

**In the Matter Of:**

*T-DOT PUBLIC HEARING*

*12668610*

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*HEARING*

*February 20, 2020*

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TENNESSEE DEPARTMENT OF TRANSPORTATION

IN RE: PROJECT NO. 12668610  
EDISON 61463

I-81 CORRIDOR STUDY PUBLIC MEETING  
February 20, 2020  
Cedar Bluff Library

APPEARING FOR TDOT: TROY EBBERT  
JEANNE STEVENS

1 MR. EBBERT: Hello. We are with TDOT,  
2 part of the office of community transportation,  
3 which is in our long-range planning division. So  
4 the reason we're here tonight is we are working on  
5 a long-range plan currently for region one, which  
6 is what's shown here.

7 All of -- all of the main interstates,  
8 not the loops or the tails, but all of the main  
9 interstates have been studied in this last year  
10 and this year.

11 Our current study, what we are looking  
12 at, is where we're starting in Bristol and working  
13 all the way down to Memphis on I-81 and I-40 and  
14 also catching the tail that goes down into North  
15 Carolina.

16 So what I need is to make sure that,  
17 first of all, everybody signed in. We need your  
18 information so we know who has been here, and if  
19 you haven't, please do so on your way out.

20 We have comment cards out here as well  
21 with all the information. All you've got to do is  
22 fold them and put a stamp on them. Please take  
23 those, and if you have comments you want to make  
24 or you have folks that you think would like to  
25 make comments about it, put it in the cards.

1           These are what I highly encourage you-all  
2 to look at. This has the link to the survey, and  
3 it also has the link to the study and all of the  
4 studies across the state dealing with our  
5 interstates. So we were looking at this  
6 statewide.

7           There are a couple of interesting things.  
8 75 and 40 overlap, and this wonderful little area  
9 that's that multicolored type in Knoxville, we are  
10 looking at this during this study.

11           So Jeanne and her group with WSP on the  
12 I-40 section, that's where we're actually going to  
13 look at a portion of it. A couple of -- you know,  
14 there's a few neat things about this one.

15           You know, we have these -- you see some  
16 red on there. If you look at it statewide, when  
17 you look at the reliability that we have on our  
18 interstates versus other parts of the state and  
19 the amount of downtime we have. On I-40 in  
20 Knoxville, it had -- the two highest accident  
21 numbers are in Knoxville.

22           It's on that overlap area, and that area  
23 actually had a very high reliability rate,  
24 especially for that many vehicles. So we do have  
25 some projection of what we're dealing with.

1           But when you start looking at -- I think  
2 Massey dealt with this a lot, 65, 24 and where  
3 everything comes together down in downtown  
4 Nashville, this is a breeze compared to that one.  
5 These are some of the struggles that we have to  
6 deal with.

7           Housekeeping, if there's a fire, go that  
8 way. The bathrooms are right out here. Everyone  
9 signed in? If anyone is interested in this  
10 presentation again in region one, my team is more  
11 than happy to come and give this presentation or  
12 something very similar to this.

13           What we'll probably do is tie the 75  
14 study and this study together, give kind of a  
15 joint presentation between the two of them so  
16 you-all know what to expect, and we're more than  
17 happy to come give a presentation.

18           It could be either for five people in a  
19 Sunday school class to 150 people. We have done  
20 both. So I would be more than happy to do that.  
21 I have business cards that are available. Just  
22 come see me. I'll hand those to you to get in  
23 contact with me.

24           Now, we also do our metropolitan planning  
25 organization. We work with them. Rich is here.

1 He is from the Lakewood area, which is on the 81  
2 side here.

3 And, of course, Jeff is here. Jeff is  
4 with the Knoxville TDOT. He deals with 75 and 40  
5 on the colorful side. So we work closely with  
6 him. If you see any of their presentation or  
7 their meetings, we'll be presenting at those at  
8 some point.

9 Jeff's are televised, and they're  
10 recorded. So if you need to see it again or want  
11 to replay it, you can see the presentation on that  
12 one. You can just replay it. So, no pressure.

13 But, again, this will be a conversation.  
14 So if you-all have questions or there's things you  
15 want to talk about, feel free to kind of just  
16 interrupt and go with it, and we'll have a  
17 conversation and go with it and see what kind of  
18 comments we get.

19 So then afterwards, of course, we'll have  
20 the boards in the back that, you know, explain  
21 what we're doing with these. We'll be available  
22 afterwards to answer all of these questions for  
23 you-all.

24 So with that, I'll want to introduce the  
25 team leader on the project, Jeanne Stevens.

1 MS. STEVENS: Thanks, Troy. I'm really  
2 glad you introduced the two regional planning  
3 organizations because we see a great opportunity  
4 to get involved in the state and regional leverage  
5 planning resources.

6 This is a small group. So I'm not going  
7 to keep it real formal. I just want to welcome  
8 all of you and thank you for coming in because I  
9 know some of you drove quite some distance, and  
10 some of you may have wondered a couple of hours  
11 ago if the snow was going to let you.

12 So thank you for making it here. If you  
13 don't mind, since we are such a small group, I  
14 think Troy may have already pointed some people  
15 out, but just, if you don't mind, can we go  
16 through -- I won't pick you first since you just  
17 got here.

18 SPECTATOR: He drove in from Nashville,  
19 too. He's in our State Capital.

20 MS. STEVENS: Thank you very much for  
21 coming. And right here?

22 SPECTATOR: Me?

23 MR. STEVENS: Yeah, just state your name  
24 and --

25 SPECTATOR: Hi. I'm John. I saw the

1 presentation was going to be today on the news.  
2 So it looked interesting, and I had nothing else  
3 to do.

4 MS. STEVENS: We're glad you're here.  
5 This is our court reporter. I think Troy has  
6 already introduced him. He came in from Roane  
7 County.

8 MR. EBBERT: So with David, if you-all  
9 don't want to write anything down and you just  
10 want to give your comments right to David, you can  
11 do that as well. I forgot to mention that.

12 MS. STEVENS: Yes, sir?

13 SPECTATOR: I'm Jeff Welch with the  
14 Knoxville Transportation and Planning  
15 Organization.

16 SPECTATOR: (Inaudible) Lakeway area of  
17 TPO.

18 SPECTATOR: Anthony Arms, (Inaudible)  
19 communications.

20 SPECTATOR: (Inaudible).

21 MS. STEVENS: I knew I recognized your  
22 name.

23 SPECTATOR: Becky Massey, State Senator  
24 of Knox County.

25 SPECTATOR: I'm Josh walker, and I'm with



1 her.

2 SPECTATOR: Tom (Inaudible) from Roane  
3 County.

4 SPECTATOR: Mary (inaudible) with WSP.

5 MS. STEVENS: Joy you already know. And?

6 SPECTATOR: And Emory Hart with WSP.

7 SPECTATOR: And I'm Brian (inaudible).

8 I'm the assistant (inaudible) for region one of  
9 TDOT, which is pretty much Roane County.

10 MS. STEVENS: Fantastic. Thanks for  
11 doing that, everybody. I don't always ask it, but  
12 since we have such a small group, I just wanted to  
13 get a sense of where everybody was from.

14 What we want to do this evening we don't  
15 want to take a whole lot of time presenting to you  
16 because we've got boards here, and we've people  
17 who are eager to write down and listen to your  
18 comments.

19 But what we'll talk about tonight is what  
20 this study is going to do and what will TDOT do  
21 with it when it's done. We want to talk about  
22 what the steps are and the schedule.

23 We want to show you what we have seen so  
24 far from the data, and then let you tell us what  
25 the data means if we're not getting it. And then

1 we want to get a chance to produce a general  
2 discussion.

3 My thought is to kind of plow through  
4 these and then have the discussion, but if there's  
5 something that looks really interesting on the  
6 slide and you want to stop, I'll be happy to do  
7 that.

8 The purpose of the study is not to  
9 immediately come out with road projects that are  
10 going to be done in three years. This is going to  
11 be a long-term study. It covers 20 years, and it  
12 will be phased.

13 So there will be some projects that are  
14 recommended be done in short term, some in mid  
15 term, and some in the long-term. I think that's a  
16 good way to structure a plan. We all need some  
17 quick wins.

18 If we are to provide guidance, as it says  
19 here, for decision-makers on projects, and what  
20 that means is this is a data-driven process, but  
21 it also will have stakeholder input.

22 So what we end up with at the end of the  
23 day -- and TDOT has actually had an I-40, 81  
24 corridor study done before that it had used for  
25 exactly this purpose.

1           They say, "Oh, we've got some money.  
2 There's been some needs identified already. Where  
3 is that list?" And so that will be a list that a  
4 group like you have already had a chance to talk  
5 about, and that's exactly what you want.

6           When you've got money unexpected like the  
7 stimulus that came in several years back, the best  
8 thing in the world is already have a list on the  
9 shelf.

10           And then finally to be able to sort  
11 things into what does long-term objective versus  
12 short term mean. So that's what the study is  
13 going to be for. Troy had indicated the study  
14 area.

15           This is Tennessee's longest interstate  
16 corridor spanning from end to end of the state all  
17 the way from Memphis to Bristol. For I-40, that's  
18 450 miles, and for I-81, that's 76 miles. So we  
19 are crossing the state talking to everybody  
20 because this is more than a 500-mile corridor.

21           The timeline, we are here where that  
22 circle is. You are at open house round one. So  
23 we have been busily collecting information on  
24 traffic, on crashes, on what kind of freight is  
25 flowing on the interstate, what projects are

1 already being done out there, and we are now in  
2 the process of analyzing that.

3 We're going to hear from you tonight, and  
4 we'll be summarizing what you told us about what  
5 the needs are. And we'll also be using a travel  
6 demand model software to predict where the trips  
7 will be in the future so that we also have a sense  
8 not just to wherever the existing deficiencies  
9 are, but where do we think the problems are going  
10 to prop up, for instance, as growth occurs. So  
11 that will be step-by-step.

12 We will then take those, and I don't want  
13 to -- I guess let me just keep jumping. This is  
14 exactly what I'm talking about. So we will use  
15 the model to project deficiencies that would  
16 emerge by 2040 and also opportunities because in  
17 some of the less urban areas of the corridor there  
18 are some spots where there may be industrial sites  
19 identified, but they don't have interstate access.

20 So perhaps one opportunity that would be  
21 identified is, hey, this is really good  
22 developable land that points to a labor force.  
23 Local government is already planning doing that  
24 with other infrastructure. Maybe we should be  
25 looking in the 20 years at the interchange here,

1 that kind of thing.

2 We will then take those needs that we've  
3 identified and the opportunity, and we'll develop  
4 that 20-year list. And TDOT has asked them to  
5 group the possible solutions as the categories  
6 that you see here. So some of them will be  
7 related to making highway improvement.

8 It would be transportation system  
9 management and operations, which I will talk more  
10 about in a minute. That's a cost effective way of  
11 trying to handle things without adding a lane.  
12 Safety, of course, is something we need to be  
13 planning for.

14 Looking at freight and goods because this  
15 is such an important busy corridor for the state.  
16 It supports a tremendous amount of our economy and  
17 a lot of supply chains that businesses rely on.  
18 And then also looking at transit, especially in  
19 with urban areas or between our urban areas.

20 Once we have that list of candidate  
21 solutions. We will be looking at those objectives  
22 of everybody, how would we measure whether a  
23 project is making a dent in those needs that we  
24 identified, and use those criteria to help us  
25 figure out what should be short term, what can

1 wait.

2 And then finally wrap all of that up into  
3 a final report that will be available to TDOT  
4 decision-makers and State decision-makers moving  
5 toward.

6 What we want to do next is just show you  
7 six or seven slides to summarize in each of these  
8 categories what are we seeing right now from field  
9 work and the data, and then, as I said, we want to  
10 get the users perspective, which is yours.

11 Planning is a cycle. We never start from  
12 zero. I mentioned that 10 years ago the first  
13 interstate corridor study was done by TDOT and was  
14 actually for I-40 and I-81. It came up with a  
15 project list.

16 We went back and looked to see if we'd  
17 done any projects. We have. The good news, the  
18 ones you see in orange on this map are some that  
19 have been complete. They include -- and I was  
20 joking with Jennifer earlier today that it seemed  
21 like forever.

22 I know you may not even remember, but the  
23 I-40/81 junction, the ramps were lengthened in  
24 that area where the rest area is. So that was an  
25 improvement that came out of that plan.

1           The same thing here. There was a short  
2 section of additional lanes built between  
3 Pellissippi Parkway and Lovell Road as you go  
4 westbound on I-40. But the study had actually  
5 recommended it go all the way to I-75, but a small  
6 section of it has been built. So it could well be  
7 with this part of the new study.

8           We would take a look and see if this  
9 still makes sense. Okay. If it does, we  
10 recommend you continue that because it's helping.  
11 The things you see in red are things that have  
12 some kind of official funding status, and that  
13 might be from regular funds that TDOT spends.

14           It might be from funds that the regional  
15 transportation planning organization has set up  
16 for projects, and many of them that legislators  
17 know are coming from the Improve Act, which is  
18 allowing us to address the backlog of projects in  
19 a way that hasn't happened in 26 years. So that's  
20 great.

21           I will try to name everything that's up  
22 here, but some of the big ones are expansions of  
23 TDOT's SmartWay System, the intelligent  
24 transportation system, up from I-26 all the way up  
25 to the Virginia state line.

1           The same thing here, the SmartWay System  
2 of cameras and such. We see it expanding from  
3 Strawberry Plains out to exit 407 for Pigeon  
4 Forge. The same thing here along I-40 going to  
5 North Carolina. So a lot of those are not highway  
6 lanage (sic). They're ways to manage the highway  
7 smart.

8           The Improve Act funded a section of 75 to  
9 be widened at some point down in Louden County.  
10 And then we see some thinner red lines here, and  
11 those are not actually on I-40.

12           But we wanted to call it to everybody's  
13 attention because they are projects that will have  
14 a significant benefit and impact an interstate  
15 traffic.

16           And what those are, for the most part,  
17 things that Knoxville Regional Planning  
18 Organization partners. The town of Farragut, the  
19 city of Knoxville have prograded money for  
20 upgrading of the signal system with smarter  
21 software and equipment that will allow lights to  
22 be connected and then controlled remotely to be  
23 able to adapt to changing traffic conditions.

24           This is great technology that a lot of  
25 cities are embracing, and, in fact, Farragut and



1 Knoxville are doing it at the same time together.  
2 They're doing it on Kinston Pike, Middlebrook  
3 Pike, Campbell Station Road. So they're  
4 addressing it in that area. So I wanted to  
5 particularly call this out.

6 It's also good to look at what plans have  
7 already been done. I think Troy pointed out that  
8 the two regional organizations here both have 20  
9 year long-range plans of their own.

10 So one thing we wanted to look at is this  
11 stuff in green. That's already in those  
12 organizational plans, and you see interchange  
13 at -- oh, wrong button. You see an upgrade of the  
14 Asheville Highway interchange. You see -- let me  
15 pull my cheat sheet out.

16 You see an upgrade to the Campbell  
17 Station interchange, widening on I-40 and 75 to  
18 one additional lane all the way from the 40/75  
19 junction to Campbell Station Road adding a lane  
20 between Campbell Station and Lovell Road.

21 An upgrade at Watt Road is another big  
22 one, and then potentially -- I think we talked  
23 about Jeff. We'll double check the list, maybe a  
24 new interchange at John Sevier Highway. So  
25 there's a lot on the list.

1           The things you see in yellow diamonds,  
2 sort of like Lucky Charms, I guess, is studies  
3 that are currently underway, and I guess the best  
4 way to describe them might be spot studies. These  
5 are things primarily that TDOT is conducting  
6 because of immediate issues that have arisen, and  
7 they're mostly around interchanges.

8           In a lot of cases they are what we call  
9 ramp cue studies where the interchange is  
10 congested enough, especially as you're getting  
11 off, that traffic is backing up the ramps, and  
12 that's very dangerous if traffic is actually  
13 sitting still in an interstate lane.

14           So when that begins to happen, that  
15 usually sends folks out to do a study, and that's  
16 what we see here. There's a couple of  
17 interchanges that that's being done.

18           The next thing I want to talk about is  
19 traffic flow, and I bet most of you have a  
20 tremendous amount of expertise on this. We can do  
21 a lot better job than we used to be able to do in  
22 analyzing congestion because all of you and I are  
23 carrying around smart phones.

24           We're using GPS in our cars, and somebody  
25 is sucking up all that data, and the feds have

1 made it available to the State and to the regional  
2 planning organizations for them to analyze.

3 So we took one year of that data from  
4 last year or two years ago now, and we mapped it.  
5 And what you're seeing in that legion is called  
6 vehicle excess hours traveled.

7 And essentially that's if you add up the  
8 amount of time you spend in traffic that's on top  
9 of what it would normally take you if you had  
10 free-flow positions, how many hours a year is  
11 that.

12 So you can see it's color coded like Troy  
13 was pointing out early. The section that looks  
14 the worse in terms of yellow, orange and red  
15 happens to be from about 40/75 to about just past  
16 640, which is pretty much the whole concurrent  
17 section of I-40 and I-75 through Knoxville. So  
18 the news is Knoxville has really bad congestion.

19 Now, as Troy said, the reliability is not  
20 bad. What that means is you know it's only going  
21 to take 45 minutes, whereas it used to take 30.  
22 If we've got unreliable congestion that it's -- I  
23 never know if I need to leave a half an hour early  
24 or 45 minutes early.

25 So, you know, I'll pick that up again in

1 a minute. We've got a difference in the type of  
2 congestion, and what would be the type of strategy  
3 you would use to deal with it.

4 What we're going to do with this with  
5 TDOT and with you-all and with the regional  
6 partners is to say, all right, these are showing  
7 up as orange and red, and do you agree these are  
8 the bottom "X"?

9 And then let's take out the really  
10 sophisticated traffic analysis tools to drill down  
11 on a few of these locations to figure out what's  
12 going on and recommend specific solutions. We  
13 can't do that for a 550-mile corridor. So this is  
14 screening it out.

15 We're also looking at safety. Obviously  
16 you always want to be careful when you're showing  
17 this data publically. There's a lot of  
18 verification that needs to be done with these  
19 crash databases.

20 So what we're doing is very high-level  
21 hotspot analysis. We're looking for areas that  
22 sort of jump out maybe because there's more  
23 crashes and identifying areas that TDOT may want  
24 to further investigate for more specific  
25 solutions.

1           And we're looking particularly at certain  
2 types of crashes but have the most impact on  
3 interstate traffic. For instance, if there's a  
4 truck rollover on a median crossing, if there's a  
5 fatality, it could very well shut things down for  
6 half a day.

7           I talked a minute ago about recurring and  
8 nonrecurring congestion. TDOT has done an awful  
9 lot in the last 10 years and quite a lot just in  
10 the last two to figure out ways to improve traffic  
11 flow without having to add a lane.

12           Sometimes you are going to have to add a  
13 lane, but there are also things we can do until we  
14 get the money to do it. For years and years  
15 region one, TDOT region one, has been working with  
16 UT to do special event plans for UT games. That's  
17 a great example of operations and management.

18           TDOT has the help trucks, and that helps  
19 with the nonrecurring congestion, the  
20 unreliability. If somebody gets a flat tire right  
21 in front of you, they need help moving the vehicle  
22 off of the road, and until TDOT gets there,  
23 traffic is going to be impacted.

24           So to fund the help service patrols you  
25 help everybody because you get those broken-down

1 vehicles off the road faster, and you avoid the  
2 secondary incidents where people start rear-ending  
3 each other.

4 The same thing with the SmartWay System.  
5 How many people use SmartWay? Yeah, me, too. We  
6 checked it on the way over, actually. All right.  
7 So we know that's well worth it, and that's what  
8 you see on the map in the yellow and black.  
9 That's where the message signs are, where the  
10 traffic cameras are.

11 And when we look statewide, Mary actually  
12 looked at this and found that region one has more  
13 cameras. Pretty much they have like half the  
14 cameras in the whole state, but you've got your  
15 fair share, and you need it.

16 Then a couple of the operational  
17 strategies that TDOT has been using which work  
18 well for reliable congestion, which is just how do  
19 we manage the lanes that are available in a  
20 smarter way as managed lanes?

21 Nashville and Memphis both have  
22 high-occupancy vehicle lanes with the idea being  
23 that if not everybody drives alone, then we've got  
24 fewer vehicles on the road with the same number of  
25 people moving. So that would be an example.

1           Another one would be adding a  
2 truck-climbing lane. Because it may not be an  
3 issue on this stretch of road that there's too  
4 many cars, it's just that some of the cars or  
5 vehicles have to operate a lot more slowly when  
6 they're going uphill. That was a fairly  
7 relatively inexpensive solution compared to adding  
8 an entire lane for miles and miles.

9           All right. I mentioned already I think  
10 the upcoming expansion of SmartWay. We have the  
11 project on I-40 and I-81, and also I thought it  
12 was worth mentioning that Sevier County itself is  
13 working similar SmartWay technology for State  
14 Route 66 going down through the Pigeon Forge and  
15 Sevierville area. So that's a great cooperation  
16 opportunity.

17           Let's talk a little bit about freight. A  
18 gentleman here in the front was sharing with me  
19 that he drove a truck through this region for a  
20 while. So I'm expecting some good insight.

21           This, as I mentioned earlier, is a  
22 corridor of national importance, I-40 coast to  
23 coast. I-81 connects us through -- up through the  
24 east coast to the northeast and even up through  
25 Canada. So we have very important economic

1 pipelines running through this area.

2 Some of the key supply chains, the parts  
3 of the economy that are being supported, include  
4 the advance manufacturing, machinery manufacturing  
5 and such. Also, the chemical industry, which the  
6 TriCities have quite a lot of. Eastman, Kodak  
7 Eastman, that sort of stuff is running along I-81.

8 The automotive manufacturers in Tennessee  
9 aren't directly on this corridor, but a lot of  
10 stuff traveling up 75 -- Volkswagen, for instance,  
11 will pass through the I40/75 junction. So you're  
12 going to get impacted, and that's why it's  
13 important to keep traffic flowing because  
14 reliability is really important to this.

15 In terms of a 500-mile corridor, it's  
16 kind of hard to look at transit at a micro level.  
17 So for the purposes of this study, what we're  
18 identifying is what areas of the corridor have  
19 regular fixed-route transit service.

20 And we're also looking at what kind of  
21 opportunities are there for inter city service  
22 between major cities. For instance, Greyhound  
23 provides service that goes across Tennessee, but  
24 not everybody has the mega bus option.

25 There are opportunities to provide a



1 chance for someone who maybe doesn't drive anymore  
2 to be able to visit folks even in another city in  
3 Tennessee, but we don't have a lot of those  
4 options yet.

5 And some of it might just be working with  
6 private providers who are providing some service  
7 but maybe not enough. So we're interested in your  
8 thoughts on that as well.

9 All right. Before I turn you loose to  
10 the boards, any questions that you may have from  
11 the slides? I wanted to put this up. I think  
12 Troy covered it pretty well. He showed you the  
13 little cards that have a link to the survey.

14 We really want you at your own social  
15 media to forward that link to everybody you know  
16 because the folks who didn't take the time to come  
17 out here tonight like you did, I think you want  
18 them to give their input, too, so we have a  
19 documentation of the needs.

20 Our timing that we're at right now  
21 statewide is collecting input like we will with  
22 you tonight, and then we'll be back in the summer  
23 to share a draft list for your comments on a set  
24 of recommendations.

25 So that's what we have got for you right

1 now. Any questions on the stuff that I just went  
2 through? Jeff?

3 SPECTATOR: From your -- you live in the  
4 Nashville area, obviously. Just a thought  
5 occurred to me that the ramp meter has been around  
6 in a lot of major cities for years and years and  
7 help manage the flow onto the main line.

8 MS. STEVENS: Yes.

9 SPECTATOR: I don't think there's any in  
10 Tennessee that I'm aware of.

11 MS. STEVENS: No. I think the first  
12 implementation is going to be in Nashville. Some  
13 others may know about this.

14 The I-24 corridor between Nashville and  
15 Murfreesboro, they have got a project called Smart  
16 Corridor, and they will be looking at ramp meter  
17 as part of that, along with several other things,  
18 like being able to run buses on the shoulder  
19 during peak hours so people riding transit have  
20 reasonably competitive travel times.

21 SPECTATOR: I know in the Nashville area  
22 there's a big project working with all the mayors,  
23 and TDOT is kind of a participant in that. But  
24 really they're looking at trying to find a  
25 regional solution to their issues with the

1 congestion on the roads, with "congestion" being  
2 an understatement there.

3 MS. STEVENS: Yes, it is. One of the  
4 great things about the city of Knoxville and  
5 Farragut upgrading their signal system on those  
6 roads is ramp metering. In order for it to work  
7 on the interstate, it also needs the parallel  
8 arterial roads to be functioning well and be able  
9 to be controlled.

10 So it's almost like the projects you have  
11 going on right now are laying the groundwork to be  
12 able to look at that stuff next. I'm glad you  
13 brought that up.

14 The conditions aren't right for ramp  
15 metering everywhere, but I think they're going to  
16 learn a lot on I-24.

17 SPECTATOR: With the cameras that you've  
18 got out there coupled with the information that  
19 you get from the federal government, you were  
20 talking earlier about travel time congestion.

21 Could you divert the -- substitute the  
22 cameras, and could you do less cameras and more  
23 dollars for actual pavement somewhere?

24 MS. STEVENS: Well, let me take a crack  
25 at it, and then I'll turn it over to somebody who

1 works for TDOT.

2 One thing that I know the cameras can do  
3 that you can't get from cell phones is if an  
4 incident happens and you can tell because -- you  
5 don't know what equipment to send out there  
6 because you don't know what kind of incident it  
7 is, the camera let's you take a look at what's  
8 going on, you know, if you need a big tow truck or  
9 if something is on fire. So there is still a lot  
10 of values to video, but I think that's a real good  
11 point.

12 All right. Well, we have boards that are  
13 mostly the same as the slides. So you can get a  
14 chance to comment. We have all of us here with  
15 Post-It Notes and pens ready to take your  
16 comments. Thank you --

17 SPECTATOR: That's another State rep.

18 MS. STEVENS: Thank you for coming,  
19 Representative. We sure do appreciate that, very  
20 much.

21 SPECTATOR: We have three here.

22 MS. STEVENS: I was mentioning there's  
23 a -- you've probably taken those surveys on  
24 SurveyMonkey. There's a link here that we've got.

25 Troy is carrying around little cards that

1 have the link printed, and if you are on social  
2 media or e-mail or anything that you want to send  
3 that link to everybody, anybody that's in your  
4 group.

5 The more people that take this survey,  
6 the better the input that we will have because  
7 we're looking -- we are at the stage of this study  
8 where we're trying to identify needs based off the  
9 users.

10 SPECTATOR: And so these surveys and  
11 things are for the statewide, the whole --

12 MS. STEVENS: They are, but the questions  
13 are set up in a way that you can identify specific  
14 locations that you're interested in that's not  
15 doing well.

16 SPECTATOR: Right, but in the outposts of  
17 Nashville and Memphis wanting to take it --

18 MS. STEVENS: They can. They sure can.

19 TDOT REPRESENTATIVE: There are cards up  
20 front at the sign-in table as well.

21 SPECTATOR: Okay. Thank you.

22 MS. STEVENS: Yeah, and speaking of  
23 statewide, we are also coordinating with Virginia,  
24 and we will be coordinating with Arkansas and  
25 Mississippi just to make sure we're catching our

1 partners at the state line.

2 SPECTATOR: What about Georgia?

3 MS. STEVENS: Yeah, but that's another  
4 study.

5 SPECTATOR: That's another study?

6 MS. STEVENS: That's right, there is  
7 another study.

8 SPECTATOR: That one is a long ways.

9 MS. STEVENS: You mentioned being a  
10 supporter of the bypass. Is that something you  
11 wanted to talk about?

12 SPECTATOR: Well, I just -- you know, if  
13 you look at that map where your heavy congestion  
14 is, to me that would be a natural reason to have a  
15 bypass.

16 I know they had the orange route back in  
17 the day and some other routes above it. Is that  
18 anywhere on the table? I know it's sort of  
19 touchy --

20 TDOT REPRESENTATIVE: When it happened,  
21 it was -- there are plans out there, and with TDOT  
22 there are financially issues.

23 I think between this study and the I-75  
24 corridor study, it's also near the completion by  
25 TDOT. Between the two of them, there would be

1 more information back in -- we're looking into  
2 that.

3 And we have another concept in our  
4 organization that also would be looking at  
5 updating our mobility plans for the entire  
6 organized area by county.

7 So those types of scenarios we would be  
8 looking at to help them. Between the three of  
9 them, we can come to some conclusion on the  
10 matters of consideration or if it's now a billion  
11 dollar project, it's just not going to work, but  
12 it could be a billion dollar project of trying to  
13 do something for I-40. Widening might be a two  
14 billion dollar project.

15 SPECTATOR: 640 is really -- it's been  
16 outgrown for --

17 MS. STEVENS: It seems like there's  
18 redevelopment opportunities in that whole corridor  
19 and the capacities there on the roadway now.

20 SPECTATOR: If they build an interstate,  
21 there would be more development.

22 SPECTATOR: So what about at the 840  
23 bypass?

24 MS. STEVENS: In Nashville? The north  
25 one or the south one that's been built?

1           SPECTATOR: The south one. That doesn't  
2 get used as much as they anticipated.

3           MS. STEVENS: Not yet. Not yet. TDOT  
4 recently put message boards on either end of that  
5 opportunity to turn off on I-40 to show the travel  
6 times so that you can tell how much minutes it  
7 will take.

8           SPECTATOR: When I saw that, I told  
9 myself, you know, they're going to fudge the  
10 numbers to try to get people to take the corridor.

11           You know, at certain times it's a good  
12 thing to do to take the --

13           MS. STEVENS: Yes.

14           SPECTATOR: But the issue is the drivers.  
15 So within this study, is there anything that  
16 you're looking at to like talk about  
17 meeting -- you know, to control drivers, so to  
18 speak?

19           Like, for instance, you build six lanes  
20 through Knoxville. Every single one of those  
21 lanes that go to six cars, they take -- each one  
22 of those drivers can take a lane themselves.

23           MS. STEVENS: Right.

24           SPECTATOR: That's an issue. How do you  
25 control that? It's almost impossible to control



1 that.

2 MS. STEVENS: You have to have 75, right?

3 SPECTATOR: Right. And you talked about,  
4 you know, the HOV lane. Okay. I mean, I know  
5 there's studies maybe behind that that support  
6 that.

7 In reality, I just personally don't see  
8 it working, and, like I said, I don't -- I have  
9 driven -- you know, I drove a truck for 10 years.  
10 And I don't know if anybody else drives a truck,  
11 but that's --

12 MS. STEVENS: Anybody else?

13 SPECTATOR: -- you know, over a million  
14 miles of driving. So you get to see a lot of  
15 things and not just in one region, you know,  
16 around the whole country.

17 So if we had, say, you know, Knoxville  
18 pass -- on the highway somewhere heading  
19 west -- and this is just -- I'm just throwing this  
20 out there, but if we had say the left lane was a  
21 no exit until the Watts Road lane, something like  
22 that where through traffic -- if they're not going  
23 to exit through Knoxville can just go right on  
24 through.

25 And if they need to exit, you know, Watts

1 Road or -- and you have these major big trucks at  
2 the weigh station there, and then I'm going to  
3 change the subject for a minute to the genius that  
4 put a weigh station on the top of a hill.

5 MS. STEVENS: I didn't do it.

6 SPECTATOR: I mean, give me a brake.

7 MS. STEVENS: Yeah, the land was cheaper,  
8 I'm sure.

9 SPECTATOR: That's ridiculous, and,  
10 again, it comes down to the driver because if you  
11 watch people in their own vehicles, I mean,  
12 they'll slow down from 70 to 60 going up that hill  
13 in their cars.

14 MS. STEVENS: Yes, because it's such a  
15 steep grade.

16 SPECTATOR: Because -- well, I have it in  
17 their cars, but they could slow down. There's  
18 nothing slowing them down. A car doesn't slow  
19 down going up a hill --

20 MS. STEVENS: Right.

21 SPECTATOR: -- period. So -- but, you  
22 know, I don't know if you have been in -- at  
23 different states they -- I guess they call them  
24 express lanes or they do have that -- it will be  
25 either a divided lane or, you know, totally two

1 separate lanes, but some median and something.

2 MS. STEVENS: Right.

3 SPECTATOR: But something like that needs  
4 to be done. And the metering, again,  
5 is -- because, you know, we have drivers who can't  
6 merge.

7 MS. STEVENS: Right.

8 SPECTATOR: But, again, it's too  
9 difficult to control people driving. It's not  
10 going to happen until we get the self-driving  
11 vehicles in there.

12 MS. STEVENS: Have you seen states that  
13 built the express lanes that had them -- that made  
14 them free or are all of those express lanes --

15 SPECTATOR: So, there's free. I mean,  
16 there's free --

17 MS. STEVENS: Do they cover --

18 SPECTATOR: I mean, I can think of one  
19 like in Ohio or Pennsylvania, somewhere that last  
20 I was on or remember, yeah, there's -- you know,  
21 when I first saw them the first time, they were  
22 like traveling in express lanes.

23 I really wasn't familiar with it, but,  
24 yeah, then you have your toll roads, of course, in  
25 different states.

1 MS. STEVENS: Right. Some states have a  
2 highbred that they call a hot lane. It's a  
3 high-occupancy vehicle lane, but even if you're  
4 not in like a high-occupancy vehicle, if you have  
5 just one driver, you pay to use the lane.

6 SPECTATOR: Right.

7 MS. STEVENS: And I know that's been  
8 discussed off and on.

9 SPECTATOR: Like what's down near in  
10 Atlanta?

11 MS. STEVENS: Yeah, yeah.

12 SPECTATOR: The issue of -- because  
13 you'll have people that will stay in the -- I'm  
14 talking about Knoxville or if you want to go to  
15 Nashville, the same difference. There's four  
16 lanes through most to Nashville --

17 MS. STEVENS: Right.

18 SPECTATOR: -- or leading into Nashville  
19 from this side, but, you know, you have a lot of  
20 drivers that stay in the far left lane or the lane  
21 next to it may be a mile or half a mile that they  
22 need to exit.

23 And in rush-hour traffic, that just slows  
24 everyone down and backs everyone up. So how -- I  
25 mean, do you have any ideas?

1 MS. STEVENS: What was your experience  
2 driving in states that restricts trucks to the  
3 right two lanes? As a truck driver, how did that  
4 work?

5 SPECTATOR: Well, I noticed they changed  
6 them. When they changed the speed limits here,  
7 they changed that.

8 MS. STEVENS: Yeah.

9 SPECTATOR: And, you know, when there's  
10 four lanes, it's fine, but when you get down to  
11 three lanes, you get -- where is it? We're  
12 heading east, and with 640 both down to three  
13 lanes, doesn't that --

14 MS. STEVENS: I think that's --

15 SPECTATOR: But, yeah, I mean, sometimes  
16 you need to allow folks to go into that left lane,  
17 and when they put a restriction up there, you  
18 know -- and then another thing -- I don't know if  
19 you are aware like a lot of trucks, especially the  
20 big carriers, you know, they know the top speed of  
21 that truck, and people don't understand that.

22 You know, they can only go 62 or 65 or  
23 people get upset, "Why are they taking so long to  
24 pass these up?" They can't do anything about it,  
25 and they can't sit -- again, there's going to be a

1 way to control the traffic more.

2 MS. STEVENS: So maybe a little bit would  
3 be education?

4 SPECTATOR: Well, again, no, because  
5 people --

6 Technically when there's three lanes,  
7 that far left lane is supposed to be for passing  
8 only, and technically when people are just driving  
9 in that left lane, they can be cited. They just  
10 don't do it.

11 SPECTATOR: There's just not enough  
12 personnel to enforce it, and then you have some  
13 states -- I think Tennessee says stay right except  
14 for passing, and some states word it differently.  
15 You know, left lane for passing only.

16 But, again, the enforcement of it is  
17 almost impossible. You have to have -- the  
18 personnel is not -- again, you're right. I mean,  
19 you know, like I say, if there's five cars on the  
20 interstate, they all need to be in the right lane.

21 MS. STEVENS: Right.

22 SPECTATOR: Now, rush hour is different,  
23 you know, but there's -- whatever studies that are  
24 being done, there's something that has to maybe be  
25 looked at as part of the express lane type things

1 through Knoxville or something like that or just  
2 experiment, right?

3 MS. STEVENS: Right.

4 SPECTATOR: We can do a study for five  
5 years, but, like you said, some things just  
6 quickly do it and see how it works, and if it  
7 doesn't work --

8 MS. STEVENS: Jeff, you want to volunteer  
9 for a test case for something?

10 SPECTATOR: Sure. I wasn't testing  
11 anything, you know, passing only in the left lane,  
12 but for some reason I got pulled over. I don't  
13 know why. I was passing him.

14 MS. STEVENS: You didn't have the  
15 governor --

16 SPECTATOR: -- a little too fast, yeah.

17 MS. STEVENS: The worse --

18 SPECTATOR: Yeah, that's what I was going  
19 to say.

20 SPECTATOR: And I don't know what we can  
21 do. Like when you think about self-driving  
22 vehicles, I mean, one of the main things that I  
23 think you would see is they're all going to go the  
24 same speed.

25 How do we get people to go the same

1 speed? You can't do it, but that's an issue, too,  
2 when you have people going slower than, you know,  
3 everyone else.

4 And they're, again, in the left lane  
5 or -- but I thought about this for years and  
6 years. There's no way to stop that.

7 MS. STEVENS: Well, we know we won't fix  
8 everything, but when I'm grocery store and  
9 somebody blocks the aisle, I'm not going to go  
10 anywhere in the aisle.

11 SPECTATOR: But isn't the question  
12 through here the driver? It don't matter what  
13 these studies results -- what they come up with, I  
14 don't know, cameras or whatever it is. You have  
15 to control those drivers.

16 MS. STEVENS: Do you think local traffic  
17 behaves differently than through traffic or are  
18 our people more likely to exhibit some of those  
19 behaviors that are causing trouble?

20 SPECTATOR: The local traffic? I mean, I  
21 don't -- I don't think so. I just think the local  
22 traffic is going to stay in the --

23 MS. STEVENS: The right lane.

24 SPECTATOR: -- left lanes. Well, no, I'm  
25 saying local traffic, they will stay in that left



1 lane until it's time to exit.

2 MS. STEVENS: Right, as long as they can.

3 SPECTATOR: Yeah, and the same thing on  
4 640 going to 75 north, you watch that traffic in  
5 rush hour at the end of the -- you know, evening  
6 rush hour, a lot of the back-up is caused by  
7 drivers cutting others off to get into the right  
8 lane to exit. You know, what can you do?

9 You've got to put barriers on that right  
10 lane probably back to the western exit somewhere  
11 right there, and if they miss it, they miss it.  
12 They go and turn around somewhere else, but it  
13 eventually gets to that.

14 MS. STEVENS: Okay. We are taking some  
15 notes on this. This is good feedback. Other  
16 ideas? Questions? Complaints? Beefs?

17 MR. EBBERT: One thing, Jeanne, with what  
18 he was mentioning, is the federal highway  
19 says -- you know, federal highways come through,  
20 and they have these performance maintenances that  
21 we have to meet.

22 So what that -- and one of them is  
23 obviously safety. That's the biggest one we have.  
24 We have pavement management. We have a lot of  
25 other things that are required to do that.

1           So the TDOT team has teamed up with the  
2 highway -- the governor's highway safety counsel  
3 with like troopers. And then the legislature, I  
4 believe you-all get funds toward enhanced  
5 improvement, because we can make great roads, but  
6 we can't change the driver's pattern.

7           We can put the signs up. We can put like  
8 the -- you know, you'll know three miles ahead the  
9 left lane is closed. If they have do it -- and  
10 it's just like dealing with -- you know, our  
11 legislature passed laws about distracted driving,  
12 and the law needs to be enforced.

13           SPECTATOR: Driving a -- the State  
14 patrols up and down the highway. How many people  
15 do they catch?

16           MR. EBBERT: We caught a lot, but it's a  
17 campaign to do that, to educate people. So, like  
18 you said, it's tough.

19           One other thing I want to say is you're  
20 talking about the HOV lanes. Now, I  
21 know sometimes our HOV lanes are constructed with  
22 a different type of lane, more on the air quality  
23 side, and they become restricted for multiple  
24 vehicles.

25           And then we have to work closely with the

1 federal highway. It's like you said. It's all  
2 about driver education. So that's a hard part.  
3 We deal with that every day.

4 SPECTATOR: So we just have to force  
5 drivers to do what we want them to do as much as  
6 possible, but that study would take 50 years to  
7 figure that out.

8 MS. STEVENS: Drivers Ed. We don't see  
9 driver's ed as mandatory anymore.

10 MR. EBBERT: And that's one of those  
11 things where -- you know, there's only certain  
12 things we can do as far as even like cameras or  
13 electronics that aide them, and some people like  
14 those things.

15 I'm a fan of traffic signals and lights  
16 because they stop people from running the light,  
17 and that has changed behavior. Even if you just  
18 see the sign, that can have an effect on some, but  
19 it's tough on how these folks have to write the  
20 laws.

21 You know, I feel for you. So, but, yeah.  
22 And that's one thing we have to tackle, and  
23 that's -- we can figure out that statewide,  
24 countywide --

25 SPECTATOR: Yeah, I would say, you know,

1 we can't do this, but wouldn't it be great to shut  
2 40 down to one lane and then open it up to two and  
3 tell people: If you follow the rules, we'll open  
4 it up again. And then if you're good, we'll go to  
5 the --

6 MR. EBBERT: Right.

7 SPECTATOR: So when we try to pass that  
8 in the legislature, we'll be back home looking for  
9 a job.

10 MS. STEVENS: And we're all going to show  
11 up and say "yes".

12 SPECTATOR: We can always try bigger  
13 steel bumpers on our cars to get them out of the  
14 way.

15 MS. STEVENS: Welcome. Thank you.

16 MR. EBBERT: Well, he had mentioned  
17 automated vehicles. TenSmart, I believe, is the  
18 organization, and TDOT has several other parts.

19 We're looking at the automated vehicles  
20 and to start with freight because some of the hard  
21 things to tackle in this -- I don't think we're  
22 going to study this. I don't think -- I don't  
23 know, but the freight, you know, the trucks, they  
24 have -- they put a lot of miles on them.

25 They're going to be replaced much faster

1 than my car than I may have in the next 20 years.  
2 You know, you may get four or five services on the  
3 over-the-road trucks, and when they update,  
4 they're going to update their vehicles on the new  
5 ones that they're buying or -- that's the big  
6 thing that we've been encouraging in the state of  
7 Tennessee and even to the point where we have  
8 automated vehicles for automated freight.

9           How are we going to do it? When are they  
10 going to come through? You can program them all  
11 to hang out in between Cookeville and Nashville  
12 and it all hit Nashville about, you know, ten  
13 o'clock at night and roll through, and everyone  
14 stays in the left-hand lane because you know that  
15 right now that's an HOV lane.

16           But if they stayed in the left-hand lane  
17 and all the freight, like you were saying, they're  
18 going through, everyone else is over here doing  
19 your battle and deal with that.

20           So one things that we have done -- and  
21 it's shown in some of our area here, the  
22 ramp -- you were talking about the merging. This  
23 region, I know it's kind of aggressive. Brian  
24 from our traffic division is here.

25           So those -- those pavement markings with

1 the shields on that asphalt, that came from his  
2 department.

3 MS. STEVENS: Way to go.

4 MR. EBBERT: Oh, yeah, and they're  
5 effective because you're driving, and you've got  
6 five or six lanes of people and a lot of stuff  
7 going on. You see that in the massive shield  
8 beside your car, right, because that's much less  
9 confusing than that.

10 And that's something that they have been  
11 working on, and there was something else that you  
12 mentioned about the speed limits. That's his  
13 group.

14 SPECTATOR: I don't drive a truck  
15 anymore, by the way, but let's let the trucks in  
16 the left lane again to a certain point, but one of  
17 the things -- are you involved with the weigh  
18 station and the free pass?

19 MR. EBBERT: We are working on a study  
20 right now, and I think we have some lane motion  
21 already in place here.

22 And we have another group that I have set  
23 up a meeting with region one that's going to come  
24 out and have a chat about installing more weigh  
25 and motion type --

1           SPECTATOR: We can't obviously move that  
2 weigh station, but the free pass, if you -- if the  
3 truck could be -- what do they call it? You know,  
4 you get a signal --

5           MR. EBBERT: Right.

6           SPECTATOR: If they could get that  
7 sooner, you know, stay -- they could maybe -- you  
8 know where the Watts Road is there? If you're not  
9 loading the truck, that can tell you just like a  
10 car, and as long as the truck could stay in the  
11 right lane for a quarter mile before the  
12 other --

13           MR. EBBERT: Absolutely. So, yeah, they  
14 are looking at some of that now. That weigh  
15 station up here on the 75/40 split, I think that's  
16 the heaviest one in the state or one of the  
17 heaviest ones in the state that we're aware of.

18           That's not from scale. That's a -- you  
19 know, (inaudible) county had a beautiful scale.  
20 They roll through like 40 miles an hour and keep  
21 going. They're currently studying that. On 75,  
22 we're looking for some of --

23           SPECTATOR: Even in the open sign. I  
24 mean, if they can put that open or closed sign  
25 further in the back, we all have --

1 MR. EBBERT: Are you hearing all that,  
2 Brian?

3 MS. STEVENS: We're listening closely.  
4 Maybe the weigh station could be moved. I mean,  
5 seriously if you balance the cost over 20 years of  
6 moving a weigh station versus the delay and the  
7 effect of the economy --

8 SPECTATOR: There's no place to put it,  
9 though. It has to be -- it's a good place at 75  
10 and 40.

11 MS. STEVENS: It is.

12 SPECTATOR: So it would have to move  
13 east, and there's place to put it there.

14 MS. STEVENS: Yeah. Mr. Elmore, did you  
15 want to say something? Awhile ago -- you may have  
16 already forgotten what it was. I saw you perk up.

17 SPECTATOR: No. I actually got excited  
18 about a text.

19 MS. STEVENS: Oh, okay.

20 SPECTATOR: Schools are closed tomorrow.

21 MS. STEVENS: I wanted to follow up on  
22 something else that Troy said a minute ago when we  
23 were talking about signage and painting the  
24 shields on the pavement.

25 Are there areas that you-all encounter



1 every single day -- because I know there's some on  
2 my route -- that I know that these people don't  
3 realize that that line is solid, and it could be  
4 dotted.

5 And they could actually go ahead and get  
6 over, and maybe that sign needed to be earlier.  
7 Did you identify any of those that come to mind?

8 SPECTATOR: The one going from -- as  
9 you're going through town east -- going westbound  
10 to the --

11 MS. STEVENS: Yes.

12 SPECTATOR: It's already -- I'm not sure  
13 why --

14 MS. STEVENS: Okay. Some of that may get  
15 back to driver ed, too. People are trying to  
16 interpret what Brian was putting out there on the  
17 pavement, but, yeah, are there signs -- it seems  
18 like somebody mentioned earlier that people who  
19 aren't from town -- aren't from the area of town  
20 might not realize they needed to get over.

21 SPECTATOR: Well, he mentioned it, too.  
22 I talked earlier, too.

23 MS. STEVENS: But anything like  
24 that -- because those are cheap fixes. When I  
25 first moved to Nashville, TDOT leadership had

1 figured out that if they could reroute a lot of  
2 people that were using a certain section of I-75  
3 by labeling it a different interstate, they got  
4 people to go the other way around the downtown  
5 loop, all they did was change the signs, and it  
6 completely shifted traffic. So we're looking for  
7 some of those quick wins.

8 SPECTATOR: Like the train, right? If we  
9 could do that with the roads and change the  
10 lanes --

11 MS. STEVENS: Yeah. Anything else, guys?

12 SPECTATOR: You were talking about the  
13 trucks in the left-hand lane. When you guys  
14 switched it, all of a sudden that morning -- I  
15 don't know how that happened. If you're coming up  
16 past -- so as you're going eastbound, like --

17 SPECTATOR: Bridgewater.

18 SPECTATOR: -- Bridgewater, yeah, you  
19 always kind of -- yeah, the left-hand lane, it's  
20 always kind of a stop there for no reason. That's  
21 started happening --

22 SPECTATOR: It's called a hill.

23 SPECTATOR: There's a restriction there,  
24 but it still --

25 SPECTATOR: Yeah.

1           SPECTATOR: I am talking coming from say  
2 75 -- coming from Watts Road. It was restricted  
3 until somewhere like where you're talking about,  
4 Bridgewater, and then that's a restriction all the  
5 way because --

6           SPECTATOR: Yes.

7           MS. STEVENS: Thank you for identifying  
8 that. Anything you have seen in another state or  
9 another city that you thought was a good idea that  
10 might work here that you haven't had as much  
11 chance to comment?

12           Okay. Well, are you-all running out  
13 steam or do you want to pinpoint someone  
14 individually on one of these boards, please feel  
15 free.

16           And just as a reminder, as Troy said, if  
17 you would want like to give a formal statement to  
18 the court reporter, David would be happy to help  
19 you.

20           Please take one of those cards on your  
21 way out. That has the survey link. We distribute  
22 that everywhere. Thank you again for coming out  
23 and braving what looked like a lot of snow.

24                       (End of presentation)

25

## 1 REPORTER'S CERTIFICATE

2 STATE OF TENNESSEE

3 COUNTY OF KNOX

4 I, David L. Kelly, LCR No. 628, a Licensed  
5 Court Reporter, in and for the State of Tennessee, do  
6 hereby certify that the above presentation was reported  
7 by me and that the foregoing 51 pages of the transcript  
8 is a true and accurate record to the best of my  
9 knowledge, skills, and ability.

10 I further certify that I am not related to nor  
11 an employee of counsel or any of the parties to the  
12 presentation, nor am I in any way financially  
13 interested in the outcome of this presentation.

14 I further certify that I am duly licensed by  
15 the Tennessee Board of Court Reporting as a Licensed  
16 Court Reporter as evidenced by the LCR number and  
17 expiration date following my name below.

18 Witness my signature this the 28th day of  
19 February, 2020.

20  
21  
22  
23  
24  
25  
  
\_\_\_\_\_  
David L. Kelly, LCR# 628  
Expiration Date: 06/30/2020

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