



Dori Caron <dori.caron@knoxplanning.org>

[MPC Comment] Fwd: PRI Asphalt Plant

Mike Reynolds <mike.reynolds@knoxplanning.org>  
Reply-To: mike.reynolds@knoxplanning.org  
To: Commission <commission@knoxplanning.org>

Wed, Mar 13, 2019 at 12:57 PM

FYI

-----  
Mike Reynolds, AICP  
Senior Planner  
865.215.3827



Knoxville-Knox County Planning | [KnoxPlanning.org](http://KnoxPlanning.org)  
400 Main Street, Suite 403 | Knoxville, TN 37902

----- Forwarded message -----

From: **Greg Ailshie** <[Greg@gotpotholes.net](mailto:Greg@gotpotholes.net)>  
Date: Wed, Mar 13, 2019 at 12:32 PM  
Subject: PRI Asphalt Plant  
To: Mike Reynolds <[mike.reynolds@knoxmpc.org](mailto:mike.reynolds@knoxmpc.org)>

Mike,

The Mfg. just sent this to me.

It is on their website.

This answers a lot of questions about

Noise and pollution. We are required by

Law and Knox County Air Quality to keep emissions

Within their Govt. designed limits.

Thanks,

*Greg Ailshie*

[5651 S. National Dr.](#)

[Knoxville, TN 37914](#)

3/13/2019

Knoxville - Knox County Planning Mail - [MPC Comment] Fwd: PRI Asphalt Plant

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 cid:5ad0b3001b0ab

Tennessee Contractors License Number

64124 Expiration 11/30/2018

License Limit: UNLIMITED

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

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 **Astec-Meet-The-Neighbors-EN.pdf**  
4541K

# ASTECC



## MEET THE **NEIGHBORS**

Everything You Wanted To Know About Asphalt Facilities



# ASTECC

Everything You Wanted To Know  
About Asphalt Facilities







# ASTEC



## WHAT IS **ASPHALTIC CEMENT?**

Asphaltic cement is a highly viscous, black substance comprised of a complex mixture of hydrocarbons. Some asphaltic cement comes from natural asphalt lakes such as the La Brea Tar Pits. Most of the asphaltic cement used in road building is actually a by-product of crude oil refining. Asphaltic cement is the residual material remaining after lighter fractions, or grades of oils, have been distilled from crude oil. It can be further processed for use in paving mixtures or other industries such as roofing. Asphaltic cement is a thermoplastic, which means it is hard at ambient temperatures, but thick and sticky when heated. It may be referred to as "binder" or bitumen (a term commonly used outside North America). It is the material in pavement that coats aggregate and glues (or binds) the mix together. Eighty percent of the asphaltic cement used in the United States is for paving mixtures.

# ASPHALT

IS TAR THE

## **SAME AS ASPHALT CEMENT?**

No. Tar is a black or brown mixture comprised of hydrocarbons and free carbon. It typically results from the destructive distillation of organic matter. Though it can be produced from petroleum, most often it is produced from coal as a by-product of coke production. It was once used to seal roadways, roofing shingles, and wooden ship hulls. However, since the 1970s, asphaltic cement has completely replaced the use of tar in paving mixtures.

WHAT IS

## **ASPHALT PAVEMENT?**

Pavement is a hard, smooth surface that facilitates vehicular and pedestrian transportation. It consists of a highly controlled mixture of asphaltic cement and aggregate. Prior to placement, this mixture is referred to as asphaltic concrete, or bituminous concrete. Mix can be further classified as Hot Mix Asphalt (HMA) or Warm Mix Asphalt (WMA) based on the mix temperature at which it is produced. Typical paving mixtures contain 95% aggregate and 5% asphaltic cement. Asphalt pavements produced at temperatures below 300°F are referred to as Warm Mix Asphalt (WMA). Paving mixtures produced at temperatures between 300°F and 350°F are termed Hot Mix Asphalt (HMA).

WHAT IS THE DIFFERENCE

## **BETWEEN HMA AND WMA?**

Hot Mix Asphalt is asphaltic concrete produced at mix temperatures of 300°F and higher. Warm Mix Asphalt is asphaltic concrete produced at mix temperatures below 300°F. WMA is produced by modifying the viscosity of the asphalt cement, typically by mechanically foaming the binder through water injection. This allows the mixing process to be conducted at lower temperatures. Production of WMA reduces energy consumption, which results in lower emissions.



# ASTECC

## HOW MANY ASPHALTIC CONCRETE FACILITIES ARE IN THE UNITED STATES?

According to the EPA industry estimates, there are approximately 4,000 asphaltic concrete production facilities operating throughout the country.

## WHY ARE SO MANY FACILITIES NEEDED?

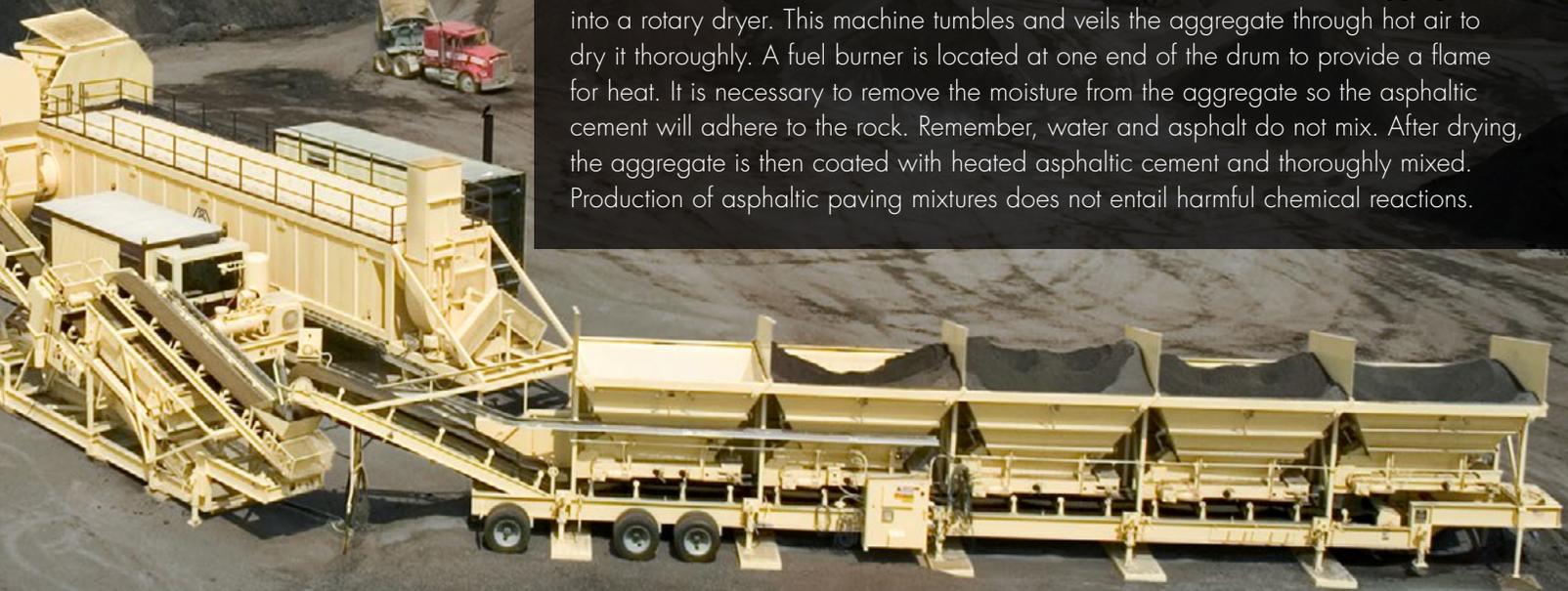
Considering how large the United States is, there really are not a lot of facilities. This amounts to only one facility per 950 square miles. Approximately 2.68 million miles of U.S. roadways are paved, ninety-four percent of which are surfaced with asphaltic concrete. Road maintenance and new construction projects require between 650 and 750 million tons of asphaltic concrete each year. Asphaltic concrete must be laid quickly after being loaded into the haul truck, because it hardens as it cools. Cooling occurs during transport from the facility to the paving site. The haul distance needs to be as short as possible to minimize the amount of heat lost during transport, because mixes become harder to lay down by a paving machine and compact with rollers as they cool. Ambient air temperature greatly effects how long the mix is "workable" and can be properly installed on the roadway. In addition, trucking is a large part of road maintenance and construction costs. Minimizing haul distances lowers road paving costs to the community.



# FACILITIES

## HOW IS ASPHALTIC **CONCRETE MADE?**

Aggregate is divided and placed into bins according to size. Depending on the mixture of aggregate called for, the bins automatically meter out the appropriate volume of each size needed onto a conveyor belt. The belt deposits the aggregate into a rotary dryer. This machine tumbles and veils the aggregate through hot air to dry it thoroughly. A fuel burner is located at one end of the drum to provide a flame for heat. It is necessary to remove the moisture from the aggregate so the asphaltic cement will adhere to the rock. Remember, water and asphalt do not mix. After drying, the aggregate is then coated with heated asphaltic cement and thoroughly mixed. Production of asphaltic paving mixtures does not entail harmful chemical reactions.





# ASTECC

## CAN ASPHALTIC CONCRETE PAVEMENT BE RECYCLED?

Asphaltic concrete pavement is completely recyclable. Before repaving an existing road, the upper asphaltic concrete surface is milled off. The material removed is called Reclaimed (or Recycled) Asphalt Pavement (RAP) and is added to new mix while it is being made at the asphaltic concrete facility. Recycling asphaltic concrete pavement reduces the quantity of new material required, lessens environmental impacts from the facility, and minimizes disposal of old pavement in community landfills. Asphaltic concrete pavement is the most widely recycled product in the U.S., both in terms of tonnage and percentage. Over 99% of asphaltic concrete pavement removed from roadways during maintenance is recycled each year. Other recyclable products, such as glass, rubber tires, and recycled asphalt shingles (RAS), are used in the production of hot mix asphalt. Paving mixtures containing RAP are referred to as recycled asphalt mix (RAM). Advances in technology are leading to increased RAP usage.



## WHAT POLLUTANTS ARE EMITTED DURING THE PRODUCTION PROCESS?

The burners of most aggregate dryers run on fuel oils or natural gas. These fuels are hydrocarbons (compounds containing hydrogen and carbon atoms) and produce carbon dioxide ( $\text{CO}_2$ ) and water ( $\text{H}_2\text{O}$ ) during complete combustion. However, no actual combustion process ever completely burns all of the fuel. Thus, the exhaust stream will include water, particulate matter, products of combustion, and unconsumed nitrogen and oxygen molecules from the air. The products of combustion generally include carbon monoxide (CO), oxides of nitrogen ( $\text{NO}_x$ ), sulfur dioxide ( $\text{SO}_2$ ), and hydrocarbons. These hydrocarbons can fall into several categories, including volatile organic compounds (VOCs). All of these pollutants are measured in the exhaust stream in parts per million (ppm). Pollutant emission rates depend on fuel type and aggregate source, as well as plant design. Modern asphalt facility burners are extremely efficient and, therefore, typically produce low emission rates.

VOC emissions may also result from heating the asphalt cement. Many of the compounds generated during the mixing process are incinerated by the dryer burner and are not exhausted into the atmosphere.

# RECYCLING



## IS ASPHALTIC CEMENT A TOXIC HAZARD TO **ANYTHING IN THE ENVIRONMENT?**

No. Asphaltic cement is insoluble and does not react with water. In fact, asphaltic concrete has been used to line surfaces of fish hatchery ponds and community water reservoirs. For example, the Metropolitan Water District of Southern California has used hot mix asphalt liners in its reservoirs for over four decades. Asphaltic cement is also used to seal potable water supply pipes. Another important use of asphaltic concrete is industrial retention ponds and landfill liners. Asphaltic liners prevent harmful substances from leaching into the soil and possibly contaminating ground water.



# ASTECC

IS AN ASPHALTIC CONCRETE FACILITY

## A LARGE SOURCE OF EMISSIONS?

No. In fact, studies show that emissions from the asphalt paving industry have decreased over 97% since 1970, despite a 250% increase in production. All emission concentrations from asphaltic concrete production facilities are well below the established threshold limit values set forth by the American Conference of Governmental Industrial Hygienists. The EPA delisted asphaltic concrete production facilities from the Maximum Available Control Technology standard in February, 2002, because such facilities are not major sources of air pollutants. The asphalt paving industry continues to develop new technologies to further minimize emissions during mix production and paving operations. Mix production facilities must be permitted through local or state air quality agencies. The permits establish operating limits for the facilities to strictly control emission rates generated during mix production in order to prevent degradation of ambient air quality.

WHAT IS

## "PARTICULATE MATTER"?

Particulate matter is a term used to denote microscopic liquid or solid particles much smaller than the diameter of human hair. Particle size is measured in microns, which is equal to one-millionth of a meter. Particulate matter results from the drying process at an asphaltic concrete production facility. In the case of such facilities, the particulate is almost entirely stone dust. Stone dust is a valuable part of the product that the facility owner does not want to lose. It is collected by a large air filtering unit called a baghouse and returned to the mixer for inclusion in the paving mixtures.



# HEALTH

## DO ASPHALTIC CONCRETE FACILITIES CAUSE CANCER?

Numerous agencies worldwide have conducted extensive testing on asphaltic cement fumes from paving and roofing applications. The International Agency for Research on Cancer classified asphaltic cement fumes from occupational exposure as Group 2B. This designation is used for substances, mixtures, and exposure circumstances for which there is limited evidence of carcinogenicity in humans. Other items designated as Group 2B include aloe vera (whole leaf extract) and cell phones (radio frequency electromagnetic fields).

The American Conference of Governmental Industrial Hygienists has designated asphalt cement fumes as A4, which are agents not classifiable as a human carcinogen due to lack of data indicating evidence of carcinogenicity.

## IF THERE IS NO DANGER OF CANCER, WHY HAVE THERE BEEN SO MANY STUDIES?

Hundreds of tests have been conducted primarily because of the apparent similarity of asphalt to tar. What the tests have proven is that these are two completely different materials from completely different sources and with completely different health effects. Coal tar does have some harmful health effects. Those same effects have not been found to be associated with asphaltic cement.





# ASTEC



# CLEAN AIR

## WHAT IS A BAGHOUSE?

A baghouse is a large air filtering device that removes particulate matter from the aggregate drying process in an asphaltic concrete production facility. A large fan on the outlet end of the baghouse pulls dust-laden air from the drying drum into the filter unit. Hundreds of long cylindrical cloth bags hang in rows within the filter section. The air is pulled through the bags and dust particles collect on the bags' outer surface. Filtered air is released into the atmosphere through the exhaust stack. Collected dust is periodically removed from the bags and conveyed to the mixer to be added to the asphalt pavement mixture. Baghouses filter out virtually all of the particulates from the air stream (over 99.9%). The Clean Air Act states that asphaltic concrete production facilities cannot emit more than 0.04 grains (grain = 1/7000th of a pound) of particulate matter per dry standard cubic foot of air. Most baghouses routinely emit less than half of the federal allowable particulate matter. Many states have enacted particulate emission standards for asphaltic concrete facilities that are more stringent than the Clean Air Act.

## ARE ASPHALTIC CONCRETE FACILITIES' EMISSIONS REGULATED?

The Clean Air Act of 1990 requires that all stationary emission sources obtain air permits in order to operate, including asphaltic concrete production facilities. An air permit contains the operating conditions that must be met by the facility. Particulate emissions and opacity are regulated on a federal basis, though many state and regional air quality agencies have implemented tighter requirements. Individual states and local authorities regulate other pollutants, including the products of combustion. Facilities must maintain extensive records to demonstrate compliance with those regulations. This includes production and fuel consumption rates from which emission levels can be calculated. Failure to comply with operating permit conditions results in fines and/or facility shut down.

## ARE ASPHALTIC CONCRETE FACILITIES TESTED?

Federal requirements in the Clean Air Act mandate that all permitted emission sources must be stack tested within 180 days of startup. Many states require testing in as little as 60 days after initial startup. Subsequent testing requirements are determined by individual states and permitting authorities. For example, some states require yearly testing, while others may only require the initial test, as long as permit operating conditions are met.



# ASTEC

HEATEC

## WHERE CAN ASPHALTIC CONCRETE FACILITIES BE LOCATED?

While zoning ordinances vary significantly across the U.S., most facilities must be placed on property zoned for industrial usage. In addition, the majority of facilities must obtain special land use permits. Such permits contain specific requirements with which the facility must comply. These mainly include operating hours and noise levels to name a few.

## WHAT CAUSES THE ODORS ASSOCIATED WITH THE PRODUCTION OF ASPHALTIC CONCRETE?

The most common odor detected at an asphaltic concrete facility comes from the hydrocarbons driven off the liquid asphalt cement at elevated temperatures. Overheating materials during the drying process is the primary cause. As fuel has become more and more expensive, most owners and operators have become more aware of the cost of overheating materials and have learned to control temperature with greater precision. The fumes, known as "blue smoke," have a characteristic petroleum-type odor. Blue smoke forms as the hydrocarbons condense in the ambient air. Its formation is highly dependent on temperature and the facility configuration. Minimizing opportunities for the fumes to enter the ambient air and lowering mix/storage temperatures decreases odor levels from the facility. Odors are largely eliminated during the production of WMA, because the mix temperature is lower than the boiling point of the hydrocarbons.



# PERMITS

## WHAT ARE THE DIFFERENT TYPES OF FACILITIES IN USE TODAY?

Modern asphaltic concrete facilities fall into two categories: batch and drum mix facilities. As the name implies, batch facilities make individual batches of material. All the ingredients for the batch are fed into a mixer. When mixing is complete, the mixer is emptied, most often into a waiting haul truck. Batch facilities usually have smaller hourly production capacities than drum mix facilities. They are suitable for small production runs or frequent changes in mix type.

Drum mix facilities operate on a continuous basis. The mix is stored in storage silos and discharged into haul trucks as needed. They can be either parallel-flow or counterflow, which is an indication of the material flow versus the airflow within the drum. Material moves in the same direction as the airflow in a parallel-flow drum, whereas the material moves against the airflow in a counterflow drum. Modern drum mix facilities almost exclusively include counterflow drums, because they use less fuel and generate lower hydrocarbon emissions than parallel-flow drums.



# ASTECC

## ARE ALL PAVEMENTS THE SAME?

No. Asphaltic paving mixtures are designed according to the traffic they will handle. Therefore, an interstate paving mixture will be very different from one used for a residential driveway. Differences may include types and sizes of aggregate, as well as the grade of liquid asphalt cement selected. Additionally, some paving mixtures may contain various recycled products, while others are comprised entirely of virgin materials.

## IS THE BINDER USED IN PAVEMENT THE SAME AS IN ROOF APPLICATIONS?

No, though they are both by-products of petroleum refining. Paving asphaltic cement is typically softer and more pliable than roofing asphaltic cement. Also, liquid cement at asphaltic concrete production facilities is not heated to temperatures as high as in roofing applications. That means that emissions and odors produced by paving operations are lower and not the same compound species as those produced by roofing operations.





# PAVEMENT

## CAN ASPHALTIC CONCRETE BE USED FOR **ANYTHING OTHER THAN ROADWAYS?**

Yes! Asphaltic concrete is used in a variety of applications. Because it is a non-toxic, impermeable material, asphaltic concrete is commonly used to line fish hatchery ponds, commercial water reservoirs, landfills, and industrial retention ponds. It is also used to pave recreational paths (for running & bicycling), golf cart paths, airport runways, and tennis courts. Asphaltic concrete has been used in commercial livestock applications, such as paving feedlots and lining barn and poultry house floors for easy cleaning. Additional uses include creation of sea walls and dikes to manage beach erosion. Specially designed permeable paving mixtures are increasingly being used to manage storm water. These porous pavements allow water to drain through them. Contaminants on the surface are drawn through the mixture where they are filtered through a rock sub-base, thus using natural processes to cleanse the water.

## WHAT CAUSES NOISES ASSOCIATED WITH THE **PRODUCTION OF ASPHALTIC CONCRETE?**

There are a few common sources of noise emanating from a hot or warm mix facility. Some are derived directly from the mix production components, including the burner and exhaust fan. Others are generated from movement of the product, including trucks and loaders. Recent advancements in asphalt mix production equipment design have drastically reduced sound levels. Astec has worked to reduce sound from the mix process by providing quieter components in a facility. Likewise, some facility owners have initiated on-site quiet operations and practices for movement of the product. It is often possible to participate in conversations using normal speaking tones while adjacent to most facility components at new facilities.



# ASTECC

## WHAT HAPPENS

### IF THE ASPHALTIC CEMENT SPILLS?

Asphaltic cement is hard at ambient temperatures and liquid only when heated. It is kept hot at an asphaltic concrete production facility so that it can be mixed with the aggregate to form pavement. Should the asphaltic cement spill onto the ground, it will quickly harden because it is no longer being heated. Once completely set, it can be picked up and disposed of. For additional safety, asphalt storage tanks, as well as the facility fuel tanks, are typically set-up within a concrete wall to contain spills should they ever occur.

## WHAT EQUIPMENT MAKES UP AN

### ASPHALTIC CONCRETE FACILITY?

There are several components found at asphaltic concrete production facilities, whether they are a batch or continuous mix plant. Aggregate is separated according to size and fed, usually by a front-end loader, into cold feed bins. These bins are used to meter the virgin aggregate to the dryer. The dryer is used to drive off the surface moisture and heat the aggregate in preparation for mixing with the asphaltic cement. Mixing may occur within a variety of devices, depending on the type of facility. Environmental controls include a baghouse, which is typically preceded by a primary collector such as a cyclone or inertial separator. Dust augers return the collected particulate matter to the mixer. Liquid asphalt cement is stored in heated tanks that are connected via piping to the mixer. Finished mix is held in storage silos, which are typically insulated and heated to maintain product temperature until it is loaded into a haul truck. Mix can often be stored for days before discharge.

## WILL AN ASPHALTIC CONCRETE FACILITY

### AFFECT GROUNDWATER?

No. Asphaltic concrete production facilities do not generate industrial wastewater, because water is not required during the production process. Storm water discharge permits and retention ponds may be required in some locations to handle runoff from rainfall. Stack emissions from a facility do not contaminate groundwater.





# COMPONENTS

## WILL THIS FACILITY AFFECT **MY PROPERTY VALUE?**

Most asphaltic concrete production facilities are located within community regions zoned for industrial use, away from residential land uses. On occasion, such facilities may be constructed near residential properties. Many erroneous claims of dramatic property devaluation abound on the Internet based on a flawed "study" conducted by an environmental organization. However, legitimate studies conducted by licensed real estate professionals in communities across the United States consistently show that the installation of an asphaltic concrete production facility in a community does not cause a decrease in surrounding land use property values. In fact, many neighborhoods have been built adjacent to existing facilities.



# ASTECC

## WHAT ABOUT **TRUCK TRAFFIC?**

Materials used to produce asphaltic concrete are typically delivered to the production facility via truck. Rail lines are used in some locations. Asphaltic concrete is transported to the construction site via truck. The actual quantity of trucks entering and leaving the facility is dependent on the production requirements for active paving projects. Egress to and from the site falls under the authority of local government agencies. Traffic patterns and flow may be addressed by the land use permits required for most facilities.



# PRODUCTION

## DO ASPHALTIC CONCRETE FACILITIES **OPERATE CONTINUALLY?**

No. Though asphaltic concrete production facilities can operate on a continual basis, mix production is highly dependent on weather conditions and product demand for paving projects. Facilities operate at their highest capacity during the summer, when paving conditions are most favorable. Facilities located in temperate climates may operate year-round, while those located in colder climates shut down during winter months. Routine equipment maintenance is typically scheduled during the shut down. Some facilities may operate at night, as many paving projects on busy thoroughfares must occur when there will be the least commuter impact.

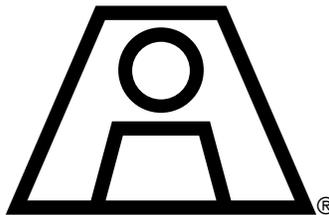
## WHAT ARE SOME **BENEFITS OF ASPHALTIC CONCRETE?**

There are many benefits to using asphaltic concrete. Road construction and reconditioning projects can be completed faster and at lower cost when paving with asphaltic concrete. Studies show that asphalt pavements have a lower life cycle cost (cost of installation and maintenance over the life of the product) than Portland cement concrete pavement and are engineered to last decades with little to no maintenance. This generates savings to taxpayers for road construction and maintenance projects in a community. Asphaltic concrete pavements are smoother to drive on, which results in greater fuel efficiency, less vehicular wear and tear, and a quieter ride.

# ASTECC







*Please contact Astec Engineering at 423.867.4210  
for additional information about asphaltic concrete facilities.*

**ASTEC, INC.** an Astec Industries Company

4101 JEROME AVENUE • CHATTANOOGA, TN 37407 USA • 423.867.4210 • FAX 423.867.4636 • [astecinc.com](http://astecinc.com)





Dori Caron <dori.caron@knoxplanning.org>

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**[MPC Comment] 3-J-19-UR Asphalt Plant**

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**Brad Cox** <bradleykcox@gmail.com>  
Reply-To: bradleykcox@gmail.com  
To: commission@knoxplanning.org

Wed, Mar 13, 2019 at 11:11 AM

Attached is a letter concerning use on review file # 3-J-19-UR  
Brad Cox

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

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 **Letter Concerning 3-J-19-UR.pdf**  
37K

Commissioners,

Contained within the use on review report for 3-J-19-UR are several items that I find absent, contradictory, baseless, or inadequate.

1. In the 'Surrounding Land Use and Zoning' and 'Neighborhood Context' sections found on page 42-1, there is only one church mentioned. There are two churches, Asbury United Methodist Church and Eastwood Baptist Church, that are just north of the proposed plant site.
2. Item #6 within the 7 conditions addresses installation of a Type 'B' landscape screen. The screen itself would only serve as a visual barrier, and would for years be grossly inadequate in this purpose. Even with a mature height of 50', the landscape screen would only cover approximately 70% of the silos and their associated equipment. Some of the more visually arresting equipment, namely lighting, is housed at the top of the silo equipment. Even at maturity the landscape screen would be inadequate at creating a visual screen, leaving over 25% of the equipment visible.
3. In the 'Effect of the Proposal on the Subject Property, Surrounding Property and the Community as a Whole' section, item #2 states that the proposed use "is not compatible with the residential lots and church to the north..." To offset the compatibility issue, the Staff recommends the Type 'B' landscape screen to address the visual aspect in this section, yet there is nothing addressing the odor, noise, and pollution. These emissions will not be compatible with the residential and church lots in the area.
4. In the 'Conformity of the Proposal to Criteria Established by the Knox County Zoning Ordinance' section, item #2 states that the "use is compatible with the character of the neighborhood where it is proposed." This is contradictory to a prior statement in the document stating that the use "is not compatible with the residential lots and church to the north..." These residential lots and churches are in the neighborhood, therefore the use is incompatible.
  - a. To address the character of the neighborhood, there are currently 15 houses within 1000' of the proposed asphalt plant, 5 houses within 1700' of the proposed plant, Eastwood Baptist Church is within 400', and Asbury United Methodist Church is within 1200'. There are retirees, young families with children, cancer patients, successful small business owners, and stay at home moms. The playground at Asbury United Methodist Church is open to the community and often has children and families using the playground. Hay is baled for cattle feed. Gardens are grown for consumption and profit. Neighbors socialize with barbecues on the lawn. This gives just a brief glimpse of the character of the vibrant community in Asbury.
5. In the 'Conformity of the Proposal to Criteria Established by the Knox County Zoning Ordinance' section, item #2 states that "the use will not significantly injure the property value of adjacent property." After speaking with a Staff member, I found this statement to be founded not in fact, but to be the opinion of the Staff. This item could be researched by looking at other asphalt plant installations and doing a before and after assessment of

property values for adjacent properties. Another problem with this statement is the word 'significant.' There is no value or threshold given to the term 'significant.' A value needs to be given to the term 'significant' so that it can be objectively presented.

Another item I would like to address is temperature inversions. Living close to both the French Broad and Holston Rivers, we often experience temperature inversions. Temperature inversions occur when cool air traps warm air beneath it. Inversions may not be visible, but a telling sign that an inversion is occurring is fog. The problem with temperature inversions is that they hold whatever is in the air near the earth's surface. If there are pollutants in the air during a temperature inversion, these pollutants will be held low in the air instead of rising. This means more pollutants are breathed in during an inversion.

The proposed asphalt plant is not appropriate for the Asbury community and should not be installed.

Bradley K Cox  
2817 Asbury Rd



Dori Caron <dori.caron@knoxplanning.org>

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**[MPC Comment] Asphalt plant (3-J-19-UR)**

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**Brad Cox** <bradleykcox@gmail.com>  
Reply-To: bradleykcox@gmail.com  
To: commission@knoxplanning.org

Tue, Mar 12, 2019 at 8:14 PM

Attached is the petition from the Asbury Community to deny the use on review request to install the asphalt plant in our community.

Brad Cox

[Quoted text hidden]

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 **Scan\_20190312.pdf**  
15976K



Dori Caron <dori.caron@knoxplanning.org>

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**[MPC Comment] Asphalt plant (3-J-19-UR)**

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**Brad Cox** <bradleykcox@gmail.com>  
Reply-To: bradleykcox@gmail.com  
To: commission@knoxplanning.org

Tue, Mar 12, 2019 at 8:15 PM

Attached is petition part two.

Brad Cox

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)

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 **Scan\_20190312 (2).pdf**  
14930K

We, the citizens of the Asbury community, petition the Metropolitan Planning Commission to deny the installation of an asphalt plant on S. National Dr.

There are 20 houses and 2 churches within 2000 feet of the proposed site. Nine of the properties in the community are zoned agricultural, with several community members using their property for food and feed production. The two churches often use their property for outdoor events and festivals. The installation of this plant will increase the noise, smell, dust, pollution, and traffic in our community while decreasing our property values and quality of life.

NAME	DATE	ADDRESS
Bruceley Cox	3/9/19	2817 Asbury Rd
<del>SS Sabuta</del>	3/9/19	2809 ASBURY RD
<del>Donna</del>	3/9/19	2821 Asbury Rd
Patricia Thomas	3/9/19	2816 Asbury Rd.
Aleg Hawn	3/9/19	2816 Asbury Rd.
Brandon Thomas	3/9/19	2516 Asbury Rd.
PAT FRENCH	3/10/19	2808 Asbury rd
Jeff Carter	3/10/19	2808 Asbury Rd
Tammy Proffitt	3/10/19	2803 Asbury Rd
MICHAEL DUKER	3/10/19	2805 Asbury Leavitt Rd
<del>Pat French</del>	3/11/19	2804 French Bread Ln
Shone Morse	3-11-19	2810 French Bread Ln
Linda Burkhardt	3-11-19	2811 French Bread Lane
Manjit Bhatti	3/11/19	2731 Asbury Rd. 37914
Tommy & Brenda Kinsie	3/11/19	2815 Asbury Rd 37914
GERALD Dingman	3/12/19	2820 ASBURY Rd. 37914

Lola Dingman 3/12/19 2820 Asbury Rd. 37914

Randal T Clator 3-12-19 2832 Asbury Rd 37914

Bregory W Johnson 3-12-19 French Broad Lane

Laura Cox 3-12-19 2817 Asbury Rd



Dori Caron &lt;dori.caron@knoxplanning.org&gt;

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**[MPC Comment] PRI Asphalt Plant File #3-J-19-UR**

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**Brad Cox** <bradleykcox@gmail.com>  
Reply-To: bradleykcox@gmail.com  
To: commission@knoxplanning.org

Wed, Feb 27, 2019 at 3:55 PM

This inquiry is concerning the use on review for the PRI Asphalt Plant file # 3-J-19-UR.

I am a resident of the Asbury community, with my property adjoining Mr. Ailshie's business. I have reached out to Greg Ailshie both through email and voice message and have not received a response. If possible, I would like to receive a copy of the site development plan to review with the community before the MPC meeting.

Thanks for your time.

Brad Cox

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This message was directed to [commission@knoxmpc.org](mailto:commission@knoxmpc.org)