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Tennessee Department of Transportation

State Route 115 (Alcoa Highway)

Corridor Improvement Project

From North of the Little River and Blount County Line

To Maloney Road

Knoxville, Knox County

December 8, 2015
5:00 p.m.

Sevier Heights Baptist Church (North Campus)

2939 Alcoa Highway
Knoxville, Tennessee 37920

Elite Reporting Services
www.elitereportingservices.com
Kristin E. Burke, LCR
Associate Reporter
Knoxville, Tennessee
(865)329-9919

* * *

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2

3 MR. NAGI: Hello. Good evening, 17:32:53

4 everyone. My name is Mark Nagi. I am the Community 17:32:56

5 Relations Officer for TDOT here in Region 1 in East 17:32:56

6 Tennessee. 17:32:58

7 We're here this evening at Sevier 17:32:59

8 Heights Baptist Church, the North Campus, to discuss 17:33:00

9 the roadway plans for State Route 115 17:33:01

10 (Alcoa Highway) from north of Little River to north 17:33:06

11 of Maloney Road. 17:33:10

12 Joining us tonight from the Tennessee 17:33:12

13 Department of Transportation are: 17:33:14

14 TDOT Regional Director and Assistant 17:33:17

15 Chief Engineer Steve Borden. 17:33:18

16 TDOT's Director of Operations Amanda 17:33:19

17 Snowden. 17:33:19

18 From TDOT's Project Management Division, 17:33:22

19 the Director of Project Development, Danny Oliver; 17:33:23

20 Eric Wilson, John Barrett; and Justin McGill. 17:33:23

21 From TDOT's Design Division, Jay Morgan, 17:33:32

22 Kenny Kerley, Stephanie Wallis, Jordan Livesay and 17:33:34

23 David Jordan. 17:33:41

24 From TDOT's Right-of-Way Division are 17:33:42

25 Andrea Hall, Teresa Hagler, Amy Cooper, Phil 17:33:53

1 Addison, Gaylon Hill and Steve Head. 17:33:58

2 From Knox County Parks and Greenways are 17:34:01

3 Shauna Godlvesky and Doug Bataille. 17:34:04

4 From TDOT Consultant Robert Campbell and 17:34:07

5 Associates, we have Robert Campbell, Jason Silvering 17:34:11

6 and Greg Green. 17:34:14

7 Coming up in just a couple minutes, we 17:34:15

8 will have a short presentation. Following the 17:34:15

9 presentation, we will have these TDOT 17:34:15

10 representatives spread out throughout the room and 17:34:17

11 available to answer any questions that you might 17:34:19

12 have. 17:34:19

13 There are still a few different ways 17:34:20

14 that you can get your comments on the record with us 17:34:20

15 tonight. We have a court reporter present right 17:34:22

16 here in the front of the room. She will be 17:34:23

17 recording all public comments that are made at this 17:34:23

18 meeting. She is also available following the 17:34:26

19 question and answer session to take down your 17:34:26

20 comments privately, if that is something that you 17:34:26

21 would prefer. 17:34:26

22 When you walked in, you noticed there 17:34:28

23 are comment cards and pens up front. You can write 17:34:30

24 down your comments and hand them into us tonight. 17:34:31

25 If you want to take them home and think about it, 17:34:33

1 you are welcome to do that, as well. You have 21 17:34:35

2 days to do that if you choose to mail them in. 17:34:39

3 In addition, following the presentation, 17:34:42

4 we will have a 15 minute public question and answer 17:34:44

5 session for anyone that has any general questions 17:34:47

6 that they would like answered about the project. If 17:34:49

7 you have some specific questions about the design or 17:34:52

8 the right-of-way, those can be answered in the 17:34:54

9 one-on-one session. So, once again, we will have a 17:34:58

10 short 15-minute question and answer session where 17:35:00

11 you can ask any general questions that you may have. 17:35:04

12 I know the Knoxville Sentinel and 17:35:07

13 WATE TV are present tonight. Are there any other 17:35:07

14 members of the media here this evening? 17:35:11

15 What organization? 17:35:15

16 MS. PICKLE: Shopper-News. 17:35:16

17 MR. DUDA: Knoxville Mercury. 17:35:17

18 MR. NAGI: Are there any elected public 17:35:21

19 officials with us tonight? 17:35:29

20 Name, sir? 17:35:31

21 MR.SCHOONMAKER: John Schoonmaker, Knox 17:35:31

22 County Commissioner. 17:35:33

23 MR. NAGI: With all that being said, I 17:35:51

24 will turn things over to Robert Campbell who will 17:35:52

25 have tonight's presentation. 17:35:54

1 Once again, after the presentation, we 17:35:54
2 will have a short question and answer session and 17:35:54
3 then spend the rest of the time this evening for 17:35:57
4 one-on-one time around the design plans. 17:35:59
5 Robert? 17:36:03
6 MR. CAMPBELL: Thank you. 17:36:05
7 First of all, thank you-all for being 17:36:07
8 here again. As Mark said, I'm Robert Campbell. 17:36:09
9 Can you-all hear me when I talk this far 17:36:13
10 away from the microphone? 17:36:15
11 Get closer? 17:36:16
12 I'm afraid sometimes when I do that it 17:36:16
13 gets a little bit messed up. Okay. Fantastic. 17:36:19
14 This is Alcoa Highway, U.S. 129, as Mark 17:36:23
15 said, from north of Little River to north of Maloney 17:36:28
16 Road. This picture you see is of the John Sevier 17:36:30
17 interchange as it is today. 17:36:35
18 Our team is TDOT Region 1; ourselves, 17:36:39
19 Robert Campbell and Associates; and Knox County, the 17:36:43
20 parks and recreation folks, as Mark mentioned. 17:36:48
21 What we have today are proposed 17:36:52
22 improvements to State Route 115 (Alcoa Highway), 17:36:58
23 again, north of Little River to the Blount County 17:37:03
24 line. 17:37:06
25 Tonight, we're discussing the 17:37:08

1 preliminary plans. We will go into a little bit of 17:37:09
2 detail of what the different steps are and also let 17:37:10
3 you-all see those and have time for public review 17:37:13
4 and also to get public input. I think Mark 17:37:16
5 explained where all the different locations will be 17:37:20
6 in order to do that. 17:37:24

7 This project is one of four sections in 17:37:26
8 the Alcoa Corridor. The sections begin down in 17:37:29
9 Blount County on the other side of Little River. We 17:37:34
10 are in Segment 2, which starts at Little River -- 17:37:37
11 I'm sorry. I keep going in and out. We're starting 17:37:40
12 at Segment 2 and ends up just south of -- south of 17:37:40
13 here. 17:37:47

14 Then we have Segment 3, which is from, 17:37:49
15 roughly, Sevier Heights back to Woodson and then 17:37:52
16 Woodson back to the Tennessee River would be the 17:37:56
17 last segment of Alcoa Highway. 17:38:00

18 UNIDENTIFIED SPEAKER 1: Could you 17:38:00
19 please get closer to the microphone? 17:38:00

20 MR. CAMPBELL: I'm sorry. It's kind of 17:38:00
21 going in and out when I get too close. See? 17:38:00

22 UNIDENTIFIED SPEAKER 1: It's better. 17:38:09

23 MR. CAMPBELL: See, because I got close 17:38:08
24 and then it went out a minute ago. Let me try to 17:38:14
25 get right in. 17:38:17

1 Let me see if this works, this one. 17:38:21

2 Okay. Let me get right in because I 17:38:38

3 kept get closer and it kept zoning out on me; so I 17:38:42

4 apologize. 17:38:42

5 Okay. We see the limits of our project 17:38:43

6 and, again, we begin -- we begin -- let me try it 17:38:44

7 that way. How is that? 17:38:53

8 We begin the project at Little River, we 17:38:55

9 go through the John Sevier interchange, and it will 17:38:58

10 go down John Sevier some distance, and then we end 17:39:02

11 up roughly here at Sevier Heights Baptist Church. 17:39:06

12 We've broken the project for tonight's 17:39:13

13 presentation into three sections, three distinct 17:39:16

14 pieces. 17:39:20

15 The first section, again, begins at 17:39:23

16 Little River, goes through Topside Road, and up just 17:39:24

17 up to the on-ramp to John Sevier. That is our 17:39:28

18 Section Number 1. Our typical section for this will 17:39:32

19 be 12-foot travel lanes, three lanes in each 17:39:37

20 direction. We have a greenway along the southbound 17:39:41

21 lane. 17:39:44

22 If you can see the diagram that's up, 17:39:45

23 can you see the wall between there and the greenway? 17:39:49

24 You see the new lanes, and then, on the other side, 17:39:55

25 you see a red barrier wall with another travel lane. 17:39:57

1 This is an auxillary lane in the northbound 17:40:03
2 direction. The greenway, as well as auxillary lane, 17:40:07
3 are separated by a concrete barrier. 17:40:10
4 The next section begins at the John -- 17:40:16
5 it's part of the John Sevier -- excuse me. This is 17:40:22
6 the Topside Road bridge. I need to look at where I 17:40:26
7 am on the presentation. 17:40:27
8 There will be a bridge built across 17:40:30
9 Topside Road that connects the two sides of Topside 17:40:34
10 Road with access roads to that bridge going from the 17:40:36
11 southbound side, exiting off in the upper part, and 17:40:43
12 then coming back onto the southern part from where 17:40:49
13 the bridge tie-in is. 17:40:53
14 Okay. Section Number 2: Section 2 is 17:41:01
15 the John Sevier interchange itself. John Sevier now 17:41:02
16 is a split interchange. Obviously, you've all 17:41:06
17 driven this many times. As you come southbound, you 17:41:10
18 stay on the lower side. You go northbound, you stay 17:41:14
19 on the upper side, you come back through and it 17:41:17
20 loops underneath. We're going to be changing that 17:41:21
21 configuration to where both north and southbound 17:41:22
22 will go over John Sevier. 17:41:26
23 You can note that with blue. You can 17:41:28
24 see the blue on the diagram. That's the new bridge, 17:41:30
25 the widened bridge. It's actually going to be 17:41:32

1 relocated a little further towards the river to 17:41:35
2 minimize the curvature in that bridge. That section 17:41:40
3 will also have three lanes in each direction and 17:41:49
4 we'll have a concrete median barrier. 17:41:53
5 Section 3 then begins at the other side 17:41:58
6 of the John Sevier interchange and goes past I.C. 17:42:01
7 King Park, again, just south of Maloney Road. That 17:42:05
8 is where our section starts and the next one will 17:42:13
9 begin. 17:42:16
10 We, again, have a similar section and 17:42:17
11 you saw what the first part was. There will be 17:42:19
12 three 12-foot travel lanes in each direction, a 17:42:22
13 greenway along the southbound lane, a 12-foot 17:42:27
14 auxillary lane in the northbound, and a concrete 17:42:30
15 median barrier that separates the greenway and the 17:42:36
16 auxillary lane. 17:42:39
17 There will be an improvement. I kind of 17:42:44
18 skipped over it, but there will be an improvement to 17:42:47
19 the bridge over the railroad at I.C. King Park and a 17:42:51
20 bridge that's over at Dog Creek, I believe it is, at 17:42:54
21 I.C. King Park that will have a greenway trail on 17:42:54
22 part of that. Also, both bridges will be widened to 17:42:58
23 accommodate the extra lanes of traffic that will be 17:43:01
24 coming in. 17:43:05
25 Where we are now. We've had the 17:43:07

1 planning process, the environment review has been 17:43:09

2 complete, the NEPA process, and we are now in the 17:43:13

3 design process. This is a preliminary plan. 17:43:17

4 "Preliminary" meaning that we still have some work 17:43:20

5 to do on the design side. Again, your comments 17:43:23

6 tonight will help us go forward in that process. 17:43:25

7 The next phase of this is the 17:43:28

8 right-of-way process. The right-of-way process is 17:43:30

9 where we are able to determine exactly how much 17:43:33

10 property may be needed on each tract, what easements 17:43:37

11 may be needed on each tract. We are not there yet. 17:43:43

12 We will be getting there as we move forward in 17:43:47

13 through the design process. Then, at some point in 17:43:51

14 time, we will have construction after that. 17:43:54

15 Again, your comments are important. It 17:43:59

16 helps us to do a better job in designing it. It 17:44:02

17 helps us to do a better job to make sure that we 17:44:05

18 have accommodated things that are important to the 17:44:07

19 community. Again, we welcome the opportunity to be 17:44:12

20 involved in this. 17:44:15

21 I will now turn it over for public 17:44:16

22 comment. 17:44:21

23 I may have broken the microphone. I'm 17:44:22

24 not sure. 17:44:24

25 MR. NAGI: Okay. So we've got about 15 17:44:26

1 minutes. That will leave us an hour for some 17:44:31
2 one-on-one time throughout the room. 17:44:33
3 Is there anyone that has any general 17:44:35
4 questions? 17:44:37
5 Hold on one second. 17:44:38
6 UNIDENTIFIED SPEAKER 1: My question is: 17:44:43
7 Around the interaction at Maloney and Alcoa Highway, 17:44:45
8 suddenly it looks to me like the design, from what 17:44:51
9 I've seen earlier, has changed and now there's quite 17:44:54
10 an intrusive circle that goes deep into the 17:44:56
11 neighborhood, the traffic circle back in there. I 17:44:59
12 don't understand the reason for having that 17:45:02
13 elaborate a set up there on what I perceive to be as 17:45:05
14 the low traffic end of Maloney. It seems like we're 17:45:10
15 struggling for money as it is and it seems like it's 17:45:15
16 overzealous in terms of its design. 17:45:18
17 UNIDENTIFIED SPEAKER 2: It's because 17:45:27
18 the baptists get out of church on Sunday morning. 17:45:28
19 MR. OLIVER: When we first looked at an 17:45:36
20 older design, of course, traffic volumes weren't 17:45:38
21 what they are today and we modeled the future 17:45:38
22 traffic for Maloney and looked at the times of day, 17:45:45
23 when things peaked, when things didn't. If it was 17:45:48
24 only on one day of the week, we could have done 17:45:51
25 something a little bit less, but we had to also 17:45:55

1 acknowledge that that is another way back into the 17:45:58
2 Lakemoor Hills subdivision. Just to model the 17:45:59
3 traffic numbers and not have everybody come to a 17:46:03
4 stop condition, we felt like it was in our best 17:46:07
5 interest for the -- but that's not under this 17:46:10
6 project right now. The project that you-all are 17:46:14
7 talking about, we're working for a February '16 17:46:18
8 construction. 17:46:23
9 What we do have, because we anticipated 17:46:25
10 some people having questions about that, we brought 17:46:25
11 the plans and they're in the back. We have a big 17:46:27
12 size and a half size set. We will be happy to go 17:46:31
13 over that in more detail, but that is another 17:46:32
14 project, not this specific one tonight. 17:46:35
15 MR. NAGI: Next question? 17:46:38
16 Next question? 17:46:40
17 UNIDENTIFIED SPEAKER 2: When is this 17:46:49
18 going to start? 17:46:50
19 MR. OLIVER: The design plans right now, 17:46:56
20 we're targeted about sometime mid-next year to have 17:46:58
21 the plans ready to start acquiring right-of-way. 17:46:59
22 That's when you'll see people out staking the 17:47:04
23 right-of-way and our appraisers. That is all 17:47:08
24 pending funding. We have been working through some 17:47:08
25 tough times with funding. If the funding is there, 17:47:11

1 we will see sometime mid-next year. It could be 17:47:16
2 closer to fall, but that's what we're targeting. 17:47:16
3 We're looking at a 12- to 16-month 17:47:20
4 right-of-way duration. During that time -- and 17:47:22
5 Robert talked about when we get into the 17:47:23
6 right-of-way process, when we're acquiring 17:47:27
7 right-of-way, then we're also coordinating all the 17:47:29
8 utilities and working through the environmental 17:47:32
9 permits. We're thinking 12 to 16 months past then. 17:47:36
10 This puts us close to sometime in early 2018 to see 17:47:38
11 construction activity on this particular project. 17:47:42
12 UNIDENTIFIED SPEAKER 2: Which end are 17:47:46
13 you going to start on? 17:47:47
14 MR. OLIVER: Oh. For this project? 17:47:50
15 UNIDENTIFIED SPEAKER 2: Yes. 17:47:50
16 MR. OLIVER: I don't think I can talk 17:47:50
17 about that just yet. We really -- the plans, we 17:47:50
18 have not worked out the actual grading phase yet -- 17:47:53
19 UNIDENTIFIED SPEAKER 2: One, two, 17:47:56
20 three -- 17:47:57
21 MR. OLIVER: Oh. The sections? 17:47:58
22 UNIDENTIFIED SPEAKER 2: Yeah. 17:47:58
23 MR. OLIVER: Let's see. You were down 17:47:58
24 on the bottom. Three is going to be the first one 17:47:58
25 that we're working -- at the beginning of next, 17:48:02

1 we'll be looking at getting that under construction. 17:48:02

2 UNIDENTIFIED SPEAKER 2: And where is 17:48:09

3 that? 17:48:09

4 MR. OLIVER: That is from Woodson to 17:48:10

5 Maloney. That stretch between Woodson and Maloney. 17:48:14

6 UNIDENTIFIED SPEAKER 2: Not until I get 17:48:18

7 paid. 17:48:19

8 MR. NAGI: Anyone else? 17:48:22

9 UNIDENTIFIED SPEAKER 1: Okay. So now 17:48:30

10 I'm confused because I thought when I brought up the 17:48:32

11 intersection of Maloney and Alcoa, it was a 17:48:36

12 different project. I thought from Maloney, that end 17:48:40

13 of Maloney, the far end of Maloney, down to Woodson 17:48:43

14 was not this project. 17:48:48

15 MR. OLIVER: Correct. It's not. 17:48:50

16 UNIDENTIFIED SPEAKER 1: All right. You 17:48:52

17 just mentioned Woodson and Maloney. I'm confused 17:48:52

18 about what we're talking about here and starting 17:48:57

19 when. 17:49:00

20 MR. OLIVER: Let's see. 17:49:01

21 As far as we were going to start, 17:49:05

22 Segment -- let me get myself oriented with the map. 17:49:07

23 The blue segment is the section that 17:49:14

24 we're talking about tonight. We're calling that 17:49:18

25 Segment 2 on the map up here. We anticipate by 17:49:19

1 schedule, and if funding is there, 2018, early 2018 17:49:21

2 for construction. 17:49:27

3 Somehow we got to talking about Maloney. 17:49:28

4 The section was actually Maloney, which is the 17:49:31

5 purple section, and we're looking at early 2016 to 17:49:36

6 start construction on that project. But, correct, 17:49:40

7 it is a separate project from the one we've come to 17:49:40

8 talk about tonight. 17:49:47

9 MR. NAGI: Anyone else? 17:49:51

10 UNIDENTIFIED SPEAKER 3: When do you 17:49:53

11 think the whole thing will be finished? 17:49:54

12 MR. OLIVER: No more questions tonight. 17:50:01

13 That -- you know, there are a lot of 17:50:05

14 variables with that, the money and things. We're on 17:50:10

15 target right now as far as schedule; so if money is 17:50:10

16 all -- if money is not a question, we're looking at 17:50:14

17 all of these phases being under construction 2018, 17:50:16

18 2019, somewhere around there. That is what we're 17:50:19

19 looking toward. 17:50:23

20 That puts them at a two- to three-year 17:50:24

21 construction period depending on how complex they 17:50:27

22 are; 2023, possibly 2022, somewhere around there. 17:50:28

23 Well, let's see. I just added five 17:50:33

24 years on that, didn't I? From 19 -- 2022, yeah. 17:50:35

25 That's about right. 17:50:37

1 UNIDENTIFIED SPEAKER 3: So by the time 17:50:41

2 my four-year-old grandson is ready to drive? 17:50:42

3 MR. OLIVER: Well, that's the way 17:50:48

4 schedules are lined up right now. If the funding is 17:50:50

5 there, then it will come before that. That's a 17:50:53

6 tough question. 17:50:53

7 UNIDENTIFIED SPEAKER 2: So Woodson to 17:50:58

8 Maloney is first? 17:50:58

9 MR. NAGI: Yes, sir. 17:51:00

10 UNIDENTIFIED SPEAKER 2: 2016? 17:51:05

11 MR. NAGI: Yes. Right now, it's 17:51:08

12 anticipated to be February 2016; so next February. 17:51:09

13 UNIDENTIFIED SPEAKER 3: So will the 17:51:13

14 section from Woodson to the river be second and then 17:51:15

15 this blue part will be third? 17:51:19

16 MR. OLIVER: Well, right now, all four 17:51:29

17 sections, the plans are being developed. I'm not 17:51:31

18 saying one is more important than the other one. 17:51:33

19 When one is ready for the next phase, going over the 17:51:35

20 design and right-of-way construction, then we're 17:51:36

21 moving forward on those. 17:51:40

22 So, currently, as far as the schedules 17:51:41

23 go, we do have Segment 3, the purple segment, is 17:51:46

24 running first place. 17:51:50

25 Second place would be this section right 17:51:52

1 now (indicating). 17:51:54

2 We're looking at having a public 17:51:55

3 meeting, something like this, about the spring, 17:51:59

4 sometime spring next year for the section where the 17:52:02

5 hospital is at Cherokee Trail. 17:52:07

6 Then the last segment down here, the 17:52:09

7 green segment, will be coming in after that. 17:52:10

8 That is just how the schedules are lined 17:52:16

9 up right now with the current funding. 17:52:19

10 UNIDENTIFIED SPEAKER 2: Why don't you 17:52:24

11 start the other way? 17:52:25

12 MR. OLIVER: We're ready right now on 17:52:27

13 the Woodson/Maloney section. 17:52:28

14 UNIDENTIFIED SPEAKER 2: No. Why don't 17:52:32

15 you start at the bridge in Blount County? 17:52:33

16 MR. OLIVER: We may. We may. We have 17:52:37

17 not worked out the phasing of how all the grade work 17:52:37

18 will be for this particular project. The contractor 17:52:38

19 may choose to work on that end and maybe work on the 17:52:40

20 bridges first, but we have just not got that far yet 17:52:45

21 in the plans as of right now. 17:52:49

22 We have something that works and 17:52:50

23 satisfies all our future projections, but as far as 17:52:54

24 the details of who works where, we have not worked 17:52:57

25 that out yet. 17:52:59

1 UNIDENTIFIED SPEAKER 2: You had twelve 17:53:03

2 years. 17:53:04

3 MR. NAGI: Anyone else? 17:53:07

4 Okay. Thank you very much for coming 17:53:14

5 out here tonight. Once again, we're here until 7:00 17:53:16

6 to answer any questions you have on a one-on-one 17:53:18

7 basis. 17:53:20

8 We still have our court reporter present 17:53:21

9 at the front of the room. She can take down your 17:53:23

10 comments privately if that is something you would 17:53:26

11 prefer, as well. 17:53:29

12 A reminder that the comment cards and 17:53:31

13 pens are up front as you walked in. You have 21 17:53:32

14 days from today to get those back to us if you 17:53:34

15 decide you want to take them home and then send them 17:53:38

16 in. 17:53:42

17 Thank you very much for coming out this 17:53:42

18 evening, and, again, we're here until 7:00 to answer 17:53:44

19 any questions you may have. 17:53:46

20 Thank you. 17:53:50

21 (No private comments were made to the

22 court reporter at this meeting.)

23

24

25

1 CERTIFICATE

2 STATE OF TENNESSEE
3 COUNTY OF SEVIER
4

5 I, KRISTIN E. BURKE, Licensed Court
6 Reporter, with offices in Knoxville, Tennessee,
7 hereby certify that I reported the foregoing
8 TENNESSEE DEPARTMENT OF TRANSPORTATION PUBLIC
9 MEETING by machine shorthand to the best of my
10 skills and abilities, and thereafter the same was
11 reduced to typewritten form by me.

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

16 I further certify that in order for this
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25 KRISTIN E. BURKE, LCR
26 Elite Reporting Services
27 Associate Reporter and
28 Notary Public State of Tennessee

29 My Notary Public Commission Expires: 12/27/2015
30 LCR # 247 - Expires: 6/30/2016

