

# Tennessee Department of Transportation

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## PUBLIC MEETING, February 01, 2018



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TENNESSEE DEPARTMENT OF TRANSPORTATION

Cumberland County Public Meeting  
State Route 127  
Project Nos. STP/NH-28(32) and HH/NH-28(37)

February 1, 2018  
5:00 p.m.

North Cumberland Elementary School  
7657 US 127  
Crossville, Tennessee 38572

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MS. FLYNN: Good evening, everyone. We are getting ready to get started here. I know you-all are going to want to learn what you can about these projects. Thank you-all for coming out tonight on such a rainy night.

My name is Jennifer Flynn. I'm with the TDOT Community Relations Office in Chattanooga. I also want to acknowledge Cumberland County Mayor Carey, I know he's here somewhere. And I know Fentress County Mayor Mike Cross is here. We have a meeting in your area in exactly two weeks from tonight, so we are just doing the 127 Corridor.

Are there any other elected officials here that I missed, anybody?

Okay. Well, tonight we are here to get your input on two projects on the U.S. 127 Corridor here in Crossville. The first is a 2.5-mile section from near Potato Farm Road to near Hollow Lane. The second is a 3-mile section from Hollow Lane to near Lowe Road.

The proposed project will build a two-lane undivided section with two 12-foot travel lanes, two 12-foot shoulders, 10 foot of which will

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17:09:02  
17:09:07  
17:09:11  
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17:09:21  
17:09:24  
17:09:25  
17:09:28  
17:09:32

1 be paved, and the projects will maintain the corridor  
2 preservation and allow for future expansion. 17:09:38

3           What we are going to do tonight is we are 17:09:41  
4 going to have a couple of PowerPoint presentations 17:09:43  
5 because we are talking about two projects, and then 17:09:45  
6 we are going to get your input about this. 17:09:49

7           There's several ways you can get your 17:09:54  
8 information included in the project transcript. One 17:09:56  
9 of them will be speaking up during the 17:09:59  
10 question-and-answer session, which we will have after 17:10:01  
11 all of the PowerPoints. And when you do ask 17:10:04  
12 questions during this session, we ask that you state 17:10:08  
13 your name for the court reporter. 17:10:11

14           You can also submit written comments on 17:10:14  
15 your comment cards that you got when you signed up 17:10:17  
16 out there, and you can also talk one-on-one with the 17:10:20  
17 court reporter after we do the PowerPoint 17:10:23  
18 presentation. 17:10:27

19           After the PowerPoints and the question 17:10:28  
20 and answer -- we'll be here until 7:00 -- there's a 17:10:30  
21 lot of TDOT representatives and representatives from 17:10:33  
22 the consultants around, so you can ask individual 17:10:36  
23 questions. 17:10:39

24           But if you do talk directly to them 17:10:39  
25 during this time, it won't be included in the 17:10:42



1 transcript, so just note that. If there's something 17:10:44  
2 that's really important to you, you need to make sure 17:10:47  
3 and talk to the court reporter or fill out your 17:10:49  
4 comment card. 17:10:51

5 I want to turn it over right now to 17:10:53  
6 Robert Rogers. He's with our TDOT Project 17:10:55  
7 Development Office, and he's going to give updates on 17:10:59  
8 the project status. And then we'll have two short 17:11:00  
9 PowerPoints about each of the sections. 17:11:03

10 MR. ROGERS: Hello. Thank you all for 17:11:07  
11 being here tonight. And like Jennifer said, it's 17:11:09  
12 been a while since we have been up here, and we 17:11:12  
13 wanted to give you updates on how these projects were 17:11:14  
14 going. 17:11:16

15 Here is going to be our format tonight. 17:11:33  
16 We have already been through some of the open house. 17:11:36  
17 We are at the formal presentations. After all three 17:11:39  
18 of our presentations, then we'll open it up to 17:11:42  
19 questions, and then we'll go back to talking to you 17:11:47  
20 individually at the displays answering your 17:11:51  
21 questions. And then after that, we will adjourn for 17:11:55  
22 the night. 17:11:58

23 And we have the two projects. There are 17:11:59  
24 four projects in the corridor. We are here to talk 17:12:02  
25 about two of the projects tonight. The first 17:12:05

1 project -- and on your comment cards, if you look at 17:12:08  
2 your comment cards, both projects are on there. 17:12:12

3 And you have got from near Potato Farm 17:12:15  
4 Road to near Hollow Lane, that's the project that's 17:12:17  
5 listed at the top. If that's the project you are 17:12:21  
6 interested in, go ahead and circle that. 17:12:23

7 Then we have got from Hollow Lane to Lowe 17:12:27  
8 Road underneath it. If that's the project you are 17:12:30  
9 most interested in, go ahead and circle that and fill 17:12:32  
10 out your comment card from there. 17:12:35

11 One thing -- I've talked to a couple of 17:12:37  
12 people here. I think one thing that would be good to 17:12:39  
13 point out to you-all right now, on the front end of 17:12:42  
14 the project is the first project from near Potato 17:12:44  
15 Farm Road to near Hollow Lane. The beginning of that 17:12:47  
16 project has changed. 17:12:51

17 On the first project, which we are 17:12:54  
18 currently buying right-of-way on, we have moved its 17:12:56  
19 end up past Potato Farm Road. We wanted to get the 17:12:59  
20 Potato Farm Road intersection into that first 17:13:04  
21 project, which will be going to construction sooner 17:13:07  
22 than this project is. So I just wanted to let you 17:13:09  
23 know about that up front, okay? 17:13:14

24 Now, as Jennifer told you at the 17:13:17  
25 beginning, this is what we have shown you in the past 17:13:22

1 at all of the other public meetings. It's a 17:13:25  
2 four-lane divided roadway for these two sections, two 17:13:28  
3 travel lanes each way, the median, and then the other 17:13:30  
4 edges. 17:13:34

5 These projects weren't moving forward. 17:13:35  
6 We weren't getting traction on them. They weren't 17:13:38  
7 moving forward in a way we liked, so we were looking 17:13:41  
8 for a way to get something moving on these projects 17:13:44  
9 sooner. 17:13:47

10 So what we are looking at doing is 17:13:48  
11 building two of the future four lanes. This two-lane 17:13:52  
12 road will occupy one -- if you will go back one -- 17:13:57  
13 will occupy half -- will occupy one side or the other 17:14:01  
14 of that four-lane, so the two of the travel lanes 17:14:05  
15 will be two of those future four travel lanes. And 17:14:08  
16 then in the future we'll come back with the other two 17:14:11  
17 lanes on the other side. 17:14:15

18 So we'll have the 12-foot shoulders on 17:14:18  
19 either side, the 12-foot travel lanes. We'll have 17:14:22  
20 left turn lanes at the appropriate places at side 17:14:26  
21 roads. 17:14:30

22 Greg Taylor was unable to be here 17:14:32  
23 tonight. He is overseeing one of the projects. Here 17:14:35  
24 is his contact information there at the top. 17:14:38  
25 Mr. Faulkenberg is here tonight and he will be 17:14:42

1 overseeing the second project. And I think that is 17:14:47  
2 it, isn't it? Yeah. 17:14:52

3 So I will turn the microphone over to 17:14:54  
4 Richard Holt. He's going to present the Potato Farm 17:14:57  
5 Road to near Hollow Lane project. He's with the 17:15:02  
6 consulting firm that's doing the design work for us 17:15:07  
7 on that. He'll be followed by Neal McClatchey, who 17:15:09  
8 is taking from Hollow Lane to near Lowe Road, and his 17:15:14  
9 consulting firm is designing that one for us. 17:15:18

10 MR. HOLT: Thank you, Robert. For the 17:15:22  
11 sake of time, too, I think you are going to see these 17:15:24  
12 slides and there's going to be duplications of 17:15:27  
13 things, so I'll just kind of go on. 17:15:30

14 But, like I said, Sain Associates, we are 17:15:32  
15 here. We are the consultant that's working with the 17:15:33  
16 department to design the first segment that we are 17:15:35  
17 here to talk about. 17:15:38

18 And tonight's meeting purpose is to 17:15:40  
19 provide you with up-to-date information. We have got 17:15:41  
20 the preliminary plans. Now, the plans are the white 17:15:44  
21 paper that you see out on the tables. And then we 17:15:49  
22 have got the aerial displays, which the aerial 17:15:51  
23 displays are good for easily locating your facility 17:15:54  
24 and so forth. But if you want to get into fine 17:15:57  
25 details, we can take a look at the plans that are out 17:16:00

1 on the table. Then also we want to address any 17:16:02  
2 comments or concerns that you have here tonight about 17:16:05  
3 the project. 17:16:07

4 Robert mentioned our segment here. It 17:16:08  
5 was originally near -- actually, it's been moved up 17:16:13  
6 to in the proximity of Hubert Conley, is where the 17:16:16  
7 beginning of our project will go. And then as far as 17:16:20  
8 Hollow Lane on the north end, we will be tying into 17:16:25  
9 the Wiser section there approximately -- it's really 17:16:29  
10 just north of Hollow Lane and south of Old Elmore 17:16:31  
11 Road there. 17:16:34

12 The project history, well, we have got 17:16:35  
13 the actual phases. You have got the planning; the 17:16:39  
14 environmental. You go through design. You have got 17:16:42  
15 the right-of-way. And then you have got the 17:16:44  
16 construction. 17:16:46

17 And Robert had mentioned that originally 17:16:46  
18 this was going to be a four-lane divided highway 17:16:50  
19 design. That was the original intention in moving 17:16:53  
20 forward, and it still is, but it's out there in the 17:16:57  
21 future. 17:16:59

22 Sain Associates, our section, we finished 17:17:00  
23 our preliminary plans in November of 2017, and this 17:17:04  
24 meeting was scheduled for January. Of course, due to 17:17:07  
25 the snow we are here tonight, and hopefully everybody 17:17:10

1 will be able to get home safely, too, tonight. 17:17:13

2 So our final right-of-way plans are 17:17:16

3 scheduled for about this time next year to be 17:17:17

4 finished up for the department. And at that time in 17:17:20

5 May they will start doing appraisals on the 17:17:23

6 properties, and then start acquiring the property in 17:17:26

7 August of 2019. And then the final construction 17:17:29

8 plans are due to the department in September of 2020. 17:17:32

9 And then I just want to point out that 17:17:37

10 this project -- the corridor itself, I guess, was 17:17:42

11 identified. It's called the EPD process, which is 17:17:46

12 expedited project delivery. 17:17:49

13 And, really, the department took a look 17:17:51

14 at it, like I said, and just kind of scaled some 17:17:54

15 things back in order to get -- Robert used the term 17:17:56

16 "traction," to at least see some traction get started 17:18:00

17 on these projects here. 17:18:03

18 The typical section, Robert had a 17:18:04

19 screenshot a while ago. You know, that's the 17:18:08

20 ultimate design there to be a four-lane depressed 17:18:11

21 median section, but under the present design what we 17:18:14

22 are doing is we have got 12-foot shoulders -- you 17:18:17

23 know, 12-foot travel lanes, 12-foot shoulders, 10 of 17:18:19

24 it will be paved. And for the most part, the new 17:18:24

25 lanes that you will see constructed now will be 17:18:28

1 offset from the existing travel lanes. 17:18:31

2 Now, Neal, I don't want to steal all of 17:18:35  
3 your thunder. Sain Associates' section, we do cross 17:18:39  
4 over at a couple locations. But then Wiser's 17:18:43  
5 section, they stay on the same side of the road for 17:18:46  
6 predominantly most of the corridor there. 17:18:48

7 Like I said, we'll slide on through. We 17:18:52  
8 have already talked about this. We mentioned 17:18:54  
9 construction plans, they are due September 2020. 17:18:55  
10 It's supposed to go to contract in February of 2021. 17:18:58  
11 And then, hopefully, in the spring of 2021, actually 17:19:02  
12 start construction on the project. 17:19:06

13 It's mentioned there's numerous 17:19:07  
14 representatives here tonight. You have got people 17:19:10  
15 from design, survey, project management, 17:19:13  
16 right-of-way. If you have got specific right-of-way 17:19:17  
17 or detailed right-of-way questions, there's people 17:19:19  
18 here from the right-of-way group that can help answer 17:19:22  
19 those. 17:19:24

20 And then, as mentioned, Greg Taylor, he's 17:19:25  
21 unable to be here tonight, but he's actually our 17:19:29  
22 project manager with the department. That's who we 17:19:32  
23 work through, is Greg, and Robert, of course. 17:19:34

24 And at this time I'm going to turn it 17:19:38  
25 over to Neal for Wiser's segment. 17:19:39

1 MR. McCLATCHEY: Thank you. I'm Neal 17:19:46  
2 McClatchey with Wisser Consultants. So we are talking 17:19:52  
3 about working with TDOT, and we are talking about the 17:19:54  
4 stretch between Hollow Lane and Lowe Road. And we 17:19:57  
5 have got preliminary plans on the table and on the 17:20:04  
6 wall, as well as the display. The plan sheets are 17:20:07  
7 there if you want to get into some more details with 17:20:11  
8 Richard with Sain. This is just the project location 17:20:15  
9 where we are at. 17:20:18

10 So the same thing, we are planning on 17:20:21  
11 building the ultimate four-lane section, but right 17:20:22  
12 now it is just going to be -- the interim design is 17:20:25  
13 just going to be the right half of that section. 17:20:28

14 And this will not cross over the existing 17:20:30  
15 road, so construction shouldn't impact that road 17:20:32  
16 traffic until it's finally done and all the traffic 17:20:36  
17 can shift over. 17:20:40

18 So this is the ultimate section planned 17:20:41  
19 for the future. Just a little display to show you 17:20:43  
20 what the display will look like, if you are having 17:20:50  
21 trouble. 17:20:53

22 The yellow on our displays is going to be 17:20:54  
23 the proposed roadway. The gray lines that go from 17:20:56  
24 the roadway, two driveways are going to be proposed 17:20:59  
25 driveways. You are going to see some really thick 17:21:02



1 red lines, that's going to be proposed right-of-way. 17:21:05  
2 And then there's some thinner red lines, and that's 17:21:08  
3 the proposed slope lines. That's how much that the 17:21:10  
4 project is going to impact when they start doing 17:21:13  
5 earthwork and things. 17:21:15  
6 Then you will see property lines in white 17:21:17  
7 and existing right-of-way in white. You will also be 17:21:19  
8 able to see tract numbers and then property owners 17:21:22  
9 underneath the tract numbers on each tract, so that 17:21:27  
10 might help you identify where your house is if you 17:21:29  
11 aren't familiar with the aerial. 17:21:31  
12 The project status right now, we are in 17:21:34  
13 the design phase. So if you do have any comments or 17:21:36  
14 concerns, we will be able to address some of those. 17:21:39  
15 And eventually the right-of-way, and then 17:21:43  
16 construction. 17:21:46  
17 So, like I said, we want to address your 17:21:48  
18 concerns, so please speak to the court reporter, fill 17:21:51  
19 out the comment cards, come see us. And we are going 17:21:54  
20 to finalize the design for the right-of-way once we 17:21:56  
21 have kind of compiled those comments and address the 17:21:59  
22 ones that we can. And then they will go for 17:22:02  
23 right-of-way, and then get construction going on 17:22:04  
24 these projects. 17:22:07  
25 So be sure to drop off your comments 17:22:10

1 cards. If you don't drop them off tonight, you can 17:22:12  
2 mail them in. Just mail them in within 21 days. You 17:22:15  
3 can also just talk to the court reporter if you don't 17:22:18  
4 want to write down anything. 17:22:20  
5 Pete Faulkenberg is our contact, really, 17:22:24  
6 on this project with TDOT, so any kind of questions 17:22:26  
7 that I cannot answer, I will probably direct you to 17:22:31  
8 him. But at this time I will pass it off to 17:22:34  
9 Jennifer. 17:22:38  
10 MS. FLYNN: Do we have a wireless 17:22:40  
11 microphone? Okay. If anyone wants to ask questions 17:22:45  
12 here during this question-and-answer session, we have 17:22:48  
13 a wireless microphone. If you will just hold your 17:22:51  
14 hand up, and Lando will bring it to you. 17:22:54  
15 Okay, you are first. Please state your 17:22:58  
16 name for the court reporter. 17:23:02  
17 MR. RICHARDSON: I'm Gary Richardson. 17:23:05  
18 What about the Plateau Road to Hollow Lane segment? 17:23:07  
19 I thought that was what we were here to talk about. 17:23:10  
20 UNIDENTIFIED SPEAKER: It's Potato Farm  
21 Road.  
22 MS. FLYNN: Potato Farm Road. 17:23:19  
23 MR. ROGERS: Did you mean Potato Farm 17:23:19  
24 Road?  
25 MR. RICHARDSON: Plateau Road, Potato 17:23:22

1 Farm Road. 17:23:23

2 MR. ROGERS: Okay. Potato Farm Road, 17:23:23

3 yes. The first project from near Potato Farm Road to 17:23:25

4 near Hollow Lane. That was Richard Holt's 17:23:29

5 presentation from Sain. The displays are here over 17:23:32

6 on this side of the room up from where I'm standing, 17:23:36

7 the left-hand side of the room. 17:23:41

8 We are talking about two projects 17:23:43

9 tonight. From Potato Farm Road to near Hollow Lane 17:23:44

10 is here on the left-hand side of the room, and from 17:23:47

11 Hollow Lane to Lowe Road is on the right-hand side of 17:23:49

12 the room back there. 17:23:52

13 MR. MANNING: My name is Jim Manning. 17:24:03

14 Are you building both projects at the same time? Are 17:24:05

15 you starting one, finishing it, and then starting the 17:24:07

16 other? What is the order on that? 17:24:10

17 MR. ROGERS: That is a good question, and 17:24:12

18 one that is -- I would not answer -- be able to 17:24:13

19 answer at this time. And we can do both the -- the 17:24:17

20 end near I-40 and the end at Clarkrange, we can do 17:24:24

21 those both at the same time. 17:24:30

22 Actually, these we could probably both do 17:24:31

23 at the same time, because in the phase construction 17:24:34

24 what we are looking at is maintaining traffic on the 17:24:36

25 existing road and building the two proposed new lanes 17:24:39

1 farthest away from the existing road. 17:24:44

2 So it would be possible in the future to 17:24:46

3 build them at the same time, but that's a decision 17:24:49

4 that will be made as we work our way through the 17:24:52

5 right-of-way process. It will depend on the funding 17:24:54

6 that's available to us at the time and whether or not 17:24:57

7 we just want to be working on two sections with two 17:25:01

8 different contractors right next to each other. 17:25:06

9 Or if we want to -- and what I always 17:25:08

10 like to say is, do we get people totally mad at us 17:25:11

11 for a shorter period of time, or do we have everybody 17:25:16

12 halfway mad at us for a longer period of time? 17:25:19

13 That's the bigger existential question. 17:25:22

14 MR. MANNING: One quick question. You 17:25:26

15 are going to build a second section while the other 17:25:27

16 one is still in existence. Are you going to put the 17:25:30

17 bridges to go over the old highway onto the new 17:25:32

18 highway as the last part of the project? 17:25:34

19 MR. ROGERS: Okay. I'm not quite 17:25:40

20 understanding. 17:25:41

21 MR. MANNING: I live on the side where 17:25:42

22 you are going to have the old highway. And you are 17:25:44

23 building the new highway across the road from me on 17:25:46

24 the other side, so that's all going to be under 17:25:49

25 construction, it will be away from me. I'll still be 17:25:52

1 using the Old 127 going back and forth. So the last 17:25:54  
2 thing you are going to do is hook my driveway to the 17:25:58  
3 new? 17:26:00

4 MR. ROGERS: Well, that's part of the 17:26:01  
5 construction process. What you are asking me is the 17:26:02  
6 new road is between -- is going to be between you and 17:26:05  
7 the road you are going to have to use? 17:26:09

8 MR. MANNING: My existing road is between 17:26:11  
9 me and the new road. 17:26:12

10 MR. ROGERS: Yeah. So they will handle 17:26:14  
11 that during construction of the project. You will 17:26:16  
12 have access to your property at all times. 17:26:20

13 MR. MANNING: Okay. 17:26:22

14 MR. ROGERS: There might be short periods 17:26:22  
15 of time, you know, when construction equipment is 17:26:25  
16 right there. 17:26:29

17 MR. MANNING: That's understandable, 17:26:30  
18 yeah. 17:26:32

19 MR. ROGERS: But we do do our best to 17:26:32  
20 maintain everybody access to their property at all 17:26:34  
21 times on the project. 17:26:38

22 MR. MANNING: Thank you. 17:26:39

23 MS. FLYNN: Then you had a question. 17:26:42

24 MR. RODGERS: My name is Harry Rodgers, I 17:26:44  
25 have a question. On Hollow Lane to Lowe Road, if I 17:26:47

1 understand you-all right, the new road is going to go 17:26:52  
2 on the east side of the present road now; is that 17:26:55  
3 correct? 17:26:59  
4 MR. ROGERS: Yeah. 17:27:00  
5 MR. FAULKENBERG: Yes, it's on the east 17:27:06  
6 side of the existing road. 17:27:09  
7 MR. RODGERS: So the old road will more 17:27:11  
8 or less stay where it is? 17:27:12  
9 MR. FAULKENBERG: The old road will stay 17:27:15  
10 where it is for a period of time. 17:27:16  
11 MR. RODGERS: I'm going to own land on 17:27:18  
12 the east side of the road. So if you build that 17:27:19  
13 first section and you buy the right-of-way for it 17:27:21  
14 all, then if I own land on the east side of the road, 17:27:25  
15 then the new road will be next to me; is that 17:27:28  
16 correct? And then your next phase will be between me 17:27:32  
17 and the old road? 17:27:36  
18 MR. FAULKENBERG: That's correct. 17:27:39  
19 MR. RODGERS: That's the way you have got 17:27:40  
20 it? 17:27:41  
21 MR. FAULKENBERG: Yes. 17:27:42  
22 MR. RODGERS: That's the only question I 17:27:43  
23 have. Thank you very much. 17:27:44  
24 MS. SHACKELFORD: My name is Jan 17:27:46  
25 Shackelford. You are stating that you are going near 17:27:47

1     Lowe Road.   So are you going to go beyond Lowe Road     17:27:49  
2     or back, when you say "near"?   And I heard him say     17:27:53  
3     something about Clarkrange.     17:27:58  
4                 MR. FAULKENBERG:   Yes.   There's another     17:27:59  
5     project to the north of where we ended near Lowe     17:28:00  
6     Road.  
7                 MS. SHACKELFORD:   What is "near"?     17:28:05  
8                 MS. FLYNN:    Is it past Lowe Road?     17:28:07  
9                 MR. FAULKENBERG:   It's actually south of     17:28:09  
10    Lowe Road.   And then we pick up on the other side,     17:28:10  
11    including Lowe Road with the next project.     17:28:14  
12                 MS. SHACKELFORD:   So that would be     17:28:16  
13    project three then?     17:28:17  
14                 MR. FAULKENBERG:   That would be a third     17:28:18  
15    project, yes.     17:28:19  
16                 MR. ROGERS:    I'll just say something a     17:28:23  
17    little about that.   We used the word "near" because     17:28:24  
18    we have to get a project description before we do any     17:28:27  
19    design work at all, so it gives us some latitude in     17:28:30  
20    what to do.     17:28:35  
21                 These displays that you see here tonight     17:28:36  
22    on the wall and the plan sets show you exactly where     17:28:38  
23    those points are.     17:28:42  
24                 MR. SMITH:    My name is Cecil Smith.   I'm     17:28:47  
25    a volunteer fireman with Rinnie.   My biggest concern     17:28:53

1 is going to be using that truck on that road. How is 17:28:56  
2 it going to affect us being able to respond to 17:29:01  
3 accidents and fires, because when you make that down 17:29:04  
4 from a four-lane to a two-lane, you are going to have 17:29:08  
5 wrecks. 17:29:10

6 And I've also heard from the THP that 17:29:12  
7 when they sit up at the Rinnie Baptist Church, it 17:29:14  
8 sounds like a race track in the morning when they 17:29:18  
9 come around that last curve heading south. So you 17:29:20  
10 are looking at a lot of accidents in that area, plus 17:29:25  
11 you are taking our fire off. 17:29:29

12 MR. ROGERS: What I will say is, you 17:29:31  
13 know, we have a transition zone that will narrow 17:29:34  
14 down. First we'll narrow it down, and then we'll 17:29:41  
15 move it over. So it's a very long transition. It's 17:29:44  
16 not an abrupt transition from five lanes to two 17:29:47  
17 lanes. 17:29:51

18 What I will say is we can show that to 17:29:51  
19 you. And these plans are not here tonight, but if 17:29:53  
20 you will get in touch with Greg Taylor or myself, we 17:29:57  
21 can show you how that's going to happen. But it is 17:30:00  
22 not an abrupt transition, it's a gradual transition, 17:30:03  
23 to give cars time to narrow from two lanes into one 17:30:07  
24 lane and then for the two lanes to come together. 17:30:10

25 MR. SMITH: Thank you. 17:30:16



1 MS. FLYNN: There is one. There is one 17:30:18  
2 here. 17:30:21

3 MR. AMMON: Hi, my name is Don Ammon. 17:30:22  
4 The original property that you were buying, are you 17:30:24  
5 going past that property now, beings things have 17:30:27  
6 changed, or is it still going to be basically the 17:30:30  
7 same line as before? 17:30:32

8 The reason why I ask is because my 17:30:34  
9 in-laws bought property down near the Lowe Road area 17:30:36  
10 that originally was not planned to be taken, and we 17:30:40  
11 are just concerned that now that things have changed 17:30:43  
12 a little bit, that it may impact their property. 17:30:45

13 MR. ROGERS: You two correct me if I'm 17:30:48  
14 wrong, but we are planning -- we are not planning on 17:30:51  
15 buying any different property than before. We are 17:30:54  
16 buying the property for the original four-lane road 17:30:58  
17 right now. 17:31:03

18 MR. AMMON: That's what I'm asking. 17:31:03

19 MR. ROGERS: Is what we plan to do. We 17:31:04  
20 are only going to build half of that new road right 17:31:06  
21 now. 17:31:09

22 MS. FLYNN: But it's not changed. 17:31:09

23 MR. AMMON: Well, they are on the side 17:31:11  
24 that's affected, they are on the east side. But when 17:31:11  
25 they bought the property before they noted the house 17:31:12

1 next to them was being taken, but when they bought 17:31:16  
2 the property, their property was not affected. 17:31:21

3 That's what I'm concerned about. 17:31:23

4 MR. ROGERS: Well, like I say, we have 17:31:25  
5 got plans tonight here of what we are planning to buy 17:31:26  
6 for this project. Take a look at that and make sure 17:31:29  
7 that it is in agreement with what you had before, and 17:31:33  
8 that would be certainly something we'd talk to you 17:31:40  
9 about. 17:31:43

10 MS. FLYNN: There's one right there, and 17:31:44  
11 then there. 17:31:45

12 DR. THOMPSON: I'm Maben Thompson. I, 17:31:46  
13 too, am concerned about the accidents. It hadn't 17:31:48  
14 been two weeks since there was a head-on up here. 17:31:51

15 We spent -- we have spent 20 years 17:31:55  
16 working with this project. I, like many of the 17:31:59  
17 people in here, gave up a day nearly every three 17:32:01  
18 months or something like that for three years to meet 17:32:05  
19 with the Citizens Resource Committee. And what we 17:32:07  
20 came up with is the only way to make it safe is to 17:32:10  
21 make this thing four-lane. 17:32:13

22 So I would like an explanation of what 17:32:16  
23 you mean by you can't get traction on this project, 17:32:18  
24 and what it means, or what the efficiency of building 17:32:22  
25 a two-lane, and then having to come back and build 17:32:26

1 the other side or modify what's there to make it 17:32:29  
2 four-lane, when the whole purpose of this project was 17:32:32  
3 for safety and to make it easier for us to get places 17:32:35  
4 here. 17:32:38

5 MR. ROGERS: I'm going to turn the 17:32:41  
6 microphone over to my supervisor, Wes. 17:32:42

7 UNIDENTIFIED SPEAKER: People like that. 17:32:47

8 MR. ROGERS: Yes. I'm going to turn the 17:32:48  
9 microphone over to my supervisor, Wes Hughen, and let 17:32:50  
10 him answer that for you. 17:32:52

11 MR. HUGHEN: I'm Wes Hughen. I think I 17:32:57  
12 became the point of blame. There's an issue with our 17:32:59  
13 document, environmental document; there's an issue 17:33:06  
14 for the traffic warrants for the full four lanes. 17:33:11  
15 Right now it doesn't warrant the four lanes. 17:33:16

16 So we were trying our best to get 17:33:20  
17 something built as soon as we can, so we said we are 17:33:22  
18 coming back and we are working with our counterparts 17:33:24  
19 in the federal government to let us build the two 17:33:27  
20 lanes now, and as soon as it warrants, they are going 17:33:30  
21 to build the four lanes. 17:33:35

22 I understand what you are saying, we all 17:33:36  
23 do. But this two-lane is going to be built to the 17:33:37  
24 design standards and it's going to take out the 17:33:41  
25 horizontal and vertical issues and blind spots that 17:33:45

1 you might have now. 17:33:47

2 We understand there's a lot of accidents 17:33:49  
3 here. That's why we are here. We tried to get here 17:33:51  
4 sooner, it's just we have -- we had a financial 17:33:53  
5 constraint that now we have overcome that hurdle for 17:33:58  
6 a time being. 17:34:00

7 The federal government authority -- the 17:34:02  
8 authority for us to spend money runs out 17:34:04  
9 February 8th, and so we have the trouble of just 17:34:07  
10 getting federal funds to support what we are doing. 17:34:10  
11 We are going ahead with the two-lane on the four-lane 17:34:14  
12 right-of-way. When it warrants the traffic, we'll be 17:34:17  
13 right back here building the other two lanes. 17:34:20

14 And if you have got a home or a farm, you 17:34:23  
15 will be connected to the new two-lane. At first you 17:34:26  
16 are connected to the old existing two-lane, then 17:34:30  
17 we'll connect you up. So nobody is going to be left 17:34:33  
18 out. 17:34:37

19 But that's the answer. That's as best as 17:34:37  
20 I can give you right now. 17:34:39

21 MR. SANDERS: From the safety perspective  
22 that you raised --

23 MR. HUGHEN: Your name? 17:34:44

24 MR. SANDERS: Allen Sanders. From the 17:34:45  
25 safety perspective that he was talking about, why 17:34:47

1 isn't it at least three-lane with a turn lane? 17:34:50

2 MR. ROGERS: There are going to be turn 17:34:54  
3 lanes everywhere it's warranted where they are coming 17:34:56  
4 to a side road or intersection. 17:34:58

5 MR. SANDERS: Is that shown on these? 17:35:00  
6 Can I see that on here? 17:35:04

7 MR. HUGHEN: Yes. 17:35:06

8 MR. SANDERS: Well, show me where it is. 17:35:07

9 MR. ROGERS: One thing I will say about a 17:35:09  
10 three-lane roadway as opposed to a two-lane, when you 17:35:11  
11 have a center turn lane, there's no passing allowed. 17:35:14  
12 That center turn lane is strictly for left turns. 17:35:18

13 So I know this is a rural area, there's a 17:35:21  
14 lot of farm equipment. So, you know, a three-lane is 17:35:23  
15 more of an urban section, or in an area like this 17:35:28  
16 three lanes is also used for an area that would need 17:35:31  
17 a climbing lane. So, you know, primarily in a rural 17:35:34  
18 area we look at left turn lanes at intersections. 17:35:40

19 MR. SANDERS: With the 10-foot shoulders, 17:35:45  
20 I'm assuming we could use that to bypass turning 17:35:46  
21 vehicles. They are paved, right? 17:35:49

22 MR. ROGERS: Yeah. I grew up in Texas 17:35:51  
23 and in a rural area, and my wife grew up here in 17:35:53  
24 Tennessee. The first time I was driving with her in 17:35:56  
25 Texas a car came up behind us, I got on the shoulder. 17:36:00

1 I started hearing about it, "What are you doing? 17:36:04  
2 This is crazy." 17:36:06  
3 I said, "Honey, this is the way we drive 17:36:08  
4 in Texas." 17:36:10  
5 And then got back on the road. Then I 17:36:11  
6 came upon somebody and they did the same thing for 17:36:14  
7 me, and that's the moment my wife believed me. 17:36:16  
8 MR. SANDERS: Is the entire length of 17:36:22  
9 this 12-foot -- this 12-foot wide entire lane? 17:36:23  
10 MR. ROGERS: It's 12-foot lanes the 17:36:28  
11 entire length, with 10-foot paved, 12-foot shoulders, 17:36:29  
12 yes. 17:36:33  
13 MS. FLYNN: This gentleman right here, 17:36:35  
14 your name. 17:36:36  
15 MR. HALL: John Hall. And I want to know 17:36:36  
16 this ratio you are talking about that warrants having 17:36:40  
17 a four-lane. What is the traffic ratio to warrant 17:36:43  
18 that? 17:36:49  
19 MR. ROGERS: What we look at generally at 17:36:50  
20 the very start of a project in a rural situation, 17:36:52  
21 it's what we call our ADT. Our average daily traffic 17:36:57  
22 is over 10,000. That's when a roadway in the state 17:37:00  
23 of Tennessee will look at putting in a four-lane 17:37:06  
24 divided roadway. 17:37:09  
25 Like Wes said, I think we have got about 17:37:10

1 8 or 9,000 right now shown for the design year, so 17:37:14  
2 it's just under that. What we'll do is we'll be -- 17:37:18  
3 we do traffic counts yearly on the roads. 17:37:23

4 And this issue that we are talking about 17:37:26  
5 now is one of the issues that we are working out with 17:37:28  
6 all of our partners to decide when we go to that 17:37:32  
7 four-lane. 17:37:36

8 But I would definitely say when the 17:37:37  
9 traffic on this road gets over 10,000, we will -- the 17:37:39  
10 State of Tennessee will be looking at making this a 17:37:44  
11 four-lane divided roadway. 17:37:47

12 MR. HALL: If it goes up the rate it's 17:37:49  
13 been going, before you get the road done it will be 17:37:51  
14 there. 17:37:53

15 MR. ROGERS: It may be true. Like I 17:37:54  
16 said, we publish a book every year that says what the 17:37:55  
17 traffic is on all of the roads. 17:37:58

18 MR. LOVSE: Hi, my name is Dan Lovse, 17:38:04  
19 L-O-V-S-E. My question is, once the new road is 17:38:08  
20 completed, the new two-lane, what will you do with 17:38:13  
21 the old two-lane road? Will you tear it up or leave 17:38:16  
22 it as is and block it off? 17:38:20

23 MR. ROGERS: What we usually do, it's 17:38:25  
24 called scarify, obliterate, topsoil and seed. So we 17:38:27  
25 would take up the pavement and we would put grass on 17:38:30

1 it. You know, if that road is -- if we leave that 17:38:34  
2 pavement out there, sooner or later somebody is going 17:38:38  
3 to see it and make a wrong turn. 17:38:41

4 MR. LOVSE: That was the purpose of my 17:38:43  
5 question. 17:38:44

6 A follow-up question on what you were 17:38:45  
7 just talking about, the traffic pattern. How does 17:38:47  
8 that correspond or mesh with the commitment to build 17:38:51  
9 the four-lane highways to all county seats that was 17:38:56  
10 done by the state or that -- a few years ago? 17:39:00

11 MS. FLYNN: It was in the '80s, wasn't 17:39:06  
12 it? 17:39:08

13 MR. HUGHEN: Yeah, I think that was in 17:39:10  
14 the early '80s. That was a commitment that was made 17:39:11  
15 to county seats when the state had a lot of money. 17:39:13  
16 And we don't go into debt, so we are working our best 17:39:18  
17 to connect every county seat the best we can. 17:39:22

18 I think we are fortunate that for 17:39:25  
19 Cumberland and Fentress County we committed to the 17:39:27  
20 four. It may take a little longer to get it, but the 17:39:30  
21 commitment is there. 17:39:34

22 Other county seats don't have that 17:39:35  
23 commitment. And the way I understand, are not going 17:39:37  
24 to get it. We are trying to do that. But that was a 17:39:39  
25 commitment made in the early '80s by a previous 17:39:43



1 administration, the legislators, and they are gone. 17:39:45

2 MR. LOVSE: Thank you for your answer. 17:39:50

3 MS. OWENS: Linda Owens. I was just 17:39:52

4 going to make a suggestion. You might do the count 17:39:55

5 for the road status during the yard sale, that would 17:39:58

6 really bump it up a lot. 17:40:02

7 MR. HUGHEN: I understand, I've come up 17:40:06

8 here myself. Right. 17:40:07

9 MS. OWENS: It might be a five-lane. 17:40:12

10 MR. HUGHEN: You may get two four-lanes. 17:40:14

11 MR. SMITH: Cecil Smith again. On your 17:40:23

12 traffic count, is that just a daily count? 17:40:27

13 MR. ROGERS: On our traffic counts what 17:40:33

14 you will usually see is -- they come out during the 17:40:35

15 year. I don't know if it's every year or not, but 17:40:38

16 you will see tubes on the ground. Those are 17:40:41

17 pneumatic tubes and they do the traffic count. 17:40:44

18 I think it's left out for several days 17:40:47

19 and then they pull it up, and that's how they count 17:40:51

20 the vehicles. And then just however many vehicles 17:40:54

21 over so many days, and we have got what we call our 17:40:59

22 average daily traffic. 17:41:02

23 MR. SMITH: The reason I'm asking, the 17:41:05

24 traffic in the morning coming south is horrendous as 17:41:07

25 people are coming to work, and quitting time going 17:41:11

1 home north. Believe me, there's a lot of cars on the 17:41:14  
2 road at that given time. So your statement of the 17:41:17  
3 daily average does not warrant it, the time periods 17:41:24  
4 that we are involved in does? 17:41:28

5 MR. ROGERS: One of the things they do is 17:41:32  
6 they will put them out on both sides of the road. 17:41:34  
7 Part of that is what we call a split. You know, like 17:41:38  
8 you are saying, they take into account that they are 17:41:41  
9 all going one way in the morning and all coming one 17:41:46  
10 way in the evening. 17:41:48

11 It's one of the things you will see on 17:41:50  
12 here, is a split of how that traffic is traveling. 17:41:51  
13 It's all part of -- and now you are getting down in 17:41:55  
14 the weeds. There's a way of using the average daily 17:41:58  
15 traffic and the splits to come up with DHV, design 17:42:01  
16 hourly vehicles. 17:42:05

17 And I'm not going to go through all of 17:42:06  
18 that right now with everybody. I'll be glad to have 17:42:08  
19 that conversation with you later on. That is, you 17:42:11  
20 know, we have our daily traffic, and then we have our 17:42:15  
21 peak hour traffic, and those are two things that you 17:42:18  
22 look at. But for the bigger overall picture, the 17:42:20  
23 simplest thing to say is 10,000 ADT. 17:42:25

24 MR. SMITH: Like I said earlier, the only 17:42:29  
25 reason I'm worried about it is the fact of having to 17:42:31

1 respond to those events. 17:42:35

2 MR. ROGERS: Oh, yeah. We want to give 17:42:36  
3 you a safer road, and our goal is to give you a road 17:42:39  
4 that will operate safely. 17:42:42

5 MR. MYERS: I'm Gene Myers. I just 17:42:45  
6 noticed in the last two weeks on some of my property 17:42:49  
7 I have flags out "wetland," and it's just stopped -- 17:42:53  
8 well, you know where I'm saying. Okay. It's just 17:43:00  
9 stopped. 17:43:04

10 So what is this wetland got to do with 17:43:05  
11 the highway, because it's part of my property? 17:43:09

12 MR. ROGERS: Now you are talking about 17:43:12  
13 part of our process of building a road that's 17:43:15  
14 starting to turn my hair gray, and it's getting the 17:43:18  
15 permits. 17:43:21

16 And what we have to do is we go out. We 17:43:22  
17 have an ecology section, some biologists who go out 17:43:25  
18 and meet with TDEC, and they figure out where 17:43:29  
19 streams -- what's a stream, what's a ditch, what's a 17:43:35  
20 wetland, pond, springs. We note all of that on our 17:43:37  
21 plans so that we can get permits from Tennessee 17:43:42  
22 Department of Environment and Conservation to 17:43:46  
23 actually build the road. 17:43:48

24 And what you are seeing is the start of 17:43:50  
25 that process. We start it now. Right after we issue 17:43:52

1 right-of-way plans we start getting the permits so we 17:43:57  
2 can build the road when we have got the property 17:43:59  
3 bought. 17:44:03

4 DR. THOMPSON: I'll try to make this the 17:44:06  
5 last time I get up for everybody who wants to go 17:44:10  
6 home. Two things, I never got an answer to the 17:44:14  
7 efficiency of building this in two projects. How 17:44:16  
8 much more is it going to cost, just an estimate, to 17:44:20  
9 come back and build another road the second time? 17:44:23  
10 And is it really worth building the first one and 17:44:26  
11 waiting to build the second one? 17:44:28

12 And, secondly, that 10,000 cars a day, is 17:44:30  
13 that a moving target? Because when we met with the 17:44:32  
14 citizens group for years, we were assured that this 17:44:36  
15 is one of the most heavily traveled two lanes around, 17:44:39  
16 and that there was no problem about the load that was 17:44:45  
17 on it for us to get a four-lane when we asked that 17:44:49  
18 that be the design. 17:44:51

19 MS. FLYNN: What's your name again, sir? 17:44:54

20 DR. THOMPSON: Maben Thompson again. 17:44:55

21 MS. FLYNN: Thank you. 17:44:58

22 MR. HUGHEN: Maben, if we buy the 17:45:02  
23 right-of-way now, we would have the right-of-way and 17:45:04  
24 that won't be an impact to cost. 17:45:06

25 And also with building two lanes of it 17:45:09

1 now, we minimize the impact to traffic. So you have 17:45:11  
2 still got two lanes that we are not occupying, they 17:45:17  
3 all can go north and south to get to work and get 17:45:21  
4 back home. 17:45:23  
5 When we build the next two lanes, you 17:45:24  
6 would have the new two lanes we just built to go back 17:45:27  
7 and forth on. While we work beside it, we are 17:45:33  
8 building the remaining two lanes. 17:45:36  
9 So us phase constructing it is going to 17:45:38  
10 work a lot better for maintaining traffic. Instead 17:45:41  
11 of you having to drive on the road, we are switching 17:45:45  
12 you back and forth, maybe, from when you went into 17:45:49  
13 work in the morning and when you went back home. 17:45:52  
14 So -- 17:45:55  
15 DR. THOMPSON: Cost wise for the 17:45:56  
16 project -- 17:45:58  
17 MR. HUGHEN: Well, the cost is -- I can't 17:45:59  
18 answer the cost. 17:46:00  
19 DR. THOMPSON: That's what I just asked 17:46:01  
20 you. 17:46:02  
21 MR. HUGHEN: When the contractor bids on 17:46:04  
22 it, what is he going to bid? It's tough. 17:46:06  
23 MS. MONK: Bella Monk. When you-all get 17:46:13  
24 down to the two-lane, are you all going to come down 17:46:15  
25 to one lane when you are all making the new road? 17:46:17

1 MR. ROGERS: Do you mean one lane in each 17:46:22  
2 direction, is that what you -- 17:46:26

3 MS. MONK: No. When you-all come down to 17:46:28  
4 the two-lane, are you only going to put traffic in 17:46:29  
5 one lane and switch it back and forth and let traffic 17:46:32  
6 go? 17:46:34

7 MR. ROGERS: No. As Mr. Hughen was just 17:46:35  
8 stating, we'll be maintaining -- while we are 17:46:38  
9 building both two lanes of the new road -- while we 17:46:41  
10 are completely building the new road over on the 17:46:45  
11 side, we will maintain traffic on the existing road. 17:46:48  
12 When we get that road complete, then we'll switch 17:46:52  
13 them over to the new road. 17:46:55

14 Now, on the same portion there's two 17:46:57  
15 crossover points, did you say, Richard, on your 17:47:00  
16 project? 17:47:03

17 So, yeah, there will be those two points 17:47:04  
18 where there will be construction going on immediately 17:47:07  
19 adjacent to the road, but, otherwise, most of the 17:47:10  
20 other spots' construction is going to be anywhere 17:47:13  
21 from 20, 40, maybe more feet away from where you will 17:47:17  
22 be traveling. 17:47:23

23 MR. BILBREY: Yes, sir. This is Steven 17:47:28  
24 Bilbrey. My question is on the right-of-way 17:47:30  
25 acquisition. I'm here on behalf of my mother. 17:47:32

1                   She owns three acres. And according to 17:47:36  
2 looking at your diagram, things are going to -- the 17:47:38  
3 redline right-of-way is going to probably take like a 17:47:40  
4 fourth to maybe a third of her property. 17:47:43  
5                   Okay. Is that all you are going to take, 17:47:46  
6 or the whole thing? And if not, just buy what you 17:47:48  
7 need for right-of-way, is she going to have access 17:47:51  
8 into the rest of her property? 17:47:54  
9                   MR. ROGERS: She will have access to her 17:47:56  
10 property. What we are planning on -- what we are 17:47:57  
11 showing you here tonight is what we are planning on 17:48:01  
12 buying for the complete roadway, so we should not 17:48:04  
13 have to come back and buy more property in the 17:48:07  
14 future. 17:48:10  
15                   MS. FLYNN: He can get with us. 17:48:11  
16                   MR. ROGERS: Yeah, that's on the plans 17:48:13  
17 tonight. You know, go look at your mother's 17:48:15  
18 property, and what you are seeing there is all we 17:48:17  
19 should need to buy for the full project, for the full 17:48:20  
20 four-lane road in the end. 17:48:23  
21                   MR. ROSTER: My name is Mark Roster 17:48:28  
22 (phonetic). The question I've got is, we have been 17:48:30  
23 coming to these meetings for years and years and 17:48:33  
24 years. 17:48:36  
25                   The thing is, I have a hard time 17:48:36

1 believing a whole lot of what we hear because, on the 17:48:39  
2 front end, the first time I came to one of these 17:48:43  
3 meetings I asked them when they would be pushing dirt 17:48:46  
4 out here, and they said 2007. 17:48:48

5 The timelines are a big thing. This 17:48:51  
6 whole community has been tied up over here for over a 17:48:54  
7 decade. People can't do anything with their 17:48:56  
8 property. If they try to sell anything, the property 17:48:59  
9 values are down because everybody knows this place is 17:49:02  
10 tore up and going to keep being tore up. This 17:49:05  
11 community has got miles and miles of community here 17:49:07  
12 that these people just don't know what to do, don't 17:49:11  
13 know what to believe. This project was supposed to 17:49:13  
14 be pouring pavement out here 10 years ago. 17:49:18

15 MR. ROGERS: I understand what you are 17:49:26  
16 saying. You know, we are currently in the final 17:49:27  
17 stages of buying right-of-way now on either end of 17:49:30  
18 the project, and planning on having those under 17:49:36  
19 construction about a year from now, you know. 17:49:38

20 And, like I said earlier, what we are 17:49:44  
21 proposing tonight to you is to help try and move 17:49:48  
22 those middle two sections along. You know, we want 17:49:52  
23 to get this done as much as you want it done. 17:49:57

24 MR. SANDERS: This is Allen Sanders 17:50:00  
25 again. Could you answer Maben's question regarding 17:50:03



1 if the average daily vehicle number is a moving 17:50:06  
2 target? Because if 10,000 is the number, then why 17:50:10  
3 did they build a four-lane in Fentress County? 17:50:16

4 MR. ROGERS: I suspect that gets back to 17:50:20  
5 the old original program of connecting all the county 17:50:23  
6 seats with a four-lane, is where that comes from. 17:50:27  
7 That was irrespective of traffic volumes. 17:50:31

8 You know, money has gotten -- as Wes said 17:50:37  
9 earlier, money has gotten tighter and those times are 17:50:40  
10 gone. 17:50:46

11 MR. SANDERS: So how long has 10,000 been 17:50:47  
12 the number, how many years? 17:50:50

13 MR. ROGERS: I would say it's been -- 17:50:51  
14 I've been here 28 years, and as long as I've been in 17:50:54  
15 a position to do more than just design, so forth. 17:50:58  
16 Say 15 of those years that 10,000 number has been the 17:51:01  
17 number. 17:51:06

18 MR. SANDERS: Thank you. 17:51:07

19 MS. SMITH: My name is Roxanne Smith. 17:51:10  
20 And, yes, it's been over 22 years that I know of. 17:51:12  
21 How is it -- well, two questions, and they are 17:51:19  
22 totally separate. 17:51:23

23 Some people at the beginning of your 17:51:25  
24 acquisition of North 127 were paid for the market 17:51:27  
25 value of their home, and now people are just being 17:51:32

1 said you have to leave. We will pay for -- you know, 17:51:37  
2 we will pay for the house where you want to go, but 17:51:44  
3 if you have 40 years of equity, no, we are not giving 17:51:47  
4 you any money. So that's one issue. 17:51:50

5 The other issue is, how did you say this 17:51:52  
6 was being paid for? Is the federal government paying 17:51:55  
7 for it, or is Tennessee paying for it, or both? 17:51:58

8 MR. ROGERS: Well, the first -- the 17:52:03  
9 second question I'll answer first, the payment of it. 17:52:06  
10 On these roads the State of Tennessee will put up 17:52:08  
11 20 percent, and the federal tax dollars will put up 17:52:14  
12 the other 80 percent, what we get through the Federal 17:52:17  
13 Highway Administration. 17:52:22

14 To your question of being paid, two 17:52:23  
15 things happen. There are homes that are relocations. 17:52:28  
16 And when somebody has to be put out of their house 17:52:33  
17 and moved to a new location, then when you move -- 17:52:37  
18 when we have to move you from one house to the other, 17:52:42  
19 that becomes more of the focus. 17:52:44

20 If we are just buying, you know, 17:52:48  
21 500 square feet of your property, it's the fair 17:52:51  
22 market value of the land. 17:52:54

23 So what it gets into is what's going on 17:52:57  
24 with each individual. If we are buying some of your 17:52:59  
25 land, that's all we are doing, we are looking at fair 17:53:02

1 market value. 17:53:04

2 If your home is in a position where you 17:53:06  
3 become a relocation, then we start looking at you are 17:53:09  
4 living in a three-bedroom two-bath house, we want to 17:53:16  
5 put you back in a three-bedroom two-bath house. 17:53:19

6 What I will say is we have got some 17:53:22  
7 right-of-way agents back here in the back corner of 17:53:24  
8 the auditorium over here to our right. Yeah, they 17:53:31  
9 can talk to you a little bit more about that portion 17:53:34  
10 of the process. 17:53:38

11 MR. HUGHEN: Wes Hughen. I want to 17:53:40  
12 address again the acquisition of a relocation. If 17:53:42  
13 it's a residence, it's more than the acquisition of 17:53:47  
14 the house; it's also moving expense. 17:53:51

15 Now, if you have got a house, as Robert 17:53:56  
16 described, but yet you want a mansion with a white 17:53:58  
17 picket fence, we don't pay for the mansion. We pay 17:54:03  
18 for the value of your home. And it's appraised by 17:54:05  
19 outside appraisers, not TDOT, so they appraise it. 17:54:09  
20 Brad here, he's our appraiser. He reviews it. Then 17:54:13  
21 we negotiate, and you are back and forth. But you 17:54:16  
22 get moving expenses to help you to relocate. 17:54:22

23 If it's a business, the business doesn't 17:54:27  
24 get the benefits as good as a resident. So there's 17:54:30  
25 no taking. I heard the word "take." We don't take. 17:54:33

1 We acquire. 17:54:37

2 We have outside appraisers appraise the 17:54:38

3 property. And then, you know, if you don't like what 17:54:41

4 the offer is and it's back and forth, then it goes to 17:54:45

5 court and we put that money on deposit and it draws 17:54:48

6 interest for the landowner. 17:54:53

7 And some of these cases last a long time, 17:54:55

8 so we try to work it out. Our agents work with you 17:55:01

9 and try to resolve it the best we can and assist you 17:55:04

10 with the move. 17:55:07

11 MR. BEATY: I have a question. My name 17:55:14

12 is Conley Beaty, and we have been hearing about this, 17:55:19

13 like somebody mentioned a while ago, for 20 years or 17:55:24

14 longer. 17:55:28

15 You talk like you are going to come back 17:55:30

16 and build the other two lanes later. When? How much 17:55:33

17 longer will it be from the time you get the first two 17:55:36

18 until you get back to the second two? 17:55:40

19 I don't see why that we couldn't go ahead 17:55:42

20 and have the four-lane like it's planned. I believe 17:55:45

21 it would be cheaper, as cheap or cheaper than it 17:55:47

22 would to wait and come back and do it later. I can't 17:55:52

23 see the point. 17:55:56

24 MR. HUGHEN: I understand exactly what 17:55:58

25 you are saying. If we built it all at once, the 17:55:59

1 construction dollar cost today would probably be 17:56:01  
2 cheaper than, say, 10, 20 years later. But we are 17:56:05  
3 taking 80 percent of federal dollars, and there are 17:56:08  
4 stipulations required with those federal dollars. 17:56:12

5 They won't let us spend it on a roadway 17:56:14  
6 that the traffic is not warranting that additional 17:56:16  
7 two lanes. So we will build the two lanes we can 17:56:20  
8 now. And as soon as it warrants, we can come back 17:56:24  
9 with the other two lanes. 17:56:27

10 We have got seven projects going from 17:56:29  
11 I-40 to south of Jamestown. We have got a meeting on 17:56:32  
12 the 15th at the South Fentress Elementary, which is 17:56:36  
13 on 85, I think, going to Wilder, to talk about the 17:56:43  
14 sections from Kilby up to the four-lane in Jamestown, 17:56:45  
15 south of Jamestown. 17:56:50

16 So we are trying to get it, but we have 17:56:52  
17 the issues that we have got to satisfy before we can 17:56:56  
18 get these plans to right-of-way and construction. 17:56:59  
19 And we are dealing with our federal partners on this 17:57:04  
20 because we are using their money. And so I 17:57:07  
21 understand your question. 17:57:10

22 MS. FLYNN: Jason, here is a gentleman. 17:57:14

23 MR. MOORE: I'm probably loud enough, 17:57:18  
24 probably don't need it.

25 This gentleman over here had a timeline 17:57:19

1 on his slide that shows the purchase dates and 17:57:21  
2 everything. Well, I live in the section that they 17:57:25  
3 are going to be doing. What's their time lane on 17:57:28  
4 making these purchases? 17:57:31  
5 MS. FLYNN: What's your name? 17:57:32  
6 MR. MOORE: Ron Moore. I'm sorry about 17:57:33  
7 that. 17:57:36  
8 MR. ROGERS: The timeline on the other 17:57:36  
9 project is similar. You know, I believe it was 17:57:37  
10 issued right-of-way plans in the spring of next year 17:57:41  
11 for yours, Richard. Wasn't it -- did you say May? 17:57:44  
12 I think the slide show showed May. So we 17:57:49  
13 would issue the right-of-way plans, I would say, in 17:57:52  
14 the spring of '19, and then we would -- it takes 17:57:55  
15 about -- or '18? 17:57:59  
16 MR. HOLT: Our right-of-way plans review 17:58:04  
17 is February of next year. 17:58:06  
18 MR. ROGERS: Okay. So it would be spring 17:58:07  
19 of '19 the plans are due, and it takes about six 17:58:08  
20 months. Like Mr. Hughen was saying, we hire outside 17:58:12  
21 appraisers, and those appraisals have to be reviewed. 17:58:17  
22 Then the agents have to be given the information to 17:58:21  
23 come out and make the offer. 17:58:23  
24 So it takes about six months after we 17:58:24  
25 issue right-of-way plans to when the agents start 17:58:27

1 showing up to make offers on the properties. 17:58:30

2 MR. MOORE: So you guys are looking at 17:58:33

3 about the same timeline there? 17:58:35

4 MR. ROGERS: Yeah, both projects are on 17:58:37

5 the same timeline for right-of-way acquisition. 17:58:38

6 MS. FLYNN: There's one question back 17:58:40

7 there. 17:58:41

8 MS. SHAW: I'm Jan Shaw, and I live on 17:58:41

9 the -- down below -- about three miles north of the 17:58:47

10 interstate. And what I'm hearing is -- I'm seeing 17:58:50

11 your timeline and I'm hearing your explanation. And 17:58:55

12 it's been mentioned several times that we have been 17:59:00

13 waiting and waiting and waiting. 17:59:02

14 From my own research, this project was 17:59:05

15 approved back in 1999, so we are talking --- this is 17:59:07

16 taking well over 20 years. So I understand you guys 17:59:15

17 can only do what you can do given what the federal 17:59:18

18 and state can offer you. 17:59:23

19 So I'm thinking at this point some of us 17:59:25

20 residents need to start making trips to Nashville and 17:59:29

21 letting them know they need to start making good on 17:59:32

22 their word for this project. 17:59:37

23 MR. HUGHEN: I understand that. When you 17:59:39

24 write a letter to your representative or your 17:59:43

25 senator, I answer it, whether it goes to the governor 17:59:46

1 or the commissioner. If you go to Nashville, then I 17:59:49  
2 get called and I answer the same comment. 17:59:53

3 So we are buying right-of-way on that 17:59:56  
4 section from north of I-40 to Potato Farm Road. The 17:59:59  
5 problem was it went to near Legion Road. And then we 18:00:02  
6 extended it and we got a consultant doing that work, 18:00:07  
7 and they have lost designers and they have had big 18:00:11  
8 turnover.

9 And so we had a meeting just Friday last 18:00:15  
10 week. We said, you have got to get back -- we need 18:00:18  
11 that revision in two weeks so we can get back buying 18:00:22  
12 right-of-way. We've got about 36, 37 tracts left to 18:00:26  
13 acquire, then we'll submit that and we are ready to 18:00:30  
14 get construction plans done. 18:00:35

15 I'd say the first two projects to be 18:00:36  
16 built is the section north of I-40 to Potato Farm 18:00:38  
17 Road, and then from Lowe Road past 62 through 18:00:44  
18 Clarkrange to Kilby. We are buying the right-of-way 18:00:49  
19 right now in Clarkrange. 18:00:52

20 So those are the first two. Then these 18:00:54  
21 two will follow suit, and then we'll go from Kilby up 18:00:57  
22 to the four-lane. And then we won't -- you won't 18:01:01  
23 have to come back to any more meetings here. 18:01:04

24 MS. SHACKELFORD: Jan Shackelford again. 18:01:12  
25 Now, when you do all of these purchases of ground and 18:01:15



1 there's houses on them, we are on two lists when the 18:01:17  
2 auctions come up, and we have never -- I mean, for a 18:01:23  
3 year or more now we have not got an answer on when 18:01:27  
4 they are going to be auctioned, where, how, and all 18:01:30  
5 of this stuff. 18:01:34

6 And a lot of people in here are 18:01:35  
7 interested in purchasing the property -- not the 18:01:37  
8 property, but the things on the property. So how do 18:01:41  
9 we go about making sure that we residents get a 18:01:44  
10 chance at that? 18:01:48

11 MR. ROGERS: You are talking about land 18:01:50  
12 and stuff we have already acquired? 18:01:53

13 MS. SHACKELFORD: Yes. 18:01:56

14 MR. ROGERS: And we do have auctions on 18:01:57  
15 that from time to time, that is handled through our 18:01:58  
16 right-of-way department. Mr. Brad Scott is in charge 18:02:03  
17 of that department. He's not here tonight, Greg 18:02:06  
18 Taylor. Pete Faulkenberg, myself, you can call any 18:02:11  
19 of us and we'll get you that -- we'll get information 18:02:14  
20 for you on that. Or you can call up TDOT in 18:02:18  
21 Chattanooga and ask for Mr. Scott, and he should be 18:02:24  
22 able to find out some information for you on that. 18:02:26

23 MR. AMMOND: Just real quick on that. We 18:02:35  
24 have talked to them two different times, and they 18:02:37  
25 have held two auctions since and we have never been 18:02:39

1 notified. 18:02:41

2 I had a piece of property that I would 18:02:42

3 like to buy one of the houses and move it on, but we 18:02:44

4 are not given the opportunity. And I put my name on 18:02:47

5 two different lists in the last two years, and still 18:02:50

6 haven't been notified. 18:02:54

7 MR. HUGHEN: I want you to talk with Brad 18:02:58

8 and Arnold and Jerry back here under the clock, okay, 18:03:00

9 and let's talk about that and see what the issue is. 18:03:04

10 And maybe your name really didn't get on the list, I 18:03:06

11 don't know, but we'll make sure it will. We'll 18:03:10

12 address you back there under the clock. 18:03:13

13 MS. FLYNN: Let's take a final question 18:03:15

14 here and then let's -- one more question, because we 18:03:16

15 are running out of time here. We want to make sure 18:03:21

16 that the people who want to talk to the court 18:03:23

17 reporter have that chance. 18:03:25

18 MR. MATTHEWS: John Matthews. I've got 18:03:27

19 two questions, I guess. The project that I guess you 18:03:30

20 guys have already bid or whatever, the one from north 18:03:35

21 to here, is it all going to be four-lane up past 18:03:38

22 Potato Farm Road? 18:03:41

23 And my second question is, does the rate 18:03:43

24 of traffic figure into your calculation? Because, I 18:03:48

25 mean, when it takes people on the north end of the 18:03:50

1 county 45 minutes to get eight miles down the road, I 18:03:53  
2 mean, that's got to be some kind of consideration. 18:03:57  
3 Because, like Cecil Smith was saying, you know, an 18:04:00  
4 ambulance or something, fire truck, having to get 18:04:05  
5 five or six miles down the road and it takes him 18:04:08  
6 20 minutes to get down there, I mean, that's life or 18:04:10  
7 death. 18:04:13  
8 MR. ROGERS: The first project, which is 18:04:14  
9 the one you are talking about near I-40, that one is 18:04:17  
10 still the full original buildout. Of course, now its 18:04:21  
11 transition will be different if we move forward with 18:04:26  
12 this, because it will be coming into the two-lane 18:04:28  
13 section. But that road is still going forward as 18:04:31  
14 originally planned. 18:04:34  
15 You know, what we are going to have 18:04:36  
16 with -- what we are planning here tonight, as the 18:04:39  
17 gentleman earlier said, we'll have the 10-foot 18:04:42  
18 shoulders and -- 10-foot paved, 12-foot shoulders, 18:04:44  
19 we'll have the left turn lanes. 18:04:50  
20 So when emergency vehicles are coming 18:04:51  
21 through, there should be more -- even though we are 18:04:54  
22 building two lanes, there should be more -- better 18:04:57  
23 room for them to get through the existing area even 18:04:59  
24 with the traffic. 18:05:03  
25 MR. MATTHEWS: (Unintelligible 18:05:07

1 crosstalk.) -- timing, rate of traffic? 18:05:11

2 MR. HUGHEN: It's the same 10,000 18:05:13

3 vehicles, and so it's -- 18:05:15

4 MR. MATTHEWS: 10,000. 18:05:17

5 MR. ROGERS: Yeah. What we are going to 18:05:18

6 do is we are going to stop taking these questions. 18:05:19

7 We want you to get up and look around at the maps, 18:05:22

8 ask us individual questions. We want you to have the 18:05:25

9 opportunity to come to the court reporter and say 18:05:29

10 what you want to say. 18:05:31

11 And also you don't have to use that form. 18:05:32

12 If you want to write a letter, just use that 18:05:34

13 information that's on there, the pin number, the 18:05:37

14 project description, and you can mail it in to that 18:05:41

15 address. So we'll dismiss this part and meet you at 18:05:44

16 the maps. Thank you. 18:05:46

17 MR. MANIS: David Manis. I have property 18:05:59

18 along this route, and I live on the main Highway 127 18:06:05

19 north. When I was a kid, they redone 127 and leveled 18:06:09

20 the road in the stretch -- you know, supposed to 18:06:16

21 level it out and everything, but it's still got the 18:06:22

22 humps and stuff in it there where you can't see real 18:06:25

23 good. 18:06:28

24 Okay. I've been hearing about this 18:06:28

25 project for four-lane for at least 30 years. They 18:06:30

1 started it then, and told us they was going to build 18:06:36  
2 it all the way from Crossville to Albany, Kentucky, 18:06:40  
3 and straighten the road all the way back in the 18:06:45  
4 1950s. 18:06:49

5 What happens if we do this two-lane road, 18:06:50  
6 is it another 50 years before we possibly get a 18:06:53  
7 four-lane road and thousands of people get killed 18:06:56  
8 just because of this reason for doing this? 18:07:00

9 We done this so that we would possibly 18:07:03  
10 have the right to have the four-lane highway where 18:07:05  
11 less people would get killed and the straighter 18:07:09  
12 access in from one county to the other. 18:07:11

13 Now then they are telling us 20 years 18:07:14  
14 later that we can't have nothing but a two-lane. 18:07:18  
15 That's really disturbing to me, really. Taking all 18:07:20  
16 our people's houses for 10 years and really ain't 18:07:25  
17 done nothing no more than what they said to start 18:07:29  
18 with, you know. It's right back to where we started 18:07:32  
19 before anything happened. 18:07:34

20 And we need to have good access to the 18:07:51  
21 roads, and there won't be whenever they go to 18:07:55  
22 construction. We'll be probably two hours sitting in 18:07:58  
23 traffic trying to get from Clarkrange to I-40, and 18:08:01  
24 even maybe more. Plus all of the accidents, because 18:08:09  
25 check the records, when we had the coal trucks 18:08:12

1 running on 127 North and how many accidents was 18:08:16  
2 between the interstate, I-40, and Clarkrange, it was 18:08:18  
3 unreal. There was 10 or 15 accidents a day during 18:08:23  
4 that time, and that's why that the four-lane was 18:08:26  
5 suggested. 18:08:31

6 Now then you are telling us it don't 18:08:31  
7 matter what the problem is, how many trucks or what 18:08:33  
8 are on the road, all you deserve is a two-lane road. 18:08:37

9 MR. SMITH: My name is Mike Smith, I live 18:08:48  
10 out on North Lowe Road. If they build a two-lane 18:08:50  
11 highway, it's going to be basically the same thing we 18:09:02  
12 have got right now. It's still going to be unsafe. 18:09:06  
13 It's going to be too much traffic on the two-lane 18:09:09  
14 highway. 18:09:11

15 Last night I left my house, pulled out on 18:09:14  
16 Lowe Road and onto 127. I counted 62 cars from Lowe 18:09:18  
17 Road to Rinnie Baptist Church. There was four cars 18:09:27  
18 that passed in front of me before I pulled out. And 18:09:33  
19 as soon as I got to the church, I had to wait for a 18:09:37  
20 couple more cars to go by. Then I pulled in, and 18:09:41  
21 there was some more cars that come by. 18:09:45

22 And, to me, that's only about maybe a 18:09:47  
23 two-mile strip. And there's just way too much 18:09:52  
24 traffic out there for people to drive safely on that 18:09:57  
25 road, so we need a four-lane, not a two-lane. 18:10:02

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Until they put four-lane in there, we are  
still going to have accidents, have people killed,  
hurt, and everything.

18:10:10  
18:10:12  
18:10:14

(Proceedings concluded.)

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REPORTER'S CERTIFICATE

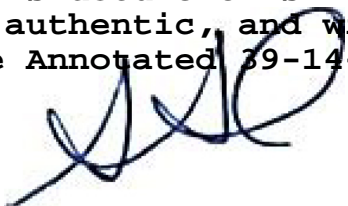
STATE OF TENNESSEE

COUNTY OF DAVIDSON

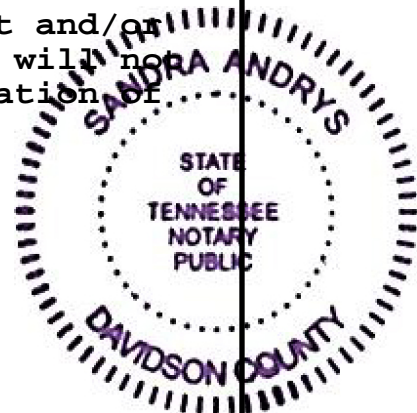
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I further certify that I am not related to any of the parties named herein, nor their counsel, and have no interest, financial or otherwise, in the outcome of the proceedings.

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<hr/> <b>Exhibits</b> <hr/>	<hr/> <b>3</b> <hr/>		
<b>2.1.</b>	<b>3-mile</b> 2:21	48:24 49:1,3 50:2	<b>appraise</b> 38:19
<b>18 TDOT exhibits</b>	<b>30</b> 47:25	<b>account</b> 29:8	39:2
<hr/> <b>1</b> <hr/>	<b>36</b> 43:12	<b>acknowledge</b> 2:10	<b>appraised</b> 38:18
<b>10</b> 2:25 9:23 35:14	<b>37</b> 43:12	<b>acquire</b> 39:1	<b>appraiser</b> 38:20
40:2 48:16 49:3	<hr/> <b>4</b> <hr/>	43:13	<b>appraisers</b> 38:19
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