

APAC – ATLANTIC, INCORPORATED

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7-B-10-UR

June 28, 2010

Metropolitan Planning Commission
Attention: Mr. Dan Kelly, Technical Staff
City County Building
Knoxville, Tennessee 37901



Re: I-75 Asphalt Plant Operation

Dear Sir:

I would like to provide an update to MPC concerning the various steps and changes that we have made at our asphalt plant facility located on Raccoon Valley Road in the quarry of Aggregates USA. When we were issued a temporary operating permit last year, there was a list of items that we were prepared to address and implement and I will provide the following update.

Back up alarm on equipment – This issue was handled by substituting a “woofer” type of alarm, rather than the standard loud horn alert. The woofer is not as intrusive as the horn and still serves the same safety purpose of alerting workers that the machine is in reverse gear.

Noise from bulldozer tracks – This situation was remedied by bringing in a rubber tired loader, rather than running the bulldozer. The metal tracks can be quite loud when the machine is running. By using the rubber tired machine, this noise was eliminated.

Banging of Tailgates - We sent out flyers and also verbally told all of our truck drivers that they could not “bang” the tailgates of the dump truck. When the trucks would haul back asphalt that was milled up from the existing Interstate, when the truck beds got warmed up from hauling asphalt, the milled asphalt material would start sticking in the beds. Traditionally, drivers would sharply accelerate and abruptly stop the truck so that the tailgate would hit the bed of the truck and dislodge the milled asphalt material. This process works, but is very loud and abrupt. We told the drivers that if the asphalt started sticking, we would either wash out the material, or use a backhoe to reach in the truck bed and remove the material. We constantly reminded the drivers we were in a residential area.

Plant Personnel using Gamble Road – We told our personnel to use the quarry entrance as the only available entrance to the plant site. Since we have built the earthen berm, access by Gamble Road is now nearly impossible.

Start up of Exhaust Fan – We have constructed a sound barrier panel made up of plywood with insulation on the fan side, in order to muffle the sound of the exhaust fan on the baghouse. We looked at several options in configuring the exhaust stack, but our Air Quality Permit from Knox County is specific in this regard, so we tried to address a solution around the fan system.

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In addition to the information above, we have coordinated an effort with Aggregates USA to construct an earthen berm between our asphalt plant facility and the residences on Gamble Road. The berm is nearly complete and then we will place vegetation on the sides and top of the berm to further inhibit the sound travelling from the plant site.

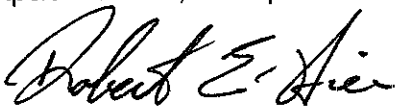
We also placed some sound panels at the top of the storage silos, where the drag conveyor brings the hot mix to the top of the silos. This is a chain driven conveyor, and therefore, there was some noise associated with that process. The addition of the sound panels has definitely muffled these sounds as well.

Finally, we have maintained contact with Mr. & Mrs. Meighan with respect to our ongoing plans for noise reductions, visit to our plant in order to see the process, and visits to their residence to hear the differences between our project from 2009, compared to the recent project.

It is my belief that we have succeeded in reducing the noise from the plant operation to a level that is tolerable for the neighbors. We will also complete the earthen berm in an effort to continue to minimize the noise from our operation, and continue to maintain good communication with the neighbors with respect to our schedule for operating the plant in the future.

After review of this information, please contact me if you need further information.

Sincerely yours,
Apac-Atlantic, Incorporated



Robert E. Hill, P.E.
Vice President



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION**

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GERALD F. NICELY
COMMISSIONER

PHIL BREDESEN
GOVERNOR

June 28, 2010

Nathan Benditz
MPC Transportation Planning
Suite 403, City/County Building
400 Main Street
Knoxville, Tennessee 37902

**RE: Proposed Kroger Development
Kingston Pike (S.R. 1) with Cedar Bluff Rd
Knox County**

Dear Mr. Benditz:

The Department of Transportation has completed a review of the Kroger Development site plan at the intersection of State Route 1, Kingston Pike, and Cedar Bluff Road in Knox County.

The Regional Traffic Office does not recommend the proposed right in/right out access on State Route 1, due the proximity of the entrance to the intersection of SR 1, Kingston Pike, and Cedar Bluff Road. The Traffic Office recommends only one access onto State Route 1, Kingston Pike; this entrance would be located at the existing median crossover. Along with the planned entrance, TDOT would propose installing a right-turn deceleration lane or pull-off area to mitigate the traffic slowing to enter the site.

Thank you for your assistance in this matter and please contact me if you have any questions.

Sincerely,

Nathan Vatter, P.E.
Regional Traffic Office

NV/ap

7-B-10-UR



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
P.O. Box 58
Knoxville, Tennessee 37901



GERALD F. NICELY
COMMISSIONER

PHIL BREDESEN
GOVERNOR

June 28, 2010

Apac-Atlantic, Incorporated
Attention: Mr. Robert E. Hill
Post Office Box 6357
Knoxville, Tennessee 37914

Re: Work Restrictions

Dear Robert:

With respect to your inquiry concerning the time restrictions on certain Tennessee Department of Transportation projects, our current policy is to place the restrictions either in the Contract Proposal as Special Provision 108B and/or include the restrictions in the Special Notes in the contract plans.

Our current policy is that all Interstate resurfacing work will be performed at night, typically between Sunday night and Thursday night and the hours of operation will be 7:00 pm – 6:00 am. There could be occasions where lane reductions could start later than 7:00 pm, depending upon the volume of traffic. Additionally, on higher volume routes, such as Kingston Pike, Clinton Highway, Alcoa Highway, etc we will also include the daytime work restrictions and require these projects to be performed at night.

We have seen that the amount of traffic sitting in work zones has decreased by working at night and at this time, have no plans to alter our policy on work restrictions on high traffic volume roads at this time.

After your review, please contact me if you have any questions.

Sincerely yours,
Tennessee Department of Transportation

A handwritten signature in cursive script that reads "Clinton C. Bane".

Clinton C. Bane
Regional Construction Supervisor