

TENNESSEE DEPARTMENT OF TRANSPORTATION

PUBLIC MEETING

April 02, 2015

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Tennessee Department of Transportation
Rhea County Public Meeting
Proposed Improvements to State Route 30
between State Route 29 (US 27) and west of the
Tennessee River, Dayton and Rhea County, TN

April 2, 2015
5:00 p.m.

Rhea County Welcome Center
107 Main Street
Dayton, Tennessee 37321

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MS. FLYNN: My name is Jennifer Flynn.

I'm with the Tennessee Department of Transportation, Community Relations Division. And I want to thank you guys for coming out tonight. What a crowd. Seriously, this is impressive. It just shows what a good community that Dayton is and how much public involvement there is. So we really appreciate you coming out.

I want to tell you that Representative Ron Travis is on the way. He came in from Nashville today, and he should be here in the 6:00 hour. So for those of you who are interested in talking with him, he's here -- he will be here. And thank you for Dayton Mayor Gary Louallen for coming out tonight, and for everybody else coming out.

We're here tonight -- this is a public information meeting. We're talking about proposed improvements to State Route 30 between US 27 and west of the Tennessee River. We're here to get your input about our project, and if you have anything, any concerns or questions, we'll try to do our best to answer them.

We've got people here with these badges,

1 and so we can answer some of your questions. If we 17:22:17
2 can't answer your specific question, maybe we can 17:22:20
3 find another person with a badge who can. We've got 17:22:22
4 Sandy Sclafani with Gresham, Smith & Partners. She's 17:22:24
5 going to do the PowerPoint Presentation. Then also, 17:22:27
6 Bob Allen, from our environmental division, he's 17:22:32
7 around here -- oh, he's in the corner over there. 17:22:33
8 And our project manager, Chester Sutherland, he's 17:22:36
9 the project manager for this project and he works 17:22:37
10 out of the Chattanooga office like I do. 17:22:41
11 So Sandy's going to do the PowerPoint and 17:22:45
12 then we'll have some questions and answers, and then 17:22:47
13 y'all can just mill around and talk and ask 17:22:48
14 questions to those of us. We want your comments. 17:22:50
15 I'm sure that Sandy will go over all the ways you 17:22:55
16 can get your comments in, so I won't belabor that 17:22:57
17 point. So with that, I will turn it over to Sandy. 17:23:00
18 MS. SCLAFANI: Okay. That's just a 17:23:00
19 schedule, which y'all know. 17:23:00
20 What we're here to do tonight is to 17:23:18
21 explain the current project status in the National 17:23:24
22 Environmental Policy Act phase, which is what we're 17:23:25
23 in, and then to provide you information about the 17:23:27
24 two build alternatives, and to encourage your 17:23:31
25 participation in this environmental study process, 17:23:34

1 and to explain the next steps in the process as 17:23:39
2 well. 17:23:40

3 And there are three ways to provide 17:23:43
4 comments. We have a formal question-and-answer 17:23:46
5 session after the presentation. And all of this is 17:23:49
6 recorded by the court reporter, who is over there. 17:23:52
7 And we also have TDOT representatives here to answer 17:23:59
8 your questions. And if you want to make a verbal 17:24:02
9 statement after the presentation to be part of the 17:24:05
10 record, you can do that with the court reporter as 17:24:09
11 well. And fill out your comment cards and put those 17:24:11
12 in the comment box over here, or you can fold them 17:24:16
13 up, put some tape on them, stick a stamp on it, and 17:24:18
14 mail them in, and they will become part of the 17:24:21
15 record as well. 17:24:22

16 Okay. As you can see here, I know all 17:24:26
17 of you know this area. This is the area that was in 17:24:30
18 the initial study area that initially was brought to 17:24:36
19 TDOT in, I think, around 2006. And some things that 17:24:45
20 you -- you know, you guys travel this corridor and a 17:24:48
21 lot of things that you know you may not know about 17:24:51
22 the corridor. It's a primary east and west route 17:24:54
23 between the cities of Dayton and Athens and for 17:24:56
24 travel to and from I-75. The average annual daily 17:24:59
25 traffic on this route is 9,460, and in 2036 it's 17:25:07

1 projected to be 13,160 vehicles per day. And the 17:25:12
2 average percent based on what segment of the road 17:25:13
3 you're on of truck traffic ranges from 5 to 10 17:25:20
4 percent. 17:25:20

5 And the rural section of it has a crash 17:25:24
6 rate that is higher than the statewide crash rate. 17:25:28
7 And 25 percent of all of those crashes are from 17:25:31
8 roadway departures, which means the car may have 17:25:36
9 been excessively speeding and went off the road. 17:25:39
10 You know that there's only 1- to 2-foot shoulders 17:25:43
11 out there, so it is easy to go off the road. And 17:25:43
12 the travel lanes are 10 feet as well. 17:25:49

13 Here you see the current route of State 17:25:51
14 Route 30, starting there at US-27 or State Route 29, 17:25:59
15 and extending to west of the Tennessee River Bridge. 17:26:03
16 And this is an 8.08 mile study. The length of the 17:26:10
17 road in the study is 8.08 miles. 17:26:15

18 And the project history, in 2006 they 17:26:18
19 began studying this project with the Highway 30 17:26:23
20 Economic Development Coalition. And what they set 17:26:27
21 out to do, they began by identifying stakeholders in 17:26:29
22 the area and having those stakeholders meet. Then 17:26:32
23 they developed and adopted a mission statement and 17:26:35
24 obtained letters of support, and then they began the 17:26:39
25 initial transportation, the planning document. 17:26:42

1 And here you can see the project history. 17:26:46
2 Like I said, it started in 2006 and then a TPR, a 17:26:52
3 Transportation Planning Report, was completed and 17:26:55
4 approved in February of 2008. And then in February 17:27:00
5 of 2011, we began NEPA studying the four corridors 17:27:08
6 that were recommended in the TPR, Transportation 17:27:08
7 Planning Report. 17:27:12

8 And there were public meetings held in 17:27:14
9 May and June of 2011. Some of you -- I recognize 17:27:18
10 some of you from those meetings. And then after 17:27:22
11 that we had -- there were four options. And after 17:27:26
12 comments made at those public meetings we added a 17:27:30
13 fifth option, which was the White Oak option. And 17:27:36
14 then the other four options were taken off because 17:27:40
15 of various impacts, environmental impacts or 17:27:43
16 constructability issues, and then we moved forward 17:27:46
17 with the White Oak option. 17:27:48

18 And we began studying the existing route 17:27:52
19 in what TDOT calls an expedited project delivery 17:27:52
20 option. And what they've done there is they've 17:27:57
21 studied the route, widening it to TDOT's standards, 17:28:01
22 or just improving with some safety options at first 17:28:08
23 until they can widen it. 17:28:10

24 And now in August of last year we began 17:28:13
25 working on NEPA environmental assessment for the two 17:28:17

1 build alternatives. And as you can see here, this 17:28:21
2 is just a copy of the front of the TPR and where we 17:28:25
3 talk about the five options. There were four build 17:28:26
4 options and then a no-build option, which always has 17:28:30
5 to be considered within the document 17:28:32

6 And here you can see these are just some 17:28:35
7 highlighted lines on the map. If you came to the 17:28:38
8 meetings in 2011 you saw this, and this is the four 17:28:43
9 options that were brought up then. And a 17:28:50
10 preliminary purpose and need was developed during 17:28:53
11 the TPR phase and it's been refined some. And what 17:28:57
12 the coalition and, you know, from holding meetings 17:29:03
13 like this, the purpose and need has been defined as 17:29:06
14 to provide and improve the east/west route for the 17:29:10
15 region, a more efficient evacuation route for the 17:29:11
16 nuclear plants, and to improve regional mobility and 17:29:17
17 connectivity, to connect you-all to cities, and then 17:29:20
18 to improve the safety and correct geometric 17:29:21
19 deficiencies that are on the road, and to increase 17:29:25
20 the capacity. 17:29:27

21 And then again, like I said, we had two 17:29:30
22 meetings, one was in May, one was in June. We had 17:29:33
23 one in Spring City and one in Dayton. And the White 17:29:38
24 Oak option came out of those two meetings. 17:29:42

25 What is NEPA? And that's why we're here, 17:29:46

1 because this project has federal funding and NEPA is 17:29:52
2 a requirement of any project that has federal 17:29:55
3 funding. And it is a law that you must evaluate 17:29:59
4 potential social and environmental impacts of a 17:30:01
5 project. We're looking at documenting both positive 17:30:04
6 and negative impact. And it's required for all 17:30:07
7 projects, like I said, with federal funds, and this 17:30:11
8 project has federal funds. 17:30:15

9 Based on the TPR and some preliminary 17:30:18
10 studies that we have done, there's three different 17:30:21
11 levels of documents. There's categorical exclusion, 17:30:22
12 environmental assessment, and environmental impact 17:30:24
13 statement. An environmental assessment is one where 17:30:29
14 the impacts are uncertain, so there must be studies 17:30:32
15 done. And that's what they've determined this one 17:30:37
16 will be. 17:30:37

17 And the components of the environmental 17:30:37
18 assessment are the purpose and need, and then you 17:30:40
19 evaluate the alternatives within the purpose and 17:30:44
20 need. You conduct studies, and I think some of 17:30:47
21 y'all have probably seen the archaeologist out there 17:30:51
22 already conducting part of their studies. And then 17:30:52
23 you document the findings of the studies and 17:30:55
24 determine if any mitigation is necessary. And then 17:30:58
25 you use that on both alternatives, the information 17:31:01

1 that you gathered from both alternatives, to 17:31:03
2 determine a selected alternative. 17:31:09

3 And this is just some things that we know 17:31:11
4 from the preliminary environmental screening within 17:31:14
5 the area. There's residences, schools, a college, 17:31:16
6 churches, hospitals, there's an archaeological site 17:31:20
7 in the old Washington area, and cemeteries. Also, 17:31:24
8 you know, things to consider, there's quarries and a 17:31:26
9 landfill within the study area. There's blue-line 17:31:30
10 streams and caves. 17:31:31

11 And you see here in November, after 17:31:38
12 initial -- you know, and I mentioned this earlier. 17:31:41
13 The other options were removed and White Oak was 17:31:46
14 added as an option. And then in October of 2013 an 17:31:49
15 EPD study, which I talked about earlier, was 17:31:53
16 conducted. And in that EPD study they made 17:31:54
17 recommendations for widening. But like I said, they 17:31:56
18 also made recommendations for signage and some 17:33:34
19 striping. And they're moving ahead with that, just, 17:33:35
20 you know, some safety options. They're doing 17:33:36
21 another environmental study on that to look at going 17:33:36
22 ahead and getting those out there. 17:33:36

23 And here you see now this is what's in 17:33:37
24 your handout, and this is the two options we're 17:33:37
25 looking at. And you can see one starts there along 17:33:38

1 existing 30, the other one at White Oak Road. And 17:33:38
2 then right around Cottonport they -- in that area 17:33:39
3 they join, and then it follows existing 30 to west 17:33:40
4 of the Tennessee River bridge. 17:33:40

5 And some of the things that they'll be 17:33:40
6 looking at are social/environmental justice, 17:33:41
7 historic issues, archaeological, noise, recreation, 17:33:41
8 air quality, traffic, crashes. We'll be looking at 17:33:42
9 the streams and wetlands, threatening endangered 17:33:42
10 species. Caves, we do know there's some caves out 17:33:42
11 there. They've already looked in some of those. 17:33:43
12 Looking for hazardous materials. 17:33:43

13 And they'll be doing a study -- they did 17:33:44
14 a study for gray bats, and they'll be doing an 17:33:44
15 Indiana bat study, and any other species that are 17:33:45
16 needed after the coordination with U.S. Fish and 17:33:46
17 Wildlife. 17:33:46

18 You see here the TPR was in the planning 17:33:46
19 phase, and now we're in the NEPA phase, and that's 17:33:46
20 what we're funded for right now. This is a study 17:33:47
21 phase. It's just the drawings that you see back 17:33:47
22 there are just concepts, it's not a design. And so 17:33:48
23 that's like a maximum right-of-way that would be 17:33:50
24 needed for this project. It's based on aerial 17:33:53
25 mapping. 17:33:54

1 There hasn't actually been land surveyors 17:33:56
2 out there to survey it, so that changes. That's 17:34:01
3 just a maximum right-of-way we're looking at right 17:34:04
4 now. This project is not funded past NEPA right 17:34:07
5 now, so we're not doing design or construction or 17:34:11
6 anything like that right now. We're just focusing 17:34:12
7 on the environment study. 17:34:19
8 Here in the next steps you will see we'll 17:34:22
9 summarize your comments from this meeting and this 17:34:27
10 summer, then they're going to finalize technical 17:34:30
11 studies. You'll see people out there doing ecology 17:34:33
12 and they may have some monitors set up for noise. 17:34:37
13 We should finish that by fall of this year. And 17:34:42
14 then hopefully by spring of 2016 we'll have a draft 17:34:47
15 NEPA document. And then we will hold a public 17:34:51
16 hearing summer of 2016, and we will have the 17:34:54
17 approved final document in fall of 2016. 17:35:00
18 And again, you know how to make your 17:35:01
19 comments. You can talk to the court reporter. You 17:35:04
20 can fill out the comment card and put it in the 17:35:08
21 comment box or mail it in, and -- or, you know, 17:35:11
22 everything's being recorded, so your questions and 17:35:15
23 answers will be recorded and will become part of the 17:35:18
24 transcript as well. But be sure to get that comment 17:35:21
25 card in within 21 days when you send that in so it 17:35:25

1 can become part of that because, you know, we have a 17:35:28
2 cut-off date on that. And I think it says the date 17:35:31
3 on the -- I think it's the 23rd of April. 17:35:35
4 And we have Bob Allen and Chester 17:35:37
5 Sutherland if you have any questions. They'll also 17:35:40
6 be answering question during this as well. Okay. 17:35:45
7 Open up it for questions now. 17:35:49
8 MR. LAWSON: Is this presentation 17:35:51
9 available on your website? 17:35:54
10 MS. SCLAFANI: Not at the moment. We can 17:35:57
11 put it on there. 17:35:58
12 MR. LAWSON: Is there anybody to figure 17:36:00
13 out the cost and ultimately -- estimate the cost 17:36:06
14 right now? 17:36:06
15 MR. SUTHERLAND: I can answer that. 17:36:08
16 MS. SCLAFANI: And, sir, would you please 17:36:10
17 state your name so -- 17:36:10
18 MR. LAWSON: Larry Lawson, L-A-R-R-Y-, 17:36:16
19 L-A-W-S-O-N. 17:36:18
20 MS. SCLAFANI: Larry Lawson. Thank you. 17:36:18
21 MR. SUTHERLAND: I'm Chester Sutherland. 17:36:20
22 And the difference in the cost on the original 17:36:24
23 full-build plans, like such as the White Oak option, 17:36:27
24 the yellow one that's on the sheet, the estimate for 17:36:31
25 that is right around 80.1 million. The full-build 17:36:35

1 that was along the existing was going to be 17:36:36
2 somewhere in the neighborhood of 70, 70 million 17:36:40
3 plus. 17:36:41

4 The EPD project itself has got two phases 17:36:45
5 to it. And as Sandy said, one of those phases has 17:36:49
6 to do with like roadway safety, stuff that's -- 17:36:51
7 signs, pavement markings, reflectors, things like 17:36:56
8 that. There's about 150- to \$200,000 worth of work 17:37:00
9 on that. They're working on that now to get it into 17:37:04
10 the process so that you'll see something out there 17:37:04
11 and try to help us in situations. 17:37:06

12 The build part of the phase 2 for this is 17:37:10
13 somewhere in the neighborhood -- the estimate right 17:37:13
14 now -- I think this is just construction numbers, 17:37:16
15 but it's somewhere in the neighborhood of about 14 17:37:18
16 to 15 million. So that's the difference in a big, 17:37:20
17 full-build project and a little bit more kind of -- 17:37:20
18 it's not a spot improvement, but it's definitely 17:37:20
19 working the whole eight miles and making it -- 17:37:30
20 trying to make it a little bit better. It's just 17:37:35
21 not the full shoulders, not the full, great big 17:37:36
22 width of 12-foot lanes all the way through, that 17:37:39
23 kind of thing. 17:37:40

24 MS. SCLAFANI: Could you state your name, 17:37:40
25 please? 17:37:40

1 MR. VARNER: I'm Bradley Varner. Do you 17:37:49
2 have a detailed reason why the other options were 17:37:53
3 dropped? Because I know that there were some -- as 17:37:56
4 you were going through the PowerPoint, as I was 17:38:00
5 looking at some of those other options, it seemed to 17:38:03
6 me that some of those other options best fitted 17:38:07
7 those scenarios than even some of the options that 17:38:09
8 are still open today. So I was just wondering if we 17:38:12
9 could get a detailed report on why those other 17:38:16
10 options were dropped. 17:38:18
11 MS. SCLAFANI: Yeah. It will be in the 17:38:19
12 environmental assessment. We had people from U.S. 17:38:24
13 Fish and Wildlife, TWRA, we had a field review with 17:38:30
14 all the federal and state agencies out here and have 17:38:34
15 done coordination with them and determined, you 17:38:37
16 know, different reasons why those needed to be 17:38:39
17 dropped because it impact -- like I said, there's 17:38:42
18 wetlands, there's caves, constructability issues 17:38:44
19 tying back into -- 27 was one of them at one of the 17:38:51
20 locations. So there's various reasons, but that 17:38:54
21 will be published in the environmental assessment. 17:38:57
22 MR. VARNER: I understand. I was just 17:38:58
23 mainly wondering because these two projects that are 17:39:00
24 still on the table are roughly three times in 17:39:03
25 length, two-and-a-half to three time in length. And 17:39:06

1 the environmental impact of two to three times in 17:39:08
2 length over the environmental impact of something 17:39:10
3 that's a third, just seems to have a real 17:39:13
4 significant impact as well. 17:39:15

5 MS. SCLAFANI: If you're talking about 17:39:17
6 White Flats? 17:39:18

7 MR. VARNER: In that area, yes. 17:39:20

8 MS. SCLAFANI: There was a lot of 17:39:21
9 wetlands in that area. I know that that was 17:39:24
10 something that U.S. Fish and Wildlife was interested 17:39:27
11 in. 17:39:28

12 MR. VARNER: Yeah. I just -- I would 17:39:29
13 like to see that report because I don't know if they 17:39:32
14 looked at the entirety of the area that I'm thinking 17:39:37
15 of. Thank you. 17:39:40

16 MR. SIZEMORE: Hal Sizemore. Got a 17:39:44
17 question for you. Between the two routes, if you 17:39:46
18 choose to go through White Oak, how much of the 17:39:50
19 traffic actually is going to divert to White Oak and 17:39:54
20 not follow the old route and come out still in 17:39:57
21 Dayton? 17:39:57

22 MS. SCLAFANI: We don't know that at this 17:40:00
23 point. 17:40:01

24 MR. SIZEMORE: Did they not do any type 17:40:05
25 of study as far as, you know, if they change and go 17:40:07

1 through White Oak, the amount of traffic that, you 17:40:10
2 know, is coming down through 30 versus going that 17:40:13
3 way? Where's the majority of the traffic coming 17:40:17
4 from that's coming out on 30? 17:40:20

5 MR. SUTHERLAND: I know that when they 17:40:22
6 take a look at the traffic guides, the intent is 17:40:25
7 we'll sign -- if we were to go the White Oak route, 17:40:29
8 it would be signed as State Route 30. So truck 17:40:34
9 traffic, things like that, should follow that route. 17:40:36
10 Local traffic would probably still use the exiting 17:40:38
11 route. 17:40:39

12 MR. SIZEMORE: The majority of the 17:40:40
13 traffic that's coming out here at the boat dock, the 17:40:43
14 majority of that traffic, is it local traffic or is 17:40:45
15 it through traffic would you -- I mean, do they have 17:40:47
16 any way to know? 17:40:50

17 MR. SUTHERLAND: No. 17:40:51

18 MS. SCLAFANI: We don't know where -- you 17:40:52
19 know, they're coming from. 17:40:54

20 MR. SIZEMORE: That's my concern. If it 17:40:56
21 goes on out -- you go through White Oak, the 17:40:57
22 majority of the traffic still would come down 30. 17:41:01
23 And the road, the condition it's in now -- 17:41:03

24 MS. SCLAFANI: Well, like, you know, if 17:41:05
25 it was White Oak, then it would be improved and 17:41:09

1 trucks would definitely want to get out -- 17:41:11

2 MR. SIZEMORE: Right. But see the truck 17:41:13

3 traffic's not the problem, it's the amount of cars 17:41:15

4 on that. And that's the problem you got coming out 17:41:17

5 from 30 to 27. You know, if you go that route, 17:41:20

6 White Oak, up in there, and your local traffic's 17:41:24

7 still coming this way, you've done nothing to 17:41:27

8 alleviate the traffic down here coming on -- down 17:41:29

9 Oak, 30. 17:41:38

10 MS. SCLAFANI: Yes. Thank you for your 17:41:40

11 comments. Definitely. 17:41:43

12 MR. GIBSON: Mike Gibson. The top one 17:41:47

13 here showing the study area, as far as in Dayton, is 17:41:50

14 that not going to give us more alternatives for a 17:41:52

15 business road instead of back to the old way, kind 17:41:56

16 of hugging the same old build here? We're going to 17:42:00

17 need the chance to build a annex for north here on 17:42:04

18 the 27 -- which is what Dayton needs, the 17:42:08

19 industries. 17:42:08

20 MR. SUTHERLAND: Let me say something 17:42:12

21 real quick. I do want to say something about what 17:42:14

22 you're seeing. When you see the EPD, the expedited 17:42:18

23 project delivery projects, it all comes down to 17:42:21

24 funding. That's a real serious issue right now for 17:42:26

25 the State. We've had a tremendous number of 17:42:28

1 projects that are getting continually bumped. We 17:42:32
2 can't afford them. And that's just the bottom line. 17:42:35

3 So when you're looking at a project 17:42:37
4 that's 80 million plus, 70 million plus, it's very, 17:42:42
5 very hard to reach and get to that point and give 17:42:45
6 you a project and get it built. That's where it's 17:42:49
7 coming to. So the EPD, expedited project delivery, 17:42:49
8 what that really means is we've tried to go back and 17:42:56
9 look for fixes along that route to try to get you 17:43:00
10 something in place that maybe we can afford to do. 17:43:03
11 That's really what it boils down to. So that would 17:43:07
12 stay on that existing route. 17:43:09

13 MR. GIBSON: One more study, though, is 17:43:11
14 why do have we cross 27 here -- I mean, instead of 17:43:16
15 spending all this extra money that we don't even -- 17:43:19
16 makes no sense to cost. 17:43:20

17 MS. SCLAFANI: That's just showing the 17:43:23
18 study area. 17:43:27

19 MR. GIBSON: I mean, don't we need to 17:43:27
20 just come more northward so we can stay out of -- of 17:43:31
21 I mean, down here's not doing anything for Dayton 17:43:34
22 other than people traveling, just traffic. 17:43:37
23 Industry, that is our number one -- anybody that 17:43:41
24 lives in Dayton, you either work at McDonalds, 17:43:44
25 Goodmans -- you're looking at 500 employees doing 17:43:44

1 their job. We need to expand the county to bring in 17:43:50
2 industries. 17:43:52

3 MR. SUTHERLAND: And that's a great 17:43:53
4 comment. That's what this meeting is about and 17:43:54
5 that's why we'll get it as a comment and it's listed 17:43:58
6 -- it'll go as part of the record, that you would 17:44:00
7 rather see something to that -- 17:44:01

8 MR. GIBSON: If you're going to spend \$30 17:44:03
9 million, why not get some gain out of it if we're 17:44:07
10 going taxed on this, new jobs, new restaurants, not 17:44:10
11 \$15 hour jobs making -- instead of making at least 17:44:13
12 \$8 an hour jobs, you know. Most everybody that 17:44:19
13 works in Dayton that wants to make money has to go 17:44:21
14 to Chattanooga or Athens. That's what builds houses 17:44:29
15 and brings revenue, not the good ole boy stuff, just 17:44:34
16 everybody benefits. 17:44:37

17 MS. SCLAFANI: Thank you. 17:44:39

18 MR. RIVAS: My name's Martin Rivas. I 17:44:40
19 live at White Flat Road in Old Washington. Was 17:44:40
20 y'all involved with the bridge to Decatur, 30? 17:44:48

21 MR. SUTHERLAND: Yes. 17:44:50

22 MR. RIVAS: Okay. Okay. The passageway 17:44:54
23 that you built there, there was no roadway there, 17:44:58
24 was there, that you built around the old 30? 17:45:02

25 MR. SUTHERLAND: You're absolutely 17:45:04

1 correct. 17:45:05

2 MR. RIVAS: Okay. So you really don't 17:45:08

3 have to have a road there. 17:45:10

4 MR. SUTHERLAND: No, you don't. 17:45:11

5 MR. RIVAS: Okay. 17:45:11

6 MR. SUTHERLAND: But to go back to what I 17:45:13

7 was saying earlier, those -- that road was built 17:45:17

8 when we had a lot more money to do projects with. 17:45:20

9 MR. RIVAS: Well, okay. How can not 17:45:22

10 three-and-a-half miles be cheaper than 8 miles, you 17:45:27

11 know? That's my question. And my other question is 17:45:30

12 if you travel that road, a lot of time there's water 17:45:33

13 seeping through that road, so there has to be 17:45:34

14 Artesian wells under that road. So evidently it 17:45:38

15 wasn't -- somebody messed up somewhere. 17:45:42

16 MR. SUTHERLAND: Well, let me say this 17:45:44

17 for the record, too. At least I think this is an 17:45:45

18 important comment to go with what you said. I know 17:45:48

19 that under the White Flats Road option, it came out 17:45:53

20 it was a lot cheaper in some ways. But one of the 17:45:56

21 things that was failed to be looked at on that is 17:45:57

22 they never came up with a solution how to tie it to 17:46:01

23 State Route 29. So there would have to be a full 17:46:06

24 interchange built at that location, and that was not 17:46:07

25 included in that original cost estimate. Those 17:46:11

1 things are very expensive. That would be two -- 17:46:13
2 probably two parallel bridges, and then a full 17:46:15
3 interchange, whatever that might look like. So that 17:46:19
4 wasn't included into that particular figure. 17:46:24

5 MR. RIVAS: I mean, you know, I'm no 17:46:26
6 highway builder, but it looks like to me you could 17:46:30
7 have an on-ramp and an off-ramp there on White Flats 17:46:32
8 Road and you don't have to build an entrance route 17:46:38
9 on the southbound lane, so why would you have to 17:46:41
10 have a round-about and all that stuff? I mean.... 17:46:44

11 MR. SUTHERLAND: That's a great comment 17:46:46
12 and that's what this meeting is for. 17:46:51

13 MR. SNYDER: Tom Snyder. Did you say the 17:46:54
14 White Flat, you'd have to build a new off-ramp? 17:46:57
15 You've already got an overpass basically already 17:46:59
16 built there. White Flat goes underneath and comes 17:47:02
17 up on the road, so all you've got to do is take an 17:47:06
18 exit off. I see it in other exit ramps. I mean, 17:47:06
19 why can't that work? 17:47:07

20 MR. SUTHERLAND: Well, you could be right 17:47:09
21 to that point. However -- 17:47:11

22 MR. SNYDER: You've already got an 17:47:12
23 overpass. 17:47:13

24 MR. SUTHERLAND: It's not been designed 17:47:15
25 yet, so just keep that in mind. So you're looking 17:47:19

1 at a lot of different work, right-of-way, a number 17:47:21
2 of things. 17:47:21

3 MR. SNYDER: Got the right-of-way. 17:47:24

4 MR. SIMS: Adam Sims. Have you did a 17:47:29
5 study of which homeowners or residents would be 17:47:33
6 least affected? And is your demographic study based 17:47:37
7 on 2014 demographic studies? 17:47:41

8 MS. SCLAFANI: There hasn't been -- there 17:47:47
9 will be a conceptual stage relocation plan done, but 17:47:52
10 that hasn't been done at this point. We're still 17:47:55
11 beginning to conduct the technical studies, and that 17:47:56
12 will be part of it as well, so that has not been 17:47:59
13 done. But we will be complete by fall of this year. 17:48:05

14 MR. SIMS: So are you answering now that 17:48:07
15 the traffic count that is on the demographic side or 17:48:11
16 -- and/or the residential side, the least amount of 17:48:14
17 residents to be affected? 17:48:17

18 MS. SCLAFANI: I'm not exactly sure what 17:48:18
19 you're asking. 17:48:18

20 MR. SIMS: On the car count, is that a 17:48:20
21 2014 statistic on the car count? 17:48:25

22 MS. SCLAFANI: I think the count was done 17:48:27
23 last year and -- in the fall of last year, so it's 17:48:31
24 very current. I mean, you know, they're not out 17:48:33
25 there every week doing studies, so it was done in 17:48:37

1 the fall of last year. 17:48:38

2 MR. SIMS: Well, our county is looking 17:48:40

3 for growth, and right now Rhea County's center is in 17:48:44

4 the north side in our community as to where are our 17:48:46

5 larger tracts of land, it's more given to 17:48:50

6 industries. We have some industries looking at us 17:48:55

7 right now, and that is a concern, a direct route to 17:48:57

8 75. So we're asking for consideration on the Whites 17:49:01

9 Flat's route will be the least congested for our 17:49:07

10 industries and will be the most effective direct 17:49:11

11 route for our community. 17:49:13

12 MS. SCLAFANI: Okay. And be sure to put 17:49:15

13 that on your comment card. 17:49:21

14 UNIDENTIFIED SPEAKER: I think this talk 17:49:23

15 about access, what would be a three-lane, four-lane 17:49:27

16 widening road, if you're going to use the same 30, 17:49:31

17 then I understood the part about White Flats that 17:49:32

18 ties the airport to the hospital, Dayton, all 17:49:35

19 together, you know. But do you have any idea of 17:49:42

20 whether it will be a three-lane, four-lane widening 17:49:43

21 road? 17:49:43

22 MS. SCLAFANI: It will be two 12-foot 17:49:45

23 lanes with 10-foot shoulders, except in the Old 17:49:49

24 Washington area where there will be an exception to 17:49:51

25 the archaeological area. There will be 2-foot 17:49:52

1 shoulders there. And on the White Flats option, 17:49:59
2 there will be also be truck climbing -- I mean, the 17:50:02
3 White Oaks option, there will also be truck climbing 17:50:02
4 lanes on that one. 17:50:08
5 UNIDENTIFIED SPEAKER: You said that two 17:50:10
6 12-foot lanes and 10-foot shoulders through county 17:50:13
7 -- from basically 27 out to Blueberry Hill, that 17:50:21
8 area, where that's the most congested, I mean, that 17:50:24
9 road already has a ditch line running on one side 17:50:28
10 and homes on the other side, but you're going to go 17:50:30
11 12-foot lanes and 10-foot shoulders? 17:50:34
12 MR. SUTHERLAND: You're talking about on 17:50:35
13 existing 30? 17:50:36
14 UNIDENTIFIED SPEAKER: Yes. 17:50:36
15 MR. SUTHERLAND: No. The EPD would not 17:50:38
16 do that. The EPD -- 17:50:39
17 UNIDENTIFIED SPEAKER: Because there 17:50:40
18 you've got homes -- 17:50:42
19 MR. SUTHERLAND: -- alternatives are much 17:50:42
20 narrower. 17:50:43
21 UNIDENTIFIED SPEAKER: So you're 17:50:43
22 basically no shoulders -- 17:50:45
23 MR. SUTHERLAND: -- 2-foot shoulders -- 17:50:45
24 UNIDENTIFIED SPEAKER: -- in the same 17:50:47
25 lane you've got? 17:50:48

1 MR. SUTHERLAND: Well, when that 2-foot 17:50:48
2 shoulder is paved and the two subsections -- there's 17:50:51
3 some sections that would have a wider shoulder and 17:50:54
4 those should be on the map. We can show you those. 17:50:57
5 MR. COLES: Now, the questions where 17:50:59
6 you're trying to reduce construction impacts is 17:51:02
7 where they're going to do the 2-foot shoulder, but 17:51:05
8 anywhere else you need to have -- for the speed and 17:51:08
9 the lane width, you'd need to have 10-foot 17:51:09
10 shoulders. But where there's certain areas they're 17:51:13
11 trying to -- where they would try to reduce 17:51:15
12 construction impacts, they could possibly do 2-foot 17:51:18
13 shoulders. 17:51:19
14 MS. SCLAFANI: Could you say your name 17:51:19
15 for the court reporter? 17:51:19
16 MR. COLES: I'm sorry. Ben Coles. 17:51:22
17 UNIDENTIFIED SPEAKER: How much of an 17:51:31
18 historical impact does the Old Washington area have 17:51:36
19 on determining the route? 17:51:37
20 MS. SCLAFANI: Let me get Brian Robinson 17:51:41
21 up here. 17:51:42
22 MR. ROBINSON: So with the archaeological 17:51:43
23 resources, it comes down to are those resources 17:51:48
24 eligible for -- I'm just thinking on federal 17:51:49
25 national register of historic places. So the next 17:51:53

1 step in determining that -- your question is how 17:51:56
2 much of an effect did the archaeological resources 17:52:00
3 have on determining the route and perhaps the width 17:52:03
4 of the corridor at that point? 17:52:05
5 UNIDENTIFIED SPEAKER: Uh-huh. 17:52:06
6 MR. ROBINSON: It's TDOT's mission to 17:52:10
7 minimize our effect on archaeological resources and 17:52:16
8 historical resources, so -- 17:52:18
9 UNIDENTIFIED SPEAKER: So it's not going 17:52:19
10 to make that big of a difference? 17:52:21
11 MR. ROBINSON: It actually -- it won't 17:52:22
12 for -- it'll shift the alignment, but it may 17:52:25
13 constrict, like we just heard, the width of the 17:52:29
14 shoulders or the actual width of the corridor of 17:52:32
15 that resource in that area to minimize the effect on 17:52:35
16 the archaeological resources. But yes, that might 17:52:35
17 be the alternate effect of it there. 17:52:42
18 UNIDENTIFIED SPEAKER: So will cemeteries 17:52:46
19 need to be moved as well? 17:52:48
20 MR. ROBINSON: In that area, no. Like 17:52:50
21 the Mynatt Cemetery, for instance, is close to the 17:52:51
22 existing State Route 30, but it's not in the 17:52:53
23 construction, the proposed right-of-way. So at this 17:52:57
24 point, no, there are no cemeteries, archaeological 17:52:59
25 resource cemeteries or historic cemeteries, that 17:53:03

1 would be affected. 17:53:09

2 MR. GIBSON: Mike Gibson. So basically 17:53:10

3 for the same amount of money, we're just going to 17:53:11

4 widen, the same old road will have the same old 17:53:13

5 lane? I mean, that's -- it's not really going to 17:53:16

6 get much wider, just a little wider lane and some 17:53:16

7 shoulders ;is that what's going to happen there? 17:53:23

8 MR. SUTHERLAND: No, no. Because keep in 17:53:25

9 mind the full-build option is somewhere in the 17:53:28

10 neighborhood of 70 to 80 million. This project, the 17:53:30

11 EPD version of that is that it's down around 15, 15 17:53:37

12 million. So that's quite a sizable difference. 17:53:41

13 MR. GIBSON: But as far as tax dollars, 17:53:42

14 it ain't going to bring us anything? 17:53:45

15 MR. SUTHERLAND: The roadway itself would 17:53:48

16 be brought up standards to what -- and I'm going to 17:53:48

17 say that almost every curve -- and there's vertical 17:53:48

18 clearances along there that would match a 55-mile-an 17:53:48

19 hour design speed, which means we could post it for 17:54:00

20 50. That's what's in the report. And then with the 17:54:03

21 exception, I think, of the curve at Bryan College. 17:54:05

22 That one would be a 35 mile-an-hour. And that's 17:54:09

23 because if we start shifting too far, we're getting 17:54:13

24 too deep into that bank. This goes up to Bryan 17:54:13

25 College, and we're already looking at a retainer 17:54:15

1 wall. 17:54:15

2 MR. GIBSON: White Oak Road too there 17:54:18

3 where that real sharp curve is -- and there's a -- 17:54:20

4 there. If you think you have a lot of wrecks now, 17:54:23

5 just move the traffic off of it gives more business 17:54:27

6 and (inaudible). 17:54:29

7 MR. SUTHERLAND: But that alternative 17:54:31

8 would be built with two 12-foot lanes, 10-foot 17:54:34

9 shoulders, truck climbing lanes, a much bigger 17:54:36

10 template. That was not a reduced template like the 17:54:42

11 EPD for State Route 30. That's critical. 17:54:47

12 MR. GIBSON: But the EPD is -- 17:54:49

13 Environmental Protection, is that what that is? Or 17:54:52

14 say it again. 17:54:52

15 MR. SUTHERLAND: No, no, no. It's based 17:54:54

16 on funding. It basically is trying to -- if you've 17:54:57

17 -- you've got some issues out there, we know you do. 17:55:03

18 New Union Road, the crash rates that Sandy was 17:55:06

19 talking about, that's one of those that's a high 17:55:07

20 rate -- it's above state average. Those things need 17:55:10

21 to be fixed. 17:55:11

22 Now we can make maybe smaller projects 17:55:14

23 out of those just by themselves, but we would rather 17:55:17

24 come in and try to fix as much as we can along that 17:55:22

25 existing route and give you something that's a 17:55:24

1 little bit better, a safer road, than what you 17:55:27
2 currently have. 17:55:28

3 But to build a full-build project -- I'm 17:55:31
4 not saying you can't -- not saying that you can't -- 17:55:32
5 not everyone here couldn't write on their sheet that 17:55:34
6 we'd rather have a full-build project. What I'm 17:55:36
7 saying is, it may take a while to get there until 17:55:40
8 funding is available to reach that point. That's 17:55:43
9 really what it comes to. 17:55:45

10 UNIDENTIFIED SPEAKER: Once you take and 17:55:47
11 move Highway 30 up, then who's going to take care of 17:55:51
12 the old highway? Does the state continue taking of 17:55:54
13 that or does it fall back on the county? 17:55:56

14 MR. SUTHERLAND: It will fall back to the 17:55:56
15 city or county. There's a portion, I think, of 17:56:00
16 one-and-a-half miles that would be within the city. 17:56:00
17 The remainder would be -- well, not entirely all of 17:56:04
18 it, but up to where we would split off for state 17:56:07
19 construction. 17:56:07

20 UNIDENTIFIED SPEAKER: Well, after you 17:56:08
21 move it are you going to -- I mean, does the State 17:56:12
22 take care of any -- widening Highway 30, the 17:56:14
23 existing road, to the improvement now, or no? 17:56:18

24 MS. SCLAFANI: The White Oak Road becomes 17:56:19
25 part of the State Route, and then the State will 17:56:23

1 begin taking care of that. And then the 30 to White 17:56:25
2 Oak will be turned back over to the city, so it's 17:56:29
3 basically a wash. And, you know, it's about the 17:56:32
4 same distance, maybe just, you know, a very little 17:56:36
5 difference. So, you know, the city will still have 17:56:39
6 the same financial obligation basically that they're 17:56:43
7 covering now on White Oak, it would just be switched 17:56:49
8 to 30. 17:56:51

9 MR. SUTHERLAND: Now, I will say this, 17:56:53
10 before we turn over most any roads like that we 17:56:57
11 would come back and resurface. I mean, we leave 17:56:57
12 them in a pretty good shape. The State would 17:56:57
13 typically do that. 17:57:01

14 UNIDENTIFIED SPEAKER: Well, the curve 17:57:01
15 right there at Blueberry on there, that always turns 17:57:06
16 the wrong direction. Every time it snows, ice there 17:57:10
17 -- we live right there in that curve. We get all 17:57:14
18 kinds of cars off in our yard. That road is turned, 17:57:18
19 so will they correct that road to make it better? 17:57:21

20 MR. SUTHERLAND: That is one of the 17:57:22
21 sections that would be worked on to try to correct 17:57:25
22 that deficiency, yes. 17:57:35

23 UNIDENTIFIED SPEAKER: I know the area 17:57:36
24 where White Oak comes out to 30 and then you go 17:57:40
25 across and it's New Union. There are -- I was 17:57:42

1 talking to a TDOT guy the other day that was 17:57:45
2 repairing the guardrail there again because so many 17:57:50
3 people go into that guardrail on a regular basis. 17:57:55
4 And I was wondering if a traffic light right there 17:57:58
5 had not been considered? My gosh, people wreck 17:58:00
6 there all the time. 17:58:00
7 MR. SUTHERLAND: That was a good comment. 17:58:23
8 UNIDENTIFIED SPEAKER: Correct me if I'm 17:58:29
9 wrong, but you're saying the full build-out project 17:58:33
10 along the existing route, 70- to \$80 million? 17:58:38
11 MR. SUTHERLAND: Yes. 17:58:38
12 UNIDENTIFIED SPEAKER: The EPD version of 17:58:41
13 that, which is basically to improve the existing 17:58:44
14 route, okay, is 15 to 18 million? 17:58:47
15 MR. SUTHERLAND: Yes. 17:58:48
16 UNIDENTIFIED SPEAKER: Okay. So if we 17:58:48
17 took the EPD route, that's 18 million, call it that, 17:58:52
18 okay, there are some areas along that route 17:58:56
19 regardless of what path is chosen, needs to be 17:59:00
20 fixed. We all know the New Union area there, it's a 17:59:03
21 horrible interchange that needs to fixed. Period. 17:59:05
22 Okay. What would the cost be, for 17:59:08
23 instance, if you refocused back on the cheaper route 17:59:14
24 that went White Flats? Okay. I think that route 17:59:18
25 was a whole lot cheaper. And then EPD portions of 17:59:23

1 the existing route, wouldn't that be a whole lot 17:59:28
2 cheaper than basically a mix of two instead of 17:59:30
3 either the EPD route or the total build out? 17:59:34
4 MR. SUTHERLAND: Until we do the numbers 17:59:36
5 and study, nobody knows. 17:59:37
6 UNIDENTIFIED SPEAKER: Was there not 17:59:38
7 numbers done on the full build out going across 17:59:38
8 White Flats? 17:59:39
9 MR. SUTHERLAND: Yes, but I don't have 17:59:41
10 those numbers right in front of me. 17:59:41
11 UNIDENTIFIED SPEAKER: Don't know those. 17:59:41
12 Okay. I was just wondering. I thought those were 17:59:43
13 drastically cheaper -- 17:59:48
14 UNIDENTIFIED SPEAKER: Thirty million? 17:59:48
15 MR. SUTHERLAND: Yeah, it was somewhere 17:59:48
16 in that -- it was cheaper, but it was still 17:59:49
17 30-something million. I think you're right. 17:59:53
18 UNIDENTIFIED SPEAKER: But as far as, you 17:59:54
19 know, our county is still back to -- we need money 17:59:57
20 here. 17:59:59
21 MS. FLYNN: This lovely lady back here 18:00:00
22 wants to know about the four churches on the route. 18:00:05
23 And what is your name, ma'am? 18:00:07
24 MS. WILSON: June Wilson. 18:00:08
25 MS. FLYNN: June Wilson. Okay. Can 18:00:08

1 y'all talk about the four churches on the route? 18:00:13

2 MR. SUTHERLAND: What's the question? 18:00:13

3 MS. WILSON: What about the four churches 18:00:16

4 that's on the route? There's two of them right on 18:00:18

5 the road, and then there's two that's not. That 18:00:21

6 involves a lot of people. 18:00:23

7 MR. SUTHERLAND: Right. 18:00:24

8 MS. WILSON: And it involves God's house. 18:00:28

9 MR. SUTHERLAND: I agree. If the 18:00:30

10 right-of-way -- I can tell you this. If the 18:00:33

11 right-of-way touches those churches or parking 18:00:36

12 areas, they would be appraised and a value set to 18:00:38

13 those. And those churches usually get paid for 18:00:40

14 that. I mean -- well, they will get paid for it, 18:00:42

15 whatever it is. 18:00:43

16 MS. WILSON: Well, we don't want to move 18:00:45

17 our churches. That's in our community. 18:00:48

18 MR. SUTHERLAND: I understand. 18:00:48

19 MS. WILSON: That's the main part of our 18:00:51

20 community. 18:00:52

21 UNIDENTIFIED SPEAKER: Approximately on 18:00:54

22 both sides of the road, what is the average that is 18:00:57

23 purchased for widening an existing route? 18:01:01

24 MR. SUTHERLAND: It's going to vary, and 18:01:03

25 it's going to vary based on the terrain, whatever is 18:01:06

1 out there, whether it's a big field or a good-sized 18:01:08
2 cut, section -- 18:01:08

3 UNIDENTIFIED SPEAKER: There is no 18:01:09
4 average? 18:01:10

5 MR. SUTHERLAND: There is no average. 18:01:13

6 MR. COLES: It would be based on -- I 18:01:14
7 mean, until they were to go out there and do a 18:01:18
8 survey and find out all the elevations, there's no 18:01:21
9 way of knowing how -- you know, everywhere you go it 18:01:24
10 could be different on the road, so it just depends 18:01:25
11 on where they can tie in that existing route. So it 18:01:28
12 could be 20 feet in one spot and 100 foot in another 18:01:29
13 spot. There's no way of really -- 18:01:30

14 UNIDENTIFIED SPEAKER: Well, how are they 18:01:32
15 basing their figures then on the cost if they don't 18:01:35
16 know? 18:01:36

17 MR. SUTHERLAND: We've got some plans 18:01:39
18 back there that actually have some right-of-way 18:01:42
19 lines. Based off of aerial surveys -- keep that in 18:01:44
20 mind -- that just kind of reach out and cover in 18:01:47
21 what we think that the slope lines and that -- 18:01:49
22 that's all conceptual State stuff. It's very -- but 18:01:53
23 that's the same thing that was used on the big 18:01:54
24 ramps. 18:01:55

25 UNIDENTIFIED SPEAKER: If you take 18:01:56

1 someone's house is there a relocation package for 18:02:00
2 them or is it based upon appraisal? 18:02:02

3 MR. SUTHERLAND: It's based upon 18:02:03
4 appraisal. 18:02:04

5 UNIDENTIFIED SPEAKER: So there is no 18:02:04
6 appraisal plus, you have to find a location that's 18:02:09
7 -- my cost to relocate? 18:02:14

8 MR. SUTHERLAND: Oh, no, no, no, no. I'm 18:02:15
9 sorry, I misunderstood. You're absolutely right. 18:02:17
10 If it's a relocation-type situation, there are other 18:02:23
11 moneys involved that can be a part of that too. I 18:02:27
12 mean, I don't know if we have a right-of-way person 18:02:29
13 here right now. 18:02:29

14 Do we have? There's no one here. I'm 18:02:30
15 sorry. 18:02:30

16 UNIDENTIFIED SPEAKER: There's assuming 18:02:32
17 you're taking 30 foot of someone's house, is what 18:02:34
18 I'm basing -- I'm not talking 30 foot of their yard. 18:02:39

19 MR. SUTHERLAND: Right, right. But if 18:02:40
20 it's a relocation situation, there's a lot of 18:02:41
21 different things that can come into play for -- to 18:02:43
22 help costs. 18:02:45

23 UNIDENTIFIED SPEAKER: So is the purchase 18:02:47
24 based upon square footage on a comp sale of the 18:02:52
25 average square foot divided -- 18:02:54

1 MR. SUTHERLAND: It's going to be an 18:02:56
2 appraised value as far as a purchase, but then there 18:02:58
3 might be extra moneys for moving costs, if you had 18:03:04
4 to rent, those kind of things. There could be those 18:03:06
5 kinds of thing that could be put in there. 18:03:06
6 MS. FLYNN: We hire independent 18:03:09
7 appraisers. It's not the TDOT people. We hire 18:03:12
8 independent appraisers. 18:03:14
9 MR. WEBB: Okay. I understand the 18:03:16
10 purchasing if you're going to get -- for instance, 18:03:19
11 the Old Washington Baptist Church out there. 18:03:23
12 According to your drawings, you're going to buy out 18:03:26
13 our parking there. I understand we will be 18:03:28
14 reimbursed -- or reimbursed for the parking lot. We 18:03:34
15 have nowheres else to put a parking lot, so are you 18:03:38
16 going to pay us to buy the entire building and pay 18:03:41
17 us enough to where we can relocate? 18:03:43
18 MR. SUTHERLAND: That sounds like that 18:03:44
19 would be a good possibility, if you have nowhere 18:03:44
20 else to go and -- 18:03:45
21 MR. WEBB: You're taking all of our 18:03:48
22 parking. 18:03:48
23 MR. SUTHERLAND: If that -- let me just 18:03:51
24 say it like this. If that entity ceases to exist 18:03:56
25 because of that reason and it can't be that anymore, 18:04:00

1 then more than likely that's a relocation. If we 18:04:04
2 don't -- the right-of-way line doesn't have to hit 18:04:06
3 it just to make it a relocation. Sometimes we hit 18:04:09
4 septic lines. We may not hit the house, but there's 18:04:13
5 nowhere else to put a septic system. That becomes a 18:04:15
6 relocation, okay, in those instances. And what was 18:04:17
7 your name, because I don't -- 18:04:19
8 MR. WEBB: David Webb. 18:04:23
9 MR. HICKSON: I'm Lawrence Hickson. I've 18:04:28
10 been a member of Rhea County -- I was born and 18:04:30
11 raised in (inaudible) over there. I mean, I travel 18:04:31
12 Highway 30 and across this river region when the 18:04:36
13 ferry was running. And my point is, we're trying to 18:04:41
14 come up with a decision of what to do. My point --- 18:04:44
15 my decision would be to build both of them. Build 18:04:47
16 both of them. Don't worry about the money and all 18:04:50
17 that because it hadn't been spent in years before. 18:04:54
18 And how many times are we going to be building these 18:04:56
19 two situations later and have this kind of meeting? 18:04:58
20 One time is all you're getting. One 18:05:02
21 time. Spend the money one time and build both of 18:05:07
22 them. The traffic area up in that White Flat area 18:05:12
23 up there, let that do what it's supposed to do or 18:05:14
24 how it's supposed to be used. People that don't 18:05:15
25 want to come into Dayton and come this way, come 18:05:19

1 down 27 that a way or whatever, wants to come into 18:05:21
2 Dayton that way, they've got it. One time only, to 18:05:25
3 do both jobs. 18:05:27
4 MR. SUTHERLAND: Thank you. 18:05:29
5 MS. SCLAFANI: Thank you very much for 18:05:31
6 your comment. 18:05:35
7 MR. HORTON: Bill Horton. One of the 18:05:37
8 options you talked about that took White Flats out 18:05:39
9 was the interchange getting onto 27. What are you 18:05:39
10 looking at for interchanges coming into Dayton on 30 18:05:45
11 or from the White Flat, just dumping out in the road 18:05:49
12 or is there going to be some form of an interchange? 18:05:51
13 MR. SUTHERLAND: You're talking about the 18:05:52
14 existing area? It would be just like it is now. It 18:05:56
15 may be a little bit wider, but it'll be -- it's the 18:05:57
16 same -- that same route would be used. 18:06:01
17 MR. HORTON: And that area -- 18:06:01
18 MR. SUTHERLAND: That's the -- the White 18:06:01
19 Oak -- White Oak would be coming off the hill just 18:06:07
20 like it is now next to the hospital, just being that 18:06:08
21 widened section with a line. 18:06:12
22 MS. FLYNN: The reason for the 18:06:14
23 interchange was to tie into the existing road 18:06:17
24 that's, you know, higher there. At those two 18:06:19
25 locations the build alternative locations is -- you 18:06:22

1 know, can be tied into without an interchange. 18:06:25

2 MR. HORTON: If our numbers of vehicles 18:06:26

3 go up the number you've proposed there, that's not 18:06:26

4 going to be a big enough interchange for that kind 18:06:32

5 of traffic. The traffic accidents and fatalities 18:06:34

6 will increase. So that may be another thing to look 18:06:40

7 at, to move traffic out onto a proper area -- 18:06:43

8 interchange that could keep their fatalities 18:06:46

9 limited. 18:06:52

10 UNIDENTIFIED SPEAKER: You was talking a 18:06:52

11 while ago about having to build a retaining wall. 18:06:56

12 If you come down Kelly Holler, which is an old 18:07:01

13 community, you take down a lot of houses, a lot of 18:07:09

14 drainage down in this area, that would handle that, 18:07:14

15 electrical, water, and everything. But right before 18:07:18

16 you hit the cemetery up there on the corner -- now, 18:07:23

17 you've got a cemetery up there on the corner. I 18:07:28

18 believe that's Bates cemetery. Would it not be a 18:07:29

19 lot better to go across Blueberry Hill, take out 18:07:35

20 less, and not have to go down Kelly Holler? 18:07:36

21 MR. SUTHERLAND: Until we would get to a 18:07:42

22 point of an actual survey at the end of it, I can't 18:07:45

23 answer that. 18:07:46

24 UNIDENTIFIED SPEAKER: Well, it wouldn't 18:07:49

25 be affecting as many people, but anybody that's 18:07:50

1 affected by it don't like it. So, you know, I don't 18:07:52
2 like it. I'm going to be affected. So I'll throw 18:07:54
3 it on the neighbor; I don't want to do that neither. 18:07:57
4 But it looks like it's -- the cheapest route and -- 18:08:04
5 talking about the church, Cattygrove Church right 18:08:05
6 there on the road, so it wouldn't affect that. You 18:08:11
7 know, a lot of things wouldn't be affected. 18:08:14
8 MR. SUTHERLAND: Okay. Good comment. 18:08:17
9 Thank you. 18:08:19
10 MS. FLYNN: Should we at least take one 18:08:19
11 more comment or a couple more comments, and then 18:08:22
12 we'll let everybody up? Yes, ma'am. 18:08:24
13 MS. SMITH: Hi. I'm Angie Smith. I have 18:08:25
14 a question. If we're not diverting any traffic off 18:08:28
15 30 to 27 Interchange right here, and we're having 18:08:31
16 all these new bass tournaments and things which I 18:08:34
17 think are great for our town, how are we solving any 18:08:37
18 of out congestion, any of our traffic fatalities, if 18:08:38
19 we're still running all the same amount of traffic 18:08:42
20 if we're just giving everybody an extra shoulder? I 18:08:43
21 don't really understand how that's helping us any. 18:08:48
22 I can drive the same in a 10-foot lane 18:08:49
23 that I can in a 12-foot lane. And if I can't drive 18:08:49
24 and I hit the guardrail, I'm still going to hit the 18:08:53
25 guardrail in a 12-foot lane. So if we're not 18:08:56

1 diverting any of our traffic away from our already 18:08:56
2 congested area, how is coming straight down 30 going 18:09:02
3 to help us? 18:09:03
4 MR. SUTHERLAND: That's a great comment. 18:09:06
5 That's what we're here for. 18:09:09
6 MR. RIVAS: Martin Rivas, again. You 18:09:11
7 said something about White Flats not having the 18:09:17
8 right entrance and the exit. Well, White Oak is 18:09:23
9 going to be run by a light up there and we have 18:09:26
10 bridges and, I mean, you go under the bridges to go 18:09:30
11 up on 27 now, so it looks like to me that that's 18:09:36
12 awful dangerous with the lights than it is with the 18:09:40
13 bridges. 18:09:41
14 MR. SUTHERLAND: I appreciate that. 18:09:42
15 Thank you. 18:09:43
16 UNIDENTIFIED SPEAKER: As -- again, to 18:09:45
17 follow up with the questions, we have a group 18:09:49
18 representing the community. Why does it have to be, 18:09:49
19 and can we as a whole, see what you feel or you-all 18:09:54
20 see what we feel as the best alternative route for 18:09:58
21 our community, for our industry, for the -- people, 18:10:01
22 I see the Freels family that's been in the same 18:10:03
23 place for all my life. You know, I'm sure there's a 18:10:07
24 personal attachment there. They don't want to be 18:10:08
25 affected there. Again, as a -- are you completely 18:10:11

1 objected -- or y'all to seeing how the majority 18:10:15
2 feels is right publicly? Because obviously we care 18:10:20
3 or we wouldn't have come out here. 18:10:25
4 MR. SUTHERLAND: Absolutely. And let me 18:10:25
5 say this, this is great. I love this turn out. 18:10:28
6 There's not a thing wrong with it. I love hearing 18:10:29
7 everyone's comments on it. There's a lot of things 18:10:32
8 we can't answer, if it's not to that point. But 18:10:35
9 what I will tell why -- this is very important -- if 18:10:37
10 you feel strongly about it, put it in those comment 18:10:40
11 cards. Tell it to the court reporter. Because that 18:10:44
12 stuff is going to get counted and looked at. Very, 18:10:48
13 very important. 18:10:48
14 UNIDENTIFIED SPEAKER: If you buy a piece 18:10:49
15 of property and a house has to be moved and you've 18:10:52
16 got a hundred foot of highway frontage left, what's 18:10:56
17 the procedure to dispose of that left-over property? 18:11:00
18 MR. SUTHERLAND: Okay. So you're saying 18:11:02
19 there would be a remainder after -- 18:11:04
20 UNIDENTIFIED SPEAKER: Yes. 18:11:04
21 MR. SUTHERLAND: -- after we got done? 18:11:04
22 You would have the option as the property owner if 18:11:08
23 you wanted to keep it. Believe it or not, there are 18:11:10
24 a lot of folks who like to keep little tiny strips, 18:11:14
25 but you would have that option. And sometimes, you 18:11:17

1 know, it's yours to deal with. If it's a small, 18:11:19
2 small section, we may look at it. If we can't get a 18:11:23
3 driveway back or something like that, we may look at 18:11:25
4 it as a loss of access. We would pay you for it. 18:11:30
5 And then it could go up for sale to an adjoining 18:11:34
6 property owner to go to their tract. I mean, 18:11:35
7 there's just -- there's other options and it could 18:11:40
8 go a lot of different ways. 18:11:46
9 UNIDENTIFIED SPEAKER: You've got one 18:11:47
10 other right here. 18:11:49
11 MR. AKINS: I'm Steve Akins I've got the 18:11:52
12 house close to that large curve on the lake. How 18:11:56
13 much of it is going to straighten up on out through 18:11:58
14 there? Not going to straighten that curve out? 18:12:04
15 MR. SUTHERLAND: Oh, the -- no, that one 18:12:04
16 is the only curve that I think is the -- it would be 18:12:07
17 the smaller fix on it, if you will. Right now, I 18:12:12
18 think the design speed on it is like 25 miles an 18:12:14
19 hour, and we're looking at improving it up to a 35, 18:12:17
20 so it's not a -- it's not a big change. 18:12:21
21 MR. AKINS: Well, we hear cars hitting 18:12:24
22 the guardrail all the time. They come in that 18:12:25
23 double S there and drove right off in the yard. 18:12:29
24 Many, many time's that's happened out there and it's 18:12:32
25 a dangerous, dangerous place. 18:12:35

1 MR. SUTHERLAND: Well, it would certainly 18:12:37
2 improve, you know. We hope that it would improve it 18:12:41
3 enough to eliminate some of that. 18:12:43
4 MR. COLES: They would improve, you know, 18:12:45
5 the super elevations such as if you take the curve 18:12:48
6 at a proper speed -- you know, assuming people 18:12:52
7 aren't speeding. 18:12:53
8 MR. SUTHERLAND: Right. 18:12:53
9 MR. COLES: You know, that's the big 18:12:53
10 issue. If you're going 55 in a curve that's signed 18:12:55
11 for 35, there's not a whole we can do about there. 18:12:59
12 MR. AKINS: We've had a lot of people 18:13:01
13 build over the double S there and there's so much 18:13:05
14 traffic there and people going to work and coming 18:13:08
15 home in the evening, it's unreal. They need a red 18:13:11
16 light there if it keeps on going like it is now 18:13:16
17 MS. SCLAFANI: Don't want to talk about 18:13:17
18 red lights now. Okay. Thank you, guys. We'll be 18:13:22
19 here, you know, until 7 and however long you need us 18:13:27
20 to be. And if you guys -- please fill out your -- 18:13:31
21 you know, put your email address on your comment 18:13:33
22 cards so we can add you to the database of people 18:13:37
23 who receive information about this project. I know 18:13:37
24 there's -- this is just great. I know a lot of you 18:13:40
25 -- is really deep and meaningful to you, and that's 18:13:44

1 understandable. So please do that, you know, when 18:13:47
2 you fill out your comment cards because we want to 18:13:48
3 make sure that we have a good database of everybody 18:13:50
4 that we can get in touch with for our next meeting. 18:13:54
5 And Representative Travis has entered the 18:13:58
6 building. I saw him come in. Hello. Thank you for 18:13:59
7 coming. 18:14:00
8 * * * 18:14:00
9 (WHEREUPON, the following comments were 18:14:00
10 made after the presentation concluded:) 18:14:04
11 MR. WALKER: Sammy Walker. I wondered if 18:14:55
12 the concept drawing could be made available online 18:14:58
13 also. 18:15:01
14 MR. MARSH: My name is Hurley, 18:15:01
15 H-U-R-L-E-Y, Marsh, M-A-R-S-H. I'm a property owner 18:15:58
16 at the intersection of White Oak and New Union Road. 18:16:03
17 We've just discussed about how dangerous the 18:16:06
18 intersection was. South of that intersection is a 18:16:11
19 culvert, a metal culvert. The shoulders are giving 18:16:16
20 away on both sides of the road, big holes are coming 18:16:20
21 in on top of the surface, a void underneath the top 18:16:24
22 surface and the metal culvert. 18:16:29
23 That needs to be addressed safety-wise 18:16:32
24 because with the way the road goes, that's a safety 18:16:37
25 issue that needs to be addressed. And there's 18:16:39

1 already a little bump coming into the road, a little 18:16:43
2 dip, when you hit it. So that tells me there is 18:16:47
3 erosion on the top surface. Okay. That needs to be 18:16:53
4 addressed regardless. He told me that that was 18:16:58
5 going to be addressed regardless, that had to be 18:17:01
6 fixed. But how much time is it going to be? We 18:17:04
7 don't know. But needs to addressed. Thank you. 18:17:09

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C E R T I F I C A T E

STATE OF TENNESSEE

COUNTY OF KNOX

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17:13:41

<hr/> Exhibits <hr/>	2013 9:14	70- 31:10	air 10:8
Ex 01 - Sign-in Sheets	2014 22:7,21	75 23:8	airport 23:18
Ex 02 - Comment Cards	2016 11:14,16,17	<hr/> 8 <hr/>	Akins 43:11,21 44:12
<hr/> \$ <hr/>	2036 4:25	8 20:10	alignment 26:12
\$15 19:11	21 11:25	8.08 5:16,17	Allen 3:6 12:4
\$200,000 13:8	23rd 12:3	80 18:4 27:10	alleviate 17:8
\$30 19:8	25 5:7 43:18	80.1 12:25	alternate 26:17
\$8 19:12	27 2:20 14:19 17:5,18 18:14 24:7 38:1,9 40:15 41:11	<hr/> 9 <hr/>	alternative 9:2 28:7 38:25 41:20
\$80 31:10	29 5:14 20:23	9,460 4:25	alternatives 3:24 7:1 8:19,25 9:1 17:14 24:19
<hr/> 1 <hr/>	<hr/> 3 <hr/>	<hr/> A <hr/>	amount 16:1 17:3 22:16 27:3 40:19
1- 5:10	30 2:20 5:14,19 10:1,3 16:2,4,8,22 17:5,9 19:20,24 23:16 24:13 26:22 28:11 29:11,22 30:1,8,24 35:17, 18 37:12 38:10 40:15 41:2	absolutely 19:25 35:9 42:4	and/or 22:16
10 5:3,12	30-something 32:17	access 23:15 43:4	Angie 40:13
10-foot 23:23 24:6,11 25:9 28:8 40:22	35 27:22 43:19 44:11	accidents 39:5	annex 17:17
100 34:12	<hr/> 5 <hr/>	Act 3:22	annual 4:24
12-foot 13:22 23:22 24:6,11 28:8 40:23,25	5 5:3	actual 26:14 39:22	answering 12:6 22:14
13,160 5:1	50 27:20	Adam 22:4	answers 3:12 11:23
14 13:15	500 18:25	add 44:22	anymore 36:25
15 13:16 27:11 31:14	55 44:10	added 6:12 9:14	appraisal 35:2,4, 6
150- 13:8	55-mile-an 27:18	address 44:21	appraised 33:12 36:2
18 31:14,17	<hr/> 6 <hr/>	addressed 45:23, 25 46:4,5,7	appraisers 36:7,8
<hr/> 2 <hr/>	6 6:00 2:13	adjoining 43:5	approved 6:4 11:17
2 13:12	<hr/> 7 <hr/>	adopted 5:23	Approximately 33:21
2-foot 5:10 23:25 24:23 25:1,7,12	7 44:19	aerial 10:24 34:19	April 12:3
20 34:12	70 13:2 18:4 27:10	affect 40:6	archaeological 9:6 10:7 23:25 25:22 26:2,7,16, 24
2006 4:19 5:18 6:2		affected 22:6,17 27:1 40:1,2,7 41:25	archaeologist 8:21
2008 6:4		affecting 39:25	area 4:17,18 5:22 9:5,7,9 10:2 15:7, 9,14 17:13 18:18
2011 6:5,9 7:8		afford 18:2,10	
		agencies 14:14	
		agree 33:9	
		ahead 9:19,22	

23:24,25 24:8
25:18 26:15,20
30:23 31:20 37:22
38:14,17 39:7,14
41:2

areas 25:10 31:18
33:12

Artesian 20:14

assessment 6:25
8:12,13,18 14:12,
21

assuming 35:16
44:6

Athens 4:23
19:14

attachment
41:24

August 6:24

average 4:24 5:2
28:20 33:22 34:4,
5 35:25

awful 41:12

B

back 10:21 14:19
17:15 18:8 20:6
29:13,14 30:2,11
31:23 32:19,21
34:18 43:3

badge 3:3

badges 2:25

bank 27:24

Baptist 36:11

based 5:2 8:9
10:24 22:6 28:15
33:25 34:6,19
35:2,3,24

basically 21:15
24:7,22 27:2
28:16 30:3,6
31:13 32:2

basing 34:15
35:18

basis 31:3

bass 40:16

bat 10:15

Bates 39:18

bats 10:14

began 5:19,21,24
6:5,18,24

begin 30:1

beginning 22:11

belabor 3:16

Ben 25:16

benefits 19:16

big 13:16,21 26:10
34:1,23 39:4
43:20 44:9 45:20

bigger 28:9

Bill 38:7

bit 13:17,20 29:1
38:15

blue-line 9:9

Blueberry 24:7
30:15 39:19

boat 16:13

Bob 3:6 12:4

boils 18:11

born 37:10

bottom 18:2

box 4:12 11:21

boy 19:15

Bradley 14:1

Brian 25:20

bridge 5:15 10:4
19:20

bridges 21:2
41:10,13

bring 19:1 27:14

brings 19:15

brought 4:18 7:9
27:16

Bryan 27:21,24

build 3:24 7:1,3
13:12 17:16,17
21:8,14 29:3 32:3,

7 37:15,21 38:25
39:11 44:13

build-out 31:9

builder 21:6

building 36:16
37:18 45:6

builds 19:14

built 18:6 19:23,
24 20:7,24 21:16
28:8

bump 46:1

bumped 18:1

business 17:15
28:5

buy 36:12,16
42:14

C

call 31:17

calls 6:19

capacity 7:20

car 5:8 22:20,21

card 11:20,25
23:13

cards 4:11 42:11
44:22 45:2

care 29:11,22 30:1
42:2

cars 17:3 30:18
43:21

categorical 8:11

Cattygrove 40:5

caves 9:10 10:10
14:18

ceases 36:24

cemeteries 9:7
26:18,24,25

cemetery 26:21
39:16,17,18

center 23:3

chance 17:17

change 15:25
43:20

Chattanooga
3:10 19:14

cheaper 20:10,20
31:23,25 32:2,13,
16

cheapest 40:4

Chester 3:8 12:4,
21

choose 15:18

chosen 31:19

church 36:11
40:5

churches 9:6
32:22 33:1,3,11,
13,17

cities 4:23 7:17

city 7:23 29:15,16
30:2,5

clearances 27:18

climbing 24:2,3
28:9

close 26:21 43:12

coalition 5:20
7:12

Coles 25:5,16
34:6 44:4,9

college 9:5 27:21,
25

comment 4:11,12
11:20,21,24 19:4,
5 20:18 21:11
23:13 31:7 38:6
40:8,11 41:4
42:10 44:21 45:2

comments 3:14,
16 4:4 6:12 11:9,
19 17:11 40:11
42:7 45:9

community 2:5,8
23:4,11 33:17,20
39:13 41:18,21

comp 35:24

complete 22:13

<p>completed 6:3</p> <p>completely 41:25</p> <p>components 8:17</p> <p>concept 45:12</p> <p>concepts 10:22</p> <p>conceptual 22:9 34:22</p> <p>concern 16:20 23:7</p> <p>concerns 2:23</p> <p>concluded 45:10</p> <p>condition 16:23</p> <p>conduct 8:20 22:11</p> <p>conducted 9:16</p> <p>conducting 8:22</p> <p>congested 23:9 24:8 41:2</p> <p>congestion 40:18</p> <p>connect 7:17</p> <p>connectivity 7:17</p> <p>consideration 23:8</p> <p>considered 7:5 31:5</p> <p>constrict 26:13</p> <p>constructability 6:16 14:18</p> <p>construction 11:5 13:14 25:6, 12 26:23 29:19</p> <p>continually 18:1</p> <p>continue 29:12</p> <p>coordination 10:16 14:15</p> <p>copy 7:2</p> <p>corner 3:7 39:16, 17</p> <p>correct 7:18 20:1</p>	<p>30:19,21 31:8</p> <p>corridor 4:20,22 26:4,14</p> <p>corridors 6:5</p> <p>cost 12:13,22 18:16 20:25 31:22 34:15 35:7</p> <p>costs 35:22 36:3</p> <p>Cottonport 10:2</p> <p>count 22:15,20, 21,22</p> <p>counted 42:12</p> <p>county 19:1 23:2 24:6 29:13,15 32:19 37:10</p> <p>County's 23:3</p> <p>couple 40:11</p> <p>court 4:6,10 11:19 25:15 42:11</p> <p>cover 34:20</p> <p>covering 30:7</p> <p>crash 5:5,6 28:18</p> <p>crashes 5:7 10:8</p> <p>critical 28:11</p> <p>cross 18:14</p> <p>crowd 2:6</p> <p>culvert 45:19,22</p> <p>current 3:21 5:13 22:24</p> <p>curve 27:17,21 28:3 30:14,17 43:12,14,16 44:5, 10</p> <p>cut 34:2</p> <p>cut-off 12:2</p> <hr/> <p style="text-align: center;">D</p> <hr/> <p>daily 4:24</p> <p>dangerous 41:12 43:25 45:17</p> <p>database 44:22</p>	<p>45:3</p> <p>date 12:2</p> <p>David 37:8</p> <p>day 5:1 31:1</p> <p>days 11:25</p> <p>Dayton 2:8,16 4:23 7:23 15:21 17:13,18 18:21,24 19:13 23:18 37:25 38:2,10</p> <p>deal 43:1</p> <p>Decatur 19:20</p> <p>decision 37:14,15</p> <p>deep 27:24 44:25</p> <p>deficiencies 7:19</p> <p>deficiency 30:22</p> <p>defined 7:13</p> <p>delivery 6:19 17:23 18:7</p> <p>demographic 22:6,7,15</p> <p>Department 2:4</p> <p>departures 5:8</p> <p>depends 34:10</p> <p>design 10:22 11:5 27:19 43:18</p> <p>designed 21:24</p> <p>detailed 14:2,9</p> <p>determine 8:24 9:2</p> <p>determined 8:15 14:15</p> <p>determining 25:19 26:1,3</p> <p>developed 5:23 7:10</p> <p>Development 5:20</p> <p>difference 12:22 13:16 26:10 27:12 30:5</p> <p>dip 46:2</p>	<p>direct 23:7,10</p> <p>direction 30:16</p> <p>discussed 45:17</p> <p>dispose 42:17</p> <p>distance 30:4</p> <p>ditch 24:9</p> <p>divert 15:19</p> <p>diverting 40:14 41:1</p> <p>divided 35:25</p> <p>division 2:5 3:6</p> <p>dock 16:13</p> <p>document 5:25 7:5 8:23 11:15,17</p> <p>documenting 8:5</p> <p>documents 8:11</p> <p>dollars 27:13</p> <p>double 43:23 44:13</p> <p>draft 11:14</p> <p>drainage 39:14</p> <p>drastically 32:13</p> <p>drawing 45:12</p> <p>drawings 10:21 36:12</p> <p>drive 40:22,23</p> <p>driveway 43:3</p> <p>dropped 14:3,10, 17</p> <p>drove 43:23</p> <p>dumping 38:11</p> <hr/> <p style="text-align: center;">E</p> <hr/> <p>earlier 9:12,15 20:7</p> <p>east 4:22</p> <p>east/west 7:14</p> <p>easy 5:11</p> <p>ecology 11:11</p>
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Economic 5:20
effect 26:2,7,15, 17
effective 23:10
efficient 7:15
electrical 39:15
elevations 34:8 44:5
eligible 25:24
eliminate 44:3
email 44:21
employees 18:25
encourage 3:24
end 39:22
endangered 10:9
entered 45:5
entire 36:16
entirety 15:14
entity 36:24
entrance 21:8 41:8
environment 11:7
environmental 3:6,22,25 6:15,25 8:4,12,13,17 9:4, 21 14:12,21 15:1, 2 28:13
EPD 9:15,16 13:4 17:22 18:7 24:15, 16 27:11 28:11,12 31:12,17,25 32:3
erosion 46:3
estimate 12:13,24 13:13 20:25
evacuation 7:15
evaluate 8:3,19
evening 44:15
everyone's 42:7
everything's 11:22

evidently 20:14
exception 23:24 27:21
excessively 5:9
exclusion 8:11
exist 36:24
existing 6:18 10:1,3 13:1 18:12 24:13 26:22 28:25 29:23 31:10,13 32:1 33:23 34:11 38:14,23
exit 21:18 41:8
exiting 16:10
expand 19:1
expedited 6:19 17:22 18:7
expensive 21:1
explain 3:21 4:1
extending 5:15
extra 18:15 36:3 40:20

F

failed 20:21
fall 11:13,17 22:13,23 23:1 29:13,14
family 41:22
fatalities 39:5,8 40:18
February 6:4
federal 8:1,2,7,8 14:14 25:24
feel 41:19,20 42:10
feels 42:2
feet 5:12 34:12
ferry 37:13
field 14:13 34:1
figure 12:12 21:4

figures 34:15
fill 4:11 11:20 44:20 45:2
final 11:17
finalize 11:10
financial 30:6
find 3:3 34:8 35:6
findings 8:23
finish 11:13
Fish 10:16 14:13 15:10
fitted 14:6
fix 28:24 43:17
fixed 28:21 31:20, 21 46:6
fixes 18:9
Flat 19:19 21:14, 16 37:22 38:11
Flat's 23:9
Flats 15:6 20:19 21:7 23:17 24:1 31:24 32:8 38:8 41:7
Flynn 2:3 32:21, 25 36:6 38:22 40:10
focusing 11:6
fold 4:12
folks 42:24
follow 15:20 16:9 41:17
foot 34:12 35:17, 18,25 42:16
footage 35:24
form 38:12
formal 4:4
forward 6:16
four-lane 23:15, 20
Freels 41:22
front 7:2 32:10

frontage 42:16
full 13:21 20:23 21:2 31:9 32:7
full-build 12:23, 25 13:17 27:9 29:3,6
funded 10:20 11:4
funding 8:1,3 17:24 28:16 29:8
funds 8:7,8

G

gain 19:9
Gary 2:16
gathered 9:1
geometric 7:18
get all 30:17
Gibson 17:12 18:13,19 19:8 27:2,13 28:2,12
give 17:14 18:5 28:25
giving 40:20 45:19
God's 33:8
good 2:8 19:15 30:12 31:7 36:19 40:8 45:3
good-sized 34:1
Goodmans 18:25
gosh 31:5
gray 10:14
great 13:21 19:3 21:11 40:17 41:4 42:5 44:24
Gresham 3:4
group 41:17
growth 23:3
guardrail 31:2,3 40:24,25 43:22
guides 16:6

guy 31:1
guys 2:6 4:20
44:18,20

H

H-u-r-l-e-y 45:15
Hal 15:16
handle 39:14
handout 9:24
happen 27:7
happened 43:24
hard 18:5
hazardous 10:12
hear 43:21
heard 26:13
hearing 11:16
42:6
held 6:8
helping 40:21
Hickson 37:9
high 28:19
higher 5:6 38:24
highlighted 7:7
highway 5:19
21:6 29:11,12,22
37:12 42:16
hill 24:7 38:19
39:19
hire 36:6,7
historic 10:7
25:25 26:25
historical 25:18
26:8
history 5:18 6:1
hit 37:2,3,4 39:16
40:24 46:2
hitting 43:21
hold 11:15
holding 7:12

holes 45:20
Holler 39:12,20
home 44:15
homeowners
22:5
homes 24:10,18
hope 44:2
horrible 31:21
Horton 38:7,17
39:2
hospital 23:18
38:20
hospitals 9:6
hour 2:13 19:11,
12 27:19 43:19
house 33:8 35:1,
17 37:4 42:15
43:12
houses 19:14
39:13
hugging 17:16
hundred 42:16
Hurley 45:14

I

I-75 4:24
ice 30:16
idea 23:19
identifying 5:21
impact 8:6,12
14:17 15:1,2,4
25:18
impacts 6:15 8:4,
14 25:6,12
important 20:18
42:9,13
impressive 2:7
improve 7:14,16,
18 31:13 44:2,4
improved 16:25
improvement

13:18 29:23
improvements
2:20
improving 6:22
43:19
inaudible 28:6
37:11
included 20:25
21:4
increase 7:19
39:6
independent
36:6,8
Indiana 10:15
industries 17:19
19:2 23:6,10
industry 18:23
41:21
information 2:19
3:23 8:25 44:23
initial 4:18 5:25
9:12
initially 4:18
input 2:22
instance 26:21
31:23 36:10
instances 37:6
intent 16:6
interchange
20:24 21:3 31:21
38:9,12,23 39:1,4,
8 40:15
interchanges
38:10
interested 2:14
15:10
intersection
45:16,18
involved 19:20
35:11
involvement 2:9
involves 33:6,8
issue 17:24 44:10
45:25

issues 6:16 10:7
14:18 28:17

J

Jennifer 2:3
job 19:1
jobs 19:10,11,12
38:3
join 10:3
June 6:9 7:22
32:24,25
justice 10:6

K

Kelly 39:12,20
kind 13:17,23
17:15 34:20 36:4
37:19 39:4
kinds 30:18 36:5
knowing 34:9

L

L-a-r-r-y- 12:18
L-a-w-s-o-n
12:19
lady 32:21
lake 43:12
land 11:1 23:5
landfill 9:9
lane 21:9 24:25
25:9 27:5,6 40:22,
23,25
lanes 5:12 13:22
23:23 24:4,6,11
28:8,9
large 43:12
larger 23:5
Larry 12:18,20
law 8:3
Lawrence 37:9

Lawson 12:8,12, 18,20
leave 30:11
left 42:16
left-over 42:17
length 5:16 14:25 15:2
letters 5:24
levels 8:11
life 41:23
light 31:4 41:9 44:16
lights 41:12 44:18
limited 39:9
lines 7:7 34:19,21 37:4
listed 19:5
live 19:19 30:17
lives 18:24
local 16:10,14 17:6
location 20:24 35:6
locations 14:20 38:25
long 44:19
looked 10:11 15:14 20:21 42:12
loss 43:4
lot 4:21 15:8 20:8, 12,20 22:1 28:4 31:25 32:1 33:6 35:20 36:14,15 39:13,19 40:7 42:7,24 43:8 44:12,24
Louallen 2:16
love 42:5,6
lovely 32:21

M

M-a-r-s-h 45:15

made 6:12 9:16, 18 45:10,12
mail 4:14 11:21
main 33:19
majority 16:3,12, 14,22 42:1
make 4:8 11:18 13:20 19:13 26:10 28:22 30:19 37:3 45:3
makes 18:16
making 13:19 19:11
manager 3:8,9
map 7:7 25:4
mapping 10:25
markings 13:7
Marsh 45:14,15
Martin 19:18 41:6
match 27:18
materials 10:12
maximum 10:23 11:3
Mayor 2:16
Mcdonalds 18:24
meaningful 44:25
means 5:8 18:8 27:19
meet 5:22
meeting 2:19 11:9 19:4 21:12 37:19 45:4
meetings 6:8,10, 12 7:8,12,22,24
member 37:10
mentioned 9:12
messed 20:15
metal 45:19,22
Mike 17:12 27:2
mile 5:16

mile-an-hour 27:22
miles 5:17 13:19 20:10 29:16 43:18
mill 3:13
million 12:25 13:2,16 18:4 19:9 27:10,12 31:10, 14,17 32:14,17
mind 21:25 27:9 34:20
minimize 26:7,15
mission 5:23 26:6
misunderstood 35:9
mitigation 8:24
mix 32:2
mobility 7:16
moment 12:10
money 18:15 19:13 20:8 27:3 32:19 37:16,21
moneys 35:11 36:3
monitors 11:12
move 28:5 29:11, 21 33:16 39:7
moved 6:16 26:19 42:15
moving 9:19 36:3
Mynatt 26:21

N

name's 19:18
narrower 24:20
Nashville 2:12
national 3:21 25:25
needed 10:16,24 14:16
negative 8:6
neighbor 40:3

neighborhood 13:2,13,15 27:10
NEPA 6:5,25 7:25 8:1 10:19 11:4,15
no-build 7:4
noise 10:7 11:12
north 17:17 23:4
northward 18:20
November 9:11
nowheres 36:15
nuclear 7:16
number 17:25 18:23 22:1 39:3
numbers 13:14 32:4,7,10 39:2

O

Oak 6:13,17 7:24 9:13 10:1 12:23 15:18,19 16:1,7, 21,25 17:6,9 28:2 29:24 30:2,7,24 38:19 41:8 45:16
Oaks 24:3
objected 42:1
obligation 30:6
obtained 5:24
October 9:14
off-ramp 21:7,14
office 3:10
ole 19:15
on-ramp 21:7
one-and-a-half 29:16
online 45:12
open 12:7 14:8
option 6:13,17,20 7:4,24 9:14 12:23 20:19 24:1,3 27:9 42:22,25
options 6:11,14, 22 7:3,4,9 9:13,

20,24 14:2,5,6,7,
10 38:8 43:7

original 12:22
20:25

overpass 21:15,
23

owner 42:22 43:6
45:15

P

package 35:1

paid 33:13,14

parallel 21:2

parking 33:11
36:13,14,15,22

part 4:9,14 8:22
11:23 12:1 13:12
19:6 22:12 23:17
29:25 33:19 35:11

participation
3:25

Partners 3:4

passageway
19:22

past 11:4

path 31:19

paved 25:2

pavement 13:7

pay 36:16 43:4

people 2:25 11:11
14:12 18:22 31:3,
5 33:6 36:7 37:24
39:25 41:21 44:6,
12,14,22

percent 5:2,4,7

Period 31:21

person 3:3 35:12

personal 41:24

phase 3:22 7:11
10:19,21 13:12

phases 13:4,5

piece 42:14

place 18:10 41:23
43:25

places 25:25

plan 22:9

planning 5:25
6:3,7 10:18

plans 12:23 34:17

plants 7:16

play 35:21

point 3:17 15:23
18:5 21:21 22:10
26:4,24 29:8
37:13,14 39:22
42:8

Policy 3:22

portion 29:15

portions 31:25

positive 8:5

possibility 36:19

possibly 25:12

post 27:19

potential 8:4

Powerpoint 3:5,
11 14:4

preliminary 7:10
8:9 9:4

presentation 3:5
4:5,9 12:8 45:10

pretty 30:12

primary 4:22

problem 17:3,4

procedure 42:17

process 3:25 4:1
13:10

project 2:22 3:8,
9,21 5:18,19 6:1,
19 8:1,2,5,8 10:24
11:4 13:4,17
17:23 18:3,6,7
27:10 29:3,6 31:9
44:23

projected 5:1

projects 8:7
14:23 17:23 18:1
20:8 28:22

proper 39:7 44:6

property 42:15,
17,22 43:6 45:15

proposed 2:19
26:23 39:3

Protection 28:13

provide 3:23 4:3
7:14

public 2:8,18 6:8,
12 11:15

publicly 42:2

published 14:21

purchase 35:23
36:2

purchased 33:23

purchasing
36:10

purpose 7:10,13
8:18,19

put 4:11,13 11:20
12:11 23:12 36:5,
15 37:5 42:10
44:21

Q

quality 10:8

quarries 9:8

question 3:2 12:6
15:17 20:11 26:1
33:2 40:14

**question-and-
answer** 4:4

questions 2:23
3:1,12,14 4:8
11:22 12:5,7 25:5
41:17

quick 17:21

R

raised 37:11

ramps 21:18
34:24

ranges 5:3

rate 5:6 28:20

rates 28:18

reach 18:5 29:8
34:20

real 15:3 17:21,24
28:3

reason 14:2 36:25
38:22

reasons 14:16,20

receive 44:23

recognize 6:9

**recommendation
s** 9:17,18

recommended
6:6

record 4:10,15
19:6 20:17

recorded 4:6
11:22,23

recreation 10:7

red 44:15,18

reduce 25:6,11

reduced 28:10

refined 7:11

reflectors 13:7

refocused 31:23

region 7:15 37:12

regional 7:16

register 25:25

regular 31:3

reimbursed
36:14

Relations 2:5

relocate 35:7
36:17

relocation 22:9
35:1,20 37:1,3,6

relocation-type

<p>35:10</p> <p>remainder 29:17 42:19</p> <p>removed 9:13</p> <p>rent 36:4</p> <p>repairing 31:2</p> <p>report 6:3,7 14:9 15:13 27:20</p> <p>reporter 4:6,10 11:19 25:15 42:11</p> <p>Representative 2:11 45:5</p> <p>representatives 4:7</p> <p>representing 41:18</p> <p>required 8:6</p> <p>requirement 8:2</p> <p>residences 9:5</p> <p>residential 22:16</p> <p>residents 22:5,17</p> <p>resource 26:15, 25</p> <p>resources 25:23 26:2,7,8,16</p> <p>restaurants 19:10</p> <p>resurface 30:11</p> <p>retainer 27:25</p> <p>retaining 39:11</p> <p>revenue 19:15</p> <p>review 14:13</p> <p>Rhea 23:3 37:10</p> <p>right-of-way 10:23 11:3 22:1,3 26:23 33:10,11 34:18 35:12 37:2</p> <p>Rivas 19:18,22 20:2,5,9 21:5 41:6</p> <p>river 2:21 5:15 10:4 37:12</p> <p>road 5:2,9,11,17</p>	<p>7:19 10:1 16:23 17:15 19:19 20:3, 7,12,13,14,19 21:8,17 23:16,21 24:9 27:4 28:2,18 29:1,23,24 30:18, 19 33:5,22 34:10 38:11,23 40:6 45:16,20,24 46:1</p> <p>roads 30:10</p> <p>roadway 5:8 13:6 19:23 27:15</p> <p>Robinson 25:20, 22 26:6,11,20</p> <p>Ron 2:12</p> <p>roughly 14:24</p> <p>round-about 21:10</p> <p>route 2:20 4:22,25 5:13,14 6:18,21 7:14,15 15:20 16:7,8,9,11 17:5 18:9,12 20:23 21:8 23:7,9,11 25:19 26:3,22 28:11,25 29:25 31:10,14,17,18, 23,24 32:1,3,22 33:1,4,23 34:11 38:16 40:4 41:20</p> <p>routes 15:17</p> <p>run 41:9</p> <p>running 24:9 37:13 40:19</p> <p>rural 5:5</p> <hr/> <p style="text-align: center;">S</p> <hr/> <p>safer 29:1</p> <p>safety 6:22 7:18 9:20 13:6 45:24</p> <p>safety-wise 45:23</p> <p>sale 35:24 43:5</p> <p>Sammy 45:11</p> <p>Sandy 3:4,15,17 13:5 28:18</p>	<p>Sandy's 3:11</p> <p>scenarios 14:7</p> <p>schedule 3:19</p> <p>schools 9:5</p> <p>Sclafani 3:4,18 12:10,16,20 13:24 14:11 15:5,8,22 16:18,24 17:10 18:17 19:17 22:8, 18,22 23:12,22 25:14,20 29:24 38:5 44:17</p> <p>screening 9:4</p> <p>section 5:5 34:2 38:21 43:2</p> <p>sections 25:3 30:21</p> <p>seeping 20:13</p> <p>segment 5:2</p> <p>selected 9:2</p> <p>send 11:25</p> <p>sense 18:16</p> <p>septic 37:4,5</p> <p>session 4:5</p> <p>set 5:20 11:12 33:12</p> <p>shape 30:12</p> <p>sharp 28:3</p> <p>sheet 12:24 29:5</p> <p>shift 26:12</p> <p>shifting 27:23</p> <p>shoulder 25:2,3,7 40:20</p> <p>shoulders 5:10 13:21 23:23 24:1, 6,11,22,23 25:10, 13 26:14 27:7 28:9 45:19</p> <p>show 25:4</p> <p>showing 17:13 18:17</p> <p>shows 2:7</p>	<p>side 22:15,16 23:4 24:9,10</p> <p>sides 33:22 45:20</p> <p>sign 16:7</p> <p>signage 9:18</p> <p>signed 16:8 44:10</p> <p>significant 15:4</p> <p>signs 13:7</p> <p>Sims 22:4,14,20 23:2</p> <p>sir 12:16</p> <p>site 9:6</p> <p>situation 35:10, 20</p> <p>situations 13:11 37:19</p> <p>sizable 27:12</p> <p>Sizemore 15:16, 24 16:12,20 17:2</p> <p>slope 34:21</p> <p>small 43:1,2</p> <p>smaller 28:22 43:17</p> <p>Smith 3:4 40:13</p> <p>snows 30:16</p> <p>Snyder 21:13,22 22:3</p> <p>social 8:4</p> <p>social/ environmental 10:6</p> <p>solution 20:22</p> <p>solving 40:17</p> <p>someone's 35:1, 17</p> <p>sounds 36:18</p> <p>South 45:18</p> <p>southbound 21:9</p> <p>SPEAKER 23:14 24:5,14,17,21,24 25:17 26:5,9,18 29:10,20 30:14,23</p>
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<p>31:8,12,16 32:6, 11,14,18 33:21 34:3,14,25 35:5, 16,23 39:10,24 41:16 42:14,20 43:9</p> <p>species 10:10,15</p> <p>specific 3:2</p> <p>speed 25:8 27:19 43:18 44:6</p> <p>speeding 5:9 44:7</p> <p>spend 19:8 37:21</p> <p>spending 18:15</p> <p>spent 37:17</p> <p>split 29:18</p> <p>spot 13:18 34:12, 13</p> <p>spring 7:23 11:14</p> <p>square 35:24,25</p> <p>stage 22:9</p> <p>stakeholders 5:21,22</p> <p>stamp 4:13</p> <p>standards 6:21 27:16</p> <p>start 27:23</p> <p>started 6:2</p> <p>starting 5:14</p> <p>starts 9:25</p> <p>state 2:20 5:13,14 12:17 13:24 14:14 16:8 17:25 20:23 26:22 28:11,20 29:12,18,21,25 30:12 34:22</p> <p>statement 4:9 5:23 8:13</p> <p>statewide 5:6</p> <p>statistic 22:21</p> <p>status 3:21</p> <p>stay 18:12,20</p>	<p>step 26:1</p> <p>steps 4:1 11:8</p> <p>Steve 43:11</p> <p>stick 4:13</p> <p>straight 41:2</p> <p>straighten 43:13, 14</p> <p>streams 9:10 10:9</p> <p>striping 9:19</p> <p>strips 42:24</p> <p>strongly 42:10</p> <p>studied 6:21</p> <p>studies 8:10,14, 20,22,23 11:11 22:7,11,25</p> <p>study 3:25 4:18 5:16,17 9:9,15,16, 21 10:13,14,15,20 11:7 15:25 17:13 18:13,18 22:5,6 32:5</p> <p>studying 5:19 6:5,18</p> <p>stuff 13:6 19:15 21:10 34:22 42:12</p> <p>subsections 25:2</p> <p>summarize 11:9</p> <p>summer 11:10,16</p> <p>super 44:5</p> <p>support 5:24</p> <p>supposed 37:23, 24</p> <p>surface 45:21,22 46:3</p> <p>survey 11:2 34:8 39:22</p> <p>surveyors 11:1</p> <p>surveys 34:19</p> <p>Sutherland 3:8 12:5,15,21 16:5, 17 17:20 19:3,21,</p>	<p>25 20:4,6,16 21:11,20,24 24:12,15,19,23 25:1 27:8,15 28:7, 15 29:14 30:9,20 31:7,11,15 32:4,9, 15 33:2,7,9,18,24 34:5,17 35:3,8,19 36:1,18,23 38:4, 13,18 39:21 40:8 41:4,14 42:4,18, 21 43:15 44:1,8</p> <p>switched 30:7</p> <p>system 37:5</p> <hr/> <p style="text-align: center;">T</p> <hr/> <p>table 14:24</p> <p>taking 29:12 30:1 35:17 36:21</p> <p>talk 3:13 7:3 11:19 23:14 33:1 44:17</p> <p>talked 9:15 38:8</p> <p>talking 2:14,19 15:5 24:12 28:19 31:1 35:18 38:13 39:10 40:5</p> <p>tape 4:13</p> <p>tax 27:13</p> <p>taxed 19:10</p> <p>TDOT 4:7,19 6:19 31:1 36:7</p> <p>TDOT'S 6:21 26:6</p> <p>technical 11:10 22:11</p> <p>tells 46:2</p> <p>template 28:10</p> <p>Tennessee 2:4, 21 5:15 10:4</p> <p>terrain 33:25</p> <p>thing 13:23 34:23 36:5 39:6 42:6</p> <p>things 4:19,21 9:3,8 10:5 13:7 16:9 20:21 21:1 22:2 28:20 35:21</p>	<p>36:4 40:7,16 42:7</p> <p>thinking 15:14 25:24</p> <p>Thirty 32:14</p> <p>thought 32:12</p> <p>threatening 10:9</p> <p>three-and-a-half 20:10</p> <p>three-lane 23:15, 20</p> <p>throw 40:2</p> <p>tie 20:22 34:11 38:23</p> <p>tied 39:1</p> <p>ties 23:18</p> <p>time 14:25 20:12 30:16 31:6 37:20, 21 38:2 43:22 46:6</p> <p>time's 43:24</p> <p>times 14:24 15:1 37:18</p> <p>tiny 42:24</p> <p>today 2:13 14:8</p> <p>told 46:4</p> <p>Tom 21:13</p> <p>tonight 2:6,17,18 3:20</p> <p>top 17:12 45:21 46:3</p> <p>total 32:3</p> <p>touch 45:4</p> <p>touches 33:11</p> <p>tournaments 40:16</p> <p>town 40:17</p> <p>TPR 6:2,6 7:2,11 8:9 10:18</p> <p>tract 43:6</p> <p>tracts 23:5</p> <p>traffic 4:25 5:3 10:8 15:19 16:1,3,</p>
---	--	--	---

6,9,10,13,14,15,
22 17:8 18:22
22:15 28:5 31:4
37:22 39:5,7
40:14,18,19 41:1
44:14

traffic's 17:3,6

transcript 11:24

transportation
2:4 5:25 6:3,6

travel 4:20,24
5:12 20:12 37:11

traveling 18:22

Travis 2:12 45:5

tremendous
17:25

truck 5:3 16:8
17:2 24:2,3 28:9

trucks 17:1

turn 3:17 30:10
42:5

turned 30:2,18

turns 30:15

two-and-a-half
14:25

TWRA 14:13

tying 14:19

type 15:24

typically 30:13

U

U.S. 10:16 14:12
15:10

Uh-huh 26:5

ultimately 12:13

uncertain 8:14

underneath
21:16 45:21

understand
14:22 33:18 36:9,
13 40:21

understandable
45:1

understood
23:17

UNIDENTIFIED
23:14 24:5,14,17,
21,24 25:17 26:5,
9,18 29:10,20
30:14,23 31:8,12,
16 32:6,11,14,18
33:21 34:3,14,25
35:5,16,23 39:10,
24 41:16 42:14,20
43:9

Union 28:18
30:25 31:20 45:16

unreal 44:15

US-27 5:14

V

Varner 14:1,22
15:7,12

vary 33:24,25

vehicles 5:1 39:2

verbal 4:8

version 27:11
31:12

versus 16:2

vertical 27:17

void 45:21

W

Walker 45:11

wall 28:1 39:11

wanted 42:23

wash 30:3

Washington 9:7
19:19 23:24 25:18
36:11

water 20:12 39:15

ways 3:15 4:3
20:20 43:8

Webb 36:9,21
37:8

website 12:9

week 22:25

wells 20:14

west 2:21 4:22
5:15 10:3

wetlands 10:9
14:18 15:9

White 6:13,17
7:23 9:13 10:1
12:23 15:6,18,19
16:1,7,21,25 17:6
19:19 20:19 21:7,
14,16 23:17 24:1,
3 28:2 29:24 30:1,
7,24 31:24 32:8
37:22 38:8,11,18,
19 41:7,8 45:16

Whites 23:8

widen 6:23 27:4

widened 38:21

widening 6:21
9:17 23:16,20
29:22 33:23

wider 25:3 27:6
38:15

width 13:22 25:9
26:3,13,14

Wildlife 10:17
14:13 15:10

Wilson 32:24,25
33:3,8,16,19

wondered 45:11

wondering 14:8,
23 31:4 32:12

work 13:8 18:24
21:19 22:1 44:14

worked 30:21

working 6:25
13:9,19

works 3:9 19:13

worry 37:16

worth 13:8

wreck 31:5

wrecks 28:4

write 29:5

wrong 30:16 31:9
42:6

Y

y'all 3:13,19 8:21
19:20 33:1 42:1

yard 30:18 35:18
43:23

year 6:24 11:13
22:13,23 23:1

years 37:17

yellow 12:24

you-all 7:17 41:19