

TENNESSEE DEPARTMENT OF TRANSPORTATION

STATE ROUTE 374 PROJECT

March 21, 2019



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TENNESSEE DEPARTMENT OF TRANSPORTATION

Montgomery County Public Meeting
State Route 374 Project
from SR 149 at River Road
to SR 76/US 79 Dover Road

March 21, 2019
5:00 p.m.

Wilma Rudolph Events Center
1188 Cumberland Drive
Clarksville, TN 37040

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3 MS. SCHULTE: Welcome tonight to the
4 NEPA Public Hearing held by the Tennessee Department
5 of Transportation concerning the State Route 374
6 extension. My name is Kathryn Schulte, and I'm the
7 Community Relations Officer for Region 3 for TDOT.
8 Our purpose for being here tonight is to provide
9 details on the proposed project and receive your
10 comments.

11 There are three ways to give us a
12 comment. You can ask it or state it during the
13 question-and-answer period following the
14 presentation. If you prefer to give a comment but
15 don't want to give it in front of the group, you
16 can give it directly to our court reporter
17 following the presentation. You can also write
18 down your comment and put it in the comment box,
19 and you can mail that as well if you would like
20 some additional time to fill that out. We need to
21 have any written comments received within 21 days.

22 If you have other questions about the
23 proposed project but don't care to make a formal
24 on-the-record comment, you can catch us after the
25 presentation. Most of us are wearing gold name

1 badges but not all. Just look for the Tennessee
2 Department of Transportation logo.

3 And with that, I will turn it over to
4 Shane Hester, who is the Development Director for
5 TDOT Region 3.

6 MR. HESTER: Thank you, Katy. As Katy
7 mentioned, my name is Shane Hester. I'm the
8 Director of Project Development in Region 3. So I
9 want to talk to you a little bit about why we are
10 here tonight. Several years ago there was an
11 initiative to create a --

12 MEMBER OF THE PUBLIC: Can't hear you.

13 MR. HESTER: Several years ago there was
14 an initiative to create a circumferential loop road
15 around the City of Clarksville. So to date we have
16 constructed -- or are under construction for the
17 majority of the project and we're here talking about
18 the remaining segment that's under development right
19 now that extends from 149 over to State Route 76/US
20 79.

21 So let me talk to you just a little bit
22 about the type of projects that we deliver to
23 contract. Our projects are categorized in two
24 categories. We have problematic projects, and we
25 have a legislative projects. Our problematic

1 projects are the projects that I like to think is
2 that's -- that's our projects that maintain or
3 infrastructure. Those are basically our bridge
4 replacements, our resurfacing jobs, the bridge
5 repair jobs -- things of that nature.

6 Our legislative projects are the
7 projects that are basically -- that add to or
8 modify our existing infrastructure. So this is
9 what this is. This is a legislative project.

10 So those projects are funded in four
11 phases. They are funded -- there's two engineering
12 phases. There's a NEPA phase, and then there's a
13 design phase that's considered both preliminary
14 engineering phases, and then there's a right-of-way
15 phase, and there's a construction phase.

16 So right now we are in the very first
17 phase of preliminary engineering. It's the
18 preliminary engineering NEPA phase. And basically
19 what that does is it allows us to do enough
20 engineering work to establish the project footprint
21 on the bill of alternatives that were identified
22 for the project. So I know you've probably seen
23 surveyors, and we've got some early designs here in
24 the back. That's basically what we've done today.
25 So we're -- right now we are at about, probably,

1 the 20 to 30 percent project development phase.

2 So after we complete the NEPA phase, we
3 will then move into full design phase, and we'll
4 progress the plans to about 60 or 70 percent
5 completion. And then once the project is funded
6 for right of way, that will allow us to begin
7 right-of-way appraisals and acquisitions, and it
8 will also allow us to start with utility
9 coordination with any affected utilities.

10 So that process -- the design process
11 to get to the right-of-way phase is probably going
12 take about another two years. All right. The
13 right-of-way process, due to the large volume of
14 tracts involved, is going to take probably 30 to 36
15 months to complete the right-of-way process. So I
16 want to make -- let everybody know that we are
17 still a ways away from moving dirt out on the
18 project. There's still a lot of work to be done
19 here.

20 So with that, I want to turn it over to
21 Ms. Holly and let her talk a little bit more about
22 the NEPA process.

23 MS. CANTRELL: Hello, everybody.

24 On the announcements that you've seen,
25 you've seen "Please contact Holly" --

1 MEMBER OF THE PUBLIC: Can you talk
2 louder?

3 MEMBER OF THE PUBLIC: Hey, we can't
4 hear you.

5 MS. CANTRELL: For all the notices that
6 everybody has seen, you have seen, "Please contact
7 Holly Cantrell for information about the project as
8 it relates to NEPA," that's me.

9 I'm actually not going to talk a whole
10 lot about this today. I'm going to be passing it
11 on to our consultant, Jason Goffinet, with Volkert,
12 and he is going to tell us a little bit more about
13 that because his company has been drafting the
14 document.

15 I did want to let everybody know a
16 little rough schedule for the NEPA process. Our
17 part, as it relates to what Shane was just talking
18 about, is expected to be completed, hopefully, by
19 the end of this year, and then the time frames that
20 Shane talked about will come into play.

21 That's just a little bit more
22 information on that. So we are going to pass it
23 over to Jason, and then after his portion we'll
24 take some questions.

25 ///

1 MR. GOFFINET: Okay. Good evening.
2 Bear with me. I've got about 15, 16 slides here
3 just to tell you a little bit more about the NEPA
4 process so we can get back to visiting the displays
5 and answering your questions.

6 So why are we having this hearing this
7 evening? The purpose of this meeting is to explain
8 the proposed project, explain the impact --
9 anticipated impacts to social, cultural, or the
10 natural environment, and also to explain the
11 Section 4(f), the de minimis process and the
12 preliminary determination that the FHWA has made,
13 and also to get feedback to answer your questions
14 regarding the proposed project.

15 Your comments are extremely important.
16 That's why we are going -- why we are doing this so
17 that it gives you an opportunity to give us
18 feedback and help develop the project.

19 And as it's already been discussed,
20 this is a visual of the base of TDOT's planned
21 development process. The planning has already been
22 conducted. This is the environmental process. As
23 it moves forward, there will be a design
24 right-of-way and construction process.

25 The SR 374 project begins at SR 149 at

1 River Road and ends at SR 76/US 79, Dover Road.
2 The project length is approximately 7.2 miles on
3 new location, which includes a bridge over the
4 Cumberland River, and approximately one mile of
5 other improvements including widening along SR 149
6 from River Road to about 1700 feet west of the
7 Cumberland Heights Road intersection.

8 The purpose of the proposed project is
9 to inhibit -- the enhanced quarter linkages within
10 the Clarksville area and improve the mobility
11 around Clarksville. The project is intended to
12 address the system linkage, accommodate future
13 transportation demands, improve the operational
14 efficiency and improve safety.

15 In 2019, elements of a previously
16 proposed improvements project that are no longer
17 part of this project -- it was a much larger
18 project -- this project that's currently being
19 proposed was pulled out of the much larger project
20 in 2019 -- I'm sorry -- in 2009. In 2019 an EA was
21 approved for this project that we are discussing
22 this evening, and this is a public hearing.

23 The build alternative is described as
24 including the construction of a partially accessed
25 controlled, multilane facility from State Route 149

1 to SR 76/79, Dover Road, which would extend SR 374.
2 And as I've already discussed, the improvements
3 also include widening SR 149.

4 The environmental assessment, which is
5 available for view on some of the back tables,
6 addresses several different topics. I'm not going
7 to go through each one of those, but some of these
8 that are often referenced are noise, air quality
9 impacts, soils, farmlands, cultural resources, and
10 park impacts -- park and recreational resources.

11 And the preliminary findings from this
12 environmental assessment and these technical
13 studies are as follows:

14 Regarding air quality: The preliminary
15 determination for the project would have no effect.

16 Noise: There will be 75 noise
17 sensitive receptors impacted by the project.

18 Historic architectural resources:
19 There's no effect.

20 Archaeology: There is one potentially
21 eligible archaeological site that, if we cannot
22 avoid a phase two, more research will have to be --
23 will have to be conducted as the project moves
24 forward.

25 Hazardous materials: Low or no

1 potential impacts.

2 Recreational resources: There is one
3 resource, Smith Branch Recreational Area. We will
4 discuss it in a little more detail later on in the
5 presentation. It will be impacted, and there will
6 be some mitigation associated with that.

7 Relocations: One residential
8 relocation is anticipated. No businesses or
9 non-profit organizations are anticipated to be
10 relocated.

11 Farmland: 160 acres of farmland is
12 anticipated to be impacted. 71 acres are
13 considered to be prime.

14 Streams: Approximately 3,800 linear
15 feet of intermittent streams are anticipated to be
16 impacted and 1,000 linear feet of perennial
17 streams.

18 Wetlands: 1.42 acres of wetlands
19 permanently impacted and another nominal amount of
20 temporary impacts are anticipated.

21 Threatened and endangered species:
22 There are a few bats that the U.S. Fish and
23 Wildlife Service in the state have a concern with
24 at this location. The Indiana bat, northern
25 long-eared bat are those two species. And there's

1 also a mussel that's native to the Cumberland River
2 that they have concerns with, but they have
3 concluded that the project is not likely to
4 adversely affect these resources.

5 Going back to the Smith Branch
6 recreational facility and what it means to the
7 transportation or the NEPA process. The Smith
8 Branch Recreational Area is considered a 4F
9 resource. So what is 4F?

10 The Federal Highway -- the Federal
11 Highway Administration "did not approve the use of
12 land for a significant publicly owned park or
13 recreational area, wildlife or wildlife rescue or
14 significant historic site unless a determination is
15 made that there's no prudent or feasible
16 alternative to the use of a land from the property,
17 and that the action includes all possible planning
18 to minimize harm to the property resulting from
19 such use."

20 There are a couple of pictures of the
21 Smith Branch Recreational Area that many of you,
22 I'm sure, are aware of. The project is going to
23 have to -- we are going to have to acquire some
24 right of way before -- to construct the project
25 from this Smith Branch recreational area.

1 But the official jurisdiction, in this
2 case, the U.S. Army Corps of Engineers has
3 determined that our project, with mitigation, does
4 not adversely affect the qualities, activities,
5 features, or attributes of this resource. And here
6 is an illustration of the Smith Branch
7 recreational -- the boat ramp and parking lot and
8 our alignment as it's proposed. Some of the
9 mitigation is also illustrated on this feature.

10 The mitigation includes realigning and
11 paving the road leading to the boat ramp,
12 redesigning the boat ramp and the parking lot to
13 accommodate more -- up to 75 spaces for cars and
14 boat trailers, and the boat ramp itself will be
15 built -- redesigned to accommodate two boats at one
16 time.

17 Guardrails will also be constructed
18 around the parking area of the boat ramp, and the
19 access will be designed from the proposed
20 intersection at the new SR 74 route at Landing Gate
21 Road.

22 And there will also be an electrical
23 stub out along SR 374 where the bridge is that will
24 allow for the Corps to install lighting at the
25 recreational area. And we would like your comments

1 on those as well. That's part of this process that
2 you-all comment on those -- on the impacts and the
3 proposed improvements that are suggested for that
4 facility.

5 So as we discussed before, this is the
6 public hearing for the project. So the next steps
7 afterwards is to receive comments and input from
8 you-all from this endeavor. And during the
9 spring/summer or shortly thereafter, an alternative
10 will be selected, and then during the late summer,
11 fall/winter of this year we are going to prepare
12 the final NEPA document.

13 And after that, when funding becomes
14 available, the project will move forward to the
15 final design and right-of-way acquisition and
16 construction when funding becomes available.

17 And, again, all of this will be for
18 naught if we don't get good comments from you-all.
19 So please fill out your comment cards, place them
20 in the box in the back, speak to our court
21 reporter. There's several different ways and
22 methods to capture your thoughts, but we need your
23 input to make this a better project for the
24 community.

25 With that being said, we will open it

1 up to the floor for any comments.

2 MS. SCHULTE: Before you give your
3 comment, please state your name and address and
4 remember that our court reporter is going to be
5 recording your comments. So please speak loudly,
6 slowly, and clearly. Thank you.

7 MS. CANTRELL: A lot of you that came in
8 through the sign-in table should have received a
9 handout. If you didn't, please feel free to go pick
10 one up. This contains a lot of the information, if
11 not all of it, that we've gone over today so you can
12 take it home and reference it later. If you want to
13 wait to provide your comment until you've had time
14 to mull it over, that's perfectly fine.

15 Like Kathryn mentioned, you can provide
16 it through the mail and then we have got the -- you
17 can do it through the e-mail as well. It's the
18 TDOT provided e-mail that, I think, is also on this
19 sheet. It's on the comment card. They send it
20 directly to the comment space. So you have various
21 options to provide those comments if you don't feel
22 comfortable providing them today or if you just
23 need more time to think it over.

24 So if anybody has any questions, we can
25 go ahead and take those.

1 MR. SMITH: Michael Smith, Brady
2 Phillips Drive on Dotsonville Road.

3 On the second slide, it had "noise" and
4 it said 75. What is that? Because the road is
5 going to be 100 feet behind my property. Right
6 now, I hear cows, ducks, and coyotes. I'm going to
7 hear plenty of traffic back there. So where are
8 they getting this "no noise" is effecting?

9 MR. GOFFINET: So the 75 -- there was 75
10 receptors or ohms that will be impacted by noise.
11 So those 75 are each -- are each individual
12 receptors, and there's a threshold of 66 dBA which
13 is modeled and measured. And when you exceed that,
14 that limit, then the FHWA and the Department
15 evaluate mitigation, so through a barrier or other
16 needs.

17 MR. SMITH: So what is that? The 60,
18 how loud would that be? Outputs to decibel. You
19 said 60 decibels. How loud would that be?

20 MS. CANTRELL: I think Valerie may have
21 had this question.

22 MS. BIRCH: It's the equivalent to -- do
23 you have a copy of the EA? There's a graphic in
24 there that compares the noise decibel levels to
25 different things that you're familiar with. I don't

1 know off the top of my head, but it's in there.

2 MR. GOFFINET: Yeah. There are
3 different sources of noise like an aircraft, what's
4 similar to it.

5 MR. SMITH: But we are used to nothing
6 because we have nothing, so there is a big
7 difference.

8 MR. GOFFINET: Right. There's no
9 question that going from an environment to where no
10 road exists to introducing a new alignment that --
11 it will -- it's going to be different. There's no
12 question.

13 MS. CANTRELL: Do we have another
14 question?

15 MR. EISEMANN: My name is Carl Eisemann.
16 I live out on Lylewood Road.

17 The first thing I have a comment on is
18 your slide says that construction doesn't start
19 until funding has been approved. My question is
20 does it require only state legislature funding or
21 does it require any kind of federal funding?

22 And then the second part of the
23 question is you said that an adverse effect of not
24 building would adversely affect future mobility of
25 the impacted area. If there were a moratorium on

1 construction in that area in the rural services
2 district of this county, would that negate that
3 comment?

4 MR. HESTER: I will try to answer your
5 first question. So the project is largely funded
6 with federal dollars. It's about 80 percent federal
7 dollars and 20 percent State dollars to fund the
8 project.

9 Did that answer your question?

10 MR. EISEMANN: I didn't hear you.

11 MR. HESTER: I said it's largely funded
12 with federal dollars, the project is. It's about
13 80/20. It's 80 percent federally funded and
14 20 percent State funded.

15 MR. EISEMANN: And the second part --
16 you said one of the negative impacts of not building
17 this would be -- it would adversely affect the
18 safety of the area. If we had a moratorium on not
19 building further in the rural services area, would
20 that negate your safety concern?

21 MR. GOFFINET: Yes. I would have to
22 certainly refer to your local politicians and
23 planning organizations regarding, you know, what the
24 future plans are for Clarksville. But, certainly,
25 if you negated any future development whatsoever, it

1 would lessen the need for the project.

2 MS. CANTRELL: Do we have any other
3 questions or comments that you want to make during
4 this time?

5 MS. STEEN: Monica Steen, and I live on
6 Smith Branch Road. So I guess my question is you're
7 talking about revamping the boat ramp. Where
8 exactly is this road coming through to that where
9 you're revamping the boat ramp? Is it actually
10 going down Smith Branch Road or to the left or to
11 the right or, I guess, to the east or the west?

12 MR. GOFFINET: It comes down Smith
13 Branch Road. That's the way it would access, and
14 then it would actually go underneath the proposed
15 bridge, the access road, to gain access to the boat
16 ramp.

17 MS. STEEN: Okay. So basically, this is
18 going to come through my front yard.

19 MR. GOFFINET: We can look at the map.

20 MR. WINN: Steve Winn, C Booth Road.

21 I didn't see on the maps any access
22 roads to farmland. So that's my question because a
23 guy next to me -- you know, I personally have
24 access because I already have a road present. But
25 the guy next to me is not going to have any access

1 to, you know, hundreds of acres. So is that still
2 in planning or what?

3 MR. GOFFINET: Yeah. I think the
4 ultimate access has yet to be determined, but that's
5 certainly one thing that we are very cognizant of is
6 the access to the farmlands -- the farmlands that
7 would be bisected by the project.

8 MS. CANTRELL: Shane, correct me if I'm
9 wrong, but that will be further refined as we get
10 into the process of those additional questions about
11 access.

12 MR. HESTER: Yes.

13 MS. CANTRELL: So as we get further into
14 design and to right-of-way, we will know a little
15 bit more about that.

16 MS. FINK: Nicole Fink, Trey Phillips
17 Road.

18 Just a quick question to clarify. On
19 the presentation, it looked like the start was in
20 one spot and the end was in one spot. But looking
21 at these maps, it's a little bit broken up. So
22 where exactly is it starting and where exactly is
23 it ending as far as the construction goes on?

24 MR. GOFFINET: Sure.

25 MS. FINK: Because I know on one of

1 these maps it starts -- it has it beginning by Trey
2 Phillips Road and then ends by Dover Road, and then
3 it has kind of the river as a separate section. But
4 on the presentation, it looks like it started in the
5 north and ended in the south.

6 MR. HESTER: So this is a very expensive
7 project, as you can imagine, for the Department.
8 Probably estimated at north of a hundred million
9 dollars. The project is being completed in two
10 phases.

11 Phase one is the 149 section over to
12 Dotsonville Road. And phase two is from
13 Dotsonville Road over to Dover Road. So we are
14 here talking about the entire segment.

15 MS. CANTRELL: Does anybody else have a
16 comment or a question?

17 MR. DEVINE: Phil Devine, 1124 York
18 Meadows Road. So are you saying that it's two
19 projects, not one? You will have funding for the
20 first half of the project, which will be from 149 to
21 Dotsonville Road, and then we'll have to go through
22 this process again from Dotsonville to Dover?

23 MR. HESTER: Yes. Just due to the
24 magnitude of the cost of the overall project, our
25 annual budget doesn't allow to do -- that's a mega

1 project for us, and we have things going north of a
2 hundred million dollars, that's a very large
3 project. We look at -- when we have large corridor
4 projects like this, we look at constructing them in
5 phases that we can fit within our yearly budget.

6 MR. DEVINE: And once you get this
7 approval you are not going to need to do this again
8 for phase two?

9 MR. HESTER: No, sir, not the NEPA
10 hearing.

11 MS. CANTRELL: That's why we cover it in
12 all in one, to make sure of the NEPA, but design is
13 covered into two sections.

14 MR. DEVINE: (inaudible; off
15 microphone).

16 MS. SMITH: Michelle Smith Brandy
17 Phillips Drive.

18 I'm just wondering how much funding you
19 have for this project already.

20 MR. HESTER: How much funding we have
21 for the project?

22 MS. SMITH: Yes, sir.

23 MR. HESTER: So the project has been
24 funded for engineering. Like I mentioned in my part
25 of the presentation, our projects are funded in

1 basically four phases. We are funded for
2 preliminary engineering to basically take us to
3 about 40 to 50 percent design. Then the project --
4 well, it's a legislative project, so our next
5 funding approval will be to fund the project for
6 right-of-way appraisals and acquisition, and utility
7 coordination. That occurs at about the
8 60 percent -- excuse me -- the preliminary
9 engineering took us to about 60 percent, and then
10 once we get into the right-of-way and acquisition
11 phase, that will start the acquisition of the
12 necessary right of way, and we'll continue to
13 develop our plans to completion, basically, in the
14 right-of-way phase.

15 Once the project is funded for
16 construction we're ready. Our designs are
17 complete. We purchased -- or acquired all the
18 necessary right of way coordinated with the
19 affected utility owners. We secured all of our
20 permits. We got our NEPA document in place. We
21 have done everything in the project development
22 process to basically -- to boot the project from
23 private development to construction.

24 MS. SMITH: And you said federal funding
25 is 80 percent; is that correct?

1 MR. HESTER: Yes, ma'am.

2 MS. FINK: Nicole Fink, Trey Phillips.

3 Is the detailed plans right here in this
4 presentation available online for us to be able to
5 look at it again?

6 MR. HESTER: We have a project web page
7 for this project, and we can put these PDFs of the
8 layouts on there for sure.

9 MS. CANTRELL: And we already have a
10 certain amount of this information available in the
11 environmental document in the appendices. These,
12 obviously, are in a little bit different format. So
13 the environmental document is already on the project
14 website. And then after the hearing, we will upload
15 all of the materials that we have seen today so you
16 will have access to that later.

17 MR. MIKSIC: Hi. My name is Terry
18 Miksic. I'm in Woodlawn. This may be beyond the
19 scope of this discussion, but one of the reasons we
20 are having this road put in is to help alleviate the
21 traffic issues in Clarksville and to provide
22 circular traffic around the city.

23 As we look at the map, we see it ending
24 at 149. Is there any place we could go to find the
25 information that's going to take this road all the

1 way out to I-24 to really cause -- to really
2 alleviate the issues that we have in our
3 infrastructure?

4 MR. HESTER: That, I'm not aware.
5 That's beyond the scope of this project for sure.

6 MS. CANTRELL: It is beyond the scope of
7 the project, and I think that in conversations with
8 the City of Clarksville and the MPO -- because they
9 do a lot of the plans for what they are wanting in
10 and around the area, I think they might be a good
11 place to start to see when they expect to have that
12 come around.

13 MR. SMITH: Who is wanting the
14 extension? The city or the state to go around the
15 149? Because the city does 99 percent of the
16 building at the interstate. So all we are doing out
17 here is making it easier to get to the other side of
18 the river and, I mean, you're going to shorten the
19 time, I understand that, but you're also going to
20 have alleviation where people are going out that way
21 for no purpose or reason.

22 I'm out in the country because I want
23 to be in the country. I don't want the traffic
24 coming by me. I don't want the city encroaching on
25 me. That's why I live in the country.

1 This town, this city government, has
2 done nothing for us county folk. I mean, they
3 leave us hanging dry, and they put everything out
4 on that side of town. So is this our city wanting
5 this out there because if -- I'm going to have to
6 fight that.

7 MR. HESTER: Good question. I don't
8 know that I know the answer to that. I will say,
9 you know, this project went through a planning
10 process and that was completed several years ago.
11 And most of, like I said earlier, a lot of this work
12 is already constructed or under construction and
13 this is the remaining piece of those planning
14 efforts. So I'm not really sure where that
15 initiated or how the project was initiated. That's
16 a good question. I don't know the answer to that.

17 MS. FINK: Nicole Fink, Trey Phillips.
18 So assuming that you get the funding and everything
19 gets approved, what's the timeline for construction
20 from phase one to the end of that versus the start
21 of phase two to the end of that?

22 MR. HESTER: So your phase one
23 construction project is five miles long and includes
24 the big river bridge over the Cumberland River.
25 You're looking at a three-plus year construction

1 project, for sure.

2 Phase two is probably going to be a
3 little bit less than that because it's only about
4 two miles in length. A lot of this works on the
5 alignment. I would estimate that the phase two
6 work could probably be constructed within two
7 years. Those are estimates, though.

8 MS. CANTRELL: Do we have any other
9 questions or comments?

10 MEMBER OF THE PUBLIC: We cannot hear
11 you, and you're talking so fast.

12 MS. CANTRELL: Do you want to give a
13 comment?

14 MEMBER OF THE PUBLIC: I just want to
15 hear.

16 MS. CANTRELL: Okay.

17 MR. DEVINE: (Inaudible; off
18 microphone).

19 MR. HESTER: Even before it gets to that
20 point, it's years.

21 In regards to the timeline, I mean, our
22 projects take a long time. They don't happen
23 overnight. There's a lot of work that goes into
24 all of this. Nationally -- on a national average,
25 a project of this size probably takes about 8 to 12

1 years to basically -- from the planning phase to
2 the construction. So it is a lengthy process and
3 we understand that, but there's a lot of things
4 that you have to go through to make sure that
5 everything is in place and correct.

6 MS. CANTRELL: Do we have anymore
7 questions or comments?

8 MS. O'BRIEN: My name is Anja O'brien.
9 Lewis Lane off 149. I just want to know what the
10 reasoning is why you're starting over here on 149
11 instead of continuing on 374 from where you left it
12 off to begin with? You say it was shorter and
13 cheaper. That shorter section can be done quicker
14 and be cheaper before you do the big thing with the
15 bridge with what you call phase one.

16 MR. HESTER: So ideally, phase one is
17 the larger project, and it's going to take longer to
18 construct. It doesn't mean that we won't fund the
19 project for construction, maybe, phase one in one
20 fiscal year and then we may follow it up in a year
21 or two with funding for the other one. So they may,
22 actually, if you're looking at the overall timeline,
23 it could potentially, if you're bringing our budget
24 to fund it for construction, they could all be
25 completed at one time.

1 Does that make sense? It's going to
2 take longer to construct the initial phase.

3 MS. O'BRIEN: No, it doesn't make sense.
4 To me, it would be -- make more sense if you
5 continue on where you left off where it dead ends
6 right now at 374 and do your cheaper, shorter
7 project first.

8 And then on top of that, one other
9 reason I'm thinking in the back of my head, 149
10 going all the way across the river and end at
11 Dotsonville Road -- now people that live over there
12 on Dotsonville Road call it the Dotsonville 500.
13 And if you have been driving on that road, people
14 are flying down that road. It's very, very, very
15 curvy. Now think, a five-lane road and going to
16 Dotsonville Road, what do you think is going to
17 happen?

18 And then -- you finished your project,
19 oh, we don't have no funding; let's take another
20 five years. These people that live on Dotsonville
21 Road are pulling their hair out. It's already a
22 whole lot of traffic. You are going to overload
23 that road quick.

24 I don't think that's the right thing to
25 do as phase one, just my personal opinion.

1 MS. CANTRELL: Does anybody else have a
2 comment or a question?

3 MS. FINK: Nicole Fink, Trey Phillips.
4 You may or may not be able to answer
5 this. What's the impact that this will have on our
6 property taxes?

7 MS. CANTRELL: I think that is beyond
8 the scope of what we are going to know. I think
9 that's going to be a little more local than what we
10 are going to have control over.

11 MR. HACHWELL: Rick Hachwell off of Gip
12 Manning Road.

13 Hey, sir, if we finish phase one what's
14 the chances of opening that road from 49 to
15 Dotsonville before phase two starts?

16 MR. HESTER: I would think it's a good
17 chance. You have got -- it would -- basically, you
18 know, we got a project under construction here right
19 now to widen State Routes 13 and 48 from right here
20 at Zinc Plant Road over to 149, and then the
21 widening continues from there up to River Road. So,
22 you know, like I said previously, the projects are
23 total about a \$65 million job legislative contract,
24 and we just don't have room in our budget to
25 basically fund these large projects. We have to

1 break them into pieces to be able to afford to fund
2 those.

3 So, I mean, this project will get you
4 over to where the work that phase one -- the
5 project that's currently under construction will
6 get you over to where phase one is currently going
7 to begin, and then that would get you to
8 Dotsonville Road.

9 Like I said, if our funding lines up,
10 we could possibly have both of the projects under
11 construction at the same time.

12 MS. CANTRELL: Do we have any additional
13 comments or questions?

14 (No Response.)

15 MS. CANTRELL: And like we mentioned
16 before, the comments and questions that we took
17 today during the presentation will also go into the
18 development of the next phase in the environmental
19 document, but we would also like to continue to hear
20 from you. If you have written comments that you
21 want to provide, we have a box up here for those.
22 You can also mail those in later if you want to or
23 provide an e-mail comment as described on your
24 handout.

25 We have the court reporter up here if

1 you want to give a verbal comment, and we will have
2 that available to you. We are going to be here
3 until 7:00 or until nobody is here, so whichever
4 happens first.

5 The TDOT folks and our consultants are
6 going to continue to hang around. If you have
7 informal questions, feel free to ask us and we can
8 talk through those. Just be aware that any
9 comments that you want recorded for our process
10 will need to be either in writing or given to the
11 court reporter. So thank you everybody for coming.
12 Feel free to hang around and ask us questions, and
13 do give us your comments.

14 MS. LANDRY: My name Sheila Landry. I
15 live at 1667 Adswood Road. And my concern is if
16 they're going to do this in phases and phase one is
17 finished and they open that part and traffic starts
18 flowing down Dotsonville Road, it's going to be a
19 big concern for the amount of traffic.

20 And, again, like the other person spoke
21 on the -- the road is very windy, curvy, and
22 several accidents on the road, fatalities, since I
23 have lived here in the last five years, and I'm
24 very concerned about opening the first set of the
25 project and letting Dotsonville handle the traffic

1 flow from there.

2 THE COURT REPORTER: Does that end your
3 comment?

4 MS. LANDRY: Yes.

5 THE COURT REPORTER: Thank you.

6 MR. EISEMANN: My name is Carl Eisemann,
7 and I live at 4545 Lylewood Road in the route.

8 My basic comment is that this meeting
9 has highlighted the Clarksville city versus the
10 county fight about what is developed and what is
11 not developed. It is general perception in the
12 county that the county/city building and planning
13 commission will give any builder the nod to build
14 whatever they want to build. You can look at the
15 property tax maps, the assessor's maps, and see
16 where builders have acquired major parcels of land
17 knowing that in their mind this will be a completed
18 project.

19 So that's the big thing within the
20 city/county of Clarksville -- is county versus
21 city. The unified government was defeated, and
22 that's the reason it was defeated.

23 THE COURT REPORTER: Does that end your
24 comment?

25 MR. EISEMANN: End of comment.

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THE COURT REPORTER: Thank you.

(WHEREUPON, the hearing remained open for additional public comments. No additional comments were made.)

(WHEREUPON, the foregoing proceedings were concluded at 7:00 p.m.)

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REPORTER'S CERTIFICATE

STATE OF TENNESSEE
COUNTY OF MONTGOMERY

I, D. ROCHELLE KOENES, Licensed Court Reporter, with offices in Clarksville, Tennessee, hereby certify that I reported the foregoing hearing of TENNESSEE DEPARTMENT OF TRANSPORTATION STATE ROUTE 374 PROJECT, by machine shorthand to the best of my skills and abilities, and thereafter the same was reduced to typewritten form by me.

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

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<hr/> <p style="text-align: center;">Exhibits</p> <hr/> <p>03.21. 19 TDOT Sign-in Rosters</p> <p>03.21. 19 Comment Cards</p> <hr/> <p style="text-align: center;">\$</p> <hr/> <p>\$65 29:23</p> <hr/> <p style="text-align: center;">1</p> <hr/> <p>1,000 10:16</p> <p>1.42 10:18</p> <p>100 15:5</p> <p>1124 20:17</p> <p>12 26:25</p> <p>13 29:19</p> <p>149 3:19 7:25 8:5, 25 9:3 20:11,20 23:24 24:15 27:9, 10 28:9 29:20</p> <p>15 7:2</p> <p>16 7:2</p> <p>160 10:11</p> <p>1667 31:15</p> <p>1700 8:6</p> <hr/> <p style="text-align: center;">2</p> <hr/> <p>20 5:1 17:7,14</p> <p>2009 8:20</p> <p>2019 8:15,20</p> <p>21 2:21</p> <hr/> <p style="text-align: center;">3</p> <hr/> <p>3 2:7 3:5,8</p> <p>3,800 10:14</p>	<p>30 5:1,14</p> <p>36 5:14</p> <p>374 2:5 7:25 9:1 12:23 27:11 28:6</p> <hr/> <p style="text-align: center;">4</p> <hr/> <p>4(f) 7:11</p> <p>40 22:3</p> <p>4545 32:7</p> <p>48 29:19</p> <p>49 29:14</p> <p>4F 11:8,9</p> <hr/> <p style="text-align: center;">5</p> <hr/> <p>50 22:3</p> <p>500 28:12</p> <hr/> <p style="text-align: center;">6</p> <hr/> <p>60 5:4 15:17,19 22:8,9</p> <p>66 15:12</p> <hr/> <p style="text-align: center;">7</p> <hr/> <p>7.2 8:2</p> <p>70 5:4</p> <p>71 10:12</p> <p>74 12:20</p> <p>75 9:16 12:13 15:4,9,11</p> <p>76/79 9:1</p> <p>76/US 3:19 8:1</p> <p>79 3:20 8:1</p> <p>7:00 31:3 33:6</p> <hr/> <p style="text-align: center;">8</p> <hr/> <p>8 26:25</p> <p>80 17:6,13 22:25</p>	<p>80/20 17:13</p> <hr/> <p style="text-align: center;">9</p> <hr/> <p>99 24:15</p> <hr/> <p style="text-align: center;">A</p> <hr/> <p>access 12:19 18:13,15,21,24,25 19:4,6,11 23:16</p> <p>accessed 8:24</p> <p>accidents 31:22</p> <p>accommodate 8:12 12:13,15</p> <p>acquire 11:23</p> <p>acquired 22:17 32:16</p> <p>acquisition 13:15 22:6,10,11</p> <p>acquisitions 5:7</p> <p>acres 10:11,12,18 19:1</p> <p>action 11:17</p> <p>activities 12:4</p> <p>add 4:7</p> <p>additional 2:20 19:10 30:12 33:3</p> <p>address 8:12 14:3</p> <p>addresses 9:6</p> <p>Administration 11:11</p> <p>Adswood 31:15</p> <p>adverse 16:23</p> <p>adversely 11:4 12:4 16:24 17:17</p> <p>affect 11:4 12:4 16:24 17:17</p> <p>affected 5:9 22:19</p> <p>afford 30:1</p> <p>ahead 14:25</p>	<p>air 9:8,14</p> <p>aircraft 16:3</p> <p>alignment 12:8 16:10 26:5</p> <p>alleviate 23:20 24:2</p> <p>alleviation 24:20</p> <p>alternative 8:23 11:16 13:9</p> <p>alternatives 4:21</p> <p>amount 10:19 23:10 31:19</p> <p>Anja 27:8</p> <p>announcements 5:24</p> <p>annual 20:25</p> <p>answering 7:5</p> <p>anticipated 7:9 10:8,9,12,15,20</p> <p>anymore 27:6</p> <p>appendices 23:11</p> <p>appraisals 5:7 22:6</p> <p>approval 21:7 22:5</p> <p>approve 11:11</p> <p>approved 8:21 16:19 25:19</p> <p>approximately 8:2,4 10:14</p> <p>archaeological 9:21</p> <p>Archaeology 9:20</p> <p>architectural 9:18</p> <p>area 8:10 10:3 11:8,13,21,25 12:18,25 16:25 17:1,18,19 24:10</p> <p>Army 12:2</p> <p>assessment 9:4,</p>
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