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TENNESSEE DEPARTMENT OF TRANSPORTATION

PUBLIC INFORMATION MEETING

SR 71 (US-441, CHAPMAN HWY)

FROM SOUTH OF SIMPSON ROAD

TO HENDRON CHAPEL ROAD

KNOX COUNTY

APRIL 21, 2016

HELD AT:

VALLEY GROVE BAPTIST CHURCH

9000 SEVIERVILLE PIKE, KNOXVILLE, TN 37920

**Barringer Court Reporting**  
P.O. Box 8035, Gray, TN - 423-477-7844

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OPENING STATEMENTS BY MR. NAGI:

MR. NAGI: Thank you, guys, we really appreciate that. Can you hear everybody? My name is Mark Nagi. I'm the Community Relations Officer for TDOT in Region 1, which is our 24 East Tennessee County region. We're here tonight at Valley Grove Baptist Church to discuss the State Route 71 safety project, which starts from south of Simpson Road to Hendron Chapel Road. Joining us tonight from the Tennessee Department of Transportation are from TDOT Headquarters in Nashville, Strategic Transportation Investments Division Director Steve Allen and Nermine Nashed. TDOT Regional Director/Assistant Chief Engineer Steven Borden. TDOT Director of Operations Amanda Snowden. TDOT Director of Project Development Danny Oliver. And from TDOT Project Development are Christie Brown, John Barrett, Eric Wilson, Stacy Weaver, Mike Russell, Suzanne Thomson, Kaitlyn Baer, John Parrish and Sarah Christopher. From TDOT's Traffic Office we have Nathan Vatter and Andrew Padget. From TDOT Design Maysoon Haddad, Jay Morgan, Randy Plummer, David Jordan, Jennifer Pollard, and Kenny Kerley. From TDOT's Right of Way Division, Andrea Hall, Gaylon Hill, Amy Cooper, Steve Head,

1 Phil Addison, Denice Hagler, Tina Newman, Caleb  
2 Underwood and Roger Cameron. And from TDOT  
3 Consultant Arcadis is Clint Butler. Coming up in  
4 just a few minutes we will have a short presentation  
5 and following the presentation we will have TDOT  
6 representatives throughout the church available to  
7 answer any questions you may have. Once again this  
8 is a TDOT Design Public Meeting which means that you  
9 have a few ways to get your comments officially on  
10 the record. We have a court reporter present. Right  
11 now she's at the front of the room. Following the  
12 presentation she'll just be a few feet away through  
13 the door, and she'll be here to take any comments you  
14 have. She's also recording the entire session so  
15 she's here to take down any comments that you have.  
16 She can also be available until 7:00. We have, when  
17 you walked in there were comment cards and pens up  
18 front. If you want you can write your comments down  
19 and hand those to us tonight. If you want to take  
20 some time to think about it you can take the cards  
21 home, send them back to us. You have twenty-one days  
22 from today to do that to make sure they're officially  
23 on the record if you do choose to send them in. In  
24 addition following the presentation tonight we will  
25 have about a fifteen or twenty minute public question

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1 answer session for anyone that may have any general  
2 questions about this project. The questions that are  
3 not related to this section of the Chapman Highway  
4 from Simpson to Hendron Chapel, we ask that you wait  
5 and talk to us following the Q and A or make your  
6 comment to the court reporter. Before we go any  
7 further are there any members of the media here with  
8 us tonight? And your organizations, please?

9 MS. WATSON: The Mountain Press.

10 MS. ?: News Sentinel.

11 MS. ?: Seymour Herald.

12 MR. NAGI: Okay, also Representative Dale  
13 Carr, Senator Mickey Nassi and Representative Eddie  
14 Smith wanted to be here tonight but unfortunately  
15 they are still working in Nashville. They're in a  
16 legislative session. They do pass along their  
17 regrets. Are there any other public officials here  
18 with us tonight? Please stand and say your name and  
19 the office you represent.

20  
21 (MOST OF THIS PORTION OF THE RECORDING INDISCERNIBLE  
22 BUT MANY KNOX AND SEVIER COUNTY COMMISSION MEMBERS  
23 WERE PRESENT)

24  
25 MR. THORPES: Lester Thorpes,

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(indiscernible) 9th District.

MR. BROWN: Mike Brown, and I'm county commissioner (indiscernible).

MR. HAGGARD: Greg Haggard, Sevier County Commissioner, District (indiscernible).

MR. WRIGHT: Dave Wright, Chair of Knox County Commission representing the office of the 8th District.

MR. WATERS: Larry Waters, Sevier County Mayor.

MR. NAGI: All right. Thank you very much. For right now I'll turn things over to TDOT Regional Director and Assistant Chief Engineer Steve Borden who will begin tonight's presentation. Steve?

1 PRESENTATION BY STEVE BORDEN

2

3 MR. BORDEN: I'll take this off. I can't

4 stand in one spot very long. I'm going to walk

5 around for awhile. The other thing is I have to have

6 glasses. I hate getting old. I can't see good any

7 more. Okay, I want to say one thing real quick and I

8 really thank the hospitality here. Pastor Keys,

9 thank you and we needed a venue this large obviously

10 because of the passion that you guys have for this

11 corridor and I will tell you as a, as a, somebody

12 that lives here and Amanda Snowden, our Operations

13 Director, she's actually a South Knoxville girl,

14 South Knox County, and so we share your passion. You

15 know for us and, and then Steve Allen is with us from

16 our Strategic Investment and his life has been about

17 safety and safety improvements and for us, you know,

18 that's what we do. I've been with the Department for

19 twenty-five years and, and Danny Oliver as well was

20 with us and we share a lot of passion as you do, and,

21 and so we thank you for being here. You know, you

22 all being here is very important because we take your

23 all's input. Several of these projects we're going

24 to talk about and just shortly, they came because of

25 you folks, coming to us and sharing with us, said

1       hey, we need you to look at something or one of your  
2       representatives, your, your county commissioners or  
3       somebody coming in and saying, hey, there's something  
4       we need to look at, so I thank you all for being  
5       here.

6                       We're going to cover several things.  
7       Obviously Mark has already told us what the, you  
8       know, what project we're looking at here tonight, but  
9       of course Chapman Highway is a pretty long road,  
10      right? Twenty-four miles. And built in the 1930's  
11      so it's been around awhile. It's, it's older than I  
12      am. Maybe older than most people in here. There may  
13      be a few of you that were here when it was built, but  
14      it's been around awhile and over the years we've seen  
15      great growth. There have been widenings and projects  
16      but we all know that there are, there are safety  
17      issues along the corridor that we have worked on and  
18      some that we recognize and this project here tonight  
19      that we're going to talk about is addressing one of  
20      those areas. But in addition to that there are some  
21      other areas that I want to talk about. I would think  
22      probably if I right now polled everybody and said how  
23      many people have a question about another area on  
24      this road other than this and probably about all of  
25      you would raise your hand, or a good portion of you.



1 Right? So I want to give you a little bit of  
2 information that, that's beyond just the scope of  
3 this project that's going on. That we're doing right  
4 now. We've worked a whole lot with our, our local  
5 partners, the DCO. We've worked with our, our  
6 counties and our, our, in both Sevier County, Blount  
7 County, Knox County. We've worked with our THP,  
8 highway safety program, we've worked with law  
9 enforcement from Sevier County, Blount County, Knox  
10 County, to address safety issues around here.  
11 Sitting down around the table and saying, guys, what  
12 can we do to get better. I mean, because we've  
13 recognized what's going on and so we want to talk  
14 about a few of those, you know, that we want to  
15 address. When you look at twenty-four miles over the  
16 last fifty years there's been fifty fatalities, but  
17 beyond this project here which is about a mile in  
18 length we have an additional, a little over nine  
19 miles that we're working on right now and I'm going  
20 to walk our way through some of those, but there are  
21 four projects along this corridor in this ten mile,  
22 approximate ten mile section that we have active  
23 projects on that we're trying to get delivered that  
24 are, we're going to address some of the safety  
25 concerns. You know, one of the things that we're

1 really working to try to do is to get a center turn  
2 lane where we can. One of those things is that we  
3 see that when we go and take a two lane road that has  
4 high crash or a four lane section that has high crash  
5 rates, when we're able to put a center turn lane in  
6 there we have about a 40% reduction in crashes, so we  
7 recognize that and that's one of the designs we want  
8 to do. Now putting in a center turn lane in a lot of  
9 those areas is very expensive. A project like this,  
10 we've got a couple, three of these that we're looking  
11 at. They're about, on average about ten, twelve  
12 million a mile. Is that right? On the bigger  
13 projects. Yes. When we have to actually widen them  
14 out, so that's very expensive. You know, you put  
15 that across, you know, ten or twelve miles that's a  
16 lot of money. But there are other ways that we can  
17 attack that so I'm going to go through a couple of  
18 these projects that we're, we're looking at right  
19 now. One of the first ones I think we're going to,  
20 Andy, is that right, and then we're going to look at  
21 the seven mile section that goes on Chapman Highway  
22 from the Sevier County from Rogers Road to White  
23 Station Road. It's currently a four lane section. I  
24 think you can see it up on the screen back there  
25 behind you. Obviously it's a four lane section and

1 we have a lot of crashes in this area. One of the  
2 things that we've looked at and we've talked with our  
3 local officials, we've not rolled this project  
4 completely out. We're probably coming out and having  
5 like a community meeting here in the near future.  
6 We've already worked a lot with law enforcement,  
7 other safety folks and some of our local officials to  
8 look at it. What we're going to attempt to do here  
9 is to get a center turn lane. When we look at the  
10 volumes on this road they're not, they're real  
11 similar to what's on John Sevier and we look at the  
12 projections of what's there. We actually can  
13 accommodate traffic at a very high level of service  
14 with a three lane section with passing zones. By  
15 doing that we think that we can greatly improve the  
16 safety of the roadway and geometrically we can do a  
17 place where the, the buffer zone with the turn lanes.  
18 It gets, you know, how many people have been sitting  
19 there in a left turn on that road and you're just  
20 worried about somebody coming up behind you.  
21 Absolutely it takes care of that. You get a free,  
22 you get a safe zone to be able to go into, so we're  
23 looking at doing that in that section. That's  
24 probably about two million dollars worth of work.  
25 We're working very diligently to, you know, identify

1 funding for it. You know, we've had a, in January I  
2 think on that job around in 2015 with, with, like I  
3 said, all the people I've talked about before, the  
4 Governor's Highway Safety, THP, Knoxville Sheriff's  
5 Office, Sevier County Sheriff's Office, Knoxville  
6 Police Department, looking at corridor issues. This  
7 is one of them that we identified in this seven mile  
8 section. It had fourteen fatalities in it from 2006  
9 to 2015 and a lot of people have incapacitated  
10 injuries. Now if we were talking about trying to  
11 make it into a five lane section it's about eighty-  
12 two million dollars. Eighty-two million dollars, you  
13 know, and Steve will attest to that, when you look at  
14 our budget it's a long ways away for being able to  
15 deliver that and all of us need something to be done  
16 as quickly as possible, right? By doing the plan  
17 we're talking about you're really looking at about  
18 probably between two and three million dollars. I  
19 can deliver it relatively quick. So that's one of  
20 the things. I hope that will help some of you maybe  
21 in areas that you all are thinking about.

22 Another project that we have is a second  
23 project from Macon Lane near where the Kroger  
24 shopping center is. Right there at Boyd's Creek.  
25 It's a Sevierville Road in Sevier County. It's a 1.2

1 mile section of road and Andy is zooming in on it  
2 there. It currently has four travel lanes and then  
3 what we're doing there is we're going to improve it  
4 with a center turn lane, we're going to have  
5 sidewalks on it to serve you better. It's right  
6 there in that Ford Hill area. I know most of you are  
7 familiar with that. That project is currently in the  
8 right of way phase. Our, that one is to get it to  
9 construction in the summer of 2017, I believe, so  
10 that's another project that's on its way. It's a  
11 little more expensive project. This project will  
12 probably be somewhere around sixteen, seventeen  
13 million dollars, somewhere in that area. When you  
14 widen those projects in East Tennessee we've got,  
15 when you build a road in East Tennessee it's real  
16 expensive. You've got a hill on one side and a creek  
17 on the other most every way you go or it's rock,  
18 it's, you know, so it's very expensive to widen. So  
19 that's a project that, that we have underway.

20 The third location we're looking at is from  
21 Evans Road in Knox County to Burnett's Lane in Blount  
22 County, right there. And that's, that's the section  
23 right here in front of the church. It's about a mile  
24 in length. We're going to include adding a center  
25 turn lane with three foot shoulders on that. We

1 anticipate that we'll have right of way funding for  
2 that in the spring/summer of this year. Probably  
3 around, you know, early summer, and that process will  
4 take about twelve to fourteen months. After that we  
5 go to the construction phase and if you're not  
6 familiar with how we fund projects you all may know  
7 because it's been out and there's a lot of, we're a  
8 debt free state. We're one of only five states left  
9 in the nation that has no debt on transportation. We  
10 believe in being fiscally sound. We, we spend the  
11 money on what we have, you know, but we don't spend  
12 on what we don't have. We don't have, basically we  
13 don't bond on our roadway systems. So in doing that  
14 we don't fund a project every phase of it. We  
15 basically fund the initial environmental phase and  
16 preliminary designing a phase and then we'll do,  
17 we'll do right of way when we get to that point and  
18 then the next point, the biggest chunk which is about  
19 80% of the cost is the (indiscernible) construction.  
20 We do that so you're not tying up capital for, you  
21 know, eight or nine years on a project that's not  
22 being delivered and then we can keep our cash flow  
23 going and continue to do that for the State, which is  
24 good for us as taxpayers, which I'm one of them, and  
25 then we become very lean. We're a, our, ninety-one

1 cents of every dollar goes back into our projects and  
2 if you, and if you look at that next in line that's  
3 pretty incredible. We only have a 2% adjunct fee, so  
4 we try to be very lean and the fact that we're able  
5 to do that without having debt is a big contributor  
6 to that, so when we talk about funding phases those  
7 are milestones for us. And Daniel can talk and touch  
8 on that just in a little bit, in a little bit later  
9 about that. But that project there, like I said we  
10 were looking at the right of way in the spring, which  
11 we're already in the spring, we're probably looking  
12 at probably early summer for it and finally we'll  
13 look at the section that we're here tonight at  
14 Hendron's Chapel, South of Simpson Road, and like I  
15 said before, you know the Department really  
16 emphasizes community involvement. This project that  
17 we're looking at tonight is because of you guys in  
18 the community. We've met I guess (indiscernible)  
19 2012 with some folks with concerns and from that and  
20 Steve Allen was a big part of that in helping us  
21 figure out a way to get that, get funding and that  
22 safety funds, from that community meeting and your  
23 involvement and your input that's the reason tonight  
24 is so important, guys, and I can't emphasize enough,  
25 you know, Mark talked about it earlier. Get your

1        comments to us. You know, you can talk about the  
2        project on the mic, that's great. If you can't get  
3        to that go to the court reporter. If you can't get  
4        to there send us in a comment. Daniel will go over  
5        that, how to do that, and if you need a specific  
6        question, you've got a piece of property somewhere,  
7        whatever you want to talk to us about, we ran off a  
8        lot of names earlier. You know, there's a lot of  
9        folks here. I'm not exactly sure how many, but we  
10       may thirty or so people there, because it's an  
11       important job and we want to be able to sit down and  
12       build that into your questions, so I encourage you to  
13       do that. That's every important. But that community  
14       involvement is how these projects happen and so you  
15       know, I applaud the people that did that, and from  
16       that we were able to develop a project, come up with  
17       a concept and get to where we're at right now. When  
18       you look at this ten mile stretch that I've talked  
19       about these four projects on 50% of the fatalities  
20       along this corridor are in that area, and so that's  
21       the reason we really want to target that area. It's  
22       rural and has less volume of traffic but because of  
23       the speeds and the, and the configuration of the  
24       roads we recognize there was some opportunities for  
25       us to improve it, so that's what we're, we're doing

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1 with that. You know, this particular project here  
2 had five fatal crashes on it in the last ten years.  
3 There were two hundred and forty-five crashes, that's  
4 a lot. You know, when we really look at things, you  
5 know, you're looking at incapacitating type crashes.  
6 These are dangerous and that's when we see that  
7 really something goes off in our mind that we need to  
8 do something and that's what we're doing here. When  
9 you look at this section, you know, this is an  
10 important section. This whole corridor. These ten  
11 miles represent about thirty-three or thirty-four  
12 million dollars worth of work. That's a, for us  
13 that's a lot when you're a pay as you go state and  
14 you're not bonding things. And we're, we're very  
15 committed to get the funding available, get it  
16 plugged in and get these things to continue to move  
17 and getting delivered to you so that you guys can use  
18 them, so with that I thank you now. I'm going to  
19 turn it over to Danny Oliver, who is our Project  
20 Development Director and he's going to take it from  
21 there. Thank you all.

1 PRESENTATION BY MR. OLIVER

2

3 MR. OLIVER: Thank you, Steve. Steve is

4 always hard to follow because he does such a good

5 job. He's a very, a very good speaker and

6 (indiscernible). I think one of the, one of the

7 important things to do since there's so many folks

8 here tonight is to just to really explain the codes

9 on the map, what they mean, so when you turn them up

10 and you look at these, if someone is not available

11 we're going to make sure someone is available. But

12 they don't have to be, if you don't want to talk to

13 anybody, but you can see, but you can see, that you

14 can see (indiscernible). For, for illustration we've

15 broke the project up on the screen up here into three

16 segments and on your hand-out you'll see that

17 there's, there's three segments spoke about. That

18 means we've, we've had to, we made some solid tweaks

19 to the, the cross-section of the roadway and if, if

20 Andy will go to the next one. To better accommodate

21 the area, so for Segment 1, which runs from the

22 beginning of the project just past White School Road,

23 is, has curbs on it. There's a lot of driveways,

24 there's a lot of business entrances, and we need to

25 define those driveways. That's Segment 1. And now

1 Segment 2, and Andy, I'll get into this next slide in  
2 a minute. This is going into, this is actually going  
3 into the Segment 1, but just as a general overview,  
4 Segment 2 runs from just past White School Road to  
5 almost near the end of the project in that last  
6 section is really us transitioning and tying into  
7 what's already there. So just a few highlights on  
8 the first section from the beginning of the project  
9 to just past White School Road is, one, it has curbs.  
10 There are two retaining walls on this section. The  
11 overall project has six retaining walls, and just  
12 like Steve was saying, a lot of our projects are  
13 between a, a mountain and a, and a stream. Well, we  
14 have that on Chapman Highway. Just, you could throw  
15 a rock and you'll either hit a stream or you'll hit a  
16 bluff or a mountain. So to prevent from removing the  
17 whole thing or impacting streams we put in some  
18 retaining walls where they were needed, so you'll see  
19 that we have two sections and, and those are colored  
20 in blue, so when you come up here you'll see the  
21 blue, the blue lines next to the roadway and that's,  
22 that's where the retaining wall is. Another  
23 highlight on the first section of the, of the project  
24 is realigning E Circle Drive. So it kind of comes  
25 into this skew right now and we want our roadways to

1           come in at ninety degrees so, so you can see how to  
2           enter better and the folks on Chapman Highway can see  
3           you entering and, and accommodate for that. One  
4           thing we ended up doing on West Circle Drive is, as  
5           those of you know that's from around here, West  
6           Circle Drive sets up a lot higher than Chapman  
7           Highway and comes down pretty, pretty steep, so we  
8           could not, and we could have, we could have  
9           straightened the road out and come in on a ninety,  
10          but you would wipe out I don't know how many homes to  
11          do it and to lower it to where you could come in  
12          really good, those slopes just, just take a lot, it  
13          impacts a lot. So we're close-, our plan calls for  
14          closing that roadway on that end and cul-de-sacing  
15          that piece of, of West Circle Drive South. So going  
16          into, I think that gets me through the, through the  
17          Segment 1 improvements.

18                 So Segment 2, from White School Road to  
19          west of, just west of Bower Field, so our cross-  
20          section changes just slightly to where we don't have  
21          the, we don't have the curbs, but we still have a  
22          center twelve foot lane, two eleven foot lanes in  
23          each direction so we have five lanes total and with  
24          three foot of shoulder. And you know, that greater  
25          than three foot, that greater than two foot shoulder,

1 the three foot shoulder really is a safety feature  
2 for us that we see a reduction in vehicles leaving  
3 the roadway when we have a shoulder of great than two  
4 feet, and that's why this is a, that's why we're  
5 using that typical on this section and the other  
6 section here in front of the church. There was a  
7 couple of retaining walls. We've got a wall, and if  
8 you'll come up here to the displays after the  
9 meeting, wall 4, 5, and 6, they are just like I said  
10 before, they protect the stream and I think that wall  
11 4, if we didn't put it in we would be laying the  
12 mountain back and then we don't want to have to do  
13 that, so another highlight from this section is  
14 Simpson Road at the bottom of the screen and he's got  
15 his mouse kind of pointing at it and he'll zoom in  
16 for us. If you came out Simpson Road into entering  
17 into Chapman Highway you felt yourself sitting at  
18 kind of an incline. Well, the eyes on the Chapman  
19 Highway have a harder time seeing you and then you  
20 don't feel near as, as comfortable coming up and then  
21 getting (indiscernible), so what we've done there is  
22 raise that up to where there's a more level platform,  
23 so it's easier to, for ingress and egress that you're  
24 not coming up and then leveling off, so it's a lot  
25 easier to turn left and turn right and come out so

1 that's, that's the improvement there on East Simpson  
2 and from there to the end of the project is really  
3 the third section, is just a transition and I'll let  
4 Andy catch me up on slides, but it's that last  
5 section there on, on Section 3. It's really a  
6 transition to the five lane section near Highland  
7 View Drive, back into what we have. So that tells  
8 you about what, how to come up and decipher the, the  
9 displays we have. We have a display, I think we have  
10 one, we may have two in the front now. We started  
11 off with one, but a lot of folks were really looking  
12 at those so we, we talked about adding another one,  
13 but we do have two here. I've got one more in the  
14 hallway so as you come up and look at these displays  
15 there's a legend and it also goes over the different  
16 cross-sections. You can see where we're proposing  
17 guardrail and things like that so hopefully from what  
18 I've covered so far you, that will help you out when  
19 looking at these maps. And Steve walked over the  
20 other three sections, or three projects on Chapman  
21 Highway. If you go down the hall, because I expect  
22 that not everybody here is just for this project  
23 only. They've got, and I've, I've asked, and I see  
24 some smiles in the crowd that says yeah, you're right  
25 and I've talked to some of you, and that's great

1 because we have exhibits in the, down the hall for  
2 the section here in front of the church and there's,  
3 there's professionals back there that's worked on  
4 that project that can answer all the questions about  
5 that. We also have another section for the larger  
6 project at Fort Hill from (indiscernible) 338, we  
7 have an exhibit there and some, some folks to talk  
8 about that. We also have right of way staff if you  
9 have any questions or if you've been contacted about,  
10 you know, somebody entering the property to do some  
11 surveys and kind of how all that process works, there  
12 will be some right of way staff there on, at those  
13 stations for those exhibits. We also have our  
14 traffic operations office and I don't know if he's in  
15 the room but he's back there also. Nathan Vatter,  
16 they called his name out. He's hiding back there  
17 behind (indiscernible). He's back there for, to  
18 discuss all those other projects and like Steve said,  
19 if you've got another project on Chapman Highway, if  
20 you know of an area that, that needs some attention  
21 Nathan is all ears. And I would say Nathan is one of  
22 the State's best at doing that and I'll, and I won't  
23 back up on that statement. I think that's a very  
24 true statement.

25 So where we're at in the process on this

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1 project is that we're in the design phase and Steve  
2 talked about funding projects in different phases and  
3 we don't fund a project from beginning to end all at  
4 once because (indiscernible) and there's a lot of  
5 reasons for that, but the first three pieces of that,  
6 if you'll look behind me at Planning, Environmental  
7 and Design, and we call those preliminary engineering  
8 funds. And that's, that's where this project is, so  
9 it's been funded for that much and that lets you know  
10 the Department is serious about this. The next phase  
11 is the right of way phase which a key part to get  
12 into the right of way phase is having this meeting  
13 and getting all of your comments and, and if you have  
14 comments about this project specifically get them on  
15 record. Talk to the court reporter or talk to, or  
16 write the comment out. You can mail it to us like  
17 Mark said or put it in the boxes. There's a box back  
18 there in the hallway that will take those comment  
19 cards. That puts it on official record and we  
20 address every one of those. Before, and so to get to  
21 the right of way phase we're looking at probably some  
22 time this fall, near the end of the year, closer to  
23 the fall to have this thing ready, the plans ready.  
24 The plans right now are about 40% plans, so we have  
25 to continue, we'll get your comments in, we'll



1 address and we'll move forward on the design, getting  
2 it good enough to buy property off of. One we get in  
3 the right of way phase, just like the section that's  
4 here in front of the church, it's about a twelve to  
5 fourteen month period. This project has  
6 approximately right now, because I said 40% plans,  
7 we're looking about fifteen tracts for either  
8 acquisition, you know what I did? I told you all I  
9 was going to tell you about these, the displays. I  
10 didn't tell you about the displays, did I? All  
11 right, your color is on the display. The purple is  
12 the disturbed area. Now I know I didn't say this so  
13 I'm glad something caught me there. The purple is  
14 the, is the disturbed area. That's where we will be  
15 cutting down a little bit where we'll be filling in  
16 and this orange is the area that we're going to have  
17 to acquire, and Andy is doing a real good job. He's  
18 going to zoom in there in just a little bit and he's  
19 going to show you what I'm talking about, but these  
20 are the areas that we're going to have to acquire,  
21 either by easement or by buying it as real right of  
22 way to construct the project. So that's the two  
23 colors there that you really need to be looking at  
24 and seeing how that impacts your property. So your  
25 yellow is the shoulder. Steve Allen, you think being

1 the Director of Strategic Transportation, that's his  
2 division (indiscernible). The yellow is the shoulder  
3 and the, the aqua color is curb and guttering. So  
4 that's where we'll have curb and guttering, so that's  
5 where you've got curbing and the, and the concrete  
6 gutter on the, on the plan. So a project like this  
7 just like the one in front of the church here, it  
8 takes about twelve to fourteen months for us to  
9 acquire the right of way. And each milestone is  
10 depending on available funding. We anticipate having  
11 the right of way funds for this, like I said maybe  
12 near the, in the fall of this year, just like we  
13 anticipate having the right of way funds for the  
14 section in front of the church later on this summer.

15 So going to the next one we'll talk about  
16 comments and that will conclude the presentation or  
17 the formal presentation piece. I will just kind of  
18 reiterate we need your comments, we want your  
19 comments. That's, that's the reason we're out here  
20 is for public comment and to get those on record to  
21 know that we've addressed everything that, that you  
22 all have thought of, too. So you can submit your  
23 written comments on the comment cards, the comments  
24 sheets, you can mail those in. You've got twenty-one  
25 days. Did we run out? Oh, man. Well, I'll tell you

1           what we'll do, we'll find a way to, I told the pastor  
2           here that I would make him some additional comment,  
3           comment cards and have them available and there's  
4           another way to do that, is you can provide a verbal  
5           comment to the court reporter. So you can do that  
6           and then it gets it, and then you won't have to worry  
7           about filling anything out and my email address is  
8           going to be on the next slide if he'll go to the next  
9           slide. And it should be on the hand-outs and I'll,  
10          I'll make some more hand-outs here, and we'll go  
11          ahead and put that on the website also, so anybody  
12          that didn't get a chance to have one can have one and  
13          you can also email me directly if we, if we run out  
14          of other means to get that comment in, but the main  
15          thing is we want, we want your comments and we want  
16          those on record.

17                        So with that being said we've got, like  
18          Mark said we've got about fifteen or twenty minutes  
19          and just out of respect for everybody and just the,  
20          just the large number of folks, we're going to have,  
21          be respectful and have the comments for this project  
22          only and if you have questions about other projects  
23          they're right down the hall and we'll talk about them  
24          after the meeting, but Mark Nagi is going to have a  
25          microphone and, and Mr. Alex, Alex Keelty, he'll come

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around and have a microphone on this side. If anybody has any general questions about, about this project individually, or specifically. If it's about your property, if it's about your property, your property specific it's better served if we can look at the property lines and kind of dig into it one on one. Alex, you've got a, a gentleman there.

1 QUESTION/ANSWER SESSION

2  
3 MR. TERRY GUYSE: I see with the hand-out  
4 here, the recommended speed is forty-five miles an  
5 hour. That's after this is all completed?

6 MR. OLIVER: Yes, that's all the recommended  
7 speed there.

8 MR. TERRY GUYSE: How about making a, a  
9 media impact right now and lowering the speed when  
10 it's in danger, you know, lowering it to forty,  
11 forty-five miles an hour. You know, let's, let's  
12 make some impact right away. Not just here, but all  
13 the way down Chapman Highway. It's fifty-five miles  
14 an hour down on the other side of Seymour.

15 MR. OLIVER: I did, I'll tell you what I  
16 messed up. I didn't get your name.

17 MR. TERRY GUYSE: Terry Guyse.

18 MR. OLIVER: And, and your address?

19 MR. TERRY GUYSE: 108 Canyon Hills Road.

20 MR. OLIVER: Okay.

21 MR. TERRY GUYSE: I own property on Chapman  
22 down there.

23 MR. OLIVER: That puts you on the official  
24 record, so the question is about, about speed and how  
25 we go with speed is we have to do a speed study and

1 then make sure that our, our study justifies the  
2 speed and all the variables that go into that are  
3 coming forth, so that, that's how we address it,  
4 that's how we address the speed. But there's a lot  
5 of characteristics of the roadway, the volume of the  
6 roadway and those things, but that's something that,  
7 your comments are well noted and we'll look into  
8 that.

9 MR. JOHN WHITE: Sir, my name is John White,  
10 434 Meadow Lake Circle, Seymour. My question and  
11 apparently this is the presentation, but you showed  
12 us four projects.

13 MR. OLIVER: Yes, sir.

14 MR. JOHN WHITE: And actually this project  
15 had fewer fatalities on it than some of the others,  
16 so the question is then how did this one come to the  
17 forefront versus the other ones?

18 MR. OLIVER: As far as, I don't know if this  
19 one is in the forefront.

20 MR. JOHN WHITE: Well, in terms of  
21 priorities, it seems like you're starting on this one  
22 first.

23 MR. OLIVER: No, actually the, the section  
24 in front of the church is ahead of this one here and,  
25 and making lanes is ahead of all of them. Making

1 lanes, we're talking construction. That's a bigger  
2 project and it takes a legislative action to get  
3 those funds and that is, what did we say, the spring,  
4 about mid-'17 so really as far as how, what you're  
5 going to see action on, you'll see action on making  
6 lanes first, this one project that we're sitting on  
7 right now in front of the church is actually ahead of  
8 this project here. We get a lot of those things in  
9 and sometimes, you know, traffic or, or crashes  
10 happen, you know, they're not consistent and there  
11 may be a place that we see that we, we know that it,  
12 it requires safety improvements and then we also may  
13 have another section that we see that the crash rates  
14 raise up really high, so it's our job to see those  
15 and see if that qualifies for, you know, certain type  
16 of improvements and get that one under way, too and  
17 it just takes time, so if one is ahead of the other  
18 one it doesn't mean one is any more important than  
19 the other one, it's just that we're working on it  
20 all.

21 UNKNOWN PERSON: I notice you can lower the  
22 speed limit but it doesn't mean they're going to  
23 follow it. That's the problem on this highway is  
24 everybody is just going too fast and they follow too  
25 closely. They have no respect and so I mean, I agree

1 with this. This is going to do some good, but it's  
2 all about us as a community coming together and just  
3 slowing down and having respect for each other.

4 MR. OLIVER: Right. Right. I agree with  
5 those comments. We wish that all citizens obeyed  
6 traffic laws and, and drove safely. I think that  
7 would make our, it would definitely make our job a  
8 lot easier. That would put Steve out of business  
9 maybe, but anyway, this gentleman back here.

10 MR. CHUCK COOK: Chuck Cook, 1526 Cunningham  
11 Road West, Seymour. Thanks for being here. We're  
12 all aware that structural changes to the highway are  
13 an important part of making this a safer road. Does  
14 TDOT have any role whatsoever or any influence in  
15 making sure that traffic laws are obeyed in this  
16 section or in other sections?

17 MR. OLIVER: TDOT doesn't, TDOT doesn't  
18 regulate. That's the Department of Safety. Now what  
19 we can do is, is just like what, what Steve talked  
20 about. We can, we can meet with our partners in the  
21 Department of Safety. We can find areas that there  
22 may be a safety issue, but as far as regulating and,  
23 and making people obey the speed limits, that's  
24 nothing TDOT would have any authority to make someone  
25 do. I've not got a ticket from TDOT before and so



1 it's the Department of Safety. But may know if  
2 that's, that is an issue. You know, my, my first  
3 project that I worked on as a, as a TDOT employee was  
4 on Alcoa Highway where we had posted the speed  
5 through a construction zone much, you know, a little  
6 bit lower than the actual speed, so I understand what  
7 you, I understand what you mean.

8 MR. CHUCK COOK: Can you provide guidance  
9 for us on who we can contact? (Indiscernible).

10 MR. OLIVER: Yeah, we'll make it, we can  
11 make a note and we can contact the Department of  
12 Safety, but your mailers and your (indiscernible).

13 MR. BORDEN: Yeah, we will do that and we do  
14 work a lot with our local officers. We have a  
15 Governor's Highway Safety program and we do a lot of  
16 behavioral things and try to get word out. You'll  
17 see sometimes those, those advertisements. We also  
18 work a lot with THP. In these cases we work a lot,  
19 like I talked about earlier, several of these  
20 projects we've had extensive meetings and I actually  
21 had one this week with our partners in another county  
22 plus THP together sitting around a table similar type  
23 corridor and we talk about behavioral issues, safety  
24 issues. I would encourage, you know, we will  
25 definitely make a note of it and we, and we work very

1           closely with THP. They're one of our great partners.  
2           We also work with the local sheriff departments and  
3           the cities as well. You as citizens in your area  
4           obviously can, can do that as well. A lot of times  
5           they're like us, there are limited resources  
6           sometimes with how many officers they have, but they  
7           do programs where they saturate areas at times to try  
8           to help with behavioral issues, obviously speeding  
9           and, and driving beyond those posted speed limits.

10                   MR. OLIVER: As far as comment cards, we,  
11           we've got about twenty of those left. Just to let  
12           everybody know we're not completely out of them. We  
13           may have been out at the station but we'll get those  
14           and yeah, up front, we'll have those up front.

15                   MR. DARRIS HAWKINS: My name is Darris  
16           Hawkins. I live at 8923 Simpson Road, which is  
17           directly across the highway from where we are. There  
18           have been numerous times that my wife and I have been  
19           coming out of Knoxville and have our right turn  
20           signal on and someone beside us will be coming out of  
21           Knoxville and have their left turn signal on. At the  
22           bottom of the hill the highway is totally blocked and  
23           there's a freight train behind you and I can't tell  
24           you the number of times I have just said a prayer and  
25           held on. My in-laws were hit in the rear at the

1 intersection and knocked way off the road and I've  
2 spoken to you before and you know my heart.

3 MR. OLIVER: Yes, sir.

4 MR. DARRIS HAWKINS: But I wanted to make it  
5 official.

6 MR. OLIVER: Yeah.

7 MR. DARRIS HAWKINS: Thank you.

8 MR. OLIVER: Yes. Excellent.

9 MR. BOB McNUTT: My name is Bob McNutt and I  
10 live at 8920 Simpson Road just across the street from  
11 Darris and we have asked in the previous meetings  
12 some of the things that even though if you can't get  
13 the construction done, some of the things that they  
14 could do to help us to see better on that highway.  
15 Coming from Seymour going towards Knoxville. You  
16 cannot see to the top of the hill on the other side  
17 how the traffic is flowing to turn off, turn left on  
18 Simpson Road. If you come around through there and  
19 if, if you can turn off you're going to, you can't  
20 turn your turn signal on until you assure that you're  
21 going to be able to turn. Well, at that time people  
22 behind you are traveling fifty, sixty miles an hour.  
23 Okay, if I bow up and slow down and stop something is  
24 going to happen.

25 MR. OLIVER: Right.

1 MR. BOB McNUTT: And coming from, from  
2 Knoxville this way also there's things in the way.  
3 Now what I'm referring to there's trees. These trees  
4 need to be cut down. The, the, all the growth from  
5 the other side, on the other side going towards  
6 Knoxville, it needs to be cleared out so we can see  
7 ahead of time how we can turn off, and another thing.  
8 Another thing that should be done, there should be  
9 signs along the highway, several signs, deer  
10 crossing. We have a lot of deer in this area and  
11 I've seen a lot of deer been killed and I, it kills  
12 me just to think about some of these guys riding  
13 motorcycles, that's good, that's their business. But  
14 it hurts me to think they come down through here  
15 doing maybe fifty or sixty miles an hour and a deer  
16 hop out in front of them. Now we have a lot of  
17 tourists come through here. They don't know this but  
18 a lot of people that lives here does know deer  
19 crossing, but if they could do some of those things  
20 to help us and help the other people it would be  
21 appreciated.

22 MR. OLIVER: Okay. Thank you. Amanda made  
23 note of that and we'll have Amanda's forces to check  
24 that out and we'll look into it. Let's see. How  
25 much time have we got? We've got one more question

1 and I think we're, we're up on about twenty minutes  
2 now, Mark, or pretty close?

3 MR. NAGI: Close.

4 MR. OLIVER: Pretty close? Okay. Go ahead.

5 MS. BRENDA CUNNINGHAM: Hi, I'm happy to be  
6 here. My name is Brenda Cunningham. I live at 546  
7 Man-o-War Drive.

8 MR. OLIVER: Yes, ma'am.

9 MS. BRENDA CUNNINGHAM: In Seymour. Before  
10 the meeting I was talking to one of you all and I  
11 just want everyone here to know what they told me  
12 that these giant beautiful aerial pictures will  
13 become part of the permanent record just like my  
14 voice is at this time and if anyone here would like  
15 to mark on these beautiful aerial photos of where you  
16 have lost loved ones, you are free to do so. And I  
17 think it's impactful if people, the people who don't  
18 know our area and don't know that we've all lost  
19 loved ones on this highway, if you would mark in  
20 remembrance of your loved one. Thank you.

21 MR. OLIVER: Thanks, Brenda. Now that, that  
22 concludes our, that concludes this type of question  
23 and answer session and so feel free to come up and  
24 talk to us individually or specifically. What's  
25 that? Yeah, and if the projects, like I said

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earlier, besides this project here if you go down the  
hall, one, you'll see the court reporter and you just  
bear around and you'll see TDOT staff and they'll  
walk you through the other exhibits that go over the  
other projects. Thank you very much.

1 COMMENTS

2  
3 COURT REPORTER: May I have your name for  
4 the record, please?

5 MR. TERRY GUYSE: It's Terry Guyse, 108  
6 Canyon Hills Road in Seymour. The Chapman Highway  
7 going south out of Seymour from North Rogers  
8 Titsworth Springs traffic light to the Y is 2.3 miles  
9 of road with many vehicle crashes where the speed  
10 limit is fifty-five miles an hour instead of forty-  
11 five miles an hour. It is a very narrow roadway with  
12 the walls and ridges that come right to the edge of  
13 the road and many curves and hills giving limited  
14 down road vision. My suggestion and question is why  
15 does it have to be fifty-five miles an hour instead  
16 of forty-five miles an hour from Titsworth Springs to  
17 the Y? This is already a dangerous area without the  
18 fastest speeds. We who drive on the stretch from  
19 Chapman to North Rogers and the Y need your  
20 protection, so why does the speed limit need to be  
21 fifty-five miles an hour in this area? That's  
22 enough.

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COURT REPORTER: May I have your name for the record, please?

MS. TERESA PFEFFINGER: Yes, my name is Teresa Pfeffinger. I live at 235 Twin Leaf Lane, Knoxville, Tennessee, 37920. And I would like to see the James White Parkway be extended into at least to John Sevier and further into Seymour if possible to help with some of the traffic congestion as well on my road, Twin Leaf, is right off of Kimberlin Heights, and Kimberlin Heights at Chapman Highway is a dangerous intersection. There have been several accidents there as well and I would like to see Kimberlin Heights be made a right turn only onto Chapman so that it is impossible to turn left onto Chapman or for anyone coming from Knoxville to turn left onto Kimberlin Heights.



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COURT REPORTER: May I have your name?

MR. MAX HOUSER: My name is Max Houser. My address is 911 Horseshoe Drive, Knoxville, Tennessee, 37920. My concern about all of the meetings and things that we've had is that the South Knoxville Parkway extension needs to be moved forward. It must be done. Some person mentioned that they had to, some rule related to federal money and so on, if it's used that a certain group has to approve it. Well, we need the Parkway, it needs to go through. It needs to go completed not only out to Chapman Highway, it needs to be extended and looked forward for the next twenty years and extend all the way up through Pigeon, Pigeon Forge to the upper end of Pigeon Forge through the Knobs and Sevier County so that people in future days when more and more growth in the Seymour area and Blount County, so they will have an alternate route to Knoxville rather than limiting you to Chapman Highway. I appreciate the improvements to Chapman Highway but, but that extension to that Parkway needs to be moved forward as soon as possible.

1 COURT REPORTER: May I have your name,  
2 please?

3 MR. ROBERT DAVIS: Robert L. Davis at 1915  
4 Pine Ridge Road in Seymour, Tennessee. I do end up  
5 traveling to some remote places on some of the  
6 highways and it has always been amusing over the past  
7 thirty to forty years that you widen a road and you  
8 then lower the speed limit. That was part of our  
9 discussion earlier and so it becomes a nice income  
10 for the local entity but of course Seymour has  
11 rejected having their own police force so it wouldn't  
12 work for us. But I've seen too often where a two  
13 lane road with a fifty-five or sixty mile an hour  
14 speed limit has then been brought down to forty miles  
15 an hour where you have seven lanes, two each way, a  
16 turn lane and two curb lanes plus a curb that it  
17 seems counter-productive. Now it does prove that the  
18 improvement of the road reduces the accidents but  
19 that's a little absurd. But I was concerned about  
20 what they presented here that a couple of the factors  
21 I see like were possibly employed at Alcoa Highway  
22 was that we need to look and see where the  
23 destinations of this traffic is and then possibly  
24 limit the access to some of the roads that don't  
25 serve very many places you may have to reroute way

1 far away from the four lane, but it could help keep  
2 the traffic flowing. Several other things I've seen  
3 in traveling around, one is where red lights are  
4 blocked by limited sight distance. In Kentucky they  
5 use a little advanced light not unlike the one on  
6 Chapman Highway at Stone Road, but it is unlike the  
7 one on Stone Road because it just blinks all the  
8 time. These only blink when the light is turning  
9 red, so you've got an advance as to when, and taking  
10 this along on intersections it seemed to me that all  
11 these proposals today started about three hundred  
12 yards too far south because Hendron Chapel is a very  
13 big concern, the intersection with Chapman Highway,  
14 due to the fact that Johnson University is a  
15 destination where a lot of cars are going and coming  
16 from it would surely help if there could be two lanes  
17 our of Hendron Chapel so that the cars can be sorted  
18 when the light turns green. You can take more cars  
19 and then you might even be able to shorten the time  
20 that the light was green so that would be one of my  
21 specific suggestions and I will talk to Nate about  
22 it. The other things is a lot of times traveling  
23 early in the morning when nobody is out it's very  
24 frustrating and the perception is say like for  
25 example on Stone Road, as soon as the car rolls up to

1 the light it trips and makes me stop and I'm just a  
2 little beyond the ability to go through when it turns  
3 yellow so it ends up that both of us are stopped in  
4 the process where if there was a little delay when  
5 somebody rolls up to an intersection for the trip  
6 that then we always want to be careful when there's  
7 another car anywhere at intersection because they  
8 might decide to come through the light, so that was  
9 just another comment. I think that covers about  
10 everything I have today. Thank you for the session  
11 and I appreciate working with you.

12 COURT REPORTER: Court reporter.

13 MR. ROBERT DAVIS: The court reporter.

14 COURT REPORTER: My name is Cathy.

15 MR. ROBERT DAVIS: Cathy. All right, thank  
16 you.

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COURT REPORTER: May I have your name,  
please?

MR. JEFF TIMBS: My name is Jeff Timbs and I live at 5605 Dodge Road. My concern would deal with north of Hendron's Chapel Road all the way up to the Dunkin Donuts located right before John Sevier Highway. I heard no proposals tonight at all to do anything about that section. My concern of that is because of one, there is no access to turn left through that stretch. You have a pretty busy road in Kimberlin Heights coming out there at an angle where you cannot even see because of a mountain and a blind hill. Secondly I was told it was the State that put up the yellow markers to keep the left hand turns from going into the Dunkin Donuts establishment. My problem with that is it did not fix a problem, it created what, my assessment is a worse problem because folks are simply going past the yellow marks to Po Boy's Tires or to the insurance agency where there is no turn lane and they're trying to make a U turn or they're turning into the establishment and trying to come back out onto the highway right there and so it's caused it to be very dangerous in that area and I would like to see something where they could modify the traffic light at Dunkin Donuts to

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where that establishment could use that traffic light for business in and out of there to keep these U turns from happening down the road and I would also like to see a widening there where folks could get in and out of Marine Road and Kimberlin Heights and Tipton Station. If there can't even be a widening I would think that at least the mountain could be cut back right there at Kimberlin Heights where it comes into Chapman Highway to where at least you're not pulling out on a blind curve onto a highway where people are running fifty-five and sixty miles an hour. Thank you.

THIS CONCLUDES THE TDOT PUBLIC MEETING HELD ON APRIL 21, 2016.

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BY: NOTARY PUBLIC

CERTIFICATE

This transcript of the TDOT Public Meeting SR 71 (US-441, Chapman Hwy) was taken on April 21, 2016 by Cathy Heinze of Barringer Court Reporting, Gray, Tennessee.

I, Betty B. Neal, Notary Public, Barringer Court Reporting, hereby certify that the foregoing is a true and complete transcript of said TDOT Public Meeting.

WITNESS my hand and official seal at office at Gray, Tennessee, this the 25th of April, 2016.

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NOTARY PUBLIC

My commission expires: October 29, 2019

**Barringer Court Reporting**  
**P.O. Box 8035, Gray, TN - 423-477-7844**