

TENNESSEE DEPARTMENT OF TRANSPORTATION

PUBLIC MEETING

July 21, 2016



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Tennessee Department of Transportation
NEPA/Design Public Meeting
Campbell, Claiborne Counties
SR-63 Widening Projects

July 21, 2016
5:00 p.m.

Valley View Elementary School
1187 Old Middlesboro Highway
LaFollette, TN 37766

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1 * * *

2 PUBLIC COMMENTS

17:08:19

3 MR. SKIDMORE: My first name is Jeff,
4 J-E-F-F, last name Skidmore, S-K-I-D-M-O-R-E. My
5 comments would be about project 4 along -- from
6 Highway 25 down Highway 63, from what I understand,
7 about six miles.

17:08:19

17:08:21

17:08:24

17:08:30

17:08:32

8 Now, first question is, what are they
9 going to do about the farm equipment that's being
10 tranned by the farmers and their tractors along the
11 shoulder of the road? Right now, I see several --
12 sometimes several a day. But during the growing
13 season, farming season, it's most every day there's
14 a tractor goes by pulling something. If they make
15 it down to just 6-foot shoulders, some of that
16 equipment is going to be sticking out in the
17 roadway. That's one thing.

17:08:34

17:08:40

17:08:42

17:08:46

17:08:51

17:08:53

17:08:58

17:09:02

17:09:06

17:09:08

18 Second one is, it's my understanding
19 if you've got a turn lane and you can't pass on that
20 turn lane, then for this -- nearly this whole six
21 miles when you turn off to where it ends, you won't
22 be able to pass anybody. So if you get behind a
23 tractor or a slow truck or something real slow, you
24 can't legally pass in a center turn lane. That was
25

17:09:10

17:09:15

17:09:21

17:09:26

17:09:30

17:09:34

17:09:39

1 pointed out to me by somebody else. That's not an 17:09:44
2 original idea. 17:09:45

3 I guess the other thing is more 17:09:47
4 personal. My property is on -- would be the north 17:09:52
5 side of the highway and it sits in a fairly low 17:09:57
6 spot. And when it rains heavy, the water from the 17:10:03
7 field next to me and the water from back behind me 17:10:06
8 runs down and it runs to the culvert and down to the 17:10:10
9 ditch line along the highway the way it is. And 17:10:13
10 it's fine right now, but I've only got maybe a foot 17:10:19
11 or so of elevation between my basement garage floor 17:10:24
12 and where the drainpipe goes that I ran to run the 17:10:28
13 water out to the highway drainage. 17:10:29

14 If they change the drainage pattern 17:10:31
15 of the highway, I'm concerned that it might affect 17:10:36
16 my basement and cause it to be flooded during 17:10:39
17 periods of heavy rain. Won't flood the house, but 17:10:44
18 it will get into the basement. And I've written 17:10:48
19 letters and sent e-mails about this already, so it 17:10:51
20 should be on record. 17:10:52

21 The only other thing I would say is I 17:10:56
22 like the highway the way it is, as far as a good 17:11:00
23 road to travel. You've got plenty of straight 17:11:05
24 places. People that want to go fast can pass you. 17:11:08
25 If you want to go the speed limit, they can get 17:11:11

1 around you. If I were going to change anything 17:11:15
2 about it, I would put in passing lanes every so 17:11:19
3 often, find an area where you've got plenty of room, 17:11:24
4 won't affect people's driveways or property, put a 17:11:28
5 passing lane. Put two or three of them going one 17:11:30
6 direction to east, put two or three of them going 17:11:31
7 west. You've already got one west not far from 17:11:36
8 where I live. And I guess that's about it. Spend 17:11:39
9 the money on keeping the road you already have in 17:11:49
10 good shape. Interstates need it around here. 17:12:16
11 17:12:17
12 MS. OWENS: Marshall and Mary Owens. 17:12:43
13 And she just told us that they plan to build a 17:12:47
14 retaining wall in front of our house rather than 17:12:52
15 take our house, which they had told us before that 17:12:55
16 our house would go. 17:12:59
17 MR. OWENS: I'm hoping that's what 17:13:00
18 they go do. 17:13:01
19 MS. OWENS: How long ago was that? 17:13:01
20 MR. OWENS: Ten years ago, 20 years 17:13:02
21 ago. 17:13:03
22 MS. OWENS: Whenever they had their 17:13:03
23 meeting before up in Claiborne County. So all's 17:13:11
24 well with the world right now with us if that's 17:13:16
25 true. 17:13:17

1 MR. OWENS: We're getting too old to 17:13:19
2 move, build, or whatever, you know. 17:13:22

3 MS. OWENS: As long as that's what's 17:13:25
4 happening, we are just happy. 17:13:27

5 MR. OWENS: Yeah. If they do what 17:13:30
6 they said they was going to do, that would be fine 17:13:34
7 with us till we die. Then they can do what they 17:13:37
8 want to do. 17:13:39

9 MS. OWENS: But that's all we have to 17:13:43
10 say. 17:13:44

11 MR. OWENS: But we are glad that 17:13:46
12 they're not taking our house, believe me, so that's 17:13:54
13 good. 17:32:01

14 * * * 17:32:01

15 17:32:01

16 MR. NAGI: Hi, good evening. And 17:32:01
17 first of all, thank you very much for coming out 17:32:01
18 tonight. I know it's hot outside and I know it's 17:32:02
19 getting hot here in the gymnasium and we know you 17:32:02
20 guys are very busy, so we really appreciate you 17:32:07
21 coming out here tonight. 17:32:09

22 My name is Mark Nagi. I'm the 17:32:12
23 Community Relations Officer for Region 1 of 17:32:12
24 Tennessee's Department of Transportation. We're 17:32:14
25 here tonight at Valley View Elementary School to 17:32:18

1	discuss the proposed Campbell and Claiborne County	17:32:20
2	State Route 63 widening projects.	17:32:21
3	The meeting is being held to provide	17:32:23
4	the public an opportunity to provide comments	17:32:25
5	regarding these proposed widening projects and for	17:32:28
6	TDOT representatives to answer questions and provide	17:32:32
7	information.	17:32:32
8	Joining us tonight from the Tennessee	17:32:33
9	Department of Transportation are TDOT Regional	17:32:38
10	Director and Assistant Chief Engineer Steve Borden.	17:32:40
11	TDOT Director of Project Development in Region 1,	17:32:42
12	Danny Oliver.	17:32:42
13	From TDOT's Design division are	17:32:42
14	Christie Brown, Stacy Weaver, Randy Plummer, Jay	17:32:44
15	Morgan, Henry Ried, Mike Russell, David Jordan, Mark	17:32:53
16	Parish, Stephanie Wallis, Louna Koeut, Aubin Fowler,	17:32:57
17	Suzanne Thomson, Alex Keelty.	17:33:00
18	From TDOT's Right of Way division are	17:33:02
19	John Barrett, Phil Addison, Bon Woodson, David	17:33:05
20	Williams, Steve Head, Denise Hagler, Cory Sharrock,	17:33:06
21	Sheena Foster, Caleb Underwood, Tina Newman, and	17:33:13
22	Justin McGill.	17:33:14
23	From TDOT's Environmental Division,	17:33:17
24	director Jim Ozment, also Holly Cantrell and Ethan	17:33:17
25	Saturday.	17:33:17

1 From TDOT Strategic Planning are 17:33:19
2 Michael Gilbert, Caleb Smith, and David Coggin. 17:33:26
3 From TDOT Consultant Thompson 17:33:27
4 Engineering are Sharon Braden, Johnny Carr, Jeff 17:33:31
5 Middlebrooks, and Randy Brown. 17:33:31
6 From TDOT Consultant Palmer 17:33:31
7 Engineering is Brian Lee and also Todd Kemp. 17:33:39
8 Coming up in just a couple of 17:33:41
9 minutes, we'll have a short presentation. Following 17:33:42
10 the presentation, we'll have TDOT representatives 17:33:42
11 scattered throughout the gymnasium in front of the 17:33:45
12 displays to answer any questions that you may have. 17:33:50
13 Once again, this is a NEPA Design 17:33:53
14 Public Meeting, which means you have a few different 17:33:55
15 ways to get your comments on the record. We have 17:33:58
16 two court reporters present, one in the front of the 17:34:00
17 room and one in the back of the room. They will be 17:34:03
18 recording all public comments that are made at this 17:34:05
19 meeting. They're also available following the 17:34:07
20 public question-and-answer session to take down all 17:34:09
21 your comments privately if that is something that 17:34:11
22 you would prefer. 17:34:12
23 Also, as you walked in and signed in, 17:34:15
24 you noticed we had comment cards and pens. You can 17:34:15
25 write down your comments and hand them in to us 17:34:22

1 tonight, or you can take the cards home and send 17:34:23
2 them back to us. You have 21 days from today to do 17:34:26
3 that, if you do choose to send them in. 17:34:29

4 In addition, following the 17:34:30
5 presentation, we'll set aside a few minutes for a 17:34:34
6 public question-and-answer session if anyone has any 17:34:34
7 general questions about the project that they would 17:34:37
8 like to have answered. If you have specific 17:34:39
9 questions about the project, once again, we'll have 17:34:42
10 TDOT representatives at all the displays throughout 17:34:46
11 the gymnasium after tonight's presentation. 17:34:49

12 Before we go any further, I'll ask 17:34:49
13 are there any members of the media in attendance 17:34:52
14 tonight? 17:34:53

15 (No response.) 17:34:57

16 MR. NAGI: Okay. At this time, I'd 17:34:59
17 like to ask all elected public officials to please 17:35:01
18 stand, say your name, and the office that they 17:35:04
19 represent. 17:35:04

20 MR. POWERS: Hello, I'm Dennis Powers 17:35:13
21 and I'm the state representative for Campbell, 17:35:14
22 Anderson, and Union County, and glad to be here 17:35:16
23 tonight. I remember when the road was first being 17:35:19
24 -- the project was first being envisioned back in 17:35:25
25 the late 1970s, so we're happy to be here and happy 17:35:30

1 to see everything going through. 17:35:32

2 MR. SEXTON: I'm state representative 17:35:34

3 Jerry Sexton. I cover Claiborne, Grainger, and part 17:35:37

4 of Union County. And we're just grateful for the 17:35:40

5 good work that TDOT does, and we look forward to 17:35:43

6 seeing this project finished. 17:35:48

7 MR. NAGI: Are there any other 17:35:49

8 elected officials with us tonight? 17:35:52

9 (No response.) 17:35:56

10 MR. NAGI: Okay. Well, with that 17:35:57

11 being said, I'll turn things over to TDOT's Jim 17:35:58

12 Ozment, who will begin tonight's presentation. Jim. 17:36:02

13 MR. OZMENT: Good evening. I'm Jim 17:36:08

14 Ozment. I am the Director of the Environmental 17:36:10

15 Division for TDOT. We do all the environmental 17:36:10

16 studies portion of the project in advance of moving 17:36:16

17 into design and construction. 17:36:19

18 Just to let you know, this is not the 17:36:26

19 first time that we've been here. We were here in 17:36:30

20 2009. Go back through a little bit. We were here 17:36:37

21 in 2009 for a public hearing to talk about the 17:36:40

22 project at that time. It was a little bit different 17:36:42

23 than it is now, which is why we're wanting to come 17:36:47

24 back. 17:36:47

25 A lot of what happens in the 17:36:48

1 environmental division is trying to get in and find 17:36:51
2 and ferret out the problems that we would encounter, 17:36:51
3 whether they be environmental, social, right of way. 17:36:56
4 We're looking up front to see how the road 17:36:59
5 improvements would affect people either positively 17:37:01
6 or negatively. So that's our role in project 17:37:04
7 development, primarily. 17:37:06
8 We gathered a lot of information back 17:37:08
9 then and that's been, in fact, used and incorporated 17:37:11
10 into the current design changes, and I'll talk about 17:37:15
11 that a little bit more in a minute. 17:37:17
12 In 2012 -- you might wonder why we 17:37:17
13 met here last in 2009. Well, in 2012, the 17:37:22
14 department stopped a lot of their projects across 17:37:26
15 the state to take another look at them. Finances 17:37:27
16 were getting pretty tight. We needed to find a way 17:37:31
17 to be sure that we could deliver projects to people 17:37:33
18 that they needed now, instead of potentially 17:37:36
19 projects that would benefit for a great number of 17:37:39
20 years into the future. So what we're looking at are 17:37:42
21 ways to deliver things that are affordable, and yet 17:37:45
22 are extremely important to the community in a timely 17:37:46
23 manner. 17:37:52
24 So we had to go back and look and see 17:37:54
25 where we could change that, and that goes back to 17:37:55

1 how we've changed the design of this a little bit. 17:37:58
2 So in 2015, that initiative was ended, and here we 17:38:01
3 are in of July '16 to talk about that and tell you a 17:38:05
4 little bit more. 17:38:06
5 The way things typically go in a 17:38:09
6 project is there is a planning phase where everybody 17:38:10
7 tries to decide what's a good idea. And building a 17:38:12
8 road or widening the road from LaFollette to 17:38:14
9 Harrogate is the extent of the project, the entire 17:38:18
10 length through there. After that, it's best to 17:38:23
11 start with the design. It moves into environmental. 17:38:25
12 And then it moves kind of back to design so that 17:38:27
13 they can do some more formal type of work. 17:38:30
14 In this particular case, though, 17:38:32
15 because the design changed and the environmental was 17:38:38
16 not completed, we're going to have to go back 17:38:39
17 through and continue to do some additional 17:38:39
18 environmental work on this. So we're working in 17:38:43
19 conjunction with the design group to ensure that 17:38:46
20 this meets everyone's needs. 17:38:49
21 Then after that's done, the project 17:38:52
22 would move to right of way, where right of way, if 17:38:54
23 there was any need, it would be purchased, and then 17:38:56
24 from there to construction. 17:38:58
25 The original plan, it was a little 17:39:05

1 bit different than what we're talking about. We 17:39:08
2 talked about coming out of LaFollette at the end of 17:39:12
3 the five-lane and extending it to Woodson. And then 17:39:16
4 we were going to move from Woodson Lane with a 17:39:17
5 four-lane divided roadway. That was a -- had a 17:39:17
6 48-foot median and about a 250-, maybe even a 17:39:23
7 300-foot wide right of way, which was quite 17:39:27
8 extensive. That also had a lot of right of way 17:39:31
9 impacts for businesses and homes that were along 17:39:32
10 that path. 17:39:32
11 The easternmost portion of that 17:39:35
12 project as it was designed then was either a couple 17:39:39
13 of different alternatives. One of them was to run 17:39:42
14 the five -- or the four-lane all the way into 25, 17:39:45
15 and the other one was to transition it from five to 17:39:47
16 three to two. Again, that was the original concept 17:39:50
17 that was studied back in '09. 17:39:54
18 At this point, what you're seeing 17:39:58
19 around the wall today is an extension of the road 17:40:01
20 from the five-lane at LaFollette to somewhere near 17:40:04
21 Hall Lane. That still hasn't been determined, but 17:40:07
22 instead of having the four-lane and five-lane, it 17:40:08
23 would be running the five-lane section the whole way 17:40:10
24 out through there. 17:40:12
25 That would reduce the right of way 17:40:14

1 takes considerably and pull the right of way back 17:40:17
2 to, in many instances, where we're already within 17:40:20
3 our own right of way. It would also fix some 17:40:22
4 interchanges along the way and how the roads are 17:40:22
5 connected. Again, I can't show you probably here. 17:40:28
6 It's much better if you can just walk around the 17:40:29
7 room and take a look and ask questions about your 17:40:31
8 specific areas of interest. 17:40:34

9 But from somewhere near Hall Lane to 17:40:38
10 Old Town Creek, there's a -- we're studying that 17:40:40
11 right now to decide what's best to do with that, 17:40:43
12 whether it would be to delete it, to move it to a 17:40:47
13 three-lane, or to potentially the five-lane. But it 17:40:50
14 looks like it would be reasonable to potentially 17:40:52
15 move it to the three-lane type of a section. 17:40:54

16 And then from there, on into US 25 at 17:40:57
17 Harrogate to take it as a three-lane all the way in 17:41:02
18 through there. So in essence, if you think about 17:41:03
19 it, it drops from instead of having a four-lane 17:41:04
20 through a large percentage of that to a five-lane 17:41:06
21 and a three-lane. 17:41:06

22 Some of the reasoning for that came 17:41:15
23 from the public comments that we received from y'all 17:41:16
24 at the end of the last meeting. Where, when you had 17:41:18
25 a four-lane, there was a lot of concerns from 17:41:19

1 businesses about, well, where would the median 17:41:19
2 cutovers be, and, what if it's not across from my 17:41:24
3 house or across from my business, how will that 17:41:27
4 affect me? 17:41:28

5 Five-lane section, you have an 17:41:30
6 opportunity to turn, it's a much safer type of a 17:41:31
7 roadway when you're doing that, ability to make that 17:41:34
8 turn anywhere you need to up and down through there 17:41:36
9 and get you out of the travel lane. So that's the 17:41:39
10 reason for that -- or one of the reasons for that. 17:41:43

11 So what of the benefits of the new 17:41:48
12 design? We believe that obviously it's going to 17:41:50
13 reduce the right of way impacts by bringing a good 17:41:52
14 deal of this project back within our current right 17:41:54
15 of way limits and not having to purchase nearly as 17:41:57
16 much on the eastern end. I believe we're completely 17:42:01
17 within our own right of way with this segment over 17:42:03
18 here. There's some amount of right of way that 17:42:05
19 would be needed on the other sections. 17:42:05

20 So if we reduce the right of way, 17:42:09
21 obviously we reduce residential and business impact 17:42:10
22 and takes to that. At the same time, it reduces 17:42:14
23 environmental impacts, like impacts to streams or 17:42:16
24 wetlands or anything else that we might happen to 17:42:20
25 run into up and down through there. 17:42:23

1 By reducing the cost of the project 17:42:25
2 from a four-lane to a five-lane, it also allows us 17:42:29
3 to be able to fund that quicker and get that project 17:42:30
4 to delivery, you know, in a shorter amount of time. 17:42:33
5 And ultimately, faster delivery equals the greater 17:42:38
6 safety for you and the driving community. So that 17:42:40
7 is some of the eventual design benefits that we 17:42:41
8 believe. 17:42:46

9 In environmental, one of the things 17:42:48
10 that we have to look at -- well, it's a number of 17:42:50
11 things that we have to look at it, but it goes 17:42:51
12 through things like streams, historic structures, 17:42:55
13 archaeological sites, we look for all that. But we 17:42:57
14 did that on the wider right of way back in 2009 17:43:01
15 time. 17:43:01

16 We really didn't find a lot of 17:43:03
17 environmental impacts that would be significant. 17:43:05
18 And now with the reduced impacts for the right of 17:43:07
19 way, it should be that or less in most instances. 17:43:11
20 So -- but we have to go back and go through all of 17:43:14
21 this again to basically update these types of 17:43:17
22 studies. 17:43:19

23 So what are the next steps? Well, we 17:43:21
24 have to complete an environmental impact study. We 17:43:25
25 are not sure if we're not going to be able to reduce 17:43:27

1 that. We're in negotiations kind of with Federal 17:43:28
2 Highway Administration, which oversees our money, at 17:43:33
3 this point to try to get that level of 17:43:35
4 documentation, something that can go faster for us. 17:43:40
5 We're going to incorporate the public comments from 17:43:43
6 tonight into that document so that we're -- we have 17:43:45
7 your input as to what you think about this. 17:43:49

8 And that's an important part of us 17:43:51
9 convincing the Federal Highway of the right 17:43:51
10 direction to go, is how does the public feel about 17:43:56
11 this. So don't think that your voices aren't heard. 17:43:57
12 They were heard last time and they will be 17:44:02
13 incorporated this time. 17:44:03

14 If there's any design modifications 17:44:04
15 based on what we hear from y'all, then we will go 17:44:06
16 ahead and try to incorporate those into the new 17:44:10
17 design, finalize our design, before we can start 17:44:12
18 right of way, and then of course acquire right of 17:44:14
19 way, and then fund -- schedule and fund the project 17:44:18
20 itself. 17:44:19

21 The environmental team, which 17:44:24
22 consists of the Region 1 Design Group that we're 17:44:27
23 working with here out of Knoxville, the 17:44:29
24 Environmental division, which is primarily located 17:44:29
25 in Nashville, and Kimley-Horn Consultants, which 17:44:35

1 will be our partner in helping us complete that, 17:44:36
2 that work. 17:44:36

3 So at this time, I'd like to 17:44:40
4 introduce Christie Brown. She will tell you about 17:44:43
5 the rest of the project here. 17:44:45

6 MS. BROWN: Thank you, Jim. What I'm 17:44:48
7 going to do is, I'm going to talk mainly about what 17:44:51
8 you guys see here tonight in front of you. This is 17:44:54
9 a map that was also outside some of you may have 17:44:57
10 seen when you actually signed in. It shows the four 17:45:00
11 projects that we are looking at tonight, what we 17:45:03
12 have displays for and preliminary plans. 17:45:06

13 And we've color-coded around the 17:45:06
14 room. The red is project number 1. And it goes 17:45:12
15 from the LaFollette Urban Boundary, which is down 17:45:16
16 where the five-lane actually transitions down to 17:45:18
17 two. I think there's the Food Lion there, Myer's 17:45:22
18 Lane. And it goes up to Woodson Drive and Frontier. 17:45:26

19 The blue project, project number 2, 17:45:31
20 picks up there at Woodson and Frontier and goes to 17:45:31
21 the Campbell and Claiborne County Line. 17:45:31

22 Project number 3, the green project 17:45:39
23 you see, picks up at the Campbell/Claiborne County 17:45:41
24 line and goes up near Hall Lane. 17:45:44

25 And then project number 4, the 17:45:47

1 purple, picks up a little bit west of Old Town Creek 17:45:47
2 and goes up to State Route 32, or US 25E. 17:45:56

3 So as Mark mentioned, who is here 17:45:59
4 tonight, this is the design team. There are several 17:46:03
5 of us here from the Regional 1 office out on 17:46:03
6 Strawberry Plains, and we also have representatives 17:46:03
7 from Thompson Engineering and Palmer Engineering. 17:46:09

8 So projects 1, 2, and 3, I'm going to 17:46:14
9 lump those all together. Where project number 1 17:46:17
10 ends, project number 2 starts. Where project number 17:46:17
11 2 ends, project number 3 starts. And they're all 17:46:23
12 very similar. 17:46:26

13 So project number 1, 2, and 3, again, 17:46:28
14 that is basically a 15-mile stretch of State Route 17:46:33
15 63. And it starts there, coming out of LaFollette, 17:46:34
16 all the way up to Hall Lane in Claiborne County. 17:46:37
17 And this may be difficult to see up here on this 17:46:41
18 screen, so I would refer all you guys to your 17:46:42
19 handout. The typical section can all be found in 17:46:43
20 your handouts for all three projects in the inside 17:46:51
21 there. 17:46:52

22 For projects 1, 2, and 3, we are 17:46:55
23 proposing a five-lane roadway. You will have 17:47:01
24 12-foot travel lanes, two in each direction, with a 17:47:03
25 12-foot center turn lane. We also are proposing 17:47:06

1 12-foot shoulders. Through that 15-mile stretch, 17:47:09
2 there will be some various intersection improvements 17:47:12
3 at side roads. 17:47:14

4 One thing to note about -- within 17:47:16
5 project number 1, we are proposing a couple new 17:47:20
6 traffic signals. We're proposing one at State Route 17:47:24
7 63 at Myers Lane, which is right there at the 17:47:27
8 beginning where Food Lion is, and another one at 17:47:31
9 State Route 63 and Middlesboro Road and Wildwood 17:47:33
10 Circle. 17:47:33

11 At the intersection of State Route 63 17:47:36
12 and Old Middlesboro Highway, we're actually 17:47:37
13 proposing some realignment of that intersection. I 17:47:41
14 think there's an existing signal there now. It will 17:47:45
15 be signalized, but we are realigning that 17:47:47
16 intersection. 17:47:48

17 Project number 4, which is over here, 17:47:52
18 the purple project, goes from west of Old Town Creek 17:47:55
19 to State Route 32, US 25E, in Claiborne County and 17:47:58
20 now Harrogate. It's approximately six miles in 17:48:02
21 that. This typical -- this roadway was a little bit 17:48:05
22 different than projects 1, 2, and 3. And again, 17:48:09
23 I'll refer you guys to your handout if you can't see 17:48:10
24 this on the screen. 17:48:12

25 We will again have 12-foot travel 17:48:16

1 lanes, one in each direction, and we'll have a 17:48:19
2 12-foot center turn line. At some locations, the 17:48:23
3 center turn lane may go into a truck-climbing lane 17:48:27
4 or a passing lane. But it will be a three-lane 17:48:31
5 section. 17:48:32

6 Through that section, instead of 17:48:34
7 12-foot shoulders, we're going to have proposed 17:48:34
8 6-foot shoulders, and we are proposing a 10-foot 17:48:34
9 shared-use path that goes from Londonderry Road to 17:48:34
10 HY Livesay Middle School. We've coordinated with 17:48:46
11 the city of Harrogate on that. 17:48:46

12 So now I'm really going to spend some 17:48:53
13 time talking about the displays, what you guys are 17:48:54
14 looking at. I think all of you guys have looked at 17:48:54
15 some of the displays, maybe not all. The 17:49:01
16 representatives from TDOT and Thompson and Palmer 17:49:04
17 will all be there to answer any questions, but there 17:49:07
18 is a couple things I want to point out. 17:49:10

19 If you see a purple dashed line -- 17:49:12
20 this purple dashed line here, that's the existing 17:49:16
21 right of way line. And the other thing I wanted to 17:49:19
22 point out, this proposed guardrail. Just some 17:49:20
23 things, if you're looking at these displays, so you 17:49:23
24 know what they are. 17:49:25

25 If you see a yellow line with 17:49:27

1 little-bitty yellow circles up on one side of it, 17:49:31
2 that's a proposed guardrail. These blue, those 17:49:35
3 lines right here, those are existing drainage 17:49:37
4 structures, whether they're box culverts or pipes. 17:49:41
5 We have some that we are extending because we're 17:49:42
6 widening the road. 17:49:45

7 And notice that you don't see the 17:49:47
8 existing road on these displays. All you see is the 17:49:51
9 black. That's because the proposed road is going 17:49:54
10 over the existing. We're widening along the 17:49:56
11 existing. The alignment of the road is not 17:49:59
12 changing. 17:50:00

13 Something else to point out, proposed 17:50:02
14 right of way. We are trying to minimize proposed 17:50:07
15 right of way on projects 1, 2, and 3. Currently, on 17:50:10
16 project 4, we're not showing any proposed right of 17:50:14
17 way. This heavy red line -- and it should be 17:50:15
18 labeled as proposed right of way. 17:50:17

19 So when you look at the map, and if 17:50:20
20 you see that near your property, we would be 17:50:23
21 acquiring what would be between the proposed heavy 17:50:26
22 red line and this dashed purple line. That would be 17:50:31
23 the area that we need to acquire. Now, these plans 17:50:35
24 we are presenting tonight are preliminary. We will 17:50:38
25 go back and we will incorporate comments that are 17:50:39

1 received tonight. Our goal is to minimize any 17:50:42
2 impacts we can. 17:50:44

3 So please let us know your comments, 17:50:46
4 fill out a comment card, talk to the court reporter. 17:50:50
5 That is why we're here. 17:50:52

6 This type of gray type of shading is 17:50:56
7 driveways. Several of you may not -- we may not be 17:50:59
8 acquiring right of way, but we will be tying in your 17:51:03
9 driveway while widening the roadway, so we will have 17:51:06
10 to do some work on your driveway to tie that in. 17:51:08

11 There's also some -- a different kind 17:51:11
12 of dashed red line down here that some of you guys 17:51:15
13 may see. That's a proposed construction easement, 17:51:17
14 that is probably that we will pay for. And it 17:51:21
15 allows us to get on that property to do construction 17:51:24
16 on the road. 17:51:25

17 This is actually on project 4, just 17:51:30
18 one thing I want to point out. This green type of 17:51:34
19 shading right here, that represents the shared use 17:51:37
20 path. Like I mentioned, we are proposing a section 17:51:40
21 of shared use path as 10-foot wide from Londonderry 17:51:42
22 down to HY Livesay Middle School. 17:51:47

23 This heavy yellow line right here is 17:51:50
24 a proposed retaining wall. We do have several, and 17:51:53
25 that's mainly to minimize impacts along the project. 17:51:56

1 So it's been said several times, but 17:51:59
2 your guys' comments are very important to us. That 17:51:59
3 is why we're here. So we strongly encourage you 17:52:06
4 guys to fill out your comment cards, drop them off 17:52:08
5 tonight, or take them home with you. And you have 17:52:09
6 21 days to mail them in, or you can talk verbally 17:52:12
7 with the court reporters and they'll take it down. 17:52:16
8 So at this time, we just want to 17:52:17
9 thank you guys for your attendance. And there is 17:52:20
10 some contact names up here. Mr. Danny Oliver, who 17:52:21
11 is the Region 1 Director of Project Development, and 17:52:23
12 Mr. Jim Ozment, who is the Director of the TDOT 17:52:27
13 Environmental Division. Thank you. 17:52:30
14 MR. NAGI: Okay. What we're going to 17:52:38
15 do now is, we've got a few minutes for some general 17:52:39
16 questions about the project. If you have any 17:52:43
17 general questions you'd like to ask, please raise 17:52:46
18 your hand and I'll come up to you. 17:52:52
19 If you could, please state your name 17:52:54
20 and your address for the record. 17:52:55
21 MR. RUSSELL: Leroy Zeke Russell. I 17:52:56
22 was born and raised in this area. And my question 17:53:03
23 is, this nice road, going up and down the road, 17:53:09
24 which we needed, versus the old road that I grew up 17:53:12
25 on, we have a town of LaFollette that has two state 17:53:14

1 routes already going into it. And the working 17:53:19
2 people in this area, it takes at least 10 to 12 17:53:22
3 hours to do an 8-hour shift. I've done it for 40 17:53:27
4 years. 17:53:27

5 And to go through LaFollette during 17:53:31
6 the rush hour, it's anywhere -- from here to the 17:53:35
7 interstate, it's anywhere from 20 minutes to an hour 17:53:39
8 and a half. And how in the world can any TDOT or 17:53:46
9 any other person justify building this five-lane 17:53:52
10 super road where we can drive 70 and 80 miles an 17:53:56
11 hour down to LaFollette where it's going to be a 17:54:00
12 dead-end street, dumping all this traffic? What's 17:54:02
13 the plan to do with all the traffic once we go to 17:54:05
14 LaFollette? 17:54:06

15 To me, this whole project is a slap 17:54:09
16 in the face to the working people of this area. I'm 17:54:12
17 talking about the people -- young, 20, 30, and 40 17:54:13
18 years old. My working days is about over. But how 17:54:18
19 can you justify even thinking about building a 17:54:20
20 better road? 17:54:20

21 I mean, we have a very serious 17:54:22
22 problem, but it's not this road. The problem is 17:54:26
23 LaFollette. Why don't we take all of the money back 17:54:29
24 up and decide to bypass LaFollette? That's what we 17:54:32
25 need. We don't need no interstate up and down this 17:54:36

1 valley. I mean, if you do make it a road that goes 17:54:40
2 -- that can't go to anywhere. Because that's what 17:54:43
3 we're doing, we're building a five-lane road that 17:54:46
4 goes into a dead-end street. 17:54:48

5 I'm not against building roads. 17:54:51
6 That's something very good for the economy. But 17:54:55
7 it's a disaster for the young working people. Of 17:55:00
8 course, I noticed everybody in here is kind of like 17:55:03
9 me, their work days are done over with. But their 17:55:06
10 children and grandchildren, you're running people 17:55:08
11 out of this town because they simply cannot -- if 17:55:12
12 you live in this area right here, you've got to work 17:55:16
13 in Oak Ridge or Knoxville. And there's just no way 17:55:19
14 that you can work in Oak Ridge and Knoxville and 17:55:23
15 work an 8-hour shift without turning it into a 17:55:27
16 12-hour. And that's the minimum. 17:55:30

17 That's all I've got. I'm not against 17:55:33
18 it, but I'm definitely not for making a bigger 17:55:38
19 disaster. 17:55:39

20 MR. NAGI: Thank you. 17:55:41

21 MS. BROWN: Sir, I would definitely 17:55:44
22 talk to the court reporter and fill out a comment 17:55:46
23 card about your concern. And we'll let Danny... 17:55:52

24 MR. OLIVER: We appreciate the 17:55:53
25 comment. And y'all bear with me, I've got some kind 17:55:58

1 of crud, so nobody shaking my hand or come around 17:55:59
2 and talk with me afterward. Not that I don't want 17:56:02
3 to talk to you, it's because I've got the -- yeah, 17:56:02
4 representatives are already scooting over. So bear 17:56:02
5 with me if I take a coughing fit, that's what's 17:56:10
6 going on. 17:56:10

7 We appreciate your comment and we 17:56:13
8 understand that there's a lot of traffic that is in 17:56:15
9 LaFollette and between LaFollette and the 17:56:18
10 interstate, Jacksboro area, we understand that. And 17:56:20
11 the good thing is that's folks that live here and 17:56:23
12 it's growing. That's a good thing. 17:56:26

13 One thing is that your comment goes 17:56:29
14 on public record, which means becomes part of the 17:56:32
15 project. And we have a traffic office, which isn't 17:56:34
16 here tonight. One of the guys from the safety 17:56:36
17 office is here from Nashville. But what I would 17:56:40
18 like to do to address that concern of the traffic 17:56:42
19 going into LaFollette is actually look at what the 17:56:43
20 signals are doing and work with the city of 17:56:47
21 LaFollette and Jacksboro to see how that timing is 17:56:51
22 working so it can handle that type of traffic. 17:56:53

23 And as far as just the road work that 17:56:55
24 we're doing, this corridor is -- you know, it's an 17:57:03
25 artery, it's a regional corridor. This thing helps 17:57:05

1 people when the interstate is backed up and things 17:57:12
2 happen on the interstate. Where do they go? They 17:57:14
3 go on that corridor. 17:57:16

4 They choose two places. And when 17:57:18
5 we've had the interstate fail, there was two routes 17:57:19
6 on this side of the state that actually we saw that 17:57:22
7 flood of traffic coming in at. One is Highway 29, 17:57:26
8 or State Route 29, up in Morgan County. And there 17:57:26
9 was a lot of traffic, big truck traffic, was coming 17:57:27
10 out of Kentucky coming down that, north/south. 17:57:32

11 Then we also saw State Route 63 17:57:36
12 coming -- truck traffic hitting, coming down that 17:57:39
13 four-lane, five-lane roadway and hitting this 17:57:42
14 corridor here. So we are looking at a -- more of a 17:57:46
15 -- also a regional perspective that that is a 17:57:48
16 strategic corridor for us that actually provides 17:57:50
17 redundancy to the interstate. 17:57:53

18 And part of the funding that's used 17:57:56
19 on this was -- is called Appalachian Development 17:58:00
20 Highway Systems Funds, and that was identified back 17:58:06
21 in the 1960s for a need to build these roads out to 17:58:07
22 supplement the interstate system. And that's why 17:58:10
23 the first three projects that we have on display 17:58:12
24 tonight, those funds have been set aside just for 17:58:13
25 those number of lanes coming. It's not just going 17:58:18

1 into LaFollette, but actually coming out of 17:58:21
2 LaFollette from the interstate to connect that 17:58:23
3 corridor as it goes up through Kentucky. 17:58:24

4 But I appreciate your comments. I 17:58:25
5 understand that it's -- you create more through-put, 17:58:29
6 you're going to have some challenges with that 17:58:30
7 traffic and the signals and the timing. But we'll 17:58:30
8 definitely make a point to have our guys come out 17:58:36
9 and work with the city of LaFollette on that. 17:58:38

10 That happens. After a signal's been 17:58:38
11 working for awhile, they need to be tweaked and they 17:58:41
12 need to be fine-tuned. So we appreciate your 17:58:43
13 comment. 17:58:44

14 MR. NAGI: Next question right here. 17:58:46
15 Please state your name, address. 17:58:47

16 MR. SKIDMORE: Jeff Skidmore, 17:58:48
17 Claiborne County. I have two comments -- three now. 17:58:54
18 The interstate, when it was backed up a few months 17:58:58
19 ago, it went right in front of my house. It's not 17:59:01
20 the highway, it's the bottlenecks at Middlesboro, at 17:59:06
21 the intersection there at 25E where everybody stops. 17:59:10
22 I live about a mile from the intersection of 25E. 17:59:13

23 There were several times trucks was 17:59:15
24 backed up past my house. I don't care what you do 17:59:20
25 to the road (inaudible) the tunnel and the 17:59:21

1 intersections in Middlesboro. Don't know about 17:59:24
2 LaFollette because I didn't come to LaFollette 17:59:29
3 during that period. 17:59:31

4 Second comment, those rumble strips 17:59:34
5 that you pressed into the highway, they're right on 17:59:35
6 the white line. And those of us that live right on 17:59:38
7 the highway -- and I live maybe yards from the road 17:59:42
8 -- it makes a heck of a noise. Put them on the 17:59:47
9 outside of the white line if you've got to put them 17:59:49
10 somewhere. (Inaudible) -- put them on the white 17:59:49
11 line. It does several things besides the noise. It 17:59:49
12 tears the road up, and the roads are in bad shape. 18:00:00
13 Most of it comes apart right there where those 18:00:00
14 rumble strips are. 18:00:04

15 Third comment regarding my end of the 18:00:04
16 county, I ride a bicycle and walk along the road up 18:00:11
17 there in Claiborne County, around Harrogate, down 18:00:12
18 about a mile or so. Nice 12-foot shoulders, 18:00:17
19 Everybody -- not everybody, lots of people use it, 18:00:22
20 bike riders, walkers, and runners, different things. 18:00:25

21 I'm not sure the value of this 18:00:28
22 proposed shared use trail from the hillside. There 18:00:30
23 would be a few people using it, but I'm not sure how 18:00:36
24 many. The wide shoulder, as it is right now, got 18:00:40
25 plenty of shoulders and lots of grass. It's fine 18:00:40

1 the way it is. That's all. Thank you. 18:00:50

2 MR. OLIVER: Thanks for your 18:00:52

3 comments. And I urge people to -- I urge people to 18:00:57

4 put on their comment cards if they plan on using 18:01:00

5 that trail. Go ahead and write that down and share 18:01:02

6 those comments with us. We appreciate that. 18:01:06

7 MR. NAGI: Next question. 18:01:08

8 MS. MILLER: I'm Starla Miller, 18:01:27

9 S-T-A-R-L-A, M-I-L-L-E-R. Now, we do have runners 18:01:33

10 and walkers that come in front of our house a lot, 18:01:36

11 but we also have some of these crazy drivers 18:01:36

12 (inaudible) 75 and 80. Now, what are they going to 18:01:41

13 do when you get a five-lane running through there? 18:01:44

14 We've got (inaudible) sounds like an airplane going 18:01:45

15 by the house now. 18:01:53

16 MR. OLIVER: Well, as far as roadways 18:01:56

17 and people speeding, if you have a safe roadway, 18:01:59

18 then a lot of people speed. And that's something -- 18:02:02

19 the Department doesn't regulate that. That's the 18:02:04

20 Department of Safety and Law Enforcement question. 18:02:07

21 Now, we don't condone speeding, and the speed limit 18:02:09

22 will be set. I think on the five-lane rural 18:02:11

23 section, it's 50 miles an hour, and that's what the 18:02:14

24 regulatory speed's going to be. 18:02:16

25 And the community -- and I sympathize 18:02:17

1 with you. I don't like speeders either. I don't 18:02:21
2 like them driving fast or dangerous. And I wish we 18:02:25
3 could catch them all and tell them to drive the 18:02:25
4 speed limit and be mindful of folks. But that's a 18:02:25
5 challenge we have if we have a good stretch -- 18:02:30
6 you're blessed in Tennessee to have a straight 18:02:33
7 roadway. The only two I know of is this road here, 18:02:37
8 63 going into Harrogate, and then there around 18:02:37
9 Rutledge going to Bean Station, those two straight 18:02:37
10 roads. And there's not too many more in East 18:02:37
11 Tennessee, but that's just -- I understand your 18:02:49
12 concern. 18:02:49

13 MR. NAGI: Yes, sir. 18:02:54

14 MR. MOTTER: My name is Larry Motter, 18:03:00
15 Claiborne County. I have a business up there. And 18:03:04
16 this shared use lane that they're putting through, 18:03:09
17 we have a walking path and bicycle path just a 18:03:15
18 little bit farther up the road that is going to 18:03:17
19 connect this. This use lane comes right down past 18:03:21
20 my business, and it's going to restrict my parking 18:03:24
21 and I'm not going to have very much parking, really. 18:03:30
22 I'm not going to have enough parking for the 18:03:33
23 business that I have. 18:03:33

24 MR. OLIVER: Okay. Well, what we can 18:03:35
25 do is look at your individual property with you and 18:03:39

1 see where your parking lot is and address that 18:03:42
2 individually because that's more of a specific 18:03:45
3 question. We need to see, you know, the parameters 18:03:45
4 of your parking lot and see what that does. 18:03:48
5 You know, the goal of that shared use 18:03:50
6 path was a request from the town of Harrogate to the 18:03:53
7 Department of Transportation and had been submitting 18:03:56
8 that as part of the grant to get from the Department 18:03:59
9 of Transportation to build that. And it happened 18:04:02
10 after we were able to incorporate that in the 18:04:03
11 project to provide connectivity to the schools. So 18:04:06
12 you had HY Livesay and it would go up and connect to 18:04:11
13 a path that could connect back to the other schools. 18:04:12
14 But we'll look at that individually. 18:04:14
15 MR. NAGI: Anyone else have a general 18:04:16
16 question about the project? 18:04:21
17 MR. MILLER: I'm Charles Miller, 18:04:28
18 Claiborne County. I have a two-part question. 18:04:34
19 Originally, when this project was talked about 18:04:37
20 received, it was said that all the activity would be 18:04:42
21 on the north side of road. Has that changed or will 18:04:47
22 it all take place on the north side? 18:04:52
23 MR. OLIVER: As far as the widening? 18:04:55
24 MR. MILLER: Yes. 18:04:55
25 MR. OLIVER: Now, Christie may know a 18:04:55

1 little bit more about that than me, but I think they 18:04:56
2 tried to come off of one side and -- but I think 18:04:58
3 we're actually widening on both sides uniformly. But 18:05:00
4 you may favor one side or another, depending on 18:05:02
5 where we're at and what we run up against, but being 18:05:07
6 the road it was and going to a five-lane, trying to 18:05:08
7 be uniform with it. 18:05:09

8 MR. MILER: Okay. The second thing, 18:05:11
9 do you have any kind of time line in mind as for 18:05:16
10 when it might start and a completion date? 18:05:19

11 MR. OLIVER: Boy, I wish I could tell 18:05:22
12 everybody an actual start and completion date on 18:05:23
13 projects. The best I can do with that, and what 18:05:24
14 we've been prepared to say tonight, is Mr. Ozment 18:05:24
15 laid out he had some environmental work to do. That 18:05:31
16 work is -- really, it's a mandatory requirement for 18:05:35
17 us to spend dollars that come back to us from the 18:05:37
18 Federal Highway Department of the federal 18:05:37
19 government. 18:05:37

20 He still -- once we -- the milestone 18:05:42
21 is for us to get to where we start construction. I 18:05:45
22 just kind of tell everybody this to give you an idea 18:05:46
23 -- because someone else is going to ask that same 18:05:46
24 question, so I appreciate it -- is that we have to 18:05:53
25 get the plans finished up to a point that the 18:05:54

1 accuracy and the precision of everything is 18:05:55
2 something we can buy property off of. So if they're 18:05:58
3 not there yet, as Christie said, they're 18:06:00
4 preliminary. But for us just to get those plans 18:06:04
5 ready is going to put us sometime spring, summer of 18:06:06
6 '17 for all this work. But the environmental 18:06:09
7 studies may not be finished with Mr. Ozment's staff. 18:06:10
8 So he's thinking -- looking at somewhere around 12 18:06:15
9 months hopefully from right now to have all that 18:06:18
10 wrapped up. 18:06:18
11 But that also takes Federal 18:06:18
12 Highways's cooperation and timely reviews and things 18:06:20
13 like that because it has to go to them for 18:06:22
14 approvals. Now, once we start the right of way 18:06:26
15 process on these projects, although we've reduced 18:06:29
16 the right of way, we're looking at somewhere of 12 18:06:31
17 to 18 months to coordinate with some utilities and 18:06:35
18 buy the properties. 18:06:38
19 Now, on project 4 over here, we're 18:06:41
20 not buying right of way, so that one could go 18:06:45
21 quicker because that time frame is actually shorter. 18:06:46
22 Instead of 12 to 18, it would probably be like a 18:06:47
23 nine-month duration. So that, you know, if 18:06:51
24 everything was just lifted off and said go, that one 18:06:56
25 will probably be ready first. 18:06:57

1 But as far as putting importance on 18:06:57
2 which one goes first, second, third, really can't 18:07:01
3 say yet until the first one's actually ready. But 18:07:04
4 thank you for the comment. You may have answered 18:07:07
5 someone else's question too. 18:07:10
6 MR. NAGI: I think we have time for 18:07:11
7 one or two more general questions about the project 18:07:13
8 if anyone has one. 18:07:24
9 MR. STINER: I'm Tom Stiner, 18:07:24
10 S-T-I-N-E-R. I don't have a question, but based 18:07:30
11 upon the comments, it may be assumed that all of us 18:07:35
12 are negative toward the project. First, I commend 18:07:38
13 you on your layout. Everything is very 18:07:41
14 professionally done. We appreciate you being here 18:07:44
15 and we appreciate this opportunity. 18:07:46
16 I'm really excited about the road. I 18:07:49
17 think it's very needed. And I suspect that several 18:07:53
18 folks here would say the same thing about it. And 18:07:56
19 thank you for your efforts. 18:07:59
20 MR. OLIVER: Thank you. We 18:08:01
21 appreciate the comments and the questions. They're 18:08:02
22 good questions and good comments. 18:08:08
23 MR. NAGI: Time for one more 18:08:09
24 question. 18:08:12
25 (No response.) 18:08:14

1 MR. NAGI: Okay. With that being 18:08:15
2 said, that concludes the question-and-answer session 18:08:17
3 of tonight's Design Public Meeting. We're here till 18:08:19
4 7:00 to answer any questions you may have. We'll 18:08:22
5 have TDOT representatives throughout the room at the 18:08:24
6 displays for the four projects. 18:08:25

7 As a reminder, you can still leave 18:08:29
8 comments with either court reporter until 7:00 if 18:08:33
9 you so choose. If you get those comment cards and 18:08:33
10 take them home, you can send them back to us. You 18:08:38
11 have till August 11th to get them officially on the 18:08:42
12 record. 18:08:43

13 Thank you very much for coming out 18:08:44
14 tonight. We really appreciate it. 18:08:47

15 * * * 18:08:47

16 PUBLIC COMMENTS 18:08:47

17 18:08:48

18 MR. LAMBERT: My comment is 18:08:48
19 concerning the Speedwell Volunteer Fire Department. 18:09:36
20 If the proposal goes as it is, it's going to take 18:09:44
21 our parking lot. And without that parking lot, we 18:09:47
22 cannot function. We're both a fire department and a 18:09:49
23 community center and a voting precinct. So we need 18:09:56
24 somebody to come and talk to us about what is going 18:10:00
25 to happen, what can happen, or what needs to happen. 18:10:03

1 Because as proposed, it will not -- it'll harm us 18:10:08

2 greatly. Ronald Lambert, L-A-M-B-E-R-T. I'm the 18:10:19

3 fire department lieutenant. Thank you very much. 18:10:43

4 18:10:43

5 MR. MULLINS: My name is David 18:10:43

6 Mullins, M-U-L-L-I-N-S. And I just wanted to say 18:11:10

7 that the proposed shoulder for project 4 I think 18:11:15

8 should be wider than 6 foot. And that's all. 18:15:18

9 18:15:20

10 MS. REED: Ellen Reed, R-E-E-D. I 18:15:26

11 own lots 48 and 49 on State Route 63. And my 18:15:32

12 question is, when the widening project goes in, it's 18:15:36

13 going to impact the entry point to lots 48 and 49. 18:15:43

14 So what I want to know is, if they plan on building 18:15:48

15 an access road from State Route 63 to lots 48 and 49 18:15:56

16 to be able to access that property. Otherwise, the 18:15:56

17 property is going to be landlocked. So that's my 18:16:01

18 concern. 18:16:02

19 And according to the maps that are 18:16:07

20 shown, there's going to -- down through there on 18:16:11

21 State Route 63 there's going to be guardrails, which 18:16:16

22 will also impact entry. So it would be necessary to 18:16:20

23 have TDOT build an access entry into lots 48 and 49 18:16:28

24 to keep from and to prevent being landlocked. And 18:16:33

25 that's it. Thank you. 18:16:35

1 MR. HENEGAR: Dennis Henegar, 18:28:05
2 H-E-N-E-G-A-R. Whenever the road was originally 18:28:13
3 built in 1977, there was a sinkhole in the property. 18:28:20
4 The State took several truckloads of rock and filled 18:28:27
5 the sinkhole to try to take care of the water 18:28:35
6 drainage from the property from behind my house. 18:28:39
7 It does not take care of the problem. 18:28:43
8 Whenever we have a hard rain, quick rain, it'll be 18:28:51
9 -- water will get 8-foot deep in my front yard and 18:28:57
10 it'll actually go over my driveway and it's not 18:29:01
11 taking care of my water problem. And the State told 18:29:05
12 me in '77, whenever they built the road, that what 18:29:09
13 they did, if that didn't take care of it, they'd do 18:29:11
14 something to the width. 18:29:11
15 And they need to have some kind of 18:29:14
16 tile underneath the existing road where that -- all 18:29:20
17 that water can go back to the natural lay of the 18:29:25
18 land. And that's a creek that starts across the 18:29:29
19 road from my house. And the way that they -- the 18:29:33
20 road just acts as a dam and it just blocks all the 18:29:40
21 water. 18:29:41
22 And that is lot -- the proposed lot 18:29:44
23 number that they give is 92, tract 92. There is two 18:29:50
24 sinkholes now. One of them's filled up with gravel 18:29:53
25 and has got a catch basin in it. The other one is 18:29:54

1 just an open sinkhole that I put big rocks in trying 18:29:59
2 to stop from a tractor, or something or other, going 18:30:03
3 in and getting stuck real bad or whatever. 18:30:03
4 And my address is 3629 General Carl 18:30:07
5 W. Steiner Highway. And we'll fill out a card too. 18:30:11
6 Thank you. 18:30:17
7 18:30:18
8 MR. WELCH: My name is Mont, M-O-N-T, 18:30:18
9 last name Welch, W-E-L-C-H. Hey, on the project, 18:30:18
10 I'd actually like to see their ending be project 4 18:30:49
11 at the -- just west of the town creek area. I'd 18:30:51
12 love to see that road go probably another just a 18:30:54
13 quarter of a mile on down. There's an intersection 18:30:57
14 right there. 18:30:58
15 And I drive this highway twice a day. 18:31:00
16 As a matter of fact, my mom lives on the Red Hill 18:31:04
17 Road. I grew up on that. There's been many, many 18:31:04
18 accidents over the years, and usually when they are, 18:31:05
19 there's been several people killed. But usually 18:31:07
20 when they are, they're always bad. 18:31:10
21 They do have a little turn lane there 18:31:13
22 now, but sometimes the traffic goes back out into 18:31:14
23 the road. But if they would extend that project on 18:31:17
24 down, just like I said, another quarter of a mile 18:31:19
25 and that's where the major part of the traffic turns 18:31:22

1 off there. 18:31:23

2 Now, I live probably another three 18:31:24

3 miles below there in this project part that they're 18:31:26

4 not going to be doing now. But as I come down, you 18:31:30

5 know, the biggest force of traffic does turn off on 18:31:30

6 that. And then I'm pretty much by myself on down in 18:31:34

7 the evenings and stuff too, coming on home. But I'd 18:31:37

8 love to see them -- I think it would be beneficial 18:31:40

9 for them to extend that down just a little bit more, 18:31:42

10 like I said, another quarter of a mile. It won't be 18:31:45

11 a lot of expense for them, I wouldn't think. You 18:31:45

12 know, right of way would be there and stuff too as 18:31:49

13 well. 18:31:49

14 And then one other part I'd love to 18:31:52

15 see them do too, you know, I know comes into the 18:31:55

16 intersection of 63 and State Route -- I guess that's 18:31:58

17 State Route 33, 25B. In that intersection, there's 18:32:01

18 a red light there. Of course, I know in the past 18:32:04

19 they proposed maybe some clover leaves or something 18:32:05

20 over there. But even if they would put a couple of 18:32:07

21 turn lanes to the left going into the Kentucky area, 18:32:12

22 because I go on through Harrogate into Middlesboro, 18:32:15

23 Kentucky. 18:32:18

24 And I usually leave about 6:30 18:32:20

25 heading to work to get there about 7:00. If I miss 18:32:22

1 my -- say 15 minutes if I'm behind, it's major how 18:32:25
2 much traffic backs up. And it backs up a pretty 18:32:27
3 good little distance, and a lot of it turns that 18:32:27
4 way. 18:32:30

5 So if it happened to be, you know, 18:32:31
6 that they could put a, you know, a couple left-turn 18:32:33
7 lanes in there, and then probably some that does 18:32:36
8 turn to the right too. So, you know, that's not 18:32:39
9 always, you know, bad or whatever. But that could 18:32:42
10 be even a yield lane or some of it. But definitely 18:32:42
11 two left-turn lanes would definitely help in that 18:32:48
12 matter. 18:32:49

13 But anyway, I appreciate it. I'm 18:32:49
14 definitely for the project and I know you-all 18:32:53
15 planned it for a long time and stuff too as well. I 18:32:55
16 hope to see it come to reality and stuff too as well 18:32:59
17 and stuff. And, you know, it'd definitely make 18:33:01
18 things a lot safer and stuff too as well though. I 18:33:01
19 appreciate it there. Thank you. 18:35:22

20 18:35:32

21 MR. PROFFITT: Donald Proffitt, 18:35:32
22 P-R-O-F-F-I-T-T. I'm representing Emmanuel Baptist 18:35:38
23 Church. I'm the pastor. Plus I also have property 18:35:40
24 and a business too. 18:35:41

25 My business question is on the church 18:35:44

1 property, which part of our church property is on 18:35:47
2 the state and we had permission to make that a 18:35:51
3 parking lot with asphalt on it. I'm not asking -- 18:35:56
4 and I knew then and I know now, and I appreciate 18:35:59
5 the, you know, the opportunity to have part of the 18:35:59
6 state for property parking. 18:36:01

7 But my question is, is when they come 18:36:05
8 in there and take part of that property away, is 18:36:08
9 which way is the slope going to be and how much 18:36:11
10 further will it go from the construction line back 18:36:15
11 towards the church? And if they narrow it down 18:36:18
12 enough for our parking on the church side east, that 18:36:23
13 property will take -- that will take away my ability 18:36:27
14 to park in those lots there. And what will they be 18:36:33
15 willing or able to do about that? 18:36:35

16 And basically that's -- and I'm not 18:36:36
17 here to -- I'm not complaining. I'm here to say we 18:36:39
18 appreciate the opportunity. We built our church in 18:36:44
19 '78 and we've had that parking space ever since 18:36:47
20 then. We knew then that if a road was going to 18:36:51
21 come, that we could very easily lose all the way to 18:36:52
22 the right of way. And they're not showing it all 18:36:53
23 the way to the right of way. They're just showing 18:36:57
24 it to the construction side. 18:36:58

25 But the biggest question is, is will 18:37:01

1 it slope towards the road? And if it's too narrow, 18:37:05
2 will they take here or pay for the parking spaces on 18:37:11
3 the other side that would be blocked from them to 18:37:11
4 get into. That's basically it. And I can give you 18:37:16
5 the lot number. Somewhere I wrote it down here. 18:37:22
6 The church is 85. 18:37:24
7 And then I own a business and I've 18:37:29
8 got 50 foot down in the bottom there and I don't 18:37:35
9 know if it's going to affect anything there other 18:37:36
10 than probably the 50-foot line that goes up to my 18:37:38
11 business on the church side and stuff. 18:37:40
12 Just wanted to make a comment on it 18:37:43
13 and just concerned about that part as a pastor, and 18:37:47
14 then as a business owner and as a land owner too. 18:37:51
15 And that's about it for right now. Thank you. 18:37:53
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C E R T I F I C A T E

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COUNTY OF KNOX

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18:37:53

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