
Montgomery & Davidson County
I-24 Corridor Public Meeting
Clarksville, Tennessee Regional Planning Commission
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Reported by: Linda A. Wells, TLCR, CCR

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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

1 presentation. And then the last part of it, we'd like
2 to do a comment session so that anything you would
3 like to say, any questions you want to ask, any
4 information or anything, we'd like to address that.

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

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

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

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

22 The fourth thing that you can do is, if you
23 would like, you can take this home, write a letter,
24 whatever you want to do, and mail it back to our legal
25 department at TDOT. That information will be given to

1 the court reporter and added to the notes for tonight.
2 If you're going to do that, you'll need to mail it
3 back to the TDOT legal division within ten days from
4 today and all of this information will be added to the
5 notes.

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

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

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

20 (Whereupon, a TDOT video was played.)

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

24 This corridor extending from the Kentucky
25 state line to Chattanooga includes 15 counties and

1 links key resources in Clarksville, Nashville,
2 Murfreesboro, and Chattanooga.

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

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

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

19 The number one public concern is
20 congestion, followed by concerns regarding safety
21 especially from first responders and police. Based on
22 the technical analysis and the public input so far,
23 the types of projects being considered in the future
24 include identifying and improving alternative routes
25 for people and freight, improving interchanges, adding

1 lanes and truck-climbing lanes on I-24, transit
2 alternatives, and safety measures.

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

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

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

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

24 SCOTT RUMBLE: All right. Well, that
25 gave a great overview of the project, and we're going

1 to go over some of that material in this presentation
2 just to reinforce what we've done so far.

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

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

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

21 So we're going to go through a lot of those
22 types of projects, give some examples of what those
23 projects may end up looking like in the final
24 prioritized lists, and also give some ranges and
25 costs.

1 You know, a lot of people, over 500 people,
2 gave proposed improvements and that's great, but what
3 we need to also look at is the cost of those types of
4 improvements. And things may seem like a real good
5 idea and a lot of them are needed now or, perhaps, in
6 the future but when you put a price tag to them then
7 you start thinking, well, maybe we can't afford all
8 those types of projects. Maybe we need to do a little
9 more short-term inexpensive projects. So you come up
10 with a list based on looking at cost and needs, so
11 we're going to look at a lot of that information.

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

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

23 I know you can't see detail, but you can at
24 least see the red line. That's I-24 going through
25 Tennessee.

1 I-24 was identified as a strategic
2 corridor in the state of Tennessee in the last
3 statewide long-range plan. Other corridors that have
4 been identified as strategic corridors are I-40 and
5 I-81. Studies have been done on that. I-75, a study,
6 corridor study similar to this, was performed a few
7 years ago, and now we're studying I-24, and then the
8 final corridor will be I-65.

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

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

1 to have some initial results to present and share with
2 you about that.

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

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

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

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

23 We need to start the planning process now
24 so we can get to construction later. It's a fairly --
25 it's a -- all the steps are needed, but it is a long

1 process to go from idea to pouring concrete, and so we
2 need to start the planning process to get those
3 projects in the pipeline, so to speak, so later down
4 the line construction can be undertaken for this
5 project.

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

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

21 So we're not going to present a final list
22 of specific projects tonight. We are going to present
23 and talk about general types of projects that will be
24 part of the list, so you'll get a good flavor for the
25 types of improvements that may be implemented on I-24.

1 And then we'll have a final prioritized list by
2 January 2014. That's four months. So there will be a
3 final list produced. As part of this study, that will
4 be used as a list by MPOs in the Department as they
5 plan future projects on I-24, so it will be a very
6 valuable tool for everybody's use.

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

14 Now, you can't read -- that one's not on
15 the board but the blue there means those are people
16 that responded to the survey online on the website.
17 We used a company called SurveyMonkey. Some of you
18 may be familiar with that. Very easy to use, easy to
19 produce a survey, and also easy to take. But online
20 about 96, 98 percent of people were able to access the
21 comment form online and fill it out and give us their
22 opinions, so that was great. That was -- I think in
23 today's society, our culture, that's how people want
24 to get their info. They can get it any time they want
25 and take as long as they want. And although you can't

1 replace in-person meetings like we're having now,
2 these are extremely valuable so you can ask questions
3 and have some dialogue, but giving input, that was a
4 very effective way of getting that from a wide variety
5 of citizens.

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

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

15 How often do you travel along I-24?

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

21 Now, we have a lot of comments and a lot of
22 improvements that were given to us, and we're not
23 going to implement all of them. We can't do that.
24 We're going to go through some technical analysis and
25 we've already started to analyze each of those

1 projects, but to come up with an initial list of
2 projects from people who drive it every day is
3 critical.

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

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

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

23 And, again, it wasn't as overwhelming or
24 that very important. A little over 30 percent, but it
25 was a little more divided, but people could identify

1 congestion and safety. Yes, those are our main
2 concerns.

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

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

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

18 So, again, the total list is found on the
19 TDOT website for I-75 -- I-24, excuse me. The full
20 list, it's like 20, 25 pages of all the projects and
21 strategies that were proposed. When I say projects
22 and strategies, the difference between a proposed
23 project and a proposed strategy is this: A project is
24 very specific. Like, I want to add lanes on I-24 from
25 Exit 1 to Exit 11, for instance. That would be a

1 project.

2 A strategy would be, I think we need
3 transit service from Clarksville to Murfreesboro.
4 That's more of a strategy or an idea, not specific.
5 Not, we want a new rail line down the median. That
6 would be a project. So we're talking the language of
7 project and strategies, so both are very important.
8 One's just more specific than the other.

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

23 So all those come together, and we are
24 currently in the process of evaluating all those
25 projects so that's what we're doing right now.

1 All right. So let's go through a sample of
2 some of the projects that were proposed, and we'll be
3 in the final list of projects and strategies. Now,
4 these -- I'm going to give some examples. Now, these
5 are just examples. These are not projects that are in
6 the final prioritized list. I just want to make that
7 clear. I just want to give you an idea of what
8 typical project and strategy is for each type of
9 project. But the -- and these are going to be listed
10 in most popular, so we're going to start with the most
11 popular type of project or strategy.

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

21 So examples were: Add lanes on I-24 from
22 Clarksville to Nashville. That was one of the top
23 suggestions/proposals by citizens, and also add lanes
24 on I-24 from Smyrna to downtown Nashville. So those
25 are some of the top suggestions. Okay. So that's

1 good. People see congestion as a major problem in the
2 corridor. They came up with, "Let's add lanes to
3 I-24." That's good.

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

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

19 Now, a bridge. You may say, "Well, how
20 much does it cost to widen a bridge?" And, again,
21 this is what increases the cost in an urban area or a
22 rural area that has topography; you have to go over,
23 maybe, some rivers and so forth and different natural
24 manmade features.

25

1 But to widen a bridge, a typical bridge 300
2 feet long and you want to add one lane in each
3 direction, that would range between 1 to \$1.5 million
4 just to widen a bridge one lane in each direction. So
5 that's very, very expensive.

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

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

22 Now, I know you can't read that. I just
23 want to make that clear, you cannot read that. But
24 what this slide is is a number of different trains and
25 alternatives. The top is a standard bus system, and

1 I'm just going to go down the range of cost for
2 transit and this may be surprising to you.

3 For standard bus, you know, bus system that
4 operates on normal bus hours -- it's not enhanced or
5 bus rapid transit -- the standard bus is about 200 to
6 \$400,000 per mile; per mile. So a quarter to a
7 half-million dollars per mile.

8 And express bus would be 100,000 to 300,000
9 per mile to implement. And, again, this would include
10 capital costs for buses, as well as any stations.

11 These do include some right-of-way, just some
12 assumptions. You just might want to add the roadway
13 costs that I had before. It did not include
14 right-of-way. And right-of-way is just simply land
15 you have to purchase to build a road or a facility.

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

24 Then we get into bus rapid transit. Bus
25 rapid transit are the sleek-looking buses, the modern

1 buses, aerodynamic. Have the nice stations and so
2 forth. That's 1 to \$4 million per mile. And, again,
3 that depends on the number of buses, how often your
4 service is, how nice your stations are.

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

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

18 Light-rail transit. This is where you have
19 rail, and you don't have the large cars as you would
20 have with heavy rail. If you've been to Atlanta,
21 MARTA System, that would be heavy rail. But light
22 rail would be fewer railcars and not as much --
23 wouldn't accommodate as many people. But, again, it's
24 a rail sytem. That can range from 40 to \$70 million
25 per mile to do a light-rail system.

1 The heavy-rail transit, again, that's like
2 a MARTA System where you go to Chicago or Washington,
3 D.C., New York, heavy rail. It's either
4 constructional (ph) or it's underground. That runs
5 from 100 to \$120 million per mile.

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

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

22 The third most popular project was ramp
23 improvements. Extend a ramp or make the ramp longer,
24 add a merging -- add the distance you can merge with
25 traffic, or add a longer ramp before you get to the

1 signal and so forth. 52 proposals for that,
2 22 specific projects filtered down from those
3 proposals.

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

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

20 But let's look at the cost of
21 reconstructing a ramp, either lengthening it or
22 reconfiguring it. Just one ramp is 1.5 to
23 \$2.5 million just to lengthen it or to change it on a
24 freeway. So you can imagine if you did that for all
25 four at an interchange, say, at Exit 1, you'd be

1 looking at a \$10 million project, potentially, but
2 those are -- those are just ranges. If you have very
3 good conditions, the cost goes down. If you have
4 mountainous and tough situations, the cost can
5 increase rapidly.

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

13 47 proposals for this type of project,
14 16 specific projects. Examples, one was remove the
15 overlap of I-65 and I-24 from Exit 44B to Exit 46B.
16 So you take -- you split those and put them on a
17 parallel route. That was one of the more popular
18 ones. Or widen Murfreesboro Pike to handle traffic
19 diversion from Murfreesboro to Nashville. So widen it
20 from -- it's six lanes in some areas but you might
21 want to widen it from four lanes to six lanes, for
22 instance. The thinking would be it would take traffic
23 off of I-24, or if there was an accident on I-24 there
24 would be another route for people to go to in case of
25 an emergency.

1 Again, some average costs if you were to
2 add a lane on a parallel road, one situation might be
3 in a rural area you add one lane in each direction.
4 That would be about \$10 million per mile, and this is
5 a non-interstate. Or if you wanted to add two lanes
6 in each direction in an urban setting, that would be
7 up to \$22 million per mile. So -- and there's certain
8 situations in between there. You might add one lane
9 in each direction in an urban area so it would be in
10 between 10 and \$22 million. Again, we're talking
11 very, very large costs here, not minimal by any means.

12 One strategy, in particular, is
13 enforcement. A lot of people -- 38 -- there were
14 38 different proposals by citizens but that filtered
15 again down to about 5 basic strategies. One was
16 improve HOV lane enforcement in Nashville. That came
17 up over and over again. People violating, you know,
18 driving alone in HOV lanes in the morning and
19 evenings. They say, "Go out there and arrest -- give
20 violations and citations to people who do that."

21 Also, improve enforcement of traffic
22 violations; speeding and so forth, tailgating. Just
23 enforce existing laws out there, so people had those
24 comments. Really no unit cost to go over those, so
25 we're not going to give any costs for strategies.

1 HOV lanes. Well, this was very popular.
2 32 proposals by citizens. Again, it came down to
3 about 6 specific projects or strategies on both ends.
4 One group said get rid of them. Let one-occupant
5 vehicles use the HOV lanes. Basically, transform them
6 into a general lane, a more -- a regular lane.

7 Other people said extend the HOV lane hours
8 besides the three-hour periods in the morning and the
9 afternoon. Make them longer or, perhaps, go to a
10 24-hour day. A lot of cities do that that have HOV
11 lanes, just all day HOV lane.

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

15 One very interesting proposal was to have
16 new signage to divert traffic through traffic so they
17 don't go through Nashville onto State Route 840 and
18 sign it in such a way that you do the long-distance
19 destination so people would use it and also bring it
20 up to interstate standards. So if you're going to
21 treat it like an interstate, it has to be up to
22 interstate standards, which means -- and I think 840
23 would be able to easily be up to those standards. But
24 you'd have to make sure the signage, as well as
25 horizontal and vertical alignments, roadside safety,

1 and a lot of things have to be taken into
2 consideration before you call a road an interstate;

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

8 And, again, just to give you an idea for
9 some significant changes to a road's signing or
10 marking, this could include reflectors in the
11 pavement, it could be signs on the side, it could be
12 overhead signs with large structures, you get to the
13 \$50,000 range and up to a million if you have some
14 significant signage requirements or changes to a road.

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

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

24 Add exits to relieve traffic in
25 Clarksville. Well, we would call that a strategy.

1 Some people didn't say specifically at the spot. Some
2 people did, though, say certain areas, but they want
3 more interchanges in Clarksville or add interchanges
4 in Chattanooga.

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

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

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

19 Or if you want to add a new interchange in
20 an urban area, it's 18 to \$86 million. Again, that
21 could be a -- and \$86 million, for instance, would be
22 an interstate-to-interstate interchange or a major
23 surface street with an interchange -- with an
24 interstate. And, again, that depends on how
25 complicated things get, how many ramps you have, and

1 how much access you're providing and so forth.

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

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

13 Trucks, let's talk about trucks now.
14 Trucks can be very inconvenient while you're driving
15 on the road beside them or behind them, going up a
16 hill, or two trucks are side-by-side and you have
17 nowhere to go. We had 20 proposals by citizens in the
18 surveys in public meetings. Came down to about
19 7 specific projects and strategies. Had a lot talk
20 about restricting lanes, restrict them to two lanes
21 when you have three or more lanes, obviously, so they
22 can't get into that left lane. Or, if you have a
23 two-lane section, restrict them. Get them out of the
24 left lane.

25

1 Now, there's certain guidelines we have to
2 go by. You can't keep a truck out of a left lane of a
3 two-lane road, obviously, for reasons. But there are
4 some things we can do, like, we could add a
5 truck-climbing lane on long distances going upgrade
6 where there's just two lanes existing. You can add a
7 truck-climbing lane to get them out of the mix of
8 traffic so traffic can flow for a specific period of
9 time.

10 One drastic option would be to have a road
11 like a circumferential road or -- what's the word I'm
12 looking for? An outer loop, if you will, so you have
13 trucks that have to go in that outer loop. Like, on
14 285 in Atlanta, trucks can't go downtown unless they
15 have a destination downtown, but they have to take the
16 road around Atlanta so that would be a truck
17 restriction you could possibly do if you have a loop
18 road.

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

23 Well, there's a lot of considerations we
24 have to consider when we talk about diverting trucks
25 from the interstate.

1 All right. You see here there's an
2 equivalency chart. One railcar is equivalent to about
3 four-and-a-half trucks. That's a barge or a large
4 ship, the third one on the left. That's equal to
5 about seven -- one barge is equal to 70 trucks. So if
6 you can get the freight from a truck onto a barge or a
7 railcar, that gets them off the highway, but can we do
8 that?

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

14 Now, our initial analysis that we've done
15 so far is not very good news. There's not great
16 potential to take freight off trucks onto rail in our
17 corridor. Now, the I-40 corridor is a different case.

18 Norfolk Southern is making tremendous
19 improvements east/west through Tennessee that will
20 take freight off trucks and put it on rail. But in
21 this corridor, CSX has -- if you can see it, it's the
22 yellow line -- it sort of follows I-24. But CSX does
23 not have plans in the near future to widen or expand
24 capacity. So that's one consideration, is there
25 actual capacity on the railroad to put the freight on

1 railcars? That's one thing.

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

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

23 Intelligent Transportation Systems, ITS,
24 that's an example, "Don't text and drive." That's an
25 example of what you might see on a dynamic message

1 sign. But we had 19 proposals by citizens, 7 specific
2 projects or strategies. One was to control merging
3 traffic from ramps by using ramp metering.

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

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

22 Also, have more dynamic message signs in
23 the corridor to alert people of accidents or
24 alternative routes to take and so forth.

25

1 Just to give you an idea how much that
2 cost, one dynamic message sign costs about \$500,000.
3 You probably see there's many of them in Tennessee
4 throughout the state, so 500,000. That does not
5 include some other costs about getting electricity and
6 cable from the sign to a central location that
7 processes information, but the actual sign and
8 structure, half a million dollars.

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

16 And then ramp metering, between 90 and
17 \$120,000 per installation and a ramp, so -- and that's
18 about the same cost as a typical intersection signal.

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

24 14 proposals, 10 specific projects. One
25 example, the interchange in Chattanooga, I-24 and

1 I-75, and that's actually in the Chattanooga MPO's
2 program for that to happen so that was one proposal.

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

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

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

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

1 park and attend to emergencies.

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

12 Passenger rail. That's a little different
13 from light rail and bus service, but passenger rail
14 was still another project. 11 proposals by citizens,
15 4 specific projects.

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

22 And we didn't talk about the cost for
23 commuter rail or, also known as passenger rail, but it
24 can cost as much as 5 to \$50 million per mile to have
25 commuter rail. Now, typically, the cost to add

1 another track, to double track it -- that's typically
2 what the provider, CSX or Norfolk Southern, would ask
3 if you were to use their rail line and this service
4 would have to rent or pay for use for passenger rail
5 on their lines. So 5 to \$50 million is for commuter
6 rail per mile.

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

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

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

21 And even though it won't be a project that
22 we implement, I just wanted to give you an idea how
23 much it would cost to add one foot to each lane, a
24 lane in each direction on an interstate, and it would
25 be almost \$2 million. That's just to add that extra

1 foot in each direction. So there's a lot -- you know,
2 there's a lot you need to do when you add that one
3 foot. You have the foundation and that affects many
4 other things just to add that one foot, so even adding
5 12 inches to a lane is not inexpensive.

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

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

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

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

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

24 And, again, just to add a signal, one
25 signal, is about 90 to \$120,000. So you may think

1 that's an inexpensive improvement but to do that is,
2 again, not inexpensive. And then there's maintenance
3 cost to maintain the loops and so forth, so even
4 adding one signal is expensive.

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

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

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

1 a mile or so. It depends on the grade and length of
2 the grade.

3 Last one, rock fall or slide mitigation.
4 It may not be as much an issue in the Clarksville
5 area. There are some rock cuts in Nashville and there
6 are some approaching Clarksville, but a big issue is
7 in Monteagle, if you go through Monteagle between, you
8 know, Murfreesboro and Chattanooga, it's no surprise
9 to you all that there's large rock cliffs on either
10 side, and if you've been there recently you might see
11 some rock slides. But those are mostly people,
12 5 proposals by citizens, to improve the situation in
13 the Monteagle area is this -- to do something to
14 mitigate any further or any potential rock slides.

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

22 So those were the improvements that we had,
23 at least five or more proposals or suggestions by
24 citizens. And, again, you'll see projects like those,
25 you know, specific projects and strategies in the

1 final plan that are prioritized. So a cost will be
2 associated with them, and we're doing technical
3 analysis where we'll evaluate them and see what
4 their -- excuse me -- their impact on travel time and
5 safety and put a dollar amount to that and so we get,
6 sort of, a ratio of positive impact and cost and that
7 way we can rank the projects and have a short-term
8 list and a long-term list and so forth.

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

11 Yes, sir?

12 BOB BRUCE: Just a couple things came
13 to mind.

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

16 SCOTT RUMBLE: Yes, sir.

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

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

1 something that the Department would -- could construct
2 and --

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

5 SCOTT RUMBLE: Right.

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

11 SCOTT RUMBLE: Yeah.

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

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

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

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

21 Visibility on an entrance ramp, and I use
22 Exit 11 as a example. When you go on going towards
23 Kentucky as you're coming up there, you'd like to kind
24 of look back and see what's coming. You've got
25 nothing but foliage all along there, and it's not

1 something that somebody's planted. It's just wild and
2 it's grown up there.

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

5 SCOTT RUMBLE: Sure.

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

8 SCOTT RUMBLE: Right.

9 BOB BRUCE: So that's just --

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

12 BOB BRUCE: Yes, wild vegetation.

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

15 BOB BRUCE: I'm sorry.

16 JOAN BARNFIELD: -- your name
17 (referring to the court reporter).

18 BOB BRUCE: Bob Bruce.

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

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

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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.

1 BOB BRUCE: Thank you. I appreciate
2 it.

3 JOAN BARNFIELD: Sure.

4 SCOTT RUMBLE: Thank you.

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

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

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

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

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

24 SCOTT RUMBLE: Right.

25

1 DAVE GRAHAM: ...where expanding lanes
2 is really not unless you go to tolls or things like
3 that, so...

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

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

9 SCOTT RUMBLE: Sure.

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

13 SCOTT RUMBLE: Right.

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

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

19 DAVE GRAHAM: Right.

20 SCOTT RUMBLE: ...with revenue --

21 DAVE GRAHAM: Which may make that more
22 appealing --

23 SCOTT RUMBLE: True.

24 DAVE GRAHAM: -- than just the initial
25 cost scariness (ph) of it.

1 SCOTT RUMBLE: Right.

2 DAVE GRAHAM: You talked about a bus
3 lane expansion being about 3 to 10 million, but then
4 you talked about a truck lane expansion being 10 to
5 20 million.

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

8 SCOTT RUMBLE: The truck lane was...

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

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

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

17 DAVE GRAHAM: Okay.

18 SCOTT RUMBLE: -- would be different.
19 I may have...

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

22 SCOTT RUMBLE: No.

23 DAVE GRAHAM: Okay.

24 SCOTT RUMBLE: So that would get into
25 the cost of the actual...

1 DAVE GRAHAM: Okay. Locally, let me
2 get locally in Clarksville and ask some pertinent
3 questions that may relate to me.

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

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

12 SCOTT RUMBLE: We didn't see that
13 proposed.

14 DAVE GRAHAM: Okay.

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

18 JOAN BARNFIELD: Alternative.

19 DAVE GRAHAM: 'Cause that's where
20 everything is diverted when anything happens on
21 24 between here and Nashville. It's all diverted to
22 41...

23 SCOTT RUMBLE: Right. Right.

24 DAVE GRAHAM: ...so...

25

1 SCOTT RUMBLE: So potential
2 improvement, maybe, widening...

3 DAVE GRAHAM: Widening 41.

4 SCOTT RUMBLE: ...41?

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

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

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

15 DAVE GRAHAM: Like, the highway marker
16 15 area, maybe?

17 SCOTT RUMBLE: Yeah.

18 DAVE GRAHAM: Get some of that traffic
19 out.

20 SCOTT RUMBLE: Between 11 and 19.

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

23 SCOTT RUMBLE: Yes.

24 DAVE GRAHAM: That's a growing area
25 big time, so...

1 SCOTT RUMBLE: If you have a mile or
2 maybe a cross street at that location, certainly, you
3 can make that suggestion.

4 DAVE GRAHAM: You know, the Highway
5 15, Dixie Bee area.

6 SCOTT RUMBLE: Someone was going to
7 say something?

8 UNIDENTIFIED MALE SPEAKER: Six.

9 UNIDENTIFIED FEMALE SPEAKER: Mile
10 marker 6?

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

15 SCOTT RUMBLE: Okay.

16 DAVE GRAHAM: All right. Thanks.
17 Appreciate that.

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

20 ANNE WILLIAMS: Anne Williams.

21 You had mentioned this, kind of,
22 early-morning times about traffic ahead. Are you
23 considering it also on the side roads or is it just on
24 the interstate to warn people not to get on the
25 interstate, there's an accident ahead?

1 You can't tell at Exit 4 that traffic slows
2 down, you know, at mile marker 7 and so at that point,
3 it would be good to take an alternate route or
4 whatever it is.

5 SCOTT RUMBLE: Yeah.

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

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

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

14 JOAN BARNFIELD: Yes.

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

19 ANNE WILLIAMS: Right. And to
20 alleviate traffic --

21 SCOTT RUMBLE: Yeah.

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

24 SCOTT RUMBLE: Right. And that's a
25 great idea.

1 JOAN BARNFIELD: I think we're trying
2 to get as many signs up as possible on the interstates
3 because, you know, in some cases if you could get off
4 and not have to sit for two hours, you'd be much
5 happier, obviously. As it stands now, we don't have
6 the signs up along the interstates to get you off the
7 interstate quick enough to avoid having to sit there.

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

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

16 ANNE WILLIAMS: Okay. And along those
17 same lines, a lot of GPS systems have this little
18 traffic monitor that tells you that there's traffic
19 ahead and it kind of works in Nashville, but there's
20 nothing in Clarksville, so I don't know what it is
21 that they're looking at. I don't know if it's some
22 sort of signal that's going out in Nashville but maybe
23 think about doing that and expanding that system so
24 that if you have a GPS, you can look ahead and it
25 gives you warning that it's going to be delayed

1 20 minutes or something.

2 JOAN BARNFIELD: And when we get the
3 boards up along the interstates, that will help with
4 that. So that's -- part of it is they're not able to
5 track anything because we're not in all of the areas.

6 But we're working very hard, and I think
7 it's -- our goal is in the next three years to have
8 boards up so you will be able to see things like that.
9 But for right now, it doesn't have anything that it
10 can latch onto unless you're doing something local.

11 You all don't have any...

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

14 SCOTT RUMBLE: Right.

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

17 JOAN BARNFIELD: That feeds the
18 information.

19 ANNE WILLIAMS: -- into the GPS?
20 Okay. All right. Thank you.

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

24 SCOTT RUMBLE: Okay.

25

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

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

7 SCOTT RUMBLE: Okay.

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

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

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

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

17 And I think the projects like that that, as
18 you can see from cost, and we don't -- you know, I
19 don't want you to think that everything is about cost.
20 There's other things that factor in. But we did want
21 you to see that we do have to plan because it is so
22 expensive to do the smallest thing and that's why we
23 work with folks like Jill to make sure that what we do
24 is really what is needed. And so that's why we kind
25 of wanted to give you idea of all the different costs.

1 We had one man at a meeting who suggested
2 that we build a tunnel under the river -- and this was
3 in Chattanooga. And we -- you could see everybody
4 sitting there looking at the dollar signs thinking,
5 wow, a tunnel under the river.

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

12 SCOTT RUMBLE: Yes.

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

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

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

24 Well, I was real disappointed in the
25 response I got from people up there, okay? So I tried

1 to get them to make it a cloverleaf because we had
2 200-some crashes that year, and I totally understand,
3 because we're doing this. We're going north, we're
4 crossing over it. We're going east, we're crossing
5 over it. All these tractor trailers trying to get
6 over. When you cross over it with two lanes flowing
7 down on the interstate, it's a major problem.

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

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

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

21 Over here on the right if you want to go on
22 out to Thun Road, give the median over here, take the
23 right of way of the shoulder, and beef up a lane there
24 and put a turning lane.

25

1 Well, they've been working on this traffic
2 light now probably seven months, and now we're back to
3 you. I can't understand why it takes seven months to
4 hang a traffic light. Here is where we get into these
5 millions of dollars that the tax -- or, it's the gas
6 (sic) money that's paying for this, okay, but it comes
7 back to the taxpayers.

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

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

18 And I just see -- just like we just got
19 done spending -- I don't know how much we spent, you
20 probably know, to trim back I-24, all the trees, we
21 trim them back. Well, if you don't come along there
22 and put it in the mowing contract for them to mow that
23 once a year, well, you'll be back in a day or two
24 because all that foliage -- it's kind of like this
25 gentleman right here. It grows right back because it

1 don't take long. But if it went into the mowing deal,
2 "One time a year you must mow all the way back where
3 we just went there and trim all these trees up," and
4 that way we're not coming back and spending millions.

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

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

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

1 twice. So those are --

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

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

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

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

15 But in the I-24 issue that we're trying to
16 talk about now, we do these contracts. We let these
17 contracts. And in these contracts it says exactly
18 what they're going to do, how much it's going to cost,
19 when they're going to start it, and when they're going
20 to finish it, if there needs to be any closures. And
21 that we're able to hold their feet to the fire, so to
22 speak, and I think we've done a good job in if they
23 don't do what they say they're going to do, then we
24 have the contract to back them up.

25

1 So I think years ago maybe we didn't have
2 the exact control over maybe mowing and things that we
3 do now, but I think we've really tightened up on those
4 kind of things. You know, and the other thing is when
5 they find a contract that's not working, then the next
6 year they don't put them under contract. They'll go
7 to someone else, so...

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

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

16 JOAN BARNFIELD: And the dollar amount
17 that we're talking about tonight is just to give you a
18 ballpark figure. You know, it could be that it's
19 going to be a lot less, but it just gives you an idea
20 of why we need to plan so much and why we need to work
21 together to come up with something because, you know,
22 the cost of asphalt or concrete or whatever, prices
23 can change. Steel, all of those prices change so much
24 from year to year so that's what we're kind of hoping
25 that you see.

1 We would love to be able to go and put
2 everything out there that you would like to do but,
3 obviously, we can't. So we are kind of hoping by
4 everybody being able to see the cost factor, you'll
5 understand why we have to grab the things that have to
6 be done for safety, for congestion. Those are the
7 things that we have set up as our priorities, so...

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

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

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

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

1 get on the interstate, they could see that sign back
2 there.

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

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

10 GLEN CASTLEBERRY: Yeah. Yeah.

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

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

15 JOAN BARNFIELD: Yes, sir?

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

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

20 SCOTT RUMBLE: So, typically, it's
21 80 percent federal; 20 percent state.

22 PAUL TEASLEY: 80/20?

23 SCOTT RUMBLE: Yes.

24 PAUL TEASLEY: Okay. The other one is
25 if the one gentleman that was talking about the Exit 6

1 to Gateway would be if it's not in the proposal, let
2 me know and I'll add one, because now you have to get
3 off at Exit 4 and loop back around in order to get
4 over to the hospital...

5 JOAN BARNFIELD: Oh, okay.

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

10 JOAN BARNFIELD: Are you familiar with
11 the area?

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

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

20 We've got about 45,000 people that are
21 directly affected with the base, and we've got another
22 100,000 people that are either retirees or families,
23 and it's 120 mile roundtrip from here to the airport
24 and back again, and we've got at least two of the
25 units, the 160th and the 5th, that are moving all the

1 time just because of their mission. And if you look
2 at all of those people that are using the road that
3 wouldn't have to in order to do military travel, they
4 wouldn't have to go all the way to the Nashville
5 Airport.

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

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

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

13 JOAN BARNFIELD: Yes.

14 SCOTT RUMBLE: Okay.

15 PAUL TEASLEY: ...Outlaw Field.

16 JOAN BARNFIELD: Yes.

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

23 SCOTT RUMBLE: Right.

24 JOAN BARNFIELD: Yeah.

25

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

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

8 JOAN BARNFIELD: Yes.

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

12 JOAN BARNFIELD: Any other comments?

13 KELLY TINKER: I have a question.

14 You brought up safety and congestion as the
15 two main -- I'm sorry. My name is Kelly Tinker.

16 You brought up congestion and safety as the
17 two main focuses. Did you bring any data regarding
18 how those two indicators have changed over the years
19 or what the root causes to be?

20 Have you found what's influencing those
21 things?

22 SCOTT RUMBLE: Yeah. We have some
23 information, it's technical information, on some
24 boards back there in terms of congestion and speeds
25 that would address the congestion issue. We don't

1 have any -- we do have some technical documents online
2 about accidents, so...

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

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

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

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

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

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

23 KELLY TINKER: And you used a term in
24 there I've never heard of before, billboard
25 consolidation?

1 Would you consider banning new billboards,
2 as that's kind of an antiquated means of communication
3 these days?

4 JOAN BARNFIELD: That's legislation.

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

7 JOAN BARNFIELD: Yeah. I think TDOT
8 is always in trouble over billboards.

9 That's an area that's under our
10 beautification which is TDOT. They have passed
11 legislation saying it's got to be so far back or...

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

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

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

1 that so that's a whole different area.

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

6 BOB BRUCE: I got one more thing.

7 JOAN BARNFIELD: Yes, sir.

8 BOB BRUCE: On the 41A project --

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

11 BOB BRUCE: Oh, Bob Bruce again.

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

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

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

24 JOAN BARNFIELD: Yes.

25

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

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

10 JILL HALL: Right. That was --

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

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

15 BOB BRUCE: We've been looking for it.

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

18 JOAN BARNFIELD: Okay.

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

23 BOB BRUCE: Okay.

24 JILL HALL: But from what we're told
25 now, and this could change, they are hoping by

1 December to let it, to send it out to bid. So we're
2 hopeful, but it has been -- we've been told this for
3 about a year now, but it was because there was some
4 missing right-of-way that was supposed to have already
5 been bought that had not been, and they had missed it
6 when they went for the right-of-way.

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

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

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

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

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

25 BOB BRUCE: Okay.

1 JOAN BARNFIELD: They don't own --
2 BOB BRUCE: All right. I'm sorry.
3 JOAN BARNFIELD: Yeah. No, but that's
4 a legitimate statement. But, no, if we don't own it,
5 we can't...
6 BOB BRUCE: I'm glad to know that next
7 year it's happening too.
8 JOAN BARNFIELD: I think so, yeah.
9 JILL HALL: But we think -- we feel
10 like it will because that missing piece of
11 right-of-way was purchased now, I believe.
12 BOB BRUCE: Okay.
13 JILL HALL: So we have been told
14 December. So, hopefully, sometime this winter, close
15 to December, it will get let --
16 BOB BRUCE: Great.
17 JILL HALL: -- and it'll start.
18 GLEN CASTLEBERRY: I have another
19 quick one. Glen Castleberry.
20 It seems like Montgomery County has always
21 been shortened as far as any road construction, major
22 road construction. I mean, we're probably 20 years
23 behind with the road construction going on in
24 Clarksville, and can you help me understand it?
25

1 JOAN BARNFIELD: Well, I think, with
2 all due respect, every meeting that we go to I think
3 each county, major county, feels the same way. And,
4 unfortunately, there are lots of them that have not
5 had the big project, or they've had the one big
6 project and no little projects. So -- but I think if
7 you laid a map out and you looked, I think TDOT has
8 done a good job trying to hit the areas.

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

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

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

18 I travel the state of Tennessee quite a
19 bit, okay? When you go out in Waverly and you see a
20 massive road with a handful of cars running, I am
21 trying to understand what are we doing. And, I mean,
22 I go to Murfreesboro, towards Chattanooga.
23 Murfreesboro's getting all kinds of road improvements.

24 When you come to Clarksville, Tennessee,
25 I'm telling you, it is -- we're fixing to be so locked

1 up. It's in the middle of the day, 9:00, 10 o'clock
2 in the morning, you almost can't go nowheres. Now,
3 I'm talking state roads, and the side roads are being
4 affected, okay? But I'm talking about the state
5 roads. We're almost to a gridlock here in
6 Clarksville.

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

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

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

22 JILL HALL: Well...

23 GLEN CASTLEBERRY: ...to be number
24 four or five, whatever we are, okay.

25

1 JILL HALL: Well, we're fifth. We are
2 fifth.

3 GLEN CASTLEBERRY: Okay.

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

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

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

19 JOAN BARNFIELD: You're close.

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

24 Some of the improvements that we have
25 recently received from TDOT have been safety

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

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

15 JOAN BARNFIELD: And the other thing
16 on the roads, TDOT -- everything is on a schedule.
17 Interstates are paved, you know, and all of these
18 roads are -- they're on a schedule, and it's not
19 something that TDOT decides. The federal government
20 steps in and says, "You have to pave this every so
21 often. You have to do this so often." And we work
22 with local officials to say, you know, if this road
23 needs it before it's time for the contract, let us
24 know.

25

1 But these interstates, if you notice, I
2 mean, we get complaints about because we are out there
3 paving them because we don't want them to get really
4 bad. We try to stay on top of it.

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

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

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

22 You know, it may be that there's somebody
23 down there mowing. If he's not doing a good job, we
24 don't know it sitting in Nashville or at the region
25 so, you know, tell us they're not doing a good job.

1 So those are the kind of things -- or, you
2 know, tell Jill and let Jill tell us, however you want
3 to do it. But those are the kind of things that, you
4 know, we have to work together to get it done.

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

7 BOB BRUCE: Okay.

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

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

15 BOB BRUCE: There's one here.

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

20 BOB BRUCE: Squeaky wheel.

21 JILL HALL: -- you know...

22 But if it is a safety concern or if you
23 just have an input suggestion, call us and we will
24 relay it.

25

1 With, I believe, his comment with Exit 6
2 where our hospital is, I know that both the mayors
3 have been, I believe, to this administration and
4 definitely to Nicely's Administration --

5 JOAN BARNFIELD: Previous.

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

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

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

13 JOAN BARNFIELD: Yes.

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

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

19 JILL HALL: It should be, yes.

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

23 JOAN BARNFIELD: Yes.

24 GLEN CASTLEBERRY: -- it's like they
25 said, you gotta go all the way down to 4, turn around

1 and come back down Ted Crozier to get to the hospital.
2 Because Dunlop Lane -- Dunlop Lane is where she is
3 talking about Exit 6, if they had a ramp right there
4 you'd be right on top of the hospital.

5 JOAN BARNFIELD: Yes.

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

8 JOAN BARNFIELD: Driving around.

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

11 JOAN BARNFIELD: Yes.

12 GLEN CASTLEBERRY: So...

13 JOAN BARNFIELD: Okay.

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

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

19 JOAN BARNFIELD: Certainly.

20 MIKE MORRIS: My name's Mike Morris.

21 It's an age-old question, I know, but about
22 the northern loop of 840. Is that a dead issue or has
23 it worked for the south any as far as re-routing truck
24 traffic through Nashville and...

25

1 JOAN BARNFIELD: You know, I have to
2 say on a personal level, I haven't looked at the stats
3 on it.

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

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

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

23 So, anybody else?

24 (No response.)

25

1 JOAN BARNFIELD: Well, for those of
2 you who have made comments and sent information and
3 stuff in, we truly thank you.

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

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

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

20 So we appreciate all your help.

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

23 WALLY CROW: I have a couple things I
24 want to say about -- she mentioned the strategic
25 highway system.

1 I work at Fort Campbell. There's something
2 called the Strategic Highway Network that the military
3 uses that we have certain routes, and 24 is one of
4 them that we have to have for that transportation.

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

11 If they had at least the southern part of
12 840 to come on around through Dickson from Clarksville
13 to Dickson down to connect with 840, it would get
14 those trucks out of downtown Nashville.

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

23 We get fuel, a tremendous amount of fuel,
24 at Fort Campbell continuously. It's all trucked to
25 Fort Campbell.

1 Pipelines are another form of
2 transportation that somebody should consider, and if
3 we had a barge system down here on the Cumberland
4 River with a short pipeline out to Fort Campbell, you
5 can get a lot of trucks off the highway. So those are
6 the things that somebody should consider.

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

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

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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.)**

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C E R T I F I C A T E

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.