

TENNESSEE DEPARTMENT OF TRANSPORTATION

PUBLIC MEETING

January 21, 2016



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TENNESSEE DEPARTMENT OF TRANSPORTATION

Hamilton County Public Meeting
SR-317 (Bonny Oaks Drive) Widening
From SR-17 to I-75

January 21, 2016
5:00 p.m.

TDOT Region 2 Headquarters
4005 Cromwell Road
Chattanooga, Tennessee 37422

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MS. FLYNN: My name is Jennifer Flynn. 04:49:39
I'm with the TDOT Community Relations Office. 04:54:43
I thank you all for coming out tonight. We'll get 04:54:46
started here, because I know your time is valuable. 04:54:49
First announcement: We found a pair of 04:54:52
red gloves. Does anybody belong to these? Those 04:54:56
are nice gloves. You don't want to leave here 04:54:59
without them. 04:55:03
Anyway, what we're going to do 04:55:04
tonight -- I'm so happy to be talking about 04:55:05
something besides snow and ice and brine and salt 04:55:07
and all that stuff, I just don't know what to do. 04:55:11
But thank you again for coming out. 04:55:12
We're going to -- Robert Rodgers is with Project 04:55:14
Development, and he's going to be doing a short 04:55:18
PowerPoint about the Bonny Oaks Drive project, and 04:55:21
then we'll take questions from the audience. We 04:55:24
have a microphone we can pass around, and anything 04:55:26
that you do ask will be recorded in the court 04:55:30
reporter's transcript. 04:55:32
And then after we get through with that 04:55:37
question-and-answer period, we will move the chairs 04:55:39
and get them out of the way where we'll have more 04:55:42

1 room, and you can spread out and look at the 04:55:46
2 displays on the walls and ask any questions that you 04:55:48
3 want to and also speak directly to the court 04:55:50
4 reporter, if that's what you want to do. 04:55:53
5 I'm going to turn it over to Robert 04:55:55
6 right now for a very short PowerPoint. 04:55:58
7 MR. RODGERS: We also have a complete 04:56:01
8 set of -- about five or six complete sets of plans 04:56:03
9 that we'll kind of put out when we take up the 04:56:06
10 chairs. 04:56:09
11 But thank y'all for being here tonight. 04:56:09
12 This is, like Jennifer said, the State Route 317 04:56:12
13 Bonny Oaks project. 04:56:16
14 What we've got going on tonight are two 04:56:18
15 things. We have the complete corridor that goes 04:56:21
16 from I-75 up to 58, up to Hilldale. We will have 04:56:24
17 four separate projects within that corridor. And we 04:56:31
18 will start at the end, at I-75, building, and work 04:56:36
19 our way towards 58. That being said, I'll get 04:56:41
20 started on the PowerPoint. 04:56:45
21 The meeting purpose tonight is to 04:56:48
22 provide you with the latest information we have on 04:56:51
23 the plans and also to give you preliminary plans for 04:56:53
24 the first project within the corridor; that is, 04:56:59
25 going from Silverdale Road to a little past 04:57:02

1 Bonnyshire Road. As the other projects get ready, 04:57:06
2 we will have public meetings similar to this one, in 04:57:11
3 advance of those projects being ready for 04:57:15
4 right-of-way-of-way acquisition. 04:57:17

5 We also want to hear your comments about 04:57:19
6 the projects, find out whether you dislike the 04:57:23
7 project, or it's important to let us know if you 04:57:26
8 like the project as well, and anything else you may 04:57:30
9 want to tell us regarding the project. Like 04:57:33
10 Jennifer said, we have the court reporter over here 04:57:36
11 who can take your comments. You've also got a 04:57:39
12 comment card in your handout that you can fill out 04:57:44
13 if you want to. Leave it with us here tonight, or 04:57:46
14 you can take home. And it's already addressed; all 04:57:51
15 you'll have to do is fill it out, put a stamp and 04:57:56
16 your return address on it, and drop it in the mail, 04:57:59
17 and it will get in the public record for the 04:58:02
18 meeting. 04:58:06

19 Okay. The purpose of the project is -- 04:58:08
20 well, basically, for a lot of it, we've got too much 04:58:11
21 traffic and not enough road, as most of you who live 04:58:17
22 out there know. A lot of it is two lanes; some of 04:58:21
23 it is five lanes. So we want to give you a 04:58:24
24 consistent roadway throughout the corridor. We're 04:58:28
25 going to give you a five-lane roadway. That's a 04:58:30

1 center turn lane with two through lanes in each 04:58:32
2 direction, all the way from 75 up to 58. 04:58:35

3 That will also improve the connectivity 04:58:42
4 between I-75 and 153. So traffic tends back up 04:58:45
5 on 75 and 24, coming into town in the morning. If 04:58:51
6 there's an accident or something, some of y'all 04:58:55
7 might end up being able to use 153/Amnicola to get 04:58:59
8 into downtown. That's what we mean by 04:59:05
9 "connectivity." 04:59:07

10 And also we're going to make sure we put 04:59:10
11 back the traffic lights that are already out there. 04:59:13
12 We might actually -- I cannot remember. 04:59:16

13 David, are we adding one or two extra 04:59:18
14 traffic lights right now, or are we sure on that? 04:59:22

15 MR. YATES: I don't think we're adding 04:59:24
16 any. 04:59:27

17 MR. RODGERS: Okay. We'll be putting 04:59:27
18 back the traffic lights in place right now. 04:59:29

19 Here is the cross-section, what the new 04:59:32
20 road is going to look like. Like I told you a 04:59:35
21 little earlier, it's a five-lane road. We'll have a 04:59:37
22 center turn lane, two lanes each direction. And 04:59:41
23 then we'll have a grass strip between -- well, after 04:59:43
24 the two lanes, this will be changing to a curb and 04:59:48
25 gutter project. We will be putting in curb and 04:59:52

1 gutter and storm drainage on this. We'll have a 04:59:54
2 grass strip. And on the south side of the road, 04:59:57
3 we'll have a 5-foot sidewalk; and, on the north side 05:00:00
4 of the road, we'll have a 10-foot sidewalk 05:00:02
5 throughout, from beginning to end on the project. 05:00:05
6 So there will be sidewalks on both sides of the 05:00:09
7 road, from beginning to end, when we get all the way 05:00:11
8 through with this. 05:00:14
9 We will have to acquire some 05:00:18
10 right-of-way for these projects. Not a lot, because 05:00:20
11 we already have about a hundred feet of right-of-way 05:00:23
12 out there on the project right now. So the property 05:00:28
13 we'll be buying will be smaller segments, to 5-foot 05:00:32
14 sections, except for some specific locations, like 05:00:38
15 at corners. Or we might found out we need to add an 05:00:40
16 auxillary turn lane at an intersection. It 05:00:44
17 sometimes may cause us to buy some additional 05:00:47
18 right-of-way at specific locations. 05:00:50
19 Here -- like I was saying a minute ago, 05:00:54
20 here you can see the whole corridor. This can be a 05:00:56
21 little confusing, because we start at the east end 05:01:02
22 and go to the west end with how we number and how we 05:01:06
23 consider our projects. So we show it starting at 58 05:01:11
24 and going to 75, but when we build it we're going to 05:01:15
25 build it back starting at 75, coming the other way. 05:01:18

1 And you can see the green there is 05:01:22
2 our -- that doesn't show up so well on my screen, 05:01:24
3 but the pink is the first project in the corridor. 05:01:31
4 The orange is the second project in the corridor. 05:01:34
5 The dividing lines between those two projects is 05:01:39
6 about Bonnyshire Drive. And the beginning and the 05:01:42
7 end of both those projects are the five-lane 05:01:47
8 sections that are already out there. 05:01:50
9 So the first project we build will go 05:01:52
10 from Silverdale, a little past Bonnyshire. And we 05:01:55
11 will turn the two-lane road into a five-lane road, 05:02:00
12 with the curb and gutter and sidewalks. 05:02:03
13 Then when we finish building that, we'll 05:02:06
14 start building the next section, which will go from 05:02:09
15 the Bonnyshire area up to the five-lane Preservation 05:02:12
16 Drive. When we get to that five-lane section, the 05:02:16
17 only work we'll really need to do through that area 05:02:22
18 is add in 5 extra feet of sidewalk on the north side 05:02:27
19 of the road where the 10-foot sidewalk is going to 05:02:29
20 be. That will carry us all the way up to 153. 05:02:32
21 And then when we get to 153, up to 58, 05:02:38
22 it's a two-lane road again that we'll be widening 05:02:40
23 out to a five-lane. 05:02:45
24 And that's our four projects within the 05:02:46
25 corridor. 05:02:48

1 This is a closeup of the first project 05:02:53
2 that we'll be doing. It shows it a little bit 05:02:56
3 better. You can see we've got the curves. We've 05:03:00
4 got three railroad overpasses in this. This area 05:03:02
5 also includes the project we're doing right now, SIA 05:03:06
6 project out at Volkswagen, at the industrial park, 05:03:12
7 across from Redoubt right there. 05:03:17
8 This is a map showing you what will be 05:03:22
9 the beginning of the project. You can see we've got 05:03:25
10 Bonnyshire Drive right there about the middle of the 05:03:28
11 page. And we start a little ways up the hill from 05:03:33
12 there. We start a little ways up the hill from the 05:03:39
13 Bonnyshire Road. That's where the driver's license 05:03:43
14 bureau is, and the Air National Guard is on the 05:03:46
15 opposite side of the street. That's where the 05:03:50
16 project will be starting. 05:03:53
17 You can see the first of the railroad 05:03:55
18 bridges here, and that's the railroad bridge that's 05:03:58
19 already been widened out. The railroad authority 05:04:01
20 worked with us a couple years back. So there is 05:04:04
21 enough room under that bridge right now to put the 05:04:08
22 new road and sidewalks and everything through. 05:04:11
23 I just wish they had taken down those piers when 05:04:14
24 they put those new bridges up, but we'll get those 05:04:17
25 down. 05:04:20

1 Here's the middle of the project. You 05:04:22
2 can see we've got Hickory Valley Road towards the 05:04:24
3 left-hand side there, and we'll have a turn -- that 05:04:28
4 center turn lane will become a left turn lane, both 05:04:31
5 directions, on Hickory Valley. There's a signal 05:04:37
6 there now; there will be a signal there when we're 05:04:40
7 done. And we also have one of the railroad bridges 05:04:43
8 that we will have to build a new railroad bridge 05:04:46
9 for, about the middle of this page. 05:04:50

10 Here you are. This is the area where 05:04:54
11 we're actually working out there right now with the 05:04:57
12 State Industrial Access Roadway project. It's 05:04:59
13 mainly right now to add two left turn lanes, going 05:05:06
14 up towards Amazon and VW. All that work being done 05:05:10
15 out there right now has been coordinated with this 05:05:14
16 future project. So when we go to this area, that 05:05:18
17 retaining wall they're putting up, now the roadway 05:05:20
18 they're putting up, they'll go ahead and put in the 05:05:24
19 drainage for the finished project, this road, right 05:05:28
20 here. So none of that work -- well, a little bit of 05:05:32
21 that work will have to be redone, because we'll have 05:05:35
22 to put in curb and gutter and we'll have to put the 05:05:38
23 tops on the catch basins, do a little bit of paving. 05:05:42
24 But not a lot of roadway work will need to done in 05:05:45
25 this area. 05:05:49

1 This also has the Norfolk Southern 05:05:50
2 Railroad bridge, and that's a big part of this 05:05:51
3 project. There's low clearance. There's a couple 05:05:56
4 bridge piers very close to the side of the road 05:05:58
5 there. That existing bridge is going to have to be 05:06:02
6 torn down, and a new bridge is going to have to be 05:06:05
7 put up. 05:06:09
8 That will probably hopefully be some of 05:06:10
9 the first work that we actually do out there. We'd 05:06:13
10 like to get that all done before we actually start 05:06:17
11 building roadway, get the railroad tracks out of the 05:06:20
12 way and then build the road. 05:06:23
13 Then here you can see the end of the 05:06:26
14 project. That yellow line ends right there at 05:06:29
15 Silverdale Road. Just on the bottom, in the middle 05:06:32
16 of the page, you can see those athletic fields that 05:06:35
17 the Silverdale School has. And we'll do a little 05:06:39
18 repaving on the other side of the intersection to 05:06:42
19 make everything all nice and pretty at the end of 05:06:45
20 the project. 05:06:48
21 Those slides that I just showed you 05:06:49
22 right here, up close, that is the project that we 05:06:51
23 have figured out the right-of-way for. That is the 05:06:55
24 project we'll be doing first. We haven't set any 05:06:59
25 schedule yet on any of the four projects, but 05:07:04

1 I expect in about a year we'll be issuing the 05:07:07
2 right-of-way plans on this. So about a year and a 05:07:12
3 half from now to three years is when we'll be 05:07:14
4 acquiring the property along this project. 05:07:18

5 Once we have acquired the property for 05:07:23
6 this, we'll start construction on it. When we start 05:07:25
7 construction on this project is when we will start 05:07:29
8 acquiring the right-of-way for the next section 05:07:33
9 between Bonnyshire and Preservation Drive. So that 05:07:37
10 means, for those of you who are on the next phase -- 05:07:41
11 and I know there's some of you out here tonight -- 05:07:44
12 we'll probably be acquiring right-of-way from you 05:07:47
13 somewhere on the order of 3 to 5 years from now. 05:07:52
14 That next section goes through a residential area. 05:07:56
15 There's a lot more property owners to deal with. So 05:07:59
16 it will take longer. It will take like two years, 05:08:02
17 maybe plus some, to buy all that property, which is 05:08:05
18 also about how long we expect it will take to build 05:08:08
19 this section of the road. 05:08:13

20 This meeting here tonight is, like I 05:08:15
21 said, mainly about the first section, the first 05:08:17
22 project. About a year before we're ready to start 05:08:20
23 acquiring right-of-way on the second project, we'll 05:08:24
24 have another meeting like this here tonight where we 05:08:26
25 will talk more specifically about your individual 05:08:31

1 project and property. So if you're in that second 05:08:35
2 project, there will be another meeting like this you 05:08:38
3 can attend. 05:08:41

4 Tonight here, if you have any comments 05:08:41
5 about the whole corridor, you know, we want to hear 05:08:44
6 that. So, you know, you like the general layout of 05:08:48
7 the road, where it's going -- and we have -- on the 05:08:53
8 walls behind you in here, we have this first project 05:08:57
9 shown on the walls, and the plans we have will be 05:09:01
10 for this first project. 05:09:04

11 Outside of here, what you saw as you 05:09:06
12 came walking in, that's the whole corridor. And the 05:09:08
13 different project limits are marked on those maps. 05:09:11
14 So you can make comments on the whole corridor or, 05:09:16
15 if you're in this project, make comments about your 05:09:19
16 specific project as well, and also the comment 05:09:23
17 cards. 05:09:27

18 Okay. This is a basic layout of our 05:09:28
19 projects develop. We start a planning phase. That 05:09:34
20 ends up in a planning report that we use in design 05:09:36
21 for building these roads. It then enters the 05:09:40
22 environmental phase. The environmental phase and 05:09:43
23 the design phase go on, hand in hand, throughout the 05:09:45
24 project. They have a document they have to prepare. 05:09:49
25 We have to get -- that document has to be finished 05:09:54

1 when we do the right-of-way plans. After we issue 05:10:00
2 the right-of-way plans, then construction, like 05:10:06
3 I was talking about. 05:10:09

4 And we've got people here tonight to 05:10:13
5 talk to you. This project is being designed for us 05:10:16
6 by a consultant from here in town, Volkert 05:10:21
7 Engineering. Some of their representatives are here 05:10:23
8 tonight, along this wall. Then there's a bunch of 05:10:27
9 us from TDOT as well, Jennifer and myself -- most of 05:10:30
10 the TDOT people will have a nametag. I think the 05:10:35
11 Volkert people do too. We'll help you look at the 05:10:40
12 plans, explain what you're looking at so that you 05:10:43
13 understand what you're seeing here tonight. 05:10:46

14 And this is your way to do inputs. 05:10:50
15 We're going to have the question-and-answer session 05:10:55
16 now, like Jennifer said. But the court reporter 05:10:58
17 will be here. She can take your comments, if you 05:11:00
18 want to make them tonight. And you've also got the 05:11:04
19 comment cards that you can fill out and either leave 05:11:07
20 with us tonight -- there's a green box on that back 05:11:10
21 table. You can just drop them in as you leave or, 05:11:13
22 like I said, you can fold it up, put a stamp on it, 05:11:15
23 and drop it in the mail. It will get to the right 05:11:19
24 people in Nashville, and it will be included in the 05:11:22
25 records for this meeting. 05:11:25

1 Like I said, these plans are not the 05:11:30
2 actual final right-of-way plans now. For what 05:11:31
3 you'll be seeing tonight, they are what we expect to 05:11:36
4 be the final right-of-way plans. Some of what we 05:11:39
5 hear from you tonight might cause some things to 05:11:41
6 change in the plans. So, hopefully, if you give us 05:11:44
7 some comments, say, like about where you want your 05:11:48
8 driveway to be on your property, if you want it 05:11:50
9 moved from what you're seeing here tonight, when 05:11:53
10 those right-of-way plans come out, that driveway 05:11:56
11 will be where you're asking for it to be. 05:11:58
12 We thank you tonight. I'm going to turn 05:12:04
13 it back over to Jennifer now, and we'll start the 05:12:06
14 question-and-answer session. 05:12:09
15 MS. FLYNN: Thank you, Robert. 05:12:16
16 If anyone has any questions or comments, 05:12:18
17 if you would, please just raise your hand and he 05:12:19
18 will bring the microphone. And please state your 05:12:22
19 name for the record before you ask your question or 05:12:26
20 make your comment, and we'll do our best to address 05:12:27
21 it. 05:12:29
22 MS. DeMARINIS: My name is Linda 05:12:29
23 DeMarinis. I'm president of Villa Green Townhome 05:12:29
24 Community. We're located at the corner of Bonny 05:12:33
25 Oaks and Highway 153. 05:12:37

1 And I realize that our phase is not 05:12:39
2 going to be done for a while. However, I have about 05:12:42
3 16 pictures of things that need to be done regarding 05:12:45
4 our community. Our community butts up against Bonny 05:12:50
5 Oaks, about 25 feet from the roadway. We have a 05:12:53
6 flooding and erosion problem there. We've had that 05:12:56
7 there for years. We -- 05:12:59
8 MR. DeMARINIS: We talked to Mr. Rucker 05:13:03
9 about it, like I told you before. 05:13:06
10 MS. DeMARINIS: We talked to Mr. Rucker 05:13:07
11 about it, and he made a lot of promises in 2003 and 05:13:07
12 did not follow through with them. And I have that 05:13:09
13 written and recorded here on some paperwork I have. 05:13:12
14 The other thing is that the noise levels 05:13:17
15 when we first built these properties in '83, they 05:13:19
16 were not what they are now. And we're actually -- 05:13:24
17 I really don't care about the widening of the road 05:13:28
18 so much. I'm just asking that maybe a sound barrier 05:13:31
19 can be constructed, because the properties are so 05:13:35
20 close to that area and they are over 92 decibels. 05:13:37
21 We had someone out there a couple years ago, and 05:13:41
22 they recorded well over 92 decibels. 05:13:46
23 The other thing is that people who have 05:13:49
24 a two-story unit that overlook this area, the lights 05:13:51
25 from 153 shine right into their bedroom windows up 05:13:54

1 there. 05:13:58

2 We just want something done about this. 05:13:59

3 I have several erosion pictures that the erosion is 05:14:00

4 really bad. We also have a storm drain there that 05:14:04

5 is plugged, and I've called several people about it. 05:14:07

6 And their solution to it is to put a little sticker 05:14:12

7 that says that only clean water can go down it. 05:14:17

8 I've gone out there when it's raining, and the pipe 05:14:21

9 is actually broken, and it's caused a big sinkhole 05:14:23

10 there. I have several pictures, if you could put 05:14:28

11 that on file, please. 05:14:30

12 MR. DeMARINIS: I've got a question too, 05:14:33

13 the same thing about the erosion. 05:14:33

14 THE REPORTER: Sir, I need your name for 05:14:36

15 the record, please. 05:14:36

16 MR. DeMARINIS: Frank DeMarinis. 05:14:36

17 I'm her husband. I live in the same 05:14:40

18 area. 05:14:42

19 There's a very bad flooding area/erosion 05:14:43

20 problem there now. If you widen the road, where is 05:14:44

21 that excess water going to go? 05:14:47

22 MR. RODGERS: First off, about this 05:14:51

23 problem you have now with the erosion and water, 05:14:52

24 leave that with us. We will talk to our people in 05:14:57

25 operations and -- 05:15:05

1 MR. DeMARINIS: Because we've had people 05:15:07
2 out by us to look at this, and they say they're 05:15:08
3 going to do something, but they don't do anything. 05:15:12
4 We even had a -- we contacted Nashville, and 05:15:14
5 somebody from Nashville came out. 05:15:17
6 MR. RODGERS: Okay. Well, I'll look 05:15:21
7 into that. Like you said, this is not really part 05:15:22
8 of this project, but we will get back with you. 05:15:24
9 MS. DeMARINIS: It is going to impact, 05:15:29
10 because the water problem of the erosion, if you 05:15:29
11 widen the road, I mean, the water has to go 05:15:31
12 somewhere. And it's already like 3 feet from 05:15:33
13 people's patio doors. 05:15:36
14 MR. RODGERS: The water that's coming 05:15:38
15 off the roadway should be contained within the curb 05:15:40
16 and gutter and the drain. Now, you've got that now. 05:15:45
17 So if there is a problem with drainage off the side 05:15:50
18 and outside the curb and gutter, we might need to 05:15:53
19 put a swale in there to collect the water. 05:15:56
20 MR. DeMARINIS: There is a swale. 05:15:59
21 MS. DeMARINIS: There is a swale there, 05:15:59
22 but most of the water comes from the neighborhoods 05:16:00
23 up above, and -- 05:16:00
24 MR. RODGERS: Oh, okay. And it comes 05:16:02
25 down to the road? 05:16:03

1 MS. DeMARINIS: It goes into that 05:16:05
2 retaining wall -- the retaining pond across the 05:16:05
3 street. But they never did anything with our area. 05:16:07
4 MS. FLYNN: Thank you very much for 05:16:12
5 this. And we'll submit this, and it will be 05:16:13
6 included, and your comments will be in the 05:16:16
7 transcript as well. 05:16:18
8 MS. DeMARINIS: Thank you. 05:16:20
9 MS. FLYNN: Thank you very much. 05:16:29
10 Anybody else? 05:16:29
11 MR. WILLIAMS: I kind of missed out a 05:16:29
12 little bit about -- you said that this is going to 05:16:30
13 be four phases. One, two, three, four phases. 05:16:32
14 Okay. The phase that is going on now is 05:16:37
15 at the entrance to Volkswagen, the entrance to 05:16:41
16 Hickory Valley, I guess, that is -- right? 05:16:51
17 MR. RODGERS: Yes. 05:16:54
18 MR. WILLIAMS: The fourth phase will be 05:16:54
19 when it gets to Lightfoot Mill Road or either 153, 05:16:57
20 up to 58; right? 05:17:01
21 MR. RODGERS: That's the last phase. 05:17:04
22 Yes, sir. 05:17:05
23 MR. WILLIAMS: Okay. And you're saying 05:17:07
24 it will probably be like three years? 05:17:08
25 MR. RODGERS: No, sir. That phase 05:17:11

1 will -- I was giving a rough timeline for the first 05:17:12
2 and second phase. That's between -- that's where 05:17:16
3 the two-lane section is between Silverdale and 05:17:20
4 Jersey Pike right now. You're the two-lane section 05:17:24
5 further on. 05:17:27

6 It would be even farther out. We're 05:17:28
7 talking probably on the range of that, five to seven 05:17:31
8 years. And I hate to be more specific than that 05:17:35
9 this far in advance. 05:17:39

10 But what I can say is, when we get ready 05:17:41
11 to do the right-of-way for that phase, about a year 05:17:44
12 before that, we'll have another meeting like tonight 05:17:47
13 specifically about that phase of the project. 05:17:51

14 MS. FLYNN: What was your name, sir? 05:17:56

15 MR. WILLIAMS: Oh, my name is Gregory 05:17:56
16 Williams. 05:17:58

17 MS. FLYNN: Thank you, sir. 05:18:02

18 Anybody else? 05:18:03

19 MR. SHELLEY: Hello. My name is Randy 05:18:04
20 Shelley. 05:18:08

21 I'm actually -- just to it show on the 05:18:10
22 map over here, I'll just walk over to it. I'm this 05:18:12
23 property owner right here (indicating). 05:18:15

24 I see this as an incredibly dangerous 05:18:17
25 situation, because in the evening traffic will back 05:18:20

1 up all -- this is a hill, coming up this hill. And 05:18:23
2 traffic will back all the way up this hill. And for 05:18:26
3 a person turning left into either one of these 05:18:32
4 businesses -- I'm this one. There's an appliance 05:18:34
5 warehouse over there. 05:18:37

6 That is an incredibly dangerous -- I've 05:18:38
7 seen accidents here, and I often, almost every 05:18:40
8 evening, see traffic backing all the way up this 05:18:44
9 hill at that intersection. So I'm just kind of 05:18:48
10 concerned with the -- I mean, I don't understand why 05:18:51
11 it wouldn't, like, finish out at Hickory Valley and 05:18:54
12 then the second phase go into the other part. I see 05:18:58
13 that as a problematic situation, mainly for me, 05:19:02
14 because I'm there. 05:19:05

15 MR. RODGERS: Where you start or end 05:19:14
16 projects is always subject -- has always got some 05:19:14
17 judgment calls in it. I would think -- I'd talk to 05:19:21
18 David about that, but I think probably the reason we 05:19:26
19 went to where we did is we wanted Hickory Valley to 05:19:30
20 be within this project. We also wanted to get 05:19:33
21 the -- Bonnyshire Road is so close. 05:19:38

22 Well, we wanted to go to Bonnyshire 05:19:43
23 because we wanted to get all the railroad bridges 05:19:45
24 out of the way in the first project. So that pushes 05:19:48
25 us up to Bonnyshire Drive. Once you get to 05:19:52

1 Bonnyshire Drive, Bishop Street is so close we 05:19:55
2 wanted to keep Bishop Street in this project. 05:19:59
3 We're also, I think, pretty close to 05:20:03
4 halfway between the two ends at this location. But 05:20:05
5 I understand what you're saying. You're coming up 05:20:09
6 and over that hill. That can be a dangerous 05:20:12
7 situation. We do have the stopping sight distances 05:20:14
8 for 45 miles an hour. You know, the existing road 05:20:19
9 does have the distances to be able to see things 05:20:23
10 close enough. 05:20:27
11 But I don't know. We can maybe look at 05:20:29
12 getting it up and over the top. We might have other 05:20:34
13 problems, once we go over the top at that location. 05:20:37
14 MS. FLYNN: Anybody else? 05:20:44
15 MS. HANSARD: My name is Becky Hansard. 05:20:46
16 I serve as head of school for Silverdale Baptist 05:20:50
17 Academy. 05:20:55
18 And so I guess our greatest question 05:20:56
19 right now -- we probably don't even know what we 05:20:57
20 need to ask. But what is urgent in my mind is, as 05:21:00
21 this construction is taking place, a problem I see 05:21:03
22 for us more so than the church -- because there's no 05:21:06
23 construction, I would imagine, going on on Sunday. 05:21:09
24 I don't know. 05:21:11
25 But Monday through Friday, from around 05:21:12

1 7:30 until about 8:05 and then in the afternoon from 05:21:15
2 around 2:30 until about 3:30, we easily could have a 05:21:21
3 thousand cars coming out of the property and, not to 05:21:30
4 mention, teenage drivers and all of that. 05:21:33

5 So I wonder what that plan might be for 05:21:34
6 that. 05:21:37

7 MR. RODGERS: We get more into that when 05:21:38
8 we prepare the construction plans for the project. 05:21:40
9 What I can tell you is two lanes will be open at all 05:21:43
10 times during this project. You know, at first 05:21:48
11 I think what we'll be doing, in general, is we'll be 05:21:51
12 keeping traffic on the existing road and we'll build 05:21:55
13 the two lanes and probably the curb and gutter and 05:21:59
14 sidewalk on the south side. Once we get that done, 05:22:03
15 we'll switch the traffic over to that side of the 05:22:07
16 road and then build the rest of it. 05:22:11

17 The grade of the new road is within 05:22:14
18 inches of the grade of the road that's out there 05:22:18
19 now. So in a case -- I don't really expect we'll be 05:22:21
20 doing any night work on the project right now. We 05:22:28
21 might -- sometimes on projects where we have had 05:22:31
22 school zones, we have asked that the contractor not 05:22:34
23 do work during specific hours. But that is 05:22:37
24 something we will address more closely, look at more 05:22:40
25 closely, when we're preparing the construction plans 05:22:46

1 the project, which will be after, you know -- we're 05:22:49
2 preparing the right-of-way now, which would come 05:22:53
3 next. 05:22:55

4 MS. HANSARD: Would we have input 05:22:56
5 together? Would we have dialogue together, you 05:22:58
6 think, officials from the academy? 05:23:00

7 MR. RODGERS: It is something that we 05:23:03
8 consider in there. What I would recommend to you is 05:23:05
9 when -- there's going to be some right-of-way 05:23:10
10 acquisition easements and stuff from the school. At 05:23:13
11 the time they're out there doing that, talk to them 05:23:16
12 then, because that's an indication that we're 05:23:21
13 starting construction plans. And it will be the 05:23:23
14 right time to talk about that aspect of the project. 05:23:25

15 MS. ZAMATA: My name is Nan Zamata. 05:23:33
16 My general question is: What is your 05:23:40
17 estimate of how long this road widening will handle 05:23:42
18 the increasing capacity? We all know that Hamilton 05:23:46
19 County's population will be growing, growing, 05:23:49
20 growing. So how long is this roadway going to be 05:23:53
21 good for? 05:23:57

22 MR. RODGERS: That's a very good 05:23:59
23 question, and one that does not have an answer. 05:24:00
24 That requires us to know very closely what the 05:24:03
25 traffic will be like in the future, which -- right 05:24:06

1 now we have 20,000 cars a day, and it's well past 05:24:10
2 time to widen it to five lanes. 05:24:15

3 Probably what would -- usually, it's 05:24:19
4 traffic lights and the stop-and-go of the traffic 05:24:23
5 that will cause us the first problems. So I would 05:24:27
6 expect that when this road begins to not function 05:24:32
7 properly we'll start adding auxillary lanes at the 05:24:35
8 intersections, you know, to double lefts, right-turn 05:24:40
9 lanes, so that the traffic that's turning can get 05:24:43
10 out of the way of traffic that's flowing through. 05:24:47

11 The short answer to your question is we 05:24:49
12 try to design roads to last 20 years. But that's -- 05:24:51
13 sometimes the traffic never shows up, and that road 05:24:57
14 will be good for 50 years. Sometimes -- well, like 05:25:00
15 the Olgiati Bridge. We built that thinking that 05:25:03
16 would last more than the 10 years that it has 05:25:07
17 lasted. Luckily, we built the substructure to add 05:25:11
18 the extra lanes, which we have a contract to do 05:25:16
19 right now. We were hoping it would last 20. It 05:25:20
20 only lasted 10. 05:25:24

21 MS. ZAMATA: Thank you. 05:25:25

22 MR. SLIGER: My name is John Sliger. 05:25:28
23 I live at 6205 Bonny Oaks Drive. 05:25:30

24 I'd say right now your two-lane estimate 05:25:35
25 for the school, there's no -- your emergency traffic 05:25:37

1 is pretty great on that road. And I've seen 05:25:47
2 emergency vehicles stop dead still, and they can't 05:25:51
3 move on two lanes of road. And I'd just like for 05:25:54
4 you to take that into consideration. 05:25:59

5 And around the school there, two lanes 05:26:03
6 isn't going to be anywhere close to enough to handle 05:26:04
7 what they have alone. And when you open that road 05:26:09
8 up, you're going to get a lot more traffic through 05:26:12
9 there because people are going around it now because 05:26:15
10 the traffic is backing up. 05:26:18

11 MS. FLYNN: Thank you, Mr. Sliger, for 05:26:19
12 your comments. 05:26:19

13 MR. COLLINS: My name is Bobby Collins. 05:26:22
14 Reading the paper -- we talked about funding for 05:26:36
15 this road, and the Paper says we have no money. 05:26:40
16 Where are the funds coming from? Can you update us 05:26:43
17 on how this is going to be paid for? 05:26:46

18 MR. RODGERS: This will be paid for like 05:26:49
19 all roadway projects are. This will be an 80/20 05:26:50
20 match. 20 percent will be come from state funds, 05:26:55
21 80 percent from federal funds. 05:26:58

22 There is a whole process that's gone 05:27:03
23 through, but the state government, their fiscal year 05:27:06
24 is July 1st to June 30th. So probably what will 05:27:12
25 happen is -- every year -- Tennessee is a 05:27:20

1 pay-as-you-go state. The DOT sends over to the 05:27:21
2 legislature the projects that we have the funding 05:27:25
3 for to do in the coming year, and that gets approved 05:27:37
4 by June 30th. 05:27:41

5 I expect that this first phase of this 05:27:43
6 project will be in that next budget that comes up, 05:27:46
7 one that probably the DOT is working on to send to 05:27:51
8 the legislature now and the legislature will start 05:27:54
9 considering in May. But because we are a 05:28:00
10 pay-as-you-go state that's one of the reasons we 05:28:03
11 have four projects through here, so we can keep the 05:28:06
12 projects to a size that is affordable with the money 05:28:08
13 we have in our pocket right now. 05:28:13

14 MR. HALL: Ken Hall with Bonny Oaks Self 05:28:17
15 Storage. 05:28:21

16 We have a mini-storage warehouse there, 05:28:23
17 with basically one entrance in and out with 24-hour 05:28:27
18 access to their units. How will that be addressed 05:28:31
19 during construction? 05:28:36

20 MR. RODGERS: We do leave -- we provide 05:28:38
21 access to all the properties at all times. I kind 05:28:41
22 of gave you, you know, how we would do Bonny Oaks 05:28:43
23 Drive, maintain traffic on the existing road, in 05:28:47
24 which case you would probably be using the driveway 05:28:50
25 you have exactly right now. 05:28:53

1 When we move it the south and have the 05:28:55
2 traffic on the south side, the elevations are so 05:28:58
3 close together we'll provide access across that 05:29:02
4 area. 05:29:06
5 Now, that being said, there will be 05:29:06
6 times during specific days, you know, where for 05:29:10
7 three or four hours, when we're working right in 05:29:14
8 front of that driveway, there won't be access. But 05:29:18
9 our construction department works with the property 05:29:21
10 owners. We let the property owners know when, you 05:29:24
11 know, the work is going to be there. 05:29:28
12 So your access will be maintained at all 05:29:30
13 times, except for those times when we're actually 05:29:34
14 occupying the space. 05:29:38
15 MR. DAVIS: Will there be equal footage 05:29:42
16 taken from both sides of the existing street? 05:29:45
17 MR. RODGERS: Yes. In general. There 05:29:49
18 will be specific cases, like I said, when you get to 05:29:51
19 side streets, where we take a little more from one 05:29:53
20 side than the other. But we're pretty much widening 05:29:57
21 equally on both side of the road. 05:30:01
22 MS. FLYNN: What was your name, sir? 05:30:07
23 MR. DAVIS: Michael Davis. 05:30:09
24 MS. FLYNN: Thank you, Mr. Davis. 05:30:11
25 MR. McCLARTY: Hosea McClarty. 05:30:12

1 I've just got one question. I live up 05:30:14
2 on Bonny Oaks too, like right where my house is, 05:30:15
3 compared to -- I have a big gutter right there. 05:30:18
4 I've seen like three or four accidents happen right 05:30:21
5 there, a lot right there, late at night. 05:30:23
6 I was just wondering, when y'all put the 05:30:25
7 sidewalk in, are you going to put a gutter right 05:30:28
8 there to kind of prevent accidents? Because our 05:30:32
9 mailbox has been taken out like three or four times. 05:30:35
10 And we're just kind of wondering if there's still 05:30:37
11 going to be some kind of break-way right there from 05:30:40
12 the sidewalk to -- you know, the little break-way 05:30:43
13 right there. 05:30:46
14 MR. RODGERS: Yes. This road will have 05:30:47
15 a curb and gutter in it. So there'll be the 6-inch 05:30:49
16 nonmountable curb in front of it. 05:30:51
17 And then there will be -- on one side of 05:30:55
18 the 5-foot grass strip, you know, where we've got 05:30:57
19 the bigger, the 10-foot, it's a wider grass strip 05:31:01
20 after the curb and gutter, before you get to the 05:31:06
21 crosswalk. And on the side with the 2 feet -- with 05:31:08
22 the 5-foot sidewalk, there's a 2-foot grass strip. 05:31:10
23 So there is some separation. There is 05:31:15
24 as much protection as that curb and gutter will 05:31:18
25 allow. 05:31:21

1 MS. VARNELL: I'm Vickie Varnell, and I 05:31:22
2 live on DeWayne Road, which is kind of behind 05:31:23
3 between Walt's. 05:31:26

4 The inquiring minds in our 05:31:28
5 neighborhood -- that little hill, it drops off so 05:31:30
6 much on both sides. How do you plan to widen that 05:31:32
7 hill from Austin Drive or Holiday Hills all down to, 05:31:35
8 say, there at Walt's or where the little stores are? 05:31:40

9 And is there thoughts of putting any 05:31:43
10 type of more lights in there for the folks that are 05:31:45
11 the residents? Because we have such a hard time 05:31:48
12 getting out of our neighborhoods. I know you put 05:31:52
13 one at Noah Reid. And for those of us that live on 05:31:53
14 that side, we can get out that way, but it does not 05:31:53
15 help us to get back in. So we're hoping there will 05:31:57
16 be a light or something through there that stops the 05:32:02
17 traffic, especially since it will be so much wider, 05:32:04
18 to get in and out of our homes. 05:32:07

19 MR. RODGERS: We will be putting traffic 05:32:10
20 lights back where they are right now. We do look at 05:32:13
21 putting up new traffic lights. There are signal 05:32:17
22 warrants that are looked at, nine of them. And if 05:32:20
23 those locations meet the criteria for that, we will 05:32:24
24 put up new lights there. 05:32:31

25 That's one reason we're only showing you 05:32:32

1 the first project tonight. As the traffic evolves, 05:32:34
2 we'll do more. 05:32:39

3 What I will say, though, is we're taking 05:32:41
4 that same amount of traffic and giving it twice as 05:32:43
5 much road to be in, the two through lanes versus the 05:32:47
6 one. So I think you will have more spaces develop 05:32:52
7 for people to be able to turn out there. That is 05:32:56
8 what we're shooting for. 05:32:58

9 MS. VARNELL: And what are you going to 05:33:00
10 do with the hill? If it drops on each side, are you 05:33:02
11 going to cut it off? Make it flatter? Widen it 05:33:05
12 out? 05:33:09

13 MR. RODGERS: Well, the road will be 05:33:10
14 widened out. The road through that area will be the 05:33:11
15 same height it is now. So essentially what you 05:33:13
16 see -- you know, whatever slope you're seeing right 05:33:17
17 now, either a cut or fill slope, up or down, that 05:33:19
18 slope will be pushing out on either side. 05:33:23

19 MR. WILLIAMS: Rick Williams again. 05:33:28
20 My question was: You said 100 feet. Is 05:33:37
21 that for either side, like 50 feet on one side to 05:33:41
22 the other side? 05:33:45

23 MR. RODGERS: 50 feet on one side and 05:33:46
24 50 feet on the other. 05:33:48

25 MS. FLYNN: Any more? 05:33:56

1 Last question, and then we'll break up 05:33:56
2 and look at the plans. 05:33:58

3 MR. RODGERS: This isn't the end of the 05:34:01
4 questions and answers. It's just the formal 05:34:03
5 session. We'll talk to you. We can talk to you 05:34:05
6 individually about questions, and then you can let 05:34:08
7 the court reporter have a statement, if you want it 05:34:11
8 in the record, after we've talked to you. 05:34:15

9 MS. DeMARINAS: My name is Linda 05:34:17
10 DeMarinas, again from the Villa Green Townhome 05:34:17
11 Community. 05:34:22

12 My question is: Who is going to be 05:34:23
13 maintaining these grassy areas along the roadways 05:34:24
14 when -- I know that the homeowners probably would do 05:34:27
15 the parts if their home is up against Bonny Oaks. 05:34:30
16 But like ours, I believe, the City owns that 05:34:34
17 property. And a lot of times the grass there grows 05:34:36
18 about 3 and a half feet tall, causing -- you can't 05:34:39
19 even see to make a turn. So I was just wondering: 05:34:42
20 Who is going to be maintaining that grass? 05:34:44

21 MR. RODGERS: Tennessee Department of 05:34:48
22 Transportation has an agreement with the City of 05:34:49
23 Chattanooga. And I believe that agreement is that 05:34:55
24 all the grassy areas within our controlled access 05:34:57
25 fences, you know, along the interstate and places 05:35:02

1 like that, TDOT maintains. We get out there and 05:35:04
2 cut. Everything else within the city limits, the 05:35:09
3 City cuts for us. 05:35:13

4 MS. DeMARINAS: They don't come out 05:35:15
5 there often enough. 05:35:16

6 MR. DeMARINIS: They don't come out 05:35:18
7 there at all. 05:35:18

8 MS. DEMARINAS: Yeah. 05:35:18

9 MS. FLYNN: All right. If y'all don't 05:35:20
10 mind, then we'll kind of get up and, you know, clear 05:35:28
11 out an area here. We have the big plans. We can 05:35:32
12 show you details on your property if you're on the 05:35:37
13 first project. Anything else -- we all have badges 05:35:40
14 on, and we'll be happy to help you. We'll be here 05:35:43
15 as long as you need us here. Thank you. 05:35:46

16 (WHEREUPON, the formal
17 question-and-answer session ended, and comments
18 were made to the court reporter, as follows:)

19 MR. SLIGER: My name is John Sliger, and 05:35:50
20 I have several concerns. 05:35:54

21 One is about the sewer in front of my 05:35:56
22 house. I see no plans for a sewer. It must be 05:36:08
23 underground. There's not an underground sewer that 05:36:13
24 I know of that's going to take the amount of water 05:36:16
25 that comes off through my yard, onto the road. 05:36:19

1 There is an enormous amount of water that comes out 05:36:25
2 of that neighborhood. A large part of it comes 05:36:28
3 through my yard, much of it down Cecilia Drive, into 05:36:30
4 a culvert that overflows every time it rains hard. 05:36:37

5 If it's a real hard rain, it's a very 05:36:44
6 bad traffic hazard. I have lost three mailboxes in 05:36:49
7 the last five years. There are -- I think there's a 05:36:54
8 real need for the project designers to contact the 05:36:58
9 City and find out how many accidents there are on 05:37:03
10 that road, because it is a very dangerous road. I 05:37:08
11 have a first-aid kit right by my front door, because 05:37:16
12 it happens so often, and we will go down every 05:37:20
13 chance we get and help, but I'm not a paramedic. 05:37:25

14 And I'm concerned there is no shoulder. 05:37:34
15 You have two lanes, but there is no shoulder. And 05:37:37
16 with the amounts of breakdowns and truck people 05:37:42
17 pulling over to use their cell phones, they just 05:37:46
18 pull up into the grass right now, and there is no -- 05:37:53
19 there will be no place to park to use a cell phone. 05:37:58

20 Truck noise. I live in a residential 05:38:05
21 area that is surrounded by commercial everywhere 05:38:10
22 along Bonny Oaks Drive. And the truck noise is 05:38:16
23 horrific, especially when the truckers use their 05:38:20
24 jake brakes. And that noise needs to be addressed. 05:38:24

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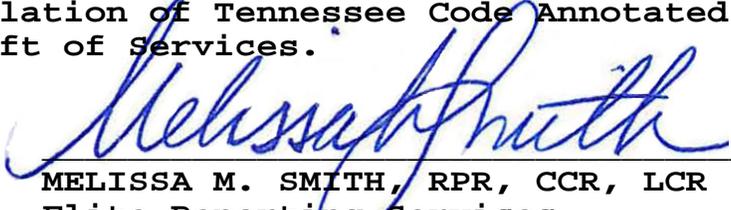
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STATE OF TENNESSEE
COUNTY OF HAMILTON

I, MELISSA M. SMITH, Licensed Court Reporter, with offices in Chattanooga, Tennessee, hereby certify that I reported the foregoing proceedings of this TENNESSEE DEPARTMENT OF TRANSPORTATION PUBLIC MEETING, by machine shorthand to the best of my skills and abilities, and thereafter the same was reduced to typewritten form by me.

I further certify that I am not related to any of the parties named herein, nor their counsel, and have no interest, financial or otherwise, in the outcome of the proceedings.

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Senior Associate - East and
Notary Public State of Tennessee



My Notary Public Commission Expires: 10/17/2018
LCR # 122 - Expires: 6/30/2016

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