
TENNESSEE DEPARTMENT OF TRANSPORTATION

SHELBY COUNTY GOVERNMENT

CITY OF MEMPHIS

NEPA PUBLIC HEARING

KIRBY-WHITTEN PARKWAY

(SHELBY FARMS PARKWAY)

SEPTEMBER 24, 2013

5:00 P.M. TO 7:00 P.M.

AGRICENTER INTERNATIONAL

7777 WALNUT GROVE ROAD

MEMPHIS, TENNESSEE 38120

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Associated Court Reporters

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CONSTITUENT SERVICES

STEVE CHIPMAN: Good afternoon. I would like to welcome you to the Kirby-Whitten Parkway/Shelby Farms Parkway NEPA Public Hearing. I want to thank you for coming out tonight and supporting this project and helping us with gathering comments.

Who can't hear me over here? Raise your hand. Can you hear me now? Is that better. Thank you.

My name is Steve Chipman. I'm in project management for Tennessee Department of Transportation. Like I said, I'd like to thank you for coming out tonight. It's a good crowd. We were anticipating a good crowd tonight with all the advertisement and comments we received through emails and with all the publicity that's been going on. We just want to thank you for coming out and supporting the project.

This is a local program project that is managed by the City of Memphis, who will be responsible for developing the final design. Shelby County is responsible for

administering the Context Sensitive Solution process. The Tennessee Department of Transportation is responsible for administering the National Environmental Police Act process, which you'll hear tonight referred to as NEPA, and also for the development of the Environmental Impact Statement, all the way through to the Record of Decision.

Representing the City tonight is John Cameron, City Engineer. Shelby County is Tom Needham, Public Works Chief Engineer, and Darren Sanders, Shelby County Engineer. The City also has other people represented here from their Right-of-Way Department and other areas of the city. From TDOT, tonight we have Jim Ozment, Director, Environmental. We also have Ann Epperson, Assistant Director of the Environmental Division. Margaret Slater, who manages the -- the NEPA Manager. She's over the large documents like what we're talking about tonight. Bob Allen, he's with us tonight. He's with Environmental. We've got Jane Jones, who is the Region 4

Project Development Director for TDOT; Larry Brasher, who works in our Design Department; and Eric Brown, who is also in our Design Department.

We have LaJeana Dodd, who is Assistant Manager of the Right-of-Way Department of TDOT. She's also working outside at the table. The right-of-way -- you'll see the right-of-way table. That's for people who are impacted residentially. There will be a tract more in the residential area. Any property owners on the project, you can stop by her table and she'll give you the information on the right-of-way acquisition and also answer questions about the process.

Also we have with us Pauline Crum, who is administrative assistant with the Project Management Office, and Karen Bullington, who is administrative assistant in the Design Office.

The consultant we have with Palmer Engineering, who is responsible for the development of the environmental

document, is David Lindeman. Chris Blevins and Terry York are working outside on displays.

Then we also have representatives from SSR Engineering, who have been helping with the development of preliminary plans just to help us with the development of the environmental document.

The purpose of tonight's meeting is to provide the public an update on the project since the last meeting in 2007, and give you an opportunity to make comments and ask questions on the proposed project and the de minimis. You'll hear more about that from David whenever he comes up to give a presentation.

Kirby-Whitten project. I didn't realize it until I got really involved in this project -- I haven't been involved in it. Some of you probably have been involved in it since the '80s, maybe the '60s. I didn't realize it until I started reading articles in the paper and reading information back in the data that we've got on this

project. I didn't realize that in 1980, the County transferred the former penal farm land to the Plough Development Board. Shelby County reserved a 1000-foot wide corridor through Shelby Farms for the future construction of Kirby Parkway. When the Conservancy was established in 2007, the north-south road easement contained express exception for the right-of-way for construction at Shelby Farms. I didn't realize that it was going on whenever I was just a freshman in high school. That's a long time. I was talking to one of the younger designers that worked for us, and he said he was in grade school or elementary school whenever he remembered seeing it. So the project has been around for a while.

Tonight, we would ask you to give your comments. There are three ways that you can give your comments. You can give it to the court reporter. We have two court reporters. One is out in the hallway and is available to take your comments at any time. The other court reporter will be here

recording the comments made here in this meeting. You can also fill out a comment card and mail it in, or you can drop it in the comment box before you leave, or you can go on our website and also submit a comment. The third opportunity would be that you can ask questions. Again, we just ask that you sign up and let us know if you want to ask questions or give a comment. We will limit to three minutes due to the crowd that we have and the number that we already have signed up. We try to ask that you respect that time of each other. We will have a clock keeper, and you will be given a notice whenever 30 minutes [sic] -- that you've got 30 minutes [sic] remaining. Either way you do it, they all carry equal weight. If you submit a comment or question, it has equal weight in the process.

The format for tonight's meeting will be that we'll follow what is used by the City and County. We have a Power Point presentation that David Lindeman will give. Then that will be followed by a question and

answer period. That's where you can ask your question or give a comment. Again, you must sign in to speak. These people will be allowed three minutes to speak; no sharing minutes. Our timekeeper will let you know when 30 seconds is remaining. We'll try to answer as many questions as we can as time allows.

Again, I just want to thank you for attending tonight's meeting. It shows us how important this project is to you, the community. We also appreciate your comments, because that's how we go about developing our projects is getting comments from folks. I'm going to go ahead and turn it over to David. When David is through, I'll be back to open up the question and answer period. Thank you.

DAVID LINDEMAN: Thank you very much, Steve. I also want to welcome everybody here tonight. I appreciate such a big crowd coming out. At tonight's meeting, we're going to update you on what happened since the December 2007 public hearing.

We're going to talk about some Section 4(f) considerations, some of which have come up since that last public hearing. The Conservancy is going to give their position on the project. Laura Adams is here to do that. I'm going to update you some on the design status on the project, where the preliminary design stands, and talk about some of the impacts that we have. Then we're going to answer your questions and solicit your input.

I do have several slides here. I'm going to go pretty quickly, because we have several people signed up to speak. I'm going to zoom through them pretty quick.

Public agencies. As Steve mentioned, TDOT is handling the NEPA process; City of Memphis the final design; Shelby County is overseeing the CSS process; and the FHWA is providing oversight for NEPA.

Corridor history. The project, at one time years ago, was a straight line from Kirby Parkway up to Whitten Road. That has changed with the advent of the Shelby

Farms Parkway Advisory Team that was formed in 2007. There were 17 members assigned to that team, and they represented various different interests: business, park and recreational, technical, commuter interests, somebody from the University of Memphis, and so on. They've met nine times to date. During those meetings, we've used a variety of tools: renderings, traffic simulations, and a survey of similar facilities also. The Advisory Team's recommendations came out in February of 2006. They were accepted by Mayor Wharton, who was mayor at that time. In those recommendations, you'll note that there was a recommendation to exclude tractor-trailer traffic from the Shelby Farms Parkway. We've learned since then that the FHWA policy will not allow us to exclude tractor-trailers on the parkway. However, there is a local effort -- literally it takes an act of Congress to change a law -- so that tractor-trailers can be excluded from this road. The local city and county governments are working to get that done.

The first time I came to Shelby Farms, this is the first thing I saw coming across the bridge, the Wolf River bridge. That's the old Wolf River bridge. It's a sign that showed "no bicycles," and essentially a sign saying no bicycles in the park. That really shocked me seeing that coming into the park area that there was a sign for no bicycles.

Quickly, as we got started on the project, we looked at the bridge that was being designed, had already been designed, and we looked at ways to separate a path across the bridge and create a separated bicycle and pedestrian coming into the park. So the bridge plans were changed at the very last minute before they were let, and that part is built separate with a protection from the through drivers. Nowadays, this is what you see most of the time in the park. There's lots of bicycles in there. Every time I come, I'm amazed at the amount of use that it gets from the bicycle use.

Project location. The project

starts down at Walnut Grove Road with a new interchange where Walnut Grove Road was shifted to the north slightly. The new interchange is built there, and then it crosses cross-country through a wooded area and then through some agricultural land up to where it crosses Mullins Station Road with an at-grade intersection, a signalized at-grade intersection, and then it goes up Whitten Road with a five-lane typical section.

The purpose and need of the project is to improve safety and reduction of crashes; decreasing the travel time through the park; improved system connectivity; improved vehicular, bicycle, and pedestrian access and circulation for Shelby Farms Park. There's the added benefit to provide the parkway users with the opportunity to view the natural beauty of Shelby Farms Park. The Team talked about should they sink the road down, cut it in so that you wouldn't see it from the park, and then decided they wanted the road at ground level so that people driving through Shelby Farms can see the

beauty of the park.

Environmental documentation. The Supplemental Draft EIS was approved in October of 2007. The Final EIS was approved by the FHWA in January of 2012.

Now, the thing we're here to talk about tonight mainly is section 4(f). What is section 4(f)? I'll read this to you:

"The Federal Highway Administration (FHWA) may not approve the use of land from a significant publicly owned park or recreation area; wildlife and waterfowl refuge; or significant historic site unless a determination is made that:

(1) there is no feasible and prudent alternative to the use of land from the property; and

(2) the action includes all possible planning to minimize harm to the property resulting from such use."

Now, you can have a section 4(f) de minimis determination if the impact does take land from section 4(f) resources, but it does not adversely affect the qualities,

activities, features, or attributes of that resource. Also, the agencies with jurisdiction -- which would be, in this case, the City, the County, and Shelby Farms Conservancy -- are informed of and have concurred with that de minimis finding. The public has to also be afforded an opportunity to comment, which is why we're here tonight, to get your comments on the 4(f) de minimis determination.

The Section 4(f) land on this project was developed when the conservation easement was signed in December of 2007. The blue area you see on the screen is the area of Shelby Farms Park. The brown area -- there's a little piece of the project that goes through Area 10 also, which is for county business. Section 4(f) comments were made on the original SFEIS. Responses to those comments were mailed out on August 7th. They were also emailed on August 13th and posted on the TDOT website on August 20, 2013, this year. Copies of those comments are available for reviewing at Benjamin Hooks

Library, Memphis Library in Cordova, the TDOT Region 4 office in Jackson, or at the Shelby Farms Park Visitors Center.

There are some new Section 4(f) impacts that have come out since the Supplemental EIS was finished. That was the Greenline Connector Trail, the Wolf River Greenway Trail Connector, and there's also the Greenline Trail that hasn't been constructed yet, but we know it's funded and it's intended to be built before the Shelby Farms Parkway is going to be built, so we're treating it as a Section 4(f) impact. So we're dealing with those three impacts tonight. The three displays are showing the mitigation for those impacts.

Other environmental considerations that came up after the Draft Supplemental EIS was completed are a landfill study and Memphis sands aquifer issues that came up with potential breach in the aquifer. The landfill study was completed in July of 2008. We brought in SpanTech, a firm to look at the issues with that landfill. What they

were looking at was the Team looked at the possibility of -- they wanted to look at the possibility of shifting the interchange to the south, putting the interchange over the landfill, and leaving Walnut Grove Road where it is. The costs for that were prohibitive. It was \$33 million. Essentially, you'd have to haul all of the hazmat material out of the landfill; I think it was to Illinois or to Alabama somewhere. The costs were astronomical. It was \$33 million to do that. So the Team decided to leave the road where it was and recommended to stay completely off the landfill. There's also some unknowns with the landfill. You don't know what you're getting into once you open it up. That was all presented to the Advisory Team, and they stuck with the recommendation.

The Memphis sands aquifer covers several states in the area. There was a report that came out in December of 2008 mapping an aquitard breach using shear-wave seismic reflection that referred to a potential breach in the aquifer that was

north of Walnut Grove Road in the area of the project. So we worked with the Groundwater Institute. They made some recommendations and those recommendations will be addressed in the final design. They will work with us on that.

At this point, I would ask Laura Adams to come up and give us the Conservancy's position on the project.

LAURA ADAMS: Hello, everybody. Thank you for coming out. I'm Executive Director of the Shelby Farms Park Conservancy. We're really pleased that you were able to make it tonight. I want to tell you just a little bit about ourselves before I talk about our position. The Shelby Farms Park Conservancy is a nonprofit that manages Shelby Farms Park and the Shelby Farms Greenline for the benefit of the citizens of Shelby County. We manage it by benefit of a management agreement that is held with Shelby County government. We were established in 2006 after the Context Sensitive Committee had finished their work and decided on the

alignment of the parkway. We quickly went to work with Shelby County government and the Land Trust for Tennessee out of Nashville to make sure that there was a land protection agreement for Shelby Farms. So we worked very closely with the entities and we were able to win, by unanimous agreement of the County Commission, a conservation easement for the park that protects the park from any kind of inappropriate development.

However, because at that time there had already been an agreement on alignment of the parkway by this group that came before us -- that was a group of environmentalists; it was commuters; it was businesses in the area; and it was people who recreated at the park -- where the alignment would be, it was included in our management agreement and conservation easement. The alignment was already set.

So we began our master plan really keeping that alignment in mind. At that time, in 2006 and 2007, there was a very strong community consensus that the

compromise, the alignment that was set by the Context Sensitive Committee, was a good compromise; that it was good for the park and that it was also good for the community.

That group also knew that there was going to be a conservancy and that there was going to be a master plan, but those things weren't in place yet. So that agreement in 2005 and 2006 anticipated a master plan, and they encharged the future conservancy to work on behalf of the citizens to make sure that if there was going to be a road through Shelby Farms, that it was going to consider the human element; that it would have provisions for bicycles, pedestrians, horses; that it wouldn't damage the environmental resources of the park. So that's really where we have felt like we have focused all of our attention and continue to focus our attention.

Our vision is to give rise to a celebrated 21st century park that defines and shapes a great city, and we take that very seriously. I want to show you a little bit

about our vision for Shelby Farms. I'll use the pointer. I might have to pick this up to be able to do this.

Shelby Farms, in its entirety, is 4,500 acres. Under the Conservancy's management, it's almost 32 acres of parkland, much of what is north of Walnut Grove Road and all of which is along the Wolf River, all the wonderful trails that are along Wolf River. What you're looking at here is our vision for the park. It's our master plan. There are small pieces of it that have already been implemented. The first things that we wanted to pay attention to was being able to get people to the park. I assume almost everybody here is a park user. You'll note that over the course of the last, maybe, even five years, the park has doubled or tripled as busy as it's ever been before; well over a million users a year.

One of the things you can attribute that to was the first thing that we really did in partnership with Shelby County government, and that was to build the Shelby

Farms Greenline, which is a pedestrian trail that goes all the way from Farm Road and Mullins Station Road to the Binghamton Community in the center of midtown Memphis. We wanted to do something really remarkable for our children and our families, so we built this spectacular new playground right here in the heart of the park that's called Woodland Discovery Playground. Then, in a further attempt to make sure that more people could get to the park without benefit of cars, we built a bridge across the Wolf River and a connector trail to connect people who wanted to come from the south and from the east and from the west on the Wolf River Greenway and into the park.

The next project that we're looking at what we call Heart of the Park, and it's a very large recreational and environmental improvement to the heart of the park at Patriot Lake. So you'll see ever since the beginning we've always shown the alignment that was agreed by this predecessor group in 2005-2006, and our job -- what we've

worked very hard at to date -- is to make sure that if -- there and again, if there is a road through Shelby Farms, that it does not damage the recreational or environmental features of the park.

So the City of Memphis, TDOT, and Shelby County government have requested that the Conservancy agree that the plans for Shelby Farms Parkway incorporate all possible planning to minimize harm to Shelby Farms Park; there again called de minimis determination. In order for us to make that decision, we requested that a number of conditions be met. We published these. We communicated widely with our 50,000 Facebook fans, our thousands of park members, users, posted it in the visitors center, every way that we could get out. We wanted to make sure that the public was heard on this, and we wanted people to understand these are the things that we most value: that there is easy park access and improved entrances, both pedestrian and vehicular; that there is bicycle and pedestrian connectivity not only

to the park but across the park. Right now, the road and the structure that's currently in Shelby Farms very much divides the park. It's very difficult to get across Farm Road. It's very difficult to get across Walnut Grove Road. So we wanted to make sure that those would be addressed. We wanted to make sure that there would be enhanced bicycle and pedestrian access from the neighborhoods that surround the park. We wanted to ensure that our precious floodplain and aquifer would be protected. We wanted to make sure that with any road that might go through Shelby Farms that it fit with our master plan for the park and didn't damage it. We wanted to make sure that if there were to be utilities, that there wouldn't be utility poles along the parkway, that any utilities would go underground and that there would be no lighting or lighting would be very minimized. We wanted to make sure -- and that's part of the reason that we're here today -- that there were 3D renderings so that the public had an opportunity to see what this would

look like, and we wanted to make sure that the people who owned the park, the citizens of Shelby County, were afforded an opportunity to comment. We wanted to make sure that Walnut Grove Road, in the foreseeable future, would not be widened east of the new parkway. We think that four lanes is wide enough for Walnut Grove Road. Walnut Grove Road serves as a divider of the park, and we wanted to make sure that it wasn't widened. Instead of that, we've worked with the City of Memphis and Shelby County to try to reach an agreement that instead of widening Walnut Grove Road, that there will be a new safe entrance for park users that would be just east of Patriot Lake. We wanted to make sure that Sycamore View would not be an additional road that would divide the park; that Sycamore View would not come down through the park and meet the new parkway. We wanted to make sure that there would be no tractor-trailer traffic.

You've already heard from David Lindeman that that is one that requires and

act of Congress, but we do have commitments from both the City and the County mayors that they would use all of their good offices to ensure that we will amend that and there would be no tractor-trailer traffic.

So at the time the Conservancy was created, the parkway alignment was set and, as a result, our master plan always incorporated the alignment in its design. As good citizens and stewards of the park, we've worked very hard and very collaboratively with all public agencies to ensure that the park's recreational and environmental assets are protected. As a result of the shared effort, if all of these agreements are in place and they are verifiable, we believe the parkway design includes features that benefit the park, including vehicular and non-vehicular access and circulation.

We've had our own engineers that have looked. You know from using the park that it's so busy today that it can be very difficult, even on a beautiful Saturday like this last weekend -- it can be very difficult

to get into the park or get around the park. Access and circulation is already a problem for people, just the people who want to come and enjoy the natural and recreational assets of the park. So we've worked with our engineers. We've worked collaboratively -- and you'll hear more about this from David Lindeman -- to ensure that there would be new bike and pedestrian trails that would go all along the parkway; to ensure that if the parkway is built that Farm Road would go away. It would no longer be used for through traffic. Instead, it would only be for internal park circulation. It would only be for people who wanted to use the park. In fact, part of Farm road would be converted into a new bike and pedestrian trail with no vehicular access at all.

Entrances to the park are very important, so we worked to ensure that there would be a good entrance. Still not fully designed, it would be off of the parkway. This really would be -- Farm road would only be for park traffic only, but there would be

pedestrian trails, tunnels for pedestrians, bikes, and horses to be able to circumnavigate all of the infrastructure. There would be a new park entrance that people could take from the eastern part of the park to improve circulation. That ends my presentation. I'll pass back over to David Lindeman.

DAVID LINDEMAN: Thank you very much, Laura. At this point, I'll talk to you about the design status for the project. The project is in what's called preliminary design. We cannot pass into final design until the Record of Decision has been reached on the project. So once the Record of Decision has been approved by the FHWA, then the project can move to final design. So right now, we're looking at what we call preliminary design.

I'm going to talk to you about the trail location and the mitigation for those trails. I do want to point out on the big maps you'll see several different colored lines on there. The dark blue lines on the

map, those lines are trails that are being built with the parkway. There are also some orange lines on the map. Those orange lines are being built with a transportation enhancement grant, separate from the parkway. What was shown on the SFEIS was a little bit different than what's out there now. It's kind of an evolving process. As the master plan gets updated, then those trails will move a little bit, depending on where Patriot Lake is shifted to and so on with the expansion of Patriot Lake. Those trails are shown in orange. Those are built with the separate transportation enhancement grant. Then you'll see some light blue trails. Those light blue trails are not funded, but they're in the master plan. So there are trails that hopefully be funded with future projects as funding becomes available.

As you can see on this map, the yellow lines are the trails that are going to be built with the parkway. From that, zooming up, there's a -- this is at the south end of the project. There's a tunnel that's

going to be built underneath the parkway to get people from trails on one side over to the other side. To take this a step further, in preliminary design, the firm working on the preliminary design has a landscape architect on their team, and they've looked at doing things with mitigation with trees and landscaping around those tunnels to try to beautify the road while it's built, as part of the project.

At the north end of the project, this is the tunnel that's going to be built along where -- this is the existing Farm Road here. The tunnel would be built there. The existing greenline trail connector is over here. It's going to be shifted over to this tunnel. Then there will be an opening between the two. This rendering down here shows that, that you'll have one tunnel you go through and then you'll have an open space and then another tunnel that you go through. Those are all shown on the graphics that we have out here.

Now, at the south end of the

project at Walnut Grove Road, the Wolf River bridge connector trail comes up and is a very dangerous crossing of Walnut Grove Road there. That cross will now be shifted to a tunnel that will go under Walnut Grove Road. Walnut Grove Road will actually hump over that tunnel to help people on the Wolf River connector trail come up and go through that tunnel and then come back and pass through the park.

The north end of the project, the greenline has been mentioned a few times here. The greenline is this area right here. It will be built in a straight line along the Rails to Trails project before the Shelby Farms Parkway is built. We're anticipating it will be built first. When the parkway comes along, that trail will be reconnected down to an at-grade intersection where the signal will be, and it will be safer for bicyclists and pedestrians to cross at the signalized intersection. Now, that is also being designed so that it doesn't preclude the possibility, with future funding, that

that greenline trail can be built with a bridge over the parkway. So the parkway is being set down so that there can be a future bridge going over it as funding becomes available for it.

A conceptual plan for the project from Mullins Station Road, you can see some of the graphics with the landscaping that's involved there. This section of the project is an urban section. It's a five-lane section. We've got five-foot sidewalks on the outside. There's a six-foot bicycle path on the road, and then a five-foot sidewalk out here with an eight-foot buffer between the two.

The conceptual plan for the park going through Shelby Farms starting down here at the interchange, that has two 12-foot lanes in each direction. It's a four-lane road. Those are bifurcated on several alignments. There's a 13-foot multi-use trail out here. There's a 13-foot multi-use trail out here, and then there's an area for plantings outside of it. I also want to

mention there's a reinforced grass shoulder on there. The parkway will not have two lanes plus a paved shoulder. It will have a reinforced grass shoulder. It won't be a paved shoulder. Walnut Grove interchange is a little bit of a different design. It's shown on the maps. We can help you with those individually later on.

Now, procedures for submitting comments here. You can talk to the court reporters, as Steve mentioned earlier. You can turn in your comment cards either tonight or you can turn in the comment card with written statements. You can mail them in or you can send something by email at TDOT.comments@tn.gov. All this stuff is on your handout, so there's no need to write any of this down. You can also mail them into the address on there. Again, it's on your handout and your comment card.

Contacts for the project are Steve Chipman, whom you met earlier, and Brad Davis with the City of Memphis, who, unfortunately, couldn't be here tonight.

There's a website listed there. Again, that's on your handouts also. At this point, we're going to go to the question and answer. I'll turn it back over to Steve and he can emcee. He'll call people up one at a time.

STEVE CHIPMAN: I'm going to call out five names at a time. The first person will approach the mic. If you want to come down and be in line, I'm going to call five people at one time. It's very important when you come down to speak in the mic, the first thing you do is give your name and address, so that the court reporter can record that for the record. If we have a question or comment when we go back and look at them, we know who said it and know how to get in contact with them. Just give your name and address, contact information. Right now, I don't have any other -- I've been given these two sheets for sign-in. We've got a total of 34. So it's very important that you limit. Remember it's limited to three minutes and respect that time. We've got Ann, who will let you know whenever you're down to your

remaining 30 minutes -- thirty seconds. I was just seeing if you were alert. That's all I was doing. Thirty seconds. If any more sign their names out there, they'll make sure to get it to me. I may have trouble reading some of the names. I apologize if I mispronounce your name. I may have to give your name and address to kind of tell who it is. I've got Scott Banbury, Lyle Tudor, Robin Boyd, Steven Sondheim, and Billy Carodine. In that order, Scott, if you will please, like I said, give your name and address for the court reporter to get it.

SCOTT BANBURY: My name is Scott Banbury. I live at 1051 Stonewall Street. I am the Conservation Chair of the Tennessee Chapter of the Sierra Club. I've been involved in this project since I first moved to Memphis. It's a project that, as has been pointed out, has never really gone away. Hopefully we're coming to a resolution here that is to the satisfaction of the people of Memphis that serves our interest. I'd like to point out we've submitted substantive

comments about environmental issues; concerns that we have with our aquifer; concerns that we have with storm water flow that's going to be discharged into the Wolf River; and we've very concerned about the documentation of the need for this project. This all started a long time ago. There were different road patterns afoot in this area. People do suffer a little bit from some traffic problems early in the morning during commute and in the late afternoon on their way home, but we feel that there are ways of minimizing those traffic concerns that don't require a project of this scale. It may be the best interest to the public and the users of this park to look for ways of actually minimizing through traffic; encouraging people to use other facilities that we have with the improvements being made, the 40/240 interchange, which is going to allow traffic to flow much more smoothly there. We're concerned that by bringing more traffic in the park we're actually going to encourage a need to expand other facilities like walnut

Grove. We don't think this has been adequately addressed, and we would really like to have some guarantees that all of the efforts to mitigate the impact of this road, in terms of protecting connectivity of our trails, is guaranteed. The cost estimates for this project, I believe are old and not really, you know, accurate. Guarantees are in order before a determination of de minimis is given here. Thank you.

STEVE CHIPMAN: Thank you.

LYLE TUDOR: My name is Lyle Tudor. I live at 289 Stafford Circle here in Cordova. I first became involved with this project about 1995. The club that I belong to had a meeting, called the first meeting in Shelby County about this road through Shelby Farms. We had about 250 people that turned out, and basically the proposal that was being made at that time was this Kirby-whitten proposal that you're doing right now. So in all that time, the State of Tennessee has never come up with anything more intelligent than the Kirby-whitten program.

The thing that's amazing to me is we have a very simple solution to the traffic through Shelby Farms. Everybody wants to concentrate on doing something scenic and this, that, and the other. The roads are one thing. The trails and all that are something else. All they have to do is finish up the Mullins Station corridor. If you look at Trinity Road and all that, preliminary work has already been done. Why has it not been used? The same thing with Sycamore View. The information that was put out by a fellow named Chad Box some years ago is what this lady has alluded to. It took an act of Congress to change putting Sycamore View through that wetland down there. But I just happened, at that time, to have friends that worked with the Corps of Engineers. They told me that that absolutely was not true, that area was due for a re-evaluation and it had to be requested by somebody that was either on City Council or County Commission at the time. Nobody ever made that request. As far as Walnut Grove, not a thing needs to

be done with that. If you hook Sycamore View into Humphreys Boulevard, you've got a continuous road all the way from north of Bartlett all the way to Germantown, which is what the people of Bartlett originally requested by having this road through Shelby Farms in the first place. It's amazing to me a lot of people say, well, the Sycamore View cutoff over there would tear up the wetlands, but it would do nothing more than using the Kirby-Whitten program that they're talking about right here. So I would encourage everybody that's here, if you really love your farm, you will call your city councilman, county commissioner, congressman, whoever. This is a waste of money, a waste of time for solving a problem and will not be a solution when it's finished.

ROBIN BOYD: My name is Robin Boyd, 1177 Hayne Road, Memphis 38119. TDOT and Shelby County representatives, citizens of Memphis and surrounding communities, thank you for the opportunity to voice my concern. Believers in Memphis and the Shelby Farms

Conservancy have embarked on a quest to achieve a world class urban park in and for our community. Our duty as hikers, bicyclists, equestrians, parents, grandparents, sons and daughters, concerned citizens, is to protect the park from an ill-founded plan by those whose singular interest are an easier drive to work, fast food, or a strip mall. The current TDOT Kirby-Whitten Parkway proposal is not an acceptable solution, as it is a consequence of outdated traffic modeling projections, debatable environmental impact studies, and marginal pedestrian safety solutions. Planners have already defaulted on the requirement to prohibit commercial truck traffic. Construction of the proposed parkway will irreplaceably compromise the promise of the vision of Shelby Farms Park. We stopped I-40 at Overton Park. It is our heritage to challenge or stop the parkway at Shelby Farms so that many more will benefit. "Government of the people, by the people, and for the people." Abraham Lincoln.

STEVEN SONDEHEIM: My name is Steven Sondheim. I live at 271 North Rose Road. I happen to be the guy that wrote the op ed in Saturday's Commercial that lays out some of the reasons why I think this needs to go back to the drawing board. I have a couple of questions that I would like answered here, if possible, and some comments. So I'll just list them. One of the questions is, I think a number of new factors and alternatives have come up in the meantime since 2005-6. I want to know what the process is for getting those looked at before we jump to a plan that might have serious problems. So I'd like, if it's possible, to answer that so that those of us who have those alternative plans could get them looked at. Another question I have is the old cost estimates of \$24 million probably are more like \$40 million. I would like a reprocess of that. Prices have gone up. There's more to this plan. I would like to see what it is we're going to be paying for. Memphis is going to pay for 20 percent

of that. Let's see. I want to know why the problems with Farm Road that have existed for 30 years have never been addressed. For example, we and our traffic engineer -- you'll hear from him in a minute, Walter Kulash -- have learned that if we just fix the left-hand turn lane going from Humphreys to Farm, where you take a left into Farm, holds 20 cars. Traffic -- there's 40 cars that need to turn there between 5:10 and 5:40. Those extra 20 cars hang out in the through lane, and that is the primary and only reason for the tie-up at that light. Why all our traffic engineers -- I don't necessarily mean this current one -- haven't addressed that is beyond me. In a way -- and I'm going to bring an indictment here -- they have caused the public consternation with all the traffic problems. I would like this group, for us, to define de minimis a little bit better, because as commenters we don't know whether to say the park will be affected or the environment will be affected and if there are questions about what is a park.

The last thing I'll say is there's no question that the park will be affected. Five hundred acres of recreational land will be cut in half. You can't tell me that that's not going to be affected. Thank you.

STEVE CHIPMAN: Just a minute, Billy. In answer to that question, Steven, you asked -- you asked us three questions. You've got two requests. The questions are looking at -- what's the process for looking at alternatives and why problems with Farm Road for years have never been addressed and why traffic engineers have not addressed it. John Cameron is going to address those three questions.

JOHN CAMERON: I actually heard four questions, one of which being there might be new options to look at. I think as part of this process that we're going through right now, this would be the time to bring forward those questions. We are taking the comments over the next 21 days, so I encourage those options to be submitted. I know a number of options have been looked at

in the past, but I think now is a good time to present those new options. The cost estimate is an old cost estimate. We are getting ready to get into the final design process once we get past the environmental process. We are going to do a new cost estimate as we get into final design and start sharpening our pencil on it. It has been a few years since that cost estimate was done, so just from inflation, probably the costs have gone up. I won't argue that.

The Farm Road issues we've been looking at over the years; the timing of the signal at Farm Road. I think the turn lane has been extended once. We have not extended it since that time, but that's something that certainly we can look at. I heard a question about the definition of de minimis. I think that was defined in one of the slides earlier, David.

DAVID LINDEMAN: I guess to give you a simple answer on de minimis is that it's de minimis if it doesn't have an adverse effect to the use of that property that it

goes through. It can go through the property, but if it's not affecting the use of the property or if it can be mitigated, then it is a de minimis impact.

STEVE CHIPMAN: Okay. Billy.

BILLY CARODINE: My name is Billy Carodine. My email is billycarodine@yahoo.com. I guess you guys have got some pictures up. If I can say just before my question that -- well, let me go with the parkway -- how many number of acres does it take up? That's a question. How many acres of the parkway take up the new proposed highway? Hold up the sign, please. Hold it. Yeah, 128 acres. How could this not be an impact on the park? If you all can explain that a little further, how it not will be an impact on the park. It seems to be -- my question seems to be a question that -- how could you really answer that? How many acres in the park? This is a park that's supposed to be one of the great parks of America that we're violating with this road. It's a large park. It takes up a big

part of the county area. It's a great big beautiful park. So why would we violate the park with all this acreage that's taken. It's a park. That's all I need to say about it.

DAVID LINDEMAN: I guess how you measure the footprint of the parkway through Shelby Farms is a little bit difficult to define exactly at this point. We can get a number for that and put it in the disposition of these comments and show what essentially the right-of-way would be for that. I want to clarify that there is a Section 4(f) impact. There is a 4(f) impact, but it's been ruled that this is a de minimis 4(f) impact because there's not recreational resources that the roadway is going through. The trails that it crosses are being mitigated as 4(f) impact.

BILLY CARODINE: The park is not just recreation.

DAVID LINDEMAN: I understand.

STEVE CHIPMAN: The next five.

BILLY CARODINE: The park

represents a spiritual notion, you know.

STEVE CHIPMAN: I think your time is up. Sorry. The next five: Anne Thompson, Andrea Cowart, Rick Richardson, Maxine Strawder.

ANDREA COWART: My name is Andrea Cowart. I live at 3608 Coleman Avenue.

STEVE CHIPMAN: I have Anne Thompson. Okay.

ANDREA COWART: 38112, Memphis. One question is if you put the parkway through, how is it going to affect individuals that like to use Bargers Row? My second question is, there was a statement made that Kirby-Whitten Road would be built below grade. It was changed that the road would be made above ground to see the beauty of the park. This area is in the part of the 100-year floodplain, and if we all remember when we had the last big flood when the Mississippi overflowed, it backflowed into Wolf River, which flooded the Shelby Farms area and Agricenter area. It cut off access to those individuals that farm in the

Agricenter area. Thank you.

STEVE CHIPMAN: Thank you. Before you start, if you will, if you could just be respectful to everybody on cheering or calling out. If you will, just kind of keep it low. Sometimes it makes people feel it might dampen their want to give a comment or question. Just please be respectful to each person and time. Give you name and contact information, please.

MAXINE STRAWDER: Maxine Strawder, 400 South Highland, Memphis 38111. I have questions, but I'm going to quote what you said first. You say that a member advisory team was appointed, charged with developing recommendations to build something. My question is where or who or what persons were charged with considering whether to build something? The second questions is -- if you can tell me who those persons are, I would appreciate knowing that. I have my pen all ready. Second, where are reports of deliberations of other solutions to traffic issues so that we could consider

those? Finally, when does the public have the opportunity to offer opinions about those alternatives, which you have not presented here tonight. Perhaps you presented them someplace else. If so, please let me know. I deplore this rush to build without opportunity to comment on alternatives which have taken consideration, costs, and other aspects. I'm a citizen. I do not wish to be presented with your plan and how you're going to develop it. I am interested in what are the deliberations. Thank you.

DAVID LINDEMAN: I guess as far as other alternatives, the group was charged with looking at a build alternative through the park. They also --

MAXINE STRAWDER: What was that body called?

DAVID LINDEMAN: What's that?

MAXINE STRAWDER: I don't hear well. What was the body or bodies or persons called, charged with the alternatives? You've presented us with a rush to build. I want to know who are the persons or bodies

designated to come up with the alternatives.
Those reports, where are they?

DAVID LINDEMAN: The Shelby Farms Parkway Advisory Team was charged with coming up with the alternatives.

MAXINE STRAWDER: Not so fast.
I'm writing.

DAVID LINDEMAN: I will say I don't have the 17 names committed to memory. Some of them are in this room tonight. Some of them are here tonight.

MAXINE STRAWDER: My question is the body or persons charged with coming up with alternatives to build. What's that name?

DAVID LINDEMAN: The Shelby Farms Parkway Advisory Team.

MAXINE STRAWDER: No, no, no. You state here that the advisory team was appointed and charged to develop a recommendation to build.

DAVID LINDEMAN: That's correct.

MAXINE STRAWDER: No, no, no. That's not what I'm talking about.

DAVID LINDEMAN: When we started this process, the project had been going on for a while. The decision was -- the task given to that team was to look at a build alternative. Now, the environmental documentation also looks at a no-build alternative.

MAXINE STRAWDER: What's that?

DAVID LINDEMAN: The no-build alternative is still on the table. The ROD has not been signed, so the no-build alternative is still on the table until the ROD is signed.

MAXINE STRAWDER: When do we meet on that?

DAVID LINDEMAN: That's what we're here to get your comments on tonight.

MAXINE STRAWDER: So what you're telling me is my question is being answered that at some future date, the alternative will be presented and we can have comment on that?

DAVID LINDEMAN: The no-build alternative is in the Supplemental Final

Environmental Impact Statement, yes.

MAXINE STRAWDER: That's a yes?

DAVID LINDEMAN: So you can
comment on that, sure.

MAXINE STRAWDER: I'll trust you.

DAVID LINDEMAN: Thank you.

RICK RICHARDSON: Rick

Richardson, Shelby Farms Equestrian Alliance
president, 3895 Austin Peay Highway, 38128.

I would like to comment on this lady that
just spoke. I think a no-build road is the
way to go. But if you insist on building a
road, in your presentation so far, you keep
showing me paved trails. I represent the
horse community. I don't want to ride on
paved trails. I want to ride on a hardened
trail, which is not pavement or concrete.
You talk about horses going through access
tunnels to get to one side of the park or the
other side of the park. I can't get anybody
to give me dimensions of those tunnels.
According to your illustration, it looks like
they're about eight feet or maybe ten feet in
height, and I can't ride my horse into an

eight- or ten-foot tunnel. I need at least a 14 feet minimum. I'm also working as a consultant with the Shelby County Sheriff's Department on putting together a mounted patrol unit. If they put together a mounted patrol unit specifically to patrol the park, how are they going to get from one side of the park to the other if the tunnels aren't sufficient enough for them to get through on horseback? So those are my main questions. That's all I have.

STEVE CHIPMAN: Thank you. The next five that I have are John Dudas, Ken Plunk, Walter Kulash, Art Wolff, and John Pierce. Again, I'd please ask that you refrain from cheering or hollering out, please. Go ahead, John.

JOHN DUDAS: Good evening. My name is John Dudas. I reside at 7333 Poplar Pike. I have the privilege of serving on the Shelby Farms Parkway Advisory Team as mentioned in 2005 and 2006. This committee was made up of a diverse group of dedicated individuals representing the neighborhoods

and businesses in the area, as well as various civic, environmental preservation, and other local organizations. I believe many of the Team members are here today. This Team met at least six times during this period to develop goals for Shelby Farms Parkway. They reviewed preliminary plans and looked at traffic data and other information related to the parkway project. Two public workshops attended by the Advisory Team members were held during this same period. The comments from the workshops were reviewed by the Team and incorporated into the process of developing recommendations for the proposed parkway.

Many advisory groups function as rubber stamps for the sponsoring organization. The Shelby Farms Parkway Advisory Team was no rubber stamp. The members of the Team were fully engaged in requesting information, suggesting alternatives, questioning preliminary conclusions, and challenging data and assertions. The Team was managed in a

professional manner, which provided each Team member the opportunity to participate in the process and make his or her ideas known. I believe that all the Team members will agree that our opinions were heard and respected.

What started as a six-lane road evolved into a four-lane slow-moving curvilinear designed parkway with generous medians for landscaping and open space. The Team insisted that extensive pedestrian and bike trails providing connectivity throughout Shelby Farms Park should be developed. Safety concerns played a major role in the design of the project through the provision of an interchange at Walnut Grove, which is expected to eliminate the dangerous interactions between the east-west traffic on Walnut Grove and the north-south traffic on the existing Farm Road.

Every effort was made by the Advisory Team to minimize the impact of the proposed parkway on Shelby Farms Park. Among the goals that were adopted by the Team in February of 2006 were the following: First,

create a road that enhances and embraces the park. Second, create a design concept that is socially, economically, and environmentally responsible. Third, produce an excellent design that enhances the quality of life in the community.

I believe the current plan for Shelby Farms Parkway accomplishes these goals. Also, the parkway will provide a new gateway entrance for Shelby Farms itself. In fact, without the new parkway, Shelby Farms Park may not be able to reach its full potential as a great urban park. I urge the adoption of the de minimis finding today. Thank you.

STEVE CHIPMAN: Thank you.

KEN PLUNK: I'm Ken Plunk, P.O. Box 383228, Germantown, Tennessee 38183. I'd like to share with the group a lesson that I learned some 30-odd years ago. A group of myself and my friends took an annual fishing trip usually to a faraway spot. One year, we decided to fly to Honduras and fish at a lake called Lake Yojoa, which is in the mountains

in the center of Honduras. Now, at that particular point in time, a new road had been built from the east coast to the west coast of Honduras; a two-lane asphalt road. The east coast is on the Caribbean; the west coast is on the Pacific Ocean. So we flew into Honduras and took a van for the 70-mile trip to Lake Yojoa in the mountains. When we arrived, we found a village surrounding the lake; interesting village. Most of the adults in the village had never been into the city that we flew into which was 70 miles away, less than the distance from here to Jackson, Tennessee. There was no money, no currency. The village continued to use the barter system. But when the new road came through, in our visit we saw some interesting developments taking place. The children learn fast. The children were building shelters, lean-tos, on the edge of this two-lane asphalt road which had very sparse traffic. Occasionally a bob truck hauling freight from coast to coast would come through, and the young children would jump

out of the lean-to and try to wave down the vehicle to sell them bananas and pineapples. So, ironically, the little children had a few coins rattling in their pockets, but no place to spend it. The adults had none. Roads or lack of roads bring unintended consequences. I believe that one of the unintended consequences of no road is that the tax-paying citizens that commute to work on Farm Road each and every working day are delayed getting home to their family and loved ones simply because the road is incapable of handling the traffic. There's been enough study. There's been enough conversation. It's time to build the road. Thank you.

WALTER KULASH: I'm Walter Kulash, K-u-l-a-s-h. Post office box 252, Little Switzerland, North Carolina 29759. I'm an independent public interest traffic planner advising the Sierra Club. A number of comments tonight have already raised the issue of are there prudent and feasible alternatives to the currently-standing plan. My analysis says that there is indeed such an

alternative and it consists of making simple overdo improvements to the Walnut Grove Road-Farm Road intersection that will fix the existing problem there. Let's be clear about these terms.

Simple improvements. We're talking about things that are done, normal traffic engineering measures that are done on intersections throughout the Memphis area.

Overdo. I mean we're talking about improvements that at other locations that were not under the cloud of uncertainty about a major project such as the parkway would have been done long ago, but were not here because of the in-process planning.

By "fix," I mean restoring to a level traffic surface typical of signalized intersections in the greater Memphis area. Or to put it in simple terms, intersections that will not be reported with the traffic problem reporter in the morning and evening. Just to give you an idea of what we mean by simple traffic engineering improvements, three of them are widening -- or, rather,

lengthening the auxiliary lanes that are already out there. For example, the eastbound left-hand lane on Walnut Grove Road, the source of recurring congestion and accidents daily, to extend that from about 500 feet to 900 feet would virtually eliminate the spillover and solve -- be a major factor in solving the evening congestion. Adding an auxiliary lane, in other words an additional third lane westbound from Farm Road intersection to beginning of the Humphreys Boulevard interchange would accomplish two enormous benefits for the intersection. It would permit the very heavy morning peak hour southbound movement from Farm Road south down to continue to merge and weave into the westbound traffic without any congestion whatsoever, thereby solving the morning problem. These kinds of improvements will so support the park goals, such as minimizing the right-of-way and bringing it down to less than two acres from the 129 acres, reducing traffic through the park from around 36,000

to 18,000. I suggest strongly that we revisit the plan with these kinds of alternatives in mind. Thank you.

STEVE CHIPMAN: Thank you.

ART WOLFF: I'm Arthur Wolff, 5445 Shady Grove Terrace, Memphis, Tennessee. I've been involved in Shelby County Farms Park about 40 years. I've been involved in this road three decades, probably. There are some things that I feel I must tell you. One, you have to know that the gentleman that spoke two people before me, Mr. John Dudas, is employed by Belz Investment Company. I've got to say this. That's one of the people who have pushed this road and wanted an expressway for 30 years. That's got to be stopped. Another gentleman here made a wonderful -- I think it was Mr. Dudas again. He made a wonderful statements about the advisory committee. Let me tell you, I sat in on those meetings. I'm saying there are a lot of fine people in there, but what happened, fellow citizens, they were not given all the information. They were

supposed to make a decision for all of us, and they were not given all the information. There were environmental problems, like the very drinking water you feed yourself and your children and your grandchildren, that still haven't really been answered. You tell us they'll be answered in the construction phase. That's after we get something to say about it. Those need to be answered before you go any further. The environmental problems, whether we're going to have flooding because of that road. You dare not go ahead. You dare not. Now, Mr. Walter Kulash who is here is a gentleman of great character. I've known him for years. He is a man who speaks the truth, who had experience not in just designing roads, but in designing roads through parks. He came in and talked to us a few weeks ago. He walked out there and watched the traffic at Farm Road and Walnut Grove Road. Let me tell you, fellow citizens, if you go out tomorrow morning or tomorrow evening and you hit traffic jams, it could have been corrected 25

or 30 years ago with practically no expense. It can be done now. You should get angry at the people who have not fixed this road. If you go tomorrow and you sit there, it's their fault, the people who are doing that and the people who want to push the building of this road. I'm going to conclude with saying we have to have a pause. We cannot go forward with the road that you people are pushing. You have to let us study an alternative. We have people like Walter Kulash who know what they're talking about, good honorable men give us their opinions. Listen to them. And I say don't go forward with this road. Talk to us. Let us consider all the other issues and the fact that more roads will be built to carry the traffic out of that whole area that want to go through there. They'll have other roads to go to. Wait. Now, I'm telling you, if you don't, we'll end up in a lawsuit or something. Sit and talk to us is all we want.

JOHN PIERCE: I'm John Pierce,
8464 Bazemore Road, Cordova, Tennessee. I

drive the road usually at least once or twice a day. Twenty-five years ago, of course there was no traffic problem. We have a bad traffic problem now. Please proceed with your plans. They're badly needed. As for the Sierra Club, it was even opposed to the Golden Gate Bridge. Thank you.

STEVE CHIPMAN: The next five will be Dennis Lynel, Bernard Danzie, Carey Frisch, Tim Waters, and Rory Gleadhill, and Rodger Aitken.

BERNARD DANZIE: My name is Bernard Danzie, 5581 Bayberry Cove, Memphis, Tennessee. I would remind you that many years ago Interstate 40 was to go through Overton Park and some ways of handling that was done and look what a jewel we have now and how it's been preserved. I would also tell you that the Commercial Appeal had a story not too long ago that said tourists come to Memphis because of our greenway, because of Shelby Farms and all that we have to offer there. It seems to me that Central Park in the middle of Manhattan has no roads

going through it, and they certainly have more traffic than we do. So there has got to be an alternative. I would also -- I don't think you've addressed a couple of questions that have been asked. What happens if there's a better interchange at Walnut Grove and Farm Road and a better interchange coming out of the park on Farm Road? Is there any alternative to that? What if you put that kind of thing there; what would happen?

STEVE CHIPMAN: Is that the end of your comments?

DAVID LINDEMAN: The Advisory Team did look at alternative interchanges at the south end of the project, and they ended up selecting the one that is shown on the plan tonight. That was the interchange. It was a difficult decision. There were some flyover bridges. They also looked at at-grade intersections. They looked at different alternatives, and they ended up choosing the one that we have tonight.

BERNARD DANZIE: Why wouldn't an interchange at Farm and Walnut Grove -- why

wouldn't that work?

DAVID LINDEMAN: The Team preferred to move the parkway as far west as possible. So where Farm Road is, it's more in the center of the park. Going north from there would be a lot closer to recreational areas. The Team wanted to be as far west and as far away from the recreational areas as possible.

BERNARD DANZIE: Do I have time for one more comment? It seems to me that Walnut Grove Road really cuts the park in two, and now you're going to put some more roads in. That's just going to cut it more and sectionalize it. You lose the integrity of the park. Thank you.

TIM WATERS: I'm Tim Waters, 957 Dove Hollow Drive, Cordova. I've lived in Cordova for 25 years. I travel downtown every day. I've seen my commute deteriorate over those 25 years, which is good. That means there's more people in Memphis. There's more people using these roads. But everybody talks about the problems on Walnut

Grove. Well, somebody needs to look at Germantown Road. We need an alternate north-south passageway to Germantown Road. You know, I would never get on Germantown if this parkway existed, and I intend to use it. All the people that say they need testimony to whether traffic is still a problem. Traffic is still a problem. Roads can be non-intrusive. I went to Biltmore this past summer, and there's an interstate that passes through Biltmore Estates. You know, it can be done. A road can be non-intrusive. That's all I've got. Thank you.

STEVE CHIPMAN: Thank you.

CAREY FRISCH: Good evening. My name is Carey Frisch. I live at 6697 Hickory Jack Avenue, Memphis, Tennessee. I live the first street off of Whitten Road. I've lived there since 1998. It's been one year after another of being more and more miserable with the amount of traffic congestion in that area. I just want to point out, though, that some of the folks here are recommending that perhaps alternatives should be studied a bit

more. One thought that kept coming to my mind is increasing the left-hand turn lane by Walnut Grove onto Farm Road is not going to solve the problem, 500 feet to 900 feet, because all you're doing is adding more traffic that's going to queue up at the intersection of Farm Road and Mullins Station. There's a three-way stop there. So you could have a long, long left-hand turn lane along Walnut Grove onto Farm Road, and those cars will just be stuck. The two main problems we have with this whole -- that currently exist are the three-way stop at Mullins Station and Farm Road and the three-way stop at Mullins Station and Whitten Road. The only way that's going to be resolved is with a new parkway. Based on my life of making the commute from Whitten Road into the city of Memphis every day down Farm Road, which is the only travel route I have, is just senseless. I can tell you one personal experience that really terrified me more than anything in my life. Three years ago, I had open-heart surgery, and a few months after

that I had a problem in the morning with an arrhythmia and had to call 9-1-1 and had to get to Baptist fast. Well, there's nothing worse than being in the back of an ambulance stuck in traffic and you can't breathe, trying to get to a hospital that really is not that far away. God forbid someone would have an even more urgent need than I did. It's safety and life that I'm really concerned about. I think we ought to proceed with this project. I have one question. Does anyone know what the groundbreaking date might be for this project?

STEVE CHIPMAN: Not at this time.

CAREY FRISCH: Not at this time.

Okay. Thank you.

STEVE CHIPMAN: Thank you.

RORY GLEADHILL: My name is Rory Gleadhill, and I live at 303 Stonewall Street in Memphis, Tennessee. I have a slightly different perspective. I don't live around here or use the park. But what I'm experienced with, I lived in California for a long time on the Southern California coast.

I just feel that for us to destroy 128 acres of our park --

STEVE CHIPMAN: Can you speak up?

RORY GLEADHILL: For us to destroy 128 acres of our park and separate another 150 acres from the rest of the park, it's like taking away part of the park and throwing it away. I just don't think it's appropriate. I think recreation is vital and it becomes more valuable to our future generations. I want this plan to be reconsidered before we destroy our children's future. Thank you.

RODGER AITKEN: My name is Rodger Aitken. I live at 3637 Kipling Avenue. I've only been here 44 years. I'm kind of getting used to that neighborhood. I was born in Memphis in 1944 and have lived here 69 years. I have three children, nine grandchildren, and 9.8 great grandchildren. All of us enjoy this park. I'm a frequent user of this park. I'm also a registered professional engineer, and I have attended multiple meetings on the efforts put into this design, which is well

thought out, professionally done, and well thought out and long overdo. Thank you.

STEVE CHIPMAN: The next five is Zach Miller, Drake Danley, Nathan Lubin, Barry Roberson, and Alice Gleadhill.

ZACH MILLER: Zach Miller, 1988 Walker, Memphis. A couple of questions I would have is, you know, why can't they just fix Farm Road. You know, that would take care of a lot of stuff right now. Number two, has anybody thought of the -- you know, the wildlife can't read, so they don't know to stay in the natural preserves. How is this going to affect the wildlife between Germantown Road and through Walnut Grove. And, number two, I mean, while we appreciate the conservatory, you know, that's a lot more concrete you're adding. A lot of us take after the horse people. A lot of us runners, you know, we don't run on concrete. I think the whole idea of the park is to keep it natural. You know, if they want to enjoy the park by driving through it, they need to get out and walk it. I think that, you know,

you've got naturalists and you've got, you know, hikers and you've got cyclists that like that nature part of it. I think you're really -- that's not what this is about. Thank you.

DAVID LINDEMAN: I guess first on the wildlife, the project doesn't go through any of the natural area. You're correct, there could be wildlife that leaves the natural area. We don't know of any known migration patterns out there to look for to try to compensate for. So we don't have any known issues with wildlife to take care of.

ZACH MILLER: The bobcats migrate. There's two or three that migrates off of Summer and back to Germantown Parkway. You've got a whole bunch of deer out there that come through the park. You see them in the afternoons in the bean field. That's what we're talking about.

STEVE CHIPMAN: Okay. Thank you.

AUDIENCE MEMBER: Bobcats and coyotes.

STEVE CHIPMAN: If you're going

to give comments, the court reporter has got to get them. You need to sign up if you're going to make comments. Drake.

DRAKE DANLEY: My name is Drake Danley. I live at 2288 Evelyn Avenue, 38104. I've been coming to these meetings for the Shelby Farms Parkway for close to 20 years now, and I've never bothered to get up and say anything. I've always felt it was a bit of a conflict of interest. Like Mr. Aitken, I'm also a registered professional engineer. I do roadway design for a living. I'd just like to urge the members of the Conservancy and the design team and TDOT, the City, the County and everyone, just pick a date and make a decision. You are never ever going to satisfy all the people that have so many divergent needs here. Whenever you address each position, 20 more will crop up. You know that; we all know that. Pick a date, make a decision. Either build the road and move forward or don't build it and let's take the money that's programmed for it and address some other transportation needs in

the community. Having said that, I feel confident that two or three years from now I'll see you all here again at another hearing. Thank you.

ALICE GLEADHILL: Hi. My name is Alice Gleadhill and I live at 303 Stonewall. I have lived in Memphis for three years, and I've been fortunate enough to live close to Overton Park. There, I play frisbee with my friends or bike ride with my family quite often. When I heard of the court case in 1971, I was completely shocked that it was even a possibility to build a road through such an important area. I don't visit Shelby Farms as often. I have many friends who enjoy this land as much as I enjoy Overton. I really hope our community does not build a road through Shelby Farms. I believe it would be detrimental to our city. I would appreciate if this project would be reconsidered. Thank you.

NATHAN LUBIN: I'm Nathan Lubin, 7735 Macon Road, 38018. Steve, I would like to have from you, and each of the members of

the table, a yes or no tonight about whether or not you would be willing to sign off on an enforceable commitment regarding the Conservancy's requirements. Thank you.

STEVE CHIPMAN: Repeat that one more time.

NATHAN LUBIN: I would like to hear from you and the other members at the table on whether or not you would agree to signing off on an enforceable commitment regarding the Conservancy's requirements, the requirements that Laura so ably listed earlier.

JOHN CAMERON: Yes, sir. I think you will find the vast majority of those items in the environmental document, what are called the green pages, the commitment pages, those are commitments that need to be followed through on. There are a couple of items that are not in there, one being the tractor-trailer prohibition. That is because FHWA will not allow us to do that with the federal funding coming to the project. We are pursuing that separately. We are also

pursuing the approach to change the widening project on Walnut Grove Road to an access management project. That cannot take place unless the traffic signal at Farm Road goes away. So if the grade separated intersection, the interchange, is put in place, we will be pursuing downgrading that Walnut Grove project to an access management project.

NATHAN LUBIN: I'm sorry, I didn't hear. Was that a yes or was that a no? I really would like a comment from each one there; a simple yes or no. You're asking us to say yes or no for the road. We're asking you for a yes or no. As far as our representative of the Conservancy, is that yes or no as far as the requirements?

JOHN CAMERON: I understand. I cannot sign a binding document saying yes, but it is our full intention to follow through on all the requests of Shelby Farms Park Conservancy.

NATHAN LUBIN: Who is it that would need to sign the document?

JOHN CAMERON: As I said, with the tractor-trailer, we've got to go to Congress on that. I don't know that that commitment can be made to ban tractor-trailers.

NATHAN LUBIN: We're being asked to sign onto the road; I understand that. We're also asking an enforceable commitment to what we need to have to be able to endorse this road.

TOM NEEDHAM: Those items that Shelby County has committed to, we can sign a commitment to do that, one of which was remove Sycamore View from consideration. At the last MPO meeting, the MPO voted to remove Sycamore View from the long-range transportation plan. So the first commitment for that has already taken place. So we will move forward with the commitments and promises we made to the Conservancy for this project.

STEVE CHIPMAN: On behalf of the Tennessee Department of Transportation, this is not a state project. This is a city

project. We're only administering the NEPA documents. So whatever commitments they make will be carried through the document through the project.

NATHAN LUBIN: So do we understand that the City and the County say that they are standing behind commitments of the -- what we're asking for from the Conservancy, and if that's not done, then TDOT will not proceed?

STEVE CHIPMAN: No. Well --

NATHAN LUBIN: I'm sorry. That's a question; yes or no.

STEVE CHIPMAN: If they don't -- if you don't sign this document, if you don't sign the de minimis, then we look at the options that we have.

NATHAN LUBIN: I'm sorry, sir. Is that yes or no? If the City and County say that they cannot comply with what the Conservancy requires and they don't want to do it, does that mean TDOT is no also?

STEVE CHIPMAN: Are you telling me the Conservancy --

NATHAN LUBIN: I'm asking you, sir.

STEVE CHIPMAN: I know. I'm answering your question. You're telling me if they don't sign the commitments -- are you saying that if they don't sign a commitment letter, then the Conservancy is not signing the de minimis?

NATHAN LUBIN: No. I asked you a question. If the City and County do not sign on, does that mean that TDOT will not proceed?

STEVE CHIPMAN: No. We're just looking for the Conservancy to sign off on the de minimis. That's what we're required to have.

NATHAN LUBIN: If the Conservancy does not sign, then TDOT does not go forward; is that correct?

STEVE CHIPMAN: The project will not move forward if they -- because if they don't sign the de minimis -- we need them to sign the de minimis for the project to move forward.

NATHAN LUBIN: I'm sorry. Say that again.

STEVE CHIPMAN: We need for the Conservancy to sign the de minimis for the project to move forward.

NATHAN LUBIN: So that means it will not go forward if the Conservancy --

STEVE CHIPMAN: We look at the options that we have available without the signing of the document.

NATHAN LUBIN: I'm sorry. Then you look at other options?

STEVE CHIPMAN: Whatever is on the table at the time. It could be no-build.

NATHAN LUBIN: Steve, wait a minute. I'm not as quick as you. If the Conservancy does not sign on, will you all --

STEVE CHIPMAN: Your time is up. What we're talking about is the Conservancy signs the document on the de minimis. If the City and County wants to make the commitment, TDOT is just administering the document.

BARRY ROBERSON: My name is Barry Roberson, 2263 Jefferson, Memphis. I guess a

lot of great points have been made. I'd like to remind everybody again that I-40 did not go through Overton Park; yet, people still reached their destinations and life goes on. I guess I have a question, Laura, for you. If we don't get this act of Congress to ban trucks going through the park, will the Conservancy sign off on this?

LAURA ADAMS: Honestly, I'm not sure how long that will take. The commitment that we have is from both mayors to use all of their good offices to get that legislation done. I know that those conversations have already begun. I don't know right now the time table that that's going to take.

BARRY ROBERSON: Would you wait until you know for sure?

LAURA ADAMS: We'll wait until we are confident that all the requests that we have made would be honored.

BARRY ROBERSON: That's a scary thought, having Mack trucks going through Shelby Farms. That's a scary proposition. Thanks for your time.

LAURA ADAMS: Yeah. We would not support that.

STEVE CHIPMAN: The next five is Jenna Richardson, John Vergos, K. G. Elliott, and Forrest Taylor.

JOHN VERGOS: I'll go ahead and speak since the first person doesn't appear to be here. My name is John Vergos, 671 West Drive, Memphis, 38112. I was the original chairman in 1971 of the Penal Farm for Public Use Committee, which was the committee that prevented the sale of Shelby Farms at that time. It was one vote away from being sold by the County Commission. I was chairman until I was succeeded by Lucius Burch and had the privilege of working with him at every meeting and was copied in on every note, every road issue, every point about Shelby Farms that occurred until his death. I can tell you at that time what stopped the sale of Shelby Farms was not legal, was not TDOT, was not any of this; it was the people rising up and lobbying the County Commission and every elected official they could to stop the

project. As a matter of fact, this February will be 40 years since the County Commission voted to not sell Shelby Farms. I would urge two quick things. Number one, I think that people need to understand what de minimis means is what the Shelby Farms Conservation Board says it is. It's truly in their hands, and it's truly in the hands of the City Council and the County Commission. So it is those people that must be lobbied and urged not to sign off on this project. I would say in my opinion -- I will not get into groundwater and all these other issues. When you hear grade separation, what that really means is a big cloverleaf. That's a big cloverleaf right as you cross Walnut Grove. I have asked, at least on my part, from any number of people why -- if you're going eastbound on Walnut Grove, instead of looping over, why you cannot go under Walnut Grove where everything is at grade. I don't think there has been a satisfactory answer to that. If there's not been a satisfactory answer to that, I don't know that you're going to get a

satisfactory answer to any of the questions that have caused people to be here to speak out against it. But I would urge people, you're not going to resolve this issue here at this forum. You're going to resolve this issue by urging the Shelby Farms Conservation Board, the Memphis City Council, and the County Commission not to approve this project. Thank you.

STEVE CHIPMAN: Thank you. K. G. Elliott? Forrest Taylor? Moving on to Dexter Muller, Felecia Robinson, Pepper Marcus, and Bruce C. Taylor.

DEXTER MULLER: Thank you. My name is Dexter Muller. I'm Senior Vice President at the Greater Memphis Chamber of Commerce. I wanted to say that we endorse the plan that was unanimously approved by the Shelby Farms Parkway Advisory Team in 2006 and encourage TDOT to proceed with the project. We believe that the project is essential, not only for the community's benefit but also for the development of the park. The project design, first of all, in

our view, is a very high standard that hasn't been used in other places around the county. TDOT facilitated this with consultants through this team of stakeholders that represented a lot of different interests. Historically, there were 18 lanes that were supposed to -- that were on the transportation plan to go through the park. Eighteen lanes, three major roads of six lanes each. That's been reduced from 18 down to four. And in addition to the four lanes or being reduced to the four lanes, it's also curvilinear design, which will discourage speeds on it, as well as a slow speed will be designated and enforced. In addition to that, the actual cross-section of the roadway has a lot of aesthetic features with landscaping, fencing, and bike lanes that connect all portions of the park. The location of the project, as was noted earlier, was also moved as far to the west as possible to be able to allow the maximum use of the park properties. So just in closing, we do think it benefits the park as well.

This park is worthy. It's a world-class asset. It's worthy of a grand entrance and not what Farm Road looks like. We believe that that can be accomplished with this new roadway. And also the capacity just to allow visitors to use the other parts of the park on Saturdays when there is no work traffic going through it and other days when it would be used by the visitors. So we encourage you to proceed with the project as soon as practical. Thank you.

STEVE CHIPMAN: Felecia Robinson, Pepper Marcus, and Bruce Taylor.

PEPPER MARCUS: I guess I'll get up ahead of schedule. The others didn't show up. I'm Pepper Marcus, Overton Park Forest Preservation Association, P.O. Box 659, Memphis, 38111. Okay. My next birthday, I'll be 80 years old. I'm losing my memory, but I can still read this. I'm going to go ahead and read it. We're concerned about a remnant of restored native prairie grassland on the north side of the park parallel to Mullins Station Road and also to two

adjoining fields in back of the Operations Center where Farm Road meets Mullins Station Road. Now, these are native natural areas which really have not been considered. The proposed road is going to go right through this area and virtually destroy its characteristics. These are the only tiny remnants of natural grassland left in the midsouth. I might add that true restoration takes about 100 years, even with artificial seeding. Now, there's six species of endangered grassland birds using this area of the park, particularly the two fields in back of the Operations Center. These birds can be found in Shelby County. They include the Grasshopper Sparrow, the Field Sparrow, the Shrike, the Dickcissel, the LeConte's Sparrow, and even the Eastern Meadowlark, which used to be very common, can't even be found now in Shelby County except in this area. We feel that Shelby County -- Shelby Farms, rather, under the direction of Laura Adams, has done an excellent job preserving this rare ecology and these threatened

species. I might add that Laura is leading some groundbreaking research on control of invasive privet which threatens the park. A story needs to be written about that, by the way. Now, this area or these species are being threatened by TDOT. Now, the rarity of this natural grassland ecology is capable of drawing worldwide environmental and academic attention. But the biggest threat to these environmental jewels is the proposed road by TDOT which goes right through the middle of the natural grassland area and would virtually eliminate some endangered species of animal and bird life from the county and from the midsouth area. You know, we have an environmental desert around Memphis. It's all agricultural land now. The problems with park land is that the group did not consider the native grassland area.

STEVE CHIPMAN: Pepper, your time is up.

PEPPER MARCUS: Okay. Arkansas has done tremendous work on controlling this and we should emulate this.

STEVE CHIPMAN: Thank you for your comment.

PEPPER MARCUS: One last comment.

STEVE CHIPMAN: No, that's it.

PEPPER MARCUS: You said the environmental work has not been finished yet. You just said that a little while ago. It hasn't even been started yet, sir.

STEVE CHIPMAN: Thank you.

PEPPER MARCUS: We wish you would get off the back of this community.

STEVE CHIPMAN: Okay. Thank you, Pepper. The next I have is Ritchie Smith, Joe Ozegovich, Frankie Ditto, Mark Simms, Anne Forbus, and Nichi Spillman.

RITCHIE SMITH: I'm Ritchie Smith, 65 Union Avenue, 38103. I'm a landscape architect and was one of the members, one of the 17 members of the parkway team. When we started, there were such diverse interests from people who would be pleased to have a six- or eight-lane expressway similar to some of the other proposals over the years to no-build

proponents. When we finished after two years, it's hard to boil this down in three minutes, but I feel like a four-lane low-speed parkway that's built of the land and not imposed on it could be an asset in many ways to the park, not just as a grand entrance, but could indicate how a well-designed roadway can enhance the land and your experience with it. Going back a hundred years, the landscape architect George Kessler designed the Memphis park and parkway system. He designed two parkways, North Parkway and East Parkway along Overton Park. I think most people agree that's one of the signature features of our community. It's been part of our character, part of our history, part of the value of midtown. Those parkways did not split the park; they go along the edge of it. Going back to the parkway team's efforts, there were discussions about enhancing Farm Road. You could argue that that would be a considerable improvement over what's there now. Farm Road is a gash through the land. It's a straight-

line shot. The more you enhance that, you're reinforcing a scar on the land. It's also a little bit east. I think moving the parkway -- all 17 members wanted to move this parkway as far west as possible, not unlike the Overton Park scenario. So you'd have a beautiful parkway more or less on the edge of a park, not through the center of it. Our firm actually designed the Shelby Farms Greenline. We're working on the four-and-a-half mile extension. We've had a 35-year history of park and greenway design, so this is our world. I think with proper design and attention to detail, this could be a really first-class parkway and we would support that. Thank you.

STEVE CHIPMAN: Thank you.

MARK SIMMS: Mark Simms, 5822 Chadwell, Millington, Tennessee. I'm here for Shelby Farms BMX. I've looked at all these plans. I've looked at your slides, and I have not seen anything about how it's going to impact Shelby Farms BMX. Let me say -- before I go forward, let me say thank you to

Shelby Farms for allowing us to have a BMX track there. It's a great facility. We try to improve it. It's back and forth with finances. It's still there. It's been there for 20 years, I believe, or more. But I've heard rumors about we're going to lose it. We've got to change our entrance to -- you know, the ramp area is going to be safe for kids. I'm more concerned about the safety of the kids being able to -- you know, during construction if there's temporary easements, to security. Once you build that big hill, now your track is not going to be visible from the road. Is it going to get vandalized? Is it going to get broke into? I mean, with all these improvements to the bicycle path, I know -- I know it's ugly. I mean, shoot, we run on a bare budget like a lot of people. Has anybody considered any kind of improvements to try to help that part of the park?

DAVID LINDEMAN: I guess as far as improvements to the BMX track, that won't be part of the project. Your entrance will

move. You won't be entering across from Farm Road. You'll be going down to the Catch'em Lake entrance, and there will be a new road that's built down from there that will tie into the road going down to the BMX track. As far as visibility, you're still going to be plenty visible from Walnut Grove Road.

MARK SIMMS: I didn't know how big the ramp would be.

DAVID LINDEMAN: No, it shouldn't block your view of the road.

MARK SIMMS: The fence in front of the track is half a fence. I didn't know how it was going to impact the kids during construction. I don't know what kind of temporary easement you're going to have, you know, construction easements.

DAVID LINDEMAN: There shouldn't be any easements on the BMX track. In order to stay away from the landfill, we stayed completely away from where the BMX track is.

MARK SIMMS: I don't blame you.

STEVE CHIPMAN: Joe Ozegovich,
6851 Forrest Circle, Bartlett, Tennessee

38135. I think my question was answered. Are bike lanes going to be afforded from the north in Bartlett down to the park on Whitten?

DAVID LINDEMAN: Yes.

JOE OZEGOVICH: One other question. I noticed in the presentation that there wasn't a tunnel. There was a street light that was going to east to west on Whitten -- east to west on Mullins Station. Why not a tunnel there?

DAVID LINDEMAN: We didn't look at a tunnel there because it's going to be down and it's going to be in a cut already, and we'd have to cut down even further to get underneath it. It's going to be a cut. Mullins Station is up a little bit there. Where we're cutting through, to put a tunnel beneath that wouldn't work very well. It's initially going to be an at-grade intersection with protected signal, but the City and County are looking at the potential for getting funding to build the greenline and an overpass over the top of the parkway.

The parkway is being designed down so that that overpass can work with it.

JOE OZEGOVICH: I can just see a lot of accidents. If it's going to be a parkway, it's going to be a lot of traffic. If there's a lot of traffic, then the cars and the bikes won't mix too well.

DAVID LINDEMAN: I understand. I can tell you that they are looking at that, looking into that possibility.

JOE OZEGOVICH: You answered my questions. I just wanted to comment thank you very much. Shelby Farms has seen a great improvement in the last two years. The charging stations just made a world of difference for me. I really appreciate all the efforts that you have all made. The bike lanes, the greenline. Everything tied in and has just been wonderful. So keep up the good work, and whatever decision you make on this, we'll see. I really like what I see. Thank you.

STEVE CHIPMAN: Thank you.
Frankie Ditto? Anne Forbus? Nichi Spillman?

The next one would be Dennis Lynch and Rafi Mohammed.

DENNIS LYNCH: My name is Dennis Lynch. I'm the Sierra Club, Tennessee Chapter, transportation chair. I live at 347 North McLean, a stone's throw from Overton Park. I've been in that neighborhood since 1978. I am so glad they did not build Interstate 40 through there. My career has been all about transportation planning in Boston and in Memphis. I've worked for FedEx for 20 years. I have a question. Why was the Farm Road fix not considered? Okay. Another point I want to make is that it was stated that FHWA has approved the plan. That is not true. It's misleading. I think TDOT needs to change their communication about that. FHWA has approved the form of the plan. They have not approved the plan. That needs to be changed on the website and other places. It's very misleading. Many people have said they heard that FHWA has already approved it. They need to stop saying that. They need to be clear when they say things.

Regarding the CSS team, advisory team agreement, okay, there are a number of things that have changed since that agreement was created, and people need to recognize that an old agreement which is seven years old now does not have to exist into the future when many things have changed. I want to talk about some of the things that have changed. There was a traffic forecast that called for the 2010 volume on Walnut Grove near the Agricenter. It had 56,202 vehicles per day in 2010. The traffic counts were only 39,472. That's a 42.5 percent error. I don't think we should be making claims with that much -- you know, on a road with that much of an error. Secondly, Shelby County population has not grown the way it was expected. Actually the plan calls for 19 percent growth between 2010 and 2020. I don't think we're going to hit that. Thirdly, traffic counts around the park showed declines since 2004 in six of the locations that are in the immediate vicinity of the park, and two of them show no change

at all. With the recommended improvement to the Farm Road-Walnut Grove Road intersection and traffic going down, we don't need to spend more than \$24 million on a road. Let's see. There are five environmental issues in the vicinity of the interchange and the highway. Not all of them were available or presented at the time of the advisory team. And any decision that was based on incomplete information is not a valid decision. Okay. There's no reflection of economic and social justice issues here. Can anyone who rides a bus actually come to this public meeting? Is that considered? All right. Another thing, more roads mean more congestion. As soon as you put in more lanes of traffic through the park, there will be more cars. That will be congested. The problem will exist. It will grow. De minimis is 128 acres. That is three times larger than any other de minimis of any other situation --

STEVE CHIPMAN: Your time is up.

DENNIS LYNCH: I have a bunch of other items. I will send them in by email.

STEVE CHIPMAN: Okay.

DENNIS LYNCH: The Farm Road fix, not general Farm Road, but the specific Farm Road improvement that we've recommended here has not been considered.

STEVE CHIPMAN: Okay. We'll comment on it.

DAVID LINDEMAN: I guess to answer your question, there were not considerations of doing interim improvements as part of the project. The project was to look at a new parkway going from the bridge at -- coming over from Humphreys Boulevard up to Whitten Road. So it was a continuation of a project that had been ongoing.

DENNIS LYNCH: Well, the so-called no-build alternative should have perhaps been considered. It's like the lady said early on, a plan to build a road was the strategy of the advisory team, and the no-build was never really given serious consideration.

STEVE CHIPMAN: Okay. That's all the names I had on the list. That concludes

our question and answer period and our presentation. We'll be around for a little while longer. If you have any questions, you can ask the individuals. We have two court reporters. If you still want to give comments to the court reporters, you've got the option to give it tonight. You can mail comments or drop them in the comment box. Thank you again for coming out. We appreciate it. Your comments are very important and valuable to our process. Have a safe trip home.

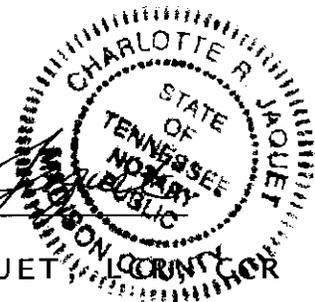
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I, CHARLOTTE R. JAQUET, LCR, CCR, being a notary public and being duly licensed by the Tennessee Board of Court Reporting, do hereby certify that the preceding is a true and accurate transcription from the NEPA Public Hearing as set forth on page one of this transcript.

WITNESS MY HAND AND SEAL, AT OFFICE, on this the 11th day of October, 2013.



CHARLOTTE R. JAQUET



Tennessee LCR #005 Expires: 6/30/2014

Notary Public Commission Expires: 10/21/2015.

PUBLIC COMMENT SECTION

1
2 MR. TIMOTHY J. HERNDON: For goodness 17:07:11
3 sake, build something. The traffic congestion is 17:07:13
4 unbelievable. There are no more south roads between 17:07:17
5 Interstate 240 and Germantown. 17:07:21

6 That's a three to four mile stretch. A 17:07:25
7 roadway is essential in this area, a north, south 17:07:30
8 roadway is essential in this area to relieve 17:07:34
9 congestion. Thank you. Address is 2716 Kenwood, 17:07:36
10 Memphis, Tennessee, 38134. 17:07:36

11 MR. WILLIAM R. McCLANAHAN: I just want 17:18:46
12 to go on record to say I support this project. I 17:18:47
13 think it's a great project. I specifically like the 17:18:51
14 way they have the tunnels for the pedestrian walkways 17:18:54
15 that will run up and down, underneath the roadway. 17:18:57

16 I want to go on record and say I support the 17:19:01
17 project. And hopefully it will be built very 17:19:04
18 quickly. I think that's all I have to say. 17:19:14

19 MR. ROBERT COCHRAN: I think the design 17:20:10
20 is very sensitive to the needs of both pedestrians, 17:20:12
21 park lovers and motorists. I think this is a good 17:20:15
22 design. And we need to increase the level of safety 17:20:18
23 in the area. And going forward on the environmental 17:20:23
24 concerns, it looked like it had been addressed in the 17:20:27
25 presentation. 17:20:28

1 MR. McENANY: As I cyclist, I'm great 17:46:08
2 with all of the new trails. And as someone that's a 17:46:11
3 natural type person, I see the great impact in the 17:46:19
4 agricultural land. 17:46:26

5 I am concerned about how they are going to 17:46:27
6 handle the overpass or traffic intersection at 17:46:30
7 Mullins Station and the new parkway. And how that 17:46:36
8 they are going to handle the new urban area 17:46:42
9 through -- from Mullins Station to Macon Road. And 17:46:46
10 is that going to be a five lane with a center for the 17:46:52
11 residents to come out onto. 17:46:58

12 Besides that, I like the plan. Address is 17:47:00
13 345 Winding River Circle, Number 205. And I'm on the 17:47:00
14 sheet with the email. It's Memphis, 38120. 17:47:00

15 MR. JASON COLE: I support the project 17:51:23
16 for the new road to be built, as it will free up 17:51:31
17 traffic that currently is stalled on Interstate 240 17:51:36
18 during rush hour traffic on weekdays. Thank you. 17:51:39
19 Address is 2241 Lake Hill Court, Memphis, 38016. 17:51:39

20 MR. KEVIN RANEY: 4857 Normandy, Memphis, 17:51:39
21 38117. I like the design. I wish they would build 18:27:57
22 it and get done with all of this stuff. There is a 18:28:00
23 lot of shortsighted people not seeing the big 18:28:04
24 picture. And traffic at the Farm Road and Walnut 18:28:07
25 Grove intersection causes more grief than does a 18:28:11

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parkway ultimately cost. Thank you.

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C E R T I F I C A T E

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COUNTY OF SHELBY

I, JULIE T. WHITE, Licensed Court Reporter,
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LCR #302 - Expires: 6/30/2014

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing



Memphis, Tennessee

5:00 to 7:00 PM, Tuesday, September 24, 2013

Agricenter International

Sign-in Sheet



Name	Address	Telephone	Email
1. Barry Sanford	1658 KAMALI AVE		
2. Deborah Massie	125 N. MAIN, Rm 568		deborah.massie@memphistn.gov
3. Randall Tatum	125 N. Main Rm 608	901-516-4210	Ratall.Tatum@memphistn.gov
4. Laura Adams	500 N. Pipe Lake Dr.	901-767-7275	lwadams@shelbyfarmsparkway.com
5. Lyke Tuder	2599 STARTER ON THE	901-428-8567	lyketuder@massie.net
6. Scott Bambury	1051 STONEWALL ST		sbambury@gmail.com
7. Bob Boyd	1177 NAYNE RD	901-305-6240	boyd.robin.1@gmail.com
8. Earl Matthews	1591 DERSET DR	901-684-1769	
9. Lami Ingram	296 Shadow Grove Cir	901-926-1693	louis1ngram@bellsouth.net
10. Jen Andrews	500 N. Pine Lake Dr. 38104	901-767-7275	jandrews@shelbyfarmsparkway.com
11. Mack Forrest	7193 Grubbs Rd Cordova, TN 38018	901-319-3662	claskant77@gmail.com
12. Steven Sondheim	271 N' ROSE 38117	901-701-7793	STEVENSONDHEIM@Yahoo.com
13. Billy Carodine	1153 Parkland Rd 38111 Memphis TN	901-315-8909	billycarodine@yahoo.com
14. Linda Derman	142 Walnut Cr Mem 38018	901-757-2021	lormanj@comcast.net
15. Carlton Osborne	125 N. Main 38103	901-636-6338	CARLTON.OSBORNE@MEMPHIS.TN.
16. Lydia Budger	6643 London 38120	901-761-6196	janbridge@yahoo.com
17. Jeanm Knight	6655 London 38120	901-682-6186	jeanm.knight@mac.com
18. PRERATI SIVASTAVA	125 N Main Memphis	976-7190	preratsi@verizon.net
19. Mike Magness	6625 Prince Edward Place 38120	901-763-0709	MLMagness@comcast.net
20. KEN PLUNK	P.O. Box 383228, 6 Town 38113	901-634-6690	plunk@bellsouth.net

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing

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Sign-in Sheet



Name	Address	Telephone	Email
21. John Dudas	7333 Popple Pk 3813D	901 260 7884	GDUDAS.DUDAS@AOL.COM
22. Jim Moisan	5395 EAST MAXIMA COVE 38120	901-830-3352	Rescue701@AOL.COM
23. John Pierce	8464 Bazemore Rd	901 754-0566	john.pierce123@bellsouth.net
24. Mark Kirby	7196 Grapevine Trail	901-374-3529	ybrink@bellsouth.net
25. Sue A. Williams	1678 Overton Park Ave #112	214-0524	Z4cmv@juno.com
26. Calvin Goodale	8484 E ASKERSUND CV 38018	753-8066	
27. Ashraf Elsayed	764 Island Drive	901 849-6788	A.elsayed@gettechnology.com
28. Nancy Reed	1030 Whitten Rd Bartlett 38134	901-372-2763	
29. TIM WATERS	957 Dove Hollow Cordova		tKamcs@gmail.com
30. William Brower	6793 Shorey Ln.	901-377-6864	WBRWERO@gmail.com
31. Ale Hoque	111 Myran Circle	901 765 2247	computeras4@verizon.net
32. Rodger Aitken	3637 Kipling 38128	901-830-4146	rodger.aitken@navy.mil
33. Ronnie Johnson	6378 Linewood	901-	
34. Jana Norrell	1816 N. Riverdale Rd 38138	335-0200	jane.norrell@gmail.com
35. Alice Leadhill	303 Stonewall St 38112	999-212-0379	aleadhill6@gmail.com
36. Scott Springer	28 S. Ashlawn Rd. 38112	901-569-4271	Sprinscott@gmail.com
37. Allison Andrews	649 Patterson St Memphis TN 38111	9018328963	mndrews1@memphis.edu
38. Bert Nell	5745 Shady Lane Memphis 38119	901-685-9726	BertNell@aol.com
39. Syd Leinich	239 Quail Creek Cove	901 219-1059	SYDLEINICH@comcast.net
40. Carolyn Simonton	224 Pinckney St	901-378-4221	carolynsporos@hotmail.com

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Name	Address	Telephone	Email
41. Margaret Carlson	608 Rocky Point Rd.	901-428-8464	—
42. Andrew Jones	6161 Frances wood Dr 38135	901-385-2644	—
43. CLARA RUIZ	1998 CRANBERY DC	901-634-4597	—
44. Arthur May	2557 McClintock Dr 38119	901-246-7332	—
45. SANDER CUMMINGS	2209 Burlingate Dr 38016	901-827-1975	scummings@earthlink.net
46. Cary McEnany	345 Winding River Cir 205	901-337-4778	carymcenany@yahoo.com
47. Bill Boyd	CITY COUNCIL	576-6786	bill.boyde@mehphistn.gov
48. Helen Baker	1452 Phillips Rd	388-7248	—
49. Debbie Henderson	6724 Hickory Jack 38134	901-377-0657	dhenderson@eachfood.com
50. GYDI LN	8778 Cherry Springs Dr 38016	901-844-3573	—
51. FRANKIE L. DITTO	2277 Padesta Cv 38134	901-373-5744	—
52. Susan Davis	6260 Quinine Rd 38119	901-767-8925	—
53. Cliff Hunt	4710 Woodmere Cove 38117	901-761-3129	—
54. MARK CARLSON	6907 BRISSTOPS VLn	901-233-0998	M. CARLSON @ M.E. COM
55. ANNE FORBUS	1304 TRAIL RIDGE	901-603-3097	anneforbus@bellsouth.net
56. John Sproull	7323 winterbrook Lane	901 3846727	afm71@att.net
57. LAURIE PRATT	"	"	"
58. Carol Ross-Spuy	3028 Tuxley AVE LANE	901-757-4939	—
59. Toni Leggett	1992 S. Beard Dr. Cordova, TN	901-486-7697	—
60. CHRIS Leggett	1952 S. Bend Dr Cordan	901-517-2312	—

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Name	Address	Telephone	Email
61. Alicia Cobbs	5487 Valleybrook Cv.		alicia.cobbs@gmail.com
62. Macky Sneed	303 Stonewall Sr		msneed@sneedcompanies.com
63. Rory Grubbs	8634 Kettering		ryleadhill@yahoo.com
64. Glenda Harper	6630 London		glenda.harper44@yahoo
65. Kate Basg	2080 Rosechase Cv.		katebasg@mac.com
66. Tenzee Norcross	6562 NAY Hollow Cv		enorcross@bhostmemph.com
67. Richard Helms	320 Summerfield Cv		
68. Jerry Lynch	8321 Timbercreek		brothedavid@hotmail.com
69. Darin Burke	7177 Grapevine Trail		laburke@memphis.edu
70. Laurie Burke	712 BREEZE WAY		AKCS98@yahoo.com
71. Dennis Thatcher	1744 Foxrest Avenue		lauronmumc6@hotmail.com
72. Lauren Taylor	1318 Campus Postal Station		blenis1@memphis.edu
73. Latray Lewis	1655 Vera Cruz St		Weeve102@aol.com
74. Stephen Overholser	5692 Dunwoody		jeff.carlike@gmail.com
75. Jeff Carlike	36 S. Fernway 38117		Mike.Ward@crye-leike.com
76. Mike Ward	6990 Parkbrook Lane 38088		elliott.gregg@gmail.com
77. K.G. Elist	4859 Mockingbird 58117		mhuftan@memphs.edu
78. Michael Huffman	8144 Planters Grove Cove		memphisjeep94@yahoo
79. Alex Gallegos			KSmithortegmail.com
80. Ken Smithort, Jr			

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Name	Address	Telephone	Email
81. Whitney West	1075 Poplar Ave suite 104	901-629-4177	whitneywest@westnyc.com
82. Frank McPhail	4194 Hildale Ave 38117	901-457-2340	frankm@bellsouth.net
83. NATHAN LUBIN	7735 MACOM RD 38018	901-485-4478	NLUBIN@LUBENTINC.COM
84. MONTY LIPINSKI	7746 SMOYER CR. 38117	901-619-4449	mlipinsk@members.edu
85. Laura Baggesser	195 S Rembert St	206-354-6664	baggesser@gmail.com
86. Burk Kenner	6428 Briargate Dr 38134	901-222-8887	tkunker8@comcast.net
87. Josh Artz	570 Burrows Cemetery	901-289-5817	jcartz@gmail.com
88. Bruce C Taylor	130 Zug Chase Court	901-759-2211	
89. Meghan Kihni	199 S Humes Rd	901-246-4250	meghanke@gmail.com
90. RITA TYLER	8778 Cherry Spring	901-577-7158	
91. BOZZE BOVICA	6839 Forrest Circle	901-262-4805	JOZEBOVICA@fury.com
92. Betty Mancini	5314 Patriok Henry Memphis	901-310-4689	betty.mancini@gmail.com
93. Demadette VanWarmer	3237 Landon Lane, MT 38119	901-270-1522	bvanwarmer@buddlaw.com
94. John Freshman	1624 Goodhart - 38104	901-596-8876	johnfreshman@att.net
95. Kai Fisher	1231 Colsona Green Dr 38018	901-361-4371	Kaifisher@att.net
96. MARK SIMMS	5802 CHADWELL	901-491-6841	MSIMMS@MCGO.ORG
97. Bryan Massey	4524 Princeton Rd., 38117	(901) 412-9050	brynmMassey@yahoo.com
98. DeAngelo Peaves	4242 Rhodes Ave	(901) 241-4100	
99. Jason Cole	2241 Lake Hill Ct 38016		
100. Sherril Cannon	6907 Bichops Valley Cir 38135	901-377-3905	Scannon@comcast.com

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Name	Address	Telephone	Email
101. Elvin Carlson	458 Myson	485-1931	
102. Hugh Hesterford	Cady Hall	576 6949	
103. THOMAS Jordan	958 Hawkview	757-1739	j.jordan1@gmail.com
104. Margaret Dayton	1485 - Heathcreek Dr	382-8163	DAEPTSTNO M@gmail.com
105. Rico			DAIBEFAC@aol.com
106. Tim Gaffaro	374 BOOTH AVE COLLIERVILLE, TN.		NA
107. Joe Sevik	6681 Strongstrae DR. Bartlett TN	767.5311	billmeier@comcast.net
108. GY BILLMEIER JR	6565 MASSIEY LN 38120		
109. Lance Willinger II	2099 Young Ave	901-220-3123	lwlnger@memphis.edu
110. CAREY FRISCH	6697 Hickory Jack Ave	901-337-6813	CNFRISCH@GMAIL.COM
111. Griebgen Kooper	111 Myson Circle	901 755 2249	compforms4@gmail.com
112. Jason Kyle	1002 Stable Run Dr		wjkyk1@yahoo.com
113. Vincent IRA Caramihon	5578 Southwood DR	901 685-1760	shamen.vince@att.net
114. Benn Holden	4585 Melbane Rd, Dardanelle	826-0683	bholde@shelbyfarmspark.com
115. Caleb Tinkle	5696 Quince Rd #11 3819	289-5691	ctinkle@shelbyfarmspark.oi
116. Sarah Pierce	195 S Pembert st	253-680-9447	s-pierce85@yahoo.com
117. Bryan Roberson	673 N. Mclean Memphis TN		bryanr@breakawaymemphis.com
118. Karen Wilkerson	9021 Forest Meadow Dr. 38125		karen@vga.edu
119. Rick McLannan	29 NORAMANDY CIR 38111	385-6499	Rmclannan@cityofbartlett.org
120. RUSSELL BLOODWORTH	2212 KIRBY RD 38119	766 4204	russellbloodworth@gmail.com

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Name	Address	Telephone	Email
121. JOHN MINERVINI	168 GROVE PARK CIR.	503-986-9661	JOHN.MINERVINI@GMAIL.COM
122. Wendy Dicks	1219 Thornton Cove	901-212-4218	wl eggs # a dr-beaty.com
123. Zach Miller	1988 US/6-1915	901-336-3503	zackm110@yahoo.com
124. JAMES JACOBS	7684 APPLE VALLEY RD ^{690MN} 38128	901-754-0854	—
125. Mary Deasum	3363 Carverington Rd	—	—
126. Jon Still	8634 Riverchase Dr. GRTN	901/754-5559	jcmsstivc201.com
127. Ellen Rouse	1169 Myser Circle, Cordova, TN	901/157-5944	ellen.rouse@gmail.com
128. KENNY MONROE	1214 EAYNE RD., BRISTOL, TN	901-374-9109	KENNY MONROE KINLEY-HORN.COM
129. Lorraine Titus	1084 Hunkew Lakey Cordova TN	901 378 4669	—
130. ANDREA COURBT	3608 COLSON AVE ^{MPLS} 38122	90131576822	mssalc53@gmail.com
131. MAXINE STANWDER	457 S. SANGARD.		mstrawde@memphis.edu
132. DONALD PALMER	5103 NORRICK AVE	685-6234	
133. Debra Crutchfield	1047 Whitten Rd	382-2390	
134. Charles E. Kellee			Buyer Buone@hotmail.com THE TUNNELS WILL NOT BE SAFE.
135. Calvin + Andre Goodale			They will attract crime.
136. James Colhis	6675 Lanofok Dr Suite 117	374-9109	janer.colhis@kinley-horn.com
137. Marion Quinlen	1930 W. Oak Shadows Creche		mquinlen@gmail.com
138. Lammeyson	4737 SHAW ST	273-2344	LJANSEN@comcast.net
139. John Baker	693 E. Parkway S. Memphis TN	901-598-3114	
140. Eddie Settes	PO Box 17489, Memphis 38187	615 542-4775	eddie.settes@comcast.net

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Name	Address	Telephone	Email
141. Cordarius Dickson	7094 Rose Trail Drive	901-907-0023	cdickson2@memphis.edu
142. James W. Dron	1014 Murray Hill Ln	747-3004	
143. Linda Morris	1088 Links View Ln E	291-2314	
144. Rita Hilgenheld	" " "	" "	
145. Andy Miller	4499 Genivore Ln	901-568-4590	
146. Dan Paune	8073 Cavenshamwood Ln	901-753-1578	DEPAUNE@MEMPHIS.EDU
147. Susan Mallory	633 Rocky Pointe	901-7561376	
148. Stan Hopper	2023 Kings Cross Ln	901-487-0588	
149. Patrick Faulkner	153 Valkalla Cove	901-828-9182	pf Faulkner23@gmail.com
150. Alan Coker	196 Walnut Bend Cv.	901-267-8002	Blake Coker @mail.com
151. Doug Berry	8931 E Glendale Ct	901-759-0907	
152. Kelly Brothrick	5250 Sycamore Green Lane		
153. William Johnson	4589 Bearing Rd.	901-761-2985	
154. Warren Goodson	4821 American Way Site 100	901-363-4453	wgoodson@whysart.com
155. John Duda	7333 Poplar Pike 3838	901-260-7244	John.DUDA@ISOLA.COM
156. Jessica Grammer	1956 Crump Avenue 38107	901-734-5731	jessgrammer@gmail.com
157. Josh Shumaker	8289 Cordova Rd 38103	901-729-2871	jshumaker@n99506.org
158. Ellen Kolb	6847 N. Kyleside 38018	901-372-3277	
159. Nicki Spillman	1304 Trail Ridge Ln 38016	901-503-9816	nichispillman@yahoo.com
160. Freddy Blair	2415 Cedar Dale Dr - 6 Tower 38559	901-301-3280	

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Name	Address	Telephone	Email
161. Charles Boone	3501 Chambers Chapel Rd	901-484-3500	crnelsoone@yahoo.com
162. Hunter Oppenheimer	2038 Carr Ave Nphs	901-485-6389	hunterofj@gmail.com
163. Dexter Muller	22 N. Front St.	901-543-3543	dmulkr@memphischamber.com
164. Becky West	6075 Poplar Suite 104	901-682-3839	beckywest@westrogers.com
165. Dan Meadows	892.5 Fern Valley Cove	901 756-3861	meadowsdtn@gmail.com
166. J. Ritchie Smith	65 Union Ave, Ste. 1140 38103	525-1198	ritchie@rsaladesign.com
167. Andrea Ramirez de Lyona	347 N. Mchen Blvd. 38112	901-274-6088	LRLYNCH@hotmail.com
168. Nabil Bayakby	8835 Goodwin Dowlund Dr 38018		
169. Anne Puseer	353 Shelly Lane		
170. Charles Flanigan Jr	7179 Devine Bartlett TW	38133 901-301-2607	journeymenracing@gmail.com
171. James Wendt	6741 Whitten Pine Dr	38134 838-1887	
172. David Miller	1640 DELMONT RD.	901-757-1171	MBRENTALSO@LIVE.COM
173. Louis Glazer	5396 North Anjele	901-330-6800	hsl2no@aol.com
174. Paul Matthews	1411 Saddleback Tr Cordova 38016	901-486-7009	paul.matthews@gmail.com
175. Mike Kennedy	12004 Campbell St.	701-867-2597	
176. Mary Madruska	8558 Zuaning Grove Cove Cordova TN	755 3437	madruska@jellsouth.net
177. Andrew Reese	265 S. Perkins Rd	674-9587	areese1997@icloud.com
178.			
179.			
180.			

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Name	Address	Telephone	Email
201. Anne Thompson	461 N. Mendenhall Rd.	38117-6855	614
202. Walter Kulash	Little Switzer, NC	407 491 9889	walterkulash@bellsouth.net
203. Artur & Waciff	5445 SHADY BEAR SPR	901 857-9706	Artur.Waciff@A1.com
204. Roger Dicks	1219 THORNTON CV	493-6128	rdicks@bellsouth.net
205. Stefanie Edwards	6519 Oak Park Drive	901.485.0410	stefanieedwards@yahoo
206. Don Jaguet	PO Box 333 Jackson TN	731-594-1273	djaguet@Chartr.net
207. Anne Norton	8599 Briar Fox Cv Cordova	901-338-8428	anorton@bellsouth.net
208. Ossie Boddie	4980 Barrington Cv Memphis	901-653-8466	ossieboddie@hotmail.com
209. Claude Hutchens	4242 Kirby-Whitten Hwy	901 377 1943	N/A
210. Carlton Daywell	6852 Garnin Lane	901-430-6913	-
211. Rebecca Dailly	1910 Mignon Ave - 38107		rdailly@shelbyfarmsparkway
212. Rok Richardson	3095 Austin Parkway 38128	901 213-1150	RANGERRIC176@ATTNML.COM
213. Rita Broadway	3363 Carriington Rd		rbroadway@memphis.edu
214. Grayson Kator	5629 Ashley Sq S		
215. Brad Conroy	P.O. Box 22343		brad@widsouthtrais.com
216. Scott McCormick	1356 RAINSONG CV S 38016		SCOTT.MCCORMICK@BELLSOUTH.COM
217. BRANDON FINLEY	2210 PTARMIGAN TRAIL		bf1433@yahoo.com
218. AC NELSON	3188 VATES ST 38134		AC NELSON@MAIL.COM
219. DRAKE DANLEY	2288 EVELYN 38104	901-364-2123	drakedanley@gmail.com
220. Lynne Witherington	6576 HAWNSWOOD DR 38119		

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Name	Address	Telephone	Email
221. Ed Jones	5071 Amherst C 38117	901-340-7296	
222. Bruce Lehigh	8655 Brackentbury Cove 38016	757-1986	
223. Linda Brantner	6812 Robin Patch Cv 38119	901-210-4537	
224. Zhiyong Guo	2444 Monte Carlo Dr 38139	901-374-9109	
225. MARGARET SUMNER	595 KINSMAN RD 38120	901-683-5079	MAGSKINMER@ATT.NET
226. Greg Siskind	1857 Oak Run Cove 38138	737-7570	gsiskind@visalaw.com
227. Wesley Mueller	3085 Sandy Cr. Dr. 38138	901-754-4512	
228. Dee Billmeyer	6465 Waverly Ln 38120		
229. Justin Matheny	6909 Century Oaks Dr 38018		jheny001@hotmsil.com
230. Barbara Hill	8778 cherry Springs Dr 38016	901-386-7597	hill1403@bellsouth.net
231. John B. Chenoweth	416 Rosser Rd. Mphs 38120	901-336-3627	
232. Gary w Tarcon	10355 Numbertowne. Collins 38117	901-388-9686	
233. Casey Hyneman	2409 Antamp Ave 38112	491-4244	
234. BARRY ROBERSON	2263 JEFFERSON 38104	483-4072	barry@breakawayMemphis.LI
235. NICK DWYER	989 WELLSVILLE CV 38117	389-2012	NICK@71582@AOL.COM
236. Jenna Richardson	8000 Dena cv 38018	258-7003	
237. Timothy J. Hester	2716 Kenwood 38134	901-377-7758	
238. Jeremy Turner	6632 Shorey Ln Cordova 38018	901-495-1412	jtturner85@hotmail.com
239. Curtis Watson	2201 Durham Jr.	901-859-2116	cbwntson@atmempphis.edu
240. Phillip Walker	3113 Mt. Pelatar cv Bartlett 38	901-387-3000	

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Name	Address	Telephone	Email
241. Bernard Danzig	5561 Bayberry av	901-682-5000	roellingb@aol.com
242. Alexander Smith	21 Pina St. 38104	731-607-8270	a-smith13@hotmail.com
243. Barbara R. Hyde	17 W. Pentotoc 38103	901-685-3411	bhyde@hydefoundation.org
244. Charles Siskett	238 Clifton Ln 38110	901-688-0006	csiskett@attol.com
245. Tara Wohlgenuth	8495 Buckhurst Rd 38116	901-590-9590	tava@tenngreen.com
246. Martha Waldron	1014 Murray Hill Ln 38120	901-747-3004	martha.waldron@gmail.com
247. Matt Peeney	6921 Tiffany Oaks Cv.	901-626-0787	mattpeeney@gmail.com
248. Vincent Laws	1066 LEANS Cove	901 239 5922	Vincent Team VincentLaws@chick.com
249. Chris Thomas	2245 Don Valley 38133	4976291	
250. CHARLES DOWDA	4708 Casarr	901 484-2374	
251. DARRIS WARE	4857 KAYE	901.218.7257	
252. Julie Ethridge	507 Rocky Pt. Road	901 754-6384	JVEthridge507@yahoo.com
253. Wain Gaskins	4561 Peppercorn Dr 38002	901-664-0185	
254. Sue Goodwin	5303 Mc-Kaus Cove 38170	901-682-9038	suegoodwin3@comcast.net
255. Brenda Jones	6821 Showboat LA, Cordova 38018	901-213-9923	mrs.jones1951@gmail.com
256. Mary Catherine Bradley	397 Enquirer Ct #304 Cordova, TN 38018	901 581 3757	mcat2210@yahoo.com
257. Thomas C. Stephen	7681 Willow Vista Ct 38016	(901) 601-8379	
258. ANDRE DEAN	9630 GAYS TRAIL CV 38016	901.543.3500	ADEAN30@AOL.COM
259. Sharon Day	7928 Gayle 38138	901-755-7890	
260. Matthew Bingham	4821 American Way 38118	901-363-9453	

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Name	Address	Telephone	Email
261. Sandy Stacks	2140 Clarke Landing CORDOVA 4589 Beaming RD, Memphis, TN.	901-756-4169	SanStacks@gmail.com
262. Faith Jackson	8054 POET DOUGLAS 38019	901-761-2985	—
263. FORREST AYCOB	6810 Shorey Dr 38019	901-753-7162	EFTMCROR@BELLSOUTH.NET
264. Shawna Brooks	2292 Sutherland Pt 38119	901-848-6992	SHAUNABROOKS2001@YAHOO
265. Sean Dagggett	1649 Camille way 38016	901-949-8293	clawdinfmr@yahoo.com
266. Felecia Robinson	6752 Meadow Oak Pl.	901-494-6311	jlterry74@gmail.com
267. Justin Terry	4815 Greenwood Ln	731-426-5405	Knanurc@umphis.edu
268. KATE KANARU	700 ROLAND ST.	270-4706	ESTAYLAK@YAHOO.COM
269. GRANVILLE TAYLOR	2023 King Cross Lane CORDOVA	901-487-0258	hopper_melinda@yahoo.com
270. Melnick Hopper	↓ "	901	—
271. Lan Hopper	—	—	—
272. HUMBERTA HAVAZZ	572 Wesley Woods Cordova	240-2817	Myknosoblu@yahoo
273. COURTNEY COOPER	9117 BEECH BEND TRL. Cordova	731-345-9091	corjso@gmail.com
274. Garry Schwetz	7205 Chena Bay Ln, Cordova	901-419-7457	gschwetz@netscape.net
275. NEIL PARRIS	1171 PREEZY OAK 38018	901-819-1511	nparris@allentoshall.com
276. Linda Blair	2445 Currier Dale Dr 38139	409-4855	blair49@comcast.net
277. Douglas Tidwell	1745 Constable Ct 38017	901-268-4419	douglas.tidwell@gmail.com
278. Steve Thiggins	320 Woodlawn Av 38011	901-476-1785	sthiggins1@yahoo.com
279. Peter Kersting	2250 Chippingham Pl 38016	901-485-9323	Kersting@bellsouth.net
280. Andrea Meagnis	37 S. Century St 38111	715-497-6187	—

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Name	Address	Telephone	Email
281. Tom Shedd	860 Rocky Hills Cr. S.	901-751-0220	Tom@Shedd9n.com
282. KEVIN RANNEY	4857 NORMANDY LANE 38117	901-761-1580	RANNEY@BELLSOUTH.NET
283. Justin Hopper	3662 Walnut Grove Rd. 38111	901-326-5130	jhopper2489@yahoo.com
284. Darryl Lanksy	885 Winterleaf 38018	901-970-5999	djlmemphis@aol.com
285. Gene Brydan	8923 Hickory Trail 38018	901-486-9679	esbryon@bellsouth.net
286. Aaron McCloskey	7327 Winterbrook Ln	901-596-5888	
287. Kim Barnett	7664 Chapel Creek Pkwy	901-383-3119	kbar710@gmail.com
288. Christy Patterson	731 Rocky Point Rd	901-309-5684	cpatterson@uthsc.edu
289. Eric Peterson	38 N. D'LEMILD APT 8	901-371-1569	
290. Ryan Hall	9063 Breat Lane, Cordova	901-233-8603	wrhall@g-clemson.edu
291. Wayne Thompson	8398 Skingle Oaks Dr 38018	378-9842	hdwayne.thompson@attmail.com
292. Bruce Edwards	110 River Green 38120	672-8876	
293. Judith Johnstone	6535 Cherryhill Ridge	484-8564	
294. Felicia Donelson	1120 Cathedral Ln. 38018	383-8059	felicia.donelson@att.net
295. CLARK A. BUCHNER	975 N. GRATTAN, MEM 38122	901-327-2545	clarkbuchner3@gmail.com
296. RAFI MOHAMMED	9668 GRAYS LACE W	901-277-6940	RAFI746@HOTMAIL.COM
297. Wilma Strickland	3498 Whitten Rd	901-428-1606	wilmastrickland@bellsouth.net
298. Deborah Feeding	3540 Chokeswood Ave	901-327-3789	dfeeding@earthlink.net
299. SUSAN MORESI	7029 Ireland Dr	213-4066190	SJEMORESI@ATTMAIL.COM
300. James Creech	6885 Anniversary Grass Rd	901-522-1915	James@jamesw.creech.com



Sign-in to Speak during the Comment Period*

*Three (3) Minute Limitation per Person (Time is Non-Transferrable)

Name	Address	Telephone	Email
✓ 1. SCOTT BANBURY	1051 STONEWALL ST	901-619-8567	smbanbury@gmail.com
✓ 2. Jylee TUDAR	289 STAFFORD AVE	901-481-1301	lyletudard@comcast.net
✓ 3. Robbin Boyd	1177 Haynes RD	901-305-8340	boyd.robin@gmail.com
✓ 4. Steven Somphela	271 N ROSE 38117	901-761-1793	STEVENSOPHELA@yahoo.com
✓ 5. Billy Cagedine	1153 Parkland Rd. 38111	315-8909	billycagedine@yahoo.com
Not signed	461 N. Mendenhall Rd	685-5614	
✓ 6. Andrea Couart	3008 Celestine Ave WPLS 38122	901-315-0822	missale53@gmail.com
✓ 7. Rieck Richardson	3895 AUSTIN PARK HWY 38128	901-213-7150	RANLERRIEK76@HOTMAIL.COM
✓ 8. Maxine Straubler	400 S Highland 38111		MAXSTRAUBLER@MEMPHIS.TN.GOV
✓ 9. John Dudas	7333 Poplar Ave 38138	901-260-7084	JOHN.DUDAS@BELL.COM
✓ 10. Ken Plunk	P.O. Box 383228, C. Town 38183	901-634-6690	patience.kelso@att.net
✓ 11. Walter Kulash	P.O. Box 252 Little Waterford NC 28149	407-491-9888	walterkulash@bellsouth.net
✓ 12. Art Wolf	5495 SHADY GROVE TERN	901-685-9706	ART.WOLFF@COMCAST.NET
✓ 13. John Pierce	8464 Bazelmore Rd 38018	901-754-0566	john.pierce123@bellsouth.net
✓ 14. Dennis Lynch	3417 N. McLean 38112	901-213-6088	DALYNEL@AOL.COM
✓ 15. Bernard Damy	5581 Bayberry cv 38120	901-682-5100	dollyn.b@aol.com
✓ 16. CAREY FRISCH	6697 Hickory Jack Ave	901-337-6813	CNFRISCH@GMAIL.COM
✓ 17. TIM WATERS	957 Dove Hollow Dr Cordova		twaters@kames@gmail.com
✓ 18. Roby Greenhall	303 Stonewall St Memphis	901-726-8172	rggreenhall@yahoo.com
✓ 19. Rodger A. Itken	3637 Kipling 38128	901-830-4146	rodger.a.itken@ray.mi



Sign-in to Speak during the Comment Period*

*Three (3) Minute Limitation per Person (Time is Non-Transferrable)

Name	Address	Telephone	Email
1. Zach Miller	1988 WALKER	336-3503	mllzack@yahoo.com
2. DRAKE DANLEY	2288 EVELYN	361-2123	drakedanley@gmail.com
3. NATHAN LUBIN	7735 MACOM RD 38018	485-4478	NLUBINE@LUBENTINC.COM
4. Barry Roberson	2263 Jefferson 38104	483-4072	barry@breakaway-memphis.com
5. Alice Gleadhill	303 Stonewall St 38112	949-212-0379	gleadhill6@gmail.com
6. Jenna Richardson	8060 DENOR CN	901-258-1603	
7. John Vergos	671 West Dr.	323-9094	jevergose@yahoo.com
8. Forest Taylor	1155 Pemberton		
9. KG Elliott	6990 Parkbrook Ln.	385-1293	elliott.kgrg@gmail.com
10. FOREST TAYLOR	8054 FORT DOUGLAS 38018	755-7162	FTAYLOR@BELLSOUTH.NET
11. Dexter Muller	22 N. Front St. 38103	543-3543	dmuller@memphischamber.com
12. Telecia Roberson	1659 Camille Way 3816	901-949-8293	cleamobinfo@comcast.net
13. PEPPER MARCUS	555 MEIKLEY	N/A	None
14. Bruce C Taylor	130 Tug Ct	901-754-224	
15.			
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Memphis, Tennessee

5:00 to 7:00 PM, Tuesday, September 24, 2013

Agricenter International



PUBLIC OFFICIALS Sign-in Sheet

Name	Address	Telephone	Email
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2. RITCHIE SMITH	65 Union Ave, Ste. 1140 38103	525-1198	ritchie@rsala.design.co
3. JOE OZEBOVICH	6851 Francis St Gracco	901-262-4888	JOZEBOVICH@Fidely.com
4. FRANKIE DITTO	2277 Padesta QV	901-373-3744	
5. MARK SIMMS	5802 CHADWELL	901-491-6841	MSIMMS@MLGW.ORG
6. ANNE FORBUS	1304 TRAIL RIDGE	901-403-3677	
7. Richi Spillman	1304 Trail Ridge Ln	901-503-9816	nichispillman@yahoo.com
8.			
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STAFF **TDOT EMPLOYEE Sign-in Sheet**

Name	Address	Telephone	Email
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2. Jim Crook	6449 HALEY RD	901 222 7743	james.crook@shelbycountytg.gov
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4. Ann Epperson	TDOT ED HQ	615 253 2470	ann.epperson@tn.gov
5. Eric Brown	TDOT Reg. 4 Design	731 935 0361	Eric.S.Brown@tn.gov
6. STEPHEN EDWARDS	CITY OF MEMPHIS	901 527-6542	stephen.edwards@memphistn.gov
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10. Charlotte Gagnat	Assoc Const Repairs	731-934-6538	Gagnat@gmail.com
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13. Lee Williams	TDOT Reg. 4 Reg. Man.	731 935 0839	lee.williams@tn.gov
14. Carlos Sowell	TDOT Reg. 4 DOT		Carlos.sowell@tn.gov
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16. AC Wharton	City Mayor		
17. Tom Standley	City of Memphis		
18. Jim Ozment	TDOT Env.	615-741-5373	Jim.Ozment@TN.gov
19.			
20.			



Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing
 Memphis, Tennessee

5:00 to 7:00 PM, Tuesday, September 24, 2013
 Agricenter International



STAFF

TDOT EMPLOYEE Sign-in Sheet

Name	Address	Telephone	Email
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9. Jane Jones	Elite Reporting	731-735-0192	Jane.Jones@tn.gov
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13. MARC PENNAC	2 817 ERICAPL. NASH. 37811	(901) 683-3900	mrاندell@SSR-inc.com
14. TERRY YORK	" "	615-297-9957	t.york@palmer.net.com
15. David Lindeman	" "		d.lindeman@palmer.net.com
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**PUBLIC HEARING COMMENT FORM
KIRBY-WHITTEN (SHELBY FARMS) PARKWAY
Memphis, Shelby County, Tennessee**

The Tennessee Department of Transportation (TDOT) is proposing to construct the Kirby-Whitten (Shelby Farms) Parkway in Memphis, Shelby County. The project is currently in the National Environmental Policy Act (NEPA) phase. TDOT, in cooperation with the Federal Highway Administration, is currently preparing the final NEPA environmental document, a Record of Decision. TDOT needs your input to move the project forward. Please take a few moments to answer the questions below and submit this form tonight, OR you may return the comment card by mail to the address on the back of this sheet within the 21-day comment period (**October 15, 2013**).

Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

Concerned Citizen____ Affected Resident____ Affected Landowner____

Affected Business____ Name of Business_____

Do you have any issues and/or concerns about the proposed project?

Do you have any comments regarding the finding of minor (*de minimis*) impacts to the Greenline Trail, Greenline Trail Connector, and the Wolf River Greenway Trail Connector?

Additional Comments (OR CONTINUED FROM ABOVE)

PLEASE PRINT CLEARLY

Your Name: _____ Date: _____

Mailing Address:

Fold Here First

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

PLACE
STAMP
HERE

Return Comments Postmarked by October 15, 2013 to:

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

Fold Here Second

You may submit additional pages if the space provided is not adequate for your comments.

For additional project information, contact:

Steve Chipman
TDOT Region IV, Jackson
731-935-0157
Steve.Chipman@tn.gov



TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of race, age, sex, religion, color, disability or national origin

YOU MUST TAPE CLOSED BEFORE MAILING

RIGHT OF WAY AND RELOCATIONS

The project's Selected Alternative would acquire an estimated 74 acres of right of way and would displace approximately five residences.

To minimize unavoidable effects of right-of-way acquisition and the displacement of people, the City of Memphis will carry out a right-of-way relocation program in accordance with:

- Tennessee's Uniform Relocation Assistance Act of 1972, and
- Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (Public Law 91646).

An information pamphlet entitled- "Relocation Assistance Program" is available at this meeting. It outlines the services offered and any payments for which you may be eligible.

Representatives from the TDOT and City of Memphis Right-of-Way Offices are here tonight to answer questions relating to relocations and right-of-way acquisition.



PROCEDURE FOR SUBMITTING PUBLIC COMMENTS

You are encouraged to provide comments and input on the project. Your input will become part of the official public record for this project.

Please use the comment card to make a written statement, and leave it with a representative from TDOT at the registration desk, or mail it to TDOT by Oct. 15, 2013 at the address on the comment card.

If you do not wish to make a statement at this time, or if you wish to make an additional statement, you may send in your written comments within 21 days from the date of this hearing or by Oct. 15, 2013 to:

Public Hearing Comments
Attn: Kirby-Whitten (Shelby Farms)
Parkway, Shelby County
TDOT
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

Public comments concerning this project can also be submitted to: TDOT.Comments@tn.gov. Be sure to include the project name: Kirby-Whitten (Shelby Farms) Parkway, Memphis, Shelby County.

A court reporter is available for those persons who desire to make a statement about the project and have the statement included in the official transcript of this hearing. If you wish to make a statement, please see the representative at the court reporter's table.

TDOT anticipates that a copy of the complete transcript and all written comments received from this hearing will be available for review on TDOT's website within 60± days of this meeting.

FOR ADDITIONAL INFORMATION

Please feel free to contact TDOT representatives:

Margaret Slater
NEPA Contact
TDOT Environmental Division
505 Deaderick St., Suite 900
Nashville, TN 37243
615-253-0033
Margaret.Slater@tn.gov

Steve Chipman
Project Manager
TDOT Region 4, Jackson
300 Benchmark Place
Jackson, TN 38301
731-935-0157
Steve.Chipman@tn.gov

The project website contains recent project updates and includes the summary and disposition of comments from the circulation of the SDEIS as well as the SFEIS and related technical studies:

<http://www.tdot.state.tn.us/kirbypar/kway/default.shtml>

Please follow project updates on this website.

A hard copy of the SFEIS is available for review at:

- Memphis-Shelby County Library in Cordova
- Memphis-Shelby County Library in Memphis
- TDOT Region 4 in Jackson
- University of Memphis Library-Government Publications Department

THANK YOU FOR YOUR INTEREST IN THE PROPOSED KIRBY-WHITTEN (SHELBY FARMS) PARKWAY PROJECT

AGENDA

5:00-5:30 pm	Sign in/Sign up to Speak/Visit Displays/Talk with Project Team and/or Court Reporter
5:30-5:50 pm	PowerPoint presentation
5:50-7:00 pm	Question & Answer

WE NEED YOUR INPUT

This National Environmental Policy Act (NEPA) Public Hearing is the follow-up to the last Public Hearing, held on December 13, 2007, and is being conducted in accordance with the NEPA process for this project and the FHWA's regulations at 23 CFR Parts 771 and 774. The focus of this hearing is to update the public and local officials on changes in the project's NEPA environmental documentation, environmental investigations on the landfill and aquifer, and preliminary design that has occurred since the last Hearing. This Public Hearing will also afford the public an opportunity to view and comment on the proposed project and the *de minimis* (minor) impacts to Section 4(f) resources.

The meeting will include a short presentation, followed by an opportunity for attendees to present their opinions about the project and the proposed Section 4(f) *de minimis* determinations, and to ask questions. Individuals presenting their opinions will be limited to three minutes and cannot share or yield time to enable anyone to speak for longer than three minutes. Maps of the project area and other pertinent information are displayed in the hallway outside the meeting room.

Representatives of the Tennessee Department of Transportation (TDOT), Shelby County, and the City of Memphis can answer any questions that you may have. They can be identified by name tags.

PROJECT OVERVIEW

The proposed roadway is a north-south route extending from the west end of Shelby Farms Park at Walnut Grove Road on the south to Mullins Station Road and then along Whitten Road to Macon Road on the north. Over the past decade, several alternatives have been studied.

In October 2003, TDOT announced its decision to refer the proposed roadway project to the local government for future planning using a "context sensitive solutions" (CSS) approach.

A 17-member Shelby Farms Parkway Advisory Team, appointed by Shelby County Mayor A. C. Wharton, was charged with developing recommendations on how best to construct this roadway through Shelby Farms Park. After six meetings and two public workshops, the Advisory Team identified three build alternatives and a no-build alternative. The build alternatives were designed specifically to avoid the controversy that had surrounded

NEPA PUBLIC HEARING

September 24, 5:00 – 7:00 p.m.
Agricenter International
7777 Walnut Grove Road
Memphis, TN 38120

Kirby-Whitten Parkway (Shelby Farms Parkway)

Tennessee Department of Transportation
Shelby County Government
City of Memphis

the Selected Alternative in the 1991 NEPA Final Environmental Impact Statement (FEIS).

FHWA approved a Draft Supplemental EIS (SEIS) in October 2007, which was published for public comment in the Federal Register in November 2007. TDOT submitted the Final Supplemental EIS (FSEIS) to FHWA in December 2008. In November, 2010, TDOT submitted a revised FSEIS to FHWA.

Alternative Q was chosen as the Selected Alternative for its overall design qualities, including fewer lanes, advantages in functionality, fewer environmental impacts, improved safety, compatibility with trails and aesthetics.

Below are the agencies involved in the project development process and their roles.

- TDOT - NEPA Process
- City of Memphis – Final Design
- Shelby County- CSS Process
- Federal Highway Administration (FHWA)- NEPA Oversight

PROJECT SCHEDULE

The NEPA Record of Decision (ROD) is anticipated in Winter 2013/14. The schedule for future project phases (right-of-way acquisition and construction) will be determined based on identification of funding.

ABOUT THE NEPA PROCESS

This meeting is part of the NEPA process, which is required by the federal government for projects or undertakings that use federal funds. TDOT prepared and the Federal Highway Administration has approved on January 30, 2012 a NEPA SFEIS.

The preparation of ROD will be the final NEPA action needed to allow the project to move forward to the survey and design phase.

SECTION 4(F) IMPACTS

This Hearing is also intended to provide notice of TDOT's intent to file, as a part of the project's NEPA process, a Determination of Section 4(f) *de minimis* use related to the minor use (acquisition) of recreational lands associated with the:

- Greenline Trail,
- Greenline Trail Connector, and
- Wolf River Greenway Trail Connector

In addition, this Hearing provides an opportunity to make additional comments on the proposed Section 4(f) *de minimis* finding for the proposed roadway. The comment period for that finding occurred in early 2012 with the circulation of the SFEIS.

Section 4(f) of the US Department of Transportation (USDOT) Act of 1966 requires the USDOT to identify and address impacts to certain resources, including public parks and trails. An impact may be determined *de minimis* under Section 4(f) if:

1. The transportation use of the Section 4(f) resource, together with any impact avoidance, minimization, and mitigation or enhancement measures added into the project, does not

adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f);

2. The official(s) with jurisdiction over the property are informed of FHWA's intent to make the *de minimis* impact finding based on the written concurrence of the official(s) that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f); and
3. The public has been afforded an opportunity to review and comment on the effects of the project on the protected activities, features, and attributes of the Section 4(f) resource.

Once the requirements above are met and FHWA determines that a transportation use of Section 4(f) property results in a *de minimis* impact, the Section 4(f) evaluation process is complete.

Mitigation for the Build Alternative's impacts to the trails will be construction of two tunnels under the proposed roadway and the realignment of trails. Trail connectivity will be retained. The proposed realignment of the trails and the construction of the tunnel crossings will occur entirely within the limits of Shelby Farms Park.

The tunnel locations will be at Walnut Grove Road for the Wolf River Greenway Trail Connector and at the Greenline Trail Connector towards Mullins Station Road. These well-lit tunnel connections will improve safety for bicyclists and pedestrians. In addition, the tunnels will accommodate horses and park maintenance vehicles. The tunnel crossing is safer than an at-grade

crossing and will eliminate a stop condition on the trails at the proposed Kirby-Whitten (Shelby Farms) Parkway and Walnut Grove Road intersection.

Measures to minimize harm to the Greenline Trail, which is planned but not yet constructed, were also considered. The trail is anticipated to be built before the parkway. The use of the trail will not be compromised after the trail is realigned to accommodate the proposed project. The trail will be located in the same general area but it will be safer than the initially constructed crossing due to the installation of a signal-controlled intersection at the new parkway.

The Shelby Farms Park Conservancy will be asked to concur that the trail impacts are minor when mitigation is taken into account. The public will be afforded a 21-day comment period to comment on the Section 4(f) *de minimis* recommendation. The comment period coincides with that for this Hearing. The Section 4(f) determinations for the affected resources will be contained in the NEPA ROD.



Shelby Farms Parkway Public Hearing September 24, 2013

LEGEND

Section 4(f) Trails

- Future Greenline Trail
- Existing Greenline Trail Connector
- Greenline Trail Connector To Be Removed
- Existing Wolf River Trail Connector

Proposed Parkway

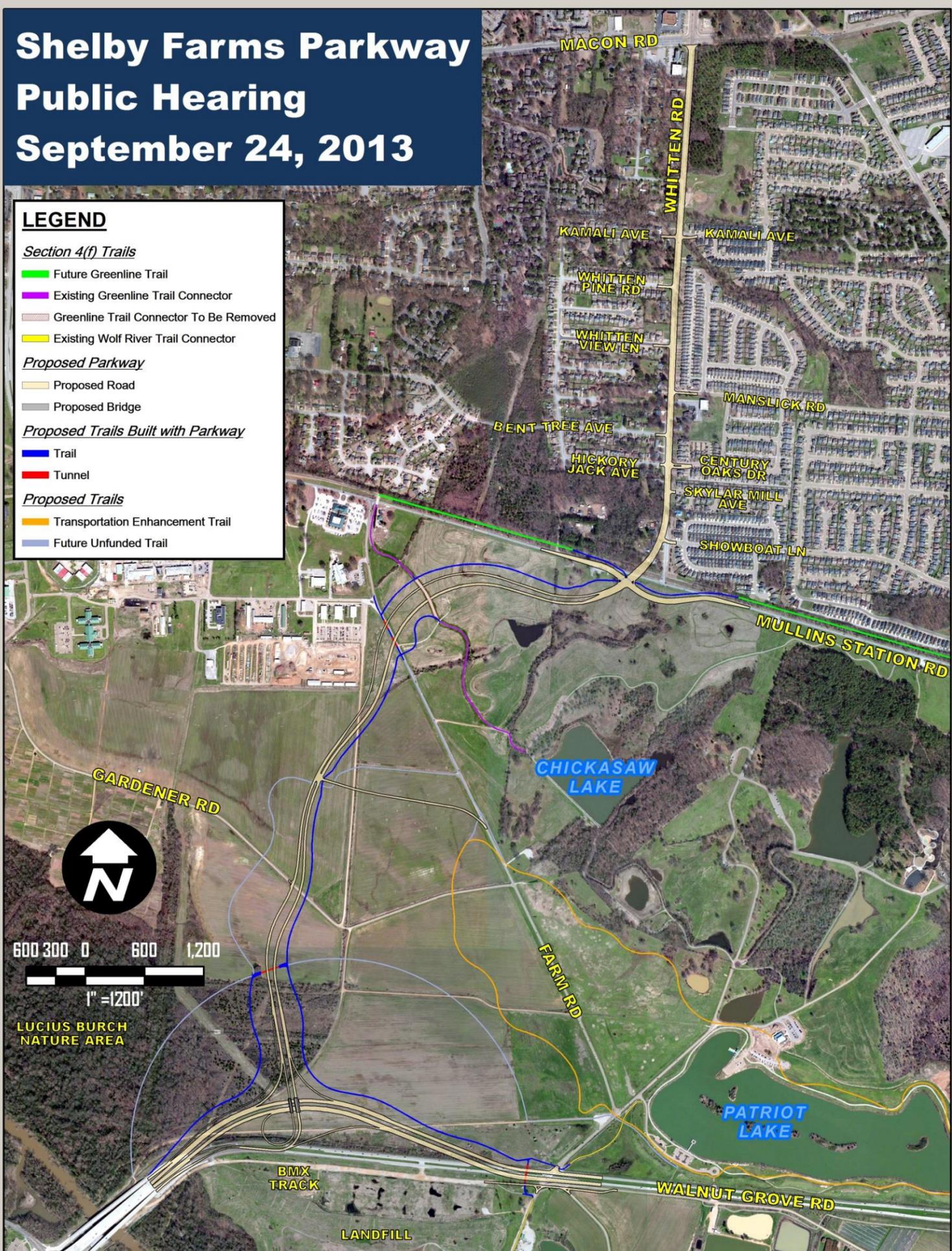
- Proposed Road
- Proposed Bridge

Proposed Trails Built with Parkway

- Trail
- Tunnel

Proposed Trails

- Transportation Enhancement Trail
- Future Unfunded Trail



Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing



Memphis, Tennessee

5:00 to 7:00 PM, Tuesday, September 24, 2013

Agricenter International

Sign-in Sheet



Name	Address	Telephone	Email
1. Barry Sanford	1658 KAMALI AVE		
2. Deborah Massie	125 N. MAIN, Rm 568		deborah.massie@memphistn.gov
3. Randall Tatum	125 N. Main Rm 608	901-516-4210	Ratall.Tatum@memphistn.gov
4. Laura Adams	500 N. Pipe Lake Dr.	901-767-7275	lwadams@shelbyfarmsparkway.com
5. Lytle Tucker	2599 STARTER ON THE	901-428-8567	lytle.tucker@massie.net
6. Scott Bambury	1051 STONEWALL ST		sbambury@gmail.com
7. Bob Boyd	1177 NAYNE RD	901-305-6240	boyd.robin.1@gmail.com
8. Earl Matthews	1591 DERSET DR	901-684-1769	
9. Lamin Ingram	296 Shadow Grove Cir	901-926-1693	louis1ngram@bellsouth.net
10. Jen Andrews	500 N. Pine Lake Dr. 38104	901-767-7275	jandrews@shelbyfarmsparkway.com
11. Mack Forrest	7193 Grubbs Rd Cordova, TN 38018	901-319-3662	claskant77@gmail.com
12. Steven Sondheim	271 N' ROSE 38117	901-701-7793	STEVENSONDHEIM@Yahoo.com
13. Billy Carodine	1153 Parkland Rd 38111 Memphis TN	901-315-8909	billy.carodine@yahoo.com
14. Linda Derman	142 Walnut Cr Mem 38018	901-757-2021	lfordmanj@comcast.net
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Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing

Memphis, Tennessee

5:00 to 7:00 PM, Tuesday, September 24, 2013

Agricenter International

Sign-in Sheet



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24. Mark Kirby	7196 Grapevine Trail	901-374-3529	ybrink@bellsouth.net
25. Sue A. Williams	1678 Overton Park Ave #112	214-0524	Z4cmv@juno.com
26. Calvin Goodale	8484 E ASKERSUND CV 38018	753-8066	
27. Ashraf Elsayed	764 Island Drive	901 849-6788	A.elsayed@gettechnology.com
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29. Tim Waters	957 Dove Hollow Cordova		tKamcs@gmail.com
30. William Brower	6793 Shorey Ln.	901-377-6864	WBRWERO@gmail.com
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32. Rodger Aitken	3637 Kipling 38128	901-830-4146	rodger.aitken@navy.mil
33. Ronnie Johnson	6378 Linewood	901-	
34. Jana Norrell	1816 N. Riverdale Rd 38138	335-0200	jane.norrell@gmail.com
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36. Scott Springer	28 S. Ashlawn Rd. 38112	901-569-4271	Sprinscott@gmail.com
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38. Bert Nell	5745 Shady Lane Memphis 38119	901-685-9726	BertNell@aol.com
39. Syd Leinich	239 Quail Creek Cove	901 219-1059	SYDLEINICH@comcast.net
40. Carolyn Simonton	224 Pinckney St	901-378-4221	carolynsporos@hotmail.com

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing



Memphis, Tennessee

5:00 to 7:00 PM, Tuesday, September 24, 2013

Agricenter International

Sign-in Sheet



Name	Address	Telephone	Email
41. Margaret Carlson	608 Rocky Point Rd.	901-428-8464	—
42. Andrew Jones	6161 Frances wood Dr 38135	901-385-2644	—
43. CLARA RUIZ	1998 CRANBERY DC	901-634-4597	—
44. Arthur May	2557 McClintock Dr 38119	901-246-7332	—
45. SANDER Cummings	2209 Burlingate Dr 38016	901-827-1975	scummings@earthlink.net
46. Cary McEnany	345 Winding River Cir 205	901-337-4778	cmcmcnany@yahoo.com
47. Bill Boyd	CITY COUNCIL	576-6786	bill.boyde@mehphistn.gov
48. Helen Baker	1452 Phillips Rd	388-7248	—
49. Debbie Henderson	6724 Hickory Jack 38134	901-377-0657	dhenderson@eachfood.com
50. Lydi In	8778 Cherry Springs Dr 38016	901-844-3573	—
51. FRANKIE L. DITTO	2277 Padesta CV 38134	901-373-5744	—
52. Susan Davis	6260 Quinine Rd 38119	901-767-8925	—
53. Cliff Hunt	4710 Woodmere Cove 38117	901-761-3129	—
54. MARK CARLSON	6907 BRISSTOPS VLnCdY	901-233-0998	M. CARLSON @ M.E. COM
55. ANNE FORBUS	1304 TRAIL Ridge	901-603-3097	anneforbus@bellsouth.net
56. John Sproull	7323 winterbrook Lane	901 3846727	afm71@att.net
57. LAURIE PRATT	"	"	"
58. Carol Ross-Spuy	3028 Tuxley AVE LANE	901-757-4939	—
59. Toni Leggett	1992 S. Beard Dr. Cordova, TN	901-486-7697	—
60. CHRIS Leggett	1952 S. Bend Dr Cordan	901-517-2312	—

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing



Memphis, Tennessee

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Sign-in Sheet



Name	Address	Telephone	Email
61. Alicia Cobbs	5487 Valleybrook Cv.		alicia.cobbs@gmail.com
62. Macky Sneed	303 Stonewall Sr		msneed@sneedcompanies.com
63. Rory Grubbs	8634 Kettering		ryleadhill@yahoo.com
64. Glenda Harper	6630 London		glenda.harper44@yahoo
65. Kate Basg	2080 Rosechase Cv.		katebasg@mac.com
66. Tenzee Norcross	6562 NAY Hollow Cv		enorcross@bhostmemph.com
67. Richard Helms	320 Summerfield Cv		
68. Jerry Lynch	8321 Timbercreek		brothedavid@hotmail.com
69. Darin Burke	7177 Grapevine Trail		laburke@memphis.edu
70. Laurie Burke	712 BREWERY WAY		AKCS98@yahoo.com
71. Dennis Thatcher	1744 Foxrest Avenue		lauronmumc6@hotmail.com
72. Lauren Taylor	1318 Campus Postal Station		blenis1@memphis.edu
73. Latray Lewis	1655 Vera Cruz St		Weeve102@aol.com
74. Stephen Overholser	5692 Dunwoody		jeff.carlike@gmail.com
75. Jeff Carlike	36 S. Fernway 38117		Mike.Ward@crye-leike.com
76. Mike Ward	6990 Parkbrook Lane 38088		elliott.gregg@gmail.com
77. K.G. Elvitt	4859 Mockingbird 58117		mhuftan@memph.edu
78. Michael Huffman	8144 Planters Grove Cove		memphisjeep94@yahoo
79. Alex Gallegos			KSmithortegmail.com
80. Ken Smithorteg, Jr			

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing

Memphis, Tennessee

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Sign-in Sheet



Name	Address	Telephone	Email
81. Whitney West	11075 Poplar Ave suite 104	901-828-4177	whitneywest@westhwy.com
82. Frank McPhail	4194 Hilldale Ave 38117	901-457-2340	frankm@bellsouth.net
83. Nathan Lubin	7735 Macow Rd 38018	901-485-4478	ALVIN@LUBENTINC.COM
84. Monty Lipinski	7746 Shady Cr. 38117	901-619-4449	mlipinsk@members.edu
85. Laura Baggesser	195 S Rembert St	206-354-6664	baggesser@gmail.com
86. Burk Kenner	6428 Briargate Dr 38134	901-222-8887	tkunker8@comcast.net
87. Josh Artz	570 Burrows Cemetery	901-289-5817	jcartz@gmail.com
88. Bruce C Taylor	130 Zug Chase Court	901-759-2211	
89. Meghan Kihni	199 S Humes Rd	901-246-4250	meghanke@gmail.com
90. Rites Tyler	8778 Cherry Spring	901-577-7158	
91. Bob Zolovica	6839 Forrest Circle	901-262-4805	JOZEB@VICU@FURY.COM
92. Betty Mancini	5314 Patriok Henry Memphis	901-310-4689	betty.mancini@gmail.com
93. Demadette VanWarmer	3237 Landon Lane, MT 38119	901-270-1522	bvanwarmer@buddlaw.com
94. John Freshman	1624 Goodhart - 38104	901-596-8876	johnfreshman@att.net
95. Kai Fisher	1231 Colsona Green Dr 38018	901-361-4371	Kaifisher@att.net
96. Mark Simms	5802 Chadwell	901-491-6841	MSIMMS@MCGO.ORG
97. Bryan Massey	4524 Princeton Rd, 38117	(901) 412-9050	bryan_massey@yahoo.com
98. DeAngelo Peaves	4242 Rhodes Ave	(901) 241-4100	
99. Jason Cole	2241 Lake Hill Ct 38016		
100. Sherri Cannon	6907 Bichops Valley Cir 38135	901-377-3905	S.Cannon@comcast.com

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing

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Sign-in Sheet



Name	Address	Telephone	Email
101. Elvin Carlson	458 Myson	485-1931	
102. Hugh Hesterford	Cady Hall	576 6949	
103. THOMAS Jordan	958 Hawkview	757-1739	j.jordan1@gmail.com
104. Margaret Doughton	1485 - Heathcreek Dr	382-8163	DAEPTSTNO M@gmail.com
105. Rico			DAIBEFAR@aol.com
106. Tim Gaffaro	374 BOOTH AVE COLLIERVILLE, TN.		NAIBEFAR@aol.com
107. Joe Sevik	6681 Strongstrae DR. Bartlett TN	767.5311	billmeier@comcast.net
108. GY BILLMEIER JR	6565 MASSIEY LN 38120		
109. Lance Willinger II	2099 Young Ave	901-220-3123	lwillinger@memphis.edu
110. CAREY FRISCH	6697 Hickory Jack Ave	901-337-6813	CNFRISCH@GMAIL.COM
111. Griebelgen Hooper	111 Myson Circle	901-755-2249	compforms4@gmail.com
112. Jason Kyle	1002 Stable Run Dr	901	wjkykyle@yahoo.com
113. Vincent IRA Caramihon	5578 Southwood DR	685-1760	shamen.vince@att.net
114. Benn Holden	4585 Melbane Rd, Dokaletan	826-0683	bholden@shelbyfarmspark.com
115. Caleb Tinkle	5696 Quince Rd #11 3819	289-5691	ctinkle@shelbyfarmspark.oi
116. Sarah Pierce	195 S Pembert st	253-680-9447	S-pierce85@yahoo.com
117. Bryan Roberson	673 N. Mclean Memphis TN		bryanr@breakawaymemphis.com
118. Karen Wilkerson	9021 Forest Meadow Dr. 38125		karen@vsga.edu
119. Rick McLannan	29 NORAMANDY CIR 38111	385-6499	Rmclannan@cityofshelbyh.com
120. RUSSELL BLOODWORTH	2212 KIRBY RD 38119	766 4204	russellbloodworth@gmail.com

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing



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Sign-in Sheet



Name	Address	Telephone	Email
121. JOHN MINERVINI	168 GROVE PARK CIR.	503-986-9661	JOHN.MINERVINI@GMAIL.COM
122. Wendy Dicks	1219 Thornton Cove	901-212-4218	wl eggs # a dr-beaty.com
123. Zach Miller	1988 W/S/K - 1915	901-336-3503	zackm110@yahoo.com
124. JAMES JACOBS	7684 APPLE VALLEY RD ^{6900N} 38128	901-754-0854	—
125. Mary Deasum	3363 Carverington Rd	—	—
126. Jon Still	8634 Riverchase Dr. GRTN	901/754-5559	jcmsstivc201.com
127. Ellen Rouse	1169 Myser Circle, Cordova, TN	901-157-5944	ellen.rouse@gmail.com
128. KENNY MONROE	1214 EAYNE RD., BRISTOL, TN	901-374-9109	KENNY MONROE KINLEY-HORN.COM
129. Lorraine Titus	1084 Hunkew Lakey Cordova TN	901 378 4669	—
130. ANDREA COURBT	3608 COLSON AVE ^{MPKS} 38122	90131576822	mssalc53@gmail.com
131. MAXINE STANWDER	457 S. SANGARD.		mstrawde@memphis.edu
132. DONALD PALMER	5103 NORRICK AVE	685-6234	
133. Debra Crutchfield	1047 Whitten Rd	382-2390	
134. Charles E. Kellee			Buyer Buon@hotmail.com THE TUNNELS WILL NOT BE SAFE.
135. Calvin + Andre Goodale			They will attract crime.
136. James Colhis	6675 Lanofok Dr Suite 117	374-9109	janer.colhis@kinley-horn.com
137. Marion Quinlen	1930 W. Oak Shadows Creche		mquinlen@gmail.com
138. Lammeyson	4737 SHAW ST	273-2344	LJANSEN@comcast.com
139. John Baker	693 E. Parkway S. Memphis TN	901-598-3114	
140. Eddie Settes	PO Box 17489, Memphis 38187	615 542-4775	eddie.settes@comcast.net

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing



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Sign-in Sheet



Name	Address	Telephone	Email
141. Cordarius Dickson	7094 Rose Trail Drive	901-907-0023	cdickson2@memphis.edu
142. James W. Dron	1014 Murray Hill Ln	747-3004	
143. Linda Morris	1088 Links View Ln E	291-2314	
144. Rita Hilgenheld	" " "	" "	
145. Andy Miller	4499 Genivore Ln	901-568-4590	
146. Dan Paune	8073 Cavenshamwood Ln	901-753-1578	DEPAUNE@MEMPHIS.EDU
147. Susan Mallory	633 Rocky Pointe	901-7561376	
148. Stan Hopper	2023 Kings Cross Ln	901-487-0588	
149. Patrick Faulkner	153 Valkalla Cove	901-828-9182	pfaulkner23@gmail.com
150. Alan Coker	196 Walnut Bend Cv.	901-267-8002	BlakeCoker@gmail.com
151. Doug Berry	8931 E Glendale Ct	901-759-0907	
152. Kelly Brothrick	5250 Sycamore Green Lane		
153. William Johnson	4589 Bearing Rd.	901-761-2985	
154. Warren Goodson	4821 American Way Site 100	901-363-4453	wgoodson@whysarter.com
155. John Duda	7333 Poplar Pike 3838	901-260-7244	John.DUDA@ISOLA.COM
156. Jessica Grammer	1956 Crump Avenue 38107	901-734-5731	jessgrammer@gmail.com
157. Josh Shumaker	8289 Cordova Rd 38103	901-729-2871	jshumaker@n99506.org
158. Ellen Kolb	6847 N. Kyleside 38018	901-372-3277	
159. Nicki Spillman	1304 Trail Ridge Ln 38016	901-503-9816	nichispillman@yahoo.com
160. Freddy Blair	2415 Cedar Dale Dr - 6 Tower 38559	901-301-3280	

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Sign-in Sheet



Name	Address	Telephone	Email
161. Charles Boone	3501 Chambers Chapel Rd	901-484-3500	crnelsoone@yahoo.com
162. Hunter Oppenheim	2038 Carr Ave Nphs	901-485-6389	hunterofj@gmail.com
163. Dexter Muller	22 N. Front St.	901-543-3543	dmulkr@memphischamber.com
164. Becky West	6075 Poplar Suite 104	901-682-3839	beckywest@westrogers.com
165. Dan Meadows	892.5 Fern Valley Cove	901 756-3861	meadowsdtn@gmail.com
166. J. Ritchie Smith	65 Union Ave, Ste. 1140 38103	525-1198	ritchie@rsaladesign.com
167. Andrea Ramirez de Lyona	347 N. Mchen Blvd. 38112	901-274-6088	LRLYNCH@hotmail.com
168. Nabil Bayakby	8835 Cordova 38018		
169. Anne Panser	353 Shelly Lane		
170. Charles Flanagan Jr	7179 Devine Bartlett TW	38133 901-301-2607	journeymenracing@gmail.com
171. James Wendt	6741 Whitten Pine Dr	38134 838-1887	
172. David Miller	1640 DELMONT RD.	901-757-1171	MBRENTALSO@LIVE.COM
173. Louis Glazer	5396 North Anjele	901-330-6800	hsl2no@aol.com
174. Paul Matthews	1411 Saddleback Tr Cordova 38016	901-486-7009	paul.matthews@gmail.com
175. Mike Kennedy	12004 Campbell St.	701-867-2597	
176. Mary Maduska	8558 Zuaning Grove Cove Cordova TN	755 3437	maduska@jshellsouth.net
177. Andrew Reese	265 S. Perkins Rd	674-9587	areese1997@icloud.com
178.			
179.			
180.			

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Sign-in Sheet



Name	Address	Telephone	Email
201. Anne Thompson	461 N. Mendenhall Rd.	38117-6855	614
202. Walter Kulesh	Little Switzer Ln NC	407 491 9889	walterkulesh@bellsouth.net
203. Artur & Waciff	5445 SHADY BEAR SPR	901 857-9706	Artur.Waciff@A1.com
204. Roger Dicks	1219 THORNTON CV	493-6128	rdicks@bellsouth.net
205. Stefanie Edwards	6519 Oak Park Drive	901.485.0410	stefanieedwards@yahoo
206. Don Jaguet	PO Box 333 Jackson TN	731-594-1273	djaguet@Chartr.net
207. Anne Norton	8599 Briar Fox Cv Cordova	901-338-8428	anorton@bellsouth.net
208. Ossie Boddie	4980 Barrington Cv Memphis	901-653-8466	ossieboddie@hotmail.com
209. Claude Hutchens	4242 Kirby-Whitten Hwy	901 377 1943	N/A
210. Carlton Daywell	6852 Garnin Lane	901-430-6913	-
211. Rebecca Dailly	1910 Mignon Ave - 38107		rdailly@shelbyfarmsparkway
212. Rok Richardson	3095 Austin Parkway 38128	901 213-1150	RANGERRIC176@ATTNML.COM
213. Rita Broadway	3363 Carlington Rd		rbroadway@memphis.edu
214. Grayson Kator	5629 Ashley Sq S		
215. Brad Conroy	P.O. Box 22343		brad@widsouthtrainline.com
216. Scott McCormick	1356 RAINSONG CV S 38016		SCOTT.MCCORMICK@BELLSOUTH.COM
217. BRANDON FINLEY	2210 PTARMIGAN TRAIL		bf1433@yahoo.com
218. AC NELSON	3188 VATES ST 38134		AC NELSON@MAIL.COM
219. DRAKE DANLEY	2288 EVELYN 38104	901-364-2123	drakedanley@gmail.com
220. Lynne Witherington	6570 HAWNSWOOD DR 38119		

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Name	Address	Telephone	Email
221. Ed Jones	5071 Amherst C 38117	901-340-7296	
222. Bruce Lehigh	8655 Brackentbury Cove 38016	757-1986	
223. Linda Branham	6812 Robin Patch Cv 38119	901-210-4537	
224. Zhiyong Guo	2444 Monte Carlo Dr 38139	901-374-9109	
225. MARGARET SUMNER	595 KINSMAN RD 38120	901-683-5079	MAGSKINMER@ATT.NET
226. Greg Siskind	1857 Oak Run Cove 38138	737-7570	gsiskind@visalaw.com
227. Wesley Mueller	3085 Sandy Cr. Dr. 38138	901-754-4512	
228. Dee Billmeyer	6465 Waverly Ln 38120		
229. Justin Matheny	6909 Century Oaks Dr 38018		jheny001@hotmsil.com
230. Barbara Hill	8778 cherry Springs Dr 38016	901-386-7597	hill1403@bellsouth.net
231. John B. Chenoweth	416 Rosser Rd. Mphs 38120	901-336-3627	
232. Gary W. Tarcon	10355 N. Main Hwy. Memphis 38117	901-388-9686	
233. Casey Hyneman	2409 Antioch Ave 38112	491-4244	
234. BARRY ROBERSON	2263 JEFFERSON 38104	483-4072	barry@breakawayMemphis.com
235. NICK DWYER	989 WILSONVILLE CV 38117	389-2012	NICK@71582@AOL.COM
236. Jenna Richardson	8000 Dena cv 38018	258-7003	
237. Timothy J. Hearnshaw	2716 Kenwood 38134	901-377-7758	
238. Jeremy Turner	6632 Shorey Ln Cordova 38018	901-495-1412	jtturner85@hotmail.com
239. Curtis Watson	2201 Durham Jr.	901-859-2116	cbwatson@atmempphis.edu
240. Phillip Walker	3113 Mt. Pelham cv Bartlett 38	901-387-3000	

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Name	Address	Telephone	Email
241. Bernard Danzig	5561 Bayberry av	901-682-5000	roellingb@aol.com
242. Alexander Smith	21 Pina St. 38104	731-607-8270	a-smith13@hotmail.com
243. Barbara R. Hyde	17 W. Pentotoc 38103	901-685-3411	bhyde@hydefoundation.org
244. Charles Siskett	238 Clifton Ln 38110	901-688-0006	csiskett@attol.com
245. Tara Wohlgenuth	8495 Buckner Rd 38116	901-590-9590	tava@tenngreen.com
246. Martha Waldron	1014 Murray Hill Ln 38120	901-747-3004	martha.waldron@gmail.com
247. Matt Peeney	6921 Tiffany Oaks Cv.	901-626-0787	mattpeeney@gmail.com
248. Vincent Laws	1066 LANE Cove	901 239 5922	Vincent Team VincentLaws@chick.com
249. Chris Thomas	2245 Don Valley	38133	4976291
250. CHARLES DOWDA	4708 Casan	901 484-2374	
251. DARRIS WARE	4857 KAYE	901.218.7257	
252. Julie Ethridge	507 Rocky Pt. Road	901 754-6384	JVEthridge507@yahoo.com
253. Wain Gaskins	4561 Peppercorn Dr 38002	901-664-0185	
254. Sue Goodwin	5303 Mc-Kaus Cove 38170	901-682-9038	suegoodwin3@comcast.net
255. Brenda Jones	6824 Showboat LA, Cordova 38018	901-213-9923	mrs.jones1951@gmail.com
256. Mary Catherine Bradley	397 Enquirer Ct #304 Cordova, TN 38018	901 581 3757	mcat2210@yahoo.com
257. Thomas C. Stephens	7681 Willow Vista Ct 38016	(901) 601-8379	
258. ANDRE DEAN	9630 GAYS TRAIL CV 38016	901.543.3500	ADEAN30@AOL.COM
259. Sharon Day	7928 Gayle	38138	901-755-7890
260. Matthew Bingham	4821 American Way	38118	901-363-9453

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing

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Sign-in Sheet



Name	Address	Telephone	Email
261. Sandy Stacks	2140 Clarke Landing CORDOVA 4589 Beaming RD, Memphis, TN.	901-756-4169	SanStacks@gmail.com
262. Faith Jackson	8054 POET DOUGLAS 38019	901-761-2985	—
263. FORREST AYLER	6810 Sporey Dr 38019	901-753-7162	EFTMCROR@BELLSOUTH.NET
264. Shauna Brooks	2292 Sutherland Pt 38119	901-848-6992	SHAUNABROOKS2001@YAHOO
265. Sean Dagggett	1649 Camille way 38016	901-949-8293	claudinfr@yahoo.com
266. Felecia Robinson	6752 Meadow Oak Pl.	901-494-6311	jlterry74@gmail.com
267. Justin Terry	4815 Greenwood Ln	731-426-5405	Knanurc@umplis.edu
268. KATE KANARU	700 ROLAND ST.	270-4706	ESTAYLAK@YAHOO.COM
269. GRANVILLE TAYLOR	2023 King Cross Lane CORDOVA	901-487-0258	hopper_melinda@yahoo.com
270. Melnik Hopper	↓ "	901	—
271. Lan. Hovell	572 Wesley Woods Cordova	240-2817	Myknosoblu@yahoo
272. HUMBERTA HUAZAR	9117 BEECH BEND TRL. Cordova	731-345-9091	corjso@gmail.com
273. COURTNEY COOPER	7205 Chena Bay Ln, Cordova	901-419-7457	gschreckt@netscape.net
274. Garry Schwetz	1171 PREEZY OAK 38018	901-819-1571	mparris@allentoshall.com
275. NEIL PARRIS	2445 Curlew Dr 38139	409-4855	blair49@comcast.net
276. Linda Blair	1745 Constable Ct 38017	901-268-4419	douglas.tidwell@gmail.com
277. Douglas Tidwell	320 Woodlawn Av 38011	901-476-1785	sthiggins1@yahoo.com
278. Steve Thiggins	2250 Chippingham Pl 38016	901-485-9323	Kerstings@bellsouth.net
279. Peter Kersting	37 S. Century St 38111	715-497-6187	—
280. Andrea Meagnis	—	—	—

Proposed Kirby-Whitten Parkway (Shelby Farms Parkway), Public Hearing

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Name	Address	Telephone	Email
281. Tom Shedd	860 Rocky Hills Cr. S.	901-751-0220	Tom @ Shedd9n.com
282. KEVIN RANNEY	4857 NORMANDY LANE 38117	901-761-1580	RANNEY@BELLSOUTH.NET
283. Justin Hopper	3662 Walnut Grove Rd. 38111	901-326-5130	jhopper2489@yahoo.com
284. Darryl Lanarky	885 Winterleaf 38018	901-870-5999	djlanark@memphis@aol.com
285. Gene Brydan	8923 Hickory Trail 38018	901-486-9679	esbrydan@bellsouth.net
286. Aaron McCloskey	7327 Winterbrook Ln	901-596-5888	
287. Kim Barnett	7664 Chapel Creek Pkwy	901-383-3119	kbarney@gmail.com
288. Christy Patterson	731 Rocky Point Rd	901-309-5684	cpatterson@uthsc.edu
289. Eric Peterson	38 N. D'LEMILD APT 8	901-371-1569	
290. Ryan Hall	9063 Breat Lane, Cordova	901-233-8603	wrhall@3-clemson.edu
291. Wayne Thompson	8398 Skingle Oaks Dr 38018	378-9842	hdwayne.thompson@attmail.com
292. Mike Edwards	110 River Green 38120	672-8876	
293. Judith Johnstone	6535 Cherryhill Ridge	484-8564	
294. Felicia Donelson	1120 Cathedral Ln. 38018	383-8059	felicia.donelson@att.net
295. CLARK A. BUCHNER III	975 N. GRATTAN, MEM 38122	901-327-2545	clarkbuchner3@gmail.com
296. RAFI MOHAMMED	9668 GRAYS LACE W	901-277-6940	RAFI746@HOTMAIL.COM
297. Wilma Strickland	3498 Whitten Rd	901-428-1606	wilmastrickland@bellsouth.net
298. Deborah Feeding	3540 Chokeswood Ave	901-327-3789	dfeeding@earthlink.net
299. SUSAN MORESI	7029 Ireland Dr	213-4066190	SJEMORESI@ATTMAIL.COM
300. James Creech	6885 Anniversary Grass Rd	901-522-1915	James@jamesw.creech.com



Sign-in to Speak during the Comment Period*

*Three (3) Minute Limitation per Person (Time is Non-Transferrable)

Name	Address	Telephone	Email
✓ 1. SCOTT BANBURY	1051 STONEWALL ST	901-619-8567	smbanbury@gmail.com
✓ 2. Jylee TUDAR	289 STAFFORD AVE	901-481-1301	lyletudard@comcast.net
✓ 3. Robbin Boyd	1177 Haynes Rd	901-305-8340	boyd.robin@gmail.com
✓ 4. Steven Somphelia	271 N ROSE 38117	901-761-1793	STEVENSOPHELIA@yahoo.com
✓ 5. Billy Cagedine	1153 Parkland Rd. 38111	315-8909	billycagedine@yahoo.com
Not signed	461 N. Mendenhall Rd	685-5614	
✓ 6. Andrea Couart IDS	3008 Celestine Ave WPLS 38122	901-315-0822	missale53@gmail.com
✓ 7. Rieck Richardson	3895 AUSTIN PARK HWY 38128	901-213-7150	RANLERRIEK76@HOTMAIL.COM
✓ 8. Maxine Straubler	400 S Highland 38111		MAXSTRAUBLER@MEMPHIS.TN.GOV
✓ 9. John Dudas	7333 Poplar Ave 38138	901-260-7084	JOHN.DUDAS@BELL.COM
✓ 10. Ken Plunk	P.O. Box 383228, C. Town 38183	901-634-6690	patience.kellsooth.net
✓ 11. Walter Kulash	P.O. Box 252 Little Waterford NC 28149	407-491-9888	walterkulash@bellsouth.net
✓ 12. Art Wolf	5495 SHADY GROVE TERN	901-685-9706	ART.WOLFF@COMCAST.NET
✓ 13. John Pierce	8467 Bazehome Rd 38018	901-754-0566	john.pierce123@bellsouth.net
✓ 14. Dennis Lynol	3417 N. McLean 38112	901-213-6088	dallyne@alam.mit.edu
✓ 15. Bernard Damzue	5581 Bayberry cv 38120	901-682-5100	delling.b@aal.com
✓ 16. CAREY FRISCH	6697 Hickory Jack Ave	901-337-6813	CNFRISCH@GMAIL.COM
✓ 17. TIM WATERS	957 Dove Hollow Dr Cordova		twaters@kames@gmail.com
✓ 18. Roby Greenham	303 Stonewall St Memphis	901-726-8172	rggreenham@yahoo.com
✓ 19. Rodger A. Itken	3637 Kipling 38128	901-830-4146	rodger.a.itken@ray.mi



Sign-in to Speak during the Comment Period*

*Three (3) Minute Limitation per Person (Time is Non-Transferrable)

Name	Address	Telephone	Email
1. Zach Miller	1988 WALKER	336-3503	mllzack@yahoo.com
2. DRAKE DANLEY	2288 EVELYN	361-2123	drakedanley@gmail.com
3. NATHAN LUBIN	7735 MACOM RD 38018	485-4478	NLUBINE@LUBENTINC.COM
4. Barry Roberson	2263 Jefferson 38104	483-4072	barry@breakaway-memphis.com
5. Alice Gleadhill	303 Stonewall St 38112	949-212-0379	gleadhill6@gmail.com
6. Jenna Richardson	8060 DENOR CN	901-258-7603	
7. John Vergos	671 West Dr.	323-9094	jevergose@yahoo.com
8. Forest Taylor	1155 Pemberton		
9. KG Elliott	6990 Parkbrook Ln.	385-1293	elliott.kgrg@gmail.com
10. FOREST TAYLOR	8054 FORT DOUGLAS 38018	755-7162	FTAYLOR@BELLSOUTH.NET
11. Dexter Muller	22 N. Front St. 38103	543-3543	dmuller@memphischamber.com
12. Telecia Roberson	1659 Camille Way 3816	901-949-8293	clea@robinfo.com@yahoo.com
13. PEPPER MARCUS	556 MEIKROY	N/A	None
14. Bruce C Taylor	130 Tug Ctuse Lane	901-754-224	
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Memphis, Tennessee

5:00 to 7:00 PM, Tuesday, September 24, 2013

Agricenter International



PUBLIC OFFICIALS Sign-in Sheet

Name	Address	Telephone	Email
1. JIM CROOK	6599 Haley Rd	901-491-6841	james.crook@agcenter.com
2. RITCHIE SMITH	65 Union Ave, Ste. 1140 38103	525-1198	ritchie@rsala.design.co
3. JOE OZEBOVICH	6851 Francis St Gracco	901-262-4888	JOZEBOVICH@Fidely.com
4. FRANKIE DITTO	2277 Padesta QV	901-373-3744	
5. MARK SIMMS	5822 CHADWELL	901-491-6841	MSIMMS@MLGW.ORG
6. ANNE FORBUS	1304 TRAIL RIDGE	901-403-3677	
7. Richi Spillman	1304 Trail Ridge Ln	901-503-9816	nichispillman@yahoo.com
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STAFF **TDOT EMPLOYEE Sign-in Sheet**

Name	Address	Telephone	Email
1. Margaret Skater	TDOT	615 253 0333	margaret.skater@tn.gov
2. Jim Crook	6449 HALEY RD	901 222 7743	james.crook@shelbycountytg
3. Karen Bullington	TDOT Design	731 935 0139	Karen.bullington@tn.gov
4. Ann Epperson	TDOT ED HQ	615 253 2470	ann.epperson@tn.gov
5. Eric Brown	TDOT Reg. 4 Design	731 935 0361	Eric.S.Brown@tn.gov
6. STEPHEN EDWARDS	CITY OF MEMPHIS	901 527-6542	stephen.edwards@memphistn
7. Larry Brasher	TDOT Reg. 4 Design	731 935 0144	larry.brasher@tn.gov
8. Pauline Crum	TDOT Reg. 4 Project Mgmt.	731 935-0338	Pauline.Crum@tn.gov
9. Bob Evans	Shelby County Engineering	901-222-7742	Robert.Evans@shelbycountytg
10. Charlotte Gagnat	Assoc Const Repairs	731-934-6538	Gagnat@gmail.com
11. Kajeana Todd	TDOT Reg. 4 ROW	731-935-0121	kajeana.todd@tn.gov
12. Steve Chipman	TDOT Reg. 4 Reg. Man	731 935 0157	Steve.Chipman@tn.gov
13. Lee Williams	TDOT Reg. 4 Reg. Man.	731 935 0839	Lee.Williams@tn.gov
14. Carlos Sowell	TDOT Reg. 4 DOT		Carlos.sowell@tn.gov
15. Stephen Swell	Palmer	859-744-1218	ssowell@palmer.net.com
16. AC Wharton	City of Memphis		
17. Tom Standley	City of Memphis		
18. Jim Ozment	TDOT Env.	615-741-5373	Jim.Ozment@TN.GOV
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