UNIDENTIFIED MALE: (No microphone
14 used.) Withstand it.
15 MR. SORENSON: Yes, sir?
16 UNIDENTIFIED MALE: (No microphone
17 used.) The economic benefit that you spoke of
18 earlier?
19 MR. SORENSON: Yeah?
20 MR. WELLS: (No microphone used.)
21 This is just for my own knowledge, being from
22 this area, are you looking to re-energize
23 existing business? Or are you looking to develop
24 new business? Because, like, Selection -- what

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1 is it? A. Down at the bottom.
2 MR. SORENSON: Uh-huh (affirmative
3 response).

4 MR. WELLS: I mean, I can see where
5 that could possibly benefit Tunica County or that
6 particular area of Mississippi. But, you know,
7 just like where E is, I don't see where there's
8 already existing up there that could actually
9 benefit having something new start up or a new
10 development.

11 C and D right there in the
12 Frayser area, you've got DeWitt-Spain Airport
13 right there. I don't know what kind of impact it
14 would have. But certainly, because of the close
15 of Harvester and other things in that area,
16 you've got existing business, existing warehouse,
17 storage. I mean, I could see where that could
18 come up. I mean, what, exactly are you looking
19 to do in terms of economics?

20 MR. SORENSON: Well, from an economic
21 perspective, what we're trying to do, initially,
22 is first of all, quantify, come up with a number
23 that says what are the economic -- potential
24 economic benefits? And those come from a number

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1 of different areas, the size, you know, just the
2 change in travel patterns themselves, the
3 reduction of travel time or vehicle miles or
4 reduction in accidents, that will cause some
5 economic benefits. The benefits of constructing
6 the facility itself, and then, the longer term
7 picture of what it might do to cut -- no.

8 I don't think we're -- we're not
9 advocating on a particular area of development so
10 that we're not trying to put it out there to
11 promote one thing or the other. We're out there
12 to see what the economic benefits might be, put
13 some thought behind that to help us make a
14 decision, which one might be a better solution
15 for it. That seem reasonable? Anything to add
16 to what I put out?

17 MS. DOWELL: (No microphone used.)
18 Well, I think whenever you're looking at economic
19 benefits you really can separate those into two
20 categories: And, one, is from what's the
21 economic benefit of the direct user impact? And
22 those are the targets or our focus, that the
23 freight and the passengers who are using the

24 facility, if they could save time, if they could

32

1 save vehicle operating costs. If accidents are
2 reduced, the insurance can go down. Those are --
3 those are the kind of economic impacts from your
4 travel efficiency statement. And so, you're
5 actually having an analysis that would have been
6 an alternative.

7 The other impact is what you are
8 talking about, which is the strategic development
9 impact. And that's what's standing on the
10 development impact from changing your
11 accessibility to, say, new land development,
12 changing connectivity to economic centers of
13 activity, and then, you know, really changing the
14 overall mobility of those (inaudible) people.
15 And then when you combine all of those, you're
16 talking about what they could do in terms of our
17 reasonable (inaudible). We have not gotten that
18 far yet, and that's our (inaudible).

19 UNIDENTIFIED FEMALE: (No microphone
20 used -- totally inaudible).

21 MS. MARSHALL: If you -- we don't
22 have a mic, so if you could speak loud enough so
23 that the court reporter can hear you. And if you
24 could give your name.

33

1 MS. CROCKETT: Laverne.

2 MS. MARSHALL: We need your first and
3 last name.

4 MS. CROCKETT: Laverne Crockett.

5 MS. MARSHALL: Will that come over
6 here?

7 MR. STUMP: I can't pull it all the
8 way over there, but I can bring it over there
9 close enough.

10 (WHEREUPON, A MICROPHONE WAS PASSED
11 TO MS. MARSHALL.)

12 MS. CROCKETT: One thing I was
13 saying, like, in the area where I'm in, which is
14 south Memphis, we've got a lot of renewal money
15 that's starting to pump in for our business and
16 industrial areas. Now, it's also supposed to be
17 for downtown and north Memphis, as well.

18 Well, with most of our industry
19 moving out east, for some reason or another,
20 there's a property shift or something. They're
21 all looking to go to Mississippi instead of
22 staying here in Tennessee. So an economic impact
23 for jobs is that industry. If the industrial,
24 manufacturing, and warehousing left the state

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1 would be devastating for the inner city, the
2 workers who actually use transportation to go out
3 east for those individual jobs.

4 So to create some type of
5 catalyst of transportation to connect us from
6 north Memphis through downtown to south Memphis
7 to the regions outside of Tennessee, that's
8 something that we don't need to put off another
9 15 years for a target to come through. We need
10 to kind of try to push this for a resolution of
11 which particular road will benefit the region,
12 all through the state.

13 Now, we can't save all of the
14 jobs. All of them are not going to stay in
15 Tennessee, regardless of what we do. But the
16 majority of them, we need to figure out a way to
17 create some type of transportation, bus a zone or
18 -- or -- simply to protect the neighborhoods, as
19 well as some type of buses going around these
20 merchant businesses so they can buy up the
21 surplus properties within these inner city
22 neighborhoods or what we call compact
23 neighborhoods, to redevelop them. Because
24 there's a lot of money -- there's a lot of

35

1 federal money sitting there just for them to do
2 that. But there is no transportation for them to
3 move their products safely between three states.

4 So being the distribution center
5 that we are means we're going to have to create
6 something, quick, before all of these lower- or
7 middle-income jobs leave.

8 MR. SORENSON: Thank you.

9 MS. MARSHALL: Is there someone else?

10 Now we get a microphone and they quit talking.

11 Hold on a second.

12 MR. WELLS: (No microphone used)
13 I've got a loud voice. I promise you.
14 MS. MARSHALL: Your name, so that
15 she'll know.
16 MR. WELLS: (No microphone used)
17 Joseph Wells. The pink area that's represented
18 on the map --
19 MR. SORENSON: Yeah?
20 MR. WELLS: (No microphone used) --
21 that would be roads you would have to develop in
22 order to connect --
23 MR. SORENSON: Right.
24 MR. WELLS: (No microphone used.) --

36

1 that bridge up to 40. So --
2 MR. SORENSON: It's going to be
3 wider, really, than you want it to be. So -- and
4 it wouldn't be --
5 MR. WELLS: (No microphone used.)
6 Oh, oh. I understand. It wouldn't be the
7 whole --
8 MR. SORENSON: But it wouldn't be
9 that wide; it would be a lot narrower than that.
10 MR. WELLS: (No microphone used.)
11 But this -- you are talking about the
12 construction of either a two-lane or a
13 four-lane --
14 MR. SORENSON: Yeah. It would be --
15 we're talking about a four-lane. We're talking
16 about at least a four-lane facility for each
17 bridge.
18 MR. WELLS: (No microphone used) But
19 that length, maybe not that width. But certainly
20 that length?
21 MR. SORENSON: Right.
22 MR. WELLS: (No microphone used) So
23 if you were looking at it in terms of cost --
24 MR. SORENSON: Right.

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1 MR. WELLS: (No microphone used) --
2 C and D would be the cheapest, perhaps?
3 MR. SORENSON: Perhaps. Perhaps.
4 Yeah.
5 MR. WELLS: (No microphone used)

6 Because of where it ties in?
7 MR. SORESENSEN: Yes. There's a lot
8 less --
9 MR. WELLS: (No microphone used) So
10 there's --
11 MR. SORENSON: -- there's a lot less
12 length there, obviously.
13 MR. WELLS: (No microphone used)
14 Yeah. It -- that's where maybe -- I know that
15 possibly A would be more rural, cotton land,
16 perhaps?
17 MR. SORENSON: Yeah. This is
18 probably -- the most expensive is probably right
19 in here (indicating).
20 MR. WELLS: (No microphone used)
21 Yeah. I was going to say that would be your most
22 expensive. But again, where C and D are, that's
23 -- you know, that's undeveloped bottom land,
24 basically, in that portion of Shelby County,

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1 so --
2 UNIDENTIFIED MALE: That's
3 Mississippi on this one.
4 MR. SORENSON: Well, you know, the
5 environmental links to these kinds of
6 environmental areas will have to be cleared, too.
7 MR. WELLS: (No microphone used) Oh,
8 definitely so because that would be, I guess,
9 considered wetlands because they are bottom
10 lands.
11 MR. SORENSON: Yeah. Does somebody
12 else have other questions? Comments?
13 (NO VERBAL RESPONSE)
14 MR. STUMP: Anything else?
15 (NO VERBAL RESPONSE)
16 MR. STUMP: Let me quickly tell you
17 about the next steps. We will be taking the
18 comments received tonight and earlier today from
19 our advisory committee, also from our public
20 meetings later this week in Arkansas and
21 Mississippi, incorporating those into our final
22 report, delivering that to the Department of
23 Transportation for their review and consideration
24 of whether to move that project forward into an

1 environmental phase. So the next steps are to
2 take your comments and other statements received
3 and then finish our draft report. Get that to
4 the Department for review.

5 Did everybody sign in when you
6 came in this evening? If not, please do so.
7 There is a sign-in sheet in the back. If you
8 will do that, it would be very helpful to us.

9 Pamela, anything else?

10 MR. GRAVES: (No microphone used)
11 This -- I'd like to address this lady. The
12 Nashville office, Commissioner Nicely's office,
13 we just want to make sure that all the people
14 here realize the public process is very important
15 to the Department. The Governor's office,
16 Commissioner Nicely's office has put in to a
17 place the public involved in the process is
18 awfully important to -- with what we do, the
19 decisions we make. We're not going to make
20 decisions without your input. And to go through
21 this process, two more meetings, and this project
22 management team, and a -- what did you call your
23 team, Jerry?

24 MR. STUMP: We have a project

1 advisory committee.

2 MR. GRAVES: Advisory, and as they go
3 through their process, and then we'll start the
4 environmental process and it will become even
5 more important that public involvement take an
6 appropriate place there. And they'll have
7 numerous meetings as far as the environmental
8 assessment, three, four, five, six meetings. And
9 there will be no rock unturned, so to speak, in
10 the environmental aspect of the project.

11 Wilbur Smith will be leading the
12 effort and present it into the plan. So I would
13 encourage all of you to attend every public
14 meeting that you can, give your input. So it's
15 very important to us.

16 MR. MARSHALL: Yes, sir?

17 MR. BRIDGEFORTH: (No microphone
18 used) Well, I've got (inaudible).

19 MS. MARSHALL: What's your name?

20 MR. BRIDGEFORTH: Oh. My name is
21 Willie Bridgeforth.
22 MS. MARSHALL: Willie, what?
23 MR. BRIDGEFORTH: Bridgeforth.
24 Willie Bridgeforth.

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1 MS. MARSHALL: Forks?
2 MR. BRIDGEFORTH: Bridgeforth,
3 F-O-R-T-H.
4 MR. GRAVES: Bridgeforth.
5 MR. BRIDGEFORTH: I was just looking
6 at this here. This A is going -- this is coming
7 out of Arkansas and going into Mississippi, so I
8 really don't see no -- I don't see whether this
9 serves any purpose toward west Tennessee at all,
10 not really. Because you're going to come off of
11 (inaudible), and come down from A, and come into
12 -- into the state of Tennessee, so I don't really
13 know -- but -- I mean, into Mississippi. If
14 you're going to do something about this state,
15 you know, the state of Tennessee, I don't see no
16 reason to try to take A. I don't -- I don't like
17 A because -- at all. I would say either B or E.
18 MS. MARSHALL: Thank you, sir.
19 That's what we want to hear. You're breaking it
20 down, A or B.
21 MR. SORENSON: No. B or E.
22 UNIDENTIFIED MALE: I don't have any
23 opinion.
24 MS. MARSHALL: You don't have an

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1 opinion?
2 UNIDENTIFIED MALE: Well, I have an
3 opinion, but not here.
4 MS. MARSHALL: Well, we want your
5 opinion. That's why we're here.
6 UNIDENTIFIED MALE: These are just
7 corridors, so until they narrow them down, I
8 don't think (inaudible).
9 MS. MARSHALL: We want you to help us
10 tonight with that. Thank you so much for being
11 here tonight.
12 MR. WELLS: (No microphone used) Has
13 there been any (inaudible) talk about business

14 interest in Memphis? Because you have developers
15 downtown like Mr. Belz, Mr. Turley. They're
16 working on Uptown Memphis. They've redone where
17 our abilities to be -- they're talking about the
18 widening of North Second Street as it works its
19 way into uptown. And then, of course, 69, I
20 guess, is going to merge in there by 40. As far
21 as trying to, I guess, capitalize economically on
22 the fact that there will be possibly a bridge
23 there that businesses --
24 MR. SORENSON: That's why we have our

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1 policy advisory committee.
2 MR. WELLS: Yes.
3 MR. SORENSON: The Chamber is on
4 that. And the Chamber, which looks at its
5 members from across the spectrum of people in the
6 Memphis region, not only in Tennessee, but
7 Arkansas and Mississippi, to participate with us
8 on that advisory committee.
9 MR. WELLS: (No microphone used.) So
10 y'all are getting their input? Because, I mean,
11 I don't see --
12 MR. SORENSON: We hope so. We hope
13 so. I mean, that's why we have that committee.
14 So we hope we're hearing from them and getting
15 their input as well.
16 MS. MARSHALL: Are you satisfied?
17 MR. BRIDGEFORTH: Well, as long as
18 y'all discontinue A. I don't -- like I said, I
19 don't see what A -- and on this thing.
20 MR. SORENSON: Well, A is that we
21 have to -- we have to -- at this point, it's been
22 a copy. We had one that was even further south
23 of that, and we removed it earlier on for that
24 reason, so --

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1 MR. BRIDGEFORTH: Well, the only
2 reason I was thinking of that because of
3 emergencies. You know, like you said, if a
4 bridge -- 55, and it fall and the bridge go out.
5 MR. SORENSON: Quite a ways away.
6 MR. BRIDGEFORTH: That's quite a ways
7 away --

8 MR. SORENSON: Yes, sir.
9 MR. BRIDGEFORTH: -- to me, but it's
10 liable to come around.
11 MR. STUMP: At this point, what we
12 try --
13 MR. SORENSON: That's right.
14 MR. STUMP: -- to do is look within
15 the project area and just identify feasible
16 crossing locations. When we move through the
17 environmental impact statement phase, we'll
18 refine those. And those types of things will
19 address themselves as we look in the distance
20 and --
21 MR. BRIDGEFORTH: I still kind of
22 figure the only reason that A came in there is
23 because of Tunica -- the Tunica casinos and all.
24 MR. SORENSON: Well, it -- it would

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1 hook up with 69 right here (indicating). I mean,
2 there's --
3 MR. BRIDGEFORTH: (No microphone
4 used) Yeah, I know. I see -- I understand that.
5 But -- I understand.
6 MR. SORENSON: Okay. Anybody else?
7 MR. BRIDGEFORTH: (No microphone
8 used) The bridge is going on. And I think, no
9 matter what -- I mean, in my mind (inaudible),
10 this is for Tunica, and the casinos.
11 MR. SORENSON: Yes, sir?
12 MR. BRIDGEFORTH: That's my opinion.
13 MR. WELLS: Is there any preliminary
14 tests, as far as -- of course, you're thinking
15 about this process so you have to be thinking
16 about cost. Is there any particular price tag
17 that you attach to a proposed bridge in terms of
18 acquiring the land and looking at the
19 floodplains?
20 MR. SORENSON: Using our planning
21 process, this corridor and the longer -- the
22 longest corridor in here (indicating), runs about
23 700-, 750 million dollars, without the rail
24 structure, without the rail. The rail structure

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1 will push you over a billion. And the shorter

2 routes is somewhere around half a billion
3 dollars. So, give you a ballpark of where we
4 are.
5 MR. HUBER: (No microphone used.) Is
6 that an important factor?
7 MR. SORENSON: Not at this point --
8 MR. HUBER: (No microphone used.)
9 How --
10 MR. SORENSON: -- not at this point,
11 I don't think crosses it. We're not going to
12 eliminate one unless -- you know, we're not --
13 you know, probably because of cost but, you know,
14 we'll -- you know, that's one --
15 MS. MARSHALL: What's your name?
16 MR. HUBER: Bob Huber.
17 COURT REPORTER: Last name?
18 MR. HUBER: Bob Huber, H-U-B-E-R.
19 Now, you've talked about earthquakes. The
20 further north you go, the earthquake sands are
21 supposedly, according to OED, more prevalent. In
22 other words, we're up in northwest Shelby County,
23 and we're real concerned about the earthquake
24 sands that are up there further south as you get

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1 out of the plains, and that takes you -- it's an
2 issue. And even further west, as you go from --
3 MR. SORENSON: You can be rest --
4 MR. HUBER: -- (inaudible) --
5 MR. SORENSON: -- you can be rest
6 assured that as we move to the environmental
7 phase, then whatever site issues will come to the
8 table, we'll figure out how to design around it.
9 And that's clearly -- would be -- could be --
10 well, that's, like, one of our major purpose and
11 need goals. So we wouldn't -- we -- we're aware
12 of what the earthquake sensitivities are, and
13 when we go to the next phase, you'll see that,
14 for sure.
15 Yeah?
16 MS. CROCKETT: I had another
17 question.
18 MS. MARSHALL: Ms. Coker (sic)?
19 MR. SORENSON: Yeah?
20 MS. CROCKETT: That Number B corridor
21 in there, that's rail, along with highway

22 upgrade?
23 MR. SORENSON: We went -- as of right
24 now, it could -- we've designed it. It's not

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1 platted. We layed it out so it could have a rail
2 connection that would hook up on both sides of
3 the river, yes. It could be, but it's not
4 necessarily part of a difficult decision. We
5 design alternatives -- rail alternatives that
6 would work with the -- with the roadway for it.
7 MS. CROCKETT: So that other area
8 that's -- the one that's in the middle, I guess
9 that would be B?
10 MR. SORENSON: This one here
11 (indicating)?
12 MS. CROCKETT: No. The one in the
13 middle. That's the one over toward Arkansas, the
14 B.
15 MR. SORENSON: This one (indicating)?
16 This one (indicating)?
17 MS. CROCKETT: The pink one that's
18 going over into Arkansas.
19 MS. MARSHALL: K -- I mean, B?
20 MR. SORENSON: B (indicating)?
21 MS. CROCKETT: Yes. The one in the
22 middle.
23 UNIDENTIFIED MALE: Two.
24 MR. SORENSON: This one here

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1 (indicating)?
2 MS. CROCKETT: Yes. Now, what --
3 what particular street would that go through?
4 Because that's a wide area.
5 MR. SORENSON: Exactly. It's a wide
6 area. We don't -- we don't know what street for
7 sure it would go through. But there would be --
8 MS. CROCKETT: Yeah.
9 MR. SORENSON: There's no street
10 there now, through most of this. There's cross
11 streets that go --
12 MS. CROCKETT: Right.
13 MR. SORENSON: -- straight down
14 through there.
15 MS. CROCKETT: Because I -- when you

16 go in towards the little box in the middle --
17 Shelby Drive was already acquired, so to speak,
18 going west from Third Street --
19 UNIDENTIFIED MALE: (No microphone
20 used.) To Weaver? Is Weaver on the west?
21 MR. SORENSON: Yeah.
22 MS. CROCKETT: Yeah. And Shelby
23 Drive headed west toward Third Street and going
24 out toward North Lane.

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1 MR. SORENSON: Okay.
2 MS. CROCKETT: All of that property
3 in there was already sectioned off for a
4 widening.
5 MR. SORENSON: Right.
6 MS. CROCKETT: So most of the
7 acquisitions have already been done for that.
8 And this is just sitting there waiting to be
9 moved up the appropriate ladder, so to speak?
10 MR. SORENSON: Right.
11 MS. MARSHALL: That might be a good
12 present since we already have property there.
13 MS. CROCKETT: No more jobs. But to
14 get over on the other side to Arkansas, now,
15 that's going to be a little bit difficult because
16 you've got a lot of industry over there on the
17 other side of the Mississippi River from Shelby
18 Drive to pick a place to build a bridge and come
19 in and access the road. That's all.
20 MS. MARSHALL: Thank you. Any more
21 questions or comments?
22 (NO VERBAL RESPONSE)
23 MS. MARSHALL: Thank you all very
24 much for being here. This is important as

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1 Mr. Graves pointed out. It is important to the
2 Department to find out what the community is
3 thinking as we report on this project.
4 We certainly would like to see
5 more people attending these meetings. If you
6 would, help us, let people know, and you continue
7 to follow it because it seems that all of the
8 things this year are new from the last meeting.
9 And as this process moves forward, you're going

10 to be looking at a good audience who was here for
11 this step, and as it moves forward, and you help
12 to see how it develops.

13 People, many times, think that
14 these projects go forward and nobody cares what
15 anybody has to say. That's not the case. We
16 advertise the meetings. We encourage people to
17 attend. And you're certainly welcome to come to
18 West Memphis, Arkansas, as well as to DeSoto
19 County for the meetings on Thursday.

20 Again, thank you very much for
21 being here. If you would like to speak with the
22 court reporter later, after the meeting is over,
23 you certainly feel free to do that. And we have
24 information from this on our website as this

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1 progresses.

2 There should be -- if you don't
3 have the names and phone numbers of these people,
4 Jerry Stump, Mr. Sorenson, Mr. Ralph Comer, and
5 you'd like to be in touch with them later with
6 further questions, I'm sure they will provide you
7 with those cards so that you can give them a
8 call.

9 Thank you all very much for
10 being here.

11 (WHEREUPON, THE MEETING CONCLUDED AT
12 APPROXIMATELY 7:00 P.M.)

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1 PUBLIC COMMENTS

2 MR. BRIDGEFORTH: You know, as I was
3 saying, I'm not hung up on this end (indicating).

4 If they're going to do all this, then -- I
5 figured I had said E or B. But really, if they
6 are going to try to protect the bridge when the
7 bridge go out, I really think D and C -- D and C
8 is closer to the -- well, D, C, or B should be
9 the main one. But if I was going to really do
10 anything about it at all, I would use either B or
11 C.

12 Because in an emergency, in case
13 these two bridges go out -- if these bridges go
14 out, and you come way down here, you're going to
15 bypass everything in Memphis. If you take either
16 E, B, or C -- E, D, C, or B would be more
17 beneficial in case the bridge go out by
18 earthquake or Homeland Security or whatever the
19 case may be.

20 These things down here, I just
21 -- they got it way buried, and I couldn't see it.
22 That's about all I got. You've got my name,
23 Willie Bridgeforth.

24 COURT REPORTER: Willie Bridge- --

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1 MR. BRIDGEFORTH: Bridgeforth, yeah.
2 Bridgeforth.

3 UNIDENTIFIED MALE: That's all I can
4 say. I mean, I think that made a lot of sense,
5 really.

6 COURT REPORTER: Okay.

7 UNIDENTIFIED MALE: Thank you.

8 COURT REPORTER: Thank you.

9 UNIDENTIFIED MALE: Thank you.

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13 Dear Ms. Lott:

14 Thank you for discussing with me
15 the meeting that was held last evening regarding
16 site selection for the proposed new Mississippi
17 River bridge.

18 I am most interested, as a
19 citizen of this community, in the ultimate
20 location of this proposed bridge. In my opinion,
21 and after thoughtful consideration, a site just
22 south of our southern-most bridge is most
23 appropriate because this location would allow for

24 several uses that no other site would accomplish.

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1 Not only would vehicular traffic have access to
2 Memphis proper, but both truck and rail would
3 have access to all interstate routes and to the
4 Superterminal site as well. As the Superterminal
5 would be greatly enhanced by this location, so
6 would citizens of Tennessee, Arkansas and
7 Mississippi all benefit.

8 In summary placement of a new
9 multimodal bridge just south of our older bridge
10 would allow improved ingress and egress from this
11 city, would offer every benefit of any other
12 site, and alone would allow Superterminal access
13 so vitally important if Memphis is to continue to
14 grow as a transportation hub of national stature.

15 Thank you, Tom West
16 (WHEREUPON, THE PUBLIC COMMENTS
17 CONCLUDED AT APPROXIMATELY 7:00 P.M.)

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1 C E R T I F I C A T E

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STATE OF TENNESSEE:

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COUNTY OF SHELBY:

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I, CINDY SWORDS, Court Reporter and
5 Notary Public, Shelby County, Tennessee, hereby
CERTIFY:

6

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

9

Being a Court Reporter, I then
reported the proceedings stenographically, and
10 the foregoing pages contain a true and correct

transcript of my said stenograph notes then and
11 there taken.

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

14 In order for this document to be
considered a true and correct copy, it must bear
15 my signature seal, and that any reproduction in
whole or in part of this document is not
16 authorized and not to be considered authentic.

17 Witness my signature this the
day of , 2006.

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21 CINDY SWORDS,
Court Reporter

22

Notary Public at Large

23 For the State of Tennessee

My Commission Expires:

24 February 23, 2009



Bridge(s) study is nearly complete

By Mike Bowie

Evening Times Editor

A study done for the Tennessee Department of Transportation on the need and location for a third bridge across the Mississippi River will be completed in "the next several weeks."

According to Jerry Stump, an engineer with Wilbur Smith Associates, the firm that conducted the study, the approximate locations of bridge sites have been narrowed to about five.

Stump said that when the study began about a year ago, there were as many as 13 different crossing sites that were identified. His group narrowed that now to the five possible corridor crossing sites shown at a public hearing Thursday at West Memphis City Hall.

Once the final report is issued, Stump said, the next step would be an environmental impact study that could take from 18 to 24 months to complete. There is no funding at this time for the environmental study, he said.

The map of the sites shows possible crossings from as far south as just north of Horseshoe Lake to as far north as between Sunset and Jericho. The firm is studying both a vehicle crossing and a rail crossing.

Stump said that while those crossings were being studied separately, if the locations were close enough, the two bridges could become one that combines both rail and vehicle.

During the question and answer part of the hearing, Eddie Brawley, study director for the local Metropolitan Planning Organization, said he was more concerned right now about traffic on the Interstate 55 bridge, which is extremely heavy.

"The I-55 bridge is the most stressed," Brawley said. "If the new bridge is too far south or too far north, it won't help relieve the traffic on that bridge at all."

Stump said the study did look at how much relief would be given the current bridges based on the alternative locations. He said he could not recall a percent of relief, but said

the northern options and the option just south of the present bridges gave the most traffic relief.

Following the meeting, Paul Luker, director of Planning and Development for the city of West Memphis, said the option just south of the present bridges would be more beneficial for West Memphis.

“The problem with that one is that the environmental study is going to be difficult because there is so much development in that area,” Luker said. “They have run into problems in the past trying to move people out of established neighborhoods.”

The consensus of most people at the meeting, which Stump said was better attended than any held so far, was that a third bridge would benefit Crittenden County and that it won't be built any time soon.

West Memphis Arkansas *Evening Times* 2/24/06



Third bridge public hearing is set

By Mike Bowie

Evening Times Editor

The Tennessee Department of Transportation will have a public meeting Thursday at West Memphis City Hall to go over plans for a third bridge across the Mississippi River.

According to Eddie Brawley, director of the area Metropolitan Planning Organization, the meeting will hopefully bring down the number of options as to the location of the proposed bridge.

"I hope they have narrowed the choices of where the bridge will be located," Brawley said Monday. "Of course, I have my own opinion of where the bridge needs to go."

The Arkansas Highway and Transportation Department had a public hearing about the bridges a couple of years ago and the TDOT had a public hearing in Memphis last year.

At that meeting, Tennessee officials had actually added several additional possible locations, including one that was on the north side of Memphis and would cross the river with the highway running almost through Marion.

"We are way behind in getting this third bridge done," Brawley said. "The old bridge was built in the 50s or so, the new bridge was built in the 70s and now we are almost 30 years later.

"The traffic has increased over that period of time exponentially and will continue to increase. We need to get this third bridge built as soon as possible."

The meeting will begin at 1 p.m. in the city council chambers and conclude at 3 p.m. The public is encouraged to attend. There is a meeting today in Memphis on the same matter and a second meeting scheduled Thursday in De Soto County.

West Memphis Arkansas *Evening Times* 2/22/06

2 PUBLIC HEARING
3 THIRD BRIDGE CROSSING OVER THE
4 MISSISSIPPI RIVER
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7
8 West Memphis City Hall
9 205 South Redding Street
10 West Memphis, Arkansas
11 February 23rd, 2006
12 1:00 p.m.
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22 ALPHA REPORTING CORPORATION
23 Valerie Hall, Court Reporter
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3

1 MR. COMER: Good afternoon. I want to
2 welcome you to this meeting this afternoon. My name
3 is Ralph Comer. I am with the Tennessee Department
4 of Transportation in Nashville in our planning
5 division. I have sort of been involved in this
6 study since it began about a year ago.
7 Also with TDOT, we have some members
8 of our project planning division, Charles Graves on
9 the front row. In the back Dudley Daniel with the
10 Tennessee Department of Transportation.
11 This is a cooperative effort between
12 TDOT, Mississippi DOT and the Arkansas DOT. I
13 especially want to thank Eddie Browley (phonetic)
14 for hosting us this afternoon. It's a great
15 location, lots of parking and we appreciate your
16 letting us be here.
17 This study, as I mentioned, started
18 about a year ago and we hired a consulting firm,
19 Wilbur Smith Associates to basically do the location
20 study for what is called, the Third Bridge Crossing
21 over the Mississippi River. Jerry Stump, on my
22 left, is the project manager with the Wilbur Smith
23 office in Franklin, Tennessee. And with him as the
24 project planner is Brad Thompson, also with Wilbur

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1 Smith Associates. There are other people behind the
2 scenes that have worked on various elements of this

3 study, the environmental component of it, the
4 economic analysis.

5 So at this point, I'm going to turn
6 it over to Jerry to lead us through the discussion.
7 That's sign-in sheet going around, and if you would,
8 we would appreciate your signing that so we could
9 have a record of your attendance. In addition,
10 there is a court reporter here who will be
11 transcribing the meeting today. And if you have any
12 comment, it would be helpful if you would identify
13 yourself by name and just your address, whether it's
14 West Memphis or Memphis or wherever.

15 So again, thank you for coming and we
16 are going to go through a brief presentation, then
17 solicit your comments and feedback. Thank you.

18 MR. STUMP: Thank you, Ralph. Let me add
19 my welcome to you and tell you that we appreciate
20 you being here today. I'm going to slide right over
21 here so you all can see that.

22 We're pretty informal, so if you have
23 issues, don't hold back, let us know what your
24 thoughts are and what your questions might be and we

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1 will do your best to answer them for you.

2 We're going to spend just a few
3 minutes going through a little presentation for you,
4 kind of show you where we started and where we are
5 today and then, hopefully get your input as we move
6 this forward toward the completion of the study
7 phase for the new river crossing.

8 We started with a mission statement.
9 You can see there kind of what was important to us
10 as the project team as we started this project.
11 Possible locations for a new crossing of the river.
12 We had several factors that we wanted to make sure
13 we addressed: Intermodal movement, traffic,
14 economic feasibility and development and
15 environmental considerations, with obviously working
16 toward environmental documentation and preliminary
17 design phase which will follow this study.

18 So everything we've tried to do to
19 this point has been done so that as we move this
20 forward, hopefully to the next phase, things are in
21 order and the project can progress.

22 At the same time, TDOT has just

23 finished a long range transportation plan. Out of
24 that plan, there were nine goals, strategic goals

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1 that they wanted to make sure they addressed in all
2 things that they do, so we have tried to adhere to
3 those as well and you can see those there also.
4 Kind of guiding principles, if you will, as we move
5 through the location study phase of the project.

6 One of the first things that we did
7 was start looking at purpose and need. As we move
8 this into the environmental documents phase, which
9 will be the next step of the project, purpose and
10 need will be a critical element that Federal
11 Highways and other approval agencies will be looking
12 at in terms of why is the project justified, if the
13 project is justified and on what basis.

14 So the purpose and need, we
15 identified several things that we thought were
16 important in that. Providing cross river mobility
17 and linkage, mobility for future growth and economic
18 vitality of the whole area, providing capacity
19 relief for the two river crossings that are existing
20 today, enhancing freight movement, meeting current
21 and future transportation demand and improving
22 efficiency and effectiveness of the transportation
23 system. One kind of overriding goal, if you will,
24 is safety and the whole movement of people and goods

7

1 through the area in a safe manner.

2 So what we'll do for the next few
3 minutes is just take each one of those and kind of
4 give you an idea what we were looking for as we
5 addressed each of those elements.

6 Providing a cross river mobility and
7 linkage: There are currently two local crossings.
8 Things that we were concerned, obviously, would be a
9 bridge failure or system closure and the impact that
10 that would have, not only on the Memphis, West
11 Memphis, northern Mississippi area, but nationally
12 as we look at economics and the movement of people
13 and goods.

14 Vehicular incidents on the existing
15 bridges, obviously earthquake is a concern with the
16 location of the New Madrid fault and the whole

17 earthquake sensitivity of the area.
18 Homeland security is a relatively new
19 concern, but it certainly a very important one that
20 we're also trying to address. If there were some
21 incident of -- homeland security incident that took
22 one of the bridges out of service, what kind of
23 impact would that have on the area.
24 And then, diversion, obviously would

8

1 lead to significant disruption of a local, regional
2 and national economy. As you look at the Memphis
3 area and the amount of goods that move through the
4 area, the national economy comes into play much more
5 than would normally be the case for a local project.
6 So those are some of the things we looked at there.
7 Providing mobility for future growth
8 and economic vitality of the region: The existing
9 transportation system, in our opinion, could
10 constrain the growth of the economic -- help
11 maintain Memphis' competitive position as a major
12 transportation and distribution center. Everybody
13 is familiar with FedEx and some of the other goods
14 movement companies that are located in the area.
15 But what you may not be familiar with is that a huge
16 percentage of the goods movement of the United
17 States comes through Memphis and comes through
18 Tennessee on the I-40 corridor, the I-75 corridor,
19 but a lot of that makes its way through the Memphis
20 area, so that's a huge concern for us as we look at
21 the purpose and need of the project.
22 Providing capacity relief:
23 Currently, there's a poor level of service, which
24 I'm probably not telling you all anything you don't

9

1 already know, but the existing bridges do experience
2 congestion and disruption of people movement. It's
3 expected to get worse over time. As we look at the
4 traffic projections for the area and the amount of
5 traffic that would be carried on those two bridges,
6 the congestion just worsens over time.
7 And then, impacts on economic
8 competitiveness and the quality of life of the area:
9 Obviously, the efficient movement of people and
10 goods through the area is key to the economic

11 vitality. So to the extent that that congestion
12 impacts that, then obviously the economic
13 competitiveness of the area goes down, and obviously
14 your quality of life goes down as you experience
15 more and more delays.

16 Enhancing freight movement: Memphis
17 is an international logistics center. It is not
18 just a local and a national, it's an international
19 center. The fourth largest inland port in the U.S,
20 the number one air cargo terminal in the world, five
21 Class 1 railroads operating through the area. In
22 our opinion, a new bridge would greatly improve
23 highway access to the area and the economic vitality
24 of the area.

10

1 Meeting current and future
2 transportation demands: I mentioned earlier that
3 there are existing high traffic volumes in the area.
4 There's an increasing national freight volume, not
5 just for this area but nationally, but certainly the
6 Memphis area sees a large portion of that. And both
7 the amount of traffic and the goods movement through
8 the area are expected to continue to grow in the
9 future.

10 I-40 and I-55 are on the National
11 Highway System and the National Truck Network, which
12 won't mean a lot to you, but it does to us as we
13 look at traffic and the movement of goods and the
14 justification for a new crossing.

15 And then, finally improving
16 efficiency and the effectiveness of the
17 transportation system: All interstate and intercity
18 auto and truck travel competes with downtown
19 traffic. And basically what that means is as those
20 grow, if there's not another option for crossing the
21 river, then not only do those who are crossing the
22 river experience the delays, but those trying to use
23 the local system on either side of the river also
24 experience those delays. So it is not just the

11

1 crossing itself, it starts to ripple back through
2 the whole transportation system.

3 And an improved circulation patterns
4 improving the overall efficiency of the

5 transportation network: If we can provide a linkage
6 there that would pull some of that traffic off of
7 the two existing bridges and you get a more balanced
8 amount of traffic on each, then that obviously
9 impacts the local network of traffic in the downtown
10 area and on the Arkansas and even on the Mississippi
11 side of the project area.

12 So what we did was started with and
13 defined a project area, which basically was from
14 just south of the Mississippi/Tennessee state line
15 to the Shelby County/Tipton County line to the
16 north. Basically anywhere within that project area,
17 we wanted to look and see what types of crossings
18 were feasible.

19 We did have some constraints. This
20 is not the environmental phase of the project, but
21 we did go back and look at any known environmental
22 factors that we could identify. We located those in
23 the project area, looked at other sensitive areas
24 whether that be churches, parks, schools, obviously

12

1 any kinds of environmental features like wetlands or
2 parks or those types of things, tried to identify as
3 many as we could and then started the process of
4 trying to identify crossings that would not impact
5 those. Obviously, those would be, if not project
6 killers, at least project delayers as we move
7 forward.

8 So to the extent that we could avoid
9 those as early as possible in this phase, that's
10 what we've tried to do. The center map over here on
11 the easel is the same one that's up here, and you'll
12 have an opportunity when we're done if you would
13 like to come up and kind of look at those a little
14 more closely.

15 But what we did, that is an aerial
16 map that locates all those environmentally sensitive
17 features. Anything else we could think of that
18 might impact the crossing location, we tried to spot
19 on that map and then, basically just started drawing
20 the locations in between those. We ended up with 13
21 that we thought were feasible and those are the
22 color coded ones that you see all through the
23 project area.

24 Those 13 crossings, in our opinion,

1 were feasible to carry forward into an environmental
2 phase. While feasible, it probably isn't practical
3 to carry that many forward. So the next thing that
4 we tried to do was go through and do some initial
5 screening on those 13 possible locations.

6 We tried to look at things such as
7 connecting with future I-69/I-269, trying to take
8 advantage and look at the location of the
9 Superterminal and how could we fit into that into a
10 new crossing, an extension of the existing I-40
11 corridor, which is, as you know, now kind of bends
12 down before it crosses the river. Is there an
13 opportunity to maybe do something there to just
14 extend or project I-40 on its current path?

15 And then from north of proposed I-69,
16 is there an opportunity to do something up there
17 that might pull some of the national traffic that
18 comes through and ends up making its way through
19 downtown and across the river, is there a way to
20 keep that from coming down and conflicting with the
21 local traffic?

22 So some of the things that we started
23 to look at as we screened those alternatives and
24 then finally revisit how connections to existing

1 roadways are made. Obviously, the crossing is the
2 focus of our project right now. But we are looking
3 at both sides of the river once that crossing is
4 identified, how do we tie down? Is it feasible to
5 tie down on both sides? If not, then obviously
6 that's not a good one for us to carry forward.

7 So while we're not looking at
8 specific streets and tie-down points and those types
9 of things right now, we're certainly looking at the
10 existing transportation network on both sides of the
11 river to make sure that it's at least possible and
12 feasible to tie down on both sides.

13 So with that said, what we did was
14 took those 13, started to go through that refinement
15 process, started to look at how they relate to each
16 other. If you see on the center map over there,
17 there are several that kind of cross the river in
18 generally the same location. So we started to

19 think, okay, if that's a major crossing location,
20 then let's pull those all into one and start looking
21 at the features of that and the impacts of that.
22 And then, once we cross the river on either side,
23 then we can start looking at how to tie down to the
24 system, but let's start focusing on a handful as

15

1 opposed to 13 possible crossings.
2 So what we've done -- this is the
3 fourth in a series of public meetings that we've
4 held. We've been trying to get as much input as we
5 can from the public. We also have a project
6 advisory committee that has worked with us
7 extensively from the beginning of the project,
8 trying to gather as much input as we can on the
9 possible locations and then refine those into
10 something that we can carry forward into an
11 environmental phase of the project.

12 We also are looking at both the
13 highway and rail crossings. At this point, we're
14 looking independent, where is the best location for
15 a highway crossing, where is the best location for a
16 rail crossing? It may be the same point, it may
17 not. We don't know yet. But we're looking at both,
18 a rail and a highway bridge.

19 It could be that they'll end up being
20 a side-by-side, could be a stacked, they could be in
21 two totally separate locations. We probably won't
22 know that until we get into the environmental impact
23 statement phase and really see what the impacts are
24 and what the benefits are. But right now, we're

16

1 looking at both a highway and rail crossing.
2 The highway corridors: What we did
3 was we took the original 13, started to look at
4 those in terms of what are the highway benefits,
5 what are the highway impacts of those crossings? I
6 guess our map's trying to load right now.

7 Okay. If you look at the maps again
8 that are on the easels, the one on the far right is
9 the highway corridors, the highway alternatives if
10 you will, for a crossing. We took those 13 and
11 refined those down to basically five options. If
12 you see, up here, the long pink option that's on

13 that map is this one that's identified as crossing
14 location A. It doesn't mean it's the preferred or
15 anything else. We just put them in order of A
16 through E going from south to north. But that is
17 crossing A.

18 It crosses obviously to the south and
19 ties into 69 -- I'm sorry -- Highway 61 in northern
20 Mississippi. So that would be one possible location
21 for a crossing.

22 Then moving to the north, I mentioned
23 we took several of the ones that crossed in
24 generally the same area, combined those into what we

17

1 call crossing B. You see two options on the
2 Arkansas side. At this point, we don't know which
3 of those it would be. It would be an either/or, not
4 both of those. But coming up to the northwest and
5 tying back up into the interstate then. So once we
6 cross the river with any of the B options, that will
7 give you an idea of the two tie-in locations on the
8 Arkansas side.

9 Then on the Tennessee side of the B
10 crossing, we had, I think eight different
11 possibilities for tying in, ranging from tying in
12 down to Highway 61, which is kind of the straight
13 down option. Option 2 was basically the same thing,
14 just tie down a little bit further to the north.

15 Option 3 then starts to look at
16 Stateline Road and some of the possibilities for
17 tying in there, as do options four and five, just a
18 little variation of each. And then, obviously
19 moving to further to the north, we had three more
20 possible tie-in points that we located.

21 Again, those are all very
22 preliminary. Once we get into the next step, we
23 will start looking at the environmental impact of
24 each of those and looking at the possible

18

1 connections.

2 Again moving to the north, we're now
3 up above the two existing bridges. You can see
4 Crossing C which ties into I-40 and then, obviously
5 coming back on to the Arkansas side and working our
6 way back down to the interstate eventually, and then

7 just tying in. That is the one that I referenced
8 earlier, just a straight extension, if you will, of
9 I-40.

10 Another option would be to take the
11 connection on the Arkansas side instead of coming
12 down to the southwest, would be to take it up to the
13 north and tie into the interstate up there. So
14 either of those would be opened to look at at this
15 point.

16 Another option in that area would be
17 Crossing D, which is just to the north of C. It
18 gives you a little bit different crossing point. In
19 terms of some of the engineering, not a real
20 significant difference in terms of the traffic
21 impact or those types of things, but it would give
22 us some different opportunities from an engineering
23 standpoint, so we wanted to go ahead and identify it
24 as an option as well. Basically the connection on

19

1 the Arkansas side is the same as for C.

2 And then finally, we looked at a
3 connection to the new I-69 corridor, to the north of
4 I-40 crossing location E and pretty straight shot
5 then over to the interstate on the Arkansas side for
6 a tie-in and then, to the east on the Tennessee side
7 with tie in with the new I-69 corridor.

8 So that quickly will give you an idea
9 of the five potential highway crossings that we've
10 identified from our original 13.

11 Kind of the same process for the rail
12 alternatives as we work through those. The
13 advantages, disadvantages are a little bit different
14 from the highway, so the corridors aren't exactly
15 the same, but the crossing locations are pretty
16 similar. B, again, we felt like made a lot of sense
17 for a rail crossing, particularly with the location
18 of the Superterminal. Again, you can see the tie-in
19 points basically the same on the Arkansas side and
20 we are looking at the proposed rail bypass which is
21 down along the state line as the tie-in point on the
22 Tennessee side.

23 Working to the north, again, C is
24 very feasible with the rail network that's in place

20

1 on the eastern side of the river in Tennessee,
2 virtually the same tie-in options as with the
3 highway corridor. And the same with D.

4 And then moving further up to the E,
5 you get a little different tie-in, but it is pretty
6 much the same crossing location as the highway
7 option. The tie-in is a little different because of
8 the existing rail system.

9 So it will give you an idea of where
10 the possibilities are for both the highway and the
11 rail. Obviously, if B ends up making the most sense
12 for each, then we would probably be looking at some
13 kind of a combined structure. C and D probably
14 would be the same thing. E, we might end up with
15 two different structures just because of the tie-ins
16 with the highway and rail.

17 Again, if let's say, for instance, B
18 makes the most sense for rail and C or D or E make
19 the most sense for highway, then the next step would
20 be to look at both bridges. They don't necessarily
21 have to be combined or in the same crossing
22 location.

23 I realize that's pretty quick, but
24 that gives you an idea of kind of where we started,

21

1 what was our charge at the beginning to look for
2 possible crossing locations for both highway and
3 rail. We identified a number of 13 of those to look
4 at, refine those down to basically what we have now
5 are four rail alternatives and five highway crossing
6 locations.

7 Some of the other things that we're
8 doing that we won't get into a lot of detail today
9 is looking at economic impact. We have done several
10 economic analyses including what would be the
11 economic impact of a catastrophic event in the area,
12 for instance, an earthquake or a homeland security
13 incident or whatever that might take one of the
14 bridges out of service. So we have looked at that.

15 We've looked at what are the economic
16 opportunities if we have a third crossing, you know,
17 what does that open up in terms of economic benefit
18 to the area? How can that be worked to the region's
19 advantage economically? We'll be looking at
20 economic development opportunities once the

21 crossings are refined and we have one or two
22 preferred, if you will, we will start looking at
23 specific economic development opportunities that
24 might be identified if a new crossing were to be

22

1 developed. So those are some of the other things
2 that we're doing.
3 I mentioned we are in a series of
4 public meetings. We have one more scheduled this
5 evening. Once today's meeting and this evening's
6 meeting are completed, we will take all of the input
7 that we've gathered and incorporate that into our
8 report and our analyses and then be providing a
9 report to the department that would basically
10 recommend which of these to carry forward into the
11 next phase of the project.

12 The next steps would be once that
13 process is complete, would be for the department to
14 identify funding for the next phase of the project
15 which would be the environmental phase. Once that
16 process is worked through, then obviously, if the
17 project is justified and carried forward,
18 preliminary design, final design and construction
19 would be next. So you're not going to see a new
20 crossing any time real soon, but the project is
21 moving forward and hopefully we'll get some input
22 from you guys today on how to refine what we've done
23 so far and make this the best study that we can and
24 give the department as much information as we can

23

1 for their consideration.

2 With that, that's the end of our
3 formal presentation.

4 Ralph, anything that you would like
5 to add before we entertain some questions?

6 MR. COMER: No. Go ahead.

7 MR. STUMP: We will just open the floor,
8 then. If you have a question -- if you want to get
9 up and come and look at the maps a little closer,
10 that is fine. If you would, just speak loudly so
11 that our court reporter can hear you and give us
12 your name and address, we will do our best to answer
13 anything that you might have.

14 MR. BROWLEY: I'm Eddie Browley, state

15 director for the West Memphis Metropolitan Planning
16 Organization. This is something, obviously, that I
17 think will prove the need. This came up with us
18 about ten years ago when a Corridor 118 study was
19 done for what is now I-69.
20 At that time, of course, we thought
21 I-69 was going to come right through basically
22 following US 79 which would obviously would have a
23 crossing here. But then, you know, federal
24 legislation changed it where it went through

24

1 Mississippi and now touches the southeast corner of
2 Arkansas.

3 But in the Corridor 118 study, a lot
4 of economics in justifying that corridor and I-69
5 did have to do with northeast Arkansas and the Delta
6 and the benefits it would receive from this area as
7 what it would mean also to the national economy.
8 And so, the need for it in this area is certainly
9 great, and as far as I'm concerned, it should have
10 been included as part of the I-69 project. And we
11 have called this the I-69 intermodal connector
12 route, ourselves.

13 But one of the things that really
14 needs to be looked at -- and I'm sure you've done
15 that -- I-55 and I-40 come together here in West
16 Memphis. And we have had incidents where literally
17 the delay was over 24 hours on both bridges and both
18 sides of the river are completely stopped. That
19 petition was still there. Of course, then, you know
20 that that was before 9/11 happened and we know what
21 that came to mean.

22 But one of the things that we've
23 looked at from our standpoint, obviously, is I-55.
24 That's the bridge that's in the most stress as far

25

1 as traffic as far as projected to be level service
2 or even help service or level E which just means
3 complete break down.

4 So if you go too far north or you go
5 too far south, the diversion from that is going to
6 be affected. So that's one of the big factors I
7 think that needs to really be looked at and not --
8 and not on one of your alternatives is to look at --

9 I can show you.
10 Still a possibility of following this
11 fourth one and tying into the area of the Mallory
12 interchange. I realize the State's already did some
13 design work on redoing that Mallory interchange, but
14 I still think that's a possibility. It has some
15 design challenges, I realize that, but that's a
16 strong possibility.
17 And being the I-69 intermodal
18 connector route, I still think that also there ought
19 to be an intermodal connection route to come down
20 I-69 along industrial park as well. And I think
21 economically both of them would be important.
22 And when you look at 9/11 and the
23 possibilities of risk zone for earthquakes, I think
24 some of your economists have already shown that it

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1 would be to the national economy over \$200 million a
2 day.
3 MR. STUMP: A week.
4 MR. BROWLEY: A week. I thought it was a
5 day. Well, either --
6 MR. STUMP: Yeah, either way, it's a lot
7 of money.
8 MR. BROWLEY: Then it would take a few
9 weeks and we pay for this bridge and pay for the
10 crossings as well. So I think it's important not
11 only to the local area, but is very important to the
12 nation as well. And so I would like to see -- and I
13 know you're going to do that, hopefully, that you
14 are going to look at that real hard. And I realize
15 we have the north end of a park -- let's see where
16 is it? Right here.
17 MR. STUMP: Right.
18 MR. BROWLEY: But if you look on the other
19 side of the track that goes out to Pigeon Industrial
20 Park, that is nothing but a bar pit. And developers
21 take the place there already. But I don't think
22 it's something major -- it might be considered a
23 wetland, might have to do some swapping, but I think
24 it's a feasible with some unique design.

27

1 I put my two cents in.
2 MR. STUMP: Excellent comments and

3 questions. Let me address some of the things that
4 you brought up.

5 First of all, the economic analyses,
6 we do have the economic analyses from the I-69
7 study. We were a part of that process so we have
8 access to that and have incorporated that into our
9 economic analysis for this project.

10 In terms of traffic, I didn't want to
11 bore everybody today, but we have done a lot of
12 traffic work, looking at diversion in the area if a
13 new crossing were located. So, for instance, if a
14 new crossing were located in Crossing Location B,
15 what impact would that have on the traffic on I-40
16 and I-55 bridges? We have looked at that and we've
17 looked at it for A, B, C, D and E. So we have a
18 feel for which of those would provide the most
19 relief, if you will, from a traffic standpoint.

20 We also have looked at the I-55/I-40
21 connection point in Arkansas and what impact that
22 that is having. And if a third crossing were
23 located in each of the potential locations what
24 impact would it have on that?

28

1 So we are looking at those types of
2 things. What that tells us is, you know, how many
3 vehicle miles traveled does that save us? How many
4 vehicle hours does that save us? If we have that
5 potential crossing in each of the locations, how
6 much traffic does it pull from one structure to the
7 new one, so we are doing that analysis and that will
8 be part of the matrix, if you will, of which one is
9 a preferred alternative or option as we move
10 forward.

11 And that will be based on economics.
12 It will be based on safety. It will be based on
13 traffic, a number of different things, but certainly
14 traffic will be a big one and we are looking at
15 that.

16 And then, finally, the route that you
17 pointed out there, we're going to look at that.
18 That is a comment that we received from our project
19 advisory committee when we made this presentation to
20 them, so we have not shown it yet on the map, but we
21 will take a look at that as well and see if it's
22 possible to work a ninth tie-in point in on the B

23 alternative. Excellent comment.

24 MR. COMER: Jerry, I know we've talked

29

1 about I-69 several times here in this presentation.
2 I want to make sure everybody understands when we
3 say I-69 what we're talking about. In Tennessee, we
4 have either underway or completed the location
5 studies for 135-mile route from Kentucky to
6 Mississippi. It's broken into three projects, the
7 piece from Fulton, Kentucky to Dyersburg, we have
8 engineering underway.

9 The dotted line that you see here is
10 the middle piece. It's the 65-mile section from
11 Dyersburg to Millington. And right now, it is still
12 in the environmental phase. There are basically two
13 alternatives. One east and west of the Hatchee
14 River.

15 The piece that goes through Memphis,
16 which is Section Number 9, actually picks up at that
17 section, this Section 8. It's going to be a dual
18 alternative. You will actually connect up here,
19 come through downtown Memphis, out I-55 and then
20 this dotted line you see here is the part of 69
21 which is 269 which will go over into -- across
22 Mississippi.

23 It's dual alternative because we also
24 have built out here on the east side State Route

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1 385, which is the Paul Barrett Collierville,
2 Arlington, Millington Parkway. That will be signed
3 269 and the route through town will be called 69.

4 So that just gives you a little
5 perspective, when we talk about 69, you're basically
6 talking about this dotted line and this dotted line
7 here so you know what we're talking about.

8 MR. GRAVES: Do you have just kind of a
9 percentage of traffic that will be taken off of I-40
10 and I-55? Just kind of 10 percent, 20 percent of
11 what's on there today? I mean, I don't want exact
12 figures, but I think they would be interested if you
13 kind of used that to tell the people here because
14 there's, you know, congestion there, and if you say
15 what percentage of reduction --

16 MR. STUMP: I don't recall, Charlie, off

17 the top of my head what the percentage of traffic
18 diverted was, but I do recall that the vehicle miles
19 traveled were reduced by, I want to say 40,000
20 vehicle miles traveled for the B and I think the C
21 and the D lo- -- I think -- yeah, the C and the D
22 locations.

23 So I don't remember the amount of the
24 traffic per se, but the vehicle miles traveled and

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1 the vehicle hours traveled were very significant.

2 Another question. Yes, sir.

3 UNIDENTIFIED SPEAKER: You said that you
4 have a feel for your best traffic impact, you know,
5 over the basic five crossings. I mean, any ideas as
6 to what those are? From a layman's standpoint, you
7 can look at C and D those tie-ins enter 40 pretty
8 much beautifully, and I would think that 40 would be
9 more dominant, 40 and 55.

10 MR. STUMP: I think if you look solely at
11 traffic, then I think C and D were -- came out the
12 best with that, and I think B was next. But that's
13 looking solely at traffic and that's just going to
14 be one of the factors that we have to look at. But,
15 yeah, you're right, if you look solely at traffic
16 then those two very clearly come out ahead and B was
17 not too far behind.

18 The further away, obviously, that you
19 get from the existing crossings, the less diversion
20 you have from those two.

21 UNIDENTIFIED SPEAKER: And 385 would be a
22 nice loop around. We talk about 40, but it so badly
23 (inaudible) coming out at Millington, so.

24 MR. STUMP: Right. Other questions?

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1 Comments?

2 What we will do then, is we will be
3 here for several more minutes if you want to come up
4 and look at the maps a little more closely and ask
5 an individual question or if you have a comment or a
6 statement you would like to make to our court
7 reporter, then please feel free to do that and we
8 will hang around for a while in case anybody wants
9 to ask anything one on one or wants a further
10 explanation of the maps.

11 Ralph, anything that you would like
12 to add before we close?
13 MR. COMER: I was going to see if Pamela
14 wants to come in.
15 MR. STUMP: Question about the schedule.
16 What we will do, I mentioned we have another public
17 meeting this evening. Once we get those comments
18 and the comments back from this meeting, we will
19 address all of those, make what modifications we
20 need to to our plan based on those comments and then
21 probably within the next several weeks, submit our
22 final study report on the location crossing to TDOT.
23 At that point, the project will be
24 under consideration for a future phase. There

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1 currently is not funding in their program for the
2 environmental document phase of the project, so the
3 next step would be to identify and arrange for the
4 funding of that phase of the project.
5 So, how long that takes, you know,
6 kind of as anybody's guess, but that would be the
7 next step. So once our study phase is done, the
8 project will basically be on hold until funding is
9 identified for that next step.
10 The environmental documents phase is
11 probably an 18 to 24 month process once funding is
12 arranged. And then that, would go -- then go to
13 Federal Highways for their approval. Obviously
14 again, that's not something that the department or
15 we, as a consultant, control, but I think the more
16 the project is identified as a priority project, the
17 more that helps that process and the quicker that
18 can be done.
19 So that will give you kind of an idea
20 where we are. And then, hopefully, the funding will
21 be something that the department can arrange and we
22 can kind of keep the process moving or moving
23 forward.
24 Ralph, anything else?

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1 MR. COMER: Again, I want to thank you for
2 coming out. This has been the largest attendance
3 we've had so far, so we appreciate you coming out
4 this afternoon, and we will be here for the next

5 hour or so. So if you have questions, want to take
6 a look at the map, we will try to answer any
7 questions you've got.

8 If you get home and think of
9 something later on, please call us or you can
10 contact us through our web site. I will be glad to
11 give you my e-mail address and phone number either
12 way.

13 MR. STUMP: If you've not, please sign the
14 sign-in sheet before you leave so we will have the
15 record of the attendance and that will help us as we
16 --

17 UNIDENTIFIED SPEAKER: That's combination
18 railroad and --

19 MR. STUMP: It could be. We're looking at
20 a rail crossing and a highway crossing, and they
21 could be in the same location. They don't
22 necessarily have to be. If it makes sense for,
23 let's say, the rail crossing to be at B and the
24 highway crossing to be at C, then that's how it will

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1 move forward. If it makes sense that B is the best
2 location for both, then we'll look at designing one
3 structure that can accommodate both a rail and a
4 highway bridge.

5 So we don't know the answer to that
6 yet, but it certainly could be a combined structure.

7 UNIDENTIFIED SPEAKER: It looks like the
8 rail connection would be pretty well nixed coming
9 into the center of Memphis; is that not right?

10 MR. STUMP: Well, you know, I don't want
11 to prejudge and say that's what's going to be come
12 out of the process. But certainly, it would tend to
13 make a lot to sense to tie into the Superterminal if
14 we possibly can. Whether we can do that, we don't
15 know, and whether that will come out as the best
16 option, we won't know until we get into the
17 environmental phase of the project.

18 But, you know, that's certain amount
19 of logic that would say that's going to be a strong
20 contender for it. But the environmental process
21 doesn't allow us to come in with our mind made up,
22 so we'll have to look at all of the options and see
23 which one comes out as the preferred.

24 Thank you all, and we will be around

1 if you have any questions. Please sign in if you
2 didn't have a chance to do that.

3 (Whereupon, the open meeting was
4 concluded and the following are
5 individual remarks made to the Court
6 Reporter.)

7 MR. PAUL LUKER: Paul Luker, and I'm the
8 planning director for West Memphis. And my -- I
9 feel that this corridor B area is the best
10 alternative.

11 MS. RAMONA TAYLOR: Ramona Taylor. And I
12 like corridor B. I think it provides more economic
13 development opportunities as well as diverting the
14 traffic to a more reasonable flow.

15 MR. ROGER SUMPTER: Roger Sumpter,
16 S-U-M-P-T-E-R. It appears like most of the
17 discussion has centered around one bridge, okay? A,
18 B, C, D or E. From a Tennessee standpoint, it would
19 appear that option E, C or D are favorable routes to
20 connect with I-40. From a Mississippi standpoint,
21 it appears that option B is a favorable bridge
22 crossing for Mississippi people.

23 From our area, it appears both of
24 them are good options, but one of them -- we really

1 need both -- we need two bridges instead of one.
2 One going across the C and D and one going across
3 maybe B or A.

4 I know funding is limited, but if we
5 had to use alternative funding such as tolls to fund
6 the additional bridge, I feel like that would be a
7 good thing to do, and it would pay for itself in a
8 few years.

9 Most of the traffic coming down from
10 I-55 going south into Mississippi would probably use
11 option B. Of course most people going from 40 east
12 would use option C and D. With all the economic
13 construction going on in Crittendon County, Husno
14 (phonetic) Motor and possibility of having a Toyota
15 factory, I feel like we need options B on the table.
16 We need two bridges, option B and C or D.

17 Also from an environment standpoint,
18 there's a high volume of truck traffic coming

19 through the City of West Memphis and Memphis causing
20 the pollution problem. Having two bridges would
21 dilute the traffic and have a favorable pollution
22 impact, reducing pollution to our area, of the
23 state.
24 Alternative funding such as using

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1 tolls or other creative funding would be an ideal
2 tool to fund a second structure and I think it would
3 pay for itself. I guess that's about it.
4 (Whereupon, the hearing was
5 concluded.)
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1 CERTIFICATE
2
3 STATE OF TENNESSEE:
4 COUNTY OF SHELBY:
5
6 I, VALERIE HALL, Court Reporter and
Notary Public, Shelby County, Tennessee, CERTIFY:
7

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

10 Being a Court Reporter, I then reported
the proceedings in Stenotype, and the foregoing
11 pages contain a true and correct transcript of my
said Stenotype notes then and there taken.

12
I am not in the employ of and am not
13 related to any of the parties or their counsel, and
I have no interest in the matter involved.

14
I further certify that in order for this
15 document to be considered a true and correct copy,
it must bear my original signature and that any
16 reproduction in whole or in part of this document is
not authorized and not to be considered authentic.

17
Witness my signature this the _____
18 day of _____, 2006.

19 _____
VALERIE R. HALL, Court Reporter

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Committee wants new bridge in high traffic area

By Wayne Risher

Contact

February 24, 2006

Consultants studying a proposed third Mississippi River Bridge in the Memphis area are being asked to eliminate crossing sites outside Memphis because of low traffic counts.

DeSoto and Tunica county officials fear the recommendation would kill the chances of a DeSoto site that previously made a short list of crossing locations.

Wilbur Smith Associates is studying potential third bridge locations for the Tennessee Department of Transportation. The firm identified five sites, from Miss. 304 on the south to north Shelby County on the north.

A project advisory committee this week recommended the middle three crossing sites, which are in Memphis: near Pidgeon Industrial Park in southwest Memphis, and two locations in Frayser, both lining up with Interstate 40's northern loop.

Elimination of the southernmost crossing wouldn't sit well with DeSoto and Tunica county officials.

An update on the study in Hernando Thursday night followed similar public comment sessions in West Memphis and Memphis.

DeSoto assistant planning director Jim McDougal and Tunica County planning and development director Gary Copeland questioned whether the study considered northwest Mississippi's rapid growth.

The Miss. 304 crossing site would align with the first leg of Interstate 69, which is scheduled to open by November.

Consultants said the study takes into account growth patterns as well as current traffic. They said they will consider the advisory committee recommendation, but they aren't bound by it.

The next step would be submitting crossing alternatives for detailed environmental impact studies. The bridge would cost more than \$500 million.

-- Wayne Risher: (901) 333-2031

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