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TENNESSEE DEPARTMENT OF TRANSPORTATION
DAVIDSON COUNTY PUBLIC MEETING
I-40 DONELSON PIKE INTERCHANGE PROJECT

October 23, 2018
6:00 p.m.

FIFTY FORWARD DONELSON STATION
108 Donelson Pike
Nashville, TN 37214

Elite Reporting Services
www.elitereportingservices.com
Joy Kennedy, LCR, CCR, RPR Associate Reporter
Post Office Box 292382

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1 MS. SCHULTE: All right. Everyone,
2 welcome to the design hearing held by TDOT concerning
3 the I-40 Donelson Pike interchange project. I'm the
4 community relations officer for TDOT. My name is
5 Kathryn Schulte. I would first like to welcome any
6 elected officials. Are there any elected officials
7 present?

8 (No response.)

9 MS. SCHULTE: Okay. Our purpose here
10 tonight is to give you a little bit of information
11 about this proposed project and get your feedback.
12 Your comments are important to this process, but
13 there's a couple of things you need to know. When we
14 get done, we're going to have a formal question and
15 answer. And the court reporter will be recording the
16 questions. So if you want to make a comment during
17 the question-and-answer session, please, give your
18 full name so she can get that information down. If
19 you want to make a formal comment to be included in
20 the record but you don't feel comfortable doing it in
21 front of the group, you can go to the court reporter

22 after the Q and A and give her your comment directly.
23 You can also write down you comment and give it to
24 us, and you have 21 days to mail that in if that's
25 something you prefer to do. If you have a question

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1 about the project but you don't necessarily want to
2 make a formal comment, if you'll just wait until
3 after the Q and A, some of our representatives will
4 be here to answer any other questions that you might
5 have.

6 So with that I'm going to introduce Cody
7 Crews from Gresham Smith, and he'll give us the
8 presentation.

9 MR. CREWS: All right. Good evening. So
10 tonight we have -- we have a handful of TDOT
11 representatives along with the Gresham Smith staff.
12 I work for Gresham Smith as a design consultant, and
13 I'm the project engineer. Tonight I have a quick
14 presentation to go over the basics of what, why, how,
15 when, and where of the project. And we have handouts
16 up at the sign-in table, several display boards. And
17 then after this presentation, we're going to have a
18 video of the simulation to show you motorists
19 traveling through this interchange so that you can

20 kind of put a picture with what it's going to look
21 like in the future.
22 And then as Kate said, there's two ways
23 to provide feedback tonight. So you can provide
24 comments to the court reporter here, and there's also
25 comment cards at the sign-in desk. You can fill

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1 those out and turn them in tonight or mail them in.
2 So first to cover the why of this
3 project. So the purpose and need is really driven by
4 the rapid growth of downtown Nashville, the
5 surrounding cities in Middle Tennessee, but then also
6 the growth that the Nashville airport has been
7 experiencing over the years. And the purpose of the
8 job is to improve the safety and the overall
9 operations of the I-40 Donelson Pike interchange. So
10 behind me is a visual of how you access the airport
11 today using Donelson Pike. So there's a significant
12 amount of traffic traveling north and south on
13 Donelson Pike, but there's also a significant amount
14 of traffic getting to and from the airport. And so
15 on the north, whenever we have that traffic merging
16 up at the interchange, there's a significant amount

17 of congestion at the interchange. And the airport is
18 witnessing cut-through traffic into their circulation
19 road, which is causing a jam up on their end. And so
20 we have airport traffic mixing with TDOT and causing
21 congestion and TDOT traffic jamming up the airport
22 circulation road. So the issue has been identified.
23 So one thing -- this project has been advertised in
24 the past as part of the BNA vision. I know it's been
25 in several different presentations. But just for

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1 clarification, there are two different projects going
2 on, two different parties. And so in the red shown
3 here that represents the TDOT responsibility of the
4 I-40 interchange and then also the relocation of
5 Donelson Pike to the east.

6 The blue represents the land side
7 improvement for the MNAA or the BNA vision. And
8 we've been closely working with the airport. They've
9 been great to work with. We're coordinating on a
10 weekly or monthly basis. But the reason we're here
11 tonight is to discuss the red portion shown here, the
12 portion that TDOT is responsible for. Now, we do
13 have Traci Holton here from the airport that would
14 like to make a statement.

15 MS. HOLTON: Good evening. Thank you.
16 My name is Traci Holton. I'm a chief engineer for
17 the airport authority. The Metropolitan Nashville
18 Airport Authority fully supports TDOT's project to
19 realign Donelson Pike and provide a new interchange
20 with Interstate 40. This project has long been
21 planned, and the time has come to improve this
22 section of roadway. Like everyone in this community
23 we are well aware of the safety issues associated
24 with the current configuration and increased traffic
25 along Donelson Pike. Moreover as this area has

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1 grown, the airport has seen significant increases in
2 passengers and traffic in and out of BNA. Nashville
3 International Airport is a major economic engine for
4 Middle Tennessee. We have averaged ten percent
5 growth year over year for each of the last four years
6 and are currently growing an astounding 15 percent
7 this year. Our current analysis and projections
8 indicate that by the year 2023 access to and from the
9 airport will severely be impacted without these
10 proposed changes to Donelson Pike, creating the
11 possibility of frequent traffic gridlock and

12 hampering economic growth in this area. In addition
13 to the safety and congestion issues addressed by
14 TDOT's proposed changes to Donelson Pike this project
15 will allow the airport authority to make the
16 necessary improvements to internal airport roadways
17 that will allow us to facilitate the increasing
18 passenger demands arising at BNA. This is a win-win
19 for our community, and the airport authority is fully
20 supportive. Thank you.

21 MR. CREWS: And Traci is going to hang
22 out if there's any questions specifically about the
23 blue piece, the inner network of the airport, and
24 we'll be able to fulfill the questions about the red
25 portion for TDOT.

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1 So right now on this design we're sitting
2 about 35 percent, and so we have a good picture of
3 the footprint of the project on the display boards
4 and then also on this graphic here (indicating).
5 We're showing the roadway network and then the green
6 areas outside of the roadway is the footprint of the
7 project, so the grading limits or future grass slopes
8 for the project is shown in green.

9 So on I-40 on the west side of the

10 project we begin at Exit 216A, the primary exit for
11 the airport, and the project ends on I-40 on the east
12 side right before the Elm Hill Pike bridge.

13 On Donelson Pike we begin on the south
14 side. As soon as you come out of the taxi way
15 tunnel, Donelson Pike will be realigned to the east,
16 new interchange is shifted to the east, and we're
17 tying back into Donelson Pike just south of the
18 raceway and the parking spot driveways.

19 Now, the unique part of this job, the
20 proposed interchange that we have, is a diverging
21 diamond interchange. So I'm going to cover what it
22 is and why we considered it for this project. So a
23 diverging diamond is laid out very similar to a
24 traditional diamond interchange with the exception
25 that traffic will cross and travel on the opposite

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1 side of the roadway over I-40 and then cross back
2 over under a signalized intersection to continue to
3 the north or to the south. The significant benefit
4 of this whenever -- once you cross at the signal it's
5 almost like driving down a one-way street. Turning
6 left is very easy because there's not vehicles coming

7 against you. And so what that allows is once you go
8 through one signal you can get onto the interstate
9 without crossing any kind of traffic. And the thing
10 that does -- you know, going back to the purpose and
11 need to improve the safety and the operations,
12 there's a significant increase in safety with this
13 type of interchange. What we like to look at are
14 conflict points at an interchange. And so the
15 biggest thing to focus on here is there's a reduction
16 in conflict points, so a reduction in the likelihood
17 of crashes happening. But the biggest decrease is
18 the opportunity for those crossing maneuvers. Since
19 we're not crossing traffic, we significantly reduce
20 the amount of T-bone and head-on type of collisions
21 that you have. And so that's where the safety
22 improvements are.

23 As far as operations, since we're able to
24 have left turns without opposing traffic, then it
25 really simplifies things as far as the operations.

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1 The signals at these interchanges are two phases.
2 The light is either red or green. And so most of
3 your interchanges that you go through today they have
4 at least five phases. Everybody goes straight, stop,

5 turn left, you know, there's multiple phases. This
6 one is either red or green, so it's stop or go. And
7 since we don't have the left turn demands, the
8 project has a much smaller footprint. And so for the
9 department there's savings because there's a smaller
10 footprint, less time, and materials to build the
11 project during construction.

12 We've had a lot of success in the state
13 with the diverging diamond interchanges. There's two
14 of them in operation right now. The first one was
15 constructed in the City of Alcoa. It was actually
16 the fifth in the United States, so it was
17 cutting-edge technology at the time. The second one
18 was constructed in Sevierville at Exit 407 at I-40.
19 That's the main exit for Pigeon Forge and Gatlinburg,
20 so a lot of tourist traffic. Whenever that opened
21 up, it was the 51st in the U.S. And so not only in
22 Tennessee are we seeing the success of these type of
23 interchanges, but they're popping up all over the
24 U.S. There's currently 89 of them open. The third
25 diverging diamond is actually about to begin

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1 construction on I-24 at Hickory Hollow. We're

2 anticipating this will be the fourth.

3 A couple more unique features of this
4 project, along I-40 eastbound there's a collector
5 distributor road, which is a fancy term for a barrier
6 divided frontage road. And the best example nearby
7 is I-40 out towards Mount Juliet at Providence. And
8 what this does is it allows us to get all the traffic
9 that's coming from the airport off of Donelson Pike,
10 getting onto the interstate at Donelson Pike, we're
11 able to separate I-40 traffic that's going 70 miles
12 per hour from all of the weaving and lane changing
13 that's going on, once again, improving the operations
14 and the safety of the interchange and the interstate.

15 There's four bridges on the project. The
16 first bridge is south of the interchange, and it
17 crosses over the future airport. East West Road is
18 what they call it. There's two bridges over I-40,
19 one of them for northbound Donelson Pike and the
20 other for southbound. And for the I-40 westbound off
21 ramp there's a bridge over McCrory Creek. There's
22 eight retaining walls on the project. Four of those
23 are related to the bridge construction because of the
24 height of field that we have. The remaining other
25 four are to minimize impacts on the residential

1 properties to the north to protect any kind of rocks
2 falling from the existing Donelson Pike bridge. And
3 then also we have a TVA tower in the airport's
4 parking lot there that we have to stay off of.

5 There's also a proposed noise wall for
6 the Larkwood subdivision, and Ms. Tammy Sellers, the
7 assistant director of the environmental division, is
8 here to provide you some information on that.

9 MS. SELLERS: I have a very brief
10 presentation about the noise barriers for the
11 proposed project. We're going to talk about the
12 location where they are, a questionnaire that was
13 mailed to benefitted and affected residents where the
14 noise barriers are located. We also have a table
15 with additional information over here to your -- on
16 this side of the room with the finishes. And our
17 noise barrier expert is here to answer any questions
18 (indicating). And then we are also going to talk
19 about the community side finishes for those noise
20 barriers.

21 The noise barriers, as you can see, are
22 located between southbound Donelson Pike on ramp to
23 westbound I-40 and at Terminal Drive on ramp to
24 westbound I-40. The barrier would start at the
25 shoulder and transition to the right of way. The

1 barrier will be 1,110 feet long and 16 feet tall.
2 The residents that live on Claridge Drive, Upshaw,
3 and Lockwood are those residents that received a
4 questionnaire about the noise wall. We determined
5 that with this noise barrier there will be between a
6 six and 12 decibel noise reduction for those
7 residents. And then they'll have the opportunity to
8 comment on that. Like I said, the residents that
9 were affected by this, according to TDOT's noise
10 policy, received a questionnaire. We have extras
11 over here in case you didn't bring it with you. And
12 we asked a couple of questions of those residents:
13 Did they support or oppose the noise barriers, do
14 they want us to build them with this project, and
15 then we also asked their opinion on the texture and
16 color on the community side. So they get to have a
17 choice on what those noise barriers look like. TDOT
18 will determine the finish on the roadside of the
19 barrier. So the residents can choose something
20 that's different than on the roadside.

21 The following are some of the examples
22 that are for the benefitted residents that TDOT
23 builds throughout the area. And all of these were

24 used by TDOT at other noise barrier locations. I
25 think I rolled too fast here. No. So we have some

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1 examples here. One is on I-40 through downtown
2 Knoxville, the other is at I-65 near Wedgewood if you
3 need a frame of reference. And, again, there's more
4 information about this at the table over there
5 (indicating). And then the V-groove pattern is at
6 Briley Parkway and Ellington Parkway. And then the
7 residents get to choose if they would like a gray
8 finish or an earth-tone finish for their barriers.
9 And, again, we will be here after the meeting to
10 answer any specific questions from those residents.
11 And if they would like to return the questionnaire
12 tonight, they are more than able to. And I with that
13 I'll turn it back to Cody.

14 MR. CREWS: So the next question is when.
15 I have our estimated schedule shown up here. As
16 mentioned earlier, right now we're at about 35
17 percent complete with our design. We're quickly
18 moving forward to -- to get closer to 75 or 80
19 percent. And we're expecting that to be in the third
20 quarter of 2019. And at that -- at that point we'll
21 be in a position to start right of way acquisition on

22 the airport's property and also start communicating
23 with the utility companies for any kind of relocation
24 required of them. After that, we're moving quickly
25 into the fourth quarter of 2020. So towards the end

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1 of 2020 we're expecting this project to go out to
2 bid, begin construction, and be open to traffic by
3 the end of 2023.

4 Just a quick reminder, we really want
5 your feedback, comments, questions. Make sure -- if
6 you get a comment card, fill it out. You can either
7 drop it in the box tonight, or the date 21 days from
8 now is November 13th. So we need the comments back
9 by November 13th. You can also provide a verbal
10 statement to the court reporter here tonight.

11 That's the end of the presentation.

12 We'll open up for questions.

13 Yes, ma'am. Can you state your name,
14 please.

15 MS. PAT WEAVER: Pat Weaver. The
16 lighting, who -- is there a lighting design to make
17 it a little easier for tourists to navigate leaving
18 the airport?

19 MR. CREWS: Yes. So the question is: Is
20 there a lighting design with this project? Yes, the
21 lighting is proposed along I-40 and on the
22 interchanges. Let me pull up a slide here, and I
23 will point to it. Okay. Let's see if this little
24 tool works here. So today there's lights along I-40
25 west to east, and so all of those lights are in

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1 conflict with this job. We'll replace lights out
2 there. The lighting will extend to the north and the
3 south for the interchange, and then there's also an
4 interchange here (indicating) that we're working
5 through coordination with FAA right now because it's
6 close to the runway. But both interchanges will be
7 lit. Donelson Pike farther south is not, and it will
8 remain that way mainly because of protected air
9 space.

10 MR. RICHARD HAYS: I had to think of who
11 I was first. Hi. Richard Hays. What is the funding
12 source for this project? It's probably a TDOT guy
13 question. Who pays for this?

14 MR. CREWS: This project is federally
15 funded by FHWA.

16 MR. RICHARD HAYS: Okay. So the airport

17 is not picking up the tab on any of it?

18 MR. CREWS: That's correct. So going
19 back to the green and the blue diagram, the red
20 portion of the project is TDOT's responsibility under
21 federal funding. I was making sure --

22 MR. RICHARD HAYS: Your project is going
23 to parallel current Donelson Pike. So what is going
24 to be the impact on our traffic while you're
25 building?

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1 MR. CREWS: Well, you know, so the impact
2 of traffic during construction -- one of the biggest
3 benefits of this project is the relocation of
4 Donelson Pike. So 80 percent of our project is away
5 from traffic. Now, we do have -- we obviously have
6 work to do on I-40, but right now we're moving
7 forward with the criteria to maintain four lanes in
8 each direction on I-40 and maintain two lanes in each
9 direction on Donelson Pike. So the lanes will be
10 there. Everyone knows once the orange signs go up,
11 you know, people behave differently. But we're very
12 blessed with this project that about 80 percent can
13 be done without ever touching traffic.

14 MS. JESSICA SCHULTZ: Jessica Schultz.
15 So I notice that Elm Hill Pike is not part of this
16 project at all. Can you -- a TDOT question is: Is
17 there any plan to expand Elm Hill Pike? Because we
18 were informed that this was the project we were
19 actually finally going to get help on expanding the
20 very narrow two-lane road now.

21 MR. HESTER: We currently don't have
22 anything in the works to expand Elm Hill Pike. I
23 don't know who supplied you with that information,
24 but we don't have anything in the works right now to
25 expand Elm Hill Pike.

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1 MS. ERIN BELL: Erin bell. Does this --
2 when you say it's not, is that assuming the other
3 things are not happening either?

4 MR. HESTER: So the development -- if the
5 development came to fruition, obviously we would have
6 to consider a separate project other than the
7 interchange project.

8 MS. LOIS SMITH: Could you expand on
9 that, please? Lois Smith, I'm sorry. The
10 development I think you're talking about is along Elm
11 Hill Pike in the 3000 area. So if that development

12 happens, you'll change your plans for Donelson Pike?

13 Is that what you're saying?

14 MR. CREWS: No, ma'am. So usually what
15 happens is whenever you have a massive development
16 come in and it requires any kind of interchange
17 work -- we've gone through three years of studies in
18 a report to FHWA for this. You go through the
19 similar process for -- it's an interchange access
20 request. And so that development would trigger a
21 study to go back to FHWA, and that would be a
22 completely different project. But the biggest thing
23 on that, if we try to react on it on every single
24 project, you would never get anything done.

25 MS. LOIS SMITH: Right.

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1 MR. CREWS: You know, because they would
2 just keep putting things back to FHWA for approval.

3 MS. SMITH: And that is who, FHWA?

4 MR. CREWS: Federal Highway
5 Administration. The federal government over
6 transportation.

7 MS. GINNY RUSSELL: My name is Ginny
8 Russell. And looking at your diagram at the lower

9 part right in the center where the red lines begin,
10 right at the bottom (indicating).

11 MR. CREWS: Yes.

12 MS. RUSSELL: Okay. In the blue
13 underneath, I'll say, is the current Donelson Pike,
14 right underneath it. But then the red goes off to
15 the right, correct? And it goes to -- it comes on
16 up. And so as that goes on up, that's just all, I'll
17 say, one way whether you're going north or you're
18 going south. There are no real turn offs, correct?

19 MR. CREWS: Yes, ma'am.

20 MS. GINNY RUSSELL: Okay. And so you
21 don't have to have stoplights along there either, do
22 you? Just a good moving roadway hopefully?

23 MR. CREWS: Yes, that's correct. So on
24 the south side of the interchange Donelson Pike is
25 north south. The only connections to Donelson Pike

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1 are the on ramps and the off ramps for the airport.

2 MS. GINNY RUSSELL: The actual airport,
3 right. Okay. So when you get on up closer where on
4 this diagram you have the red -- or the red area
5 circled and enlarged in green, all of that is, I'll
6 say, just free flowing? No stoplights, just keep

7 going?

8 MR. CREWS: That's correct. Until you
9 get to where traffic crosses.

10 MS. GINNY RUSSELL: Such as?

11 MR. CREWS: On the backside of your
12 handout there's a diagram where it shows the signal
13 locations. There's three signals on this project.
14 There's one on the south side of the interchange, one
15 on the north side, and then one at the new Donelson
16 Pike and the old Donelson Pike is what we're calling
17 it, the Donelson Pike today where it connects in. So
18 there's three proposed signals. Where the traffic
19 crosses, that's where we have a signal.

20 MS. GINNY RUSSELL: Okay. And then one
21 other question. Back -- if you went further back
22 down Donelson Pike past the airport, I'll say -- it's
23 not on your map. But if you could just continue on
24 going down Donelson Pike, where Donelson Pike
25 currently runs into Harding, all right, you know, you

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1 have that turn.

2 MR. CREWS: Yes.

3 MS. GINNY RUSSELL: Okay. There was talk

4 at one time a few years ago -- and maybe it's still
5 in the works -- that that would be closed off and you
6 had to go -- if you were on Harding, instead of
7 making that turn to go north on Donelson Pike, you
8 would continue on Harding and come out further
9 somewhere else I guess to the interstate. Is that
10 not into this at this time?

11 MR. CREWS: That portion of the
12 improvements that you're talking about would be
13 considered part of the Harding Place extension
14 project. And that -- so that's outside of the limits
15 of this project.

16 MS. GINNY RUSSELL: So do you have any
17 idea, even though it's outside of your area, about
18 when that might become a mandatory you've got to go
19 that way?

20 MR. HESTER: No, ma'am, we don't. That
21 project has been on hold for sometime.

22 MS. GINNY RUSSELL: I'm glad to hear
23 that.

24 MR. HESTER: And currently there's no
25 movement on that project. We're not doing anything

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1 on that.

2 MS. GINNY RUSSELL: Thank you.

3 MR. CREWS: And whenever we get done with

4 these questions, I'm going to play a simulation that

5 shows vehicles traveling through this interchange.

6 And it describes it much better than I do.

7 Yes, sir?

8 MR. ANDY DEPUY: Andy Depuy. Cody,

9 you're saying the Donelson Pike interchange and

10 everything is between I-40 and the hotel?

11 MR. CREWS: So the new interchange --

12 MR. ANDY DEPUY: That's what I'm saying,

13 the new interchange that goes next to the Old

14 Donelson Pike.

15 MR. CREWS: Yes, sir. So the interchange

16 will sit between Donelson Pike -- the existing

17 Donelson Pike where it is today and Elm Hill Pike.

18 And then -- let me --

19 MR. ANDY DEPUY: So that's going to take

20 out some businesses, is it not?

21 MR. CREWS: No, sir. There are no

22 property impacts to the commercial properties nor the

23 residential properties to the north. Everything is

24 within the State's right of way on the north side of

25 the interstate. We do have impacts with the

1 airport's property but no residential or commercial
2 impacts. The State has a lot of property between --

3 MR. ANDY DEPUY: I'm looking at your
4 drawing. I'm kind of like -- I'm looking at this
5 drawing and now I'm confused. Because where the --
6 where Donelson Pike is -- where Donelson Pike gets
7 close before it crosses I-40 you've got a hotel,
8 you've got Raceway, you've got another hotel, you've
9 got Wendy's, McDonald's, and then you've got Royal
10 Parkway.

11 MR. CREWS: Yes. Let me try to zoom.

12 MR. ANDY DEPUY: So it's going to come in
13 close to where Royal Parkway is or Air Lane Drive.

14 MR. CREWS: So whenever -- on the north
15 side all of the slope limits will off in the property
16 lines for the commercial properties that we're
17 referencing. And then whenever we swing into
18 Donelson Pike, we're staying within the State's right
19 of way within the limits.

20 MR. ANDY DEPUY: All right.

21 MS. LOIS SMITH: Lois Smith. And I
22 apologize for being late, but what you're saying is
23 nothing on Elm Hill is going to be affected by this?
24 No property, no --

25 MR. CREWS: Nothing on Elm Hill Pike will

1 be impacted by --

2 MS. LOIS SMITH: Either before or after
3 Donelson Pike?

4 MR. CREWS: Correct.

5 MR. JAMES EVANS: James Evans. The
6 businesses on Donelson Pike, I think the question --
7 how are those businesses where this extension comes
8 into Donelson Pike how are those -- will those impact
9 the entrance way and exits to these businesses, or
10 will they have to reroute traffic around by another
11 road around it? How are they going to access that
12 hotel? It looks like it extends past where that
13 hotel is. On that drawing are they going to be able
14 to access Donelson Pike or a ramp that's going to be
15 raised up ...

16 MR. CREWS: Okay. So Donelson Pike on
17 the north side, whenever we make the turn and we
18 start to head north, the proposed Donelson Pike is
19 sitting right on top of the existing one. And so
20 we're doing just a standard driveway, just tying in
21 the driveways. We're doing a mill and overlay there,
22 and then we're doing minimal work. And so there's no
23 impact. The commercial driveways that exist today

24 will exist in the future. There's no change there.

25 We're matching what's there.

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1 MS. GINNY RUSSELL: One more question
2 here. Where the red comes off and it's coming across
3 from 40 and whether you're getting off or on Donelson
4 Pike right here, the new part I'll call it, and the
5 hotels are right behind where you might say you go
6 down the road and there's a whole group of hotels
7 down in there, okay, so is there any kind of little
8 barrier wall that will be on that part of the new
9 interstate change there or not? Or is it just open
10 like it is anywhere else right now?

11 MR. CREWS: So today there's heavy
12 vegetation. And we're talking about the northeast
13 side, the barrier between the hotel properties and
14 the new interchange?

15 MS. GINNY RUSSELL: Right.

16 MR. CREWS: Right now there's no barrier
17 proposed there. There will be a vegetation buffer
18 that we're not really impacting. It's actually on
19 the other side of the State's property. So
20 vegetation only, no barrier is proposed.

21 MS. GINNY RUSSELL: Okay. I'm sorry, I
22 didn't tell her my name again. It's Ginny Russell.

23 MR. CREWS: Yes, sir?

24 MR. DAVID SEHORN: Dave Sehorn. I've got
25 two questions about the north barrier. Is it

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1 definitely included in this, or is it still optional
2 or is it -- the decision has been made to -- they're
3 asking do you favor it or not so I ...

4 MS. SELLERS: The residents that are
5 benefitted by the north wall can either support it or
6 oppose it. So it's like a majority rules. So I
7 don't remember how many were mailed out. But if the
8 majority comes back in support, they build the wall.
9 If the majority comes back opposed, then we don't
10 build the wall.

11 MR. DAVID SEHORN: The second question
12 is: That noise barrier, would that be at the
13 beginning, middle, or end of the project? Are we
14 talking about 2019, or we're talking about 2023?

15 MR. CREWS: One second. The barrier is
16 actually going to sit on top of the proposed
17 shoulder. And so a really good example right now
18 before they start work on -- a heavy amount of work

19 on 440 they're going to do some noise wall work.
20 That's not going to be an option on this project
21 because the barrier is actually sitting on the
22 widened shoulder.

23 MR. DAVID SEHORN: Of I-40?

24 MR. CREWS: Yes, sir. And we don't -- at
25 this phase, at the 35 percent design phase, we don't

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1 have a good grasp of exactly when that's going to
2 take place, between 2020 and 2023. Ultimately it
3 will be up to the contractor. But the noise walls
4 will be in place once they get that ramp widened and
5 they actually have a shoulder to place it next to.

6 MR. DAVID SEHORN: Okay.

7 MR. CREWS: Yes, ma'am?

8 MS. JESSICA SCHULTZ: Jessica Schultz.

9 Are they anticipating more development on the new
10 portion of Donelson Pike? And if so, what type?

11 MR. CREWS: So any additional development
12 expected on the new Donelson Pike, the answer is no.
13 All of Donelson Pike that is shown on the north side
14 of the interstate is sitting in controlled access
15 right of way for TDOT. That means you can't tie a

16 driveway to it. And so the driveways that are there
17 today, they're going to remain as is. But you can't
18 come any closer to the interchange. Donelson Pike
19 south of I-40, that's all of the airport's property.

20 We are providing tie-in -- tie-in locations for the
21 exit and the entry ramps, but the ramps are going to
22 be what they are and no more connections. So the
23 picture we're looking at, the driveways that you see,
24 that's how it will be for a long time.

25 MS. LOIS SMITH: Lois Smith again. What

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1 happens if the interstate ramp is actually put onto
2 Elm Hill Pike like has been talked about for many
3 years? What happens to those of us near that, and
4 how does that impact Donelson Pike?

5 MR. CREWS: I'm trying to picture this in
6 my mind. So a ramp coming off of Elm Hill Pike?

7 MS. LOIS SMITH: Or going on it. There's
8 just a bridge now, but for many years there's been
9 talk of putting a ramp. So is that still in the
10 works? And if it is in the works, how will that
11 affect the traffic on Donelson Pike?

12 MR. CREWS: Okay. So there's -- there's
13 not an interchange plan at Elm Hill Pike. So traffic

14 on Donelson Pike shouldn't be impacted by any kind of
15 ramp changes. Without getting into too many details
16 what you would have to do is braid the ramps. So if
17 you had a ramp coming on that gets within the limits
18 of the Donelson Pike ramps, you would have to go
19 under or over it to tie into I-40.

20 MS. LOIS SMITH: All right. Thank you.

21 MR. CREWS: Yes, ma'am.

22 MS. GINNY RUSSELL: One more. As I study
23 your map -- I'm Ginny Russell, okay. You're working
24 on this. Is there any -- do you start work first on
25 I'll call it the circle interchange, you know, or do

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1 you work on the road coming -- moving Donelson Pike
2 leading up to it? Do you -- do you start on this
3 part first, or do you start on this part
4 (indicating)?

5 MR. CREWS: Both.

6 MS. GINNY RUSSELL: You're going to do
7 both at the same time?

8 MR. CREWS: So ultimately where the
9 contractor starts is always their decision.

10 MS. GINNY RUSSELL: Okay.

11 MR. CREWS: They will work to their
12 strengths. Now, I mentioned earlier that 80 percent
13 of this job is away from traffic. So really the
14 contractor, if he has the manpower and the equipment,
15 he can start on almost every bit of the job at one
16 time. Now, they'll probably start at the lowest part
17 first, which is in the middle of that southern
18 crossover and start working to the south because of
19 the drainage that's involved. That's probably the
20 best prediction that we have. But due to the
21 schedule that's committed here to build this
22 interchange, this is a significant job, three years
23 worth of construction, they'll probably start in a
24 couple of different places away from traffic.

25 MS. COURTNEY JARRARD: Courtney Jarrard.

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1 You mentioned that 80 percent doesn't affect the
2 current roadways. Is there an anticipated period of
3 time that the current Donelson Pike will be closed
4 during construction, or is it going to remain open
5 the whole time?

6 MR. CREWS: Donelson Pike will remain
7 open the entire time. In order to -- we have two
8 places where we connect to existing Donelson Pike,

9 the far south end and the far north end. Right now
10 what we're looking at is a shift of traffic to the
11 left, build the right side, shift the traffic to the
12 new side and then build the left in both scenarios.
13 But once again we are moving forward with the
14 criteria of four lanes in each direction on I-40 and
15 two lanes in each direction on Donelson Pike.

16 MS. SCHULTE: I think what we're going to
17 do now is we're going to go ahead -- we will be
18 playing the simulation on loop in the background, but
19 we are going to have some of our designers available
20 and also our noise wall folks available if you all
21 want to come up and ask one-on-one questions.

22 I do have one kind of housekeeping
23 question. Was there anyone that saw the
24 advertisement to this meeting on Next Door?

25 (People indicate.)

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1 MS. SCHULTE: Thank you. That concludes
2 the --

3 MS. GINNY RUSSELL: How was it
4 advertised? It was pure luck I heard about it. I
5 don't do Facebook. Someone said they saw it on

6 Facebook. So how was it advertised?

7 MS. SCHULTE: Well, I work for the
8 community relations department, and we do some social
9 media outreach. But we also do run an advertisement
10 in the paper. And so that's something -- that's why
11 I asked who saw it on Next Door because that's
12 something we're evaluating as well.

13 (WHEREUPON, there was an unidentified
14 speaker that the court reporter could not hear and
15 requested clarification but none was given.)

16 MS. SCHULTE: Yes, I will take that into
17 consideration. Thank you.

18 With that we'll adjourn the meeting.

19 Thank you.

20

21 COMMENTS AND QUESTIONS

22 MS. LOUAN BROWN: Excellent project, good
23 design.

24

25

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2 STATE OF TENNESSEE

3 COUNTY OF DAVIDSON

4

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