

TENNESSEE DEPARTMENT OF TRANSPORTATION

I-69 [CORRIDOR 18]
SEGMENT OF INDEPENDENT UTILITY #7
FROM THE US 412/US 51 INTERCHANGE
IN DYER COUNTY, TENNESSEE TO THE
PURCHASE PARKWAY IN FULTON, KENTUCKY

PUBLIC MEETING

DECEMBER 3, 2015

5:00 P.M. TO 7:00 P.M.

CITY HALL COMMUNITY ROOM

700 MILTON COUNCE DRIVE

SOUTH FULTON, TENNESSEE

Charlotte R. Jaquet, LCR, CCR
P.O. Box 222
Jackson, Tennessee 38302
731.394.6528

*****PRESENTATION*****

STEVE CHIPMAN: welcome to the I-69 meeting. It's good to be here in South Fulton/Fulton. I've always wondered about living on the state line like that, how do you compete sports-wise? I mean, Kentucky? Tennessee? Is there a rivalry there?

AUDIENCE MEMBER: Oh, hell, yeah.

STEVE CHIPMAN: well, that's pretty interesting. Okay. well, thank you all for attending to night. We'll get started. I kind of want to go over our agenda tonight. We'll give you a presentation on what we're looking at now for I-69 and kind of give you the history, and the progress made, and where we are.

We've got representatives from TDOT. We have with us -- I'll have to kind of use my cheat sheet here, if you don't mind. Valerie Birch, which is environmental. Jim Ozment, who is the Director of the Environmental Department for Tennessee Department of Transportation. Then we've got Jane Jones. Jane Jones is Region IV Project Development Director. Then we've got Karen Bullington, who is working the desk for us. Then we've got Richard Adkisson, who also represents the area in Construction. I'm Steve Chipman. I was

Project Manager -- I'm Project Manager of I-69, but now I'm Transportation Manager, too, in Project Development. So I'm wearing two hats now. I've been with the I-69 project since 2003, so I'm working all sections in West Tennessee on I-69.

Then for the Kentucky Cabinet, we've got Chris Kuntz, Paul Looney, and we've got Mike McGregor. I think he works this area. We've got David Martin. Then we also have Carlos McCloud from Tennessee Department of Transportation. He works in the community outreach office. He's right here.

Then with us tonight, I just want to recognize the officials, elected officials with us tonight. We've got Mayor Ed Cassetty. He's over here. He's a little bit under the weather and came out just for this meeting; didn't you, Ed?

MAYOR CASSETTY: That's right.

STEVE CHIPMAN: We've got Debra Craig, who is City Manager. Then we've got Cubb Stokes, City Manager for Fulton is here. We've got Jim Rippy. He's from Union City. He's with the Discovery Park. We thank you for coming. Then we've got David Prater, Fulton Mayor. Thank you. Then we've got Karl Ivey, City Attorney. Then with us we've got Benita with The

Fulton Leader newspaper. Thank you. Hey, we had to put you in here. Ed said you do a lot of promotions for the city, so he wanted to give you a plug for the paper. Thank you for advertising the meeting. I think you did that for us. I appreciate you doing that. Then we've got Jeff Campbell, who is an active citizen here who has been very involved, I understand, in both Fulton and South Fulton. We really appreciate all of you coming out tonight.

We want to let you know that your comments are very important to us. We'll give you a presentation. Following the presentation will be a question and answer session. We have two ways you can -- we'll go back over this again, but we like to emphasize this. Your questions and comments are very important to the development of the process or the project. Okay. So any question is good. Any comment is good, whether it's bad or good. We like it all. Okay. So please be sure to give us your comments before you leave. We'll be here to answer any questions and go over the renderings. You'll see the renderings. We'll answer any questions you have. We've got a court reporter. There's two ways you can get your comments to us, and that's the court reporter

and you also have a comment sheet there. Jim will go over that again.

Jim Ozment from our Environmental Division will be the one that's going to give us a presentation. So Jim, if you're ready. I'm sorry. Paul is going to give some comments from the Kentucky Cabinet.

PAUL LOONEY: I won't take too much time. Thank you all for coming out this evening. We appreciate at the Cabinet our partnership that we have had with Steve Chipman and TDOT. We have worked very well over the last year in particular that Steve and I have worked together. Kentucky has been very actively pursuing the I-69 corridor in the last several years. We now have about 100 miles designated from just south of Henderson to where the Purchase Parkway and I-24 come together. So we are actively pursuing our section through Kentucky. We have several projects that we have just recently let along the Purchase Parkway so that in the very near few years we will have all but the -- we will be really close to the Tennessee border so that we will be able to see this project, hopefully, become a reality. So I appreciate you all coming out and appreciate the feedback and, hopefully, the

questions that you will have for us this evening as we move forward. We look forward to working in our partnership with TDOT. Thank you, Steve.

STEVE CHIPMAN: Thank you, Paul. It's been a great effort on our part to work with Kentucky. We've built a good relationship here, so we think we're going to develop a good project for you all in this area. Jim.

JIM OZMENT: Good evening, everyone. I'm Jim Ozment. I'm the Director of the Tennessee Department of Transportation's Environmental Division. It's a pleasure to be here tonight. We really appreciate all of you all taking the time to come out. I know you have a lot of places you probably could be tonight, but we really appreciate you deciding to come out and help participate and provide input to us at the Department. Kentucky's Transportation Cabinet and Tennessee's Department of Transportation are looking to make a decision on how to finally connect the alignments for I-69 at the border.

We're both here tonight to listen and to gain input. Your understanding of your area is much better than my understanding of your area. It doesn't matter how many things I read, how many maps I look at,

or anything else, I haven't driven these roads. I haven't been raised in this city. We try to take that approach with these types of meetings. Yes, we know how to build roads, but you know exactly what it means to your communities. So it's very important to us to hear those stories and to hear about the future that you would like to see for your communities, as well, and how this all builds on that. Because the roads really need to be more than just transportation; they need to be about building communities.

So we're here tonight, and we're really glad that all of you all are here tonight as well. Let me see where we're at. Well, just a little about what we're going to do tonight. I'm going to give a short presentation. When I say short, I really mean short. We're also -- I think you picked up comment cards along the way here. You can make comments in several different ways. You can fill out a comment card. You can mail that back into us. You can leave it here at the box, if you want to do that. You can give your comments -- we have a court reporter here, who is basically taking down all that we say for the record. If you don't want to write something down, you can go over and just give your comment directly to her.

Later on, we're going to have some questions and answers. We're going to want you to stand up and speak up so the court reporter can hear you. Be sure to give your name; address, you know, where you live; and then ask questions or provide comments to us at any time.

The written comment period is open for 21 days basically after this. So it ends Christmas Eve, December 24th. We have to have a cutoff time. That's our typical time period that we run.

Let me talk a little bit about the project. From the Tennessee perspective, I-69 starts here in South Fulton and runs through Memphis. It was broken into three major study areas and construction projects. One in Millington, Tennessee and down into Mississippi. We call that SIU 9. From Millington north to Dyersburg is SIU 8. Then from Dyersburg to here is SIU 7. Each one of those got an environmental impact study and statement done. You probably hear those all the time. This is what the final proceedings kind of look like. So it's a very large and complex document. It's heavy, so I'm going to set it down. We brought it tonight in case somebody wanted to look at it. It covers the section from Dyersburg to here, in

essence.

It was approved in 2002. We have to -- we write these and then the Federal Highway Administration reviews and approves these. It goes through a fairly lengthy legal process to make sure that they're legally sufficient in our studies. The Record of Decision which follows that Environmental Impact Statement came to us in 2002 also, in September. The one thing that didn't happen in that document was that we really didn't ever say the two points touch at this spot. We left it just a little bit vague, because basically Kentucky and Tennessee weren't exactly sure how we wanted it to line up. Somewhat in that time period, also, we heard some comments from the way that we originally studied and looked at it, that the community here had different opinions and thought that perhaps we should do something different. So we kind of stopped it there and never really formalized it.

Here's what we're trying to do. We're trying to formalize the connecting point between Tennessee and Kentucky for I-69 tonight. We have a couple of options that we're going to show you. I might as well move on here. This just talks about the purpose and need of the project. I think probably

everybody recognizes that there is a need. The purpose of this project is for the continuity of this road from Detroit to basically into Texas and to Mexico. All the states have a role to play in it along that corridor. Hopefully it improves economic growth for the area's mobility, traffic, maybe remove some congestion and things of that nature. That's what that's all about.

This just goes to show some of the alignments that we studied along the way. It was originally we're going to do the same thing, sort of, that Kentucky is doing. From Dyersburg to Troy, we're trying to stay on the original alignment where 51 is at, coming this way. Then we're going to jump off the alignment and bypass or kind of go around Union City and then come back onto 51 coming this way. That's where the current project is looking like to go.

As I said, we had a couple of different options along the way. The first build alternative was added because of the public input that's most recent. So we're moving along. Both of these options have like 300-foot right-of-way that we've studied, so it winds up taking quite a bit of land to go with those.

The second option that we're going to study is more varied, because a lot of it is on

alignment that it's currently already on. So it's going to vary in the amounts of right-of-way that it takes. So this is what you see all around the room. There are several boards and maps on the tables back there. Hopefully you've already had a chance to look at them in kind of detail, because you'll never figure it out looking at that right there.

The first alternative, I'll call it Alternative 1, but it's the western-most alternative, shows that we would come off of US 51 before we got to the current interchange that's here and basically make a route around. The original white lines was what we studied. That was before Walmart was built. Lo and behold, it was built right in the middle of that, so we kind of made a little jog in it to dodge that and come in at a little different angle. That's one of the alternatives that could be studied and looked at for the connection. It has -- all of these will have pluses and minuses. That's why we're here to get your opinion on what those are. We're not really here to tell you what all those pluses and minuses might be, but we're here more to get your thoughts on that.

The second one would continue on up 51. It would require that we basically take this

intersection out, bypass just a little bit around where that weigh station is at, and then come back on Purchase Parkway. It would be connected to Purchase Parkway at that point. There are some historic farms that are in that area. You know, we have issues with - - you know, we can't use those types of properties.

Primarily those are the two options. I said I was going to keep it short. That's what I'm trying to do here. It's, for us right now, just kind of up in the air. Like I said, the first -- the last set of comments we got -- I'm not sure what year that was. It was 2006 or something, maybe. We heard that there was probably interest in moving from the first alternative that we had discussed to maybe having an alternative that did something like that and stayed on there. So the community has already spoken once about this. But it's been at least ten years or more since then. Lots of things happen in communities. I mean, we didn't know about how the recession was going to hit and things like that.

we're basically back today to try to validate what the community's feelings are. One, we look to your community leaders that you've already elected to help provide that and speak for the public,

but we also want to hear from the citizens and those that might be directly affected if your property happened to be near or under one of those alignments at this point.

So where are we at? Right now, we're going to need to review the meeting comments. We'll take that back, and we're going to basically be in consultation with Kentucky to try to determine what we believe would be the preferred alternative to connect all that together.

Once we have determined that, we still have some additional studies to do. Laws change all the time. When we wrote this document there were not problems with -- some endangered species weren't listed as endangered that are today. Rules about water quality have changed. Lots of things have changed. Noise policies have changed. So we have to go back and kind of update all of the studies to be sure that they meet current laws and guidelines and policy. We don't anticipate that to be anywhere near the size document or the time and effort that goes into this original one, because they're studying a much smaller and defined project.

Then finally we will write a NEPA, which

is National Environmental Policy Act, document that's, like I said, much smaller than that, to basically summarize that. From that point, it goes to design. From design, it goes to right-of-way. Right-of-way is purchased and then it goes to construction at some point. So that's kind of the steps that would be involved. Timing on this is very difficult to say. A lot of things from, I think, all states, certainly us - - we have funding issues and trying to decide exactly how all of this floats together. There are 95 counties. Everybody has a project they want. There's limited funding. Congress right now, I think, is debating a bill that might be voted on this week or next that could provide the first long-term funding bill that we've had in a long, long time. So that would be beneficial. It's about freight and corridor movement, a lot of this current bill. This is what I-69 is about. It's big corridors and big freight movement type of a project. So there may be something that comes out of that law that actually helps accelerate these projects. At this point, I'm only speculating and I can't, you know, speak for what would come out of the funding formula. There's just way too much stuff that could happen in the future for us to

give exact times or make that kind of a commitment. what we're making the commitment to tonight is we know both states want to see this happen. we believe that it's an important connector to get this built and get it around Union City and back onto 51 so that it basically shows some interstate continuity from, in essence, Caruthersville, Missouri, all the way through Dyersburg, and up through Kentucky and through here. That is a connection that's a useable interstate connector at that point, even without being built all the way straight through Tennessee to Memphis. That would be an important step in getting that done, and we recognize that for the communities that are involved along the way.

That's about it for this. I know that probably you all have a lot of questions. we have hopefully answered several back here already. we have a lot of people here that can help. we have the designers here, some of the other consultants, and the states' staff from both states. So I think at this point what we would like to do is just kind of open the floor up and take questions and comments, if you all have any, and see where this goes. Hopefully, again, you've had a chance to already look at these in detail.

If not, you can run back and take a look and see if that generates any other questions after hearing this. I apologize. You always have trouble showing small alignments on PowerPoint presentations.

Steve, do you want to come on up and we'll see what we've got. I think if you'll just stand up, it seems to be small enough that everybody can probably hear if you'll just speak up if you have a comment or a question.

STEVE CHIPMAN: Be sure to give your name and so forth so we can know who the comment comes from.

JEFF CAMPBELL: My name is Jeff Campbell, 9399 State Line Road, South Fulton, Tennessee, Obion County. My first question is to either cabinet, probably more for Kentucky. Alternative 1 or Alternative 2, regardless of which one is chosen, my question is, on the Kentucky side does that affect at all exits 2, 1, and 0 that we currently have, other than widening or extension of ramps?

JIM OZMENT: We have the designer here with us. This is Stan King from HDR Engineering. He has been integral in designing this and looking at this in greater detail and may be able to answer that more

specifically. If one of you gentlemen in the back want to speak to that, then we can do that. I'll let Stan have a shot at it here first.

JEFF CAMPBELL: I'll just say before you answer, I don't really care about Exit 0, whichever way it goes, because that's a horrible intersection anyway. I want to make sure that Fulton keeps its two existing exits 1 and 2.

STAN KING: Okay. One of the Cabinet guys, if you'll correct me if I'm wrong, but 1 and 2 would be Nolan Avenue, 51, and then the next interchange north; is that correct?

CHRIS KUNTZ: Yeah, it would be Kentucky 307, Exit 2.

STAN KING: Under both of these, those interchanges remain. Is that your basic question?

JEFF CAMPBELL: Yes. Would 0 go away under either alternative?

STAN KING: Under Alternative 2, 0 goes away. Zero being 45 and 51 here in South Fulton; right?

JEFF CAMPBELL: It's directly across from Walmart, and it's basically just --

STAN KING: Middle Road. Yeah, that

would go away. That would go away under both scenarios.

JEFF CAMPBELL: Both scenarios. All right. You answered my question. Thank you.

CHRIS KUNTZ: To answer your other question, we do have -- Kentucky has a separate project that is in our six-year plan, independent of this, that will go from wherever this ties in and north to Mayfield. That includes redoing the interchange at Wingo. You know, the ramps at Exit 1 and 2, we would probably have to do some lengthening of the ramps to get up to the current standards for merging on and off the interstate. Then, if you've driven, you know, further north from Mayfield on to Calvert, we've got, you know, some work done with barrier walls, guardrails, ditches, bridges, you know, those types of things. Corridor improvements would also be included in that project. That project, in our current six-year plan, is funded for 2020. Obviously we're getting ready for a new six-year plan writing session with the General Assembly meeting in January and a new governor coming in. So we're hopeful that that project on our side will continue to get support and get funding.

STAN KING: Let me follow that up again

and clarify. What you're calling the 0 interchange, under Alternative 2, it would go away, but it's also in the same proximity of the new interchange at State Line Road. So that's your access to I-69 under that one. And let me clarify on Alternative 1. I said that the interchange of 51 and 45 goes away. It stays, but it doesn't have direct access to 69 any longer.

ROBERT WHITESELL: 8230 State Route 116 E, right in the middle of all that. What would happen with the weigh station? Would there be another one built or is it going to be done away with on either alternative?

CHRIS KUNTZ: You know, under either alternative, I don't think we would be able to keep the weigh station in the same location it is now. Is that correct? I mean, we would have to explore some other avenue of how we were going to do that, but we have not really tackled that yet.

JEFF CAMPBELL: Chris, just to tag onto that, if you do a new weigh station -- I'm assuming you guys are probably aware of this. If there's anything that can be done to the design of that to prevent truck traffic from entering the city of Fulton, it would be appreciated. What happens today is they come up 51 and

instead of jumping on Purchase Parkway at the interchange at the Tennessee line, they keep going straight to avoid that weigh station. All that truck traffic is going around West Highland Drive, right through downtown Fulton, not stopping, not helping us at all economically but beating our roads to death.

MIKE MCGREGOR: We don't have to have a weigh station right at the state line. What you will see is when the weigh station is relocated, it will be up the Parkway some. We don't know exactly where that will be, but wherever it's at, it should alleviate that problem.

HUNTER WHITESELL: 126 Rose Road, Fulton. What about the existing section of the Purchase Parkway? Regardless of which option is taken, what happens to that?

STAN KING: I'll answer that. It will remain as a local road, a connection up to Middle Road. The bridge -- well, under Alternative 1, the bridge would stay grade separated there over State Line Road. But Alternative 2, that would be changed to an at-grade intersection so that you would have access to the interchange at I-69 and State Line.

HUNTER WHITESELL: So that would more or

less replace the existing service road?

STAN KING: That's correct, Eastwood. It would tie in with Eastwood on Alternative 1. It would tie in with Holiday Lane, I think is what it's called, under Alternative 2 to get access back to Middle Road.

JIM RIPPY: 725 East Church, Union City. Does either state plan a tourist weigh station/stop station like we have at all the other parts in the states, Tennessee or Kentucky, for tourists?

STEVE CHIPMAN: On the Tennessee side there is one. It's going to be a weigh station and welcome station. It's on the section just north of Union City where it cuts off of 51 and goes west around.

JIM RIPPY: We're one of the only places in this part of the world that doesn't have one.

STEVE CHIPMAN: I don't know about Kentucky.

MIKE MCGREGOR: We will be relocating the weigh station. At this time, we've not had any discussion about a welcome center. I don't know.

STEVE CHIPMAN: Anybody else? We'll be here until the last one leaves. Feel free to look at

the drawings if it will help you.

JOHN JONES: My name is John Jones, South Fulton. I live about two miles out of town. The new interchange that you would put there on State Line Road, would that State Line Road be upgraded, widened, to help traffic on and off?

STAN KING: Yes, it would have to be upgraded in order to accommodate the proposed traffic. Let me also take the opportunity to say that everything you see on these boards are conceptual planning level alternatives. There's a lot of environmental studies that have yet to be done, as well as design that would be in the future. So details can change, but these are the concepts that are being presented for the two alignment options.

JOHN ALGEE: 5047 Par Road, South Fulton. On the utility relocating, I was on the Commission here when we did 45. It ended up the City had to relocate the gas line, water line, and stuff. Will that be taken care of in the funding where the city won't be responsible for relocating utilities?

STEVE CHIPMAN: On the Tennessee side, we'll follow our utility policies on that. I'll be happy to talk to you after the meeting. You know,

we've got a policy. We've got a plan where we help with relocating the utilities, but there are policies and procedures you have to follow with that. Kentucky side, I guess whatever the Kentucky policy is on relocating utilities, it would be the same procedure there. That usually happens later on when we hit the design phase, when we start dealing with utilities.

Anybody else?

JEFF CAMPBELL: Followup question. I'm going to ask you two questions. One you ought to easily be able to answer and one I'll put you out on a limb a little bit. The first question is what's your current plan timeline for release of both states coming together and saying we have chosen Alternative 1 or 2?

JIM OZMENT: well, we have to get the comment period first and take a look at that, but it should be, you know, after the first of the year for sure, but not too much further into the year to make those decisions. Paul, do you -- I mean, we do not have a set date for that. You know, we're just kind of -- as it comes along here, we'll make the decision and set up meetings. You know, if we have to have more information, that may take a little bit more time coordinating both states' schedules and working those

details out. But it shouldn't be, you know, very long, I wouldn't think.

JEFF CAMPBELL: I'll preface my last question with a comment for both KDOT and TDOT. Regardless of which alternative we end up with, 1 or 2, you're not going to make everybody happy. I know that I-69 is the future of this community, as well as a lot of other communities in Northwest Tennessee and West Kentucky, so we just need to get on with it. That takes me to my last question. I'm 59 years old. Will I live long enough to see this built?

STEVE CHIPMAN: Good question. I'll just yield to the man above. Has anybody else got a question? One I can answer?

BUBBA NELMS: I'm Public Works Director for the City of Fulton. My question is for Chris. We have a lot of farm traffic and a lot of farmers that farm on either side of this proposed interstate. There is a lot of congestion with farm equipment coming off 307 onto 51. I just wonder if they studied that to see if there's an alternative to bring that road from 307 to 51 to eliminate all of this farm traffic coming through town, because as this farm equipment has grown, the highways don't have enough right-of-way to even

take equipment. So you've got to stop traffic to bring them through town. This is really going to get to be an issue when we start doing these interchanges and changing this highway structure itself.

CHRIS KUNTZ: At this time, that's not something that we have really looked at, at all. Mike, do you know of any --

MIKE MCGREGOR: There was a long-range plan in the Fulton paper that talked about roadways and highways. There was a proposal for a connector north of Fulton, on 51, to connect to 307.

BUBBA NELMS: That was proposed through the county government.

MIKE MCGREGOR: That particular project that I mentioned was on the "Unscheduled Needs" list. That's not one that has made it into our six-year plan. As far as any other study of that traffic, of that farm traffic part of our I-69 portion, that's separate from this project. We've not got to that point yet. We're still in the early design phase and discussion on the Parkway upgrades from Fulton up to Mayfield. Stan, I don't know if in your development of this you all have looked at any kind of farm traffic. The answer is we haven't yet, but we're still in the early stages on our

side of the project.

BUBBA NELMS: I just want to make sure you understand. Chris and them and Mike and them know we have two underpasses on 307, so it will eliminate the use of 307 over to 51, unless you go out to 45 and go up to water valley and make about an eight-mile trek with a piece of farm equipment. The alternative is to bring it through town, to come down Highland Drive, across the bridges there at the cemeteries, and bring it by the stop light or one of those alternatives. It will be a problem once this highway is built, because they don't use the Parkway but they still have to come through town. It's just going to make it worse, I believe, once we get started with it.

STEVE CHIPMAN: I tell you what, that's a good comment. If you will just add it and include it, that's what we're looking for, things like that. Okay.

RICK COX: I live at 116 3rd Street. Has there been any studies on route A or B as far -- or 1 or 2, as far as the economical value gain or loss to revenue?

STEVE CHIPMAN: Not at this time. That would be part of the NEPA study.

RICK COX: When those come available, will you make those available to the newspaper?

STEVE CHIPMAN: Yeah, that information will be available to you. We'll have another meeting. Just for you to know, whenever we get the alternative studies, there will be another public meeting. So we'll be coming back to you on the alternative that's selected. Okay. That's a good comment. Write it down and throw it out there, please. Anything that you think we need to consider, that's what we're coming here for. It could be saving the snail darter on the ditch in front of my house. Throw it out there. Okay.

Anybody else? Okay. Thank you so much for attending tonight. Like I said, we'll be here. You all have a good Christmas and we'll see you next year.

*****COMMENTS TO COURT REPORTER*****

KARL IVEY: I'm South Fulton city attorney and have lived in this community for more than 25 years following an army career. When this subject was brought up in 2006 or thereabouts, Congressman Tanner, who lived in Union City and was from Union City, was informed about what we would call Alternative 1 in its earlier stages, and he almost came unglued over that circumstance. He basically stated publically to various groups, as well as, I think, to the media, that he had fought long and hard with Congress to obtain the funds to build Highway 51 a four-lane from Union City to the Kentucky line. He basically said, "Over my dead body will they cut off any part of that highway and not use it all." He was absolutely adamant about it, and I'm sure, although he's no longer a congressman, he still has influence and people know how important this issue is to him.

I don't know about Congressman Fincher. I suspect once the word gets to him, he will become equally energized and not want to see Highway 51 lose any part of its effectiveness.

One of the problems with Alternate 1 is that it cuts off traffic from Highway 45 leading north

from Martin, Tennessee. You have a tremendous amount of traffic on that road. The way this is proposed, that traffic, to get on the interstate, would have to go through South Fulton and Fulton or take a wide detour down the Ken Tenn Highway, Highway 51, to the interchange near the Tyson Feed Mill at Section Line Road, I think they call it.

So it makes sense to take Alternate 2. From another perspective, it hurts the fewest number of landowners. It affects the fewest number of landowners, and it follows more closely the current existing plan. An added incentive for the people of Fulton and South Fulton is that it gives them entry to the interstate from State Line Road.

-CERTIFICATE-

I, CHARLOTTE R. JAQUET, LCR, CCR, being a licensed court reporter, do hereby certify that the preceding is a transcript of the Tennessee Department of Transportation public meeting held in South Fulton, Tennessee on December 3, 2015.

So certified on the 7th day of December, 2015.

Charlotte R. Jaquet

CHARLOTTE R. JAQUET, LCR, CCR

Tennessee LCR #005 Expires: 6/30/2016