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Tennessee Department of Transportation

Perry County Public Meeting

February 26, 2015

5:00

46 6th Avenue West
Lobelville, TN 37097

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3 MS. JENSEN: I want to thank everybody for 05:04:18
4 being here tonight. My name is Heather Jensen. I 05:18:48
5 am the community relations officer for middle 05:18:50
6 Tennessee, which does include Perry County. And, 05:18:52
7 again, I appreciate you giving up your time. I know 05:18:56
8 we've worked with a lot of you guys one on one, so 05:18:58
9 we are pleased that you made it out here to learn a 05:18:59
10 little bit more about what we're -- what's happening 05:19:02
11 in this project. 05:19:05

12 Again, we do hope that all of you have 05:19:05
13 signed in. Please feel free to grab a comment card. 05:19:06
14 You can leave that tonight or send it in to us a 05:19:10
15 little bit later. 05:19:13

16 Before we really get going, I want to 05:19:14
17 welcome some of your local representatives who are 05:19:16
18 here tonight, and we're glad that they're here. 05:19:17

19 First, Representative McDaniel, he is 05:19:22
20 here. Would you like to say a few words before we 05:19:22
21 get started? 05:19:22

22 REPRESENTATIVE MCDANIEL: Thank you. I 05:19:31
23 want to thank you all for being here this evening, 05:19:32
24 and I really want to thank the staff, Department of 05:19:35
25 Transportation, for all their time and energy that 05:19:37

2

1 has gone into taking your comments, taking them very 05:19:41
2 seriously, and going back and -- coming back with a 05:19:45

3 revision of these plans. And it's not often you get 05:19:49

4 this kind of attention, and we appreciate what you 05:19:55

5 are doing. Thank you. 05:19:58

6 MS. JENSEN: Thank you. We also have a 05:20:03

7 couple of your local mayors. Terry Richardson, are 05:20:04

8 you still out there? Did you want to say a few 05:20:07

9 words? Okay. Thank you for being here. 05:20:10

10 And Mayor Robby Moore, did you want to say 05:20:12

11 anything? 05:20:12

12 MAYOR MOORE: Appreciate y'all's 05:20:14

13 willingness to listen and adjust accordingly. We do 05:20:14

14 appreciate it. 05:20:22

15 MS. JENSEN: Thank you, and we appreciate 05:20:22

16 you being here with us. 05:20:22

17 And, again, we'll kind of go through this. 05:20:25

18 We're fortunate, again, to have our TDOT 05:20:25

19 representatives here. There's a lot of folks here 05:20:26

20 you can talk to, so hopefully somebody will have the 05:20:28

21 answer you need, and if not, we will get it for you. 05:20:30

22 And, of course, Cannon and Cannon, our consultants 05:20:32

23 on this project, we are pleased that they are here 05:20:33

24 with us as well. 05:20:36

25 Kind of a breakdown for this meeting. Of 05:20:38

3

1 course, we are going to start it with our 05:20:39

2 presentation. Just as with last time, please hold 05:20:41

3 your questions until the end. We do want to answer 05:20:43

4 them, but we want to get through the presentations 05:20:46
5 because some of those questions may be answered in 05:20:46
6 the presentations. Then we'll do a Q&A. If you've 05:20:48
7 got some general questions, we'll answer those then, 05:20:52
8 and then if you have specific questions maybe about 05:20:53
9 your project, your driveway, anything like that, we 05:20:55
10 will answer those afterwards one on one so that we 05:20:58
11 can really have your full attention and our full 05:21:00
12 attention as well. 05:21:01

13 Again, staff will be available to answer 05:21:03
14 questions. We'll do a Q&A and then afterwards we'll 05:21:05
15 do a break-out session for you guys to answer those 05:21:08
16 specific questions. 05:21:10

17 If you have any comments, we certainly 05:21:11
18 welcome those and we want those. We are still 05:21:14
19 gathering information on this project and we want 05:21:16
20 that -- that communication. So feel free to talk 05:21:17
21 with a representative, take a comment card, as I 05:21:21
22 said. If you don't -- if you want to think about it 05:21:23
23 and send it in to us, remember you have 21 business 05:21:25
24 days return that to us, so just be sure you get it 05:21:27
25 in the mail on time. And, of course, we have our 05:21:29

4

1 court reporter over here, so if you don't feel 05:21:31
2 comfortable saying anything up front or you just 05:21:35
3 want to talk with her directly, please feel free to 05:21:36
4 do that. 05:21:38

5 Talk a little bit about why we are here, 05:21:40
6 we'll just go ahead and get into things. We are 05:21:42
7 talking about, as most of you know, State Route 13 05:21:44
8 from State Route 20 to south of the Humphreys County 05:21:48
9 line. We listened to your comments from the last 05:21:50
10 meeting. I believe most of you, if not all of you, 05:21:53
11 were here in that July 17th meeting. We have listed 05:21:54
12 those comments. We reviewed all nine locations. 05:21:57
13 Most of you probably remember that we divided it up 05:22:02
14 into nine sections, so we reviewed all of those 05:22:05
15 locations and we actually removed two of them. So 05:22:08
16 we'll be talking about that, talking about any 05:22:09
17 changes to the plans and also where we go from here. 05:22:12
18 So with that, I'm going to turn it over to 05:22:16
19 Lori Lange, who's going to tell you about some of 05:22:18
20 the changes that we've done. Lori. 05:22:20
21 MS. LANGE: Thank you, Heather. 05:22:23
22 I appreciate everyone coming out today. I 05:22:26
23 enjoyed meeting with you through this process, and 05:22:30
24 as Heather mentioned, we really took the time to 05:22:32
25 listen to your concerns regarding this project, and 05:22:35
5
1 what we wanted to show you is the design plan that 05:22:38
2 we have now in place. 05:22:42
3 The current design, as you know, the 05:22:44
4 locations originally were A through K as shown on 05:22:47
5 that table, and we have completed two locations 05:22:52

6 there in green on the map. A and I are completed in 05:22:55
7 Lobelville and Linden. 05:22:58
8 Now, the two locations that were mentioned 05:23:01
9 that were removed are in red. So that's location G 05:23:05
10 and location J. So G was the old CK Bearstone Road 05:23:08
11 area, and J is south of the Buffalo River crossing. 05:23:14
12 And we removed those after evaluating the existing 05:23:19
13 passing zones and also what type of room we had to 05:23:22
14 develop passing zones and determined that that was 05:23:25
15 the appropriate path forward was removing G and J. 05:23:28
16 So now I would like to run through with 05:23:34
17 you the proposed changes. So location B, as you 05:23:39
18 recall, had a passing lane originally through this 05:23:43
19 section. We heard your concerns, and what we did is 05:23:48
20 we moved the three-lane passing lane section to 05:23:53
21 connect with the Linden project. So now it connects 05:23:56
22 here, this is the three-lane section, and we taper 05:24:00
23 to an improved two-lane section through this curve 05:24:04
24 with 10-foot shoulders. 05:24:06

25 When we get into the more residential area 05:24:09

6

1 right through this location, we transition to a 05:24:12
2 two-lane, improved shoulders, with a gutter, okay, 05:24:16
3 and that significantly reduced the impacts to these 05:24:20
4 residences and still improved safety. So we are 05:24:25
5 really pleased with that change, and we appreciated 05:24:29
6 your comments regarding this section. 05:24:31

7 We also extended the project from Feed 05:24:33
8 Mill Road to Buffalo River Heights, right in here, 05:24:37
9 and that will accommodate the bus traffic in the 05:24:40
10 area that you were concerned about. And we also 05:24:44
11 widened the shoulder width there to 8 feet. So 05:24:46
12 that's basically the changes at location B. And the 05:24:48
13 design speed is also planned at 45 miles per hour. 05:24:52
14 Location C. At this location, in looking 05:25:01
15 back at the development of the plans, we had a 05:25:05
16 realigned section here, kind of at where the -- I 05:25:09
17 believe it's a utility -- the utility conflict there 05:25:12
18 now. We have looked at going out in this area of 05:25:15
19 the property, and at the previous meeting, you came 05:25:18
20 to us with concerns that there was some issues in 05:25:20
21 the area of kind of the bluff location, along the 05:25:24
22 corridor. 05:25:31
23 So what we did is we looked at that. We 05:25:31
24 are doing some minimal sight distance improvements 05:25:34
25 here, and then realigning the roadway slightly to do 05:25:38

7

1 some radius work. Any big type of geotechnical or 05:25:41
2 rock cut work would have to be done with a separate 05:25:43
3 project because this is more of a spot safety. So 05:25:47
4 some big changes at location C as well. 05:25:51
5 Location D. If you recall from the last 05:25:57
6 meeting, location D had a very large cut into this 05:26:01
7 hillside, geological cut. And there was also some 05:26:07

8 concerns that at this location we weren't really 05:26:11
9 symmetric about the roadway. So we went back and 05:26:13
10 changed how we were planning to design the road 05:26:17
11 through this section, and we also looked at adding 05:26:20
12 through the residential area some curb and gutter 05:26:24
13 right through here on this side. And that really 05:26:28
14 improved -- we had a retaining wall on that section. 05:26:31
15 We removed the wall that was on Mr. Cotton's 05:26:36
16 property here, and that made some very good 05:26:39
17 improvement for the property owners along this 05:26:42
18 corridor. 05:26:46

19 The next location is location E. In 05:26:50
20 location E, we also shifted the alignment some to 05:26:52
21 reduce property impacts. So here at the beginning 05:27:00
22 of the project, we shifted that alignment to reduce 05:27:02
23 impacts on both sides. We looked at 10-foot 05:27:06
24 shoulders again with curb in this area to really 05:27:10
25 reduce impacts to this residential area. And in 05:27:15

8

1 reviewing the plans this afternoon, you can really 05:27:20
2 see those changes. It made a significant 05:27:22
3 improvement. 05:27:25

4 King Branch Drive was something that was 05:27:25
5 asked to be considered as part of this project. 05:27:32
6 That would really need to be a separate 05:27:34
7 maintenance-type project to improve the box culvert 05:27:36
8 in that location. So it's not included in the scope 05:27:39

9 at this time. 05:27:44

10 MR. PEPPARD: Say that again. What was 05:27:47

11 that again about the box culvert? 05:27:47

12 MS. LANGE: Kings Branch Drive is not 05:27:50

13 included -- work on Kings Branch Drive is not 05:27:52

14 included in location E's project at this time. 05:27:54

15 MR. PEPPARD: Because? 05:27:58

16 MS. LANGE: Because it's outside the 05:27:59

17 limits of the scope for the spot safety. 05:28:01

18 Location F. At this location, we made 05:28:09

19 some big sight distance improvements here in a 05:28:12

20 vertical curve area. We also went back and looked 05:28:16

21 at the turn lanes that were proposed. We removed 05:28:20

22 the turn lanes at that location, and instead focused 05:28:22

23 on sight distance improvements. 05:28:26

24 So we improved the sight distance for 05:28:28

25 vehicles coming to this intersection from this 05:28:29

9

1 direction by changing the guardrail, also doing some 05:28:33

2 clearing and grubbing in this area. We added 05:28:36

3 curbing along the side and really pulled in the 05:28:38

4 impacts here at this intersection because of all the 05:28:43

5 businesses and also the church property here. We 05:28:47

6 felt those improvements were beneficial. 05:28:49

7 Location H. At location H, basically what 05:29:00

8 we did, we identified some needed drainage 05:29:04

9 improvements here at the corner, and so we extended 05:29:07

10 curb and gutter along the corner, actually revised a 05:29:11
11 driveway location here to help improve sight 05:29:14
12 distance, and basically took an overall 05:29:17
13 comprehensive look of the design of the intersection 05:29:22
14 itself. The main changes were the drainage on this 05:29:24
15 leg. 05:29:29
16 And then location K, you may not notice 05:29:32
17 any changes on this plan, but we did change the 05:29:36
18 shoulder width from 12 feet to 10 feet, and that 05:29:39
19 helped limit some of the acquisition. 05:29:42
20 So that's just a really quick overview of 05:29:44
21 the aerials. We have the same aerials laid out here 05:29:51
22 tonight for review that we can talk with you one on 05:29:56
23 one about the changes, but I wanted to quickly show 05:29:59
24 you all of the work that we have done since our last 05:30:01
25 meeting and that we really tried to listen and 05:30:05

10

1 incorporate those design comments in both our study 05:30:08
2 and the current design plans that we are working on. 05:30:11
3 Our next steps would be right-of-way 05:30:14
4 acquisition toward the end of the second quarter of 05:30:18
5 2015. We would likely focus on locations E, F, H 05:30:22
6 and K first, so -- and then B, C and D would be 05:30:29
7 second. So that would be the initial plan. And 05:30:34
8 then about a year's timeframe, we are anticipating 05:30:37
9 to be complete with that acquisition. 05:30:41
10 I'll hand it over to Heather now, talk 05:30:48

11 about comments and next steps. 05:30:51
12 MS. JENSEN: Like she said, that's a quick 05:30:56
13 overview. I know most of you have talked one on one 05:30:58
14 with a lot of our representatives, so hopefully this 05:31:01
15 may be just clarification for a lot of you. We do 05:31:04
16 still want your comments. We accept those readily. 05:31:07
17 So, please, if you don't have a comment card, pick 05:31:10
18 one up. If you know individuals who couldn't be 05:31:12
19 here tonight, please take one to them. We will 05:31:14
20 happily accept those. Just make sure they get in 21 05:31:17
21 business days from today. And, of course, you are 05:31:18
22 more than welcome to have -- give comments directly 05:31:22
23 to our personnel, either to Cannon and Cannon, our 05:31:24
24 consultants, or our TDOT representative, and our 05:31:27
25 court reporter will take those comments as well. 05:31:29

11

1 We do have -- sorry -- contact 05:31:32
2 information. Most of you probably have this contact 05:31:36
3 information already, but you are more than welcome 05:31:39
4 to reach out to them. If you don't have a comment 05:31:41
5 card or if you want to speak to them directly, you 05:31:44
6 are more than welcome to do that. 05:31:47

7 And with that, I'm going to open it up to 05:31:49
8 questions and answers so hopefully that we can 05:31:50
9 address some of those. Like I said, if you have 05:31:54
10 specific questions about your property in 05:31:56
11 particular, if you will hold those until we can 05:31:57

12 maybe talk with you one on one, that might better so 05:31:59
13 that we have everybody's undivided attention, but if 05:32:02
14 you've got general questions about any particular 05:32:04
15 spot -- one thing that you probably already have 05:32:07
16 deducted is that we did remove two spots, and those 05:32:09
17 were G and J. So that's why you didn't see those, 05:32:13
18 that's why they jumped a little bit. So -- just so 05:32:15
19 you are aware of those. 05:32:17
20 But with that, I'll open it up it. If any 05:32:19
21 of you guys have any questions, please stand up. Be 05:32:20
22 sure to give me your name, and if you can tell me 05:32:23
23 where you live, that would help the court reporter 05:32:26
24 identify you so we will have it for our records. 05:32:28
25 Anybody? 05:32:34

12

1 If not, we are -- we will go ahead and do 05:32:34
2 the breakout session so you guys can take a closer 05:32:39
3 look at the map, talk one on one with your 05:32:40
4 representatives. Did you have something? Yes, sir. 05:32:43
5 MR. PEPPARD: It's impossible to talk 05:32:44
6 about the design of something that's 12 miles long 05:32:46
7 in sections where you've never put it together where 05:32:49
8 you can see it as one proposal, which is how one 05:32:52
9 part relates to the other, and that's -- even if 05:32:58
10 these were up on the wall around looking this way, 05:33:00
11 it might have helped, but we are not seeing anything 05:33:04
12 new. And I was here before and you keep -- it's 05:33:06

13 hard to -- it's just hard to visualize when this 05:33:12
14 stuff is down this way. And all the time and all 05:33:17
15 the information in the 20 years of studies and stuff 05:33:19
16 that have gone onto this, it seems like there could 05:33:22
17 have been a handout showing just what the project 05:33:26
18 looked like that's 12 miles long or whatever it is, 05:33:29
19 16 miles long, because it includes all those 05:33:33
20 different areas. We -- one thing, you get people 05:33:38
21 divided and separate and you separate out this 05:33:40
22 person concerned about their particular parcel and 05:33:44
23 somebody is concerned about his, and you aren't 05:33:48
24 looking at the overall design for the purposes of 05:33:51
25 improving Perry County. 05:33:53

13

1 And to say that we are -- I don't know 05:33:55
2 what you're down to, is it down now to four passing 05:33:59
3 lanes from six? Four passing, so you've dropped out 05:34:02
4 two passing lanes out of six, but there's no 05:34:07
5 discussion or anything about why those two got 05:34:11
6 dropped out instead of some of the other. That's 05:34:12
7 the big problem. And for it to be an overall design 05:34:19
8 issue, that should -- that, to me, was very, 05:34:24
9 relevant. 05:34:27

10 MS. JENSEN: Sure. We will address that 05:34:28
11 in just a moment, but before we do, can we get your 05:34:29
12 name for the court reporter, please? 05:34:29

13 MR. PEPPARD: My name is Marcus Peppard, 05:34:31

14 P-E-P-P-A-R-D. 05:34:31
15 MS. JENSEN: Okay. I'll let Lori address 05:34:32
16 some of those issues. We do have -- even though 05:34:32
17 we've broken it out into sections, that's the whole 05:34:41
18 reason for the displays. They do connect to show 05:34:43
19 you where the changes are being made, and there have 05:34:45
20 been significant changes since we were here last 05:34:46
21 time. And the reason we break it out is so that 05:34:48
22 individuals can see how it's impacting their 05:34:51
23 property because ultimately that's what they're 05:34:52
24 concerned about. 05:34:54
25 As we mentioned in our last meeting, the 05:34:55

14

1 overall goal is to improve safety and mobility along 05:34:57
2 that stretch. So I'll let Lori address those 05:35:01
3 specific changes on why we added or kept certain 05:35:05
4 passing lanes. 05:35:06
5 MS. LANGE: I understand you're concerned 05:35:09
6 that when you see this set up with locations, you 05:35:10
7 may think that we haven't looked at the whole 05:35:14
8 length. But I can assure you that we have. We look 05:35:17
9 at that from a study stage, so we look all the way 05:35:20
10 from the interstate all the way to -- to Linden in 05:35:23
11 looking at the plan for what is proposed. We also 05:35:26
12 spend a lot of time in looking at the placement of 05:35:29
13 passing lanes based on accident history and other 05:35:32
14 data, and when we chose to remove that, that was 05:35:35

15 circulated all throughout our department to make 05:35:39
16 sure that that was the right decision. So we took 05:35:41
17 updated information and made the best decisions as 05:35:45
18 the department for this state route and for Perry 05:35:48
19 County and for the project. 05:35:54

20 MR. PEPPARD: But that's saying that 05:35:57
21 within the Department, you are making a 05:35:58
22 recommendation of what you are suggesting to Perry 05:35:59
23 County that's best for Perry County. 05:36:03

24 MS. LANGE: Well, we spend a lot of time 05:36:08
25 talking to the community and trying to get the 05:36:09

15

1 community's input, and I hope that some of the 05:36:10
2 people here today recognize that, because we 05:36:13
3 appreciate comments and we try and incorporate those 05:36:17
4 comments as best we can. 05:36:18

5 MR. PEPPARD: That begs the question, who 05:36:21
6 approves the project overall in the end? 05:36:23

7 UNIDENTIFIED SPEAKER: The commissioner. 05:36:28

8 MS. JENSEN: Yeah, ultimately, it is the 05:36:29
9 decision of Commissioner John Schroer. 05:36:30

10 MR. PEPPARD: Pardon me? 05:36:33

11 MS. JENSEN: Our commissioner, John 05:36:33
12 Schroer. 05:36:33

13 MR. PEPPARD: All right. 05:36:33

14 MS. JENSEN: Ultimately, it's his 05:36:41

15 decision. Obviously we, as his staff, are able to 05:36:41

16 collect as much data as we can, and that includes 05:36:42
17 information from the public. We very much value 05:36:43
18 that input. And then we go and we make changes, 05:36:46
19 but, again, our ultimate goal is always safety. So 05:36:48
20 we want to make sure that those changes fall in line 05:36:52
21 with that. 05:36:54

22 MR. PEPPARD: It started out not being 05:36:54
23 safety, but mobility of logging trucks. So the 05:36:57
24 purpose has changed over the course of the three 05:37:00
25 years I have been coming to the three meetings. And 05:37:02

16

1 that's one of the problems. If you look at the 05:37:06
2 whole thing, where are you going to gain -- people 05:37:08
3 pass in front of my house at 65 and 75 miles an hour 05:37:11
4 already, and they are going to add a passing lane? 05:37:16
5 It doesn't fly. 05:37:19

6 I talked to a cop today. He said, "Let me 05:37:21
7 park in your driveway, I'll slow them down." 05:37:26

8 MS. JENSEN: Well, that raises a good 05:37:29
9 point. That is an enforcement issue. We can -- we 05:37:30
10 manage the roadways, but in terms of speeders and 05:37:33
11 things like that, that's an enforcement issue that, 05:37:35
12 unfortunately, is out of TDOT's control. 05:37:36

13 MR. PEPPARD: But it isn't. If you add -- 05:37:39
14 if you increase the ability to speed -- to increase 05:37:41
15 the speed in an area, seems to me that doesn't add 05:37:44
16 to the safety of it. 05:37:49

17 MS. JENSEN: That's not our goal, and I 05:37:49
18 believe we discussed at our last meeting why this 05:37:51
19 was so important. And I don't know if Mr. Steve 05:37:54
20 Allen with our strategic transportation department 05:37:56
21 wants to speak to why these lanes were necessary and 05:37:59
22 are part of our plan. But we did look at all the 05:38:05
23 crash data and we looked at all the aspects of this 05:38:06
24 particular project, and, again, as Lori said, made 05:38:10
25 the best decisions possible. 05:38:12

17

1 MR. PEPPARD: So all that data as to the 05:38:13
2 statistics -- in fact, I called in to talk to 05:38:15
3 Mr. Miller and told him about a crash he didn't have 05:38:18
4 any hint about so he would know more information 05:38:21
5 about crashes on 13, because most people don't have 05:38:23
6 a problem -- crash problem. Mr. Dave Dodson, who's 05:38:28
7 been in the Department of Transportation for however 05:38:32
8 many years, everybody knew him, he says there's no 05:38:33
9 more passing lanes on 13 and fly, period. It's a 05:38:39
10 need that doesn't need to be filled. It's not 05:38:41
11 there. And to then start to get into the idea of 05:38:47
12 having to take people's property to achieve 05:38:50
13 something that isn't necessary in the first place 05:38:53
14 gets very, very uncomfortable, at least for me. 05:38:55
15 MS. JENSEN: Okay. I understand that. 05:38:59
16 And I -- 05:39:01
17 Did you have a question, I'm sorry? 05:39:02

18 MR. WINKER: Dale Winker, and I maybe 05:39:06
19 shouldn't speak because we are from one of the 05:39:09
20 sections that was taken out. 05:39:11

21 MS. JENSEN: You are more than welcome to. 05:39:12

22 MR. WINKER: I would like to say that I 05:39:19
23 have -- we just moved up to Tennessee from Florida 05:39:19
24 five years ago, so it's all new to us. But we lived 05:39:19
25 in Columbia years ago and go to church over here at 05:39:25

18

1 Lobelville, so -- 05:39:28

2 I would like to say that I do really 05:39:29
3 appreciate the fact that TDOT has listened to us. 05:39:31
4 In this day and time, that's not the way things 05:39:34
5 normally work. Our society in this country 05:39:40
6 unfortunately is moving the other direction, which 05:39:43
7 I'm very sad about. But I appreciate the fact that 05:39:46
8 you guys have opened up for us to talk and to put in 05:39:50
9 comments and listen, and I hope that it can all 05:39:55
10 settle out to where people are happy. I agree that 05:40:01
11 we don't need to do a lot of things unnecessary. If 05:40:04
12 there's something needs to be done, I think we 05:40:06
13 should all work together to do that. But it does 05:40:09
14 need to be equitable and something that makes sense. 05:40:11

15 MS. JENSEN: Sure. 05:40:13

16 MR. WINKER: I appreciate what y'all have 05:40:14
17 done. 05:40:16

18 MS. JENSEN: Appreciate your comments. 05:40:17

19 And, again, we appreciate everyone who submitted 05:40:18
20 comments to us. As you can see, they were very 05:40:20
21 helpful and we've made quite a few changes. 05:40:22
22 We're going to go ahead and break out into 05:40:25
23 our breakout sessions because it sounds like a lot 05:40:26
24 of you probably maybe want to talk one on one with 05:40:28
25 our folks. So let's go ahead and do that now, and 05:40:31

19

1 hopefully we can address -- if you have anymore 05:40:33
2 concerns, we can talk with you as well. So let's go 05:40:34
3 ahead and do that now. And please, like I said, 05:40:37
4 there are plenty of representatives here either from 05:40:40
5 our consultants or from TDOT and they will be 05:40:42
6 pleased to talk with you. 05:40:44

7 Thank you guys so much. 05:40:44

8 (Short break.)

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1 MR. PEPPARD: My name is Marcus Peppard. 06:33:15

2 I continue to reside at 100 Hidden Acres in Linden, 06:33:24

3 Tennessee. I'm appearing at my third or 06:33:28

4 fourth meeting regarding the Highway 13 project that 06:33:30

5 the young lady, Misty Brigham, is reporting. I'm 06:33:34

6 worn out, but I want to make sure that, if possible, 06:33:40

7 I'll make objections that might be important later 06:33:44

8 on. 06:33:49

9 Number one, that there was little or no 06:33:49

10 evidence of public notice of this meeting. I doubt 06:33:52

11 seriously that they complied with any requirement. 06:33:57

12 The only thing I saw was what somebody showed me is 06:34:00

13 a legal appearing publication in the Buffalo River 06:34:04

14 Review a couple weeks ago. There were no lead 06:34:08

15 stories. Last time there were over a hundred people 06:34:12

16 here. Tonight I would guess that there was less 06:34:14

17 than 40, and that most of the 40, or at least half 06:34:18

18 of the 40 were department or state representatives, 06:34:22

19 so we are down to a very minimal number of citizenry 06:34:25

20 appearing at this meeting, which all this is a 06:34:27

21 prelude to if it ends up going into court. Seems to 06:34:33

22 me on notice kind of issue, the questions about it's 06:34:38

23 hard -- I've said on the record -- were you 06:34:43

24 reporting when we were talking? 06:34:46

25 THE COURT REPORTER: Yes, sir. 06:34:48

21

1 MR. PEPPARD: Could you hear me? 06:34:50

2 THE COURT REPORTER: Yes, sir. 06:34:51

3 MR. PEPPARD: Things that were said are -- 06:34:51

4 here it's impossible to even look at something that 06:34:53

5 has 13 segments in an hour and a half, it's now an 06:34:59

6 hour and a half since the meeting started, for 06:35:05

7 anybody that even knew what they were doing. 06:35:08

8 This has been the -- my opinion, the 06:35:16

9 department appears to have money to make some 06:35:19

10 right-of-way acquisitions, they don't want to spend 06:35:23

11 it, and they are forcing the public -- the project 06:35:27

12 through on the public here in Perry County without 06:35:29

13 adequate discussion, and that I think that's 06:35:33

14 inappropriate. 06:35:36

15 They handed me tonight something entitled 06:35:37

16 the set of ROWs, which appear -- I guess 06:35:40

17 right-of-way, ROW plans. The nice young lady dated 06:35:43

18 them and handed them to me, and I appreciate that; 06:35:50

19 however, it would have been a lot more meaningful 06:35:52

20 three days ago before I was here trying to speak to 06:35:56

21 these people about these particular issues. No 06:35:59

22 other people have seen the -- well, I don't know how 06:36:01

23 many have seen it or not seen it. 06:36:05

24 It's clear that this is not a design 06:36:06

25 meeting any longer. When something is at the 06:36:16

22

1 right-of-way acquisition stage, it's progressed to a 06:36:20

2 point beyond design where it's intending to avoid 06:36:24

3 what I think may be required environmental reviews 06:36:28

4 by other departments of the state, most particularly 06:36:34

5 because of our close proximity to the Buffalo River 06:36:37

6 and the damage it's doing -- this will do to the 06:36:42

7 Buffalo River, that no -- apparently no 06:36:45

8 representatives of civic conservation-type groups 06:36:48

9 get notice of -- had notice of this, and that -- 06:36:53

10 it's just -- I'm tired. 06:36:56

11 It's impossible at 76 years of age to try 06:37:08

12 to take on the government single-handed, 06:37:13

13 particularly when you are the last of the 06:37:15

14 no-computer generation. I don't do computers, and 06:37:18

15 I'm at a serious disadvantage in trying to deal with 06:37:22

16 people, even with cell phone kinds of issues. 06:37:26

17 I would appreciate communications being 06:37:29

18 improved by the department. This dog and pony about 06:37:31

19 notice and -- the last time we took a vote at the 06:37:34

20 start, and a third -- at least a third of the 100 06:37:39

21 people there were opposed to any project at all. We 06:37:42

22 didn't have a vote. I was the one that called for 06:37:46

23 that. I think that might have been a mistake. I 06:37:49

24 think I got on somebody's bad side. 06:37:51

25 But in any event -- I'm going to stop 06:37:54

23

1 there. I'm not going to wear you out. I appreciate 06:37:57

2 your service here. I know it's a hard job to be a 06:38:00

3 court reporter and to -- also if by chance -- how I 06:38:03

4 find out about getting a copy of that petition you 06:38:11

5 submitted last time, that was filed with you or 06:38:14

6 where that would go, if you know? If you can't help 06:38:17

7 we with that, you can't. But as you see, I can't 06:38:21

8 get calls back from people, so when you can't get 06:38:24

9 calls back from people, it's hard to get any kind of 06:38:27

10 work done. 06:38:30

11 I'm worn out. Good night. I haven't had 06:38:31

12 dinner. I hope you have a nice dinner somewhere 06:38:35

13 tonight planned and enjoy yourself, and I hope they 06:38:35

14 will throw up their arms and say we don't want to 06:38:41

15 ruin the beauty of Perry County. It's a beautiful 06:38:43

16 rural county that doesn't need passing lanes, end of 06:38:48

17 story. Thank you again. 06:38:51

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1 REPORTER'S CERTIFICATE

2 STATE OF TENNESSEE

3 COUNTY OF SUMNER

4

5 I, MISTY BRIGHAM, Court Reporter,

6 with offices in Gallatin, Tennessee, hereby certify

7 that I reported the foregoing TENNESSEE DEPARTMENT

8 OF TRANSPORTATION PUBLIC MEETING by machine

9 shorthand to the best of my skills and abilities,

10 and thereafter the same was reduced to typewritten

11 form by me.

12 I further certify that I am not

13 related to any of the parties named herein, nor

14 their counsel, and have no interest, financial or

15 otherwise, in the outcome of the proceedings.

16 I further certify that in order for
17 this document to be considered a true and correct
18 copy, it must bear my original signature, and that
19 any unauthorized reproduction in whole or in part
20 and/or transfer of this document is not authorized,
will not be considered authentic and will be in
violation of Tennessee Code Annotated 39-14-149,
Theft of Services.

20

21 MISTY BRIGHAM, LCR
22 Elite Reporting Services
23 Certified Court Reporter (TN)
Associate Reporter and
24 Notary Public State of Tennessee

24

25 My Commission Expires: 9/9/2016
LCR # 522 - Exp. 6/30/2016

25