

TENNESSEE DEPARTMENT OF TRANSPORTATION

PUBLIC MEETING

February 05, 2015

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Tennessee Department of Transportation
Davidson County Public Meeting
February 5, 2015
5:00
6217 Nolensville Road
Nashville, TN 37217

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MS. JENSEN: Good evening. I'm going to go ahead and get started. I know more people will be filtering in. I'm sure we've got plenty of people stuck in traffic, as you're probably all very familiar with. That's why we are here.

If you guys can please silence your phones just to allow for enough concentration for everyone else that's here.

We've got a few things to go through before we really get started. I just wanted to kind of give you a rundown of everything.

I'm Heather Jensen. I'm the community relations officer for region 3, which most of you know is middle Tennessee. And we very much appreciate you giving up your time to be here. We certainly value your input, and so we are very appreciative when people show up to meetings we hold because we have held a few where no one showed up, so thank you so much.

Be sure that you sign in on the sign-in table. We also have a lot of materials for you to take home with you. If you didn't get one of these, be sure you get one of these to take home with you.

05:11:59
05:21:39
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05:22:00
05:22:02
05:22:04
05:22:05
05:22:12
05:22:13
05:22:17
05:22:17
05:22:17
05:22:23
05:22:25
05:22:28
05:22:29

1 It really explains kind of what we are talking about 05:22:32
2 tonight and gives you a better indication. That way 05:22:35
3 you can go home and share it with family and friends 05:22:36
4 or neighbors, whoever might be interested in that as 05:22:38
5 well. 05:22:41

6 And, also, if you can take one of these as 05:22:42
7 well. This is a comment card. This is something 05:22:45
8 you'll send back to us. So if you think of a 05:22:47
9 question once you leave here, send it back to us. 05:22:49
10 If you know someone who couldn't be here tonight, 05:22:53
11 please take a few and take them to them. We, again, 05:22:53
12 value your input, we want as much input as possible, 05:22:56
13 so take this home with you. Just make sure you 05:22:59
14 return it within 21 days, and that's 21 business 05:23:01
15 days that you have to return it, and we will collect 05:23:03
16 those and include them on the record. 05:23:07

17 I also want to, before we really get 05:23:09
18 going, is introduce some of our local 05:23:11
19 representatives that we have here with us today. I 05:23:13
20 know that we have Representative Jason Powell. Is 05:23:16
21 he still in the room? Yeah, sorry, right in front 05:23:17
22 of me. Representative Powell, did you want to say a 05:23:20
23 few words? 05:23:25

24 REPRESENTATIVE POWELL: No, I just want to 05:23:25
25 thank everybody for being here. I know that traffic 05:23:32

1 and infrastructure is really important. Certainly 05:23:36
2 south Nashville is one of the best places in the 05:23:40
3 state of Tennessee, and especially in Nashville, and 05:23:43
4 we are all proud to be a part of this community, but 05:23:46
5 certainly are looking forward to having less 05:23:49
6 congestion and traffic. And so I really appreciate 05:23:51
7 TDOT and all the work that they've put into this, 05:23:54
8 and it's been a -- a major goal of mine is to push 05:23:57
9 for this project, continue pushing. TDOT has been 05:24:03
10 very responsive the entire time. And I know we're 05:24:06
11 going to have some important decisions coming up 05:24:08
12 about funding, continuing to fund road projects and 05:24:12
13 infrastructure in the state, and so I hope you will 05:24:14
14 keep that in mind as this project moves forward. 05:24:17
15 It's going to be some -- obviously federal dollars 05:24:20
16 are less and less, and so it's important that as a 05:24:22
17 state we continue to do things to make sure that we 05:24:27
18 can continue to keep our infrastructure solid. 05:24:30
19 So I really do appreciate TDOT hosting 05:24:31
20 this meeting. I know it had to get pushed back and 05:24:33
21 rescheduled because it was such a massive project 05:24:36
22 that they've divided it into two, but have -- 05:24:38
23 certainly appreciate you being here. 05:24:39
24 If you have any questions or concerns, or 05:24:44
25 if I can ever be of assistance, please don't 05:24:46

1 hesitate to contact my office. You can call me on 05:24:49
2 my cell as well, which is 473-7878. Again, State 05:24:52
3 Representative Jason Powell. This is here in my 05:24:56
4 district, and certainly -- again, 473-7878. Happy 05:24:58
5 to answer any questions I can ever -- any way I can 05:25:02
6 ever be of service, please don't hesitate to contact 05:25:05
7 me. Thank you very much. 05:25:06
8 (Applause.) 05:25:10
9 MS. JENSEN: We also have here with us 05:25:13
10 this evening Metro Councilman Fabian Bedne. Would 05:25:13
11 you like to say a few words? 05:25:16
12 MR. BEDNE: Well, I'm a politician, I'm 05:25:24
13 supposed to want to be in front of the microphone. 05:25:24
14 Thank you all for being here. I just 05:25:25
15 wanted to thank our representative, Jason Powell, 05:25:27
16 for moving this project forward. 05:25:31
17 I also wanted to ask you all to please 05:25:34
18 sign up for my newsletter. This is one of the few 05:25:36
19 ways I have to keep you informed. There are some 05:25:38
20 cards in the back with all the contact information, 05:25:42
21 so you just -- if you can sign up, I will be able to 05:25:43
22 let you know about upcome -- income -- upcoming 05:25:47
23 meetings and questions. So thank you very much. 05:25:51
24 (Applause.) 05:25:54
25 MS. JENSEN: And I will tell you, most of 05:25:57

1 you probably know, these two gentlemen are not just 05:25:58
2 faces in the crowd, they're not here just to shake 05:26:02
3 your hand, they have been in contact with us 05:26:02
4 regularly, so they are certainly hearing your 05:26:03
5 concerns and they are expressing those to us, and we 05:26:07
6 appreciate that. So thank you both for being here. 05:26:09
7 We are going to get on to kind of why we 05:26:12
8 are here tonight and what we are doing. If we can 05:26:15
9 start the first slide just to kind of give you a 05:26:18
10 rundown. 05:26:19
11 We're going to go through a very quick 05:26:19
12 presentation. I do ask that you hold all your 05:26:21
13 questions until the end because some of the 05:26:23
14 questions may be answered or some of them may spark 05:26:24
15 new questions. So please let us finish until we get 05:26:27
16 to the end of that, and then we will have an open 05:26:29
17 session where you can openly ask questions. 05:26:32
18 When we do have the question-and-answer 05:26:36
19 session, we ask that you keep them kind of general. 05:26:36
20 If you have a specific property question like how 05:26:39
21 does this affect my driveway, hold that until the 05:26:42
22 end. We'll have a breakout session where you can 05:26:44
23 talk one-on-one with a representative so they can 05:26:46
24 say, okay, where is your property, here it is, and 05:26:49
25 they can answer that question for you. So -- but we 05:26:51

1 want to make sure we get as many questions answered 05:26:53
2 as possible because that's why we're here. Again, 05:26:56
3 we want your feedback. 05:26:57
4 Again, we do have comment cards. You've 05:26:59
5 got 21 days to send those back. If you feel 05:27:01
6 comfortable standing up in front of the group asking 05:27:04
7 a question or don't want to send in a comment card, 05:27:06
8 we do have a court reporter over here in the corner, 05:27:08
9 and she will be happy to take any comments, 05:27:09
10 questions, suggestions that you may have. So just 05:27:11
11 give her your name and your information, and she 05:27:15
12 will take that from you. 05:27:18
13 Again, why are we here, the most important 05:27:20
14 thing we want talk about -- there we go -- of 05:27:23
15 course, the widening of State Route 11, which is 05:27:26
16 Nolensville Road or Nolensville Pike. We've got a 05:27:30
17 lot of proposed improvements. We want to talk about 05:27:33
18 where we are in the process, where we go from here 05:27:36
19 and really how we got to this point so that you guys 05:27:39
20 understand kind of what's taking so long, and I know 05:27:42
21 that's a lot of questions on a lot of your minds. 05:27:45
22 And, again, we have heard your concerns, we want to 05:27:45
23 hear more of those, more of the feedback, especially 05:27:47
24 once we give you the presentation, and help you to 05:27:50
25 understand kind of where we are now. 05:27:50

1 Again, we want to explain the process, 05:27:54
2 talk about some of the changes that we have made, 05:27:56
3 and, again, we want to get your feedback. So we 05:27:58
4 will open it up to questions, the court reporter 05:28:01
5 will be recording everything so that we can have 05:28:02
6 that on file and we can refer back to that when we 05:28:05
7 start looking at final plans. 05:28:07

8 And I guess without further ado, I'm going 05:28:11
9 to turn it over to Lori Lange, who is our -- she is 05:28:13
10 with TDOT, region 3. She is our project development 05:28:16
11 director, and she's going to tell us a little bit 05:28:20
12 more about this project. So Lori. 05:28:20

13 MS. LANGE: Thank you, Heather, and thank 05:28:26
14 you, everyone, for your turnout for tonight's 05:28:27
15 meeting. I just wanted to go through a little bit 05:28:29
16 of history in regards to this project here at the 05:28:33
17 department. 05:28:35

18 We started this project back in 2004 with 05:28:36
19 the transportation planning report, and we recognize 05:28:39
20 that since that time there's been tremendous growth 05:28:42
21 in this area, and I'm sure you recognize that as 05:28:45
22 well, living along this corridor. 05:28:49

23 The complete project length that we 05:28:51
24 initially studied was from Burkett Road to near Old 05:28:54
25 Hickory Boulevard. And as Representative Powell 05:28:59

1 mentioned, we separated that into two projects. 05:29:02
2 Phase 1 is State Route 11 from north of Mill 05:29:05
3 Creek -- if you are not sure where Mill Creek is, 05:29:09
4 it's just north of Culbertson Road -- to Burkett 05:29:10
5 Road. And then -- or to Old Hickory Boulevard. And 05:29:18
6 then phase 2 is from Burkett Road to north of Mill 05:29:21
7 Creek. 05:29:24
8 So the question is, you know, why did we 05:29:25
9 phase this project? So some of the additions that 05:29:27
10 we have had since the 2004 TPR, there's 19 new 05:29:31
11 commercial developments along the corridor, nine new 05:29:36
12 residential developments, 18 right-turn lanes are 05:29:39
13 being added at side roads along the project, 12 05:29:43
14 left-turn lanes, and with that, we had to consider 05:29:48
15 lighting and intersection studies, pedestrian 05:29:52
16 studies, to make sure that there was pedestrian 05:29:54
17 access to the school. We looked at environmental 05:29:57
18 features, and then the increased cost associated 05:29:59
19 with that as well. So that's the background and the 05:30:04
20 history as to why we separated the project into two 05:30:05
21 phases. 05:30:10
22 This is the project location map. So we 05:30:10
23 are talking today about this phase 1 section, which 05:30:16
24 is north of Mill Creek to 254. This is phase -- the 05:30:22
25 phase 2, which is from Burkett Road up to Mill 05:30:25

1 Creek. 05:30:29

2 So phase 1 is what we are here to talk 05:30:30
3 about today. The displays that we have here today, 05:30:33
4 we have a couple different types of media. So we 05:30:35
5 have the display on this back wall that's 05:30:39
6 color-coded for each individual property. We will 05:30:41
7 have staff there to assist you with deciphering that 05:30:44
8 information. We have aerial displays and we also 05:30:47
9 have plans available for you to review as well. 05:30:50

10 So the status as far as where we are at 05:30:55
11 right now in this process, we are in what's called 05:30:58
12 the environmental and design phase. So in that 05:31:01
13 phase, we are basically looking at traffic. We are 05:31:05
14 also looking at economic, social, environmental 05:31:10
15 components, and that's all part of our NEPA 05:31:13
16 environmental process. We are going through 05:31:15
17 different agency coordination. We are meeting with 05:31:19
18 you, and what we really want today from you is your 05:31:22
19 comments. So that's why we have comment cards. We 05:31:24
20 have a court reporter here. We want to be able to 05:31:26
21 show you these plans so that you understand what we 05:31:29
22 are doing, and when you're contacted in the next 05:31:32
23 step, you have a basis of what the project is all 05:31:35
24 about. 05:31:39

25 So the proposed project itself is a 05:31:41

1 five-lane, curb and gutter typical section, and 05:31:44
2 six-and-a-half-foot sidewalks. So originally we had 05:31:48
3 five sidewalks -- five-foot sidewalks. We decided 05:31:52
4 to widen those to six and a half with all the new 05:31:55
5 development along the section. 05:31:59

6 We have median turn lanes, right-turn 05:32:00
7 lanes. There's natural stream design on this 05:32:02
8 project. As most of you probably know, this is in 05:32:05
9 the Mill Creek watershed, so we have some mitigation 05:32:07
10 components on this project as well we will share 05:32:10
11 with you tonight. And then we have plans for a 05:32:13
12 bicycle lane. That's within the 10-foot shoulder. 05:32:16
13 There will be a three-foot buffer and nine-foot 05:32:19
14 bicycle lane. So we really looked at many different 05:32:22
15 multi modes of traffic, as well as the environmental 05:32:26
16 features along the corridor. 05:32:26

17 So the details of the project, some of the 05:32:34
18 things that our staff here look at is how to enhance 05:32:36
19 mobility, so we look at the volumes and then we 05:32:40
20 assign traffic. We had a special intersection study 05:32:42
21 done for each of the intersections, as I know you 05:32:47
22 are not only concerned about Nolensville Road, but 05:32:48
23 also how to get in and out of your neighborhood, so 05:32:52
24 we have that information for you here today. 05:32:55

25 We're improving roadway safety by 05:32:58

1 providing curb and gutter. You know, as I drove 05:33:00
2 through the corridor, I noticed rock cuts and steep 05:33:02
3 drop offs. We'll meet all of the design 05:33:06
4 requirements to have a safe corridor. 05:33:08

5 Supporting economic development through 05:33:12
6 improved access, so that's something we look at as 05:33:12
7 well, and improving existing roadway deficiencies. 05:33:17
8 Some of the biggest changes you will see tonight is 05:33:20
9 if you look at Barnes Road, Holt Road, Sugar Valley 05:33:23
10 is going to be a signalized intersection, we can 05:33:25
11 show you on these maps what those changes entail. 05:33:30

12 Here is our typical section for the 05:33:35
13 project. Like I mentioned, we have a center turn 05:33:37
14 lane throughout the corridor of State Route 11. We 05:33:41
15 have two 24-foot lanes in each direction and then 05:33:45
16 turn lanes. So in some cases, we have more than one 05:33:48
17 left turn, depending on how many turns there are 05:33:52
18 into side roads or side streets. 05:33:54

19 The environmental features that I 05:33:59
20 mentioned, this is in the Mill Creek watershed, so 05:34:01
21 right now we are in formal consultation with U.S. 05:34:06
22 Fish and Wildlife to study the Nashville features, 05:34:10
23 and we have our environmental biologist here today 05:34:11
24 if you have any questions about that as well. That 05:34:14
25 picture actually was taken from Concord Road, if you 05:34:20

1 are familiar with that project that's under 05:34:24
2 construction. 05:34:26

3 With -- in regards to the natural stream 05:34:28
4 design, there are three locations with natural 05:34:29
5 stream design being proposed. All are on the west 05:34:32
6 side of State Route 11. One is between Sugar Valley 05:34:36
7 Drive and Chapel Road -- Hills Chapel Road. One is 05:34:39
8 across from Lenox Village, and the third location is 05:34:45
9 across from the second Walmart entrance. And what 05:34:47
10 these photos show is that natural stream design, 05:34:51
11 when it's first planted, may not look like what it 05:34:55
12 looks like years from now. So we kind of wanted to 05:34:58
13 show you what a two-year design looks like and a 05:35:01
14 four-year design. So if you go to the next slide, 05:35:05
15 to the left is an example of a two-year design, the 05:35:08
16 riffle is an example of a four-year design. So we 05:35:12
17 have some meandered stream designs, some buffer 05:35:15
18 areas. All of that we can show you on the plan. 05:35:17

19 So the preliminary estimate for the 05:35:25
20 right-of-way cost is somewhere in the neighborhood 05:35:27
21 of \$24 million. There are 139 tracts that we will 05:35:30
22 be working on with this project. There's nine 05:35:35
23 potential relocations as well, and that's why it's 05:35:37
24 so important for you today to be here and to review 05:35:41
25 the plans, and we are glad you are here. 05:35:44

1 There are side road improvements at all of 05:35:47
2 the locations shown that are listed. So take the 05:35:49
3 time after this session to come and talk to us about 05:35:53
4 the locations that you are interested in. 05:35:56

5 We also have right-of-way staff here 05:36:01
6 today. They are available to answer your concerns. 05:36:04
7 As we move into the next step, which will be towards 05:36:07
8 the end of this year, there will be another meeting 05:36:11
9 with everyone who is affected on the project. It's 05:36:15
10 a right-of-way meeting. And with that -- with that, 05:36:16
11 the right-of-way manager is here to answer any 05:36:22
12 questions that you have, and at the end of the 05:36:26
13 meeting, we will all raise our hands so you will see 05:36:27
14 who we are. 05:36:29

15 So our next step is fourth quarter 2015. 05:36:32
16 We are anticipating completing right-of-way plans, 05:36:36
17 the geotechnical work and the environmental work, 05:36:41
18 and then early fifth -- first quarter of '15, the 05:36:44
19 acquisition process will begin. So it's actually 05:36:46
20 first quarter of '16 it would be, sorry about that, 05:36:50
21 '16. 05:36:53

22 The summary -- again, we have 05:36:58
23 representatives from design, environmental and 05:37:01
24 right-of-way. If everyone could just raise their 05:37:02
25 hands, we have a large group here today that are 05:37:06

1 from TDOT. You'll see us, we're here to help answer 05:37:10
2 all of your questions. There's a large group of us 05:37:12
3 that came out tonight, so please stay. 05:37:14

4 Comments, I think Heather covered that 05:37:20
5 very well. We are going to have a formal 05:37:23
6 question-and-answer session, you can fill out a 05:37:25
7 comment card, you can mail in a letter or tell us 05:37:28
8 your concerns, and the court reporter is here, which 05:37:30
9 we always love if you take the opportunity to speak 05:37:33
10 with the court reporter. 05:37:37

11 My contact information is listed, and also 05:37:39
12 Jennifer Lloyd is our director of design. Jennifer, 05:37:42
13 if you could raise your hand. She is available as 05:37:44
14 well to answer any questions. She has a long 05:37:47
15 history with this project too. I have business 05:37:50
16 cards here with me. If you want to see me 05:37:54
17 afterwards, I'll be happy to give you one. 05:37:54

18 And with that, I'll turn it back over to 05:38:01
19 Heather for the question/answer. Thank you. 05:38:04

20 MS. JENSEN: This is pretty easy. I'm 05:38:07
21 sure you guys are familiar. We do have a microphone 05:38:09
22 available up here if you would like to stand up. Be 05:38:10
23 sure that if you do have a question, please say your 05:38:13
24 name for the court reporter so that we can get that 05:38:15
25 on record, and, again, if we have any questions when 05:38:18

1 we go back and review the comments, we can possibly 05:38:21
2 reach out to you. And, of course, if you live along 05:38:21
3 the project or have a business, just say, you know, 05:38:24
4 "Joe Smith, my property is on Nolensville Road," and 05:38:26
5 just let us know where exactly you are located. 05:38:29

6 So if you guys want to start with 05:38:32
7 questions, please stand or raise your hand or 05:38:34
8 something, we'll get the microphone to you. 05:38:37
9 Anybody? There's got to be one question out there. 05:38:37
10 Come on, guys. Yes. 05:38:44

11 MR. MCGEE: Good evening. My name is 05:38:49
12 Terrence McGee, president of the Highlands Redwood 05:38:49
13 Homeowners Association. 05:38:53

14 Right now we have a safety issue as it 05:38:56
15 pertains to our community. When we are coming out 05:38:58
16 of our entrance, we are met by employees that are 05:39:02
17 going into the Aeromark Company that's located on 05:39:06
18 Nolensville Road. So this would be a wonderful 05:39:09
19 opportunity for us to solidify -- identify a 05:39:13
20 mitigation measure that will provide safety for both 05:39:16
21 residents and those employees that are seeking 05:39:20
22 employment as well. 05:39:23

23 MS. JENSEN: Okay. Do you want to address 05:39:25
24 that at all or -- 05:39:26

25 MS. LANGE: Yeah, that's a great comment, 05:39:29

1 and those are the type of comments that we are 05:39:30
2 looking for, the comments that you experience every 05:39:33
3 day and you drive this route every day, so if you 05:39:35
4 afterwards could come and talk to us and explain 05:39:39
5 that to our design team, we'll be happy to look into 05:39:42
6 that for you. 05:39:44

7 MS. JENSEN: Anything else? 05:39:48

8 MS. LANGE: Yeah. 05:39:49

9 UNIDENTIFIED SPEAKER: I'm here in True 05:39:55
10 Valley Marketplace, and we were just talking earlier 05:39:59
11 about the traffic is awful anyway trying to get in 05:40:03
12 and out of subdivisions. Will you guys be able to 05:40:06
13 put the lights up before construction starts so we 05:40:09
14 can have some decent traffic flow before the project 05:40:13
15 starts? 05:40:19

16 MS. JENSEN: Unfortunately, no. I'm not 05:40:21
17 an engineer, but I can tell you that, we, of course, 05:40:22
18 have to relocate utilities that are currently there, 05:40:24
19 and I know that that is all part of the construction 05:40:27
20 process. I don't know if you want to refer to that. 05:40:29

21 MS. LANGE: And we have to acquire the 05:40:35
22 right-of-way. 05:40:35

23 MS. JENSEN: Right, yeah, that's also an 05:40:36
24 issue, acquiring the right-of-way. We have to own 05:40:36
25 the property in order to put up anything in that 05:40:39

1 area. 05:40:41

2 Yeah. 05:40:42

3 UNIDENTIFIED SPEAKER: Do they have an 05:40:45

4 estimation how long it is going to take? I know 05:40:46

5 things happen, but just an estimation? 05:40:48

6 MS. JENSEN: In terms of construction or 05:40:51

7 the whole process or -- well, I know that 05:40:53

8 right-of-way typically 18 to 24 months, but you have 05:40:55

9 remember we're dealing with an exceptionally large 05:40:59

10 number of tracts; 139 tracts is quite a bit. Neil 05:41:00

11 with right-of-way is here. I don't know if you want 05:41:06

12 to expand on that at all. So we're looking at 05:41:08

13 anywhere from a year and a half to two years to 05:41:10

14 purchase the right-of-way, and then we can start 05:41:13

15 construction. Of course, all of that is dependent 05:41:15

16 upon funding. We have to be able to fund it in 05:41:18

17 order to build it, and then construction -- I don't 05:41:21

18 know if you guys have an estimate. I think with a 05:41:22

19 project this large, two years at least? 05:41:24

20 MS. LANGE: At least. 05:41:27

21 MS. JENSEN: Two years at least. So I 05:41:28

22 know that's a long time, but, again, it's a process 05:41:29

23 we have to follow. 05:41:32

24 MS. J. CROWE: Hi, I'm Jo Crowe. I'm 05:41:36

25 president of Star organization and also 05:41:38

1 beautification commissioner. 05:41:42

2 How wide is this project? You said there 05:41:45

3 was a sidewalk and then a bike lane and then five 05:41:48

4 lanes. How wide is the entire project? 05:41:51

5 MS. JENSEN: Thank you. 05:41:57

6 MS. LANGE: It does vary somewhat. The 05:42:03

7 right-of-way we were looking at earlier, it's 05:42:05

8 somewhere in the area of 105 feet, but it does vary 05:42:06

9 where we have the stream relocations, and we can 05:42:10

10 show you that afterwards, but it's considered a 05:42:12

11 variable right-of-way and it's in the neighborhood 05:42:14

12 of right around 105 feet. 05:42:18

13 MS. J. CROWE: Thank you. 05:42:21

14 MS. LANGE: You're welcome. 05:42:21

15 UNIDENTIFIED SPEAKER: My question is 05:42:31

16 after this is all done, how do you quantify how 05:42:31

17 successful it is? Is it reduction of cars, flow of 05:42:36

18 cars? How do you quantify the success of it? 05:42:38

19 MS. LANGE: One of the things we will look 05:42:45

20 at is congestion, like you mentioned, the number of 05:42:47

21 cars, and safety, the number of accidents. A lot of 05:42:50

22 times queue lengths are analyzed, so how far back 05:42:53

23 cars store at signalized intersections, you know, 05:42:58

24 how much use there is of the pedestrian corridor. 05:42:59

25 There's many different measures that we can look at 05:43:01

1 as far as the success of a project, even to the 05:43:07
2 point of revisiting and stream monitoring those 05:43:10
3 relocations that we have of the streams. 05:43:13

4 MS. CAREGUARD: My name is Patty 05:43:19
5 Careguard, and my question is you mentioned that you 05:43:20
6 were changing the sidewalks from five feet to six 05:43:25
7 and a half feet. First of all, why are you 05:43:27
8 increasing the width? And, secondly, how much is 05:43:30
9 that width increase increasing the overall cost? 05:43:34

10 UNIDENTIFIED SPEAKER: Because I was going 05:43:41
11 to ask how much cost on the bicycle lanes and -- 05:43:41

12 MS. LANGE: I'll try and answer that in 05:43:53
13 two parts. As far as the additional right-of-way, 05:43:55
14 that -- the width of the right-of-way is still the 05:43:58
15 same. So we have what's considered like a green 05:44:01
16 space area. So we just used that area in widening 05:44:04
17 the side- -- making the sidewalks somewhat wider. 05:44:07
18 So as you see in other areas, if you have bike lanes 05:44:07
19 and sidewalks right next to a busy urban area, there 05:44:14
20 is a potential to want to widen. We have received 05:44:18
21 that request in the past. But feel free to comment 05:44:22
22 on that with regard to your consideration of how you 05:44:25
23 feel about the difference between those sidewalk 05:44:29
24 widths. 05:44:32

25 MS. CAREGUARD: Well, because that one and 05:44:34

1 a half feet is going to require more concrete and 05:44:36
2 that's going to be an increased material cost. 05:44:39

3 MS. LANGE: That's correct. 05:44:43

4 MR. SCHWAB: Question -- 05:44:43

5 MS. JENSEN: Hold on one second. 05:44:48

6 MR. SCHWAB: You may have a four-year 05:44:51
7 plan -- 05:44:53

8 MS. JENSEN: Can we hold on just a second? 05:44:56
9 He had a question about the -- why we were doing 05:44:56
10 sidewalks and bike lanes. So let's answer that for 05:44:56
11 just a second. 05:44:56

12 MR. SCHWAB: If you would, speak into the 05:44:58
13 microphone so we can all hear you. 05:44:58

14 MS. LANGE: Okay. The bicycle lanes are 05:45:01
15 within the shoulders of the roadway. So we have 05:45:04
16 shoulders, they will be striped for bicycle lanes. 05:45:08
17 The sidewalks are for the pedestrian users. You 05:45:10
18 will see other areas that have large, multi-use 05:45:15
19 paths that are for mixed use. Those areas require 05:45:18
20 additional right-of-way. So that's why on this 05:45:23
21 project it's separated between bicycle lanes and 05:45:25
22 sidewalks on each side. 05:45:29

23 MS. JENSEN: And it's probably important 05:45:31
24 to note that there is a push from the federal 05:45:32
25 government to include what we call multi-modal 05:45:35

1 roadways, roadways that are good for not only cars, 05:45:38
2 but bikes and pedestrians as well. So there is that 05:45:42
3 push, and a lot of federal funding is often tied 05:45:44
4 into that. If we've got that, there's a potential 05:45:47
5 we can get more money to help with our project. 05:45:50
6 I'm sorry, now you may go ahead, I'm 05:45:53
7 sorry. 05:45:54
8 MR. SCHWAB: You lay out a four-year 05:45:55
9 timeframe for the construction of this first phase 05:45:57
10 1. My question is when will phase 2 start? I know 05:45:59
11 it depends on funding, but when will it start and 05:46:05
12 how long will that take? 05:46:06
13 MS. LANGE: Let me just clarify to phase 05:46:12
14 1. So phase 1 is funded right now through 05:46:12
15 right-of-way. It's not yet funded for construction. 05:46:15
16 So that window that you mentioned is dependent upon 05:46:18
17 construction funding being in place for that 05:46:22
18 project. 05:46:25
19 For the next phase, it would be a similar 05:46:27
20 timeframe. So, you know, we've just -- we will come 05:46:29
21 back in another setting like this for another design 05:46:32
22 meeting for that phase 2 project. 05:46:34
23 MR. SCHWAB: I -- 05:46:37
24 MS. LANGE: Typically what we have done on 05:46:41
25 other projects is they do overlap because the 05:46:44

1 right-of-way acquisition process is so long that we 05:46:46
2 wouldn't wait for one phase to be completed with 05:46:49
3 acquisition before starting on the second phase. So 05:46:52
4 typically those phases do overlap. 05:46:54

5 MS. JENSEN: Can we get your name, please, 05:47:02
6 for the court reporter? 05:47:03

7 MR. SCHWAB: David Schwab. 05:47:08

8 MS. JENSEN: Thank you so much. 05:47:09

9 MR. TAYLOR: Hi, I'm Rod Taylor. I am in 05:47:17
10 the Brentwood Highlands. I had a question about 05:47:19
11 construction. Understanding the right-of-way takes 05:47:20
12 a certain amount of time, when construction starts, 05:47:23
13 you mentioned Conrad -- Concord Road, how much will 05:47:26
14 construction disrupt traffic for that time period 05:47:32
15 and in what ways? Like Concord is much -- goes 05:47:35
16 around a lot more straight, but it does cause a lot 05:47:39
17 of congestion during the construction process. So I 05:47:45
18 was wondering if you could address that time. 05:47:48

19 MS. JENSEN: It's difficult to say, 05:47:51
20 because every project is different. When we 05:47:52
21 normally start a project, we always begin with 05:47:53
22 utility relocation. So it might be a little while 05:47:54
23 before you even see dirt being moved around. So we 05:47:56
24 will start with utility relocation, and then we will 05:48:00
25 work on construction. And, again, that will all 05:48:02

1 depend also on the contractor who bids this, how 05:48:03
2 they choose to do it, if they choose to work on the 05:48:07
3 outside lanes first and then the inside. There will 05:48:10
4 always be lanes or traffic open, and usually if we 05:48:12
5 do any closures where maybe we have to flag traffic, 05:48:14
6 we try to do that overnight so that we minimize the 05:48:16
7 impact to traffic. So we make every effort to 05:48:20
8 minimize the impact to those who travel this way 05:48:22
9 every day, but construction does have its pains, of 05:48:23
10 course, but we will do everything we can to make 05:48:28
11 sure you guys can still move in and out of here. 05:48:29

12 MR. HILL: Bob Hill. You mentioned 05:48:37
13 right-of-way funding being okay. That's the 05:48:38
14 25 million. Now, what happens -- what has to happen 05:48:51
15 to get the other funding? I mean, what are we 05:48:57
16 looking at? 05:49:00

17 MS. JENSEN: That's something we 05:49:01
18 continually work on, and Lori may be able to address 05:49:02
19 that a little bit more. Every year the commissioner 05:49:03
20 looks at three years down the road. So we are 05:49:05
21 always looking to see what we fund next, what can we 05:49:09
22 prioritize, so that's something that we are always 05:49:12
23 looking at. So hopefully this funding will come by 05:49:14
24 the time the right-of-way is done, construction will 05:49:19
25 be done, but, again, you have to realize we're also 05:49:19

1 very reliant on federal dollars. So with federal 05:49:21
2 dollars being very uncertain right now, it's tough 05:49:25
3 for us to say yes, that money will be there in two 05:49:27
4 years. 05:49:31

5 MR. HILL: So this whole project could die 05:49:32
6 within two years? 05:49:36

7 MS. JENSEN: It won't die. It won't die. 05:49:37
8 There is certainly a need here, but you're right, it 05:49:41
9 could potentially be delayed once right-of-way is 05:49:43
10 purchased. We strive not to do that, but, again, 05:49:46
11 some things are out of our control. We -- 05:49:49

12 MR. HILL: Which is finance. 05:49:52

13 MS. JENSEN: Yes. Tennessee is a 05:49:53
14 pay-as-you-go state. 05:49:54

15 MR. HILL: I don't see how you can stand 05:49:56
16 there and tell me that it wouldn't die. 05:49:58

17 MS. JENSEN: It would be very -- I can't 05:50:02
18 speak for everyone here, but I haven't known a 05:50:05
19 project to just die was because we didn't have the 05:50:06
20 money. It's always there because the need is there 05:50:10
21 and we know the need is there. So we are still 05:50:13
22 continually pushing for that project. Whether or 05:50:14
23 not we can start it immediately after right-of-way, 05:50:16
24 I understand that's a concern and that may not 05:50:18
25 happen, but that doesn't mean that it's going to 05:50:21

1 die. We still know that we need this project. Our 05:50:24
2 traffic numbers alone show us that. 05:50:27

3 MS. LANGE: I just wanted to add too I 05:50:32
4 hope that you see that phasing the project is how we 05:50:35
5 see it's very important and want to move forward. 05:50:39
6 So a lot of work has went into phasing this job. 05:50:41
7 It's not just cutting the job in half. There's 05:50:45
8 actually a lot of coordination and work that we had 05:50:47
9 to do to phase. So we are very committed to move 05:50:51
10 the project forward, and that's why we are here 05:50:54
11 tonight. 05:50:57

12 MR. TUTTLE: Hi, I am Peter Tuttle with 05:51:03
13 Bradford Hills Homeowners. 05:51:04

14 We may have a situation similar to others. 05:51:04
15 We have an easement that's in property on 05:51:07
16 Nolensville Road. When you have the right-of-way 05:51:10
17 meeting, will you have a way to know that we might 05:51:13
18 need to be involved in that? 05:51:18

19 MS. JENSEN: Yes. My right-of-way lead 05:51:20
20 right there is telling me yes. That's -- yeah, by 05:51:22
21 that time, by the time we have the right-of-way 05:51:24
22 meeting, we'll know the final design plans, we'll 05:51:28
23 know who was involved in that and we will be able to 05:51:29
24 reach out to you to say this is how your property is 05:51:34
25 impacted. 05:51:38

1 Anybody? Yes, right up front. 05:51:44

2 MS. LITTRELL: My name is Sharon Littrell, 05:51:49

3 and by right-of-way, are you saying that you are in 05:51:52

4 the right-of-way process? That means you need to 05:51:55

5 purchase the land, and that's part of that 05:51:57

6 24 million that you have already set aside for the 05:52:01

7 project? 05:52:02

8 MS. JENSEN: Right. As she mentioned, 05:52:03

9 right now we are in the engineering and design 05:52:03

10 phase, which is why all of you guys are here, to 05:52:06

11 give us feedback so that we can determine if there 05:52:08

12 are things that maybe we haven't considered or is 05:52:11

13 there something we need to give extra consideration 05:52:12

14 to. We want to make sure we make those adjustments 05:52:14

15 before we make the right-of-way plans final. And as 05:52:17

16 she mentioned, the timeline, we hope to have those 05:52:19

17 final by the end of the year. That way we can start 05:52:23

18 actual right-of-way acquisitions first of next year. 05:52:25

19 MS. LATTRELL: So that's what could delay 05:52:27

20 the project? 05:52:30

21 MS. JENSEN: Yes, yes. 05:52:31

22 MS. L. CROWE: I'm Lisa Crowe. I live in 05:52:33

23 the back 40 of Sugar Valley. So I turn on Barnes 05:52:35

24 Lane, and I was coming there -- this is a present 05:52:41

25 problem. I was coming home last night. At 6:35, I 05:52:47

1 was in the left-turn lane to turn up to Barnes off 05:52:51
2 Nolensville, and there was no arrow. I didn't 05:52:55
3 understand why there was no arrow at 6:30, and I had 05:52:59
4 to wait quite a long time for the traffic coming 05:53:04
5 north to turn left. So that's my question. 05:53:08

6 MS. JENSEN: That is a concern. It would 05:53:12
7 be very rare that TDOT actually controls signals 05:53:14
8 that are currently on the state route because once 05:53:18
9 we install a signal, usually it is taken over by the 05:53:19
10 municipality and they take over control over it. So 05:53:23
11 I would probably reach out to Metro and say there's 05:53:25
12 an issue with this light. 05:53:29

13 MS. L. CROWE: He is my friend. 05:53:32

14 MR. SCANNELL: Hi, my name is James 05:53:40
15 Scannell. I live in the Brentwood Highlands 05:53:43
16 Brentwood division. 05:53:43

17 Given that this is a very complicated 05:53:45
18 project with many, many properties that need to be 05:53:48
19 acquired in the right-of-way process, you have 05:53:50
20 outlined an 18-month to two-year timetable, but if 05:53:53
21 there are difficulties, if someone refuses to sell, 05:53:57
22 if you have to get into eminent domain or legal 05:54:00
23 challenges, what is that going to do to the timeline 05:54:03
24 for the project? 05:54:05

25 MS. JENSEN: That could certainly delay 05:54:06

1 it. And we are aware of those challenges. We've 05:54:07
2 got a fantastic right-of-way team. They will work 05:54:11
3 to hopefully not let that happen, but, of course, we 05:54:13
4 can't control property owners. They are more than 05:54:18
5 welcome to fight for their properties if they feel 05:54:21
6 that's appropriate. But we will do everything we 05:54:22
7 can to make sure the process is timely, but we do 05:54:25
8 have a process that we have to go through where we 05:54:27
9 offer fair value where, you know, those properties 05:54:30
10 are acquired, and all of that will be gone over in a 05:54:32
11 right-of-way meeting and hopefully put some of the 05:54:35
12 fears, some of the questions that people have at 05:54:37
13 ease and are able to address some of those things so 05:54:39
14 that hopefully we can avoid any of those types of 05:54:41
15 issues. 05:54:43

16 MS. MEEKS: Hi, Julie Meeks. I was just 05:54:52
17 curious, what is your traffic count in the first 05:54:54
18 phase 1 stage, do you know? 05:54:56

19 MS. JENSEN: 21,000 per day. And we are 05:54:59
20 estimating 2036 to be about 36,000. 05:55:02

21 MS. MEEKS: By when? 05:55:06

22 MS. JENSEN: 2036. So, yeah, we are very 05:55:07
23 well aware there's a lot of traffic here. We are 05:55:10
24 trying to get it built as quickly as we can, but we 05:55:13
25 have our set of challenges. As Lori mentioned, if 05:55:17

1 we had tried to do this project all at once, it 05:55:19
2 would be next to impossible just due to the sheer 05:55:21
3 cost of it. So we've broken it down so that we can 05:55:25
4 try to tackle this project as quickly as we can and 05:55:27
5 make some changes. 05:55:33
6 If everyone is good -- one more question. 05:55:40
7 Good. 05:55:42
8 UNIDENTIFIED SPEAKER: Does all this money 05:55:44
9 come from the federal government? 05:55:46
10 MS. JENSEN: No. I'm not sure what the 05:55:48
11 breakdown is for right-of-way. Lori may have more 05:55:50
12 information on that. 05:55:52
13 UNIDENTIFIED SPEAKER: This is a state 05:55:55
14 route. 05:55:56
15 MS. JENSEN: It is. 05:55:57
16 UNIDENTIFIED SPEAKER: So what percentage 05:55:59
17 comes from the state? 05:56:00
18 MS. LANGE: If you leave that question as 05:56:06
19 a comment, we can -- we'll gladly answer that. I 05:56:08
20 don't have the breakdown of funding for this 05:56:11
21 project, and we don't have anyone from that section. 05:56:15
22 Darrell might be able to answer and give you an 05:56:17
23 idea, and he's with our project management group. 05:56:21
24 MR. MOORE: This is a state route, but 05:56:22
25 it's also -- we're using federal aid money to 05:56:23

1 build -- buy the right-of-way to build a road. So 05:56:28
2 typically what that means is 80 percent of the money 05:56:30
3 comes from the federal government, and the state 05:56:33
4 matches 20 percent. So that's how that's always 05:56:37
5 broken down. The only time you see a larger 05:56:40
6 percentage from the federal government is on the 05:56:42
7 interstates where they give 90 percent and the state 05:56:43
8 matches it with 10. So there will be federal aid 05:56:48
9 money. That's why we're talking about the 05:56:52
10 environmental issues, because the federal government 05:56:52
11 requires us to do environmental technical studies 05:56:53
12 and get all that work approved before we can use 05:56:53
13 their money, before they'll okay the money. 05:57:02

14 UNIDENTIFIED SPEAKER: As a comment, what 05:57:11
15 I don't understand in this whole process is all this 05:57:12
16 building goes on, but the roads are always like 20 05:57:17
17 years behind, you know, the building. You are 05:57:20
18 talking about Nolensville Road, I forget the figure 05:57:24
19 you just gave, but you think about it, if you go 05:57:27
20 past Burkett, that's all two lane. So you are 05:57:32
21 feeding all that traffic, and I hope that might be 05:57:35
22 in a future project, but it's going to be 20, 30 05:57:39
23 years before you get that. And then you look on the 05:57:40
24 other end and you have Old Hickory feeding into 65 05:57:44
25 and you've got Hope feeding into 65 and you've got 05:57:48

1 Edmondson feeding into 65. Is anything in 05:57:51
2 consideration for any of that area, or is that just 05:57:54
3 we are building this part, but not looking at the 05:57:57
4 future? 05:58:03

5 MS. JENSEN: I assure you we are looking 05:58:03
6 at the future. Keeping up with roads is always a 05:58:06
7 challenge for the department, and it's important to 05:58:09
8 remember that if the commissioner were here, he 05:58:11
9 would tell you we have an \$8 billion backlog of 05:58:11
10 projects that we want to move forward. 05:58:15
11 Unfortunately, we're not able to do that because we 05:58:17
12 don't have \$8 billion. So we have to do what we can 05:58:19
13 with the money that we can as quickly as we can. We 05:58:24
14 are certainly aware that there are frustrations and 05:58:26
15 that there are roads that need to be built, and we 05:58:29
16 want them built just as badly as everyone else. We 05:58:31
17 just can only do so much with the money that we have 05:58:35
18 and we have to prioritize those. 05:58:36

19 MS. J. CROWE: I'm still Jo Crowe. Can 05:58:40
20 you tell me, phase 1, how far is that project, how 05:58:41
21 many miles we're talking about? 05:58:46

22 MS. JENSEN: I believe phase 1 is 2.4 05:58:47
23 miles. Goes from near Old Hickory Boulevard -- and 05:58:48
24 I apologize, I think the presentation was 05:58:48
25 incorrect -- it goes from near Old Hickory Boulevard 05:58:52

1 to north of Mill Creek, and then the second phase, I 05:58:55
2 believe, is one -- no, two -- two miles even. So 05:58:57
3 the total project is 4.4. 05:59:01
4 MS. J. CROWE: Okay, thank you. 05:59:04
5 MS. JENSEN: Uh-huh. 05:59:06
6 MS. DYER: I'm Eleanor Dyer. When would 05:59:08
7 the earliest date be anyone should be on our 05:59:11
8 property? Because we don't -- nobody wants someone 05:59:14
9 wandering around that they don't know is authorized. 05:59:17
10 MS. JENSEN: Absolutely. As we mentioned, 05:59:21
11 the right-of-way plans will hopefully be done by the 05:59:21
12 end of the year, which means right-of-way 05:59:23
13 acquisition will start at the beginning of the year. 05:59:25
14 Everyone should receive a letter letting you know 05:59:28
15 that you are part of this project, and it will go 05:59:30
16 from there. So you shouldn't have anyone 05:59:32
17 unexpectedly appearing on your property. And, of 05:59:34
18 course, we will have a right-of-way meeting so that 05:59:34
19 you guys can understand the process and how that 05:59:39
20 works. So hopefully that will take care of any 05:59:41
21 concerns on that end. But you definitely will be 05:59:43
22 hearing from us before that actually happens. 05:59:45
23 MR. DICKERSON: My name is Don Dickerson. 05:59:55
24 I'm a member of the board of directors for the Bond 05:59:57
25 HOA. 06:00:00

1 How often can we expect to be updated on 06:00:03
2 the progress that's going on? 06:00:08

3 MS. JENSEN: Lori, do you want to address 06:00:11
4 that? Like I said, we've got a plan going on, but I 06:00:12
5 don't know how soon we'll have public outreach. 06:00:14

6 MS. LANGE: Typically, our next public 06:00:17
7 outreach point would be the right-of-way meeting 06:00:20
8 that we hold for this project. So we go through and 06:00:22
9 we address comments and we follow back up with 06:00:24
10 comments and then hold another formal meeting for 06:00:28
11 the right-of-way meeting so you can see all of those 06:00:31
12 changes before we start the next step. 06:00:33

13 MR. BEDNE: And that's another opportunity 06:00:43
14 for me to make a play for my newsletter. If you 06:00:44
15 sign up, once I get any updates, I will post them on 06:00:49
16 my newsletter so you are aware of it. 06:00:53

17 MS. JENSEN: Yes, and you can also go to 06:00:58
18 our website. We do have this project listed on our 06:01:01
19 website. You can easily Google "TDOT projects, 06:01:06
20 region 3." You are going to find State Route 11, 06:01:06
21 Nolensville Road. It's very, very simple. So we 06:01:09
22 will keep updates posted on there as well. 06:01:12

23 UNIDENTIFIED SPEAKER: This is something I 06:01:16
24 have been curious about for a while. We have so 06:01:17
25 much traffic. Is there a reason why Concord Road 06:01:20

1 got it before we did? Nevermind. 06:01:22

2 MS. JENSEN: That I'm not sure of. I 06:01:29

3 mean, there's a lot that goes into a project when we 06:01:31

4 talk about like traffic and traffic volumes and 06:01:33

5 accidents and the actual nature of the road and 06:01:35

6 what's feeding into those roads. There's a lot of 06:01:39

7 different elements that go into that. So it's 06:01:40

8 difficult to say, oh, it was just this one thing 06:01:42

9 that allowed them to go first because, of course, 06:01:44

10 there are many, many projects happening right now. 06:01:47

11 So we try to prioritize the best we can based on 06:01:50

12 several different factors. 06:01:53

13 MR. FERRARI: Hi, I'm Roger Ferrari (ph). 06:01:56

14 Let's say that we have our ten projects here that 06:01:58

15 are in this area. How do you prioritize and where 06:02:01

16 does this project stand? 06:02:05

17 MS. JENSEN: I'm not sure about any other 06:02:08

18 projects in this area necessarily. I'm not aware of 06:02:10

19 any other projects in the immediate area. Again, 06:02:14

20 this project -- keep in mind as we mentioned in the 06:02:16

21 presentation got delayed because there were so much 06:02:16

22 tracts in this and we had to figure out a way 06:02:22

23 that -- a bite-size chunk that we could do this 06:02:25

24 project in. So that took a little bit of time. And 06:02:26

25 then we had environmental studies, geotechnical 06:02:30

1 studies, all those things that come into play 06:02:30
2 because this was a very large project. So that is 06:02:34
3 part of the reason why this project hasn't gone as 06:02:38
4 quickly as maybe it could have or maybe another 06:02:40
5 comparable project. But as I mentioned, I don't 06:02:42
6 know that any other projects are in play right now 06:02:43
7 in the immediate area, so -- 06:02:43
8 UNIDENTIFIED SPEAKER: So I was wondering 06:02:50
9 -- 06:02:50
10 MS. JENSEN: It will depend on other 06:02:56
11 projects that are in play at that time as well. 06:02:57
12 Again, I can't say there are a lot of factors that 06:02:59
13 go into prioritizing the project, and, again, that's 06:03:03
14 something that the commissioner and his lead team, 06:03:05
15 they look at all these projects -- keep in mind that 06:03:07
16 he's not looking just at middle Tennessee, not 06:03:08
17 looking just at our county. He is looking 06:03:11
18 statewide. So there are a lot of projects on the 06:03:16
19 table. 06:03:18
20 If you guys are good, if we don't have 06:03:24
21 anymore questions -- I appreciate so much all of 06:03:26
22 these comments because these are all going to be 06:03:27
23 very helpful when we go back. We will break out. 06:03:30
24 If you have questions about your specific property 06:03:32
25 or if there's a property that you're especially 06:03:34

1 concerned about, please talk to our TDOT folks. 06:03:34
2 They are here to help and answer your questions. We 06:03:38
3 will be here until 7 o'clock. So we've got plenty 06:03:41
4 of time. Thank you guys so much. 06:03:43

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1 MR. BUGGS: This is my question. I'm 06:06:01
2 representing Lake Providence Missionary Baptist 06:06:02
3 Church, which is on Nolensville Road. We have a 06:06:05
4 huge issue on Sundays or any Wednesday when we have 06:06:08
5 services. We pretty much block traffic on 06:06:11
6 Nolensville Road right there. I'm just here to try 06:06:13
7 to find out how soon or what our church can do to 06:06:16
8 help with this process. That's my question. 06:06:20

9 MR. WILLIAM CARTER: We are requesting a 06:11:31
10 traffic light at the end of Pettis Road and 06:11:33
11 Nolensville Road, please. 06:11:36

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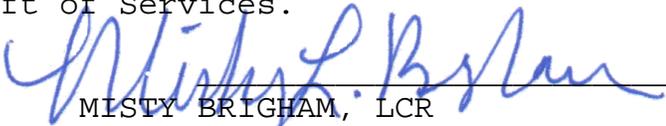
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