



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
BUREAU OF ENGINEERING
REGION 3 PROJECT DEVELOPMENT
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JOHN C. SCHROER
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BILL HASLAM
GOVERNOR

June 19, 2015

Ms. Jennifer Lloyd, P.E.
Civil Engineering Director
Roadway Design Division
Suite 1300, James K. Polk Building
Nashville, Tennessee

SUBJECT: Project No. STP-112(6), 19046-1214-14; PIN 103764.00
SR-112 (US-41A), From SR-12 (Ashland City Highway) to SR 155 (Briley
Parkway)
Davidson County

Dear Ms. Lloyd:

I have reviewed the transcript and comment cards from the NEPA and Design Public Hearing held for the subject project on January 27, 2009 at the I.T. Creswell Middle Magnet School in Nashville, Tennessee. Ninety-six (96) people were in attendance with 22 comments received.

Comments with responses are as follows:

Comment: Mr. William Haston asked who is going to be responsible for the upkeep and maintenance of the roads once the construction is done?

Response: The Tennessee Department of Transportation will be responsible for maintenance of the travel lanes and shoulders of State Route 112 between the curbs. Metro Nashville will be responsible for areas beyond the curbs within the public right-of-way as well as the intersecting city streets.

Comment: Mr. William Haston asked will citizens be notified if the construction of the highway changes current floodplains?

Response: Floodplains are identified by the Federal Emergency Management Agency (FEMA). It is not foreseen that the widening of State Route 112 will adversely impact floodplains. Storm water conveyance will be a key component of the design in which natural runoff patterns will be identified and utilized to convey storm water to its' natural release points.

Comment: Councilman Lonnell Matthews asked how many tenants, residents, or businesses will be displaced and also what is the cost of replacement?

Response: The project is expected to displace a used auto dealership and a 1 story single family apartment building. Value of these displacements will be determined during the right-of-way phase through appraisals and representative of the Department's Right-of-Way office will provide relocation assistance to those displaced. The project also proposes to acquire a shed, a farm trailer, a farm pole barn and an abandoned house but those are not considered displacements of businesses or residences.

Comment: Reverend Georgia Moody asked what the level of blasting is and how that would be handled?

Response: The Department's Geotechnical Engineering Division has determined that approximately 800 linear feet along the eastern side and approximately 800 linear feet along the western side in varying locations of the widened roadway will encounter rock that will need to be presplit and blasted. The contractor which is awarded this project will be required to comply with the Department's standard specifications for presplitting and blasting.

Comment: Mr. George Herring asked if he could see an overlay display to help him better visualize the road?

Response: The Department would welcome the opportunity to meet with Mr. Herring to show him additional displays to help him better visualize and understand the proposed design.

Comment: Mr. George Herring asked how is this project going to connect to the Greenway?

Response: The Metro Nashville greenway plans propose to connect to the sidewalks that are proposed within this project on West Hamilton Ave..

Comment: Mr. George Herring asked how are you going to collect the waste water from the road and how are you going to handle the increased storm water runoff generated from the widening of State Route 112? Mr. Herring also asked if the storm water would be treated to remove oil residue?

Response: A storm sewer will be placed beneath the curb lines and storm water from and along the roadway will be captured by drainage structures placed at the curb lines and at locations along the slopes inletting into the storm sewer. The storm sewer will outlet to existing natural drainage courses along the corridor. The storm sewer system will be designed to accommodate any additional storm water generated from the widening of State Route 112. The storm water captured in the storm sewer system from the asphalt will not be treated to remove oil residuals prior to outletting.

Comment: Mr. George Herring asked how are we going to have extra accel or decel lanes?

Response: The project does not propose to add individual acceleration or deceleration lanes in addition to the proposed five lane section.

Comment: Mr. George Herring asked will there be retaining walls, and if so, can we eliminate them to keep the graffiti artist from painting the walls?

Response: There are five retaining walls proposed within the project to mitigate right-of-way impacts.

Comment: Senator Thelma Harper stated she hopes we are not adding more water to encourage flooding.

Response: The storm sewer system will be designed to accommodate any additional storm water generated from the widening of State Route 112.

Comment: Senator Thelma Harper stated she hopes we will use the new blasting laws that they have in place.

Response: The contractor which is awarded this project will be required to comply with the Department's standard specifications for presplitting and blasting.

Comment: Senator Thelma Harper asked why we are proposing 11 feet travel lanes instead of the 12 feet travel lanes as state in federal guidelines.

Response: In urban and suburban areas, the AASHTO Policy on Geometric Design of Highway and Streets allow for the use of 11 feet lanes in order to reduce right-of-way impacts. The 11 feet travel lanes are being proposed in sections of the corridor where there are tight right-of-way constraints to allow for continuation of the sidewalks and bicycle lanes throughout the project.

Comment: Mr. Frank Allen asked have you considered widening the roadway more to the Kroger shopping area side from Kings Lane to West Hamilton to reduce impacts to smaller businesses which are directly across the street.

Response: The proposed alignment was set considering the entire corridor, constructability and addressing environmental assessment needs. The impacts were minimized on both sides of the road in this area to limit disturbance of parking areas, buildings and gas stations.

Comment: Ms. Michelle Carratu asked will there be inclusive parking area there for access to the Greenway?

Response: The highway widening project does not propose to provide parking areas for access to the Greenway. The Greenway project is a standalone Metro Nashville project separate of the widening project and dedicated parking areas to access the Greenway would need to be included in their future plans as it is outside of the scope of this project.

Comment: Ms. Michelle Carratu stated that she appreciated the gentleman who previously commented on filtering out pollutants from the storm water within the storm sewer system?

Response: See previous response to Mr. George Herring's comment.

Comment: Ms. Michelle Carratu asked if permeable sidewalks will be considered for this project?

Response: TDOT's standard sidewalks are proposed to be constructed for this project. Special approvals would be necessary for materials and products not on the Department's qualified products list.

Comment: Mr. John Claybrooks stated that there currently exists a dangerous area as there are steep drop offs just off the roadway from Whites Creek to West Hamilton Road.

Response: Guardrail will be connected to the bridge ends of the bridge over Whites Creek and extended a distance north towards W. Hamilton Avenue until slopes become flat enough to no longer warrant further protection.

Comment: State Representative Brenda Gilmore asked if Ferry Lane would be straightened out or would it continue to be curved?

Response: The Ferry Lane reference is in regards to SR-12 (Ashland City Highway) which will continue to be curved at its' intersection with State Route 112, however there will be adjustments to the vertical alignment, and the curvature will meet current design standards. Adequate sight distance will also be a requirement of the design and the intersection will be signalized.

Comment: State Representative Brenda Gilmore asked if we will be hiring people that are from the community and in the Nashville area for the construction of the project?

Response: All potential Contractors interested in bidding to construct this project will be required by state law to be prequalified with the Department. Any sub-contractors used by the prime contractor which is awarded the construction contract must be prequalified as well. As this job will be let to contract, the Department will not control whom the awarded contractor employees. There will be Disadvantage Business Enterprises (DBE) goals set forth as a requirement in the contract which may allow for local contractors to be selected by the prime contractor.

Comment: Ms. Bettye Trice suggested to cut the sidewalks down and have 12 foot lanes and further commented that if you take 2 foot off the sidewalk you will have enough for the 12 foot lanes.

Response: See above response to Senator Thelma Harper's comment.

Comment: Mr. George Herring stated that he noticed we have 5 lanes of asphalt and one turning lane. How does that work when you have cars coming in two different directions? Specifically at intersections?

Response: Two way continuous left center turn lanes are commonly placed between travel lanes across the entire country. At intersections, they become exclusively one way left turn lanes at a set distance from the intersecting road and are striped accordingly.

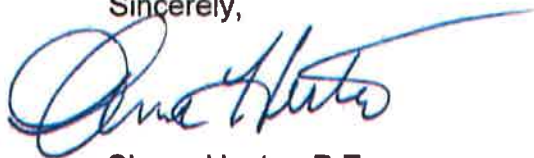
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Comment: Mr. George Herring stated that the drawings and documents on the wall as we came in and after the meeting was over were taken down. The designers and planners had years to work on them and the community had two hours of presentation and to look at the project. The community was at a disadvantage.

Response: The Department would welcome the opportunity to meet with Mr. Herring to further go over the design and displays.

This office plans to proceed with the proposed design of the project, taking into consideration the previous comments and reponses.

Sincerely,



Shane Hester, P.E.
Civil Engineering Manager 2, Region 3 Project Development

APPROVAL:



Jennifer Lloyd, Director, Roadway Design Division

6-19-15
Date