

TENNESSEE DEPARTMENT OF PUBLIC TRANSPORTATION

PUBLIC MEETING

March 03, 2016



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TENNESSEE DEPARTMENT OF TRANSPORTATION

Hamilton County Public Meeting

I-24 Interchanges
SR-2 (Broad Street) and SR-58 (Market Street)
Project No. NH-I-24-3(90), 33002-1169-44,
PIN112833.00

March 3, 2016
5:00 p.m.

Ray Evans Transit Center
740 East 12th Street
Chattanooga, Tennessee 37403

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2

3 MS. FLYNN: My name is Jennifer Flynn. 05:08:26
4 I work for TDOT Community Relations. And those of 05:08:27
5 you who came out on this nasty evening, thank you 05:08:31
6 very much for attending this meeting. 05:08:34

7 We're here to talk about the I-24 05:08:37
8 interchanges at Broad Street and Market Street. 05:08:39
9 We're going to have a short PowerPoint presentation, 05:08:43
10 and after that you can leave your remarks with the 05:08:45
11 court reporter. You can look at the maps. There's 05:08:48
12 plenty of us here. I think we outnumber the members 05:08:50
13 of the public maybe four or five to one. So you can 05:08:53
14 find somebody to ask questions. 05:08:56

15 Anyway, I'm going to turn it over to 05:09:00
16 David Yates with our project development division. 05:09:01
17 He'll make the further presentation, and we'll just 05:09:04
18 take it from there. 05:09:07

19 MR. YATES: Thank you very much, 05:09:12
20 Jennifer. 05:09:12

21 As Jennifer said, this is the design 05:09:15
22 public meeting for the I-24 interchange at State 05:09:19
23 Route 2, which is Broad Street, and State Route 58, 05:09:22
24 which is Market Street here in Chattanooga/Hamilton 05:09:24
25 County. 05:09:29

1 The purpose of this meeting is to 05:09:29
2 provide the public with up-to-date information on 05:09:31
3 the proposed project and to display the preliminary 05:09:34
4 designs plans for the project itself. And we're 05:09:38
5 also here to solicit comments and concerns from the 05:09:42
6 public regarding this project. 05:09:46

7 The project goals, as set early on in 05:09:50
8 the planning of this project, was to decrease the 05:09:53
9 traffic congestion in this area -- as everybody 05:09:59
10 knows, it can be hectic at times -- to improve the 05:10:03
11 safety for the traveling public is another goal; to 05:10:05
12 improve the traffic operations, a little better flow 05:10:10
13 of the traffic through this area. 05:10:14

14 And the main one is to improve the 05:10:16
15 substandard geometry design of the existing ramps. 05:10:18
16 As everybody knows, this was probably done in 05:10:24
17 the '60s. Our design criteria was different at that 05:10:27
18 time. The loops and the little slip ramps, through 05:10:31
19 the years, we've discovered that just doesn't work 05:10:34
20 as well as we'd like. So that's another goal that 05:10:37
21 we've got. 05:10:41

22 Obviously, the project development 05:10:43
23 process, these five points here -- first of all, the 05:10:44
24 planning process. This was done with our group in 05:10:48
25 Nashville that headed that up. Once that was done, 05:10:54

1 we jumped into the environmental process, which is 05:11:00
2 still ongoing. We're in the design phase right now. 05:11:04
3 And once we finish with the right-of-way plans, then 05:11:08
4 we'll jump to right-of-way acquisition and then go 05:11:12
5 into construction. 05:11:16

6 The planning process, there's a planning 05:11:17
7 document. The interchange access request was 05:11:20
8 completed in September of 2014. The environmental 05:11:23
9 document, which is a D list category exclusion, CE, 05:11:27
10 is being produced right now. We hope to have that 05:11:33
11 completed spring of this year. 05:11:37

12 As mentioned earlier, we are in the 05:11:40
13 design phase, and then we will jump into the 05:11:43
14 right-of-way acquisition procedure, which is 05:11:46
15 approximately seven tracts at this time. And that 05:11:50
16 should start in the spring of next year with 05:11:52
17 construction slated -- which has not been funded 05:11:55
18 yet -- the summer of 2018. 05:11:58

19 Right-of-way costs right now is about a 05:12:02
20 little over 9 million, with the construction costs 05:12:05
21 about 37 million. 05:12:08

22 Okay. I'm going to turn it over to 05:12:11
23 Clint Butler with Arcadis. Arcadis is our design 05:12:14
24 consultants that we're using for that project, and 05:12:17
25 he and Fritz Brogdon with Arcadis will discuss the 05:12:21

1 project in detail. 05:12:24

2 MR. BUTLER: Thanks, Dave. 05:12:27

3 Yeah, I'm Clint Butler with Arcadis. 05:12:27

4 I know -- I see a lot of familiar faces. I've been 05:12:27

5 with Arcadis for 19 years. So I've done a lot of 05:12:32

6 projects in the area. But this is a really cool 05:12:35

7 project. We had the opportunity to put together the 05:12:38

8 figures, and we are, as David said, working on the 05:12:41

9 design. 05:12:45

10 What you see on the screen is a project 05:12:46

11 location map. What you'll see -- and I think most 05:12:49

12 of you guys are familiar with the Moccassin Bend 05:12:51

13 area. What we're working on on this project is 05:12:53

14 eastbound I-24. And you'll see -- it's a little 05:12:57

15 hard to see, but you'll see Broad Street. And then 05:13:01

16 this is Market Street, and then you've got Williams 05:13:03

17 Street and Long Street. So that's kind of the 05:13:06

18 project limits. And then we tried to tie down our 05:13:10

19 improvements prior to this existing bridge over the 05:13:14

20 railroad. The less you have to deal with the 05:13:16

21 railroad the better. 05:13:19

22 There's lot of improvements that we're 05:13:24

23 looking at out there. We're wanting to improve 05:13:26

24 operations in the area. I think if you've ever 05:13:29

25 navigated off of I-24 and back on to I-24 at Broad 05:13:31

1 and Market Street you've realized it might not meet 05:13:38
2 driver expectation. 05:13:43

3 So a couple of things we're doing: 05:13:44
4 We're removing loop ramps at I-24 at Broad Street, 05:13:46
5 and then we're also removing the loop ramp that you 05:13:50
6 would use from Market Street to access I-24 05:13:53
7 eastbound. It's going to be more standard-type 05:13:57
8 diamond interchanges. 05:14:00

9 And there are a couple of bridges that 05:14:01
10 are going to need to be done, and we'll go into more 05:14:04
11 detail, Fritz will, as we get into the slides that 05:14:08
12 we have. I just wanted to give you a general 05:14:12
13 overview. 05:14:14

14 The frontage road is going to be one-way 05:14:15
15 traffic. We're going to signalize Broad Street, 05:14:18
16 provide a roundabout at Williams Street, and we're 05:14:20
17 also going to signalize Market Street. And that 05:14:23
18 frontage road will parallel I-24, and I believe it 05:14:26
19 will meet driver expectation. 05:14:30

20 There's, as I mentioned, the roundabout. 05:14:33
21 And, also, Williams Street is currently one way. It 05:14:35
22 will be converted to two-way traffic. And that 05:14:39
23 requires a small improvement to get on US 27, the 05:14:42
24 northbound onramp. And then we're also going to 05:14:46
25 remove Long Street. 05:14:50

1 And I did want to point out just a 05:14:51
2 couple of things on the figures just real quick. 05:14:53
3 After we finish the presentation, you guys are 05:14:59
4 welcome to mill around on the figures. I just want 05:15:02
5 to point out the first two figures. There's legends 05:15:05
6 that provide what the improvements are. If you'll 05:15:07
7 notice, I like to point out this blue structure. It 05:15:10
8 is a bridge. That corresponds to the bridge here. 05:15:12
9 We had to -- due to the curvature of 24, 05:15:16
10 we had to reorient the figure. So it's not an exact 05:15:23
11 match line, side to side. But I think if you look 05:15:26
12 at the bridge over Chestnut you'll see how it fits 05:15:29
13 with the corresponding figure that would take up 05:15:33
14 adjacent. So the first two figures show the 05:15:38
15 proposed improvements. The next two down the wall 05:15:41
16 show the right-of-way requirements and easement 05:15:41
17 requirements. 05:15:45
18 And we have other copies of the figures 05:15:46
19 on the other wall here. 05:15:48
20 Hopefully, that helps some. And I'm 05:15:51
21 going to turn it over to Fritz to go into some of 05:15:53
22 the details on the project. 05:15:56
23 MR. BROGDON: My name is Fritz Brogdon. 05:16:00
24 I work for Arcadis. I'm the designer on this 05:16:01
25 project. 05:16:04

1 Just kind of key you in a little bit: 05:16:06
2 The color coding that we use, the yellow features 05:16:09
3 are new features. These are features that aren't 05:16:12
4 existing today. The purple features that you see 05:16:16
5 along here are features that will be removed or 05:16:20
6 features that will be closed. So it kind of gives 05:16:22
7 you a real quick -- you can look at it very quickly 05:16:26
8 and see what's happening. And the blue, those are 05:16:29
9 the new bridges. 05:16:32

10 To talk through the picture on what 05:16:36
11 Clint shared with you a moment ago about the new 05:16:37
12 features and the way this interchange will work, 05:16:39
13 we'll add a new off-ramp eastbound. So if you're 05:16:43
14 coming here and want to access the Market Street or 05:16:46
15 Broad Street area, you'll come off here. You'll 05:16:49
16 come along to a new bridge structure that goes over 05:16:53
17 the railroad, coming on around. And then we'll also 05:16:58
18 create a new off-ramp for 27 South. Those two will 05:17:01
19 come together onto a single structure here and then 05:17:05
20 will come towards Broad Street. 05:17:09

21 At this point, we'll have a two-lane 05:17:11
22 ramp, and then it will merge into a three-lane ramp 05:17:14
23 that will provide for all movements of traffic at 05:17:18
24 this signalized intersection. So you'll have a 05:17:21
25 dedicated right, dedicated through, and dedicated 05:17:24

1 left. 05:17:28

2 Then you can come across on the frontage 05:17:29
3 road to the roundabout at Williams Street. As Clint 05:17:30
4 mentioned before, Williams Street will become a 05:17:33
5 two-way street, where it currently now is only one 05:17:35
6 way, south. 05:17:38

7 Progressing across, you'll come to 05:17:39
8 another signalized intersection here at Market 05:17:42
9 Street. You'll have the same configuration, the 05:17:44
10 three lanes -- the dedicated left, the dedicated 05:17:48
11 through, and the dedicated right -- which will then 05:17:51
12 traverse on to a new -- well, it's roughly the same 05:17:54
13 alignment, but it will be a dual-lane ramp now for 05:17:57
14 east -- it will be an eastbound on-ramp for I-24, 05:18:00
15 which will come onto 24, and then taper out right 05:18:04
16 before we get to the railroad bridge. 05:18:07

17 The other feature that Clint talked 05:18:11
18 about: Due to Williams Street changing to two-way, 05:18:14
19 we removed this fifth leg from this intersection 05:18:16
20 here at 21st and Williams. And we brought that 05:18:19
21 ramp, that on-ramp, on at a 90-degree angle to 05:18:22
22 increase the safety and clear that up a little bit 05:18:25
23 and get rid of that. 05:18:28

24 I think, other than that, we're good to 05:18:31
25 go. 05:18:34

1 Oh, I'm sorry. I've got another 05:18:36
2 section. 05:18:36

3 Just so you have an idea of what we're 05:18:38
4 talking about, the ramps that we'll be using are -- 05:18:41
5 we'll have a 16-foot lane, we'll have a 4-foot 05:18:43
6 outside shoulder, and a 6-foot inside shoulder. 05:18:47

7 When we go to a two-lane ramp, that will be 05:18:50
8 two 12-foot lanes and, with a 3-foot ramp, that 05:18:52
9 will be three 12-foot lanes at 36 feet. 05:18:56

10 And those ramps occur here, like we show, 05:19:01
11 the new off here, for I-24; and the off for 27, 05:19:04
12 which will come down here, transitioning to a 05:19:10
13 two-lane ramp, and then transitioning to the 05:19:15
14 three-lane ramp. And then we will have a two-lane 05:19:17
15 ramp here that transitions into a single-lane ramp 05:19:21
16 and back onto 24. 05:19:24

17 And then for the frontage road, the frontage 05:19:27
18 road will have three lanes, three 12-foot lanes. 05:19:30
19 It will have curb and gutter. There will be a 05:19:33
20 2-foot grass buffer strip and then a 5-foot 05:19:36
21 sidewalk on both sides. 05:19:41

22 And that typical section occurs in between 05:19:43
23 Broad and Market, the two signalized intersections. 05:19:48

24 MR. YATES: Thanks, Fritz. Thank you 05:19:59
25 and Clint both for the overview of the project. 05:20:00

1 Tonight, we do have representatives from 05:20:04
2 TDOT that are here to answer your questions 05:20:07
3 concerning the general project limits, major design 05:20:10
4 elements, the survey, design, and the right-of-way. 05:20:12
5 We have representatives from TDOT from our 05:20:16
6 right-of-way group, from our environmental group, 05:20:19
7 also our planning. Steve Allen from Nashville is 05:20:21
8 here tonight from the planning in Nashville. So 05:20:26
9 that -- he's the one that headed that initial design 05:20:28
10 of this -- or concept of this project. 05:20:32
11 So we're here to answer your questions 05:20:36
12 if you have any concerns. 05:20:39
13 What you can do to help us get your 05:20:42
14 input: You can submit written comments on the 05:20:44
15 provided comment cards in the package that you 05:20:48
16 received out front. You have 21 days to mail those 05:20:50
17 comments in, which would put it about March 24th. 05:20:53
18 Or you can provide oral comments to the court 05:20:57
19 reporter here. 05:21:00
20 We encourage you to please comment on 05:21:03
21 this. We'd like positive and negative, both, either 05:21:05
22 for this or against this. We want to get your 05:21:10
23 input. 05:21:13
24 Also, please note that these plans that 05:21:15
25 you are viewing tonight are preliminary. They are 05:21:18

1 subject to change. This concept was developed back 05:21:21
2 in 2012. We preceded with the preliminary design, 05:21:26
3 but there is chances that could change. So just be 05:21:32
4 aware of that. 05:21:35

5 And, for right now, this concludes our 05:21:36
6 presentation, formal presentation. We want to thank 05:21:39
7 you for attending. 05:21:43

8 Wes, do you have anything you want to 05:21:46
9 say? 05:21:48

10 This is Wes Hughen. He's the director 05:21:49
11 of project development here in the region. 05:21:51

12 MR. HUGHEN: Thank you for being here. 05:21:54
13 Basically, all I want to tell you: You don't have 05:21:56
14 to use that form that you were given to mail in the 05:21:57
15 comment. You can just -- if you'd rather use a Word 05:22:00
16 document or whatever, use that address on the back 05:22:05
17 and that will be fine. 05:22:08

18 What we want to do now is dismiss, to 05:22:09
19 look at the drawings, and ask questions, and then 05:22:13
20 please make any comments. So that's it. 05:22:16

21 Oh, we have a box you can put your 05:22:21
22 comment cards in from tonight. Fill out the card 05:22:23
23 and leave it in there tonight, or mail it in in 21 05:22:26
24 days. Basically, that's our presentation. 05:22:30

25 MS. FLYNN: If anyone has any questions 05:22:34

1 right now, if you want to ask aloud, that will get 05:22:36
2 in the transcript now. So if you want to ask aloud, 05:22:39
3 or, you know, if you just want to talk to the court 05:22:42
4 reporter... 05:22:43

5 MS. PARK: Could you talk about speed 05:22:44
6 limits? Have you determined the speed limit on the 05:22:46
7 frontage road as well as the streets that are 05:22:48
8 running perpendicular to the highways, so Williams 05:22:52
9 Street and MLK? 05:22:55

10 MS. FLYNN: Could you state your name 05:22:58
11 too? 05:22:58

12 MS. PARK: Sure. Jenny Park. 05:22:59

13 MR. BROGDON: Based on TDOT standards -- 05:23:07
14 those are curb and gutter sections, so they'll be no 05:23:07
15 more than 45. 05:23:13

16 MS. FLYNN: Anybody else have any 05:23:19
17 questions? 05:23:20

18 MR. WILLIAMSON: Jim Williamson. 05:23:20

19 I see significant changes on the south 05:23:23
20 side of the highway. I'm curious as to why there 05:23:25
21 weren't similar ideas expressed on the northern side 05:23:32
22 of the highway. 05:23:36

23 MR. HUGHEN: The interstate is actually 05:23:38
24 the south side. The north side is 27, and that's a 05:23:40
25 different project, and that wasn't part of our study 05:23:44

1 report that we did. So we had a lot of discussions 05:23:48
2 with the City. They want to propose a new project 05:23:52
3 with their input, but that would be a totally 05:23:57
4 different project. 05:24:00

5 MR. WILLIAMSON: Well, I see some where 05:24:01
6 you've got on-ramp onto 27. 05:24:03

7 MS. FLYNN: Are you talking this side of 05:24:06
8 the road (indicating) -- 05:24:06

9 MR. WILLIAMSON: Yeah. 05:24:07

10 MS. FLYNN: -- versus that side of 05:24:07
11 the -- 05:24:08

12 MR. WILLIAMSON: Just where you pointed. 05:24:09

13 MR. HUGHEN: That's just to improve the 05:24:11
14 access to the interstate. 05:24:13

15 MR. BRODGON: We have to do because we 05:24:16
16 were converting Williams Street to two-ways. 05:24:18

17 UNIDENTIFIED SPEAKER: It's an onramp 05:24:21
18 to 27; right? 05:24:22

19 MR. BRODGON: Yes, it is. 05:24:24

20 MR. RODGERS: It actually was not part 05:24:26
21 of the original study, but that was going to 05:24:28
22 become a two -- since Williams was becoming a 05:24:30
23 two-way street, that was going to make it a 05:24:33
24 five-legged intersection, which is not the best 05:24:35
25 design. So in order to get that fifth leg out of 05:24:38

1 there, we put that little curve into the ramp and 05:24:41
2 brought it up along Williams Street. 05:24:44

3 MR. WILLIAMSON: Would it not be a good 05:24:47
4 idea to look at all this holistically? 05:24:49

5 MR. RODGERS: Well, what was addressed 05:24:55
6 in this planning document and this environmental 05:24:56
7 document was the south side of the interstate. Like 05:24:59
8 Mr. Hughen said, we're talking with the City right 05:25:02
9 now about the possibility of projects on the north 05:25:05
10 side as well. 05:25:10

11 MS. FLYNN: Anybody else before we break 05:25:15
12 up? 05:25:17

13 MR. SANDWICK: My name is Ryan Sandwick. 05:25:18
14 I understand this is a transportation 05:25:22
15 meeting, which generally is about vehicles. But 05:25:22
16 there's also bike and pedestrians accesses in the 05:25:34
17 city center. 05:25:37

18 Can you speak a little bit more about 05:25:38
19 how non-vehicular traffic is being addressed, 05:25:41
20 because I have some concerns about whether people -- 05:25:44
21 this is actually a place that people would want to 05:25:47
22 cross over the freeway, whether it would be safe to, 05:25:49
23 especially regarding the roundabout. 05:25:53

24 And the second question would be, with 05:25:57
25 the right-of-way on the south, would that land then 05:25:59

1 be opened up for development, or is that going to 05:26:01
2 remain in the TDOT right-of-way? 05:26:04

3 MR. HUGHEN: We've had several 05:26:10
4 discussions with the City concerning bike/ped 05:26:14
5 movements. It's still a work-in-progress. On the 05:26:20
6 future project we're going to put to the north, 05:26:24
7 we're going to talk about -- Long Street is going to 05:26:26
8 be closed. That could be a future bike path. We're 05:26:28
9 not going to take that road out. We're just going 05:26:33
10 to close it and then redevelop the project to the 05:26:35
11 north. 05:26:38

12 We're putting in sidewalks, we're 05:26:39
13 putting in crosswalks to work with the roundabout 05:26:40
14 and different -- to try to give that north/south 05:26:43
15 connection at Market, Williams, and then Broad and, 05:26:47
16 in the future, at Long. 05:26:51

17 So, yes, we'll develop the north side. 05:26:52
18 And, in working with the City, that is part of their 05:26:55
19 request. And they are very cognizant of that, and 05:26:59
20 we are too. So we're trying to work that out. 05:27:02

21 MS. FLYNN: And the development part. 05:27:05

22 MR. MALLEN: Mike Mallen, and I am here 05:27:08
23 with Perimeter Properties. 05:27:11

24 I do want to point out and thank TDOT 05:27:15
25 for the grant that enabled the City and the County 05:27:17

1 to construct another 3 and a half miles of riverwalk 05:27:20
2 from the waterfront, all the way down to about 05:27:24
3 St. Elmo. I bike also. And now, to get from 05:27:28
4 downtown all the way to St. Elmo, this riverwalk 05:27:32
5 path, which obviously is free from glass and dogs 05:27:37
6 and cars and all those other hazards, is going to be 05:27:38
7 available. So that's going to be a great alternate 05:27:42
8 transportation method, and we're thankful to TDOT 05:27:44
9 and the City and the County for what they've done. 05:27:48
10 MS. FLYNN: Anybody else? 05:27:54
11 MR. ROTH: I'm Roy Roth. I just didn't 05:27:56
12 hear the answer to the second question that Ryan had 05:28:03
13 about the land on the south side. 05:28:07
14 MR. HUGHEN: Thank you. I forgot to 05:28:12
15 answer that. 05:28:15
16 Right now, it's controlled access. 05:28:17
17 We're going to move our controlled access. We have 05:28:19
18 a process to go through for excess land to request 05:28:23
19 use for that. We can't have a connection up to that 05:28:26
20 route coming through Market, Williams, and Broad, 05:28:30
21 but it can connect other places. 05:28:36
22 So there's possibilities for that 05:28:38
23 property to open up. You just have to go through 05:28:41
24 excess land process. Right now it's TDOT and 05:28:45
25 right-of-way, the cloverleaves and all that. 05:28:53

1 MS. FLYNN: Okay. If no one else has 05:28:58
2 any questions, then we can mill about the room. 05:29:00
3 There's plenty of us here to answer any questions. 05:29:04
4 So you can get a better view of these maps, and 05:29:08
5 thank you again for coming. 05:29:10
6 (WHEREUPON, the formal
7 question-and-answer session ended, and comments
8 were made to the court reporter, as follows:)
9 MR. MCNUTT: Bob McNutt. 05:29:43
10 I also want to reiterate the pedestrian 05:29:57
11 and bicycle routes there. I would like very much 05:29:59
12 for Long Street to stay open. I realize that we 05:30:04
13 have very good pedestrian and bike connections 05:30:25
14 through the roundabout. I think a signal would be 05:30:28
15 better than a roundabout. 05:30:36
16 MR. CLEVELAND: John Cleveland. I think 05:30:42
17 this is terrific deal. I have an office here, a 05:30:50
18 couple pieces of property. I think this is 05:30:53
19 terrific. 05:31:09
20 MR. MALLEN: Michael Mallen, 05:31:23
21 M-A-L-L-E-N. And I'm a partner in Perimeter 05:31:51
22 Properties, and we're a stakeholder in land along 05:31:58
23 Broad Street and Tennessee River. And we are 05:32:02
24 extremely appreciative for the effort that TDOT and 05:32:04
25 all the TDOT leadership has taken in -- first, in 05:32:09

1 enabling the riverwalk to be extended; and, second, 05:32:14
2 in making efforts to revise and reengineer the 05:32:16
3 interstate at I-24 at the interchange so that it is 05:32:24
4 easier to use and understand and navigate. 05:32:30

5 My partners and I are here tonight and 05:32:35
6 are very appreciative and want to express that to 05:32:37
7 the Department and to the City and County. 05:32:40

8 MR. KUYRKENDALL: I'm Bert, B-E-R-T, 05:50:17
9 Kuyrkendall, K-U-Y-R-K-E-N-D-A-L-L, and my address 05:50:23
10 is 4707 Alabama Avenue, Chattanooga 37409. 05:50:30

11 So I bike. That's in St. Elmo, where I 05:50:38
12 live, my residence. And biking from St. Elmo to 05:50:42
13 downtown every day for work and back home again. 05:50:45
14 And my main course is coming up Long Street through 05:50:48
15 the neighborhood into downtown. And that's a really 05:50:55
16 important part of my community. So I hate to see 05:51:00
17 that Long Street is going to be removed. 05:51:03

18 I see other people walking on Long and 05:51:05
19 biking on Long, back and forth. And there's not 05:51:07
20 really a good alternative on that end of the project 05:51:10
21 to connect from the south side to the north side. 05:51:14
22 So I really want to see Long remain open, at least 05:51:19
23 as a bike lane connection. 05:51:23

24 MR. BAILEY: Blythe Bailey. 06:15:59

25 We requested through the team here that 06:16:10

1 they consider changing the roundabout intersection
2 to a signalized intersection. We made a couple
3 other comments. I'll probably be sending them in
4 writing, but that's a good one. I know Steve is
5 probably going to get started on some of that
6 analysis. Thank you.

06:16:13
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06:16:32
06:16:36

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<hr/> 1 <hr/>	60s 3:17	<hr/> B <hr/>	cards 11:15 12:22
12-foot 10:8,9,18	<hr/> 9 <hr/>	B-e-r-t 19:8	cars 17:6
16-foot 10:5	9 4:20	back 5:25 10:16 12:1,16 19:13,19	category 4:9
19 5:5	90-degree 9:21	Bailey 19:24	CE 4:9
<hr/> 2 <hr/>	<hr/> A <hr/>	Based 13:13	center 15:17
2 2:23	access 4:7 6:6 8:14 14:14 17:16, 17	Basically 12:13, 24	chances 12:3
2-foot 10:20	accesses 15:16	Bend 5:12	change 12:1,3
2012 12:2	acquisition 4:4, 14	Bert 19:8	changing 9:18 20:1
2014 4:8	add 8:13	bicycle 18:11	Chattanooga 19:10
2018 4:18	address 12:16 19:9	bike 15:16 16:8 17:3 18:13 19:11, 23	Chattanooga/ hamilton 2:24
21 11:16 12:23	addressed 15:5, 19	bike/ped 16:4	Chestnut 7:12
21st 9:20	adjacent 7:14	biking 19:12,19	city 14:2 15:8,17 16:4,18,25 17:9 19:7
24 7:9 9:15 10:16	Alabama 19:10	bit 8:1 9:22 15:18	clear 9:22
24th 11:17	alignment 9:13	blue 7:7 8:8	Cleveland 18:16
27 6:23 8:18 10:11 13:24 14:6,18	Allen 11:7	Blythe 19:24	Clint 4:23 5:3 8:11 9:3,17 10:25
<hr/> 3 <hr/>	aloud 13:1,2	Bob 18:9	close 16:10
3 17:1	alternate 17:7	box 12:21	closed 8:6 16:8
3-foot 10:8	alternative 19:20	break 15:11	cloverleaves 17:25
36 10:9	analysis 20:6	bridge 5:19 7:8,12 8:16 9:16	coding 8:2
37 4:21	angle 9:21	bridges 6:9 8:9	cognizant 16:19
37409 19:10	appreciative 18:24 19:6	Broad 2:8,23 5:15,25 6:4,15 8:15,20 10:23 16:15 17:20 18:23	color 8:2
<hr/> 4 <hr/>	approximately 4:15	BRODGON 14:15,19	comment 11:15, 20 12:15,22
4-foot 10:5	Arcadis 4:23,25 5:3,5 7:24	Brogdon 4:25 7:23 13:13	comments 3:5 11:14,17,18 12:20 18:7 20:3
45 13:15	area 3:9,13 5:6,13, 24 8:15	brought 9:20 15:2	community 2:4 19:16
4707 19:10	attending 2:6 12:7	buffer 10:20	completed 4:8,11
<hr/> 5 <hr/>	Avenue 19:10	Butler 4:23 5:2,3	concept 11:10 12:1
5-foot 10:20	aware 12:4	<hr/> C <hr/>	concerns 3:5 11:12 15:20
58 2:23		card 12:22	concludes 12:5
<hr/> 6 <hr/>			configuration 9:9
6-foot 10:6			

congestion 3:9
connect 17:21
 19:21
connection
 16:15 17:19 19:23
connections
 18:13
construct 17:1
construction 4:5,
 17,20
consultants 4:24
controlled 17:16,
 17
converted 6:22
converting 14:16
cool 5:6
copies 7:18
corresponds 7:8
costs 4:19,20
County 2:25
 16:25 17:9 19:7
couple 6:3,9 7:2
 18:18 20:2
court 2:11 11:18
 13:3 18:8
create 8:18
criteria 3:17
cross 15:22
crosswalks
 16:13
curb 10:19 13:14
curious 13:20
curvature 7:9
curve 15:1

D

Dave 5:2
David 2:16 5:8
day 19:13
days 11:16 12:24

deal 5:20 18:17
decrease 3:8
dedicated 8:25
 9:10,11
Department 19:7
design 2:21 3:15,
 17 4:2,13,23 5:9
 11:3,4,9 12:2
 14:25
designer 7:24
designs 3:4
detail 5:1 6:11
details 7:22
determined 13:6
develop 16:17
developed 12:1
development
 2:16 3:22 12:11
 16:1,21
diamond 6:8
director 12:10
discovered 3:19
discuss 4:25
discussions 14:1
 16:4
dismiss 12:18
display 3:3
division 2:16
document 4:7,9
 12:16 15:6,7
dogs 17:5
downtown 17:4
 19:13,15
drawings 12:19
driver 6:2,19
dual-lane 9:13
due 7:9 9:18

E

earlier 4:12

early 3:7
easement 7:16
easier 19:4
east 9:14
eastbound 5:14
 6:7 8:13 9:14
effort 18:24
efforts 19:2
elements 11:4
Elmo 17:3,4
 19:11,12
enabled 16:25
enabling 19:1
encourage 11:20
end 19:20
ended 18:7
environmental
 4:1,8 11:6 15:6
evening 2:5
exact 7:10
excess 17:18,24
exclusion 4:9
existing 3:15 5:19
 8:4
expectation 6:2,
 19
express 19:6
expressed 13:21
extended 19:1
extremely 18:24

F

faces 5:4
familiar 5:4,12
feature 9:17
features 8:2,3,4,
 5,6,12
feet 10:9
figure 7:10,13

figures 5:8 7:2,4,
 5,14,18
Fill 12:22
find 2:14
fine 12:17
finish 4:3 7:3
fits 7:12
five-legged 14:24
flow 3:12
Flynn 2:3 12:25
 13:10,16 14:7,10
 15:11 16:21 17:10
 18:1
forgot 17:14
form 12:14
formal 12:6 18:6
free 17:5
freeway 15:22
Fritz 4:25 6:11
 7:21,23 10:24
front 11:16
frontage 6:14,18
 9:2 10:17 13:7
funded 4:17
future 16:6,8,16

G

general 6:12 11:3
generally 15:15
geometry 3:15
give 6:12 16:14
glass 17:5
goal 3:11,20
goals 3:7
good 9:24 15:3
 18:13 19:20 20:4
grant 16:25
grass 10:20
great 17:7

group 3:24 11:6
gutter 10:19
13:14
guys 5:12 7:3

H

half 17:1
happening 8:8
hard 5:15
hate 19:16
hazards 17:6
He'll 2:17
headed 3:25 11:9
hear 17:12
hectic 3:10
helps 7:20
highway 13:20,22
highways 13:8
holistically 15:4
home 19:13
hope 4:10
Hughen 12:10,12
13:23 14:13 15:8
16:3 17:14

I

I-24 2:7,22 5:14,25
6:4,6,18 9:14
10:11 19:3
idea 10:3 15:4
ideas 13:21
important 19:16
improve 3:10,12,
14 5:23 14:13
improvement
6:23
improvements
5:19,22 7:6,15
increase 9:22

indicating 14:8
information 3:2
initial 11:9
input 11:14,23
14:3
inside 10:6
interchange 2:22
4:7 8:12 19:3
interchanges 2:8
6:8
intersection 8:24
9:8,19 14:24 20:1,
2
intersections
10:23
interstate 13:23
14:14 15:7 19:3

J

Jennifer 2:3,20,
21
Jenny 13:12
Jim 13:18
John 18:16
jump 4:4,13
jumped 4:1

K

**K-u-y-r-k-e-n-d-
a-l-l** 19:9
key 8:1
kind 5:17 8:1,6
Kuyrkendall
19:8,9

L

land 15:25 17:13,
18,24 18:22
lane 10:5 19:23
lanes 9:10 10:8,9,
18

leadership 18:25
leave 2:10 12:23
left 9:1,10
leg 9:19 14:25
legends 7:5
limit 13:6
limits 5:18 11:3
13:6
list 4:9
live 19:12
location 5:11
Long 5:17 6:25
16:7,16 18:12
19:14,17,18,19,22
loop 6:4,5
loops 3:18
lot 5:4,5,22 14:1

M

M-a-l-l-e-n 18:21
made 18:8 20:2
mail 11:16 12:14,
23
main 3:14 19:14
major 11:3
make 2:17 12:20
14:23
making 19:2
Mallen 16:22
18:20
map 5:11
maps 2:11 18:4
March 11:17
Market 2:8,24
5:16 6:1,6,17 8:14
9:8 10:23 16:15
17:20
match 7:11
McNutt 18:9
meet 6:1,19

meeting 2:6,22
3:1 15:15
members 2:12
mentioned 4:12
6:20 9:4
merge 8:22
method 17:8
Michael 18:20
Mike 16:22
miles 17:1
mill 7:4 18:2
million 4:20,21
MLK 13:9
Moccassin 5:12
moment 8:11
move 17:17
movements 8:23
16:5

N

Nashville 3:25
11:7,8
nasty 2:5
navigate 19:4
navigated 5:25
negative 11:21
neighborhood
19:15
non-vehicular
15:19
north 13:24 15:9
16:6,11,17 19:21
north/south
16:14
northbound 6:24
northern 13:21
note 11:24
notice 7:7

O

occur 10:10
occurs 10:22
off-ramp 8:13,18
office 18:17
on-ramp 9:14,21
14:6
one-way 6:14
ongoing 4:2
onramp 6:24
14:17
open 17:23 18:12
19:22
opened 16:1
operations 3:12
5:24
opportunity 5:7
oral 11:18
order 14:25
original 14:21
outnumber 2:12
overview 6:13
10:25

P

package 11:15
parallel 6:18
Park 13:5,12
part 13:25 14:20
16:18,21 19:16
partner 18:21
partners 19:5
path 16:8 17:5
pedestrian 18:10,
13
pedestrians
15:16
people 15:20,21
19:18

Perimeter 16:23
18:21
perpendicular
13:8
phase 4:2,13
picture 8:10
pieces 18:18
place 15:21
places 17:21
planning 3:8,24
4:6 11:7,8 15:6
plans 3:4 4:3
11:24
plenty 2:12 18:3
point 7:1,5,7 8:21
16:24
pointed 14:12
points 3:23
positive 11:21
possibilities
17:22
possibility 15:9
Powerpoint 2:9
preceded 12:2
preliminary 3:3
11:25 12:2
presentation 2:9,
17 7:3 12:6,24
prior 5:19
procedure 4:14
process 3:23,24
4:1,6 17:18,24
produced 4:10
Progressing 9:7
project 2:16 3:3,
4,6,7,8,22 4:24
5:1,7,10,13,18
7:22,25 10:25
11:3,10 12:11
13:25 14:2,4 16:6,
10 19:20
projects 5:6 15:9

Properties 16:23
18:22
property 17:23
18:18
propose 14:2
proposed 3:3
7:15
provide 3:2 6:16
7:6 8:23 11:18
provided 11:15
public 2:13,22
3:2,6,11
purple 8:4
purpose 3:1
put 5:7 11:17
12:21 15:1 16:6
putting 16:12,13

Q

question 15:24
17:12
**question-and-
answer** 18:7
questions 2:14
11:2,11 12:19,25
13:17 18:2,3
quick 7:2 8:7
quickly 8:7

R

railroad 5:20,21
8:17 9:16
ramp 6:5 8:22
9:13,21 10:7,8,13,
14,15 15:1
ramps 3:15,18 6:4
10:4,10
real 7:2 8:7
realize 18:12
realized 6:1
received 11:16

redevelop 16:10
reengineer 19:2
region 12:11
reiterate 18:10
Relations 2:4
remain 16:2 19:22
remarks 2:10
remove 6:25
removed 8:5 9:19
19:17
removing 6:4,5
reorient 7:10
report 14:1
reporter 2:11
11:19 13:4 18:8
representatives
11:1,5
request 4:7 16:19
17:18
requested 19:25
requirements
7:16,17
requires 6:23
residence 19:12
revise 19:2
rid 9:23
right-of-way 4:3,
4,14,19 7:16 11:4,
6 15:25 16:2
17:25
River 18:23
riverwalk 17:1,4
19:1
road 6:14,18 9:3
10:17,18 13:7
14:8 16:9
RODGERS 14:20
15:5
room 18:2
Roth 17:11
roughly 9:12

roundabout 6:16,
20 9:3 15:23
16:13 18:14,15
20:1

route 2:23 17:20

routes 18:11

Roy 17:11

running 13:8

Ryan 15:13 17:12

S

safe 15:22

safety 3:11 9:22

Sandwick 15:13

screen 5:10

section 10:2,22

sections 13:14

sending 20:3

September 4:8

session 18:7

set 3:7

shared 8:11

short 2:9

shoulder 10:6

show 7:14,16
10:10

side 7:11 13:20,
21,24 14:7,10
15:7,10 16:17
17:13 19:21

sides 10:21

sidewalk 10:21

sidewalks 16:12

signal 18:14

signalize 6:15,17

signalized 8:24
9:8 10:23 20:2

significant 13:19

similar 13:21

single 8:19

single-lane 10:15

slated 4:17

slides 6:11

slip 3:18

small 6:23

solicit 3:5

south 8:18 9:6
13:19,24 15:7,25
17:13 19:21

speak 15:18

SPEAKER 14:17

speed 13:5,6

spring 4:11,16

St 17:3,4 19:11,12

stakeholder
18:22

standard-type
6:7

standards 13:13

start 4:16

started 20:5

state 2:22,23
13:10

stay 18:12

Steve 11:7 20:4

street 2:8,23,24
5:15,16,17 6:1,4,
6,15,16,17,21,25
8:14,15,20 9:3,4,
5,9,18 13:9 14:16,
23 15:2 16:7
18:12,23 19:14,17

streets 13:7

strip 10:20

structure 7:7
8:16,19

study 13:25 14:21

subject 12:1

submit 11:14

substandard
3:15

summer 4:18

survey 11:4

T

talk 2:7 8:10 13:3,
5 16:7

talked 9:17

talking 10:4 14:7
15:8

taper 9:15

TDOT 2:4 11:2,5
13:13 16:2,24
17:8,24 18:24,25

team 19:25

Tennessee 18:23

terrific 18:17,19

thankful 17:8

things 6:3 7:2

three-lane 8:22
10:14

tie 5:18

time 3:18 4:15

times 3:10

today 8:4

tonight 11:1,8,25
12:22,23 19:5

totally 14:3

tracts 4:15

traffic 3:9,12,13
6:15,22 8:23
15:19

transcript 13:2

transitioning
10:12,13

transitions 10:15

transportation
15:14 17:8

traveling 3:11

traverse 9:12

turn 2:15 4:22
7:21

two-lane 8:21
10:7,13,14

two-way 6:22 9:5,
18 14:23

two-ways 14:16

typical 10:22

U

understand
15:14 19:4

UNIDENTIFIED
14:17

up-to-date 3:2

V

vehicles 15:15

versus 14:10

view 18:4

viewing 11:25

W

walking 19:18

wall 7:15,19

wanted 6:12

wanting 5:23

waterfront 17:2

Wes 12:8,10

Williams 5:16
6:16,21 9:3,4,18,
20 13:8 14:16,22
15:2 16:15 17:20

Williamson 13:18
14:5,9,12 15:3

Word 12:15

work 2:4 3:19
7:24 8:12 16:13,
20 19:13

work-in-progress 16:5

working 5:8,13
16:18

writing 20:4

written 11:14

Y

Yates 2:16,19

10:24

year 4:11,16

years 3:19 5:5

yellow 8:2