

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24

---

TENNESSEE DEPARTMENT OF TRANSPORTATION

Cheatham County Public Meeting  
State Route 49 from S.R. 12 to I-24  
(Spot Improvements)

Project Number: STP-49(29), 11008-1224-14

April 9, 2015  
5:00 p.m.

Sycamore High School  
1021 Old Clarksville Pike  
Pleasant View, Tennessee 37146

---

Elite Reporting Services  
[www.elitereportingservices.com](http://www.elitereportingservices.com)  
Sarah N. Linder, LCR, CCR, Senior Managing Associate  
Post Office Box 292382

1 \* \* \* 16:48:12

2 17:27:59

3 MS. JENSEN: We're going to go ahead and 17:27:59

4 get started. Welcome, everyone. My name is Heather 17:28:01

5 Jensen, I'm the community relations officer for 17:28:06

6 Middle Tennessee for TDOT. 17:28:08

7 We appreciate you being here very much, and 17:28:10

8 we know it takes a lot to give up your time. And we 17:28:13

9 certainly do value that and we value your feedback, 17:28:16

10 which is why we're here tonight. 17:28:16

11 I do want to remind you that if some folks 17:28:20

12 came in this side entrance: If you did not sign in 17:28:21

13 at the table, please sign in, we want to know that 17:28:24

14 you were here. It's important to us to know who was 17:28:28

15 involved and who came here to help us this evening 17:28:31

16 and provide us feedback, so please make sure that you 17:28:32

17 sign in. 17:28:32

18 There's also a lot of valuable information on 17:28:35

19 the sign-in table, including a flyer for you to take 17:28:37

20 home. It's just kind of a rundown of the project 17:28:42

21 that we're talking about tonight as well as a comment 17:28:45

22 card, and also a little bit of information on 17:28:46  
23 right-of-way. So those are things that you'll want 17:28:49  
24 to take home with you tonight so be sure you check in 17:28:49  
25 at the sign-in table. 17:28:53

2

1 I do want to introduce our local reps who we 17:28:55  
2 have been very honored to have them here tonight. I 17:28:58  
3 believe we have quite a few mayors here. Cheatham 17:29:00  
4 County Mayor David McCullough is here. 17:29:01  
5 If you can wave your arms so everybody can 17:29:03  
6 see you back there. 17:29:06  
7 Ashland City Mayor Richard Johnson right here 17:29:07  
8 up front. And Pleasant View Mayor Perry Keenan 17:29:10  
9 talked to me earlier. Oh, back in the back. So if 17:29:14  
10 you -- you guys are more than welcome to come up and 17:29:15  
11 say a few words if you'd like, anything. 17:29:15  
12 MAYOR JOHNSON: It's your show. 17:29:20  
13 MS. JENSEN: We appreciate you guys being 17:29:20  
14 here very much. 17:29:20  
15 MAYOR KEENAN: It's too warm in here to 17:29:24  
16 hear us. 17:29:24  
17 MS. JENSEN: It is a little warm, and I 17:29:24  
18 apologize for that. I have no control over the AC. 17:29:25  
19 But we appreciate you being here. It does 17:29:30

20 show that you care about what's going on in your 17:29:30  
21 neighborhood, and we greatly appreciate your help in 17:29:32  
22 being here and helping us have this meeting. 17:29:34  
23 We do just want to go over a little bit of 17:29:37  
24 kind of why we're here. We do have a presentation 17:29:39  
25 set up. We kind of had an open forum to begin with. 17:29:43

3

1 We'll do a quick presentation and then we'll break 17:29:45  
2 out in kind of a Q&A session where you guys can ask 17:29:49  
3 some general questions. We do ask that you hold your 17:29:52  
4 questions until the end of the presentation because 17:29:55  
5 some of those might be answered in the presentation. 17:29:58

6 And then afterwards, again, we'll do the Q&A 17:30:00  
7 session for general questions. If you have specific 17:30:03  
8 questions about your particular property or with a 17:30:07  
9 particular area, we'll be happy to answer those 17:30:09  
10 one-on-one in a break-out session after we're done 17:30:12  
11 with our presentation. 17:30:15

12 Again, I do want to remind you that comment 17:30:17  
13 cards are on the entrance table. Please take them 17:30:19  
14 with you. If you know of anyone who could not be 17:30:23  
15 here tonight, or if you think of a question once you 17:30:25  
16 leave here, these are great; just take them. They 17:30:29

17 can be comments, questions, feedback. Whatever 17:30:30  
18 you've got for us, put it on this comment card, give 17:30:33  
19 it to us in 21 days, throw it in the mail within 21 17:30:35  
20 days so that we can have it as a part of the formal 17:30:39  
21 record. 17:30:42  
22 Again, what we're doing here tonight is not 17:30:43  
23 final. This is what we've got so far, but we really 17:30:45  
24 want your feedback in terms of what's happening on 17:30:47  
25 this project. So that's very important to us so make 17:30:49

4

1 sure you take that with you. 17:30:49  
2 Going on to why we're here, we're talking 17:30:55  
3 about State Route 49 here in Cheatham County. We do 17:30:57  
4 have representatives here, not only with TDOT, but 17:30:59  
5 also with our consultants Ragan-Smith Associates. 17:31:02  
6 They are here to answer your questions and, again, 17:31:05  
7 take your feedback of any questions or concerns that 17:31:07  
8 you have. Please flag one of them down. We should 17:31:10  
9 all have a name tag on. Whether it's white or gold, 17:31:14  
10 you'll see us around here so be sure to stop us and 17:31:16  
11 ask us these questions if need be. 17:31:16  
12 We also have a court reporter here, so if you 17:31:18  
13 don't feel comfortable talking one-on-one with us or 17:31:20  
14 if you just want to leave a statement, please come up 17:31:23

15 to her directly; she'll be happy to take that for 17:31:25  
16 you. And again, that will be part of the formal 17:31:28  
17 record. 17:31:30  
18 A breakdown, as I mentioned a few minutes 17:31:30  
19 ago, we kind of had an open house for the first 17:31:34  
20 couple of minutes. We'll do that again at the end. 17:31:36  
21 But right now, we have a quick presentation just to 17:31:39  
22 kind of run down the changes that we're talking about 17:31:40  
23 for this particular project. We'll also break out 17:31:43  
24 into a Q&A session, and from that, more general 17:31:48  
25 questions. And then for more specific questions, 17:31:49

5

1 we'll have a break-out session after that. We will 17:31:52  
2 be here until 7 o'clock to take care of all of your 17:31:54  
3 questions. 17:31:57  
4 The purpose of today's meeting, again, to 17:31:58  
5 discuss State Route 49. We're talking about Ashland 17:32:01  
6 City to Pleasant View, it's about an 8-mile stretch. 17:32:03  
7 We have about 10 spots within that stretch, and 17:32:06  
8 that's what we're gonna be talking about. And we'll 17:32:07  
9 let you know in just a few moments about what -- each 17:32:10  
10 location and what is proposed for those locations. 17:32:14  
11 And again, we want to take your questions, we 17:32:15

12 want to address your concerns. If we don't have the 17:32:16  
13 answers tonight, we will get them for you; that's why 17:32:18  
14 it's important for you to be here and to give us that 17:32:22  
15 feedback. 17:32:24

16 I'm gonna pass this along to one of our 17:32:24  
17 representatives, Scott Niesen with Ragan-Smith 17:32:27  
18 Associates. He's gonna talk to you a little bit more 17:32:30  
19 about the project, give you some details. Again, 17:32:33  
20 please hold your questions until the end. Let him 17:32:35  
21 get through this, and then we'll be happy to answer 17:32:37  
22 those questions at the end. 17:32:38

23 MR. NIESEN: All right. I'm gonna try 17:32:42  
24 and give just a brief overview of each of the 17:32:45  
25 locations and just walk through the project from 17:32:48

6

1 south to north and let you know exactly what's going 17:32:50  
2 on. 17:32:54

3 Ten locations are proposed for improvements 17:32:55  
4 along this route; 8 miles of actual roadway 17:32:58  
5 reconstruction. I know it's 10 miles from Ashland 17:33:02  
6 City to Pleasant View so we're hitting a good stretch 17:33:07  
7 through there. The purpose of the project really is 17:33:10  
8 to address the safety, geometric, and operational 17:33:12  
9 issues that are out there today, so we're -- we're 17:33:17

10 gonna start down, walk through this. I think a lot 17:33:20  
11 of you are already pretty familiar with where your 17:33:24  
12 particular property is, but we'll walk through it so 17:33:27  
13 that anyone who just walked in is clear. 17:33:29  
14 So starting from the south in Ashland City, 17:33:32  
15 you can see the 10 locations go from south to north 17:33:34  
16 and ending up in Pleasant View. Again, this will be 17:33:38  
17 a general view so we're gonna ask that we go to the 17:33:43  
18 displays, themselves, for more specifics on every 17:33:47  
19 property. This is preliminary. These are 17:33:50  
20 preliminary plans. They're subject to change so 17:33:51  
21 we're here to receive comments and react to comments 17:33:54  
22 thereafter. 17:33:57  
23 The first location starts from the south at 17:33:58  
24 Holloway Drive -- this is in Ashland City -- and ends 17:34:02  
25 up near the Cheatham County library. It's about a 17:34:05

7

1 mile stretch. In this particular location, we're 17:34:10  
2 gonna add a northbound -- northbound lane, widen the 17:34:14  
3 shoulders, and we're gonna shift the road away from 17:34:18  
4 the residents throughout this stretch. The boards 17:34:21  
5 are displays (indicating) for location 1, if you have 17:34:24  
6 property near this stretch, are up on the left 17:34:28

7 (indicating) -- in the back of the room there. 17:34:32  
8 Location number 2 is in the area of Bear 17:34:34  
9 Wallow and Ed Harris. This is a realignment of both 17:34:38  
10 of those two roads. It's about half a mile in total 17:34:41  
11 of improvement. The reloc- -- the realignment is 17:34:44  
12 safety related. We're looking to eliminate poorly 17:34:49  
13 lined intersections; particularly as you see on the 17:34:54  
14 left side of the screen there, the poorly aligned 17:34:56  
15 existing alignment of Bear Wallow coming in at that 17:35:00  
16 steep -- steep angle. We're looking to realign Ed 17:35:03  
17 Harris Road to tie in with the new-realigned Bear 17:35:07  
18 Wallow. Ed Harris has its own safety problems 17:35:12  
19 related to the geometry there. 17:35:15  
20 And in general, as we've done the studies on 17:35:16  
21 this project in this route, we've identified historic 17:35:19  
22 crash rates that exceed the statewide average. So 17:35:25  
23 many of the improvements that you see planned 17:35:30  
24 throughout these locations are safety related. 17:35:33  
25 Location 3 is an improvement on State Route 17:35:35

8

1 49. It starts in the south at the Tractor Supply 17:35:38  
2 Company and it ends at the north at the Sycamore 17:35:41  
3 Bridge; about a one-and-a-half-mile stretch. Through 17:35:45  
4 this stretch we're looking to add a southbound lane, 17:35:48

5 widen the shoulders, and widen to the west away from 17:35:51  
6 the prominent stream that runs on the east side of 17:35:55  
7 the roadway through this entire stretch. Again, a 17:35:58  
8 mile-and-a-half improvement here at location 3. 17:36:00  
9 The -- we're all in order 1 through 10, so locations 17:36:05  
10 2 and 3 are right near the War -- the War Eagle in 17:36:10  
11 the back. 17:36:14  
12 Location 4: Again, an improvement on State 17:36:14  
13 Route 49. It's starting out in the south at the 17:36:18  
14 Sycamore Creek Bridge and heading north for about 17:36:22  
15 another mile and a half and ending up at Golf Course 17:36:25  
16 Lane, the north end of Golf Course Lane. 17:36:30  
17 Through this location, we'll be adding a 17:36:32  
18 northbound lane, improving the shoulders, improving 17:36:35  
19 the poor sight distance, and shifting the road 17:36:38  
20 primarily to the west to avoid the prominent bluff 17:36:42  
21 that we all know is there. 17:36:45  
22 Locations 5 and 6: Again, they abut the 17:36:47  
23 improvements at location number 4. These are two 17:36:51  
24 closely-spaced intersections of Norman Harris Road 17:36:56  
25 and Randy Road. The proposed improvements at these 17:37:00

1 locations include -- they're both safety related -- 17:37:03

2 straightening out the side roads, removing portions 17:37:06  
3 of the old road. And particularly at Randy Road, 17:37:10  
4 we're looking to improve the sight distance. 17:37:15  
5 Locations 7 and 8: We're starting to get 17:37:18  
6 into Pleasant View. All of Pleasant View's 17:37:23  
7 information is on the side wall here (indicating). 17:37:23  
8 Location 7 and 8 start there again on State Route 49; 17:37:25  
9 about 1.9 miles' worth of improvement starting close 17:37:28  
10 to where we are and heading up to Pleasant View Main 17:37:34  
11 Street. The improvement at number 8 is an 17:37:37  
12 improvement to the sight distances at the 17:37:40  
13 intersection of Pleasant View Main Street. 17:37:42  
14 Taking a step back to the improvement at 17:37:45  
15 location number 7 is, again, safety related to 17:37:48  
16 flatten out the road and to provide two good 17:37:52  
17 12-foot-travel lanes and two 10-foot shoulders. 17:37:56  
18 Moving on, heading into the commercial area 17:37:59  
19 of Pleasant View. Locations number 9 and 10 begin at 17:38:02  
20 Pleasant View Main Street and travel to the -- or 17:38:06  
21 proceed to the north of 41-A. Through this area -- 17:38:10  
22 location number 9 on this wall here (indicating) -- 17:38:16  
23 we're looking to add a center turn lane, providing 17:38:19  
24 curb and gutter throughout location 9. 17:38:25  
25 And location 10, the intersection of 49 and 17:38:28

1 41-A, we're straightening out State Route 49 through 17:38:31  
2 the intersection reducing the overall footprint in a 17:38:35  
3 safety-related movement of -- safety-related 17:38:39  
4 improvement. 17:38:42

5 Again, that gives you hopefully a real 17:38:46  
6 general idea of what we're doing. You're gonna see a 17:38:49  
7 lot more details when you get to the boards. We have 17:38:54  
8 staff members -- at least two staff members at every 17:38:58  
9 board for every location so for those specific 17:39:00  
10 questions, they'll really be able to answer 17:39:03  
11 one-on-one here after we complete the Q&A portion. 17:39:06

12 As Heather had indicated, we're very early in 17:39:11  
13 this process. We're in the design phase. We're in 17:39:14  
14 the preliminary design phase and, obviously, looking 17:39:18  
15 for your comments today. Moving forward after this 17:39:22  
16 phase, we'll receive comments, react to comments, and 17:39:25  
17 move into right-of-way and construction phases. 17:39:29

18 With that, I'm gonna let Heather finish this 17:39:33  
19 out. 17:39:37

20 MS. JENSEN: As you can see, we tried to 17:39:39  
21 make the presentation as quick as possible; not to 17:39:41  
22 just run through it but just so that if you guys did 17:39:43  
23 have specific questions, we could get to those. 17:39:47  
24 Again, that's a good rundown. If you didn't get a 17:39:50  
25 handout when you came in, that goes through the 10 17:39:54

1 locations as well giving you a broad overview of what 17:39:55  
2 we're proposing. Again, none of these plans are 17:39:58  
3 final. We're here to get your feedback. 17:40:02  
4 And with that, I am gonna open it up to the 17:40:03  
5 questions. I do ask that we -- if you have a 17:40:05  
6 question, please raise your hand, stand up, say your 17:40:07  
7 name for our court reporter. If you live along the 17:40:12  
8 property (sic), please give us just your address so 17:40:15  
9 that we know where you're -- where you're coming from 17:40:17  
10 and what issues that you may have or concerns that 17:40:18  
11 you may have. 17:40:18  
12 So does anybody have any questions? 17:40:21  
13 Yes, sir. 17:40:21  
14 MR. BOYTER: Alfred Boyter, NorthCrest 17:40:26  
15 Medical Center. I know it's far reaching, but what's 17:40:27  
16 the timeframe? Everybody wants to know that. 17:40:30  
17 MS. JENSEN: That's a very good question. 17:40:34  
18 And I don't know if you want to -- 17:40:35  
19 MR. NIESEN: Right. 17:40:35  
20 MS. JENSEN: -- address kind of where 17:40:37  
21 we -- 17:40:37  
22 MR. NIESEN: Yeah. 17:40:37  
23 MS. JENSEN: -- are now. 17:40:37

24 MR. NIESEN: Right now that's a very 17:40:39  
25 difficult question to answer. And I think you've 17:40:41

12

1 heard that probably from others tonight. Right now 17:40:43  
2 we're waiting for right-of-way funding for this 17:40:47  
3 project. I believe that's to be coming in the near 17:40:50  
4 future, but that's beyond any of our pay grades. So 17:40:52  
5 until right-of-way funding's in place, we can't 17:40:55  
6 really give you a timeline. And I wish I had a 17:40:58  
7 better answer for that but that's where we are. 17:41:01

8 MS. JENSEN: And as I mentioned, it's 17:41:05  
9 important to note that the design plans are not 17:41:07  
10 finalized yet. And we can't move to right-of-way 17:41:11  
11 until we finalize those design plans. 17:41:13

12 And also, keep in mind that -- I'm sure you 17:41:16  
13 guys have heard about it -- funding is an issue on 17:41:17  
14 all of our projects. Projects across the state are 17:41:19  
15 facing regular scrutiny because of a lack of money. 17:41:23  
16 Yes, we want this project done. If we could do it 17:41:24  
17 tomorrow and the plans were ready, we certainly would 17:41:27  
18 move forward with that. But again, that's quite 17:41:29  
19 difficult to put a timeline on it. We would love to 17:41:31  
20 say, yes, in the next year, or two, whatever. 17:41:34  
21 Unfortunately, we just can't give that right now. 17:41:37

22 So I promise you as soon as we have a date, 17:41:40  
23 we'll be happy to give that to you. But until we 17:41:43  
24 do -- again, the goal right now is just to finalize 17:41:45  
25 the design plans so that we can be ready to move 17:41:47

13

1 forward when funding is available. 17:41:50  
2 Go ahead. 17:41:50  
3 MR. KNIGHT: Yeah, I'm Kenneth Knight, 17:41:55  
4 and my wife and I live at 1519. I spent -- about 17:41:57  
5 three years ago, I spent a considerable amount of 17:42:01  
6 money paving my -- paving my driveway to make it 17:42:07  
7 safer for us to pull out between two hills, which was 17:42:09  
8 considered about -- amount of money for that. When 17:42:15  
9 they come through and add the passing lane through 17:42:18  
10 there, from what I'm seeing, it's gonna be 8 foot of 17:42:21  
11 the driveway, you know, taken. I was just wondering 17:42:26  
12 if there'd be any compensation for that. 17:42:31  
13 MS. JENSEN: Certainly, if there's any of 17:42:34  
14 your property taken, you will be compensated for 17:42:36  
15 that; whether it's the driveway at the end of your 17:42:39  
16 property. No matter what, you will be compensated 17:42:42  
17 for that. And then, of course, you know, the 17:42:44  
18 entrance to the roadway will also be taken care of so 17:42:47

19 you won't be left with, you know, a gravel road 17:42:50  
20 put -- pulling out of there or anything like that. 17:42:52  
21 Those items will be addressed. We won't 17:42:53  
22 leave you high and dry. TDOT, I can assure you, is 17:42:56  
23 very responsible in taking care of not only the 17:43:01  
24 property owner and reimbursing you for your property 17:43:03  
25 and getting you fair market value, but also taking 17:43:04

14

1 care of that entryway so that it is safe for you to 17:43:07  
2 pull out there, which is the whole goal of the entire 17:43:09  
3 project. 17:43:13  
4 And honestly, if you want to meet with 17:43:14  
5 someone directly one-on-one about your specific 17:43:16  
6 property after this, I'm sure someone would be happy 17:43:18  
7 to talk with you about that as well. 17:43:18

8 MR. KNIGHT: Okay. Thank you. 17:43:20

9 MS. JENSEN: Uh-huh. 17:43:23

10 Yes. 17:43:23

11 MR. MELTON: My name's Bob Melton, I live 17:43:24  
12 at 1421 Highway 49. If you get the total funding for 17:43:26  
13 this project, are you gonna do it piecemeal or are 17:43:31  
14 you gonna do the whole thing in one fell swoop? 17:43:34

15 MS. JENSEN: It will be an entire 17:43:38  
16 project; that's the way that we have it planned right 17:43:40

17 now. Of course, they will probably work from one end 17:43:42  
18 to the other, but that would be dependent upon the 17:43:46  
19 contractor. When we go to bid this project, they 17:43:51  
20 will determine kind of the workflow and how they plan 17:43:51  
21 to approach it. They will be assigned a certain 17:43:55  
22 timeline. We do require that they have it done 17:43:56  
23 within a certain timeframe; whether that timeframe is 17:43:59  
24 two to three years, whatever the case may be. 17:44:01  
25 But they will decide their own work schedule 17:44:03

15

1 so they may start at one end and go to the next end. 17:44:06  
2 But it will be -- it will be considered one project 17:44:08  
3 so they will have a timeline to finish the entire 17:44:11  
4 project within that timeline. 17:44:14

5 MR. MELTON: What's the cost -- 17:44:15

6 MS. JENSEN: Does that answer your 17:44:15  
7 question? 17:44:15

8 MR. MELTON: -- of the project? 17:44:19

9 MS. JENSEN: I am not aware of a cost 17:44:20

10 estimate at this time. And again, some of that is 17:44:23

11 dependent upon the bids that we receive for the 17:44:24

12 project; as well as when the project is done, we may 17:44:25

13 have an offset. So we may have a preliminary cost 17:44:28

14 estimate today that would possibly be different a 17:44:29  
15 year or two from now depending on materials. 17:44:32  
16 MR. MELTON: If you're waiting on the 17:44:35  
17 funding, then you've got some idea of what the cost 17:44:36  
18 is gonna be. 17:44:39  
19 MR. NIESEN: Yeah, I can address it. 17:44:39  
20 MS. JENSEN: Absolutely. 17:44:41  
21 MR. NIESEN: So we have -- and sorry we 17:44:43  
22 didn't share it with you. We do have some 17:44:43  
23 information regarding the costs. The whole -- all 10 17:44:46  
24 of the locations are around the 30-million-dollar 17:44:51  
25 range for the improvements. 17:44:54

16

1 MR. MELTON: How much? 17:44:56  
2 MR. NIESEN: 30 million dollars for 17:44:57  
3 construction for these improvements based on 2014 17:44:59  
4 dollars. So as Heather says, it depends when 17:45:02  
5 construction occurs. 17:45:06  
6 MS. JENSEN: And I apologize, I think we 17:45:08  
7 were working on getting that. I wasn't sure we had 17:45:10  
8 it tonight. Thank you. 17:45:10  
9 MR. MELTON: I got -- I got -- and I 17:45:12  
10 don't know whether you can do this or not, but I'd 17:45:14  
11 like to have a show of hands of the people who are 17:45:16

12 not for this project. 17:45:18  
13 (Audience responds.) 17:45:18  
14 MR. MELTON: Okay. 17:45:24  
15 MR. KNIGHT: Is there a way that we could 17:45:29  
16 be notified when this is approved? 17:45:32  
17 MS. JENSEN: There is. We certainly -- 17:45:35  
18 as I said, we have the sign-in sheets. We will be 17:45:37  
19 happy to do that for you. And you will also be 17:45:43  
20 notified once we move to the next phase which, of 17:45:43  
21 course, would be right-of-way. You will be notified 17:45:45  
22 formally for that as well. 17:45:46  
23 MR. KNIGHT: Okay. By mail? 17:45:49  
24 MS. JENSEN: Yes. Uh-huh. Yes. 17:45:51  
25 Yes. Go ahead. 17:45:51

17

1 MS. BELL: My name is Amanda Bell, I'm 17:45:56  
2 here on behalf of Bernard Carney off of Van Hook. He 17:45:56  
3 lives in New Jersey. He'd like to know who he can 17:46:03  
4 contact or where he can find proposed plans either 17:46:04  
5 online or how he can get that because, obviously, he 17:46:07  
6 wasn't able to attend tonight. 17:46:11  
7 MS. JENSEN: Absolutely. Once we are 17:46:12  
8 done with the meeting, this presentation will 17:46:14

9 actually be posted online. I believe -- I'm working 17:46:16  
10 on getting a site for this project. It has not been 17:46:18  
11 ready yet because we're changing our online system, 17:46:23  
12 so I apologize for that. But at the very least, if 17:46:25  
13 you will come to me, and I will give you my 17:46:28  
14 information. We can send it to him via e-mail if 17:46:30  
15 that would be easiest for him. 17:46:30

16 MS. BELL: Okay. 17:46:36

17 MS. JENSEN: And we also have a lot of 17:46:37  
18 our project managers here as well that he can reach 17:46:38  
19 out to if he has specific questions. 17:46:40

20 Anybody else have a general question? 17:46:45

21 Yes. 17:46:45

22 MR. ELLIS: Yes, my name is Tommy Ellis. 17:46:49  
23 I -- my wife and I own the property at the corner of 17:46:50  
24 49 and Main Street in Pleasant View. I wonder if you 17:46:52  
25 have any consideration concerning historic 17:46:56

18

1 properties. Being part of the historic part of 17:46:59  
2 Pleasant View, according to the site plan, we have -- 17:47:02  
3 we have three commercial buildings there. And 17:47:07  
4 according to your site plan, it shows it coming 17:47:10  
5 completely to the corner of our historic building 17:47:13  
6 which is 140 years old. 17:47:18

7 We developed this property several years back 17:47:20  
8 and turned it into a community -- pretty much a 17:47:23  
9 community events hall. And it being historic, you 17:47:31  
10 know, it looks to me as if it's -- I know these are 17:47:34  
11 not finalized, but somebody would need to help me 17:47:37  
12 understand why when there's just dead space on the 17:47:42  
13 other side of the road with no utilities and then 17:47:45  
14 you're gonna cut through the corner of a historic 17:47:48  
15 building to make your right-of-way when there's 17:47:52  
16 nothing on the other side that would restrict it. 17:47:55

17 MS. JENSEN: And there are two questions 17:47:58  
18 there: One is the historical properties, which are 17:48:00  
19 certainly taken into consideration, and then, of 17:48:02  
20 course, why we're extending it a certain way. And 17:48:05  
21 I'll let you address that. 17:48:06

22 MR. NIESEN: Right. Related to historic: 17:48:08  
23 I think there's a lot of history out here. There's a 17:48:11  
24 lot of homes that have a lot of history out here, and 17:48:14  
25 they have a lot of value for that history. On behalf 17:48:16

1 of the fact that we are using federal dollars, we 17:48:21  
2 have to use federal criteria as to whether or not a 17:48:24  
3 home is eligible for the National Register of 17:48:28

4 Historic Places. And often times, there are things 17:48:31  
5 that you have to do to improve your homestead to keep 17:48:36  
6 it functioning; sometimes take it off the eligibility 17:48:38  
7 list. 17:48:42

8 So for this particular project, we -- there 17:48:42  
9 has been a NEPA study, that is the National 17:48:46  
10 Environmental Policy Act of 1965, and they go through 17:48:49  
11 and look at all of the features throughout the area. 17:48:53  
12 And they did identify several homes in the Sycamore 17:48:56  
13 Mill and others as it relates to history and they 17:49:01  
14 documented those things. 17:49:04

15 What they found is that there is one -- at 17:49:05  
16 least one property that is on the National Register 17:49:09  
17 of Historic Places, and I think it's the Adkins' 17:49:11  
18 tract where the old mill once stood. The other homes 17:49:16  
19 did not meet that through -- they're plenty historic, 17:49:20  
20 they've got a ton of value, but they did not meet 17:49:25  
21 that federal level. That federal level would 17:49:27  
22 probably require maybe some avoidance or some -- 17:49:31  
23 avoidance on that tract. But -- however, for this -- 17:49:37  
24 for this roadway, the Adkins' tract was the one that 17:49:39  
25 has -- I think already on the national register. So 17:49:43

1 that's number one. 17:49:48

2 Number two: On the alignment issue, that's 17:49:50  
3 why we're here. I think you make a good point and we 17:49:52  
4 need to look and see what we can do. It is a little 17:49:55  
5 challenging to -- particularly in that corner where 17:49:59  
6 the two roads come in not at 90s but at scissors 17:50:02  
7 (indicating) and angles. And because of the design 17:50:07  
8 standards that we have, we can't just, you know, 17:50:10  
9 snake that thing through that so that -- that's the 17:50:14  
10 challenge is trying to minimize that footprint and 17:50:17  
11 minimize the impact. And that's what we're always 17:50:20  
12 challenged with, and that's what we're still 17:50:23  
13 challenged with. And again, we're looking for those 17:50:27  
14 types of comments so that we can ensure we have the 17:50:29  
15 best plan possible. 17:50:32  
16 MS. JENSEN: Anybody else? 17:50:37  
17 Yes, ma'am. 17:50:37  
18 MS. ELLIS: My name is Kelly Ellis, and 17:50:38  
19 my husband and I have the Livery Stables and that is 17:50:42  
20 a functional events hall. And we're -- when we first 17:50:44  
21 opened that, we had to share that common parking lot. 17:50:49  
22 According to your plans, you're gonna shut that 17:50:51  
23 accessibility off where there's a road that we put 17:50:54  
24 that actually ties the two together, which will 17:50:57  
25 actually shut down our business because people won't 17:51:00

1 be able to park. Our parking lot's gonna be taken 17:51:04  
2 up. 17:51:07  
3 And secondly, I see that you're gonna put a 17:51:07  
4 retaining wall up there, which is -- which is gonna 17:51:08  
5 hide that building which is -- I believe you can ask 17:51:10  
6 everyone here in town or comes to town, when you 17:51:14  
7 travel down 49, it catches your eye. It's 17:51:17  
8 aesthetically a work of art because of its age and 17:51:20  
9 because we have tried to keep it as rustic and full 17:51:24  
10 of history as we possibly could while making it 17:51:26  
11 functional. You're gonna take all of that away, the 17:51:27  
12 ambience of it and everything and degrade it while 17:51:33  
13 shutting down the parking lot which stays booked. 17:51:35  
14 And everyone here, I believe, can attest to it's a 17:51:38  
15 very, very busy events hall. 17:51:41  
16 And I'm just trying to figure out, again, the 17:51:43  
17 rationale on all of that and the compensation for me 17:51:47  
18 having to cancel all of those events. 17:51:50  
19 MR. NIESEN: I can address it. 17:51:52  
20 MS. JENSEN: Uh-huh. 17:51:52  
21 MR. NIESEN: So we certainly recognize 17:51:57  
22 your property and the Livery and its importance to 17:51:59  
23 the area. And because this is a preliminary stage, 17:52:01  
24 we don't normally show retaining walls. Usually we 17:52:03  
25 just let the slopes fall out to see what the impacts 17:52:07

1 are. 17:52:10  
2 When we saw the impacts on your particular 17:52:10  
3 property, we knew right away that we needed to 17:52:11  
4 protect that location. So that was something that we 17:52:13  
5 actively chose to do to make sure that we at least 17:52:16  
6 protected and kept that -- those slopes from taking 17:52:20  
7 any of those properties in there. 17:52:23

8 So as it relates to the parking, after we 17:52:25  
9 break down, we'll -- we can go through it. I don't 17:52:29  
10 believe we're getting into the connector road as 17:52:32  
11 you -- as you think. I think what we show in there 17:52:36  
12 is a construction easement, and that's a temporary 17:52:39  
13 thing. It will be temporarily -- 17:52:42

14 MS. ELLIS: How temporarily? How long? 17:52:49

15 MR. NIESEN: And that's a good question. 17:52:52

16 MS. ELLIS: That's the -- 17:52:52

17 MR. NIESEN: That's a contractor -- 17:52:52  
18 that's a contractor question. And we're certainly a 17:52:53  
19 little ways from that so -- but there's a possibility 17:52:55  
20 that could potentially limit that in our contract 17:53:01  
21 documents. 17:53:04

22 So these are the kinds of things that we want 17:53:04  
23 to have on the record so that if we're making -- we 17:53:05

24 can get them in commitments and they can get in the 17:53:08

25 plans so that's -- what's important is that you spoke 17:53:11

23

1 out like you did. That's great; it gets in the 17:53:14

2 record. And then your comments further will help as 17:53:16

3 well. 17:53:18

4 But we all -- we have actively -- 17:53:18

5 MS. ELLIS: I mean, we all need to speak 17:53:21

6 to you about this being a problem if you support the 17:53:23

7 Livery Stables because it will shut it down. It 17:53:24

8 will -- a for sale sign will go up. It will not -- I 17:53:27

9 will not be able to have the events that are planned 17:53:28

10 there. 17:53:31

11 MR. NIESEN: The wall is going to be -- 17:53:32

12 as you know, you're sitting down below the right -- 17:53:35

13 MS. ELLIS: Right. 17:53:38

14 MR. NIESEN: -- so the wall will be -- 17:53:39

15 won't be necessarily visible from the roadside. 17:53:40

16 It'll be visible from your side. So I think some of 17:53:43

17 those sight line issues may be somewhat resolved. 17:53:46

18 Now, we may add a guardrail. We'll have to look at 17:53:49

19 exactly how that works. But that was an active 17:53:51

20 attempt to keep you whole and so we will continue to 17:53:54

21 look at it. We will. 17:54:01  
22 MS. ELLIS: Okay. Thank you. 17:54:01  
23 MS. JENSEN: Yes, ma'am. 17:54:01  
24 MS. MELTON: Jeri Melton, 1421 Highway 49 17:54:06  
25 East. And the representatives of Ragan-Smith, I do 17:54:07

24

1 not mean to disrespect you when I say this, but I 17:54:10  
2 know for a fact there was not enough consideration 17:54:11  
3 given for historic properties and the value of the 17:54:14  
4 landscape, and the value of the fact that there was 17:54:17  
5 Civil War skirmishes fought on the property. 17:54:20  
6 My question is: In the phase 4 where you're 17:54:24  
7 coming up the hill and going to 5, why in the world 17:54:26  
8 are you changing an existing roadbed, moving it over, 17:54:30  
9 and then taking our front yard? The tree that I'm 17:54:32  
10 talking about, my neighbor's tree, is the fourth 17:54:35  
11 largest of its kind in the -- in the state of 17:54:38  
12 Tennessee. There's a new book out that just listed 17:54:40  
13 this tree and it is a historical tree. That place is 17:54:43  
14 a historic property. 17:54:47  
15 They didn't register it because once you 17:54:48  
16 register it, then you can't do geothermal and you 17:54:50  
17 can't do these things. Because once you put it on 17:54:54  
18 the registry, you can't touch it. I know that for a 17:54:55

19 fact because I live in downtown Franklin. Because 17:54:57  
20 let me tell you what, you can't cut a limb off a tree 17:55:00  
21 if you don't get somebody's approval. I know it for 17:55:05  
22 a fact so that's why they're not listed. But the 17:55:05  
23 tree is listed in the historical registry. 17:55:05  
24 When my neighbors approached the Department 17:55:08  
25 when they were doing the preliminary-preliminary, 17:55:12

25

1 they basically just kind of blew them off. And so I 17:55:13  
2 had a tree that they believed is the largest 17:55:16  
3 sycamore -- shagbark hickory in the state, and it's 17:55:20  
4 sitting there and it's gonna take it completely out. 17:55:22  
5 It's gonna take oaks; it's gonna take trees. And 17:55:24  
6 why? Because the road that exists apparently is 17:55:27  
7 fine. 17:55:27  
8 And except for the drunk that ran into my 17:55:31  
9 neighbor's ditch because he was drunk as a skunk, we 17:55:34  
10 don't see wrecks. We live on that road. We don't 17:55:39  
11 see traffic. We don't see a need for a parking lane. 17:55:39  
12 Now, my neighbor drove the lawnmower from his 17:55:42  
13 house down to the neighbor's house. Yes, there were 17:55:44  
14 people parked up behind the -- the lawnmower. And 17:55:46  
15 somebody from TDOT said they can't drive a lawnmower 17:55:47

16 on a road. I said you tell the neighbor that; it's 17:55:52  
17 Cheatham County. But I never see anybody stopped and 17:55:52  
18 waiting to get up the hill because they can't get up 17:55:55  
19 there. We don't see wrecks out there. We -- we're 17:55:58  
20 concerned because it takes our front yard. 17:56:02  
21 We're also concerned because why are they 17:56:04  
22 saying there's wrecks, why are they saying there's 17:56:06  
23 all these safety concerns? Now, I'd like to see some 17:56:08  
24 hard factual records for these, about the wrecks, 17:56:12  
25 where they are. 17:56:14

26

1 And if you're worried about the bluff, put up 17:56:14  
2 a guardrail. Everybody else in the state of 17:56:19  
3 Tennessee drives like this (indicating) through North 17:56:20  
4 Carolina and East Tennessee with a guardrail. So why 17:56:22  
5 in the world are we taking a road that exists, 17:56:24  
6 apparently fine, and moving it way over here in front 17:56:26  
7 of peoples' houses when there's no need. That's my 17:56:30  
8 concern. So I know it's a bunch of stuff to answer, 17:56:34  
9 but that's just my opinion so... 17:56:34

10 MS. JENSEN: I'll start and then kind of 17:56:37  
11 let you take over in terms of why they're shifting. 17:56:39  
12 There are three main reasons why we do any project: 17:56:42  
13 Number one, safety; the second is congestion; and 17:56:45

14 then the third is economic development. And this 17:56:49

15 project is designed to take care of -- ultimately of 17:56:51

16 all of those things. 17:56:53

17 Now, in terms of the road shift, I think you 17:56:54

18 can probably -- 17:56:56

19 MR. NIESEN: Sure. 17:56:56

20 MS. JENSEN: -- address that better than 17:56:58

21 me. 17:57:01

22 MR. NIESEN: The road shift: So we 17:57:02

23 started out right where the road is today and tried 17:57:04

24 to see if we could put the road right where it is. 17:57:07

25 And we consulted the geotechnical experts to 17:57:11

27

1 understand how much construction we could do along 17:57:15

2 the bluff. As you know, it drops off in upwards of 17:57:18

3 180 feet. So what we were advised per the 17:57:23

4 geotechnical staff is that if we uproot some of those 17:57:29

5 trees, we could have some real stability problems so 17:57:33

6 we were advised not to do any of that work, to bring 17:57:37

7 the road further to the east so that's what has 17:57:40

8 driven the road to the west. 17:57:44

9 As it relates to the need: There was a 17:57:46

10 planning study done on this project. And, you know, 17:57:51

11 years ago when TDOT had a lot more money, they might 17:57:54  
12 have looked at a four-lane or five-lane roadway. 17:57:57  
13 What the planning study had encouraged was to look at 17:58:01  
14 certain locations where we could improve the safety, 17:58:06  
15 which we know we have some poor sight distances 17:58:10  
16 through that area going up and down (indicating), and 17:58:13  
17 to provide for some additional capacity for people 17:58:16  
18 who are trying to get north to I-24 in the morning or 17:58:20  
19 other times of the day, so this is one of those 17:58:25  
20 locations. 17:58:29  
21 Coming from the Sycamore Creek, which you 17:58:30  
22 know sits way down in the valley, and coming up the 17:58:33  
23 hill, it seemed to make sense to add another lane at 17:58:36  
24 this location to provide for those slower-moving 17:58:40  
25 vehicles to stay in one lane while others could stay 17:58:46

28

1 in the other. But that's why we're here and 17:58:48  
2 that's -- that's why we're looking for your input. 17:58:51  
3 Perhaps this might be one of these pieces that we 17:58:55  
4 haven't really thought about. 17:58:55  
5 Yes, sir. 17:58:59  
6 MR. MELTON: Have you done a traffic 17:59:00  
7 study on that section of road that you want to widen 17:59:03  
8 the free lane? 17:59:05

9 MR. NIESEN: Right. So a transportation 17:59:05  
10 planning report was done and it is public record. 17:59:07  
11 And what -- again, what it did was to look at all of 17:59:10  
12 the purpose and need for roadway improvements for 17:59:13  
13 this area. And it did identify a number of different 17:59:17  
14 items from safety, to operational deficiencies; 17:59:20  
15 meaning vehicles are trying to get through that are 17:59:24  
16 stuck behind traffic or don't have opportunities to 17:59:28  
17 maintain the speed. It also identified a lot of 17:59:32  
18 geometric problems with the road vertical and 17:59:35  
19 horizontal. 17:59:40

20 This road was designed originally in the 17:59:41  
21 1930s, and I get the opportunity to look at those old 17:59:44  
22 set of plans when we do our design. And to my way of 17:59:46  
23 thinking -- and y'all have been out here probably 17:59:52  
24 longer -- but there's not that much that has changed 17:59:52  
25 from those plans to what we have today and -- so 17:59:55

29

1 there's a lot of counties that are looking for these 17:59:59  
2 dollars. Cheatham County is one of them. And this 18:00:03  
3 was one of the spots that seemed to make some sense, 18:00:05  
4 and we're gonna come out of this meeting and see if 18:00:08  
5 it still makes some sense. 18:00:11

6 MS. JENSEN: Yes, ma'am. 18:00:15  
7 MS. GHERGIA: I'm Brandi Ghergia, I'm the 18:00:17  
8 executive director of the Cheatham County Chamber of 18:00:20  
9 Commerce, and I looked at the plans. And what I saw, 18:00:24  
10 I liked. I drive these roads everyday, but I would 18:00:26  
11 ask you to make some consideration for the Ellis 18:00:32  
12 property. We have very limited event space in 18:00:34  
13 Cheatham County so it doesn't just affect them, it 18:00:36  
14 affects every business, every non-profit, everybody 18:00:41  
15 who wants to hold an event there, and it is 18:00:43  
16 significant. I mean, they are having events several 18:00:44  
17 times a week so I would just ask you to consider 18:00:48  
18 that. 18:00:50

19 MS. JENSEN: Thank you. We appreciate 18:00:51  
20 that feedback. And as he mentioned, hopefully, we 18:00:52  
21 can talk more one-on-one with you so that we can 18:00:56  
22 figure out exactly what's happening so then you can 18:00:59  
23 tell us further what are your concerns specifically. 18:01:01

24 It sounds like we're getting into more of a 18:01:03  
25 specific -- property-specific-type questions so I'm 18:01:06

1 gonna go ahead and end this so that we can go to the 18:01:09  
2 break-out sessions so you guys can ask one-on-one 18:01:11  
3 with our reps. Everybody's got a name tag on, so if 18:01:16

4 you see a rep, please stop them and ask them if you 18:01:16  
5 have a specific question about a specific property. 18:01:20  
6 And please, as I mentioned before, make sure 18:01:20  
7 you take one of the comment cards with you. It 18:01:23  
8 doesn't have to be a question. It can just be a 18:01:26  
9 general statement; you know, please consider this. 18:01:28  
10 And make sure that gets back to us within 21 business 18:01:30  
11 days. Because, again, that's the whole reason we're 18:01:34  
12 here, is that these plans are not final; we're here 18:01:36  
13 for the feedback and want to know what concerns you 18:01:38  
14 have. If you have a proposal for something else, 18:01:38  
15 please let us know; we want that. 18:01:38  
16 And also, be sure to stop and talk to the 18:01:43  
17 court reporter; she'll take those statements as well. 18:01:45  
18 So -- but with that, we'll break out -- 18:01:48  
19 I'm sorry, did you have a quick question? 18:01:50  
20 MR. FELTS: We -- I just -- my name is 18:01:53  
21 Daniel Felts. And this is not pertaining to the new 18:01:56  
22 highway but it is about safety. And I can't for the 18:02:01  
23 life of me understand why you permit bicycles on the 18:02:06  
24 highway with motor vehicles. You're talking about 18:02:09  
25 safety. It's just -- it's ridiculous. 18:02:12

1 MS. JENSEN: I understand. You know, 18:02:16  
2 most roads here, we're required to share the road. 18:02:18  
3 And usually we allow bike lanes when there is -- 18:02:21  
4 MR. FELTS: Well -- 18:02:26  
5 MS. JENSEN: -- enough space for the 18:02:26  
6 bikes. 18:02:26  
7 MR. FELTS: -- it's an issue. You come 18:02:26  
8 around the curve, and you've got bicycles in the 18:02:28  
9 road, and you're doing the speed limit, where are you 18:02:31  
10 going? You're either gonna run over them, you're 18:02:34  
11 gonna take the ditch and hurt yourself or you're 18:02:35  
12 gonna hit head-on traffic. It -- it's just utterly 18:02:37  
13 ridiculous. 18:02:41  
14 MS. JENSEN: I understand. I appreciate 18:02:42  
15 you -- 18:02:42  
16 MR. FELTS: I've previously -- and I've 18:02:44  
17 talked to the Department of Transportation before 18:02:45  
18 about that. 18:02:48  
19 MS. JENSEN: Well, thank you. And -- 18:02:48  
20 MR. FELTS: They just put up some more 18:02:49  
21 bicycle lanes -- go ahead. 18:02:53  
22 MS. JENSEN: I understand. Thank you. 18:02:54  
23 Again, we appreciate you being here. Please 18:02:55  
24 feel free to talk to us. We've got a lot of 18:02:57  
25 representatives too that want to talk to you so 18:03:00

1 please make sure they hear your concerns. Thank you 18:03:03  
2 so much for coming. 18:03:05  
3 MR. ANDERSON: How you doing? 18:03:05  
4 THE REPORTER: Good. 18:03:05  
5 MR. ANDERSON: Hey, we're Ronnie and 18:03:17  
6 Anita Anderson. We live at 2131 Highway 49 East. 18:03:19  
7 And our concern is similar to the concerns that were 18:03:21  
8 voiced earlier. Across the road from us is farmland. 18:03:25  
9 On our side of the road is utilities and sewer. So 18:03:30  
10 if they come up into our yard, they not only are 18:03:33  
11 gonna be affecting our field lines but they'll be 18:03:37  
12 affecting the sewer in front of us; where across the 18:03:39  
13 road is nothing but a farmland. So we just wanted to 18:03:42  
14 make that statement and actually get it on record, 18:03:45  
15 okay? Thank you. 18:03:48  
16 THE REPORTER: Thank you. 18:03:49  
17 MS. STAGGS: I'd like to make a comment, 18:03:49  
18 please. 18:03:49  
19 THE REPORTER: All right. And your name? 18:03:49  
20 MS. STAGGS: My name is Emily Staggs -- 18:03:59  
21 THE REPORTER: Okay. 18:03:59  
22 MS. STAGGS: -- and I own the BJ's 18:04:01  
23 Restaurant property, and it's gonna come right in 18:04:03  
24 front, take the whole front parking area and so 18:04:05  
25 that's gonna really impact our business. We're right 18:04:09

1 across from the Livery Stables. And we have an event 18:04:12

2 hall in the back as well, and so just the time and 18:04:15

3 the construction will really deter a lot of people 18:04:18

4 from coming in the restaurant because there's tons of 18:04:23

5 parking in the front and they can whip in, whip out 18:04:25

6 and go. And so this will really impact our 18:04:28

7 restaurant as well, so I just wanted that noted. 18:04:32

8 Thank you. 18:04:35

9 THE REPORTER: Thank you. 18:04:35

10 MR. BOYTER: I just wanted to -- 18:04:48

11 THE REPORTER: Your name? 18:04:48

12 MR. BOYTER: I'm Alfred Boyter with 18:04:49

13 NorthCrest, and I want to be put on a notification 18:04:51

14 list for any and all meetings pertaining to this 18:04:54

15 highway. And we own property adjoining BJ's 18:04:57

16 Restaurant, and then we have a severe water problem 18:05:02

17 over there. 18:05:05

18 THE REPORTER: How do you spell your last 18:05:05

19 name? 18:05:05

20 MR. BOYTER: B-O-Y-T-E-R, Boyter. Thank 18:05:05

21 you. 18:06:34

22 MS. ANDERSON: I'm Anita Anderson. 18:06:35

23 THE REPORTER: Okay. Go ahead. 18:06:35  
24 MS. ANDERSON: I had asked him to be sure 18:06:36  
25 and state we also have a hundred-year-old oak tree in 18:06:38

34

1 our front yard which, again, will be affected by 18:06:42  
2 this. And we didn't feel like -- with open farmland 18:06:46  
3 across from us, it doesn't make sense it couldn't go 18:06:49  
4 over. I asked him to put that on there and he didn't 18:06:53  
5 do it. I just wanted to put that on there. Thank 18:06:56  
6 you. 18:07:00  
7 THE REPORTER: Thank you. 18:07:00  
8 MS. MELTON: I'm trying to think what 18:07:00  
9 I've said because I -- 18:08:21  
10 THE REPORTER: Give me your name again, 18:08:21  
11 please. 18:08:21  
12 MS. MELTON: Jeri Melton. 18:08:26  
13 THE REPORTER: Thank you. 18:08:26  
14 MS. MELTON: 1421 Highway 49 East. And I 18:08:27  
15 am concerned about our historic properties. I am 18:08:31  
16 concerned about the Cheek's family summer home -- 18:09:17  
17 Cheekwood. The treehouse that held up the tree at 18:09:20  
18 her -- the tree that she had her treehouse in is 18:09:24  
19 being taken, or at least coming right into it. 18:09:27  
20 They're taking part of their property. They're 18:09:30

21 taking part of the historic trees that are on the top 18:09:34

22 of the hill. This is section 4. That's my main 18:09:37

23 concern. 18:09:41

24 I hear it's due to two or three safety 18:09:41

25 issues, traffic issues. I moved here 18:09:43

35

1 20-something-years ago; before Highway 12 was a 18:09:45

2 four-lane and there was traffic going over to I-24, 18:09:49

3 and that is now not the case. There is very little 18:09:51

4 traffic and no one ever gets stuck behind a log 18:09:54

5 truck. I live there; I see it; I drive it everyday. 18:09:58

6 I come in and out of Nashville and there's no kind of 18:10:00

7 traffic issues. I've never seen any wrecks like 18:10:04

8 that. All just because some drunk runs off the road 18:10:05

9 and -- because he's drunk out of his mind, that was 18:10:08

10 -- I never see any wrecks. I never see any concerns. 18:10:11

11 I never see that happening. 18:10:14

12 And my other concern is -- that I have is 18:10:15

13 about the economic development. And if they want 18:10:18

14 Pleasant View to become Brentwood, then they need to 18:10:22

15 move to Brentwood. If they want Ashland City to 18:10:24

16 become Nashville, they need to move to Nashville and 18:10:26

17 pay the property taxes, deal with the traffic. Leave 18:10:30

18 us alone, keep it rural, keep our beauty. 18:10:31  
19 Williamson County that I used to live in 18:10:33  
20 almost lost all of their natural beauty before they 18:10:36  
21 were -- finally they started stopping the 18:10:40  
22 development. And that's my main concern here. I 18:10:42  
23 moved to Ashland City, Cheatham County because I 18:10:43  
24 wanted the rural lifestyle, the peace, the quiet, and 18:10:46  
25 the low property taxes. And that's my concerns. 18:10:50

36

1 Thank you. I appreciate it, appreciate you being 18:10:54  
2 here. 18:11:00  
3 MS. STAGGS: You're gonna say goodness. 18:23:57  
4 THE REPORTER: Okay. And your name 18:23:57  
5 again? 18:23:57  
6 MS. STAGGS: My name is Emily Staggs, and 18:23:58  
7 I own BJ's Restaurant. I just discovered that the 18:24:01  
8 building next to me, which I do not own but I rent, 18:24:04  
9 that's where I keep my huge freezer and supplies. 18:24:11  
10 I've just found out that that whole -- that road will 18:24:16  
11 take all of that building so that building will 18:24:19  
12 probably be condemned and not be usable. 18:24:22  
13 My delivery trucks pull in that parking lot 18:24:25  
14 to deliver to that building, and that will affect my 18:24:29  
15 business as well because I won't be able to use my 18:24:33

16 freezer. My freezer cannot go in my big building due 18:24:36

17 to the electrical and the space and what's going on 18:24:41

18 right now. So I just wanted that documented too. 18:24:44

19 THE REPORTER: All right. 18:24:44

20 MS. STAGGS: Thank you. 18:24:48

21

22

23

24

25

37

1 REPORTER'S CERTIFICATE

2

3 STATE OF TENNESSEE

4 COUNTY OF DAVIDSON

5 I, SARAH N. LINDER, Licensed Court Reporter,

6 with offices in Nashville, Tennessee, hereby certify

7 that I reported the foregoing proceedings of

8 TENNESSEE DEPARTMENT OF TRANSPORTATION PUBLIC MEETING

9 by machine shorthand to the best of my skills and

10 abilities, and thereafter the same was reduced to

11 typewritten form by me.

12 I further certify that I am not related to

13 any of the parties named herein, nor their counsel,  
14 and have no interest, financial or otherwise, in the  
15 outcome of the proceedings.

16 I further certify that in order for this  
17 document to be considered a true and correct copy, it  
18 must bear my original signature and that any  
19 unauthorized reproduction in whole or in part and/or  
20 transfer of this document is not authorized, will not  
21 be considered authentic, and will be in violation of  
22 Tennessee Code Annotated 39-14-104, Theft of  
23 Services.

20

21

22 

---

SARAH N. LINDER, LCR  
23 Elite Reporting Services  
24 Certified Court Reporter (TN)  
Senior Managing Associate and  
Notary Public State of Tennessee

25 My Notary Commission Expires: 6/21/2016  
LCR #153 - Expires: 6/30/2016