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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

NATIONAL ENVIRONMENTAL POLICY ACT PUBLIC MEETING
SUMNER COUNTY STATE ROUTE 109 [PORTLAND BYPASS],
FROM EXISTING SR-109 NEAR SR-76 TO SR-109 NORTH OF
DOWNTOWN PORTLAND

PIN 106634.01

ORAL STATEMENTS were received at the
Portland High School, 600 College Street, Portland,
Tennessee from 5:00 p.m. until 7:00 p.m. on
November 12, 2015, as recorded by Lisa Williams,
Licensed Court Reporter, and Notary Public in and
for the State of Tennessee at Large.

Prepared by:

Lisa Williams, LCR, CCR
132 Colonial Drive
Hendersonville, Tennessee 37075

1 MS. HEATHER JENSEN: I'm going to go
2 ahead and get started. welcome. My name is
3 Heather Jensen. I am the TDOT Community Relations
4 Officer for this region. This region includes 26
5 counties which, of course, includes Sumner and
6 Robertson County.

7 we're pleased to see so many people here
8 today. I do want to stress to you that we are very
9 early in this process and this is the time when it
10 is critical to have your input so we appreciate
11 everyone being here and being with us today.

12 I do want to make sure that each of you signed
13 in when you came in. There are a lot of materials
14 at that sign-in desk. One, we want to make sure
15 that your presence is known so we want that on
16 record; and two, we want to make sure that you have
17 the opportunity to give us as much of your feedback
18 as possible.

19 There is an information sheet that is on the
20 sign-in table, which is just outside these doors.
21 If you didn't get one when you came in be sure you
22 get one before you leave. There is a lot of
23 information on here about where we are with this
24 project. Also there is a Comment Form, and you
25 have 21 business days to fill this out. So if you

1 know of any of your neighbors or anyone that
2 couldn't attend tonight and maybe you want to take
3 them one or if you want to take one with you, maybe
4 you have some concerns that you want to think about
5 and then put into words, please do that. Take that
6 with you and send it in because it is very
7 important to us.

8 Before we get started I do want to thank Mayor
9 Wilber for being here, and I do want to invite you
10 -- is there anything you would like to say before
11 we get started?

12
13 MAYOR KEN WILBER: No. I just think
14 it is very important that everyone let their
15 comments be known.

16
17 MS. HEATHER JENSEN: Great. Thank
18 you so much. Again, we appreciate you being here
19 and all of our representatives. I understand that
20 we have some counsel members here as well, and we
21 appreciate their presence and their involvement in
22 this process.

23 Again, you see kind of the rundown of what
24 we're looking at. We tried to have a little bit of
25 an open house because we've got two different

1 spaces so hopefully some of you were able to take a
2 look at the displays and maybe ask a few questions,
3 and we hope to answer as many questions as we can
4 tonight. If we can't answer your questions, we
5 will get them answered so please know that. We're
6 going to do everything we can to get your input and
7 answer your questions or concerns.

8 We do have a short presentation. After the
9 presentation we will have a question and answer
10 session. We do ask that the questions stay
11 somewhat generalized. If you have questions about
12 your specific property or something specific, we
13 ask that you meet one-on-one with our
14 representatives just so that we don't tie up the
15 group with those questions. And then after we're
16 done with that we will break out again so that way
17 if you've got questions and want to look again at
18 the displays, we invite you to do that and
19 encourage you to do that.

20 Again, you have a couple of options in giving
21 us your input and we welcome that any way that you
22 can. We do welcome your input with the question
23 and answer session that we're gonna have, with the
24 break-out session that we're going to have, with
25 the comment cards and, of course, as you can see

1 here we have a court reporter so please, please
2 give us your input. Even if it's just a comment,
3 if it's a question or whatever it may be, we
4 encourage that. Again, we are very early in this
5 process and this is the time where that information
6 is vital to us so we want to make sure that we have
7 that.

8 Just to kind of -- I'm sure that most of you
9 know why we're here but just to kind of reiterate
10 that we are here to talk about State Route 109,
11 which is going to be part of the Portland Bypass,
12 which will connect to the north and to the south of
13 Portland, and, of course, bypass the City of
14 Portland. We're going to talk a little bit about
15 the proposed improvements, and we're going to talk
16 about the NEPA process.

17 This is a NEPA Public Hearing so that's why we
18 want to explain that to you and kind of what that
19 means and also talk about the next steps, where we
20 go with this project after this. And, again, once
21 we talk about that we're going to open it up to
22 answer your questions or your concerns. Again, if
23 we don't have those answers tonight we will get
24 them for you so, again, please give us as much
25 input as you can because that's why we're here.

1 At this time I'm going to turn it over to Luke
2 Eggering and he is going to go through this and,
3 again, we ask that you hold your questions until
4 the end and let him get through with this. It is a
5 little bit lengthy because it's environmental and
6 we have a lot of stuff to go through so if you will
7 hold it until the end we will get your questions
8 answered in the question and answer session. Thank
9 you.

10
11 MR. LUKE EGGERING: Thank you. Can
12 you hear me in the back?

13
14 (Whereupon, the attendees nodded
15 their heads in the affirmative.)

16
17 MR. LUKE EGGERING: Okay. Sometimes
18 when I talk with the presentation I will turn
19 around and read a bullet and I will trail off like
20 that. So if I trail off just remind me because it
21 is kind of force of habit.

22
23 (Whereupon, a video presentation was
24 given by Mr. Eggering, and these proceedings were
25 not asked to be transcribed.)

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MR. LUKE EGGERING: With that, I will turn it back over to Heather for Q & A.

MS. HEATHER JENSEN: That is kind of the quick presentation. We wanted to make sure that we got through with everything but also to make sure that we had time to answer your questions.

Um, we are going to open up to questions. I do ask for the sake of the court reporter that when you present your question please say your name and your address so that she may denote it for the record, and also try to be as clear as possible. We tried to hook up another mic and it didn't work out, so please be as clear as possible. I will try to repeat the question for everyone else and, of course, we have several representatives here to help us answer those questions.

So at this time if you have a question, please raise your hand. There has got to be one question out there.

(Whereupon, an individual raised their hand.)

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MS. HEATHER JENSEN: Yes, sir.

MR. RICK SAUNDERS: Ah, yes, I'm Rick Saunders. I live at 103 TGT Road. And where -- on the north end where the Kirby inter -- interchange crosses a part of TGT Road, will it end or will it cross over TGT?

MS. HEATHER JENSEN: Again, just in case you didn't hear him he's asking about the Kirby Road connector. Does someone want to address that?

MR. LUKE EGGERING: Did he say Kirby Road or TGT Road?

MS. HEATHER JENSEN: Well, it's right there with the Kirby Road connector. He's talking about TGT but, yes.

MR. LUKE EGGERING: Okay. I don't have the design in front of me.

MS. HEATHER JENSEN: Greg, do you

1 want to get it? Greg is going to come down and
2 answer your question.

3

4 MR. GREG DYER: Sir, can I hear your
5 question one more time?

6

7 MR. RICK SAUNDERS: Ah, yes. Where
8 the Kirby Road crosses over on the north end of the
9 loop, --

10

11 MR. GREG DYER: Yes, sir.

12

13 MR. RICK SAUNDERS: -- it would be
14 crossing TGT Road. I've heard that TGT Road ends
15 -- well, you know, right now it runs over to 31W to
16 109.

17

18 MR. GREG DYER: Correct.

19

20 MR. RICK SAUNDERS: Will the bypass
21 cross over that?

22

23 MR. GREG DYER: Right now the bypass
24 is crossing TGT Road. The way that it's laid out
25 right now is that TGT on the western side of the

1 bypass would still be connected into the bypass.
2 TGT on the eastern side is a cul-de-sac and that's
3 -- that was due on -- at the level we're at, we
4 were seeing that -- if we're looking on the -- on
5 the east side of the bypass the traffic that was on
6 that part of TGT we could just have them reroute
7 onto the existing 109 and then onto the bypass
8 instead of giving them direct access.

9

10 MR. RICK SAUNDERS: When you come
11 off of 109 that end will become like a dead end
12 street?

13

14 MR. GREG DYER: I'm sorry?

15

16 MR. RICK SAUNDERS: It will become
17 like a dead end street?

18

19 MR. GREG DYER: TGT will, yes, sir.

20

21 MR. RICK SAUNDERS: Okay. All
22 right. Thank you.

23

24 MR. GREG DYER: Sure.

25

1 MS. HEATHER JENSEN: Next question.

2

3 (whereupon, an individual raised
4 their hand.)

5

6 MS. HEATHER JENSEN: Yes, ma'am.

7

8 MS. ANNA EMERSON: Hi, my name is
9 Anna Emerson, and I'm with the Nashville Area
10 Metropolitan Planning Organization. I just had a
11 question about the stub outs that are shown on the
12 map for the roads that will cross over the new
13 bypass. Are those planned to be the only direct
14 accesses to the bypass, or how many direct
15 connections do you guys anticipate?

16

17 MS. HEATHER JENSEN: Again, she is
18 asking about direct access to the corridor once we
19 finish it.

20

21 MR. GREG DYER: Um, everything that
22 is shown in the plans is what we're showing as
23 direct access right now, but obviously that could
24 change through the comments that we receive today.
25 They are limited because the bypass is full

1 controlled access with a limited number of access
2 points that we have, but it is -- it is a few, but
3 the ones that are shown are the only ones that are
4 being considered right now.

5
6 MS. ANNA EMERSON: So you will have
7 the major interchange there at State Route 52.
8 Will the other road connections just be at-grade
9 connections, is that what it will be at this point?

10
11 MR. GREG DYER: Yes.

12
13 MS. ANNA EMERSON: Okay.

14
15 (Whereupon, an individual raised
16 their hand.)

17
18 MS. HEATHER JENSEN: Yes, sir.

19
20 MR. BRIAN HARBIN: Brian Harbin, I'm
21 at 300 Willow Lake Drive. Can you explain what the
22 Payne Road connector is there? And down at Highway
23 76 there is a line that I don't really understand
24 what they -- what they represent.

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MR. GREG DYER: Sure. And actually, to clarify this, I misspoke earlier. I misspoke to a few of you and told you that Payne Road was going to have connection to the bypass and that, at this stage, is not true. Payne Road will be cul-de-saced and will not have access to the bypass on either side.

Ah, 76 will have full access, it will be an at-grade access, and we will look -- we will have to look later at the design to see if that is going to be stop patrol or signal patrol. It's probably going to be -- more than likely it will be a signal control.

MR. BRIAN HARBIN: Are you saying that Payne Road will be a cul-de-sac?

MR. GREG DYER: How we have it designed right now, yes, sir. If you disagree with that, please put it in a comment.

MR. BRIAN HARBIN: Well, there's -- there's been plans to access Gateview Elementary

1 from Payne Road, --

2

3 MR. GREG DYER: Okay.

4

5 MR. BRIAN HARBIN: -- and if they do
6 that, if that takes place, that is gonna eliminate
7 traffic on 52, --

8

9 MR. GREG DYER: Okay. Obviously, --

10

11 MR. BRIAN HARBIN: -- which would
12 mean people would be coming from town using Payne
13 Road to access Gateview Elementary and if it is a
14 cul-de-sac then I don't see how that is possible.

15

16 MR. GREG DYER: Correct. Well, yes,
17 access to that school is very important so --

18

19 MR. BRIAN HARBIN: The school is
20 there.

21

22 MR. GREG DYER: Okay.

23

24 MR. BRIAN HARBIN: There is plans to
25 extend the road that goes into the school property

1 from 52 currently onto Payne Road from the other
2 direction --

3

4 MR. GREG DYER: Okay.

5

6 MR. BRIAN HARBIN: -- to kind of
7 ease the traffic burden that's on 52 currently.

8

9 MR. GREG DYER: Okay. I guess what
10 I can tell you is that we will definitely
11 investigate further and change the design if it
12 needs to be changed.

13

14 MR. BRIAN HARBIN: And, I'm sorry,
15 what did you say about 76? It looks like there is
16 connector there I know but beyond that onto Dorris
17 Road --

18

19 MR. GREG DYER: Dorris Road will be
20 cul-de-saced on both sides, ah, 76 will have access
21 from both, from both approaches.

22

23 MR. BRIAN HARBIN: I'm sorry, Dorris
24 Road?

25

1 MR. GREG DYER: Dorris Road will be
2 cul-de-saced on -- on each -- on each end. Dorris
3 Road won't have access from either approach onto
4 the bypass.

5
6 MR. BRIAN HARBIN: If you got the
7 same drawing that I do, on 76 you could go -- you
8 have connectors drawn, and there is another like an
9 L-shaped line?

10
11 MR. GREG DYER: Yes. Part of the
12 existing Dorris Road, because the connection point
13 is going to be so close to the bypass, we had to
14 move that access point back away from the
15 intersection of 76 and the new bypass. So we are
16 actually showing Dorris being realigned further
17 back, further away from the bypass, so we have a
18 separation of those two intersections.

19
20 MR. BRIAN HARBIN: So Dorris Road
21 where there is a curve now will actually just come
22 straight out to 76?

23
24 MR. GREG DYER: That's correct.

25

1 MR. BRIAN HARBIN: Okay.

2

3 MS. HEATHER JENSEN: And, again,
4 just to stress, all of this is preliminary. This
5 is why we're here so it's good that you brought up
6 that point, and you may want to come down and speak
7 directly with the court reporter and just remind
8 her about the schools so we can look into that
9 further and see where we need to go from there.

10

11 (Whereupon, an individual raised
12 their hand.)

13

14 MS. HEATHER JENSEN: Yes, sir.

15

16 MR. RANDALL HINTON: Just so I'm
17 clear. My name is Randall Hinton, and I live at
18 117 TGT Road. You are saying that TGT,
19 approximately two houses down from where I live, is
20 going to be a dead end and there will be no access
21 from TGT into the bypass; is that correct?

22

23 MR. LUKE EGGERING: From the west?

24

25 MR. GREG DYER: Our intention right

1 now is that if you're -- if you're traveling -- if
2 you're -- if you're on the west side of the bypass
3 you will access --

4
5 MR. RANDALL HINTON: I'm on the east
6 side of the bypass. I'm on the east side of the
7 bypass.

8
9 MR. GREG DYER: As it is designed
10 now that will be cul-de-saced on the east side of
11 the bypass.

12
13 MR. RANDALL HINTON: Do you have any
14 notion, so you have done this type of thing before,
15 as to how this is going to impact property values
16 on the east side of TGT Road and the west side,
17 too, for that matter?

18
19 MR. GREG DYER: I think that's a --
20 maybe a right-of-way question, I'm not sure. Is
21 there -- should we -- I think we should try to --
22 we will try to address your question maybe in the
23 break-out session, if that's okay?

24
25 (Whereupon, an individual raised

1 their hand.)

2

3

MS. HEATHER JENSEN: Yes, ma'am.

4

5

6

MS. JODIE HARRIS: I'm Jodie Harris,
129 TGT Road. I'm three houses down from him.

7

8

When you put the cul-de-sac in -- of course now the
road is coming into, the way it looks, into my --

9

above my driveway, between the driveway and my

10

house, but several years ago Portland rerouted all

11

of their flood water out to Sumner's Branch so

12

every time it rains we get all of Portland's water.

13

So when that cul-de-sac goes in, are y'all gonna

14

redo that road so the water can flow freely and not

15

back up into our homes? Because -- because in May

16

of -- when was the flood, in 2010?

17

18

MR. GREG DYER: '10.

19

20

MS. JODIE HARRIS: It got up really

21

-- it did not get to my house but that is because

22

my elevation is higher because all of Portland's

23

water comes out to that branch -- because Portland

24

used to get flooded before they rerouted it and

25

you're messing with a -- a water flow that, from

1 what y'all have done so far, will not control it if
2 we get another rain like that.

3
4 MS. HEATHER JENSEN: Do you want to
5 address that?

6
7 MR. JIM OZMENT: I'll just -- I'll
8 just try to answer that quickly. Anytime that we
9 build roads, obviously, hydrolics, in the way that
10 water drains, we -- we impact that so we have
11 hydrologists that study that. There will be a
12 hydrolics study that accompanies the final design
13 and all of that should be taken into account as far
14 as culvert sizing, stream diversions. You do some
15 of that with permitting, you know it depends on
16 what you need to do with the stream, so sometimes
17 it becomes a permit issue but all of that is done
18 primarily in final design.

19 And I know a lot of you probably have -- seem
20 to have questions about this specific area. It may
21 be beneficial instead of talking about all of this,
22 the details of that, is to meet afterwards and all
23 of you from the same area right there we can get
24 together and look at the map and maybe answer some
25 of those questions that all of y'all might have in

1 common.

2
3 MS. JODIE HARRIS: Well, my concern
4 is though I don't know who -- I don't know -- I
5 don't know if TDOT rerouted it, I don't know if the
6 City of Portland did it, but they -- it has not
7 been with that water -- because every time it
8 floods, we have to call the City out because you
9 can't -- you cannot cross over. Of course, if it's
10 going to be at the end of the road it's not going
11 to matter other than I can't get out.

12 But even at the other side of Sumner's Branch,
13 that floods also so they're -- all of that water
14 gathers throughout that farmland and in the roads
15 because it doesn't as of right now -- because I
16 know the environmentalist have been out there
17 numerous times. Every time it rains they are out
18 there measuring and checking, but all of that is
19 gonna -- I mean, are they going to redo it? Are
20 they going to make that more free flowing?

21
22 MR. JIM OZMENT: As I -- as I said,
23 at this point, I don't -- I don't think anyone here
24 can answer that. At this stage of preliminary
25 design, those details haven't been looked into. We

1 are trying to gather the information about what the
2 potential impacts are so that we can push that
3 information to the final design, and if they would
4 to be able to be aware of those issues and be able
5 to take care of them. So it's very important that
6 all of you from that community and that area speak
7 to the court reporter or put it in your comments to
8 let us know that these issues exist and we will do
9 our best to address it.

10 I'm not sure that anybody here right now can
11 answer that question, I'm sorry, but it's mainly
12 because we're just not far enough in the design to
13 be able to address that here at this point.

14
15 MS. JODIE HARRIS: It is just
16 something that you need to keep -- y'all need to
17 keep that in mind.

18
19 MR. JIM OZMENT: Yes, ma'am, and
20 please put that down in your comments and let us
21 know. All of the comments that you write or leave
22 with the court reporter are all considered equally.
23 They are all put into a spreadsheet and passed on
24 through from this point into the design process for
25 consideration. Thank you.

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MS. HEATHER JENSEN: As he said, it is going to be best if you have got specific property questions to talk one-on-one with our representatives. Does anyone else have a general question that we might be able to answer?

(Whereupon, an individual raised their hand.)

MS. HEATHER JENSEN: Yes, sir, back in the back.

MR. LEE HAYSLIP: Yeah, Lee Hayslip, 1301 Highway 52. I noticed a lot of your next steps here is noted based on availability of funding. Can you give me at least a general update of where you stand? Has any money been approved? How much? Where does it stand on getting the next steps approved?

MS. HEATHER JENSEN: That is a good question. It is very important to know that we are in the middle of a transportation funding crisis. This is a very important project to TDOT, but we

1 also have a more than five billion dollar backlog
2 of projects statewide so it is, obviously,
3 competing with other projects.

4 We do want to move it forward at this time.
5 No, it is not approved for right-of-way or for
6 construction so we are a ways out from that, but we
7 want to be ready should the money be available to
8 move forward and the best way to do that is to
9 continue with the process. So unfortunately I
10 don't have a timeframe for you, but that gives you
11 an idea of what we're looking at. Does someone
12 else have a question?

13
14 (Whereupon, an individual raised
15 their hand.)

16
17 MS. HEATHER JENSEN: Yes, sir.

18
19 MR. BILL DYE: I'm Bill Dye, and I
20 live here at 632 College Street. My home is one of
21 those that is designated to be destroyed or
22 relocated. If I understood you right you said that
23 this would be the final link of this whole
24 connector from 40 to 65? This would be the final
25 --

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MS. HEATHER JENSEN: This is one of our final projects to complete the 109 corridor.

MR. BILL DYE: Okay. This is the final, this would be the last --

MS. HEATHER JENSEN: This our last proposed improvement, yes, sir.

MR. BILL DYE: How long can I expect to live here at 632 College Street? Do you have any rough estimate?

MS. HEATHER JENSEN: That I'm not sure of. Again, it all depends on how much funding we get approved to move this project forward.

MR. BILL DYE: But there is no rough order of magnitude to date?

MS. HEATHER JENSEN: No, sir. We still have to go through the design process. Again, we're very early in this process but this is part of the process that we have to follow so --

1
2 MR. BILL DYE: Personally, I hope
3 the money never becomes available.
4

5 MS. HEATHER JENSEN: I understand.
6

7 MR. BILL DYE: But I doubt that I'll
8 live that long. My friends tell me that I won't
9 ever live to see it, but I don't like that option
10 either.
11

12 MS. HEATHER JENSEN: I don't like
13 that either. No, we appreciate your input. We
14 have several improvements along 109. As most of
15 you know we have 840 that kind of loops around the
16 south of Nashville and to the west, but 109 is
17 essentially our northern corridor and so we made a
18 lot of improvements to make it -- to provide more
19 mobility for this portion of the state in Middle
20 Tennessee. So we have done improvements in Wilson
21 County, and Sumner County, and, yes, this is our
22 final link of proposed improvements for 109 in this
23 area.
24

25 (Whereupon, an individual raised

1 their hand.)

2

3

MS. HEATHER JENSEN: Yes, sir.

4

5

MR. DAVID JOHNSON: Are they

6

planning an on/off ramp at the end of this project?

7

And according to the end of this project, before it

8

gets to 31w, already they are building new roads in

9

Robertson County and in Sumner County to the

10

warehouses. Where did they get the funds for those

11

if you don't have the funds for these?

12

13

MS. HEATHER JENSEN: Can you say

14

your name for me just for the court reporter,

15

please?

16

17

MR. DAVID HOLDY: 748 College

18

Street.

19

20

MS. HEATHER JENSEN: Thank you so

21

much. Keep in mind any TDOT project that is

22

currently being constructed it -- it has already

23

been allotted funds. We don't build anything we

24

can't pay for so those projects have already been

25

approved if it is a TDOT project. I'm not sure of

1 the exact project that you're talking about so I
2 can't speak specifically to -- to that specific
3 project, but if it is a TDOT project it is funded
4 so that is why it is under construction.

5 This project -- again, it takes time to
6 develop these projects, and this is an important
7 project. It was prioritized by the local planning
8 organization, by local officials, as a project that
9 they desire and especially needed to relieve
10 congestion and improve safety along this corridor.
11 So we hope that it moves forward if that's what
12 everyone wants and if that's going to make it a
13 significant impact and a positive impact on this
14 community.

15
16 MR. DAVID HOLDY: Are they going to
17 build an on/off ramp on 65 at the end of this road?

18
19 MS. HEATHER JENSEN: They are
20 currently in the process of building a new 109/65
21 interchange, and that project is funded. It's
22 currently under construction -- it just began
23 construction.

24
25 (Whereupon, an individual raised

1 their hand.)

2

3 MS. HEATHER JENSEN: Yes, sir, just
4 behind you.

5

6 MR. MICHAEL MCCLELLAN: I'm Michael
7 McClellan, at 345 Crafton Road, and I was just
8 asking a general question about the power point.
9 There were 29 noise -- what we they called? Noise
10 receptors. I -- what are those?

11

12 MS. HEATHER JENSEN: Do you want to
13 address that?

14

15 MR. LUKE EGGERING: Noise is not
16 specifically my area. I'm more of a biologist, but
17 those are the areas where we took readings that
18 rose above the level to be impacted. I don't know
19 if Kevin --

20

21 MR. KEVIN ABEL: Typically,
22 sensitive receptors are around where a road --
23 forgive me, let me stand up. Neighborhoods,
24 churches, cemeteries even, schools, things where
25 noise impacts the growth or it would really make a

1 difference. You know, we take noise readings and
2 then determine if the noise from the road will make
3 it significantly -- significantly louder than it is
4 right now.

5
6 MR. LUKE EGGERING: It is an
7 incremental thing so if you live next to it right
8 now and there is a lot of truck traffic and it's
9 loud, it's that increment above that. Whereas if
10 you live out in the country and there is no noise,
11 then it is pretty loud.

12
13 MR. MICHAEL MCCLELLAN: So -- so you
14 identified 29 places that it will be louder?

15
16 MR. LUKE EGGERING: Yes, it reached
17 that threshold of being what would be considered an
18 impact. Just because you can hear a road out on
19 the horizon that doesn't necessarily make -- make
20 it an impact, it has to reach a certain decibel
21 level, and that is actually explained in the
22 document and we've got a copy of it on the tables
23 in the cafeteria. We have got a nice picture that
24 kind of explains and it gives relative decibels of
25 certain common things, everything from an airplane

1 flying over down to a lawn more so you can kind of
2 get an idea.

3

4 MS. HEATHER JENSEN: Thank you.

5

6 (Whereupon, an individual raised
7 their hand.)

8

9 MS. HEATHER JENSEN: Right here.

10

11 MR. JOHN GROVES: If I understood
12 you correctly this could possibly be an alternative
13 route to -- from 65 to 40 instead of building a
14 northern loop of I-840?

15

16 MS. HEATHER JENSEN: Yes.

17 Unfortunately 840 we found that there were too many
18 challenges to extending that so, yes, 109 is what
19 the department has chosen to invest in as an
20 alternate route between 40 and 65, yes, sir. Can I
21 get your name real quick, I'm sorry?

22

23 MR. JOHN GROVES: John Groves,
24 Cottontown, Highway 25.

25

1 MS. HEATHER JENSEN: Thank you.
2 Someone right here had a question?

3
4 (Whereupon, an individual raised
5 their hand.)

6
7 MS. HEATHER JENSEN: Yes, sir.

8
9 MR. WILLIAM MOBBS: Yes. My name is
10 William Mobbs, 130 Thacker Drive. I -- I was
11 looking at this noise thing in the book there and
12 there was a term called noise abatement, which I
13 take is a way to cut down noise?

14
15 MS. HEATHER JENSEN: Uh-huh.
16 (Affirmative).

17
18 MR. WILLIAM MOBBS: I would like to
19 ask if there is such a thing as that, and how do
20 you go about doing it, and is there any plan here
21 to cut down noise where it has an impact?

22
23 MR. JIM OZMENT: I'll take that.
24 I'm sorry, I didn't introduce myself earlier. I'm
25 Jim Ozment, I'm the Director of the Environmental

1 Division at TDOT. It's a very good question and a
2 lot of people, especially on new alignments, have a
3 lot of concern about the noise that was not there.
4 They just had a pasture in their backyard and all
5 of a sudden there is going to be a four-lane
6 facility so a lot of people do have questions about
7 noise.

8 You're correct, there were 28 that were
9 identified as going to be impacted. An impact
10 level is like Luke stated, it's either above 66
11 decibels or it is a significant increase over
12 background, it's like a 15 -- 10 to 15 decibel
13 increase because there was nothing and now there is
14 something so those are the ways that we look at the
15 noise.

16 For your question about what do we do to abate
17 noise, there is a policy that's -- there are
18 Federal rules about how we study it and then we
19 have a standard set policy that basically states
20 what has to have happen in order to construct a
21 noise wall.

22 I'm sure if y'all have driven in Nashville
23 you've seen a lot of the noise walls go up, it --
24 it comes down to feasibility. It is can you build
25 it and it actually do some good, and is it a

1 reasonable expense because they are very expensive
2 to build, so it comes down to that, and abatement
3 is evaluated upon how many houses. Isolated
4 impacts like one or two houses at a time really
5 never qualify for a noise abatement type of -- or
6 treatment. We can't pay for insulation like
7 airports do with windows or insulating your homes,
8 Federal highway funding does not allow for that
9 type of an abatement.

10 There is some research into quieter pavements.
11 You know, some pavements might be quieter. Well,
12 concrete makes more noise than asphalt, but there
13 are different types of asphalts. So we're looking
14 at that as well but that hasn't been an approved
15 methodology for abatement at this point either but
16 it -- I can -- I can pretty much assure you that
17 it's not more like a condensed area with quite a
18 number of houses in one spot to make the cost
19 benefit-type ratio work, then the likelihood of
20 abatement might not be there.

21 You can see it all across Tennessee and all
22 across the nation, there are homes right up against
23 the interstate and you don't see a wall there and
24 that's the reason, you can't build spot walls for
25 every potential impact up against this road.

1 I will say that you do get more consideration
2 being a new alignment than people that were
3 widening or people that build a subdivision, you
4 know, closer to the -- to the road itself, but the
5 analysis thus far does not have any noise walls
6 included in the study based upon what we've done.
7 We will relook at that once final design gets done,
8 it may change the grade, it might move closer to
9 more people, it may move further away and be
10 beneficial, but we double check that and redo that
11 report later in the design phase. Does that answer
12 your question?

13

14 MR. WILLIAM MOBBS: Yes.

15

16 MS. HEATHER JENSEN: I think there
17 was a question back there.

18

19 (Whereupon, an individual raised
20 their hand.)

21

22 MR. BARRY WILSON: Barry Wilson, 552
23 Jackson Road. What three businesses will it
24 affect?

25

1 MS. HEATHER JENSEN: I don't have
2 that information right in front of me. I don't --

3
4 MR. LUKE EGGERING: Ask him if he
5 can see us in the cafeteria and we'll -- we'll tell
6 him.

7
8 MS. HEATHER JENSEN: Do you mind
9 seeing them in the cafeteria? They don't have it
10 right in front of them, it's in our paperwork that
11 we've got with our displays, but we can go over
12 that with anyone else who is interested in that.

13
14 (Whereupon, an individual raised
15 their hand.)

16
17 MS. HEATHER JENSEN: Yes, ma'am.

18
19 MS. VIVIAN HARRIS: Vivian Harris,
20 141 TGT Road. Has there been a study whether or
21 not there is going to be more truck traffic on this
22 road than what is now coming through Portland since
23 it is a direct connection road?

24
25 MS. HEATHER JENSEN: You're asking

1 about truck traffic. Are you asking if it is going
2 to increase on the bypass?

3

4 MS. VIVIAN HARRIS: Yes, uh-huh.
5 (Affirmative).

6

7 MR. GREG DRYER: After Jim did his
8 introduction I realized that I didn't introduce
9 myself either. My name is Greg Dyer. I'm a
10 manager in the Strategic Transportation Investments
11 Division as a partner of TDOT. We're primarily
12 responsible for preliminary engineering. To answer
13 your question, something that our office does is we
14 work up some traffic volumes for projects. So we
15 have traffic volumes that is there now and then
16 what we usually do is we forecast that number out
17 to twenty years from now to know what that number
18 is going to grow to. So that number will grow over
19 the years and that proportion of trucks will also
20 grow.

21 Now I can't give you a concrete number of the
22 number of trucks that will be out, it's -- it's
23 sometimes a fool's error to forecast traffic and
24 give you specific numbers other than to tell you
25 that, yes, it will increase especially because, as

1 Heather said, this is a strategic corridor for TDOT
2 and we see this as somewhere we're going to route
3 for a traffic through.
4

5 MS. VIVIAN HARRIS: Will that also,
6 with knowing that, -- because with all of the large
7 trucks, will that make a difference or have
8 anything to do with the property that they do take
9 when they go -- when they go to buying up the
10 property because of houses sitting so close to this
11 road -- the impact of what the heavy traffic trucks
12 will have on those properties?
13

14 MR. GREG DYER: I think this goes
15 back to the -- maybe the noise abatement issue
16 possibly? I mean, it impacts --
17

18 MS. VIVIAN HARRIS: I'm worried
19 about my house, about the safety of it.
20

21 MR. GREG DRYER: The safety of the
22 -- the -- just the --
23

24 MS. JODIE HARRIS: Driving through
25 the house.

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MS. VIVIAN HARRIS: well, driving through or just -- some of these that are shown affect my daughters here. It is showing coming up within ten feet --

MS. JODIE HARRIS: Ten feet of her --

MS. VIVIAN HARRIS: -- of the driveway.

MS. JODIE HARRIS: Yeah, ten feet of my deck.

MS. VIVIAN HARRIS: Can the impact of what -- I mean, we're already on TGT Road and some get quite a bit of heavy traffic, --

MR. GREG DYER: Sure.

MS. VIVIAN HARRIS: -- and I was just going by one lady also, but the impact of when it's constant, and I know more are going to come off of the interstate and take this route than they

1 are now, so what impact is that going to have when
2 it is so close to a house?

3
4 MR. GREG DYER: Sure. So the
5 right-of-way lane --

6
7 MS. VIVIAN HARRIS: The safety part.

8
9 MS. JODIE HARRIS: The safety part
10 of it.

11
12 MR. GREG DYER: Yes, ma'am. So the
13 right-of-way limits for the corridor is 250 feet,
14 correct, but our actual road is going to be, you
15 know, centered within that right-of-way. So the
16 road is not going to be at the edge of the prop --
17 of the property that we're purchasing, it's going
18 to be in the middle of that right-of-way.

19 So we're not going to -- you know, maybe the
20 land that we're purchasing is within ten feet of
21 your property, but our road is going to be, you
22 know, within that right-of-way.

23 As far as, you know, it being safe, you know,
24 it's part of our design. Obviously the geometrics
25 of the curves that we're designing are going to

1 meet the speed that we're posting. We are going to
2 have --

3
4 MS. JODIE HARRIS: You can forget
5 the speed.

6
7 MS. VIVIAN HARRIS: Yeah.

8
9 MS. JODIE HARRIS: The speed means
10 nothing in Portland.

11
12 MR. GREG DYER: Okay. You know,
13 we're --

14
15 MS. VIVIAN HARRIS: Especially on
16 TGT Road.

17
18 MS. JODIE HARRIS: We don't have
19 enough police to patrol that.

20
21 MR. GREG DYER: Okay. And we, you
22 know, as part of the design also we have our
23 standard safety kind of measures that we have,
24 guardrail sign and striping. We, you know, it's no
25 problem painting the markings. We do the best to

1 make the road as safe as possible when we design it
2 for users. You know, for users that ignore the
3 signs and striping that --

4
5 MS. JODIE HARRIS: I mean, I get
6 that but what -- the way you -- the way that it is
7 showing with my house, and I know there is a lot of
8 other people that's -- I mean, this poor gentleman
9 is losing his, it was showing where they were going
10 to take his house. Well, even the line that it was
11 showing with mine at 141 TGT Road it was still
12 coming over my driveway, into my yard, and it's ten
13 feet -- it's 15 feet from my kitchen door.

14
15 MR. GREG DYER: Yes, ma'am.

16
17 MS. JODIE HARRIS: And all it's
18 going to take is a slick road one night and an 18
19 wheeler will wipe out my house, and then am I going
20 to sue y'all? who am I going to sue because it
21 will happen?

22
23 MR. GREG DYER: I mean, the best I
24 can say is that the road will be designed to our
25 standards and, you know, we will put a guardrail

1 out there as required and --

2

3 MS. JODIE HARRIS: Well, it's gonna
4 -- you're gonna have to have a lot of guardrails on
5 that road, a lot more than what is from 109 through
6 Gallatin to Portland, because there is not that
7 many houses up through that are sitting as close as
8 my house is that y'all are showing.

9

10 MR. GREG DYER: Again, I would be
11 glad to talk to you individually at the break-out
12 session about your property.

13

14 MS. JODIE HARRIS: You probably
15 don't want to talk to me.

16

17 MS. HEATHER JENSEN: And it's
18 important to remember that a lot those features
19 will be determined in the design phase. We're not
20 yet to that phase but we can talk a little bit more
21 about it one on one if you've got some specific
22 questions.

23

24 (Whereupon, an individual raised
25 their hand.)

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MS. HEATHER JENSEN: Yes, sir.

MR. BRIAN HARBIN: One of the -- one of the concerns with the new interchange is that the truck traffic is going to increase immediately. The current load system without the bypass, will that impact the urgency of this project with it's approval for funding?

MS. HEATHER JENSEN: Can you say your name one more time for her?

MR. BRIAN HARBIN: I'm Brian Harbin.

MS. HEATHER JENSEN: Thank you. Again, this is an important project for TDOT. It's difficult to say whether or not that will be prioritized before that, but certainly safety is a top priority. When we prioritize projects, safety is also going to be above congestion or, you know, development or other factors that play into it. So certainly that could be a consideration when we talk about funding and where this project rates with that, but that's -- again, keep in mind it's

1 in competition with several projects across the
2 state but it is all of the things that we factor
3 into; what we're looking at, what impact it's going
4 to have; is safety going to be improved; is
5 congestion going to be eased and those sort of
6 things. So, yes, it does factor into that.

7

8 MR. BRIAN HARBIN: Is safety
9 measured pre-accident or post-accident?

10

11 MS. HEATHER JENSEN: We -- our
12 Safety Office is going to talk a little bit more
13 about that. We look at just about everything. We
14 look at the history of the road, we look at the
15 future of the road. We're looking at the big
16 picture of the entire thing.

17

18 MR. BRIAN HARBIN: And I appreciate
19 that but what my question is does there have to be
20 incidents before safety is taken into
21 consideration, or will they try to project safety
22 before there are incidents?

23

24 MR. GREG DYER: I got this. Part of
25 our division's responsibility is also safety

1 projects. So your question seems to be taking two
2 different paths as far as generally how is a safety
3 project initiated. We look at crash history on
4 that route and the severity of those crashes.
5 What is unique about this project, of course, is
6 that it's an alignment so there's not a history to
7 look at.

8 Something that is being developed at the
9 Federal level is a tool that is going to help us
10 gauge these type of projects of how safe that route
11 is going to be and it is sort of a way to predict
12 how many crashes that are going to be on a route
13 similar to ours. That is a tool that's still --
14 we're working to develop and implement in our
15 department.

16 So if your question is do we know how safe
17 this route is going to be or how many crashes are
18 expected to happen on this route, it's really --
19 it's -- maybe I'm missing your question.

20
21 MR. BRIAN HARBIN: My question -- my
22 question was -- will the fact that there is an
23 interchange at the interstate that's going to tie
24 into this project, --

25

1 MR. GREG DYER: Yes.

2

3 MR. BRIAN HARBIN: -- will that
4 impact the urgency of the approval of this project?
5 And her answer was that safety would take
6 precedence over congestion and that is where safety
7 came into play.

8

9 MR. GREG DYER: And -- and you're
10 question is also I guess targeted towards, you
11 know, how does -- how does this project get
12 prioritized related to the projects that's already
13 --

14

15 MR. BRIAN HARBIN: My question was
16 will the priority change because of its connection
17 -- because of the connection to 65? Because this
18 becomes the unfinished leg of this project, it's
19 obviously going to create much more congestion --

20

21 MR. GREG DYER: Sure.

22

23 MR. BRIAN HARBIN: -- than in our
24 current situation. Will that raise the urgency or
25 the priority level of this project with whoever is

1 approving it?

2

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MR. GREG DYER: I mean, the fact that this is the missing link in our 109 corridor makes it a priority. As far as where it is on that priority other than saying it's a high priority, I don't know that we can really speak to that.

(Whereupon, an individual raised their hand.)

MS. HEATHER JENSEN: Let me grab him back here, sorry.

UNIDENTIFIED SPEAKER: Will there be somebody there that can direct traffic so I can get my cows across the road? I mean, if it's going to go right through the middle of your farm, because you know you've got cows on this side and you want to bring them to that side, I mean, you know somebody needs to be there. If we're talking about safety, we don't want to get no cows hit.

MS. HEATHER JENSEN: And, honestly, that is a valid concern. We had a similar

1 situation down in Murray County so, please, let the
2 court reporter know where you live and where that
3 concern is and that it is going to divide your
4 property because that is something that we will
5 want to consider when we move forward.

6
7 (whereupon, an individual raised
8 their hand.)

9
10 MS. HEATHER JENSEN: Yes, sir.

11
12 MR. RANDALL HINTON: My general
13 question on priority is -- I asked a question
14 before. We understand that this is one of the top
15 priorities in this corridor, but where does it
16 stand in relation to the approximately eight and a
17 half miles in Wilson County that is still two lanes
18 that would be, I assume, the completion of the
19 four-lane project all the way through to I-40?

20
21 MS. HEATHER JENSEN: It's important
22 to know that that project is a little farther ahead
23 in development. We're already working on
24 right-of-way for that stretch and so the next step
25 for that one will be construction, which is not yet

1 funded. But because it is a little bit further in
2 development it would likely, I would say, get done
3 before this section. I'm sorry, give me your name.
4

5 MR. RANDALL HINTON: It is Randall
6 Hinton, H-I-N-T-O-N.
7

8 MS. HEATHER JENSEN: Thank you so
9 much.
10

11 (Whereupon, an individual raised
12 their hand.)
13

14 MR. LARRY SUMMERS: Larry Summers
15 3153 Highway 76. Is there any studies on what the
16 ecrease(sic) or increase, whatever, of traffic if
17 you -- when they complete the Wilson County section
18 of this that's going to be funneled through
19 Portland?
20

21 MS. HEATHER JENSEN: I know that
22 they have --
23

24 MR. LARRY SUMMERS: Do you have an
25 projection on that?

1
2 MS. HEATHER JENSEN: I know that
3 they have projections just like you said for the
4 next 20 years that estimates how much traffic, and
5 that's an important thing to know, but regardless
6 of whether we build this you're going to have
7 increased traffic through Portland. I don't know
8 if you want to speak directly to it? We don't have
9 the numbers right in front of us because that is a
10 different section but --

11
12 MR. GREG DYER: We do have general
13 traffic numbers if you -- if you want to see
14 general traffic numbers or maybe a schematic that
15 shows where -- what our projections are, we can
16 definitely give those to you. But as far as how
17 traffic volumes of the bypass are going to be
18 related to the completion of the Wilson County
19 section, I -- I don't see the completion of the
20 Wilson County being that much of a net change to
21 Portland itself. The completion of the Portland
22 Bypass will induce, you know, some different
23 traffic numbers, but just the completion of a
24 different projects other than this one may not be
25 that big of a difference as far as volumes go.

1
2 (whereupon, an individual raised
3 their hand.)
4

5 MS. HEATHER JENSEN: Yes, sir.
6

7 MR. DOUG YOECKEL: I just wanted to
8 follow up with that. I'm Doug Yoeckel, I'm with
9 the City of Portland. I think what everybody's
10 concern here is the channeling -- because the
11 bypass won't be done, the channeling through
12 downtown with all of the traffic. So if you're
13 talking about the completion of Wilson County and
14 it coming through the downtown area, it's going to
15 put more traffic into the downtown area.

16 I think that is where everybody is talking
17 about the safety concerns is the channeling it
18 through there. Once the bypass is done I think
19 there is less of a concern. But right now if
20 you're going channel all of that traffic through
21 the middle of this town, you know, I think that is
22 where most of these questions are coming. Is there
23 anything to mitigate that?
24

25 MS. HEATHER JENSEN: I don't believe

1 there is at this time, and it's important to know
2 that that stretch doesn't necessarily mean that
3 everyone is connecting to 65. But, yes, that is a
4 valid concern and I think that is something that we
5 can address at a later time. I'm sorry, can you
6 say your name one more time?

7
8 MR. DOUG YOECKEL: Doug Yoeckel.

9
10 (Whereupon, an individual raised
11 their hand.)

12
13 MS. HEATHER JENSEN: Yes.

14
15 MR. CHARLES WARE: Charles Ware, 149
16 Cora Street. I have two questions. They were
17 asked in the cafeteria, but I didn't hear the
18 answers so I am going to ask them again. When is
19 the safety features going to be addressed as far as
20 like on College Street, stoplights?

21 I live in a subdivision, Cora Street, which is
22 going to be right next to the interstate as far as
23 -- you have, you've got two schools -- actually
24 three -- four schools there with the children, the
25 safety concerns as far as, you know, them crossing

1 and things of that nature; and then the other thing
2 I have is property value decrease. When is that
3 going to be addressed, is that later on in the
4 process?

5
6 MS. HEATHER JENSEN: First -- your
7 first question, are you talking about the crossing
8 over of the bypass, is that what you're
9 referencing?

10
11 MR. CHARLES WARE: One -- and I hate
12 to bring up a sore subject cause I know it's
13 probably still fresh in a lot of people's minds but
14 when you guys did the Gallatin part we had a bad
15 accident that killed some children because the
16 safety wasn't taken into consideration. You had a
17 semi-truck coming one way and the kids in a car
18 going the other way. You've got a high school,
19 you've got a middle school, you've got a elementary
20 school, and you've got a Montessori school, you've
21 got subdivisions, is that going to be the
22 responsibility of the City or is the State going to
23 address that?

24
25 MS. HEATHER JENSEN: Certainly we

1 addressed that and I -- I do take issue with saying
2 that safety was not addressed at that intersection
3 because it was. Now we have made some improvements
4 because of what happened out there, you are
5 correct, so -- but as far as like the actual
6 intersections, again, it depends on -- I don't know
7 if college street actually crosses over.

8

9 MR. GREG DYER: It does.

10

11 MS. HEATHER JENSEN: Okay.

12

13 MR. GREG DYER: It will be -- and
14 college street will be stop patrol.

15

16 MR. CHARLES WARE: What do you mean
17 by that?

18

19 MR. GREG DYER: College street will
20 both -- both of the approaches of college street
21 will have stop signs and the bypass will be at
22 free-flow movement and that's --

23

24 MR. CHARLES WARE: You've got stop
25 signs on a major interstate? Stop signs or

1 stoplights?
2

3 MR. GREG DYER: It -- it will depend
4 on traffic volumes and it will depend on the
5 safety. The -- that -- I spoke too soon, that
6 decision has not been made right now.
7

8 MR. CHARLES WARE: When will it be
9 made?
10

11 MR. GREG DYER: Later in the design
12 process, when they're -- when they're doing firm
13 design and we have firm traffic numbers on College
14 street and on the bypass.
15

16 MR. CHARLES WARE: Now -- and I hate
17 to keep interrupting you.
18

19 MR. GREG DYER: Go ahead.
20

21 MR. CHARLES WARE: Will there be
22 another thing like this if you guys decide to put a
23 stop signs there on College where we can come back
24 and say no we want stoplights or is it just final?
25

1 MR. GREG DYER: It's --

2

3 MR. LUKE EGGERING: There will be a
4 Design Hearing.

5

6 MR. GREG DYER: It --

7

8 MR. LUKE EGGERING: There will be a
9 Design Hearing.

10

11 MR. GREG DYER: I'm sorry?

12

13 MR. LUKE EGGERING: There will be a
14 Design Hearing.

15

16 MR. GREG DYER: Yeah, there will be
17 a Design Hearing. There will be another hearing
18 about this and, I mean, --

19

20 MR. CHARLES WARE: So we'll be able
21 to -- I'm sorry if I keep interrupting you, but if
22 there is stop signs then we can come back and say
23 no that is not acceptable?

24

25 MR. GREG DYER: It -- that will be

1 evaluated. I mean, if this project gets on the
2 ground and it's, you know, -- if, you know, we --
3 we will evaluate the route from a safety
4 perspective to see how it's performing and, you
5 know, monitor the crashes that are going on there
6 and, you know, -- there and anywhere throughout the
7 state if there is a safety issue, you know, we will
8 go out there and address it. If -- and if a change
9 of that intersection to a traffic signal is
10 appropriate then, yes, we'll do that.

11
12 MS. HEATHER JENSEN: But to answer
13 your question before we get there, before we go to
14 construction, there will be a Design Meeting where
15 they will determine what is best for that
16 intersection whether it's a stop sign, stoplight or
17 whatever. We will hold the meeting just like this
18 where you can give your feedback so if you don't
19 approve of a stop sign or a signal or whatever is
20 decided for that, you can have your input with that
21 as well. That will be another step in the process.

22
23 MR. BARRY WILSON: I don't know if
24 this is a City of Portland problem or if it
25 somebody else's problem?

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MS. HEATHER JENSEN: By what, I'm
sorry? I don't understand your question.

MR. BARRY WILSON: Well, I mean, if
this is all for the City of Portland, why didn't
the City of Portland a long time ago take care of
this problem? If they knowed this all was going to
happen, why did it have to affect all of us?

MS. HEATHER JENSEN: Why did they
need a -- they didn't need a bypass; is that what
you're asking?

MR. BARRY WILSON: Yeah.

MS. HEATHER JENSEN: Okay.

MR. BARRY WILSON: If the traffic
was such an issue and the City of Portland knowed
that there was probably going to be issues by the
way the recruited or whatever they done within the
City, why didn't they prepare for this years ago
instead of affect all of our lives?

1 MS. HEATHER JENSEN: It is difficult
2 to answer that question. Usually projects are
3 determined by the local planning organization and
4 that organization determines a long-range plan just
5 as the Department does.

6
7 MR. BARRY WILSON: Okay.

8
9 MS. HEATHER JENSEN: So when --

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11 MR. BARRY WILSON: The --

12
13 MS. HEATHER JENSEN: -- we -- I'm
14 sor --

15
16 MR. BARRY WILSON: -- Planning
17 Committee -- the Planning Committee years ago
18 should have addressed this problem along time ago.

19
20 MS. HEATHER JENSEN: That is a valid
21 point, but I can't answer that question
22 unfortunately. I'm sorry, can you give me your
23 name for the court reporter, please?

24
25 MR. BARRY WILSON: Barry Wilson.

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MS. HEATHER JENSEN: Thank you.

(Whereupon, an individual raised their hand.)

MS. HEATHER JENSEN: Yes, sir.

MR. BRIAN HARBIN: Brian Harbin again. I addressed what he was asking about the lights at College Street and the bypass. Is it feasible to expect that there will be a stoplight right there? I mean, I think -- I understand you're telling him that we're going to have a meeting and all of this up the road, but this road is being built to cross over 52 without a light. Can we honestly expect that there is a possibility of a stoplight to stop traffic on this road?

MR. GREG DYER: It will -- it will be based on the traffic volumes of College Street and the Bypass.

MR. BRIAN HARBIN: So you're -- so you're saying that (Indiscernible) away from where

1 you're building an overpass, do you expect there
2 could potentially be a stoplight right there?

3

4 MR. GREG DYER: Potentially. Now,
5 again, this is something that they'll -- they'll
6 have to evaluate in the design phase.

7

8 MS. BETHANY MCCLELLAN:
9 (Indiscernible).

10

11 MS. HEATHER JENSEN: I'm sorry. I'm
12 sorry, what?

13

14 MS. BETHANY MCCLELLAN: Hi, I'm
15 Bethany McClellan. I live at 345 Crafton Road so
16 I'm not directly impacted in the way that some of
17 you are but according to the little presentation,
18 the little power point, it said that two of the
19 benefits, or the potential benefits, were safety
20 for pedestrians and safety for bicyclists downtown.
21 I think that is great but those are two potential
22 benefits, and I would really like to ask the
23 question who can explain to me how all of these
24 costs like the loss of property, the loss of
25 property value, the loss of a rural sort of

1 environment that a lot of us happen to really love
2 -- I'd love to know benefits beyond pedestrian's
3 safety and bicyclist's safety?

4 I would love for someone to explain to me how
5 all of us in this room are going to be benefited by
6 this project because y'all have made it very clear
7 that it is very important to TDOT. Why is this
8 very important to us beyond the two things that
9 were listed on the power point?

10
11 MS. HEATHER JENSEN: That is a good
12 point. I know that one of the issues that we have
13 in this area is a lot of truck traffic coming
14 through downtown Portland and this would certainly
15 ease that congestion and allow them to go around
16 Portland. Again this is why we're here, to get
17 your input. If there isn't great support for it
18 from your local leaders or from you guys, then we
19 won't build it.

20 Basically we have a lot of projects that
21 people want and that they want to improve, but it
22 is important to us and we have determined that it
23 is important to the local area to ease congestion
24 to get some of that truck traffic away from the
25 City of Portland so that you guys can keep your

1 nice quiet town.

2

3 MS. BETHANY MCCLELLAN: It's just
4 hard to see how, you know. I feel like it just
5 benefits certain groups of people --

6

7 MS. HEATHER JENSEN: Sure.

8

9 MS. BETHANY MCCLELLAN: -- and it
10 will really impact negatively a lot of other
11 people.

12

13 MS. HEATHER JENSEN: I understand.
14 I understand. And, again, that's why we're here to
15 get your input. Let us know how you feel about it
16 and let us know what changes you'd like to see. If
17 you have an alternate idea, please let us know that
18 as well. I mean, that's why we're here. If it's
19 okay with you guys I think we will turn it over --

20

21 (Whereupon, an individual raised
22 their hand.)

23

24 MS. HEATHER JENSEN: I'm sorry.

25

1 MR. HORD RHODES: My name is Hord
2 Rhodes. I live on 106 Old Westmoreland Road. I
3 know the congestion and construction and everything
4 is awful bad here, but why can't they hook on out
5 here at the Interstate 52 and go over to Hollis
6 Chapel Road and get the traffic off of that way
7 without coming through where it is dangerous for
8 children at the schools and everything? Just come
9 off of the 52 Exit there and y'all stay up that
10 away at Hollis Chapel Road.

11
12 MS. HEATHER JENSEN: I don't know
13 that that has been looked at but if you will share
14 that with our court reporter that would be great.
15 Again, it is something for us to take a look at.
16 Again, I'm going to go ahead and let it go back to
17 our break-out session so if you guys have specific
18 questions about your properties or about the
19 project, we have several representatives here with
20 TDOT. We greatly appreciate all of you coming and
21 participating tonight and we appreciate it.

22 Don't forget to take a comment card with you
23 and speak with the court reporter if you need to.
24 Thank you.

25

1 (whereupon, the Q & A Session was
2 completed and the following are comments that were
3 given:)

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5 ** ** **
6

7 MS. KATHY SUTTLE: I'm Kathy Suttle.
8 I live at 236 Brandy Hollow Road. They were
9 discussing crossing -- this is going to be a
10 four-lane road, correct? That is what I
11 understand, I thought it was going to be four
12 lanes. Anyway, 76 and Jackson Road are my main
13 access to Portland so I was wondering when it
14 crosses Jackson and when it crosses 76 whether I'm
15 gonna -- is there going to be a stop or a stoplight
16 because a lot of the people out in that area go
17 that way to get into town?

18 Let me show you. I'm right down this way.
19 (Indicating). I have got to cross 76 here and then
20 I have got to cross Jackson Road on my way into
21 Portland because that's my main two roads I travel
22 to get into town. I will have to cross this new
23 access road here twice if I go Jackson Road or 76,
24 so I was wondering what they're going to do with
25 those crossings for the locals out there? Is it

1 stoplights or -- I wanted to see what kind of help
2 they are going to help us do to get across that
3 road. If it's four lanes, I've to cross four lanes
4 of traffic to get into town.

5 I have to cross this road either way. Either
6 way I go I have to cross this road that they are
7 going to put out there. If I have to like come to
8 a four-way stop and look and make sure those trucks
9 aren't going to run over me trying to go on into
10 town -- see, it's going to hit Happy Hollow Road
11 and that is not too far from me. This is Dorris
12 Road and I'm right over here off of 76.

13 (Indicating). I am just wondering what they were
14 going to do here when it crosses Jackson here as
15 far as locals crossing over those roads?

16
17 ** ** **
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19 MR. RANDALL COLLINS: Randall
20 Collins, 1074 Payne Road. This adversely affects
21 our property. We have five tracts of property that
22 this is going to be going through on our farm, it
23 is about an 800-acre farm to take into
24 consideration of. There is going to be some
25 cul-de-sacs there on the Payne Road and this is

1 going to impact how we get equipment to and from
2 one side of the farm to the other, that is a big
3 concern of ours.

4 The other concern is that I'm within 300 feet
5 of this road, my house is, and also I'm concerned
6 about the noise level. Where this road is coming
7 into, close to the proximity of my home, it is an
8 elevation so I'm sure I'm one of the 29 noise
9 levels that are impacted on this road, or I want to
10 think I am.

11 At the same time I want to make sure that we
12 have access to our farm in being able to transport
13 equipment to and from the property without adverse
14 affects, and that we will be able to go hopefully
15 across the road from where this property is
16 dividing, subdividing the tracts of land, and not
17 have to go around in a circuitous route for several
18 miles taking a tractor, taking plows, taking
19 combines or whatever which would also impact safety
20 of individuals that are on the road whether they
21 are driving or whatever. It is a concern of mine
22 as how you're going to address this and what it is
23 going to do to property values, the property values
24 of the farmland?

25 These are tracts of land that are very large

1 for this area here, they are prime area -- they're
2 prime tracts of property and as a result of that
3 when you subdivide it and you take a rectangular
4 field and subdivide it and make two triangular
5 fields out of it you have decreased the efficiency
6 of production because you can't farm on point
7 roads. You run out of the road into a small area
8 because you can't even turn your equipment, plus
9 also it decreases the value of the property as
10 well.

11 This is prime property, it is some of the best
12 productive and most efficient farmland there is in
13 Sumner County and you are going right through the
14 middle of these fields that have been farmed for
15 over 100 years with this family.

16 There is also another field that has a
17 sinkhole in it and the road is going right through
18 the middle of that sinkhole field. In addition,
19 there is a one tract of land that there has been
20 sinkholes in the past, they are now filled in, but
21 I'm sure they are still in the subsoil or
22 subterranean area where the road is going to be so
23 I would think that would create an impact as well.
24 I just wanted to express my opinion and voice my
25 opinion here and also follow up in written form.

1 All right. Thank you.

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5 MR. JOE PAYNE: Joe Payne, 200 North
6 Harris Road. I am a farmer and I don't -- I am
7 impacted from south of Highway 76 and we don't own
8 all of those property. We own some of them, but we
9 farm all of the way through almost to 109. This is
10 going to make long-planned efficiency fields, in
11 some cases what is left, just not operable. Just
12 getting from this side of what used to be a
13 continuous field, getting from this side of it to
14 just what is left on the other side, is paramount
15 importance to me. How do I get there, and is it
16 worth going there once you do?

17 That is my primary -- the loss of the
18 properties itself, in my particular case, is not as
19 paramount as the destruction of efficiency in what
20 is remaining and access to parcels.

21 On one side of the proposed road or the other,
22 how do you get there? We are tremendously
23 impacting, my livelihood. This corridor or
24 quadrant of the county, City, will say they have
25 chosen to maintain a more farm-friendly rural

1 agricultural setting than maybe some other
2 quadrants of Portland where they have been
3 developed more, you know. The families have
4 historically maintained the integrity of the farms
5 for that purpose. This, in one fell swoop, is
6 going to wreck all of that.

7 Like many here, I think, I am not really
8 willing to give up a long historical lifestyle so
9 somebody else can easily get from point A or B or
10 ride a bicycle. I don't care to be that -- to make
11 that sacrifice. I guess that is it.

12
13 ** ** **

14
15 MR. KENNETH BREWER: Kenneth Brewer,
16 1868 New Deal Potts Road. I don't have land that
17 is directly affected by this, but anyone who lives
18 close to this is going to be impacted. There is a
19 couple of things I have seen that if it is built I
20 don't care for; one thing is there is no access to
21 Payne Road. My mother lives on Payne Road on a
22 farm and that whole area is farmland and they need
23 to have access in moving equipment from one side to
24 the other. If you cut off Payne Road it's going to
25 make a big detour to get to some of that property.

1 Some of the property this is cutting up, it is
2 cutting fields up in triangles. Evidently these
3 people have no farming experience, as you can't
4 farm a triangle. Not being able to get a big piece
5 of equipment in there basically makes a piece of
6 land useless.

7 I will say this, too, I have had experience
8 dealing with TDOT in the past. In 1994 they put
9 Highway 52 West in, which cut my farm into, and at
10 that time 94 percent of the comments on record were
11 against that project and they built it anyway.
12 This shows me the validity of these comments. I
13 believe personally that whatever they decide to do
14 they are going to do irregardless of what I say
15 here or write, which is not the way government is
16 supposed to work.

17 My first choice for this is no build. If it
18 is to be done, I think they really need to be
19 sympathetic to anybody that they even would
20 consider imminent domain. I think imminent domain,
21 even though it's technically legal, it is morally
22 and ethically wrong. When you take something from
23 someone and it's not yours, irregardless of what
24 you offer to pay for it, that is stealing, no ifs,
25 ands, or buts. Those are my comments.

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(whereupon, no other comments were
given to the court reporter, and the following
hearing was concluded at 7:00 p.m.)

1 STATE OF TENNESSEE)
2 COUNTY OF SUMNER) ss.

3 I, LISA WILLIAMS, Notary Public in and for
4 the State of Tennessee at Large,

5 DO HEREBY CERTIFY that the foregoing National
6 Environmental Policy Act Public Hearing thereof was
7 transcribed; that all oral statements received by
8 all persons therein was taken as the truth; that
9 the proceedings of said hearing were
10 stenographically reported by me in shorthand; and
11 that the foregoing pages constitute a true and
12 correct transcription of said proceedings to the
13 best of my ability.

14 I FURTHER CERTIFY that I am not a relative or
15 employee or attorney or counsel for any of the
16 parties hereto; nor a relative or an employee of
17 such attorney or counsel, nor do I have any
18 interest in the outcome or events of this action.

19 IN WITNESS WHEREOF, I have hereunto affixed
20 my official signature and seal of office this 20th
21 day of December, 2015.

22 _____

23
24 Lisa Williams, LCR
25 Notary At Large
My Commission Expires: December 17, 2018