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TENNESSEE DEPARTMENT OF TRANSPORTATION  
INTERSTATE 40 INTERCHANGE  
AT STATE ROUTE 196  
PUBLIC HEARING  
MARCH 25, 2010  
5:00 TO 7:00 P.M.  
OAKLAND ELEMENTARY SCHOOL  
14925 HIGHWAY 194 NORTH  
OAKLAND, FAYETTE COUNTY, TENNESSEE

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*Charlotte R. Jaquet, CCR  
Associated Court Reporters  
P.O. Box 222  
Jackson, Tennessee 38302  
731.424.6528*

\*\*\*\*\*PRESENTATION\*\*\*\*\*

MR. MATLOCK: We're going to change the agenda just a little bit here tonight because, obviously, I can't show you the slides. I guess we could hold them up one at a time, but that won't work. So what we're going to do, we're going to talk to you for just a moment about what we're doing here tonight and how this is going to run. We're going to put up some wall displays and lay out some plan sheets and some tables so that you can go look and talk to our design consultants and to our environmental people. Right-of-way is here tonight. But we're going to be a little bit out of sorts.

we'll get started. This is a NEPA public hearing, National Environmental Policy Act public hearing in the matter of State Route 196, the new interchange on I-40. My name is Joe Matlock. I'm from the environmental division of TDOT. And this hearing's purpose tonight is to present to you our findings -- is it on? Okay. Change that. We'll go to the slides. We're better

than we thought. See, there's really not much you can't fix with a Swiss army knife. Don't leave home without it; what can I say. All right. Okay. Excellent.

Once again, welcome to the public hearing. The purpose tonight is to give you the information that we've discovered as part of our environmental assessment for this project. This is an overhead representation of it. The environmental assessment is quite an exacting process. If you want to read it, there are copies available to you. There are paper copies at the local government offices and in the local libraries. We've posted an electronic copy on the website for the project. And if you want your own copy, if you will e-mail me or call me -- and I'll give you my number here in a moment -- I'll be glad to cut a disk and send it to you. The same thing with any of the technical studies that you see mentioned or talked about; wetlands, archaeology, historic preservation, air noise, flood plains, all of those things. If you want a copy of those

studies, they're available to you, too, and they are free. All you have to do is say that you want them, and we'll send them to you. Not a problem.

Okay. We got off to a rugged start, but at any rate, here we go. We're going to run through a series of slides here for you tonight. And these first several slides are kind of an over-the-world look at the NEPA process that TDOT has and how we go about preparing the documentation and doing our work here. We are going to give you the opportunity to go look at some drawings, some preliminary drawings for the project, and ask questions with our consultants for design and environment. And then we're going -- we're also going to conduct a formal question and answer session here tonight. There are some important things, though, that you need to know about how this process does work. Each of you -- I hope each of you got a hearing handout when you came in. And we have some extras if you want to take one home to somebody or some neighbors. Feel free to

take some extra ones with you. Not a problem. That is a summary of the findings for the environmental assessment. There's no grand detail in there. You're not going to get every single species type that we found. But you're going to get the fact that we did find -- what we did find and how we found it and where it is. It also has some basic design information in there. It has some basic right-of-way information and other things that are very helpful. So as you get a chance this evening and read through that, you may well find the questions you have are answered within that pamphlet.

We're also going to give you several opportunities tonight to participate. I know you see we have a court reporter up here. This is a public hearing and they are all recorded. The court reporter will take down a complete typing of everything we say and do here tonight that's done in the formal sessions. The transcript from that -- that transcript will then be sent to us. We will do a summary and analysis of it. And by

that, what I mean is we go through and we look at all the questions, all the comments, and write short summaries for them and then propose a disposition for our managers to look at.

The transcript itself, once it's signed and sent in to us, will be posted on the website for the project. So if you -- a month from now when it's posted, if you get home and go, "what was that he said," you can go read the transcript and there it is.

And we invite you, at whatever time is convenient to you while you're here tonight, if you would like to make a statement for the record to the court reporter, please, while we're doing the map review or any other time or after this is over, things kind of settled, you can come here and make a statement directly to her. The only thing we ask you to do when making the statement is to be sure that she clearly understands your name and address so that if we need to respond to you, we know who you are and where you are.

The other method tonight for you to participate is with us as individuals. We are very well aware that some people just don't like to talk in front of people. You're going to get an opportunity to talk to our design people, our right-of-way people, environmental people here tonight, one on one, and ask questions as you will. If that answers your question, good, thank you, wonderful. If it does not, then there is a third method we're going to ask you to participate, and that's an insert to your handout. That's the comment card. It's actually a sheet of paper, but it's known as a comment card. We ask that you fill those out. If you will fill them out tonight, there's a box sitting up here on the front table where you signed in. You can fold it up and put it in that. And you can take it home with you. If you want to take it home and talk about it with your spouse or your neighbors and write back on it, there's a mailing address on the other side. You fold it up and put a staple and a stamp and off it

goes. Once that's received by our department, that becomes part of the transcript for the public hearing, just as if you had stood here and had your say.

If you know of people who are not here tonight, but you think might want to know about the project or comment on the project, or if your spouse works late or your parents are not able to get out, we have plenty of extras. Feel free to take those with you, pass them out. You have time after the hearing to mail these things in and they will go right into the transcript just as if you were here tonight.

There's also a part on there, and I believe this is the one we are using, that has a little block down there at the bottom that says "how did we do." And that's important to us too. We are constantly shifting about the order, agenda, and events that we do for public hearings and public meetings, trying to respond to comments we get previously. If we have an incident where the slides are not well read, if you can't

see them clearly from the back of the room, we need to know that because standing here, I can read it fine. The back row may not be able to see it. Those are the kinds of things we need to know. When you talk to our people, did you get a good answer? Did they -- they may not have been able to answer your question, but did they give you an appropriate answer? "I'm sorry, I don't know. I'll have to look it up for you, and I'll get back to you about it." And did they follow up? So those things are important to us too. That helps us gauge our performance.

Okay. We're going to bring you up to where we are now in project development here tonight. And that is with the approved environmental assessment. We're going to talk -- the consultants are going to talk to you at long hours about what all we found out there. But that's the principle need for tonight. The document is developed under the National Environmental Policy Act, NEPA. NEPA is an umbrella act. It captures or tries to capture the dozens and dozens and

dozens of federal laws and regulations. This is a federally-funded project. The environmental assessment is a federal document. If we do not follow federal law, that is a federal crime. That's why we're so picky about some of this stuff. It's all about the federals.

we really want you to look very carefully at the presentation tonight over here on the maps and what you have in your hands, and be sure that it's clear to you that we didn't inadvertently use jargon in it or some kind of bureaucratic speak that's not clear to you. And that's a critical element to us.

This little flow chart shows you how a project is developed and where we are in it now. We are about middleways in project development. Under federal law, you do not have a fixed location for your project until after the final environmental document is signed. Only at that time is a location fixed. It is fixed in the sense that it becomes a baseline for the construction

studies that have to be done. It does not mean it can't be moved if we discover good cause to do so, but it's fixed for purposes of our study.

I'm not going to read this to you. You can see the key elements, though, of the NEPA are indeed the public involvement process that we have. It is a matter of process. Is the process adequately addressed in every stage along the way and are all of the technical studies seen to and do they all meet the standard. I think that's my last one. Yes. Good.

All right. Now, we're going to talk in detail about the environmental assessment and our environmental consultant, Luke Eggering, is here. He's going to talk in far more detail of what this is. And there's one final little thing, and then I promise I'll shut up and go away. When we normally do a linear project like we did on State Route 15 out here, something like that, very often we have more than one build alternative. There are people who are very

used to coming to public hearings and public meetings and seeing wall displays that have multiple lines on it.

When we do an interchange, it pretty much has to go right where the road is. So while we can shift around some of the ramps and we can play with the right-of-way fence a little bit, we really can't move an interchange in any direction. That's pretty much a fixed item. And I always get asked, well, what about doing nothing? What about a no-build alternative? The environmental assessment has in it the write-up for the no-build alternative. The no-build alternative is a viable alternative until the Commissioner makes a decision about the project. And he will make -- based on input from different divisions, he will make two sets of decisions. One is, do we go forward with this project; and if so, how and which design alternative do we select to go forward with. And he retains those two prerogatives for himself. We can recommend, but he makes the decision. So as to the no-build

alternative, yes, it's still on the table. Have we ever done a project with a no-build; yes, we have. FHWA will sign a no-build agreement, a no-build document. What happens to the money that was pledged to build your project; it goes to another state.

So before we do no-builds, we look really, really closely and be sure that there's absolutely nothing we can do to bring folks around. Okay. Luke is going to take you through the more detailed EA process. And then when he finishes, we're going -- we have some displays put up. We're going to take some time to go over here and look at the displays and go through the plan sheets that are on the table. And if you want to talk to us one on one, we'll be here for that. All right.

MR. EGGERING: Thanks, Joe. If any time you can't hear me in the back, please let me know. I have a tendency to drop the mic, and then I lose people in the back. So if I trail off, please let me know.

we're talking about the EA

process. I'll touch on one thing that Joe didn't point out with the National Environmental Policy Act. A lot of people think that TDOT is required to select the most environmentally-beneficial alternative, and that's not necessarily the case. In the NEPA process, we just have to document the impacts. So they have the opportunity to select an alternative that has worse impacts. So just keep that in mind. It's just a disclosure document.

The first part of the process is you develop the purpose and need for the project. After that's established, then you develop reasonable alternatives. After the project area is set, you look at the affected environment and see what kind of natural resources, socioeconomic resources are impacted. And then you look at the -- you conduct what's called an impact assessment. So you look at what the impacts of the different alternatives would be on the environment, socioeconomic environment, cultural resources, that sort of thing. You

also look at ways to avoid impacts and minimize impacts. You know, can we do things to shift the alignment slightly or reposition the ramps that might avoid a home or something like that. And then an important part of the NEPA process is that there's public involvement throughout.

All right. I touched on some of the natural resources that we will look at. We look at things like jurisdictional wetlands, threatened and endangered species, streams, water quality, natural communities, farmland, that sort of thing. Basically anything that's regulated. Socioeconomic resources, you look at economic trends. You look at displacements, relocations, if there's any businesses or homes in the area. You look at the land uses that are there. You also look at environmental justice, which is if there's any low income or minority populations that might be affected. Air noise, that sort of thing.

Of course, this project vicinity, everybody is aware, is State Route

196/Hickory with the Road where it crosses over the interstate. Some of the project history is there was an interchange justification study that was completed in 2005. It was approved by the Federal Highway Administration. The IJS evaluated two alternatives that were build alternatives, and they selected one of those that we looked at tonight -- looked at in this document.

The NEPA process began in 2007, and the decision was made that we would complete an environmental assessment. The purpose of the project is to provide a safe and efficient transportation facility and improvement access to support the existing and future growth of Fayette County. The Fayette County growth plan adopted this project in 2003. The surrounding area for the proposed interchange is contained in the Fayette County growth area plan and also in the urban growth boundary of nearby communities like Oakland and Galloway.

This is just a slide that shows some of the planned growth areas. It's kind

of difficult to see some of the colors on this with the lighting, but you can see the planned growth areas are in pink. So it's assumed that these areas are going to develop. As Joe stated earlier, that we have two alternatives. We have a no-build alternative and we have one build alternative. The build alternative includes construction of a full diamond-type interchange, and the design that we have would allow for future development of potential loop ramps, should the need develop due to traffic.

One of the things that would have to occur is we would have to relocate Orr Road which comes in right now at the existing overpass, if you're familiar with the road.

This is the layout. This is the -- you can see -- just to the side, you can see the existing overpass. What is proposed right now is a diamond-type interchange. These are the exit ramps and entrance ramps onto the interstate. Here is the relocated Orr Road and here is where Orr Road is now,

so it's underneath that. This is the proposed build alternative layout.

As far as a NEPA process goes, we had a public meeting here in December of 2007. Just for my purposes, how many of you all were at the meeting we had here? Okay, so a pretty good representation. I saw several hands go up. The alternatives were finalized in July of 2008. The technical studies were completed in 2008 and 2009. The Federal Highway Administration approved the environmental document that we have copies of on the table over here, the environmental assessment, this year in January.

The existing State Route 196 is a rural two-lane road. It's non-access controlled. The existing land uses are primarily agricultural, pasture. The study area has three streams and six small ponds. There's one single-family residence in the immediate project vicinity with additional residences along State Route 196. This is an aerial photograph showing the existing condition and here is Orr Road. And that's

what we would relocate to this area here. There's also an existing access point here which would need to be moved to the north and slightly to the west. Here are just a few pictures of what the area currently looks like here. Of course, these were taken in the summer. You can see the interstate, traffic on the existing interstate. Agriculture, bean field, pasture, and there's one ephemeral stream that would be slightly impacted.

As far as the impacts go for the no-build alternative, traffic volumes would continue to increase on the roads, on the secondary routes, from different people, you know, trying to commute through the area. We know the area is developing now, so we know the volumes are going to increase with or without the interchange. The level of service and safety may be reduced on these existing routes. The more traffic you get on a road, especially on a rural two-lane road, the greater the chance for accidents. There's poor interstate access kind of in

general for the area. You have to travel down the road, either direction. There would be some farmland that would be converted, regardless of whether or not this project is constructed, because these areas are in the planned growth area that we mentioned earlier. So we know that the local communities are planning on these areas growing. The noise levels are going to increase due to the increased traffic from the continual development in the area. Streams in the project area are going to be impacted by whatever new developments would occur.

Concerning the build alternative, the beneficial side is you're going to have improved access to I-40. You're going to have improved safety and traffic in the local area because it's going to take some of the traffic off of local roadways and put it on the interstate. There are going to be enhanced economic development opportunities in the project area. Whenever you create an interchange, you know, you have that

opportunity for businesses. You're going to have improved circulations among the cities and communities in the area. You're also going to improve the regional access ability to the project area.

There will be reduced travel times to business centers like Memphis or maybe even Arlington, different places, and increased property values. There will be a moderate increase in the amount of noise levels for the residents along State Route 196. These noise impacts aren't substantial, based on our analysis, primarily because most of the houses that are along 196 have longer driveways so they're offset from the road. There will be temporary construction impacts if the build alternative is selected and they build this alternative, some rerouting of traffic. There could be noise from construction, dust, that sort of thing. Any kind of typical construction impact would be associated with this. There would be impacts to service waters, including some channel modification of the existing streams and the

small ponds that are adjacent to the project area. There would be a conversion of undeveloped areas to the transportation uses, primarily the footprint of that diamond interchange. And there would be a loss of agricultural land, some wildlife habitat, and open space.

The new interchange would promote highway-oriented developments, gas stations or, who knows, it might be a truck stop, restaurants. It could be similar to some of the other interchanges along Memphis. Those sorts of things cannot be fully addressed in this document because we don't know who those future tenants might be. But we can just list the types of things that might show up, and the way to control that is through proper zoning, planning and zoning.

The improved access would promote probably faster-than-normal development of the surrounding areas, so there may be more residential development. It may occur at a quicker rate. It's occurring now, and it's going to continue to occur. But if you have that better access, it's likely to increase

that rate. This is just kind of a general map that shows the different ecological resources. I pointed out, you know, some of the ponds that are existing. There's some small forest fragments. Here's a stream. It's a tributary to the Loosahatchie River. There's some other minor things there. Part of this is actually within the 100-year flood plain.

All right. I don't know if we can make -- if you all will be able to see this very good from the back, but just a couple of things to point out. We just show the different acreages of forest, old field, agriculture is the primary impact here where we lose approximately 75 acres. This table is also in your handout, so you don't need to -- there will not be a quiz on this, by the way. We do not have any residential displacements. And then whenever there's an impact to farmland, we have to fill out forms that we have to rate the impact. We send that to the Natural Resources Conversation Service. They also rate that level of

impact, and if the score is above 160, you have to come up with other alternatives. This was below that score.

We've got one noise impact. We had three streams present. There will be approximately 3,300 feet of stream channel within the project area. There will be 2,400 feet of that which will need to be modified or changed in some manner for drainage. There were no wetlands present; no unique habitats; no threatened endangered species; so none of those issues. There were also no cultural resource impacts or historic resource impacts. I forgot to mention that earlier. That's one of the big things that we have to look for; Indian mounds, you know, historic areas, historic districts. There were no hazardous waste sites identified.

So what are the next steps in the process following the public hearing and the collection of the public transcript? We will collect all of your comments. We will summarize those and the preferred alternative will be selected, whether that be the no-

build alternative or the build alternative. That will be presented in the final environmental document. If the build alternative is selected, the final design will be prepared for the interchange. The necessary permits will be obtained, and the right-of-way will be acquired. And then after the right-of-way acquisition process, then construction will begin.

\*\*\*\*\*QUESTION AND ANSWER SESSION\*\*\*\*\*

MR. MATLOCK: You know, sometimes we get asked questions for which we just don't have an answer. And we just have to tell you, "Sorry, I really just don't know." I hope we didn't have to do that too many times tonight. But if we did, then, you know, we learned something too. We want to give you an opportunity to speak for the record. And what we would like to do, if you would like to make a statement here tonight, I'm going to ask -- I don't know how much cord I've got, but we'll try to get around to you with a microphone. But we may have ask you to come forward too.

So what we need for you to do, please, is to state your name and your address so that the court reporter can hear you. Kind of watch her. She can tell if your voice is carrying over the speakers where she can understand it. And then you may either make a short statement or you may ask a question and we're going to do our very best to answer it.

There are a few ground rules. We ask that everybody be to the point and state your cause. And we ask that since you all know each other, I would assume, that we respect each other's feelings and try to be good neighbors about it. And we'll go from there. So would anybody like to be first? Anybody?

MR. HOWELL: What is the completion date now on this thing?

MR. MATLOCK: We need your name and address, please.

MR. HOWELL: Oh, I'm sorry. My name is Howell at 945 Orr Road. I'd like to know -- you told me last year six or seven years before this would be completed. Is that still the game plan? And what does six or seven years mean from today?

MR. MATLOCK: Yes, that's still a reasonable estimate. We discussed it earlier tonight. We're currently funded through the environmental phase and preliminary design for right-of-way. After that, it's a matter of legislative funding. Yeah, that's a

reasonably good answer, as any.

MR. HOWELL: 2015?

MR. MATLOCK: Sir, you're asking me to -- I can't tell you. I don't know what the funding will be. If the funding is present, things move quickly. If the construction phase does not get funded or it gets halfway funded, things move slowly. And the department and the legislature, that's their end of it.

MR. HOWELL: Thank you.

MACK HUGHES: My name is Mack Hughes. I live at 735 Orr Road. Is the money already allocated for this interchange?

MR. MATLOCK: The money has been allocated for us to complete an environmental study, which is what we're doing here tonight. There is some funding out there for design, preliminary design work, and some preliminary right-of-way work. And as far as I know, that's as far as the funding goes. But you understand, we're not the ones that draw up the checks and designate the money. You know, we're just told what we can spend

it on.

Anyone else, please?

JOHN CHARLES WILSON: I'm John Charles Wilson. I live at 560 Orr Road. On your map up there, you have that you are going to have like a 2,200 feet of stream alteration. Where is that going to be? Where is that alteration going to take place?

MR. MATLOCK: I'm going to let one of our environmental consultants take a look-see and show you that. Do you want to pull that map up? Does everybody see where he's pointing to? Can you see the red dot? Right in there, that's the stream relocation.

JOHN CHARLES WILSON: Is this over here on the other side -- see where that pond one is? Is that stream alteration there also?

MR. EGGERING: That's on existing structure. It's an existing culvert, I believe.

MR. MATLOCK: Usually, when they're on existing culverts like that, it's pretty minimal of what else we have to do.

Usually the culvert extends to the right-of-way. Not always.

MR. EGGERING: The general rule is if the crossing is greater than a 45-degree angle, that you can use the culvert. If it's greater than that, you have to rechannel and then change the course.

MR. MATLOCK: At this level of development, all we really need to do for streams and things like that is we identify that they're there. We identify and assess their value. Is it a free-flowing stream with fish in it, or is it just a drainage ditch that collects water? We do that evaluation. The actual structures that go through, that's a design element.

Anyone else? Yes, please.

BETTY STANLEY: My name is Betty Stanley. I live at 495 Orr Road. I live pretty much across the road from the last gentleman who spoke. I'm very concerned about the noise. I know that your environmental assessment says that there won't be any significant difference in the

noise, but we have a lot of noise now from the interstate. If we're standing outside our home, there is pretty significant noise, especially early morning and late afternoon. If a truck blows a tire, we can hear it in the house. So we -- I don't know what family you studied. You mentioned one family in your study that had some noise increase. I don't know, but I assume that wasn't us. It may have been the mobile home that's right down the road. But in any case, we are very concerned about the noise of the traffic and also about the noise of truck stops and other establishments that might be built in that area.

MR. MATLOCK: We don't control the buildings that may come up as a result of these things. If it's outside our right-of-way, that's local zoning. We don't have any real say about that. As to the noise study, probably the easiest thing to do is for you to get with our environmental consultants and let them send you the complete noise study that we have. It goes into a lot more detail

than we really want to do here tonight. And it explains to you how we measure the noise. It explains to you how we rate the increases. The word "significant" means -- has a numerical meaning.

BETTY STANLEY: Yeah, I read your document. I scanned it pretty well, and I've looked at the charts.

MR. MATLOCK: We'll send you the noise study and let you go through that.

BETTY STANLEY: Will you be putting up sound barriers or any walls or anything like that?

MR. MATLOCK: No. The noise wall program, there's a very specific mathematical formula you have to go through to see, first of all, what the noise increase is. Does it meet a certain plateau? And then there is another mathematical formula you go through to determine how much you can spend on -- how much you have to spend in order to have a significant decrease in decibels inside the house. And if you cost that out and it comes up on the positive side of those numbers,

then we can do something. If it comes out on the minus side, then we can't.

BETTY STANLEY: But once it's in, if the noise is more than what was anticipated --

MR. MATLOCK: It's called the Type II Noise System, the noise program that's out. It's rather limited in funding. Some of these noise walls that you see going on in downtown Memphis on 240, part of that is the retrofit system. We do go back periodically and look to see what development has been, and if the noise increase is greater than what we predicted and that kind of thing. And there is a program out that it does retrofit noise walls. Yes, it is there.

Anyone else, please?

BILL WYRICK: I've got a good, deep voice. My name is Bill Wyrick, and I'm at 40 Regent Drive. My question is, with all the construction, 385 is not complete. We've got a brand new rail yard going in down at Piperton that they're already moving dirt on. If 385 is stopped and this project proceeds,

the traffic is going to be phenomenal. Where do we stand on 385, as far as completion?

MR. MATLOCK: That's terribly out of my office. I have no clue, but I can tell you who to call and find out. There are two sources. We have a construction office on Boswell Avenue in Memphis, and that's where the construction engineer's office for that project is. They are in the phone book. You can call there and ask them the status of any of those 385 projects along the way, and they can tell you what percentage of completion is and, you know, how it's going and is there going to be enough funding to complete it. But that's not in my office. I would be just taking a guess. We do have -- there is an office at Boswell. Not everybody knows that.

BILL WYRICK: Is there anyone in the room from your office that has knowledge about that?

MR. MATLOCK: No, there's not, other than just the fact that we all work for TDOT and we know it when we see it. The Boswell construction guys, that's their

office. That's where they are. I think they're 8:00 to 4:00. Also, by the way, there's a right-of-way section there. And there's a couple of -- the HELP trucks are all there too. So it's right there right off the interstate. It's easy to find.

Anything else? Okay. Thank you so much for coming. We're going to be here for a few more minutes to kind of roll things up. If you want to talk to us again one on one, we would be delighted. The court reporter is going to be here if you would like to make a statement, please feel free. On the back of your -- or as an insert, excuse me, to your handout there is that comment card, and we would really appreciate it if you fill that out.

If you need to take some with you, if you have someone at home or a neighbor who didn't get here tonight, feel free to take those and fold them up, put a staple and a stamp on them and send them back in. We'll be here for a few more minutes if you have any other questions. If not, thank

you so much for coming and do be careful  
going home.

\*\*\*\*\*COMMENTS TO COURT REPORTER\*\*\*\*\*

MACK HUGHES: Mack Hughes. 735 Orr Road. I can't hardly -- I can't understand this guy. He's got that base so turned up on that thing. We were sitting in the back over there, and I could not -- I couldn't understand him. I'm kind of hard-of-hearing anyway. I just want to make the comment that I'm all for this interchange. I'd like to see it start as soon and as fast as possible. I cannot understand why it hasn't been getting started sooner. I'd like to see the exit and entrance ramps built right away, even if they can't build the bridge right away. They can always come back and do the bridge later on as the population increases in the immediate area, which is all the time. People are moving in that area.

BILL HOWARD: Bill Howard. I live at 2040 Fields Drive. Fields interchanges with 196. And the reason -- I'm in favor for the interchange, but one of my concerns, which is not related to this, but it is -- Fields Drive is a road that was

blacktopped by the county several years ago. Actually, the road wasn't even completed. The county completed the road. Since they have completed the road, there's a lot of traffic through Fields Drive to get to 196. It's more or less a shortcut for the people in the neighborhood. And we get so much traffic on that road. And when the interchange comes, we're going to even get more traffic because that's the only road that is a shortcut for the neighborhood, the people that live on the opposite side of 196. My thing was, I know the county has a budget for road work, and I would like to see Fields Drive get paved versus blacktop. Right now, the road is in such bad condition because of all the heavy traffic that passes through there now, the buses, the fire department, heavy equipment, things like that. And I talked with the Mayor, Skip, and he wasn't really aware of how much traffic was that we had coming through Fields Drive to get to 196. Now, with the new interchange, it's going to be even worse. So I would like to

see that road put in a real good condition for the people that's going to be accessing to get to 196 on that new interchange. And that was my real concern. I'm in favor of the new interchange. I envision, you know, hotels and eateries and service stations. And all of those things can be controlled with building codes, you know, and things like that. It don't have to be anything that is an eyesore to the neighborhood. But, you know, in Germantown, they've got a real strict building code on buildings and signs and things like that. I see in the future that that's going to come once the interchange is completed. So I'm all for it. But I just had my little personal thing that I wanted to touch base on, which is not on the subject, but it really is because there's a lot of traffic that comes through Fields Drive now to get to 196.

CERTIFICATE OF COURT REPORTER

I, CHARLOTTE R. JAQUET, Certified Court Reporter and Notary Public for the state of Tennessee, do hereby certify that the preceding is a true and accurate transcription of the Tennessee Department of Transportation public hearing as set forth on page one of this transcript.

WITNESS MY HAND AND SEAL, AT OFFICE, on this the 8th day of April, 2010.

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CHARLOTTE R. JAQUET

COMMISSION EXPIRES: NOVEMBER 21, 2011.