

Meeting Minutes
February 13, 2007
SRC and TDOT

A meeting was held in the offices of SR Consulting, LLC on February 13, 2007, with representatives of the State of Tennessee Department of Transportation. Present were Joe Warren, Regional engineer with TDOT, and Bob Sweeney with SRC.

The topic of discussion was US Highway 70 and the impact of a development known as Lakeland Commons. Mr. Warren explained that the highway was originally a two lane rural road built in a straight alignment from Memphis to Brownsville then over to Jackson. The profile simple matched the existing ground. Over the years, the department widened the road to four-lanes with its own maintenance forces, keeping the same profile and right-of-way. The result is the current condition of a four-lane road, but with a sub-standard profile according to current standards. The State will probably be required to fix the vertical alignment at some point in the distant future. As a result, Mr. Warren recommended that as a part of the Secondary Detailed Development Plan, a profile study be made so that the final elevations of the parcels facing the highway would be compatible with the future vertical alignment.

The State Department of Transportation does not have standard right-of-way sections, but rather obtains all the land necessary to construct the roadway. That is to say, the right-of-way varies depending on the amount of cut or fill required to build the road. With the precaution mentioned above, the additional grading required in the case of widening could be minimal.

The foreseeable future traffic would be served with a five lane rural roadway. If necessary in the more distant future, a seven lane urban road might be appropriate. As it turns out both of these sections require about the same widths.

On the subject of traffic signals, Mr. Warren explained that TDOT has full authority over approving signals along the Highway, and the warrants would have to be met before the State will consider such a signal. In particular, he would prefer a signal at the Seed Tick intersection rather than one at the proposed new collector. Also, although we are showing a reconfiguration of the alignment of this intersection to make it more orthogonal, he believes again a profile study should be made to justify moving this point away from the crest of the hill.



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RE: UG service to Lakeland Commons Development

Dear Mr. Brady:

This letter is to confirm that, at this time, an UG electric service feeding from the Overhead electric line along Seed Tick Rd. is feasible. The Overhead Electric line along Seed Tick Rd. will remain overhead. The proposed UG electric service would serve the proposed Lakeland Commons development. Please be mindful that we have only reviewed the site plan for the Lakeland Commons development. More information such as voltages, loads, service locations, site conditions etc. will be required before any design work can begin.

Additionally there are existing Water and Gas mains along Seed Tick Rd. and Memphis Arlington Rd. that could also be use to service this development.

Sincerely,

Darryl McLemore
Acting Supervisor
MEMPHIS LIGHT, GAS, AND WATER DIVISION
Customer Engineering Department
Brunswick Service Center