

# Tennessee Department of Transportation

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## PUBLIC MEETING

August 01, 2016



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Tennessee Department of Transportation  
Project Update/Notice of Section 4(F) De Minimis  
Finding  
State Route 317 Improvements

August 1, 2016  
6:00 p.m.

Collegedale City Hall Municipal Room  
49110 Swinyar Drive  
Ooltewah, TN

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2  
3 MR. HUGHEN: I'm Wes Hughen with TDOT 18:08:13  
4 here in Chattanooga. I'm the Director of Project 18:08:17  
5 Development. We appreciate you-all letting us come 18:08:17  
6 to the city council meeting. 18:08:21

7 We want to present our next phase from 18:08:27  
8 Ooltewah-Ringgold Road to near Layton Lane on how 18:08:32  
9 we're going to tie to your existing greenway and the 18:08:35  
10 future plan of the greenway. We have a display 18:08:39  
11 mounted on the wall that we're going to leave here 18:08:42  
12 with Ms. Rogers. Also, we have the same display 18:08:47  
13 that I'd like to give you for the library. And then 18:08:52  
14 if we ever need one back, we'll come borrow it. We 18:08:57  
15 do have handouts. 18:09:01

16 MS. KREBS: Did everybody get a handout 18:09:02  
17 and a comment card? 18:09:03

18 MR. HUGHEN: If you don't have a 18:09:03  
19 handout, we've got them. We'd also like, if you 18:09:05  
20 haven't signed in, please sign in to the city 18:09:10  
21 commission sign-in so we can get a record of who was 18:09:14  
22 here. And they're nice enough to let us -- they're 18:09:15  
23 going to scan it and send it to us and that will be 18:09:20  
24 a record that we had the meeting tonight. 18:09:24

25 So we've got a presentation. We're 18:09:25

1 going to turn the lights down and do a PowerPoint. 18:09:29  
2 Then afterwards, we want you to make comments. You 18:09:33  
3 can take the comment card home with you. You can 18:09:36  
4 mail it back. You can write a letter. Just use 18:09:39  
5 that address, send it back. And you can come to the 18:09:42  
6 court reporter who's here tonight taking comments. 18:09:46  
7 We need the comments within 21 days, so 18:09:49  
8 if you want to think about it and make a comment, 18:09:52  
9 you can just mail it in to us. So with that, I'm 18:09:54  
10 going to turn the lights down and Meredith is going 18:09:54  
11 to come and present the PowerPoint. 18:10:03  
12 MS. KREBS: Can everybody hear me 18:10:05  
13 without the microphone or do you need the mic? If 18:10:09  
14 ever I'm not -- you need the mic? Okay. 18:10:11  
15 MS. LAMB: We need the microphone for 18:10:14  
16 the recording. 18:10:31  
17 MS. KREBS: Okay. All right. Good 18:10:31  
18 evening, everybody. My name is Meredith Krebs and 18:10:33  
19 I'm with TDOT on behalf of their Environmental 18:10:34  
20 division. I'm here tonight to speak to you about, 18:10:40  
21 as Wes said, State Route 317 from State Route 321 to 18:10:40  
22 near Layton Lane. 18:10:44  
23 This portion of the project's about 2.4 18:10:47  
24 miles. There is a second project for the design 18:10:50  
25 that's happening from Layton Lane to East Brainard 18:10:51

1 Road, so that is not a focus of this meeting 18:10:55  
2 tonight. It's just a portion of the project from 18:10:58  
3 321 to Layton Lane. 18:11:01

4 The proposed design, many of you have 18:11:06  
5 been to several meetings about this, so I'm just 18:11:09  
6 going to hit the highlights. It's going to be a 18:11:12  
7 five-lane road, two 12-foot lanes in either 18:11:13  
8 direction with a center turn lane. We're also going 18:11:16  
9 to have 4-foot shoulders that will serve as bike 18:11:19  
10 lanes, 2 feet of curb and gutter separating the bike 18:11:21  
11 lanes from the road, and a multiuse path on either 18:11:23  
12 side that will be separated with sod. This will all 18:11:28  
13 occur within 96 feet of right of way. This hasn't 18:11:28  
14 changed. This is what we've talked about at our 18:11:33  
15 design meetings and our previous two meetings. 18:11:35

16 When TDOT develops a project, we first 18:11:39  
17 look at what the purpose and need of the project is. 18:11:42  
18 These were the three items that were identified as 18:11:43  
19 the purpose and need for this project. We carry 18:11:45  
20 forward that purpose and need through the 18:11:47  
21 environmental phase. Of the three things, one was 18:11:51  
22 system connectivity; improved level of service, 18:11:53  
23 which is improved travel times from point A to point 18:11:55  
24 B; and improved vehicular bicycle and pedestrian 18:12:01  
25 access and circulation in regards -- with the 18:12:04

1 greenway, how it all works together. 18:12:07

2 As I said, we had three meetings. We 18:12:09

3 had a public meeting in 2010 in September. We had a 18:12:12

4 design public meeting in 2013. And subsequently the 18:12:15

5 National Environmental Policy Act, which is what 18:12:19

6 TDOT works under when we are using federal funds, 18:12:23

7 the categorical exclusion was approved by the 18:12:23

8 Federal Highway Administration in April of 2012. 18:12:29

9 Now, through all -- subsequent phases of 18:12:30

10 project development, we reopened that environmental 18:12:32

11 document to make sure what we said is still correct 18:12:36

12 after reviewing the plans as they go move through 18:12:37

13 design. And right now we're preparing the NEPA 18:12:40

14 re-evaluation for right of way. And there'll be a 18:12:42

15 subsequent one for construction along the way. But 18:12:45

16 this is where we are right now in project 18:12:46

17 development. 18:12:48

18 This kind of outlines the five phases of 18:12:51

19 project development as it works through TDOT. So 18:12:53

20 purpose and need is developed in planning. Then 18:12:53

21 comes through environmental, which we concluded in 18:12:58

22 2012. Then design, right of way, and construction. 18:13:01

23 This map, TDOT, we had a -- we've had 18:13:06

24 several meetings with the city. And this map was 18:13:10

25 provided to us last June. And it highlights the 18:13:13

1 plan that the city has for the greenway going 18:13:14  
2 forward. This is important for TDOT because we look 18:13:17  
3 at both the existing phases as well as the future 18:13:19  
4 phases of the greenway. And we want to make sure 18:13:22  
5 that the improved State Route 317 works with your 18:13:28  
6 greenway. 18:13:29

7 So we took a look at this and figured 18:13:30  
8 out how the road would work. We have several 18:13:33  
9 constraints in the area with the businesses along 18:13:34  
10 the road, as well as the railroad, and just the 18:13:36  
11 general topography of the area. 18:13:39

12 This is a lot of legal jargon, bear with 18:13:42  
13 me. Section 4(F) is another environmental law that 18:13:47  
14 we work under when we impact a historic or 18:13:49  
15 recreation area. And the legal definition -- 18:13:50  
16 federal highway and federal transit work under this 18:13:56  
17 law only. And because this project has federal 18:13:58  
18 highway funding on it, this law comes into play with 18:14:02  
19 us. Federal highway administration may not approve 18:14:04  
20 the use of land from a significant publicly owned 18:14:05  
21 park or recreation area, wildlife, water fowl 18:14:10  
22 refuge, or significant historic site unless a 18:14:16  
23 determination is made that there is no feasible and 18:14:18  
24 prudent alternative to use that of the land from the 18:14:21  
25 property. And the action includes all possible 18:14:24

1 planning to minimize harm to the property resulting 18:14:26  
2 from such use. 18:14:27

3 So it's a fairly stringent -- it's one 18:14:29  
4 of the most stringent environmental laws that we 18:14:33  
5 have in the country, and it comes into play on this 18:14:33  
6 project because of your greenway being designated as 18:14:37  
7 a recreational use. 18:14:39

8 Under section 4(f), we have three 18:14:43  
9 different types of documentation we can do. And I'm 18:14:45  
10 just going to highlight them fairly quickly. The 18:14:47  
11 first is a full-blown 4(f) evaluation we typically 18:14:53  
12 do if we're acquiring a large amount of land from a 18:14:58  
13 resource. Or we have what's a programmatic 18:14:59  
14 agreement, and that's mostly used for historic 18:15:00  
15 bridges. It helps us to move through the process 18:15:03  
16 relatively quickly. 18:15:06

17 Then about 10 years ago, under one of 18:15:08  
18 the more recent transportation -- federal 18:15:08  
19 transportation bills, came di minimus. And di 18:15:11  
20 minimus means exactly like it says, a small take, 18:15:16  
21 trifling -- it's just a minuscule amount or smaller 18:15:16  
22 amount of land. And it allows us to move through 18:15:23  
23 this process a lot faster because 4(f)s can set your 18:15:26  
24 project back routinely a year or three years. 18:15:31  
25 That's just on average. 18:15:31

1 So this allowed a lot of the projects 18:15:32  
2 that were being held up for small takes of land to 18:15:35  
3 move forward. Under that, there's several points we 18:15:40  
4 have to hit. One, is that we identify that we're 18:15:42  
5 acquiring land. So when we looked at the right of 18:15:47  
6 way plans, we saw that we were acquiring land from 18:15:47  
7 the greenway. 18:15:47

8 It does not adversely affect the 18:15:50  
9 qualities, activities, features, or attributes of 18:15:52  
10 the resource. Agency with jurisdiction -- in this 18:15:56  
11 case, it would be the City of Collegedale -- is 18:15:59  
12 informed of and concurs with our findings. So 18:16:00  
13 following this meeting, we'll put together a summary 18:16:03  
14 of this meeting. We'll send the city of Collegedale 18:16:03  
15 a letter asking them to concur with our finding of a 18:16:09  
16 di minimus impact. And we also ask the public to 18:16:14  
17 comment, which is why we're here tonight. 18:16:16

18 When we looked at the impacts to the 18:16:16  
19 greenway, we identified that we would have 865 feet, 18:16:21  
20 or 3 percent, of the existing and future phases of 18:16:24  
21 the greenway being impacted by the project. The 18:16:28  
22 improvements happened at six different locations. 18:16:32  
23 There is -- in your handout, there's actually -- 18:16:34  
24 it's very difficult to see. It's best if you go to 18:16:36  
25 the display in the back. You'll see call-outs at 18:16:39

1 each of those locations, and we'll go over each of 18:16:42  
2 them in a minute. But that's where we're touching 18:16:44  
3 the greenway. 18:16:46

4 So greenway crossing number one. I'm 18:16:49  
5 going to walk you through this. And again, please 18:16:52  
6 stop me if there are any questions. I'm just going 18:16:53  
7 to hit the highlights of each one. There's a Word 18:16:55  
8 file attached to the display -- or your handout with 18:16:57  
9 the display, and it talks -- it has the same 18:17:01  
10 language in it. I just didn't want to put it -- it 18:17:02  
11 was way too many words on the PowerPoint slide. 18:17:06

12 So we'll just go through this. Greenway 18:17:07  
13 crossing number one occurs at bridge number 1. And 18:17:11  
14 this location, approximately 170 feet of the 18:17:15  
15 existing greenway will be bridged. There's a 18:17:18  
16 temporary loss of public access that's anticipated. 18:17:22  
17 And the existing greenway will be protected while 18:17:24  
18 the new 317 bridge is under construction so that the 18:17:30  
19 greenway can remain open. Major construction 18:17:30  
20 activities, such as setting bridge beams, will be 18:17:34  
21 done at night when the greenway is closed. 18:17:40

22 And again, our goal is to keep the 18:17:42  
23 resource open as much as possible. There might be 18:17:42  
24 instances you'll hear throughout where we can't do 18:17:45  
25 that, but we're making provisions within our plans, 18:17:49

1 within our environmental document, to make sure that 18:17:52  
2 those needs are highlighted for both public and for 18:17:55  
3 potentially the contractor when they come on board. 18:17:57  
4 But everyone is on, so to speak, the same sheet of 18:18:02  
5 music. 18:18:04

6 The second crossing is bridge number 18:18:05  
7 two, and it's the connection from University Drive 18:18:06  
8 to new State Route 317. And here, 300 feet of the 18:18:12  
9 existing greenway adjacent to the creek, will be 18:18:16  
10 replaced in kind during the construction of the 18:18:18  
11 University Drive bridge. TDOT will add 190 feet of 18:18:20  
12 sidewalk that can connect the existing greenway to 18:18:22  
13 the new sidewalk on University Drive. 18:18:25

14 Construction equipment will need to 18:18:28  
15 access the existing greenway in order to build the 18:18:30  
16 new bridge. Due to this condition, TDOT will create 18:18:32  
17 a temporary connection while the bridge is under 18:18:34  
18 construction to carry people safely around the work 18:18:35  
19 zone. 18:18:35

20 So in a lot of places, we are actually 18:18:39  
21 going to build the new greenway before we have to 18:18:43  
22 impact the existing greenway. 18:18:46

23 The third crossing, and bear with me, 18:18:48  
24 this is a lot of words, this is our more complicated 18:18:52  
25 of all six. TDOT proposes to abandon 565 feet of 18:18:57

1 the existing greenway beside Tallant Road. TDOT 18:19:01  
2 will replace this portion of the greenway with 1,404 18:19:02  
3 feet of new greenway that departs from Tallant Road 18:19:08  
4 as it crosses the creek. 18:19:08

5 TDOT also will remove an at-grade 18:19:10  
6 crossing at Tallant Road near the city park by 18:19:14  
7 providing an underpass. So that means that there 18:19:18  
8 will be no more pedestrians having to cross 317. 18:19:18  
9 They'll actually have a safer option to go through 18:19:21  
10 the underpass and maintain that connection. 18:19:24

11 Parking for the greenway that currently 18:19:28  
12 exists will remain open during construction. The 18:19:31  
13 new sections of the greenway will be completed 18:19:32  
14 before the old greenway is abandoned so that no 18:19:34  
15 interruption of the greenway use is expected. If it 18:19:37  
16 becomes necessary to close this section for any 18:19:41  
17 reason during construction of the project, work will 18:19:44  
18 be done at night when the greenway is closed. 18:19:47

19 If a situation occurs that causes a 18:19:47  
20 safety problem on the greenway, the greenway will be 18:19:49  
21 shut down immediately, and the situation will be 18:19:53  
22 resolved as quickly as possible so that the greenway 18:19:54  
23 can be reopened. We also are proposing to use 18:19:57  
24 high-visibility fencing in this area to make sure 18:20:00  
25 it's clearly marked for folks that are utilizing the 18:20:02

1 greenway and which areas is an active construction 18:20:05  
2 area. 18:20:07

3 The next three crossings are actually 18:20:09  
4 for the future greenway. And you'll see that we're 18:20:12  
5 making accommodations for that now because your city 18:20:15  
6 has planned the greenway, so we want to make sure 18:20:18  
7 that our design works in conjunction with the 18:20:19  
8 greenway plan. 18:20:19

9 This crossing is at bridge number four, 18:20:19  
10 and will bridge over the future greenway and is 18:20:27  
11 approximately 50 to 60 feet wide. Within the bridge 18:20:31  
12 design, there'll be a 7-foot sidewalk on either side 18:20:33  
13 of the bridge to allow pedestrian access from the 18:20:35  
14 roundabout at Tallant Road to new State Route 317. 18:20:42

15 Greenway crossing number five. Existing 18:20:46  
16 State Route 17 will be scarified for approximately 18:20:53  
17 1,750 feet except for a 10-foot strip of asphalt 18:20:58  
18 between College Drive and the relocated Tallant Road 18:20:59  
19 portion of the greenway in order to create a new 18:21:03  
20 connection between the greenway and College Drive 18:21:06  
21 area. 18:21:07

22 So what that means is, typically TDOT 18:21:09  
23 turns over the road since we're building a new State 18:21:13  
24 Route 317 -- and feel free to jump in if I'm not 18:21:15  
25 explaining this all correctly -- but if we are 18:21:19

1 decommissioning existing 317, we're actually going 18:21:24  
2 to leave a portion of the pavement in place and add 18:21:26  
3 a connection to the greenway in that location. 18:21:30

4 And the final crossing is an at-grade 18:21:34  
5 crossing of new State Route 317 and College Drive. 18:21:38  
6 The sidewalks on the south side of State Route 317 18:21:39  
7 will be widened from State Route 317, College Drive 18:21:42  
8 intersection to near the end of the right turn on 18:21:45  
9 State Route 317 as part of the new 10-foot sidewalk 18:21:50  
10 connection to College Drive. The intersection will 18:21:51  
11 remain an at-grade crossing at State Route 317. 18:21:51

12 So I say all that to say -- and I know 18:21:58  
13 that was a lot, and feel free, as Wes mentioned, to 18:22:01  
14 read through it at home and provide your comments. 18:22:04  
15 What are our end-all, be-all impacts? Well, right 18:22:08  
16 now we're expecting to have 1,400 feet of greenway 18:22:14  
17 impact. However, when we add square footage or 18:22:19  
18 linear feet back to it, our actual impact to the 18:22:20  
19 greenway is only going to be 1.8 percent, or 539 18:22:24  
20 feet. And on the next slide, I'll show several 18:22:29  
21 instances where we're making improvements in safety 18:22:30  
22 to the current greenway. 18:22:33

23 And I talked about some of these. But 18:22:35  
24 just the highlights, we're adding a new sidewalk 18:22:38  
25 that will connect the existing greenway to a new 18:22:39

1 sidewalk at University Drive. We're removing -- 18:22:42  
2 removal of an at-grade greenway crossing of Tallant 18:22:45  
3 Road near City Park, by building an underpass 18:22:50  
4 culvert so people will not have to cross 317 to get 18:22:51  
5 to the other side of the greenway. The realignment 18:22:54  
6 of Tallant Road and use of the old bridge and 18:22:57  
7 existing State Route 317 roadbed will improve 18:23:01  
8 connectivity to the area by removing automobiles 18:23:03  
9 from the greenway and bridging all the connections 18:23:06  
10 to a common point. And additional access points to 18:23:08  
11 this greenway system will be provided at the 18:23:10  
12 intersection of Talent Road and State Route 317. 18:23:15  
13 In terms of a project status update, 18:23:18  
14 right now the preliminary design of the project is 18:23:18  
15 complete. Right of way acquisition is scheduled for 18:23:18  
16 this fall. And then the project is currently in 18:23:25  
17 TDOT's three-year plan for fall 2018 construction 18:23:30  
18 contract letting. 18:23:33  
19 So as Wes mentioned, we have a couple 18:23:34  
20 ways to give your comments on a project. One is via 18:23:36  
21 the court reporter up here with me tonight. There's 18:23:41  
22 also the comment card. Feel free to take a couple 18:23:44  
23 to your neighbors. We have plenty of copies. You 18:23:47  
24 can give those to us tonight in the box over on the 18:23:47  
25 table or you can feel free to mail them. You can 18:23:51

1 also email TDOT at [tdot.comments@tn.gov](mailto:tdot.comments@tn.gov). And 18:23:54  
2 there's also a mailing address if you would actually 18:23:59  
3 prefer to write a letter. 18:24:01

4 And finally, if you have any questions 18:24:06  
5 about the project, Mr. Scott Medlin in the back with 18:24:09  
6 TDOT Region 2, is happy to answer your calls or your 18:24:13  
7 emails. His contact information is also in your 18:24:16  
8 handout, so feel free to give him a call or send him 18:24:19  
9 an email if you have any questions after tonight's 18:24:23  
10 meeting. 18:24:23

11 And like Wes said, copies of the 18:24:26  
12 display, which are much easier to read, will be here 18:24:29  
13 as well as at the library following the meeting. 18:24:31  
14 Also, the presentation and the handouts will be on 18:24:34  
15 TDOT's website as well. I think the presentation, 18:24:35  
16 actually, is already on there. 18:24:35

17 With that, if anybody has any comments 18:24:42  
18 that they'd like to address the audience, we'll be 18:24:44  
19 happy to take those as well. We just ask that you 18:24:45  
20 come up and give your name and address for the court 18:24:48  
21 reporter. 18:24:51

22 MR. HUGHEN: If anybody has a comment 18:24:59  
23 that they want to make now, we'll turn the lights 18:25:03  
24 back on and let you make a comment to the court 18:25:06  
25 reporter. What we'd like to do, after the end of 18:25:09

1 any comments made here, if y'all want to meet back 18:25:14  
2 here at the display and answer a few questions, we 18:25:17  
3 can do that too. 18:25:19

4 And as Meredith said, take that handout 18:25:24  
5 home and think about the comment. We just need it 18:25:28  
6 back in 21 days. What we want to do, we can't 18:25:32  
7 submit our right of way plans until we get a comment 18:25:36  
8 card back, address the comments, satisfy the 4(f) 18:25:41  
9 need, and then we can distribute a right of way 18:25:46  
10 plan. We hire appraisers. They come out. If 18:25:49  
11 you're a property owner, they appraise your 18:25:52  
12 property. They're not TDOT employees. They're 18:25:55  
13 licensed appraisers somewhere in Tennessee. 18:25:57

14 Then we review the appraisal and then 18:26:01  
15 our negotiators come out and start making an offer. 18:26:06  
16 I think we have 77 tracts that we need to acquire, 18:26:10  
17 and that's going to take us, all hands on deck, 18:26:15  
18 probably a year and a half at the soonest. So we 18:26:17  
19 need to get these plans to we can get construction 18:26:20  
20 started on this section, the next section. 18:26:21

21 And the good news about the one that's 18:26:24  
22 under construction now, it was scheduled to be 18:26:27  
23 finished early 2017. The contractor thinks they're 18:26:32  
24 going to finish it this year, 2016. So it's going 18:26:36  
25 well. We appreciate everybody paying attention to 18:26:40

1 how you drive through here and understanding. It's 18:26:42  
2 a little pain with the progress, but we're trying 18:26:43  
3 our best. It's really going to be nice when they're 18:26:46  
4 done, sidewalks and everything there. 18:26:48  
5 So if you've got a comment, I want you 18:26:51  
6 to come up and make it. If not, then we'll dismiss. 18:26:56  
7 Anybody got a public comment? Any TDOT employee 18:27:03  
8 want say anything? 18:27:04  
9 MR. GARVER: I've got a comment, sir. 18:27:12  
10 MR. HUGHEN: Yes. 18:27:12  
11 MR. GARVER: I'm very pleased with the 18:27:13  
12 way you've tried to protect the current greenway and 18:27:13  
13 actually added to that. It's a very important part 18:27:15  
14 of our community, and it's nice to see that y'all 18:27:17  
15 are respecting that and working with us to make that 18:27:19  
16 continue, you know, through the process. That's 18:27:22  
17 very, very positive in my opinion. 18:27:25  
18 MR. HUGHEN: Thank you. I use it 18:27:26  
19 myself. I was out here Sunday evening. My wife and 18:27:30  
20 I were walking the greenway. So we appreciate it 18:27:33  
21 too and we use it. 18:27:34  
22 Anybody else, any comment? 18:27:37  
23 MR. JOHNSON: The greenway that is going 18:27:44  
24 underneath, you mentioned that there was culverts. 18:27:45  
25 Are they similar to what we have out here today? 18:27:47

1 MR. HUGHEN: Yes. 18:27:48

2 MR. JOHNSON: Is that going to be at a 18:27:49

3 creek crossing or is it going to be near water? 18:27:51

4 MR. ROGERS: Is it going to flood, in 18:27:51

5 other words? 18:27:52

6 MR. HUGHEN: Do what? 18:27:52

7 MR. ROGERS: You mean it's going to 18:27:55

8 flood? 18:27:55

9 MR. HUGHEN: It will be near one of the 18:27:57

10 creeks because the road is close to the existing 18:28:03

11 grade where it drops down at one of the tributaries 18:28:07

12 to Wolftever Creek. It will be coming through, but 18:28:12

13 it does sit up higher than the creek. And we canted 18:28:18

14 it to not have any drainage problems through there 18:28:20

15 from rain or other things. 18:28:20

16 MR. JOHNSON: Because we have a big 18:28:25

17 creek that runs through this one -- 18:28:25

18 MR. HUGHEN: Yeah. There'll be no 18:28:30

19 active creek in the box with the greenway crossing. 18:28:30

20 It'll be separate. 18:28:31

21 MR. JOHNSON: Okay. 18:28:33

22 MS. LAMB: Anything else? 18:28:39

23 (No response.) 18:28:40

24 MR. HUGHEN: Thank you, Mayor. 18:28:41

25 MS. LAMB: Thank you for coming. And 18:28:43

1 appreciate you leaving those so that our citizens  
2 can see them also in the library.

18:28:46

18:28:51

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C E R T I F I C A T E

STATE OF TENNESSEE  
COUNTY OF KNOX

I, JENNIFER D. SHORT, Licensed Court Reporter, with offices in Knoxville, Tennessee, hereby certify that I reported the forgoing TENNESSEE DEPARTMENT OF TRANSPORTATION PUBLIC MEETING, by machine shorthand to the best of my skills and abilities, and thereafter the same was reduced to typewritten form by me.

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Notary Public State of Tennessee  
My Notary Commission Expires: 9/11/2019  
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18:30:47

<hr/> <p style="text-align: center;"><b>Exhibits</b></p> <hr/> <p><b>8.1.</b> <b>16 Comment Card</b></p> <hr/> <p style="text-align: center;"><b>1</b></p> <hr/> <p><b>1</b> 9:13 <b>1,400</b> 13:16 <b>1,404</b> 11:2 <b>1,750</b> 12:17 <b>1.8</b> 13:19 <b>10</b> 7:17 <b>10-foot</b> 12:17 13:9 <b>12-foot</b> 4:7 <b>17</b> 12:16 <b>170</b> 9:14 <b>190</b> 10:11</p> <hr/> <p style="text-align: center;"><b>2</b></p> <hr/> <p><b>2</b> 4:10 <b>2.4</b> 3:23 <b>2010</b> 5:3 <b>2012</b> 5:8,22 <b>2013</b> 5:4 <b>2018</b> 14:17 <b>21</b> 3:7</p> <hr/> <p style="text-align: center;"><b>3</b></p> <hr/> <p><b>3</b> 8:20 <b>300</b> 10:8 <b>317</b> 3:21 6:5 9:18 10:8 11:8 12:14, 24 13:1,5,6,7,9,11 14:4,7,12 <b>321</b> 3:21 4:3</p>	<hr/> <p style="text-align: center;"><b>4</b></p> <hr/> <p><b>4(f)</b> 6:13 7:8,11 <b>4(f)s</b> 7:23 <b>4-foot</b> 4:9</p> <hr/> <p style="text-align: center;"><b>5</b></p> <hr/> <p><b>50</b> 12:11 <b>539</b> 13:19 <b>565</b> 10:25</p> <hr/> <p style="text-align: center;"><b>6</b></p> <hr/> <p><b>60</b> 12:11</p> <hr/> <p style="text-align: center;"><b>7</b></p> <hr/> <p><b>7-foot</b> 12:12</p> <hr/> <p style="text-align: center;"><b>8</b></p> <hr/> <p><b>865</b> 8:19</p> <hr/> <p style="text-align: center;"><b>9</b></p> <hr/> <p><b>96</b> 4:13</p> <hr/> <p style="text-align: center;"><b>A</b></p> <hr/> <p><b>abandon</b> 10:25 <b>abandoned</b> 11:14 <b>access</b> 4:25 9:16 10:15 12:13 14:10 <b>accommodations</b> 12:5 <b>acquiring</b> 7:12 8:5,6 <b>acquisition</b> 14:15 <b>Act</b> 5:5 <b>action</b> 6:25 <b>active</b> 12:1</p>	<p><b>activities</b> 8:9 9:20 <b>actual</b> 13:18 <b>add</b> 10:11 13:2,17 <b>adding</b> 13:24 <b>additional</b> 14:10 <b>address</b> 3:5 <b>adjacent</b> 10:9 <b>administration</b> 5:8 6:19 <b>adversely</b> 8:8 <b>affect</b> 8:8 <b>Agency</b> 8:10 <b>agreement</b> 7:14 <b>allowed</b> 8:1 <b>alternative</b> 6:24 <b>amount</b> 7:12,21, 22 <b>anticipated</b> 9:16 <b>approve</b> 6:19 <b>approved</b> 5:7 <b>approximately</b> 9:14 12:11,16 <b>April</b> 5:8 <b>area</b> 6:9,11,15,21 11:24 12:2,21 14:8 <b>areas</b> 12:1 <b>asphalt</b> 12:17 <b>at-grade</b> 11:5 13:4,11 14:2 <b>attached</b> 9:8 <b>attributes</b> 8:9 <b>automobiles</b> 14:8 <b>average</b> 7:25</p> <hr/> <p style="text-align: center;"><b>B</b></p> <hr/> <p><b>back</b> 2:13 3:4,5 7:24 8:25 13:18</p>	<p><b>be-all</b> 13:15 <b>beams</b> 9:20 <b>bear</b> 6:12 10:23 <b>behalf</b> 3:19 <b>bicycle</b> 4:24 <b>bike</b> 4:9,10 <b>bills</b> 7:19 <b>board</b> 10:3 <b>borrow</b> 2:13 <b>box</b> 14:24 <b>Brainard</b> 3:25 <b>bridge</b> 9:13,18,20 10:6,11,16,17 12:9,10,11,13 14:6 <b>bridged</b> 9:15 <b>bridges</b> 7:15 <b>bridging</b> 14:9 <b>build</b> 10:15,21 <b>building</b> 12:23 14:3 <b>businesses</b> 6:9</p> <hr/> <p style="text-align: center;"><b>C</b></p> <hr/> <p><b>call-outs</b> 8:25 <b>card</b> 2:16 3:3 14:22 <b>carry</b> 4:19 10:18 <b>case</b> 8:11 <b>categorical</b> 5:7 <b>center</b> 4:8 <b>changed</b> 4:14 <b>Chattanooga</b> 2:3 <b>circulation</b> 4:25 <b>city</b> 2:5,19 5:24 6:1 8:11,14 11:6 12:5 14:3 <b>close</b> 11:16 <b>closed</b> 9:21 11:18</p>
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