



# **Appendix L**

## SR-66 Public Engagement Summary

# STATE ROUTE

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From State Route 34 (US-11E, Andrew Johnson Highway) in Bulls Gap to  
Near Speedwell Road/Old Highway 66, Hawkins County, Tennessee

PIN 107579.00, Federal Project #: STP-66(38)

Appendix L: SR-66 Public Engagement Summary

Through December 2024



## Table of Contents

1. Introduction .....	1
2. Alternatives Under Consideration .....	1
2.1. No-Build Alternative.....	1
2.2. Build Alternative .....	2
3. Focus of this Public Engagement Summary .....	4
4. Public Meetings Held Prior to the Initiation of the Environmental Assessment.....	4
4.1. November 17, 2016 Design Public Meeting .....	4
4.2. November 13, 2018 Design Public Meeting .....	11
5. Public Engagement Efforts Following the Initiation of the Environmental Assessment .....	12
5.1. Public Engagement Methodology.....	12
5.2. November 12, 2024 Public Meeting .....	12
6. Future Public Engagement.....	36
6.1. Notice of Availability .....	36
6.2. Public Hearing.....	36

## List of Tables

Table 1: Comments and Responses Documented in the March 8, 2017 Comment Summary Disposition from the November 17, 2016 Design Public Meeting .....	7
Table 2: Comment Provided Via Email- Following the November 17, 2016 Design Public Meeting .....	10
Table 3: November 12, 2024 Public Meeting - Question-and-Answer Session Summary.....	17
Table 4: November 12, 2024 Public Meeting - Total Comments Received by Comment Method .....	22
Table 5: November 12, 2024 Public Meeting - Comments Received by Comment Card .....	24
Table 6: November 12, 2024, Public Meeting - Comments Received by Email .....	32
Table 7: November 12, 2024 Public Meeting - Comments Received by Online Comment Form .....	33

## List of Figures

Figure 1: Project Location Map .....	3
Figure 2: State Route 66 November 12, 2024 Public Meeting Notification Postcard, Front and Back .....	14
Figure 3: November 12, 2024 Public Meeting .....	15
Figure 4: State Route 66 Project Informational Handout and Comment Card .....	16

Figure 5: State Route 66 Project QR Code .....	21
Figure 6: View of Online Comment Form .....	23

## List of Appendices

Appendix A: November 17, 2016 Design Public Meeting Materials

Appendix B: November 13, 2018 Design Public Meeting Materials

Appendix C: November 12, 2024 Public Meeting Materials

Appendix D: Public Comments Received from the November 12, 2024 Public Meeting

\*Please note that copies of the appendices listed above are available for download via the <https://tinyurl.com/SR-66Hawkins> or by scanning the QR code and have not been printed. If you would like to receive a printed version of the appendix material, please call 1-800-546-0949 or email at [TDOT.Comments@tn.gov](mailto:TDOT.Comments@tn.gov).



# 1. Introduction

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), proposes to widen and realign State Route (SR) 66, from the intersection with SR-34 (US-11E, Andrew Johnson Highway) in Bulls Gap to near the intersection with Speedwell Road/Old Highway 66, in Hawkins County.

Because the proposed project involves the use of federal funds, the project is subject to the requirements of the [National Environmental Policy Act \(NEPA\)](#).<sup>1</sup> TDOT and FHWA are preparing an Environmental Assessment (EA) in accordance with the NEPA to identify and evaluate the environmental effects of the proposed project and to identify measures to minimize harm.

## 2. Alternatives Under Consideration

A No-Build Alternative and one Build Alternative are being evaluated in the EA. Each alternative is described in the subsequent text below.

### 2.1. No-Build Alternative

The No-Build Alternative has been retained for detailed study and serves as a benchmark for comparison against the Build Alternative. The No-Build Alternative would retain the existing state route and roadway configuration throughout the SR-66 project area except for those modifications to the roadway network that have been programmed and approved for implementation, as identified in [TDOT's 25-Year Long Range Transportation Policy Plan](#),<sup>2</sup> [State Transportation Improvement Program \(STIP\)](#),<sup>3</sup> and the [TDOT 10-Year Project Plan](#)<sup>4</sup> and would allow for routine maintenance and safety upgrades.

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<sup>1</sup> <https://www.govinfo.gov/content/pkg/COMPS-10352/pdf/COMPS-10352.pdf>

<sup>2</sup> <https://www.tn.gov/tdot/long-range-planning-home/25-year-transportation-policy-plan.html>

<sup>3</sup> <https://www.tn.gov/tdot/program-development-and-administration-home/program-development-and-administration-state-programs.html>

<sup>4</sup> <https://www.tn.gov/tdot/build-with-us.html>

## 2.2. Build Alternative

According to the Right-of-Way Plans (dated August 9, 2024),<sup>5</sup> which serve as the basis of the EA, the Build Alternative would generally follow the existing SR-66 roadway alignment, except in locations where minor alignment shifts are needed to correct roadway geometric deficiencies. The Build Alternative would also widen the existing two-lane roadway configuration (which currently consists of one 10-foot-wide lane in each direction) to include the following (see **Figure 1**):

- Two 12-foot travel lanes (one travel lane in each direction) and paved shoulders four- to ten-feet in width.
- An intermittent 12-foot-wide two-way left-turn lane from SR-34 (US-11E, Andrew Johnson Highway) to north of Goan Drive and from north of Berry Road to near Speedwell Road/Old Highway 66.
- Five-foot wide sidewalks from SR-34 (US-11E, Andrew Johnson Highway) to north of Goan Drive.
- Intermittent curb and gutter.
- Guardrail, as required.

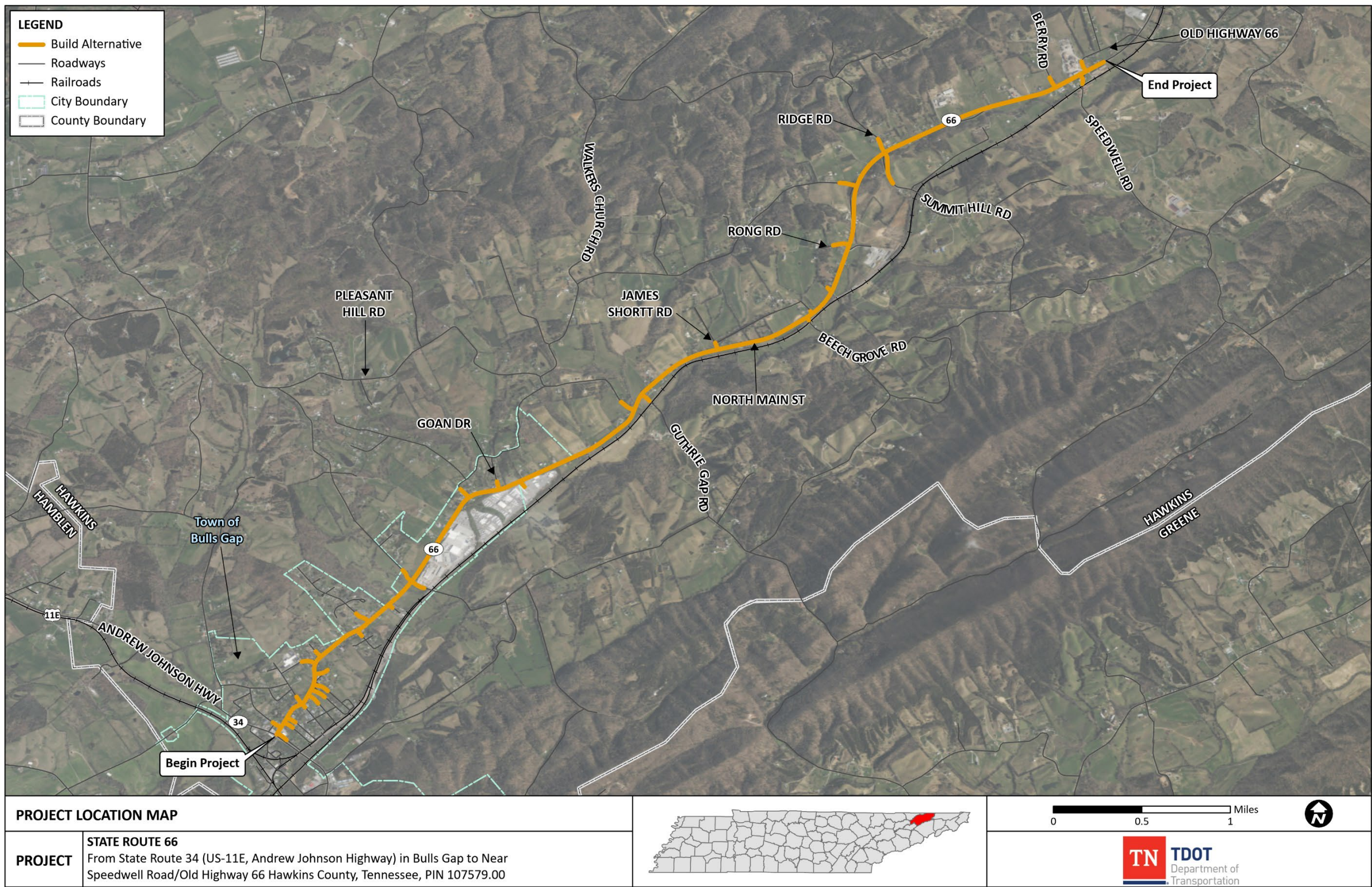
Once completed, the Build Alternative would provide a consistent typical section along SR-66 from SR-34 (US-11E, Andrew Johnson Highway) to the county seat of Rogersville, as well as provide a link from Rogersville to Interstate 81 (I-81). The total proposed project length is approximately 5.70 miles.

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<sup>5</sup> Please see **Appendix C** of the EA for a copy of the Right-of-Way Plans (dated August 9, 2024).



Figure 1: Project Location Map





### 3. Focus of this Public Engagement Summary

This Public Engagement Summary has been prepared by TDOT to document the public engagement efforts completed for the proposed SR-66 project through December 9, 2024. The intention of this memorandum is to provide a summary of any public meetings held prior to the initiation of the EA as well as those public engagement efforts completed following the initiation of the EA in September 2024.

### 4. Public Meetings Held Prior to the Initiation of the Environmental Assessment

TDOT held two design public meetings for the proposed SR-66 project prior to the initiation of the EA in September 2024. These meetings were intended to inform the general public of the proposed project, provide the public with the opportunity to review and provide input on the alternatives under consideration, and answer questions.

#### 4.1. November 17, 2016 Design Public Meeting

The November 17, 2016 Design Public Meeting was held from 5:00 p.m. EST to 7:00 p.m. EST at the Bulls Gap School, 315 Allen Drive, Bulls Gap, Tennessee. Approximately 90 people were in attendance. The design public meeting was held to provide an opportunity for the public to speak to TDOT representatives and ask questions as well as review design plans associated with the Build Alternative and an avoidance option (Option B)<sup>6,7</sup> of the Build Alternative which was developed by TDOT to avoid two National Register of Historic Places (NRHP) eligible farms.

##### 4.1.1. Notification of the November 17, 2016 Design Public Meeting

In order to publicize the November 17, 2016 Design Public Meeting, a public notice was posted to TDOT's online calendar of events<sup>8</sup> on October 28, 2016. A copy of the public notice is included in **Appendix A**.

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<sup>6</sup> In 2013, TDOT developed a Historic/Architectural Assessment and Documentation of Effects which examined the Build Alternative under consideration in the present EA as well as an avoidance option (Option B) which would avoid impacts to both the Shadowland Farm and the Berry Farm. The avoidance option (Option B) would share the same alignment as the Build Alternative from SR-34 (US-11E, Andrew Johnson Highway) to north of Goan Drive. The avoidance option (Option B) would then shift onto new location north of existing SR-66 to avoid impacts to the NRHP eligible properties, Shadowland Farm and Berry Farm. The avoidance option (Option B) would then transition back to the same alignment as the Build Alternative south of Rong Road.

<sup>7</sup> Please see the SR-66 Cultural and Section 4(f)/Section 6(f) Resources Technical Memorandum in **Appendix G** of the EA for additional details regarding the development of a historic avoidance option of the Build Alternative as well as **Chapter 2** of the EA for additional details.

<sup>8</sup> Please note that due to the passage of time since this meeting was held, the web address where this notification was published is no longer active.

### 4.1.2. Description of the November 17, 2016 Design Public Meeting

The meeting included a sign-in table, a PowerPoint presentation, design displays of the Build Alternative and avoidance option (Option B), and a court reporter was also available to take comments from the public.

Please note that a transcript of this meeting and sign-in sheets are not included in this Public Engagement Summary.

#### PROJECT WEBSITE

Digital copies of the design meeting materials (PowerPoint presentation, design displays, and meeting handout) were posted to the project website and were available for download at:

<https://www.tn.gov/tdot/projects/projects-region-1/state-route-66.html>

Copies of the design meeting materials, as available, are included in **Appendix A**.

#### SIGN-IN AND INFORMATIONAL HANDOUT

As each member of the public arrived, they were asked to sign-in and were provided an informational handout. The informational handout provided a high-level project description, an overview of the TDOT project development process, the project's intended purpose as outlined in the [2006 Transportation Planning Report \(TPR\)](#),<sup>9</sup> a project location map, and information on how to submit a comment. The comment deadline following the design meeting was December 8, 2016. A copy of the informational handout is included in **Appendix A**. Please note that copies of the sign-in sheets are not available.

#### POWERPOINT PRESENTATION

The PowerPoint presentation outlined the meeting's purpose, the intended purpose of the project as outlined in the [2006 TPR](#), an overview of the proposed design of the Build Alternative as well as avoidance option (Option B), an overview of the TDOT project development process, and methods for providing comment. A copy of the PowerPoint presentation is included in **Appendix A**.

#### DESIGN DISPLAYS

Design displays of the Build Alternative and avoidance option (Option B)<sup>10</sup> were posted in the meeting space. The design displays highlighted the proposed alignment of the Build Alternative and avoidance option (Option B). Members of the TDOT project team were present to assist the public and answer questions.

A copy of the design displays is included in **Appendix A** and is also available for download via the project website.

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<sup>9</sup> <https://www.tn.gov/content/dam/tn/tdot/documents/government-how-do-i-documents/Studies/StatewidePlanning/studies-HawkinsSR66BullsGaptoLM5.3NearOtes-TPR.pdf>

<sup>10</sup> Please see the SR-66 Cultural and Section 4(f)/Section 6(f) Resources Technical Memorandum in **Appendix G** of the EA for additional details regarding the development of a historic avoidance option of the Build Alternative as well as **Chapter 2** of the EA for additional details.

### 4.1.3. Comments Received from the November 17, 2016 Design Public Meeting

TDOT asked that all completed comment cards, emails, and letters related to the November 17, 2016 Design Public Meeting be submitted to TDOT by December 8, 2016. According to a TDOT March 8, 2017 Comment Summary Disposition, two verbal comments, 16 comment cards, and no letters were received following the design meeting. However, within this Public Engagement Summary only the thirteen comments summarized in the March 8, 2017 Comment Summary Disposition are included as records of both the comment cards and verbal comments could not be located. The thirteen comments and TDOT's responses are summarized in **Table 1** and a copy of the March 8, 2017 Comment Summary Disposition is included in **Appendix A**.

Additionally, one public comment was received following the November 17, 2016 Design Public Meeting that was not documented in the TDOT March 8, 2017 Comment Summary Disposition. This comment was received via email and is summarized in **Table 2**. A copy of the email is also included in **Appendix A**. Please note that a TDOT response to this emailed comment was either not provided at the time the comment was made or cannot be located. However, TDOT is now providing a response to this comment in December 2024 based on most up-to-date available information.



Table 1: Comments and Responses Documented in the March 8, 2017 Comment Summary Disposition from the November 17, 2016 Design Public Meeting

General Comments Noted by the TDOT Project Team During the Design Meeting	
<p><u>General Comment</u>: Some attendees brought up an alternate design option, Option B, from the <a href="#">2006 TPR</a>, which would have bypassed Bulls Gap to the west and tie back into existing SR-66 north of Bulls Gap.</p> <p><u>TDOT Response</u>: TDOT studied this design option but determined it would be best to follow the existing alignment of SR-66 in Bulls Gap due to a reduction in expected environmental impacts.<sup>11</sup></p>	
<p><u>General Comment</u>: Currently, existing SR-66 bisects the Shadowland Farm (NRHP eligible property).</p> <p><u>TDOT Response</u>: The impact that the proposed project would have on Shadowland Farm was minimized by reducing proposed shoulder widths from ten to six feet on each side of the highway. The TDOT Historic Preservation Office has been engaged in the proposed project’s design efforts and has provided input regarding the proposed design of the Build Alternative. Further, nearby homes (relocations) would be reviewed by the TDOT project team to reduce impacts where possible.</p>	
<p><u>General Comment</u>: Several public comments were received at the meeting and on comment cards to avoid impacting the homes under the avoidance option (Option B).</p> <p><u>TDOT Response</u>: The designers would review the proposed design to minimize or eliminate any relocations where possible.<sup>12</sup></p>	
Individual Comments	
Comment	Response
Drew Robinson (Tract 11) noted there were three options explored in the <a href="#">2006 TPR</a> . He questioned why Option A was selected going through Bulls Gap?	The <a href="#">2006 TPR</a> does not specifically identify Option A as the preferred design option over Options B and C. However, TDOT selected Option A after deliberation and consideration of all the design options including environmentally sensitive areas within the 5.6-mile <sup>13</sup> length of the proposed project.
Robert and Sandra Wallace (Tract 44) commented they will lose their home if the design is not changed. They have requested that the alignment of Melrose Avenue be shifted to avoid taking their home.	After review of the situation, it appears that the home on adjacent Tract 39 has been demolished. Given this, it makes sense to attempt impact reduction on Tract 44 and the designers would evaluate this with the goal of eliminating the relocation. <sup>14</sup>
Jerry Dale and Sharon A. Long (Tract 85) are concerned about two things. Mr. Long first expressed concern about the impact to their yard. The second concern is more global in that the design appears to impact residences when, if shifted to one side or the other, the impact to people’s homes could be reduced or eliminated and the impacts could be shifted onto vacant land.	Regarding the first concern, the TDOT project team would review the impact on the Long’s front yard to determine if it can be mitigated. Shifting the roadway away from the Long’s property would adversely impact the Cureton tract across the highway which is already impacted more severely than the Long’s tract. Included in the TDOT’s project team’s design review would be a possible profile grade adjustment that may reduce impacts on the Long’s property without adversely affecting the Cureton tract. Regarding the second more global comment that the road should be shifted where possible to avoid/eliminate impacts to residences and increase impacts to vacant land; the TDOT project team would investigate this and make adjustments where possible. <sup>13</sup>
Sam Shepherd (Tract 92) is concerned that SR-66 construction will be too close to the existing building on his tract for it to be economically viable. He is requesting that the State buy the structure and remove it from his tract. Mr. Shepherd would like additional access points onto the tract. He owns several adjoining tracts in the area.	Once the plans have progressed to the Right-of-Way phase, TDOT professional appraisers would evaluate the situation using commonly employed appraisal methods. The resulting appraisal would be independently reviewed, and an offer would be made for the land necessary to reconstruct the roadway. Mr. Shepherd would have the opportunity to speak with the appraiser and express his concerns and wishes, including additional access points, as part of the appraisal process. The current design includes replacement of the existing driveway in width and location. <sup>15</sup>

<sup>11</sup> Please see **Chapter 2** of the EA for additional details regarding design options considered in the [2006 TPR](#).

<sup>12</sup> Please note that following the November 17, 2016, Design Public Meeting, TDOT removed the avoidance option (Option B) from consideration due to public feedback and the Build Alternative as presented in **Chapter 2** of the EA was carried forward for study.

<sup>13</sup> Please note that the current length of the Build Alternative as described in **Chapter 2** of the EA is 5.70 miles.

<sup>14</sup> Please note that given the length of time that has been passed since the November 17, 2016 Design Public Meeting, it is possible that the design and the tract numbering at this location has changed. Please review Project Background information available in **Appendix C** of the EA to see the most recent project mapping as well as the Right-of-Way Plans (Dated August 9, 2024) which are the basis of the Build Alternative under consideration.

<sup>15</sup> For the most current information regarding relocations associated with the Build Alternative, please see the SR-66 Community Impact Assessment, Relocations, and Economic Resources Technical Memorandum in **Appendix E** the EA.

Comment	Response
George Thomas Smith (Tract 125) objects to the provision of sidewalks throughout the city limits and would prefer they end at Oak Grove Church which is located between Allen Drive and Glenwood Street in Bulls Gap.	The project design includes sidewalks within the city limits of Bulls Gap where pedestrians are more likely than out in the County. Sidewalks allow pedestrians a safe place to walk and are useful for building a sense of community by allowing people to walk around, see neighbors and otherwise enjoy the environment. It is very likely that provision of the sidewalks would result in a bigger footprint for the roadway project, but once construction is completed the community would be better served. <sup>16</sup>
Travis Arnott (Tracts 155, 155A, 163, 165, 168 & 171) commented that he sees no reason that SR-66 can't be widened along the existing alignment. He feels that the new road will cost more to maintain. Mr. Arnott is also concerned about the impacts to his family's land (a century farm) as well as his grandfather's home at 1219 Hwy 66. Finally, he is concerned about all the land that will be acquired to build the new reconstructed roadway.	The proposed location of the avoidance option (Option B) was to avoid impacts to the NRHP eligible resource known as the Berry Farm. Designing the avoidance option (Option B) to be on new location completely avoids the historic site and provides maximum separation of the roadway from the Berry Farm properties. In doing so, other properties, including Mr. Arnott's family century farm, are affected by this move. Due to State and Federal regulations, impacts to the Berry Farm must be mitigated and minimized as much as is possible and practical. This project is being funded with Federal and State matching funds which are not provided unconditionally. Therefore, to meet safety and alignment standards and guidelines tied to the funding of the project, SR-66 is proposed to be relocated or shifted in certain locations under the avoidance option (Option B). The TDOT project team would evaluate a shift in proposed alignment to avoid the Arnott homes and/or properties as well as not impact neighboring properties adversely. Impacts would be spread out as equitably as possible with the proposed alignment shift. <sup>17</sup>
Louise B. Howard (Tract 184) would like the road shifted away from her tract to eliminate impacts.	The TDOT project team would evaluate this possibility. However, by moving the roadway, the project impacts may just be shifted to another property owner. The designers would also evaluate the possibility of using retaining walls to lessen the impact to Ms. Howard's property. The nearby cemetery could also be avoided. <sup>18</sup>
Ross and Joyce Hughes (Tract 187) question why so many houses are being taken and wondered why the road can't be shifted onto vacant land. They also don't think a four-lane road is necessary.	The TDOT project team would evaluate the possibility of shifting the roadway, however, by shifting the roadway, project impacts may just be shifted to a different property owner. Design guidelines and standards must be followed in order for the reconstructed roadway to be safe once construction is complete. These guidelines and standards make shifting the roadway back and forth quickly and in short distances impractical. One of our objectives identified in the <a href="#">2006 TPR</a> is to provide a safer facility once the project is complete. <sup>19</sup> A four-lane roadway is not under consideration. Instead, it would consist of three lanes and shoulders with curb, gutter, and sidewalks within the city limits of Bulls Gap and only two lanes with full shoulders north of Bulls Gap. <sup>20</sup>
Jewell Long (Tract 202) is concerned if enough money and/or time will be given to relocate safely.	TDOT uses federally mandated appraisal guidelines that allow for compensation to property owners from whom land must be acquired to construct the roadway and other improvements. These guidelines call for a fair marketplace-based appraisal that is independently reviewed. Funds are also made available to help residents who need to be relocated. All of this information would be more clearly explained and articulated at a Right-of-Way meeting for affected property owners to be held as the project moves forward.

<sup>16</sup> Please note the sidewalks are still included in the current design of the Build Alternative from SR-34 (US-11E, Andrew Johnson Highway) to Goan Drive. Please see **Chapter 2** of the EA for additional details.

<sup>17</sup> Please note that following the November 17, 2016 Design Public Meeting, TDOT removed the avoidance option (Option B) from consideration due to public feedback and the Build Alternative as presented in **Chapter 2** of the EA was carried forward for study.

<sup>18</sup> Please note that given the length of time that has been passed since the November 17, 2016 Design Public Meeting, it is possible that the design and the tract numbering at this location has changed. Please review Project Background information available in **Appendix C** of the EA to see the most recent project mapping as well as the Right-of-Way Plans (Dated August 9, 2024) which are the basis of the Build Alternative under consideration.

<sup>19</sup> Following the development of the [2006 TPR](#), TDOT has developed a revised purpose and need statement for this SR-66 which is described in further detail in **Chapter 1** of the EA.

<sup>20</sup> As shown on the November 17, 2016 Design Public Meeting project displays (see **Appendix A**), under the Build Alternative, a two-lane road was under consideration with an intermittent 12-foot-wide two-way left-turn lane from the intersection with SR-34 (US-11E, Andrew Johnson Highway) to north of Goan Drive. For an updated description of the Build Alternative currently under consideration which includes the development of an improved two-lane roadway, see **Chapter 2** of the EA.

Comment	Response
Linda Jennings (No acquisition, property not within project limits) is concerned that the project will destroy the quiet country living she currently enjoys. She is also concerned about the number of homes being acquired by the project.	The objective of this project is to reconstruct SR-66 and provide added safety and eliminate deficient roadway alignment by providing another 5.6 miles <sup>21</sup> of improved roadway from I-81 to Rogersville, TN. <sup>22</sup> The project would not be building a freeway. Instead, Bulls Gap would have a three-lane road with shoulders and curb and gutter with sidewalks; north of Bulls Gap would be a two-lane road with full shoulders. <sup>23</sup> The TDOT project team would be looking at a variety of options to reduce the overall impact of the project, including shifts in the road alignment, possible use of retaining walls and other methods to reduce the footprint/impact of the project.
Michael Solomon (Mayor of Bulls Gap, no acquisition, property not within project limits) would like to see a bicycle lane added to the project and the addition of turn lanes at SR-34 (US-11E, Andrew Johnson Highway) and at Barrette Living Manufacturing.	The current design has sufficient pavement width within Bulls Gap to allow for a 4-foot bicycle lane on each side of the road. Outside of Bulls Gap, the roadway would typically have a 10-foot shoulder on both sides. These features should be sufficient to provide safe refuge for bicyclists. The TDOT project team would investigate adding turn lanes at the intersection of SR-34 (US-11E, Andrew Johnson Highway) and SR-66 as well as improving the existing traffic signal. Turn lanes into the Barrette facility are already proposed. <sup>24</sup>
Cynthia Arnott Trentham (No acquisition, property not within project limits) is concerned that the avoidance option (Option B) will result in a decrease in her personal safety. This is due to the fact that the avoidance option (Option B) will be closer to her home on Rong Road. Instead, she would like the new road to be built more or less following the existing alignment (Build Alternative). Ms. Trentham also provided some insight into potential project impact to unmarked civil war era grave sites near her property.	The proposed location of the avoidance option (Option B) was to avoid impacts to the NRHP eligible resource known as the Berry Farm. Designing the avoidance option (Option B) to be on new location completely avoids the historic site and provides maximum separation of the roadway from the Berry Farm properties. Due to Federal and State regulations, impacts to the historic site must be minimized as much as practical. The chosen alignment is a compromise between various competing demands. It meets the required design standards and spreads the impacts as equitably as possible. <sup>25</sup>
Diana Hughes (No acquisition, property not within project limits) commented that the current proposed alignment of SR-66 impacts too many homes and thinks the highway should be shifted to the east of existing SR-66 to reduce the number of impacts.	The <a href="#">2006 TPR</a> does not specifically identify Option A as the preferred design option over Options B and C. However, TDOT selected Option A after deliberation and consideration of all the design options including environmentally sensitive areas within the 5.6-mile <sup>26</sup> length of the proposed project.

<sup>21</sup> Please note that the current length of the Build Alternative as described in **Chapter 2** of the EA is 5.70 miles.

<sup>22</sup> Following the development of the [2006 TPR](#), TDOT has developed a revised purpose and need statement for this SR-66 which is described in further detail in **Chapter 1** of the EA.

<sup>23</sup> As shown on the November 17, 2016 Design Public Meeting project displays (see **Appendix B**), under the Build Alternative, a two-lane road was under consideration with an intermittent 12-foot-wide two-way left-turn lane from the intersection with SR-34 (US-11E, Andrew Johnson Highway) to north of Goan Drive. For an updated description of the Build Alternative currently under consideration which includes the development of an improved two-lane roadway, see **Chapter 2** of the EA.

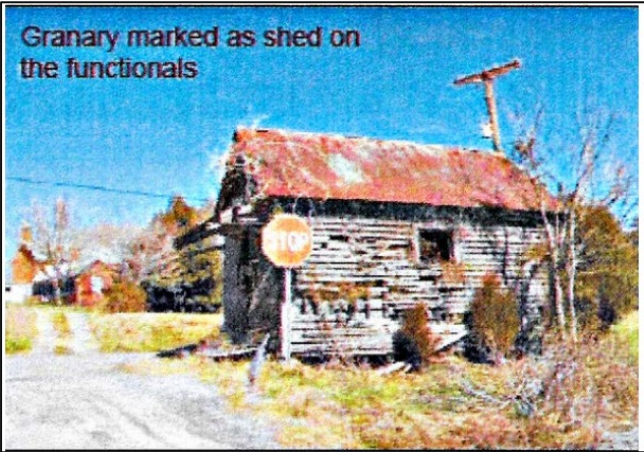
<sup>24</sup> Please note that under the current design of the Build Alternative as described in **Chapter 2** of the EA, the Build Alternative would include five-foot sidewalks in the Town of Bulls Gap where the existing land uses are commercial and residential. Additionally, while designated bike lanes are not proposed as part of the Build Alternative, the Build Alternative would include paved shoulders four- to ten-feet in width, which would provide accommodations for bicyclists on SR-66.

<sup>25</sup> Please note that following the November 17, 2016 Design Public Meeting, TDOT removed the avoidance option (Option B) from consideration due to public feedback and the Build Alternative as presented in **Chapter 2** of the EA was carried forward for study.

<sup>26</sup> Please note that the current length of the Build Alternative as described in **Chapter 2** of the EA is 5.70 miles.

Table 2: Comment Provided Via Email- Following the November 17, 2016 Design Public Meeting

Emailed Comment	TDOT Response
<p>Ca Trentham: [email address omitted]</p> <p>Subject: Hwy 66 Bulls Gap Tn. Pleasant Hill to Wolfe Branch Section.</p> <p>I am in desperate need of an answer to this question. According to TDOT. In 2012 TDOT Historians surveyed the proposed project area for historic resources. They surveyed six properties and charted over forty-five properties. It is the OPINION of TDOT that three properties within the Area of Potential Effects (APE) are ELIGIBLE for listing in the National Register of Historic Places:</p> <p>Simply put TDOT is building a road around a declining building, on the verge of falling own, only held together by vines, see attached picture, to impact agriculture farm land {Century Farm} and destroy the peace and tranquility of over 16 family's, Some of these family's actually will be losing their home and just as bad if not worse the highway will be located only feet away with significant traffic noise and nuisance, trapping families between two highways. If not for the historic concern for the Berry Farm only 1 mobile home and maybe 1 other house would be affected all else is unoccupied vacant land following the highway. I and all the families affected can only voice our concern and pray that someone takes action to correct this problem.</p> <p>Title 36 → Chapter I → Part 63</p> <p>c) If the Keeper of the National Register determines that a property has lost the characteristics that made it eligible for the National Register, he will inform the State Historic Preservation Officer and the Federal agency and remove the property from the list of eligible properties.</p> <p>Families adversely impacted:</p> <ul style="list-style-type: none"><li>• Howard Louise Berry- 1525 HWY 66 S, Bulls Gap, TN 37711</li><li>• Laster Robert- 1485 HWY 66 S</li><li>• Overbay Ronald Tyler &amp; Jennifer- 1473 HWY 66 S</li><li>• Long Elizabeth Ann- 1461 HWY 66 S</li><li>• Pruitt John Oscar &amp; Margrie- 1443 HWY 66 S</li><li>• Arnott Evelyn- 187 Rong Road</li><li>• Vaughn Norman - 124 Old HWY Road</li><li>• Kenneth &amp; Patricia Farmer- 138 Old HWY Road</li><li>• Ward Della Arnott- Old HWY Road 146</li><li>• Arnott John- 1219 HWY 66 A</li><li>• Arnott Travis E- 421 Wolfe Branche Road</li><li>• Tommy &amp; Linda Arnott- Old HWY Road</li><li>• Watts Richard E &amp; Brenda Joyce - 173 Old HWY Road</li><li>• Phillips Dennis &amp; Joy-1305 HWY 66 S</li><li>• Lawson Larry Leon Jr- P.O. Box 328</li><li>• Mike &amp; Cynthia Trentham- 159 Rong Road</li></ul> <p>Attached picture of building TDOT is avoiding.</p>	<p>Following the November 17, 2016 Design Public Meeting, TDOT removed the avoidance option (Option B) from consideration due to public feedback and the Build Alternative as presented in <b>Chapter 2</b> of the EA was carried forward for study. For a description of the Build Alternative under consideration in this EA, please see <b>Section 2.2</b>.</p> <p>For additional details related to historic resources and how they were documented and considered for this EA, please see the SR-66 Cultural and Section 4(f)/Section 6(f) Resources Technical Memorandum in <b>Appendix G</b> of the EA.</p>



## 4.2. November 13, 2018 Design Public Meeting

The November 13, 2018 Design Public Meeting was held from 5:00 p.m. EST to 7:00 p.m. EST at the Bulls Gap School, 315 Allen Drive, Bulls Gap, Tennessee. The purpose of the meeting was to share revised preliminary design plans for the proposed improvements to SR-66 following public feedback received from the November 17, 2016 Design Public Meeting (see **Section 4.1**).

Please note that the following the November 17, 2016 Design Public Meeting, TDOT reviewed the feedback provided from the public and decided to retain the Build Alternative's alignment (as presented in **Section 2.2** as well as **Chapter 2** of the EA) with minimization measures applied through the proposed National Register Boundary of the Berry Farm. Minimization efforts included a reduction of right-of-way and the utilization of curb and gutter as well as guardrail in the vicinity of Berry Farm.<sup>27</sup> The avoidance option (Option B) is no longer under consideration.

### 4.2.1. Description of the November 13, 2018 Design Public Meeting

The meeting included design displays of the Build Alternative and TDOT representatives were present to discuss the proposed project and answer any questions.

At the time of writing this Public Engagement Summary in December 2024, copies of any notices published, informational handouts distributed to the public, sign-sheets, public comments received, or a transcript of the November 13, 2018 Design Public Meeting are not available and are not summarized in this document.

#### PROJECT WEBSITE

Digital copies of the design displays were posted to the project website and were available for download at:

<https://www.tn.gov/tdot/projects/projects-region-1/state-route-66.html>

Copies of the design displays are included in **Appendix B**.

#### DESIGN DISPLAYS

Design displays were posted in the meeting space. These displays presented the Build Alternative's alignment location, proposed typical sections, and proposed right-of-way limits for the Build Alternative.

Members of the TDOT project team were present to assist the public and answer questions. Copies of the design displays are included in **Appendix B**.

### 4.2.2. Comments Received from the November 13, 2018 Design Public Meeting

Comments from the public during and following the November 13, 2018 Design Public Meeting and responses from TDOT for any comments received are not available at this time. However, TDOT did note several design details during the meeting for the TDOT project design team to review. A record of these notes is available in **Appendix B**.

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<sup>27</sup> For additional details related to historic resources and how they were documented and considered for this EA, please see the SR-66 Cultural and Section 4(f)/Section 6(f) Resources Technical Memorandum in **Appendix G** of the EA.



## 5. Public Engagement Efforts Following the Initiation of the Environmental Assessment

This section of this technical memorandum focuses on the public engagement efforts for the proposed SR-66 project following the initiation of the EA in September 2024. Included below is a summary of the November 12, 2024 public meeting activities as well as a summary of the comments received during the official comment period which ended on December 9, 2024, including dispositions to the public comments received.

### 5.1. Public Engagement Methodology

Prior to initiating any public engagement efforts for the SR-66 EA, TDOT utilized U.S. Census data and reviewed several other online databases to better understand the needs and context of the impacted community to ensure the outreach efforts were as successful in reaching as much of the impacted community within the SR-66 project area as possible.

TDOT's analysis showed that Hawkins County has a lower percentage of households with limited English proficiency than the statewide percentage and Hawkins County has a lower percentage of households with access to broadband internet when compared to the State of Tennessee. Therefore, the use of virtual meetings or email correspondence was thought to be an ineffective method of communication and should only be used as a secondary means to distribute information about the proposed project. Additionally, due to most individuals speaking English as their primary language, public meeting materials were not translated to alternate languages.

See the SR-66 Community Impact Assessment, Relocations, and Economic Resources Technical Memorandum located in **Appendix E** of the EA for additional details.

### 5.2. November 12, 2024 Public Meeting

On November 12, 2024, TDOT hosted a public meeting at Bulls Gap School located at 315 Allen Drive, Bulls Gap, Tennessee. The purpose of the November 12, 2024 Public Meeting was to provide a project status update, introduce the project's preliminary purpose and need statement as well as the range of alternatives under consideration in the EA, provide a project history (including the determination by FHWA and TDOT to move forward with the NEPA effort for the proposed project as an EA based on the anticipated number of relocations), and provide an update on the project schedule.

#### 5.2.1. Notification of the November 12, 2024 Public Meeting

In order to notify the public of the November 12, 2024 Public Meeting, TDOT completed the following activities:

##### PROJECT WEBSITE

TDOT re-established the project website for the proposed SR-66 project, which can be found at the following locations:

- URL: <https://www.tn.gov/tdot/projects/projects-region-1/state-route-66.html> or
- Tiny URL: <https://tinyurl.com/SR-66Hawkins>

## Public Engagement Summary

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The project website was updated in October 2024 to include the following information:

- Advertising and the request of attendance for the pending November 12, 2024 Public Meeting
- Project Overview
- Project History and Background
- Preliminary Purpose and Need
- Alternatives Under Study
- Preliminary Environmental Impacts
- Public Involvement and Engagement – Please note that the design displays of the Build Alternative from the November 13, 2018 Design Public Meeting were also available for download.
- Right-of-Way and Relocation Process
- Timeline
- Project Contacts

### NEWSPAPER

In order to publicize the November 12, 2024 Public Meeting, a public notice was published in [The Rogersville Review](https://www.therogersvillereview.com/)<sup>28</sup> on October 30, 2024 and November 6, 2024. Additionally, the public meeting was advertised on the TDOT project website beginning in October 2024. A copy of the public notice is included in the **Appendix C**.

### PROJECT STAKEHOLDER DATABASE

A project stakeholder database was developed for use in distributing information to stakeholders and other interested parties related to the November 12, 2024 Public Meeting. The initial project stakeholder database was developed utilizing Geographic Information Systems (GIS) parcel information from the [Tennessee Property Assessors Website](https://assessment.cot.tn.gov/tpad/)<sup>29</sup> for Hawkins County and includes all parcels owners within 250 feet of the Build Alternative.

### POSTCARD

A postcard public meeting invite was mailed to all individuals within the project stakeholder database. The postcard included a shortened version of the project web address (TinyURL) <https://tinyurl.com/SR-66Hawkins> and a QR code, both linked to the project website's public involvement and engagement page. A copy of the postcard is included in **Appendix C**.

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<sup>28</sup> <https://www.therogersvillereview.com/>

<sup>29</sup> <https://assessment.cot.tn.gov/tpad/>

Figure 2: State Route 66 November 12, 2024 Public Meeting Notification Postcard, Front and Back



### 5.2.2. Description of the November 12, 2024 Public Meeting

During the November 12, 2024 Public Meeting, project information was delivered through a PowerPoint presentation followed by a formal question-and-answer session where members of the public in a group session could ask questions of the TDOT project team, and an open house where members of the TDOT project team were available to discuss the project and review displays with members of the public individually.

A total of 97 members of the public and 18 TDOT representatives/consultants attended the design meeting. A videographer was also present to record the PowerPoint presentation as well as to record comments from the public either in the question-and-answer session or independently during the open house portion of the meeting. Following the public meeting, the video recording of the meeting was transcribed by a court reporter into a formal transcript of the meeting.

The following sections describe the stations at the November 12, 2024 Public Meeting.



**Figure 3: November 12, 2024 Public Meeting**



### SIGN-IN

As each member of the public arrived, they were asked to sign in and were provided a project informational handout and a pre-addressed postage paid comment card. The handout contained information regarding the meeting's purpose, the project's purpose, the project development process, and information on how to submit a comment. Copies of the sign-in sheets are included in **Appendix C**.

Members of the public that chose to sign-in also had the option of selecting to be a part of the project stakeholder database for future updates about the project. These individuals would receive future mailings related to the proposed SR-66 project along with individuals already included in the project stakeholder database.

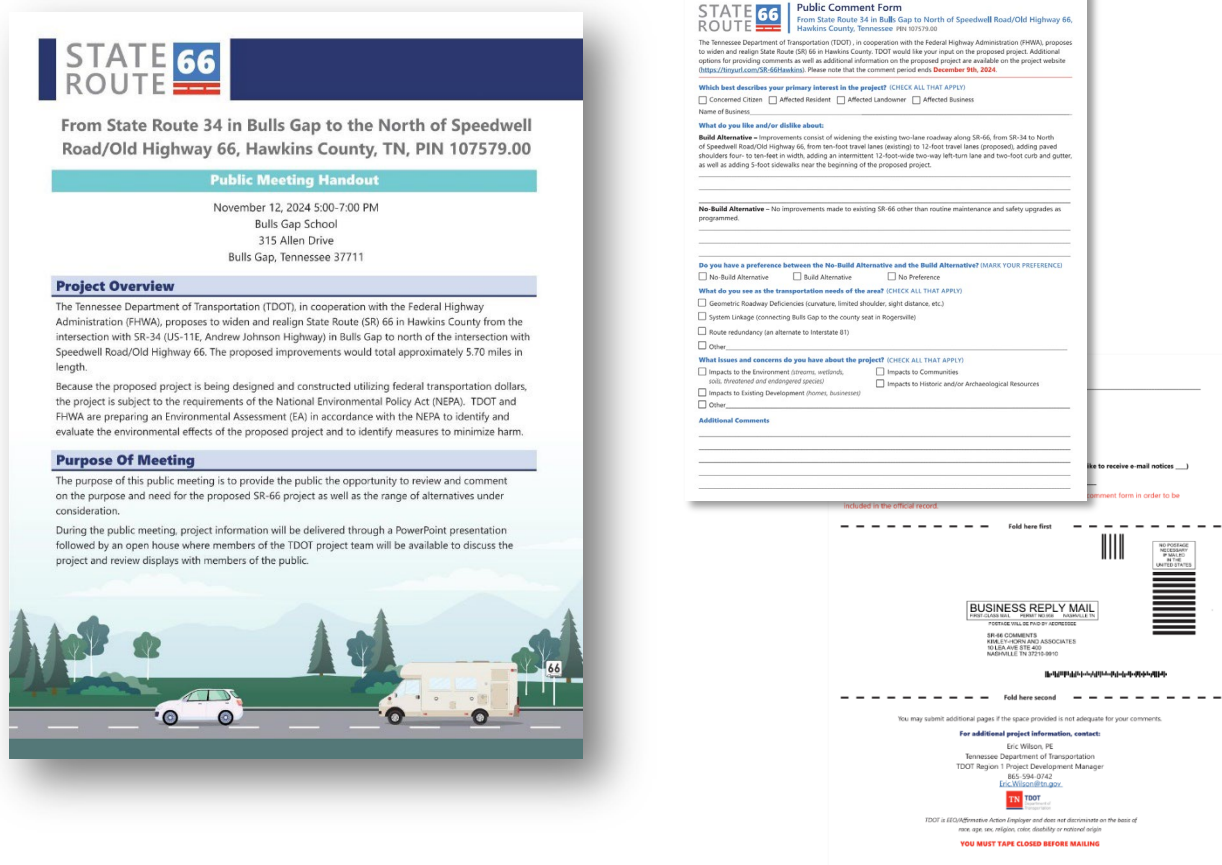
### INFORMATIONAL HANDOUT AND COMMENT CARD

A multi-page informational handout was developed by TDOT for the November 12, 2024 Public Meeting. This project informational handout included a project overview, purpose of the meeting, project history, preliminary purpose and need for the proposed SR-66 project, alternatives currently being evaluated in the EA, project location map, project schedule, right-of-way and relocation information, procedures for submitting public comments, next steps, and project contacts.

A pre-addressed comment card with postage pre-paid by TDOT through the U.S. Postal Service (USPS) was included with the project informational handout. Copies of the project informational handout and comment card are shown in **Figure 4** and included in **Appendix C**.

Following the public meeting, the project informational handout and comment card were available for download and printing via the project website. Additionally, public comments could also be submitted electronically via: <https://www.surveymonkey.com/r/D2YCMGT>.

**Figure 4: State Route 66 Project Informational Handout and Comment Card**



## POWERPOINT PRESENTATION, QUESTION-AND-ANSWER SESSION, AND OPEN HOUSE

A formal PowerPoint presentation was presented by the TDOT project team beginning at 5:30 p.m. The PowerPoint presentation discussed the meeting's purpose, the purpose for the project, gave an overview of the TDOT project development process, project history, project location, preliminary purpose and need statement, alternatives being evaluated in the EA, environmental technical studies to be completed, next steps, the right-of-way relocation process, project schedule, methods for submitting a public comment, and project contacts. A copy of the PowerPoint presentation is included in **Appendix C** and was also posted to the project website for download following the public meeting.

Following the PowerPoint presentation, TDOT invited members of the public to ask questions of the TDOT project team in a group setting and provided responses to those questions and/or comments. A summary of the question-and-answer session is included in **Table 3**.<sup>30</sup>

<sup>30</sup> Please note that a court reporter was not present at the November 2024 Public Meeting; therefore, Table 3 is summary of the November 2024 Public Meeting derived from a video recording of the November 24, 2024 Public Meeting, rather than a true transcript. Gaps or minor inaccuracies are present within this summary due to the acoustics of the room, the audio limitations of the recording equipment used, and some individuals not speaking clearly or loudly enough to be fully captured on the recording.

## Public Engagement Summary

A videographer was also present to record the PowerPoint presentation as well as to record comments from the public either in the question-and-answer session or take comments independently during the open house portion of the meeting. Following the public meeting, the video recording of the meeting was transcribed by a court reporter into a formal transcript of the meeting. The meeting transcript is available in **Appendix C**.

**Table 3: November 12, 2024 Public Meeting - Question-and-Answer Session Summary**

Question	Response
The timeline for right-of-way acquisition keeps changing. How can we trust this timeline? Commenter had documents from TDOT showing the project was going to go to right-of-way in 2020, 2022, and 2024 – the timeline has changed many times. The pre-engineering and environmental studies were done in the <a href="#">2006 TPR</a> which showed safety needs. Commenter notes that the documents released in 2006 noted this was a dangerous road, and traffic has only increased. There are now 18-wheelers are traveling from Barrette to I-81.	TDOT would have gone to right-of-way this year, but since additional environmental studies are now needed as part of the EA, the schedule was pushed out. As part of the 10-Year Plan, a list of 1,000 projects were narrowed down to 93 projects with allocated funding. This project was identified in the <a href="#">TDOT 10-Year Plan</a> with funding.
How far down the list (of the <a href="#">10-Year Plan</a> ) is this project?	The list is based on the timeline of projects and is not ranked by priority. Some factors of this project have led to delays. The environmental document was changed from a Categorical Exclusion to an EA, which has different requirements. Right-of-way for this project would likely take 3.5 years due to the number of tracts, and the NEPA document added another year delay. The clock starts once TDOT starts buying right-of-way.
Are the two maps on the tables the same?	Yes.
Are the maps on the tables the same as the map in the flyer?	The map in the flyer is a zoomed-out version of the Build Alternative, but it is showing the same Build Alternative as the design displays shown at the public meeting. TDOT is only evaluating one Build Alternative and the No-Build Alternative. The <a href="#">2006 TPR</a> did evaluate several options, but only the Build Alternative shown in the maps was selected to move forward.
How much money is there to fund this project?	TDOT is estimating \$52 million for right-of-way and \$60-65 million for final design and construction.
Are there any officials here to speak to the odds of the No-Build Alternative? There are 500 employees at Barrette Outdoor Living and they are moving to Morristown. Without proper infrastructure, is there any chance this would affect their investment in the community?	As part of the NEPA document, we would be looking at local developments to evaluate the No-Build and Build Alternatives. Please see the SR-66 Land Use, Farmland, and Transportation Infrastructure Technical Memorandum in <b>Appendix D</b> of the EA for additional details.

## Public Engagement Summary

Question	Response
Will this project interfere with the widening of SR-34 (US-11E, Andrew Johnson Highway) to the Interstate?	The SR-34 (US-11E, Andrew Johnson Highway) project was not selected as one of the 93 projects for the <a href="#">10-Year Plan</a> . Funding and a Build Alternative have not been identified for that project. The two projects do cross one another just south of where we are at. Currently, that project shows an interchange and a bridge that go across SR-66 and across the railroad to get to the other side.
Which end of the road will the project start construction on?	We do not have that kind of information at this time. During right-of-way, purchasing and appraisal of property would take place around the same time. When the project is let to construction, TDOT would take bids in which the contractor would develop a method for how to construct the project.
Is this project in the <a href="#">3-Year Plan</a> <sup>31</sup> ?	Yes, for right-of-way.
Is this a going to be determined by the percentage of people that put “no-build”?	The No-Build and Build Alternatives are both under consideration. Your feedback is very important. After we go through our environmental technical studies, TDOT typically puts a package together that includes the results of the environmental technical studies with your (public) input which is provided to the TDOT Commissioner. The package also outlines that the No-Build and Build Alternatives are both under consideration. Your comments are important. <sup>32</sup>
Question about fair market value of property acquired.	When the right-of-way process begins, TDOT would contract with appraisers, who would visit the properties, look at comparable sales in the area, and recent market data. The assessed value would depend on the property and any land fee value, easements, improvements involved in the land (signs, sheds). They would also look at the value of the remaining land – is the shape/use changed? Any damages would be presented in the report documenting the appraised value.
If an easement damages shrubbery on the property will there be compensation?	Bushes, trees, shed, fence, pavement, all of it is considered an improvement and would be valued as part of the assessment.

<sup>31</sup> [TDOT Proposed Fiscal Years 2025-2027 Comprehensive Multimodal Program](#)

<sup>32</sup> As part of the decisions made during the environmental review process, TDOT and FHWA consider the purpose and need for the project, resource impacts, alternative under consideration (including a No-Build Alternative), and public feedback. Decisions made during the environmental review process will continue to be carried out in accordance with the requirements of NEPA and other federal environmental laws.

## Public Engagement Summary

Question	Response
What's the current number of vehicles on the road?	A traffic analysis is part of the process for preparing the EA. The traffic report is not complete yet. It is being completed as part of the EA document, and it would be made available when the document is complete. <sup>33</sup>
What will the speed limit be? Cars and trucks fly through right now, will they go faster if the road is widened?	For the sidewalk section, the design speed is 35 miles per hour (mph). The rest of the project has a design speed of 65 mph. It is important to note that design speed is different from speed limit, and the speed limit is typically 10 mph lower than the design speed.
Comment from U.S. Postal worker – This is a necessary project at the south end; people drive way too fast. I'm going to get T-boned leaving my driveway [on Main Street].	Speeding is an enforcement issue to be handled by local authorities. The project would have better road geometry and improved sight distance, as well as added shoulders, which would help these issues.
Cars are going too fast everywhere. Concern that linking to I-81 and putting more cars on the roadway would lead to more speeding.	Speeding is an enforcement issue to be handled by local authorities. Additionally, it is the intent of this project, to provide better sight distances and roadway geometrics which should correspond with less severe accidents.
Will there be any further alignment shifts?	The Build Alternative alignment would likely stay as is unless we receive feedback/insight to change to make changes.
There is a need for more patrolling. The average speed in front of their house is 50 mph.	Please note this concern on the comment form. Speeding is an enforcement issue to be handled by local authorities.
If we live on a side street, how do we get in and out? Individuals that don't have their homes taken will have trouble accessing the street from their driveways.	Side streets would also be re-aligned to match the Build Alternative alignment. Some areas would have a two-way left-turn lane. Some driveways would be re-done during the project, and shoulders would be added to help with getting into/out of driveways. <sup>34</sup>
Since the environmental phase is looking at a No-Build or Build option, is it possible this project might not happen?	During this phase of the project, we are conducting environmental technical studies and gathering public feedback as part of the environmental analysis. All data/findings would go into the NEPA document to help TDOT leadership guide the decision. The number of relocations made this project require an Environmental Assessment.

<sup>33</sup> The SR-66 Traffic Capacity and Safety Analysis Technical Memorandum is located in **Appendix A** of the EA.

<sup>34</sup> Please see **Chapter 2** of the EA for additional details related to the design of the Build Alternative.

Question	Response
How many additional acquisitions were added from 2016?	The number of acquisitions didn't change, the number of relocations changed. This was largely due to septic lines; it is difficult to relocate sewer lines and TDOT did additional survey. Some of these relocations may end up being just property acquisitions to relocate septic lines.
Could the administration take this project off the <a href="#">10-Year Plan</a> list?	Yes, but the right-of-way acquisition for this project would likely happen before the current administration changes. We do not anticipate broad changes to the <a href="#">10-Year Plan</a> when the administration changes.
Bulls Gap recently put in new sewer lines. How is this project going to affect that installation?	If this project impacts the sewer lines, they may be identified as relocations or they may instead rebuild the sewer connection as part of construction.

### DESIGN DISPLAYS

Design displays were posted in the meeting space. These displays presented the Build Alternative's alignment location, proposed typical sections, and proposed right-of-way limits for the Build Alternative.

Members of the TDOT project team were present to assist the public and answer questions. Copies of the design displays are included in **Appendix C**.

Following the public meeting, the design displays presented at the November 12, 2024 Public Meeting were available to download via the project website.

### METHODS FOR PUBLIC COMMENT

Following the public meeting on November 12, 2024, the public could provide comments or questions to TDOT in the following formats. Please note that TDOT requested that all comments be postmarked by December 9, 2024. In total, the comment period length was 27 days.<sup>35</sup>

#### Project Specific Toll-Free Number

TDOT provided a toll-free phone number (1-800-546-0949) for the public to ask questions and make comments about the proposed project during the official comment period. Official responses by an appropriate TDOT representative were to be provided within seven business days.

#### Project Email Address

To provide the public with a convenient single point of contact, TDOT prompted members of the public to send an email to [TDOT.comments@tn.gov](mailto:TDOT.comments@tn.gov), using the subject line "State Route 66 Project". This email address was made available for general inquiries and was also an option for submittal of official comments during the comment period.

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<sup>35</sup> Per the [Tennessee Department of Transportation's Public Involvement Plan](#), 21 days is the standard comment response period following a public meeting. However, given that the comment period extended over the Thanksgiving holiday, TDOT added and additional six days to the comment period.



### Comment Card

As previously mentioned, comment cards were also distributed at the public meeting which were postage paid and pre-addressed. Members of the public had the option to leave their comment card with the TDOT project team at the public meeting or take the comment card home with them to mail at a later date. Additionally, the comment card, PowerPoint presentation, project displays, and project informational handout were available for download via the project website for interested individuals to print and mail at a later time.

Following the public meeting, public comments could also be submitted electronically via:

<https://www.surveymonkey.com/r/D2YCMGT>

The option to submit your comment electronically was advertised on the TDOT project website as well as via the QR code (see **Figure 5**) which was printed on the public meeting notification postcard, embedded within the PowerPoint Presentation, and included in the project informational handout.

**Figure 5: State Route 66  
Project QR Code**



### Letters

Members of the public were offered the option to submit a letter with either their comment or question to the following address:

- State Route 66  
C/O Kimley-Horn and Associates  
10 Lea Avenue, Ste 400  
Nashville, TN 37210

### Court Reporter

A court reporter was not present at the meeting. A videographer was in attendance to record the PowerPoint presentation as well as to record comments from the public either in the question-and-answer session or take comments independently during the open house portion of the meeting. Following the public meeting, the video recording of the meeting was transcribed by a court reporter into a formal transcript of the meeting. The transcript of the meeting is available in **Appendix C**.

### 5.2.3. Summary of Formal Public Comments

During the official comment period associated with the November 12, 2024 Public Meeting, the public provided input through the following means:

- Written comments – Comment cards, online comment card, letters, and emails.
- Verbal comments – Comments provided to videographer for transcription following the public meeting by a court reporter or calls to the project specific 1-800 phone line.

TDOT asked that all comments be postmarked by December 9, 2024. All comments postmarked by December 9, 2024 are considered part of the official transcript of the November 12, 2024 Public Meeting.

In total, TDOT received 40 comments during the official comment period associated with the SR-66 Project EA initial public engagement efforts. Some commenters provided more than one comment; therefore, the 40 comments represent comments from 36 people.

**Table 4** summarizes the number of comments received, broken down by the method in which the comment was received.

**Table 4: November 12, 2024 Public Meeting - Total Comments Received by Comment Method**

Comment Method	Comment Cards	Email Comments	Online Forms	Letters	Telephone Calls
	35	2	3	0	0
<b>Total</b>	<b>40</b>				

### COMMENTS RECEIVED BY COMMENT CARD

TDOT received 34 comment cards during the official comment period that ended December 9, 2024. Pre-addressed, postage pre-paid comment cards were distributed at the November 12, 2024 Public Meeting. Respondents were asked if they would like to receive future mailings about the proposed project and were asked to comment on what they liked and/or disliked about the proposed project. Most comment cards submitted included a written comment, and most respondents indicated they would like to receive future mailings about the project. **Table 5** below summarizes the 34 comment cards that included a written comment. Copies of the comment cards, emails and online forms received during the comment period are included in **Appendix D**.

### COMMENTS RECEIVED BY EMAIL

TDOT received two emails during the official comment period that ended December 9, 2024.

**Table 6** contains a summary of the comments received by email and TDOT's responses. Copies of the email comments received and TDOT's responses are included in **Appendix D**.

### COMMENTS RECEIVED BY LETTER

TDOT did not receive comments via letter during the official comment period that ended December 9, 2024.

### COMMENTS RECEIVED BY TELEPHONE

TDOT did not receive calls to the project specific 1-800 (toll-free) phone number during the official comment period that ended December 9, 2024.


### COMMENTS RECEIVED BY ONLINE COMMENT FORM

An online comment form was included on the project website as an option for the public to provide feedback on the proposed project

TDOT received three comments via the online comment form during the official comment period that ended December 9, 2024. All three respondents indicated they would like to receive future mailings about the project. **Table 7** summarizes the comments received via online comment form and the TDOT responses. Copies of the online comment forms received by TDOT during the comment period are included in **Appendix D**.



Figure 6: View of Online Comment Form



**State Route 66, from State Route 34 in Bulls Gap to North of Speedwell Road/Old Highway 66, Hawkins County, Tennessee, PIN 107579.00**

The Tennessee Department of Transportation (TDOT) would like your input on the proposed project described above. Additional options for providing comments as well as additional information on the proposed project are available on the [project website](#). Please note that the comment period ends **December 9th, 2024**.

1. Please provide your name and contact information below.

Name

Street Address

City, State, Zip Code

County of Residence

Phone Number (with area code)

Email Address

2. Which best describes your primary interest in the project? (Check all that apply)

☐ Concerned Citizen

☐ Affected Resident

☐ Affected Landowner

☐ Affected Business (insert business name if applicable)

There are two alternatives being proposed for this project.

**Build Alternative** - Improvements consist of:

- Widening the existing two-lane roadway along SR-66, from SR-34 to North of Speedwell Road/Old Highway 66, from ten-foot travel lanes (existing) to 12-foot travel lanes (proposed),
- Adding paved shoulders four-to-ten-feet in width,
- Adding an intermittent 12-foot-wide two-way left-turn lane and two-foot curb and gutter,
- Adding 5-foot sidewalks near the beginning of the proposed project.

**No-Build Alternative** - No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

3. What do you like and/or dislike about the **Build Alternative**?

4. What do you like and/or dislike about the **No-Build Alternative**?

5. Do you have a preference between the **Build Alternative** and the **No-Build Alternative**?

☐ No-Build Alternative

☐ Build Alternative

☐ No Preference

6. What issues and concerns do you have about the project? (Check all that apply)

☐ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☐ Impacts to Existing Development (homes, businesses)

☐ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☐ Other (please specify)

7. What do you see as the transportation needs of the area? (Check all that apply)

☐ Traffic Operational Efficiency

☐ Roadway Deficiencies

☐ System Linkages

☐ Other (please specify)

8. Mitigation options are proposed to offset potential community impacts associated with the proposed project. Please rank these, including any write-in option of your own, in order of preference, with 5 being most preferred and 1 being least preferred.

Use the up and down arrows on the right or drag and drop each row to rank the mitigation options. The "Other" option is provided for any additional suggestion you may have and can be included in your ranking. For "Other", please describe your suggested mitigation option in Question 9.

Community Enhancements (Community Center/Recreational Resources/Health Clinic)	^ v
Transportation (Improvements to Local Roads/Transit Options/Sidewalks)	^ v
Education (Library/Scholarships)	^ v
Historic Preservation (Documenting the cultural history and character of the area)	^ v
Other (Please describe your suggestion in the blank provided in Question 9 below)	^ v

9. If you have a suggestion for an additional mitigation option, please describe that suggestion here.


10. Do you have any additional comments regarding the project?

11. Would you like to receive future mailings about the project?

☐ Yes

☐ No

Done

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Table 5: November 12, 2024 Public Meeting - Comments Received by Comment Card<sup>36</sup>

Which best describes your primary interest in the project? (Check all that apply)	
Comment Card Response Option	Total
Concerned Citizen	9
Affected Resident	23
Affected Landowner	25
Affected Business	6 Affected Businesses (Please note that some individuals did not provide a write-in response): <ul style="list-style-type: none"><li>• Oak Grove Primitive Baptist Church</li><li>• Rental property (not specified)</li><li>• Business not specified</li></ul>
What do you like and/or dislike about the Build Alternative?	
Comment Card Comment	TDOT Response
<b>Diannia Kesterson</b> Damage to our property/loss of property/work zone for years.	Comment noted.
<b>Robert Wager</b> Dislike.	Comment noted.
<b>Sheridan Barker (heir of Hubert Barker)</b> In favor of this build alternative.	Comment noted.
<b>Jerrell Moore</b> Do not see need for sidewalks beyond school area toward Rogersville. Adding shoulders, in my opinion, would be more beneficial.	Comment noted.
<b>Dawn Wager</b> I dislike this option completely. Please do not take houses and acreage. A hardship for too many.	Comment noted.
<b>James H Trent</b> I do not like anything about this.	Comment noted.
<b>James H Trent</b> I don't like anything about the build alternative.	Comment noted.
<b>Beth Solomon</b> I like it, all the road is dangerous where the trucks are in the other lane in the curves. No shoulders.	Comment noted.
<b>Mary Davis</b> I like the fact that the lanes will be wider.	Comment noted.

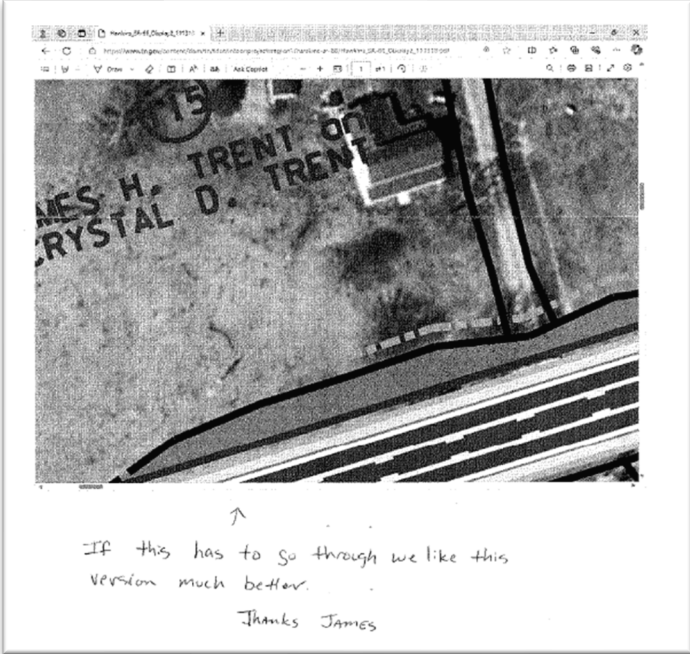
<sup>36</sup> Please note that in some cases individuals selected multiple responses on the comment cards.

<b>Adam C Lamb</b> I like the increased sight lines/distance. This would make leaving church and pulling onto Hwy 66 safer for our church.	Comment noted.
<b>Travis Arnott</b> I think improvements could be made without making such a wide road/shoulders. Also I think the side roads should be less impacted than what maps show.	Comment noted.
<b>Zachary Hale</b> Improvement to hwy for travel + safety. Lose of house.	Comment noted.
<b>Linda Jennings</b> It should make it safer-but the gas processing plant, Barrette, et al, should be aware. Large trucks are not necessary-railroad is right there.	Comment noted.
<b>Hugh and Barbera Schwartz</b> My wife and I are more than ready for the improvements. The roadway from the intersection of 11E/SR66 to Speedwell Road is extremely dangerous. This improvement needs to start ASAP!	Comment noted.
<b>Ted Davis</b> No issues except for movement of road to school and lot 51- family homeplace-just a few feet would save the homeplace.	Comment noted.
<b>Anthony Livesay</b> Road needs widening and improvements.	Comment noted.
<b>Amy Jeffers</b> Taking away so many homes and residents of Bulls Gap.	Comment noted.
<b>William FiFrick</b> These improvements will ease traffic flow and make travel safer.	Comment noted.
<b>Daniel Hack</b> TWLTL will cause a passing zone for trucks which disregard the speed limit.	Comment noted.
<b>Jayson Kesterson</b> Value of property would decrease due to road being in front of door	Comment noted.
<b>Chris Woods (Deacon)</b> Would like to know how much of our property will be impacted.	Refer to the Project Area Mapping and the Right-of-Way Plans (dated August 9, 2024), located in <b>Appendix C</b> of the EA, for information on the amount and location of property acquisitions anticipated as a result of the proposed SR-66 project. Additionally, refer to the SR-66 Community Impact Assessment, Relocations, and Economic Resource Technical Memorandum, located in <b>Appendix E</b> of the EA, for a copy of the Conceptual Stage Relocation Plan and additional details regarding any proposed relocations resulting from the Build alternative. Please also note that as the design of the Build Alternative is refined, impacts to residential and businesses properties within SR-66 project area may be reduced.
<b>Charles Heck</b> Only alternative to really consider.	Comment noted.
<b>Jonathan Paul Newton</b> Build.	Comment noted.

<b>Mike Trentham</b> Yes this would be helpful and much safer. Will save lives it is a much needed project & will help the community.	Comment noted.
<b>What do you like and/or dislike about the No-Build Alternative?</b>	
<b>Comment Card Comment</b>	<b>TDOT Response</b>
<b>James Trent</b> After looking at drawings of rd plans again, we do not want rd changed but if it does come on, we would like a retaining wall at our front yard, concrete price shouldn't matter since you are pouring concrete (cont at bottom) sidewalk from Bull Gap (11E) all the way to Barrette, if we can't we would like a steep bank again like we have now so that we can save our yard. The first diagram that was shown takes a lot less of our yard and also be able to put our fence back, please consider our request, our yard is one of the best part of our property.	As the design of the Build Alternative is refined, impacts to residential and businesses properties within SR-66 project area may be reduced. The designers would be looking at a variety of options to reduce the overall impact of the project, including shifts in the road alignment, possible use of retaining walls, and other methods to reduce the footprint/impact of the project.
<b>Travis Arnott</b> As long as the road follows the old road I am good with build.	Comment noted.
<b>James Trent Jr</b> Hoping for the no-build without adding more traffic. I can see no benefit of the build alt. Take this money and help rebuild the flooded counties.	Comment noted.
<b>Zachary Hale</b> Needs improvement for safety reasons- not an option	Comment noted.
<b>Robert Wager</b> I agree with this option.	Comment noted.
<b>Gary Joe Short</b> This will cause more harm to the residents & the community.	Comment noted.
<b>James H Trent</b> I like this alternative (no build) because I cannot see the benefits of the build alternative. I drive this road every day. And the disruption this construction will cause isn't worth all the money in the world.	Comment noted.
<b>James H Trent</b> I would like to see this option to save all we can of our farm and not add any more traffic by making a link to I-81.	Comment noted.
<b>Jayson Kesterson</b> my property value would remain the same or increase	Comment noted.
<b>Ted Davis</b> No issues.	Comment noted.
<b>Diannia Kesterson</b> property remains the same	Comment noted.
<b>Adam C Lamb</b> Selfishly, by not improving the road pulling out of our church parking lot stays extremely dangerous.	Comment noted.
<b>William FiFrick</b> This area is growing and the roadway needs to be able to handle more traffic as time goes on.	Comment noted.

<b>Dawn Wager</b> Yes to no build. Keep our houses and community as is. Routine maintenance is fine.	Comment noted.
<b>Do you have a preference between the Build Alternative and the No-Build Alternative? (Mark your preference)</b>	
<b>Comment Card Response Option</b>	<b>Total</b>
No-Build Alternative	13
Build Alternative	16
No Preference	6
<b>What do you see as the transportation needs of the area? (Check all that apply)</b>	
<b>Comment Card Response Option</b>	<b>Total</b>
Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)	22
System Linkage (connecting Bulls Gap to the county seat in Rogersville)	10
Route redundancy (an alternate to Interstate 81)	6
Other	7 Other needs (Please note that some individuals did not provide a write-in response): <ul style="list-style-type: none"><li>• Safer travel</li><li>• Make minor improvements to 66</li><li>• Amount of truck traffic for plant</li><li>• Lower speed limits in populated areas.</li><li>• Keeping all the roads repaired</li><li>• Enforcement of speed laws for trucks</li><li>• The traffic on 66 has greatly increased. We really need this</li></ul>
<b>What issues and concerns do you have about the project? (Check all that apply)</b>	
<b>Comment Card Response Option</b>	<b>Total</b>
Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)	10
Impacts to Existing Development (homes, businesses)	22
Impacts to Communities	12
Impacts to Historic and/or Archaeological Resources	5
Other (please specify)	10 Other issues and concerns (Please note that some individuals did not provide a write-in response): <ul style="list-style-type: none"><li>• Farmland - they don't make any more of it and it has been in families for years.</li><li>• More traffic noise</li><li>• People losing their homes, acreage, and community.</li><li>• Displacement of homeowners</li><li>• We would like the road to miss Lance + Amy Jeffers yard &amp; can go over on the field across from them which we own. They have 3 children.</li><li>• Trees</li><li>• We have no issues or concerns</li><li>• None</li><li>• Safety is main concern</li></ul>



Additional Comments	
Comment Card Comment	TDOT Response
<p><b>Curtis Griffin</b> #227-1902 Hwy 66 Concerns about new right of way making front of storage building inaccessible. I need dimensions and details on new property line in relation to building and existing property concerns. Concerns on modifications to existing culvert under road and water run-off on property. #236-2003 Hwy 66 S: concerns on driveway modifications such as slope and usability.</p>	<p>Refer to the Project Area Mapping and the Right-of-Way Plans (dated August 9, 2024), located in <b>Appendix C</b> of the EA, for information on the amount and location of property acquisitions anticipated as a result of the proposed SR-66 project. Please also note that as the design of the Build Alternative is refined, impacts to residential and businesses properties within SR-66 project area may be reduced.</p>
<p><b>James Trent</b> [image attached to comment card] Sidewalk from Bull Gap (11E) all the way to Barrette, if we can't we would like a steep bank again like we have now so that we can save our yard, the first diagram that was shown takes a lot less of our yard and also be able to put our fence back. Please consider our request, our yard is one of the best parts of our property.</p> 	<p>As the design of the Build Alternative is refined, impacts to residential and businesses properties within SR-66 project area may be reduced. The designers would be looking at a variety of options to reduce the overall impact of the project, including shifts in the road alignment, possible use of retaining walls, and other methods to reduce the footprint/impact of the project.</p>
<p><b>Charles Heck</b> Increase in 18 wheelers creates unnecessary safety and dangerous situations to the driving public.</p>	<p>Comment noted.</p>
<p><b>Gary Joe Short</b> 1724 Hwy. 66 &amp; 1727 Hwy. 66. My family owns houses on both sides of 66 &amp; the plan is to destroy both of them. We feel very strongly that it should be discussed to only take 1 side (if any has to be taken). I am 75 y.o. &amp; have lived here all my life. I should be able to live in one house or the other!</p>	<p>Comment noted.</p>

Comment Card	Comment noted.
<p><b>Chris Woods (Deacon)</b></p> <p>How will this impact our church, 413 N Main St Bulls Gap TN 37711. Phone No. 423-748-5272 and will we be reimbursed for the expansion? Oak Grove Primitive Baptist Church</p>	<p>Refer to the Project Area Mapping and the Right-of-Way Plans (dated August 9, 2024), located in <b>Appendix C</b> of the EA, for information on the amount and location of property acquisitions anticipated as a result of the proposed SR-66 project. Additionally, refer to the SR-66 Community Impact Assessment, Relocations, and Economic Resource Technical Memorandum, located in <b>Appendix E</b> of the EA, for a copy of the Conceptual Stage Relocation Plan and additional details regarding any proposed relocations resulting from the Build alternative as well as TDOT’s right-of-way acquisition and relocation process. Please also note that as the design of the Build Alternative is refined, impacts to residential and businesses properties within SR-66 project area may be reduced.</p> <p>The TDOT Regional Relocation Staff would administer the acquisition and relocation program under the rules, policies, and procedures set forth in the <a href="#">Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970</a>,<sup>37</sup> as amended, the <a href="#">Uniform Relocation Assistance Act of 1972, implementing federal regulations, Tennessee Code Annotated (TCA) 13-11-101 through 119</a>,<sup>38</sup> <a href="#">The State of Tennessee Relocation Assistance Brochure</a>,<sup>39</sup> and <a href="#">Chapter IX of the State of Tennessee Department of Transportation Right-of-Way Manual</a>.<sup>40</sup> TDOT’s acquisition and relocation program is practical and would allow for the efficient acquisition of property and/or relocation of all eligible displaced persons in accordance with State and Federal Guidelines.</p>
<p><b>Travis Arnott</b></p> <p>I wish the side roads coming onto 66 would be less impacted. I just feel like land is going to be wasted and land is not replaceable. But as long as the new road follows route that is there now then I am ok with it. Also if you do take land please do the right thing and pay fair market value.</p>	<p>Comment noted.</p>
<p><b>James H Trent</b></p> <p>I would like to see the money for this project go to the counties like Unicoi, Green and Cocke for all the roads and bridges that have been washed away, these counties are in need now and we don't need the project right now.</p>	<p>Comment noted.</p>
<p><b>James H Trent</b></p> <p>If this does go thru we would like a retaining wall in front of our house to save our front yard as much as possible. Also, no sidewalks or turn lane that far out of town.</p> <p><b>[Word document attached to comment card]</b></p> <p>Traffic and safety – this will speed up traffic and add more traffic to this rural rd and to me takes away from the safety of the rd.</p> <p>Farmland – the proposed rd. will take away from my farmland and the way the driveway is laid out now will take even more pasture/hay ground from being used so this takes away how many animals I can raise and sell, which takes away some of the profit that I might be able to make. Also the way they are moving my drive way leaves me with a rock driveway, that I was told would not be fixed with dirt, only the part that will be next to rd. which doesn’t seem right.</p> <p>Air/noise – these supposed improvements will add more traffic which = more noise and less air quality</p> <p><i>(continued below)</i></p>	<p>As the design of the Build Alternative is refined, impacts to residential and businesses properties, as well as farmland, within SR-66 project area may be reduced. The designers would be looking at a variety of options to reduce the overall impact of the project, including shifts in the road alignment, possible use of retaining walls, and other methods to reduce the footprint/impact of the project.</p> <p>Additionally, various studies were developed in support of the EA for the proposed SR-66 project, including:</p> <ul style="list-style-type: none"><li>• A Traffic Capacity and Safety Analysis Technical Memorandum, located in <b>Appendix A</b> of the EA.</li><li>• An Air Quality and Noise Technical Memorandum, located in <b>Appendix F</b> of the EA.</li></ul> <p>Refer to these memorandums for additional information on the subject matters they cover relevant to the proposed SR-66 project.</p> <p>The Council on Environmental Quality (CEQ) has issued an interim final rule rescinding its National Environmental Policy Act (NEPA) regulations implementing the National Environmental Policy Act (NEPA) (40 CFR Parts 1500-1508), effective April 11, 2025.<sup>41</sup> With this rescission and given the nature of the direct impacts discussed in Chapter 3 of the EA, an analysis of other past, present, and reasonably foreseeable future impacts was not included in the assessment of impacts within the EA.</p>

<sup>37</sup> <https://uscode.house.gov/view.xhtml?path=/prelim@title42/chapter61&edition=prelim>

<sup>38</sup> <https://law.justia.com/codes/tennessee/title-13/chapter-11/>

<sup>39</sup> [https://www.tn.gov/content/dam/tn/tdot/right-of-way-division/brochures/New\\_Residential\\_09-26-18.pdf](https://www.tn.gov/content/dam/tn/tdot/right-of-way-division/brochures/New_Residential_09-26-18.pdf)

<sup>40</sup> [https://www.tn.gov/content/dam/tn/tdot/right-of-way-division/ROW\\_Procedures\\_Manual.pdf](https://www.tn.gov/content/dam/tn/tdot/right-of-way-division/ROW_Procedures_Manual.pdf)

<sup>41</sup> <https://www.federalregister.gov/documents/2025/02/25/2025-03014/removal-of-national-environmental-policy-act-implementing-regulations>

Comment Card	Comment noted.
<i>(continued from above)</i>  Visual impact - one of the best visual parts of our farm is the front yard and what I can see on the new design it will be taking apprx. Half of our yard and this will impact the selling of this home if it's ever put up for sale. And most of all the visual impact to our home.  Indirect/cumulative effects – the taking of our land affects the value of our property long term by taking acreage from the farm.	
<b>Sheridan Barker (heir of Hubert Barker)</b> We own plot 110 2 houses #27. The house at 215 N Main in Bulls Gap has a driveway that fronts Rt. 66. It is extremely dangerous to back out of this driveway b/c of heavy traffic, as well as the fact that it is “banked” in a way the makes it hard to see. Several wrecks have occurred in this spot. The state can take both our houses & property attached.	Comment noted.
<b>Linda Jennings</b> If you must take down trees, try to replace them nearby with good native trees to improve the looks of the road, and air quality.	Comment noted.
<b>Daniel Hack</b> Move the TWLTL about 12 ft east. This will cause less residential acquisitions and take property from those who will benefit from the lane, eg Barrett Outdoor.	Comment noted.
<b>Amy Jeffers</b> My concerns are my house would be even closer to a busier highway. I have three children and my youngest is 2 years old. The highway and road would be more congested and traffic would be more of a concern.	Refer to the Traffic Capacity and Safety Analysis Technical Memorandum completed in support of the EA, located in <b>Appendix A</b> of the EA, for additional information on traffic and safety analyses completed for the proposed project.
<b>Penny Sullivan</b> The house/land of Hwy 66 (1269 Hwy 66) belongs to my son and daughter-in-law Lance and Amy Jeffers. You have it listed as my deceased parents, Imogene and JC Patterson. The two fields across from them belong to myself, Penny Sullivan & siblings, James Patterson & Vicki Barwick. The field beside of Lance's house belongs to my daughter, Jarod and Kira Harrell. Imogene Patterson died almost 6 years ago in Dec.	Comment noted. Project team would review and update property ownership references within relevant project materials.
<b>Hugh and Barbera Schwartz</b> The posted speed limit of 30 MPH seems to be a suggestion. The average speed is 50+ MPH (I'm certified in Doppler radar).	Comment noted.
<b>Dawn Wager</b> There need to be a "no build" option on this project. It is irresponsible to use a set of plans from 20 years ago. Land values are at a premium these days. The community has grown and families have built and invested in maintaining their homes. Now this section of Route 66 is very populated. This old set of plans are not asking for a few feet to widen but complete acreage or homes.  <i>(continued below)</i>	Comment noted.  For a description of the Build Alternative under consideration in this EA, please see <b>Section 2</b> and/or <b>Chapter 2</b> of the EA. A separate project along SR-34 (US-11E, Andrew Johnson Highway), which proposed an interchange and a bridge across SR-66 and across the railroad, was not selected as one of the 93 projects for the <a href="#">10-Year Plan</a> .

Comment Card	Comment noted.
<p><i>(continued from above)</i></p> <p><b>[Word document attached to comment card]</b></p> <p>For my land it would be 2.6 acres of prime, high solid land. My land is Summit Hill Road. It is a small quite back road with very little traffic. I do not want to be part of the realignment of the intersection of Summit Hill Road and Ridge Road. I say No-Build Option. Why from the Bulls Gap exit off 81 onto 11E has not been widened? That would seem more beneficial than to spend all this money realigning Summit Hill Rd and Ridge Road. Please do not ruin our small town community on Route 66 in Bulls Gap. Find a better alternative option and let our families keep our land and houses.</p> <p>Respectively,</p> <p>Dawn Wager – Land owner of Summit Hill Road 135 Freeman Road Bulls Gap, TN 37711 <a href="mailto:duskdawnn@aol.com">duskdawnn@aol.com</a> phone #845-863-6695</p>	
<p><b>Robert Wager Sr</b></p> <p>Do not take these properties, do not displace families.</p>	Comment noted.
<p><b>Mike Trentham</b></p> <p>This is really needed + as long as the plan stays as is + not a previous plan that split Century Farms + all farms on Old Hwy Rd to avoid eligible historic structure. You have our full support.</p>	Comment noted.
<p><b>Elton and Rita Evans</b></p> <p>We have no issues or concerns</p>	Comment noted.
<p><b>James Trent Jr</b></p> <p>With a steep bank or preferably a retaining wall, we will be able to keep most of our yard and this will keep some of the traffic noise down and we will be able to put our fence back up. With the slope all traffic noise will be allowed to travel straight to house, so will cars if they go off rd. We don't want that with grandkid.</p>	As the design of the Build Alternative is refined, impacts to residential and businesses properties within SR-66 project area may be reduced. The designers would be looking at a variety of options to reduce the overall impact of the project, including shifts in the road alignment, possible use of retaining walls, and other methods to reduce the footprint/impact of the project.
<p><b>Daniel Jackson</b></p> <p>The citizens of Bulls Gap would potentially be losing their homes! Make a way to save the homes.</p>	As the design of the Build Alternative is refined, impacts to residential and businesses properties within SR-66 project area may be reduced. The designers would be looking at a variety of options to reduce the overall impact of the project, including shifts in the road alignment, possible use of retaining walls, and other methods to reduce the footprint/impact of the project.

Table 6: November 12, 2024, Public Meeting - Comments Received by Email

Email Comments	TDOT Response
<p><b>Angela Hayes</b> Wednesday, November 13, 2024, 3:14 PM Hello I need a comment card for this project in Bulls Gap or direction on how to submit without the form</p>	<p>Erick Hunt-Hawkins with TDOT replied to this comment on Friday, November 15, 2024, 10:03 AM.</p> <p>Good morning,</p> <p>Thank you for reaching out about providing a comment for the SR-66 Project in Hawkins County! You can provide a comment in any of the following ways:</p> <ul style="list-style-type: none"><li>• <b>Comment Card Form</b> – Print out the attached comment card form. The postage is included/covered so all you have to do is fill it out and mail it in.</li><li>• <b>Send a letter</b> – Send a written letter to the following address:<ul style="list-style-type: none"><li>• State Route 66 C/O Kimley-Horn and Associates 10 Lea Avenue, Ste 400 Nashville, TN 37210</li></ul></li><li>• <b>Email</b> – Send an email to <a href="mailto:TDOT.Comments@tn.gov">TDOT.Comments@tn.gov</a> using the subject line “State Route 66 Project”</li><li>• <b>Voicemail</b> – Record a verbal comment by calling <b>(800) 546-0949</b> (toll-free) and leaving a voicemail message with your name, phone number, and comment.</li></ul> <p>I have also attached a copy of the project handout to this email that has all of this information as well as other project-related info. I hope this helps and if you need anything else, please don’t hesitate to reach out.</p> <p>Thanks again and have a great weekend!</p> <p>Erick</p>
<p><b>Angela Hayes</b> Saturday, November 16, 2024, 5:49 AM I prefer the no build or a version to widen the road somewhat but not requiring taking any homes. Bulls Gap is a small town and has rich history that should not be destroyed. My own home is 100 years old with a long history and amazing craftsmanship made of many materials not available today making it irreplaceable and more valuable than standard housing prices not to mention the deep family ties. My son’s beloved dog is buried in our front yard. Some homeowners slated for relocation are older and have lived their entire lives or most of it in their current home and I feel it is cruel to force them out of their homes when other solutions are available to make road safer without destroying homes and the town. I feel the route as planned is too radical and unnecessary and wasted taxpayer money. I feel this will be less safe by attracting much more traffic. We already have a speed enforcement issues and lowering the speed limit is not a solution, I wanted to note that was tried recently but only adhered to by law abiding citizens that follow the speed limit. Without enforcement the speed limit is null. More enforcement alone would make the road safer not adding more lanes to the road to attract even more traffic. I live at 222 North Main, Bulls Gap TN 37711 plot 35 on the map</p>	<p>Comment noted.</p> <p>As the design of the Build Alternative is refined, impacts to residential and businesses properties within SR-66 project area may be reduced. The designers would be looking at a variety of options to reduce the overall impact of the project, including shifts in the road alignment, possible use of retaining walls, and other methods to reduce the footprint/impact of the project. Additionally, refer to the Traffic Capacity and Safety Analysis Technical Memorandum completed in support of the EA, located in <b>Appendix A</b> of the EA, for additional information on traffic and safety analyses completed for the proposed project.</p>

**Table 7: November 12, 2024 Public Meeting - Comments Received by Online Comment Form<sup>42</sup>**

Question #2 - Which best describes your primary interest in the project? (Check all that apply)	
Online Comment Form Response Option	Total
Concerned Citizen	3
Affected Resident	1
Affected Landowner	0
Affected Business	0
Question #3 - What do you like and/or dislike about the Build Alternative?	
Online Comment Form Response Option	TDOT Response
<b>Hannah Jackson</b> Main dislike is the fact that citizens of Bulls Gap will have their homes taken from them for this "improvement"	Comment noted.
<b>Michael Solomon</b> Increased Safety, on a very narrow roadway. Sidewalks can only help Bulls Gap's citizens.	Comment noted.
<b>Lucas A Moss</b> I like that sidewalks are planned to be added in Bulls Gap along with four-foot paved shoulders there for bikers and ten-foot paved shoulders in rural areas to act as an emergency breakdown lane. Based on what I can see on Google Maps, I agree that the road needs to be rebuilt to be truly safe as a modern arterial route.	Comment noted.
Question #4 - What do you like and/or dislike about the No-Build Alternative?	
Online Comment Form Response Option	TDOT Response
<b>Michael Solomon</b> No-Build is not an option.	Comment noted.
<b>Lucas A Moss</b> I dislike the lack of pedestrian safety and lack of paved shoulders along a key arterial route.	Comment noted.

<sup>42</sup> Please note that Question #1 on the Online Comment Form was related to contact information and is not documented in this Public Engagement Summary besides the individual's name. Additionally, Question #9 was related to asking the participant to indicate their preference in receiving future project related mailings. Responses to this question are not included in the table.



## Public Engagement Summary

Question #5 - Do you have a preference between the Build Alternative and the No-Build Alternative? (Mark your preference)	
Online Comment Form Response Option	Total
No-Build Alternative	1
Build Alternative	2
No Preference	0
Question #6 - What do you see as the transportation needs of the area? (Check all that apply)	
Online Comment Form Response Option	Total
Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)	2
System Linkage (connecting Bulls Gap to the county seat in Rogersville)	2
Route redundancy (an alternate to Interstate 81)	2
Other	2 Other needs: <ul style="list-style-type: none"> <li>• <b>Michael Soloman</b>- Increased Capacity for future and sustained growth for the area</li> <li>• <b>Lucas A Moss</b> - Paved shoulders could be handy to help bikers stay safe given the high-speed limit. Sidewalks could be handy for pedestrians given the location in a town.</li> </ul>
Question #7 - What issues and concerns do you have about the project? (Check all that apply)	
Online Comment Form Response Option	Total
Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)	2
Impacts to Existing Development (homes, businesses)	3
Impacts to Communities	2
Impacts to Historic and/or Archaeological Resources	1
Other (please specify)	0

Question #8 - Additional Comments	
Online Comment Form Response Option	TDOT Response
<b>Hannah Jackson</b> The citizens of Bulls Gap would be tragically affected by this new road.	Comment noted.
<b>Michael Solomon</b> This project has been stalled and pushed back for way too long, and way too many years, with ever increasing traffic. Get this project going.	Comment noted.
<b>Lucas A Moss</b> If the road is going to have a design speed higher than fifty-five miles per hour, I would strongly advise setting the speed limit to sixty or sixty-five miles per hour to reflect that. That way, people can't be prosecuted for driving a safe speed limit. There are already a few undivided four-lane roadways in Tennessee with such high-speed limits and is nothing in state law explicitly forbidding it on any undivided road, two- or four-lane. People tend to drive sixty-five on Super Two roads where I live anyways. If there's concern about head-on collisions, I strongly suggest adding center rumble strips to reduce the risk instead of setting the speed limit too low. Last but not least, I would suggest going ahead and purchasing enough right-of-way to make room for a potential further future upgrade to a four-lane undivided highway when/if traffic volumes warrant it if preemptive right-of-way acquisition is even remotely viable, as has already been done in several other cases.	Comment noted.  Refer to the Traffic Capacity and Safety Analysis Technical Memorandum completed in support of the EA, located in <b>Appendix A</b> of the EA, for additional information on traffic and safety analyses completed for the proposed project.  For a description of the Build Alternative under consideration in this EA, please see <b>Section 2</b> and/or <b>Chapter 2</b> of the EA.

## 6. Future Public Engagement

### 6.1. Notice of Availability

Once FHWA approves the EA document, a Notice of Availability (NOA) of the EA document will be posted to the project website and published in the local newspaper, [The Rogersville Review](#). The notice will identify where the EA will be available for public review, how the public can provide input, and who to contact with comments or for additional information. Additionally, the EA will be distributed to federal, state, and local agencies and elected officials who were identified as part of the early coordination process (refer to the SR-66 Agency Coordination Technical Memorandum in **Appendix K** of the EA for additional details).

Copies of the EA will be available for public inspection at the following locations:

- Hawkins County Courthouse  
150 East Washington Street  
Rogersville, TN 37857
- H.B. Stamps Memorial Library  
407 East Main Street, Suite 1  
Rogersville, TN 37857
- Bulls Gap Town Hall  
139 South Main Street  
Bulls Gap, TN 37711
- TDOT District 17 Morristown Office  
1825 State Street  
Morristown, TN 37814

The EA and associated technical appendices will also be made available electronically via the SR-66 project website:

- URL: <https://www.tn.gov/tdot/projects/projects-region-1/state-route-66.html> or
- Tiny URL: <https://tinyurl.com/SR-66Hawkins>

### 6.2. Public Hearing

Once FHWA approves the EA document and the EA is made available for public and agency review, TDOT will hold a public hearing to receive comments on the findings presented in the EA and on the proposed project. Input from the public hearing and comment period will be considered by TDOT in the decision-making process for selection of the Preferred Alternative and potential mitigation measures. This information will be documented in the final environmental document.

The public hearing will be held in the SR-66 project area and will be advertised in the local newspaper, [The Rogersville Review](#).



# **Appendix A**

November 17, 2016 Design Public  
Meeting Materials



## Months with Events

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November 2016 (2)

# Hawkins County Public Meeting on SR-66

November 17, 2016, from 5:00 pm to TBD EST

### **NOTICE OF PUBLIC MEETING**

The Tennessee Department of Transportation (TDOT) will conduct a Design Public Meeting on November 17, 2016 to gather public input on the proposed improvement of SR-66 in Hawkins County as shown on the [general location map](#). The meeting will be held from 5:00 to 7:00 p.m. at the following location:

Bulls Gap School  
315 Allen Drive  
Bulls Gap, TN 37711

The proposed project will improve a section of SR-66 from SR-34 in Bulls Gap to south of Speedwell Road/Old Hwy 66, approximately 5.6 miles. The highway improvement will be generally along its existing corridor, shifting from side to side in some areas, and possibly aligning on new location for short segments to minimize impacts to homes, businesses and/or environmental resources. Two 12 foot lanes and 10 foot shoulders with curbs, gutter and sidewalks are proposed in Bulls Gap. Outside of Bulls Gap, there will two 12 foot lanes and 10 foot shoulders and ditches. This project will upgrade the existing deficient alignment and provide a route that meets current highway design and safety standards.

The meeting is being held to provide the public an opportunity to provide comments regarding this proposed project. Representatives of TDOT will be available to provide information on various aspects of this proposed project. Anyone with questions regarding the meeting should contact:

Daniel Oliver, P.E., RLS, Director  
TDOT Region 1 Project Development  
7345 Region Lane, Building A  
Knoxville, TN 37914

or

Pete Falkenberg, P.E.  
TDOT Roadway Design Division  
Suite 1200, James K. Polk Building  
Nashville, TN 37243

## Event

November 17, 2016

5:00 pm to TBD EST

865-594-2400  
Daniel.Oliver@tn.gov

615-741-0835  
Pete.Falkenberg@tn.gov

Persons with a disability, who require aids or services to participate at the meeting, may contact Ms. Margaret Mahler no less than ten (10) days prior to the date of the meeting:

Ms. Margaret Mahler	or by e-mail: Margaret.Z.Mahler
ADA Compliance	615-741-4984 (phone)
Tennessee Department of Transportation	615-532-5995 (fax)
Suite 400, James K. Polk Building	615-253-8311 TTY Relay
505 Deaderick Street, Nashville, TN 37243	

A court reporter will be available to receive oral statements to be included in the project transcript. In addition, comment sheets will be available for those who prefer to make written statements. Written statements and other exhibits to be included in the project transcript may be submitted within twenty-one (21) days after the meeting date (December 8, 2016) to the following address:

#### Project Comments

Tennessee Department of Transportation  
Suite 700, James K. Polk Building  
505 Deaderick Street, Nashville, TN 37243-0332  
[TDOT.Comments@tn.gov](mailto:TDOT.Comments@tn.gov)

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Highway



Public Transportation



Bike & Pedestrian



Aeronautics



Waterway



Rail



Freight





# Design Public Meeting

## State Route 66 Hawkins County

November 17, 2016  
5:00 - 7:00 P.M.

**T**hank you for attending the State Route 66 Design Public Meeting.

The proposed project includes improving roadway deficiencies from US 11E (SR 34) in Bulls Gap to South of Speedwell Road/Old Hwy 66. The proposed improvements generally follow the existing roadway. At certain locations the roadway will be on new alignment to minimize impacts to homes, businesses and/or environmental resources.

In total, the proposed improvements will include roughly 5.6 miles of roadway construction work.

**T**he purpose and need for the project is as follows:

- **Improve Geometric Deficiencies** – Improve non-standard features, including roadway alignments, curvature, roadway widths and sight distances.
- **Improve Safety** – By providing current highway design and safety standards.
- **Improve Operational Deficiencies** – Increase lane and shoulder widths to improve traffic operation on the highway.

### We want your feedback!

Participate in the question and answer period, speak with the court reporter, and/or fill out a Comment Card to ensure your comments are part of the official record.

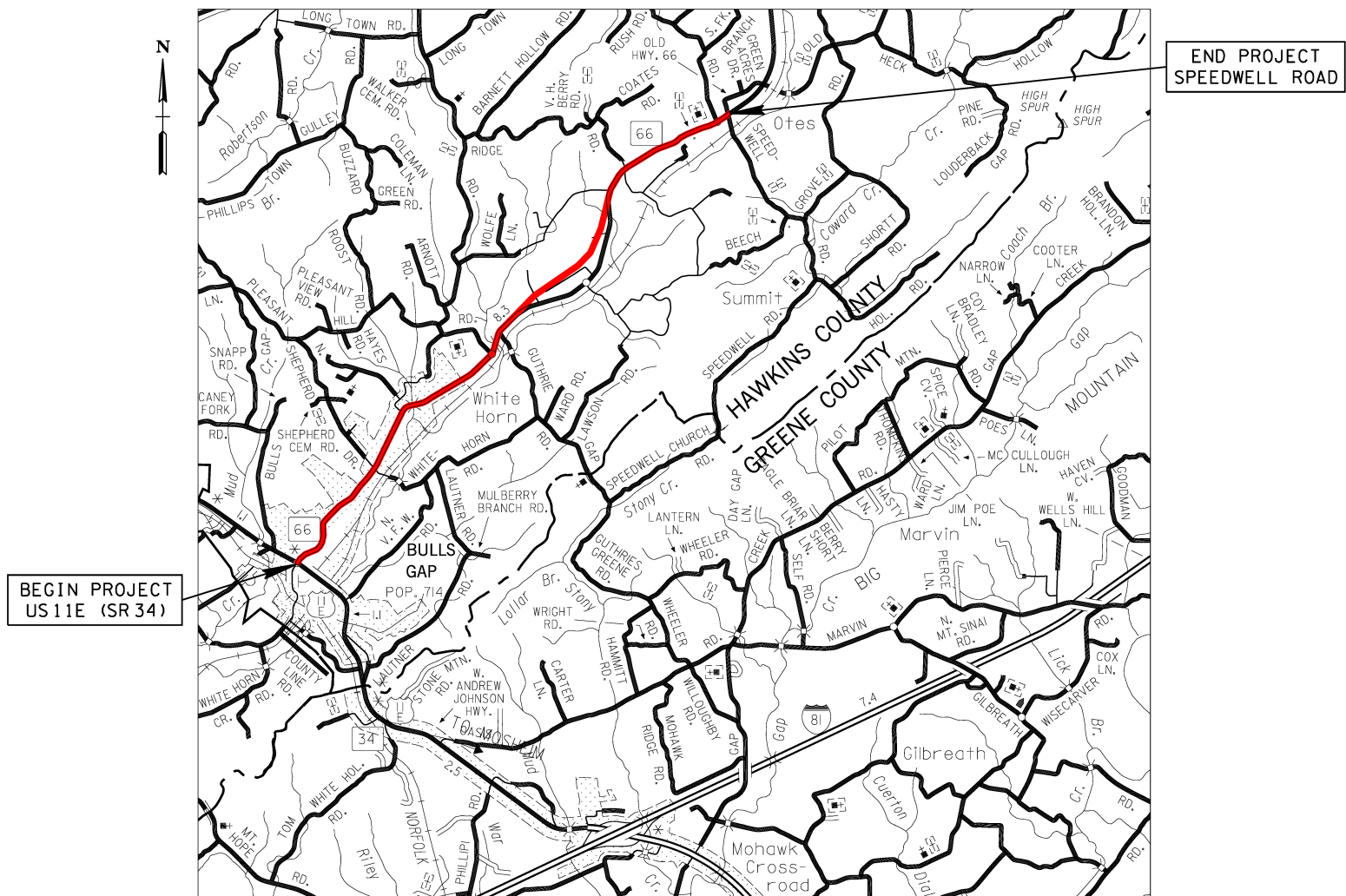
### PROJECT DEVELOPMENT PROCESS



### PURPOSE OF TODAY'S MEETING:

- Inform the general public of the proposed improvements to State Route 66
- Review the project displays
- Receive input from the public
- Answer questions and address concerns

# State Route 66 Hawkins County, TN



## NOTES:



## FOR MORE INFORMATION, PLEASE CONTACT:

Daniel Oliver, Director  
TDOT Region 1 Project Development  
(865) 594-2400  
Daniel.Oliver@tn.gov

Pete Falkenberg, CE Manager 1  
TDOT Roadway Design Division  
(615) 741-0835  
Pete.Falkenberg@tn.gov



**STATE ROUTE (SR) 66  
HAWKINS COUNTY  
DESIGN PUBLIC MEETING**

November 17, 2016

# Project Team Introduction



- ❑ TDOT HQ Roadway Design
- ❑ TDOT Environmental
- ❑ TDOT Region 1 Project Development



- ❑ CHA Companies – Design Engineers

# Tonight's Schedule

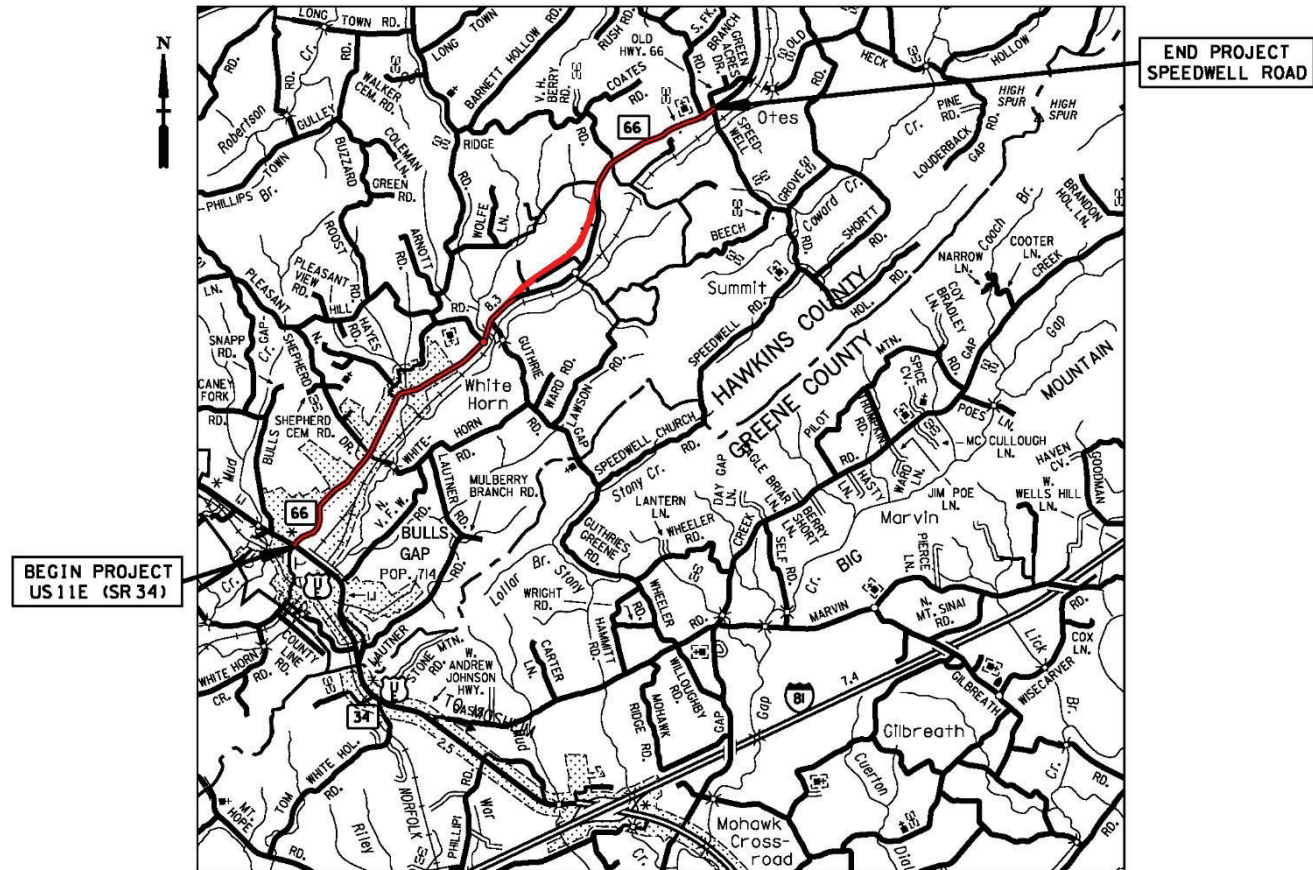
- Formal Presentation
- Question and Answer
- Open House
  - Staff located at displays to answer questions
- Gather feedback
  - Complete comment cards and/or provide verbal comments to court reporter
- Adjourn

# Purpose of Meeting

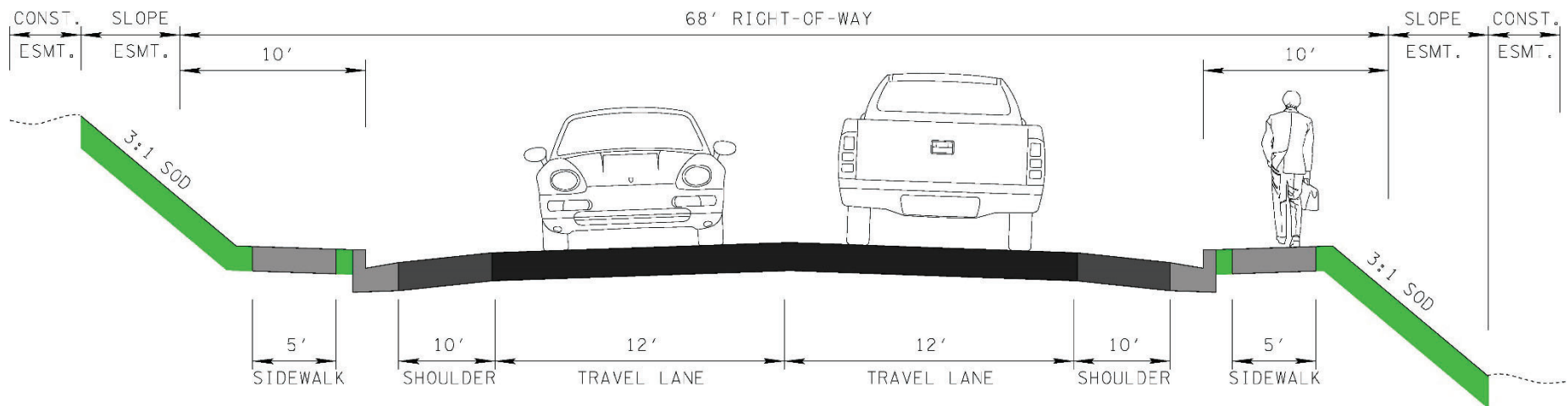
- Discuss proposed improvements to SR 66 – From US11E (SR 34) in Bulls Gap to South of Speedwell Road/Old Highway 66
- Provide preliminary plans for public review
- Receive input from the public
  - Comment cards
  - Court reporter
- Answer questions and address concerns



# Project Location



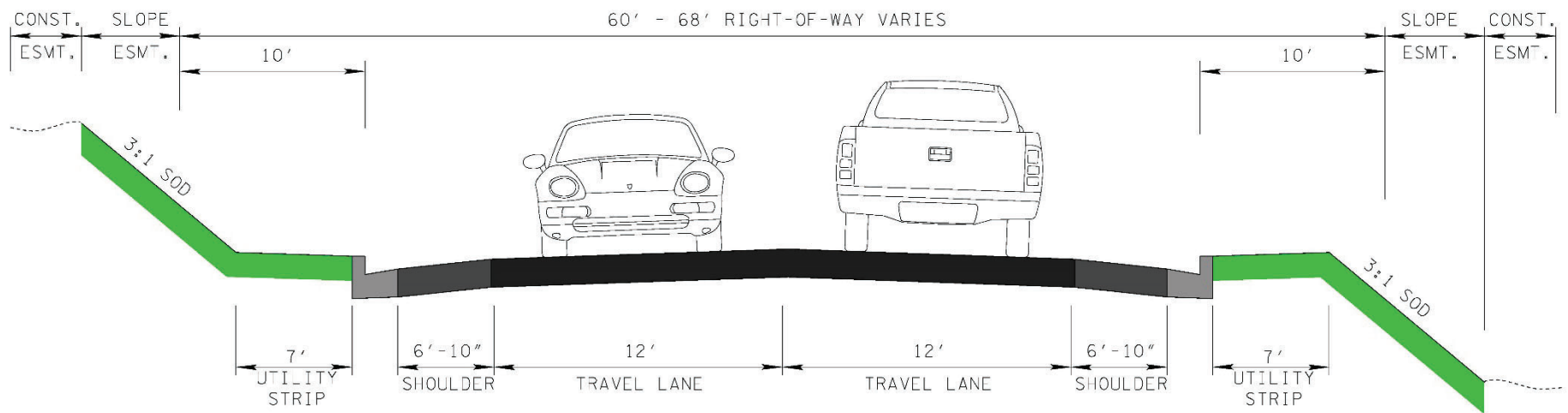
# Proposed Improvements



S.R. 66 SECTION  
WITH CURB AND SIDEWALK

SR 66 From US11E (SR 34) in Bulls Gap to North of Entrance to Barrett Outdoor Living, Inc.

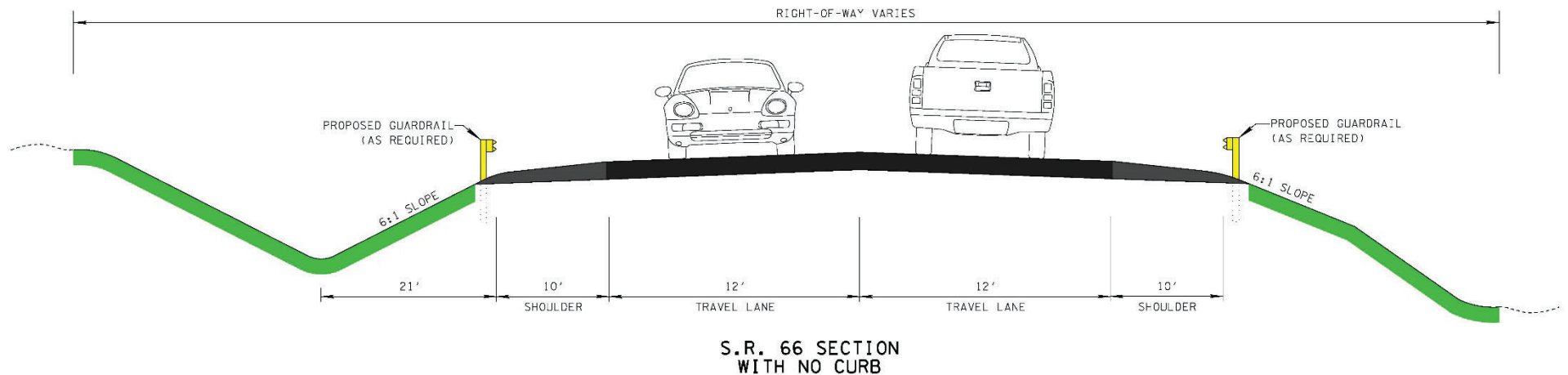
# Proposed Improvements



S.R. 66 SECTION  
WITH CURB AND NO SIDEWALK

North of Entrance to Barrett Outdoor Living, Inc.  
to  
Guthrie Gan Road

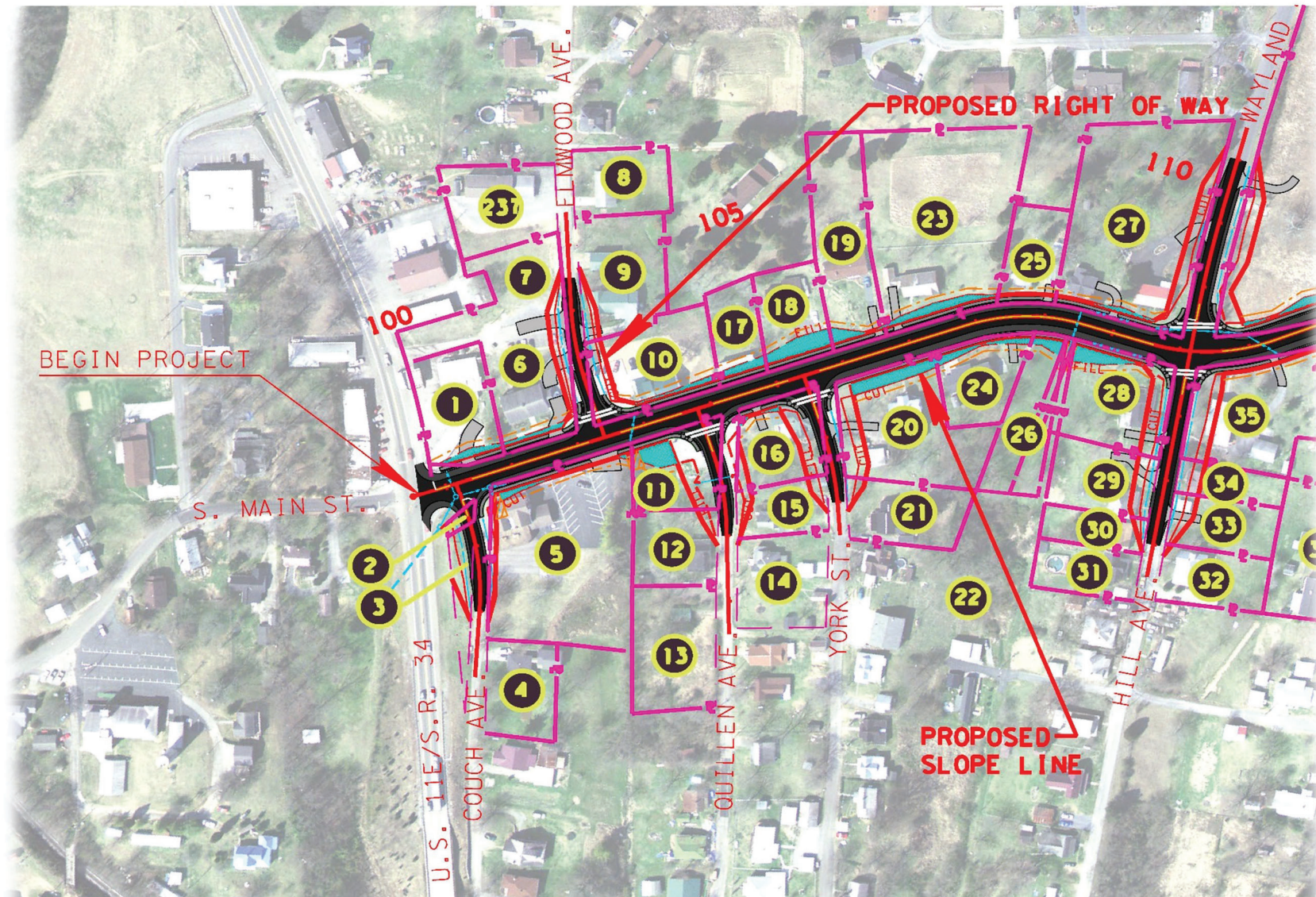
# Proposed Improvements



Guthrie Gap Road to South of Speedwell  
Road/Old  
Highway 66

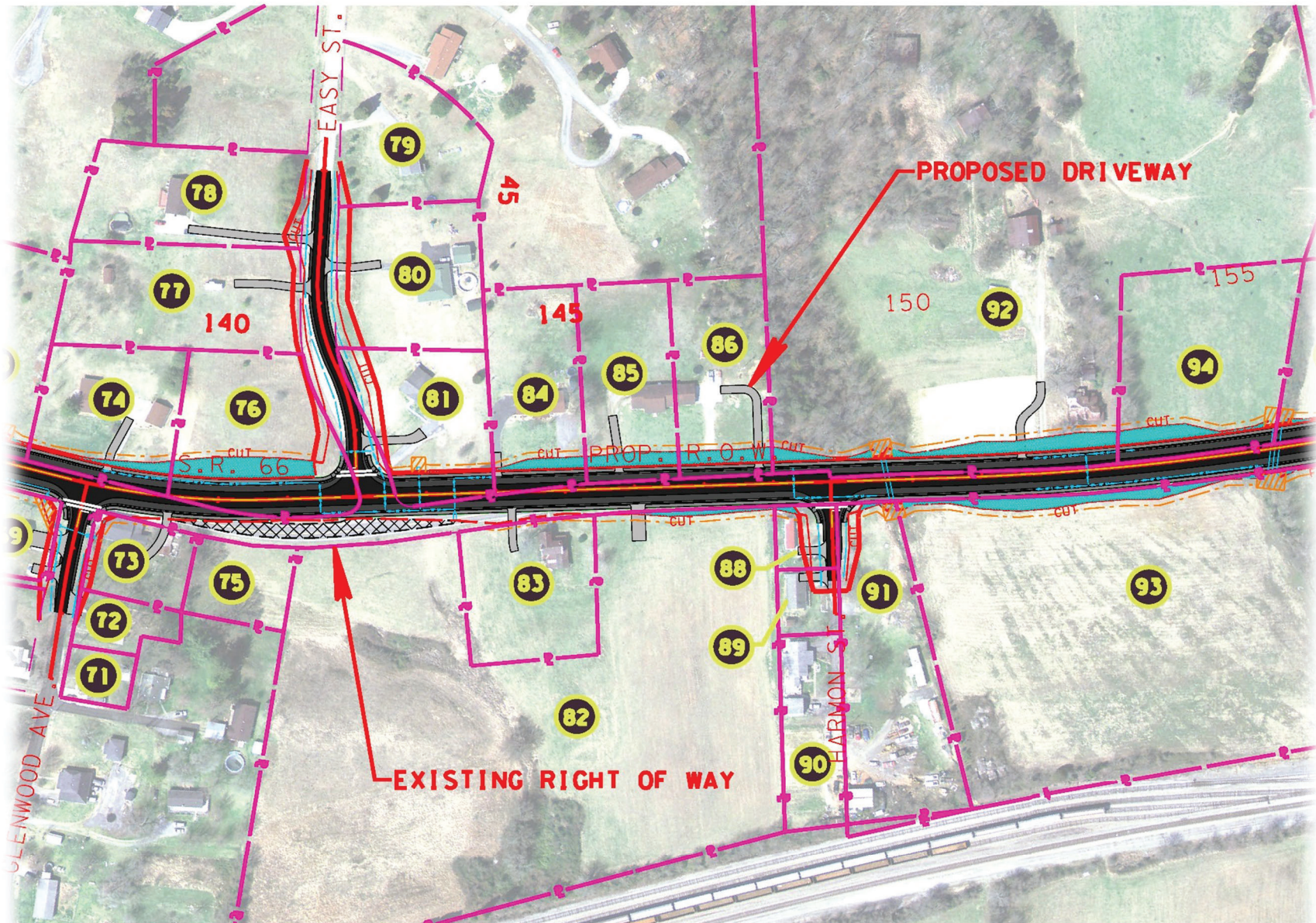


# Project Display





# Project Display

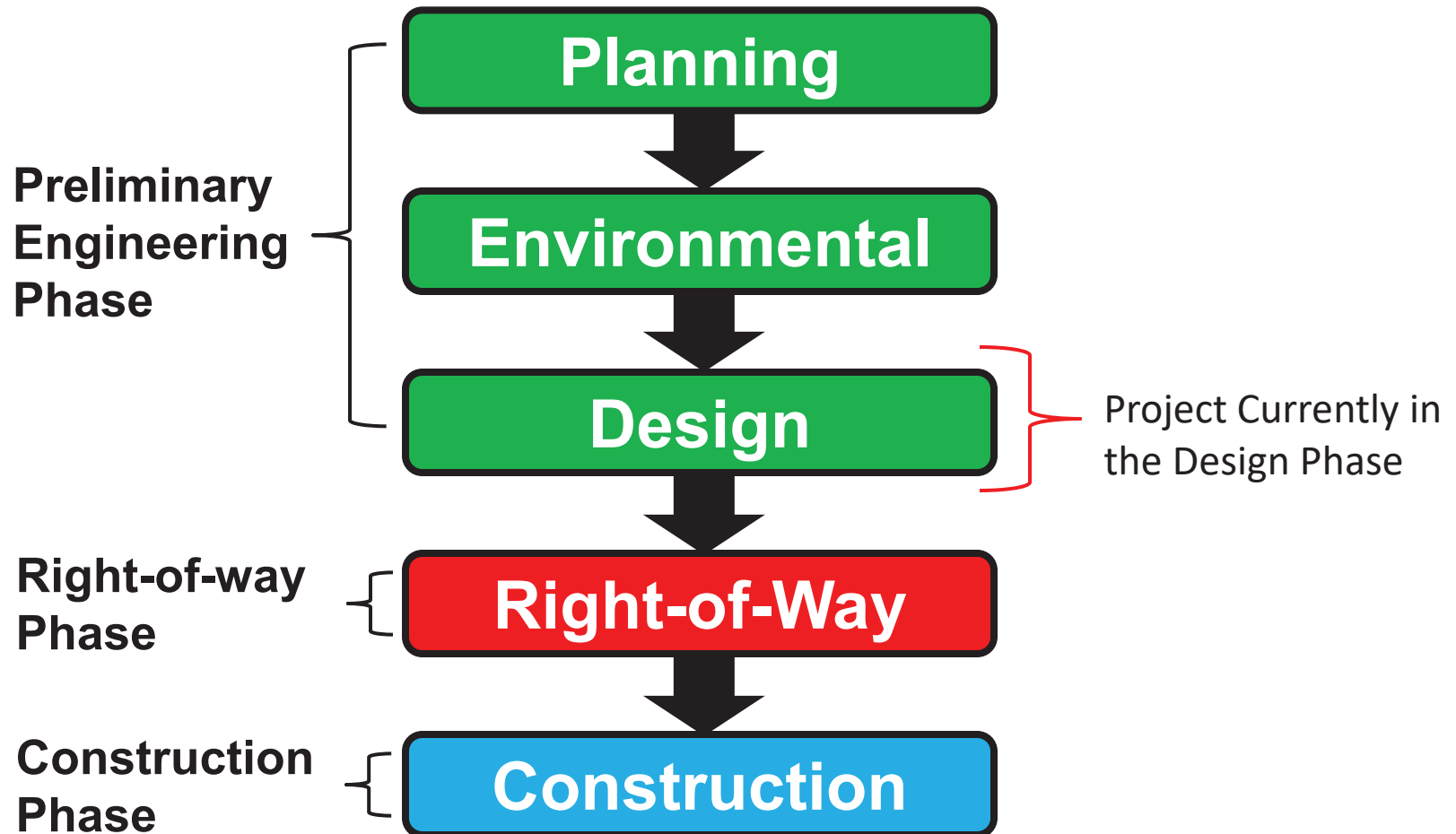




# Project Display



# Project Status



# Next Steps

- Address Public Comments
- Finalize Design for Right of Way
- Right of Way Appraisal and Acquisition
- Schedule Phasing for Construction

# Your Comments are Important to Us

- Submit written comments on the provided comment cards
  - Drop comment cards off tonight
  - Mail-in comment cards within 21 days, due December 8, 2016
- Provide verbal comments to the court reporter

# Thank you

For your attendance and participation in the SR 66  
Design Public Meeting

## Contacts

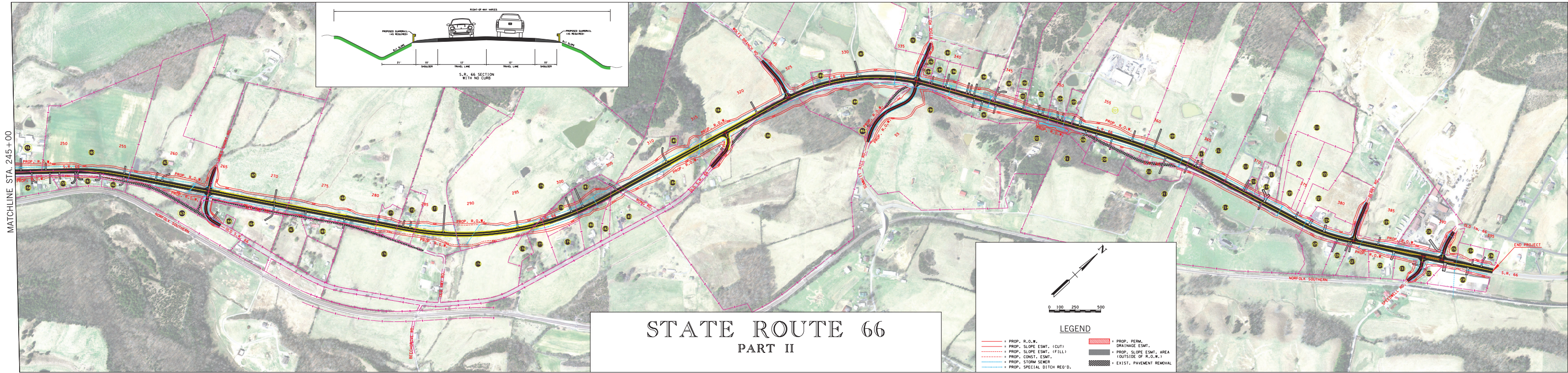
Daniel Oliver, PE, RLS | Director  
TDOT Region 1, Project Development  
PH: 865-594-2400  
Daniel.Oliver@tn.gov

Pete Falkenberg, PE | CE Manager  
TDOT Roadway Design Division  
PH: 615-741-0835  
Pete.Falkenberg@tn.gov











**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**Roadway Design Division**  
SUITE 1200, JAMES K. POLK BUILDING  
505 DEADERICK STREET  
NASHVILLE, TN 37243  
(615) 741-0835

**JOHN C. SCHROER**  
COMMISSIONER

**BILL HASLAM**  
GOVERNOR

March 8, 2017

Mr. Frederick Miller, P.E.  
Assistant Director  
Roadway Design Division  
Suite 1200, James K. Polk Building  
Nashville, TN 37243

RE: Project No. STP-66(38), 37005-1237-14, PIN 107579.00  
SR 66, from SR 34 (US11E) in Bulls Gap to S. of Speedwell Road/Old  
Hwy 66  
Hawkins County

Dear Mr. Miller:

I have reviewed the transcript and the comment cards from the Design Public Meeting held for the subject project on November 17, 2016 at Bulls Gap Elementary School in Bulls Gap, Tennessee. Ninety (90) people were in attendance with 2 verbal comments, 16 comment cards and no letters received. The comments expressed concerns with various aspects of the project. The general comments and specific location comments with responses are addressed as follows:

**General Comments:**

The proposed project includes improving roadway deficiencies and safety along the existing SR 66 through Bulls Gap and out into the county for a total length of 5.6 miles. At certain locations the roadway will be on new alignment to minimize impacts to homes, businesses and environmental resources.

Some attendees brought up an alternate route, Option B, which would have bypassed Bulls Gap to the west and tie back into existing SR 66 north of Bulls Gap. The Department studied the alternate but determined it would be best to follow the existing alignment of SR 66 in Bulls Gap.



Mr. Frederick Miller  
SR 66, Hawkins County, 107579.00  
March 8, 2017  
Page 2 of 7

Alignment near the Shadowland Farm (on the National Historic Register)

Currently, the existing SR 66 goes through the farm. Project impact on this historical property (one of two historic properties) was minimized by reducing proposed shoulder widths from 10' to 6' on each side of the highway. This was approved through the TDOT Historic Preservation Office. Further, nearby homes will be reviewed by the roadway designers to reduce impacts where possible.

Alignment near the Berry Farm (on the National Historic Register)

It was possible to not impact this historic property by re-aligning SR 66 in this area on new location. Several comments were received at the meeting and on comment cards to avoid impacting homes with the relocated alignment. The designers will review the proposed design to minimize or eliminate any relocations where possible.

**Specific Location Comments:**

Comment: Drew Robinson (Tract 11) noted there were three options explored in the 2006 Transportation Planning Report (TPR). He questioned why was Option 'A' selected going through Bulls Gap?

Response: The TPR does not specifically identify Option 'A' as the preferred alternate over Options 'B' and 'C'. However, TDOT upper management selected Option 'A' after deliberation and consideration of all the alternatives including environmentally sensitive areas within the 5.6 mile length of the proposed project.

Comment: Robert and Sandra Wallace (Tract 44) commented they will lose their home if the design is not changed. They have requested that the alignment of Melrose Avenue be shifted to avoid taking their home.

Response: After review of the situation, it appears that the home on adjacent Tract 39 has been demolished. Given this, it makes sense to attempt impact reduction on Tract 44 and the designers will evaluate this with the goal of eliminating the relocation.

Comment: Jerry Dale and Sharon A. Long (Tract 85) are concerned about two things. Mr. Long first expressed concern about the impact to their yard. The

second concern is more global in that the design appears to impact residences when, if shifted to one side or the other, the impact to people's homes could be reduced or eliminated and the impacts could be shifted onto vacant land.

Response: Regarding the first concern, the designer will review the impact on the Long's front yard to determine if it can be mitigated. Shifting the roadway away from the Long property would adversely impact the Cureton tract across the highway which is already impacted more severely than the Long tract. Included in the design review will be a possible profile grade adjustment that may reduce impacts on the Long property without adversely affecting the Cureton tract. Regarding the second more global comment that the road should be shifted where possible to avoid/eliminate impacts to residences and increase impacts to vacant land; the designers will investigate this and make adjustments where possible.

Comment: Sam Shepherd (Tract 92) is concerned that SR 66 construction will be too close to the existing building on his tract for it to be economically viable. He is requesting that the State buy the structure and remove it from his tract. Mr. Shepherd would like additional access points onto the tract. He owns several adjoining tracts in the area.

Response: Once the plans have progressed to the Right-of-Way phase, TDOT professional appraisers will evaluate the situation using commonly employed appraisal methods. The resulting appraisal will be independently reviewed and an offer will be made for the land necessary to reconstruct the roadway. Mr. Shepherd will have the opportunity to speak with the appraiser and express his concerns and wishes, including additional access points, as part of the appraisal process. The current design includes replacement of the existing driveway in width and location.

Comment: George Thomas Smith (Tract 125) objects to the provision of sidewalks throughout the city limits and would prefer they end at Oak Grove Church which is located between Allen Drive and Glenwood Street in Bulls Gap.

Response: The project design includes sidewalks within the city limits of Bulls Gap where pedestrians are more likely than out in the County. Sidewalks allow pedestrians a safe place to walk and are useful for building a sense of community by allowing people to walk around, see neighbors and otherwise enjoy the environment. It is very likely that provision of the sidewalks will

result in a bigger footprint for the roadway project, but once construction is completed the community will be better served.

Comment: Travis Arnott (Tracts 155, 155A, 163, 165, 168 & 171) commented that he sees no reason that the highway can't be widened along the existing alignment. He feels that the new road will cost more to maintain. Mr. Arnott is also concerned about the impacts to his family's land (a century farm) as well as his grandfather's home at 1219 Hwy 66. Finally, he is concerned about all the land that will be acquired to build the new reconstructed roadway.

Response: The proposed location of the reconstructed SR 66 in this area is driven by one primary factor...avoidance of a National Historic Register site known locally as the Berry Farm. Designing SR 66 on new location completely avoids the historic site and provides maximum separation of the roadway from the Berry Farm properties. In doing so, other properties, including Mr. Arnott's family century farm, are affected by this move. Due to State and Federal regulations, impacts to the Berry Farm must be mitigated and minimized as much as is possible and practical. This project is being funded with Federal and State matching funds which are not provided unconditionally. Therefore, to meet safety and alignment standards and guidelines tied to the funding of the project, SR 66 is proposed to be relocated or shifted in certain locations. The designers will evaluate a shift in proposed alignment to avoid the Arnott homes and/or properties as well as not impact neighboring properties adversely. Impacts will be spread out as equitably as possible with the proposed alignment shift.

Comment: Louise B. Howard (Tract 184) would like the road shifted away from her tract to eliminate impacts.

Response: The designers will evaluate this possibility. However, by moving the roadway, the project impacts may just be shifted to another property owner. The designers will also evaluate the possibility of using retaining walls to lessen the impact to Ms. Howard's property. The nearby cemetery could also be avoided.

Comment: Ross and Joyce Hughes (Tract 187) question why so many houses are being taken and wondered why the road can't be shifted onto vacant land. They also don't think a four-lane road is necessary.

Mr. Frederick Miller  
SR 66, Hawkins County, 107579.00  
March 8, 2017  
Page 5 of 7

Response: The designers will evaluate the possibility of shifting the roadway, however, by shifting the roadway, project impacts may just be shifted to a different property owner. Design guidelines and standards must be followed in order for the reconstructed roadway to be safe once construction is complete. These guidelines and standards make shifting the roadway back and forth quickly and in short distances impractical. One of our objectives is to have a safer facility once the project is complete. A four-lane roadway will not be built. Instead it will consist of 3 lanes and shoulders with curb, gutter and sidewalks within the city limits of Bulls Gap and only 2 lanes with full shoulders north of Bulls Gap.

Comment: Jewell Long (Tract 202) is concerned if enough money and/or time will be given to relocate safely.

Response: TDOT uses federally mandated appraisal guidelines that allow for compensation to property owners from whom land must be acquired to construct the roadway and other improvements. These guidelines call for a fair marketplace based appraisal that is independently reviewed. Funds are also made available to help residents who need to be relocated. All of this information will be more clearly explained and articulated at a Right-of-Way meeting for affected property owners to be held as the project moves forward.

Comment: Linda Jennings (No acquisition, off project) is concerned that the project will destroy the quiet country living she currently enjoys. She is also concerned about the number of homes being acquired by the project.

Response: The objective of this project is to reconstruct SR 66 and provide added safety and eliminate deficient roadway alignment providing another 5.6 miles of improved roadway from I-81 to Rogersville, TN. The project will not be building a freeway. Instead, Bulls Gap will have a three lane road with shoulders and curb and gutter with sidewalks; north of Bulls Gap will be a 2 lane road with full shoulders. The designers will be looking at a variety of options to reduce the overall impact of the project, including shifts in the road alignment, possible use of retaining walls and other methods to reduce the footprint/impact of the project.

Comment: Michael Solomon (Mayor of Bulls Gap, no acquisition, off project) would like to see a bicycle lane added to the project and the addition of turn lanes at US 11E (SR 34) and at Barrette Manufacturing.



Mr. Frederick Miller  
SR 66, Hawkins County, 107579.00  
March 8, 2017  
Page 6 of 7

Response: The current design has sufficient pavement width within Bulls Gap to allow for a 4 foot bicycle lane on each side of the road. Outside of Bulls Gap, the roadway will typically have a 10 foot shoulder on both sides. These features should be sufficient to provide safe refuge for bicyclists. The designers will investigate adding turn lanes at the intersection of US 11E and SR 66 as well as improving the existing traffic signal. Turn lanes into the Barrette facility are already proposed.

Comment: Cynthia Arnott Trentham (No acquisition, off project) is concerned that the new alignment of SR 66 will result in a decrease in her personal safety. This is due to the fact that the proposed SR 66 will be closer to her home on Rong Road. Instead she would like the new road to be built more or less following the existing alignment. Ms. Trentham also provided some insight into potential project impact to unmarked civil war era grave sites near her property.

Response: The proposed location of the reconstructed SR 66 in this area is driven by one primary factor...avoidance of a National Historic Register site known locally as the Berry Farm. Designing SR 66 on new location completely avoids the historic site and provides maximum separation of the roadway from the Berry Farm properties. Due to Federal and State regulations, impacts to the historic site must be minimized as much as practical. The chosen alignment is a compromise between various competing demands. It meets the required design standards and spreads the impacts as equitably as possible.

Comment: Diana Hughes (No acquisition, off project) commented that the current proposed alignment of SR 66 impacts too many homes and thinks the highway should be shifted to the east of existing SR 66 to reduce the number of impacts.

Response: There were three improvement options considered in the Transportation Planning Report (TPR). The TPR does not specifically identify Option 'A' as the preferred alternate over Options 'B' and 'C'. However, TDOT upper management selected Option 'A' after deliberation/consideration of all the alternatives including environmentally sensitive areas within the 5.6 mile length of the proposed project.

Mr. Frederick Miller  
SR 66, Hawkins County, 107579.00  
March 8, 2017  
Page 7 of 7

I am requesting your concurrence in the comment responses provided and that we are allowed to proceed with the development of the Right-of-Way plans for this project.

Yours Truly,



Pete Falkenberg, P.E.  
Project Delivery Manager  
Roadway Design Division

APPROVAL:



Frederick Miller, Assistant Director, Roadway Design Division



Date

PF

**From:** [Jim Ozment](#)  
**To:** [Erick Hunt-Hawkins](#)  
**Cc:** [Klint Rommel](#)  
**Subject:** FW: hwy 66 route bulls gap Pleasant Hill to Wolfe Branch section  
**Date:** Tuesday, March 07, 2017 3:28:25 PM  
**Attachments:** [image.png](#)

---

Erick

Need to put this in the file under public comments. I will respond.

Thanks

Jim

---

**From:** Ca Trentham [mailto:[catrenth@yahoo.com](mailto:catrenth@yahoo.com)]  
**Sent:** Monday, March 06, 2017 11:33 AM  
**To:** Jim Ozment  
**Subject:** Fw: hwy 66 route bulls gap Pleasant Hill to Wolfe Branch section

**\*\*\* This is an EXTERNAL email. Please exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email - STS-Security. \*\*\***

Show original message

On Sunday, March 5, 2017 12:20 PM, Ca Trentham <[catrenth@yahoo.com](mailto:catrenth@yahoo.com)> wrote:

On Sunday, March 5, 2017 12:19 PM, Ca Trentham <[catrenth@yahoo.com](mailto:catrenth@yahoo.com)> wrote:

On Sunday, March 5, 2017 12:16 PM, Ca Trentham <[catrenth@yahoo.com](mailto:catrenth@yahoo.com)> wrote:

On Sunday, March 5, 2017 12:03 PM, Ca Trentham <[catrenth@yahoo.com](mailto:catrenth@yahoo.com)> wrote:

Subject: Hwy 66 Bulls Gap Tn. Pleasant Hill to Wolfe Branch Section.

I am in desperate need of an answer to this question.

According to TDOT. In 2012 TDOT Historians surveyed the proposed project area for historic resources. They surveyed six properties and charted over forty-five properties. It is the **OPINION** of TDOT that three properties within the Area of Potential Effects (APE) are **ELIGIBLE** for listing in the National Register of Historic Places:

Simply put TDOT is building a road around a declining building, on the verge of falling

down, only held together by vines, see attached picture, to impact agriculture farm land {Century Farm} and destroy the peace and tranquility of over 16 family's, Some of these family's actually will be losing their home and just as bad if not worse the highway will be located only feet away with significant traffic noise and nuisance, trapping families between two highways. If not for the historic concern for the Berry Farm only 1 mobile home and maybe 1 other house would be affected all else is unoccupied vacant land following the highway. I and all the families affected can only voice our concern and pray that someone takes action to correct this problem.

. [Title 36](#) → [Chapter 1](#) → Part 63

c) If the Keeper of the National Register determines that a property has lost the characteristics that made it eligible for the National Register, he will inform the State Historic Preservation Officer and the Federal agency and remove the property from the list of eligible properties.

Families adversely impacted: HOWARD LOUISE Berry 1525 HWY 66 S BULLS GAP, TN 37711

LASTER ROBERT R 1485 HWY 66 S      OVERBAY RONALD TYLER & JENNIFER 1473 HWY 66 S

LONG ELIZABETH ANN 1461 HWY 66 S      PRUITT JOHN OSCAR & MARGIE 1443 HWY 66 S

ARNOTT EVELYN 187 RONG RD      VAUGHN NORMAN A 124 OLD HWY RD

FARMER KENNETH & PATRICIA 138 OLD HWY RD      WARD DELLA ARNOTT OLD HWY RD 146

ARNOTT JOHN 1219 HWY 66 S      ARNOTT TRAVIS E 421 WOLFE BRANCH RD

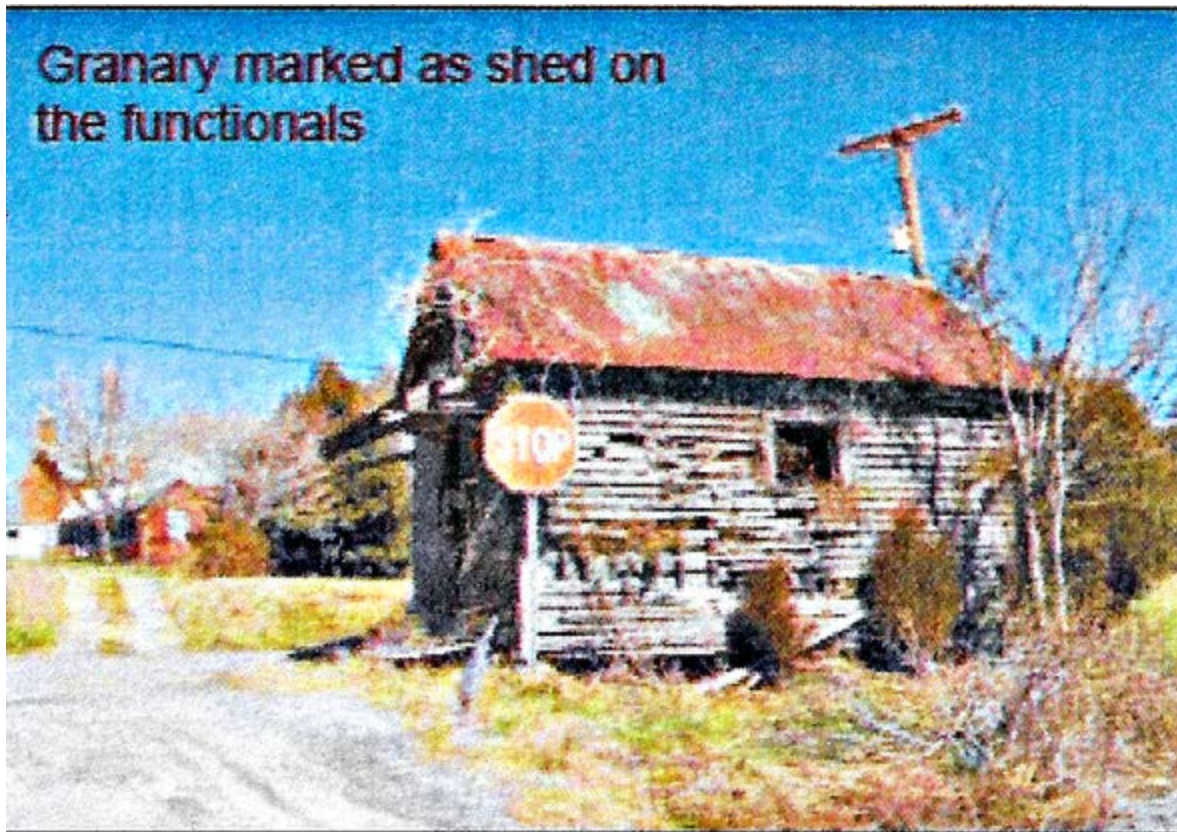
Tommy & Linda Arnott old hwy rd      WATTS RICHARD E & BRENDA JOYCE 173 OLD HWY RD

PHILLIPS DENNIS & JOY 1305 HWY 66 S      LAWSON LARRY LEON JR P O BOX 328

Mike & Cynthia Trentham 159 rong rd

attached picture of building TDOT is avoiding

Granary marked as shed on  
the functionals



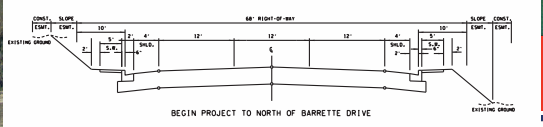




# **Appendix B**

November 13, 2018 Design Public  
Meeting Materials













SEE EXHIBIT 2

SEE EXHIBIT 4



**SR 66 from SR 34 in Bulls Gap to South of Speedwell Road**  
**Public Meeting Notes**  
**November 13, 2018**

- Tract 29 – Mallon Simerly should be Craig & Ava Thompson

County: Hawkins  
Owner: THOMAS CRAIG & EVA  
Owner 2:  
Address: HILL AVE 108  
Parcel Number: 161J C 002.00  
Deeded Acreage: 0  
Calculated Acreage: 0  
Subdivision: W S QUILLEN ADD  
Subdivision Lot: 6  
Date of Imagery: 2015

Updated and completed.

- Track 30 – Check the property owner. There has been changes.

County: Hawkins  
Owner: ROARK GEORGIE IDA  
Owner 2:  
Address: HILL AVE 110  
Parcel Number: 161J C 003.00  
Deeded Acreage: 0  
Calculated Acreage: 0  
Subdivision: W S QUILLEN  
Subdivision Lot: 8  
Date of Imagery: 2015

Updated and Completed.

- Tract 44 or 45 – The trailer is taken by the project. Check if it can be avoided.  
Adjusted the proposed profile of the driveway for tract 44. By lowering the profile, we can tie down of the edge of drive faster and have a couple feet of buffer from mobile home/trailer.  
**Perhaps we should build a proposed driveway from Melrose instead located where a wide gravel drive exists with the current alignment? And that way we can try to avoid the house as well as the shed off of Willow? – Thoughts, Umit?**

- Parcel 124 – was bought by Parcel 126 owner. Check.

TN Property Viewer still has MOORE JARRELL P & JAN B as owner. Need to be verified if the information is correct. Agreed.



- Parcel 136 – check the property owner.

County: Hawkins  
Owner: LEWIS RONALD E & MARY A

Owner 2:

Address: GOAN DR 101  
Parcel Number: 158 104.00  
Deeded Acreage: 0.24  
Calculated Acreage: 0  
Subdivision: FRED GRIGSBY EST  
Subdivision Lot: PO-9  
Date of Imagery: 2015

Updated Survey Label and ROW table notation

- Tract 150 – construction easement at the barn.  
Construction limits do not touch the barn. The construction easement is close to barn, but it is not impacting the barn.
- Tract 186 – very old bridge off Wolfbranch Road  
The project is not impacting it.
- Tract 194, 195 and 196 – fills line at the front yard which has septic and field lines are in front field. Check we can locate the filed lines and eliminate the impacts to the field lines.  
The current design impacting most of the front yard of the tract 195 and 196. Tract 194 is a total take. The profile will be reviewed to see if the impact into Tract 195 and 196 front yard can be minimized.
- Tract 227 – Have new storage unit in the property. Check. She wants to get information about the project. Kelsey & Patrick Luvene – Box and Locks Storage LLC. [Kelsey.luvene@kckla.net](mailto:Kelsey.luvene@kckla.net)  
The new storage unit cannot be verified. There is a new unit on Tract 229.
- Tract 245 – wrong property owner. Check.  
TN Property reviewer has different property owner name. It will be updated.
- Tract 249 – Home and business will be taken by the project. Check if it can be avoided.  
Unfortunately, the house is very close to the roadway and due to the widening of the roadway typical section. House will be a take.
- Tract 95 – Can we minimized the impact to the property so that there would be enough space to build a house.  
It will be investigated.
- Tract 183 – the proposed r/w line along Stubblefield Rad touches the barn. Is it possible to pull the impact outside of the fence line round the barn?  
It will be investigated.  
Yes, the impacts can be reduced to avoid the fence by adjusting the profile on Stubblefield.
- Tract 184 – the proposed design impact the house on he property. Is it possible to save the house?  
It will be investigated.  
Change to SR66 profile will make this issue worse. The cut line is being pushed out an additional 12' (~Sta. 314+00). This is would a take.

- Tract 201 and 200 – Confirmed that they use the shared driveway located at STA 347+20 R2 and they are relatives. They are aware that mobile home at Tract 201 block the access to Tract 200
- Tract 192 – Property owner asked the impact and distance of the fill from his house. Check to see minimize the impact.

It will be investigated.

Ridge Road realignment investigated. Limits updated and changed. Need verification from TDOT regarding survey at Tract 192. Survey basemap and current aerial imagery show differences in layout of garage and driveway location. Must be verified.

- Check if we can add turn lanes on Highway 11.

It will change the scope of works. Check with TDOT PM to get NTP for this change.

Out of scope.

- Tract 126, 127, 136 & 137 – Property owner asked the impact and distance of the fill from his house. Check to see minimize the impact.

For Tracts 126 and 127 (Meadowview), adjust profile of Meadowview to stay closer to existing ground line, and adjust ditches appropriately. Finally, adjust end conditions to have a steeper backslope of the ditch to minimize impacts. For Tracts 136 and 137 (Goan), adjust sections on RT-side of Goan to tie into fill slope, no ditch needed on RT side, to minimize impacts.

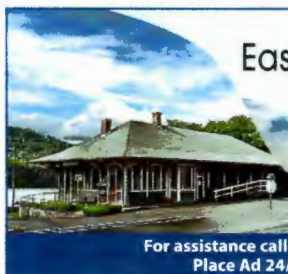
#### Additional Tasks 1/29/2019

- Re-align SR66 vertical profile of SR66 from ~289+00 to ~350+00.
  - Ramifications:
    - Impacts increase from ~289+00 to ~300+00.
    - Additional cut into the historic Berry Farm (~6' additional at the maximum).
    - Starting about Sta. 300+00, cut line comes toward road.
    - At 306+00, it flips. The impacts increase until about Sta. 324+50.
    - From there, the new profile generally reduces the amount of impact to adjacent parcels.
- Plan set revisions US



# **Appendix C**

November 12, 2024 Public Meeting  
Materials



# East Tennessee Public Notices

THE ROGERSVILLE REVIEW

For assistance call 423-359-3168 or email [classifiedads@greenevillesun.com](mailto:classifiedads@greenevillesun.com)  
Place Ad 24/7 go to [www.TheRogersvilleReview.com/Classifieds](http://www.TheRogersvilleReview.com/Classifieds)

### PUBLIC NOTICES

**Notice of a Meeting**

A meeting of the Bulls Gap Sewer System Board of Directors will be held on Monday November 11, 2024 at 4:00 PM at Town Hall, 129 S. Main St., Bulls Gap, Tennessee.

The purpose of the meeting is to consider any matters on the printed agenda, as well as all other matters properly brought before the Sewer Board.

The public is cordially invited to attend.

This the 22nd day of October 2024,  
Stacy Hayes, Mayor  
11.6.24

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**Notice of Regular Meeting**

The regular monthly meeting of the Board of Mayor and Aldermen of the Town of Bulls Gap will be held on Monday November 18, 2024 at 4:00 PM at Town Hall, 129 S. Main St., Bulls Gap, Tennessee. The purpose of the meeting is to consider any matters on the printed agenda, as well as all other matters properly brought before the Board.

The public is cordially invited to attend.

This the 22nd day of October 2024,  
Stacy Hayes, Mayor  
11.6.24

### PUBLIC NOTICES

**NOTICE TO CREDITORS**

No. 37CH-1-2024-PR-197

In the Matter of the Estate of Hiram Hamilton Bowlin

Notice is hereby given that on October 15 of 2024, Letters Testamentary in respect of the estate of Hiram Hamilton Bowlin, who died 4/2/2024, were issued to the undersigned by the Hawkins County Chancery Court of Hawkins County, Tennessee. All persons, resident and non-resident, having claims, matured or unmatured, against the estate are required to file the same with the Clerk of the above-named Court on or before the earlier of the dates prescribed in (1) or (2) otherwise their claims will be forever barred.

(1) (A) Four (4) months from the date of the first publication of this notice / the creditor received an actual copy of the notice to creditors; if the creditor received the copy of the notice less than sixty (60) days prior to the date that is four (4) months from the date of the first publication (or posting) as described in (1)(A) or (2) Twelve (12) months from the decedent's date of death.

This 15th day of October, 2024  
s/Phyllis Murtry  
Executrix  
Brent N Mayes  
Attorney  
Brent Price  
Clerk & Master  
10.30.24, 11.6.24

---

### PUBLIC NOTICES

**ORDER OF PUBLICATION**

IN THE CHANCERY COURT FOR HAWKINS COUNTY, TENNESSEE

HOMER LIGHT JR and REBA LIGHT Plaintiff

VS

JAMES LIGHT JR and ROBERT LIGHT Defendants

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### National Environmental Policy Act (NEPA) Public Meeting for State Route 66, from State Route 34 (US-11) to Andrew Johnson Hwy in Bulls Gap to North of Speedwell Road/US Highway 66, Hawkins County, TN. PIN 107579.00

Tuesday, November 12, 2024, from 5:00 pm to 7:00 pm ET  
315 Albee Dr. Bulls Gap, TN 37611

The Tennessee Department of Transportation (TxDOT), in cooperation with the Federal Highway Administration (FHWA) proposes the widening and improvement of State Route (SR) 66 from the intersection of SR-34 (US-11) and Andrew Johnson Highway in Bulls Gap to north of the intersection with Speedwell Road/US Highway 66 in Hawkins County, Tennessee. The project length is approximately 5.76 miles. The Bulls Gap Alternative includes the widening of the existing two-lane roadway (which currently consists of one 10-foot wide travel lane in either direction) and would include the construction of the following:

- Two 12-foot travel lanes (one lane in either direction) and paved shoulders four to six feet in width
- An intersection, 2.0-mile-wide roadway with four lanes (TWO TLE)
- Five-foot wide sidewalks near the project beginning
- Intersecting curb and gutter
- Guardrail as required
- Minor horizontal and vertical roadway alignment changes, primarily located in Bulls Gap, intended to meet current TxDOT highway design and safety standards.

Once completed, the Bulls Gap Alternative would provide a consistent type of roadway along SR-66 from SR-34 (US-11) and Andrew Johnson Highway to the county seat of Rogersville, as well as provide a link from Rogersville to US-11. The Public Meeting will provide the public the opportunity to review and comment on the purpose and need for the proposed SR-66 project as well as the range of alternatives under consideration and potential mitigation options for associated impacts to environmental justice populations. The agenda for the public meeting is as follows:

- 5:00 Meeting Begins
- 5:00 - 5:15 pm Sign-in/Review Hearing Handout/View Project Displays
- 5:15 - 5:30 pm Project PowerPoints Presentation
- 5:30 - 7:00 pm View Project Displays, Speak with the TxDOT Project Team and Provide Feedback and Comments

Persons with a disability who require aids or services to participate in this meeting, may contact Ms. Shanna Wootley at the following address no later than 10 days prior to the date of the meeting: Ms. Shanna Wootley, ADA Compliance, Tennessee Department of Transportation, Suite 1200, James K. Polk Building, 305 Duane Street Nashville, Tennessee 37243. By Phone: (615) 741-0465, TTY: (615) 741-0296, Email: shanna.wootley@tn.gov. Following the public meeting on November 12, 2024, public meeting materials will be available for download at <https://www.tn.gov/transportation/transportation-projects/ada-compliance>. Materials will include the project display, public meeting handout, PowerPoints presentation and comment card. QUESTIONS: Please call 1-800-544-9949 (toll-free) and leave a voicemail message with your name, phone number and question. If you have a question or information request that needs to be answered before providing your official comment on the project, please make sure to call the number above by December 3, 2024. A TxDOT representative will respond to questions within 7 business days. COMMENTS: COMMENTS: Received a verbal comment with the court reporter at the Public Meeting or call 1-800-544-9949 (toll-free) and leave a voicemail message with your name, phone number and comment. ONLINE COMMENT FORM: Complete an online comment form available on the SR-66 project website at <https://transportation.tn.gov/transportation-projects/ada-compliance> or by scanning the QR code. EMAIL: Send an email to [TxDOTcomment@dot.gov](mailto:TxDOTcomment@dot.gov) using the subject line: State Route 66 Project. COMMENT CARD OR LETTER: Mail a comment card or letter to the following address: State Route 66, CAD Kinley-Horn and Associates, 18 East Avenue, Suite 400, Nashville, TN 37218. Public Comments received on or before November 9, 2024, will be included in the official summary of the public meeting. TxDOT is an Equal Opportunity Employer and does not discriminate on the basis of race, age, sex, religion, color, disability, or national origin.



## Hawkins County Schools is selling surplus items on the online auction site

## Public | Surplus.

To see a list of current auctions please visit the Hawkins County Schools web site at [www.hck12.net](http://www.hck12.net) and click on the Public Surplus logo.

(423) 272-7629  
200 North Depot Street • Rogersville



## STATEWIDE CLASSIFIEDS

### Auctions

**GET THE WORD OUT about your next auction! Save Time & \$\$\$ One Call For All Your Ads can appear in this newspaper + 97 other TN newspapers. For more info, contact the newspaper's classified dept. or call Becky Moore 931-424-8916 (TNscan)**

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**Get DSL Satellite TV + Internet!** Free Install, Free HD-DVR Upgrade, 80,000 On-Demand Movies, Plus Limited Time Up To \$600 In Gift Cards! Call Today! 1-844-274-6074 (TNscan)

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**Attention: VAGRA and CHAS USREX!** A cheaper alternative to high-drawers gives 5078 Service - Only 199 - 180% guaranteed! (All NOW 1-866-477-7551) (TNscan)

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THE ROGERSVILLE  
REVIEW

PUBLIC NOTICE

There are three primary purposes for this notice.

First, people who may be affected by activities in floodplains and those who have an interest in the protection of the natural environment should be given an opportunity to express their con-

Second, an adequate public notice program can be important public educational tool. The dissemination of information about wetlands can facilitate and enhance Federal efforts to reduce the risks associated with the occupancy and modification of these special areas.

when the Federal government determines it will participate in

Written comments must be received by the Town of Rogersville at the following address on or before 11/06/2024 (a minimum 7 calendar day comment period will begin the day after the publication and end on the 8th day after the publication) Town of Rogersville, 106 E. Kyle Street, Rogersville, TN 37857, (423) 272-7487. Attention: Glenn Hutchens, Recorder

Comments may also be submitted, or further information can be requested via email at [comment@thejournal.com](mailto:comment@thejournal.com)

glennh@rogersvilletn.gov A full description of the project may also be reviewed from M-F 8:00 AM-4:30 PM at the same as the office address listed above

Date 10/30/2024  
Name of Certifying Officer: Jim Seitz  
Title of Certifying Office: Mayor  
10/30/24

\_\_\_\_\_

SALE

Route (SR) 66 from the

Information submitted no later than 11:00 p.m. on the day of the meeting. Ms. Shasha Winstay, ATFA Compliance, Tennessee Department of Transportation, Zone 1200 James K. Polk Building, 505 Saunders Street, Nashville, Tennessee 37243. By Phone: (615) 541-2466; TTY Relay: (877) 813-6298. Email: [swinstay@tdot.gov](mailto:swinstay@tdot.gov). Individuals who wish to receive a copy of the materials will be available for download from the following website: [www.tdot.gov/ATFA](http://www.tdot.gov/ATFA). Materials will include the project details, public hearing location, PowerPoint presentation, and comment cards. Questions, Please call 1-800-452-4669 or e-mail [swinstay@tdot.gov](mailto:swinstay@tdot.gov) or e-mail [swinstay@tdot.gov](mailto:swinstay@tdot.gov) with your project name, phone number, and question. If you have a question or information request that needs to be answered before providing your official comment on the project, please make sure to call the comment center by December 15, 2010. Comments will be accepted until 7 business days. COMMENTS: VERBAL COMMENTS: Record a verbal comment with the county recorder at the Public Meeting or call 1-800-544-6469 (toll-free) and leave a message. COMMENTS: E-MAIL COMMENTS: Send an e-mail to [swinstay@tdot.gov](mailto:swinstay@tdot.gov) or [swinstay@tdot.gov](mailto:swinstay@tdot.gov) with your project name, phone number, and question. COMMENTS: FORM COMMENTS: Fill out the comment card and mail it to the SR-66 project website at [www.tdot.gov/ATFA](http://www.tdot.gov/ATFA) or by scanning the QR code. EMAIL: Send an email to [TDOT.Comment@tn.gov](mailto:TDOT.Comment@tn.gov) using the subject line State Route 66, Project COMMENTS CARD QR LINK: Scan a comment card or link to the following address: [www.tdot.gov/ATFA](http://www.tdot.gov/ATFA), State Route 66, c/o Kinley-Horn Construction, 10000 Highway 66, Nashville, TN 37203. The comment card, project information, and the QR code, 9.7834, will be included in the official summary of the public meeting. TDOT's is an Equal Opportunity Employer and does not discriminate on the basis of race, age, sex, religion, color, disability, or national origin.



WHEREAS, default has occurred in the performance of the covenants, terms, and conditions of a Deed of Trust dated May 3, 2021 executed by Jerry Keith English Jr. to Stewart Title Company Tennessee Division as Trustee, for Mortgage Electronic Registration Systems, Inc. as beneficiary, as nominee for First Choice Lending Service, LLC, a Tennessee Limited Liability Company, its successors and assigns, and appearing of record on May 5, 2021, in the Register's Office of Hawkins County, Tennessee, as Book 1450, Page 228, and Instrument Number 220035521, as modified in Book 1450, Page 228, and Instrument Number 220035521;

WHEREAS, the beneficial interest of said Deed of Trust was lawfully transferred and assigned to Laidlaw Service, LLC, the party entitled to enforce said security interest, and having appointed Clear Record LLC, the undersigned, as Substitute Trustee by instrument filed or being filed for record in the Register's Office of Hawkins County, Tennessee, with all of the rights, powers, and privileges

NOW, THEREFORE, notice is hereby given that the entire indebtedness has been declared due and payable as provided in said Deed of Trust, and that the undersigned, Clear Recon LLC, as Substitute Trustee, has caused its Agent, a virtual assistant, to send and deliver by first class mail, postage prepaid, upon said Substitute Trustee's order, on November 7, 2024, at 11:00 AM, local time, at the main entrance of the Hawkins County Courthouse located in Rogersville, Tennessee, proceed to sell at public auction to the highest and best bidder for cash or certified funds ONLY, paid at the conclusion of the sale, the following described property situated in Hawkins County, TN: to wit:

The land referred to herein below is situated in the County of Hawkins State of Tennessee and is described as follows:

SITUATE IN THE FIRST CIVIL DISTRICT OF HAWKINS COUNTY TENNESSEE, TO-WIT  
BEING LOT NO. ONE (1) OF RIVER SHADOWS SUBDIVISION, AS SHOWN BY PLAT OF SAME  
OF RECORD IN PLAT CABINET 3, ENVELOPE 704A, IN THE REGISTER'S OFFICE FOR  
HAWKINS COUNTY TENNESSEE TO WHICH REFERENCE IS HERE MADE FOR A FULL AND  
COMPLETE DESCRIPTION

BEING THE SAME PROPERTY CONVEYED TO JERRY KEITH ENGLISH, JR. BY WARRANTY DEED FROM NORMA ELKINS, AND MITCHELL ELKINS WIFE AND HUSBAND, DATED 05/03/2021 AND FILED OF RECORD IN BOOK 1402 PAGE 372 IN THE REGISTER'S OFFICE FOR HAWKINS COUNTY, TENNESSEE

Commonly known as 106 Rivershadows Dr Rogersville, TN 37857

The street address and parcel number(s) of the above described property are believed to be correct; however, such references are not a part of the legal description of the property sold herein, and in the event of any discrepancy the legal description herein shall control.

This sale is subject to all matters shown on any applicable recorded plat, any unpaid taxes, any re-

sincive covenants, easements, or setback lines that may be applicable; any statutory rights of redemption of any governmental agency, state or federal; any prior liens or encumbrances as well as any priority created by a fixture filing; and to any matter that an accurate survey of the premises might disclose. In addition, the following parties may claim an interest in the above-referenced property: Jerry Keith English Jr., Secretary of Housing and Urban Development and Blue World Pools, Inc.

If the United States or the State of Tennessee have any liens or claimed lien(s) on the Property, and are named herein as interested parties, timely notice has been given to the applicable governmental entity, and the sale will be subject to any applicable rights of redemption held by the entity as required by 26 U.S.C. § 7425 and/or Tennessee Code § 67-1-1433.

All right and equity of redemption, statutory and otherwise homestead, and dower are expressly waived in said Deed of Trust, and the title is believed to be good, however, the undersigned will sell and convey only as Substitute Trustee

The transfer shall be AS IS WHERE IS, AND WITH ALL FAULTS and without warranties of any kind, express or implied, as to the condition of the Property and the improvements located thereon, including merchantability or fitness for particular purpose. Trustee shall make no covenant of seisin or warranty of title, express or implied, and will sell and convey the subject real property by Substitute Trustee's Deed only.

The right is reserved to adjourn the day of the sale to another day, time, and place certain without further publication, upon announcement at the time and place for the sale set forth above.

THIS OFFICE IS ACTING AS A DEBT COLLECTOR AND IS ATTEMPTING TO COLLECT A DEBT  
ANY INFORMATION OBTAINED WILL BE USED FOR THAT PURPOSE

Clear Recon LLC  
Substitute Trustee  
651 East 4th Street Suite 200

Chattanooga, Tennessee 37403  
Phone: (877) 319-8840  
File No. 1154-2899A  
Newspaper: Rogersville Review  
Rogersville, Tennessee 37864  
Phone: (615) 924-2224, (615) 924-2224, (615) 924-2224

Publication Dates: 10/16/2024, 10/23/2024, 10/30/2024, Order#239709





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### AFFIDAVIT

Attn: Amanda Tidwell  
TDOT Community Relations Division  
James K. Polk Building  
505 Deaderick Street, 7<sup>th</sup> Floor  
Nashville, TN 37243

To Whom It May Concern:

The enclosed itemized statement is for publication of **"NEPA Public Meeting for State Route 66, Hawkins County"** in the list of newspaper(s) on invoice **S24.6414** on the date(s) stated therein as authorized by your office.

As requested, clipping of advertisement are submitted herewith as further proof of publication. Per Tennessee Code Annotated Chapters 1 & 8, in reference to public notice sections where laws were enacted in 2014 (TCA § 1-3-120) and 2024 (HB2114), Tennessee Press Service reminded the listed newspaper(s) that this public notice should be placed in the print publication on the date(s) indicated, on the newspaper's website for the same date(s), and on the statewide public notice website ([www.tnpublicnotice.com](http://www.tnpublicnotice.com)).

I, *Alisa Subhakul*, Junior Media Buyer of Tennessee Press Service, Inc., do hereby certify that the attached is true and correct.

This Sixth day of November, 2024

**Alisa Subhakul, Junior Media Buyer**

Sworn before me this 6<sup>th</sup> day of November, 2024

**Earl Goodman, Notary Public**

My commission expires July 1, 2028



**ANNOUNCEMENT OF  
TDOT PUBLIC MEETING**

**STATE ROUTE 66**

**From State Route 34 in Bulls Gap to  
North of Speedwell Road/Old Highway 66**

Hawkins County  
PIN 107579.00

**Tuesday, November 12, 2024  
5:00 to 7:00 PM (ET)  
Bulls Gap School  
315 Allen Drive, Bulls Gap, Tennessee 37711**

The Public Meeting will provide the public the opportunity to review and comment on the purpose and need for the proposed SR-66 project as well as the range of alternatives under consideration and potential mitigation options for anticipated impacts to environmental justice population(s).

Persons having a disability that requires aids or services to participate at the meeting may contact Ms.Shanna Waelty by telephone at (615) 741-0465, TTY Relay (877) 831-0298 or e-mail shanna.waelty@tn.gov no less than ten (10) days prior to the date of the meeting.

Anyone with questions regarding the Public Meeting, should contact Eric Wilson, the TDOT Region 1 Project Development Manager, at 865.594.0742 or by email at eric.wilson@tn.gov.



<https://tinyurl.com/SR-66Hawkins>



Tennessee Department of  
Transportation  
James K. Polk Building  
Suite 900  
505 Deaderick Street  
Nashville, TN 37243-0332

**SCAN ME!**



<https://tinyurl.com/SR-66Hawkins>



# SIGN-IN SHEET

State Route 66

From State Route 34 in Bulls Gap to North of Speedwell  
Road/Old Highway 66, Hawkins County, Tennessee  
Public Meeting – Bulls Gap School  
Tuesday, November 12, 2024, 5:00 PM to 7:00 PM

Name (Please Print)	Organization	Contact Information (address, phone, and email)
Kim Wilder		8800 E.A.S. Hwy. Bulls Gap TN 37711 (423) 312-2574
Sally Wilder		1045 Hwy. 66 Bulls Gap TN 37711 (423) 235-2106
Judy Goan		156 Guthries GAP Rd Bulls GAP TN 754-3416
Don Heck Lari Zublena		957 N. Main St. 813-966-1156 Bulls Gap 973-879-0763
Mary Joai		904 North Main Bulls Gap 373-6417
Jan B. Moore		811 N. Main St. Bulls Gap, TN 754-7414
Travis Arnett		421 Wolfe Branch Rd 423-312-4724 Bulls Gap TN 37711
Pete Missi		122 Shephard Dr. Bulls Gap 812-406-5965

# SIGN-IN SHEET

**State Route 66**  
From State Route 34 in Bulls Gap to North of Speedwell  
Road/Old Highway 66, Hawkins County, Tennessee  
Public Meeting – Bulls Gap School  
Tuesday, November 12, 2024, 5:00 PM to 7:00 PM

Name (Please Print)	Organization	Contact Information (address, phone, and email)
Cody Gibson		
Laney Williams		
Laila Beck		
Mary J. Short		
JARRELL Moore		751 North Main St Bulls Gap, TN 37711 423-235-6484
Peggy K. Smith		1847 Hwy 66 Bulls Gap, TN 37711 814-599-1258
Brandon Laster		110 Ridge Rd Bulls Gap TN 37711 423-921-2753 brandanstp@gmail.com
PATRICK LUND	Industrial Development Board Hawkins Co. Cons	202 Park Blvd, Rogersville, TN 423-272-8841 plund@hcgas.com



# SIGN-IN SHEET

**State Route 66**  
From State Route 34 in Bulls Gap to North of Speedwell  
Road/Old Highway 66, Hawkins County, Tennessee  
Public Meeting – Bulls Gap School  
Tuesday, November 12, 2024, 5:00 PM to 7:00 PM

Name (Please Print)	Organization	Contact Information (address, phone, and email)
Michael Frank Grooms Alisa Allison		1476 Hwy 66 Bulls Gap, TN 423-293-9285, 423-235-2831
Richard King		
Della Seal		
Sandy Mc New		423-526-1878
Michael Watson		429-923-1861
Melissa Hutchins		423-354-8594
Christina Seay		423-754-4698
Fay Moore		802-323-4288

Gordon Greer

802-272-9134

# SIGN-IN SHEET

State Route 66

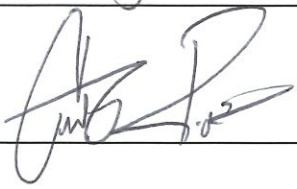
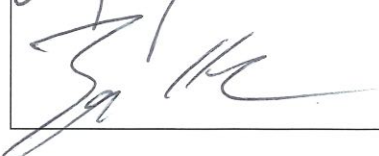
From State Route 34 in Bulls Gap to North of Speedwell  
Road/Old Highway 66, Hawkins County, Tennessee  
Public Meeting – Bulls Gap School  
Tuesday, November 12, 2024, 5:00 PM to 7:00 PM

Name (Please Print)	Organization	Contact Information (address, phone, and email)
PAUL - SHARON NEWTON		423-923-0881 105 SPEEDWELL RD. Rogersville
Gary - Debbie Knight		423-312-2782 gdknight5364@gmail.com 301 Hillcrest Ln. Bulls Gap
Taylor Smith		423-736-5676 207 N. Main Bulls Gap
Amy Jeffers		423 956 1074 amy.britton@hotmail.com 1269 Hwy 66 Bulls Gap
Dianna Kesterson		415 N Main St Bulls Gap TN 37711
Sam Shepherd		301 Bulls Gap-Saint Clair Rd Bulls Gap, TN 37711
Philip Shepherd		301 Bulls Gap-Saint Clair Rd
Stacy Hayes	Mayor	905 N Main St 37711

# SIGN-IN SHEET

## State Route 66

From State Route 34 in Bulls Gap to North of Speedwell  
Road/Old Highway 66, Hawkins County, Tennessee  
Public Meeting – Bulls Gap School  
Tuesday, November 12, 2024, 5:00 PM to 7:00 PM

Name (Please Print)	Organization	Contact Information (address, phone, and email)
Robert R Laster		1485 Hwy 66 Bulls Gap TN 37711 <del>rlaster</del> rlaster1210@gmail.com
Brandy Hopkins		117 N. Main St. Bulls Gap 865-659-2324 brandy.staley13@gmail.com
Tom Kirstein		423-923-0529
Angele Hayes		222 north main st Bulls Gap 423-921-2070
		149 virginia LNK Bulls Gap TN
Jeff Cinnamon		803 old Hwy 11 W Rogersville TN 37857 423-923-0040
Larry E Elkins		578 E. McKinney Ave Rogersville TN 423-754-3495
		1320 Hwy 66 Bulls Gap



# SIGN-IN SHEET

## State Route 66

From State Route 34 in Bulls Gap to North of Speedwell  
Road/Old Highway 66, Hawkins County, Tennessee  
Public Meeting – Bulls Gap School  
Tuesday, November 12, 2024, 5:00 PM to 7:00 PM

Name (Please Print)	Organization	Contact Information (address, phone, and email)
Marilyn Williams		423-492-3555
DJagson Kesterse J		423-273-1101
Ross-Joyce Hughes		1625 Hwy 66 423-235-7873 423-972-7400
Anthony & Angie Liversay		210 Freeman RD 423-754-3172
Jewell Long		1747 Hwy 66 423-231-0622
Patricia Mentry		1741 Hwy 66 423-923-4360
Joe P. Stewart		122 - WAYLAND DR. B.G. 754-4126
Brenda & Larry Hbrook		115 Hill AV, Bulls Gap 423-312-9026

# SIGN-IN SHEET

**State Route 66**  
From State Route 34 in Bulls Gap to North of Speedwell  
Road/Old Highway 66, Hawkins County, Tennessee  
Public Meeting – Bulls Gap School  
Tuesday, November 12, 2024, 5:00 PM to 7:00 PM

Name (Please Print)	Organization	Contact Information (address, phone, and email)
LINDA JENNINGS		148 Wolfe Branch Rd 37711
Lucinda Jennings		
Blake & Terrylee Davis		332 Allen Drive 37711 (423) 736-5021 terrylee-davis@yahoo.com
BARBARA DAVID McDaniel		223 Hill Ave Bulls Gap Tenn 37711
Kraig Otto		1767 Hwy 66 Bulls Gap
Drew Robinson		114 N. Main St., Bulls Gap TN
LetAnn Stewart		1405 Robertson Blvd Osgersville 37857
David Jinks		106 Pennington Rd Bulls Gap, TN 37711



# SIGN-IN SHEET

## State Route 66

From State Route 34 in Bulls Gap to North of Speedwell  
Road/Old Highway 66, Hawkins County, Tennessee  
Public Meeting – Bulls Gap School  
Tuesday, November 12, 2024, 5:00 PM to 7:00 PM

Name (Please Print)	Organization	Contact Information (address, phone, and email)
Waymon Harrell		501 N. MAIN ST. Bulls Gap TN
Penny Sullivan	counselorps@yahoo.com	(423) 754-0516 110 S. Main Bulls Gap, TN
Hugh A. Schwartz		491 N MAIN ST BULLS GAP, TN 37711
Curtis Griffin		195 Chuck Rd. 423-923-1129 Rogersville, TN
Roy & FELICIA COLLINS		103 Meadow View Rd. (423) 436-8731 Bulls Gap, TN 37711 (Roy)
Tony Roark, Debra Hunter Whitcomb		110 Hill Ave. Bulls Gap TN 37711
Michael Martin		2970 Wilshire Blvd. Morristown, TN 37814
Nancy Barker	Chambee	110 EAST KYLE ST Rogersville, TN 37857

# SIGN-IN SHEET

## State Route 66

From State Route 34 in Bulls Gap to North of Speedwell  
Road/Old Highway 66, Hawkins County, Tennessee

Public Meeting – Bulls Gap School

Tuesday, November 12, 2024, 5:00 PM to 7:00 PM

Name (Please Print)	Organization	Contact Information (address, phone, and email)
Don Cloutier		436 N. MAIN ST. 423-293-1935 5-8PM
Roy Voiles		122 Summit Hall Rd 423-754-5984
Rick Carroll		405 S Armstrong Rd #5 Pigeonville TN 37857 423-523-2810
James Trent Jr		743 N. Main St. Bulls Gap, TN.
Victoria & Sheridan Barker		937 Sheila Ct. Dollywood TN 37817 423-748-1079
Myra		1320 Hwy 66 423-327-2674
Eva Sparks		
Elizabeth Villard		965 N. Main St. Bulls gap, TN (423) 714-9711

[illegible]

# SIGN-IN SHEET

**State Route 66**  
From State Route 34 in Bulls Gap to North of Speedwell  
Road/Old Highway 66, Hawkins County, Tennessee  
Public Meeting – Bulls Gap School  
Tuesday, November 12, 2024, 5:00 PM to 7:00 PM

Name (Please Print)	Organization	Contact Information (address, phone, and email)
Nancy Grubb Harvey		220 Sycamore Dr Bulls Gap TN 37711
Phillip Jacob Harrell		143 James Shortt Rd Bulls Gap PO Box 717 Rogersville TN 423-609-1840
Whitney Gou		122 Hill Ave Bulls Gap TN 37711 623-748-4115 whittingalgood@yahoo.com
Karen Gordon		<del>18416</del> Hwy 66 Bulls Gap TN 37711
Mike & Cynthia Trent		159 / 87 Rong Rd
ELTON & RITA EVANS		870 RONALD DRIVE TALBOTT, TN 37877
Mike Trent		159 Rong Rd Bulls Gap

[illegible]



## From State Route 34 in Bulls Gap to the North of Speedwell Road/Old Highway 66, Hawkins County, TN, PIN 107579.00

### Public Meeting Handout

November 12, 2024 5:00-7:00 PM

Bulls Gap School

315 Allen Drive

Bulls Gap, Tennessee 37711

### Project Overview

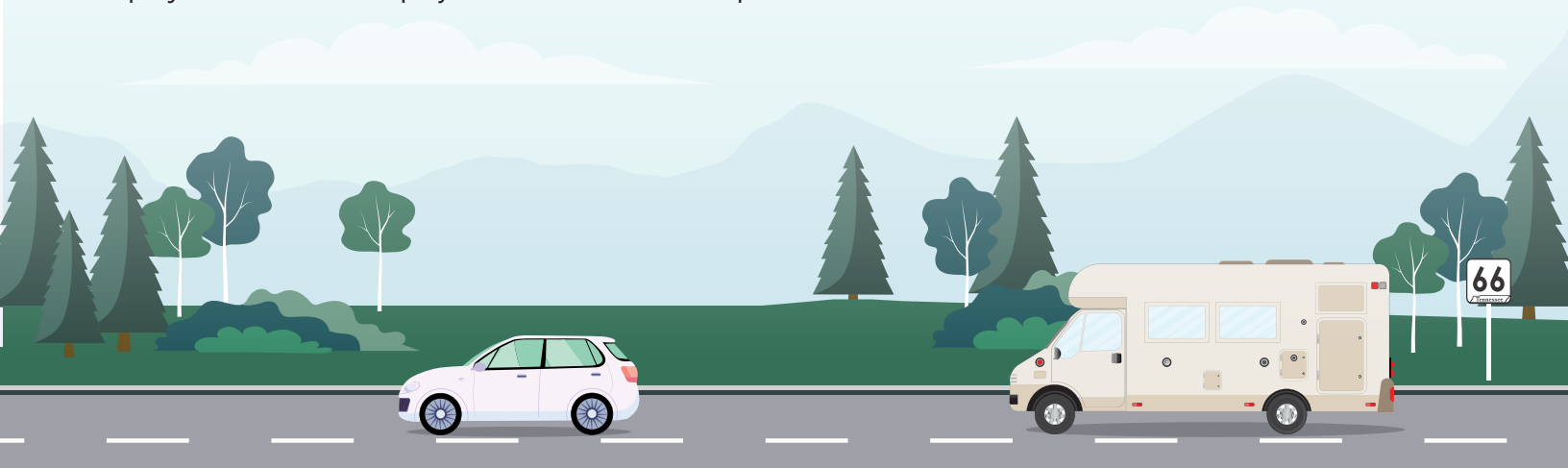
The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), proposes to widen and realign State Route (SR) 66 in Hawkins County from the intersection with SR-34 (US-11E, Andrew Johnson Highway) in Bulls Gap to north of the intersection with Speedwell Road/Old Highway 66. The proposed improvements would total approximately 5.70 miles in length.

Because the proposed project is being designed and constructed utilizing federal transportation dollars, the project is subject to the requirements of the National Environmental Policy Act (NEPA). TDOT and FHWA are preparing an Environmental Assessment (EA) in accordance with the NEPA to identify and evaluate the environmental effects of the proposed project and to identify measures to minimize harm.

### Purpose Of Meeting

The purpose of this public meeting is to provide the public the opportunity to review and comment on the purpose and need for the proposed SR-66 project as well as the range of alternatives under consideration.

During the public meeting, project information will be delivered through a PowerPoint presentation followed by an open house where members of the TDOT project team will be available to discuss the project and review displays with members of the public.



## Project History

In 2006, TDOT completed a [Transportation Planning Report \(TPR\)](#)<sup>1</sup> which analyzed existing and projected traffic data and determined the feasibility of proposed improvements along SR-66 from SR-34 (US-11E) in Bulls Gap to the Otes Community in Hawkins County. The TPR evaluated improving approximately 5.3 -miles of the existing two-lane road to an upgraded two-lane facility which would match the roadway lane and shoulder width geometrics (two 12-foot lanes with 8-foot to 12-foot shoulders) of the section of SR-66 from the Otes Community to Rogersville.

Based on the 2006 TPR, the TDOT *2007-2009 Multi-Modal Work Program* identified this section of SR-66 as a substandard rural highway and provided the initial funding for the proposed project's planning, environmental, and preliminary engineering studies and processes. Four options (including the No-Build Option) were considered in the 2006 TPR as proposed improvements along SR-66. Option B would shift the alignment west of the existing SR-66 for approximately three miles and Option C would shift the alignment east of the existing SR-66 for approximately three miles. Option A proposed all improvements be concentrated along the existing SR-66 corridor. Option A was selected as the Build Alternative to be carried forward for NEPA review.

Subsequently, TDOT began development of a D-List Categorical Exclusion (CE) to document the potential impacts associated with the proposed improvements. However, due to the anticipated number of relocations associated with the proposed project, in 2024 it was determined by FHWA and TDOT to move the project forward as an Environmental Assessment.

## Preliminary Need for the Project

The preliminary need for the proposed SR-66 project has been identified as the following:

- » Geometric roadway deficiencies along existing SR-66 (curvature, limited shoulder, sight distance, etc.)
- » Insufficient system linkage (connection between Bulls Gap and the county seat in Rogersville)
- » Need for route redundancy (an alternate to Interstate 81)

## Preliminary Purpose of the Project

The preliminary purpose of the proposed SR-66 project has been identified as the following:

- » Correct geometric deficiencies to meet current TDOT design standards
- » Improve system linkage
- » Provide route redundancy for Interstate 81

Please note that the preliminary purpose and need will be refined as the environmental technical studies are finalized and public feedback from the November 12, 2024 Public Meeting is analyzed. The purpose and need will be formally presented in the Environmental Assessment expected to be released for public review in Quarter 1 of 2025.

<sup>1</sup><https://www.tn.gov/content/dam/tn/tdot/documents/government-how-do-i-documents/Studies/StatewidePlanning/studies-HawkinsSR66BullsGaptoLM5.3NearOtes-TPR.pdf>

## Alternatives Being Evaluated in the Environmental Assessment

A No-Build Alternative and one Build Alternative are being evaluated in the Environmental Assessment. Each alternative is described in the subsequent text below.

**No-Build Alternative:** In accordance with the implementing regulations for NEPA ([40 C.F.R. § 1502.14\(d\)](#)),<sup>2</sup> the No-Build Alternative has been retained for detailed study and serves as a benchmark for comparison with the Build Alternative. The No-Build Alternative would retain the existing state route and roadway configuration throughout the project area except for those modifications to the roadway network that have been programmed and approved for implementation, as identified in [TDOT's 25-Year Long Range Transportation Policy Plan](#)<sup>3</sup>, [State Transportation Improvement Program \(STIP\)](#)<sup>4</sup>, and the [TDOT 10-Year Project Plan](#)<sup>5</sup> and would allow for routine maintenance and safety upgrades.

**Build Alternative:** The Build Alternative includes the widening of the existing two-lane roadway (which currently consists of one 10-foot-wide lane in each direction) and would include construction of the following:

- » Two 12-foot travel lanes (one in each direction) and paved shoulders four- to ten-feet in width.
- » An intermittent 12-foot-wide two-way left-turn lane (TWLTL).
- » Five-foot wide sidewalks near the project beginning.
- » Intermittent curb and gutter.
- » Guardrail, as required.
- » Minor horizontal and vertical alignment changes, primarily located in Bulls Gap, intended to meet current highway design and safety standards.

Once completed, the proposed project would provide a consistent cross-section along SR-66 from SR-34 (US-11E, Andrew Johnson Highway) to the county seat of Rogersville, as well as provide a link from Rogersville to I-81. The total project length is approximately 5.70 miles.

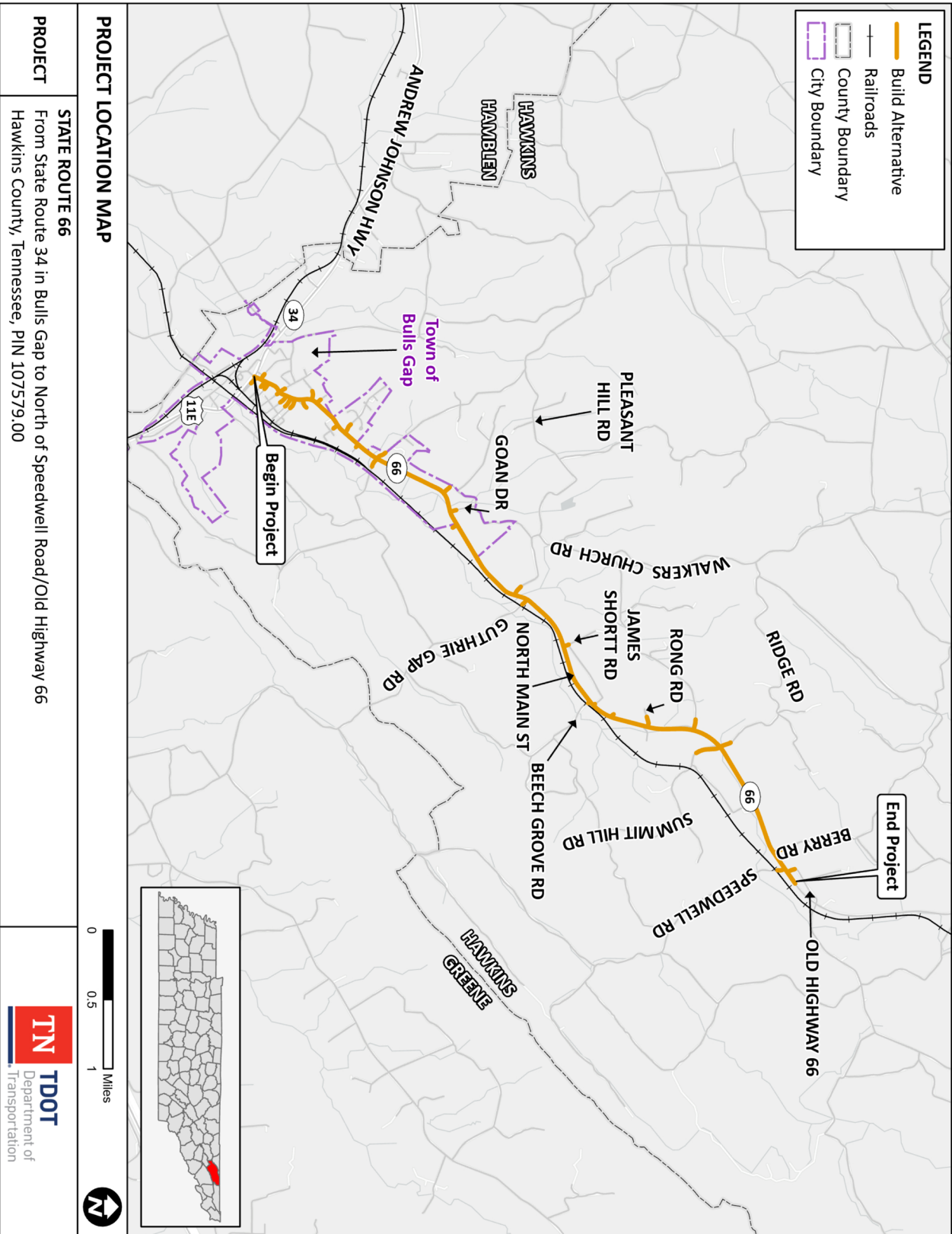
<sup>2</sup> <https://www.ecfr.gov/current/title-40/chapter-V/subchapter-A/part-1502/section-1502.14>

<sup>3</sup> <https://www.tn.gov/tdot/long-range-planning-home/25-year-transportation-policy-plan.html>

<sup>4</sup> <https://www.tn.gov/tdot/program-development-and-administration-home/program-development-and-administration-state-programs.html>

<sup>5</sup> <https://www.tn.gov/tdot/build-with-us.html>

## Project Location Map



## Project Schedule

Transportation projects are developed in four phases: Planning and Environmental Design, Design, Right-of-Way, and Construction. The following is an estimated timeline for various aspects of the proposed project.

Initial Early Coordination	Quarter 3 of 2024
Conduct Technical Studies	Quarter 4 of 2024
Public Meeting	November 12, 2024
Notice of Availability / Environmental Assessment Approval	Quarter 1 of 2025
Hold NEPA Public Hearing	Quarter 2 of 2025
Approval of Final Environmental Document / Selection of Preferred Alternative***	Quarter 3 of 2025
Right-of-Way Acquisition Phase	To Be Determined
Construction Phase	To Be Determined

\*Quarter 1 – January through March. Quarter 2 – April through June. Quarter 3 – July through September. Quarter 4 – October through December

\*\*Forecasted dates are subject to change.

\*\*\*Once the final environmental document is approved by the Federal Highway Administration, the Planning and Environmental Phase is complete.



- » TDOT will complete environmental technical studies and draft the Environmental Assessment for FHWA review and approval.
- » To further engage the public, following FHWA approval of the Environmental Assessment, TDOT will:
  - + Make the approved Environmental Assessment available for public review (including the results of all environmental technical studies).
  - + Hold a public hearing to present the findings of the environmental technical studies.
  - + Invite feedback and comments from the public on the results of the Environmental Assessment.

Use this space to keep track of any notes or questions you may have.

[illegible]

## Right-Of-Way and Relocations

TDOT will make relocation assistance available to all eligible persons impacted by this project, including residences, businesses, farm operations, non-profit organizations, and those requiring special services or assistance. The Regional Relocation Staff will administer the relocation program under the rules, policies, and procedures set forth in the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended, the Uniform Relocation Assistance Act of 1972, implementing federal regulations, TCA 13-11-101 through 119, the State of Tennessee Relocation Assistance Brochure and Chapter IX of the State of Tennessee Department of Transportation Right-of-Way Manual.

An information pamphlet, *Relocation Assistance Program*, outlines the services offered and any payments for which you may be eligible, such as moving expenses and replacement housing benefits for owners and tenants. The pamphlet also outlines the eligibility requirements for receiving these payments. The pamphlet is available for download from the TDOT Relocation Office website: <https://www.tn.gov/tdot/right-of-way-division/relocation-office.html><sup>6</sup>.

TDOT will provide advance notification of proposed right-of-way acquisition. The TDOT Right-of-Way Office has the responsibility, once a project is approved, of appraising, purchasing and, if required, assisting individuals, families or businesses in relocating. Before acquiring property, all properties are appraised on the basis of comparable sales and land use values in the surrounding areas.

The value will be established by using independent real estate appraisers who will prepare, for TDOT's use, written appraisals using actual sales data in the surrounding community.

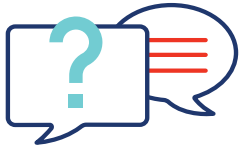
When an appraisal is necessary, the appraiser will contact each property owner and offer the owner the opportunity to accompany him/her on an inspection of the property. After the appraisal is complete, the TDOT Right-of-Way Appraisal staff will review the findings for accuracy to ensure that everything relating to value has been considered in establishing the amount to be offered. Owners of property will be offered fair market value for their property rights, as it is TDOT's desire to pay fair market value for the necessary property.

If you have a question regarding the TDOT Relocation process, please call **1-800-546-0949 (toll-free)** and leave a voicemail message with your name, phone number and question. A TDOT representative will respond to questions within 7 business days.

<sup>6</sup> <https://www.tn.gov/tdot/right-of-way-division/relocation-office.html>

## Procedure for Submitting Public Comments

You are encouraged to provide comments and input on the project. Your input will become part of the official public record for this project.



### Questions:

Please call **1-800-546-0949** (toll-free) by **December 2, 2024** and leave a voicemail message with your name, phone number, and question. This will allow TDOT to provide you a response by the **December 9, 2024** comment deadline. A TDOT representative will respond to question within 7 business days.



### Comments:

Public Comments received or postmarked by **December 9, 2024** will be included in the official summary of the public meeting.

Verbal Comments: Record a verbal comment with the court reporter tonight or call **(800) 546-0949** (toll-free) and leave a voicemail message with your name, phone number, and comment.

#### Written Comments:

- » Send a Comment Card or Letter by mail to:

State Route 66  
C/O Kimley-Horn and Associates  
10 Lea Avenue, Ste 400  
Nashville, TN 37210



- » Send an email to [TDOT.comments@tn.gov](mailto:TDOT.comments@tn.gov) using the subject line State Route 66 Project.
- » Complete an online comment form available on the SR-66 project website at <https://tinyurl.com/SR-66Hawkins> or by scanning the QR code.

## Additional Information

For additional information, please contact the following TDOT representative:

**Mr. Eric Wilson, PE**  
**TDOT Region 1 Project Development Manager**  
Email: [Eric.Wilson@tn.gov](mailto:Eric.Wilson@tn.gov)  
Phone: 865.594.0742  
Project Website - <https://tinyurl.com/SR-66Hawkins>



Your Name: \_\_\_\_\_

Date: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

County of Residence: \_\_\_\_\_

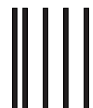
Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): \_\_\_\_\_ (Check here if you would like to receive e-mail notices \_\_\_\_)

Would you like to receive future mailings about the project? YES\_\_\_\_ NO\_\_\_\_

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES

**BUSINESS REPLY MAIL**

FIRST-CLASS MAIL PERMIT NO.958 NASHVILLE TN

POSTAGE WILL BE PAID BY ADDRESSEE

SR-66 COMMENTS  
KIMLEY-HORN AND ASSOCIATES  
10 LEA AVE STE 400  
NASHVILLE TN 37210-9910



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You may submit additional pages if the space provided is not adequate for your comments.

**For additional project information, contact:**

Eric Wilson, PE  
Tennessee Department of Transportation  
TDOT Region 1 Project Development Manager  
865-594-0742  
[Eric.Wilson@tn.gov](mailto:Eric.Wilson@tn.gov)



*TDOT is EEO/Affirmative Action Employer and does not discriminate on the basis of race, age, sex, religion, color, disability or national origin*

**YOU MUST TAPE CLOSED BEFORE MAILING**





## Public Comment Form

From State Route 34 in Bulls Gap to North of Speedwell Road/Old Highway 66,  
Hawkins County, Tennessee PIN 107579.00

The Tennessee Department of Transportation (TDOT) , in cooperation with the Federal Highway Administration (FHWA), proposes to widen and realign State Route (SR) 66 in Hawkins County. TDOT would like your input on the proposed project. Additional options for providing comments as well as additional information on the proposed project are available on the project website (<https://tinyurl.com/SR-66Hawkins>). Please note that the comment period ends **December 9th, 2024**.

**Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)**

- ☐ Concerned Citizen    ☐ Affected Resident    ☐ Affected Landowner    ☐ Affected Business

Name of Business \_\_\_\_\_

**What do you like and/or dislike about:**

**Build Alternative** – Improvements consist of widening the existing two-lane roadway along SR-66, from SR-34 to North of Speedwell Road/Old Highway 66, from ten-foot travel lanes (existing) to 12-foot travel lanes (proposed), adding paved shoulders four- to ten-feet in width, adding an intermittent 12-foot-wide two-way left-turn lane and two-foot curb and gutter, as well as adding 5-foot sidewalks near the beginning of the proposed project.

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

**Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)**

- ☐ No-Build Alternative    ☐ Build Alternative    ☐ No Preference

**What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)**

- ☐ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)  
☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)  
☐ Route redundancy (an alternate to Interstate 81)  
☐ Other \_\_\_\_\_

**What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)**

- |  |  |
|--|--|
| <input type="checkbox"/> Impacts to the Environment ( <i>streams, wetlands, soils, threatened and endangered species</i> ) | <input type="checkbox"/> Impacts to Communities                              |
| <input type="checkbox"/> Impacts to Existing Development ( <i>homes, businesses</i> )                                      | <input type="checkbox"/> Impacts to Historic and/or Archaeological Resources |
| <input type="checkbox"/> Other _____   |  |

**Additional Comments**

# Public Meeting

November 12, 2024

STATE  
ROUTE **66**

From State Route 34 in Bulls Gap to North of Speedwell  
Road/Old Highway 66, Hawkins County  
PIN 107579.00



TDOT Environmental Division



## Tonight's Agenda

**5:00 PM** Meeting Begins

**5:00 – 5:30 PM** Sign-In/Review Hearing  
Handout/View Project Displays

**5:30 – 5:45 PM** Project PowerPoint Presentation

**5:45 – 6:00 PM** Question and Answer Session with  
TDOT Representatives

**6:00 – 7:00 PM** Visit Project Displays, Speak with  
the TDOT Project Team, and  
Provide Feedback and Comments



# Purpose of Tonight's Meeting

To provide information on:

- Project status
- Project schedule
- Purpose and Need
- Range of Alternatives under Consideration

To answer your questions and gather your feedback.







## Your Comments are Important!

- Ask questions after this presentation
- Fill out a comment card and submit it tonight or by email, mail, or via the project website
- Record a verbal comment with the court reporter or using the project toll-free phone line
- Speak with a TDOT representative after this presentation



Comments received by December 9, 2024, will be included in the official summary for this meeting.

## Overview of TDOT Project Development Process



- **2006** - TDOT completed a Transportation Planning Report (TPR), which analyzed existing and projected traffic data and determined the feasibility of improving a portion of State Route 66.
- **2020** - A D-List Categorical Exclusion (CE) was initiated for the proposed improvements.
- **2024** – Activities have included:
  - Right-of-Way Plans were developed for the proposed project.
  - It was determined by FHWA and TDOT to move the project forward as an Environmental Assessment (EA) based on the anticipated number of relocations.
  - An EA is currently under development.

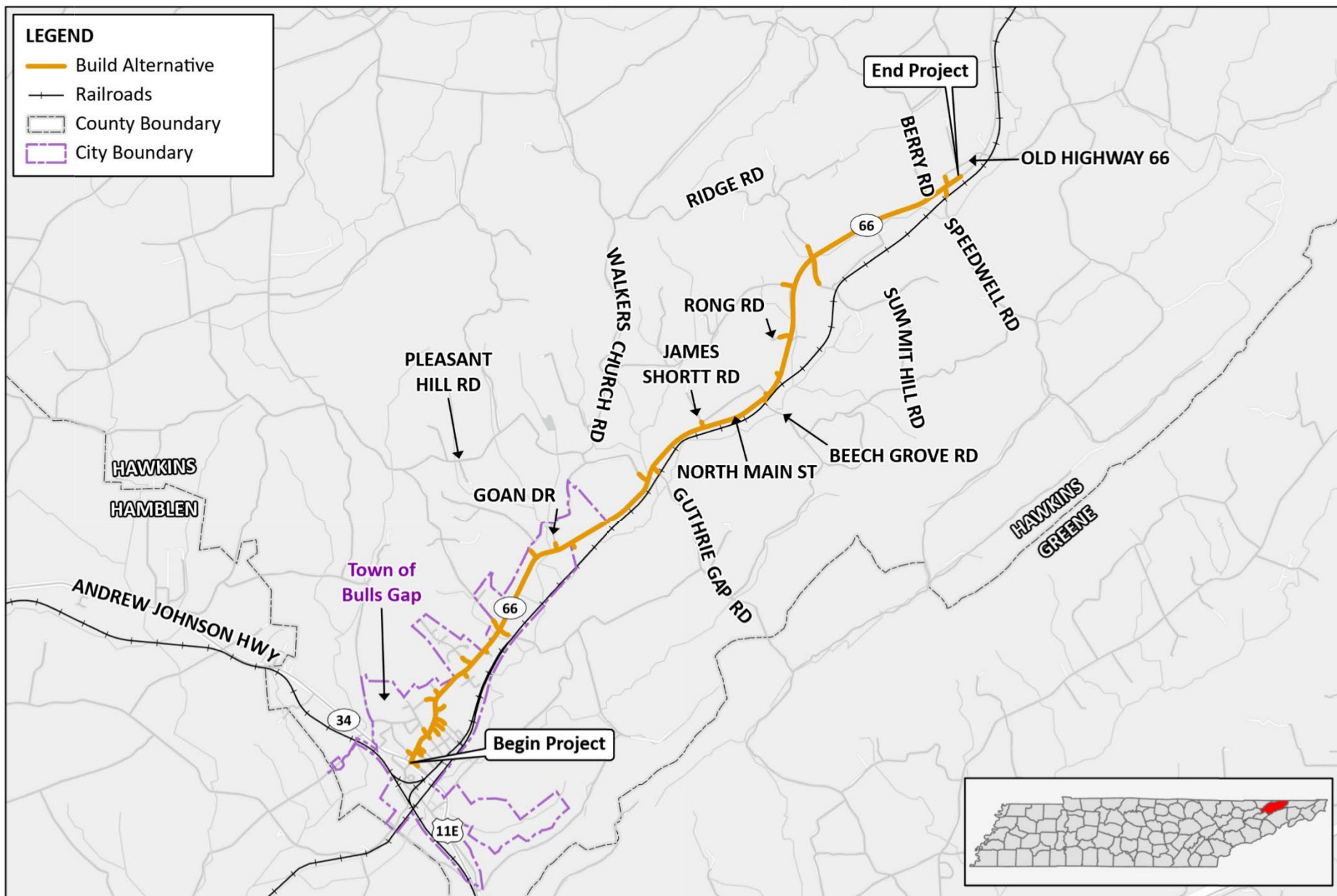
➤ **Project Termini:**

- Begin Project:  
State Route 34 in Bulls Gap
- End Project:  
North of Speedwell Road/Old Highway 66

■ **Project Length:**

- Total project length is approximately 5.70 miles





# PROJECT LOCATION MAP

0 0.5 1 Miles



## PROJECT

### STATE ROUTE 66

From State Route 34 in Bulls Gap to North of Speedwell Road/Old Highway 66  
Hawkins County, Tennessee, PIN 107579.00



## Preliminary Need:

- Geometric roadway deficiencies along existing SR-66 (curvature, limited shoulder, sight distance, etc.)
- Insufficient system linkage (connection between Bulls Gap and the county seat in Rogersville)
- Need for route redundancy (an alternate to Interstate 81)

## Preliminary Purpose:

- Correct geometric roadway deficiencies to meet current TDOT design standards
- Improve system linkage
- Provide route redundancy for Interstate 81



- Two Alternatives are being evaluated in the EA:
  - one No-Build Alternative and one Build Alternative
- **No-Build Alternative:**
  - In accordance with regulations, the No-Build Alternative has been retained for detailed study and also serves as a benchmark for comparison with the Build Alternative.
  - Would retain the existing roadway configuration except for any modifications identified in TDOT's 25-Year Long Range Transportation Policy Plan, State Transportation Improvement Program (STIP), and the TDOT 10-Year Project Plan.
  - Would allow for routine maintenance and safety upgrades.

- **Build Alternative:**

- The proposed project would include widening the existing two-lane roadway (one 10-foot-wide lane in each direction). The proposed typical section would consist of:
  - Two 12-foot travel lanes (one in each direction) and paved shoulders four- to ten-feet in width.
  - An intermittent 12-foot-wide two-way left-turn lane (TWLTL).
  - Five-foot wide sidewalks near the project beginning.
  - Intermittent curb and gutter.
  - Guardrail, as required.
  - Minor horizontal and vertical alignment changes, primarily located in Bulls Gap, intended to meet current highway design and safety standards.



## For the environmental document, the following technical studies will be completed:

- Traffic and Safety Analysis
- Land Use, Farmland, and Transportation Infrastructure
- Community Impact Assessment, Environmental Justice, Relocations, and Economic Resources
- Air Quality and Noise
- Cultural Resources (Historic Architecture and Archaeology)
- Recreational Resources
- Natural Resources
- Visual Impacts
- Hazardous Materials
- Indirect and Cumulative Effects

# Next Steps

- **NEPA**
  - Complete environmental technical studies and draft the EA.
- **Future Public Engagement**
  - To further engage the public, following FHWA approval of the EA, TDOT will:
    - Make the approved EA available for public review (including the results of all technical studies).
    - Hold a public hearing to present the findings of the environmental technical studies.
    - Invite feedback and comments from the public on the results of the EA.



- ## Right-of-Way Acquisition

The Tennessee Department of Transportation (TDOT) follows a federally mandated process to acquire property, which includes:

- Notice to property owners
- Independent Third-Party Conducted Appraisals
- Fair Market Value offered for proposed acquisitions
- *Relocation Assistance Program* for eligible affected property owners

Full details of TDOT's Right-of-Way Acquisition process can be found in the TDOT ROW Manual at:

[www.tn.gov/content/dam/tn/tdot/right-of-way-division/ROW\\_Procedures\\_Manual.pdf](http://www.tn.gov/content/dam/tn/tdot/right-of-way-division/ROW_Procedures_Manual.pdf)

If you have a question regarding the TDOT Right-of-Way Acquisition and Relocation process, speak to a TDOT ROW Representative tonight or please call **1-800-546-0949 (toll-free)** and leave a voicemail message with your name, phone number and question. A TDOT representative will respond to questions within 7 business days.

●	Initiate Early Coordination	Quarter 3 of 2024
●	Conduct Technical Studies	Quarter 4 of 2024
○	<b>Public Meeting</b>	November 12, 2024
●	Notice of Availability/EA Approval	Quarter 1 of 2025
●	Hold NEPA Public Hearing	Quarter 2 of 2025
●	Approval of Final Environmental Document/ Selection of Preferred Alternative	Quarter 3 of 2025
●	Right-of-Way Acquisition Phase	To Be Determined
●	Construction Phase	To Be Determined

*\*Quarter 1 – January through March.*

*Quarter 2 – April through June.*

*Quarter 3 – July through September.*

*Quarter 4 – October through December*

*\*\*Forecasted dates are subject to change.*

*\*\*\*Once the final environmental document is approved by the Federal Highway Administration, the Planning and Environmental Phase is complete.*



## Procedures for Submitting Comments

Public Comments received or postmarked by **December 9, 2024** will be included in the official summary of the public meeting.

➤ **Written Comments :**

- Send a **Comment card or Letter** by mail to:  
State Route 66  
C/O Kimley-Horn and Associates  
10 Lea Avenue, Ste 400  
Nashville, TN 37210



- **Email** [TDOT.comments@tn.gov](mailto:TDOT.comments@tn.gov) using the subject line *State Route 66 Project*.
- Complete an **Online comment form** available on the SR-66 project website at <https://tinyurl.com/SR-66Hawkins> or by scanning the QR code.

➤ **Verbal Comments and Questions:**

- Record a verbal comment with the court reporter tonight.
- **(800) 546-0949 (toll-free)** - leave a voicemail message with your name, phone number and question and/or comment. For questions - Please make sure to call the number above by **December 2, 2024** and a TDOT representative will respond to questions within 7 business days.

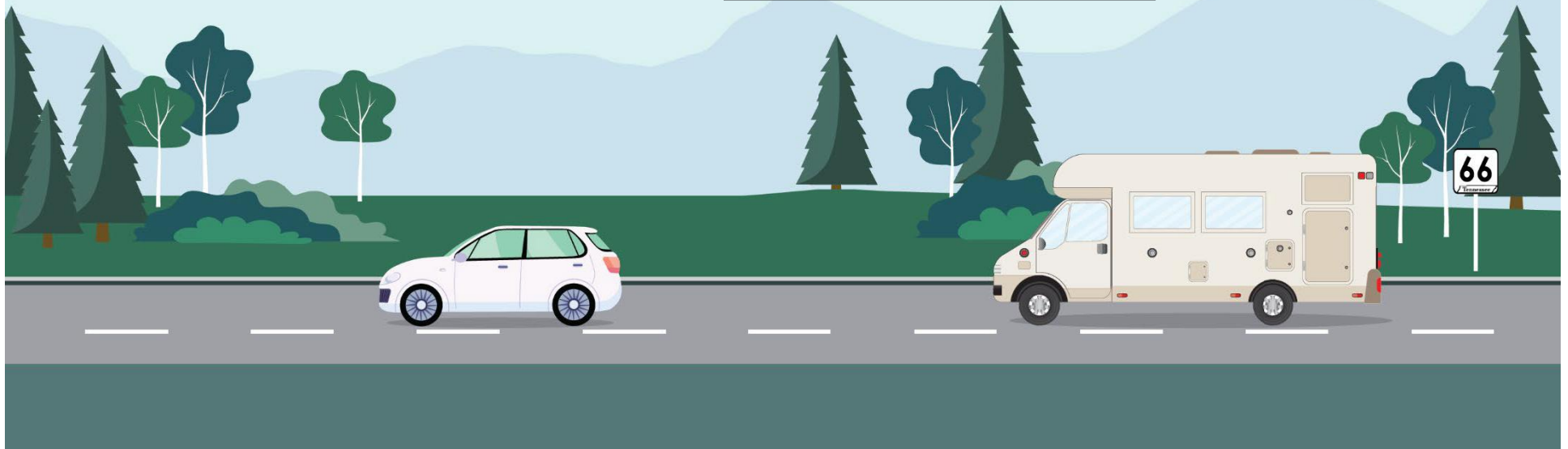
## PROJECT CONTACT:

**Mr. Eric Wilson, PE**

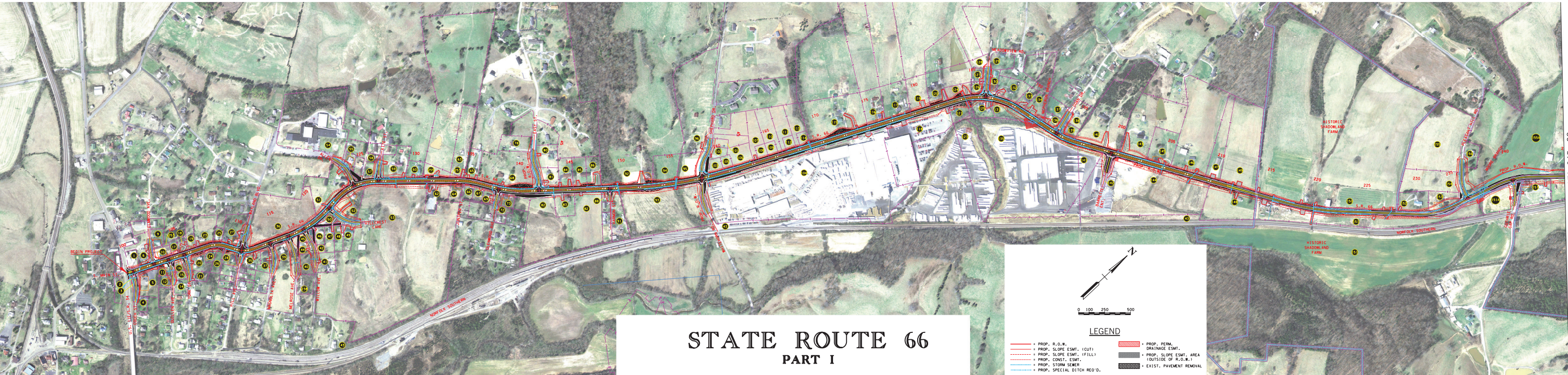
TDOT Region 1 Project Development Manager

**Email:** [Eric.Wilson@tn.gov](mailto:Eric.Wilson@tn.gov)

**Phone:** [865.594.0742](tel:865.594.0742)







# STATE ROUTE 66 PART I

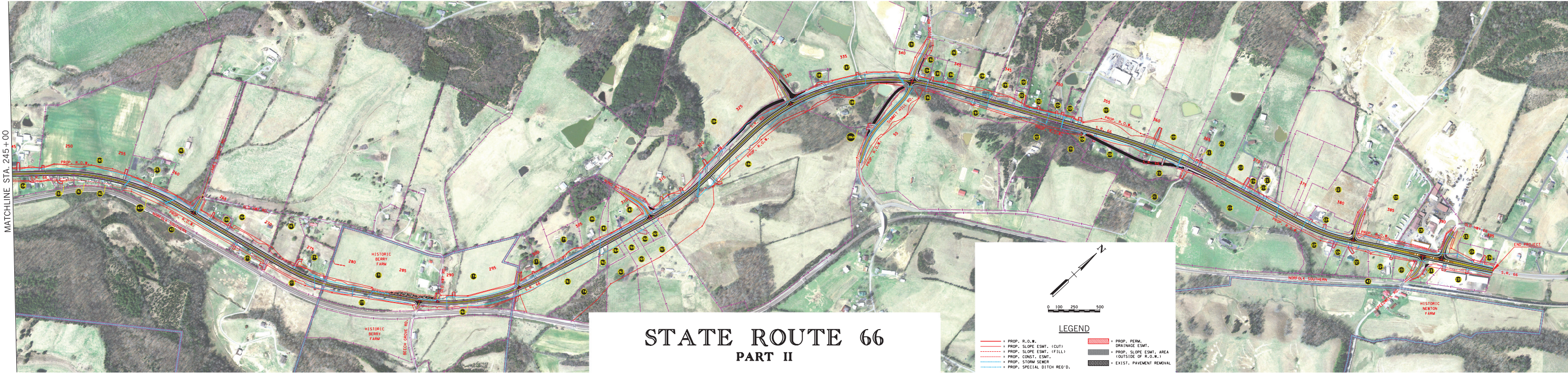
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LEGEND

- PROP. R.O.W.
- PROP. SLOPE ESMT. (CUT)
- PROP. SLOPE ESMT. (FILL)
- PROP. CONST. ESMT.
- PROP. STORM SEWER
- PROP. SPECIAL DITCH REQ'D.
- PROP. PERM. DRAINAGE ESMT.
- PROP. SLOPE ESMT. AREA (OUTSIDE OF R.O.W.)
- EXIST. PAVEMENT REMOVAL

MATCHLINE STA. 245+00







1 NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) PUBLIC  
2 MEETING FOR STATE ROUTE 66, FROM STATE ROUTE 34 (US-  
3 11E ANDREW JOHNSON HIGHWAY), IN BULLS GAP TO NORTH OF  
4 SPEEDWELL ROAD/OLD HIGHWAY 66, HAWKINS COUNTY,  
5 TENNESSEE, PIN 107579.00  
6  
7

8 MEETING HELD ON  
9 TUESDAY, NOVEMBER 12, 2024  
10 FROM 5:00 P.M. TO 7:00 P.M. ET  
11  
12

13 MEETING HELD AT  
14 BULLS GAP SCHOOL  
15 315 ALLEN DR., BULLS GAP, TENNESSEE 37711  
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22 JOB No.: 7003937  
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A P P E A R A N C E S

MARK NAGI

DEXTER JUSTIS

ERIC WILSON

JOHN BARRETT

BRUE SKINNYHON

CORY SHARROCK

TROY ELLIOTT

AMY COOPER

TAMMY CRESWELL

BETHANY BETHEL

ERICK HUNT-HAWKINS

RACHEL HEAD

MEREDITH FRED

HOLLY CANTRELL

KATIE EVANS

EVA HEDOLOVA

KATIE EVANS

EVA HEDOLOVA

MAY ETHAN

TOM HARRIS

RYAN CLARK

1 R E C O R D I N G

2 MR. NAGI: Okay. If everybody could try to  
3 find a seat, we're going to get started here in just a  
4 minute. Are we good? All right. Well, good evening  
5 everyone. My name is Mark Nagi, I'm the Regional  
6 Communications Officer for TDOT in Region 1, our 24  
7 County East Tennessee region. We know that everyone  
8 is busy and has so many things to do. We really  
9 appreciate taking your time to come and meet us on a  
10 Tuesday night.

11 We're here at Bulls Gap School to gather  
12 public input on Hawkins County State Route 66 project.  
13 The proposed project would include the widening and  
14 realignment of State Route 66 from the intersection  
15 with State Route 34, US-11E, AJ Highway to Bulls Gap -  
16 - in Bull Gap, the north intersection of Sea Road Old  
17 Highway 66. The proposed improvements would total  
18 approximately 5.7 miles in lane. This public meeting  
19 will provide the public the opportunity to review and  
20 comment on the purpose and need of the proposed  
21 project, as well as the range of alternatives under  
22 consideration.

23 Joining us tonight from the Tennessee  
24 Department of Transportation are Director of Project  
25 Management for Region 1, Dexter Justis, also from

1 TDOT, Eric Wilson, John Barrett, Bruce Skinnyhon (ph),  
2 Cory Sharrock. Troy Elliott, Amy Cooper, Tammy  
3 Creswell, Bethany Bethel (ph), Erick Hunt-Hawkins and  
4 Rachel Head. From (inaudible) home, we have Meredith  
5 Fred, Holly Cantrell, Katie Evans, Eva Hedolova (ph)  
6 and May Ethan. And from CAJ we have Tom Harris and  
7 Ryan Clark.

8 So we're about to start our presentation to  
9 be a short presentation. Following that, we'll have  
10 TDOT folks all around the room to answer any questions  
11 that you might have about this project. Again, this  
12 is a inter public meeting, which means you have a few  
13 ways to get your comment on the record, and that's why  
14 we're here. We want to hear from you tonight. We  
15 have the court reporter present. He's in the back of  
16 the room, he's going to be videotaping everything  
17 tonight. Following the presentation, he's also  
18 available to take your comments on a one-on-one basis  
19 if you would like to have them on the record that way.

20 Also, as you walked in, you were handed  
21 comment cards. You can write down your comments and  
22 hand those to us tonight or you can take them home,  
23 mail them back to us. You have 21 days from today to  
24 ensure that your comments that way will be on the  
25 record. Also, following our presentation, we will



1 have a question-and-answer session where you'll have  
2 15 to 20 minutes. If you have any general questions  
3 about the project, we're happy to answer them. If you  
4 have individual questions, you can also ask our TDOT  
5 folks again, who will be around the room until the  
6 meeting ends at seven o'clock.

7 Before we go any further, I ask, are there  
8 any members of the media intendance tonight? Okay.  
9 Are there any elected officials in the room tonight?  
10 If you -- if you're elected official, please raise  
11 your hand and state your name and your title.

12 UNIDENTIFIED SPEAKERS: (No audible  
13 response.)

14 MR. NAGI: Okay. Thank you guys for being  
15 here. We appreciate it. So with all that said,  
16 trying to begin tonight's presentation. So I'll turn  
17 things over to Mayor Fred and Holly (inaudible).

18 MS. FRED: Good evening, I'm (inaudible).  
19 Good evening. Thanks again for coming to our meeting  
20 tonight on Tuesday night. I know everybody is busy.  
21 I appreciate you being here. I'm going to talk a  
22 little bit about the agenda, just very high level. I  
23 know Mark just covered it, but we're going to probably  
24 control myself. We're going to give a quick 5-to-10-  
25 minute presentation, question-and-answer and then

1     there are some displays on the tables -- there's two  
2     displays in the room. We really would love for you to  
3     walk around, take a look at that folks. There are  
4     numbers on each track and we have a key that basically  
5     we can help you find your personal and answer some  
6     individual questions there.

7             (Inaudible). All right. So the purpose of  
8     tonight's meeting, we want to give you a status update  
9     on the project as well as some information on the  
10    schedule. But most importantly, we want to hear your  
11    feedback on the preliminary purpose and need as well  
12    as the range of alternate that we have under  
13    consideration. Your comments are important, so we  
14    want to make sure that we're hearing those. Mark  
15    talked a little bit about the different methods, and  
16    I'll go into a little bit more detail.

17            You should have gotten this comment form when  
18    you came in the room, if you wanted to get it home  
19    with you tonight, it is postage paid. All you need to  
20    do is fold it up and put it in the mail and come back  
21    to us. You can also take some for your neighbors or  
22    friends, we'd love to have as many comments as  
23    possible. Again, those comments are due back to us by  
24    December 9th. You can also call 1800 number, if you  
25    get home when you have a question. The number is in

1 the slide deck as well as in the handout that goes  
2 strictly to our -- straight to our State Route 66  
3 project hotline. And we'll get you an answer to your  
4 question or get you comment transcribed, so it's  
5 included in the official record of the meeting.

6 Slide please. So there are five phases  
7 typically to the project development process for TDOT.  
8 And typically, some of those run independently and  
9 then they can run concurrently. For this project  
10 tonight, we're here to talk about the environmental  
11 phase of project development. Next slide, please. In  
12 2006, TDOT did a transportation planning report, which  
13 looked at some of the deficiencies along 15 State  
14 Route 66 as well as improvements that could be made.

15 And then in 2020, TDOT developed a National  
16 Environmental Policy Act document because federal  
17 funds are being applied to this project. So it's  
18 subject to that National Environmental Policy Act,  
19 NEPA, as we call it. And a documented d-list, CE, was  
20 prepared and approved by the Federal Highway  
21 Administration. In 2024, we took a look at the  
22 revised right of way plan, and based on the number of  
23 anticipated relocation, it was determined that a  
24 category exclusion was no longer valid for this  
25 project and an environmental assessment needed to be

1 prepared and that's why we're here tonight.

2           So we're here tonight to gather your feedback  
3 on that preliminary purpose in need, which is the  
4 justification for the project, as well as the range of  
5 alternatives under consideration. And it -- with that  
6 we have a no build as well as a built. Next slide,  
7 please. Mark covered this, but just for everybody's  
8 awareness, it begins -- the project begins at say 34  
9 in Bulls Gaps and then runs to Old Highway 66 or  
10 Speedwell Road for approximately 5.7 miles.

11           In your handout, you should have a copy of  
12 this map. If you want to turn to that, it's actually  
13 page 4. Holly's going to give you a little more  
14 details about this, but this is the build alternative  
15 that is under consideration and includes some  
16 improvements to local roads to just see the little  
17 notches off to the (inaudible). And then you'll see  
18 in some locations that it does rear off the existing  
19 alignment and that's to -- that is to help with some  
20 of the site distance issues on the project. So with  
21 that, I'm going to turn it over to Holly to talk a  
22 little bit more about the purpose and need and the  
23 range of alternative or consideration.

24           MS. CANTRELL: Thanks, Meredith. So related  
25 to the alignment that may -- or that Meredith had just



1 shown here -- we can go to the next slide, we looked  
2 at the alignment and came up with several  
3 transportation needs that have been identified along  
4 the project corridor. (Inaudible) and I'll go over  
5 them briefly. But it's geometric roadway  
6 deficiencies, which could be the curvatures that  
7 you've noticed along the roadway, the limited site  
8 distance and the limited shoulders along the roadway.  
9 We're also seeing sufficient system linkage. So for  
10 that we're talking about, like, maybe not quite the  
11 type of roadway that we want to see for the connection  
12 to the county seat in Rogersville.

13 And then we're also looking for potentially a  
14 redundant roadway to ID 1. So if something happened  
15 on ID 1, would there be a roadway that could help  
16 accommodate traffic that would need to go in that  
17 direction. So while we have this preliminary  
18 identified transportation needs, we're looking for  
19 input from you guys on what you're seeing out there.  
20 What are the needs along the roadway that you think  
21 need to be addressed? So your comments in that regard  
22 would be great to let us know on the comment card or  
23 to let us know which of the identified needs that  
24 we've shown on the comment card, that you think are  
25 really are out there.

1           Next slide. So as Meredith mentioned, there  
2 are two alternatives under review in the environmental  
3 assessment. There's a no-build alternative and the  
4 build alternative. The no-build alternative is pretty  
5 much what it sounds like. It means none of the  
6 improvements that we're talking about today would  
7 happen along the roadway. There would still be the  
8 normal safety measures that happen along the roadway  
9 and maintenance and anything that TDOT already has  
10 planned in their long short-term planning. But  
11 otherwise, the improvement that we're talking about  
12 wouldn't happen.

13           So the no-build alternative is legitimately  
14 an option for decision underneath a document, but it's  
15 also used as a baseline for us to compare the no-build  
16 on our alternative to -- for all of our studies. So  
17 for the build alternative, you've heard a little bit  
18 about this already and I think some of you who have  
19 walked around and heard some of it as you looked at  
20 the map and everything. But out super high level,  
21 it's proposing to widening the existing State Route  
22 66, which currently has 10 foot travel lanes and make  
23 those 12 foot travel lanes.

24           And some places it's going to add a two-way,  
25 left turn lane, some sidewalks, guard rails, curb and

1 gutter, and there's going to be some minor in --  
2 alignment in areas to adjust to that curb -- which  
3 curbs. If you want to see more details about the  
4 build alternative, you find a TDOT representative and  
5 find some of those details in the plans and the little  
6 plot that are rolled along the tables.

7           So for the environmental document that we're  
8 working on right now, we're completing various  
9 environmental studies. We've got those listed through  
10 here. Those studies are focused on seeing how this  
11 project is going to affect the human and natural  
12 environment. Those studies are still underway, so we  
13 don't have the results just yet, but we're expecting  
14 them to be completed by the end of the year.

15           So the next steps would be completing those  
16 studies. Once we get those completed, we're going to  
17 compile those into the environmental assessment  
18 document. And that's going to be completed and then  
19 reviewed by TDOT and Federal Highway. And once that's  
20 approved, the next step would be the future public  
21 engagements. So you guys are going to get to see the  
22 results of those environmental studies that are  
23 underway when we come back out to you in the second  
24 quarter of 2025.

25           So at that point, we're going to set up

1 another public hearing that's -- in advance of that,  
2 we're going to make the environmental assessment and  
3 all the results available to you and then there'll be  
4 a comment period if you guys are to provide your input  
5 and feedback on that. And then the other thing that's  
6 probably important to everybody, so for the  
7 acquisition of any property or any relocations of  
8 people or businesses, TDOT follows a federal process  
9 that insures (inaudible) in Uniform Act. I'm not  
10 going to go into detail about that act, but I do want  
11 to ask, would our TDOT right of way agents and  
12 representatives raise their hands?

13 So they're stationed throughout (inaudible),  
14 we've got five of them here. Those are -- if you have  
15 questions about property acquisitions, they're going  
16 to be great resources for you and we've got them  
17 available for you here today. And then there's  
18 additional information in your handout about the right  
19 of way process. There's a link for the right of way  
20 page on the internet and there's a phone number for  
21 you to call if you have any questions.

22 And for now, I'm going to turn it back over  
23 to Meredith for additional information about  
24 (inaudible).

25 MS. FRED: All right. A little bit about the



1 schedule. So we initiated our early coordination,  
2 which is the coordination we do with our federal,  
3 state, and local agencies in October. And the comment  
4 period for their responses actually ended yesterday.  
5 So as Holly mentioned, we're doing those environmental  
6 technical studies now and we will have those results  
7 at the end of this year and then present those to you  
8 actually in the spring.

9 So the third bullet is where we are tonight,  
10 we're at this public meeting. Notice of availability  
11 of those environmental technical studies as well. The  
12 environmental assessment will be published in the  
13 newspaper, the writers will review. A lot of you all  
14 also receive postcards tonight about that meeting and  
15 so we can tend to do that again to let you know that  
16 that is available. We also then anticipate holding  
17 that public hearing in quarter 2 of 2025 and then a  
18 final environmental document in quarter 3 of 2025.

19 In terms of right of way and construction,  
20 those are still to be determined. We do not have an  
21 official date at this moment for both of those  
22 activities. I want to wrap it up -- sorry. My next  
23 slide. I want to go a little bit more detail about  
24 comment cards and ways you can give comments. So  
25 again, you have comment cards in your hands tonight.

1 You can leave us with those at the comment box up  
2 front. If you take them home, mail them, postage  
3 paid. You can also, as of tomorrow, we'll have all of  
4 these materials including the display on TDOT website  
5 and so you can download those.

6 You can also fill out this comment form  
7 remote or electronically via SurveyMonkey. You can  
8 also send a letter to the address on the screen or you  
9 can submit an email at TDOT.Comments.tn@Tennessee.gov.  
10 All that information is in this handout. And then  
11 finally, verbal comments. Again, court reporters in  
12 the back. You are able to give him testimony tonight  
13 if you would like or you can call that 8100 line. If  
14 you do have a question, we ask that you ask that  
15 question by the 2nd of December, so that we can get  
16 you an appropriate answer by the end of the comment  
17 period, which is December 9th.

18 If you have additional information, please  
19 reach out -- or additional questions, please reach out  
20 to Mr. Eric Wilson. Eric, you want to raise your  
21 hand? Please TDOT project manager in the back. His  
22 contact information is also in your handout and he can  
23 pass along any questions to members of the team to get  
24 you an appropriate response. With that, Mark, turn it  
25 back to you.

1 MR. JUSTIS: (Inaudible) Okay. My name's  
2 Dexter Justis, I'm the Director of Project Management  
3 here at Region 1at TDOT. I just want to add a little  
4 bit more about the 2B determined part at the bottom  
5 and make it crystal clear for everybody. We don't  
6 know the dates, but the project is -- has funding  
7 identified through the governor's tenure plan that  
8 came out last December. So this project has the go  
9 light, assuming that the community still wants it.  
10 That's what this means, is a lot about is to give  
11 input on their -- on the purpose it need and  
12 everybody's thoughts on the project.

13 Assuming that it saves a project, we get good  
14 feedback, everybody's from project potentially, and we  
15 don't need to have to select the no-build option,  
16 which is an option on the table here. The project has  
17 the green light to go forward. Funding (inaudible),  
18 just make that clear.

19 This process, they had outlined, could be  
20 done in quarter of 3 2025, so we're looking at roughly  
21 a year from now assuming all that goes smoothly.  
22 Funding is there to start, right? Which will be the  
23 next phase. So you can assume that to be determined  
24 would be late 2025, early '26, at the latest. I think  
25 they highlighted well how many tracks this is. It's

1 hundreds of tracks, which is a very large right of way  
2 for departments. We don't typically have projects of  
3 that size and relocations are numerous.

4 We would anticipate a good three and a half  
5 years of time property that need to do this project.  
6 So you can kind of do the math. If we're getting in  
7 late '25, early '26 or start right away, three and a  
8 half years later, (inaudible).

9 MR. NAGI: Okay. So with that, it's a little  
10 bit after 5:30. So what we'll do is we'll open the  
11 floor for any public questions that anyone might have.  
12 Any general questions about the project. If you have  
13 a question specifically about your property, we ask  
14 that you wait and talk to one of our folks on a one-  
15 on-one basis. We're happy to answer any questions  
16 that you have.

17 So if anybody has any general questions, we  
18 can open the floor for that. We'll do that until  
19 about six o'clock or so. And then remember, we're  
20 here until 7:00 p.m. for the rest of the night to  
21 answer any other questions that you might have. So if  
22 anyone has any general questions about the project,  
23 please raise your hand and if you can say your name  
24 and your address, so we can have that for the record.

25 MR. ROBINSON: Hi, I'm Drew Robinson. I live



1 at 114 North Main Street on State Route 66 in Bulls  
2 Gap. I'm curious about the timeline and I know it was  
3 just addressed. Here's a TDOT document showing right  
4 of way for 2020. Here's one that shows right of way  
5 in acquisition in 2022. Here's a document from  
6 December of this last year, less than a year ago, that  
7 shows right of way acquisition for 2024. I've got a  
8 screenshot of the website that shows the same thing in  
9 the spring.

10           You've changed it since then, I suppose you  
11 will say that it is the new environmental studies that  
12 are required. There was already a lot of pre-  
13 engineering and environmental studies done. There has  
14 been a lot of noted need for safety improvements in  
15 your document from 2006, it shows that this road is  
16 almost twice as dangerous as an average road. Our  
17 traffic's only increased since then. We have 18  
18 wheelers from Burette going down the road to the  
19 interstate. So someone that was born when this  
20 planning document was created, is now old enough to  
21 vote. Is there any reason to think that we can trust  
22 the timeline that you're giving us?

23           MR. JUSTIS: Thank you for the history of the  
24 project, you're spot on. What I would tell you is the  
25 document that came out in December '24, was true. We

1 would be going right of way this year had this  
2 environmental document process not changed. That has  
3 given us the years away. You are 100 percent correct  
4 and the timeline you've had (inaudible). What I would  
5 tell you about the history of TDOT is, we have  
6 identified needs across the state. We have 1,000  
7 projects, if you will, that were on the books that had  
8 needs just like these projects, good projects for  
9 communities that needed to be done.

10 When Governor Lee implemented the 10-year  
11 plan December '23, that came out (inaudible), like,  
12 year old, they went through the evaluation process and  
13 said, "Okay. The state can only afford to do X amount  
14 of projects based on the money, right? We're a pay-  
15 as-you-go state. We have no debt on our  
16 infrastructure." When we did that analysis, this  
17 project is one that was identified that said, "Okay.  
18 We have funding, where are we going to use it?" This  
19 is one (inaudible).

20 This environmental process changed, you  
21 mentioned that well and we have to deal with that.  
22 But what would -- in reiterate to is the funding to  
23 the governor's office that had been identified. This  
24 project has been -- we have said through the 10-year  
25 plan, "This is what we can afford to do with the \$12

1 billion that we have in the 10-year timeframe." So  
2 what I'll tell you is 1,000 projects turned into 93  
3 profits (inaudible). This is one of the 93 absolutely  
4 committed to (inaudible) project.

5 UNIDENTIFIED WOMAN 1: How far down will this  
6 -- is this 1 to 93?

7 MR. JUSTIS: The list was outlined from a  
8 timeframe, right? So I described it just a few  
9 minutes ago. This project has a huge driveway lift.  
10 Driveway takes what it takes to (inaudible). You're  
11 buying this much 270 tracks, 60 location roughly, that  
12 takes considerable amount of time. So we knew we had  
13 a three and a half year roughly timeframe to get that  
14 done. It was identified for right of way FY '24,  
15 which means by September we should have had right of  
16 way.

17 This environmental process with change in  
18 regulations, changed it from a casual exclusion, which  
19 is a smaller level leak document, to a higher-level  
20 document based on (inaudible) and new ways of looking  
21 at the regulation. So that has given us a year delay.  
22 So again, it's not so much a ranking of the 93, it's  
23 how in the funding fit, where was each of those 93  
24 projects in development phase? Some of them were,  
25 this one (inaudible), some of them already had right

1 of way bought, like, came on 34 was on that wish as  
2 well, right of way was already under process of  
3 construction. So we just let it to about a month ago.  
4 So the good news is, it made it to 93 and we have  
5 dates. So once we start buying right of way, you can  
6 start that clock.

7 MR. NAGI: Next question. Does anyone else  
8 have a question they'd like to ask? Yes, ma'am.

9 UNIDENTIFIED WOMAN 2: Are the two maps on  
10 the tables the same exact maps?

11 MR. JUSTIS: Yes.

12 UNIDENTIFIED WOMAN 2: Okay. Are the two  
13 maps on the table the same maps as this one in the  
14 packet?

15 MS. FRED: Well, that is what you -- they're  
16 the same alternative, yes.

17 UNIDENTIFIED WOMAN 2: Okay.

18 MS. FRED: It's just a different scale.

19 UNIDENTIFIED WOMAN 2: Okay. And I get that,  
20 but I mean different scale.

21 MS. FRED: Yes.

22 UNIDENTIFIED WOMAN 2: But these two maps in  
23 the one in the packet is not the same as the  
24 alternative route. We have no map here showing an  
25 alternative.



1 MS. FRED: No, it does. It is the same. So  
2 that orange line that you see on that map there --

3 UNIDENTIFIED WOMAN 2: Yes.

4 MS. FRED: -- it's -- the map is showing is  
5 what is on those displays right now.

6 UNIDENTIFIED WOMAN 2: Okay.

7 MS. FRED: Yep.

8 UNIDENTIFIED WOMAN 2: So this is the  
9 alternative route?

10 MS. FRED: Correct. That is the build  
11 alternative, you're correct.

12 UNIDENTIFIED WOMAN 2: Okay.

13 MR. JUSTIS: There's one alternative little  
14 tier. MR. JUSTIS: There's two alternatives, no  
15 builds (inaudible).

16 UNIDENTIFIED WOMAN 2: Okay. So these three  
17 and the alternative --

18 MR. JUSTIS: (Inaudible).

19 UNIDENTIFIED WOMAN 2: -- is one or nothing.

20 MR JUSTIS: Correct.

21 UNIDENTIFIED WOMAN 2: Okay. So there's no  
22 other alternatives being discussed other than this  
23 road?

24 MS. CANTRELL: No. TDOT did a process, the  
25 (inaudible) reference from 2006 transportation

1 planning report, which we do have (inaudible) on TDOT  
2 website, if you would like to see that. And there  
3 were several options that were evaluated and this  
4 option was found to be the one (inaudible) to be  
5 recognized as (inaudible).

6 MR. NAGI: Next question.

7 UNIDENTIFIED WOMAN 3: What's the funding  
8 amount for it? It's been approved by the government  
9 (inaudible).

10 MR. JUSTIS: Yeah. So we're in the \$52  
11 million range for right of way only --

12 UNIDENTIFIED WOMAN 3: Okay.

13 MR. JUSTIS: -- and we're in the -- Eric was  
14 in the last district construction.

15 MR. WILSON: We're working on the (crosstalk)  
16 --

17 MR. JUSTIS: (Crosstalk) 60 million --

18 MR. WILSON: -- yeah.

19 MR. JUSTIS: -- 60 to \$65 million.

20 MR. NAGI: Are there any other questions?  
21 Yes, sir.

22 UNIDENTIFIED MAN 1: Are there any officials  
23 that can speak to the odds of the no-build that was  
24 not an option under former TDOT's processes, you know,  
25 with 500 employees at Barrett Industries and them

1 having moved somewhere -- housing down to Morristown  
2 without proper infrastructure, is there any chance  
3 that would affect, their investment in our community?  
4 Where, I think we're a little concerned about that.

5 MS. CANTRELL: So we do have -- we do take  
6 that into account. We have several calls that we make  
7 with local officials to understand what the impacts  
8 would be, what the developments are. We know that  
9 there was an announcement made, I believe, in 2021, of  
10 the -- an increase in employees at Barrett. but we're  
11 just starting that phase of, but we will be looking at  
12 that as a piece of this for sure.

13 MR. NAGI: Yes, sir.

14 UNIDENTIFIED MAN 2: Is this at all connected  
15 to the possibility of widening 11E all the way from  
16 the interstate of (inaudible)?

17 MR. JUSTIS: They are not connected projects,  
18 they are independent.

19 UNIDENTIFIED MAN 2: Would they interfere  
20 with each other?

21 MR. JUSTIS: We have several alternatives  
22 potentially on the table for the 34th project that is  
23 not one of the projects that was selected as the 93.  
24 So right now that project's kind of just seating on  
25 the side waiting for funding to be identified. So we

1 don't have any field alternative identified. We have  
2 several alternatives that we looked at, we have  
3 narrowed down process that play out that project  
4 independently on its own. They do cross each other.  
5 If we do the project that's on the table and that's  
6 just -- where it would cross is just south of the  
7 we're at. And that, I think, it currently shows some  
8 interchange there and bridge that you go across 66 and  
9 across the railroad to get to the other side.

10 MR. NAGI: Is there any other questions?

11 Yes, sir.

12 UNIDENTIFIED MAN 3: Which end of the road  
13 are you going to start on?

14 MR. NAGI: I'm sorry, sir. We couldn't hear  
15 what you said.

16 UNIDENTIFIED MAN 3: Which end of the road  
17 are you going to start on?

18 MR. JUSTIS: Sure. So which end the road and  
19 we're going to start on was the question. We would --  
20 when we go to right of way, we would start purchasing  
21 all the property at one time. It would be a -- hire  
22 appraisers to come in and appraise and purchase all at  
23 one time. When we go to (inaudible) and we hire a  
24 contractor, it's one project and we will take bids  
25 from -- an award-based on a low bid scenario. That



1 contractor will have their own method of -- needs and  
2 methods to a project to figure out what's the best,  
3 most economic way to develop and build a project.

4 Within the guidelines set out the (inaudible) plans.

5 So the contractor will decide which end they  
6 start on or how they may start and build. They may do  
7 it all at one time, who knows. We just don't have an  
8 answer to that.

9 MR. NAGI: Yes, sir.

10 UNIDENTIFIED MAN 4: Is this project on the  
11 current three-year plan or any part of it --

12 MR. JUSTIS: The right of way was, you know,  
13 like you say, I --

14 UNIDENTIFIED MAN 4: -- the one published in  
15 April?

16 MR. JUSTIS: Yes. That -- (inaudible) said  
17 it was in there and the next resurrection of added  
18 laws that show FY '25, should make it current, the  
19 right of way.

20 MR. NAGI: Are there any other questions?

21 UNIDENTIFIED MAN 5: With the --

22 MR. NAGI: Yes, sir.

23 UNIDENTIFIED MAN 4: The build and no-build  
24 alternatives, I guess my question is, if the citizens  
25 around 66 determine what percentage to look at

1 (inaudible).

2 MS. CANTRELL: Yeah. So the no-build -- your  
3 feedback is very important. We -- after we get  
4 through our environmental technical studies, we  
5 typically make a -- put a package together and that's  
6 taken to the results of those studies along with your  
7 input is taken to the commissioner and the  
8 commissioner at TDOT takes a look at that and  
9 considers between the build and no-build along with  
10 the feedback from the region. So it is very  
11 important, your comments. Did that answer your  
12 question?

13 UNIDENTIFIED MAN 4: Well, what I'm saying  
14 is, it says 6th of April says no-build.

15 MS. CANTRELL: Right. Is it a vote-- it's  
16 not a vote.

17 MR. NAGI: Okay. Are there any other  
18 questions?

19 UNIDENTIFIED WOMAN 4: I have a question.

20 MR. NAGI: Yes.

21 UNIDENTIFIED WOMAN 4: So I know that  
22 whenever the (inaudible) gets ready purchase  
23 (inaudible) at value, (inaudible)?

24 MR. JUSTIS: John, (inaudible).

25 MR. BERRETT: It's a question about the right

1 of way process, John Barrett. Yeah. So thanks for  
2 your question. John Barrett with TDOT, Project  
3 Management. So ultimately, as the timeframe they laid  
4 out here, the first act would be if we work through  
5 the environmental review process, sometime around the  
6 end of next year and then the funding's there, we  
7 begin the right of way process. As already stated,  
8 the first act would be to contract with independent  
9 license fee appraisers.

10 We do have a fee appraiser panel. You can  
11 imagine with the project to this magnitude, it would  
12 probably constitute quite a bit of that panel. So  
13 ultimately, they worked that process. As your  
14 question was more specifically to do with fair market  
15 value. Ultimately what an appraiser does, is when  
16 they go out and they look at properties, for instance,  
17 one of the things they do as part of their analysis is  
18 they come out, they evaluate the property, but it's  
19 part of their independent analysis that they do behind  
20 the scenes, so to speak.

21 When they're writing their report, they look  
22 at comparable sales. Anything comparable within the  
23 area -- the immediate area, recent market data would  
24 also be a big part of that, right? And so they take  
25 different approaches depending on the type of

1 property. Sales market approach, different things  
2 like that. Ultimately as part of that process, they  
3 would appraise any land that's necessary. When we  
4 talk about land, it could be fee value land. There  
5 also may be the need for easements, such as a slope  
6 easement, could be a construction easement, different  
7 types of acquisition that would be valued in that  
8 report.

9 In addition to that, one of the things that  
10 we look at as well, any improvements that are involved  
11 in the land as well. And I mean, improvements, what I  
12 mean by that is, I know that's a strange term, but  
13 hopefully is there a sign? Is there something  
14 attached to the property? Is there a shed? Different  
15 things like that that fall within the acquisition area  
16 would be valued as part of that as well. This is all  
17 part of the fair market value analysis.

18 And then in addition to that remaining land,  
19 once the property's purchased, what's left is the  
20 shape different, the use, we call that damages. So  
21 all those things would constitute part of that  
22 appraisal process and be presented in that report.  
23 That's part of the fair market value you talked about.  
24 That answered your question?

25 UNIDENTIFIED WOMAN 4: (Inaudible).



1 MR. NAGI: Yes, ma'am.

2 UNIDENTIFIED WOMAN 5: If we have some  
3 shrubbery and some new trees that we planted and stuff  
4 on our land, if the easement and the -- if both of  
5 those easements were to damage or take away those,  
6 will we be compensated for that?

7 MR. BARRETT: Short answer, yes. Those would  
8 be improvements that would be valued as well.  
9 Generally, they're broken down into the report number;  
10 shed, trees, landscaping, pavement, fence, things like  
11 that that you would see broken down in sort of a  
12 organized order in there that would be valued as part  
13 of that. Well, if they're in the acquisition  
14 (inaudible).

15 UNIDENTIFIED WOMAN 5: Okay.

16 MR. NAGI: Yes, sir.

17 UNIDENTIFIED MAN 5: What's the current  
18 vehicle just per day count on the State Route 66 in  
19 this area?

20 MS. CANTRELL: We are just finishing and  
21 working on that report right now. But we will have a  
22 traffic and safety analysis for you that will be  
23 published with the environmental assessment. And will  
24 be a standalone traffic report that will be updated.  
25 The current year as well as the base year and the

1 design year. So 20 years in the future.

2 UNIDENTIFIED MAN 5: Do you know the last  
3 count what it was?

4 MS. CANTRELL: I don't off the top of my  
5 head, sir, I'm sorry. If you sent a comment, I can  
6 get you that information if you'd like.

7 MR. NAGI: Okay. Anybody else? We'll go  
8 right here first.

9 UNIDENTIFIED WOMAN 6: What will the  
10 (inaudible) road, our mailbox is across the highway,  
11 at times it's really hard to get to the other side and  
12 check the mail, anyway. And if you widen it  
13 (inaudible) go down or is it going to go up because  
14 it's going to be wider?

15 MR. JUSTIS: What's the design and speed?

16 MR. WILSON: It varies.

17 MR. JUSTIS: Yeah. So the speed will  
18 (inaudible).

19 MR. WILSON: The design of speed is not  
20 necessarily speed limit is, it's different.

21 MR. JUSTIS: Uh-huh.

22 MR. WILSON: But in the urban section -- we  
23 called it the urban section, we have a sidewalk  
24 section. The first time the Bulls Gap sees limits,  
25 that's 35 miles per hour. As you go out into the more

1 rural area, it's 65 miles per hour.

2 MR. JUSTIS: That's the design speed  
3 (inaudible).

4 MR. WILSON: Generally, the design speed is  
5 set about 10 miles per over, what we call the  
6 operating speed of the roadway, which is what  
7 traffic's usually going.

8 MR. JUSTIS: (Inaudible).

9 UNIDENTIFIED WOMAN 6: Well, to piggyback off  
10 of that, I'm a postal worker. The expanding of the  
11 highway is going to involve getting with them as well  
12 on whether or not the mailbox can be moved or they can  
13 be moved to if they can be accommodated. But the  
14 speed limit is a problem. I live at 117 North Main  
15 and I can't get out of my driveway without people  
16 nearly T-boning me because they're flying through a 30  
17 mile per hour post the zone leaving the factory.

18 And I get it, I needed to leave work too, but  
19 I've caught them on my ring doorbell having to slam on  
20 the brake. So I've had a kid hit my telephone pole  
21 because he's leaving work and texting. He might have  
22 been 19.

23 MR. JUSTIS: Yeah.

24 UNIDENTIFIED WOMAN 6: It's -- I mean it's a  
25 necessary project on that area.

1 MR. JUSTIS: Fair point. To your point,  
2 speed could be an issue, that's an enforcement issue  
3 one way or the other (crosstalk).

4 UNIDENTIFIED WOMAN 6: Wheeler shaped house.

5 MR. JUSTIS: The good news is better  
6 geometry, so the site distance and all that be much  
7 better. So maybe these folks coming earlier, that's  
8 part of this getting out in the rural area. You have  
9 more shelter that doesn't exist today.

10 UNIDENTIFIED WOMAN 6: Yeah.

11 MR. JUSTIS: So if you're a casual worker --

12 UNIDENTIFIED WOMAN 6: Yeah.

13 MR. JUSTIS: -- they give you a spot to get  
14 out (crosstalk).

15 UNIDENTIFIED WOMAN 6: They're going to need  
16 a (inaudible). I know they're getting T-boned and  
17 (inaudible) lot out on the rural (inaudible).

18 MR. JUSTIS: The -- a 2028 projected  
19 (inaudible) is 4,330 cars a day (inaudible) projected  
20 (inaudible). We're doing an updated traffic count  
21 that will give us better numbers to project. It  
22 depends on the -- how the economy grows and  
23 (inaudible) that's a fair assessment making a better  
24 (inaudible). It's (inaudible).

25 UNIDENTIFIED WOMAN 5: (Inaudible) the speed

1 limit.

2 MR. JUSTIS: Yeah. The geometry did better,  
3 so it makes people real see each other better, right?

4 UNIDENTIFIED MAN 5: (Inaudible) accident  
5 (inaudible) better (inaudible).

6 MR. JUSTIS: My hope will be with, the better  
7 (inaudible) we have less accidents, but I understand  
8 the severity. The severity can be different, but  
9 again, people breaking the speed limit is a  
10 enforcement issue.

11 UNIDENTIFIED MAN 5: (Inaudible).

12 MR. JUSTIS: (Inaudible).

13 UNIDENTIFIED WOMAN 7: (Inaudible) have a  
14 question.

15 UNIDENTIFIED MAN 6: Is there going to be any  
16 variance from what that -- I mean, that design plan is  
17 right there, is it going to be -- I mean, can there be  
18 any shifting to the left or right on property? Is  
19 that pretty much, state what it's going to be?

20 MR. JUSTIS: Generally, it's what it's  
21 without a significant need for a change.

22 UNIDENTIFIED MAN 7: That -- sorry. Thanks.  
23 (Inaudible), with the environmental agreement. So  
24 that is one of the reasons that we're here tonight to  
25 do this public meeting process. As I was saying --



1 Meredith and Holly were saying, is getting that  
2 feedback. If there are areas that -- you all live  
3 here, you know it better than anybody else are here  
4 tonight. So if you all have insight into how it  
5 actually works out here, we really do need and want  
6 those -- that feedback. Because that's what helps us,  
7 if we do need to tweak things. If we do need to take  
8 a second look, that's how we learn that. The traffic  
9 counts give us a good thing to go on, but it's not  
10 everything. So that, again, please take us seriously  
11 as much you can and willing to when we say give us  
12 your feedback, good or bad, we'll work on it.

13 MR. JUSTIS: You can measure a lot better  
14 than mine, it's true. But what I want to get across  
15 is this isn't a get off media of my neighbor. It's  
16 about real engineering and real impacts to the  
17 community.

18 UNIDENTIFIED MAN 7: Right. Right.

19 MR. SCHWARTZ: It's Schwartz, 491 North Main.  
20 I'm retired, FRA inspector. I trained in radar  
21 operator. I wrote here about the speed. Of course, I  
22 know you don't do anything about it, but there should  
23 be more patrolling. Because in my estimation, the  
24 average speed is 50 miles an hour in front of my  
25 house. So I just thought I'd cross that out.

1 MR. JUSTIS: Thank you.

2 MR. NAGI: And that's something that make  
3 sure -- when you give us your comment in whatever form  
4 that is, make sure that you put that down in your  
5 comments. Any other questions? Yes, ma'am.

6 UNIDENTIFIED WOMAN 8: (Inaudible), those of  
7 us that have homes that are not being took, you know,  
8 how's that going to affect us getting out of our  
9 little streets here? We already have a hard time  
10 accessing street when we come out, okay? If this road  
11 is going somewhat by a house, how is that going to  
12 help us get out of our driveways and things like that?  
13 You see what I mean?

14 MR. NAGI: Yes, ma'am.

15 UNIDENTIFIED WOMAN 8: We only have streets  
16 from like this.

17 MR. NAGI: Yeah. So the -- any side street  
18 that attaches to the road, we'll start there. Are  
19 going to be re-engineered and realigned in a way that  
20 makes it the optimal opportunity for you to use it.  
21 If it doesn't burn a red light, it's still a stop  
22 sign. It depends on where you're at along here. If  
23 you're in the city area, you're at (inaudible). It's  
24 a two way left turn lane. So it gives you a spot.  
25 You go across one lane of traffic while you're waiting

1 on the other to clear. If you're turning into it, it  
2 gets you out of harm way, it gives you a six-spot  
3 turn.

4 Same thing goes for driveway. If you're in  
5 that urban area, right? You have that two way left  
6 turn lane, you have to work to your advantage. But  
7 driveways, we would be redoing those as well, to do  
8 attachments even in the more rural section. The good  
9 news is we're adding shoulder as well. So it gets a  
10 good spot for you to get up out of your driveway onto  
11 the shoulder before you have to make that entry point  
12 in. So it's -- you should have better geometry to  
13 better see, to get in and out. Yes, ma'am.

14 UNIDENTIFIED WOMAN 9: I have a question. So  
15 the phase on the environmental will determine whether  
16 there'll be a no-build or build. So this could not  
17 even happen, right?

18 MS. CANTRELL: Yes, ma'am. So tonight we're  
19 in the preliminary stages. So we're doing those  
20 environmental technical studies and we're collecting  
21 your feedback. And as I mentioned earlier, we put all  
22 of that data including your input in a package and we  
23 present that to TDOT leadership to ultimately help  
24 guide that decision. But very much so tonight, we're  
25 in the preliminary phase of that and that's why we're

1 here collecting your input on the alternative.

2 UNIDENTIFIED WOMAN 9: So (inaudible)?

3 MS. CANTRELL: Yes, ma'am.

4 UNIDENTIFIED WOMAN 9: So now it pins down  
5 (inaudible).

6 MS. CANTRELL: Correct. And that reason  
7 being, as Dexter mentioned and I mentioned earlier, is  
8 the number of relocations made it jump from a lower  
9 level NEPA document to what we call an environmental  
10 specimen. It's when you don't know if you have  
11 significant impacts or not.

12 UNIDENTIFIED WOMAN 9: Thank you.

13 MS. CANTRELL: Thank you.

14 UNIDENTIFIED MAN 8: How many additional  
15 acquisitions were added to the project between 2016  
16 and now (inaudible)?

17 MR. JUSTIS: I remember acquisition didn't  
18 change, what did change was the number of relocations.  
19 Something that made it different was that the last  
20 time we did this assessment, we had not picked up  
21 second lines, so then we had to further survey, figure  
22 out where everybody's second lines were. If we're  
23 hitting those second lines, we have to assume a  
24 relocation. Now, in some of those cases, if say --  
25 I'm going to give a broad example.

1           Let's say you live on a five acre track and  
2           your second line is in front of the house and we're  
3           hitting that second line and we may be able to come  
4           through the right of way phase and do a soil scientist  
5           review of your backyard and build able to make a fair  
6           market value offer to relocate your (inaudible) and  
7           allow that person to stay so that relocation may not  
8           be a relocation after all, that mean that will be a  
9           property acquisition. Does that make sense?

10           UNIDENTIFIED MAN 8: Yes.

11           MR. JUSTIS: So that's what changes we picked  
12           (crosstalk).

13           UNIDENTIFIED MAN 8: So largely septic issue.

14           MR. JUSTIS: Septic, yes. Largely a change  
15           to the to the number of locations.

16           UNIDENTIFIED MAN 8: And also, isn't it true  
17           that, if Commissioner Eley or whoever would be the  
18           commissioner requests that they can simply take it off  
19           the list?

20           MR. JUSTIS: Sure. That's where we  
21           absolutely work at the description of the governor.  
22           Again, this right of way should be started in time  
23           before this governor leaves. He's committed to a 10-  
24           year plan. We don't anticipate wholesale changes when  
25           governor comes in (inaudible)?



1 UNIDENTIFIED MAN 8: Sure. I mean, this was  
2 part of a 10-year plan under the (inaudible)  
3 administration.

4 MR. JUSTICE: We did have a 10-year plan  
5 under (inaudible), we had three-year plans.

6 UNIDENTIFIED MAN 8: Improve back that didn't  
7 publish a 10-year plan?

8 MR. JUSTICE: It did -- it listed a group of  
9 projects that we were committed to deliver with that  
10 money. It claimed that we be started working on,  
11 well, I mean what we working on is (inaudible). We  
12 have engineering work on all those products that were  
13 on that list within a 12-year timeframe. What it  
14 didn't do would say we done construct in 12 years and  
15 it didn't identify that they would last on the -- to  
16 cover all those products. It's nearly 1,000 products,  
17 which (inaudible).

18 UNIDENTIFIED MAN 8: (Crosstalk) 70.

19 MR. JUSTICE: -- larger than 70, the same  
20 number project and (inaudible) and we are working  
21 through that process what we can with the funding we  
22 got. If you'll remember with the approved bank, we  
23 asked for 12 cents with that list of project on the  
24 (inaudible), we get six with the legislature, we also  
25 asked for (inaudible) on that. So we get gas price

1 (inaudible). We didn't get the -- get that, so we got  
2 6 cents on the gallon and kept the same number of  
3 projects. So obviously, the same -- that amount of  
4 money's not going to cover the 12 years, right? Does  
5 that make sense?

6 UNIDENTIFIED MAN 8: Sure. So the diesel tax  
7 that went up in every county, but Hawkins County,  
8 residents have paid tax money for (inaudible) that got  
9 finished, say, in Hamilton County, their Highway 66  
10 project four lane got done during this time period?

11 MR. JUSTIS: That project was lit prior to  
12 the approved act. It was late in 2015 or '16 or  
13 something, approved back in '17.

14 UNIDENTIFIED MAN 8: Okay.

15 MR. NAGI: We've talked one more question.  
16 Yes, ma'am.

17 UNIDENTIFIED WOMAN 8: We were talking about  
18 the septic (inaudible), we have septic. Both staff  
19 recently in the last couple of years put in a complete  
20 new sewer lines -- the city did. So how is that going  
21 to affect that installation?

22 MR. JUSTIS: Yeah. So if we're affecting the  
23 project's sewer line, it's probably that is to  
24 relocate the sewer line. In some cases, if a septic -  
25 - somebody's on septic, they've never been attached to

1 sewer, we have the opportunity to pay for that to keep  
2 them from being a relocation, take the attach to the  
3 sewer. And a couple cases I (inaudible) stations, if  
4 you will, people who have pump station in their  
5 facility get (inaudible), we also can rebuild those  
6 lift of facilities (inaudible) study (inaudible).

7 MR. NAGI: All right. Thank you, Dexter.  
8 That concludes the public question-and-answer session.  
9 Remember, we're going to be here until seven o'clock  
10 to answer any of the questions that you might have and  
11 we have plans throughout the room. Again, there's  
12 ways to get your comments on the record. You have a  
13 comment card for you were handed when you walked in.  
14 You have 21 days from today to get those back to us to  
15 make sure that they're on record. You can obviously  
16 hand those back to us this evening as well.

17 We have a court reporter, he's in the back of  
18 the room. He's here to take your comments on a one-  
19 on-one basis if you would like to do that. And with  
20 that, we really do appreciate your time. Thank you so  
21 much for joining us. We know that everybody is busy.  
22 We take -- we really appreciate you guys being out  
23 here. Thank you so much and have a great night.

24 (End of recording.)  
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I, LLOYD BASS, do hereby certify that this transcript was prepared from the digital audio recording of the foregoing proceeding, that said transcript is a true and accurate record of the proceedings to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.

*Lloyd Bass*

LLOYD BASS

[1 - accommodate]

<b>1</b>	<b>20</b> 5:2 30:1	<b>35</b> 30:25	<b>6th</b> 26:14
<b>1</b> 3:6,25 9:14	<b>2006</b> 7:12	<b>37711</b> 1:15	<b>7</b>
9:15 19:5,6	17:15 21:25	<b>4</b>	<b>7</b> 33:13,22
22:22	<b>2015</b> 40:12	<b>4</b> 8:13 25:10,14	34:18
<b>1,000</b> 18:6 19:2	<b>2016</b> 37:15	25:23 26:13,19	<b>70</b> 39:18,19
39:16	<b>2020</b> 7:15 17:4	26:21 28:25	<b>7003937</b> 1:22
<b>10</b> 5:24 10:22	<b>2021</b> 23:9	<b>4,330</b> 32:19	<b>7:00</b> 1:10 16:20
18:10,24 19:1	<b>2022</b> 17:5	<b>491</b> 34:19	<b>8</b>
31:5 38:23	<b>2024</b> 1:9 7:21	<b>5</b>	<b>8</b> 35:6,15 37:14
39:2,4,7	17:7	<b>5</b> 5:24 25:21	38:10,13,16
<b>100</b> 18:3	<b>2025</b> 11:24	29:2,15,17	39:1,6,18 40:6
<b>107579.00</b> 1:5	13:17,18 15:20	30:2 32:25	40:14,17
<b>114</b> 17:1	15:24	33:4,11	<b>8100</b> 14:13
<b>117</b> 31:14	<b>2028</b> 32:18	<b>5.7</b> 3:18 8:10	<b>9</b>
<b>11e</b> 1:3 3:15	<b>21</b> 4:23 41:14	<b>50</b> 34:24	<b>9</b> 36:14 37:2,4
23:15	<b>23</b> 18:11	<b>500</b> 22:25	37:12
<b>12</b> 1:9 10:23	<b>24</b> 3:6 17:25	<b>52</b> 22:10	<b>93</b> 19:2,3,6,22
18:25 39:13,14	19:14	<b>5:00</b> 1:10	19:23 20:4
39:23 40:4	<b>25</b> 16:7 25:18	<b>5:30</b> 16:10	23:23
<b>15</b> 5:2 7:13	<b>26</b> 15:24 16:7	<b>6</b>	<b>9th</b> 6:24 14:17
<b>16</b> 40:12	<b>270</b> 19:11	<b>6</b> 30:9 31:9,24	<b>a</b>
<b>17</b> 40:13	<b>2b</b> 15:4	32:4,10,12,15	<b>ability</b> 42:7
<b>18</b> 17:17	<b>2nd</b> 14:15	33:15 40:2	<b>able</b> 14:12 38:3
<b>1800</b> 6:24	<b>3</b>	<b>60</b> 19:11 22:17	38:5
<b>18266</b> 42:14	<b>3</b> 13:18 15:20	22:19	<b>absolutely</b> 19:3
<b>19</b> 31:22	22:7,12 24:12	<b>65</b> 22:19 31:1	38:21
<b>1at</b> 15:3	24:16	<b>66</b> 1:2,4 3:12	<b>accessing</b> 35:10
<b>2</b>	<b>30</b> 31:16	3:14,17 7:2,14	<b>accident</b> 33:4
<b>2</b> 13:17 20:9,12	<b>315</b> 1:15	8:9 10:22 17:1	<b>accidents</b> 33:7
20:17,19,22	<b>34</b> 1:2 3:15 8:8	24:8 25:25	<b>accommodate</b>
21:3,6,8,12,16	20:1	29:18 40:9	9:16
21:19,21 23:14	<b>34th</b> 23:22		
23:19			



[accommodated - attachments]

<b>accommodated</b> 31:13 <b>account</b> 23:6 <b>accurate</b> 42:5 <b>acquisition</b> 12:7 17:5,7 28:7,15 29:13 37:17 38:9 <b>acquisitions</b> 12:15 37:15 <b>acre</b> 38:1 <b>act</b> 1:1 7:16,18 12:9,10 27:4,8 40:12 <b>action</b> 42:8,12 <b>activities</b> 13:22 <b>actually</b> 8:12 13:4,8 34:5 <b>add</b> 10:24 15:3 <b>added</b> 25:17 37:15 <b>adding</b> 36:9 <b>addition</b> 28:9 28:18 <b>additional</b> 12:18,23 14:18 14:19 37:14 <b>address</b> 14:8 16:24 <b>addressed</b> 9:21 17:3 <b>adjust</b> 11:2 <b>administration</b> 7:21 39:3	<b>advance</b> 12:1 <b>advantage</b> 36:6 <b>affect</b> 11:11 23:3 35:8 40:21 <b>affecting</b> 40:22 <b>afford</b> 18:13,25 <b>agencies</b> 13:3 <b>agenda</b> 5:22 <b>agents</b> 12:11 <b>ago</b> 17:6 19:9 20:3 <b>agreement</b> 33:23 <b>aj</b> 3:15 <b>alignment</b> 8:19 8:25 9:2 11:2 <b>allen</b> 1:15 <b>allow</b> 38:7 <b>alternate</b> 6:12 <b>alternative</b> 8:14,23 10:3,4 10:4,13,16,17 11:4 20:16,24 20:25 21:9,11 21:13,17 24:1 37:1 <b>alternatives</b> 3:21 8:5 10:2 21:14,22 23:21 24:2 25:24 <b>amount</b> 18:13 19:12 22:8 40:3	<b>amy</b> 2:10 4:2 <b>analysis</b> 18:16 27:17,19 28:17 29:22 <b>andrew</b> 1:3 <b>announcement</b> 23:9 <b>answer</b> 4:10 5:1,3,25 6:5 7:3 14:16 16:15,21 25:8 26:11 29:7 41:8,10 <b>answered</b> 28:24 <b>anticipate</b> 13:16 16:4 38:24 <b>anticipated</b> 7:23 <b>anybody</b> 16:17 30:7 34:3 <b>anyway</b> 30:12 <b>applied</b> 7:17 <b>appraisal</b> 28:22 <b>appraise</b> 24:22 28:3 <b>appraiser</b> 27:10,15 <b>appraisers</b> 24:22 27:9 <b>appreciate</b> 3:9 5:15,21 41:20 41:22	<b>approach</b> 28:1 <b>approaches</b> 27:25 <b>appropriate</b> 14:16,24 <b>approved</b> 7:20 11:20 22:8 39:22 40:12,13 <b>approximately</b> 3:18 8:10 <b>april</b> 25:15 26:14 <b>area</b> 27:23,23 28:15 29:19 31:1,25 32:8 35:23 36:5 <b>areas</b> 11:2 34:2 <b>asked</b> 39:23,25 <b>assessment</b> 7:25 10:3 11:17 12:2 13:12 29:23 32:23 37:20 <b>assume</b> 15:23 37:23 <b>assuming</b> 15:9 15:13,21 <b>attach</b> 41:2 <b>attached</b> 28:14 40:25 <b>attaches</b> 35:18 <b>attachments</b> 36:8
---	---	--	---

[attorney - check]

<b>attorney</b> 42:10 <b>audible</b> 5:12 <b>audio</b> 42:3 <b>availability</b> 13:10 <b>available</b> 4:18 12:3,17 13:16 <b>average</b> 17:16 34:24 <b>award</b> 24:25 <b>awareness</b> 8:8	<b>bass</b> 42:2,15 <b>begins</b> 8:8,8 <b>believe</b> 23:9 <b>berrett</b> 26:25 <b>best</b> 25:2 42:6 <b>bethany</b> 2:12 4:3 <b>bethel</b> 2:12 4:3 <b>better</b> 32:5,7 32:21,23 33:2 33:3,5,6 34:3 34:13 36:12,13 <b>bid</b> 24:25 <b>bids</b> 24:24 <b>big</b> 27:24 <b>billion</b> 19:1 <b>bit</b> 5:22 6:15,16 8:22 10:17 12:25 13:23 15:4 16:10 27:12 <b>boned</b> 32:16 <b>boning</b> 31:16 <b>books</b> 18:7 <b>born</b> 17:19 <b>bottom</b> 15:4 <b>bought</b> 20:1 <b>box</b> 14:1 <b>brake</b> 31:20 <b>breaking</b> 33:9 <b>bridge</b> 24:8 <b>briefly</b> 9:5 <b>broad</b> 37:25	<b>broken</b> 29:9,11 <b>bruce</b> 4:1 <b>brue</b> 2:7 <b>build</b> 8:6,14 10:3,4,4,13,15 10:17 11:4 15:15 21:10 22:23 25:3,6 25:23,23 26:2 26:9,9,14 36:16,16 38:5 <b>builds</b> 21:15 <b>built</b> 8:6 <b>bull</b> 3:16 <b>bullet</b> 13:9 <b>bulls</b> 1:3,14,15 3:11,15 8:9 17:1 30:24 <b>burette</b> 17:18 <b>burn</b> 35:21 <b>businesses</b> 12:8 <b>busy</b> 3:8 5:20 41:21 <b>buying</b> 19:11 20:5	<b>called</b> 30:23 <b>calls</b> 23:6 <b>cantrell</b> 2:16 4:5 8:24 21:24 23:5 26:2,15 29:20 30:4 36:18 37:3,6 37:13 <b>card</b> 9:22,24 41:13 <b>cards</b> 4:21 13:24,25 <b>cars</b> 32:19 <b>cases</b> 37:24 40:24 41:3 <b>casual</b> 19:18 32:11 <b>category</b> 7:24 <b>caught</b> 31:19 <b>ce</b> 7:19 <b>cents</b> 39:23 40:2 <b>certificate</b> 42:1 <b>certify</b> 42:2 <b>chance</b> 23:2 <b>change</b> 19:17 33:21 37:18,18 38:14 <b>changed</b> 17:10 18:2,20 19:18 <b>changes</b> 38:11 38:24 <b>check</b> 30:12
<b>b</b>		<b>c</b>	
<b>back</b> 4:15,23 6:20,23 11:23 12:22 14:12,21 14:25 39:6 40:13 41:14,16 41:17 <b>backyard</b> 38:5 <b>bad</b> 34:12 <b>bank</b> 39:22 <b>barrett</b> 2:6 4:1 22:25 23:10 27:1,2 29:7 <b>base</b> 29:25 <b>based</b> 7:22 18:14 19:20 24:25 <b>baseline</b> 10:15 <b>basically</b> 6:4 <b>basis</b> 4:18 16:15 41:19		<b>c</b> 2:1 3:1 <b>caj</b> 4:6 <b>call</b> 6:24 7:19 12:21 14:13 28:20 31:5 37:9	

[citizens - day]

<b>citizens</b> 25:24 <b>city</b> 35:23 40:20 <b>claimed</b> 39:10 <b>clark</b> 2:23 4:7 <b>clear</b> 15:5,18 36:1 <b>clock</b> 20:6 <b>collecting</b> 36:20 37:1 <b>come</b> 3:9 6:20 11:23 24:22 27:18 35:10 38:3 <b>comes</b> 38:25 <b>coming</b> 5:19 32:7 <b>comment</b> 3:20 4:13,21 6:17 7:4 9:22,24 12:4 13:3,24 13:25 14:1,6 14:16 30:5 35:3 41:13 <b>comments</b> 4:18 4:21,24 6:13 6:22,23 9:21 13:24 14:11 26:11 35:5 41:12,18 <b>commissioner</b> 26:7,8 38:17 38:18	<b>committed</b> 19:4 38:23 39:9 <b>communicati...</b> 3:6 <b>communities</b> 18:9 <b>community</b> 15:9 23:3 34:17 <b>comparable</b> 27:22,22 <b>compare</b> 10:15 <b>compensated</b> 29:6 <b>compile</b> 11:17 <b>complete</b> 40:19 <b>completed</b> 11:14,16,18 <b>completing</b> 11:8,15 <b>concerned</b> 23:4 <b>concludes</b> 41:8 <b>concurrently</b> 7:9 <b>connected</b> 23:14,17 <b>connection</b> 9:11 <b>considerable</b> 19:12 <b>consideration</b> 3:22 6:13 8:5 8:15,23	<b>considers</b> 26:9 <b>constitute</b> 27:12 28:21 <b>construct</b> 39:14 <b>construction</b> 13:19 20:3 22:14 28:6 <b>contact</b> 14:22 <b>contract</b> 27:8 <b>contractor</b> 24:24 25:1,5 <b>control</b> 5:24 <b>cooper</b> 2:10 4:2 <b>coordination</b> 13:1,2 <b>copy</b> 8:11 <b>correct</b> 18:3 21:10,11,20 37:6 <b>corridor</b> 9:4 <b>cory</b> 2:8 4:2 <b>counsel</b> 42:7,10 <b>count</b> 29:18 30:3 32:20 <b>counts</b> 34:9 <b>county</b> 1:4 3:7 3:12 9:12 40:7 40:7,9 <b>couple</b> 40:19 41:3 <b>course</b> 34:21 <b>court</b> 4:15 14:11 41:17	<b>cover</b> 39:16 40:4 <b>covered</b> 5:23 8:7 <b>created</b> 17:20 <b>creswell</b> 2:11 4:3 <b>cross</b> 24:4,6 34:25 <b>crosstalk</b> 22:15 22:17 32:3,14 38:12 39:18 <b>crystal</b> 15:5 <b>curb</b> 10:25 11:2 <b>curbs</b> 11:3 <b>curious</b> 17:2 <b>current</b> 25:11 25:18 29:17,25 <b>currently</b> 10:22 24:7 <b>curvatures</b> 9:6 <b>d</b> <b>d</b> 3:1 7:19 <b>damage</b> 29:5 <b>damages</b> 28:20 <b>dangerous</b> 17:16 <b>data</b> 27:23 36:22 <b>date</b> 13:21 <b>dates</b> 15:6 20:5 <b>day</b> 29:18 32:19
---	---	--	---

[days - eric]

<b>days</b> 4:23 41:14 <b>deal</b> 18:21 <b>debt</b> 18:15 <b>december</b> 6:24 14:15,17 15:8 17:6,25 18:11 <b>decide</b> 25:5 <b>decision</b> 10:14 36:24 <b>deck</b> 7:1 <b>deficiencies</b> 7:13 9:6 <b>delay</b> 19:21 <b>deliver</b> 39:9 <b>department</b> 3:24 <b>departments</b> 16:2 <b>depending</b> 27:25 <b>depends</b> 32:22 35:22 <b>described</b> 19:8 <b>description</b> 38:21 <b>design</b> 30:1,15 30:19 31:2,4 33:16 <b>detail</b> 6:16 12:10 13:23 <b>details</b> 8:14 11:3,5 <b>determine</b> 25:25 36:15	<b>determined</b> 7:23 13:20 15:4,23 <b>develop</b> 25:3 <b>developed</b> 7:15 <b>development</b> 7:7,11 19:24 <b>developments</b> 23:8 <b>dexter</b> 2:4 3:25 15:2 37:7 41:7 <b>diesel</b> 40:6 <b>different</b> 6:15 20:18,20 27:25 28:1,6,14,20 30:20 33:8 37:19 <b>digital</b> 42:3 <b>direction</b> 9:17 <b>director</b> 3:24 15:2 <b>discussed</b> 21:22 <b>display</b> 14:4 <b>displays</b> 6:1,2 21:5 <b>distance</b> 8:20 9:8 32:6 <b>district</b> 22:14 <b>document</b> 7:16 10:14 11:7,18 13:18 17:3,5 17:15,20,25 18:2 19:19,20 37:9	<b>documented</b> 7:19 <b>doing</b> 13:5 32:20 36:19 <b>doorbell</b> 31:19 <b>download</b> 14:5 <b>dr</b> 1:15 <b>drew</b> 16:25 <b>driveway</b> 19:9 19:10 31:15 36:4,10 <b>driveways</b> 35:12 36:7 <b>due</b> 6:23	<b>email</b> 14:9 <b>employed</b> 42:8 42:11 <b>employee</b> 42:10 <b>employees</b> 22:25 23:10 <b>ended</b> 13:4 <b>ends</b> 5:6 <b>enforcement</b> 32:2 33:10 <b>engagements</b> 11:21 <b>engineered</b> 35:19 <b>engineering</b> 17:13 34:16 39:12 <b>ensure</b> 4:24 <b>entry</b> 36:11 <b>environment</b> 11:12 <b>environmental</b> 1:1 7:10,16,18 7:25 10:2 11:7 11:9,17,22 12:2 13:5,11 13:12,18 17:11 17:13 18:2,20 19:17 26:4 27:5 29:23 33:23 36:15,20 37:9 <b>eric</b> 2:5 4:1 14:20,20 22:13
		<b>e</b>	
		<b>e</b> 2:1,1 3:1 <b>earlier</b> 32:7 36:21 37:7 <b>early</b> 13:1 15:24 16:7 <b>easement</b> 28:6 28:6 29:4 <b>easements</b> 28:5 29:5 <b>east</b> 3:7 <b>economic</b> 25:3 <b>economy</b> 32:22 <b>elected</b> 5:9,10 <b>electronically</b> 14:7 <b>eley</b> 38:17 <b>elliott</b> 2:9 4:2	

[erick - give]

<b>erick</b> 2:13 4:3 <b>estimation</b> 34:23 <b>et</b> 1:10 <b>ethan</b> 2:21 4:6 <b>eva</b> 2:18,20 4:5 <b>evaluate</b> 27:18 <b>evaluated</b> 22:3 <b>evaluation</b> 18:12 <b>evans</b> 2:17,19 4:5 <b>evening</b> 3:4 5:18,19 41:16 <b>everybody</b> 3:2 5:20 12:6 15:5 41:21 <b>everybody's</b> 8:7 15:12,14 37:22 <b>exact</b> 20:10 <b>example</b> 37:25 <b>exclusion</b> 7:24 19:18 <b>exist</b> 32:9 <b>existing</b> 8:18 10:21 <b>expanding</b> 31:10 <b>expecting</b> 11:13	<b>f</b>	<b>fit</b> 19:23 <b>five</b> 7:6 12:14 38:1 <b>floor</b> 16:11,18 <b>flying</b> 31:16 <b>focused</b> 11:10 <b>fold</b> 6:20 <b>folks</b> 4:10 5:5 6:3 16:14 32:7 <b>following</b> 4:9 4:17,25 <b>follows</b> 12:8 <b>foot</b> 10:22,23 <b>foregoing</b> 42:4 <b>form</b> 6:17 14:6 35:3 <b>former</b> 22:24 <b>forward</b> 15:17 <b>found</b> 22:4 <b>four</b> 40:10 <b>fra</b> 34:20 <b>fred</b> 2:15 4:5 5:17,18 12:25 20:15,18,21 21:1,4,7,10 <b>friends</b> 6:22 <b>front</b> 14:2 34:24 38:2 <b>funding</b> 15:6 15:17,22 18:18 18:22 19:23 22:7 23:25 39:21	<b>funding's</b> 27:6 <b>funds</b> 7:17 <b>further</b> 5:7 37:21 42:9 <b>future</b> 11:20 30:1 <b>fy</b> 19:14 25:18
	<b>g</b>	<b>g</b> 3:1 <b>gallon</b> 40:2 <b>gap</b> 1:3,14,15 3:11,15,16 17:2 30:24 <b>gaps</b> 8:9 <b>gas</b> 39:25 <b>gather</b> 3:11 8:2 <b>general</b> 5:2 16:12,17,22 <b>generally</b> 29:9 31:4 33:20 <b>geometric</b> 9:5 <b>geometry</b> 32:6 33:2 36:12 <b>getting</b> 16:6 31:11 32:8,16 34:1 35:8 <b>give</b> 5:24 6:8 8:13 13:24 14:12 15:10 32:13,21 34:9 34:11 35:3 37:25	



[given - hundreds]

<b>given</b> 18:3 19:21 <b>gives</b> 35:24 36:2 <b>giving</b> 17:22 <b>go</b> 5:7 6:16 9:1 9:4,16 12:10 13:23 15:8,17 18:15 24:8,20 24:23 27:16 30:7,13,13,25 34:9 35:25 <b>goes</b> 7:1 15:21 36:4 <b>going</b> 3:3 4:16 5:21,23,24 8:13,21 10:24 11:1,11,16,18 11:21,25 12:2 12:10,15,22 17:18 18:1,18 24:13,17,19 30:13,14 31:7 31:11 32:15 33:15,17,19 35:8,11,11,19 37:25 40:4,20 41:9 <b>good</b> 3:4,4 5:18 5:19 15:13 16:4 18:8 20:4 32:5 34:9,12 36:8,10	<b>gotten</b> 6:17 <b>government</b> 22:8 <b>governor</b> 18:10 38:21,23,25 <b>governor's</b> 15:7 18:23 <b>great</b> 9:22 12:16 41:23 <b>green</b> 15:17 <b>group</b> 39:8 <b>grows</b> 32:22 <b>guard</b> 10:25 <b>guess</b> 25:24 <b>guide</b> 36:24 <b>guidelines</b> 25:4 <b>gutter</b> 11:1 <b>guys</b> 5:14 9:19 11:21 12:4 41:22	<b>hands</b> 12:12 13:25 <b>happen</b> 10:7,8 10:12 36:17 <b>happened</b> 9:14 <b>happy</b> 5:3 16:15 <b>hard</b> 30:11 35:9 <b>harm</b> 36:2 <b>harris</b> 2:22 4:6 <b>hawkins</b> 1:4 2:13 3:12 4:3 40:7 <b>head</b> 2:14 4:4 30:5 <b>hear</b> 4:14 6:10 24:14 <b>heard</b> 10:17,19 <b>hearing</b> 6:14 12:1 13:17 <b>hedolova</b> 2:18 2:20 4:5 <b>held</b> 1:8,13 <b>help</b> 6:5 8:19 9:15 35:12 36:23 <b>helps</b> 34:6 <b>hereto</b> 42:11 <b>hi</b> 16:25 <b>high</b> 5:22 10:20 <b>higher</b> 19:19 <b>highlighted</b> 15:25	<b>highway</b> 1:3,4 3:15,17 7:20 8:9 11:19 30:10 31:11 40:9 <b>hire</b> 24:21,23 <b>history</b> 17:23 18:5 <b>hit</b> 31:20 <b>hitting</b> 37:23 38:3 <b>holding</b> 13:16 <b>holly</b> 2:16 4:5 5:17 8:21 13:5 34:1 <b>holly's</b> 8:13 <b>home</b> 4:4,22 6:18,25 14:2 <b>homes</b> 35:7 <b>hope</b> 33:6 <b>hopefully</b> 28:13 <b>hotline</b> 7:3 <b>hour</b> 30:25 31:1,17 34:24 <b>house</b> 32:4 34:25 35:11 38:2 <b>housing</b> 23:1 <b>how's</b> 35:8 <b>huge</b> 19:9 <b>huh</b> 30:21 <b>human</b> 11:11 <b>hundreds</b> 16:1
	<b>h</b>		
	<b>half</b> 16:4,8 19:13 <b>hamilton</b> 40:9 <b>hand</b> 4:22 5:11 14:21 16:23 41:16 <b>handed</b> 4:20 41:13 <b>handout</b> 7:1 8:11 12:18 14:10,22		

[hunt - justis]

<b>hunt</b> 2:13 4:3	21:15,18,25	<b>industries</b>	<b>involve</b> 31:11
<b>i</b>	22:1,4,5,9	22:25	<b>involved</b> 28:10
<b>identified</b> 9:3	23:16 24:23	<b>information</b>	<b>issue</b> 32:2,2
9:18,23 15:7	25:4,16 26:1	6:9 12:18,23	33:10 38:13
18:6,17,23	26:22,23,23,24	14:10,18,22	<b>issues</b> 8:20
19:14 23:25	28:25 29:14	30:6	<b>j</b>
24:1	30:10,13,18	<b>infrastructure</b>	<b>job</b> 1:22
<b>identify</b> 39:15	31:3,8 32:16	18:16 23:2	<b>john</b> 2:6 4:1
<b>imagine</b> 27:11	32:17,17,19,19	<b>initiated</b> 13:1	26:24 27:1,2
<b>immediate</b>	32:20,23,24,24	<b>input</b> 3:12 9:19	<b>johnson</b> 1:3
27:23	32:25 33:4,5,5	12:4 15:11	<b>joining</b> 3:23
<b>impacts</b> 23:7	33:7,11,12,13	26:7 36:22	41:21
34:16 37:11	33:23 35:6,23	37:1	<b>jump</b> 37:8
<b>implemented</b>	37:2,5,16 38:6	<b>insight</b> 34:4	<b>justice</b> 39:4,8
18:10	38:25 39:2,5	<b>inspector</b> 34:20	39:19
<b>important</b> 6:13	39:11,17,20,24	<b>installation</b>	<b>justification</b>
12:6 26:3,11	39:25 40:1,8	40:21	8:4
<b>importantly</b>	40:18 41:3,5,6	<b>instance</b> 27:16	<b>justis</b> 2:4 3:25
6:10	41:6	<b>insures</b> 12:9	15:1,2 17:23
<b>improve</b> 39:6	<b>include</b> 3:13	<b>intendance</b> 5:8	19:7 20:11
<b>improvement</b>	<b>included</b> 7:5	<b>inter</b> 4:12	21:13,14,18,20
10:11	<b>includes</b> 8:15	<b>interchange</b>	22:10,13,17,19
<b>improvements</b>	<b>including</b> 14:4	24:8	23:17,21 24:18
3:17 7:14 8:16	36:22	<b>interested</b>	25:12,16 26:24
10:6 17:14	<b>increase</b> 23:10	42:12	30:15,17,21
28:10,11 29:8	<b>increased</b>	<b>interfere</b> 23:19	31:2,8,23 32:1
<b>inaudible</b> 4:4	17:17	<b>internet</b> 12:20	32:5,11,13,18
5:17,18 6:7	<b>independent</b>	<b>intersection</b>	33:2,6,12,20
8:17 9:4 12:9	23:18 27:8,19	3:14,16	34:13 35:1
12:13,24 15:1	<b>independently</b>	<b>interstate</b>	37:17 38:11,14
15:17 16:8	7:8 24:4	17:19 23:16	38:20 40:11,22
18:4,11,19	<b>individual</b> 5:4	<b>investment</b>	
19:3,4,10,20,25	6:6	23:3	

[katie - make]

<b>k</b>	<b>largely</b> 38:13 38:14 <b>larger</b> 39:19 <b>late</b> 15:24 16:7 40:12 <b>latest</b> 15:24 <b>laws</b> 25:18 <b>leadership</b> 36:23 <b>leak</b> 19:19 <b>learn</b> 34:8 <b>leave</b> 14:1 31:18 <b>leaves</b> 38:23 <b>leaving</b> 31:17 31:21 <b>lee</b> 18:10 <b>left</b> 10:25 28:19 33:18 35:24 36:5 <b>legislature</b> 39:24 <b>legitimately</b> 10:13 <b>letter</b> 14:8 <b>level</b> 5:22 10:20 19:19,19 37:9 <b>license</b> 27:9 <b>lift</b> 19:9 41:6 <b>light</b> 15:9,17 35:21 <b>limit</b> 30:20 31:14 33:1,9	<b>limited</b> 9:7,8 <b>limits</b> 30:24 <b>line</b> 14:13 21:2 38:2,3 40:23 40:24 <b>lines</b> 37:21,22 37:23 40:20 <b>link</b> 12:19 <b>linkage</b> 9:9 <b>list</b> 7:19 19:7 38:19 39:13,23 <b>listed</b> 11:9 39:8 <b>lit</b> 40:11 <b>little</b> 5:22 6:15 6:16 8:13,16 8:22 10:17 11:5 12:25 13:23 15:3 16:9 21:13 23:4 35:9 <b>live</b> 16:25 31:14 34:2 38:1 <b>lloyd</b> 42:2,15 <b>local</b> 8:16 13:3 23:7 <b>location</b> 19:11 <b>locations</b> 8:18 38:15 <b>long</b> 10:10 <b>longer</b> 7:24 <b>look</b> 6:3 7:21 25:25 26:8 27:16,21 28:10	34:8 <b>looked</b> 7:13 9:1 10:19 24:2 <b>looking</b> 9:13,18 15:20 19:20 23:11 <b>lot</b> 13:13 15:10 17:12,14 32:17 34:13 <b>love</b> 6:2,22 <b>low</b> 24:25 <b>lower</b> 37:8
		<b>m</b>	
		<b>ma'am</b> 20:8 29:1 35:5,14 36:13,18 37:3 40:16 <b>made</b> 7:14 20:4 23:9 37:8,19 <b>magnitude</b> 27:11 <b>mail</b> 4:23 6:20 14:2 30:12 <b>mailbox</b> 30:10 31:12 <b>main</b> 17:1 31:14 34:19 <b>maintenance</b> 10:9 <b>make</b> 6:14 10:22 12:2 15:5,18 23:6 25:18 26:5	
<b>katie</b> 2:17,19 4:5 <b>keep</b> 41:1 <b>kept</b> 40:2 <b>key</b> 6:4 <b>kid</b> 31:20 <b>kind</b> 16:6 23:24 <b>knew</b> 19:12 <b>know</b> 3:7 5:20 5:23 9:22,23 13:15 15:6 17:2 22:24 23:8 25:12 26:21 28:12 30:2 32:16 34:3,22 35:7 37:10 41:21 <b>knowledge</b> 42:6 <b>knows</b> 25:7			
<b>l</b>			
<b>laid</b> 27:3 <b>land</b> 28:3,4,4 28:11,18 29:4 <b>landscaping</b> 29:10 <b>lane</b> 3:18 10:25 35:24,25 36:6 40:10 <b>lanes</b> 10:22,23 <b>large</b> 16:1			

[make - north]

<p>35:2,4 36:11 38:5,9 40:5 41:15 <b>makes</b> 33:3 35:20 <b>making</b> 32:23 <b>man</b> 22:22 23:14,19 24:12 24:16 25:10,14 25:21,23 26:13 29:17 30:2 33:4,11,15,22 34:18 37:14 38:10,13,16 39:1,6,18 40:6 40:14 <b>management</b> 3:25 15:2 27:3 <b>manager</b> 14:21 <b>map</b> 8:12 10:20 20:24 21:2,4 <b>maps</b> 20:9,10 20:13,13,22 <b>mark</b> 2:3 3:5 5:23 6:14 8:7 14:24 <b>market</b> 27:14 27:23 28:1,17 28:23 38:6 <b>materials</b> 14:4 <b>math</b> 16:6 <b>mayor</b> 5:17 <b>mean</b> 20:20 28:11,12 31:24</p>	<p>33:16,17 35:13 38:8 39:1,11 <b>means</b> 4:12 10:5 15:10 19:15 <b>measure</b> 34:13 <b>measures</b> 10:8 <b>media</b> 5:8 34:15 <b>meet</b> 3:9 <b>meeting</b> 1:2,8 1:13 3:18 4:12 5:6,19 6:8 7:5 13:10,14 33:25 <b>members</b> 5:8 14:23 <b>mentioned</b> 10:1 13:5 18:21 36:21 37:7,7 <b>meredith</b> 2:15 4:4 8:24,25 10:1 12:23 34:1 <b>method</b> 25:1 <b>methods</b> 6:15 25:2 <b>mile</b> 31:17 <b>miles</b> 3:18 8:10 30:25 31:1,5 34:24 <b>million</b> 22:11 22:17,19 <b>mine</b> 34:14</p>	<p><b>minor</b> 11:1 <b>minute</b> 3:4 5:25 <b>minutes</b> 5:2 19:9 <b>moment</b> 13:21 <b>money</b> 18:14 39:10 40:8 <b>money's</b> 40:4 <b>month</b> 20:3 <b>morristown</b> 23:1 <b>moved</b> 23:1 31:12,13</p> <p><b>n</b></p> <p><b>n</b> 2:1 3:1 <b>nagi</b> 2:3 3:2,5 5:14 16:9 20:7 22:6,20 23:13 24:10,14 25:9 25:20,22 26:17 26:20 29:1,16 30:7 35:2,14 35:17 40:15 41:7 <b>name</b> 3:5 5:11 16:23 <b>name's</b> 15:1 <b>narrowed</b> 24:3 <b>national</b> 1:1 7:15,18 <b>natural</b> 11:11 <b>nearly</b> 31:16 39:16</p>	<p><b>necessarily</b> 30:20 <b>necessary</b> 28:3 31:25 <b>need</b> 3:20 6:11 6:19 8:3,22 9:16,21 15:11 15:15 16:5 17:14 28:5 32:15 33:21 34:5,7,7 <b>needed</b> 7:25 18:9 31:18 <b>needs</b> 9:3,18,20 9:23 18:6,8 25:1 <b>neighbor</b> 34:15 <b>neighbors</b> 6:21 <b>neither</b> 42:7 <b>nepa</b> 1:1 7:19 37:9 <b>never</b> 40:25 <b>new</b> 17:11 19:20 29:3 40:20 <b>news</b> 20:4 32:5 36:9 <b>newspaper</b> 13:13 <b>night</b> 3:10 5:20 16:20 41:23 <b>normal</b> 10:8 <b>north</b> 1:3 3:16 17:1 31:14</p>
---	--	---	--

[north - possibility]

<p>34:19  <b>notches</b> 8:17  <b>noted</b> 17:14  <b>notice</b> 13:10  <b>noticed</b> 9:7  <b>november</b> 1:9  <b>number</b> 6:24  6:25 7:22  12:20 29:9  37:8,18 38:15  39:20 40:2  <b>numbers</b> 6:4  32:21  <b>numerous</b> 16:3</p>	<p>21:12,16,21  22:12 26:17  29:15 30:7  35:10 40:14  <b>old</b> 1:4 3:16 8:9  17:20 18:12  <b>once</b> 11:16,19  20:5 28:19  <b>open</b> 16:10,18  <b>operating</b> 31:6  <b>operator</b> 34:21  <b>opportunity</b>  3:19 35:20  41:1  <b>optimal</b> 35:20  <b>option</b> 10:14  15:15,16 22:4  22:24  <b>options</b> 22:3  <b>orange</b> 21:2  <b>order</b> 29:12  <b>organized</b>  29:12  <b>outcome</b> 42:12  <b>outlined</b> 15:19  19:7  <b>own</b> 24:4 25:1</p>	<p><b>packet</b> 20:14  20:23  <b>page</b> 8:13  12:20  <b>paid</b> 6:19 14:3  40:8  <b>panel</b> 27:10,12  <b>part</b> 15:4 25:11  27:17,19,24  28:2,16,17,21  28:23 29:12  32:8 39:2  <b>parties</b> 42:8,11  <b>pass</b> 14:23  <b>patrolling</b>  34:23  <b>pavement</b>  29:10  <b>pay</b> 18:14 41:1  <b>people</b> 12:8  31:15 33:3,9  41:4  <b>percent</b> 18:3  <b>percentage</b>  25:25  <b>period</b> 12:4  13:4 14:17  40:10  <b>person</b> 38:7  <b>personal</b> 6:5  <b>ph</b> 4:1,3,5  <b>phase</b> 7:11  15:23 19:24  23:11 36:15,25</p>	<p>38:4  <b>phases</b> 7:6  <b>phone</b> 12:20  <b>picked</b> 37:20  38:11  <b>piece</b> 23:12  <b>piggyback</b> 31:9  <b>pin</b> 1:5  <b>pins</b> 37:4  <b>places</b> 10:24  <b>plan</b> 7:22 15:7  18:11,25 25:11  33:16 38:24  39:2,4,7  <b>planned</b> 10:10  <b>planning</b> 7:12  10:10 17:20  22:1  <b>plans</b> 11:5 25:4  39:5 41:11  <b>planted</b> 29:3  <b>play</b> 24:3  <b>please</b> 5:10 7:6  7:11 8:7 14:18  14:19,21 16:23  34:10  <b>plot</b> 11:6  <b>point</b> 11:25  32:1,1 36:11  <b>pole</b> 31:20  <b>policy</b> 1:1 7:16  7:18  <b>possibility</b>  23:15</p>
<p><b>o</b></p>	<p><b>o</b> 3:1  <b>o'clock</b> 5:6  16:19 41:9  <b>obviously</b> 40:3  41:15  <b>october</b> 13:3  <b>odds</b> 22:23  <b>offer</b> 38:6  <b>office</b> 18:23  <b>officer</b> 3:6  <b>official</b> 5:10 7:5  13:21  <b>officials</b> 5:9  22:22 23:7  <b>okay</b> 3:2 5:8,14  15:1 16:9  18:13,17 20:12  20:17,19 21:6</p>	<p><b>p</b></p>	
	<p><b>p</b> 2:1,1  <b>p.m.</b> 1:10,10  16:20  <b>package</b> 26:5  36:22</p>		



[possible - questions]

<p><b>possible</b> 6:23</p> <p><b>post</b> 31:17</p> <p><b>postage</b> 6:19 14:2</p> <p><b>postal</b> 31:10</p> <p><b>postcards</b> 13:14</p> <p><b>potentially</b> 9:13 15:14 23:22</p> <p><b>pre</b> 17:12</p> <p><b>preliminary</b> 6:11 8:3 9:17 36:19,25</p> <p><b>prepared</b> 7:20 8:1 42:3</p> <p><b>present</b> 4:15 13:7 36:23</p> <p><b>presentation</b> 4:8,9,17,25 5:16,25</p> <p><b>presented</b> 28:22</p> <p><b>pretty</b> 10:4 33:19</p> <p><b>price</b> 39:25</p> <p><b>prior</b> 40:11</p> <p><b>probably</b> 5:23 12:6 27:12 40:23</p> <p><b>problem</b> 31:14</p> <p><b>proceeding</b> 42:4</p>	<p><b>proceedings</b> 42:6</p> <p><b>process</b> 7:7 12:8,19 15:19 18:2,12,20 19:17 20:2 21:24 24:3 27:1,5,7,13 28:2,22 33:25 39:21</p> <p><b>processes</b> 22:24</p> <p><b>products</b> 39:12 39:16,16</p> <p><b>profits</b> 19:3</p> <p><b>project</b> 3:12,13 3:21,24 4:11 5:3 6:9 7:3,7,9 7:11,17,25 8:4 8:8,20 9:4 11:11 14:21 15:2,6,8,12,13 15:14,16 16:5 16:12,22 17:24 18:17,24 19:4 19:9 23:22 24:3,5,24 25:2 25:3,10 27:2 27:11 31:25 32:21 37:15 39:20,23 40:10 40:11</p> <p><b>project's</b> 23:24 40:23</p>	<p><b>projected</b> 32:18,19</p> <p><b>projects</b> 16:2 18:7,8,8,14 19:2,24 23:17 23:23 39:9 40:3</p> <p><b>proper</b> 23:2</p> <p><b>properties</b> 27:16</p> <p><b>property</b> 12:7 12:15 16:5,13 24:21 27:18 28:1,14 33:18 38:9</p> <p><b>property's</b> 28:19</p> <p><b>proposed</b> 3:13 3:17,20</p> <p><b>proposing</b> 10:21</p> <p><b>provide</b> 3:19 12:4</p> <p><b>public</b> 1:1 3:12 3:18,19 4:12 11:20 12:1 13:10,17 16:11 33:25 41:8</p> <p><b>publish</b> 39:7</p> <p><b>published</b> 13:12 25:14 29:23</p> <p><b>pump</b> 41:4</p>	<p><b>purchase</b> 24:22 26:22</p> <p><b>purchased</b> 28:19</p> <p><b>purchasing</b> 24:20</p> <p><b>purpose</b> 3:20 6:7,11 8:3,22 15:11</p> <p><b>put</b> 6:20 26:5 35:4 36:21 40:19</p> <tr> <td colspan="4"><b>q</b></td></tr> <tr> <td colspan="4"> <p><b>quarter</b> 11:24 13:17,18 15:20</p> <p><b>question</b> 5:1,25 6:25 7:4 14:14 14:15 16:13 20:7,8 22:6 24:19 25:24 26:12,19,25 27:2,14 28:24 33:14 36:14 40:15 41:8</p> <p><b>questions</b> 4:10 5:2,4 6:6 12:15 12:21 14:19,23 16:11,12,15,17 16:21,22 22:20 24:10 25:20 26:18 35:5 41:10</p> </td></tr>	<b>q</b>				<p><b>quarter</b> 11:24 13:17,18 15:20</p> <p><b>question</b> 5:1,25 6:25 7:4 14:14 14:15 16:13 20:7,8 22:6 24:19 25:24 26:12,19,25 27:2,14 28:24 33:14 36:14 40:15 41:8</p> <p><b>questions</b> 4:10 5:2,4 6:6 12:15 12:21 14:19,23 16:11,12,15,17 16:21,22 22:20 24:10 25:20 26:18 35:5 41:10</p>			
<b>q</b>											
<p><b>quarter</b> 11:24 13:17,18 15:20</p> <p><b>question</b> 5:1,25 6:25 7:4 14:14 14:15 16:13 20:7,8 22:6 24:19 25:24 26:12,19,25 27:2,14 28:24 33:14 36:14 40:15 41:8</p> <p><b>questions</b> 4:10 5:2,4 6:6 12:15 12:21 14:19,23 16:11,12,15,17 16:21,22 22:20 24:10 25:20 26:18 35:5 41:10</p>											

[quick - rolled]

<b>quick</b> 5:24 <b>quite</b> 9:10 27:12	<b>recently</b> 40:19 <b>recognized</b> 22:5 <b>record</b> 4:13,19 4:25 7:5 16:24 41:12,15 42:5 <b>recording</b> 41:24 42:4 <b>red</b> 35:21 <b>redoing</b> 36:7 <b>redundant</b> 9:14 <b>reference</b> 21:25 <b>regard</b> 9:21 <b>region</b> 3:6,7,25 15:3 26:10 <b>regional</b> 3:5 <b>regulation</b> 19:21 <b>regulations</b> 19:18 <b>reiterate</b> 18:22 <b>related</b> 8:24 42:7 <b>relative</b> 42:10 <b>relocate</b> 38:6 40:24 <b>relocation</b> 7:23 37:24 38:7,8 41:2 <b>relocations</b> 12:7 16:3 37:8 37:18 <b>remaining</b> 28:18	<b>remember</b> 16:19 37:17 39:22 41:9 <b>remote</b> 14:7 <b>report</b> 7:12 22:1 27:21 28:8,22 29:9 29:21,24 <b>reporter</b> 4:15 41:17 <b>reporters</b> 14:11 <b>representative</b> 11:4 <b>representatives</b> 12:12 <b>requests</b> 38:18 <b>required</b> 17:12 <b>residents</b> 40:8 <b>resources</b> 12:16 <b>response</b> 5:13 14:24 <b>responses</b> 13:4 <b>rest</b> 16:20 <b>results</b> 11:13 11:22 12:3 13:6 26:6 <b>resurrection</b> 25:17 <b>retired</b> 34:20 <b>review</b> 3:19 10:2 13:13 27:5 38:5	<b>reviewed</b> 11:19 <b>revised</b> 7:22 <b>right</b> 3:4 6:7 7:22 11:8 12:11,18,19,25 13:19 15:22 16:1,7 17:3,4,7 18:1,14 19:8 19:14,15,25 20:2,5 21:5 22:11 23:24 24:20 25:12,19 26:15,25 27:7 27:24 29:21 30:8 33:3,17 33:18 34:18,18 36:5,17 38:4 38:22 40:4 41:7 <b>ring</b> 31:19 <b>road</b> 1:4 3:16 8:10 17:15,16 17:18 21:23 24:12,16,18 30:10 35:10,18 <b>roads</b> 8:16 <b>roadway</b> 9:5,7 9:8,11,14,15,20 10:7,8 31:6 <b>robinson</b> 16:25 16:25 <b>rogersville</b> 9:12 <b>rolled</b> 11:6
<b>r</b>			
<b>r</b> 2:1 3:1,1 <b>rachel</b> 2:14 4:4 <b>radar</b> 34:20 <b>railroad</b> 24:9 <b>rails</b> 10:25 <b>raise</b> 5:10 12:12 14:20 16:23 <b>range</b> 3:21 6:12 8:4,23 22:11 <b>ranking</b> 19:22 <b>reach</b> 14:19,19 <b>ready</b> 26:22 <b>real</b> 33:3 34:16 34:16 <b>realigned</b> 35:19 <b>realignment</b> 3:14 <b>really</b> 3:8 6:2 9:25 30:11 34:5 41:20,22 <b>rear</b> 8:18 <b>reason</b> 17:21 37:6 <b>reasons</b> 33:24 <b>rebuild</b> 41:5 <b>receive</b> 13:14 <b>recent</b> 27:23			

[room - sounds]

<b>room</b> 4:10,16 5:5,9 6:2,18 41:11,18 <b>roughly</b> 15:20 19:11,13 <b>route</b> 1:2,2 3:12,14,15 7:2 7:14 10:21 17:1 20:24 21:9 29:18 <b>run</b> 7:8,9 <b>runs</b> 8:9 <b>rural</b> 31:1 32:8 32:17 36:8 <b>ryan</b> 2:23 4:7	<b>schwartz</b> 34:19 34:19 <b>scientist</b> 38:4 <b>screen</b> 14:8 <b>screenshot</b> 17:8 <b>sea</b> 3:16 <b>seat</b> 3:3 9:12 <b>seating</b> 23:24 <b>second</b> 11:23 34:8 37:21,22 37:23 38:2,3 <b>section</b> 30:22 30:23,24 36:8 <b>see</b> 8:16,17 9:11 11:3,21 21:2 22:2 29:11 33:3 35:13 36:13 <b>seeing</b> 9:9,19 11:10 <b>sees</b> 30:24 <b>select</b> 15:15 <b>selected</b> 23:23 <b>send</b> 14:8 <b>sense</b> 38:9 40:5 <b>sent</b> 30:5 <b>september</b> 19:15 <b>septic</b> 38:13,14 40:18,18,24,25 <b>seriously</b> 34:10 <b>session</b> 5:1 41:8 <b>set</b> 11:25 25:4 31:5	<b>seven</b> 5:6 41:9 <b>several</b> 9:2 22:3 23:6,21 24:2 <b>severity</b> 33:8,8 <b>sewer</b> 40:20,23 40:24 41:1,3 <b>shape</b> 28:20 <b>shaped</b> 32:4 <b>sharrock</b> 2:8 4:2 <b>shed</b> 28:14 29:10 <b>shelter</b> 32:9 <b>shifting</b> 33:18 <b>short</b> 4:9 10:10 29:7 <b>shoulder</b> 36:9 36:11 <b>shoulders</b> 9:8 <b>show</b> 25:18 <b>showing</b> 17:3 20:24 21:4 <b>shown</b> 9:1,24 <b>shows</b> 17:4,7,8 17:15 24:7 <b>shrubbery</b> 29:3 <b>side</b> 23:25 24:9 30:11 35:17 <b>sidewalk</b> 30:23 <b>sidewalks</b> 10:25 <b>sign</b> 28:13 35:22	<b>signature</b> 42:14 <b>significant</b> 33:21 37:11 <b>simply</b> 38:18 <b>sir</b> 22:21 23:13 24:11,14 25:9 25:22 29:16 30:5 <b>site</b> 8:20 9:7 32:6 <b>six</b> 16:19 36:2 39:24 <b>size</b> 16:3 <b>skills</b> 42:6 <b>skinnyhon</b> 2:7 4:1 <b>slam</b> 31:19 <b>slide</b> 7:1,6,11 8:6 9:1 10:1 13:23 <b>slope</b> 28:5 <b>smaller</b> 19:19 <b>smoothly</b> 15:21 <b>soil</b> 38:4 <b>somebody's</b> 40:25 <b>somewhat</b> 35:11 <b>sorry</b> 13:22 24:14 30:5 33:22 <b>sort</b> 29:11 <b>sounds</b> 10:5
s			
<b>s</b> 2:1 <b>safety</b> 10:8 17:14 29:22 <b>sales</b> 27:22 28:1 <b>saves</b> 15:13 <b>saying</b> 26:13 33:25 34:1 <b>says</b> 26:14,14 <b>scale</b> 20:18,20 <b>scenario</b> 24:25 <b>scenes</b> 27:20 <b>schedule</b> 6:10 13:1 <b>school</b> 1:14 3:11			

[south - thank]

<b>south</b> 24:6 <b>speak</b> 22:23 27:20 <b>speakers</b> 5:12 <b>specifically</b> 16:13 27:14 <b>specimen</b> 37:10 <b>speed</b> 30:15,17 30:19,20 31:2 31:4,6,14 32:2 32:25 33:9 34:21,24 <b>speedwell</b> 1:4 8:10 <b>spot</b> 17:24 32:13 35:24 36:2,10 <b>spring</b> 13:8 17:9 <b>staff</b> 40:18 <b>stages</b> 36:19 <b>standalone</b> 29:24 <b>start</b> 4:8 15:22 16:7 20:5,6 24:13,17,19,20 25:6,6 35:18 <b>started</b> 3:3 38:22 39:10 <b>starting</b> 23:11 <b>state</b> 1:2,2 3:12 3:14,15 5:11 7:2,13 10:21 13:3 17:1 18:6	18:13,15 29:18 33:19 <b>stated</b> 27:7 <b>station</b> 41:4 <b>stationed</b> 12:13 <b>stations</b> 41:3 <b>status</b> 6:8 <b>stay</b> 38:7 <b>step</b> 11:20 <b>steps</b> 11:15 <b>stop</b> 35:21 <b>straight</b> 7:2 <b>strange</b> 28:12 <b>street</b> 17:1 35:10,17 <b>streets</b> 35:9,15 <b>strictly</b> 7:2 <b>studies</b> 10:16 11:9,10,12,16 11:22 13:6,11 17:11,13 26:4 26:6 36:20 <b>study</b> 41:6 <b>stuff</b> 29:3 <b>subject</b> 7:18 <b>submit</b> 14:9 <b>sufficient</b> 9:9 <b>super</b> 10:20 <b>suppose</b> 17:10 <b>sure</b> 6:14 23:12 24:18 35:3,4 38:20 39:1 40:6 41:15	<b>survey</b> 37:21 <b>surveymonkey</b> 14:7 <b>system</b> 9:9 <b>t</b> <b>t</b> 31:16 32:16 <b>table</b> 15:16 20:13 23:22 24:5 <b>tables</b> 6:1 11:6 20:10 <b>take</b> 4:18,22 6:3,21 14:2 23:5 24:24 27:24 29:5 34:7,10 38:18 41:2,18,22 <b>taken</b> 26:6,7 42:9 <b>takes</b> 19:10,10 19:12 26:8 <b>talk</b> 5:21 7:10 8:21 16:14 28:4 <b>talked</b> 6:15 28:23 40:15 <b>talking</b> 9:10 10:6,11 40:17 <b>tammy</b> 2:11 4:2 <b>tax</b> 40:6,8 <b>tdot</b> 3:6 4:1,10 5:4 7:7,12,15 10:9 11:4,19	12:8,11 14:4 14:21 15:3 17:3 18:5 21:24 22:1 26:8 27:2 36:23 <b>tdot's</b> 22:24 <b>tdot.commen...</b> 14:9 <b>team</b> 14:23 <b>technical</b> 13:6 13:11 26:4 36:20 <b>telephone</b> 31:20 <b>tell</b> 17:24 18:5 19:2 <b>tend</b> 13:15 <b>tennessee</b> 1:5 1:15 3:7,23 <b>tennessee.gov.</b> 14:9 <b>tenure</b> 15:7 <b>term</b> 10:10 28:12 <b>terms</b> 13:19 <b>testimony</b> 14:12 <b>texting</b> 31:21 <b>thank</b> 5:14 17:23 35:1 37:12,13 41:7 41:20,23
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[thanks - updated]

<b>thanks</b> 5:19 8:24 27:1 33:22 <b>thing</b> 12:5 17:8 34:9 36:4 <b>things</b> 3:8 5:17 27:17 28:1,9 28:15,21 29:10 34:7 35:12 <b>think</b> 9:20,24 10:18 15:24 17:21 23:4 24:7 <b>third</b> 13:9 <b>thought</b> 34:25 <b>thoughts</b> 15:12 <b>three</b> 16:4,7 19:13 21:16 25:11 39:5 <b>tier</b> 21:14 <b>time</b> 3:9 16:5 19:12 24:21,23 25:7 30:24 35:9 37:20 38:22 40:10 41:20 <b>timeframe</b> 19:1 19:8,13 27:3 39:13 <b>timeline</b> 17:2 17:22 18:4 <b>times</b> 30:11 <b>title</b> 5:11	<b>today</b> 4:23 10:6 12:17 32:9 41:14 <b>together</b> 26:5 <b>tom</b> 2:22 4:6 <b>tomorrow</b> 14:3 <b>tonight</b> 3:23 4:14,17,22 5:8 5:9,20 6:19 7:10 8:1,2 13:9 13:14,25 14:12 33:24 34:4 36:18,24 <b>tonight's</b> 5:16 6:8 <b>took</b> 7:21 35:7 <b>top</b> 30:4 <b>total</b> 3:17 <b>track</b> 6:4 38:1 <b>tracks</b> 15:25 16:1 19:11 <b>traffic</b> 9:16 29:22,24 32:20 34:8 35:25 <b>traffic's</b> 17:17 31:7 <b>trained</b> 34:20 <b>transcribed</b> 7:4 <b>transcriber</b> 42:1 <b>transcript</b> 42:3 42:5 <b>transportation</b> 3:24 7:12 9:3	9:18 21:25 <b>travel</b> 10:22,23 <b>trees</b> 29:3,10 <b>troy</b> 2:9 4:2 <b>true</b> 17:25 34:14 38:16 42:5 <b>trust</b> 17:21 <b>try</b> 3:2 <b>trying</b> 5:16 <b>tuesday</b> 1:9 3:10 5:20 <b>turn</b> 5:16 8:12 8:21 10:25 12:22 14:24 35:24 36:3,6 <b>turned</b> 19:2 <b>turning</b> 36:1 <b>tweak</b> 34:7 <b>twice</b> 17:16 <b>two</b> 6:1 10:2,24 20:9,12,22 21:14 35:24 36:5 <b>type</b> 9:11 27:25 <b>types</b> 28:7 <b>typically</b> 7:7,8 16:2 26:5	<b>under</b> 3:21 6:12 8:5,15 10:2 20:2 22:24 39:2,5 <b>underneath</b> 10:14 <b>understand</b> 23:7 33:7 <b>underway</b> 11:12,23 <b>unidentified</b> 5:12 19:5 20:9 20:12,17,19,22 21:3,6,8,12,16 21:19,21 22:7 22:12,22 23:14 23:19 24:12,16 25:10,14,21,23 26:13,19,21 28:25 29:2,15 29:17 30:2,9 31:9,24 32:4 32:10,12,15,25 33:4,11,13,15 33:22 34:18 35:6,15 36:14 37:2,4,12,14 38:10,13,16 39:1,6,18 40:6 40:14,17 <b>uniform</b> 12:9 <b>update</b> 6:8 <b>updated</b> 29:24 32:20
		<b>u</b>	
		<b>uh</b> 30:21 <b>ultimately</b> 27:3 27:13,15 28:2 36:23	



[urban - zone]

<b>urban</b> 30:22,23 36:5	14:20 15:3 34:5,14	<b>willing</b> 34:11	<b>wrote</b> 34:21
<b>use</b> 18:18 28:20 35:20	<b>wanted</b> 6:18	<b>wilson</b> 2:5 4:1 14:20 22:15,18	<b>x</b>
<b>used</b> 10:15	<b>wants</b> 15:9	30:16,19,22 31:4	<b>x</b> 18:13
<b>usually</b> 31:7	<b>way</b> 4:19,24 7:22 10:24	<b>wish</b> 20:1	<b>y</b>
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<b>valid</b> 7:24	17:4,4,7 18:1	20:22 21:3,6,8	30:17 31:23
<b>value</b> 26:23 27:15 28:4,17 28:23 38:6	19:14,16 20:1 20:2,5 22:11	21:12,16,19,21	32:10,12 33:2
<b>valued</b> 28:7,16 29:8,12	23:15 24:20	22:7,12 26:19	35:17 40:22
<b>variance</b> 33:16	25:3,12,19	26:21 28:25	<b>year</b> 11:14 13:7 15:21 17:6,6
<b>varies</b> 30:16	27:1,7 32:3	29:2,15 30:9	18:1,10,12,24
<b>various</b> 11:8	35:19,24 36:2	31:9,24 32:4	19:1,13,21
<b>vehicle</b> 29:18	36:5 38:4,22	32:10,12,15,25	25:11 27:6
<b>verbal</b> 14:11	<b>ways</b> 4:13 13:24 19:20	33:13 35:6,15	29:25,25 30:1
<b>videotaping</b> 4:16	41:12	36:14 37:2,4	38:24 39:2,4,5
<b>vote</b> 17:21 26:15,16	<b>we've</b> 9:24 11:9 12:14,16 40:15	37:12 40:17	39:7,13
<b>w</b>	<b>website</b> 14:4 17:8 22:2	<b>work</b> 27:4 31:18,21 34:12	<b>years</b> 16:5,8 18:3 30:1
<b>wait</b> 16:14	<b>went</b> 18:12 40:7	36:6 38:21	39:14 40:4,19
<b>waiting</b> 23:25 35:25	<b>wheeler</b> 32:4	39:12	<b>yep</b> 21:7
<b>walk</b> 6:3	<b>wheelers</b> 17:18	<b>worked</b> 27:13	<b>yesterday</b> 13:4
<b>walked</b> 4:20 10:19 41:13	<b>wholesale</b> 38:24	<b>worker</b> 31:10 32:11	<b>z</b>
<b>want</b> 4:14 6:8 6:10,14 8:12 9:11 11:3 12:10 13:22,23	<b>widen</b> 30:12	<b>working</b> 11:8 22:15 29:21	<b>zone</b> 31:17
	<b>widening</b> 3:13 10:21 23:15	39:10,11,20	
	<b>wider</b> 30:14	<b>works</b> 34:5	
		<b>wrap</b> 13:22	
		<b>write</b> 4:21	
		<b>writers</b> 13:13	
		<b>writing</b> 27:21	



# **Appendix D**

Public Comments Received from  
the November 12, 2024 Public  
Meeting

Your Name: Travis Arnett

Date: 11/20/24

Mailing Address: 421 Wolfe Branch Rd.  
Bulls Gap TN 37711

County of Residence: Hawkins

Phone Number (optional): 423-312-4724

E-mail Address (optional): TravisArnett@yahoo (Check here if you would like to receive e-mail notices ☒)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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You may submit additional pages if the space provided is not adequate for your comments.

**For additional project information, contact:**

Eric Wilson, PE

Tennessee Department of Transportation  
TDOT Region 1 Project Development Manager

865-594-0742

[Eric.Wilson@tn.gov](mailto:Eric.Wilson@tn.gov)



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## Public Comment Form

From State Route 34 in Bulls Gap to North of Speedwell Road/Old Highway 66,  
Hawkins County, Tennessee PIN 107579.00

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), proposes to widen and realign State Route (SR) 66 in Hawkins County. TDOT would like your input on the proposed project. Additional options for providing comments as well as additional information on the proposed project are available on the project website (<https://tinyurl.com/SR-66Hawkins>). Please note that the comment period ends **December 9th, 2024**.

**Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)**

☐ Concerned Citizen ☐ Affected Resident ☒ Affected Landowner ☐ Affected Business

Name of Business \_\_\_\_\_

**What do you like and/or dislike about:**

**Build Alternative** – Improvements consist of widening the existing two-lane roadway along SR-66, from SR-34 to North of Speedwell Road/Old Highway 66, from ten-foot travel lanes (existing) to 12-foot travel lanes (proposed), adding paved shoulders four- to ten-feet in width, adding an intermittent 12-foot-wide two-way left-turn lane and two-foot curb and gutter, as well as adding 5-foot sidewalks near the beginning of the proposed project.

*I think improvements could be made without making such a wide road/shoulders  
Also I think the side roads should be less impacted than what maps show.*

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

*As long as the road follows the old road I am good with build.*

**Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)**

☐ No-Build Alternative ☐ Build Alternative ☐ No Preference

**What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)**

☒ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☐ Route redundancy (an alternate to Interstate 81)

☐ Other \_\_\_\_\_

**What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)**

☐ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☐ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☐ Impacts to Existing Development (homes, businesses)

☒ Other *Farms & land – they don't make any more of it and it has been in families for years.*

**Additional Comments**

*I wish the side roads coming onto 66 would be less impacted. I just feel like land is going to be wasted and land is not replaceable. But as long as the new road follows route that is there now then I am ok with it. Also if you do take land please do the right thing and pay fair market value.*



Your Name: (heir of Hubert Barker)  
Sheridan Barker

Date: Nov. 12, 2024

Mailing Address: 937 Sheila Court  
Talbot, TN 37877

County of Residence: Hamblen

Phone Number (optional): 423-748-1079

E-mail Address (optional): sbarker@cn.edu (Check here if you would like to receive e-mail notices ☒  
edu)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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You may submit additional pages if the space provided is not adequate for your comments.

**For additional project information, contact:**

Eric Wilson, PE  
Tennessee Department of Transportation  
TDOT Region 1 Project Development Manager  
865-594-0742  
[Eric.Wilson@tn.gov](mailto:Eric.Wilson@tn.gov)



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### Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

☐ Concerned Citizen ☒ Affected Resident ☒ Affected Landowner ☐ Affected Business

Name of Business \_\_\_\_\_

### What do you like and/or dislike about:

**Build Alternative** – Improvements consist of widening the existing two-lane roadway along SR-66, from SR-34 to North of Speedwell Road/Old Highway 66, from ten-foot travel lanes (existing) to 12-foot travel lanes (proposed), adding paved shoulders four- to ten-feet in width, adding an intermittent 12-foot-wide two-way left-turn lane and two-foot curb and gutter, as well as adding 5-foot sidewalks near the beginning of the proposed project.

*In favor of this build alternative.*

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

### Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)

☐ No-Build Alternative ☒ Build Alternative ☐ No Preference

### What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)

☒ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☒ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☒ Route redundancy (an alternate to Interstate 81)

☐ Other \_\_\_\_\_

### What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)

☐ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☒ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☒ Impacts to Existing Development (homes, businesses)

☐ Other \_\_\_\_\_

### Additional Comments

*we own ↓  
Plot 110 - 2 houses # 27. The house at 215 N. Main in Bulls Gap has a driveway that fronts Rt. 66. It is extremely dangerous to back out of this driveway b/c of heavy traffic, as well as the fact that it is "banked" in a way that makes it hard to see. Several wrecks have occurred in this spot. The state can take both our houses + property attached.*

Your Name: Mary Davis

Date: Nov. 22, 2024

Mailing Address: 904 N. Main St  
Bulls Gap, TN. 37711

County of Residence: Hawkins

Phone Number (optional): 423-373-6417

E-mail Address (optional): \_\_\_\_\_ (Check here if you would like to receive e-mail notices ☐)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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NASHVILLE TN 37210-9910



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**For additional project information, contact:**

Eric Wilson, PE  
Tennessee Department of Transportation  
TDOT Region 1 Project Development Manager  
865-594-0742  
[Eric.Wilson@tn.gov](mailto:Eric.Wilson@tn.gov)



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☒ Concerned Citizen ☒ Affected Resident ☒ Affected Landowner ☐ Affected Business

Name of Business \_\_\_\_\_

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I like the fact that the lanes will be wider

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

### Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)

☐ No-Build Alternative ☒ Build Alternative ☐ No Preference

### What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)

☒ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☒ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☒ Route redundancy (an alternate to Interstate 81)

☐ Other \_\_\_\_\_

### What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)

☐ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☐ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☒ Impacts to Existing Development (homes, businesses)

☐ Other \_\_\_\_\_

### Additional Comments

Your Name: Ted Davis

Date: 11/16/24

Mailing Address: 120 Easy St  
Bulls Gap TN 37711

County of Residence: Hawkins

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): \_\_\_\_\_ (Check here if you would like to receive e-mail notices ☐)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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You may submit additional pages if the space provided is not adequate for your comments.

**For additional project information, contact:**

Eric Wilson, PE  
Tennessee Department of Transportation  
TDOT Region 1 Project Development Manager  
865-594-0742  
[Eric.Wilson@tn.gov](mailto:Eric.Wilson@tn.gov)



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☒ Concerned Citizen ☐ Affected Resident ☐ Affected Landowner ☐ Affected Business

Name of Business \_\_\_\_\_

### What do you like and/or dislike about:

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*No issues except for movement of road to school and lot 51 - family  
homeplace - just a few feet would save the homeplace*

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

*No issues*

### Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)

☐ No-Build Alternative ☐ Build Alternative ☒ No Preference

### What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)

☐ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☐ Route redundancy (an alternate to Interstate 81)

☒ Other *amount of truck traffic for plant*

### What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)

☐ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☐ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☒ Impacts to Existing Development (homes, businesses)

☐ Other \_\_\_\_\_

### Additional Comments

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Your Name: ELTON & RITA EVANS

Date: 11-12-2024

Mailing Address: 870 RONALD DRIVE  
TALBOTT, TN 37877

County of Residence: HAMBLEN

Phone Number (optional): (865) 475-5281

E-mail Address (optional): eltorevans37877@ (Check here if you would like to receive e-mail notices ☒  
yahoo.com)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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You may submit additional pages if the space provided is not adequate for your comments.

**For additional project information, contact:**

Eric Wilson, PE  
Tennessee Department of Transportation  
TDOT Region 1 Project Development Manager  
865-594-0742  
[Eric.Wilson@tn.gov](mailto:Eric.Wilson@tn.gov)



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## Public Comment Form

From State Route 34 in Bulls Gap to North of Speedwell Road/Old Highway 66,  
Hawkins County, Tennessee PIN 107579.00

The Tennessee Department of Transportation (TDOT) , in cooperation with the Federal Highway Administration (FHWA), proposes to widen and realign State Route (SR) 66 in Hawkins County. TDOT would like your input on the proposed project. Additional options for providing comments as well as additional information on the proposed project are available on the project website (<https://tinyurl.com/SR-66Hawkins>). Please note that the comment period ends **December 9th, 2024**.

**Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)**

- ☐ Concerned Citizen    ☐ Affected Resident    ☒ Affected Landowner    ☐ Affected Business

Name of Business \_\_\_\_\_

**What do you like and/or dislike about:**

**Build Alternative** – Improvements consist of widening the existing two-lane roadway along SR-66, from SR-34 to North of Speedwell Road/Old Highway 66, from ten-foot travel lanes (existing) to 12-foot travel lanes (proposed), adding paved shoulders four- to ten-feet in width, adding an intermittent 12-foot-wide two-way left-turn lane and two-foot curb and gutter, as well as adding 5-foot sidewalks near the beginning of the proposed project.

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

**Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)**

- ☐ No-Build Alternative    ☐ Build Alternative    ☒ No Preference

**What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)**

- ☒ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)  
☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)  
☐ Route redundancy (an alternate to Interstate 81)  
☐ Other \_\_\_\_\_

**What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)**

- ☐ Impacts to the Environment (*streams, wetlands, soils, threatened and endangered species*)    ☐ Impacts to Communities  
☐ Impacts to Existing Development (*homes, businesses*)    ☐ Impacts to Historic and/or Archaeological Resources  
☒ Other We have no issues or concerns

**Additional Comments**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Your Name: William Fiferick

Date: 11/18/24

Mailing Address: 619 Mulberry Branch  
Road Bulls Gap 37711

County of Residence: Hawkins

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): \_\_\_\_\_ (Check here if you would like to receive e-mail notices ☐)

Would you like to receive future mailings about the project? YES ☐ NO ☒

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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Name of Business \_\_\_\_\_

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*These improvements will ease traffic flow and make travel safer.*

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

*This area is growing and the roadway needs to be able to handle more traffic as time goes on.*

**Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)**

☐ No-Build Alternative ☒ Build Alternative ☐ No Preference

**What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)**

☒ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☒ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☒ Route redundancy (an alternate to Interstate 81)

☐ Other \_\_\_\_\_

**What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)**

☒ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☐ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☐ Impacts to Existing Development (homes, businesses)

☐ Other \_\_\_\_\_

**Additional Comments**

Your Name: Curtis Griffin

Date: 11-25-2024

Mailing Address: 195 Chuck Rd.  
Rogersville, TN 37857

County of Residence: Hawkins

Phone Number (optional): 423-923-1129

E-mail Address (optional): Curtisgriff02@gmail.com (Check here if you would like to receive e-mail notices ☒)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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## Public Comment Form

From State Route 34 in Bulls Gap to North of Speedwell Road/Old Highway 66,  
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☐ Concerned Citizen ☐ Affected Resident ☒ Affected Landowner ☒ Affected Business

Name of Business \_\_\_\_\_

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**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

### Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)

☐ No-Build Alternative ☒ Build Alternative ☐ No Preference

### What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)

☒ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☒ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☐ Route redundancy (an alternate to Interstate 81)

☐ Other \_\_\_\_\_

### What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)

☒ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☐ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☒ Impacts to Existing Development (homes, businesses)

☐ Other \_\_\_\_\_

### Additional Comments

# 227 - 1902 Hwy 66

Concerns about new right of way making front of storage building unaccessible  
I need dimensions and details on new property line in relation to building and  
existing property corners. Concerns on modifications to existing culvert under  
road and water run-off on property.

#236 - 2003 Hwy 66 S: Concerns on driveway modifications such as slope and  
useability.

Your Name: DANIEL HACK

Date: 11/19/2024

Mailing Address: 957 N MAIN ST  
BULLS GAP, TN 37711

County of Residence: HAWKINS

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): omygodno@msn.com (Check here if you would like to receive e-mail notices ☒)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.



Daniel Hack  
957 N. Main St.  
Bulls Gap, TN 37711-4759



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Name of Business \_\_\_\_\_

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TWLTLL will CAUSE A PASSING ZONE FOR TRUCKS  
which DISREGARD the speed limit

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

**Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)**

☒ No-Build Alternative ☐ Build Alternative ☐ No Preference

**What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)**

☒ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☐ Route redundancy (an alternate to Interstate 81)

☒ Other ENFORCEMENT OF SPEED LAWS FOR TRUCKS.

**What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)**

☒ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☐ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☒ Impacts to Existing Development (homes, businesses)

☐ Other DISPLACEMENT OF HOME OWNERS

**Additional Comments**

move the TWLTLL ABOUT 12 FT EAST. THIS WILL CAUSE  
LESS RESIDENTIAL ACQUISITIONS AND TAKE THE PROPERTY FROM  
THOSE WHO WILL BENEFIT FROM THE LANE  
Eg: BARRETT OUTDOOR.

Your Name: Zachary Hahn

Date: 11/12/24

Mailing Address: 1320 Hwy 66

Bulls Gap

County of Residence: Hawkins

Phone Number (optional): 423-381-4079

E-mail Address (optional): \_\_\_\_\_ (Check here if you would like to receive e-mail notices ☐)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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Name of Business \_\_\_\_\_

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improvement to Hwy for travel + safety

lose of house

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

need's improvement for safety reasons not an option

### Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)

☐ No-Build Alternative ☒ Build Alternative ☐ No Preference

### What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)

☒ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☒ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☒ Route redundancy (an alternate to Interstate 81)

☒ Other safer travel

### What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)

☐ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☐ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☐ Impacts to Existing Development (homes, businesses)

☐ Other \_\_\_\_\_

### Additional Comments

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Your Name: Charles Heck

Date: 11/29/2024

Mailing Address: 102 Easy St.  
Bulls Gap, TN 37711

County of Residence: HAWKINS

Phone Number (optional): (423) 235-2442

E-mail Address (optional): Charles\_heck@att.net (Check here if you would like to receive e-mail notices ☒)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.



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*ONLY ALTERNATIVE TO REALLY CONSIDER*

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

### Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)

☐ No-Build Alternative ☒ Build Alternative ☐ No Preference

### What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)

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☐ Other \_\_\_\_\_

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☒ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☒ Impacts to Existing Development (homes, businesses)

☐ Other *SAFETY IS MAIN CONCERN*

### Additional Comments

*INCREASE IN 18 WHEELERS CREATES UNNECESSARY SAFETY AND DANGEROUS SITUATIONS TO THE DRIVING PUBLIC*



Your Name: Daniel Jackson

Date: \_\_\_\_\_

Mailing Address: 126 Hill Ave

Bulls Gap TN 37711

County of Residence: Hawkins

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): \_\_\_\_\_ (Check here if you would like to receive e-mail notices ☐)

Would you like to receive future mailings about the project? YES ☒ NO ☐

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**Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)**

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**What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)**

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☒ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☒ Impacts to Existing Development (*homes, businesses*)

☐ Other \_\_\_\_\_

**Additional Comments**

The citizens of Bulls Gap would potentially be losing their HOMES! Make a way to save the homes!

Your Name: Amy Jeffers

Date: Nov 12, 2024

Mailing Address: 1269 Hwy 66  
Bulls Gap, TN 37711

County of Residence: Hawkins

Phone Number (optional): 423 956 1074

E-mail Address (optional): amy.britton@hotmail.com (Check here if you would like to receive e-mail notices ☐)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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Taking away so many homes and residents of Bulls Gap

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

**Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)**

☒ No-Build Alternative ☐ Build Alternative ☐ No Preference

**What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)**

- ☐ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)  
☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)  
☐ Route redundancy (an alternate to Interstate 81)  
☐ Other \_\_\_\_\_

**What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)**

- ☐ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species) ☒ Impacts to Communities  
☒ Impacts to Existing Development (homes, businesses) ☐ Impacts to Historic and/or Archaeological Resources  
☐ Other \_\_\_\_\_

**Additional Comments**

My concerns are my house would be even closer to a busier highway. I have three children and my youngest is 2 years old. The highway and road would be more congested and traffic would be more of a concern.

Your Name: LINDA JENNINGS

Date: 11-15-24

Mailing Address: 148 Wolfe Branch Rd.  
Balls Gap, TN. 37711

County of Residence: HAWKINS

Phone Number (optional): 423-438-9978

E-mail Address (optional): \_\_\_\_\_ (Check here if you would like to receive e-mail notices ☐)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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You may submit additional pages if the space provided is not adequate for your comments.

**For additional project information, contact:**

Eric Wilson, PE  
Tennessee Department of Transportation  
TDOT Region 1 Project Development Manager  
865-594-0742  
[Eric.Wilson@tn.gov](mailto:Eric.Wilson@tn.gov)



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## Public Comment Form

From State Route 34 in Bulls Gap to North of Speedwell Road/Old Highway 66,  
Hawkins County, Tennessee PIN 107579.00

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), proposes to widen and realign State Route (SR) 66 in Hawkins County. TDOT would like your input on the proposed project. Additional options for providing comments as well as additional information on the proposed project are available on the project website (<https://tinyurl.com/SR-66Hawkins>). Please note that the comment period ends **December 9th, 2024**.

**Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)**

☒ Concerned Citizen ☐ Affected Resident ☐ Affected Landowner ☐ Affected Business

Name of Business \_\_\_\_\_

**What do you like and/or dislike about:**

**Build Alternative** – Improvements consist of widening the existing two-lane roadway along SR-66, from SR-34 to North of Speedwell Road/Old Highway 66, from ten-foot travel lanes (existing) to 12-foot travel lanes (proposed), adding paved shoulders four- to ten-feet in width, adding an intermittent 12-foot-wide two-way left-turn lane and two-foot curb and gutter, as well as adding 5-foot sidewalks near the beginning of the proposed project.

*It should make it safer -- but the gas processing plant, Barrette, et al should be aware - large trucks are not necessary - railroad is right there*

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

**Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)**

☐ No-Build Alternative ☐ Build Alternative ☒ No Preference

**What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)**

☐ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☐ Route redundancy (an alternate to Interstate 81)

☒ Other *Keeping all the roads repaired.*

**What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)**

☒ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species) *TREES*

☐ Impacts to Communities

☒ Impacts to Historic and/or Archaeological Resources

☒ Impacts to Existing Development (homes, businesses)

☐ Other \_\_\_\_\_

**Additional Comments**

*IF you must take down trees, try to replace them near by with good native trees to improve the looks of the road, and air quality.*

Your Name: Diannia Kesterson

Date: 11-12-24

Mailing Address: 415 N Main St  
Bulls Gap TN 37711

County of Residence: Hawkins

Phone Number (optional): 423-327-5496

E-mail Address (optional): DianniaKesterson@gmail.com (Check here if you would like to receive e-mail notices ☐)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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[Eric.Wilson@tn.gov](mailto:Eric.Wilson@tn.gov)



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### Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

☐ Concerned Citizen ☐ Affected Resident ☒ Affected Landowner ☐ Affected Business

Name of Business \_\_\_\_\_

### What do you like and/or dislike about:

**Build Alternative** – Improvements consist of widening the existing two-lane roadway along SR-66, from SR-34 to North of Speedwell Road/Old Highway 66, from ten-foot travel lanes (existing) to 12-foot travel lanes (proposed), adding paved shoulders four- to ten-feet in width, adding an intermittent 12-foot-wide two-way left-turn lane and two-foot curb and gutter, as well as adding 5-foot sidewalks near the beginning of the proposed project.

damage to our property / loss of property / work zone for years

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

property remains the same

### Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)

☒ No-Build Alternative ☐ Build Alternative ☐ No Preference

### What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)

☒ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☐ Route redundancy (an alternate to Interstate 81)

☐ Other \_\_\_\_\_

### What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)

☐ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☒ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☒ Impacts to Existing Development (homes, businesses)

☐ Other \_\_\_\_\_

### Additional Comments



Your Name: Jayson Kesterson

Date: 11-12-2024

Mailing Address: 415 N. Main St  
Bulls Gap, TN 37711

County of Residence: Hawkins

Phone Number (optional): 423-273-1101

E-mail Address (optional): JaysonKesterson@lynxos.com (Check here if you would like to receive e-mail notices ☒)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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**For additional project information, contact:**

Eric Wilson, PE

Tennessee Department of Transportation  
TDOT Region 1 Project Development Manager

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[Eric.Wilson@tn.gov](mailto:Eric.Wilson@tn.gov)



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### Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

☐ Concerned Citizen ☐ Affected Resident ☒ Affected Landowner ☐ Affected Business

Name of Business \_\_\_\_\_

### What do you like and/or dislike about:

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Value of property would decrease due to road being in my front door.

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

My Property value would remain the same or INCREASE

### Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)

☒ No-Build Alternative ☐ Build Alternative ☐ No Preference

### What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)

☐ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☐ Route redundancy (an alternate to Interstate 81)

☐ Other \_\_\_\_\_

### What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)

☐ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☐ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☒ Impacts to Existing Development (homes, businesses)

☐ Other \_\_\_\_\_

### Additional Comments

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Your Name: Adam C. Lamb

Date: \_\_\_\_\_

Mailing Address: 1532 Meadow Lane Cir.  
Morris town, TN 37813

County of Residence: Hamblen

Phone Number (optional): 423-748-6327

E-mail Address (optional): adam.lamb1987@live.com (Check here if you would like to receive e-mail notices ☐)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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**For additional project information, contact:**

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Tennessee Department of Transportation  
TDOT Region 1 Project Development Manager  
865-594-0742  
[Eric.Wilson@tn.gov](mailto:Eric.Wilson@tn.gov)



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### Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

☐ Concerned Citizen ☐ Affected Resident ☐ Affected Landowner ☒ Affected Business

Name of Business Oak Grove Primitive Baptist Church

### What do you like and/or dislike about:

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I like the increased sight lines/distance. This ~~would~~ make leaving church and pulling onto Hwy 66 safer for our church.

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

Selfishly, By not improving the road pulling out of our Church parking lot stays extremely dangerous.

### Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)

☐ No-Build Alternative ☒ Build Alternative ☐ No Preference

### What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)

☒ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☐ Route redundancy (an alternate to Interstate 81)

☐ Other \_\_\_\_\_

### What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)

☐ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☐ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☒ Impacts to Existing Development (homes, businesses)

☐ Other \_\_\_\_\_

### Additional Comments

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Your Name: ANTHONY LIVESAY

Date: 11-13-24

Mailing Address: 210 FREEMAN RD

BULLS GAP TN 3711

County of Residence: HAWKINS

Phone Number (optional): 423-921-2117

E-mail Address (optional): ALivesay1972@Izlow.com (Check here if you would like to receive e-mail notices ☒)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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**For additional project information, contact:**

Eric Wilson, PE

Tennessee Department of Transportation  
TDOT Region 1 Project Development Manager

865-594-0742

[Eric.Wilson@tn.gov](mailto:Eric.Wilson@tn.gov)



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### Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

☒ Concerned Citizen ☒ Affected Resident ☒ Affected Landowner ☒ Affected Business

Name of Business RENTAL PROPERTY

### What do you like and/or dislike about:

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ROAD NEEDS WIDENING & IMPROVEMENTS

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

### Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)

☐ No-Build Alternative ☒ Build Alternative ☐ No Preference

### What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)

☒ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☐ Route redundancy (an alternate to Interstate 81)

☐ Other \_\_\_\_\_

### What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)

☒ Impacts to the Environment (*streams, wetlands, soils, threatened and endangered species*)

☐ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☐ Impacts to Existing Development (*homes, businesses*)

☐ Other \_\_\_\_\_

### Additional Comments

Your Name: Crystal Menier-Fifrick

Date: 11-18-24

Mailing Address: 619 Mulberry Branch Rd  
Bulls Gap TN 37711

County of Residence: Hawkins

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): \_\_\_\_\_ (Check here if you would like to receive e-mail notices \_\_\_\_)

Would you like to receive future mailings about the project? YES \_\_\_\_ NO X

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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**For additional project information, contact:**

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### Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

☒ Concerned Citizen ☒ Affected Resident ☐ Affected Landowner ☐ Affected Business

Name of Business \_\_\_\_\_

### What do you like and/or dislike about:

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**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

### Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)

☐ No-Build Alternative ☒ Build Alternative ☐ No Preference

### What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)

☒ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☒ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☐ Route redundancy (an alternate to Interstate 81)

☐ Other \_\_\_\_\_

### What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)

☒ Impacts to the Environment (*streams, wetlands, soils, threatened and endangered species*)

☐ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☐ Impacts to Existing Development (*homes, businesses*)

☐ Other \_\_\_\_\_

### Additional Comments

Your Name: Jarrell Moore

Date: Nov. 12, 2024

Mailing Address: 811 North Main St.

Bulls Gap, TN. 37111

County of Residence: Hawkins

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): deerekid504@yahoo.com (Check here if you would like to receive e-mail notices ☐)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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### Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

☐ Concerned Citizen ☒ Affected Resident ☒ Affected Landowner ☐ Affected Business

Name of Business \_\_\_\_\_

### What do you like and/or dislike about:

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*Do not see need for sidewalks beyond school area toward Rogersville. Adding shoulders, in my opinion, would be more beneficial*

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

### Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)

☐ No-Build Alternative ☒ Build Alternative ☒ No Preference

### What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)

☒ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☐ Route redundancy (an alternate to Interstate 81)

☐ Other \_\_\_\_\_

### What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)

☐ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☐ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☒ Impacts to Existing Development (homes, businesses)

☐ Other \_\_\_\_\_

### Additional Comments



Your Name: JONATHAN PAUL NEWTON

Date: DEC 2 2024

Mailing Address: 105 SPEEDWHEEL RD  
ROGERSVILLE, TN 37857

County of Residence: HAWKINS

Phone Number (optional): 423-923-0881

E-mail Address (optional): pa41@easttniaw.com (Check here if you would like to receive e-mail notices ☒)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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Tennessee Department of Transportation  
TDOT Region 1 Project Development Manager

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### Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

☐ Concerned Citizen ☒ Affected Resident ☒ Affected Landowner ☒ Affected Business

Name of Business \_\_\_\_\_

### What do you like and/or dislike about:

**Build Alternative** – Improvements consist of widening the existing two-lane roadway along SR-66, from SR-34 to North of Speedwell Road/Old Highway 66, from ten-foot travel lanes (existing) to 12-foot travel lanes (proposed), adding paved shoulders four- to ten-feet in width, adding an intermittent 12-foot-wide two-way left-turn lane and two-foot curb and gutter, as well as adding 5-foot sidewalks near the beginning of the proposed project.

BUILD

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

### Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)

☐ No-Build Alternative ☒ Build Alternative ☐ No Preference

### What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)

☒ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☐ Route redundancy (an alternate to Interstate 81)

☐ Other \_\_\_\_\_

### What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)

☐ Impacts to the Environment (*streams, wetlands, soils, threatened and endangered species*)

☐ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☐ Impacts to Existing Development (*homes, businesses*)

☒ Other NONE

### Additional Comments

Your Name: Kraig Otto

Date: 11/12/24

Mailing Address: 316 Cedar Valley Rd  
Rogersville TN.

County of Residence: \_\_\_\_\_

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): Kraigotto@gmail.com (Check here if you would like to receive e-mail notices ☐)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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SR-66 COMMENTS  
KIMLEY-HORN AND ASSOCIATES  
10 LEA AVE STE 400  
NASHVILLE TN 37210-9910



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You may submit additional pages if the space provided is not adequate for your comments.

**For additional project information, contact:**

Eric Wilson, PE  
Tennessee Department of Transportation  
TDOT Region 1 Project Development Manager  
865-594-0742  
[Eric.Wilson@tn.gov](mailto:Eric.Wilson@tn.gov)



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## Public Comment Form

From State Route 34 in Bulls Gap to North of Speedwell Road/Old Highway 66,  
Hawkins County, Tennessee PIN 107579.00

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), proposes to widen and realign State Route (SR) 66 in Hawkins County. TDOT would like your input on the proposed project. Additional options for providing comments as well as additional information on the proposed project are available on the project website (<https://tinyurl.com/SR-66Hawkins>). Please note that the comment period ends **December 9th, 2024**.

**Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)**

- ☐ Concerned Citizen    ☐ Affected Resident    ☒ Affected Landowner    ☒ Affected Business

Name of Business \_\_\_\_\_

**What do you like and/or dislike about:**

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**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

**Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)**

- ☐ No-Build Alternative    ☐ Build Alternative    ☒ No Preference

**What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)**

- ☒ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)  
☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)  
☐ Route redundancy (an alternate to Interstate 81)  
☐ Other \_\_\_\_\_

**What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)**

- |  |  |
|--|--|
| <input type="checkbox"/> Impacts to the Environment ( <i>streams, wetlands, soils, threatened and endangered species</i> ) | <input type="checkbox"/> Impacts to Communities                              |
| <input checked="" type="checkbox"/> Impacts to Existing Development ( <i>homes, businesses</i> )                           | <input type="checkbox"/> Impacts to Historic and/or Archaeological Resources |
| <input type="checkbox"/> Other _____   |  |

**Additional Comments**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Your Name: HUGH + BARBARA SCHWARTZ

Date: 11/12/2024

Mailing Address: 491 N. MAIN ST

BULLS GAP, TN. 37711

County of Residence: HAWKINS

Phone Number (optional): 423-438-7340

E-mail Address (optional): hugh.schwartz7@gmail.com (Check here if you would like to receive e-mail notices ☒)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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Tennessee Department of Transportation  
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865-594-0742

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### Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)

☐ Concerned Citizen ☒ Affected Resident ☒ Affected Landowner ☐ Affected Business

Name of Business

491 N MAIN, BULLS GAP

### What do you like and/or dislike about:

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MY WIFE AND I ARE MORE THAN READY FOR THE IMPROVEMENTS.  
THE ROADWAY FROM THE INTERSECTION OF I16/SR66 TO SPEEDWELL ROAD IS  
EXTREMELY DANGEROUS. THIS IMPROVEMENT NEED TO START ASAP!

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

### Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)

☐ No-Build Alternative ☒ Build Alternative ☐ No Preference

### What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)

☒ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

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☐ Route redundancy (an alternate to Interstate 81)

☐ Other

### What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)

☐ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☐ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☐ Impacts to Existing Development (homes, businesses)

☐ Other NONE

### Additional Comments

THE POSTED SPEED LIMIT OF 30 MPH SEEMS TO BE A SUGGESTION.  
THE AVERAGE SPEED IS 50+ MPH (I'M CERTIFIED IN DOPPLER RADAR.)

Your Name: Gary Joe Short

Date: 12/5/24

Mailing Address: 1724 Hwy. 66  
Bulls Gap, TN. 37711

County of Residence: Hawkins

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): rebeccadrinnon@gmail.com (Check here if you would like to receive e-mail notices ☒)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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NASHVILLE TN 37210-9910



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865-594-0742

[Eric.Wilson@tn.gov](mailto:Eric.Wilson@tn.gov)



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Name of Business \_\_\_\_\_

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**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

*This will cause more harm to the residents  
of the community.*

## Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)

☒ No-Build Alternative ☐ Build Alternative ☐ No Preference

## What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)

☐ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

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☐ Other \_\_\_\_\_

## What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)

☐ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☒ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☒ Impacts to Existing Development (homes, businesses)

☐ Other \_\_\_\_\_

## Additional Comments

*1724 Hwy. 66 + 1727 Hwy. 66*  
*My Family Owns houses on both sides of 66 + the plan is to destroy both of them. We feel very strongly that it should be discussed to only take 1 side (if any has to be taken). I am 75 y.o + lived here all my life. I should be able to live in one house or the other!*

Your Name: Harrison F & Teresa Smith

Date: 11-15-2024

Mailing Address: 1776 Highway 66  
Bulls Gap, TN 37211

County of Residence: Hawkins

Phone Number (optional): 865-284-0921

E-mail Address (optional): \_\_\_\_\_ (Check here if you would like to receive e-mail notices ☐)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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Name of Business \_\_\_\_\_

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☐ Other \_\_\_\_\_

### What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)

- ☐ Impacts to the Environment (*streams, wetlands, soils, threatened and endangered species*) ☐ Impacts to Communities  
☐ Impacts to Existing Development (*homes, businesses*) ☐ Impacts to Historic and/or Archaeological Resources  
☐ Other \_\_\_\_\_

### Additional Comments

Your Name: Beth Solomon Date: 11-13-2024

Mailing Address: 440 Finley Street  
Bulls Gap TN 37711

County of Residence: Hawkins

Phone Number (optional): 423-588-0205

E-mail Address (optional): beth.solomon@yahoo.com (Check here if you would like to receive e-mail notices ☒)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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KNOXVILLE TN 377

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You may submit additional pages if the space provided is not adequate for your comments.

**For additional project information, contact:**

Eric Wilson, PE  
Tennessee Department of Transportation  
TDOT Region 1 Project Development Manager  
865-594-0742  
[Eric.Wilson@tn.gov](mailto:Eric.Wilson@tn.gov)



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☒ Concerned Citizen ☐ Affected Resident ☐ Affected Landowner ☐ Affected Business

Name of Business \_\_\_\_\_

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I Like it all the road is dangerous where the truck are in the other lane in the curves. no shoulders

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

**Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)**

☐ No-Build Alternative ☒ Build Alternative ☐ No Preference

**What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)**

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☐ Other \_\_\_\_\_

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☐ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☐ Impacts to Existing Development (homes, businesses)

☐ Other \_\_\_\_\_

**Additional Comments**

Your Name: JOE D. STEWART

Date: 11-12-24

Mailing Address: 122 WAYLAND DR  
BULLS GAP, TN 37711

County of Residence: HAWKINS

Phone Number (optional): 423-754-4126

E-mail Address (optional): \_\_\_\_\_ (Check here if you would like to receive e-mail notices ☐)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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Name of Business \_\_\_\_\_

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**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

### Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)

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☐ Other \_\_\_\_\_

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☒ Impacts to the Environment (*streams, wetlands, soils, threatened and endangered species*)

☒ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☒ Impacts to Existing Development (*homes, businesses*)

☐ Other \_\_\_\_\_

### Additional Comments

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Your Name: Penny Sullivan

Date: 11/12/2024

Mailing Address: P.O. Box 172  
Bulls Gap, TN 37711

County of Residence: Hawkins

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): \_\_\_\_\_ (Check here if you would like to receive e-mail notices ☐)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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Tennessee Department of Transportation  
TDOT Region 1 Project Development Manager  
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[Eric.Wilson@tn.gov](mailto:Eric.Wilson@tn.gov)



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☐ Concerned Citizen ☐ Affected Resident ☒ Affected Landowner ☐ Affected Business

Name of Business \_\_\_\_\_

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☐ Other \_\_\_\_\_

**What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)**

- ☐ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species) ☐ Impacts to Communities  
☐ Impacts to Existing Development (homes, businesses) ☐ Impacts to Historic and/or Archaeological Resources

☒ Other We would like the road to miss Lance + Amy Jeffers yard & can go over on the field across from them which we own. They have 3 children.

**Additional Comments**

The house/land on Hwy 66 (1269 Hwy 66) belongs to my son & daughter in law Lance + Amy Jeffers. You have it listed as my deceased parents, Imogen + JC Patterson. The two field across of them belong to myself, Penny Sullivan + siblings, James Patterson + Vicki Barwick. The field beside of Lance's house belongs to my daughter, Janal + Kira Harrell. Imogen Patterson died almost 6 yrs ago in Dec.

Your Name: JAMES TRENT

Date: 11/21/24

Mailing Address: 743 N. Main St.

Bulls Gap, TN. 37711

County of Residence: Hawkins

Phone Number (optional): 423-923-7295 *please leave message if I don't answer  
I will call you back*

E-mail Address (optional): \_\_\_\_\_ (Check here if you would like to receive e-mail notices ☐)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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You may submit additional pages if the space provided is not adequate for your comments.

**For additional project information, contact:**

Eric Wilson, PE  
Tennessee Department of Transportation  
TDOT Region 1 Project Development Manager  
865-594-0742  
[Eric.Wilson@tn.gov](mailto:Eric.Wilson@tn.gov)



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## Public Comment Form

From State Route 34 in Bulls Gap to North of Speedwell Road/Old Highway 66,  
Hawkins County, Tennessee PIN 107579.00

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), proposes to widen and realign State Route (SR) 66 in Hawkins County. TDOT would like your input on the proposed project. Additional options for providing comments as well as additional information on the proposed project are available on the project website (<https://tinyurl.com/SR-66Hawkins>). Please note that the comment period ends **December 9th, 2024**.

**Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)**

☐ Concerned Citizen ☒ Affected Resident ☒ Affected Landowner ☐ Affected Business

Name of Business \_\_\_\_\_

**What do you like and/or dislike about:**

**Build Alternative** – Improvements consist of widening the existing two-lane roadway along SR-66, from SR-34 to North of Speedwell Road/Old Highway 66, from ten-foot travel lanes (existing) to 12-foot travel lanes (proposed), adding paved shoulders four- to ten-feet in width, adding an intermittent 12-foot-wide two-way left-turn lane and two-foot curb and gutter, as well as adding 5-foot sidewalks near the beginning of the proposed project.

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

After looking at drawings of Rd. plans again, we do not want Rd. changed but if it does come on, we would like a retaining wall at our front yard, concrete price shouldn't matter since you are pouring concrete (ant. at Both

**Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)**

☒ No-Build Alternative ☐ Build Alternative ☐ No Preference

**What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)**

☐ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☐ Route redundancy (an alternate to Interstate 81)

☐ Other \_\_\_\_\_

**What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)**

☒ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☒ Impacts to Communities

☒ Impacts to Historic and/or Archaeological Resources

☒ Impacts to Existing Development (homes, businesses)

☐ Other \_\_\_\_\_

**Additional Comments**

sidewalk from Bulls Gap (IIE) all the way to Barrette, if we can't we would like a steep bank again like we have now so that we can save our yard, the first diagram that was shown takes a lot less of our yard and also be able to put our fence back, please consider our request, our yard is one of the best part of our property.



If this has to go through we like this  
version much better.

Thanks JAMES

Your Name: James H. Trent

Date: \_\_\_\_\_

Mailing Address: 743 N. Main St.

Bulls Gap, Tn. 37711

County of Residence: Hawkins

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): \_\_\_\_\_ (Check here if you would like to receive e-mail notices \_\_\_\_)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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*I do not like anything about this.*

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

*I would like to see this option to save all we can of our farm and not add anymore traffic by making a link to I-81*

**Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)**

☒ No-Build Alternative ☐ Build Alternative ☐ No Preference

**What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)**

☐ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☐ Route redundancy (an alternate to Interstate 81)

☐ Other \_\_\_\_\_

**What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)**

☐ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☐ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☐ Impacts to Existing Development (homes, businesses)

☐ Other \_\_\_\_\_

**Additional Comments**

*I would like to see this money for this project go to the counties like Unicoi, Greene and Cocke for all the roads + Bridges that have been washed away, these counties are in need now and we don't need the project right now.*



Your Name: JAMES H. TRENT

Date: \_\_\_\_\_

Mailing Address: 743 N. Main St.

Bulls Gap, TN. 37711

County of Residence: Hawkins

Phone Number (optional): \_\_\_\_\_

E-mail Address (optional): \_\_\_\_\_ (Check here if you would like to receive e-mail notices ☐)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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☐ Concerned Citizen ☒ Affected Resident ☒ Affected Landowner ☐ Affected Business

Name of Business \_\_\_\_\_

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*I don't like anything about the build Alternative.*

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

*I like this alternative (no build) because, I cannot see the benefits of the build Alternative, I drive this road everyday. And the disruption this construction will cause isn't worth all the money in the world.*

**Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)**

☒ No-Build Alternative ☐ Build Alternative ☐ No Preference

**What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)**

☐ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☐ Route redundancy (an alternate to Interstate 81)

☐ Other \_\_\_\_\_

**What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)**

☐ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☒ Impacts to Communities

☒ Impacts to Historic and/or Archaeological Resources

☒ Impacts to Existing Development (homes, businesses)

☐ Other \_\_\_\_\_

**Additional Comments**

*If this does go thru we would like a Refarming wall in front of our house to save our front yard as much as possible. Also, no sidewalks or turn lane that far out of town.*

**Traffic and safety** – this will speed up traffic and add more traffic to this rural rd. and to me takes away from the safety of the rd.

**Farmland**- this proposed rd. will take away from my farm land and the way the driveway is laid out now will take even more pasture/hay ground from being used so this takes away how many animals I can raise and sell , which takes away some of the profit that I might be able to make . Also the way that they are moving my drive way leaves me with a rock driveway , that I was told would not be fixed with dirt , only the part that will be next to rd. which don't seem right .

**Air/Noise**- these supposed improvements will add more traffic which= more noise and less air quality .

**Visual impact**- one of the best visual parts of our farm is the the front yard and what I can see on the new design it will be taking aprox. Half of our yard and this will impact the selling of this home if its ever put up for sell. And most of all the visual impact to our home .

**Indirect/Cumulative Effects**-the taking of our land affects the value of our property long term by taking acreage from the farm .



Your Name: JAMES Trent Jr

Date: 11/24/24

Mailing Address: ~~440~~ 743 N. Main St  
Bulls Gap, TN

County of Residence: Hawkins

Phone Number (optional): 423-923-7295

E-mail Address (optional): \_\_\_\_\_ (Check here if you would like to receive e-mail notices \_\_\_\_)

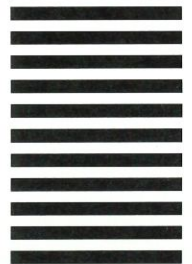
Would you like to receive future mailings about the project? YES ☒ NO ☐

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**Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)**

☐ Concerned Citizen ☒ Affected Resident ☒ Affected Landowner ☐ Affected Business

Name of Business \_\_\_\_\_

**What do you like and/or dislike about:**

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**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

Hoping for the No-Build without adding more traffic  
I can see no benefit of the Build Alt.  
Take this Money and help Rebuild the flooded Counties.

**Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)**

☒ No-Build Alternative ☐ Build Alternative ☐ No Preference

**What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)**

- ☐ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)  
☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)  
☐ Route redundancy (an alternate to Interstate 81)  
☐ Other \_\_\_\_\_

**What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)**

- ☒ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species) ☒ Impacts to Communities  
☒ Impacts to Existing Development (homes, businesses) ☒ Impacts to Historic and/or Archaeological Resources  
☒ Other More traffic Noise

**Additional Comments**

With a steep bank or Preferably a Retaining wall, we will be able to keep most of our yard and this will keep some of the traffic noise down and we will be able to put our fence back up. With the slope all traffic noise will be allowed to travel straight to house, so will cars if they go off of Rd. We don't want that with grandkid.

Your Name: Mike Crenshaw

Date: 11-12-24

Mailing Address: 159 Rong Rd

Bulls Gap TN 37711

County of Residence: Hawkins

Phone Number (optional): 423-754-3598

E-mail Address (optional): Catrenth@yahoo.com (Check here if you would like to receive e-mail notices ☐)

Would you like to receive future mailings about the project? YES ☒ NO ☐

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☐ Concerned Citizen ☒ Affected Resident ☒ Affected Landowner ☐ Affected Business

Name of Business \_\_\_\_\_

**What do you like and/or dislike about:**

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*yes this would be helpful & much safer. will save lives  
it is a much needed project & will help the community.*

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

**Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)**

☐ No-Build Alternative ☒ Build Alternative ☐ No Preference

**What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)**

☒ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☒ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☒ Route redundancy (an alternate to Interstate 81)

☐ Other *The traffic on 66 has greatly increased we really need this.*

**What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)**

☐ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☐ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☐ Impacts to Existing Development (homes, businesses)

☐ Other \_\_\_\_\_

**Additional Comments**

*This is really needed & as long as the plan stays as is & not a previous plan that split Century Farms & all farms on Old Hwy Rd to avoid eligible historic structure. You have our full support.*

Your Name: Dawn Wager

Date: 11-18-24

Mailing Address: 135 Freeman Road

Bulls Gap, TN 37711

County of Residence: Hawkins County

Phone Number (optional): 845 863 6695

E-mail Address (optional): Dusk.dawnn@aol.com (Check here if you would like to receive e-mail notices ☒)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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Name of Business \_\_\_\_\_

**What do you like and/or dislike about:**

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I dislike this option completely. Please do not take houses and acreage. A hardship for too many.

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

Yes to NO Build. Keep our houses and community as is. Routine maintenance is fine.

**Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)**

☒ No-Build Alternative ☐ Build Alternative ☐ No Preference

**What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)**

☐ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☐ Route redundancy (an alternate to Interstate 81)

☒ Other lower speed limits in populated areas.

**What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)**

☒ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☒ Impacts to Communities

☒ Impacts to Historic and/or Archaeological Resources

☒ Impacts to Existing Development (homes, businesses)

☒ Other People losing their homes, acreage and community.

**Additional Comments**

There needs to be a "NO BUILD" option on this project. It is irresponsible to use a set of plans from 20 years ago. Land values are at a premium these days. The community has grown and families have built and invested in maintaining their homes. Now this section of Route 66 is very populated. This old set of plans are not asking for a few feet to widen but complete acreage or homes.



For my land it would be 2.6 acres of prime, high solid land. My land is Summit Hill Road. It is a small, quite back road with very little traffic. I do not want to be part of the realignment of intersection of Summit Hill Road and Ridge Road. I say NO Build Option.

Why from the Bulls Gap exit off 81 onto 11E has not been widened? That would seem more beneficial then to spend all this money realigning Summit Hill Rd and Ridge Road.

Please do not ruin our smalltown community on Route 66 in Bulls Gap. Find a better alternative option and let our families keep our land and houses.

Respectively,

Dawn Wager - Landowner of Summit Hill Rd -

135 Freeman Road  
Bulls Gap, TN 37711

Duskdawnn@aol.com

phone # 845-863-6695

Your Name: Robert Wagner Sr

Date: 11/19/2024

Mailing Address: 135 Freeman Rd  
Bulls Gap TN. 37711

County of Residence: Hawkins

Phone Number (optional): 914.425.5910

E-mail Address (optional): Towne606@aol.com (Check here if you would like to receive e-mail notices ☐)

Would you like to receive future mailings about the project? YES ☒ NO ☐

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Name of Business \_\_\_\_\_

### What do you like and/or dislike about:

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*Dislike.*

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

*I agree with this option.*

### Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)

☒ No-Build Alternative ☐ Build Alternative ☐ No Preference

### What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)

☐ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☐ Route redundancy (an alternate to Interstate 81)

☐ Other *MAKE minor improvements to 66.*

### What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)

☐ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☒ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☒ Impacts to Existing Development (homes, businesses)

☐ Other \_\_\_\_\_

### Additional Comments

*DO NOT TAKE properties -  
DO NOT DISPLACE families*



Your Name: Chris Woods (Deacon) Date: 11/25/2024

Mailing Address: P.O. Box 93  
Bulls Gap TN, 37711

County of Residence: Hawkins Co.

Phone Number (optional): 423-748-5272

E-mail Address (optional): OAKgroveph@gmail.com (Check here if you would like to receive e-mail notices ☐)

Would you like to receive future mailings about the project? YES ☒ NO ☐

\* Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

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SR-66 COMMENTS  
KIMLEY-HORN AND ASSOCIATES  
10 LEA AVE STE 400  
NASHVILLE TN 37210-9910



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You may submit additional pages if the space provided is not adequate for your comments.

**For additional project information, contact:**

Eric Wilson, PE

Tennessee Department of Transportation  
TDOT Region 1 Project Development Manager

865-594-0742

[Eric.Wilson@tn.gov](mailto:Eric.Wilson@tn.gov)



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**YOU MUST TAPE CLOSED BEFORE MAILING**

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), proposes to widen and realign State Route (SR) 66 in Hawkins County. TDOT would like your input on the proposed project. Additional options for providing comments as well as additional information on the proposed project are available on the project website (<https://tinyurl.com/SR-66Hawkins>). Please note that the comment period ends **December 9th, 2024**.

**Which best describes your primary interest in the project? (CHECK ALL THAT APPLY)**

☐ Concerned Citizen ☐ Affected Resident ☐ Affected Landowner ☒ Affected Business

Name of Business OAK GROVE PRIMITIVE BAPTIST CHURCH

**What do you like and/or dislike about:**

**Build Alternative** – Improvements consist of widening the existing two-lane roadway along SR-66, from SR-34 to North of Speedwell Road/Old Highway 66, from ten-foot travel lanes (existing) to 12-foot travel lanes (proposed), adding paved shoulders four- to ten-feet in width, adding an intermittent 12-foot-wide two-way left-turn lane and two-foot curb and gutter, as well as adding 5-foot sidewalks near the beginning of the proposed project.

would like to know how much of our property will be impacted

**No-Build Alternative** – No improvements made to existing SR-66 other than routine maintenance and safety upgrades as programmed.

**Do you have a preference between the No-Build Alternative and the Build Alternative? (MARK YOUR PREFERENCE)**

☐ No-Build Alternative ☐ Build Alternative ☒ No Preference

**What do you see as the transportation needs of the area? (CHECK ALL THAT APPLY)**

☒ Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)

☐ System Linkage (connecting Bulls Gap to the county seat in Rogersville)

☐ Route redundancy (an alternate to Interstate 81)

☐ Other \_\_\_\_\_

**What issues and concerns do you have about the project? (CHECK ALL THAT APPLY)**

☐ Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)

☐ Impacts to Communities

☐ Impacts to Historic and/or Archaeological Resources

☒ Impacts to Existing Development (homes, businesses)

☐ Other \_\_\_\_\_

**Additional Comments**

How will this impact our church, 413 N. Main St. Bulls Gap TN. 37111, Phone No. 423-748-5272  
And will we be reimbursed for expansion?  
OAK GROVE PRIMITIVE BAPTIST CHURCH

**From:** [Angela hayes](#)  
**To:** [TDOT Comments](#)  
**Subject:** [EXTERNAL] State Route 66 Project  
**Date:** Saturday, November 16, 2024 5:48:52 AM

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Sent from my iPhone

I prefer the no build or a version to widen the road somewhat but not requiring taking any homes. Bulls Gap is a small town and has rich history that should not be destroyed. My own home is 100 years old with a long history and amazing craftsmanship made of many materials not available today making it irreplaceable and more valuable than standard housing prices not to mention the deep family ties. My son's beloved dog is buried in our front yard. Some home owners slated for relocation are older and have lived their entire lives or most of it in their current home and I feel it is cruel to force them out of their homes when other solutions are available to make road safer without destroying homes and the town. I feel the route as planned is too radical and unnecessary and wasted tax payer money. I feel this will be less safe by attracting much more traffic. We already have a speed enforcement issues and lowering the speed limit is not a solution, I wanted to note that was tried recently but only adhered to by law abiding citizens that follow the speed limit . Without enforcement the speed limit is null. More enforcement alone would make the road safer not adding more lanes to the road to attract even more traffic. I live at 222 North Main, Bulls Gap TN 37711 plot 35 on the map

**From:** [Krebs, Meridith](#)  
**To:** [Bitton, Olivia \(Perez\)](#)  
**Cc:** [Cantrell, Holly](#); [Hardalova, Eva](#)  
**Subject:** FW: [EXTERNAL] State Route 66  
**Date:** Friday, November 15, 2024 9:08:29 AM  
**Attachments:** [image001.png](#)  
[SR66\\_PIN107579.00.Public Meeting Comment Card.pdf](#)  
[SR66\\_PIN107579.00.Handout.pdf](#)

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Please save the email below down as a comment. Thank you.

**Meridith Krebs | Senior Project Manager**

**Kimley-Horn** | 10 Lea Avenue, Suite 400, Nashville, TN 37210  
Direct: 615.564.2874

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**From:** Erick Hunt-Hawkins <Erick.Hunt-Hawkins@tn.gov>  
**Sent:** Friday, November 15, 2024 10:03 AM  
**To:** Angela hayes <petalpower50@gmail.com>  
**Cc:** Krebs, Meridith <Meridith.Krebs@kimley-horn.com>  
**Subject:** RE: [EXTERNAL] State Route 66

Good morning,

Thank you for reaching out about providing a comment for the SR-66 Project in Hawkins County! You can provide a comment in any of the following ways:

- **Comment Card Form** – Print out the attached comment card form. The postage is included/covered so all you have to do is fill it out and mail it in.
- **Send a letter** – Send a written letter to the following address:  
State Route 66  
C/O Kimley-Horn and Associates  
10 Lea Avenue, Ste 400  
Nashville, TN 37210
- **Email** – Send an email to [TDOT.Comments@tn.gov](mailto:TDOT.Comments@tn.gov) using the subject line “State Route 66 Project”
- **Voicemail** – Record a verbal comment by calling **(800) 546-0949** (toll-free) and leaving a voicemail message with your name, phone number, and comment.

I have also attached a copy of the project handout to this email that has all of this information as well as other project-related info. I hope this helps and if you need anything else, please don't hesitate to reach out.

Thanks again and have a great weekend!  
Erick





**Erick K. Hunt-Hawkins** | NEPA Team Lead  
Environmental Division | Environmental Quality and NEPA Section  
James K. Polk Building, 9<sup>th</sup> Floor  
505 Deaderick Street, Suite 900, Nashville, TN 37243  
Work: (615) 253-5163  
Email: [Erick.Hunt-Hawkins@tn.gov](mailto:Erick.Hunt-Hawkins@tn.gov)

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**From:** Angela hayes <[petalpower50@gmail.com](mailto:petalpower50@gmail.com)>  
**Sent:** Wednesday, November 13, 2024 3:14 PM  
**To:** TDOT Comments <[TDOT.Comments@tn.gov](mailto:TDOT.Comments@tn.gov)>  
**Subject:** [EXTERNAL] State Route 66

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Hello I need a comment card for this project in Bulls Gap or direction on how to submit without the form  
Sent from my iPhone

#3

COMPLETE

Collector: Web Link 1 (Web Link)  
Started: Saturday, December 07, 2024 5:44:28 PM  
Last Modified: Saturday, December 07, 2024 5:51:38 PM  
Time Spent: 00:07:10  
IP Address: 208.56.230.186

Page 1

Q1

Please provide your name and contact information below.

Name	Hannah Jackson
Street Address	126 hill avenue
City, State, Zip Code	Bulls Gap, Tn, 37711
County of Residence	Hawkins

Q2

Concerned Citizen,

Which best describes your primary interest in the project?  
(Check all that apply)

Affected Resident

Q3

What do you like and/or dislike about the the Build Alternative?

Main dislike is the fact that citizens of Bulls Gap will have their homes taken from them for this “improvement”

Q4

Respondent skipped this question

What do you like and/or dislike about the No-Build Alternative?

Q5

No-Build Alternative

Do you have a preference between the Build Alternative and the No-Build Alternative?

Q6

Respondent skipped this question

What do you see as the transportation needs of the area?  
(Check all that apply)

**Q7**

**Impacts to Existing Development (homes, businesses),**

What issues and concerns do you have about the project?  
(Check all that apply)

**Impacts to Communities**

**Q8**

Do you have any additional comments regarding the project?

The citizens of Bulls Gap would be tragically affected by this new road.

**Q9**

**Yes**

Would you like to receive future mailings about the project?

#1

COMPLETE

Collector: Web Link 1 (Web Link)  
Started: Thursday, November 28, 2024 5:41:16 PM  
Last Modified: Thursday, November 28, 2024 5:54:02 PM  
Time Spent: 00:12:45  
IP Address: 169.150.166.145

Page 1

Q1

Please provide your name and contact information below.

Name	Lucas A. Moss
Street Address	644 Stanton Road
City, State, Zip Code	Baxter
County of Residence	TN
Phone Number (with area code)	6156840877
Email Address	lucasalexander312@yahoo.com

Q2

Concerned Citizen

Which best describes your primary interest in the project?  
(Check all that apply)

Q3

What do you like and/or dislike about the the Build Alternative?

I like that sidewalks are planned to be added in Bulls Gap along with four-foot paved shoulders there for bikers and ten-foot paved shoulders in rural areas to act as an emergency breakdown lane. Based on what I can see on Google Maps, I agree that the road needs to be rebuilt to be truly safe as a modern arterial route.

Q4

What do you like and/or dislike about the No-Build Alternative?

I dislike the lack of pedestrian safety and lack of paved shoulders along a key arterial route.

Q5

Build Alternative

Do you have a preference between the Build Alternative  
and the No-Build Alternative?



**Q6**

What do you see as the transportation needs of the area?  
(Check all that apply)

**Geometric Roadway Deficiencies (curvature, limited shoulder, sight distance, etc.)**

,

**System Linkage (connecting Bulls Gap to the county seat in Rogersville)**

,

**Route redundancy (an alternate to Interstate 81),**

Other (please specify):

Paved shoulders could be handy to help bikers stay safe given the high speed limit. Sidewalks could be handy for pedestrians given the location in a town.

**Q7**

What issues and concerns do you have about the project?  
(Check all that apply)

**Impacts to the Environment (streams, wetlands, soils, threatened and endangered species)**

,

**Impacts to Existing Development (homes, businesses)**

**Q8**

Do you have any additional comments regarding the project?

If the road is going to have a design speed higher than fifty-five miles per hour, I would strongly advise setting the speed limit to sixty or sixty-five miles per hour to reflect that. That way, people can't be prosecuted for driving a safe speed limit. There are already a few undivided four-lane roadways in Tennessee with such high speed limits and is nothing in state law explicitly forbidding it on any undivided road, two- or four-lane. People tend to drive sixty-five on Super Two roads where I live anyways. If there's concern about head-on collisions, I strongly suggest adding center rumble strips to reduce the risk instead of setting the speed limit too low. Last but not least, I would suggest going ahead and purchasing enough right-of-way to make room for a potential further future upgrade to a four-lane undivided highway when/if traffic volumes warrant it if preemptive right-of-way acquisition is even remotely viable, as has already been done in several other cases.

**Q9**

**Yes**

Would you like to receive future mailings about the project?

#2

COMPLETE

Collector: Web Link 1 (Web Link)  
Started: Friday, December 06, 2024 8:18:16 AM  
Last Modified: Friday, December 06, 2024 8:24:57 AM  
Time Spent: 00:06:41  
IP Address: 73.113.78.230

Page 1

Q1

Please provide your name and contact information below.

Name	Michael Solomon
Street Address	440 Finley St
City, State, Zip Code	Bulls Gap
County of Residence	Tennessee
Phone Number (with area code)	4233124450
Email Address	mike.bullsgap@gmail.com

Q2

Concerned Citizen

Which best describes your primary interest in the project?  
(Check all that apply)

Q3

What do you like and/or dislike about the the Build Alternative?

Increased Safety, on a very narrow roadway. Sidewalks can only help Bulls Gap's citizens.

Q4

What do you like and/or dislike about the No-Build Alternative?

No Build is not an option.

Q5

Build Alternative

Do you have a preference between the Build Alternative  
and the No-Build Alternative?

**Q6**

What do you see as the transportation needs of the area?  
(Check all that apply)

**Geometric Roadway Deficiencies (curvature, limited  
shoulder, sight distance, etc.)**

,

**System Linkage (connecting Bulls Gap to the county  
seat in Rogersville)**

,

**Route redundancy (an alternate to Interstate 81),**

Other (please specify):

Increased Capacity for future and sustained growth for the  
area

**Q7**

What issues and concerns do you have about the project?  
(Check all that apply)

**Impacts to the Environment (streams, wetlands, soils,  
threatened and endangered species)**

,

**Impacts to Existing Development (homes, businesses),**

**Impacts to Communities,**

**Impacts to Historic and/or Archaeological Resources**

**Q8**

Do you have any additional comments regarding the project?

This project has been stalled and pushed back for way too long, and way too many years, with ever increasing traffic.  
Get this project going.

**Q9**

**Yes**

Would you like to receive future mailings about the project?



**TDOT**  
Department of  
Transportation

