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Tennessee Department of Transportation

Davidson County Public Meeting

February 5, 2015

5:00

6217 Nolensville Road
Nashville, TN 37217

ELITE REPORTING SERVICES
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2 05:11:59

3 MS. JENSEN: Good evening. I'm going to 05:21:39

4 go ahead and get started. I know more people will 05:21:41

5 be filtering in. I'm sure we've got plenty of 05:21:43

6 people stuck in traffic, as you're probably all very 05:21:45

7 familiar with. That's why we are here. 05:21:47

8 If you guys can please silence your phones 05:21:49

9 just to allow for enough concentration for everyone 05:21:52

10 else that's here. 05:21:53

11 We've got a few things to go through 05:21:56

12 before we really get started. I just wanted to kind 05:21:58

13 of give you a rundown of everything. 05:22:00

14 I'm Heather Jensen. I'm the community 05:22:02

15 relations officer for region 3, which most of you 05:22:04

16 know is middle Tennessee. And we very much 05:22:05

17 appreciate you giving up your time to be here. We 05:22:12

18 certainly value your input, and so we are very 05:22:13

19 appreciative when people show up to meetings we hold 05:22:17

20 because we have held a few where no one showed up, 05:22:17

21 so thank you so much. 05:22:17

22 Be sure that you sign in on the sign-in 05:22:23

23 table. We also have a lot of materials for you to 05:22:25

24 take home with you. If you didn't get one of these, 05:22:28

25 be sure you get one of these to take home with you. 05:22:29

2

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

3

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

4

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

5

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

6

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

7

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

8

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

9

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

10

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

11

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

12

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

13

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

14

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

15

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

16

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

17

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

18

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

19

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

20

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

21

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

22

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

23

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

24

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

25

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

29

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

30

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

31

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

32

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

33

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

34

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

35

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

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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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1 REPORTER'S CERTIFICATE

2 STATE OF TENNESSEE

3 COUNTY OF SUMNER

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5 I, MISTY BRIGHAM, Court Reporter,

6 with offices in Gallatin, Tennessee, hereby certify

7 that I reported the foregoing TENNESSEE DEPARTMENT

8 OF TRANSPORTATION PUBLIC MEETING by machine

9 shorthand to the best of my skills and abilities,

10 and thereafter the same was reduced to typewritten

11 form by me.

12 I further certify that I am not
13 related to any of the parties named herein, nor
14 their counsel, and have no interest, financial or
15 otherwise, in the outcome of the proceedings.

16 I further certify that in order for
17 this document to be considered a true and correct
18 copy, it must bear my original signature, and that
19 any unauthorized reproduction in whole or in part
20 and/or transfer of this document is not authorized,
will not be considered authentic and will be in
violation of Tennessee Code Annotated 39-14-149,
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MISTY BRIGHAM, LCR
Elite Reporting Services
22 Certified Court Reporter (TN)
Associate Reporter and
23 Notary Public State of Tennessee

24
My Commission Expires: 12/23/2014
25 LCR # 522 - Exp. 6/30/2016