

TENNESSEE DEPARTMENT OF TRANSPORTATION

PUBLIC MEETING

June 18, 2016

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Tennessee Department of Transportation
Design Public Meeting
Grainger County SR-1 Widening Project

June 18, 2016
5:00 p.m.

Grainger High School
2201 US-11W
Rutledge, Tennessee 37861

Elite Reporting Services
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Jennifer Short, LCR, CCR, Associate Reporter
Knoxville, Tennessee
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2
3 MR. NAGI: Good evening, everybody.

4 Thank you very much for coming on out tonight. My 17:33:32
5 name is Mark Nagi. I'm the Community Relations 17:33:33
6 Officer for Region 1 of Tennessee's Department of 17:33:36
7 Transportation. We're here tonight at Grainger High 17:33:39
8 School to discuss the State Route 1 widening project 17:33:39
9 from Rutledge to Bean Station. The purpose of this 17:33:43
10 meeting is to provide the public an opportunity to 17:33:45
11 provide comments regarding this proposed widening 17:33:47
12 project, and for TDOT representatives to answer any 17:33:52
13 questions you might have, and to provide 17:33:54
14 information. 17:33:54

15 Joining us tonight from TDOT are, for 17:33:56
16 Project Development, Christy Brown, Eric Wilson, 17:33:59
17 Stephanie Wallis, Kenny Kerley, Louna Koeuf, Jay 17:33:59
18 Morgan, Alex Christie, Zac Bailey, Randy Plummer, 17:33:59
19 Suzanne Thomson, Jen Pollard, Justin McGill, Mark 17:34:06
20 Parrish, Jordan Livesay, Aubin Fowler, and Brock 17:34:09
21 Davis. 17:34:09

22 From TDOT Design are Maysoon Haddad, Jay 17:34:15
23 Morgan, Randy Plummer, David Jordan, Jennifer 17:34:21
24 Pollard, and Kenny Kerley. And from TDOT Design at 17:34:21
25 our Headquarters in Nashville, Moosa Pourali. 17:34:21

1 From TDOT Right of Way we have Andrea 17:34:29
2 Hall, Gaylon Hill, Phil Addison, Cory Sharrock, 17:34:29
3 Caleb Underwood, and James McSpadden. 17:34:35

4 And from TDOT consultant Cannon & Cannon 17:34:35
5 are Jeff Beckett, Becky Headrick, and Paul Beebe. 17:34:42

6 Coming up in just a couple of minutes 17:34:45
7 we'll have a short presentation. And following the 17:34:47
8 presentation, we will have TDOT representatives 17:34:48
9 available throughout the room to answer any 17:34:51
10 questions that you may have. Once again, this is a 17:34:54
11 TDOT Design Public Meeting, which means you have a 17:34:58
12 few different ways to get your comments officially 17:34:58
13 on the record. We have a court reporter present. 17:35:01
14 Right now she's in the front of the room. She'll be 17:35:01
15 recording all following comments that are made at 17:35:05
16 this meeting. She'll also be available following 17:35:08
17 the question-and-answer session to take down all of 17:35:09
18 your comments in the back of the room if that is 17:35:12
19 something that you prefer. 17:35:13

20 Also, when you walked in, you signed in, 17:35:15
21 you might have seen comment cards and pens. You can 17:35:19
22 write down your comments and hand those into us 17:35:20
23 tonight, or you can take those cards home and send 17:35:23
24 them back to us. You have 21 days from today to do 17:35:27
25 that if that is something that you would prefer. In 17:35:30

1 addition, following the presentation, as said, there 17:35:32
2 will be a public question-and-answer session. We'll 17:35:34
3 set aside about 10 or 15 minutes for that. That's 17:35:37
4 if you have any general questions about the project 17:35:40
5 that you would like answered. If you have a 17:35:42
6 question specifically about your property, that's 17:35:44
7 something that we can do one on one after the public 17:35:47
8 question-and-answer session. 17:35:49
9 Before we go any further, we'll ask are 17:35:50
10 there any members of the media here tonight? 17:35:54
11 Grainger Today, hey Tracy. 17:35:57
12 Also like to ask any public officials 17:35:59
13 that are here, please stand and say your name and 17:36:04
14 what office that you hold. 17:36:06
15 MR. SEXTON: Jerry Sexton, State 17:36:10
16 Representative. 17:36:15
17 MR. WOLFE: Jerry Wolfe, Mayor of Bean 17:36:16
18 Station. 17:36:19
19 MR. ACUFF: James Acuff, County 17:36:22
20 Commissioner. 17:36:23
21 MR. BAKER: Johnny Baker, Commissioner. 17:36:39
22 MR. NAGI: Anyone else? 17:36:40
23 MS. JOHNSON: Becky Johnson, County 17:36:40
24 Commissioner. 17:36:54
25 MR. NAGI: Okay. With all that being 17:36:58

1 said, I'll turn things over to TDOT's Christy Brown 17:37:00
2 and we'll have tonight's presentation. Thank you. 17:37:05

3 MS. BROWN: Thank you, Mark. Good 17:37:06
4 evening, everyone. I'm going to repeat a little of 17:37:06
5 what Mark said, but we are here tonight for the 17:37:06
6 Public Design Meeting on State Route 1, US 11W from 17:37:15
7 Rutledge to Bean Station. Tonight's schedule, we'll 17:37:20
8 have a formal presentation. As Mark said, we'll 17:37:23
9 have 10 or 15 minutes after the presentation to 17:37:26
10 answer any general-type questions that you guys may 17:37:29
11 have. And then we're going to go back to our open 17:37:30
12 house format where representatives from TDOT and 17:37:35
13 Cannon & Cannon will be located at the displays and 17:37:36
14 the plan is to answer any specific questions that 17:37:38
15 you may have. 17:37:39

16 And, of course, as Mark said, again, we 17:37:42
17 are here to gather your feedback. You can do that 17:37:46
18 in a couple of different ways. You can fill out the 17:37:47
19 comment cards and drop them off, or mail them in, or 17:37:47
20 you can speak to the court reporter. 17:37:51

21 Some of you live in a project history on 17:37:53
22 the projects that we're looking at tonight. In 17:37:57
23 1999, the original environmental document was 17:38:01
24 completed for a 22-mile section of State Route 1. 17:38:06
25 This 22-mile section covered from Blaine to Bean 17:38:12

1 Station. And that environmental document 17:38:12
2 recommended that improvements be a four-lane divided 17:38:15
3 highway. 17:38:16

4 TDOT came in in October of 2009 and held 17:38:19
5 a Public Design Meeting on the section from Country 17:38:21
6 Road to Bean Station. And we came back out in 17:38:26
7 February 2011 for a Public Design Meeting from the 17:38:29
8 section from Rutledge to west of Helton Road. Both 17:38:32
9 of these Design Meetings showed plans for a 17:38:36
10 four-lane divided highway. 17:38:38

11 So you're probably thinking, why are we 17:38:41
12 back tonight? Well, we're here to discuss the 17:38:41
13 proposed improvements from Rutledge to Bean Station, 17:38:46
14 and we have preliminary plans for you to view. And 17:38:49
15 these plans and displays that we have tonight 17:38:51
16 reflect a five-lane section, two travel lanes in 17:38:55
17 each direction with a center turn lane. And again, 17:38:59
18 we're here to receive your input via comment cards 17:39:03
19 or the court reporter, and we're here to answer any 17:39:05
20 questions that you may have. 17:39:07

21 Tonight's meeting, as I mentioned, these 17:39:09
22 plans and displays represent a five-lane highway, 17:39:15
23 two travel lanes in each direction and a center turn 17:39:18
24 lane. Now, the modifications from the 2009 and 2011 17:39:22
25 public meetings came primarily from two different 17:39:25

1 sources. Comments that we got from you guys back in 17:39:29
2 2009 and 2011, there was some concerns about being 17:39:34
3 able to access property given the median's facing 17:39:34
4 openings for the four-lane divided highway. 17:39:40

5 And also, over the past several years, 17:39:43
6 the Department has taken a second look at several 17:39:47
7 larger-type projects, and this falls in those 17:39:50
8 larger-type projects. Both projects are 17:39:53
9 approximately 5 miles in length. So what the 17:39:57
10 Department did, is they went back and we took a look 17:40:00
11 and we said, can we still meet the purpose and need 17:40:02
12 and make the improvements but with less impact, both 17:40:04
13 to the environment and to the residents along the 17:40:08
14 corridor? So we had to require less right of way. 17:40:12
15 And when we did that, we determined that we could do 17:40:14
16 that, we could meet the purpose and need and reduce 17:40:16
17 impacts by going with a five-lane section of roadway 17:40:21
18 instead of the four-lane project. 17:40:24

19 So this is a map you may have saw when 17:40:27
20 you walked in the door. It shows the two projects 17:40:29
21 that we're here tonight to discuss. The green 17:40:33
22 project is what we're referring to as Project 1. 17:40:36
23 It's from Rutledge to Helton Road. And it is on 17:40:42
24 this side of the room, my left, your right. And the 17:40:45
25 red project, which runs from Helton Road to Bean 17:40:50

1 Station, this Project No. 2, and it's on this side, 17:40:50
2 my right, your left. 17:40:52

3 So the project team. Tonight we have 17:40:56
4 representatives both from TDOT, out of the regional 17:41:00
5 Knoxville office, and we have representatives from 17:41:04
6 our Design Consultant, Cannon & Cannon. And they 17:41:08
7 will be stationed at both sides of the displays to 17:41:11
8 answer any questions you may have. 17:41:15

9 So now we're going to take a look at the 17:41:17
10 two projects. Project 1, from Rutledge to Helton 17:41:20
11 Road, for the purpose of this presentation, we've 17:41:22
12 broken up into two segments, segment 1 and segment 17:41:27
13 2. 17:41:29

14 Segment 1 is from approximately Water 17:41:32
15 Street to the bridge over Richland Creek. Through 17:41:39
16 this section, we have one 12-foot travel lane and 17:41:45
17 one 14-foot travel lane in each direction, with a 17:41:50
18 12-foot center turn lane. This section also has 17:41:54
19 concrete curb to gutter. And we have 5-foot 17:41:58
20 sidewalks on both sides of the road. 17:42:02

21 Segment 2, still on Project 1, from the 17:42:05
22 bridge on Richland Creek to West Helton Road, the 17:42:09
23 typical section for that -- again, it's a five-lane 17:42:12
24 highway, but here we no longer have the sidewalks. 17:42:17
25 We have two 12-foot travel lanes in each direction 17:42:18

1 with a 14-foot center turn lane and we have 12-foot 17:42:24
2 shoulders through that section. 17:42:26

3 Some highlights of the project 1, the 17:42:30
4 project is approximately 5.6 miles in length. We 17:42:34
5 have two bridges. We have two retaining walls, one 17:42:37
6 located near the beginning of the project and one at 17:42:38
7 Goodwin Farm. And we also have a (inaudible) site 17:42:38
8 at Goodwin Farm within the project limits. 17:42:47

9 Project 2, from West of Helton Road to 17:42:50
10 Bean Station is, again, a five-lane capable, with 17:42:56
11 two 12-foot travel lanes in each direction, a 17:42:59
12 14-foot center turning lane and a 12-foot shoulder. 17:42:59
13 There is no sidewalk on this section. 17:43:06

14 Within project 2, approximately 5 miles 17:43:09
15 in length, we have three bridges, two retaining 17:43:11
16 walls, at the Mountain View Baptist Church and one 17:43:17
17 at the Lakeway Apartments, and then we have a 17:43:18
18 historic site at Kingswood School, down at the end 17:43:22
19 of the project. 17:43:23

20 So I want to touch on a few things that 17:43:25
21 when you guys look at the displays might help you 17:43:28
22 understand a little bit what the colors are. This 17:43:30
23 one right here, this is in segment 1 of project 1. 17:43:34
24 So we have our sidewalks right here, the field kind 17:43:39
25 of yellow-green color. The blue right here is the 17:43:42

1 bridge over Richland Creek. And then this grayish 17:43:46
2 fill area, those represent driveways where we're 17:43:52
3 proposing to tie back into roadways to the 17:43:52
4 residences and the businesses along the route. 17:43:56

5 You can also see right here this yellow 17:43:59
6 line, that's our proposed guardrail. You can see 17:44:02
7 it's a four-lane highway with a center turn lane. 17:44:05

8 Here's another display, just kind of 17:44:09
9 point out some features. This heavy yellow line is 17:44:11
10 a proposed retaining wall. This heavy red line in 17:44:17
11 here at the bottom is our proposed right of way. 17:44:18
12 Tonight what we're showing is preliminary plans. 17:44:21
13 We're still in the design process. We haven't 17:44:25
14 finalized drainage, we haven't made all the final 17:44:25
15 changes to the plans. So plans can change. So this 17:44:32
16 line may scoot in closer to the road, or if 17:44:35
17 something happens, it could scoot off. 17:44:38

18 This other red line right here is our 17:44:39
19 cut line or a fill line. A dash is a fill, a solid 17:44:41
20 is a cut. And that represents our slopes of the 17:44:45
21 road. Where we start tying in, we have to build up 17:44:48
22 and then cut the road that ties into the existing 17:44:49
23 route. And that is how we set our proposed right of 17:44:56
24 way. 17:44:57

25 So if you look down here, this dashed 17:44:57

1 purple is present right of way. So for this tract, 17:45:02
2 we would have to require this almost rectangular 17:45:04
3 shape of property to construct the project. This 17:45:07
4 blue line right here, it represents a pipe or a 17:45:12
5 culvert going underneath the roadway. We have to 17:45:15
6 take care of the drainage and make sure that we can 17:45:17
7 drain everything. So if you see one of those, 17:45:21
8 that's what that is. 17:45:22

9 Here's another just kind of zoomed-in 17:45:25
10 part of the display. See the proposed right-of-way? 17:45:27
11 We have easements. We have a sloped easement and 17:45:29
12 construction easement. And if you have any 17:45:33
13 necessary questions about those and what those are 17:45:35
14 and how that maybe we should put a proposed right of 17:45:38
15 way, we have right of way staff here that can 17:45:41
16 discuss that. 17:45:42

17 And again, these are tract numbers. 17:45:44
18 You'll see those. If you're trying to find 17:45:47
19 property, we have some lists of people around the 17:45:50
20 room that can help you look up which tract number 17:45:54
21 you are by your name on the lists. 17:45:56

22 Okay. So preliminary right of way 17:45:59
23 impacts. As I mentioned, these plans are very 17:46:05
24 preliminary. We haven't finished designing the 17:46:08
25 drainage, we haven't finished all the grading type 17:46:12

1 work. We're in the process of doing that. For 17:46:15
2 project 1, the plans do not reflect impacts of 115 17:46:16
3 tracts. On project 2, it's 92 tracts. Now, that 17:46:23
4 seems a lot of tracts, and it is a lot of tracts. 17:46:27
5 One thing just to keep in mind, we're also looking 17:46:28
6 at about 10 and a half miles of roadway that those 17:46:33
7 tracts actually hit. It's along that entire 17:46:35
8 corridor. 17:46:37

9 So where are we at right now? I 17:46:39
10 mentioned we're in the preliminary zone, so right 17:46:42
11 now we're in this green box right here. The 17:46:47
12 Department of Transportation funds projects in three 17:46:51
13 phases. We fund projects in the preliminary 17:46:54
14 engineering phase, in the right of way phase, and in 17:46:59
15 the construction phase. So we're right here right 17:47:03
16 now. Many of you know the Department is a 17:47:06
17 pay-as-you-go state. We don't have any 17:47:08
18 transportation debt, so breaking projects up into 17:47:10
19 three phases to fund allows us to keep moving 17:47:13
20 forward in maintaining the roadways. 17:47:18

21 After the design is complete and we 17:47:19
22 finalize the right of way plans, we'll start 17:47:22
23 preparing -- as we finalize preliminary plans -- I'm 17:47:25
24 sorry, we'll start preparing right of way plans. 17:47:28
25 Right of way plans is what -- and our right of way 17:47:31

1 partner will take to go out and purchase the 17:47:34
2 necessary property that's required to construct the 17:47:37
3 project. Right now we're looking at that sometime 17:47:41
4 in spring of 2017 before we get to that point where 17:47:45
5 we start acquiring property. 17:47:47

6 The last phase, which has to be funded, 17:47:50
7 is the construction phase. The right of way process 17:47:52
8 -- it depends -- the length of time depends on the 17:47:55
9 number of tracts. We talked about both of these 17:47:59
10 projects have almost a hundred tracts. So you're 17:48:01
11 looking at several years, probably, you know, 17:48:02
12 between a two- and three-year process to acquire the 17:48:07
13 property necessary. And then you're doing on 17:48:08
14 funding, we will try to get the construction funding 17:48:09
15 made available to us. So that goes to the 17:48:16
16 legislature. So that -- so realistically, the 17:48:21
17 earliest we're looking at is probably three to five 17:48:24
18 years before anything can start. 17:48:27

19 So comments, your comments are very 17:48:32
20 important to us. We talked about this before. You 17:48:35
21 can submit written comments and you can drop off 17:48:38
22 your comment cards tonight. Or if you want to think 17:48:41
23 about what you want to write down, you can take them 17:48:43
24 home with you, that route, and mail them in within 17:48:46
25 21 days. They're due by July the 6th to become part 17:48:50

1 of the official transcript. Or you can talk to the 17:48:52
2 court reporter and she'll take down your verbal 17:48:54
3 comments tonight. 17:48:56

4 So we want to thank you guys for coming 17:48:59
5 out, and we're getting ready to take some questions. 17:49:02
6 The two primary contacts for these projects are 17:49:05
7 Mr. Danny Alder and Mr. Eric Wilson. Neither one of 17:49:10
8 them could be here tonight, but they are -- their 17:49:11
9 phone number and their email address is on the slide 17:49:15
10 here if you guys want to call or email, or I can 17:49:18
11 give you a card if you would like to call or email 17:49:19
12 me. Thank you. 17:49:23

13 MR. NAGI: Does anybody have any general 17:49:30
14 questions about the project? Once again, if you 17:49:30
15 have any questions specifically about your property, 17:49:33
16 we can do that at the displays. Does anybody have 17:49:36
17 any general questions? If you could, please stand 17:49:38
18 and state your name and your address. 17:49:40

19 My name is (inaudible.) I live at 581 17:49:43
20 Oak Grove Road, Bean Station, Tennessee. My 17:49:47
21 question is, why are we doing this project? Do we 17:49:54
22 really have that much traffic that we need to do 17:49:59
23 this expansion? 17:50:03

24 MS. BROWN: State Route 1 is one of our 17:50:05
25 -- what we call our strategic corridors for traffic 17:50:09

1 if something happens and we have to close the 17:50:11
2 interstate and we have to -- it's one of the routes 17:50:13
3 that we like to detour traffic on. So we go through 17:50:17
4 and look at -- those strategic corridors, make 17:50:17
5 necessary improvements. And then look at safety and 17:50:23
6 congestion of traffic as well. And all that has to 17:50:26
7 be done as part of the environmental document to 17:50:28
8 justify the need of the project. 17:50:30

9 MR. NAGI: Yes, sir. 17:50:32

10 MR. STANTON: Jerry Stanton, 432 Stanton 17:50:37
11 Way. It says right on this project information here 17:50:40
12 that this section, Bean Station, will be widened. 17:50:44
13 Now, is this going to happen or are we talking about 17:50:47
14 it possibly going to happen? I do not understand 17:50:50
15 that at all. 17:50:52

16 MS. BROWN: Well, as I mentioned in the 17:50:54
17 presentation, your guys' comments from the 2009, 17:50:57
18 2011 public meetings did make a difference in the 17:51:01
19 plans. If you oppose the project, I understand. 17:51:04
20 And that -- that's a typo. That's all that should 17:51:10
21 be on there. 17:51:11

22 The plan is to widen the project. We 17:51:13
23 have had public meetings where we have had 17:51:16
24 significant push back where people don't support the 17:51:21
25 project. But, you know, if you oppose the project, 17:51:25

1 make your comments known to us and then make your 17:51:29
2 comments known to your local representatives and 17:51:32
3 legislatures. 17:51:33

4 MR. STANTON: Just as a point, it's not 17:51:33
5 that I oppose it or I approve of it, that's not it. 17:51:35
6 But it says right here in the first statement, It 17:51:38
7 will be done. So -- 17:51:39

8 MS. BROWN: Yeah. Well, I apologize. 17:51:43

9 MR. STANTON: -- where we're at with 17:51:44
10 that? 17:51:45

11 MS. BROWN: Well, money has -- like I 17:51:47
12 mentioned, projects are funded in three phases, 17:51:50
13 preliminary engineering, and the right of way phase, 17:51:53
14 and construction phase. Both projects, the right of 17:51:56
15 way money has been budgeted for both projects. 17:51:59

16 MR. STANTON: Well, I understand you 17:52:01
17 budgeted the money, but does that mean that it will 17:52:04
18 be done? It says right here, It will be -- it will 17:52:07
19 be widened. So apparently it's been decided to be 17:52:11
20 done already. It says so right there. That's what 17:52:14
21 I want to know. 17:52:16

22 MS. BROWN: I understand. I understand. 17:52:17
23 Our plan is to move forward and build the project 17:52:21
24 unless we hear from your local representatives and 17:52:25
25 your officials that they no longer support the 17:52:27

1 project. In order for the State, the DOT to do 17:52:30
2 projects, we have to have support from the locals. 17:52:33
3 So we move forward until we're -- until something 17:52:36
4 changes. 17:52:40
5 MR. NAGI: Sir, in the back. 17:52:41
6 MR. GREEN: My name is Brian Green. 581 17:52:44
7 Oak Grove Road. Two quick questions. There are two 17:52:50
8 bridges that were rebuilt just outside of Rutledge. 17:52:54
9 The State knew that this plan was coming. Why did 17:52:58
10 they not foresee the widening of the road and 17:53:03
11 increase the width of the road instead of just keep 17:53:07
12 like they are so now the bridges have to be torn 17:53:10
13 down and made bigger? The second question is, if 17:53:15
14 the construction part of this plan is denied by the 17:53:18
15 state legislature, will the State give the property 17:53:23
16 back to the residents? 17:53:26
17 MS. BROWN: In regard to your first 17:53:29
18 question about the bridges that was recently redone, 17:53:33
19 when we -- every bridge is inspected, I believe, on 17:53:39
20 a two-year cycle for the sufficiency rating. And 17:53:42
21 sometimes we have to go in and make improvements 17:53:44
22 based on that rating. And we do know that there's 17:53:45
23 projects coming, but at the time we necessarily 17:53:49
24 don't have the right of away to go ahead and widen 17:53:52
25 the bridge. We don't necessarily know maybe the 17:53:54

1 final grade of the roadway. So that may be why we 17:53:57
2 did some work, but we didn't completely get a new 17:53:58
3 whole bridge. 17:53:58

4 In regard to your second question about 17:54:02
5 can we turn around and give the property back, we 17:54:08
6 will acquire the property necessary after we submit 17:54:11
7 final plans. We do have an excess land program that 17:54:16
8 our department -- some of our right of way 17:54:19
9 personnel, Andrea Hall, Gaylon Hill, can talk about. 17:54:22
10 If there's times when we own property that we feel 17:54:24
11 like we don't -- that we don't need for the state 17:54:27
12 right of way, we can turn around and sell that back. 17:54:31
13 But property owners will be compensated for any 17:54:36
14 property that we do acquire. And if you have any 17:54:39
15 questions about that, like I said, we have 17:54:39
16 representatives from our right of way office here 17:54:41
17 that can kind of walk you through that process. 17:54:45

18 MR. GREEN: If the legislature denies 17:54:49
19 the funding for the construction, that means that 17:54:52
20 the State no longer needs that proposed right of 17:54:57
21 way, thus the property can go back to the property 17:55:00
22 owners. 17:55:03

23 MS. BROWN: I understand what you're 17:55:04
24 saying. And like I said, we will compensate 17:55:07
25 property owners for the property that we're 17:55:11

1 acquiring. And if it's no longer deemed that we 17:55:14
2 need that right of way, then there is times we turn 17:55:16
3 around and we sell it back to property owners. 17:55:21
4 MR. NAGI: Anyone else? Yes, sir. 17:55:29
5 MR. GREEN: So what you're saying is, 17:55:32
6 once you buy the property and it's no longer needed, 17:55:35
7 you're going to make the property owners buy their 17:55:39
8 own property back? 17:55:40
9 MS. BROWN: Well, sir, we actually 17:55:41
10 compensate the property owners when we purchase the 17:55:46
11 property, so again, it becomes the State's property 17:55:49
12 and we pay property owners for the property. 17:55:56
13 MR. STATON: So then if it's not used by 17:56:00
14 the road being widened, the State keeps that land, 17:56:02
15 period, right? If you've already bought and paid 17:56:03
16 for it. 17:56:03
17 MS. BROWN: Yeah, unless it's deemed 17:56:06
18 that we -- yeah. 17:56:11
19 MR. NAGI: Anyone else? Okay. Well, 17:56:17
20 thank you very much for coming out tonight. We're 17:56:19
21 here until 7:00. Once again, we have TDOT 17:56:20
22 representatives throughout the room. We have plans 17:56:25
23 for both parts of this project, the two projects, 17:56:28
24 and if you have any questions, just let us know. 17:56:30
25 Once again, the court reporter will be in the back 17:56:33

1 of the room to take any comments about this project 17:56:33
2 or TDOT related, again, until 7:00. Thank you very 17:56:38
3 much for coming out. 17:56:39

4 17:56:39

5 * * * 17:58:18

6 (WHEREUPON, the following comments were 17:58:18

7 made after the presentation concluded:) 17:58:19

8 17:58:19

9 MR. JOHNSON: Edgar Allison Johnson. 17:58:19

10 And it's 214 Moore's Chapel Road, Bean Station. 17:58:19

11 Okay. Now, the comment that I want to 17:59:33

12 make is that the project was supposed to have been 17:59:36

13 started in '99. What happened to from 1973 to 1999? 17:59:41

14 Because I know they had a hearing at the Grainger 17:59:46

15 County Courthouse in the summer, late summer of 17:59:50

16 1973. My father was killed on this highway in March 17:59:56

17 13th of 1973, so I attended that. 18:00:00

18 And so I was just wondering that the 18:00:04

19 records doesn't show that anything happened prior to 18:00:08

20 that. And that was my comments. 18:00:12

21 18:00:13

22 MR. LIETZKE: So I'm Cameron. I'm 18:02:17

23 the president of the Grainger County Industrial 18:02:19

24 Board, and we deal with industry in the county. And 18:02:23

25 my concern is with the Helton Road, the interchange. 18:02:25

1 Southeastern Provisions, which kills about 200 head 18:02:32
2 of cattle a day, there's a lot of semis, cattle 18:02:36
3 trailers coming and going from 11W on -- from Helton 18:02:43
4 Road and then back out. And I don't think that the 18:02:45
5 -- what I've seen so far, is that that intersection 18:02:49
6 isn't designed to handle the big semis. For we need 18:02:55
7 acceleration of lanes and turn lanes, and trucks 18:03:02
8 probably would go south on Helton Road, but then 18:03:05
9 they can't -- it's very difficult to go across the 18:03:05
10 German Creek bridge because it's too narrow. And so 18:03:11
11 they've all got to -- everything that goes in and 18:03:14
12 comes out that way, and that probably -- there's 18:03:16
13 probably as many semis leave Southeastern Provisions 18:03:19
14 as what comes and goes from the industrial park in a 18:03:24
15 day's time. That's my concern with that design, so 18:03:29
16 far, is the Helton Road. 18:03:36
17 18:03:36
18 MR. SHELTON: Marty Shelton. 643 Taylor 18:03:36
19 Road, is my address, Rutledge. It's actually marked 18:03:36
20 as 141 on these maps over here. Tract 141 is where 18:03:36
21 I live, which is one of the questions I had -- or 18:03:36
22 one of the comments I had. 18:03:37
23 I bought my property. It's one road off 18:11:12
24 the highway. I didn't want to be on the highway. 18:11:15
25 And the proposed changes puts -- extends my driveway 18:11:21

1 to the highway, but puts it very close to my -- the 18:11:26
2 actual house. So I'm concerned having small 18:11:29
3 children and it taking away from the value of the 18:11:32
4 property that -- I mean, it's going to make it very 18:11:37
5 difficult on me with the proposed changes being as 18:11:41
6 close as it is to my home. The right of way ends up 18:11:45
7 being -- it looks like within 20 or 25 feet of my 18:11:52
8 garage, so I don't know how well my home is going to 18:11:56
9 be able to function given these changes. So I have 18:11:59
10 some serious concerns about my home. 18:12:02
11 The other issue is I pastor a church, 18:12:09
12 which is tract -- we own tract 135. Our church is 18:12:14
13 right beside the high school here. And they've 18:12:18
14 included tract 135 in with all the rest of our 18:12:23
15 property. And we bought that tract to give us road 18:12:27
16 front access. Taylor Road, it connects right on the 18:12:33
17 Taylor Road. And so the changes takes away Taylor 18:12:39
18 Road and landlocks that tract. So we need to -- the 18:12:44
19 question would be, we need access from tract 135 to 18:12:49
20 the highway, if that makes sense. 18:13:00
21 18:13:00
22 MS. HILL: Lisa Hill. And my property 18:13:00
23 is the Kevin Cruz and Trustees. My comment number 1 18:23:10
24 is, the original environmental study is over 10 18:23:13
25 years old. I would have some concern as that even 18:23:18

1 the lady that did the presentation said it was out 18:23:22
2 of date. So that would be my first concern. My 18:23:27
3 second concern would be that I don't feel that it's 18:23:31
4 necessary for economical growth or any other thing. 18:23:36
5 It is very safe. There have been more traffic -- I 18:23:41
6 have been told there's been more traffic accident on 18:23:46
7 the new four-lane from Blaine down to Knoxville 18:23:46
8 since the widening of the highway. 18:23:51
9 I've very concerned with the drivers, of 18:23:52
10 the young drivers. I have two young drivers coming 18:23:54
11 up. I'm also concerned about the technical tests 18:23:57
12 that have been done, such as the noise and the 18:24:02
13 vibrations. There's currently a house across from 18:24:06
14 my house that can not -- it's not livable as it is 18:24:11
15 because of the noise and the vibration. That's from 18:24:15
16 secondhand. I was also told that the county 18:24:18
17 commission asked for the widening. I don't think 18:24:23
18 that the current county commission is in support of 18:24:28
19 this. I know of one commissioner who is not, Scott 18:24:29
20 Wynn. 18:24:41
21 Mr. Terry Wolf commented that industries 18:24:47
22 will not locate on two-lane roads because of the 18:24:50
23 tractor trailers. They do not want their tractor 18:24:54
24 trailers traveling on two-lane roads. However, 18:24:57
25 there are numerous tractor trailers traveling on the 18:25:01

1 road. He made a comment how many wrecks have there 18:25:04
2 been because somebody's trying to pass somebody 18:25:07
3 who's traveling 35 miles an hour. There are safety 18:25:10
4 features on the road. I can't help the decisions 18:25:14
5 that people make. 18:25:15

6 Also, in regards to Buck Hollow Bridge, 18:25:19
7 the bridge is planned to be located on what are 18:25:23
8 underground caves. And I was told initially that 18:25:29
9 the caves were going to be stabilized and then it 18:25:32
10 was going to be built on, and now I'm told by the 18:25:36
11 man in the green shirt -- I don't know what his name 18:25:40
12 is -- that they are now looking at that because they 18:25:43
13 do not want to put a bridge on caves. So I'm not 18:25:46
14 really sure what to believe. 18:25:48

15 I would also like a wall built between 18:25:52
16 my house and the road to reduce the noise and the 18:25:55
17 vibration. Also, I would like to ask for a noise 18:25:59
18 and a vibration study and the negative impact on 18:26:03
19 houses that will be directly affected. 18:26:11

20 18:26:11

21 MR. MORGAN: Darryl Morgan. Tract 130 18:26:11
22 would be one of the things I'm referring to. I'd 18:27:31
23 just like to see tract 130 have a wider easement 18:27:34
24 onto Highway 11 W. And also the possibility of a 18:27:41
25 second easement onto Highway 11W. Also, regarding a 18:27:53

1 road around Grainger Farmers Co-op and CR Daniels, 18:27:58
2 if that access road could be made wider, that would 18:28:02
3 eliminate bigger trucks -- semitruck traffic off of 18:28:08
4 Cherry Street. 18:28:12

5 18:28:12

6 MR. MYERS: Take into consideration the 18:37:09
7 Rowdy Road, that's right there next to the school, 18:37:14
8 right below it, there -- like you're going to Bowling 18:37:17
9 right there behind the school, right there 311, take 18:37:20
10 into consideration all the traffic that there is 18:37:23
11 that comes off of it to go to the school. Because I 18:37:28
12 live on Rowdy Road and I know how much is on it. 18:37:32
13 There's a lot of traffic on the road anyway, but 18:37:38
14 with the school, there's a lot more traffic on that, 18:37:42
15 there coming off of Lakeshore. See, them 18:37:45
16 subdivisions over there like Grainger Landing and 18:37:48
17 Mallard Bay and that, like this right out there, a 18:37:52
18 little piece comes straight to the school. They 18:37:57
19 need to take that into consideration because I live 18:37:59
20 on it and I know how much is on it. 18:38:05

21 18:38:05

22 MR. MOLES: My address is 128 18:38:05
23 Moreland, M-O-R-E-L-A-N-D, Road, Mooresburg, but I 18:38:05
24 own a lot of property in the county. I think it's 18:48:20
25 something that we've been needing for years and 18:48:23

1 years for safety and convenience. I mean, we go -- 18:48:27
2 we leave, you know, Knoxville and go to Bristol and 18:48:28
3 we've got a bottleneck through here, especially when 18:48:28
4 school's going on. Busses and kids are all over the 18:48:38
5 roads. Can't hardly get across the road. So I 18:48:42
6 think we're well overdue for a new road. Thank you. 18:48:59

7 18:48:59

8 MS. CRUZ: 6186 Highway 11W South, 18:48:59
9 Bean Station. I'm very pleased that they took my 19:04:05
10 suggestion, amongst many other people's from 2009, 19:04:10
11 and we went from divided highway to five continuous 19:04:15
12 lanes. Very pleased with that. 19:04:17

13 Now, I'm still very concerned about 19:04:23
14 getting the results of their technical surveys for 19:04:28
15 noise and vibration from the increased traffic and 19:04:33
16 from the noise combining to affect people's 19:04:37
17 foundations, brick work, and basic enjoyment of your 19:04:43
18 house. I want them to consider that perhaps we need 19:04:50
19 a sound barrier or sound dampening walls in certain 19:04:54
20 parts of the neighborhood that it's going to come 19:04:58
21 very close that if we have the wall, that it's going 19:05:01
22 to minimize that and that would decrease the 19:05:05
23 severance cost to the state as well as the 19:05:08
24 homeowners stay in their house. So I guess that's 19:05:16
25 the big things that I went to get to make sure that 19:05:20

1 you were able to note to them. 19:05:23

2 Well, I could tell you two people that 19:05:29

3 were very nice here, is that -- I wrote their names 19:05:33

4 down somewhere, Denice Hagler, H-A-G-L-E-R, and 19:05:41

5 Stephanie Wallace. Very knowledgable, very 19:05:46

6 friendly, enjoyed talking with them. 19:05:57

7 19:05:57

8 19:05:57

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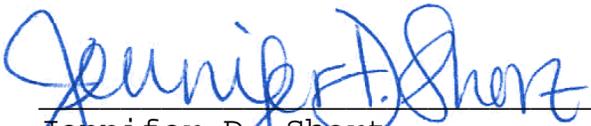
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COUNTY OF KNOX

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19:05:57

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