Public Meeting
Improvements for Morganton Road
Date: September 13, 2018
Time: 5:30 p.m.
FED-HPP-1216 (10)
STATE-05LPM-F3-054

Meeting Attendance:
1. Neal Ownsby          1930 Morganton Rd.          977-8988
2. Joanna Peterson      158 Sparks Lane          977-4046
3. Eric Overton         115 Bellas Way         705-4426
4. Daniel Swiskoski     119 Bellas Way         363-5959
5. Myron Farner         1926 Harvard St.          363-5959
7. Ronald Porter         2019 Yale St.          865-983-8009
8. Larry & Jo Teffteller 1013 Vanderbilt Cir. 865-983-8206/ 207-3364
9. Nick Bright          2737 Morganton Rd.          865-254-0037
10. Brian Boone         810 Barrington Blvd.          865-599-8001
11. Frank Harless       922 Cornell Rd.          865-983-5406
12. Myriam Anderson     925 Thunder Creek Dr.       865-985-1119
13. Jeff Headrick
14. Chico Messer
15. Misty Guge
16. Teresa Johnson
17. Chris Soro
18. Ron Whittaker

Meeting Minutes:
Improvements for Morganton Road from Foothills Mall Drive to William Blount Drive.
Project funded via a partnership between:
- Blount County Highway Department
- City of Maryville
- Tennessee Department of Transportation
- Federal Highway Administration

Proper Environmental Clearances:
1. Cultural Resource Evaluation – We will be looking for the presence of historic or archaeological resources.
2. Jurisdictional Waters Evaluation – We will be looking for wetland areas and streams that will be impacted by the project.
3. Threatened and Endangered Species Act of 1973 requires that all Federally funded projects conserve listed species. This document will be coordinated through the Tennessee Department of Environment and Conservation, Tennessee Wildlife Resource Agency, TDEC Division of Natural Areas.


5. Geophysical Evaluation including:
   A. Time Domain Electromagnetics Study
   B. Ground Penetrating Radar

6. Passive Soil Gas Assessment:
   Identify Volatile Organic Compounds

7. NEPA Document – National Environmental Policy Act using TDOT format. (Ultimate Deliverable)

Once we get past the environmental phase which might take up to a year, then we will start into the development of ROW plans which will take another 6-8 months before actual ROW acquisition can begin. In total, that process could take about 2 to 2 ½ years depending upon the time it takes to go through the agency review. Look for construction to begin likely in the spring to summer of 2021.

Comments:

1. Concerned about getting out of side roads.
   Frank Harless
   (General Comment)

2. Sight Distance – Safety / Morganton Road & Davenport Road
   Ronald Porter

3. Fix sight distance at Davenport Road. Straighten Curve at Creek on Davenport Road.
   Larry Teffeteller

   Larry Teffeteller

5. Consider straightening Davenport:

   ![Map showing Davenport Road and Morganton Road]
6. Hard to make left turn. Visibility is a concern in the morning and evening especially.  
   (Intersection of Worthington Blvd./Morganton Rd./Kingfisher St.)
7. Research grants for solar panel bike/walking path to collect energy for lighting at night.  
   Eric Overton  
   (East side of Wells Rd./Morganton Rd.)
8. Multiple Comments:  
   a. What will speed limits be?  
   b. Will there be walking or bike paths/access?  
   c. Will this upgrade affect the real estate taxes of local owners?  
   d. Will there be any street lights installed?  
   e. Will the road be passable during the construction?  
   Daniel Swiskoski  
   (Luther Mac Ln./Morganton Rd.)
9. Do you know how much more traffic there will be once the road is expanded?  
   Anonymous  
   (Luther Mac Ln./Morganton Rd.)
10. Low spot. Catches runoff from both directions and feeds my pond.  
    Nick Bright  
    (Between Norwood Village Ln., Luther Mac Ln., Morganton Rd)
11. How will all the “improvements” planned be tied together with existing roads not included in  
    project? With the “improvements” will come more issues and traffic than present.  
    (Past WB Drive) All this increase in traffic doesn’t magically stop at WB Drive. While I know no plans exist  
    I am sure a “big picture” of the project does.  
    Scott Bivens