Montgomery & Davidson County

I-24 Corridor Public Meeting

Clarksville, Tennessee Regional Planning Commission

October 3, 2013

Reported by: Linda A. Wells, TLCR, CCR
MS. BARNFIELD: Hello and welcome to Tennessee Department of Transportation's Public Meeting on I-24.

My name is Joan Barnfield. I work with TDOT, and I'm the project manager. This is Scott Rumble with Atkins, and we really appreciate you all being here.

This is the last phase of the 18-month study and so we wanted to kind of show you the progress that we've made, what comments we've received so far, and just kind of basically walk you through the results on this.

Do we have any other people from TDOT here?

Okay. I'm going to let Scott introduce some of his folks and then we'll get started with the meeting.

SCOTT RUMBLE: Sure. Harry Rice with Atkins is here and Bill Wallace, who's with Atkins here in our Nashville office, is here tonight with us.

MS. BARNFIELD: Basically, what we'd like to do tonight is show a brief video that TDOT has done that we've also put online that you can go online and watch, and then Scott will do an in-depth
presentation. And then the last part of it, we'd like
to do a comment session so that anything you would
like to say, any questions you want to ask, any
information or anything, we'd like to address that.

The video that we did is about a	hree-minute video so that pretty much will take up
three minutes, but we want you to know that your
comments are important to us, and we won't be able to
record the comments unless you do one of four things:

First, speak out during your comment
session. The court reporter will write down what you
say. You must say your name and, if you'd like, an
address.

The second thing, if you don't want to
stand in front of the group, after the comment session
is over with you're certainly welcome to come and
stand, and she can take down what you say.

The other thing that you can do is you can
fill out the comment form, and this comment form is
out on the table and you can fill that out and drop it
in the box out there.

The fourth thing that you can do is, if you
would like, you can take this home, write a letter,
whatever you want to do, and mail it back to our legal
department at TDOT. That information will be given to
the court reporter and added to the notes for tonight. If you're going to do that, you'll need to mail it back to the TDOT legal division within ten days from today and all of this information will be added to the notes.

Once we get everything finalized, we'll put the transcript on TDOT's line so you can go online anytime and watch. And if you haven't already, let me kind of encourage you to go online because everything that we've done so far is online, and you can look at the technical reports, crash reports, any kind of information that we've used or that Scott and them have gathered would be on there, so you can view that.

So that's pretty much all that I had to say. I hope you'll take this opportunity to make your comments and let us know of any comments.

So we'll start with the three-minute information video followed by Scott and then we'd like to hear your comments, so we'll turn it over to Scott.

(Whereupon, a TDOT video was played.)

DEANNA LAMBERT: We'd like to give you an update on the I-24 Multimodal Corridor Study that we first told you about a few months ago.

This corridor extending from the Kentucky state line to Chattanooga includes 15 counties and
links key resources in Clarksville, Nashville,
Murfreesboro, and Chattanooga.

The I-24 corridor has experienced rapid
growth in both passenger and freight traffic and was
identified as a strategic corridor for in-depth
planning in our state's long-range transportation
plan.

We are now in the last phase of the
corridor study. Technical analysis has shown that
while passenger traffic and freight volumes will
continue to grow, there are many opportunities to
improve mobility and access along the corridor.

A vital element throughout this study is
public input, comments from you. So far through
public meetings and our online comment forms, we have
received information from more than 500 people. Many
of you that we've heard from commute to work or school
on some portion of I-24.

The number one public concern is
congestion, followed by concerns regarding safety
especially from first responders and police. Based on
the technical analysis and the public input so far,
the types of projects being considered in the future
include identifying and improving alternative routes
for people and freight, improving interchanges, adding
lanes and truck-climbing lanes on I-24, transit
alternatives, and safety measures.

A more detailed list of these projects
under review can be found on the TDOT website. The
study will be completed in January and will included a
list of feasible projects along with the total cost of
construction. The projects will be prioritized based
upon cost effectiveness, economic and public benefit,
and input from people like you.

The purpose of the corridor study is to
address future transportation needs. It saves money,
helps resolves major issues before development, and
helps direct future developments. It also helps us to
develop creative and long-term solutions to problems.

For the transportation system in Tennessee
to meet your needs and serve your family or business
for generations to come, we need to hear from you now
during this planning process. Technical studies alone
can miss important points so we want to make it easy
for you to ask questions and give us your ideas.

(Whereupon, the TDOT video was
completed and the meeting continued in its open forum
as follows:)

SCOTT RUMBLE: All right. Well, that
gave a great overview of the project, and we're going
to go over some of that material in this presentation just to reinforce what we've done so far.

   Again, my name's Scott Rumble with Atkins, a project manager for the consultant working for the Department, and we'll go over some information that Deanna just went over.

   I know some of the things on the screen might be unreadable. A lot of the things that were on the presentation, at least at the beginning of the presentation, are on these boards around the room. So if you want to look at something in more detail, feel free afterwards to look at some of the boards and look at those things that might be tough to view on the screen.

   But we're also going to get into the types of projects that this study will produce, and there's a number of -- a variety of different kind of projects ranging from adding lanes; to improving signage; to adding lanes to a parallel route, or an alternative route; to intelligent transportation systems.

   So we're going to go through a lot of those types of projects, give some examples of what those projects may end up looking like in the final prioritized lists, and also give some ranges and costs.
You know, a lot of people, over 500 people, gave proposed improvements and that's great, but what we need to also look at is the cost of those types of improvements. And things may seem like a real good idea and a lot of them are needed now or, perhaps, in the future but when you put a price tag to them then you start thinking, well, maybe we can't afford all those types of projects. Maybe we need to do a little more short-term inexpensive projects. So you come up with a list based on looking at cost and needs, so we're going to look at a lot of that information.

We're going to look at -- let's talk about the corridor overview. Just spend just a few brief moments introducing the corridor, go over the schedule again briefly, and look at the survey results.

The survey was over in June, and we've presented some preliminary results in past public meetings, but here we have the final results I think you'll find of interest. And then we're going to go over the types of proposed projects, like I mentioned before, and then we'll open it up to questions like Joan said previously.

I know you can't see detail, but you can at least see the red line. That's I-24 going through Tennessee.
I-24 was identified as a strategic corridor in the state of Tennessee in the last statewide long-range plan. Other corridors that have been identified as strategic corridors are I-40 and I-81. Studies have been done on that. I-75, a study, corridor study similar to this, was performed a few years ago, and now we're studying I-24, and then the final corridor will be I-65.

So all of those strategic corridors were identified as such because they provide a vital service to the state of Tennessee. They provide an atmosphere for economic development to maintain what's out there now, as well as an economic development in the future. It provides a link between residential areas to downtown areas. Also, provides a path for freight, truck freight.

So I know we don't like to be around trucks on the interstate. Sometimes they can be slow going up hills, or in the rain they can be a little scary out there when you pass a truck or they pass you, but trucks are vital to the economic conditions of the state. Without trucks, our standard of life would be much different, so we need to accommodate freight and we're going to talk about potentially diverting freight from I-24. Is that feasible? And we're going
to have some initial results to present and share with you about that.

But I-24, a strategic corridor in the state of Tennessee. The corridor goes through -- physically goes through 10 counties in the state of Tennessee and goes through 11 cities, so it affects a lot of people. And it also affects several other counties that are not physically in the -- I-24 doesn't pass through, but it does impact them since they're in proximity to I-24.

It's 185 miles long with a short four-mile segment that passes through Georgia just west of Chattanooga.

So why plan for the future? Deanna talked about this in the video just a few minutes ago.

We want to develop solutions to prevent future problems. Now, we have problems today, obviously, on I-24 and we need to address those. We also want to prevent or preclude other potential projects we see coming down the road, so to speak, so we need to plan now and come up with solutions as opposed to playing catch up all the time.

We need to start the planning process now so we can get to construction later. It's a fairly -- it's a -- all the steps are needed, but it is a long
process to go from idea to pouring concrete, and so we need to start the planning process to get those projects in the pipeline, so to speak, so later down the line construction can be undertaken for this project.

So we need to start the planning process now to get where we want to go, and we need to determine how to best prioritize our money, federal and state money, and put the money to the right projects that solve most of the problems. We can't solve all the problems, we don't have enough money to do that, but where can we best spend our money? So that's what planning's all about.

Schedule. We identified all the potential projects. Finished that process up in September. A large part of that was the survey, and we also coordinated with the MPOs in counties and cities. So we have a final list of proposed projects and now we are currently evaluating feasible projects, so we're in that process now.

So we're not going to present a final list of specific projects tonight. We are going to present and talk about general types of projects that will be part of the list, so you'll get a good flavor for the types of improvements that may be implemented on I-24.
And then we'll have a final prioritized list by January 2014. That's four months. So there will be a final list produced. As part of this study, that will be used as a list by MPOs in the Department as they plan future projects on I-24, so it will be a very valuable tool for everybody's use.

The survey started in January 24th of this year and ended June 20th, a little less than five months. We had a total of 503 responses. That was phenomenal just to get that many responses, that much interest from the public, and that also includes responses from public meetings as well, so it was from surveys and public meetings.

Now, you can't read -- that one's not on the board but the blue there means those are people that responded to the survey online on the website. We used a company called SurveyMonkey. Some of you may be familiar with that. Very easy to use, easy to produce a survey, and also easy to take. But online about 96, 98 percent of people were able to access the comment form online and fill it out and give us their opinions, so that was great. That was -- I think in today's society, our culture, that's how people want to get their info. They can get it any time they want and take as long as they want. And although you can't
replace in-person meetings like we're having now, these are extremely valuable so you can ask questions and have some dialogue, but giving input, that was a very effective way of getting that from a wide variety of citizens.

What was your main purpose of traveling along I-24? This was -- we're going to go through this, a couple of the questions we asked.

Most of the people are commuting to and from work, so they're worried about their morning commute and afternoon commute and that was their main concern. Others are business or leisure, maybe shopping trips, trips to church, social trips and so forth.

How often do you travel along I-24?

Over 90 percent said either frequently or often, so that's good. People who are driving the corridor almost every day are giving their opinions, and that's what we wanted is people who ride this corridor every day where they see all the problems.

Now, we have a lot of comments and a lot of improvements that were given to us, and we're not going to implement all of them. We can't do that. We're going to go through some technical analysis and we've already started to analyze each of those
projects, but to come up with an initial list of projects from people who drive it every day is critical.

We asked some other questions about what's important to you. What's the importance of congestion on I-24? What's the importance of congestion? And over 70 percent said that was very important and that's overwhelming. So most of the people who drive I-24 say it's too congested, and this is for corridor wide from Chattanooga up to Clarksville.

Then we asked them what's the importance of safer travel? Not just congestion but safety? It wasn't as strong an answer or that critical or very important. It was over 50 percent. So don't get me wrong. That's a lot of people saying that safety is their most important goal for I-24 but not quite as significant as the input for congestion but still very high.

What is the importance of better or more efficient interchanges? The only way you can get on and off an interstate is an interchange, so how well those work is critical to I-24.

And, again, it wasn't as overwhelming or that very important. A little over 30 percent, but it was a little more divided, but people could identify
congestion and safety. Yes, those are our main
concerns.

And then what about other issues? We
mentioned congestion, safety, interchanges. What
about the others? And 50 percent of the people said
other things are very important, not just congestion
and safety, but other things and then they gave some
examples.

Some said, how about park-and-ride lots, or
how about more bus routes, or high-speed rail? We're
going to talk about high-speed rail and the cost of
high-speed rail. It's a great concept. It's a great
project but very expensive. Very expensive. And then
there were other suggestions.

So there was other things besides just add
lanes or fix interchanges. There were other
improvements that were proposed.

So, again, the total list is found on the
TDOT website for I-75 -- I-24, excuse me. The full
list, it's like 20, 25 pages of all the projects and
strategies that were proposed. When I say projects
and strategies, the difference between a proposed
project and a proposed strategy is this: A project is
very specific. Like, I want to add lanes on I-24 from
Exit 1 to Exit 11, for instance. That would be a
A strategy would be, I think we need transit service from Clarksville to Murfreesboro. That's more of a strategy or an idea, not specific. Not, we want a new rail line down the median. That would be a project. So we're talking the language of project and strategies, so both are very important. One's just more specific than the other.

Over 572 proposals or suggestions by citizens; 169 specific projects or strategies. That's a lot. And over 31 types of projects or strategies, and I want to go through just a sample of those so you get a flavor for what type of projects are being proposed. And that list online -- and I brought a copy of several hardcopies here with me if you want to look at it after the meeting. After the presentation, if you want to look at all those projects, you're certainly welcome to do that. But we've also added projects based on our technical analysis, as well as local knowledge of the area from the Department, the MPOs, and Atkins, as a consultant, so that list also includes those as well.

So all those come together, and we are currently in the process of evaluating all those projects so that's what we're doing right now.
All right. So let's go through a sample of some of the projects that were proposed, and we'll be in the final list of projects and strategies. Now, these -- I'm going to give some examples. Now, these are just examples. These are not projects that are in the final prioritized list. I just want to make that clear. I just want to give you an idea of what typical project and strategy is for each type of project. But the -- and these are going to be listed in most popular, so we're going to start with the most popular type of project or strategy.

Here, it's roadway capacity or add lanes to I-24. That was the most popular comment we got with over 129 specific proposals by citizens for different number of lanes being added to I-24 throughout the corridor, 185 miles. But of all those proposals, 129, there was 21 specific projects, so there was a lot of overlap. There was some consensus, if you will, on a lot of the projects, like, "We think you should widen from here to here." There was a duplication of those.

So examples were: Add lanes on I-24 from Clarksville to Nashville. That was one of the top suggestions/proposals by citizens, and also add lanes on I-24 from Smyrna to downtown Nashville. So those are some of the top suggestions. Okay. So that's
good. People see congestion as a major problem in the corridor. They came up with, "Let's add lanes to I-24." That's good.

Now, let's look at some -- a range of cost that we have to consider when we add lanes to I-24. Now, the most optimistic or best situation would be to widen I-24 in a rural, flat area. There's probably not too many of those but that would be the best situation. That would cost $7 million to add a lane in each direction for that scenario in a rural, where there's not much development, you know, to go around, and the topography is very easy to work with, not going up and down, so that's the best situation.

Or in the urban and mountainous scenario, you're looking at $27 million to add one lane in each direction. So you can tell that's very expensive. It gets very expensive quickly depending on where you are.

Now, a bridge. You may say, "Well, how much does it cost to widen a bridge?" And, again, this is what increases the cost in an urban area or a rural area that has topography; you have to go over, maybe, some rivers and so forth and different natural manmade features.
But to widen a bridge, a typical bridge 300 feet long and you want to add one lane in each direction, that would range between 1 to $1.5 million just to widen a bridge one lane in each direction. So that's very, very expensive.

Okay. The next most popular suggestion was transit, express bus or rail options. Had 82 proposals by citizens and that filtered down to about six general projects or strategies, and some examples are express bus or rail options between Clarksville and Nashville.

Now, there already is express bus between Clarksville and Nashville so maybe they weren't aware of it, or they sort of grouped it into rail as well. Maybe they want to see light rail or heavy rail or commuter rail. Well, commuter rail is a simple one so maybe light rail or heavy rail between Clarksville and Nashville or express bus or rail between Murfreesboro and Nashville. And, again, there's already express bus between Murfreesboro and Nashville but, again, perhaps put rail down the centerline.

Now, I know you can't read that. I just want to make that clear, you cannot read that. But what this slide is is a number of different trains and alternatives. The top is a standard bus system, and
I'm just going to go down the range of cost for transit and this may be surprising to you.

For standard bus, you know, bus system that operates on normal bus hours -- it's not enhanced or bus rapid transit -- the standard bus is about 200 to $400,000 per mile; per mile. So a quarter to a half-million dollars per mile.

And express bus would be 100,000 to 300,000 per mile to implement. And, again, this would include capital costs for buses, as well as any stations. These do include some right-of-way, just some assumptions. You just might want to add the roadway costs that I had before. It did not include right-of-way. And right-of-way is just simply land you have to purchase to build a road or a facility.

So right-of-way can be very little, if it's something within the state right-of-way, therefore, right-of-way costs are zero. But if you want to widen the road and you have to go buy some buildings or so forth, it can skyrocket awful quick. So to push that away for roadway costs, we do not include right-of-way. Those are strictly construction costs to pour the concrete or asphalt.

Then we get into bus rapid transit. Bus rapid transit are the sleek-looking buses, the modern
buses, aerodynamic. Have the nice stations and so forth. That's 1 to $4 million per mile. And, again, that depends on the number of buses, how often your service is, how nice your stations are.

Bus rapid transit exclusive, sometimes they have their own running way or their own road for a bus, so if you have that situation it's 3 to $10 million. Now, you're adding -- you're adding new lanes for those buses to go along, so now you're up in the 3 to $10 million per mile.

A streetcar, I don't know if you've been to cities with a streetcar system downtown with the rails and so forth. Very expensive, 25 to $40 million per mile to do a streetcar. I mean, that's a commitment where you have rail going down the road and different compulsion systems (ph), electronic or any other innovative technologies, so 25 to 40 million.

Light-rail transit. This is where you have rail, and you don't have the large cars as you would have with heavy rail. If you've been to Atlanta, MARTA System, that would be heavy rail. But light rail would be fewer railcars and not as much -- wouldn't accommodate as many people. But, again, it's a rail system. That can range from 40 to $70 million per mile to do a light-rail system.
The heavy-rail transit, again, that's like a MARTA System where you go to Chicago or Washington, D.C., New York, heavy rail. It's either constructional (ph) or it's underground. That runs from 100 to $120 million per mile.

So this will give you an idea of the capital cost of transit. You know, transit is a good option. It's needed for people who are captive riders as well as choice riders, people who can choose not to drive their car but get on transit, but it is expensive for capital costs to get it going, and we haven't even talked about operating costs.

You know, if you take a lifecycle point of view for transit, it's very expensive to keep the buses operating, to maintain the buses and the stations. That's often -- if you look at a 20-year period, operating costs dwarf the actual capital cost of a transit project. So, again, that's just presenting this, the average transit cost, just to give you an idea about what compares with adding lanes on a road, so...

The third most popular project was ramp improvements. Extend a ramp or make the ramp longer, add a merging -- add the distance you can merge with traffic, or add a longer ramp before you get to the
signal and so forth. 52 proposals for that, 
22 specific projects filtered down from those 
proposals.

Examples here in Clarksville, one was 
lengthen the exit lane for Exhibit 11 east from 
Red River Bridge so extend that ramp. Or on Exit 1, 
lengthen all the exit -- or entrance lanes. So those 
are some in Clarksville and there was others in all 
the other metropolitan areas.

Now, I might add for the technical 
analysis, we've looked at the length of all the ramps, 
what they should be according to design criteria, and 
we've made suggestions and it's on the list, the 
projects that's on the left side, and I've brought a 
few tonight. But we've made suggestions and have 
already done some analysis and come up with proposals 
for lengthening ramps that do not meet the design 
criteria for the length they should be, so that's in 
that list as well.

But let's look at the cost of 
reconstructing a ramp, either lengthening it or 
reconfiguring it. Just one ramp is 1.5 to 
$2.5 million just to lengthen it or to change it on a 
freeway. So you can imagine if you did that for all 
four at an interchange, say, at Exit 1, you'd be
looking at a $10 million project, potentially, but those are -- those are just ranges. If you have very good conditions, the cost goes down. If you have mountainous and tough situations, the cost can increase rapidly.

Corridor capacity, that's the name we've given to a type of improvement where we add lanes or improve a parallel route to I-24, like US-41 Alternate. If we were to add lanes to that, that would impact I-24 by potentially taking traffic off of I-24, so you can see how that might be a positive for I-24.

47 proposals for this type of project, 16 specific projects. Examples, one was remove the overlap of I-65 and I-24 from Exit 44B to Exit 46B. So you take -- you split those and put them on a parallel route. That was one of the more popular ones. Or widen Murfreesboro Pike to handle traffic diversion from Murfreesboro to Nashville. So widen it from -- it's six lanes in some areas but you might want to widen it from four lanes to six lanes, for instance. The thinking would be it would take traffic off of I-24, or if there was an accident on I-24 there would be another route for people to go to in case of an emergency.
Again, some average costs if you were to add a lane on a parallel road, one situation might be in a rural area you add one lane in each direction. That would be about $10 million per mile, and this is a non-interstate. Or if you wanted to add two lanes in each direction in an urban setting, that would be up to $22 million per mile. So -- and there's certain situations in between there. You might add one lane in each direction in an urban area so it would be in between 10 and $22 million. Again, we're talking very, very large costs here, not minimal by any means.

One strategy, in particular, is enforcement. A lot of people -- 38 -- there were 38 different proposals by citizens but that filtered again down to about 5 basic strategies. One was improve HOV lane enforcement in Nashville. That came up over and over again. People violating, you know, driving alone in HOV lanes in the morning and evenings. They say, "Go out there and arrest -- give violations and citations to people who do that."

Also, improve enforcement of traffic violations; speeding and so forth, tailgating. Just enforce existing laws out there, so people had those comments. Really no unit cost to go over those, so we're not going to give any costs for strategies.
HOV lanes. Well, this was very popular.

32 proposals by citizens. Again, it came down to
about 6 specific projects or strategies on both ends.
One group said get rid of them. Let one-occupant
vehicles use the HOV lanes. Basically, transform them
into a general lane, a more -- a regular lane.

Other people said extend the HOV lane hours
besides the three-hour periods in the morning and the
afternoon. Make them longer or, perhaps, go to a
24-hour day. A lot of cities do that that have HOV
lanes, just all day HOV lane.

So -- operational, some signing and marking
improvements. 29 proposals by citizens. Again, down
to about 15 specific projects or strategies.

One very interesting proposal was to have
new signage to divert traffic through traffic so they
don't go through Nashville onto State Route 840 and
sign it in such a way that you do the long-distance
destination so people would use it and also bring it
up to interstate standards. So if you're going to
treat it like an interstate, it has to be up to
interstate standards, which means -- and I think 840
would be able to easily be up to those standards. But
you'd have to make sure the signage, as well as
horizontal and vertical alignments, roadside safety,
and a lot of things have to be taken into
consideration before you call a road an interstate;

Or, use Briley Parkway. Sign it such that
people go around downtown. And I know a lot of locals
may do this already but some people made a proposal to
make it official, to have people be diverted through
going through downtown Nashville.

And, again, just to give you an idea for
some significant changes to a road's signing or
marking, this could include reflectors in the
pavement, it could be signs on the side, it could be
overhead signs with large structures, you get to the
$50,000 range and up to a million if you have some
significant signage requirements or changes to a road.

So, again, signage is not cheap. You know,
the signs -- especially if you're going to do some
major signing improvements, that cost adds up
especially when you start talking about structures to
put the signs on.

New access, meaning, new interchanges. A
lot of people said they want new interchanges in
specific areas or new rest areas. 10 proposals; came
down to about 10 specific areas of projects.

Add exits to relieve traffic in
Clarksville. Well, we would call that a strategy.
Some people didn't say specifically at the spot. Some people did, though, say certain areas, but they want more interchanges in Clarksville or add interchanges in Chattanooga.

We didn't get anybody that said they want new interchanges in Nashville. I guess there's enough interchanges in Nashville. Maybe take some out may be a solution.

But let's look at the cost of adding a new interchange. This might be surprising to you.

A new interchange in a rural area. Again, this is one of the better situations where you don't run into a lot of the complications. 8 to 36 million; you know, average around 20 million just for a new interchange. And, again, the topography has a lot to do with the cost. You know, are you blasting away rock, you know, and so forth? Do you have a lot of longer bridges and so forth? That increases the cost.

Or if you want to add a new interchange in an urban area, it's 18 to $86 million. Again, that could be a -- and $86 million, for instance, would be an interstate-to-interstate interchange or a major surface street with an interchange -- with an interstate. And, again, that depends on how complicated things get, how many ramps you have, and
how much access you're providing and so forth.

The more structures -- generally, the more structures, you have bridges. That's when your costs start to accumulate very quickly.

If you want to add a new rest area, on average that would be 2 to $5 million, again, depending on the topography and the location if you want to add a new rest area. So, you know, we have to -- you have to weigh, is it really worth that much to add a new rest area that might be a little more convenience (sic)? Those are things we have to deal with in planning, make those decisions.

Trucks, let's talk about trucks now. Trucks can be very inconvenient while you're driving on the road beside them or behind them, going up a hill, or two trucks are side-by-side and you have nowhere to go. We had 20 proposals by citizens in the surveys in public meetings. Came down to about 7 specific projects and strategies. Had a lot talk about restricting lanes, restrict them to two lanes when you have three or more lanes, obviously, so they can't get into that left lane. Or, if you have a two-lane section, restrict them. Get them out of the left lane.
Now, there's certain guidelines we have to go by. You can't keep a truck out of a left lane of a two-lane road, obviously, for reasons. But there are some things we can do, like, we could add a truck-climbing lane on long distances going upgrade where there's just two lanes existing. You can add a truck-climbing lane to get them out of the mix of traffic so traffic can flow for a specific period of time.

One drastic option would be to have a road like a circumferential road or -- what's the word I'm looking for? An outer loop, if you will, so you have trucks that have to go in that outer loop. Like, on 285 in Atlanta, trucks can't go downtown unless they have a destination downtown, but they have to take the road around Atlanta so that would be a truck restriction you could possibly do if you have a loop road.

But trucks, can we get trucks off the freeway? We're looking at that now, and it's not as simple as it sounds. Can we just -- can't they go somewhere else?

Well, there's a lot of considerations we have to consider when we talk about diverting trucks from the interstate.
All right. You see here there's an equivalency chart. One railcar is equivalent to about four-and-a-half trucks. That's a barge or a large ship, the third one on the left. That's equal to about seven -- one barge is equal to 70 trucks. So if you can get the freight from a truck onto a barge or a railcar, that gets them off the highway, but can we do that?

This map I know you can't see very well. There's a map in the back that you can look at up close if you want to look at it after the presentation, but this is a map of the freight corridors. It has a freeway, the rail, and waterways.

Now, our initial analysis that we've done so far is not very good news. There's not great potential to take freight off trucks onto rail in our corridor. Now, the I-40 corridor is a different case. Norfolk Southern is making tremendous improvements east/west through Tennessee that will take freight off trucks and put it on rail. But in this corridor, CSX has -- if you can see it, it's the yellow line -- it sort of follows I-24. But CSX does not have plans in the near future to widen or expand capacity. So that's one consideration, is there actual capacity on the railroad to put the freight on
railcars? That's one thing.

Another thing we're looking at is the type of freight. You know, you can't just put anything on a truck. You know, if there's some commodities, whether it's grain or fuel, some of those things are better left on railcars or barges. And the distance of the trip that that freight has to travel, that's another consideration. It has to be a very long trip, say, 500 miles or longer for you to really -- for a railroad company to think about putting that freight on a railcar because they're not going to put it on a railcar for a short trip.

So the initial analysis shows that there's not a real possibility of diverting freight off of trucks onto rail from the I-24 corridor at least in the next ten years. Now, if something happens, like, catastrophic, something catastrophic happens and fuel prices for trucks increases but doesn't for rail, you'd see a big shift from trucks to rail. But apart from something like that happening, there probably won't be a big change in how freight is transported in the next ten or so years.

Intelligent Transportation Systems, ITS, that's an example, "Don't text and drive." That's an example of what you might see on a dynamic message
sign. But we had 19 proposals by citizens, 7 specific
projects or strategies. One was to control merging
traffic from ramps by using ramp metering.

Now, the state of Tennessee does not have
any ramp metering right now. Other states use it to
go to Atlanta. Typically, what a ramp meter is is
it's a traffic signal on the beginning of your ramp.
Let's say you turn off the main street at a signal and
then you turn onto the ramp, there will be a light
right there waiting for you. And it's going to have a
red light or a green light, and it's going to let --
it's going to meter or tell you when you can proceed
down the ramp. And what this does is it prevents huge
platoons of traffic coming down a ramp and trying to
merge with traffic on I-24 all at once.

So what it does is, it does a red, green,
red, green just like any other signal and it meters
that traffic so you have less cars trying to merge
over at one time. And that helps merging situations
on I -- any interstate, so that was one technology
that was proposed.

Also, have more dynamic message signs in
the corridor to alert people of accidents or
alternative routes to take and so forth.
Just to give you an idea how much that cost, one dynamic message sign costs about $500,000. You probably see there's many of them in Tennessee throughout the state, so 500,000. That does not include some other costs about getting electricity and cable from the sign to a central location that processes information, but the actual sign and structure, half a million dollars.

Variable speed limit sign, it changes the speed based on the time of day on the interstate. That was proposed by some citizens because they wanted to see lower speeds during some times of day. So that would be the 6,500 per installation. So, I think, unofficially, that's the cheapest improvement we've seen so far tonight is a variable speed limit sign.

And then ramp metering, between 90 and $120,000 per installation and a ramp, so -- and that's about the same cost as a typical intersection signal.

Interchange modifications. This is not a new interchange, but it's changing the general structure of the interchange. Maybe, taking out a loop ramp or reconfiguring several other ramps to make it look totally different.

14 proposals, 10 specific projects. One example, the interchange in Chattanooga, I-24 and
I-75, and that's actually in the Chattanooga MPO's program for that to happen so that was one proposal.

Also, we had the comment, "Use diamond interchange design for any new interchange." So this was a diamond interchange. Again, it's the straight ramps coming off and then the straight ramps coming on and making it a diamond shape. So they don't want to see any loop ramps, for instance, or any weaving caused by loop ramps. That was a suggestion.

So if you just want to modify an interchange, how much would that cost; meaning, you're changing the ramps and maybe adding a few ramps? The low cost would be 2 million, maybe if you're looking at one ramp. Up to $26 million if you're doing some major changes in a rural area.

For an urban area, again, $2 million. If you're looking at one ramp, up to $65 million. So if you're doing major changes, again, not adding structures or bridges to an interchange.

Emergency response. That's more of a strategy, but a lot of people had comments about making the roads safer and more accessible for firefighters or ambulances to get to accidents. So one was to expand the median between I-24 and Nashville to make it safer for emergency vehicles to
park and attend to emergencies.

Also, down to Chattanooga is more of an issue. They said, work with GDOT to try to speed up responses to accidents in the Georgia section of I-24. And now a lot of people are saying, well, maybe -- this is their perception -- you know, GDOT's not as responsive to accidents in that location because it's just a short piece in Georgia. So they want -- and I'm sure that's not the case, but they want to have the same type of attention to that section of Georgia that's given to the rest of I-24.

Passenger rail. That's a little different from light rail and bus service, but passenger rail was still another project. 11 proposals by citizens, 4 specific projects.

Some said let's see commuter rail. And, again, this will be using, like, CSX line or Norfolk Southern and adding railcars for longer distances. So there wouldn't be as many stations, but it would be a long distance trip. They mentioned from Clarksville up to Murfreesboro or from Nashville to Chattanooga.

And we didn't talk about the cost for commuter rail or, also known as passenger rail, but it can cost as much as 5 to $50 million per mile to have commuter rail. Now, typically, the cost to add
another track, to double track it -- that's typically what the provider, CSX or Norfolk Southern, would ask if you were to use their rail line and this service would have to rent or pay for use for passenger rail on their lines. So 5 to $50 million is for commuter rail per mile.

Just a few more. Speed limits, a lot of them said reduce the speed limit from Smyrna to Nashville. Reduce the speed limit for trucks in Chattanooga, thinking that would make it safer.

Narrow lanes. Some people said there was narrow lanes in the urban areas. We looked at the Department's laneage (ph) data, and we did not see any lanes that were less than 12 feet. Twelve feet is a standard lane width.

Now, there could be that some temporary lane widths are shorter or more narrow than 12 feet in construction but that's only a temporary case. But that was their perception that the lanes were more narrow.

And even though it won't be a project that we implement, I just wanted to give you an idea how much it would cost to add one foot to each lane, a lane in each direction on an interstate, and it would be almost $2 million. That's just to add that extra
foot in each direction. So there's a lot -- you know, there's a lot you need to do when you add that one foot. You have the foundation and that affects many other things just to add that one foot, so even adding 12 inches to a lane is not inexpensive.

Beautification. This came up several times. Making existing roads more presentable, more beautiful, more appealing.

Some examples were consolidate billboards. That's an idea. Add landscaping to interchanges.

Bell Road, Exit 59, that was a specific location. They said, "Could you make it a little more appealing?" That's -- you have railroad, and you have bridges, and you're going under a lot of columns. You know, "Can you do something about that?"

Don't have any unit cost for that, but it would be a combination of things.

Some said add signals. Improve signals or add signals on the cross street thinking that would improve flow onto I-24. One example is at Rossview, add a traffic signal at those ramps, and -- or improve traffic patterns at Bell Road. So adding signals on at the end of ramps was what they were proposing.

And, again, just to add a signal, one signal, is about 90 to $120,000. So you may think
that's an inexpensive improvement but to do that is, again, not inexpensive. And then there's maintenance cost to maintain the loops and so forth, so even adding one signal is expensive.

Truck lanes. We talked about, you know, truck restrictions through signage and also diverting trucks but this was maybe adding a lane to put trucks into. You know, get them out of the general purpose lanes and put them in their own lane, and so there was some specific locations. One was Chattanooga, Exit 169 or 178. Let's give them their own truck lane or add a commercial or truck lane to each of the metropolitan areas.

Now, we've already looked at the cost just to add one lane. If you added a new facility, this would just be one lane. Sometimes some cities have a truck-only road. That would be a lot higher in cost. Again, that would be either 10 to $20 million just to add the lane for trucks per mile.

Or, if you want to add a truck-climbing lane, that would be about $7 million per mile just to get the truck out of the two lanes into their own lane, so -- and that's just for one direction. You probably wouldn't have a truck-climbing lane for a mile but that's just the unit cost. It might be half
a mile or so. It depends on the grade and length of
the grade.

Last one, rock fall or slide mitigation.
It may not be as much an issue in the Clarksville
area. There are some rock cuts in Nashville and there
are some approaching Clarksville, but a big issue is
in Monteagle, if you go through Monteagle between, you
know, Murfreesboro and Chattanooga, it's no surprise
to you all that there's large rock cliffs on either
side, and if you've been there recently you might see
some rock slides. But those are mostly people,
5 proposals by citizens, to improve the situation in
the Monteagle area is this -- to do something to
mitigate any further or any potential rock slides.

And the cost to do that, this is a wide
range, about a quarter of million dollars to about
two-and-a-half million dollars per location. I mean,
this is a wide range but, again, it's not inexpensive
to go in there and try to put anchors into the rock,
put rock curtains, or any number of treatments to
prevent rock slides.

So those were the improvements that we had,
at least five or more proposals or suggestions by
citizens. And, again, you'll see projects like those,
you know, specific projects and strategies in the
final plan that are prioritized. So a cost will be associated with them, and we're doing technical analysis where we'll evaluate them and see what their -- excuse me -- their impact on travel time and safety and put a dollar amount to that and so we get, sort of, a ratio of positive impact and cost and that way we can rank the projects and have a short-term list and a long-term list and so forth.

So we can open it up to questions about the survey or potential projects or any topic.

Yes, sir?

BOB BRUCE: Just a couple things came to mind.

When you talked about the transit so much per mile...

SCOTT RUMBLE: Yes, sir.

BOB BRUCE: ...is there a way for the state to partner with rail or barge and lower that or partner with them?

SCOTT RUMBLE: Well, yeah, the cost would be the same. But, you're right, they could share the costs. And right now the transit agencies are the ones that pay for and maintain really all the transit facilities in the state. But, certainly, if it involves a road -- or a park-and-ride lot is
something that the Department would -- could construct and --

BOB BRUCE: Okay. I know I-24 is basically east and west.

SCOTT RUMBLE: Right.

BOB BRUCE: When we're talking about congestion, will I-69 and north/south remove some of the congestion we have on I-24 when it comes through? It's up to Hopkinsville almost out to -- coming down the Pennyrile.

SCOTT RUMBLE: Yeah.

BOB BRUCE: I don't -- I don't know.

SCOTT RUMBLE: All right. And if it's -- it may divert traffic from one exit to another during the flow of traffic.

We do have computer models that look at travel time and if there's a better way to get to I-24, we'd be able to evaluate that.

BOB BRUCE: And the last thing I'm going to -- is a suggestion.

Visibility on an entrance ramp, and I use Exit 11 as an example. When you go on going towards Kentucky as you're coming up there, you'd like to kind of look back and see what's coming. You've got nothing but foliage all along there, and it's not
something that somebody's planted. It's just wild and
it's grown up there.

Now, TDOT or the county, somebody could cut
that down. It would sure help merging --

SCOTT RUMBLE: Sure.

BOB BRUCE: -- because a lot of people
don't merge left for you to come on.

SCOTT RUMBLE: Right.

BOB BRUCE: So that's just --

JOAN BARNFIELD: Is that vegetation
that you're talking about?

BOB BRUCE: Yes, wild vegetation.

JOAN BARNFIELD: Yes. And, I'm sorry,
if you would introduce yourself so that she can get --

BOB BRUCE: I'm sorry.

JOAN BARNFIELD: -- your name
(refering to the court reporter).

BOB BRUCE: Bob Bruce.

JOAN BARNFIELD: And if you'll tell me
where that exit is, I'll be more than happy to turn
that into the maintenance because that's something
TDOT does and they're supposed to do.

BOB BRUCE: Exit 11. Exit 11. That's
the one we go on. We go to Evansville a great deal
and that's where we get on.
JOAN BARNFIELD: Okay.

BOB BRUCE: And it's a nice -- they've done a lot down there at Exit 11, I've got to tell you. It's very nice now. But when you start to go on there, you would kinda like to look back and see what you're gonna merge with and, particularly, a truck. And they don't always have the option to move over because of the traffic that they're partnering with there, so you're really having to slip in there...

JOAN BARNFIELD: Sure.

BOB BRUCE: And you're trying to get up to speed, so it's -- and if I was little younger, it might be different.

JOAN BARNFIELD: Well, now, those are the kind of things that, yes, we need to know about, something like that, if it's vegetation and it's just a matter of cutting it down more.

BOB BRUCE: Well, I think you're right. It's not something that's been planted. It just...

JOAN BARNFIELD: Right.

BOB BRUCE: -- happens to...

SCOTT RUMBLE: Overgrown.

JOAN BARNFIELD: And we have contracts all along because that is a real problem.
BOB BRUCE: Thank you. I appreciate it.

JOAN BARNFIELD: Sure.

SCOTT RUMBLE: Thank you.

JOAN BARNFIELD: And let me ask, if you don't mind, if you would just stand and give your name so that our court reporter can get you on record.

But, you know, ask any questions that you want to. I mean, we're not limited or anything, you know, if you have something, a suggestion. Just because we say that we are the final part and we've gathered information off of the survey does not mean that we don't want to hear if you have a suggestion or you didn't know that you could have some sort of comment. Please tell us, you know, anything that you would like.

DAVE GRAHAM: I have a couple things. My name's Dave Graham, by the way.

First off, you talked about mass transit opposed to expanding lanes and that type of thing.

Do you incorporate revenue streams into that at all? Because on mass transit, there's going to be gain on the backside...

SCOTT RUMBLE: Right.
DAVE GRAHAM: ...where expanding lanes is really not unless you go to tolls or things like that, so...

SCOTT RUMBLE: That's a good one. Revenue would offset the operating costs.

DAVE GRAHAM: Right. Certainly, offset the operating costs and maybe enough profit to --

SCOTT RUMBLE: Sure.

DAVE GRAHAM: -- sink back into your initial investment. So the cost variance that you show there may not be quite as great --

SCOTT RUMBLE: Right.

DAVE GRAHAM: -- because of that future. I mean, I'm sure that's part of your cost study as well.

SCOTT RUMBLE: Yeah. That would be part of the, yeah, lifecycle cost...

DAVE GRAHAM: Right.

SCOTT RUMBLE: ...with revenue --

DAVE GRAHAM: Which may make that more appealing --

SCOTT RUMBLE: True.

DAVE GRAHAM: -- than just the initial cost scariness (ph) of it.
SCOTT RUMBLE: Right.

DAVE GRAHAM: You talked about a bus lane expansion being about 3 to 10 million, but then you talked about a truck lane expansion being 10 to 20 million.

Is there a difference there that caused a difference in cost?

SCOTT RUMBLE: The truck lane was...

DAVE GRAHAM: You quoted that at 10 to 20 million per mile for a separate truck lane, but for a separate bus lane you quoted 3 to 10 million.

I wondered if there was a difference there or a reason for that.

SCOTT RUMBLE: Well, one was interstate. It could be a range based on the topography, whereas --

DAVE GRAHAM: Okay.

SCOTT RUMBLE: -- would be different.

I may have...

DAVE GRAHAM: But not based on the mode of transportation or anything?

SCOTT RUMBLE: No.

DAVE GRAHAM: Okay.

SCOTT RUMBLE: So that would get into the cost of the actual...
DAVE GRAHAM: Okay. Locally, let me get locally in Clarksville and ask some pertinent questions that may relate to me.

Highway 41 is really our alternate here between Nashville and Clarksville, and it seems to get more and more traffic in the communities I live, anyway. When people don't want to mess with 24, they'll just take 41 right into, you know, into downtown.

Is that a project that is being considered at all within this --

SCOTT RUMBLE: We didn't see that proposed.

DAVE GRAHAM: Okay.

SCOTT RUMBLE: You can certainly make that suggestion tonight, but we didn't see widening US-41 as a project.

JOAN BARNFIELD: Alternative.

DAVE GRAHAM: 'Cause that's where everything is diverted when anything happens on 24 between here and Nashville. It's all diverted to 41...

SCOTT RUMBLE: Right. Right.

DAVE GRAHAM: ...so...
SCOTT RUMBLE: So potential improvement, maybe, widening...

DAVE GRAHAM: Widening 41.

SCOTT RUMBLE: ...41?

DAVE GRAHAM: It's two lane most of the way, maybe four lane in small areas, but expanding it out to four lane to maybe take some pressure off 24.

Clarksville exits, any thought to adding an exit in Clarksville? Is that part of the process or are we thinking that's not?

SCOTT RUMBLE: No, that's definitely part of the process. We've got -- there were a couple locations. I can't remember exactly where they were.

DAVE GRAHAM: Like, the highway marker 15 area, maybe?

SCOTT RUMBLE: Yeah.

DAVE GRAHAM: Get some of that traffic out.

SCOTT RUMBLE: Between 11 and 19.

DAVE GRAHAM: Between 11 and 19, right. That's one.

SCOTT RUMBLE: Yes.

DAVE GRAHAM: That's a growing area big time, so...
SCOTT RUMBLE: If you have a mile or maybe a cross street at that location, certainly, you can make that suggestion.

DAVE GRAHAM: You know, the Highway 15, Dixie Bee area.

SCOTT RUMBLE: Someone was going to say something?

UNIDENTIFIED MALE SPEAKER: Six.

UNIDENTIFIED FEMALE SPEAKER: Mile marker 6?

DAVE GRAHAM: Mile marker 6 maybe for the hospital and things like that. Take some stress off 4, that's a great thought too. 'Cause 4 and -- you know, 1 and 4 are all jammed up pretty good so...

SCOTT RUMBLE: Okay.

DAVE GRAHAM: All right. Thanks. Appreciate that.

SCOTT RUMBLE: Great. Thank you. I appreciate it.

ANNE WILLIAMS: Anne Williams. You had mentioned this, kind of, early-morning times about traffic ahead. Are you considering it also on the side roads or is it just on the interstate to warn people not to get on the interstate, there's an accident ahead?
You can't tell at Exit 4 that traffic slows down, you know, at mile marker 7 and so at that point, it would be good to take an alternate route or whatever it is.

SCOTT RUMBLE: Yeah.

ANNE WILLIAMS: If you'd put those early-warning systems out farther.

SCOTT RUMBLE: No, that's a great idea.

Our project would concentrate on I-24, but I know cities like Murfreesboro, they have an ITS program where they're putting up, I believe, it's dynamic message signs --

JOAN BARNFIELD: Yes.

SCOTT RUMBLE: -- on the surface streets. So that would be something that local municipalities could pursue to alert their citizens not to get on I-24, but --

ANNE WILLIAMS: Right. And to alleviate traffic --

SCOTT RUMBLE: Yeah.

ANNE WILLIAMS: -- before you're stuck in traffic.

SCOTT RUMBLE: Right. And that's a great idea.
JOAN BARNFIELD: I think we're trying to get as many signs up as possible on the interstates because, you know, in some cases if you could get off and not have to sit for two hours, you'd be much happier, obviously. As it stands now, we don't have the signs up along the interstates to get you off the interstate quick enough to avoid having to sit there.

So that's our main focus now is to have them all along the interstates, all interstates, to route you off. But as far as any of the side streets or locals, we don't have any plans to do anything.

Now, obviously, we work with MPOs, TPOs, and folks to try to get things, you know, that we can do to help but our focus for the signs right now will be the interstates.

ANNE WILLIAMS: Okay. And along those same lines, a lot of GPS systems have this little traffic monitor that tells you that there's traffic ahead and it kind of works in Nashville, but there's nothing in Clarksville, so I don't know what it is that they're looking at. I don't know if it's some sort of signal that's going out in Nashville but maybe think about doing that and expanding that system so that if you have a GPS, you can look ahead and it gives you warning that it's going to be delayed
JOAN BARNFIELD: And when we get the boards up along the interstates, that will help with that. So that's -- part of it is they're not able to track anything because we're not in all of the areas. But we're working very hard, and I think it's -- our goal is in the next three years to have boards up so you will be able to see things like that. But for right now, it doesn't have anything that it can latch onto unless you're doing something local.

You all don't have any...

JILL HALL: We do not have an ITS System as of right now.

SCOTT RUMBLE: Right.

ANNE WILLIAMS: Considering, that's what's used to inform --

JOAN BARNFIELD: That feeds the information.

ANNE WILLIAMS: -- into the GPS?

Okay. All right. Thank you.

JILL HALL: And to his comment, 41 going to Nashville, it is -- TDOT is widening it to four lanes up to McAdoo Creek.

SCOTT RUMBLE: Okay.
JILL HALL: And they've already bought right-of-way, and we're just waiting for it to be let with TDOT.

So we look forward somewhere within the next year to get that let, and it should be a four-lane road up to McAdoo Creek right there.

SCOTT RUMBLE: Okay.

JILL HALL: But that would be the end of that project until TDOT took it on that route.

JOAN BARNFIELD: Would you mind giving your name, Jill, to --

JILL HALL: Oh, Jill Hall with the Clarksville MPO.

JOAN BARNFIELD: Jill's been a real asset. We've enjoyed working with her. She's been very helpful.

And I think the projects like that that, as you can see from cost, and we don't -- you know, I don't want you to think that everything is about cost. There's other things that factor in. But we did want you to see that we do have to plan because it is so expensive to do the smallest thing and that's why we work with folks like Jill to make sure that what we do is really what is needed. And so that's why we kind of wanted to give you idea of all the different costs.
We had one man at a meeting who suggested that we build a tunnel under the river -- and this was in Chattanooga. And we -- you could see everybody sitting there looking at the dollar signs thinking, wow, a tunnel under the river.

So those -- but at least you have an idea that if we don't do planning and if we don't know what we need to plan for, then we're not going to meet the needs. And that's what this is all about is to try to layout what the problems are and what we can best do to address it in the quickest way.

SCOTT RUMBLE: Yes.

GLEN CASTLEBERRY: My name's Glen Castleberry. My concerns is Exit 4 out here.

We got a deal going on out there now, they're putting up another traffic light going less than a tenth-of-a-mile. You leave one light, and you go to the next one, okay?

And I made a trip to the state department probably three years ago. I was invited up there because I had made several calls. "Well, you need to come up here because you travel that road every day."

I said, "Good."

Well, I was real disappointed in the response I got from people up there, okay? So I tried
to get them to make it a cloverleaf because we had 200-some crashes that year, and I totally understand, because we're doing this. We're going north, we're crossing over it. We're going east, we're crossing over it. All these tractor trailers trying to get over. When you cross over it with two lanes flowing down on the interstate, it's a major problem.

So they told me three years ago, "You're gonna get another traffic light." That's all we're gonna get.

I said, "Okay. We're gonna get a traffic light."

Can we not come here and chop the median out of the concrete so the people that want to go to Cracker Barrel instead of having two slots for cars to get over there, just come back down to the light -- and we're gonna have to have a light, okay? Let's chop the concrete median out so when you leave the light, people want to go to Cracker Barrel, they can get out of the way.

Over here on the right if you want to go on out to Thun Road, give the median over here, take the right of way of the shoulder, and beef up a lane there and put a turning lane.
Well, they've been working on this traffic
light now probably seven months, and now we're back to
you. I can't understand why it takes seven months to
hang a traffic light. Here is where we get into these
millions of dollars that the tax -- or, it's the gas
(sic) money that's paying for this, okay, but it comes
back to the taxpayers.

So no wonder it's a million-dollar project
because you go out there and you work three hours
today. You come back in a month, you work another
three hours. Well, every time you come back, I'm sure
there's a million dollars just to show up.

So I think we got a lot of waste going on
here where, instead, if you'll put a time frame on
these projects to get them out of the way, I ain't so
sure that all these millions of dollars that we was
talking about here is necessary, okay?

And I just see -- just like we just got
done spending -- I don't know how much we spent, you
probably know, to trim back I-24, all the trees, we
trim them back. Well, if you don't come along there
and put it in the mowing contract for them to mow that
once a year, well, you'll be back in a day or two
because all that foliage -- it's kind of like this
gentleman right here. It grows right back because it
don't take long. But if it went into the mowing deal, "One time a year you must mow all the way back where we just went there and trim all these trees up," and that way we're not coming back and spending millions.

And then, like I said, the people that you've noted -- that we got mowing this time in Montgomery County, I've never seen such sloppy work in all of my life. I had to call the state garage -- the road I come out on 79 in to get them to come back and mow, if we paid a group to mow, okay, I wanted to talk to the inspector. Well, Mr. Oliver wouldn't allow me to do that, so I talked to Mr. Oliver, okay?

So -- but now you're bringing the guys back out to mow again where we paid a person. So here's where all these millions of dollars are being -- that he talks about. You're, like, just overlapping. You paid one guy and then, "Oh, well, you gotta come back and pay them -- you gotta pay the state workers now," so you're doing a double dip. No wonder us taxpayers --

JOAN BARNFIELD: Well, no. The contract -- if someone has a contract to do something, if you've noticed there is time limits put on things. And if you've got a contract to mow and you don't do it right, we don't pay you to come back out and do it
twice. So those are --

GLEN CASTLEBERRY: But you're paying your workers to come back and do it.

JOAN BARNFIELD: Well, most of our workers are on salary so, you know, it's an eight hour, you know...

GLEN CASTLEBERRY: But we're still paying twice is what I'm trying to say, in a sense, because he could be doing something different. I guess that's what I'm trying to make.

JOAN BARNFIELD: Okay. And there may be -- you know, I certainly hear what you're saying. But those are the kind of things, you're right, it -- you know, nobody likes to see that happen.

But in the I-24 issue that we're trying to talk about now, we do these contracts. We let these contracts. And in these contracts it says exactly what they're going to do, how much it's going to cost, when they're going to start it, and when they're going to finish it, if there needs to be any closures. And that we're able to hold their feet to the fire, so to speak, and I think we've done a good job in if they don't do what they say they're going to do, then we have the contract to back them up.
So I think years ago maybe we didn't have the exact control over maybe mowing and things that we do now, but I think we've really tightened up on those kind of things. You know, and the other thing is when they find a contract that's not working, then the next year they don't put them under contract. They'll go to someone else, so...

And I think, you know, Jill can probably help in situations. I mean, you know, if they see something, they can certainly call us too. And, you know, we suggest to anybody, if you see that there's a problem, you know, call us and let us know because maybe we don't know those kinds of things. But --

GLEN CASTLEBERRY: Let me get your number then before I leave.

JOAN BARNFIELD: And the dollar amount that we're talking about tonight is just to give you a ballpark figure. You know, it could be that it's going to be a lot less, but it just gives you an idea of why we need to plan so much and why we need to work together to come up with something because, you know, the cost of asphalt or concrete or whatever, prices can change. Steel, all of those prices change so much from year to year so that's what we're kind of hoping that you see.
We would love to be able to go and put everything out there that you would like to do but, obviously, we can't. So we are kind of hoping by everybody being able to see the cost factor, you'll understand why we have to grab the things that have to be done for safety, for congestion. Those are the things that we have set up as our priorities, so...

SCOTT RUMBLE: And those costs are construction costs, assuming it's mostly materials and, of course, with everything that goes into those, but those are assuming it's done right the first time.

I understand you might have cases where you make improvement to an area and then do another improvement. Those costs don't apply to that situation. That's more of a planning...

GLEN CASTLEBERRY: Well, again, Exit 4 needs a lot of help, I'm telling you. I just -- I see it every day. I roll through there sometimes two and three times a day. It needs a lot of help.

I mean, the trip I made up there -- this is what disappointed me. I was trying to get them to put large signs hanging off of the interstate so that the people coming out of the south going north, if they was gonna make a westbound turn down there when you
get on the interstate, they could see that sign back there.

Well, I get -- I think I got two or three signs about like this, 12 by 12, westbound. Well, they're over here in the eastbound lane. What are they doing? They're just -- people would just cut you right off. That's why we had so many crashes.

JOAN BARNFIELD: Well, we'll add this to the recommendation.

GLEN CASTLEBERRY: Yeah. Yeah.

JOAN BARNFIELD: You know, that's the kind of thing that we need to hear.

GLEN CASTLEBERRY: Exit 4 needs a lot of the signs.

JOAN BARNFIELD: Yes, sir?

PAUL TEASLEY: My name is Paul Teasley. A couple of questions.

What's the percentage of federal and state monies that would be involved?

SCOTT RUMBLE: So, typically, it's 80 percent federal; 20 percent state.

PAUL TEASLEY: 80/20?

SCOTT RUMBLE: Yes.

PAUL TEASLEY: Okay. The other one is if the one gentleman that was talking about the Exit 6
to Gateway would be if it's not in the proposal, let me know and I'll add one, because now you have to get off at Exit 4 and loop back around in order to get over to the hospital...

       JOAN BARNFIELD: Oh, okay.

       PAUL TEASLEY: ...the Gateway Hospital. So if you have an exit ramp there, it would reduce the amount of problems coming off at Exit 4 and looping back around in order to get to the hospital.

       JOAN BARNFIELD: Are you familiar with the area?

       PAUL TEASLEY: So if it's not in there, just let me know. I'll get up online or I'll do it this evening and put in a proposal.

       The other question when you were talking about congestion, has anybody considered the amount of military presence that we have in Clarksville and the use of the airport in order to reduce the traffic going from here to Nashville and back?

       We've got about 45,000 people that are directly affected with the base, and we've got another 100,000 people that are either retirees or families, and it's 120 mile roundtrip from here to the airport and back again, and we've got at least two of the units, the 160th and the 5th, that are moving all the
time just because of their mission. And if you look
at all of those people that are using the road that
wouldn't have to in order to do military travel, they
wouldn't have to go all the way to the Nashville
Airport.

Those would be one of the ways that you can
immediately reduce the amount of traffic on
Interstate 24.

SCOTT RUMBLE: So they wouldn't use
Nashville Airport? They would...

PAUL TEASLEY: They'd leave from
here...

JOAN BARNFIELD: Yes.

SCOTT RUMBLE: Okay.

PAUL TEASLEY: ...Outlaw Field.

JOAN BARNFIELD: Yes.

PAUL TEASLEY: And I don't know
whether they've done any studies on how many military
people travel from here to Nashville and back, but if
you have a member that's leaving, the spouse would
take them there and then come back, so you've got four
trips.

SCOTT RUMBLE: Right.

JOAN BARNFIELD: Yeah.
PAUL TEASLEY: That's 120 times 2 that's going up and down the road, so we'll reduce -- it wouldn't take everything away, but it would certainly reduce the amount of traffic on the road.

SCOTT RUMBLE: Sure. That would be a good strategy --

JOAN BARNFIELD: Yes.

SCOTT RUMBLE: -- to improve or change the patterns and the requirements for people who travel that far, so that's a good suggestion.

JOAN BARNFIELD: Any other comments?

KELLY TINKER: I have a question. You brought up safety and congestion as the two main -- I'm sorry. My name is Kelly Tinker. You brought up congestion and safety as the two main focuses. Did you bring any data regarding how those two indicators have changed over the years or what the root causes to be?

Have you found what's influencing those things?

SCOTT RUMBLE: Yeah. We have some information, it's technical information, on some boards back there in terms of congestion and speeds that would address the congestion issue. We don't
have any -- we do have some technical documents online
about accidents, so...

KELLY TINKER: So it shows per mile
traveled or volume of traffic?

SCOTT RUMBLE: Right, it would be
accident rates. So many accidents, crashes, or
fatalities per million mile vehicles.

KELLY TINKER: The ultimate plan that
you come up with will consider the actual data, not
just, you know, poll-to-poll -- the polling?

SCOTT RUMBLE: Exactly. Those, we
wanted to get opinions of people who drive, who travel
the corridor every day.

What we're also doing parallel to that is
technical analysis, looking at data. And then we'll
look at the proposals, put them on our -- we have
computer models that model travel demand and then
actual roads to see where congestion is exactly and
what's causing it.

So those will be -- the proposals by
citizens will be measured against technical analysis,
so...

KELLY TINKER: And you used a term in
there I've never heard of before, billboard
consolidation?
Would you consider banning new billboards, as that's kind of an antiquated means of communication these days?

JOAN BARNFIELD: That's legislation.

SCOTT RUMBLE: That would be more policy. It doesn't have anything to do with --

JOAN BARNFIELD: Yeah. I think TDOT is always in trouble over billboards. That's an area that's under our beautification which is TDOT. They have passed legislation saying it's got to be so far back or...

The problem that they have with a lot of this is so many of the signs are grandfathered in and they can't touch those. So areas that they've been able to, they've tried to do improvements and they try to enforce it, but the majority of it is that they're grandfathered in and there's not a lot we can do about that.

KELLY TINKER: If you widen the lanes strategically, you can knock them out.

JOAN BARNFIELD: I think they still have some sort of right. I can't -- you know, I don't work in that area, but they still have some way that they can come in. You know, it has to be based on where they were. You have to put them back close to
that so that's a whole different area.

But, yes, I think that they've done a lot to enforce, and I think they do a great job. But, basically, everybody's hands are pretty tied because of the legislation on billboards, so...

BOB BRUCE: I got one more thing.

JOAN BARNFIELD: Yes, sir.

BOB BRUCE: On the 41A project --

JOAN BARNFIELD: If you don't mind, if you'd state your name again.

BOB BRUCE: Oh, Bob Bruce again.

The cost of the project, that's been on the drawing board for five to seven years. I don't know how long you've been buying right-of-way, but I think the cost of real estate's been going up. So I think your cost would have been less had you started this right-of-way thing sooner and maybe prohibited some of that construction that's been coming close to the road because it's been -- I travel it often.

But that's just a comment. That's all.

JILL HALL: She may want to speak on this. It's the way -- it's the process that TDOT has to follow. They have to do the environmental first...

JOAN BARNFIELD: Yes.
JILL HALL: ...and that takes usually a year or two. And then they have to do the design process, and they have to design it. That usually takes a year or so. And then they get to right-of-way to purchase it. And, now, all the right-of-way has been purchased for that. We're just waiting for construction dollars.

BOB BRUCE: Some of it was just purchased this year.

JILL HALL: Right. That was --

BOB BRUCE: That project's been in progress for a long time.

JILL HALL: Well, we had hoped it would be --

BOB BRUCE: We've been looking for it.

JILL HALL: We had been -- we were hoping it was let a year ago...

JOAN BARNFIELD: Okay.

JILL HALL: ...and we're not -- and I'm not for sure what happened, but they found out that some portion of right-of-way had not been bought when they thought all the portions had been purchased.

BOB BRUCE: Okay.

JILL HALL: But from what we're told now, and this could change, they are hoping by
December to let it, to send it out to bid. So we're hopeful, but it has been -- we've been told this for about a year now, but it was because there was some missing right-of-way that was supposed to have already been bought that had not been, and they had missed it when they went for the right-of-way.

BOB BRUCE: Well, I know big zones of construction pretty close to that in the last little bit, but...

JILL HALL: Yeah. Well, I believe TDOT can't prevent things that are already moving, like, construction. That can't be stopped if someone wants to do construction and unless they're in the right-of-way that's purchased or until it's purchased, then anyone with their property can't -- TDOT cannot tell them, "You can't build on this because we're going to buy it."

Until they buy it, it's your property and so there aren't limits on it.

BOB BRUCE: And nobody has enough authority to say, "Stop, we're doing this." Or, "Look what you're doing to us."

JILL HALL: Well, I think they encourage it, but they cannot stop a citizen from --

BOB BRUCE: Okay.
JOAN BARNFIELD: They don't own --

BOB BRUCE: All right. I'm sorry.

JOAN BARNFIELD: Yeah. No, but that's a legitimate statement. But, no, if we don't own it, we can't...

BOB BRUCE: I'm glad to know that next year it's happening too.

JOAN BARNFIELD: I think so, yeah.

JILL HALL: But we think -- we feel like it will because that missing piece of right-of-way was purchased now, I believe.

BOB BRUCE: Okay.

JILL HALL: So we have been told December. So, hopefully, sometime this winter, close to December, it will get let --

BOB BRUCE: Great.

JILL HALL: -- and it'll start.

GLEN CASTLEBERRY: I have another quick one. Glen Castleberry.

It seems like Montgomery County has always been shortened as far as any road construction, major road construction. I mean, we're probably 20 years behind with the road construction going on in Clarksville, and can you help me understand it?
JOAN BARNFIELD: Well, I think, with all due respect, every meeting that we go to I think each county, major county, feels the same way. And, unfortunately, there are lots of them that have not had the big project, or they've had the one big project and no little projects. So -- but I think if you laid a map out and you looked, I think TDOT has done a good job trying to hit the areas.

We do the reports, crash reports, so we try to stay on top of it. If there's an interstate where there's a lot of wrecks then, obviously, you've got to hit that first. You've got to find out what's going on there.

So it probably appears that way, but I really -- I think if you looked at the whole picture.

GLEN CASTLEBERRY: Okay. I'll give you a couple of examples.

I travel the state of Tennessee quite a bit, okay? When you go out in Waverly and you see a massive road with a handful of cars running, I am trying to understand what are we doing. And, I mean, I go to Murfreesboro, towards Chattanooga.

Murfreesboro's getting all kinds of road improvements.

When you come to Clarksville, Tennessee, I'm telling you, it is -- we're fixing to be so locked
up. It's in the middle of the day, 9:00, 10 o'clock in the morning, you almost can't go nowhere. Now, I'm talking state roads, and the side roads are being affected, okay? But I'm talking about the state roads. We're almost to a gridlock here in Clarksville.

I guess the biggest major problem is going on right down here at Red River Bridge. I guess that's where the major -- biggest major part's been going in the last, I don't know, year or something, a lot of flooding's going on but that's about it.

I mean, we got -- and the roads are falling all to pieces. 79 going north needs to be repaved. I mean, they're just all to pieces.

It just seems like -- and I asked this question and they said it's going back to our legislator representative here, and I don't know if it is or not. But, I mean, it just seems like Montgomery County is getting short-changed. Now, I don't know if anybody else in here notices it. I mean, the roads around here are pitiful...

JILL HALL: Well...

GLEN CASTLEBERRY: ...to be number four or five, whatever we are, okay.
JILL HALL: Well, we're fifth. We are fifth.

GLEN CASTLEBERRY: Okay.

JILL HALL: And we agree that we want more money, without a doubt.

We are right below the big four. The big four are over the 200,000 population mark, so they get their allocations straight from the federal government, and they get a lot more than us.

We are under the 200 mark. If we can ever get our pop. to 200, we will receive more. And it's hard to imagine because our growth right now, I think we were the fifth largest by the census, so we are growing by leaps and bounds, and we do need the money and we do need it now. But, unfortunately, until we grow, which it is backwards, but we can't get the -- as much federal money that we need to build for this growth. But...

JOAN BARNFIELD: You're close.

JILL HALL: ...across the board I think the state of Tennessee by population, we do receive the federal funds by our pop. We just have got to get to 200.

Some of the improvements that we have recently received from TDOT have been safety
improvements. And a lot of them on the 101st, I think at Jordan and Evans, you're right. There is supposed to be a traffic light going in at Cracker Barrel, and we're not for sure why that hasn't moved as fast as the safety but those are safety dollars.

If for any reason you know of an area where there is a safety issue, right now I think TDOT has safety dollars that could be applied and that is one of the fastest improvements to get those dollars and get it fixed. So right now if anyone has a concern that is safety-related, please let us or TDOT know because I think those dollars are available, and they move much faster than a large widening project. They should be done quickly.

JOAN BARNFIELD: And the other thing on the roads, TDOT -- everything is on a schedule. Interstates are paved, you know, and all of these roads are -- they're on a schedule, and it's not something that TDOT decides. The federal government steps in and says, "You have to pave this every so often. You have to do this so often." And we work with local officials to say, you know, if this road need s it before it's time for the contract, let us know.
But these interstates, if you notice, I mean, we get complaints about because we are out there paving them because we don't want them to get really bad. We try to stay on top of it.

So we -- you know, a lot of people don't realize how hard they do work to try to keep these things on schedule, and they're usually pretty good. If it's seven years for some roads, you'll notice about six-and-a-half years they're out there getting ready to start paving.

So if a road is bad, you're right, you know, it's something we need to know because we don't know a lot of times what's going on. You're the eyes. You know what's going on in your area.

If you think that TDOT hasn't done something that they should, let us know. You know, Jill's folks, we work with them all the time. In anything that we do, we're working with not just TDOT but we're trying to work with the officials, local city folks, because that's -- that's what keeps it going, you know, so your voice is important to us.

You know, it may be that there's somebody down there mowing. If he's not doing a good job, we don't know it sitting in Nashville or at the region so, you know, tell us they're not doing a good job.
So those are the kind of things -- or, you know, tell Jill and let Jill tell us, however you want to do it. But those are the kind of things that, you know, we have to work together to get it done.

JILL HALL: I'm with city and county, it's the planning commission, and my office is here.

BOB BRUCE: Okay.

JILL HALL: So if you call the planning commission, ask for Jill or Stan. He's my boss. We will be glad to take any concerns you have and either relay it on...

We also -- if, like, a mowing thing, I would encourage you also to call the TDOT local office.

BOB BRUCE: There's one here.

JILL HALL: You know, if it doesn't get improved, maybe if it's mowing and just maintenance issues, call them again. I mean, you know, that's -- sometimes the squeaky wheel gets --

BOB BRUCE: Squeaky wheel.

JILL HALL: -- you know...

But if it is a safety concern or if you just have an input suggestion, call us and we will relay it.
With, I believe, his comment with Exit 6 where our hospital is, I know that both the mayors have been, I believe, to this administration and definitely to Nicely's Administration --

JOAN BARNFIELD: Previous.

JILL HALL: -- requesting for an entrance -- I mean, an exit ramp there for the hospital at Exit 6.

JOAN BARNFIELD: And we'll make sure that it's in there.

JILL HALL: Well, we would very much like for that to be --

JOAN BARNFIELD: Yes.

JILL HALL: -- in the report because I know both officials here want that very much so for the hospital.

JOAN BARNFIELD: Yes. And I'm sure it's in your reports.

JILL HALL: It should be, yes.

GLEN CASTLEBERRY: That would also help some of the pressure on 4 that I keep talking about because --

JOAN BARNFIELD: Yes.

GLEN CASTLEBERRY: -- it's like they said, you gotta go all the way down to 4, turn around
and come back down Ted Crozier to get to the hospital.

Because Dunlop Lane -- Dunlop Lane is where she is
talking about Exit 6, if they had a ramp right there
you'd be right on top of the hospital.

JOAN BARNFIELD: Yes.

GLEN CASTLEBERRY: You wouldn't be all
this...

JOAN BARNFIELD: Driving around.

GLEN CASTLEBERRY: ...congestion up
Exit 4 even more.

JOAN BARNFIELD: Yes.

GLEN CASTLEBERRY: So...

JOAN BARNFIELD: Okay.

I think -- does anybody else -- I don't
want to cut anybody off, but it's 7 o'clock. Does
anybody have any other comments or anything?

MIKE MORRIS: If you've got time for
one more quick one.

JOAN BARNFIELD: Certainly.

MIKE MORRIS: My name's Mike Morris.

It's an age-old question, I know, but about
the northern loop of 840. Is that a dead issue or has
it worked for the south any as far as re-routing truck
traffic through Nashville and...
JOAN BARNFIELD: You know, I have to say on a personal level, I haven't looked at the stats on it.

I don't think it's being used as much as it will be. I think it's kind of like I-440. I don't know how many of you drove around Nashville when they first opened I-440. Nobody used it. There was, like, two years there that us that lived in that area, we would jump on it, and we were so excited because there was hardly anybody, and now it's horrible. You know, it's like I-24.

So back to your question. The -- what's going to happen with that? I don't think anybody can really say at this point. But what we've done so far is not being used like we thought it would, but I think that's just a marketing thing. You know, they need to get -- they need to talk about it more. They need more signs up. It's basically still very new.

So -- and statistics, according to federal highway, it takes about two years for people to learn new routes when you do so. You know, we're a little behind, but I think it will be good eventually.

So, anybody else?

(No response.)
JOAN BARNFIELD: Well, for those of you who have made comments and sent information and stuff in, we truly thank you.

For anyone that has something that they wanted to say and that haven't said it, feel free to call me. My cards are out there. Feel free to e-mail us. We've listed our site.

You can go online. You can look at everything, all the technical reports, anything and everything that we've done, all the meetings that we've held. We've even put the transcripts online so everything is there.

If you read something and you don't understand it, you know, we'll try to answer the questions. You can see the information that we got from the MPOs. And then in January you'll be able to see the actual list and what's going to be done and, of course, we'll work with Jill and Stan as to, you know, any projects coming up.

So we appreciate all your help.

(Whereupon, the meeting was adjourned, however, personal comments were given as follows:)

WALLY CROW: I have a couple things I want to say about -- she mentioned the strategic highway system.
I work at Fort Campbell. There's something called the Strategic Highway Network that the military uses that we have certain routes, and 24 is one of them that we have to have for that transportation.

You know, our main port of embarkation when we ship stuff from Fort Campbell outside of town is down 24 to Jacksonville, Florida. Most of the time we'd ship it by railway but quite frequently we have a lot of trucks that go with it, so we send a lot of trucks through downtown Nashville.

If they had at least the southern part of 840 to come on around through Dickson from Clarksville to Dickson down to connect with 840, it would get those trucks out of downtown Nashville.

We asked for and got an allocation from Congress to put in an ITS System around the Fort Campbell area out to Exit 1 and some supporting roads off -- over to Fort Campbell. Kentucky also got an allocation. Kentucky's built theirs. Tennessee didn't get a matching allocation from the city, so it's never been built and we're about to lose the funds. It's something we really ought to have.

We get fuel, a tremendous amount of fuel, at Fort Campbell continuously. It's all trucked to Fort Campbell.
Pipelines are another form of transportation that somebody should consider, and if we had a barge system down here on the Cumberland River with a short pipeline out to Fort Campbell, you can get a lot of trucks off the highway. So those are the things that somebody should consider.

But we are -- we've also been hearing about Interstate 69. It comes from -- it's the NAFTA Highway. It goes from Canada to Mexico. It's -- right now sections are being opened in Kentucky, and there's a short section that goes across through Tennessee. It comes down from Evansville, Indiana to Madisonville, Kentucky and then follows the Western Kentucky Parkway over to Interstate 24 and then with Purchase Parkway down to the Tennessee state line and then I think it goes through Dyersburg.

There is a meeting next week in Kentucky where they are asking the Federal Highway Administration to extend a spur off of 69 from Madisonville to Hopkinsville to I-24 which would give a direct route down to 24 to get it through Nashville. Now, I don't know if you all are aware of that or not, but they're having public meetings up in Kentucky about it right now. So those things need to be picked up and considered right now.
I didn't want to say all that out in the general public, so...

(Whereupon, no further comments were made and the meeting was adjourned.)
CERTIFICATE

STATE OF TENNESSEE
COUNTY OF MONTGOMERY

I, Linda A. Wells, Licensed and Certified Court Reporter, with offices in Nashville and Clarksville, Tennessee, hereby certify that I reported the foregoing public meeting by machine shorthand to the best of my skills and abilities, and thereafter the same was reduced to typewritten form by me.

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

________________________________
LINDA A. WELLS, TLCR #546, CCR
Notary Public at Large
State of Tennessee

My Commission Expires: 7/14/15.