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STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION

Design Public Meeting  
State Route 126 (Memorial Boulevard)  
From East Center Street to East of Cooks Valley Road  
Kingsport, Sullivan County  
Pin # 105467.01, State # 82085-1234-14,  
Federal # STP-126(16)  
November 19, 2015

Sunnyside Baptist Church  
406 Cooks Valley Road  
Kingsport, TN 37664

**Barringer Court Reporting**  
P.O. Box 8035, Gray, TN - 423-477-7844

1 (These are recorded comments prior to presentation.)

2  
3 COURT REPORTER: May I have your name and  
4 address, please, for the record?

5 MR. WILLIAMS: Sure. Carl Williams.  
6 Address is 790 Harrtown Road, Blountville, Tennessee  
7 37617. And my comment or request would be that a  
8 passing zone be included somewhere between Old Stage  
9 Road and Cooks Valley Road. The current reprocess or  
10 the new design of the road does not accomplish that.  
11 We still have two -- have one lane going each  
12 direction, and a passing zone would be appreciated.

13 COURT REPORTER: All right. Thank you.

14 MR. WILLIAMS: Thank you. Appreciate it.

15  
16 COURT REPORTER: May I have your name and  
17 address for the record, please?

18 MR. BLEDSOE: Yes. It's Gene Bledsoe. My  
19 address is 113 Holiday Hills Road, Kingsport. I have  
20 several concerns about the new highway coming in. Of  
21 course, one of the concerns is the property value. I  
22 do own property that is adjacent to Memorial  
23 Boulevard.

24 Also, other concerns is the road itself as  
25 for them blocking or putting a circle on Holiday

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1 Hills Road and turning the traffic down Parker Street  
2 across Shuler Street over to Lemay. Parker Street is  
3 a very narrow and hilly road. It's very difficult to  
4 maneuver. Two cars cannot pass on Parker Street  
5 safely, and I see no concerns about any kind of  
6 improvement for Parker Street.

7 The next concern would be the traffic flow  
8 coming out of the valley onto Memorial Boulevard by  
9 Lemay. The fact that they're going to have three  
10 roads going into one, and mornings and evenings at  
11 different times that road is very busy, and so it's  
12 going to be an issue about getting out of the valley  
13 onto Memorial Boulevard if they don't put a red light  
14 in that area. I guess that's it.

15 COURT REPORTER: That's it?

16 MR. BLEDSOE: I guess. I don't know of  
17 anything else except for basically the construction  
18 of the road itself. They're showing that the purple  
19 area affected and everything like, but they're not  
20 quite sure on how far it's going to be coming down as  
21 far -- if there's a retaining wall going to be across  
22 the top or what. So that's it.

23 COURT REPORTER: That's it.

24 MR. BLEDSOE: That's my concerns.

25 COURT REPORTER: If you're here after the

1 meeting...

2 MR. BLEDSOE: It depends on when it ends.

3 COURT REPORTER: Okay. If you are and wish  
4 to come back and think of something else...

5 MR. BLEDSOE: Okay.

6 COURT REPORTER: All right. Thank you.

7 MR. BLEDSOE: Thank you.

8

9 COURT REPORTER: May I have your name and  
10 address for the record, please?

11 MS. DICKERSON: Yes, Ma'am. Lisa  
12 Dickerson, 861 Fall Creek Road, Blountville,  
13 Tennessee 37617. And my comment is Shuler Drive.  
14 When you leave Cooks Valley Road going up Shuler  
15 Drive, it's all uphill, and at the very top of the  
16 hill you pull out onto 126, and it's very much a  
17 hazard, very difficult to see traffic in both  
18 directions. I actually go a long way around rather  
19 than go up the hill. I drive probably an extra two  
20 or three mile just to keep from pulling out there.

21 And another place that's a hazard is the  
22 Lemay Street. It's the same way. It's kind of on a  
23 hill, and you're pulling out onto 126. And the  
24 Holiday Hills, I think they said that one would be  
25 gone, but it's the same way there. Not only do you

1 pull out on a hill, but if you're trying to go back  
2 left, you have to make a real sharp U-turn to go back  
3 left if you're going toward Kingsport. And that's my  
4 comment. It's just hazardous.

5 COURT REPORTER: Okay. Thank you.

6 MS. DICKERSON: Thank you.

7  
8 COURT REPORTER: May I have your name and  
9 address for the record, please?

10 MS. FIELDS: Ellen Fields at 4515 Memorial  
11 Boulevard, Kingsport, Tennessee 37664. I live on a  
12 -- on the road where they stopped the two lane coming  
13 into one, and it's right at my driveway. I have been  
14 hit once and almost hit a number of times. And I'd  
15 like that changed one way or the other. I need you  
16 to come out and check it, see it about and then do  
17 something about it. It's very dangerous right there.  
18 Thank you.

19 COURT REPORTER: Thank you.

20  
21 COURT REPORTER: May I have your name and  
22 address for the record, please?

23 MR. PLAN: Michael Plan, 4519 Memorial  
24 Boulevard, Kingsport, Tennessee 37664. Okay. So I  
25 would like to see about a possibility of lowering the

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1 speed limit on Memorial Boulevard in the interim  
2 until you can get the road built. At least daily I'm  
3 about killed on the road because the rate of speed is  
4 in excess. The road is too narrow, too windy for the  
5 rate of speed that it currently is. It worked twenty  
6 years ago, but it doesn't work today.

7 COURT REPORTER: Thank you, Michael.

8 MR. PLAN: Thank you.

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1 MR. NAGI: Can everyone hear me out there?  
2 Well, hi everyone and good evening. My name is Mark  
3 Nagi. I am the Community Relations Officer for  
4 Region 1. We're here tonight at Sunnyside Baptist  
5 Church to discuss the roadway plans for State Route  
6 126 from East Center Street to Cooks Valley Road in  
7 Sullivan County. This project will go along existing  
8 alignment from East Center Street within the City of  
9 Kingsport city limits and east towards I-81 ending at  
10 Cooks Valley Road.

11 Joining us tonight from the Tennessee  
12 Department of Transportation from TDOT's Project  
13 Management Division Eric Wilson and John Barrett.  
14 From TDOT's Design Division, Jay Morgan, David  
15 Jordan, Stephanie Wallace, Jennifer Pollard, Maysoon  
16 Haddad, Mark Parrish and Kenny Kerley. From TDOT's  
17 Right-Of-Way Division are Andrea Hall, Gaylon Hill,  
18 Amber Reed, Justin McGill, Phil Addison, Denise  
19 Hagler, Steve Head, Joey McCown, Caleb Underwood,  
20 Sheena Foster, David Williams and Amy Cooper. And  
21 from TDOT Consultant Qk4 are Brian Johnson and Chris  
22 Jennings.

23 Coming up in just a couple of minutes we  
24 will have a short presentation. Following the  
25 presentation, we'll have TDOT representatives spread

1 out throughout the room as they have been throughout  
2 the evening so far, and they will be available to  
3 answer any questions you have. Again, that is after  
4 the presentation.

5 This is a TDOT Public Meeting, which means  
6 you have a couple of different ways to get your  
7 comments on the official record. We have a court  
8 reporter present in the front of the room to my left,  
9 and she will be recording all public comments made at  
10 this hearing. She's available following the short  
11 presentation to take down all of your comments  
12 privately if that is something you would like to do.

13 Also, as you walked in and signed in, you  
14 saw there were comment cards and pens up front. You  
15 can write down your comments and hand those in to us  
16 tonight, or if you want to take the cards home, take  
17 a few extra and pass them along to your neighbors,  
18 you can also do that. You have 21 days from today to  
19 send them back to us and make sure they are part of  
20 the official record.

21 I know that WJHL and WKPT are here tonight.  
22 Are there any other members of the media here  
23 tonight? Which media organization?

24 MR. OSBORNE: *Kingsport Times News.*

25 MR. NAGI: Okay. Are there any public

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1 officials here this evening?

2 MR. HULSEY: Bud Hulsey, State  
3 Representative for District 2.

4 MR. NAGI: Okay. With all that being said,  
5 I'll turn things over to Brian Johnson for tonight's  
6 presentation. Once again, after the presentation we  
7 will be available to answer any questions you have  
8 with our TDOT representatives who will be spread out  
9 throughout the room. At the tables, on the wall, at  
10 the design plans, they'll be available to answer any  
11 questions you have. We're here until at least 7:00.  
12 So we can answer any questions you may have. So with  
13 that being said, I'll pass things over to Brian.  
14 Brian.

15 MR. JOHNSON: Good evening. My name is  
16 Brian Johnson. I'm with Qk4. We're the design  
17 consultants working with TDOT on this project. As  
18 you already -- as Mark's already mentioned, the  
19 project team that's here tonight consists of  
20 representatives from TDOT Region 1, consultants from  
21 Qk4, and S&ME is also part of our team, and they'll  
22 be doing the geotechnical engineering work here in  
23 the future.

24 So the purpose of this evening's meeting as  
25 Mark has probably already mentioned most of this,

1 we're going to present and discuss the preliminary  
2 plans for the State Route 126 Project between East  
3 Center Street in Kingsport and running out to Cooks  
4 Valley Road.

5 After this presentation, there will be a --  
6 or there are three sets of displays around the room,  
7 and feel free to visit those displays and ask any  
8 questions that you have and make any comments. If  
9 you have any comments that you'd like to make, you  
10 should have gotten comment cards at the door. You  
11 can leave written comments on those sheets. And also  
12 if you'd like to make any verbal comments, we have a  
13 couple of court reporters that you can speak with,  
14 and they'll take down your comments.

15 So this project, which is approximately  
16 four miles long, includes the improvements to State  
17 Route 126 between East Center Street in Kingsport and  
18 running out to Cooks Valley Road just past the East  
19 Lawn Memorial Gardens Cemetery.

20 For purposes of discussion, the project  
21 kind of divides itself into five different segments,  
22 and so what I'm going to do is take a brief moment  
23 and go through each segment and describe the various  
24 parts of the different segments.

25 So Segment 1 starts at East Center Street

1 in downtown Kingsport -- well, in Kingsport and runs  
2 out to just past the John B. Dennis Highway to  
3 Stratford Road. So the typical prospects for this  
4 first segment of the project: It has a 35-mile per  
5 hour design speed. It has eleven-foot travel lanes,  
6 two in each direction, and then it has a 15-foot  
7 raised median if you're including the curbs. And  
8 then both sides, both sides of the roadway have  
9 four-foot shoulders to accommodate bicyclists, grass  
10 strips and sidewalks.

11 So this is the very beginning of project at  
12 East Center Street. Currently there's an existing  
13 five-legged intersection here with East Center Street  
14 coming in from the north, Warpath Drive and Miller  
15 Street coming in from the south, and then, of course,  
16 State Route 126 running east and west. The  
17 preliminary plan for this intersection is to  
18 transform this intersection to a four-legged  
19 intersection so that you'll have East Center Street  
20 coming in from the north, Warpath coming in from the  
21 south and Miller Street, which is coming in from the  
22 south, now will have a cul-de-sac.

23 So further along in Segment 1 brings us to  
24 Orebank Road, and currently Orebank Road comes in at  
25 a pretty sharp skew. So the plan here is to relocate

1 and realign Orebank Road so that it comes in at a  
2 90-degree angle. And then Edens Ridge Road, which  
3 comes in just to the east of Orebank Road, it'll be  
4 -- it'll be a cul-de-sac -- or not cul-de-sac, but  
5 it'll end there at Lynnbrook Lane, and it won't  
6 intersect with State Route 126 anymore. So you'll  
7 have to follow Lynnbrook Lane to Orebank Road to get  
8 to State Route 126 if you're on Edens Ridge.

9 Oh, and in -- just when you're looking at  
10 the displays this evening, you'll see a lot of the  
11 purple areas that you see on the displays. Those are  
12 your construction limits. So they include like your  
13 fell slopes and your cut slopes and all your ditches  
14 on the side of the proposed roadway. So that's what  
15 you're seeing there in the purple.

16 So this is the, this is the end of Segment  
17 1. Segment 1 ends at Stratford Road, which is just  
18 to the east of the John B. Dennis interchange.  
19 There'll just be a minor -- minor improvements to the  
20 interchange. The southbound exit ramp coming off  
21 John B. Dennis, we're looking at adding a lane there,  
22 which will give you a dual left-hand turn onto State  
23 Route 126. And then on the east side, the northbound  
24 entrance ramp, we'll do some improvements there to  
25 improve the grades and the horizontal alignment.

1                   And then you may have noticed in previous  
2 conceptual drawings that what we've had there was a  
3 cul-de-sac at Hillcrest Drive next to the Holston  
4 Manor Nursing Home, and currently we're -- with this  
5 plan, we're showing a right-in and right-out access  
6 to Hillcrest Drive. So that brings us to the end of  
7 Segment 1.

8                   Segment 2 picks up at Stratford Road and  
9 runs all the way out to Harbor Chapel Road. The  
10 typical section for Segment 2, just like Segment 1,  
11 is a 35-mile per hour design skew. You have  
12 eleven-foot travel lanes with two in each direction,  
13 and then instead of the 15-foot raised median, you have a  
14 12-foot, two-way left turn lane running down the  
15 center of the roadway. And then both sides of the  
16 roadway will also have four-foot shoulders to  
17 accommodate bicyclists, grass strips and sidewalks.  
18 So this is the very beginning of Segment 2. The  
19 existing roadway, as you can see, has back-to-back  
20 reverse curves here at this location. You have  
21 Heather Lane coming in and Hawthorne Lane coming in  
22 from the north, and then you also had Milton Court  
23 coming in from the south, coming in from the Ilana  
24 Hill Subdivision. So what we've done here in the  
25 preliminary plan is we've eliminated the back-to-back

1 reverse curves, straightened out the alignment, and  
2 instead of having the three different approach roads  
3 coming at different locations, we've brought Heather  
4 Lane in right across from Milton Court to give you  
5 just one intersection, and Hawthorne Street will no  
6 longer intersect with State Route 126. And by  
7 straightening out, by straightening out the reverse  
8 curves, we've also brought the alignment a little bit  
9 further south, and we were able to save a lot of  
10 properties on the north side, including the Alpine  
11 View Apartments, the fire station and some of these  
12 homes on Busbee Street.

13 So further along in Segment 2, actually at  
14 the end of Segment 2, we have the Harbor Chapel Road  
15 intersection. Currently, Trinity Lane coming --  
16 Trinity Lane comes in and Amy Avenue both come in in  
17 a really tight skew and really steep grades. So with  
18 this plan what we've done is we've brought Trinity  
19 Lane down to Amy Avenue, and then Amy Avenue is going  
20 to come up to Woodridge Avenue, and then Woodridge  
21 Avenue is going to tie into State Route 126 right  
22 across from Harbor Chapel Road, once again just  
23 giving you just one intersection instead of multiple  
24 intersections along State Rote 126. We've also added  
25 a right-hand turn lane here at Harbor Chapel Road,

1 which we hope will help with traffic flow there.

2 So that brings us to Segment 3. Segment 3  
3 runs from -- picks up at Harbor Chapel Road and runs  
4 out to Old Stage Road. The typical section for  
5 Segment 3 is -- at this point the design speed  
6 changes to 45-miles an hour. There's a -- you have  
7 twelve-foot travel lanes, one in each direction, and  
8 then you also have an extra eastbound truck-climbing  
9 lane. And then we have a four-foot striped median  
10 that separates the eastbound and the westbound  
11 traffic, and we have six-foot shoulders on each side  
12 with curb and gutter, and on the south side we have,  
13 we have grass strips and sidewalks. And through this  
14 section on the north side we've eliminated the  
15 sidewalk.

16 So this is at the end of Segment 3 at Old  
17 Stage Road where Old Stage Road intersections State  
18 Route 126 and also Briarwood and Tanglewood intersect  
19 State Route 126. So currently, Briarwood and  
20 Tanglewood Road both intersect with State Route 126.  
21 With this plan, Tanglewood would intersect with  
22 Briarwood, and the Briarwood would intersect with  
23 State Route 126, so that you just have one road  
24 intersecting with State Route 126. And where Old  
25 Stage Road currently comes in at kind of a skew

1 angle, we've done a little bit of realignment on Old  
2 State and brought it in at a 90-degree angle.

3 So at Old Stage Road we pick up Segment 4,  
4 and Segment 4 runs from Old Stage Road out to Lemay  
5 Drive. The typical section of Segment 4 has 12-foot  
6 travel lanes, one in each direction, and then in the  
7 center you have a two-way left turn lane that's 12  
8 feet wide. And then on both sides of the road you  
9 also have six-foot shoulders to accommodate  
10 bicyclists, curb and gutter and grass strips with  
11 sidewalks.

12 So this is in the middle of this segment,  
13 Segment 4, where Holiday Hills Road and Shuler Road  
14 both come up to State Route 126 and intersect State  
15 Route 126 at real tight skews and real steep grades  
16 as well. So with this plan, we've put cul-de-sacs at  
17 the end of Holiday Hill and Shuler Road, and we put a  
18 connector in place between Parker Street and Peers  
19 Street so traffic that currently gets to State Route  
20 126 using Holiday Hills Road, they'll use the Parker  
21 Street connector and come over to Lemay Drive and get  
22 to State Route 126 that way.

23 So that brings us to Segment 5. Segment 5  
24 picks up at Lemay Drive and runs out to the end of  
25 the project at Cooks Valley Road. The typical

1 section for Segment 5 is also a 45-mile an hour  
2 design speed. The travel lanes have been reduced to  
3 eleven feet for this section with one in each  
4 direction, and then there's also an eleven-foot  
5 center, two-way left turn lane. Both sides of the  
6 roadway will still have six-foot shoulders to  
7 accommodate bicyclists, curb and gutter, and on the  
8 south side there'll be a sidewalk. There won't be  
9 any grass strips anymore. The sidewalk will be  
10 immediately adjacent to the curb, and on the north  
11 side we won't have a sidewalk.

12 And this next typical section is even more  
13 compressed as we go between Yancey's Tavern and the  
14 East Lawn Memorial Gardens Cemetery. What we've done  
15 there is we've -- in order to eliminate the side  
16 slopes, we've put retaining walls on both sides of  
17 the wall. They're minimal retaining walls, four or  
18 five feet in height on both sides. By doing this, we  
19 are able to avoid taking any right-of-way from  
20 Yancey's Tavern, and we're also, we're also able to  
21 avoid displacing any known graves in the cemetery.

22 So here you're looking at Yancey's Tavern.  
23 Yancey's Tavern is to the north of State Route 126,  
24 and, of course, the cemetery is on the south side.

25 Eaton Station Road, which currently comes

1 in at skew, is being relocated so that it comes in  
2 perpendicular to State Route 126, and it'll also come  
3 in right across from Cooks Valley Road. So instead  
4 of having an offset intersection there, they'll come  
5 together at one intersection. You can also see there  
6 the location of the retaining walls on both the north  
7 side and the south side of State Route 126 at  
8 Yancey's Tavern and the cemetery.

9 Also, there's a branch turn-around there in  
10 front of Yancey's Tavern where before the road  
11 intersected and tied at Chestnut Ridge there and  
12 intersected and skewed there and tied into State  
13 Route 126 before. And we've used a branch  
14 turn-around there instead of a normal suburban  
15 cul-de-sac in order to kind of maintain the natural  
16 look there of the road ending and kind of being in  
17 concert with the Yancey's Tavern and the historic  
18 property. Any trees that are going to be removed  
19 there in front of Yancey's Tavern, there'll be a  
20 detailed landscaping plan to replace those trees, and  
21 then the retaining walls will also have some kind of  
22 aesthetic treatment to them to help with the view  
23 from Yancey's Tavern and be compatible with the  
24 historic preservation of that property.

25 So that brings us to the end of this, of

1 this, this project. Preliminary right-of-way numbers  
2 currently were -- we've got about 269 tracts that are  
3 involved in the project, and we're looking at  
4 approximately 54 relocations, 15 of those being  
5 businesses and 39 of those being residential.

6 And with that, I'm going to go ahead and  
7 turn this over to John Barrett, who's going to talk a  
8 little bit about the status of the project and where  
9 we're going from here.

10 MR. BARRETT: Thank you very much, Brian.  
11 You're taller than I thought you were. But as John  
12 said, I'm John Barrett with TDOT Project Development  
13 in Knoxville. Very quickly, I want to talk about the  
14 project status. One of the things I want to  
15 emphasize is the plans you are viewing this evening  
16 are preliminary in nature. Okay? Your comments are  
17 very, very important this evening. Those comments  
18 are a portion of the overall information that we'll  
19 be using as we forward to develop what you see next.  
20 We're currently in design right now in green to what  
21 you see next in red, which are right-of-way plans.  
22 That's the next step along this hike is development  
23 of right-of-way plans, and your comments are very  
24 important in the development of that this evening.  
25 Okay? Based on the current time frame from tonight,

1 we anticipate -- the comments, once we get those back  
2 and we begin developing those plans in approximately  
3 12 to 16 months from now to develop those  
4 right-of-way plans. However, if you look to the left  
5 of the screen beside where it says "Right-Of-Way,"  
6 you see the words "not funded." Okay. The  
7 right-of-way phase of development has not been  
8 budgeted in TDOT's multi-model plan as of yet. So  
9 we'll look to that each year going forward.

10 So two things must take place before we  
11 enter into the right-of-way phase. The appraisals  
12 and acquisitions, in other words, are ensuring that  
13 the right-of-phase is budgeted, and then those  
14 right-of-way plans are completed so we can enter into  
15 that phrase of appraisal and acquisition. But where  
16 do we go from there? Once we enter into the  
17 right-of-way phase of development, based on the  
18 information that Brian just provided, the number of  
19 tracts and relocations, we would anticipate, and I  
20 want to emphasize the word "anticipate" - that's the  
21 only information we have now - roughly 30 to 36  
22 months to complete the right-of-way phase of  
23 development. But, again, if you look to the left of  
24 the word "construction," you see the word "not  
25 funded." So somewhere along the way when we're in

1 that right-of-way phase, we would look to the  
2 budgeting on an annual basis of the construction  
3 phase at that point before we could let the project  
4 to construction.

5 All right. I just want to re-emphasize the  
6 importance of comments. You see the top line up  
7 there. Again, your comments are very, very important  
8 to us. There are several members of our staff here  
9 this evening who will answer any questions that you  
10 have. Look for their badges. TDOT representatives  
11 are on hand all around the room. We'll turn you  
12 loose here in just a minute back to them.

13 But there is also comment cards available  
14 this evening. Submit those comments to the address  
15 on the sheet. Fill those out. Remember something  
16 that Mark said earlier. You have 21 days from  
17 today's date to return them to the address provided  
18 on that card, and you can see there, that will be  
19 December 10th to get those to the address on the  
20 comment card. Again, we also have another means for  
21 getting comments heard this evening. We have a court  
22 reporter here this evening, Mrs. Cathy Heinze. She  
23 will be glad to take your comments. Both means of  
24 comments, comment card and court reporter, become  
25 part of the overall project record and documentation.

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1 So please do it. Fill out a comment card, speak to  
2 the court reporter this evening. It's very  
3 important.

4 All right. And the last slide before we  
5 turn you guys loose. Thank you for coming. Our  
6 project comments -- or project contacts, I should  
7 say, Daniel Oliver, he is the director of Project  
8 Development in Knoxville for TDOT. You see his  
9 contact information up there on the screen. Also,  
10 Eric Wilson is our Project Development Team leader  
11 for this project. He is also located in Knoxville as  
12 well, and he is here with us this evening in the back  
13 there. If you would, raise your hand. Eric, if you  
14 would, raise your hand. All right. That is Eric  
15 Wilson right there. He tries to hide a little bit  
16 from time to time, but he can't hide. All right. So  
17 that's it.

18 So what we want to do now is turn your back  
19 over to our staff. We have several plans at tables  
20 around the room. We have several wall displays.  
21 Feel free to ask questions, speak to the court  
22 reporter, fill out a comment card, and once again,  
23 thank you guys for coming.

1 (These are recorded statements given after the  
2 presentation.)

3  
4 MR. BLEDSOE: My name is Gene Bledsoe. I  
5 live at 113 Holiday Hills Road. I have another  
6 concern with the highway project. It is going to be  
7 the water runoff from the highway since we are on a  
8 steep slope, and my house is directly underneath it.  
9 So I was concerned about them getting the water  
10 coming from there. Before, when we had a heavy rain,  
11 it washed my driveway and a lot of other stuff out.  
12 So that is a main concern is that the runoff coming  
13 from the highway down the hill. Thank you.

14 COURT REPORTER: Thank you.

15  
16 COURT REPORTER: May I have your name for  
17 the record, please?

18 MR. MENDENHALL: Scott Mendenhall.

19 COURT REPORTER: And your address?

20 MR. MENDENHALL: 161 Wembeck Drive,  
21 Kingsport, Tennessee 37664. My comment today is I  
22 just wondered how come you wasn't going to with Plan  
23 B and why you wasn't -- why you ain't running this  
24 four lane all the way through to the other end. They  
25 have been a lot of accidents even on the other end

1 that's took a lot of lives. I know it took my wife,  
2 and I know five other people that it's took, and  
3 something needs to be done with this road, plumb to  
4 the other end or at least to Central High School.  
5 It's already four lane there. And we've waited too  
6 long. How many more lives that's got to be taken on  
7 this road before you all get something done? That's  
8 about it for me.

9 COURT REPORTER: Thank you.

10 MR. MENDENHALL: And if they'd see it my  
11 way, if they've lost a loved one, they'd feel the  
12 same way.

13 COURT REPORTER: Thank you.

14  
15 COURT REPORTER: May I have your name for  
16 the record, please?

17 MS. FRANCE: Phyllis France, 4745 Memorial  
18 Boulevard. Do you want me to give all of them?  
19 4745-1/2 and 4741 Memorial Boulevard. Okay. It  
20 looks to me like the new road is going to land right  
21 on top of my house; that anybody could throw a bottle  
22 out and hit the top of my house very easily. Right  
23 now there's only a small driveway between us and the  
24 road, and when they widen the road, it looks to me  
25 like it's going to be on the top of our house. And

1 they say they're not going to buy our house. So are  
2 they going to run the water down on us? How are they  
3 going to damage our property? That's my problem.  
4

5 COURT REPORTER: May I have your name and  
6 address for the record, please?

7 MS. DAVIS: My name is Margaret Davis, and  
8 I live at 4505 Stagecoach Road, Kingsport. Our  
9 property almost extends to Memorial. Part of the  
10 property is owned by the University of Tennessee, but  
11 near the University of Tennessee property is the  
12 oldest road in Tennessee, which many people are  
13 unaware of, Island Road, and if they do any kind of  
14 construction, it will impact Island Road, which, as I  
15 said, was the oldest road in Tennessee. And I'm  
16 going to work further and get some records from the  
17 courthouse. Do you need...

18 COURT REPORTER: No, I think that's it.  
19 Appreciate your coming by and speaking to us.  
20

21 COURT REPORTER: May I have your name,  
22 please, for the record?

23 MS. KING: Mary King, K-i-n-g.

24 COURT REPORTER: And your address?

25 MS. KING: 3512, 3-5-1-2, Lynnbrook,

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1 L-y-n-n-b-r-o-o-k, Lynnbrook Lane. And my concern is  
2 regarding blasting. I have plaster walls and a lot  
3 of glass and a lot of artwork, and it's avoidable,  
4 but just that's my concern is blasting and what  
5 happens after that. So that's all.

6 COURT REPORTER: All right. Thank you.

7 MS. KING: Thank you.

8  
9 COURT REPORTER: May I have your name,  
10 please?

11 MR. MOODY: I'm Danny Moody.

12 COURT REPORTER: And your address?

13 MR. MOODY: 3621 Hazelnut Drive, Kingsport,  
14 Tennessee.

15 COURT REPORTER: And the properties that  
16 you're here for?

17 MR. MOODY: 5231 Memorial Boulevard.

18 COURT REPORTER: And your comments?

19 MR. MOODY: My comment is why are we having  
20 bicycle lanes out here in the country when nobody  
21 rides bicycles? The City of Kingsport converted a  
22 four-lane road into a three-lane road, and you can go  
23 through there any time you want to, and all you've  
24 got is a traffic jam with no bicycles on the road.  
25 You've never seen one since they've done it, not seen

1 one. Now as far as this road, the old saying here is  
2 we can't go to a four lane because of the fact  
3 there's a cemetery there and the beer joint's on the  
4 other side. They call it a tavern, but it was a beer  
5 joint, and it's about to fall down anyway. According  
6 to the state man, he went over there and measured the  
7 print. You've got 185 feet between the width of the  
8 existing right-of-way for the state now and the beer  
9 joint. Okay. The roads are eleven foot wide. If  
10 you put a four-lane road in there, that's 44 foot  
11 wide. If you put a turn lane in the middle, that's  
12 another 11 foot. That would be 55-foot. How can you  
13 stretch 55 feet out -- how can you not get 55 feet  
14 into 100 right-of-way through there? I don't  
15 understand. I build roads myself. I'm in the  
16 construction business. I've not built many. I've  
17 not built state roads, but I've built design roads  
18 for the county and for the City of Kingsport. And  
19 they's no -- they's no reason in the world that a  
20 four-lane road, that you can't get a four-lane road  
21 with a turn lane in the middle and even bicycle lanes  
22 in there in 100 foot. The retaining walls on the  
23 side needs to be brought up level with the road.  
24 When you come out through there, you come out through  
25 there like you was driving across a bridge, and

1       you've got all the room that you'd ever, ever need  
2       there.

3               Now I remember when the original road come  
4       out of Kingsport. It was a three-lane road in the  
5       '50s. I was just a little boy, and it was done  
6       because transfer trucks come up that way. There was  
7       no 11-W. That was 11-W. It was converted into a  
8       three lane so that cars could pass going uphill.  
9       Now, basically what you're coming now is you're  
10      redesigning a three-lane road and making still a  
11      three-lane road. I just don't understand that. If a  
12      three-lane road was good enough designed by the State  
13      of Tennessee in the '50s, why isn't it still good  
14      enough today? Engineering is engineering. This is  
15      crap. The only reason Harbors Chapel got done, me  
16      and my brother put a subdivision in, and it was under  
17      a contract with the city that it had to be widened  
18      out and redesigned. They didn't put it in according  
19      to city specs. It was supposed to have went in below  
20      the old convenience store down here, but they wasn't  
21      -- they just chopped it down. And that's the reason  
22      that Harbors Chapel was done. That was in the Plan  
23      of Services. We required it or they wasn't going to  
24      annex us. And I just don't understand it. I don't  
25      understand why we're coming in here -- go to

1 Washington County. They spend millions of dollars on  
2 36 from 75 to the Johnson City city limits. They've  
3 spent millions of dollars on 75 to the airport. They  
4 spent millions and millions of dollars there at the  
5 intersection of the interstate and 75, and all this  
6 is four lanes. Why is it we can't get a four lane  
7 here? This is, this is just discrimination, and I  
8 know why that this one has been drug out, is because  
9 an old representative we had here did not want it,  
10 period and simple. So, okay. Five minutes or less?  
11 Well, I guess I'm gone then. I could talk 30, 40  
12 minutes on it. I mean this is silly, silly. I mean  
13 if they can't engineer a road without this malarkey  
14 that they're coming up with -- nobody rides bicycles  
15 on it. Never seen a bicycle. I've lived here 73  
16 years. I know. I've lived here 73 years, and I've  
17 never seen a bicycle ride up and down that road yet.

18 COURT REPORTER: Thank you.

19  
20 MR. MARTIN: I'm Patrick Martin, 4709 Edens  
21 View Road, Kingsport. My comment is it looks now the  
22 Chestnut Ridge is being shut off from Route 126 at  
23 Yancey's Tavern. I'd like to point out that that's a  
24 really well-used road that goes over the ridge to  
25 Orebank Road, and it's well used right now.

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1           Otherwise, it's going to route people up to my road,  
2           and I'm going to have a whole lot of traffic up on my  
3           road on Edens View that I don't have now, and it'll  
4           be putting them out of the way a half mile, I guess.  
5           And that's it.

6                   COURT REPORTER: All righty. Thank you.

7                   MR. MARTIN: Short and sweet.

8                   COURT REPORTER: Yes. Thank you.

9  
10                   COURT REPORTER: May I have your name,  
11           please, for the record?

12                   MS. MURRAY: Judy Murray.

13                   COURT REPORTER: And your address?

14                   MS. MURRAY: 804 Rock City Road, Kingsport,  
15           Tennessee 37664. And I would like to request a  
16           longer comment period than the 21 days, which ends  
17           December 10th. We've got a big, four-day holiday in  
18           there with Thanksgiving and people maybe taking the  
19           whole week. At the last public meeting on November  
20           11th, 2012, it was extended until January 31st, and  
21           I'd like to request that it be extended to that same  
22           period. There are many people who couldn't be here  
23           tonight, and I have information that I'm gathering  
24           that's going to take probably longer than the next 21  
25           days. So that's my main request.

1           But I'd also like to bring up something  
2           that I'm going to write about, put in my written  
3           comments, and that is that several of us are doing  
4           research on the Island Road Trace that seems to be  
5           running parallel to 126 in people's back yards.  
6           There is definitely an historic route, and all  
7           indications are that it might be the roadbed of this  
8           Island Road that was built in 1761. That was the  
9           oldest road in Tennessee and the second oldest road  
10          in what was to become the United States, and it's  
11          extremely significant in our history. So I will be  
12          sending -- a group of citizens are working on that,  
13          doing research, and I've already spoken to Tammy  
14          Sellers and to Eric Wilson about it, and we'll be  
15          providing written documentation. Thank you.

16           COURT REPORTER: Thank you.

17  
18           COURT REPORTER: May I have your name and  
19          address for the record?

20           MS. CHAPMAN: Patricia Chapman, 4592 Old  
21          Stage Road. I have a few comments. One is I was  
22          looking at the plans, and this is probably about the  
23          sixth meeting I've come to, and I notice that instead  
24          of doing the project that they were intending to fix  
25          the curves on Memorial Boulevard or State Route 126,

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1 it's extended all the way to Center Street and way  
2 out the other way. I think that in my opinion it's  
3 not necessary, but we do need another lane right in  
4 that area to -- because the traffic at high times is  
5 getting backed up sometimes. Well, it's a steady  
6 flow. It's not bad. But coming off of Old Stage  
7 Road, we've always had a problem there with looking  
8 backwards into the road, and then the sun can be  
9 there, and it's very dangerous. I had talked to a  
10 gentleman about the idea of putting a mirror there,  
11 and he said that was not -- they didn't like that  
12 idea. So I don't know what they can do. He  
13 suggested calling the police and letting them sit  
14 there and try to catch people, but that lasts for  
15 only a while. But it is a hazard when you're looking  
16 back into the sun and people are just flying over  
17 that hill and you're trying to come out there.

18 Also, oh, if they -- I don't know if this  
19 has things to do with it, but our road -- it'd be  
20 nice if they would sit up there on our road, too, and  
21 catch all those people that are just flying down  
22 through there.

23 One issue that I think has bearing on that  
24 is the way that people drive. The road is not so  
25 bad. People have been driving that for years and

1 years and years, but people that fly down through  
2 there and don't do the speed limit, those are the  
3 ones that have the wrecks and stuff. The problem is  
4 not the road in most people's view. It is the way  
5 people drive. So what can be done about that? I  
6 don't know. But I wish the roads would be maintained  
7 instead of spending a lot of extra money on things to  
8 make it look nice, and it really doesn't need to be  
9 that way. I would rather see more money go to  
10 maintenance to keep the roads up than to working on  
11 projects that really don't need to be done. Thank  
12 you.

13 COURT REPORTER: Thank you.

14  
15 COURT REPORTER: May I have your name for  
16 the record, please?

17 MR. LEEPER: Ed Leeper.

18 COURT REPORTER: And your address?

19 MR. LEEPER: 3996 Memorial Boulevard.

20 COURT REPORTER: And your comments?

21 MR. LEEPER: Okay. I've got 18 units of  
22 apartments facing Memorial Boulevard, and if they do  
23 what they're saying they're doing, they're going to  
24 kill my parking for 16 of the units. My office and  
25 laundromat will not have parking either. And they

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1 talk about closing my exit off of the apartments to  
2 Memorial, and it's 20 feet from the parking now -- 25  
3 feet from the parking now to the parking behind the  
4 building, and it's a matter of about 2 -- about 30  
5 feet. It elevates at about 25 feet. And parking now  
6 would be no -- if they take anything at all, my  
7 parking is at the edge of the parking line. It goes  
8 back toward the building, and it has about a six-foot  
9 rise to the building itself. And if they close both  
10 exits, they want me to back up and go up the hill  
11 between the buildings 25 feet to join a back parking  
12 lot and go around. But I have no parking on the  
13 front anyway, and I've got 16 units behind it with  
14 their parking, and I can't add 16 more parking  
15 spaces. There's no way, no place to do it. So it's  
16 going to kill my front two buildings, and it'll make  
17 it almost impossible for me to operate because I  
18 can't pay a manager to operate 16 units when he's  
19 operating 33. I guess that's about it, the way --  
20 they're aware of it. So they're going to -- they're  
21 going to go by and take a physical look at it, and  
22 that's about all I know to tell you right now.

23 COURT REPORTER: Okay.

24 MR. LEEPER: They're going to kill my  
25 parking, which eliminates 16, 17 apartments unless I

1 try cutting buildings in half, and that ain't going  
2 to work either. So they are aware that it is a  
3 problem. Parking will be the problem to serve the  
4 front units, the office and the laundromat.

5 COURT REPORTER: Okay.

6 MR. LEEPER: I guess that's it for right  
7 now.

8  
9 COURT REPORTER: May I have your name and  
10 address for the record?

11 MR. MOODY: Roy Daniel Moody.

12 COURT REPORTER: And your address?

13 MR. MOODY: 405 Foxcroft Drive, Kingsport,  
14 Tennessee 37664.

15 COURT REPORTER: Okay. Your comments?

16 MR. MOODY: Okay. I'm concerned about  
17 Hawthorne Street being closed off, a section of it at  
18 the highway -- I mean at the Highway 126, which is  
19 our entrance going to the church up on Bonita Street,  
20 which is -- the church property is just behind  
21 Property 110. And with it blocked off, we have to go  
22 a long way around. There's two ways to come in, but  
23 steep hills both directions, and we have several  
24 elderly people. And with the hill steep and the  
25 curve at the bottom, it's going to be pretty hazard

1 for most people, and the road is narrow, too, which  
2 would bring us in on Beverly Street or Beverly Hills  
3 Street or up the back side on Bonita Street where  
4 we'd have to come in down next to the fire hill. And  
5 I don't know what that street is right offhand.

6 COURT REPORTER: Thank you.

7

8 COURT REPORTER: May I have your name and  
9 address, please?

10 MS. OUTLAW: Dana Outlaw, 4517 Stagecoach  
11 Road, Kingsport, Tennessee 37664.

12 COURT REPORTER: And your comments?

13 MS. OUTLAW: My comment would be that I  
14 would like the engineers to pay attention that  
15 drainage to my lot - it's Tract 180 - would not be  
16 negatively impacted by a lot of increased drainage,  
17 and also that they would be minimally invasive with  
18 the taking down of any trees. Those are my comments.

19 COURT REPORTER: Thank you.

20 MS. OUTLAW: Okay. Thank you.

21 THIS COMPLETES ALL MATTERS PRESENTED DURING THIS  
22 MEETING.

23

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C E R T I F I C A T E

I, Betty B. Neal, Notary Public and Court Reporter, Barringer Court Reporting, hereby certify that the foregoing is a true and complete transcript to the best of my ability and understanding of all matters and oral comments presented during the Tennessee Department of Transportation Design Public Meeting re: Sullivan County SR 126 from East Center Street to East of Cooks Valley Road in Kingsport, Tennessee as held on November 19, 2015.

WITNESS my hand and official seal at office at Gray, Tennessee, this the 28th of November 2015.

BARRINGER COURT REPORTING

By: \_\_\_\_\_

NOTARY PUBLIC

My commission expires: October 29, 2019.

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