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TENNESSEE DEPARTMENT OF TRANSPORTATION  
Clairborne County Public Meeting  
Proposed SR-32 (U.S. 25W) Interchange at SR-345

June 4, 2019  
5:00 p.m.

Clairborne County Courthouse  
1740 Main Street  
Tazewell, TN 37879

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1 \* \* \*

2  
3 MR. NAGI: Well, good evening everyone.  
4 Thank you very much for coming out here tonight.  
5 Obviously, everybody here is busy, got a lot of  
6 things going on. You've taken time out of your  
7 schedules to meet us tonight, and we really, really  
8 do appreciate that.

9 My name is Mark Nagi. I'm the Community  
10 Relations officer for Tennessee's Department of  
11 Transportation in Region 1, our 24-county  
12 East Tennessee region. We're here tonight at the  
13 Claiborne County Courthouse to gather public input  
14 on the proposed State Route 32/US 25W interchange  
15 here in Claiborne County.

16 The meeting is being held to provide the  
17 public an opportunity to provide comments about this  
18 proposed interchange project.

19 Now, we have a lot of TDOT folks that  
20 are here tonight. Everyone who works at TDOT, if  
21 you guys could please raise your hands.

22 So we've got a lot of folks here tonight  
23 ready and willing to answer any questions you might  
24 have.

25 Once again, this is a TDOT public

1 meeting. If you would like to make an official  
2 public comment, when you walked in there was comment  
3 cards. And you can write down your comments to us  
4 tonight and hand them in when you leave this  
5 evening, or you can take them home. You'll have 21  
6 days from today to mail them back to us and make  
7 sure that they are officially on the record.

8 Before I go any further, I have to ask:  
9 Are there any members of the media here tonight?

10 What organization are you with?

11 UNIDENTIFIED SPEAKER: "Claiborne  
12 Progress."

13 MR. NAGI: Okay. Also, I know we have  
14 some public officials that are here tonight. If you  
15 guys could, please stand up, say your name, and the  
16 office that you represent.

17 MR. PITTMAN: Ronnie Pittman, Claiborne  
18 County (inaudible).

19 MR. CLARK: Rick Clark, 1st District  
20 Commissioner.

21 MS. HURST: Karen Hurst (inaudible).

22 UNIDENTIFIED SPEAKER: (Inaudible.)

23 MR. SEXTON: Jerry Sexton, State  
24 representative.

25 MR. VASS: Charlton Vass, 1st District,

1 County Commission.

2 MR. BROOKS: Joel Brooks, Claiborne  
3 County mayor.

4 MR. FANNON: Bill Fannon, mayor of  
5 Tazewell.

6 MR. NAGI: Okay. With all that being --  
7 I'm sorry. I didn't see guys.

8 MS. BARNETT: Rosemary Barnett, Sixth  
9 District Commissioner.

10 MS. MCCREARY: Sherry McCreary, Seventh  
11 District Commissioner.

12 MR. CRAWFORD: Stacey Crawford, Third  
13 District Commissioner.

14 MR. NAGI: Okay. With all that being  
15 said, I'm now going to turn things over to TDOT  
16 Stacy Weaver, who will have tonight's presentation.

17 Following the presentation, we are going  
18 to set aside 15 to 20 minutes for public questions,  
19 if you have any specific questions about the  
20 project, and then the remainder of the time this  
21 evening until 7:00 p.m. will be spent answering your  
22 questions a one-on-one basis.

23 Stacy.

24 MR. WEAVER: Thank you, Mark.

25 Actually, I'm going to grab this

1 pointer.

2 All right. My name is Stacy Weaver with  
3 the Department of Transportation. I'm actually the  
4 project manager that's overseeing this project,  
5 basically, through the design process and the  
6 right-of-way process until the project is actually  
7 let to construction.

8 I just want to say thank you right now  
9 to the mayors, Mayor Fannon and Mayor Brooks, for  
10 letting us use the courthouse to hold the public  
11 meeting. We appreciate that. We appreciate you all  
12 letting us come down to do that. So thank y'a'll  
13 very much for that. We appreciate it.

14 The fire alarm is going to distract me  
15 throughout this whole thing. I apologize about  
16 that. If I've got one in my house, I have to track  
17 it down in the middle of the night at 2 o'clock.

18 So I'm going to go through the  
19 presentation with you all, and so we'll just get  
20 starting rolling into it, if you want to go ahead.

21 So just kind of an overall schedule for  
22 tonight's meeting. It is just the formal  
23 presentation. I'll be going through the  
24 presentation with everybody about the project.  
25 We'll hold a question-and-answer session, and then

1 we'll open it up to open house.

2           And we want people to come up and talk  
3 to our TDOT representatives about the project, kind  
4 of get an upclose and personal view of what we're  
5 proposing, and go through that one-on-one with  
6 everybody. That's what we really want to get out of  
7 that. And then, ultimately, the whole purpose of  
8 the meeting is just to gather public feedback from  
9 everybody, you know, how they feel about the  
10 project, what the inputs are from the public. So  
11 that's the whole purpose of the project.

12           So the purpose of the meeting, as  
13 I mentioned, it's to discuss the proposed  
14 improvements at the intersection of 32 and 345, to  
15 provide preliminary plans to review. We have  
16 preliminary plans up here to review, as well as the  
17 displays, to receive those public inputs.

18           The public inputs are very, very  
19 important to us. We take every one of them very  
20 seriously. The comment cards that y'all received at  
21 the door, you can fill those out, and you can leave  
22 them with my staff out at the door. Drop those off  
23 if you have time to fill them out tonight, or you  
24 can mail them to us, as Mark said, within 21 days.

25           Feel free to; if you want to, you can

1 e-mail them to me. I've got my e-mail address. At  
2 the end of the meeting, you can send them to me, and  
3 I'll make sure they go on public record.

4 Our court reporter wasn't able to make  
5 it tonight, so she isn't here tonight.

6 We'll get into the question-and-answer  
7 session here in a little while. I'm going to repeat  
8 everybody's questions, just because we're kind of  
9 recording the comments of what we're getting back.  
10 So I may repeat you all's questions. Don't think  
11 I'm doing that to be disrespectful in any way. I'm  
12 just doing it so we can get that on the record so  
13 I can remember what we talked about.

14 So just a little bit of a project  
15 history here on this project. TDOT initiated a  
16 technical study back in 2013 on this project to  
17 evaluate a grade-separated interchange here at 32  
18 and 345.

19 In August 2014 that technical study was  
20 completed. TDOT completed that study, and it  
21 evaluated two options within that technical study.  
22 I think a lot of people saw those options; one being  
23 the QRI -- and that's a quadrant road interchange,  
24 which we have presented here tonight, and a simple  
25 diamond interchange.

1           After review of the QRI, the QR -- of  
2 the two alternatives, the QRI became the preferred  
3 concept for TDOT, just because of cost, loss of  
4 access concerns, and overall consistency with the  
5 surrounding roadway network.

6           So just to kind of put it into  
7 perspective for everybody on what the costs were --  
8 and I can kind of talk to that -- the QRI concept  
9 that's developed right now in the report, I think it  
10 showed something around \$6 million or so in the  
11 report. And that was back in 2014 dollars. In  
12 projected 2018 dollars, I think that price has risen  
13 up to about \$8.2 million. So that's kind of the  
14 overall cost of what we're proposing right now.

15           The actually full-build diamond  
16 interchange, the estimated cost on that project was  
17 close to \$30 million. So it's a significant  
18 increase in cost, significant increase in cost for  
19 that roadway for that interchange.

20           So that's really why TDOT chose that  
21 reason to go to with the QRI concept, what was --  
22 ultimately because of the cost, that loss of  
23 access/control, and then just that surrounding  
24 roadway network and making that work together.

25           After we got that technical study



1 completed, we started our survey in June of 2016 for  
2 the project, and then we started developing  
3 preliminary plans for the QRI concept. And in  
4 November 2018 we held a preliminary field review.

5 And that brings us to today, and that's  
6 where we're at. So we're kind of in that early  
7 design process. That's where we're at, and we're  
8 looking at that design right now. We're wanting  
9 that feedback from the public.

10 So the project location, I think  
11 everybody's aware of this, where 32 and 345 comes  
12 in. This is just the overall map there in Tazewell,  
13 just kind of showing you the limits of where this  
14 project goes to.

15 The proposed typical sections along 345  
16 right now, as designed and as planned, we're going  
17 to be including -- and this typical section that  
18 you're seeing here, basically the cut of the roadway  
19 of what it's going to look like if it's built --  
20 when it's built is -- this is actually eastbound, so  
21 going out 345 away from Tazewell. It includes two  
22 12-foot travel lanes, one in each direction. There  
23 will be turn lanes at the ramp that access 32.  
24 There will be an 8-foot paved shoulder along the  
25 north side of the project, the northern side of 345,

1 and then a 6-foot paved shoulder with a curb and  
2 gutter and a 5-foot sidewalk along the southern  
3 side. So there's actually a sidewalk that  
4 crosses 33 along the bridge down to -- what's the  
5 name of the road? I keep forgetting the name.  
6 Cedar Circle Road.

7 Not Cedar Fork. It's the little --  
8 Cedar Circle. Cedar Circle Road. Excuse me.

9 So going on to next typical section,  
10 this is the proposed typical we're proposing on  
11 State Route 32. The proposed typical really along  
12 State Route 32 won't change. It's not being widened  
13 at all. So you'll still have your 4-foot travel  
14 lanes, two in each direction, curb and gutter on  
15 both sides of the roadway.

16 The one change that is being changed  
17 since we're eliminating the signal at 32 and 345 and  
18 installing the interchange, the ramps come down and  
19 they'll actually access 32 via ride-in/ride-out  
20 access. And there will be an 8-foot wide raised  
21 concrete median along 32, just to prevent any people  
22 from crossing 32 there.

23 So it's an increase in safety. It's an  
24 increase in capacity. The capacity of the  
25 intersection is better, and that's kind of why

1 that's being done.

2           So this is the concept that you all see  
3 up here. I've actually got a traffic simulation of  
4 this -- I'd like to show it to y'all here in just a  
5 minute -- of how the interchange is going to  
6 function. But you can see the QRI. The QRI will  
7 actually -- these intersections here and here --  
8 forgive me. My hands shake horrible. You can thank  
9 my father for that.

10           The ride-in/ride-out, these will be  
11 ride-in/ride-out. So the access going -- if you  
12 want to access 345 eastbound, if you want to access  
13 345 eastbound you will get off at this intersection,  
14 come up, and make a left and go down 345. Okay?

15           If you want to access into Tazewell,  
16 you'll get off here. And then you can get into  
17 Tazewell.

18           And then coming -- say if you're coming  
19 from 345 up toward Tazewell, if you want to go  
20 northbound on 32, you actually make a right at this  
21 intersection, a right here, go back north on 32.

22           Then if you want to go south on 32, you  
23 actually come across the bridge, make a right, and  
24 then another right-hand movement to go back south on  
25 32.

1                   That's kind of the traffic movements  
2 that we're proposing right now.

3                   The intersection here is currently being  
4 analyzed right now for a signal. We're looking into  
5 that right now. That hasn't been finalized as of  
6 yet, but we're looking at adding a signal at that  
7 location.

8                   So just some updated graphics; I just  
9 kind of zoomed in here for people's information and  
10 what they see in the plans.

11                   So the blue is going to be the proposed  
12 bridge. So that's the bridge actually crossing 32.

13                   The dark red line is the proposed  
14 right-of-way line that we're anticipating to have.  
15 That would be the amount of property that the State  
16 would be required to acquire for the project.

17                   The purple with the "PL" on it is the  
18 property line. So that's the existing property  
19 lines.

20                   Then there's the existing right-of-way.  
21 That's kind of hard to see in that picture, but  
22 there's the existing right-of-way that runs down  
23 345.

24                   And then gray, the gray is the new  
25 driveway tie-ins.

1                   Then you can also see guardrail  
2 installation. You can see the sidewalk running  
3 along 345 in this section. So that's just kind of  
4 what you'll see in the plans.

5                   So go ahead and go to the next one.

6                   So this is a traffic simulation of the  
7 interchange, just to kind of give everybody an idea  
8 of how the overall interchange will function.

9                   So this one is actually based on having  
10 a signal here, and we're evaluating that now. So as  
11 you can see, coming out 345, if you want to go  
12 northbound, you actually turn north on that  
13 northbound ramp and then turn right to go up 32.

14                   These radiuses are really tight on this  
15 little -- this is just a -- this is a simulation, is  
16 all it is. The radiuses are much, much improved on  
17 what we were planning. So those radiuses coming out  
18 there will definitely accept an interstate  
19 tractor-trailer without any type of obstruction.

20                   But you can kind of see how the overall  
21 interchange functions.

22                   We may bring this up and just let it run  
23 if people have questions about any of the access of  
24 the interchange while we're meeting and talking.

25                   So if you could go to the next one.

1           So just kind of give you an update on  
2 the project status on where we are with the project.  
3 So we are basically in that design phase. We are in  
4 that environmental design phase.

5           Our projects are funded in three phases.  
6 They are funded in the preliminary engineering  
7 phase, which is what we have funding for now on this  
8 project. And we're working through that. We're  
9 working through the plans. We've got the plans  
10 finalized enough to bring them out to you all to  
11 provide input and feedback on the project.

12           And what we would be working for now  
13 after we get the public input, we start taking that  
14 public input, finalizing those plans, and working  
15 towards the right-of-way process.

16           We will have to finalize an  
17 environmental document on the project. We will have  
18 to receive funding to start the right-of-way process  
19 on the project. And once that's done, the plans are  
20 finalized. Then, that would allow us to start the  
21 right-of-way process, start the appraisal and  
22 acquisition process for the project.

23           As of right now, we anticipate that  
24 process -- that timeline for that period right now  
25 could happen by late fall of this year. That's what

1 we're anticipating.

2           The amount of tracts that we have on the  
3 project, there's about 19 impacted properties, I  
4 believe, on this project. And the right-of-way  
5 process for that timeline would take about a year.  
6 It would take about a year to complete.

7           So you could be looking at going --  
8 moving into the construction phase of the project,  
9 you know, pending available funding again, of  
10 course, by -- close to the end of 2020 is what we  
11 would be looking at.

12           So as I mentioned, the next steps and  
13 kind of where we are in our process is to complete  
14 that environmental document study, incorporate the  
15 public comments that we receive tonight, determine  
16 if design modifications are needed on the project.  
17 That's why this feedback is important to us.  
18 Finalize that design for the right-of-way phase and  
19 then begin that right-of-way appraisal and  
20 acquisition once we receive the funding, and then  
21 schedule the phasing for construction.

22           So as I mentioned before, your comments  
23 are definitely important to us. Drop that comment  
24 card in tonight, if you all get a chance to fill to  
25 it out. That's fine. We answer every one of the

1 comments that we receive.

2           You can mail them in. Like I said,  
3 you've got 21 days, so that's June 25th. So you may  
4 want to just make a note of that.

5           Of course, the court reporter wasn't  
6 here tonight, but that's the commenting process.

7           So that's my short presentation on the  
8 project. We appreciate everybody's attendance on  
9 the project. We appreciate everybody being here.

10           Again, my name is Stacy Weaver.

11           Our director of project development in  
12 the region is Dexter Justice.

13           Feel free to contact us, either one,  
14 during this process to talk about the project, get  
15 updates. I'd be happy to talk to anybody about the  
16 project as we move forward.

17           Mark?

18           MR. NAGI: Okay. So what we're going to  
19 do now, we're going to open it up for public  
20 questions for about 15 or 20 minutes. That will  
21 leave us with a little bit less than an hour on to  
22 answer any questions you have on a one-on-one basis  
23 as well.

24           So if you have any questions, please  
25 just raise your hand, and we'll do our best to



1 answer them.

2 Yes, ma'am.

3 UNIDENTIFIED SPEAKER: I know this is a  
4 separate project, but years -- two years ago --  
5 I forgot now, but the resurfacing of 25 and 33 was  
6 done in segments. It was done over the Apollo River  
7 area, and it was done through this area that's  
8 involved here, and then stopped at the top of the  
9 hill going north.

10 So there's a segment in between there  
11 that hasn't been resurfaced. And I wonder, do you  
12 know or are there any plans to finish that, because  
13 the road is deteriorating.

14 Andy, repeat that question back so that  
15 we can get it.

16 MR. PADGETT: So she -- she was saying  
17 there is a segment in between on State Route 32 and  
18 33 that has not been resurfaced. Is that correct?

19 UNIDENTIFIED SPEAKER: Well, it's 25,  
20 going north of this project.

21 MR. PADGETT: Okay. We do have a  
22 project that is currently in the -- I think it's  
23 either in the June or August letting that will  
24 complete that. So it will come through, and we'll  
25 actually complete that section.

1 UNIDENTIFIED SPEAKER: Thank you.

2 MR. PADGETT: Yes, ma'am.

3 MR. NAGI: Next question.

4 MR. NOAH: My name is Phillip Noah.

5 Being a resident of Cedar Fork all my  
6 life, watching the growth in the area and the 25  
7 intersection down here, there has been two attempts  
8 now to create -- correct some of the issues with the  
9 tractor-trailer entrance to Cedar Fork Road.

10 The first one was a total failure with  
11 the guardrails being destroyed almost every day.  
12 The second one was a failure in that we widened it a  
13 little bit more, but we didn't make room for  
14 tractor-trailers getting in there.

15 So now we can't address 190 and the  
16 highway, but now we're going to (inaudible) least  
17 eight more than the highway. There is no offramps  
18 that you would see for a typical tractor-trailer  
19 trying to exit and enter interstate areas.

20 The business I work at, we have  
21 guardrails. And semi trucks try their best, and  
22 they still tear them down. They get distracted  
23 looking at something else. If you look at the  
24 curbing and all the intersections that (inaudible),  
25 the curbing is destroyed from semi trucks because

1 it's poorly designed, it's not giving them the  
2 right-of-way that they need.

3 So how are we supposed to believe that  
4 this is really going to really improve things when  
5 the tractor-trailers are going to be making many  
6 more right-hand turns, left-hand turns?

7 MR. WEAVER: So we understand that, and  
8 we appreciate it.

9 So the main question is how we're going  
10 to improve it so that tractor-trailers can access  
11 it.

12 And our designers will look at that.  
13 They actually run a -- they exactly run a simulation  
14 for that, just to see what the tractor-trailer  
15 tracking will do. And we're actually designing  
16 tapered curves big enough to be able to basically  
17 accept an interstate tractor and trailer as well  
18 providing shoulder width there too as well.

19 Just for input and as I discussed  
20 before, those turning movements that we have shown  
21 here in the plans will allow that truck, just based  
22 on our models. And based on our models -- and our  
23 models are very conservative -- we'll allow that  
24 truck to pull out into that lane without getting  
25 near that curb and hitting that curb.

1           So we're looking at that. We take that  
2 very seriously. It's unfortunate that it wasn't  
3 addressed during that safety -- the safety project  
4 that we had before, but in this project we're  
5 definitely looking at that, definitely as a major  
6 improvement to this. And that's a major deal for  
7 the trucks pulling out of this intersection because  
8 they're having to make that right turn.

9           MR. JOHNSON: Gary Johnson.

10           Kind of piggy-backing on what you're  
11 talking about there, if you're northbound on State  
12 Route 32 and you make the right turn to enter  
13 onto 345, you're coming down that intersection and  
14 you're forced to make that left turn to travel up  
15 onto Cedar Fork. That seems to me like that's  
16 something that is going to be very awkward to try to  
17 make that turn there. I know it's offset right-hand  
18 access, but that's a very heavy traffic area. And  
19 if it's going to be a left-hand turn, it's going to  
20 be hard to maneuver.

21           MR. WEAVER: And we are looking at that  
22 as well, just those truck-turning movements. Just  
23 definitely want to make sure that that transition is  
24 as smooth as possible. So we're definitely looking  
25 at it.

1                   If there's -- you know, if there's  
2 specific comments on the design that you all have  
3 and want to bring up in that comment card, send that  
4 to us and we'll look at it even closer. We're in  
5 that design phase where the designers can go back  
6 and definitely double check anything that you all  
7 think that you see may be an issue.

8                   So we can definitely go back and look at  
9 those locations. But they're definitely running the  
10 checks on that, just to make sure those  
11 tractor-trailers can make those maneuvers.

12                   MR. REED: Don Reed.

13                   Will there be any acceleration lane when  
14 a northbound truck leaving from 325 turns to go up?

15                   Does he have to pull out in the middle  
16 of traffic and stop the whole right-hand lane as he  
17 moseys up the lanes, or will there be an  
18 acceleration lane there?

19                   And if there is an acceleration lane,  
20 what is going to happen to the traffic that is  
21 getting off on Old Route 25, just up the ways an  
22 eighth of a mile?

23                   There should be something there for  
24 people to work with besides a crack.

25                   And then the same thing would happen

1 when the southbound fellow is exiting here.

2 Does he have to slow down in the  
3 right-hand lane and hold up half of the traffic in  
4 order for him to make that right-hand turn?

5 Can't there be a widening of that spot  
6 so he can make this turn without stopping the flow  
7 of everybody else going south?

8 MR. WEAVER: I've heard that, and I've  
9 heard that from a couple of other people commenting  
10 on accel lanes and decel lanes on this project.  
11 That's definitely something we can go back and look  
12 at.

13 The accel lanes on the project, as  
14 designed right now, it -- I mean, as designed right  
15 now, it will function. And the tractor-trailers can  
16 get out onto the roadway in that right-hand lane.

17 But we can go back and look at those  
18 accel lanes. Definitely make that comment if y'all  
19 have that comment on there.

20 The comment -- the accel lanes, I do  
21 know we have preliminarily looked at those, are  
22 going to be extremely long. And you would be  
23 correct. That accel lane could create some problems  
24 with access on the roads going up 32, so 25E. And  
25 we don't like to provide any driveways, we don't

1 like to provide any side roads or anything pulling  
2 out on an accel lane, or decel lane for that matter.

3 So there could be some access concerns  
4 in installing those. They do get very long, just  
5 because of the grades we're dealing with. We have  
6 looked at that preliminarily. You're looking at  
7 probably a thousand to 1200 feet just to put an  
8 accel lane in, which would end up maybe -- we would  
9 have to probably maybe cul-de-sac one or two of  
10 those side roads just to be able to do that.

11 So we can look at that, and we can  
12 evaluate that. Thank you.

13 MR. NAGI: Next question.

14 UNIDENTIFIED SPEAKER: I don't have a  
15 question, but could you make that go back to the one  
16 you had with the vehicles?

17 MR. NAGI: Sure.

18 Does anyone else have a question? Yes,  
19 sir.

20 MR. GREENWOOD: My name is Dixon  
21 Greenwood.

22 I guess I sort of understand the purpose  
23 behind this, but what's the -- what's the real  
24 interest behind doing this? It's to make truck  
25 access better on Cedar Fork or...

1                   MR. WEAVER: Purpose of the project. So  
2 the overall purpose of the project, that was the  
3 question, was what is the purpose of doing this.

4                   The purpose of the project is, of  
5 course, to improve safety. So eliminating the  
6 signal. There is a lot of accidents that do happen  
7 at the signal, especially where it's located. You  
8 get a lot of rear-end collisions, things like that,  
9 because you're on a grade, people not being able to  
10 slow down. So that takes that out of the equation.  
11 So that's one increase, would be the increase in  
12 safety.

13                   The new interchange actually increases  
14 the capacity of the intersection too. So it will  
15 bring the capacity of the intersection up so it will  
16 function.

17                   MR. GREENWOOD: Well, I guess my  
18 question -- I know there's been a couple of kind of  
19 bandaid fixes on this.

20                   Is there not a way for this interchange  
21 to work and for it to remain signalized and work  
22 with a better way out, better access, better width  
23 for trucks to swing in and out?

24                   The reason I'm asking is because I'm the  
25 owner of Crevco Investments [sp]. We have the



1 commercial piece of property right there that --  
2 we've got a couple of restaurants that we are  
3 talking to about that pad. And this completely  
4 destroys any possibility of doing a commercial  
5 project on that property. It destroys the access,  
6 whereas -- you know, we purchased it because it was  
7 on a signalized corner.

8           And, you know, I think -- I'm just being  
9 candid. I'm not a fan of it obviously because of,  
10 you know -- but I think from my standpoint the worst  
11 thing that could happen in this scenario is that it  
12 doesn't happen, but the potential of it possibly  
13 happening down the road just kind of hangs out there  
14 in perpetuity and we can't -- you know, we can't do  
15 anything with the property because we don't really  
16 know what's going to happen.

17           I know we're kind of in this interim  
18 phase here, but the reason for my question is, is  
19 there not some way for this to work kind of in the  
20 framework that it currently exists?

21           You know, I understand there are  
22 concerns about the acceleration and deceleration  
23 lanes, but if you put in an acceleration lane on the  
24 northbound side, what -- it's showing a curve cut  
25 into our property. That probably goes away; right?

1 MR. WEAVER: It would.

2 MR. GREENWOOD: So anyway. That's just  
3 a lot of stuff there.

4 MR. WEAVER: I understand. And we  
5 appreciate that comment. Definitely make that  
6 comment and submit to us, and we'll address it when  
7 we receive it.

8 Yeah. I mean, that's -- I understand.  
9 I understand where you're coming from on that.

10 UNIDENTIFIED SPEAKER: Isn't there a  
11 center turn lane involved in that area right there  
12 right now?

13 MR. WEAVER: There is.

14 UNIDENTIFIED SPEAKER: There's a fifth  
15 lane or whatever you want to call it.

16 So could that be not used? You know,  
17 push the traffic over there so there could be an  
18 acceleration lane without it bumping into any more  
19 land?

20 MR. WEAVER: Well, the third turn  
21 lane -- you know, that's a good comment, but the  
22 third turn lane that's there now we are showing a --  
23 excuse me.

24 So that raised island is really  
25 providing a separation. We need that raised island

1 there along the project just to prevent people from  
2 making that left and utilizing that.

3 So we have to have that raised island  
4 along that location, just to prevent that left turn  
5 movement from people trying to cross there. That is  
6 really why the QRI is developed that way.

7 UNIDENTIFIED SPEAKER: But how much --  
8 that would just need to be right at the  
9 intersection, but you still have it -- north and  
10 south of it that has not been utilized, I would  
11 think. How long are you going to have that island?

12 MR. WEAVER: It will just run out  
13 basically before you get to -- what is the name of  
14 the road, the next road up?

15 Hillside Drive.

16 So it runs up and it ends before it gets  
17 to Hillside Drive.

18 Now, if we utilize that, you have to  
19 take into account that we're going to be changing  
20 access for a lot of businesses and a lot of homes or  
21 anybody up and down 32 there that may use the left  
22 turn lane. And that could cause safety problems in  
23 itself, something that we have kind of going on  
24 along a couple of our projects where we don't have  
25 that center turn lane. So if you eliminate the

1 center turn lane, it might bring crash rates up. It  
2 could decrease safety basically.

3 UNIDENTIFIED SPEAKER: I live off of  
4 Hillside Drive now. You can't get on the road now.  
5 So when you bring this on up to Hillside Drive, that  
6 road will be -- can get on or off.

7 UNIDENTIFIED SPEAKER: Cedar Fork needs  
8 to be wider with access for the tractor-trailer  
9 trucks to turn in because there's -- it's an  
10 industrial -- the first 2 or 3 miles of Cedar Fork  
11 are industrial, and there's a lot of traffic up  
12 through there.

13 MR. WEAVER: So this is Mike Gilbert  
14 with the transportation investments division in  
15 Nashville, and he'd like to talk to you a little bit  
16 about 345.

17 MR. GILBERT: So currently we have a --  
18 we've done a tech report, which is basically a  
19 planning document to evaluate/investigate looking at  
20 doing improvements along State Route 345 because of  
21 the truck traffic and because of those industries  
22 along the way.

23 And currently there is no -- that's not  
24 considered an active project yet because it hasn't  
25 received funding for preliminary engineering, but

1 the plan is to propose it to receive that funding  
2 later this year and so -- but there's no guarantee  
3 on that right now.

4 But we have done a tech report. I think  
5 the locals reached out to us and asked us to  
6 evaluate that, and we saw a need. And so now it's  
7 just contingent on getting funding for it to become  
8 an actively project.

9 Does that answer your question?

10 UNIDENTIFIED SPEAKER: Well, what's  
11 going to happen to all that traffic when all this  
12 construction starts? Are they going to have to be  
13 detoured up through the subdivisions?

14 MR. GILBERT: So that intersection will  
15 remain open during construction.

16 UNIDENTIFIED SPEAKER: This project up  
17 345 on DTR, what is the date of this study?

18 MR. GILBERT: We finalized it, I  
19 believe, last year. Is that right, Caleb?

20 MR. SMITH: August 18.

21 MR. GILBERT: Yeah. We finalized it.

22 UNIDENTIFIED SPEAKER: Well, there was a  
23 study done about 10 or 12 years ago by the  
24 Department of Transportation when DTR first located  
25 up there, and they were promised it would be

1 improved. But there was initial plans or drawings,  
2 not plans. But then, did all that get discarded  
3 whenever...

4 MR. GILBERT: Yeah. I apologize. I'm  
5 not aware of that, but we can take a look at that,  
6 look at our files to see what happened and look into  
7 that further.

8 But I apologize for that. Yes, sir.

9 UNIDENTIFIED SPEAKER: Well, it's been a  
10 long time and they, you know...

11 MR. GILBERT: Yes, sir, I understand.

12 MR. NAGI: We have time for a couple  
13 more questions.

14 Sir?

15 UNIDENTIFIED SPEAKER: Has an  
16 environmental or impact study been done for the  
17 residents of Tazewell?

18 When you come across the 25E  
19 intersection, going toward Tazewell, you're expected  
20 to make the right-hand turn to go north. You go  
21 into the 25E intersection, make another right-hand  
22 turn. Then you go down to the 25E/33 intersection  
23 where there's a stoplight.

24 Moving on Cedar Fork, I'm never going to  
25 do that unless there is an accident coming this

1 direction toward the courthouse. I'm going to shoot  
2 straight across, go down here, and make a couple  
3 lefts and be in the west end of Tazewell.

4 So my question is: What is the effect  
5 of all this added traffic going to be in that area?  
6 And currently, if a semi truck comes through there,  
7 there is nowhere for them to go, and they will miss  
8 make that intersection right-hand (inaudible).

9 MS. CROSS: Sherry Cross from SRK.

10 Right now the issue is we've got about  
11 750 associates coming out of that road every day.  
12 We have got about between 40 and 60 tractor-trailers  
13 coming out of that road every day.

14 So you've got the traffic routing back  
15 up. As the gentleman said, you've got that traffic  
16 routing back up this way. So when first shift gets  
17 off, I've got 250 associates at any given time  
18 coming out on this road. Okay? With the  
19 tractor-trailers that we've got -- which most of  
20 them are during your 8:00 to 5:00 traffic areas --  
21 so I've got 20 inbound trucks coming in, I've got 35  
22 to 40 outbound going out.

23 So what is going to happen with all of  
24 that traffic, because that is going to be a concern?  
25 And it's bad in just any given day, just with normal

1 traffic. But during those peak times, what is going  
2 to happen there?

3 MR. WEAVER: So that's something I guess  
4 that's currently happening, right? That's happening  
5 today with the signal.

6 MS. CROSS: Yes.

7 MR. WEAVER: And what kind of impacts  
8 are y'all seeing today with the signal?

9 MS. CROSS: Well, with the signal,  
10 you're seeing -- as you can see, the guardrail has  
11 been replaced many, many times over, because that  
12 continues to be a problem.

13 But you're seeing a huge backup down  
14 Cedar Fork. So when they come out to that light,  
15 right now they have got that signal to where they  
16 can go out. It's very common to see that  
17 intersection very crowded.

18 But on any given time -- and there is  
19 times when you have got tractor-trailers coming into  
20 the Cedar Fork and going out at the same time.

21 It can't be done. As wide as that is,  
22 it still cannot be done right there.

23 As the gentleman said, they've made  
24 mistakes. They've, you know, ended up on Cedar  
25 Circle. And the best course is to get those



1 tractor-trailers off there. Even though you can't  
2 see down in there and you know there is probably not  
3 a factory down in there -- but there has been  
4 mistakes.

5 So you're going to wind up with them  
6 being in your town, and there is no turning lane.  
7 So what's going to happen there to prevent that from  
8 happening?

9 MR. WEAVER: I think the biggest  
10 solution there would be better signing. So signing  
11 here -- as part of the project, there will  
12 definitely be adequate signing, very good signing  
13 that will direct people to where they need to be to  
14 get back on 345. So that signing will be part of  
15 the project. So you'll have good signing to  
16 definitely direct people to go the direction they  
17 need to go.

18 MR. NAGI: All right. We have time for  
19 one more question.

20 Yes, sir.

21 UNIDENTIFIED SPEAKER: Do we know how  
22 far approximately, Stacy, that the overpass is or  
23 access to southbound is from 25E interchange,  
24 ballpark?

25 MR. WEAVER: About 8- or 900 feet,

1 I think.

2 UNIDENTIFIED SPEAKER: About 8- or 900  
3 feet.

4 Has it been taken into consideration in  
5 a perfect world -- if all the truck traffic flowed  
6 the way it needed to and you've got a truck coming  
7 off 345 and they are going to head southbound,  
8 they're going to turn right into that right lane  
9 within a thousand feet. They're going to have to  
10 get into two left-hand turn lanes across that  
11 southbound traffic at any given point of the day.

12 Because our traffic, as I said,  
13 (inaudible) it's not from Kentucky to Knoxville.  
14 It's from Kentucky to Morristown, is where our  
15 traffic through Claiborne County is.

16 So when I'm sitting here looking at this  
17 and I see the model, that's the biggest thing right  
18 now that's popping out to me besides no acceleration  
19 lanes (inaudible) turns of what that would look like  
20 if you have got half a dozen trucks leaving SRT at  
21 the same time and it just happens to be 3:00 or  
22 4 o'clock in the afternoon. And then they are all  
23 trying to get across two lanes of traffic to get to  
24 those turn lanes, and those are a thousand foot.

25 MR. WEAVER: We discussed this is a

1 little bit, and I remember you mentioning the  
2 traffic and the traffic studies that we were talking  
3 about as far as of what your projections and  
4 thoughts on were where the traffic was going.

5 I had my folks actually pull the traffic  
6 data on this. I just wanted to bring that  
7 information to everybody's attention.

8 When we run the traffic on this, the  
9 traffic on basically 32 North, north of the  
10 interchange right now, 2018 numbers right now,  
11 you've got about 21,000 cars a day. So that's north  
12 of the intersection.

13 Just south of the 32/33 intersection  
14 down into Tazewell, you've got about 17- to 18,000  
15 cars a day right now.

16 Down 32 going toward Morristown toward  
17 Bean Station, currently right now you've got about  
18 7,000 cars a day.

19 So the traffic volumes going down 32  
20 to 33 toward Knoxville is actually the major  
21 movement here. So that is actually what is  
22 happening today, right now. There's actually less  
23 than half of the traffic that is going down toward  
24 Bean Station right now.

25 Now, trucks, there may be more

1 definitely going south toward Bean Station to access  
2 the interstate. I can see that happening, but just  
3 as of right now, that ADT, that is where that ADT is  
4 right now, just on what our counts show.

5           And then as far as access at that  
6 location, it's a stop-controlled access. And what  
7 we would anticipate would be a truck would wait for  
8 that second lane to clear and he would pull out into  
9 that second lane to move down to the intersection.  
10 So that's kind of the way it would function.

11           MR. NAGI: All right. That concludes  
12 the public question-and-answer question.

13           Once again, we're still here until  
14 7 o'clock to answer any questions, review the plans.  
15 We've got TDOT folks all over the room that are  
16 willing to help.

17           As a reminder, please make sure that you  
18 fill out your comment cards and hand them to us  
19 tonight before you leave. So make sure that your  
20 comments can officially get on the record. Also,  
21 you can just bring those comment cards home and send  
22 them back to us at your leisure. You have 21 days  
23 from today. So I guess that would be around  
24 June 25th to mail back to us, to have them  
25 postmarked by June 25th to make sure your comments

1 are officially on the record.

2                   Once again, we're here until 7:00, and  
3 thank you for being here.

4                   (WHEREUPON, this concludes the  
5 requested portion of the audio recording.)

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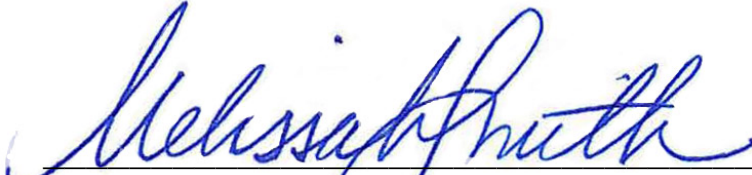
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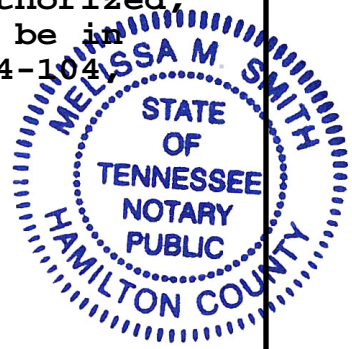
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