

TENNESSEE DEPARTMENT OF TRANSPORTATION

PUBLIC MEETING

October 24, 2019



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TENNESSEE DEPARTMENT OF TRANSPORTATION
WIDENING SR-96 (MURFREESBORO ROAD)
FROM EAST OF SR-252 (WILSON PIKE) TO
I-840 WILLIAMSON COUNTY DESIGN PUBLIC MEETING

October 24, 2019
6:00 p.m.

Page High School
6281 Arno Road
Franklin, Tennessee 37064

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1 * * *

2
3 MS. SCHULTE: Hello, everyone. If I 06:02:53
4 could get your attention, we can get started here. 06:02:55

5 Thank you all for coming out to the TDOT 06:02:57
6 Design Public Meeting for the proposed State Route 96 06:03:01
7 widening project. My name is Kathryn Schulte, and 06:03:01
8 I'm the community relations officer for the Middle 06:03:03
9 Tennessee region of TDOT. 06:03:08

10 With me tonight are representatives from 06:03:10
11 various divisions within the department. When you 06:03:13
12 came in tonight, you should have been directed to our 06:03:15
13 sign-in table where you would have been asked to sign 06:03:18
14 in, given a project-specific handout and a comment 06:03:19
15 card. If you did not visit the sign-in table, please 06:03:24
16 do so to sign in and obtain these documents. 06:03:27

17 Your comments and questions are very 06:03:31
18 important to us. There will be an official 06:03:32
19 transcript for tonight's meeting. A court reporter 06:03:33
20 is here to take official minutes for the meeting. 06:03:36

21 There are three ways that you can have 06:03:40
22 your comments and/or questions incorporated into the 06:03:42
23 official transcript. One, you may ask a question 06:03:45
24 during the formal question-and-answer session. Two, 06:03:48
25 you may state a question or comment directly to our 06:03:50

1 court reporter. Or lastly, you can fill out a 06:03:53
2 comment card. We understand that you may have 06:03:55
3 questions or comments that you think of after the 06:03:57
4 meeting tonight. If so, the comment cards can be 06:04:00
5 mailed to the department within 21 days of tonight's 06:04:03
6 meeting, which would be Friday, November 15th. They 06:04:06
7 contain our return address and are designed so that 06:04:07
8 they can be folded twice along the dotted lines and 06:04:11
9 taped together. 06:04:15

10 The format of tonight's meeting will 06:04:21
11 begin with a formal presentation, followed by a short 06:04:24
12 question-and-answer session, followed by what will be 06:04:27
13 the majority of the meeting, an opportunity for the 06:04:29
14 public to view the displays and plans, which are 06:04:32
15 located over in the cafeteria and have their 06:04:35
16 questions answered on a one-by-one basis by 06:04:38
17 representatives of the department. The majority of 06:04:40
18 our officials will be wearing a gold name badge so 06:04:42
19 that they are easily identifiable. 06:04:45

20 The purpose of tonight's meeting is for 06:04:50
21 the department to share its preliminary design of the 06:04:54
22 proposed widening project with the public for review 06:04:57
23 and comment. As stated before, your feedback is 06:05:00
24 important to us. The meeting also provides us an 06:05:02
25 opportunity to note your questions and/or concerns 06:05:05

1 and to the extent possible make modifications to 06:05:07
2 finalize a preliminary design. 06:05:10

3 With that, I'm going to turn it 06:05:13
4 over to our director of project development, 06:05:15
5 Mr. Shane Hester, and he's going to share with you 06:05:18
6 more specific details of the project. 06:05:20

7 MR. HESTER: Thank you. 06:05:23

8 Is there anyone that can turn the mic up 06:05:27
9 a little bit? 06:05:32

10 (Off-the-record discussions.) 06:05:36

11 MR. HESTER: So as Katy mentioned, my 06:05:52
12 name is Shane Hester. I'm the director of project 06:05:55
13 development for our Middle Tennessee region. And I 06:05:57
14 just want to welcome you-all tonight. Thank you all 06:05:57
15 for coming out. 06:06:01

16 I want to start by reiterating a couple 06:06:02
17 of things that Katy just mentioned. I know she said 06:06:06
18 on a number of different occasions your comments are 06:06:07
19 very important to us. They are. Our hope for 06:06:10
20 tonight's meeting is basically to optimize and 06:06:12
21 finalize our preliminary design, based off of 06:06:15
22 feedback we've received tonight. That's why we're 06:06:19
23 here. 06:06:22

24 So let's talk about why we're proposing 06:06:22
25 to widen State Route 96. As probably most all of you 06:06:25

1 know, State Route 96 is a five-lane roadway near Arno 06:06:30
2 Road in Franklin close to I-65. And it's also a 06:06:32
3 five-lane roadway to the east of Veteran's Parkway in 06:06:36
4 Murfreesboro. 06:06:39

5 Continued growth and development along 06:06:40
6 the corridor coupled with daily commutes to and from 06:06:42
7 Franklin and Murfreesboro have increased the average 06:06:45
8 daily traffic on Highway 96 to approximately 15,000 06:06:48
9 vehicles per day along parts of the corridor. And 06:06:50
10 our growth models indicate that Highway 96 could 06:06:53
11 experience upwards of 24,000 vehicles per day in some 06:06:57
12 areas along the corridor in the next 20 years. 06:07:01

13 The widening of the corridor will address 06:07:04
14 capacity and improve safety and traffic operations. 06:07:07
15 The project will also address existing geometric 06:07:12
16 deficiencies and bring the route up to current design 06:07:12
17 standards. 06:07:15

18 From Arno Road to Veteran's Parkway is a 06:07:16
19 little over 18 miles. And our preliminary estimates 06:07:19
20 to widen the entire corridor exceed \$200 million. So 06:07:23
21 that's a lot of money for us. So due to the large 06:07:29
22 price tag, the corridor is proposed to be widened in 06:07:33
23 three segments. And let me talk specifically about 06:07:35
24 what the segments are. 06:07:37

25 I'm sorry, I didn't click to the next 06:07:38

1 slide. 06:07:41

2 The first segment is from Arno Road or 06:07:45

3 just east of Arno Road to State Route 252 or also 06:07:48

4 known as Wilson Pike. The second segment is from 06:07:52

5 State Route 252, Wilson Pike, to I-840. And our 06:07:58

6 third segment is from I-840 to Veteran's Parkway. 06:08:01

7 And I'll talk more specifically about where we're at 06:08:01

8 with each of these segments in just a moment. But 06:08:05

9 we're here tonight to talk specifically about Segment 06:08:08

10 2. 06:08:14

11 All right. So I think it's important to 06:08:15

12 talk about the history of these projects. Because 06:08:16

13 these corridor-widening projects have been on our 06:08:18

14 books for a long time now. 06:08:22

15 Planning studies to widen the corridor 06:08:23

16 date back to the mid 1990s. And we held corridor and 06:08:28

17 design public hearings back in 2001. 06:08:32

18 The project was originally planned as a 06:08:35

19 four-lane divided highway. And it was around the 06:08:37

20 early 2000s that construction began on State Route 06:08:39

21 840 through this area. That's significant, because 06:08:43

22 once State Route 840 was constructed, we noticed that 06:08:45

23 it relieved traffic pressure off of 96. 06:08:48

24 Back then funds were limited. And I'll 06:08:49

25 note that they still are today. And the 96 corridor 06:08:51

1 widening projects were delayed and other needed 06:08:55
2 projects across the state were prioritized. 06:08:58

3 Our projects are funded by state and 06:09:02
4 federal fuel taxes. And prior to the passage of the 06:09:04
5 IMPROVE Act, the last time state revenues were 06:09:05
6 increased for highway funding was back in 1986 by the 06:09:10
7 1986 Road Bill. 06:09:12

8 From around 2010 until the passage of the 06:09:12
9 IMPROVE Act in 2017, we had very few capacity 06:09:17
10 projects that we were able to let to contract due to 06:09:17
11 limited funding. And we were mostly operating in a 06:09:22
12 maintenance mode to maintain our roads and bridges. 06:09:24

13 So the IMPROVE Act passes in 2017 giving 06:09:32
14 the department additional funds to deliver projects. 06:09:36
15 So after the passage of the IMPROVE Act, departmental 06:09:38
16 leadership had us revisit the four-lane divided 06:09:43
17 design that was originally planned for this corridor. 06:09:49

18 With the nearby construction -- or the 06:09:49
19 nearby parallel I-840 being completed, which was a 06:09:51
20 four-lane divided freeway, it was ultimately decided 06:09:55
21 that a five-lane rural design would best serve this 06:09:57
22 corridor. With that, plans for the corridor had been 06:10:00
23 redesigned from the originally planned four-lane 06:10:03
24 divided sections to the five-lane design. 06:10:06

25 And Segment 1 from Arno Road to Wilson 06:10:08

1 Pike has been funded for construction. And we 06:10:11
2 currently have that scheduled in a Spring of 2020 06:10:14
3 letting and are currently working to secure necessary 06:10:18
4 property rights from the CSX Railroad to be able to 06:10:23
5 certify right-of-ways to let this project to 06:10:26
6 contract. 06:10:26

7 Segment 2 is funded for right-of-ways. 06:10:26
8 And again, our hope from tonight's meeting is to 06:10:30
9 finalize our preliminary plans and develop final 06:10:34
10 right-of-way plans by the summer of next year so that 06:10:34
11 we can begin the right-of-way appraisals and 06:10:37
12 acquisition process and start the utility 06:10:40
13 coordination process. 06:10:41

14 Due to the large volume of traffic 06:10:42
15 affected by the widening, this process is anticipated 06:10:44
16 to take upwards of 30 months. So we would look to 06:10:47
17 fund this segment for construction near the 06:10:51
18 completion of the right-of-way process. 06:10:53

19 Segment 3 is currently only funded for 06:10:56
20 engineering and design is underway. And our 06:10:57
21 right-of-way and construction for that project would 06:11:00
22 need to be identified in future budgets. 06:11:02

23 So here's just a project location map 06:11:10
24 showing all three segments. Again, Segment 1 is from 06:11:13
25 Arno Road to Wilson Pike. Segment 2 here in red is 06:11:17

1 from Wilson Pike to I-840. Segment 3 there, shown in 06:11:20
2 blue, is from I-840 to Veteran's Parkway. 06:11:25

3 As mentioned before, Segment 2 is the 06:11:33
4 focus of tonight's meeting. And here is just a 06:11:35
5 closer view of it on a location map. As you can see, 06:11:38
6 it passes through the Triune area and the Nolensville 06:11:41
7 Road intersection. 06:11:46

8 I want to mention this intersection 06:11:46
9 specifically because I'm sure some people will 06:11:46
10 question why we just did an intersection-improvement 06:11:49
11 project at this location when we have a planned 06:11:54
12 widening project underway. I can tell you why. 06:11:54
13 TDOT's leadership got a lot of requests from 06:11:58
14 state-elected officials to address the intersection. 06:11:59
15 And without a crystal ball to know when the IMPROVE 06:12:00
16 Act would come along and help with funding, they 06:12:04
17 couldn't predict when we would be able to fund the 96 06:12:08
18 widening project. So they pressed forward with a 06:12:09
19 lower-cost intersection improvement project to 06:12:11
20 address traffic operations at this intersection. 06:12:15

21 I can say that we will try to utilize 06:12:15
22 what has just been installed to the fullest extent 06:12:18
23 possible. But the widening will require additional 06:12:21
24 right-of-ways in this area to accommodate the full 06:12:25
25 build of the intersection. 06:12:28

1 So I'm a visual person. And I like to 06:12:31
2 say a picture is worth a thousand words. So our next 06:12:33
3 several slides we're going to get to here in a minute 06:12:37
4 hopefully will give a better understanding of what 06:12:37
5 the project proposes. 06:12:37

6 But the widening project on 96 will 06:12:41
7 mostly consist of a rural five-lane section. It will 06:12:44
8 be two 12-foot lanes in each direction. Two 12-foot 06:12:47
9 travel lanes. And there will be a continuous 12-foot 06:12:49
10 left center turn lane and 10-foot paved shoulders on 06:12:52
11 each side. 06:12:54

12 We will transition to what we refer to as 06:12:56
13 an urban section, where we will maintain the same 06:12:59
14 thru and turn lanes but reduce the shoulders to 06:13:03
15 4-foot and utilize curb and gutter to limit 06:13:05
16 right-of-way impacts through the Triune area. 06:13:08

17 The improvements will also extend onto 06:13:09
18 Nolensville Road for approximately six-tenths of a 06:13:12
19 mile to provide turn lanes to State Route 96 to marry 06:13:15
20 up with the road-widening project. 06:13:16

21 So here's just an animated representation 06:13:21
22 of what the road will look like for the majority of 06:13:24
23 the project. Again, we have a five-lane rural 06:13:27
24 section here with full shoulders and ditches to 06:13:29
25 convey storm-water runoff. 06:13:33

1 And here's what the section will look 06:13:35
2 like -- here's what the curb and gutter section I 06:13:37
3 mentioned will look like through the Triune area. A 06:13:41
4 closed storm sewer system will be installed beneath 06:13:41
5 the curb and gutter in this area to convey 06:13:46
6 storm-water runoff. 06:13:47

7 And here's a look at the proposed 06:13:53
8 improvements on the south and north approaches on 06:13:54
9 Nolensville Road at the intersection of 96. Again, 06:13:57
10 just additional turn lanes at the intersection will 06:14:00
11 be implemented as part of the project. 06:14:04

12 So this project will also consist of 06:14:12
13 replacing the bridges over Arrington Creek and Wilson 06:14:15
14 Branch. The project limits extend beyond I-840. We 06:14:19
15 are currently having internal discussions as to 06:14:23
16 whether it makes the most sense for the bridge over 06:14:25
17 840 to be widened under this project or if it would 06:14:30
18 be better to widen it in Segment 3 that extends to 06:14:32
19 Veteran's Parkway. 06:14:35

20 If it is ultimately decided to be 06:14:35
21 included in this project, striping will be included 06:14:37
22 to transition back to the existing two-lane roadway, 06:14:39
23 as we are very near the end of the project where the 06:14:42
24 bridge is. If it is included in Segment 3, then our 06:14:45
25 transition back to the existing two-lane road will 06:14:50

1 occur prior to the bridge on the west side. 06:14:51

2 Our initial thoughts are to include the 06:14:53

3 bridge widening in Segment 3 so we don't have to -- 06:14:56

4 so that we never have to grind the transitional 06:14:59

5 paving off the bare bridge deck. 06:15:04

6 So again, here's just a schematic of the 06:15:07

7 bridge replacement over Arrington Creek. 06:15:11

8 Here's a schematic of the bridge 06:15:15

9 replacement over Wilson Branch. And I'll mention 06:15:19

10 that the green area here basically is the limits of 06:15:22

11 our slopes. What you'll see in some of these 06:15:25

12 pictures is basically the project's footprint, is 06:15:28

13 what you're seeing there. 06:15:30

14 And lastly, here's a schematic of the 06:15:37

15 bridge if it were included to be widened in this 06:15:40

16 project, with the transitional striping, as I 06:15:42

17 mentioned, to tie back to the existing two-lane 06:15:45

18 highways just to the east of the bridge. 06:15:46

19 So I want to mention that the corridor 06:15:48

20 widening projects did not include a new interchange 06:15:51

21 at I-840. As mentioned previously, plans were 06:15:53

22 underway prior to the construction of I-840, and an 06:15:57

23 interchange on the interstate system has to go 06:15:57

24 through a very detailed study process that must be 06:16:02

25 approved by the Federal Highway Administration, as 06:16:04

1 they have full oversight of the interstate system. 06:16:06
2 That process is known as what we call an interchange 06:16:10
3 access request or an IAR. It typically takes on the 06:16:13
4 order of two to three years. So therefore, a new 06:16:17
5 interchange at this location would need to be 06:16:20
6 developed as a standalone project. 06:16:25
7 So the widening of 96 also touches many 06:16:33
8 intersecting public roads within the limits of the 06:16:38
9 project. The majority of these intersections will be 06:16:40
10 reconstructed on their existing alignment to the 06:16:42
11 tie-in point to tie them into the newly widened 96 -- 06:16:45
12 Highway 96, basically maintaining their same 06:16:48
13 configurations as they exist today. 06:16:50
14 However, significant work on Nolensville 06:16:53
15 Road, as we mentioned before, is proposed to add turn 06:16:56
16 lanes as previously discussed. And the plans call 06:16:58
17 for a couple of frontage roads to better provide 06:17:00
18 access to adjoining property. 06:17:05
19 So here is just a graphical 06:17:16
20 representation of 96 and the Murfreesboro Road and 06:17:20
21 Nolensville Road intersections, showing the proposed 06:17:25
22 lane configuration. We have worked very closely with 06:17:28
23 our traffic engineers to determine the necessary 06:17:33
24 laneage to accommodate future traffic demands at this 06:17:35
25 intersection. 06:17:37

1 Here are the -- this here is a list of 06:17:42
2 the intersecting roads off of Nolensville Road. 06:17:46
3 Again, the plans call for these roads to be 06:17:48
4 reconstructed basically along their existing 06:17:51
5 alignment to a tie-down point. 06:17:54
6 And I do want to mention we have one 06:17:56
7 other frontage road off of Nolensville Road to 06:18:00
8 provide better access to adjoining property owners. 06:18:00
9 Let me switch gears just for a minute and 06:18:10
10 talk more about project schedule -- or the current 06:18:14
11 project schedule and the project development process. 06:18:16
12 So we currently are in the design phase. 06:18:19
13 And as mentioned previously, segment -- the Segment 2 06:18:21
14 project has been budgeted for right-of-way. We 06:18:25
15 anticipate that the right-of-way process will begin 06:18:28
16 in the Summer of 2020 and take upwards of 30 months. 06:18:31
17 Near the completion of the right-of-way process, we 06:18:35
18 will look to fund the project for construction. Once 06:18:38
19 the project is funded for construction, the letting 06:18:39
20 date will be established, and the project will be let 06:18:43
21 to contract. We anticipate that this five-plus mile 06:18:45
22 widening project will take around three years to 06:18:48
23 construct. 06:18:51
24 I always like to cover this in detail. 06:18:52
25 We often come out to meet with the public for such 06:18:54

1 meetings, and then there's a misconception that they 06:18:55
2 will see construction activity in the near future. 06:18:58
3 So I want to be clear that this is not the case. The 06:19:01
4 remainder of the project development process will 06:19:04
5 take us in excess of three years to finish the 06:19:07
6 right-of-way process, and then it will be that long 06:19:10
7 before you'll see construction begin along this 06:19:12
8 segment of the corridor. 06:19:15
9 So here's what you can expect from the 06:19:21
10 department as we move forward. After we have 06:19:23
11 received all comments from tonight's meeting, we will 06:19:26
12 begin to address them and work to finalize our 06:19:29
13 preliminary design. We will then move directly into 06:19:32
14 the development of the right-of-way plans. We will 06:19:34
15 meet with affected utility owners during this process 06:19:36
16 and discuss our proposed improvements so that they 06:19:39
17 can plan for the future widening. 06:19:42
18 And once the right-of-way plans are 06:19:44
19 finalized, we will officially begin the right-of-way 06:19:47
20 appraisals and acquisition process, as well as the 06:19:49
21 utility coordination process. And we will be back 06:19:50
22 out to the community for another meeting at that 06:19:53
23 point with -- to meet with affected property owners 06:19:55
24 to discuss in detail what they can expect from the 06:19:58
25 department during the right-of-way process and how 06:20:02

1 they will be compensated. 06:20:05

2 And as mentioned previously, we will look 06:20:05
3 to budget the project for construction near the 06:20:08
4 completion of the right-of-way process. 06:20:08

5 So in closing, please remember that your 06:20:18
6 comments are important to us. You should have been 06:20:21
7 given a comment card when you signed in, along with 06:20:23
8 the project information handout. If you have 06:20:25
9 questions or wish to make a comment, please fill this 06:20:28
10 card out and leave it with us tonight or you have 21 06:20:31
11 days to mail it back to us, as previously discussed. 06:20:35
12 You can also give comments or questions directly to 06:20:36
13 the court reporter at any time tonight after the 06:20:39
14 presentation. 06:20:41

15 So here -- if you want to jot this down 06:20:46
16 or take a picture of this, here's my contact 06:20:51
17 information, if you have any questions after 06:20:53
18 tonight's meeting. Also Ms. Sharon Shutz, who is our 06:20:55
19 manager over the project development, serving in my 06:20:55
20 office, her contact information is listed here as 06:21:02
21 well. Please feel free to take down this 06:21:04
22 information. And we can be contacted after the 06:21:07
23 meeting if you have any additional questions. 06:21:10

24 So with that, that concludes the actual 06:21:14
25 formal presentation. We've got a gentleman here with 06:21:18

1 a microphone, if anybody's got any specific questions 06:21:20
2 they would like to give during this formal 06:21:23
3 question-and-answer session, we'll be glad to take 06:21:26
4 those. If not, we're going to move over to the 06:21:29
5 cafeteria where we have some displays of the project 06:21:32
6 taped up on the wall, and we also have full-size 06:21:33
7 plans over there to view for project-specific 06:21:36
8 questions. 06:21:39

9 So I would ask that you please raise your 06:21:39
10 hand and state your name for the court reporter, if 06:21:41
11 you do want to give an official comment and ask your 06:21:44
12 question or give your comment, please. So anybody 06:21:47
13 that has any questions, please raise your hand. 06:21:50

14 Well, all right. That's easy enough. 06:21:57
15 That adjourns the formal presentation. And like I 06:22:00
16 said, we'll break out from here. We'll move over to 06:22:02
17 the cafeteria. And over there we have the displays 06:22:05
18 and plans, as I mentioned. So everybody please make 06:22:09
19 your way over to the cafeteria. 06:22:12

20 Thank you all for coming. 06:22:14

21 (WHEREUPON, the foregoing proceedings
22 were concluded at 6:22 p.m.)

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C E R T I F I C A T E

STATE OF TENNESSEE

COUNTY OF SUMNER

I, JEANNIE CHAFFIN, Licensed Court Reporter with offices in Portland, Tennessee, hereby certify that I reported the foregoing proceedings of the TDOT Public Meeting by machine shorthand to the best of my skills and abilities, and thereafter the same was reduced to typewritten form by me.

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

I further certify that in order for this document to be considered a true and correct copy, it must bear my original signature and that any unauthorized reproduction in whole or in part and/or transfer of this document is not authorized, will not be considered authentic, and will be in violation of Tennessee Code Annotated 39-14-104, Theft of Services.

JEANNIE CHAFFIN, LCR
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Associate Court Reporter and
Notary Public State of Tennessee

My Commission Expires: 6/22/2021
LCR #169 - Expires: 6/30/2020

