

**In the Matter Of:**  
*TDOT PUBLIC MEETING*

---

*MEETING FOR INTERSTATE 240*  
*June 02, 2016*

---



**We Bridge the State and Cover the Nation!**

[www.alphareporting.com](http://www.alphareporting.com)

800-556-8974

**MEETING FOR INTERSTATE 240 - June 02, 2016**

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24

TENNESSEE DEPARTMENT OF TRANSPORTATION

DESIGN PUBLIC MEETING  
FOR  
INTERSTATE 240 INTERCHANGE  
AT AIRWAYS BOULEVARD  
SHELBY COUNTY, TENNESSEE

PROJECT NUMBER: NH-I-240-1(293), 79006-1193-44

JUNE 2, 2016

LOCATION:  
AIRWAYS TRANSIT CENTER  
3033 AIRWAYS BOULEVARD  
MEMPHIS, TENNESSEE 38131

TIME: 5:30 TO 7:30 P.M.

ALPHA REPORTING CORPORATION  
236 Adams Avenue  
Memphis, Tennessee 38103  
(901) 523-8974  
[www.alphareporting.com](http://www.alphareporting.com)

**MEETING FOR INTERSTATE 240 - June 02, 2016**

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24

A P P E A R A N C E S

FOR THE TENNESSEE DEPARTMENT OF TRANSPORTATION:

NICHOLE LAWRENCE  
JERRY HUGHES, SR.  
JIM OZMENT  
ROGER LEWIS  
WILLIE COLEMAN  
JANE JONES  
KAREN BULLINGTON  
FREDDY MILLER

FOR KIMLEY-HORN AND ASSOCIATES:

KATIE GODWIN  
HEATHER KRAUS  
DRAKE DANLEY

COURT REPORTING FIRM:

ALPHA REPORTING CORPORATION  
Cindy Swords, LCR, CER, CET, ICDR, ICDDT  
236 Adams Avenue  
Memphis, Tennessee 38103  
(901) 523-8974  
www.alphareporting.com



**MEETING FOR INTERSTATE 240 - June 02, 2016**

4

1 PUBLIC HEARING

2 5:34 p.m.

3 MS. LAWRENCE: I just want to welcome  
4 everyone. My name is Nichole Lawrence. I'm  
5 the community relations officer for the TDOT here  
6 in west Tennessee, and we're here tonight to talk  
7 about the Interstate 240 and Airways interchange.

8 We have representatives from TDOT  
9 Environment, TDOT Design, TDOT Utilities,  
10 right-of-way, our project development office, as  
11 well as our consultants from Kimley-Horn, who  
12 will be handling the presentation tonight.

13 It's up to y'all.

14 MR. HUGHES: My name is Jerry Hughes.  
15 I'm in the roadway design division. Kimley-Horn  
16 is designing this project for -- Heather Kraus  
17 will talk a little bit about their design, and  
18 some of the aspects of it. Then Jim Ozment, from  
19 our environmental division will talk about the  
20 proposed noise walls on the north side of the  
21 interstate, and then we'll open it up to  
22 questions. Heather?

23 MS. KRAUS: Awesome. Thank you.  
24 Yeah. I'm Heather Kraus. I work with

1 Kimley-Horn. We were contracted by TDOT to do  
2 the design. And I've actually got a couple of  
3 other people on the design team here: Drake  
4 Danley. Raise your hand.

5 (Whereupon, Mr. Danley raises his  
6 hand.)

7 MS. KRAUS: Katie Godwin.

8 (Whereupon, Ms. Godwin raises her  
9 hand.)

10 MS. KRAUS: So if you have, after  
11 this, any kind of questions, they can answer them  
12 just as well as I can.

13 This is our format. I don't know if  
14 we'll actually be here until 7:00, but if you  
15 need us to be, to answer questions, we'll be  
16 around.

17 We're going to do a quick presentation,  
18 and answer questions, and then we can break up  
19 into small groups again, if we need to.

20 Our project is in the design phase. It's  
21 in the early design phase where we've made it to  
22 preliminary design, which we call that about 40  
23 percent through design. And then we'll move into  
24 right-of-way, and then construction.

1           And I got the updated schedule, and it's  
2 subject to change, but -- excuse me --  
3 construction is currently scheduled for mid  
4 '18 -- mid 2018 to start.

5           MR. HUGHES: Depending on funding.

6           MS. KRAUS: Depending on funding.

7 Okay. So there's a whole lot of words, and I do  
8 have pictures. I just want to do a brief  
9 description of what the project is.

10           We are going to reconstruct the  
11 interchange, in case you didn't know already, at  
12 240 and Airways. We are going to replace the  
13 entire interchange and the ramps. We are going  
14 to put in -- it's called a single point urban  
15 interchange, SPUI. You've seen them all before.  
16 You probably didn't know it was called SPUI.  
17 Walnut Grove and Humphreys; Walnut Grove and  
18 Germantown, any of the interchanges on 385, Hacks  
19 Cross, Forest Hill -- excuse me -- Kirby, any of  
20 those are called SPUIs.

21           What it is, is you have the main route  
22 elevated, and all of the other movements come to  
23 -- excuse me -- a single point under the  
24 interchange, and it's -- are functioned by one

1 traffic signal.

2 We're also widening along 240. The area,  
3 I think, now is only six lanes, three in each  
4 direction. We are going to add a lane. It'll be  
5 four lanes in each direction throughout the  
6 project area.

7 And a unique thing that we're doing on  
8 this, we're developing a -- we are -- excuse me  
9 -- we are constructing a flyover. There's plenty  
10 of flyovers in Memphis, but this will be another  
11 flyover, and it's going to serve all of  
12 Plough-bound traffic. Any traffic that wants to  
13 get to the airport will take this flyover ramp,  
14 either from eastbound 240 or westbound 240, or  
15 even southbound Airways, will exit, get on to the  
16 flyover ramp, and have a direct connection to  
17 Plough.

18 And also, along Airways, we are going to  
19 be widening. But right now it's two, four, five  
20 lanes. We're going to have three lanes -- three  
21 three-lanes in each direction, multiple left-turn  
22 lanes, and so we're actually adding five lanes  
23 along Airways within the project area.

24 This is the -- I don't know if y'all can

1 see this very well. Let me adjust this just a  
2 little bit.

3 (Whereupon, Ms. Kraus adjusts the  
4 presentation screen.)

5 MS. KRAUSE: Is that better?

6 MR. HAAS: That should -- yeah. Much  
7 better. Yeah.

8 MS. KRAUS: It helps to see pictures.  
9 If you can't hear me, just tell me. I'll yell.

10 This is the overall project area  
11 (indicating). Just to get your bearings, north  
12 is up, and to the left is downtown, to the right  
13 is east Memphis. Down to the bottom right will  
14 be the airport. And our project limits extend  
15 from end to end. And the reason it extends so  
16 far along the path of the interchange is to have  
17 all the ramps, do proper lengths for the ramps  
18 prior to the interchange.

19 Along Airways and along Plough, our  
20 limits are from Democrat in the south, up to  
21 Ketchum. Up right around here (indicating) is  
22 Ketchum in the north.

23 Here's a closer view of the interchange  
24 (indicating). And I wanted to show this to you

1 just so you can kind of get a better idea of  
2 where all the traffic goes. Kind of get  
3 overwhelmed by these big maps. Just ignore for a  
4 second the yellow, and we'll focus just on this  
5 middle part (indicating). This is the normal  
6 single point urban interchange. The blue area  
7 there is a 240 bridge, I-240, over Airways.  
8 Airways is going to stay in this existing  
9 location (indicating). The existing elevation,  
10 we're going to resurface and widen, and build a  
11 new bridge over Airways.

12 The great thing about this is that  
13 Airways in this area -- excuse me -- 240 in this  
14 area is already very, very wide. It has a very  
15 wide median that's separated, so we can do a lot  
16 of construction without impacting a lot of  
17 traffic in the area along 240. And all of these  
18 ramps (indicating) coming to and from the  
19 interstate will all come to the single point  
20 traffic signal.

21 Now, the flyover ramp starts over here on  
22 the right (indicating). This is westbound 240,  
23 will exit prior to the interchange, have its own  
24 ramp, will follow along this ramp (indicating),

1 and will start to come up to a bridge, and bridge  
2 over Airways. At that point, right in this area  
3 (indicating), southbound Airways will exit south  
4 -- head south to come to the -- to come to  
5 Plough, will exit, come on to this flyover  
6 bridge, go over 240. And at this point here  
7 (indicating), eastbound 240 will have exited, and  
8 meet, also, all to go to Plough. And that --  
9 this is purely Plough-bound traffic. No other  
10 traffic will be on that ramp unless you're headed  
11 the wrong way.

12 MR. HAAS: Okay. Miss?

13 MS. KRAUS: Yeah?

14 MR. HAAS: Any new construction going  
15 to be on 240 itself? I see the -- the blue  
16 bridge --

17 MS. KRAUS: Yes.

18 MR. HAAS: -- back there.

19 MS. KRAUS: Uh-huh (affirmative  
20 response).

21 MR. HAAS: But is that going to be  
22 reconstructed or is that going to stay the way it  
23 is?

24 MR. HUGHES: Presently, I-40 west is

1 way over here (indicating), and I-40 east is over  
2 here (indicating). This will be new construction  
3 in here (indicating), in the middle --

4 MR. HAAS: Oh.

5 MR. HUGHES: -- and this (indicating)  
6 will go away when we put the ramps in.

7 MR. HAAS: I see. So there's --  
8 there's not going to be any slow down or  
9 interruption in 240 traffic.

10 MR. HUGHES: But you're not as close  
11 as could be.

12 MS. KRAUS: Yeah.

13 MR. HUGHES: A lot -- a lot of it can  
14 be built in the median --

15 MR. HAAS: Right.

16 MR. HUGHES: -- without affecting the  
17 -- the --

18 MR. HAAS: Right.

19 MR. HUGHES: -- traffic.

20 MR. HAAS: And -- and then one day  
21 you'll just throw the switch, right?

22 MR. HUGHES: Well, we'll have to tie  
23 it in, and that will cause some construction, but  
24 a lot of it can be built without that.

1 MR. HAAS: Yeah.

2 MS. KRAUS: Yeah. Okay. This  
3 (indicating) is directly below the picture I just  
4 showed, just south of it. Just to get our  
5 bearings, this is Nonconnah Creek here  
6 (indicating), and here is Democrat Road  
7 (indicating). The airport's still down here  
8 (indicating), and then this is where the flyover  
9 ramp would be entering this picture (indicating).

10 All of the different directions have come  
11 together, and they're going to cross a  
12 newly-constructed ramp bridge over Nonconnah  
13 Creek, keep heading south, go over a  
14 newly-constructed bridge over southbound Airways,  
15 and connect in with Plough.

16 Now, at this point (indicating), it's  
17 elevated. Existing Plough is down here  
18 (indicating). So between the two, we'll have a  
19 retaining wall for a short period of time, while  
20 Plough heads south. And the visualizations show  
21 that -- and we can -- if anybody's curious, we  
22 can go over that. As Plough comes south, they'll  
23 start to come together, and they'll meet before  
24 this Democrat Road bridge (indicating), and

1 they'll be at the same elevation.

2           Along Airways south, we're not really  
3 doing very much there. We're resurfacing,  
4 cleaning it up. The reason that we show  
5 construction going this far down is this is where  
6 the existing ramp bridge is (indicating),  
7 currently, and we'll be removing that bridge.  
8 We'll be removing this existing ramp  
9 (indicating), and this will all just be all  
10 that's left (indicating).

11           Now, northbound Plough -- for the most  
12 part, in this area (indicating), it doesn't  
13 change. As we come up here (indicating), we do a  
14 little bit of cleanup. Right now, you can exit  
15 northbound Plough to head east on 240 at this  
16 ramp (indicating). We're closing that -- that  
17 ramp tie-in. You'll go -- you'll head north, and  
18 you'll go through the SPUI like all the other  
19 vehicles. All northbound traffic will continue  
20 on, and go through the interchange.

21           Now -- and I know there's been talk about  
22 a new bridge here (indicating) over Airways at  
23 Nonconnah. The City of Memphis just replaced the  
24 bridge there. They replaced it -- and I might be

1 quoting improperly, but because it was  
2 structurally deficient, and it needed to be  
3 replaced. They were far along in their design  
4 before we got selected to do this design. They  
5 were actually going to construction at that  
6 point, and they couldn't pull plug because it  
7 needed to be replaced. We weren't sure how much  
8 road we needed. We weren't sure how wide we  
9 needed it. We weren't sure where we were going  
10 to be, so they couldn't change their design. So  
11 -- unfortunately, but -- but okay. We are  
12 widening, and we've been able to widen on one  
13 side. So we've pushed all the widening over to  
14 one side, and a small widening on one side of the  
15 bridge. We'll leave the existing bridge in  
16 place.

17           Bike tie-ins in this area (indicating)  
18 were a little bit tricky. We are going to have  
19 northbound and southbound bike lanes along  
20 Airways. Well, Airways only turns south when you  
21 get to this point (indicating). We'll keep bike  
22 lanes all the way southbound Airways until you  
23 get to Democrat, but we needed to make a north  
24 connection. So at this point, we're thinking --

1 we're in the development stage of this -- to have  
2 a trail come in this area near Democrat and the  
3 ramps (indicating), come through this large  
4 grassy area (indicating), come between the  
5 protective barriers between this ramp  
6 (indicating) and Plough, and tie in at the  
7 bridge, and be an on-street bike lane by the time  
8 you get to the Airways bridge over Nonconnah.

9 I think that that's all I have on the  
10 road. We're going to talk about noise walls  
11 unless you guys want to ask some questions about  
12 the road part. And we can always just break up  
13 into small groups, too.

14 (No verbal response)

15 MS. KRAUSE: Do you have a question?

16 MR. OZMENT: No questions. You did a  
17 great job there.

18 MR. OZMENT: Hey. I'm Jim Ozment.  
19 I'm the director of the environmental division  
20 for TDOT. We have just a few slides to talk  
21 about the noise walls in this project, and  
22 probably is not going to affect very many of you.  
23 You really need to either own property or live in  
24 very close proximity up to the interstate right

1 now to be involved in this.

2 All projects, we do a noise study to see  
3 if noise from the interstates are going to impact  
4 the -- the residents. In this particular case,  
5 there is an impact. We can abate that with noise  
6 barriers. In this particular case, it met the  
7 qualifications and criteria.

8 We have two things to do. First of all,  
9 we do have to ask the people that own that the  
10 properties: Do you want a wall? We've actually  
11 had a case or two where people said, no, I don't  
12 really want that.

13 So part of the balloting -- if you came  
14 in and you actually owned property, there was two  
15 ballots up there. We need people to actually say  
16 whether they do or do not want the wall.

17 And secondly, we have the opportunity to  
18 let the people pick the color and the style of  
19 the wall on the side that faces the residents.  
20 TDOT always picks the roadside for continuity  
21 purposes, but it really doesn't matter to us what  
22 form liner is used on the backside. So whatever  
23 is most appealing and applicable to your  
24 neighborhood and conditions is the one that we

1 will -- will go with. So we also have a ballot  
2 for that. And I'm just going to run through a  
3 few slides that basically say that.

4 The barrier on the westbound side, east  
5 of Airways -- that'll be the northeast quadrant  
6 -- we would put the barrier up near the edge of  
7 the right-of-way fence. Barrier height would be  
8 between 8 and 12 feet, and average about 10 feet,  
9 and it would most likely be where this red line  
10 is (indicating).

11 There's Hillview Village (indicating), I  
12 believe is -- no. Excuse me. This is Joy Oaks  
13 -- Joy Lane, Willow Oaks and Damascus Residential  
14 Center along here (indicating), and those are the  
15 most impacted, and will be the most benefitted by  
16 having a barrier at that particular location.

17 The opposite side of the road on the  
18 northwest corner, this barrier location is also  
19 up near the right-of-way. Barrier height would  
20 be 10 feet on average. And this would be from  
21 about here to here (indicating). One thing  
22 you'll notice is it's right in a grouping of  
23 trees that already exist through there. A lot of  
24 times people don't want to lose their trees, but

1 in this particular case, probably most of those  
2 would have to go in order to build a wall 10 foot  
3 high. So this would be to protect the -- the  
4 Hillview Village area and residents, some of  
5 their community areas out here.

6 The noise levels would be around 66 to 72  
7 decibels. With the barrier built, they would  
8 drop to 58 to 63, which is a 7 to 9 decibel  
9 reduction, and that's basically true on the other  
10 side of the road, also. So it's about -- little  
11 less than half as loud as it would be without the  
12 barrier noise reduction.

13 This is about the trees (indicating),  
14 that there would be some tree removal. So we  
15 have to understand that portion of it.

16 And then, this also goes back to we have  
17 the two ballots that we need people to fill out  
18 if you're going to be one of those nearby  
19 residents in this area.

20 MR. HAAS: Questions?

21 MR. OZMENT: Yes.

22 MR. HAAS: Were you able to determine  
23 or did anyone pursue this avenue of what  
24 reduction in decibel level would be accomplished

1 by leaving the trees where they are? In other  
2 words, what good are the trees as far as they  
3 serve?

4 MR. OZMENT: How good are trees at  
5 being a noise barrier?

6 MR. HAAS: Yes.

7 MR. OZMENT: Not very good at all.

8 MR. HAAS: Really? Okay.

9 MR. OZMENT: Really. Most science  
10 says it takes a 100-foot thickness of trees to  
11 drop the decibel level by three decibels --

12 MR. HAAS: Uh-huh (affirmative  
13 response).

14 MR. OZMENT: -- and three is about  
15 the difference that your human ear can determine  
16 just barely changing. So it's not a very big or  
17 distinct change. Some people that live next to  
18 it will tell you differently, but that's not what  
19 the science shows. And so we don't -- unless  
20 there's a very large and thick growth, it's --  
21 it's probably -- distance is the best at  
22 reduction. Short of that, it's the walls  
23 themselves because the either reflect or absorb  
24 it, and that's a fact, to keep the noise back.

1 That answer your question?

2 MR. HAAS: It does.

3 MR. OZMENT: Okay. We have three  
4 different -- or three or four different patterns  
5 you pick from. As I said, this one is called  
6 Ashlar Stone, and kind of has this rectangular  
7 look to it. I think some of this may be already  
8 on the roadsides here in Memphis.

9 This is a -- more of a rustic Ashlar  
10 Stone, which they're randomly shaped but still a  
11 fairly small stone pattern.

12 Lastly, there's a random cut -- random  
13 cut stone, which is much more, I guess -- well,  
14 it's called random. It's -- it's a more  
15 symmetrical pattern, and a lot of people like  
16 this.

17 And then there's -- like, the one on 240  
18 is already down here near -- near Perkins, I  
19 believe. It's the one that's just flat concrete  
20 without a stone pattern in it, and that would be  
21 called a V-groove.

22 And we can also allow you to pick between  
23 the colors, whether you'd like it to be grey or  
24 some earth tone type, like sand or something of

1 that nature.

2 So the second page of this allows you to  
3 pick which one of those patterns you would like  
4 and which color you would. So we eventually just  
5 take all that, add it up, and the winner is  
6 whatever, and that's what we will submit.

7 So that's basically it for us. Please  
8 fill out the comment forms.

9 MR. HUGHES: Yeah. We've got comment  
10 cards that you should have received when you came  
11 in. We have a court reporter. You can make  
12 comments there. You can fill out the comment  
13 card. A lot of times you might say something to  
14 the court reporter, and you get home and remember  
15 something you didn't think about earlier, so a  
16 comment card is good for that. So we want your  
17 input, as we do make changes and adjustments  
18 based on input at these meetings. Does anybody  
19 have any questions?

20 MS. JONES: Jerry, don't we request  
21 that they get them in within 21 days of this --

22 MR. HUGHES: Yes. I think that's the  
23 current time period.

24 MS. JONES: Twenty-one days from the

1 public meeting --

2 MR. HUGHES: Yes.

3 MS. JONES: -- to get your comment  
4 cards into us. We'd appreciate that.

5 MR. HUGHES: Yes, sir?

6 MR. BRITTENUM: Yes, sir. What will  
7 happen to the existing exit to Airways going  
8 west?

9 MR. HUGHES: Let's get back to the  
10 layout.

11 MR. HAAS: Is that headed north on  
12 Airways maybe, and then headed west on 240?

13 MR. HUGHES: Are you talking about  
14 the 240 exit?

15 MR. BRITTENUM: Yes.

16 MR. HUGHES: Right now it goes up  
17 that way (indicating). It'll be pulled in, then  
18 go to here (indicating).

19 MR. BRITTENUM: Southbound.  
20 Southbound.

21 MR. HUGHES: Oh. Southbound?

22 MR. BRITTENUM: Yes.

23 MR. HUGHES: Oh, okay. The  
24 flyover --

1 MS. KRAUS: About right here  
2 (indicating)?

3 MR. BRITTENUM: Yes. The existing  
4 one.

5 MR. HUGHES: That's coming out.

6 MR. BRITTENUM: Okay. And will that  
7 be landscaped and all that, recaptured or  
8 whatever you call it?

9 MS. KRAUS: All pavement removed will  
10 be sodded.

11 MR. BRITTENUM: Pardon?

12 MS. KRAUS: Sodded.

13 MR. HUGHES: Yeah. All that pavement  
14 will come out. Yeah. All of the area not with  
15 the light grey or yellow-green, all that pavement  
16 will come out, and it'll be grass.

17 MR. BRITTENUM: And this new  
18 alignment -- the new alignment bypasses the new  
19 bridge, correct?

20 MR. HUGHES: Talking about this  
21 (indicating)?

22 MR. BRITTENUM: The new Airways  
23 bridge.

24 MR. HUGHES: Okay.

1 MR. BRITTENUM: Headed south. Yes.  
2 Yes.

3 MR. HUGHES: What do you mean  
4 "bypass"?

5 MR. BRITTENUM: Well, does it use the  
6 -- does the new alignment use the new bridge?

7 MR. HUGHES: Oh, yes. Yes.

8 MR. BRITTENUM: Okay.

9 MR. HUGHES: Yes. The only thing  
10 we're going to do is widen that bridge on one  
11 side. The rest of the bridge -- the new bridge  
12 is fine like it is. It matches with this design  
13 (indicating), and it just needs to be wider.

14 MR. BRITTENUM: On which side?

15 MS. KRAUS: The east side.

16 MR. HUGHES: The east side,  
17 northbound.

18 MR. HAAS: How is this project funded  
19 or going to be?

20 MR. HUGHES: It's 80 or 90 percent  
21 Federal funded. It's --

22 MS. JONES: It's 80/20 with NHPP  
23 money, National Highway fund money.

24 MR. HUGHES: Any other questions?

**MEETING FOR INTERSTATE 240 - June 02, 2016**

**25**

1 (No verbal response)

2 MR. HUGHES: Well, we'll be around  
3 'til 7:00 o'clock with the plans and the wall  
4 displays. If you have any other questions, feel  
5 free to ask. Thank you for coming.

6 (Whereupon, there were no public  
7 comments after the presentation.)

8 (Whereupon, the Sign-In Sheets were  
9 marked as Exhibit No. 1 and Comment Cards were  
10 marked as Exhibit No. 2 after the close of the  
11 meeting.)

12 (Whereupon, the meeting concluded at  
13 7:00 p.m.)

14

15

16

17

18

19

20

21

22

23

24

MEETING FOR INTERSTATE 240 - June 02, 2016

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24

C E R T I F I C A T E

STATE OF TENNESSEE:

COUNTY OF SHELBY:

I, CINDY SWORDS, Licensed Court Reporter (#438), Certified Electronic Reporter and Transcriber, Internationally Certified Digital Reporter and Transcriptionist, and Notary Public, in and for the State of Tennessee, do hereby CERTIFY:

The above public meeting was recorded by me, and the transcript is a true and accurate record to the best of my knowledge, skills and ability.

I am not related to nor an employee of counsel or any of the parties to the action, nor am I in any way financially interested in the outcome of this case.

I further certify that I am duly licensed by the Tennessee Board of Court Reporting as a licensed Court Reporter as evidenced by the LCR number and expiration date following my name below.

I FURTHER CERTIFY that this transcript is the work product of this court reporting agency, and any unauthorized reproduction AND/OR transfer of it will be in violation of Tennessee Code Annotated 39-14-149: Theft of Services.

Witness my signature this the \_\_\_\_\_ day of \_\_\_\_\_, 2016.

CINDY SWORDS, CER, CET, ICDR, ICDT, LCR #438  
(Exp. 6/30/2016)

## MEETING FOR INTERSTATE 240 - June 02, 2016

<hr/> <p style="text-align: center;"><b>Exhibits</b></p> <hr/> <p><b>Exhibit 1</b> 3:4 25:9</p> <p><b>Exhibit 2</b> 3:5 25:10</p> <hr/> <p style="text-align: center;"><b>1</b></p> <hr/> <p><b>1</b> 25:9</p> <p><b>10</b> 17:8,20 18:2</p> <p><b>100-foot</b> 19:10</p> <p><b>12</b> 17:8</p> <p><b>18</b> 6:4</p> <hr/> <p style="text-align: center;"><b>2</b></p> <hr/> <p><b>2</b> 25:10</p> <p><b>2018</b> 6:4</p> <p><b>21</b> 21:21</p> <p><b>240</b> 4:7 6:12 7:2,14 9:7, 13,17,22 10:6,7,15 11:9 13:15 20:17 22:12,14</p> <hr/> <p style="text-align: center;"><b>3</b></p> <hr/> <p><b>385</b> 6:18</p> <hr/> <p style="text-align: center;"><b>4</b></p> <hr/> <p><b>40</b> 5:22</p> <hr/> <p style="text-align: center;"><b>5</b></p> <hr/> <p><b>58</b> 18:8</p> <p><b>5:34</b> 4:2</p> <hr/> <p style="text-align: center;"><b>6</b></p> <hr/> <p><b>63</b> 18:8</p> <p><b>66</b> 18:6</p>	<hr/> <p style="text-align: center;"><b>7</b></p> <hr/> <p><b>7</b> 18:8</p> <p><b>72</b> 18:6</p> <p><b>7:00</b> 5:14 25:3,13</p> <hr/> <p style="text-align: center;"><b>8</b></p> <hr/> <p><b>8</b> 17:8</p> <p><b>80</b> 24:20</p> <p><b>80/20</b> 24:22</p> <hr/> <p style="text-align: center;"><b>9</b></p> <hr/> <p><b>9</b> 18:8</p> <p><b>90</b> 24:20</p> <hr/> <p style="text-align: center;"><b>A</b></p> <hr/> <p><b>abate</b> 16:5</p> <p><b>absorb</b> 19:23</p> <p><b>accomplished</b> 18:24</p> <p><b>add</b> 7:4 21:5</p> <p><b>adding</b> 7:22</p> <p><b>adjust</b> 8:1</p> <p><b>adjustments</b> 21:17</p> <p><b>adjusts</b> 8:3</p> <p><b>affect</b> 15:22</p> <p><b>affecting</b> 11:16</p> <p><b>affirmative</b> 10:19 19:12</p> <p><b>airport</b> 7:13 8:14</p> <p><b>airport's</b> 12:7</p> <p><b>Airways</b> 4:7 6:12 7:15, 18,23 8:19 9:7,8,11,13 10:2,3 12:14 13:2,22 14:20,22 15:8 17:5 22:7,12 23:22</p> <p><b>alignment</b> 23:18 24:6</p> <p><b>anybody's</b> 12:21</p>	<p><b>appealing</b> 16:23</p> <p><b>applicable</b> 16:23</p> <p><b>area</b> 7:2,6,23 8:10 9:6, 13,14,17 10:2 13:12 14:17 15:2,4 18:4,19 23:14</p> <p><b>areas</b> 18:5</p> <p><b>Ashlar</b> 20:6,9</p> <p><b>aspects</b> 4:18</p> <p><b>avenue</b> 18:23</p> <p><b>average</b> 17:8,20</p> <p><b>Awesome</b> 4:23</p> <hr/> <p style="text-align: center;"><b>B</b></p> <hr/> <p><b>back</b> 10:18 18:16 19:24 22:9</p> <p><b>backside</b> 16:22</p> <p><b>ballot</b> 17:1</p> <p><b>balloting</b> 16:13</p> <p><b>ballots</b> 16:15 18:17</p> <p><b>barely</b> 19:16</p> <p><b>barrier</b> 17:4,6,7,16,18, 19 18:7,12 19:5</p> <p><b>barriers</b> 15:5 16:6</p> <p><b>based</b> 21:18</p> <p><b>basically</b> 17:3 18:9 21:7</p> <p><b>bearings</b> 8:11 12:5</p> <p><b>benefitted</b> 17:15</p> <p><b>big</b> 9:3 19:16</p> <p><b>bike</b> 14:17,19,21 15:7</p> <p><b>bit</b> 4:17 8:2 13:14 14:18</p> <p><b>blue</b> 9:6 10:15</p> <p><b>bottom</b> 8:13</p> <p><b>break</b> 5:18 15:12</p> <p><b>bridge</b> 9:7,11 10:1,6, 16 12:12,14,24 13:6,7, 22,24 14:15 15:7,8 23:19,23 24:6,10,11</p>	<p><b>BRITTENUM</b> 22:6,15, 19,22 23:3,6,11,17,22 24:1,5,8,14</p> <p><b>build</b> 9:10 18:2</p> <p><b>built</b> 11:14,24 18:7</p> <p><b>bypass</b> 24:4</p> <p><b>bypasses</b> 23:18</p> <hr/> <p style="text-align: center;"><b>C</b></p> <hr/> <p><b>call</b> 5:22 23:8</p> <p><b>called</b> 6:14,16,20 20:5, 14,21</p> <p><b>card</b> 21:13,16</p> <p><b>cards</b> 21:10 22:4 25:9</p> <p><b>case</b> 6:11 16:4,6,11 18:1</p> <p><b>Center</b> 17:14</p> <p><b>change</b> 6:2 13:13 14:10 19:17</p> <p><b>changing</b> 19:16</p> <p><b>City</b> 13:23</p> <p><b>cleaning</b> 13:4</p> <p><b>cleanup</b> 13:14</p> <p><b>close</b> 11:10 15:24 25:10</p> <p><b>closer</b> 8:23</p> <p><b>closing</b> 13:16</p> <p><b>color</b> 16:18 21:4</p> <p><b>colors</b> 20:23</p> <p><b>comment</b> 21:8,9,12,16 22:3 25:9</p> <p><b>comments</b> 21:12 25:7</p> <p><b>community</b> 4:5 18:5</p> <p><b>concluded</b> 25:12</p> <p><b>concrete</b> 20:19</p> <p><b>conditions</b> 16:24</p> <p><b>connect</b> 12:15</p> <p><b>connection</b> 7:16 14:24</p>
--	--	--	---

## MEETING FOR INTERSTATE 240 - June 02, 2016

<p><b>constructing</b> 7:9</p> <p><b>construction</b> 5:24 6:3 9:16 10:14 11:2,23 13:5 14:5</p> <p><b>consultants</b> 4:11</p> <p><b>continue</b> 13:19</p> <p><b>continuity</b> 16:20</p> <p><b>contracted</b> 5:1</p> <p><b>corner</b> 17:18</p> <p><b>correct</b> 23:19</p> <p><b>couple</b> 5:2</p> <p><b>court</b> 21:11,14</p> <p><b>Creek</b> 12:5,13</p> <p><b>criteria</b> 16:7</p> <p><b>cross</b> 6:19 12:11</p> <p><b>curious</b> 12:21</p> <p><b>current</b> 21:23</p> <p><b>cut</b> 20:12,13</p> <hr/> <p style="text-align: center;"><b>D</b></p> <hr/> <p><b>Damascus</b> 17:13</p> <p><b>Danley</b> 5:4,5</p> <p><b>day</b> 11:20</p> <p><b>days</b> 21:21,24</p> <p><b>decibel</b> 18:8,24 19:11</p> <p><b>decibels</b> 18:7 19:11</p> <p><b>deficient</b> 14:2</p> <p><b>Democrat</b> 8:20 12:6, 24 14:23 15:2</p> <p><b>Depending</b> 6:5,6</p> <p><b>description</b> 6:9</p> <p><b>design</b> 4:9,15,17 5:2,3, 20,21,22,23 14:3,4,10 24:12</p> <p><b>designing</b> 4:16</p> <p><b>determine</b> 18:22 19:15</p> <p><b>developing</b> 7:8</p>	<p><b>development</b> 4:10 15:1</p> <p><b>difference</b> 19:15</p> <p><b>differently</b> 19:18</p> <p><b>direct</b> 7:16</p> <p><b>direction</b> 7:4,5,21</p> <p><b>directions</b> 12:10</p> <p><b>directly</b> 12:3</p> <p><b>director</b> 15:19</p> <p><b>displays</b> 25:4</p> <p><b>distance</b> 19:21</p> <p><b>distinct</b> 19:17</p> <p><b>division</b> 4:15,19 15:19</p> <p><b>downtown</b> 8:12</p> <p><b>Drake</b> 5:3</p> <p><b>drop</b> 18:8 19:11</p> <hr/> <p style="text-align: center;"><b>E</b></p> <hr/> <p><b>ear</b> 19:15</p> <p><b>earlier</b> 21:15</p> <p><b>early</b> 5:21</p> <p><b>earth</b> 20:24</p> <p><b>east</b> 8:13 11:1 13:15 17:4 24:15,16</p> <p><b>eastbound</b> 7:14 10:7</p> <p><b>edge</b> 17:6</p> <p><b>elevated</b> 6:22 12:17</p> <p><b>elevation</b> 9:9 13:1</p> <p><b>end</b> 8:15</p> <p><b>entering</b> 12:9</p> <p><b>entire</b> 6:13</p> <p><b>Environment</b> 4:9</p> <p><b>environmental</b> 4:19 15:19</p> <p><b>eventually</b> 21:4</p> <p><b>excuse</b> 6:2,19,23 7:8 9:13 17:12</p>	<p><b>Exhibit</b> 25:9,10</p> <p><b>exist</b> 17:23</p> <p><b>existing</b> 9:8,9 12:17 13:6,8 14:15 22:7 23:3</p> <p><b>exit</b> 7:15 9:23 10:3,5 13:14 22:7,14</p> <p><b>exited</b> 10:7</p> <p><b>extend</b> 8:14</p> <p><b>extends</b> 8:15</p> <hr/> <p style="text-align: center;"><b>F</b></p> <hr/> <p><b>faces</b> 16:19</p> <p><b>fact</b> 19:24</p> <p><b>fairly</b> 20:11</p> <p><b>Federal</b> 24:21</p> <p><b>feel</b> 25:4</p> <p><b>feet</b> 17:8,20</p> <p><b>fence</b> 17:7</p> <p><b>fill</b> 18:17 21:8,12</p> <p><b>fine</b> 24:12</p> <p><b>flat</b> 20:19</p> <p><b>flyover</b> 7:9,11,13,16 9:21 10:5 12:8 22:24</p> <p><b>flyovers</b> 7:10</p> <p><b>focus</b> 9:4</p> <p><b>follow</b> 9:24</p> <p><b>foot</b> 18:2</p> <p><b>Forest</b> 6:19</p> <p><b>form</b> 16:22</p> <p><b>format</b> 5:13</p> <p><b>forms</b> 21:8</p> <p><b>free</b> 25:5</p> <p><b>functioned</b> 6:24</p> <p><b>fund</b> 24:23</p> <p><b>funded</b> 24:18,21</p> <p><b>funding</b> 6:5,6</p>	<hr/> <p style="text-align: center;"><b>G</b></p> <hr/> <p><b>Germantown</b> 6:18</p> <p><b>Godwin</b> 5:7,8</p> <p><b>good</b> 19:2,4,7 21:16</p> <p><b>grass</b> 23:16</p> <p><b>grassy</b> 15:4</p> <p><b>great</b> 9:12 15:17</p> <p><b>grey</b> 20:23 23:15</p> <p><b>grouping</b> 17:22</p> <p><b>groups</b> 5:19 15:13</p> <p><b>Grove</b> 6:17</p> <p><b>growth</b> 19:20</p> <p><b>guess</b> 20:13</p> <p><b>guys</b> 15:11</p> <hr/> <p style="text-align: center;"><b>H</b></p> <hr/> <p><b>HAAS</b> 8:6 10:12,14,18, 21 11:4,7,15,18,20 12:1 18:20,22 19:6,8, 12 20:2 22:11 24:18</p> <p><b>Hacks</b> 6:18</p> <p><b>half</b> 18:11</p> <p><b>hand</b> 5:4,6,9</p> <p><b>handling</b> 4:12</p> <p><b>happen</b> 22:7</p> <p><b>head</b> 10:4 13:15,17</p> <p><b>headed</b> 10:10 22:11,12 24:1</p> <p><b>heading</b> 12:13</p> <p><b>heads</b> 12:20</p> <p><b>hear</b> 8:9</p> <p><b>HEARING</b> 4:1</p> <p><b>Heather</b> 4:16,22,24</p> <p><b>height</b> 17:7,19</p> <p><b>helps</b> 8:8</p> <p><b>Hey</b> 15:18</p>
---	---	--	---

## MEETING FOR INTERSTATE 240 - June 02, 2016

<p><b>high</b> 18:3</p> <p><b>Highway</b> 24:23</p> <p><b>Hill</b> 6:19</p> <p><b>Hillview</b> 17:11 18:4</p> <p><b>home</b> 21:14</p> <p><b>Hughes</b> 4:14 6:5 10:24 11:5,10,13,16,19,22 21:9,22 22:2,5,9,13,16, 21,23 23:5,13,20,24 24:3,7,9,16,20,24 25:2</p> <p><b>human</b> 19:15</p> <p><b>Humphreys</b> 6:17</p> <hr/> <p style="text-align: center;"><b>I</b></p> <hr/> <p><b>I-240</b> 9:7</p> <p><b>I-40</b> 10:24 11:1</p> <p><b>idea</b> 9:1</p> <p><b>ignore</b> 9:3</p> <p><b>impact</b> 16:3,5</p> <p><b>impacted</b> 17:15</p> <p><b>impacting</b> 9:16</p> <p><b>improperly</b> 14:1</p> <p><b>indicating</b> 8:11,21,24 9:5,9,18,22,24 10:3,7 11:1,2,3,5 12:3,6,7,8,9, 16,18,24 13:6,9,10,12, 13,16,22 14:17,21 15:3,4,6 17:10,11,14, 21 18:13 22:17,18 23:2,21 24:13</p> <p><b>input</b> 21:17,18</p> <p><b>interchange</b> 4:7 6:11, 13,15,24 8:16,18,23 9:6,23 13:20</p> <p><b>interchanges</b> 6:18</p> <p><b>interruption</b> 11:9</p> <p><b>interstate</b> 4:7,21 9:19 15:24</p> <p><b>interstates</b> 16:3</p> <p><b>involved</b> 16:1</p>	<hr/> <p style="text-align: center;"><b>J</b></p> <hr/> <p><b>Jerry</b> 4:14 21:20</p> <p><b>Jim</b> 4:18 15:18</p> <p><b>job</b> 15:17</p> <p><b>JONES</b> 21:20,24 22:3 24:22</p> <p><b>Joy</b> 17:12,13</p> <hr/> <p style="text-align: center;"><b>K</b></p> <hr/> <p><b>Katie</b> 5:7</p> <p><b>Ketchum</b> 8:21,22</p> <p><b>Kimley-horn</b> 4:11,15 5:1</p> <p><b>kind</b> 5:11 9:1,2 20:6</p> <p><b>Kirby</b> 6:19</p> <p><b>Kraus</b> 4:16,23,24 5:7, 10 6:6 8:3,8 10:13,17, 19 11:12 12:2 23:1,9, 12 24:15</p> <p><b>KRAUSE</b> 8:5 15:15</p> <hr/> <p style="text-align: center;"><b>L</b></p> <hr/> <p><b>landscaped</b> 23:7</p> <p><b>lane</b> 7:4 15:7 17:13</p> <p><b>lanes</b> 7:3,5,20,22 14:19,22</p> <p><b>large</b> 15:3 19:20</p> <p><b>Lastly</b> 20:12</p> <p><b>Lawrence</b> 4:3,4</p> <p><b>layout</b> 22:10</p> <p><b>leave</b> 14:15</p> <p><b>leaving</b> 19:1</p> <p><b>left</b> 8:12 13:10</p> <p><b>left-turn</b> 7:21</p> <p><b>lengths</b> 8:17</p> <p><b>level</b> 18:24 19:11</p>	<p><b>levels</b> 18:6</p> <p><b>light</b> 23:15</p> <p><b>limits</b> 8:14,20</p> <p><b>liner</b> 16:22</p> <p><b>live</b> 15:23 19:17</p> <p><b>location</b> 9:9 17:16,18</p> <p><b>lose</b> 17:24</p> <p><b>lot</b> 6:7 9:15,16 11:13,24 17:23 20:15 21:13</p> <p><b>loud</b> 18:11</p> <hr/> <p style="text-align: center;"><b>M</b></p> <hr/> <p><b>made</b> 5:21</p> <p><b>main</b> 6:21</p> <p><b>make</b> 14:23 21:11,17</p> <p><b>maps</b> 9:3</p> <p><b>marked</b> 25:9,10</p> <p><b>matches</b> 24:12</p> <p><b>matter</b> 16:21</p> <p><b>median</b> 9:15 11:14</p> <p><b>meet</b> 10:8 12:23</p> <p><b>meeting</b> 22:1 25:11,12</p> <p><b>meetings</b> 21:18</p> <p><b>Memphis</b> 7:10 8:13 13:23 20:8</p> <p><b>met</b> 16:6</p> <p><b>mid</b> 6:3,4</p> <p><b>middle</b> 9:5 11:3</p> <p><b>money</b> 24:23</p> <p><b>move</b> 5:23</p> <p><b>movements</b> 6:22</p> <p><b>multiple</b> 7:21</p> <hr/> <p style="text-align: center;"><b>N</b></p> <hr/> <p><b>National</b> 24:23</p> <p><b>nature</b> 21:1</p>	<p><b>nearby</b> 18:18</p> <p><b>needed</b> 14:2,7,8,9,23</p> <p><b>neighborhood</b> 16:24</p> <p><b>newly-constructed</b> 12:12,14</p> <p><b>NHPP</b> 24:22</p> <p><b>Nichole</b> 4:4</p> <p><b>noise</b> 4:20 15:10,21 16:2,3,5 18:6,12 19:5, 24</p> <p><b>Nonconnah</b> 12:5,12 13:23 15:8</p> <p><b>normal</b> 9:5</p> <p><b>north</b> 4:20 8:11,22 13:17 14:23 22:11</p> <p><b>northbound</b> 13:11,15, 19 14:19 24:17</p> <p><b>northeast</b> 17:5</p> <p><b>northwest</b> 17:18</p> <p><b>notice</b> 17:22</p> <hr/> <p style="text-align: center;"><b>O</b></p> <hr/> <p><b>Oaks</b> 17:12,13</p> <p><b>office</b> 4:10</p> <p><b>officer</b> 4:5</p> <p><b>on-street</b> 15:7</p> <p><b>open</b> 4:21</p> <p><b>opportunity</b> 16:17</p> <p><b>opposite</b> 17:17</p> <p><b>order</b> 18:2</p> <p><b>overwhelmed</b> 9:3</p> <p><b>owned</b> 16:14</p> <p><b>Ozment</b> 4:18 15:16,18 18:21 19:4,7,9,14 20:3</p> <hr/> <p style="text-align: center;"><b>P</b></p> <hr/> <p><b>p.m.</b> 4:2 25:13</p> <p><b>Pardon</b> 23:11</p>
--	---	--	--

## MEETING FOR INTERSTATE 240 - June 02, 2016

<p><b>part</b> 9:5 13:12 15:12 16:13</p> <p><b>path</b> 8:16</p> <p><b>pattern</b> 20:11,15,20</p> <p><b>patterns</b> 20:4 21:3</p> <p><b>pavement</b> 23:9,13,15</p> <p><b>people</b> 5:3 16:9,11,15, 18 17:24 18:17 19:17 20:15</p> <p><b>percent</b> 5:23 24:20</p> <p><b>period</b> 12:19 21:23</p> <p><b>Perkins</b> 20:18</p> <p><b>phase</b> 5:20,21</p> <p><b>pick</b> 16:18 20:5,22 21:3</p> <p><b>picks</b> 16:20</p> <p><b>picture</b> 12:3,9</p> <p><b>pictures</b> 6:8 8:8</p> <p><b>place</b> 14:16</p> <p><b>plans</b> 25:3</p> <p><b>plenty</b> 7:9</p> <p><b>Plough</b> 7:17 8:19 10:5, 8 12:15,17,20,22 13:11,15 15:6</p> <p><b>Plough-bound</b> 7:12 10:9</p> <p><b>plug</b> 14:6</p> <p><b>point</b> 6:14,23 9:6,19 10:2,6 12:16 14:6,21, 24</p> <p><b>portion</b> 18:15</p> <p><b>preliminary</b> 5:22</p> <p><b>presentation</b> 4:12 5:17 8:4 25:7</p> <p><b>Presently</b> 10:24</p> <p><b>prior</b> 8:18 9:23</p> <p><b>project</b> 4:10,16 5:20 6:9 7:6,23 8:10,14 15:21 24:18</p> <p><b>projects</b> 16:2</p> <p><b>proper</b> 8:17</p>	<p><b>properties</b> 16:10</p> <p><b>property</b> 15:23 16:14</p> <p><b>proposed</b> 4:20</p> <p><b>protect</b> 18:3</p> <p><b>protective</b> 15:5</p> <p><b>proximity</b> 15:24</p> <p><b>public</b> 4:1 22:1 25:6</p> <p><b>pull</b> 14:6</p> <p><b>pulled</b> 22:17</p> <p><b>purely</b> 10:9</p> <p><b>purposes</b> 16:21</p> <p><b>pursue</b> 18:23</p> <p><b>pushed</b> 14:13</p> <p><b>put</b> 6:14 11:6 17:6</p> <hr/> <p style="text-align: center;"><b>Q</b></p> <hr/> <p><b>quadrant</b> 17:5</p> <p><b>qualifications</b> 16:7</p> <p><b>question</b> 15:15 20:1</p> <p><b>questions</b> 4:22 5:11, 15,18 15:11,16 18:20 21:19 24:24 25:4</p> <p><b>quick</b> 5:17</p> <p><b>quoting</b> 14:1</p> <hr/> <p style="text-align: center;"><b>R</b></p> <hr/> <p><b>Raise</b> 5:4</p> <p><b>raises</b> 5:5,8</p> <p><b>ramp</b> 7:13,16 9:21,24 10:10 12:9,12 13:6,8, 16,17 15:5</p> <p><b>ramps</b> 6:13 8:17 9:18 11:6 15:3</p> <p><b>random</b> 20:12,14</p> <p><b>randomly</b> 20:10</p> <p><b>reason</b> 8:15 13:4</p> <p><b>recaptured</b> 23:7</p>	<p><b>received</b> 21:10</p> <p><b>reconstruct</b> 6:10</p> <p><b>reconstructed</b> 10:22</p> <p><b>rectangular</b> 20:6</p> <p><b>red</b> 17:9</p> <p><b>reduction</b> 18:9,12,24 19:22</p> <p><b>reflect</b> 19:23</p> <p><b>relations</b> 4:5</p> <p><b>remember</b> 21:14</p> <p><b>removal</b> 18:14</p> <p><b>removed</b> 23:9</p> <p><b>removing</b> 13:7,8</p> <p><b>replace</b> 6:12</p> <p><b>replaced</b> 13:23,24 14:3,7</p> <p><b>reporter</b> 21:11,14</p> <p><b>representatives</b> 4:8</p> <p><b>request</b> 21:20</p> <p><b>Residential</b> 17:13</p> <p><b>residents</b> 16:4,19 18:4,19</p> <p><b>response</b> 10:20 15:14 19:13 25:1</p> <p><b>rest</b> 24:11</p> <p><b>resurface</b> 9:10</p> <p><b>resurfacing</b> 13:3</p> <p><b>retaining</b> 12:19</p> <p><b>right-of-way</b> 4:10 5:24 17:7,19</p> <p><b>road</b> 12:6,24 14:8 15:10,12 17:17 18:10</p> <p><b>roadside</b> 16:20</p> <p><b>roadsides</b> 20:8</p> <p><b>roadway</b> 4:15</p> <p><b>route</b> 6:21</p> <p><b>run</b> 17:2</p> <p><b>rustic</b> 20:9</p>	<hr/> <p style="text-align: center;"><b>S</b></p> <hr/> <p><b>sand</b> 20:24</p> <p><b>schedule</b> 6:1</p> <p><b>scheduled</b> 6:3</p> <p><b>science</b> 19:9,19</p> <p><b>screen</b> 8:4</p> <p><b>selected</b> 14:4</p> <p><b>separated</b> 9:15</p> <p><b>serve</b> 7:11 19:3</p> <p><b>shaped</b> 20:10</p> <p><b>Sheets</b> 25:8</p> <p><b>short</b> 12:19 19:22</p> <p><b>show</b> 8:24 12:20 13:4</p> <p><b>showed</b> 12:4</p> <p><b>shows</b> 19:19</p> <p><b>side</b> 4:20 14:13,14 16:19 17:4,17 18:10 24:11,14,15,16</p> <p><b>Sign-in</b> 25:8</p> <p><b>signal</b> 7:1 9:20</p> <p><b>single</b> 6:14,23 9:6,19</p> <p><b>sir</b> 22:5,6</p> <p><b>slides</b> 15:20 17:3</p> <p><b>slow</b> 11:8</p> <p><b>small</b> 5:19 14:14 15:13 20:11</p> <p><b>sodded</b> 23:10,12</p> <p><b>south</b> 8:20 10:3,4 12:4, 13,20,22 13:2 14:20 24:1</p> <p><b>southbound</b> 7:15 10:3 12:14 14:19,22 22:19, 20,21</p> <p><b>SPUI</b> 6:15,16 13:18</p> <p><b>SPUIS</b> 6:20</p> <p><b>stage</b> 15:1</p> <p><b>start</b> 6:4 10:1 12:23</p>
---	---	--	--

## MEETING FOR INTERSTATE 240 - June 02, 2016

<p><b>starts</b> 9:21</p> <p><b>stay</b> 9:8 10:22</p> <p><b>stone</b> 20:6,10,11,13,20</p> <p><b>structurally</b> 14:2</p> <p><b>study</b> 16:2</p> <p><b>style</b> 16:18</p> <p><b>subject</b> 6:2</p> <p><b>submit</b> 21:6</p> <p><b>switch</b> 11:21</p> <p><b>symmetrical</b> 20:15</p> <hr/> <p style="text-align: center;"><b>T</b></p> <hr/> <p><b>takes</b> 19:10</p> <p><b>talk</b> 4:6,17,19 13:21 15:10,20</p> <p><b>talking</b> 22:13 23:20</p> <p><b>TDOT</b> 4:5,8,9 5:1 15:20 16:20</p> <p><b>team</b> 5:3</p> <p><b>Tennessee</b> 4:6</p> <p><b>that'll</b> 17:5</p> <p><b>thick</b> 19:20</p> <p><b>thickness</b> 19:10</p> <p><b>thing</b> 7:7 9:12 17:21 24:9</p> <p><b>things</b> 16:8</p> <p><b>thinking</b> 14:24</p> <p><b>three-lanes</b> 7:21</p> <p><b>throw</b> 11:21</p> <p><b>tie</b> 11:22 15:6</p> <p><b>tie-in</b> 13:17</p> <p><b>tie-ins</b> 14:17</p> <p><b>til</b> 25:3</p> <p><b>time</b> 12:19 15:7 21:23</p> <p><b>times</b> 17:24 21:13</p> <p><b>tone</b> 20:24</p> <p><b>tonight</b> 4:6,12</p>	<p><b>traffic</b> 7:1,12 9:2,17,20 10:9,10 11:9,19 13:19</p> <p><b>trail</b> 15:2</p> <p><b>tree</b> 18:14</p> <p><b>trees</b> 17:23,24 18:13 19:1,2,4,10</p> <p><b>tricky</b> 14:18</p> <p><b>true</b> 18:9</p> <p><b>turns</b> 14:20</p> <p><b>Twenty-one</b> 21:24</p> <p><b>type</b> 20:24</p> <hr/> <p style="text-align: center;"><b>U</b></p> <hr/> <p><b>Uh-huh</b> 10:19 19:12</p> <p><b>understand</b> 18:15</p> <p><b>unique</b> 7:7</p> <p><b>updated</b> 6:1</p> <p><b>urban</b> 6:14 9:6</p> <p><b>Utilities</b> 4:9</p> <hr/> <p style="text-align: center;"><b>V</b></p> <hr/> <p><b>V-groove</b> 20:21</p> <p><b>vehicles</b> 13:19</p> <p><b>verbal</b> 15:14 25:1</p> <p><b>view</b> 8:23</p> <p><b>Village</b> 17:11 18:4</p> <p><b>visualizations</b> 12:20</p> <hr/> <p style="text-align: center;"><b>W</b></p> <hr/> <p><b>wall</b> 12:19 16:10,16,19 18:2 25:3</p> <p><b>walls</b> 4:20 15:10,21 19:22</p> <p><b>Walnut</b> 6:17</p> <p><b>wanted</b> 8:24</p> <p><b>west</b> 4:6 10:24 22:8,12</p> <p><b>westbound</b> 7:14 9:22</p>	<p>17:4</p> <p><b>wide</b> 9:14,15 14:8</p> <p><b>widen</b> 9:10 14:12 24:10</p> <p><b>widening</b> 7:2,19 14:12,13,14</p> <p><b>wider</b> 24:13</p> <p><b>Willow</b> 17:13</p> <p><b>winner</b> 21:5</p> <p><b>words</b> 6:7 19:2</p> <p><b>work</b> 4:24</p> <p><b>wrong</b> 10:11</p> <hr/> <p style="text-align: center;"><b>Y</b></p> <hr/> <p><b>y'all</b> 4:13 7:24</p> <p><b>yell</b> 8:9</p> <p><b>yellow</b> 9:4</p> <p><b>yellow-green</b> 23:15</p>
---	--	---