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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

Public Meeting
State Route 115/U.S. 129 (Alcoa Highway) Bypass
From Hall Road (S.R. 35) Alcoa Highway, south of
Airport Road
To Near Singleton Station Road
Blount County
Project No. 0500512-3314
November 9, 2010

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1 INTRODUCTION

2
3 MS. MARTINEZ: All right, thank you all so
4 much for coming tonight we appreciate that. On
5 behalf of Governor Phil Bredesen and Deputy Governor
6 and TDOT Commissioner Gerald Nicely I'd like to
7 welcome you. My name is Yvette Martinez and I'm the
8 community relations officer for the Tennessee
9 Department of Transportation Region 1. Once again,
10 we are very grateful for you to be here to listen to
11 us talk about the latest details about State Route
12 115/U.S. 129, the Bypass project in Blount County,
13 also known as the Alcoa Parkway, so that is what
14 we're here to talk about tonight. Before we get
15 started, before we get too far into the details of
16 this project, we also want to take time to recognize
17 any of our city, or our county, or our state
18 officials who are here. Public officials and elected
19 officials. I want to start with Representative Ron
20 Ramsey, who's here tonight. Newly, elect
21 Representative Art Swann, thank you, Sir. Also, we
22 have Vice-Mayor Clint Abbott. Mayor, Don Mull.
23 Commissioner, Ken White. Mayor, Tom Taylor. Mark
24 Johnson, City Manager. Kenny Wiggins with Public
25 Works. Bill Hammon, Assistant City Manager. Also,

1 Andrew Sonner, Chief Engineer. I also would like to
2 introduce some of the people... What we're going to
3 do is we will have an question and answer session at
4 the end of the presentation here. That's going to be
5 happening here in just a few minutes, but I also want
6 to introduce you to the folks that, after our
7 question and answer session, you'll be able to talk
8 to people individually to ask about their expertise.
9 To ask them more detailed questions. If you're sort
10 of shy about talking in front of a group you can have
11 these one-on-one question and answer sessions with
12 these experts, and I want to introduce these people
13 to you as well, and so we're going to start with our
14 Environmental Consultants, Luke Eggering, with
15 Parson's Transportation. Joel Budnick with Parson's
16 Transportation. Our Design Consultant, Jerry Leslie
17 with Lockner Engineering. Also with TDOT, besides
18 myself, there is also Mike Russell, who's the Project
19 Manager. Tom Love with Environmental out of
20 Nashville. Steve Allen with the Project Planning
21 Division and our Traffic Consultant Becky White with
22 Sain Associates. So, these are the folks, Ms. Becky,
23 over here when you're talking about traffic numbers,
24 if you want to talk about design, if you want to talk
25 about Environmental, if you want to talk about any of

1 those issues these are the folks that you need to get
2 in touch with. They will be available at the end of
3 this presentation. For right now we're going to talk
4 a little about, specifically, this project, what it
5 means to this community. What we've done so far with
6 TDOT, and to do that we're going to turn things over
7 to Tom Love.

8
9 FORMAL PRESENTATION

10
11 Thank you, Yvette. I just want to say a
12 few things. I am Tom Love with the Environmental
13 Division. As you know, this project has been worked
14 on for a number of years. Really, the purpose of the
15 meeting is to introduce this project to folks that
16 have not seen it before, and to reintroduce it to me
17 or you who have been involved in this planning for a
18 number of years. That's all I'm going to say right
19 now. I'm going to turn it over to Luke Eggering,
20 he's with Parson's Transportation Group. They're
21 under contract with TDOT to prepare the Environmental
22 Studies and they're going to go over a brief history
23 of the project and further information.

24 Thank you. Can you hear me in the back? I
25 have a tendency to trail off or I'll turn and look at

1 the slides. If at anytime you can't hear me let me
2 know. Just raise your hand in the back. The agenda
3 tonight: Following the presentation we will have a
4 brief Q & A session. Following that we'll have the
5 detailed review of the map so you'll able to look at
6 the maps and talk one-on-one with the individuals
7 here. At the end of the meeting we ask that you
8 complete the, review the hand-outs, complete the
9 comment cards, and you may leave your comments here
10 tonight, or you may provide verbal comments to the
11 Court Reporter. You may mail the comment cards in if
12 you want to think about it, you have something you
13 want to think about. We've got extra comment cards
14 if you want to take them, a few, home, and if you
15 think of something else you can mail those in by
16 November 30th. So, the purpose of the meeting
17 tonight is to provide a project update. Give you any
18 general information on the National Environmental
19 Policy Act. We'll provide an opportunity for public
20 input. We'll explain the progress to date and the
21 next steps of the process.

22 The National Environmental Policy Act,
23 encourages productive enjoyable harmony between man
24 and the environment. It promotes better efforts to
25 understand and prevent damage to ecological systems.

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1 It requires a meaningful evaluation of the
2 alternatives with potential impacts to social,
3 natural, economic, and cultural resources. Although
4 N.E.P.A. does not require an agency to pick the most
5 environmentally friendly alternative, typically it
6 results in better decisions and better decisions are
7 made using the N.E.P.A. process. In the N.E.P.A.
8 process you develop a purpose and need for a project.
9 You develop a reasonable range of alternatives to
10 solve that purpose and need. You document the
11 affected environment. What's present in the area and
12 then you conduct an impact assessment to see what the
13 actual impacts are going to be on those particular
14 resources. As impacts are identified you think of
15 ways to avoid, minimize, or negate impacts to the
16 affected resource. There are opportunities for
17 public involvement and agency coordination throughout
18 the process. This is a typical flow chart for
19 N.E.P.A. We're showing here that we've gone through
20 the environmental phase. We're now in the process
21 of, following this public meeting we'll prepare the
22 final environmental documentation. As you can see we
23 go from there to final design, and right-of-way, and
24 eventually to project construction. This is the
25 project vicinity map. This is US 129/State Route

1 115. The existing Alcoa Highway currently provides
2 multiple functions. It has local and business
3 access. There's access to the Tyson/McGee Airport
4 and it's a primary commuting route between Knoxville
5 and Blount County. The multiple use that produces
6 high traffic volumes resulted in adverse safety and
7 traffic conditions.

8 Brief project history. In '98 an
9 environmental assessment was prepared for widening of
10 the existing Alcoa Highway. Following that the City
11 of Alcoa and Blount County Chamber, subsequently,
12 held workshops to discuss the concerns of the
13 widening. An alternative route or bypass was
14 determined as the best solution. An alternative
15 route study was thus prepared. As a result of that
16 alternative route study, TDOT initiated the
17 environmental assessment process, or the N.E.P.A.
18 process, in 2001. In March of 2004 TDOT published
19 the EA for the proposed route which boasts the bypass
20 solution. The public hearing was held in June of
21 2004. The build alternative, or the bypass, was
22 selected as the preferred alternative in 2005 based
23 on local support. The build alternative is
24 consistent with the Knoxville Regional Mobility Plan,
25 the transportation improvement program for the

1 Knoxville regional transportation and planning
2 organization.

3 The project purpose. The project need,
4 primarily, is due to safety and capacity issues
5 associated with the multiple uses that I discussed
6 previously. The purpose is to provide a balanced
7 solution to safety and capacity issues by improving
8 regional travel conditions while minimizing the
9 impacts to the local communities. The project will
10 help separate local business traffic from daily
11 commuter traffic, airport traffic, and of course thru
12 traffic, and a lot of visitor traffic comes through.
13 The project alternatives included the, no build
14 alternative, and the build alternative, which is the
15 construction of a new 8 lane facility. Actually, 6
16 thru lanes with 2 auxiliary lanes for the various
17 ramps, merging, and exiting of ramps. This is
18 limited access highway and it's on new alignment,
19 primarily on new alignment, and it's east of the
20 existing Alcoa Highway. This is a map of the build
21 alternative and we're also showing the typical cross
22 section with the lanes and then it's grade,
23 sub-graded, and there's various interchanges. This
24 is Pellissippi Parkway, here's the old existing Alcoa
25 Highway, this is the new route, this is the airport

1 entrance. It's difficult to see on this slide.
2 That's why afterwards you'll be able to detail
3 questions about exactly how traffic is going to flow
4 in those areas. It's best to look at the maps and
5 talk to the representatives at those maps. That's a
6 much bigger scale.

7 What resources were stated. Typical
8 natural resources include jurisdictional wetlands,
9 threatening endangered species, streams, habitats,
10 prime farmland, flood planes. We also look at social
11 economic resources which include economic trends
12 displacements, the types of land use, also community
13 facilities, and then of course offering environmental
14 justice, any potential low-income or minority
15 populations that might be affected. In addition
16 air-quality, noise, hazardous materials, and cultural
17 resources are stated. As a result of the EA the
18 primary environmental consequences for the no build
19 alternative are that traffic volumes will continue to
20 increase on the existing Alcoa Highway. The Alcoa
21 Highway will not be able to support the projected
22 traffic demands, and the level of service and safety
23 will continue to decline. Traffic issues will
24 adversely impact existing businesses, future economic
25 growth, and air-quality as well. The beneficial

1 impacts of the proposed alternative would include
2 improved safety to traffic conditions, enhance
3 economic development opportunities, improve
4 circulation among the cities and communities, improve
5 regional accessability, and reduce travel times.
6 There will also be some increases in property values
7 for some properties. The adverse impacts associated
8 with the project would include long-term increases in
9 noise for some nearby homes. There would also be
10 temporary construction impacts dust, potential
11 facilitation, noise, maintenance of traffic detours,
12 those sorts of things. There would also be impacts
13 to surface waters. Primarily the streams Brussel
14 Branch being one of those. The conversion of
15 undeveloped areas to highway right-of-way. Improved
16 traffic conditions may provoke additional development
17 in surrounding which could impact other natural
18 resources areas, so open space could be converted to
19 businesses or other future development.

20 What are the next steps to the process?

21 We'll prepare the final document following this
22 public meeting. It will summerize the comments from
23 this meeting. After the final environmental document
24 is prepared and signed by the TDOT and Federal
25 Highway Administration, we'd proceed to final design.

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1 Following the final design the environmental permits
2 that are necessary would be obtained. Final
3 mitigation plans would be prepared. Right-of-way
4 acquisition would occur and then, eventually, we'd go
5 to construction.

6 Following this presentation and the
7 question and answer session, we're going to ask you
8 to review the maps in detail. As we've mentioned
9 before you're welcome to ask questions. If you have
10 specific environmental questions you can see me. If
11 you have other questions see the other people here
12 tonight. Feel free to discuss the project with any
13 of the representatives most of which have some sort
14 of ID that their wearing. Please see the Court
15 Reporter if you'd like to make a verbal statement.
16 If you complete a comment card and you do not turn it
17 in here tonight please be sure that it is post marked
18 by November 30th, and those comments will be included
19 in this transcript for this public meeting. For the
20 question and answer session we would ask that, for
21 the public record, you would come to this microphone
22 here, please state your name, and your address, and
23 then make your comment or ask your question.

24
25 MS. MARTINEZ: At this time I'd like to ask

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1 all of our TDOT personnel, and all of our experts
2 that are with the consultants that are designer, or
3 with the traffic, if you would, please come to the
4 front so that way we can answer questions quickly.
5 Find a seat at one of these tables. What we're going
6 to do at this time, as you just heard Luke say, is
7 we're going to go ahead and start the question and
8 answer session. At this time if you would like to
9 ask a question we do ask that you come to the
10 microphone, identify yourself with your name and your
11 address for our Court Reporter's purposes we
12 appreciate that, because that is how things do get on
13 the record and Cathy Heinze is our Court Reporter,
14 and if you would like to ask a questions regarding
15 this project please come to the microphone. If you
16 would like to make a statement please see Cathy
17 Heinze after the question and answer session and she
18 will take your statement. She will also take your
19 written statement and put it on public record, and so
20 if you would like to do that, as well, after the
21 question and answer session. Once again, we'd like
22 to remind you that we are talking specifically today
23 about the Alcoa Parkway or Alcoa Bypass. That is the
24 project we are talking about. There are several
25 different projects that have going on in Alcoa.

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1 Several different projects we have going on in Blount
2 County, but we don't have all of the people who are
3 involved with those projects here to answer your
4 questions, so we want to stay focused on this one,
5 because tonight we actually have the experts here to
6 talk about those. So, once again if you have a
7 statement you need to see Cathy Heinze after our
8 question and answer session. if you have a question
9 you would like to ask please come and we'll go ahead
10 and start the question and answer session.

11
12 QUESTION AND ANSWER

13
14 MICHELLE NEAL:

15 Hi, my name is Michelle Neal. I live at
16 1529 Aberdene Drive in the city of Alcoa, that I do
17 love.

18 Q. I do have several questions actually,
19 One, or several, of them are regarding the safety
20 issue on the existing Alcoa Highway. If we're so
21 concerned about safety then how is it that we have 21
22 highway crossovers, 36 entrances, accesses, on the
23 eastside, 16 on the westside, and a new crossover was
24 just recently added, so that your concerned about
25 safety and you want to spend, and no one said how

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1 much this new road was going to cost, I've heard
2 anywhere from 64 million to 100 million. Where's the
3 safety concern here?
4

5 MR. ALLEN: Of course, you're speaking of
6 the existing Alcoa Highway and that's what we're here
7 to address. The new option, the new alternative,
8 would actually help alleviate that by moving the
9 traffic over to a different type of facility.

10 Q. Right, exactly but, you know, that
11 could be 10 years down the road and they're not,
12 apparently, concerned with safety at this time, so
13 why should we spend 100 million dollars for safety in
14 the future?

15 MR. ALLEN: And, we are actually looking at
16 the safety issues. In fact, from the meeting tonight
17 I'm going to go back and look at the intersection of
18 Topside Road. We do have a safety project under way
19 at that location.

20 Q. Topside road is not event affected by
21 this bypass?

22 MR. ALLEN: It's still part of this section
23 of roadway.

24 Q. Exactly, but it's not even affected, so
25 you've got to think of Wright Road, Singleton Station

1 Road, Airbase Road?

2 MR. ALLEN: Yes, Ma'am.

3 Q. The next question would be, is that,
4 when you do build the bypass, if it ever does get
5 built, each end of the bypass is going to then, all
6 of a sudden, you have a 6 lane, or 8 lane road that's
7 going to all of a sudden go into roads that have high
8 population, high businesses, or stop lights, and
9 35mph speed limits, so how is that going to be
10 managed to make it any better that they're going to
11 go 70 or 80mph and all of a sudden, urk. They're
12 going to save a minutes time?

13 MR. ALLEN: I don't think they have it as
14 going run 70 or 80mph. This is currently a 5 miles
15 section of the roadway. It's part of the overall TPO
16 project area, and we look at it as individual
17 projects.

18 Q. So, it's not concerned with when it
19 enters the other roads? Okay. Is it true that,
20 according to the TDOT Website, the annual average
21 traffic counts have actually been reduced since about
22 2004, 2006 on Alcoa Highway?

23 MS. WHITE: I don't have the figures in
24 front of me for the last few years in terms of the
25 traffic on Alcoa Highway. I can tell you that

1 updated traffic forecasts for this projects were done
2 to update the air-quality analysis, and from those
3 forecasts the volumes are a little bit lower than
4 what was originally estimated in the environmental
5 assessment, which indicates that there has been some
6 reduction. But, it's pretty minor.

7 Q. And, then, curiosity, the public
8 meetings that have been held, and it was stated that
9 there's been a lot of public meeting held, and it
10 appears to me that there's one in '98 and one in
11 2004, and maybe there have been "public meetings"
12 held with the City of Alcoa and the Chamber of
13 Commerce, but the actual citizens who live in the
14 City of Alcoa and Blount County, I don't think
15 there's been a meeting since 2004 and I was wanting
16 to see if I could clarify that there really have been
17 multiple meetings held, except for '98 and 2004?

18
19 MS. MARTINEZ: Yes, Ma'am, you'll have a
20 chance. Her time has expired it's 3 minutes. You're
21 time has expired. For the questions coming in, we're
22 gonna give you 3 minutes, so that way everybody gets
23 a chance to ask their questions and so, Tom Love.

24
25 MR. LOVE: Well, I can report that we did

1 have an official public hearing in '98 for the
2 original EA that studied the improvement of the
3 existing Alcoa Highway, and then in 2004, when we had
4 the new environmental assessment, we had another
5 public hearing. Now, Alcoa, The City of Alcoa, may
6 have held public meetings on their own. They were
7 sponsored by Alcoa or Blount County, but those are
8 the only TDOT hearing we've had.

9 Q. That's what I thought, and I was
10 curious because the '98 meeting, as I recall, I
11 thought that the preferred project at that time was
12 to actually fix Alcoa Highway?

13 MR. LOVE: That's correct.

14 Q. Thank you.

15
16 MS. MARTINEZ: Do we have any other
17 questions?

18
19 SANDRA WALKER:

20 I hope you can hear me. I do have a cold
21 so I do apologize. My name is Sandra Walker. I live
22 at 4848 Mint Road, which is not in Alcoa, it's in
23 Blount County, but my daughter lives on Alcoa Trail,
24 which is about 2 miles from this project.

25 Q. I understand that the gentleman just

1 said that this project does not take into account the
2 effect at either end of the project. I do have a
3 question though on the green area that's shown on the
4 Hall Road/129 Bypass end of the project. As many of
5 you know the current Hall Road/129 Bypass merge is
6 sometimes very dangerous, especially during rush
7 hour, because people from Hall Road have to merge
8 into 129 very precipitously. Some work was done on
9 that a few years ago, but I still feel it's a very
10 dangerous situation. Since it's showing green on
11 this map, is a realignment or some help for that area
12 part of this project?

13
14 MR. LOVE: I just wanted to say one thing
15 about some of the other projects. Going on Alcoa
16 Highway into Knoxville we have another project
17 underway, it's in the environmental stage too, of
18 widening Alcoa Highway all the way down to the
19 Cherokee Interchange there before you get to the
20 river at UT. That's a project that's underway,
21 environmentally. I think Jerry could answer your
22 question about the right-of-way.

23
24 MR. LESLIE: Yes, the green area represents
25 existing right-or-way, as you see it on the map, and

1 the blue area is the proposed right-of-way for the
2 project. Your specific question regarding the split
3 there at that end of the project. We are looking
4 at... When we get into final design we'll make sure
5 that the merge and the verge areas give enough
6 weaving, so that you can make a safe movement to get
7 from one side to the other.

8 Q. Well, I hope you do better than the
9 last realignment did because it's very dangerous?

10 MR. LESLIE: It will definitely...

11 Q. You don't have any room, really, to
12 merge?

13 MR. LESLIE: When we look at the final
14 design and I could talk to you later, in more detail,
15 and show you how we've tried to extend that back and
16 provide enough distance there for the weaving.

17 Q. Okay. Based on what you said about
18 widening Aloc Highway on into Knoxville or at least
19 to the Cherokee Intersection. When you say widening
20 how many lanes are you talking about?

21 MR. LOVE: I don't that right now.

22 Q. Okay.

23 MR. LOVE: Some additional lanes.

24 Q. Because, this says 8 lanes for this
25 project?

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MR. LOVE: I think it may be 6 through lanes total.

Q. Did you say 6 through lanes?

MR. LESLIE: 6, yes.

Q. Okay, thank you.

MARY NEWTON:

Hello, my name is Mary Newton, and my address is 1769 Kettering Road, Alcoa, which is Historic Springbrook neighborhood, and I'm very concerned about the environmental, social, and quality of life impact on that neighborhood. I also have spent my entire life living off of Alcoa Highway. I've had a permanent address either in South Knoxville, Louisville, or Alcoa for my entire life, and I can say, in general, very little has been done regarding safety on Alcoa Highway. I have a feeling this project seems to be more about getting to and from Knoxville faster and benefitting Knoxville and hurting the residents of Blount County.

Q. So, I'm wondering about the cost, number one, because that hasn't been discussed. One of the persons did mention that they thought it was between 64 and 100 million, but I'm concerned about what they're going to do to try to help with property

1 values for people that are going to be impacted by
2 this project and the noise that may occur as a result
3 of this project?

4 MR. RUSSELL: Regarding the cost of the
5 project, the last I've been made aware of is that
6 we're looking at between 70 and 80 million dollars,
7 as today's dollars. As far as once the projects is
8 built. Well, the environmental document has 107
9 million.

10 Q. 100 and what?

11 MR. RUSSELL: 7.

12 Q. 107 million as of today?

13 MR. LOVE: Those were in 2001 dollars.

14 MR. RUSSELL: Now, that's also including
15 construction, environmental design, right-of-way
16 cost. That's everything involved with that.

17 Q. I also have a question just regarding,
18 you know, what was mentioned before about the
19 reduction in traffic, and I have a feeling that this
20 bypass will already adversely affect businesses that
21 are on Alcoa Highway, because it will divert traffic
22 away from those businesses, and I don't know if
23 they're gonna, then those business will relocate off
24 of the bypass, which, again, will be more development
25 in a neighborhood, community area. Again, that is

1 supposed to be the heart of Alcoa, and the entrance
2 to Alcoa that's supposed to be beautiful. I thought
3 this was going to be the peaceful side of The Smokies
4 and not another example of Sevierville and Pigeon
5 Forge. So, my question is, what's going to be done
6 to try to address those adverse impacts? I know they
7 talked about those in the PowerPoint, but there was
8 no mention of adverse impacts regarding property
9 values, quality of life, traffic noise?

10 MR. LOVE: Traffic noise. We're still
11 reevaluating the traffic noise. Whether in these
12 areas, what qualifies for noise barriers. That
13 decision and that analysis hasn't been completed yet.
14 We have, like Luke said, tried to minimize the
15 effects on natural systems. The first thing is to
16 try to avoid those areas if possible, and if we can't
17 totally avoid then we try to minimize them, shift the
18 line where we can, and the last is providing
19 mitigation. If we take, for instance if we take
20 wetlands we'll have to replace wetlands. Streams, we
21 have to relocate streams, and sometimes we even have
22 to pay fees for relocating streams. As far as
23 business, yes there's some businesses that depend on
24 through traffic, and they could be adversely
25 affected. There is still going to be a tremendous

1 amount of traffic going down Alco Highway, so those
2 businesses will still have a lot of traffic which is
3 drive by and other businesses are destinations, like
4 car dealerships. People know where the dealerships
5 are and they'll still be able to get into those type
6 of businesses.

7 Q. So, based what I've seen in other
8 cities like Nashville and Atlanta the they try to
9 handle noise is just building these huge concrete
10 walls to try to block noise. Is that what the plan
11 would be for this project as well?

12 MR. LOVE: If they qualify for noise
13 barriers that is one possibility. Before that
14 happens, we go before the community and present our
15 findings, and we just say how long the barriers would
16 have to be, how tall they would be, what kind of
17 reduction they will achieve, and then if the public
18 supports those then we could provide the noise
19 barriers. If the public does not like that type of
20 attenuation then we wouldn't build them.

21
22 MS. MARTINEZ: Any other questions?

23
24 RANDY NEAL:

25 Just real quickly. I'm Randy Neal, 1529

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1 Aberdean Drive, Alcoa.

2 Q. Would it be possible for TDOT to put up
3 a website that has all these documents, and studies,
4 and so forth for easy access to the public? We've
5 spent hours and hours trying to find information on
6 past meetings, different plans, different design
7 alternatives, and it's very difficult to piece
8 together. Would it be possible to have one single
9 comprehensive website about this project?

10 MS. MARTINEZ: Well, we do, as community
11 relations, we are constantly looking at ways that
12 make it easier for folks to find the information, so
13 I'm going take your concern back to Nashville and let
14 them know that that is a concern for you. What we
15 do, I'm also new to TDOT, I just started about 9
16 months ago, and so what I've learned to do is through
17 the search engine that's how I find information on
18 projects. This environmental document has been
19 posted online, hasn't it.

20 Q. No?

21 MS. MARTINEZ: Not yet.

22 Q. Neither has the last one or the one
23 before that that I can find, or the public
24 comments...

25 MS. MARTINEZ: So, we don't have a

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dedicated website for this one.

Q. ...we're particularly interested in the public comments from the '98 environmental assessment and the '04 environmental assessment, and of course to ones from this one. Will all those be merged together into the final environmental assessment that goes up for approval?

MS. MARTINEZ: What I can do is I can take that request back to Nashville and see if they can work on it...

Q. He's saying yes?

MS. MARTINEZ: ...it's my...

Q. Oh, you'll look into it.

MS. MARTINEZ: ...it's my department that creates the website, and I'll let them know that's what you're looking for.

Q. Okay, merging all the public comments from '98, '04...

MS. MARTINEZ: Yes, Sir, I'll let them know that's what you're looking for. Thank you.

BEN LONG:

My name is Ben Long and I live at 928 Vera Drive in Alcoa.

Q. Out from this Singleton Station on

1 into Knoxville you're going to 6 lanes or something
2 like that. Why don't you just fix the existing
3 highway rather than ruin all this other land to build
4 this bypass?

5
6 MR. LOVE: That was an earlier scheme that
7 TDOT proposed. Back in 2004 we had an environmental
8 assessment. I mean back in '98 our proposal was to
9 widen the existing Alcoa Highway. After the EA and
10 the public hearing the City of Alcoa and Blount
11 County requested... and I should say held some public
12 workshops, too. It was in the PowerPoint. They
13 requested TDOT to reconsider that plan, and they came
14 up with the bypass alternatives you see tonight and
15 requested TDOT to not consider improving the existing
16 route in lieu of this proposed bypass, and that's why
17 we developed this proposal tonight.

18 Q. Well, does the City of Alcoa and Blount
19 County run TDOT?

20 MR. LOVE: They...

21 Q. It sounds like it?

22 MR. LOVE: Well, they made the request,
23 TDOT reviewed it, and accepted their request...

24 Q. The big concern about this road is the
25 accidents and things, right?

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MR. LOVE: That's is one of the...

Q. That's one big concern, right? Well, why is the City of Alcoa not out there patrolling, and the state not out there patrolling, and Blount County? You never see them out there unless there's an accident, and when they're out there you can go 15mph over the speed limit and nobody will bother you?

MS. MARTINEZ: Sir, I do want to say that projects that come to TDOT do come from local municipalities so I do want to answer your question on that one. All of our projects that we do here at TDOT are in conjunction with local municipalities. The role planning organizations they turn in their input, give us what their priority list is, and we take from that, and that's where we do start our studies, so we do actually work very closely with all of the local governments. Yes, Sir your question.

RICHARD STONE:
1828 Mill Street, Alcoa.

Q. You've mentioned the noise as an adverse impact of the proposal, and you mentioned that a study was going to be done. What is the projected date of that study? And, when and how will

1 the public be informed of the results?

2 MR. LOVE: The studies are underway now.
3 Once we prepare our final environmental document and
4 it's approved we'll make that document available for
5 public inspection. We'll have copies locally which
6 will report on the noise impacts and in our proposal
7 we're going to propose noise barriers or not.
8 That'll be part of the study.

9 Q. Okay, so that's the what? What is the
10 projected date when that will be available?

11 MR. LOVE: We're saying winter, this
12 winter, we don't have an exact date.

13 Q. Not even rough? Better than winter?
14 You don't have a better estimate?

15 MR. LOVE: I can say February...

16 Q. And, how will we be informed of the
17 results?

18 MR. LOVE: It'll be in the papers and we'll
19 have it locally. We'll make copies available,
20 locally, in Maryville, Alcoa and Knoxville. We'll
21 put a notice in the papers of where you can go to
22 review the material, and if we develop a website,
23 which I think is likely, it'll be put on the website
24 too.

25 Q. Okay, thank you.

1 MS. MARTINEZ: Sir, could you please come to the
2 microphone for Cathy Heinze. It really helps her a
3 great, her a great deal. We like to keep Ms. Cathy
4 happy.

5
6 RANDY NEAL:

7 Q. Just to clarify that last answer, it's
8 Randy Neal again, are you saying that the EA that you
9 have here tonight is not the final environmental
10 document for what you hope to be the final phase of
11 environmental study?

12 MR. LOVE: That is correct. We have, what
13 we call, an environmental assessment which is a draft
14 of the environmental report. We call them an
15 environmental assessment and then we'll do the final
16 environmental report which will include all the
17 comments we've made, got from the 2004 EA, the public
18 hearing we had, and tonight's meeting. We'll have
19 all that incorporated into the final environmental
20 document along with the recommendation. Which line
21 was officially selected and approved.

22 Q. Okay, but noise abatement, you said, is
23 still being studied, so it's not part of this EA
24 draft...

25 MR. LOVE: Correct, we have updated traffic

1 as Becky White explained and that went into our
2 updating of the noise analysis.

3 Q. So, that's separate from the
4 environmental...

5 MR. LOVE: That's part of the final
6 environmental document.

7 Q. Okay, so this is not the draft of the
8 final. It's still in progress is what your saying?

9 MR. LOVE: This is the approved
10 environmental assessment which was approved in 2004.

11 Q. It's not really changed since then?

12 MR. LOVE: We'll update it in the final
13 environmental document.

14 Q. Okay. but it will have stuff added to
15 it for this noise abatement? That's what I'm trying
16 to understand?

17 MR. LOVE: Correct.

18 Q. Okay, great. So, the noise abatement
19 plans and studies are not in this document?

20 MR. LOVE: Not in the current...

21 Q. Okay, I'm sorry. I just wasn't clear
22 on that. Thanks.

23

24 GEORGE KRAFT:

25 Hello, my name is George Kraft, and I live

1 at 723 East Hunt Road in Alcoa.

2 Q. My observation on this is that Alcoa
3 Highway is very dangerous, because it does not have
4 New Jersey divider barriers running it's length,
5 except for where there are stop signs. These left
6 turn things and your, or our, grassy median are very
7 dangerous. To get off on a grassy median at 50mph,
8 for any reason, you're out of control until you slow
9 down to about 20mph. You can't steer, and you can't
10 stop on grass. This new proposal, as I questioned
11 your engineers, includes the same grassy medians, and
12 dangerous medians, that we have on Alcoa Highway. My
13 question is why aren't New Jersey barriers recognized
14 as necessary, and also if New Jersey barriers were
15 put on the existing Alcoa Highway the existing
16 businesses could thrive, would not be bypassed, and
17 have to perish? I'm a customer of Twin City Buick
18 and when I go to Twin City Buick I go to these
19 interchanges at either end to turn around and come
20 back. I have tried the Alcoa Highway left turn lanes
21 in the median, and I find that by the time traffic
22 clears for me to get through, safely, I could have
23 drove up and down the highway from exchange to
24 exchange three times. My question is why aren't New
25 Jersey dividers part of this project, or why couldn't

1 you consider doing New Jersey dividers up and down
2 the existing highway to, basically, negate the need
3 for this project?

4 MR. LESLIE: Let me first address your
5 question about New Jersey barriers on the proposed
6 project. Currently, we do have a 48 foot median
7 proposed which, as defined by the American
8 Association of State Highway Engineers and FHWA, is a
9 safe distance between travel lanes to provide enough
10 distance for recovery area. So, if you were to drive
11 off there's plenty of distance for recovery. This is
12 probably around four times the distance that you had
13 in the grassy medians on existing Alcoa today. So,
14 there is no need for a concrete median barrier. In
15 fact, a concrete median barrier in and of itself is
16 an object, while it's designed to be crash worthy, it
17 is still an obstacle that would be in the travel
18 lane, so in fact it is safer if you can provide a
19 facility without concrete median barrier to do that.
20 So, that is why we have provided that.

21 Q. Thank you, young men I'm here to
22 disagree with you.

23
24 MARCIE MASCARO:

25 Good evening, my name is Marcie Mascaro and

1 I live at 807 Johnson Road.

2 Q. I recently moved to this area from
3 living in several areas, majors cities my whole life,
4 and I work on the airbase side of the road and often
5 find myself commuting across this highway which what
6 someone refereed to as, "I'll kill ya, highway," when
7 we first got here. I think that's just a tragic name
8 for, you know, a road that bridges Blount County to
9 Knox County, and I applaud any effort to make this
10 road any safer than it is. Along with that I see
11 that this is a preferred alternative, and I'm not
12 sure, I've not been here very long, if any of the
13 previous preferred alternatives, including the one
14 from '98, which addressed improving Alcoa Highway
15 through Jersey Barriers or any other options. I
16 applaud the lady who talked about ingress, and
17 egress, and all of the ways to get on and off of
18 Alcoa Highway with all entrances. I'll tell you a
19 couple of months age when we installed those new left
20 turns I thought, "wow, we are just making this a
21 more dangerous highway," and I'm surprised that the
22 community is not involved in some of these decisions,
23 because I think that a lot of people would not agree
24 with that choice. It continues to add more
25 opportunities for people to get in and off of that

1 highway, and another thing to consider, which is not
2 shown on this 1D map, is that we have hills and
3 valleys here, and a lot of those accidents happen
4 where there's no visibility, and part of that is the
5 high speed limit. I think that no matter how far off
6 this option is, if it ever comes to be, we defiantly
7 need to have a safety plan today for addressing these
8 issues. If it includes putting stop signs at every
9 intersection to reduce the flow of traffic I
10 definitely think that's something that needs to be
11 addressed. I'd like to see that happen much sooner
12 than later and anyway...

13 MS.MARTINEZ: Do you have a question?

14 Q. I do have a question, and I'm sorry I
15 didn't get to that. Was one of the preferred
16 alternatives including something which I've seen in
17 San Antonio where the highway is elevated, and then
18 you have the underpasses to get to the communities,
19 and perhaps have just two or three underpasses on
20 this same highway. I see already we have 1, 2, 3, 4,
21 5, 6 intended overpasses on the new route where as we
22 could just add an elevated highway and maybe some
23 exists. I'm just wondering how many preferred
24 alternatives there were and if any of them included
25 that option?

1 MR. LOVE: Well, like we said the original
2 EA in '98 just was really considered improving the
3 existing. We have never considered an elevated
4 roadway. It would be a tremendous cost, it would be
5 difficult to construct it and maintain traffic. We
6 feel like we have a facility that would be safely
7 operated. We do have interchanges with overpasses at
8 the interchanges.

9
10 STEVE WEST:

11 Hello, my name is Steve West 345 Old
12 Airport Highway.

13 Q. I don't live there but I've traveled it
14 a long ways, and I've been there for 25 years and
15 watched Alcoa Highway grow with traffic and it's
16 probably good. It's better to broaden our tax base
17 than raise taxes, and so we've been blessed with more
18 traffic coming through there in one respect. The
19 other respect, though, is the safety and the lady
20 that referred to "I'll kill ya," and it, the
21 perceptions of the highway safety are pretty bad, and
22 that does hurt businesses out through there. Someone
23 said that the number of wrecks per mile driven is not
24 that high. There's about 65 to 70 thousand cars go
25 through there. One of the things that you can't do

1 much about with any design is the people behind the
2 wheel. You can't imagine sitting out there watching
3 the people that are doing everything besides watching
4 the road at any time a day, morning and night, so
5 it's gonna have wrecks and in 2003 doing the two lane
6 highways, or two level highways, would wipe out all
7 the business and a couple of times, two or three
8 times the cost, so it wasn't an option and we asked
9 to come back and look at some other way of trying to
10 make it safer. Most of the traffic comes to the
11 airport and people traveling from Maryville to
12 Knoxville and from Knoxville to Maryville there's a
13 lot of people come there from work in the mornings
14 and the afternoons. Whether this is the best
15 solution, I guess we just trust that the people know
16 how to design it can design it well. I think that
17 what's left on Alcoa Highway will be, certainly, the
18 motor mile is a destination, and they'll be able to
19 get in and out safely. The perception will be
20 better. There will still be a lot of people who will
21 come down through there but those that are passing
22 by... It's amazing the people that travel that road
23 and never see what's on it. Some of them are
24 concentrating on the people in front of them and
25 behind them, so I don't think it's going to be too

1 adverse for the businesses. Certainly, a lot less
2 than the alternatives that you presented before, so I
3 think that this is a step up. I hope that you'll
4 consider looking at North Park and Airbase Road and
5 doing some alignment with that, because there's a lot
6 of people that come from the back side of the airport
7 and a lot of it is left turns and some of it left
8 turns out of North Park. A lot of trucks come from
9 all of the industry down behind there, so that's my
10 main concern. That you take a look at that alignment
11 of North Park and Airbase. I think it was considered
12 in one of earlier things and I hope you'll take a
13 look at that? Thank you.

14 MR. LOVE: If you want to get together with
15 our engineers tonight after the question and answers
16 we'll be glad to talk to you further on your
17 suggestion.

18 MR. LESLIE: For us, as designers, being at
19 a public meeting at this stage of the design is very
20 important, because we hear these comments and its
21 better for us to address those now than when we've
22 got final plans and were going to do right-of-way and
23 we say, "Oh," and you tell us "well what about this
24 entrance?" So thanks for the comments. I've talked
25 to a couple people about that and we really

1 appreciate it, and I'll be glad to talk to anyone
2 about that, thanks.

3
4 MS. MARTINEZ: Ma'am did you have a
5 question?

6
7 KATHY WILLIAMSON:

8 My name is Kathy Williamson and I live at
9 1823 Beechwood Court. That is right off of West Hunt
10 Road and close to the airport.

11 Q. As the Knoxville airport has bought up
12 property, we still do not have adequate barriers for
13 our homes there. So, when I'm looking at this I'm
14 also a stock owner of Pine Lake Golf Course. My
15 heart is sad. That's my dad's business he started.
16 Beyond that, if it's gonna help the community it's
17 one thing, but if it's gonna create more damage and
18 less people living in Alcoa, and giving their
19 historic places where they live and their historic
20 park, and the noise be so loud that we're being run
21 out by the Knoxville airport. My question to you is
22 this. Did anyone look at an alternative route on the
23 westside of Alcoa Highway, and I know recently the
24 airport bought some more property. Delmar Haynes has
25 gone out of business now. There's a lot of

1 businesses on Alcoa Highway that have gone out of
2 business. It is not due to getting there and back.
3 I travel this highway, sometimes three times a day
4 going to Knoxville. I don't know how many of you all
5 do that but the average speed to get on the Alcoa
6 Highway is between 60 and 70mph. That's my average
7 speed that I calculated. I cannot even get on the
8 highway, now, because people coming from Maryville
9 going northbound or coming from other areas in Blount
10 County northbound at the West Hunt Road ramp to Alcoa
11 Highway. Nobody is letting us into the traffic, and
12 so that's been backed up even across Hunt Road
13 Bridge. We need somebody, now, to start controlling
14 Alcoa Highway not ten more years down the road. This
15 is not looking much different to me than it did in
16 2000 when we were first called about this, because we
17 do have a business and because we have a business we
18 don't know what to do. Our employees want to know.
19 Are we going to have a job? For how long? We've got
20 a business to run. If we need new mowers that's
21 \$80,000.00. Should we buy them? Should we lease
22 something? What should we do? We need a time frame,
23 and we need a plan that people have already decided
24 this is it, because ten years has been too long. It
25 has hurt our business, dramatically. Can anybody

1 give me and idea when this is going to happen?

2 MR. RUSSELL: The design and the right-of-
3 way has been budgeted for this project. Once we are
4 through with the environmental project, the
5 environmental document, the next step would be going
6 into the design phase. We anticipate approximately
7 18 months to finish out the design. The area you're
8 looking at right here is conceptual. We would still
9 have to make sure it goes through the safety
10 standards, and we have lots of work to do there.
11 Once we have that in place we're looking at moving
12 into the right-of-way phase. The appraising, the
13 acquiring, relocating we anticipate that could take
14 approximately 18 to 24 months, and then we would have
15 to make sure all of the environmental permits are in
16 place before we can let it to contract, and I would
17 estimate this project could take about 2 years to
18 build. That's just my estimation at this time.

19 Q. So, we're talking 6 to 7 years here?

20 MR. RUSSELL: Provided all the funding is
21 in place to move forward.

22 Q. Okay, and I need my question answered.
23 I'm sorry if I talk too much, but did we look at an
24 alternative on the west side of Alcoa Highway? We do
25 have a lot of vacancies there. There's parking lots

1 where car dealerships were that are gone. The RV
2 centers are gone. The airport has bought up so much
3 property. Do you think we can really have a nice
4 highway with the airport right there along side of it
5 once we develop the Alcoa Highway that we know it
6 now?

7 MR. RUSSELL: Not that we're aware of. A
8 lot, I believe, was shared earlier tonight. This
9 goes back to 1999 when we were actually staying on
10 the existing Alcoa Highway. The City of Alcoa and
11 Blount County had their workshops, and this is what
12 they came back to show TDOT and asked us to move
13 forward with back in early 2001, but I'm not aware of
14 anything to the westside.

15 Q. Well, I have one request. I request
16 that we please quit putting false information in the
17 paper. This has happened several times. I have been
18 in contact with TDOT, and they have told me it is not
19 the truth, and that has to do with the times and I'm
20 sorry Mr. Johnson, please, stop saying this is going
21 to happen in 2 years, 1 year, whatever. We have a
22 business to run and we need to run it, okay?

23 MR. RUSSELL: Thank you.

24
25 LLOYD COSTNER:

1 I'm Lloyd Costner and I live at 1522
2 Huckxely Street in Alcoa.

3 Q. My concern is the building of this
4 highway. I would prefer a no build and put red
5 lights on there, so I can turn left to Mr. West's
6 place out there and so I can turn right, or turn
7 left, to go to the airbase. We can slow traffic down
8 on that by doing that. I lost a brother in 1952. He
9 was killed in this area. That was on a 2 lane road
10 and there's been a lot more deaths since then. So, I
11 know from what I speak. The air-quality, was that a
12 published report, the air-quality survey that you
13 did. I read one paper here once that said Blount
14 County, Sevierville, Monroe County had the poorest
15 air-quality within the State of Tennessee and I
16 believe that, because you can go out Alcoa Highway
17 now with the jets running and if I put my oxygen
18 index meter on my finger I can get about a 5 point
19 deferential?

20 MS. MARTINEZ: Did you have a question
21 about the red lights?

22 Q. No, I want red lights on this highway
23 we have out there right now. I don't want you to
24 build this thing. You haven't told me how far you're
25 going to come down Ramsey Street. You haven't told

1 me how far you're going to come down Mill Street.

2 How many of those houses are going to be displaced?

3 MS. MARTINEZ: Okay, we're going to get an
4 answer to your question. I'm being told five
5 residential properties will be impacted, but I'm not
6 quite sure if there on Mill Street... That's on the
7 entire project, 5 houses.

8 Q. Only 5 houses. Are those houses on
9 Hunt Road?

10 MS. MARTINEZ: Oliver, do you know that
11 yet? Not yet, because of the design. Because, our
12 design is not complete yet, but our estimate right
13 now is 5 houses that will be impacted.

14 Q. So, I will be able to hear more noise
15 and get more of the truck noise down on Hucksley and
16 more of the airport noise?

17 MR. LOVE: I think when they're explained
18 there would be, projected, 5 homes that means 5 homes
19 will be purchased. There will be more homes affected
20 by the noise, but actually only 5 houses, at this
21 time, will be purchased. The new road over here it
22 will affect new residences with the noise that
23 weren't impacted by the existing highway. So, that
24 will be taken into consideration, too. The residents
25 will still receive noise impacts from the existing

1 roadway and airport.

2 Q. One question. How much influence has
3 McGee/Tyson Airport had on this situation? What
4 input have they had?

5 MR. LOVE: On the roadway?

6 Q. Yes, because I can foresee them with
7 that runway. I could show you where the original
8 Mennow Road came out and two more Mennow Roads, and
9 now I'd say there will be another one by the time the
10 airport gets through taking over the Delmar Haynes
11 place and moves them out. We're talking about
12 encroachment that our city fathers sat on their humps
13 back years ago and let them come out our road. So...

14 MR. LOVE: I'm sure the airport did
15 coordinate with the City of Alcoa and Blount County
16 to make sure that it's known...

17 Q. Oh, I'm..

18 MR. LOVE: ...that there are impacts to the
19 entrance and exits from the airport and to the
20 airport. So, I'm sure their input was provided.

21 Q. I'm sure it was a coordination.

22 MR. LOVE: Thank you.

23 Q. Yes because they only say yes to the
24 airport?

25 MR. LOVE: Thank you. Anybody else.

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RICHARD STONE:

Richard Stone with a second question.

Q. The 5 homes that are projected to be impacted. Which 5 are they?

MR. LOVE: I don't know. Just 5 homes are projected to be acquired.

Q. Okay?

MR. LOVE: And, I believe they're all in one location, but for the entire project it's projected that 5 homes will be acquired.

Q. Do you know which 5 homes?

MR. LOVE: I don't right now. Of course it could be more once they get into the design further and after the survey. There could be more properties impacted but at this preliminary stage... Luke said there are maps, so after the meeting we can...

Q. So, they're known and they are on the map?

MR. LOVE: That's what we've said, yes.

Q. I like that answer better. Just as a comment to Mr. Costner, to lend some credence to what he's suggesting. A 15mph reduction, just to put things into perspective, takes 30 seconds additional to go a lot. So, it doesn't take a significant reduction in speed to avoid fatalities. It doesn't

1 take a lot of peoples time. My last question is if
2 you take current capacity of the current highway as
3 100%, what capacity is this proposed solution able to
4 provide, and through what year, or roughly year, will
5 this additional highway handle the load in this area?
6 So, two questions. What is the percentage of flow
7 that this road will handle if today's volume is 100%,
8 and what does that project to carry us through to the
9 future?

10 MS. WHITE: We express capacity issues in
11 terms of level of service. It's a rating scale from
12 A to F. So, with the forecasted volumes for the
13 updated EA that will be released later. The
14 projected level of service on existing Alcoa Highway,
15 the no build alternative, is an E level of service E.
16 With the proposed project, the proposed bypass in
17 place, the level of service is improved to a level of
18 service C.

19 Q. But, from an engineering standpoint you
20 have to make some assumptions around traffic level I
21 assume, is that true?

22 MS. WHITE: Yes.

23 Q. So, my question is what volume of
24 traffic can this handle? Is this a 20 year solution,
25 a 30 year solution, or a 50 year solution?

1 MS. WHITE: Our traffic forecasts are for
2 the year 2035. It's not at capacity at that point.
3 I would be good for longer than that. We haven't
4 projected out beyond that. So, it's not at capacity
5 in 2035 with the proposed project.

6 Q. What capacity is it at that point?

7 MS. WHITE: In terms of volume.

8 Q. Right?

9 MS. WHITE: Are you asking what is the
10 projected...

11 Q. Is it 80% utilization at that point?

12 MS. WHITE: Oh, probably about 60%, but I
13 would have to do the calculation. I don't know off
14 the top of my head.

15 Q. My last comment. Just in general, the
16 noise piece, the knowledge of the noise, the
17 measurement of the noise, traffic volumes, these are
18 specifics that people need, and I think should be
19 part of this project and they seem weak in what
20 you've presented?

21 MS. WHITE: The traffic volumes, the
22 capacity analysis, the noise analysis, air-quality
23 will be fully documented in the updated EA.

24 Q. Okay, and possibly put on what website
25 and well communicated, yes?

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MS. WHITE: That's a TDOT decision.

MS. MARTINEZ: I will run that through Nashville.

Q. Run that through Nashville was the answer, Thanks.

DAVID BECK:

My name is David Beck at 867 Darwin Street in Alco. I have a business in the industrial park there with all the white roofs.

Q. What I've mostly heard tonight is negative things about this highway. I'm sure it will improve the traffic on what is now the existing highway. If you add the two together what it will do I don't know, but what I'd like to see is more positive things, and I think some of the stake holders, the city, and county officials who are along the back row here, I'd like to hear them come up and say something positive about it. There's more positive things than just traffic about this development. There's a lot of opportunities for future growth in the city that will happen anyway, slower, and cause more traffic problems if nothing is done. But, this would allow what is the inevitable development of the city, it may be 10 years, 20

1 years, 30 years. I think it makes an opportunity
2 available for much better growth in the city to
3 utilize this rather than just think of it as ideas
4 right now. But, if they would I'd like to see some
5 of the planners and engineers step forward and tell
6 us what some of the advantages might be for future
7 growth, 20, 30 years. Not necessarily traffic,
8 directly, but access to other properties that could
9 be developed in the city, thank you?

10
11 KARL KOELLA:

12 Karl Koella, 3923 Little River Road in
13 Rockford.

14 Q. I didn't bring a ruler so it's hard to
15 gauge distances on your map. How close will this
16 come to Windmore Estates?

17 MR. LESLIE: We can get into detail after
18 the...

19 Q. Well, no that's a critical part of the
20 issue. Windmore Estates is on the right.

21 MR. LESLIE: Okay, you're looking at close
22 to 1,000 feet away from the right-of-way line.

23 Q. So, a lot of the decisions, something
24 needs to be done about the safety on Alcoa Highway I
25 don't disagree with that, but in the planning with

1 this the sound modification is extremely important.
2 You've probably got 150 homes right there that the
3 property values and everything else will be adversely
4 affected by the noise from 50 or 60 thousand vehicles
5 per day, and I think it's important in a forum like
6 this to either have plans that you can discuss with
7 us on the noise reduction, or to hold another meeting
8 once that is available so it can be discussed with
9 the community at that point. Because, quite frankly,
10 a lot of support or opposition to this project will
11 be determined by how well you deal with these sound
12 issues?

13 MR. LOVE: Like I said we'll be doing more
14 detailed noise... As far as the exact impact, until
15 a project is designed and you know the elevation of
16 protocol of where the roadway is going to be compared
17 to where the receptors or the houses are, you can't
18 make an accurate determination of the heights of
19 noise barriers, whether they'll be feasible or not.
20 That will be going into the final noise report and
21 then, again, if barriers are proposed they will hold
22 a meeting specifically to address that. To get local
23 input on their desires for noise barriers or not.

24 Q. My concern about this is that noise
25 barriers are being discussed as an option that may or

1 may not occur. What will happen is that you will
2 have a tremendous amount of opposition if noise
3 abatement is not planned into project and is not
4 discussed as part of future public meetings.

5 MR. LOVE: Okay. We will have to go to
6 noise barriers as part of our noise policy, that's
7 part of a TDOT noise policy, and that will have to be
8 followed through to make sure that any barriers are
9 meeting the noise policy, and that will be evaluated,
10 again, in the noise study.

11 Q. Will we have another public meeting
12 after that?

13 MR. LOVE: If we're going to propose noise
14 barriers that is the typical process. To meet with
15 the affected property owners and tell them this is
16 what we've proposed. What the heights of the
17 barriers will be, how long their going to be, a lot
18 of times we'll ask for public input, what the
19 residents want the barriers to look like. So, that's
20 something that's going to happen further down the
21 line.

22 Q. Okay. One quick question. What is the
23 proposed speed limit on the bypass?

24 MR. LOVE: Design speed is 60mph.

25 Q. Okay. I'm just wondering how much

1 additional time it's going to take from Knoxville to
2 get to the airport, because at this point it's a
3 straight shot and this adds a couple of miles to
4 that, thank you?

5
6 MS. MARTINEZ: Okay, in order to get
7 through I want everybody that is in line to get their
8 chance to ask questions, so I don't want to squeeze
9 your time, but I do want to give everybody time also.
10 We want to give you time to talk to the city
11 officials, we want to give you time to, also, talk to
12 TDOT and do the one-on-ones, so I am gonna squeeze
13 your time just a little bit.

14
15 JOE TIPTON:

16 My name is Joe Tipton and I live at 816
17 Knight Bridge Road in Maryville.

18 Q. I've been working on the motor mile for
19 24 years. I drive it several times a day. I know,
20 very well, what the issues are on that stretch of
21 road. We are car dealers out there. My question is,
22 what is to happen, or develop, with the existing part
23 of the highway once the new facility is built?

24 MR. RUSSELL: It's to my understanding,
25 once the Alcoa Bypass is built, the existing road

1 would go back to the city for maintenance, and I've
2 heard tonight if the decisions is made, at that time,
3 that they want to put up traffic lights they can, but
4 it would revert back to the city.

5 Q. Okay, well our prayer would be that
6 that it would become some sort of a boulevard and
7 shopping destination. That would be advantageous to
8 us. That answers my question, thank you.

9
10 TOM TAYLOR:

11 My name is Tom Taylor and I live at 138
12 Stanley Avenue in Maryville.

13 Q. As I understand this project, part of
14 the real safety issues involved are that the Alcoa
15 Highway carries such diversity of traffic. There is
16 the business traffic, that supports local business,
17 but there's also a lot of traffic where people just
18 put their heads down and try to drive through all the
19 cross traffic and make it to Knoxville back and forth
20 at least once or twice a day. By doing this we're
21 going to siphon off the through traffic. That
22 appears to be the main purpose of this project, is to
23 take the through traffic that is going from this end
24 of the community to Knoxville and back, so that it
25 doesn't have to go through the highly congested

1 business area, and that sounds good in some ways but
2 it will have an impact on business. So, my question
3 really is, have the businesses along the current
4 section been polled to see if they approve of this
5 project, if they endorse it, or if they oppose it?
6 Have we reached that stage yet?

7 MR. RUSSELL: I believe referring back to
8 around 2000 when the city was having their workshops.
9 I'm assuming they met with all the commercial folks
10 along that route and they would have got their input.

11 Q. I mean it seems like a good project
12 unless it's going to economically strike the
13 businesses along there, thank you.

14
15 DON MULL:

16 My name is Don Mull I live at 1065 Vera
17 Drive.

18 Q. This project has been on board for
19 many, many years. The safety is one of the major
20 concerns. I've heard a lot of comments tonight as
21 David Beck commented, you know, negative. I realize
22 that there's still a lot of work to do on this
23 project, sound, environmental issues, but the thing
24 about it is when traffic is backed up you're talking
25 about 10 or 15 seconds, but when you're backed up two

1 miles and you start throwing traffic lights out
2 through there there's no way you can get down Alcoa
3 Highway. So, the concern is to move traffic from the
4 airport, north and southbound traffic, this would
5 become a business district. The businesses have been
6 polled, back in 2002, whenever we talked about this
7 project and they were supportive of it. So, I know
8 that you have a lot of work to do and a lot of
9 issues. I know a lot of people in the room are for
10 and against, but, still, I think the overall point of
11 this project is to better improve traffic flow,
12 because all of Blount County residents, one way or
13 the other, are going to go down the Alcoa Highway.
14 So, let's make it as safe and as convenient as
15 possible.

16
17 MIKE CONGER:

18 I'm the transportation engineer with the
19 Knoxville Regional Transportation Planning
20 Organization, or TPO for short. I wanted to just
21 briefly comment that this project, not only, has the
22 support of the local elected officials, but also
23 throughout the greater region as represented on the
24 TPO executive board. For those of you who are not
25 familiar with us, the TPO is a federally mandated

1 organization that conducts transportation planning
2 for the entire urbanized area, which includes Knox,
3 Blount, and parts of Loudon and Sevier Counties,
4 because as everyone knows transportation issues
5 crossover jurisdictional boundaries. So, the TPO
6 Executive Board is made up of the chief elected
7 officials in the region consisting of the Mayors of
8 the City of Knoxville, Farragut, Knox County, Blount
9 County, Maryville, Alcoa. One of the main things we
10 do is we prepare a 20 year long range transportation
11 plan. That was referenced earlier and this project a
12 part of that plan, and has been for several years, at
13 least back to the year 2002, furthermore this project
14 is also included on the high priority project listing
15 that our agency prepares annually that we submit to
16 TDOT and to our area State Legislators to let them
17 know what our highest priority roadway projects are
18 in the region It's usually about 10 or so projects
19 and this Alcoa Parkway as part of the greater whole
20 of Alcoa Highway all the way from the airport up to
21 Knox County. It initially started as number two on
22 that list back in 2002, and then once the Smart Fix
23 Project, the I-40 widening downtown that was number
24 one, once that was finished this project has now gone
25 up to number one on the high priority listing, and

1 some of the reasons why it's such a priority is
2 obviously the great regional significance of this
3 roadway as a primary connection to the airport, as
4 was mentioned, and a primary commuting corridor from
5 Knox and Blount County. There's some census data
6 that recently has come out that shows that over
7 13,000 work trips go from Blount County to Knox
8 County everyday, and about half that many in the
9 opposite direction from Knox to Blount County and
10 that's just the work trips. That doesn't include
11 shopping, and airport trips, and other types of
12 trips, so it's obviously a primary connector road.
13 There's also been the safety and congestion issues
14 that are well documented and we feel that with the
15 full access control it should alleviate or correct
16 most of those issues. I just wanted to make those
17 comments and I will be around if anyone has questions
18 about the TPO Planning Process.

19 MS. MARTINEZ: Thanks for explaining that
20 Mike. I appreciate that.

21
22 RON KID:

23 Hi, my name is Ron Kid. If I can point my
24 home is just about here and I live at 614 Murdock
25 Street.

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MS. MARTINEZ: Did you hear that Cathy?
614 Murdock Street.

Q. I see ramps coming, and the area to the left, this area, the Old West Plant we've heard things for the past three years about a shopping area being put there. Is that being considered in this plan? Since there's an exit ramp coming one street up from my house, how is my noise level going to change? We have a very quite neighborhood. Springbrook Park is next door. It's been a wonderful place to raise a family and I think you're going to move... I get on Alcoa Highway everyday. I work at UT. Now, it is very, very hard to get on in the morning, and you have to look about half a mile for a space big enough using the emergency lane and pulling over. Now, it looks like they used to call it "bloody 129" when I was growing up, you know, and people died at Shoney's, people die on Rocks Road, and people died on Singleton Station Road, and even on Topside today people are dying. I think that you're going to have such a traffic jam on the right hand extreme up there, why not shift past Singleton, why not bring the whole loop up and parallel Alcoa Highway a little bit better. You've gotta hit Pellissippi. Does anyone know the percentage of

1 people that are coming down Alcoa Highway? They get
2 off onto Pellissippi and use that as an entry way
3 into Knoxville each day. Do you have and figures? I
4 know that people are breaking and accelerating every
5 morning. If we know how many people are getting off
6 at Pellissippi maybe the loop can go around the
7 airport if a high enough percentage of the people are
8 using Pellissippi to go to West Knoxville. Do we
9 have any figures at all on the usage on the highway,
10 the percentage of the cars that are actually going to
11 West Knoxville and the ones going on to Knoxville
12 central?

13 MS. WHITE: What I have are total traffic
14 volumes for different segments. So, as far as
15 splitting out what your asking, origin, destination
16 for different movements. I don't have it at that
17 level of detail.

18 Q. A 7 to 9 O'clock approximation for a
19 Monday through Friday? You have no idea on the
20 volume?

21 MS. WHITE: Not at this moment, no.

22 Q. How much is the noise volume gonna
23 change?

24 MS. MARTINEZ: Also, on your question about
25 the shopping center over by your house. Our folks

1 have not heard anything about that. You may want to
2 ask your city officials to see if that's...

3 Q. It's been in the newspaper several
4 times that there's a possibility

5 MS. MARTINEZ: As far as the traffic
6 forecasting we are aware of the plans for the
7 shopping center. I have been in discussions with
8 Mike Conger, the TPO who does the traffic modeling
9 about the influence of that development. So, it has
10 been factored in in terms of the traffic forecast.

11 Q. Well, right now Mill Street basically
12 dead ends at Alcoa High School and if your traffic
13 volume goes from 200 cars a day to 6,000 cars a day.
14 I'm basically asking what's going to happen to a very
15 quite neighborhood? The volume on Murdock Street,
16 where I live, is probably less than 40 cars a day, so
17 I'm just a citizen asking if all these changes that
18 are going to keep from getting people killed at the
19 Singleton Station intersection right there... It's
20 bad today. It's almost impossible to turn toward
21 Maryville if you come off on Singleton Road at 7:30
22 in the morning people are, I can see people praying
23 before they try to accelerate all those lanes of
24 traffic...

25 MS. MARTINEZ: That is the whole point of

1 this design. The intent is to be able to create a
2 safer traveling environment. On your question about
3 noise, that is something that is currently being
4 studied, as Tom Love has mentioned tonight, we are
5 studying the noise levels, and that is going to be
6 the next thing to be added to our environmental
7 document. I hate to rush you but we have one more
8 gentleman behind you and we'll end with your
9 question.

10
11 BRIAN DANIELS:

12 My name is Brian Daniels. I'm serving as
13 the Interim Chamber of Commerce President here in
14 Blount County.

15 Q. I want to just comment that, or ask a
16 question too. We thank TDOT for continuing to engage
17 our business community in the development of this
18 parkway. I know one of the concerns has been keeping
19 the restricted access that's along the bypass. We
20 want to echo that, to continue to keep that, because
21 that's created a lot of issues for us of Alcoa
22 Highway, and as we bring more business here working
23 with the airport authority on the development of
24 plans that continues to be an issue that some of the
25 businesses that we're bringing into the community

1 have, so we urge TDOT to stay with that restricted
2 access and that design, and please look at the west
3 development site also as that gentleman talked about.
4 Thank you.

5 MS. MARTINEZ: That is, from talking to our
6 designers that is still the plan, restricted access.
7 This concludes our question and answer sessions. Of
8 course the city officials, TDOT officials, our
9 consultants, are all available to speak to you on an
10 individual basis, and once again we want to mention
11 that Ms. Cathy Heinze, our Court Reporter, is here to
12 take your statements, either verbally or in writing.
13 So, if you wouldn't mind if you have not signed our
14 sign-in sheet would you please sign our sign-in
15 sheet. That also becomes part of the public record.
16 Thank you so much. Have a good night.

17
18 PUBLIC COMMENTS:

19
20 COURT REPORTER: May I have your name and address for
21 the record, please.

22 STEVE HILLIS:

23 Steve Hillis, 823 Killion Street,
24 Louisville. Blount County.

25 COURT REPORTER: And, your comment.

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1 MR. HILLIS: The property that I own and
2 where I live is off of Killion Street, off of
3 Crescent, off of Mimosa, off of Alcoa Highway. The
4 extension of Crescent will, well did under the plans,
5 dead ends into the frontage road of the southbound
6 section of the new interstate, or the new highway,
7 from just past Singleton Station Road. My comment is
8 that you, that the planning needs to consider the
9 people that live inside this encapsulated area to
10 allow us ingress, or at least egress, out of our area
11 onto the frontage road. I don't want to get on the
12 main road, but it's a perfect easement access from
13 the north end of Crescent Road to the southbound lane
14 of the frontage road south on the highway just past
15 Singleton Station Road.

16 COURT REPORTER: Okay, is that it.

17 MR. HILLIS: Build it and build it soon.

18
19 COURT REPORTER: May I have your name and address for
20 the record.

21 GEORGE KRAFT:

22 My name is George Kraft, K-R-A-F-T. I live
23 at 723 East Hunt Road, Alcoa, Tennessee. My comment
24 is that we should not build this Alcoa Parkway, but
25 instead please consider to put New Jersey Dividers up

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1 and down the center of the existing Alcoa Highway.
2 The reason is that the bypass would cause the
3 businesses, the businesses bypassed, to perish and we
4 would end up bypassing nothing. Also, for safety,
5 New Jersey Dividers down the middle of, even, other
6 sections of Alcoa Highway would make the whole
7 highway safer. The grassy medians are dangerous and
8 recently a young lady was hit by a car crossing the
9 grassy median. A 21 year old with her 8 month old
10 child by Hall Road. A New Jersey Divider would have
11 prevented that vehicle from crossing into oncoming
12 traffic, so I think that would be a good alternative
13 to this parkway, thank you.

14
15 COURT REPORTER: May I have your name and address for
16 the record, please.

17 MARY KRAFT:

18 My name is Mary Kraft. I live at 723 East
19 Hunt Road in Alcoa. I object to this proposal, this
20 project, because it's gonna go right through my back
21 yard, and it's going to create a lot of noise. We
22 already have the noise of the airport and this will
23 really increase the noise. Not only will it create a
24 lot of noise but it's going to take away from the
25 natural beauty of the area. We live right across

1 from the Historic District and Alcoa to Hunt Road is
2 unsullied and it's, this project will... That's all
3 I wanted to say. It will ruin the beauty of Alcoa.
4 Take away from the beauty of it.

5
6 COURT REPORTER: May I have your name and address,
7 please.

8 SYLVIA DAVIS:

9 Sylvia Davis, 1626 Baneberry Lane, Alcoa,
10 Tennessee. I just wanted to be on record that my
11 husband and I are very much in favor of the
12 improvements that I am seeing. I am sorry that
13 progress always causes disruptions to peoples lives.
14 We live very close to the current Alcoa Highway and
15 we get noise as well, so noise is going to happen as
16 long as there's traffic. We moved into this area 13
17 years ago from West Knoxville, and at that time I was
18 very aware that it was 2 years before I had to sit
19 through one traffic light rotation. In that time
20 period it's now not unusual at all that it takes two
21 or three stop lights for me to get through around
22 Alcoa Highway and various places in that 10 year
23 lapse of time. Traffic is going to continue to
24 increase. Blount County is one of the fastest
25 growing counties in the State of Tennessee. We

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1 cannot wait many more years for some improvements, so
2 whatever deems the best alternative for the entire
3 area, I am very much in favor of. Thank you.

4
5 COURT REPORTER: May I have your name for the record,
6 please.

7 LLOYD H. COSTNER:

8 Lloyd H. Costner. 1522 Hucksely Street,
9 Alcoa, Tennessee 37701. My comments are that I would
10 like to know about the environmental study made on
11 this for air-quality as I live less than a mile from
12 this project. I can already smell diesel fuel coming
13 off of Alcoa Highway and this will even further it.
14 My comment is I would rather not build this bypass
15 and put red lights on the existing highway. I worked
16 at Alcoa for 34 years and at McGee/Tyson Airbase for
17 22, and the air-quality I'm very familiar with all up
18 and down that highway. It is already poor to say the
19 least, and if we slow the automobiles down I feel
20 like we will help that situation some. This is a
21 great concern of mine and I would like to have a
22 reply to my address. Thank you, very much.

23
24 COURT REPORTER: May I have your name and address for
25 the record, please.

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JACOB LAWSON:

Jacob Lawson. My address is 1628 Peppertree Drive in Alcoa. My comment would be that I would strongly like to have a sound wall that would extend from the Hunt Road exchange down to the Hall Road/129 Bypass. My home is currently just adjacent to the Alcoa Highway at the 129/Hall Road split, so a sound wall through there would be almost imperative for the new right-of-way.

COURT REPORTER: Can I have your name and address for the record.

RICHARD STONE:

Richard Stone, 1828 Mill Street, Alcoa, Tennessee. My comment is, where I'm located on Mill Street, Mill Street currently intersects with the ramp that goes north and merges with Hunt Road. My proposal is, and what I would like the group, the design group, to respectfully consider is making Mill Street a dead end street, a cul-de-sac street, so that you avoid merging a residential street into an exit ramp or into a highway ramp which is currently the case today. So, I actually think that could be an improvement in that area, to put a cul-de-sac into that area from traffic flow, safety, as well as the

1 flow of traffic.

2 COURT REPORTER: May I have your name and address,
3 please.

4 VICTOR KAMPAS:

5 My name is Victor Kampas and my address is
6 4751 Airport Highway, Louisville, Tennessee 37777.
7 My question is, everybody talks about the safety on
8 Alcoa Highway, but nobody talks about Topside Road
9 and Alcoa Highway. Topside Road and Alcoa Highway
10 has killed more people the last 31 years I've been on
11 that corner than have been killed all over the
12 highway of Alcoa Highway. Everybody talks about the
13 safety of Alcoa Highway, but like I said, awhile ago,
14 nobody talks about Topside Road and Alcoa Highway.
15 That's what my concern is.

16
17 COURT REPORTER: May I have your name and address,
18 please.

19 DONNA DIXON:

20 Donna Dixon, 1508 Mimosa Drive, Louisville,
21 Tennessee. I'm concerned with the design of this
22 highway related to noise assessments. It seems that
23 its only going to assess those that are right near
24 the roadway, not those that may be 1,000 or 2,000
25 feet or further from the highway. The other thing

1 I'm concerned about is, if you're going to design a
2 road like this why do you not design in alternative
3 lanes for use of bicyclists or other means of
4 transportation so that we can have a healthier
5 environment. So, if you're going to design a road,
6 even if it is a state highway, it should include
7 alternative traffic lanes and that's what I'd like to
8 see done.

9
10 COURT REPORTER: May I have your name and address for
11 the record, please.

12 MARY NEWTON:

13 My name is Mary Newton. My address is 1769
14 Kettering Road, Alcoa, Tennessee. My comments for
15 this evening are, I appreciate the opportunity to be
16 here and have the public comments. My concern is
17 that I don't believe that this specific proposal is
18 going to benefit the greater good for the City of
19 Alcoa, and I do wish for a safer Alcoa Highway. I
20 would like to see more alternative plans available
21 that are less costly to the taxpayers and less costly
22 to the quality of life for people living in Alcoa,
23 specifically the Springbrook neighborhood.

24 THIS CONCLUDES THE HEARING.
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CERTIFICATE

I, Betty B. Neal, Notary Public and Court Reporter, Barringer Court Reporting, hereby certify that the foregoing is a true and complete transcript to the best of my ability and understanding of all oral comments presented during the Tennessee Department of Transportation Public Meeting on Project No. 0500512-3314 as held on November 11, 2010.

WITNESS my hand and official seal at office at Gray, Tennessee, this the 15th of November, 2010.

NOTARY PUBLIC

My commission expires: January 25, 2012

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