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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

SUMNER COUNTY DESIGN PUBLIC MEETING
STATE ROUTE 109 (PORTLAND BYPASS) FROM EXISTING
STATE ROUTE 109 SOUTH OF PORTLAND TO EXISTING
STATE ROUTE 109 NORTH OF PORTLAND

PROJECT NO. NH-109(27), 83078-2201-14

ORAL STATEMENTS were received at the
Portland High School, 600 College Street,
Portland, Tennessee from 6:00 p.m. until 8:00 p.m.
on August 15, 2019, as recorded by Lisa Williams,
Licensed Court Reporter, and Notary Public in and
for the State of Tennessee at Large.

Prepared by:
Lisa Williams, LCR
117 Sam Davis Drive
Springfield, Tennessee 37172

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1 (whereupon, the foregoing meeting
2 began at 6:00 p.m.)
3

4 MS. KATHRYN SCHULTE: Good evening,
5 everyone. We are going to get started in just a
6 minute, so you can go ahead and take a seat.
7

8 (whereupon, all persons complied.)
9

10 MS. KATHRYN SCHULTE: Good evening,
11 everyone. Thank you-all for coming out to TDOT'S
12 Design Public Meeting for the proposed 109
13 Portland Bypass. My name is Kathryn Schulte, and
14 I'm the Community Relations Officer for our TDOT
15 Region 3 and Middle Tennessee. I would like to
16 invite any elected officials that are here tonight
17 to stand up.
18

19 (whereupon, three individuals
20 complied.)
21

22 MS. KATHRYN SCHULTE: Thank you-all
23 for coming. With me tonight are representatives
24 from various divisions within the Department,
25 along with our design consultants, Neel-Schaffer

1 and HDR, whom are responsible for the survey and
2 design services for the proposed bypass.

3 when you came in tonight, you should have
4 been directed to our sign-in table where you would
5 have been asked to sign in, been given a project
6 specific handout, and a comment card. If you did
7 not visit the sign-in table, please do so
8 afterwards and obtain these documents.

9 Your comments and questions are very
10 important to us. There will be an official
11 transcript for tonight's meeting. A court
12 reporter is here to take official minutes for the
13 meeting. There are three ways that you can have
14 your comments and/or questions incorporated into
15 the official transcript: The first one, you may
16 ask a question during the formal question and
17 answer session following the presentation; the
18 second, you may state a question or comment
19 directly to the court reporter; or, lastly, you
20 can fill out a comment card.

21 We understand that you may have questions or
22 comments that you think of after the meeting
23 tonight. If so, the comment cards can be mailed
24 to the Department within 21 days of the meeting,
25 which would be September the 5th. They contain

1 our return address and are designed so that they
2 can be folded twice along the dotted lines and
3 taped together.

4 The format of tonight's meeting will begin
5 with a formal presentation, followed by a short
6 question and answer session, followed by what will
7 be the majority of the meeting with an opportunity
8 for the public to view the displays and plans,
9 which are located just outside in the cafeteria.
10 You can have your questions answered on a
11 one-on-one basis by representatives of the
12 Department and the Consultant Design Team. The
13 majority of our officials will be wearing a gold
14 name badge so they are easily identifiable.

15 The purpose of tonight's meeting is for the
16 Department to share its preliminary design of the
17 proposed bypass with the public for review and
18 comment. As stated before, your feedback is
19 important to us. The meeting also provides us an
20 opportunity to note your questions and/or concerns
21 and, to the extent possible, make modifications to
22 finalize the preliminary design.

23 With that, I'm going to turn it over to our
24 Director of Project Development, Mr. Shane Hester,
25 and he is going to share with you more specific

1 details of the project.

2
3 (Whereupon, a slide-show
4 presentation was presented.)
5

6 MR. SHANE HESTER: Good evening,
7 everyone. As Katy said, my name is Shane Hester
8 and I'm the Director of Project Development for
9 our Middle Tennessee Division. I would like to
10 reiterate everything that Katy just said, and
11 welcome everyone to tonight's meeting.

12 So aside from the construction that is just
13 to the north of us here, SR-109, and the
14 interchange that is under construction to the
15 south of us on each side of the Cumberland River
16 and Sumner and Wilson counties, this is the final
17 piece of the overall corridor improvement that
18 were slated for State Route -- for State Route
19 109.

20 These corridor improvements were prioritized
21 after the State Route 840 North Route was tabled
22 to address system linkage, transportation demand,
23 safety, traffic and capacity, and to bring 109 up
24 to current design standards.

25 The proposed bypass will be located just on

1 the west side of Portland and will connect with
2 existing State Route 109 just south of State Route
3 76, and on the north here it will connect to the
4 relocated section of 109 that is currently under
5 construction with the interchange of I-65. The
6 project is going to be constructed in two phases
7 due to basically the overall associated cost of
8 the project.

9 The initial phase will be what we refer to as
10 the northern segment. The northern segment starts
11 at State Route 52 and extends in to where we have
12 got the end of the project -- the end of the
13 project shown here. (Indicating). It includes a
14 modified diamond interchange at State Route 52,
15 which we'll discuss in more detail in just a
16 moment, but once constructed it will alleviate the
17 current issues with larger vehicles maneuvering
18 through downtown Portland.

19 Construction of the southern segment will
20 follow, which is from existing State Route 109
21 south of State Route 76, here, and it will extend
22 to State Route 52. (Indicating). It also
23 includes the new flyover interchange where it
24 connects with existing State Route 109.

25 The bypass will be a four-lane divided

1 highway with a forty-eight foot median similar to
2 a rural freeway section. As mentioned previously,
3 a new flyover will be constructed at the beginning
4 of the project where the proposed improvements tie
5 to existing 109, and the improvements will also
6 include the construction of a grade separated
7 interchange where the new alignment crosses State
8 Route 52.

9 The project will also include widening of
10 State Route 52 to five lanes from east of Lyon
11 Drive to west of Market Street. The two
12 interchanges will be full access control with the
13 proposed bypass being what we refer to as partial
14 access control.

15 Let me try to take a minute and explain what
16 full access control means and what partial access
17 control means. Full access control is similar to
18 the interstate system where you would only have
19 access at an interchange. Partial access control
20 is where access can be achieved by connecting
21 local roads and each tract remainder that is
22 basically severed by the alignment will be given
23 one access point and a fifty-foot opening in the
24 control access fence if the access cannot be
25 granted off of a public side road.

1 Here we have just a schematic of what the
2 cross section of the bypass will look like.
3 Again, a four-lane divided highway similar to a
4 rural freeway section. (Indicating).

5 Bear with me just a minute. All right. Here
6 is an animated view of the improvements on State
7 Route 52. Like I said, it is from east of Lyon
8 Drive to west of Market Street. (Indicating).

9 The next few slides are intended to give an
10 overview of the proposed improvements and to kind
11 of talk about the project footprint. Here is at
12 the beginning of the job, it is just south of
13 State Route 76 where the new flyover interchange
14 will be constructed with existing State Route 109.
15 (Indicating).

16 This is the proposed grade separated
17 interchange with State Route 52. It is referred
18 to as a modified diamond interchange. The
19 northbound ramp makes this a modified diamond
20 interchange rather than a traditional diamond
21 interchange because of its loop-ramp configuration
22 to avoid some of the natural drainage features in
23 the northeast quadrant of the interchange right
24 here. (Indicating).

25 All right. The inclusion of the grade

1 separated interchange at State Route 52 introduced
2 a potential safety concern at both Payne Road and
3 at College Street. These intersections were
4 studied as both an at-grade intersection and a
5 grade separated intersection. Due to their close
6 proximity, they are about a half a mile from the
7 new interchange, these roads will be grade
8 separated with Payne Road bridging over State
9 Route 109 bypass and State Route 109 bridging over
10 College Street. (Indicating).

11 And here is just a schematic of the State
12 Route 109 grade separation at Payne Road. As seen
13 here, this is Payne Road going over State Route
14 109. (Indicating).

15 Here is just a schematic of the proposed
16 grade separation at College Street. Here again,
17 State Route 109 is going to be bridging over
18 College Street. (Indicating).

19 So I mentioned previously that the project
20 will be considered as partial access control with
21 access limited to side road entrances and
22 driveways to tract remainders. So in addition to
23 State Route 52, these roads will directly connect
24 to the State Route 109 Bypass: You have got State
25 Route 76; Jackson Road; Collins Road, on the west

1 approach only; TGT Road, on the west approach
2 only; the Kirby Road Extension, to the existing
3 State Route 109; Sharon Drive/Woods Drive
4 intersection and Vanatta Road. I'm going to show
5 some slides here that kind of show what the
6 intersections look like.

7 Here is the State Route 76 intersection.
8 (Indicating). These come directly out of our
9 plans so this is what that intersection is
10 designed to look like.

11 Here is the Jackson Road intersection.
12 (Indicating). Here is the improvements that were
13 mentioned at Collins Road. (Indicating). Here is
14 the improvements that were mentioned at TGT Road.
15 (Indicating). Here is the Kirby Drive extension
16 and the State Route 109 Bypass intersection.
17 (Indicating). And lastly, here is the Sharon
18 Drive/Woods Drive intersection and Vanatta Road
19 intersection just to the north of that.
20 (Indicating). In a nutshell, that's the major
21 highlights of the project geometry.

22 I want to talk just a minute -- we have our
23 entire alignment shown on our displays that are
24 over in the cafeteria, so once we get through with
25 the presentation we're going to leave here and

1 head over to the cafeteria.

2 Let me switch gears just a moment and talk to
3 you about where we currently are in the project
4 development process. We are approximately fifty
5 percent complete with the project design. The
6 Planning and Environmental, also known as the NEPA
7 process, phases were completed in 2017. Several
8 of you may have attended the NEPA Public Hearing
9 for the project, which was held in late 2015, that
10 was in November of 2015. Those phases finalized
11 the alignment and the footprint of the project.

12 The next stage will be to take and address
13 comments and questions from tonight's meeting and
14 finalize the preliminary design. From there, we
15 will move directly into producing the right-of-way
16 plans from which all necessary right-of-ways will
17 be acquired.

18 The northern segment that I mentioned
19 previously is budgeted for right-of-way in the
20 upcoming federal fiscal year. Our current
21 schedule has us beginning the right-of-way process
22 early next summer. With the number of tracts of
23 land that will require right-of-way acquisitions,
24 we are estimating upwards of about thirty months
25 for that process to be included.

1 The southern segment is not currently
2 budgeted for right-of-way and will need to be
3 included in a future budget before we can begin
4 the right-of-way process.

5 I would like to take this opportunity and say
6 that we brought along several of our right-of-way
7 staff members who will be glad to answer any
8 questions you may have regarding the right-of-way
9 acquisition process, including displacements and
10 relocation assistance as we do have some
11 displacements on both the north and south
12 segments.

13 While we are acquiring the necessary
14 right-of-way, construction plans will be finalized
15 and we will look to let the projects to contract
16 once we've got all of the right-of-way acquired
17 and once they're budgeted for construction. I
18 anticipate once that takes place and we're -- I
19 would think that each of the phases would take two
20 to three years for each phase.

21 So with that, I would like to once again
22 encourage you to review the displays and plans we
23 have over in the cafeteria and ask us any
24 questions or provide comments if you wish to.

25 This is my contact information.

1 (Indicating). Your handouts tonight included a
2 notes section, if you want to take that down.
3 Also, Ms. Sharon Schutz's contact information is
4 here, she is the manager over our Project
5 Development Teams. (Indicating).

6 So with that, we will open it up to the
7 question and answer session. Let me say, for the
8 court reporter here, we have one of our staff
9 members here so if you have a comment or question,
10 he is going to bring around a microphone to you.
11 Please state your name, and then ask your question
12 so the court reporter can get your name.

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

16
17 MR. SHANE HESTER: Right here.
18 (Indicating).

19
20 MAYOR MIKE CALLIS: I'm Mayor Mike
21 Callis here in the City of Portland. A couple of
22 concerns that have been brought to us is the
23 closing of TGT Road, it is a real concern to many
24 not having a direct through point. I think you
25 showed access only from one direction.

1
2 MR. SHANE HESTER: Yes, sir, that
3 is how it is currently designed.
4

5 MAYOR MIKE CALLIS: Yes, sir, and
6 we've had several in the community that is kind of
7 communicating that they are concerned about that.
8 We would really just ask that you would take that
9 into consideration about -- I know we are trying
10 to do a limited access road with the bypass but
11 there are several concerns on that, and the other
12 is Payne Road.

13 Since Payne Road is going to bridge over the
14 bypass, and we are glad the road is open, we're
15 just a little concerned about access there as
16 well. Then if you go back to the College Street
17 one as well, if you can?
18

19 (Whereupon, a slide depicting
20 College Street was displayed.)
21

22 MAYOR MIKE CALLIS: Talk to us
23 about what College is going to be doing.
24

25 MR. SHANE HESTER: State Route 109

1 is going to bridge over College Street. We came
2 up and met with your engineer early in the spring,
3 --

4
5 MAYOR MIKE CALLIS: Right.

6
7 MR. SHANE HESTER: -- and he
8 brought up several of these things. We are
9 looking into those, but I would say he asked that
10 there be an access off of -- at College Street,
11 but due to -- we have to adhere to design
12 standards and policies. It is so close to the
13 interchange at State Route 52, it basically
14 violates all of our design policies and everything
15 to add access there.

16
17 MAYOR MIKE CALLIS: Yes, sir. And
18 then the other is where Sharon and Woods Road is
19 going to be. Are we maintaining then where we got
20 those -- in the construction plans it appears that
21 the existing 109 is going to be used as a feeder
22 to where the Woods Road connector is going to be.

23 One of our big concerns there, because we
24 have the north side fire hall, we need to make
25 sure we have signalization there at that

1 intersection for our fire hall to be able to
2 access. We also are needing a northern exit
3 coming onto the 109 Bypass so they can just turn
4 out and turn right just for the fire hall itself.
5 If you could consider those, the signalization
6 there, it is very important to us on a safety
7 standpoint and then a right turn out, going north,
8 would be helpful.

9
10 MR. SHANE HESTER: At your southern
11 station, do y'all have a stable signal system that
12 actuates when the fire department gets called out?

13
14 MAYOR MIKE CALLIS: No, sir.
15 Currently we are installing some signals to let
16 traffic know that when they get a call and are
17 going to exit the fire hall on the south, they
18 will simply be flashing but there is not a light
19 right there at the south side fire hall. If we
20 could come up with something for the north side,
21 it would be much appreciated.

22
23 MR. SHANE HESTER: So we have
24 policies that we have to follow as well, and it
25 has to meet what we call a federal signal warrant,

1 --

2
3 MAYOR MIKE CALLIS: Sure.

4
5 MR. SHANE HESTER: -- and we
6 haven't got to that phase yet.

7
8 MAYOR MIKE CALLIS: Well, back a
9 few years ago when we were doing the project, you
10 know how the projects are, we were promised a
11 signal when they done the intersection there
12 because we had plans for the north side fire hall
13 and that is a safety issue for us. We have a
14 large ladder truck that we store there for
15 industry, and that just can't turn out very
16 quickly. If you could look at that, we would
17 appreciate it.

18
19 MR. SHANE HESTER: We had planned
20 to after we met with your City engineer in the
21 spring. We've got a follow-up meeting I know, and
22 we would love to do that after this meeting. Let
23 us get through this meeting, and we will do a
24 follow-up again to see what we can do here to
25 address some of those concerns.

1
2 MAYOR MIKE CALLIS: Thank you, Mr.
3 Hester.

4
5 MR. SHANE HESTER: Thank you.

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

9
10 MR. SHANE HESTER: Again, just a
11 reminder, please state your name for the court
12 reporter.

13
14 MR. MIKE HALL: I am Mike Hall. I
15 wanted to also touch on the TGT issue. My only --
16 I understand, you know, trying to restrict
17 entrances on the bypass or it will end up being
18 just another city street, I understand that, but
19 it is not just a convenience issue.

20 We have an issue with a narrow road that can
21 easily be brought down by a one-car accident or a
22 broken piece of farm machinery which travels the
23 road, and thus the fire department, police
24 department, or an ambulance could not have access
25 in any timely manner to any of the houses out

1 there. It also doubles the traffic that it should
2 if cars are coming and going out both ends of the
3 road, that will increase the traffic.

4 In addition to that, there is a new housing
5 development going out there and that, again, will
6 increase without having two entrances in and out.
7 It is going to be very difficult, if not
8 impossible, to get the cars and everything out
9 there and so that is my concern.

10 The other concern would be on the new section
11 of 109 that is quasi completed, close to the
12 intersection up by where those new gas stations
13 are going in, there is a couple of driveways that
14 come off of the new road going to nowhere except
15 the farmer's field.

16 That field is subject to a multi-family
17 development that is rumored to come in, which
18 means we are giving that one hundred and something
19 units an access onto the road, which originally
20 they were going to have access onto the old 109.
21 So we are giving that access to them, but we are
22 talking about making TGT a cul-de-sac. For safety
23 reasons, I think if someone would visit that point
24 because I'm very concerned with that.

1 MR. SHANE HESTER: Sure. Thank you
2 for both of those comments. The first comment
3 about TGT Road is something that the City engineer
4 brought up, and we do plan to revisit that. He
5 did mention the master plan and future development
6 there, so we do have plans to revisit that. Like
7 I said, these are preliminary plans and we are
8 still working on the engineering.

9 As far as your question or comments about the
10 new interchange and the, I guess, locations that
11 are shown off of -- are they shown off of 31-W or
12 the new 109?

13
14 MR. MIKE HALL: Off the new section
15 of 109 between the 31 Intersection and down to
16 where the older --

17
18 MR. SHANE HESTER: Okay. Let me
19 try to touch on that real quick. Whenever we have
20 -- you have to have a permit to connect to a state
21 highway. Any time there is a land-use change, if
22 there is another development going on, we provide
23 -- we require that the local planning authority
24 have their engineer basically do you a traffic
25 study. When the land use changes, that changes

1 the perimeters. Right now it sounds like they
2 just have a field entrance off of 109. If they
3 are planning a development going in there, that
4 will have to be looked at in the permit process
5 for an entrance permit for the state highway.

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

9
10 MR. ANDY BROWN: Hello. My name is
11 Andy Brown, I'm with the School Board for Sumner
12 County. Apparently, I speak real loud, too. I
13 was wanting some clarification for us. College
14 Street when we're pulling out of Portland High
15 School right here, just to clarify, this will
16 bridge and go over College Street so it will not
17 interrupt the traffic flow that we currently have
18 right now?

19
20 MR. SHANE HESTER: Correct. So if
21 you left the school and you were going to get onto
22 the bypass, you'd basically take Searcy Lane here
23 in front of the school, take a right on State
24 Route 52, and then you'd be at the interchange to
25 either go north or south on the new bypass.

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MR. ANDY BROWN: That brings me to my next question. All of these students and staff that are coming from north or south on this new bypass coming from 109 that way, they will exit at 52 and that section the -- did you say it widens to five lanes?

MR. SHANE HESTER: So right now when you come out of Portland going the west, going towards I guess 31-w, you know the road narrows from a five-lane section to basically a two-lane section.

MR. ANDY BROWN: Right.

MR. SHANE HESTER: That five-lane -- we are going to extend the five-lane section to west of the new interchange. It will open up to five lanes basically before you get to the interchange.

MR. ANDY BROWN: Great, that will be good for turning in and going to school. Thank you.

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MR. SHANE HESTER: Yes, sir.

(Whereupon, an individual raised their hand.)

MR. FERRELL HAILE: My name is Ferrell Haile, State Senator for this district. I appreciate you coming into the community and talking with us concerning this project. I want to thank TDOT for their work south of the Cumberland River, down there was also going to be in two separate phases and with the improvement that went into one phase.

You mentioned that this is to be a two-phase project also, and I just -- I know that you know this, so I will just duplicate what you already understand and know. Doing half of this project is not beneficial to keeping the 18-wheelers out of downtown Portland. As things development, as time develops on this project, I certainly would encourage TDOT to look closely at the ability and the possibility of doing the entire project one time rather instead of doing it in two separate phases. Thank you.

1
2 MR. SHANE HESTER: Yes, sir. Any
3 other questions or comments?
4

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

8 MS. KIM FRENKEN: My name is Kim
9 Frenken, and we live in Lyon place. Where exactly
10 is the flyover going to be? We live on Lyon
11 Drive.
12

13 MR. SHANE HESTER: You live close
14 to the south end of the project?
15

16 MS. KIM FRENKEN: Yes. Well, our
17 backyard faces farmland -- well, our front yard
18 faces the farmland that's next to the high school.
19

20 MR. SHANE HESTER: We have got the
21 entire display over in the cafeteria. We've got
22 them taped up on the wall, the north and the south
23 segment, so it may be more beneficial for you to
24 point to exactly where you are at over there on
25 those displays.

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MS. KIM FRENKEN: Okay.

MR. SHANE HESTER: We appreciate your comment, but I think it would be -- I don't think we have got that captured here in the presentation, I think it's just the interchange and the intersection location.

MS. KIM FRENKEN: Okay. Is there going to be any kind of sound wall built up there so that the people whose backyard faces the farmland --

MR. SHANE HESTER: So -- so there is a certain criteria that a project has to meet for sound walls and it has to do with the increased decibel levels. That comes out of our Environmental Division, and I am not a noise wall expert. Do which have somebody that could help answer that question?

MS. MERIDITH KREBS: Meridith Krebs, I represent the Environmental Division tonight. We did an analysis back in 2015, and I

1 have that report with us, but there are no
2 barriers on this. It didn't warrant barriers, it
3 didn't meet the criteria. There are twenty nine
4 sensitive land receptors but no barriers are
5 presently proposed.

6
7 MR. SHANE HESTER: Thank you. Any
8 other questions or comments before we break to go
9 over to the --

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

13
14 MR. JIMMY JOHNSON: Hello. I'm
15 Jimmy Johnson. I have lived out there on the
16 north end of 109 for thirty five years. When I
17 moved out there Portland was small, and now it is
18 a madhouse. My wife has been in two wrecks out
19 there. She was rear ended by a big bus, was
20 knocked two hundred and fifty feet down the road,
21 and the other a Mustang hit her in the back end
22 stopped at our driveway.

23 I live out there near Swamp Road and Woods
24 Road, and there is houses down through there.
25 Like I say, when we first moved out there it

1 wasn't bad but now it is an interstate just trying
2 to get in and out of our driveway and now it's
3 going to re-route our driveway or put it right
4 there on the interstate.

5
6 MR. SHANE HESTER: That is a very
7 good comment. I think -- you know, I don't know
8 if we have that captured up here, exactly where
9 you live, --

10
11 MR. JIMMY JOHNSON: Yes, you do.
12 If you go back to Woods Road and Swamp Road.
13 Okay, right back towards town there, do you see
14 the section of woods?

15
16 MR. SHANE HESTER: Yes, sir.

17
18 MR. JIMMY JOHNSON: There is four
19 houses down through there with driveways -- there
20 is five driveways there.

21
22 MR. SHANE HESTER: If you look
23 here, this is the existing 109. This is going to
24 remain as a front end road. Your driveway is
25 going to lead you to one of these intersecting

1 side roads, so there is not going to be multi
2 driveways every connection. What we will do is
3 we'll look at intersections like this, and all of
4 these side roads, and look at the geometry from
5 the project to make sure that there is good
6 alignment to safely pull out onto the new highway.

7
8 MR. JIMMY JOHNSON: Okay. Thank
9 you.

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

13
14 MS. BARBARA HYTEN: Hello, I'm
15 Barbara Hyten. So part of my concern is how the
16 streetlights are going to be added or to that
17 effect because of where the old 109 still veers
18 off or goes to Franklin, that is a very dangerous
19 intersection. There has already been several
20 fender benders there. I travel that road every
21 day to work and I have seen some of it so that is
22 a concern. It is like a freeway.

23 I struggle to get out of the driveway some
24 mornings because I'm caught at the light there at
25 Kirby Road and sometimes it takes twenty minutes

1 just to be able to get out of the driveway to
2 travel to go north.

3
4 MR. SHANE HESTER: So your first
5 question was about where it veers off of the
6 existing 109 and ties into the project that is
7 currently under construction, --

8
9 MS. BARBARA HYTEN: Correct.

10
11 MR. SHANE HESTER: -- it is dark
12 there? The City brought that up in the spring as
13 well. There is a light there already, a
14 streetlight there already, but I think it needs to
15 be relocated.

16
17 MS. BARBARA HYTEN: The streetlight
18 on 31-w and 109?

19
20 MR. SHANE HESTER: I think it is
21 casting light on the old section of 109.

22
23 MS. BARBARA HYTEN: I'm talking
24 about where the old 109 goes into the new
25 construction, where you put it into the new 109.

1
2 MR. SHANE HESTER: Yeah, that is
3 exactly where I'm talking about. The City brought
4 that to our attention. So the local government
5 maintains and pays the light bill basically on
6 streetlights, so that would be an effort where we
7 would need to work with the local government to
8 redirect that existing light there to shine light
9 on that area.

10
11 MS. BARBARA HYTEN: It is a very
12 dark area.

13
14 MR. SHANE HESTER: Yes, ma'am.

15
16 MS. BARBARA HYTEN: It is dangerous
17 there, there have been several fender benders
18 there.

19
20 MR. SHANE HESTER: We will note
21 that, and we will reach out to Portland and see
22 what we can do about that.

23
24 MS. BARBARA HYTEN: My other
25 concern is near the school you're going to have a

1 five-lane highway that is coming down on 52 and
2 you have a lot of new drivers exiting the high
3 school.

4
5 MR. SHANE HESTER: Brad, go back to
6 the 52 Interchange. So the school is not shown
7 here but Searcy Lane is just to the -- is just to
8 the east here but that's where it's going to
9 connect to. (Indicating). You can even see a
10 portion of the high school here. (Indicating).
11 We haven't gotten far enough along in any of our
12 designs to analyze a traffic signal, so that will
13 all be done as we further detail out the design.
14 We will evaluate each of these intersections and
15 look and see if they need more traffic signals but
16 we haven't got to that yet.

17
18 MS. BARBARA HYTEN: Thank you.

19
20 MR. SHANE HESTER: We're like
21 almost 20 minutes until 7:00. Like I said, I
22 really want to take an opportunity for the
23 majority of the meeting to be over here at the
24 displays because I think that is where everybody
25 gets a chance to see maybe how their property is

1 in relation so the interchange. We will take
2 maybe just a couple more comments or questions.

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

6
7 MR. JOHN KERLEY: My name is John
8 Kerley, and I'm an Alderman here at the City of
9 Portland. I just want to go over the Mayor's
10 concern about TGT Road. That truly is -- is going
11 to be a major issue because part of it has a
12 development plan and that whole area is going to
13 change, the whole tract path, so I just wanted to
14 note that concern.

15
16 MR. SHANE HESTER: Yeah, thank you.
17 We will note that and we will look at that. Any
18 others? We can take one more.

19
20 (Whereupon, no response was heard.)

21
22 MR. SHANE HESTER: Thanks,
23 everyone, this is a great turnout. We appreciate
24 everybody coming out to tonight's meeting. Like I
25 said, we are the folks with the gold name badges

1 and our design consultants are here as well.

2 We have got full-size sets of plans over in
3 the cafeteria, and we've also got color displays
4 showing the entire alignment. So if we want to go
5 ahead and adjourn here in the auditorium and we
6 will make our way over to the cafeteria. Thank
7 you.

8
9 (Whereupon, no further discussions
10 were held in the auditorium, and the following
11 comments were received in the cafeteria:)

12
13 * * *

14
15 MS. JUDY LYELL: My name is Judy
16 Lyell, 259 Dorris Road, Portland. We live just
17 where the bypass will go off of the existing 109.
18 The existing 109 is roughly a quarter of a mile
19 from our back porch and even now the noise is
20 unreal. I mean, when we sit on our back porch
21 there are times when we can't hear each other.

22 So now in that quarter of a mile that is
23 between us and the existing 109, there will be a
24 bypass which is coming right to our property line
25 but not on it. It is right to our property line

1 so now the traffic is going to be even louder.
2 I'm told that there are no plans for any sound
3 barriers, so are we just to live with this? That
4 is my question.

5
6 * * *

7
8 MS. CHASTITY CRABTREE: Chastity
9 Crabtree, 635 College Street. I would like to
10 make TDOT aware of Portland's proposed greenways
11 around the city and take those into consideration
12 in their design.

13 So on Tract 3 -- on Tract 233 there needs to
14 be access for a 40-foot combine to access both
15 sides of the farm and for me to personally be able
16 to access both sides of my farm since the road is
17 going straight through it.

18
19 (Whereupon, the foregoing meeting
20 was adjourned at 8:00 p.m., and no further
21 comments were received.)
22
23
24
25

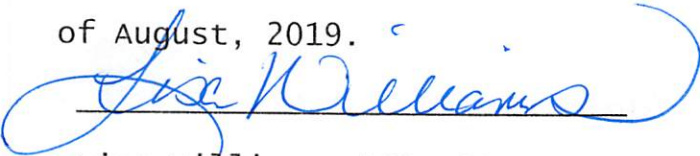
1 STATE OF TENNESSEE)
2 COUNTY OF ROBERTSON) ss.
3

4 I, Lisa Williams, Licensed Court Reporter
5 and Notary Public in and for the State of
6 Tennessee at Large,

7 DO HEREBY CERTIFY that the foregoing Sumner
8 County Public Meeting thereof; that the comments
9 and/or statements of said meeting were
10 stenographically reported by me in shorthand; and
11 that the foregoing pages constitute a true and
12 correct transcription of said proceedings to the
13 best of my ability.

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

19 IN WITNESS WHEREOF, I have hereunto affixed
20 my official signature and seal of office this 21st
21 of August, 2019.

22 

23 Lisa Williams, LCR, CCR
24 Notary At Large
25 My Commission Expires December 22, 2021

