

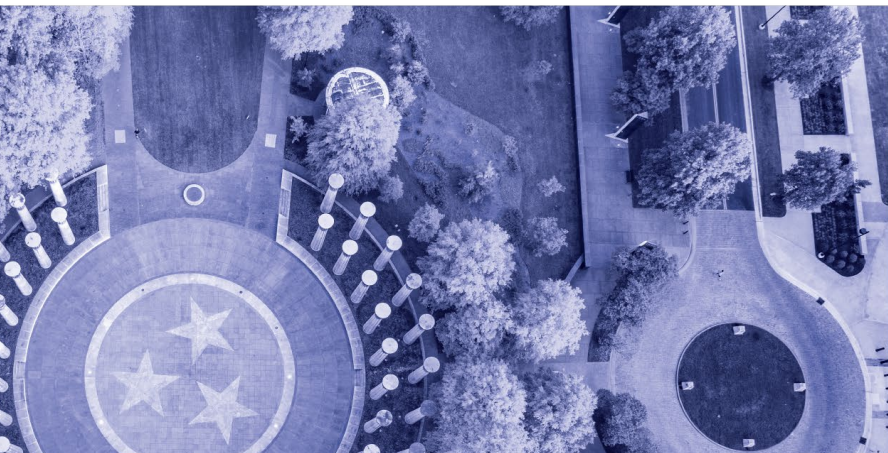
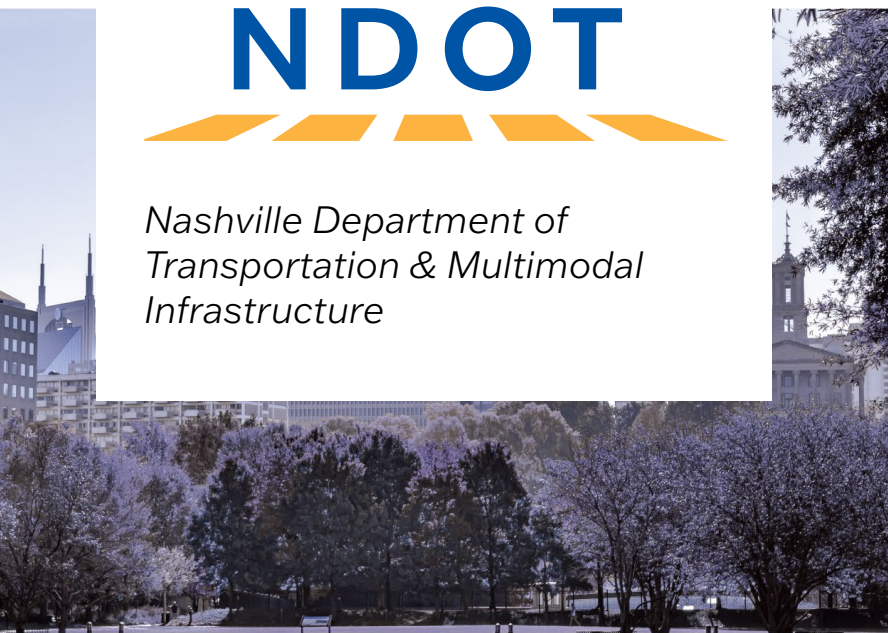


# Application for Active Transportation Infrastructure Investment Program

*(ATIIP) Grant Program*

# NDOT

*Nashville Department of Transportation & Multimodal Infrastructure*



## JULY 2024

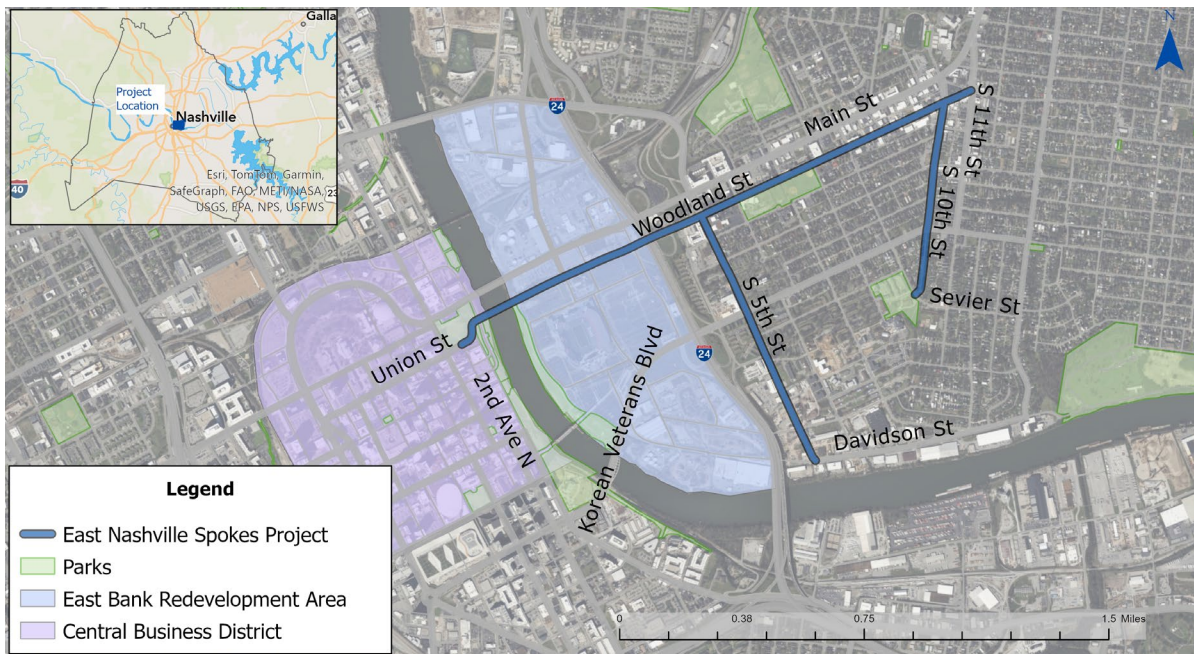


# Basic Project Information

*Description, Location, and Parties*

## Project Description

Imagine a street that tells a story of safety, connection, and economic vitality. The East Nashville Spokes project<sup>1</sup> transforms this vision into reality by reimagining key corridors. The project will connect a historically underserved neighborhood with the economic opportunities of downtown Nashville and the massive East Bank redevelopment by providing safe transportation options and connections across Interstate 24 and the Cumberland River. Spanning Woodland and Union Streets from 2nd Avenue N to S 11th Street, and sections of S 5th and S 10th Streets, this initiative addresses critical barriers to mobility and economic vitality. By integrating dedicated bikeways and pedestrian pathways, the project ensures safe, seamless travel for all residents, fostering a thriving, interconnected urban environment.



The East Nashville Spokes Project, identified in the TIP and formerly known as East Nashville Backbones, is a comprehensive initiative aimed at enhancing the active transportation network in Nashville, particularly in the East Nashville area. Originating from community-driven efforts and supported by city planning, the project seeks to address challenges such as limited transportation options, safety concerns, and environmental sustainability. In 2021, the Nashville Mayor and Metropolitan Council adopted legislation (RS2021-1055) approving the initial funding for design and construction of the East Nashville Spokes project for protected bike lanes on Union Street from 2nd Avenue N to 1st Avenue N, Woodland Street from 1st Avenue N to S 11th Street, S 5th Street from Woodland Street to Davidson Street, and S 10th Street from Main Street to Sevier Street (Fed. Project No. STP-M-9312(122), State Project No. 19LPLM-F3-166, PIN 128886.00.) Since that time, conceptual design has been completed, and public outreach and NEPA review are underway as the project continues to have broad support from elected officials and the public.

1. <https://www.nashville.gov/departments/transportation/projects/bikeways/east-nashville/east-nashville-spokes>

Historically, infrastructure investment in East Nashville has not been equitable when compared to other parts of the city, leading to transportation inequities and reduced access to economic opportunities. Mobility in Nashville and the surrounding region is hindered by the lack of safe multimodal connections, auto dependency, heavy congestion with long commute times, and outdated infrastructure. Additionally, I-24 and the Cumberland River act as barriers between East Nashville and communities west of the Cumberland River, including downtown. The Spokes project emerged as a response to these issues, with a focus on promoting sustainable and equitable modes of transportation.

WalknBike<sup>2</sup>, Nashville’s strategic plan for walking and biking, identifies East Nashville Spokes as one of the highest scoring projects on the countywide Priority Bikeway Network, and the East Nashville Spokes project is included in the 2022-2024 Work Plan for Bikeways. WalknBike priorities include safety, connectivity, access to transit, and health and equity.

The Spokes project proposes key improvements including protected bike lanes, better connections to public transit infrastructure, traffic signal upgrades, and improved pedestrian amenities. The cross-sections contain high quality, low stress bikeways and improved pedestrian facilities. These enhancements aim to increase the number of people biking, walking, and riding transit, thereby reducing reliance on less affordable transportation methods, lowering emissions and improving air quality and quality of life. By prioritizing low cost and zero-emission options such as biking and walking, the project aligns with broader equity and sustainability goals and mitigates the cost burden of auto dependency as well as the environmental impact of transportation.

## Project Location

The East Nashville Spokes project includes community engagement, design, and construction of bikeways and other multimodal transportation improvements for the following streets in the urban community of East Nashville, in Nashville, Davidson County Tennessee, within Tennessee’s US Congressional District 6:

Existing

Proposed

### S 5th Street between Woodland and Davidson Streets



S 5<sup>th</sup> STREET BETWEEN SHELBY AND DAVIDSON



S 5<sup>th</sup> STREET WOODLAND AND SHELBY

2. [https://www.nashville.gov/sites/default/files/2022-10/NDOT\\_WalknBikePlan2022\\_2022.08.26.pdf?ct=1666110014](https://www.nashville.gov/sites/default/files/2022-10/NDOT_WalknBikePlan2022_2022.08.26.pdf?ct=1666110014)



**Existing**

**Proposed**

**Woodland/Union Streets between 2nd Ave N downtown and S 11th Street in East Nashville**



**S 10th Street between Woodland and Sevier Streets**



The western terminus of the East Nashville Spokes project is 2nd Ave N in downtown Nashville. The project corridor extends east, spanning the Cumberland River, on the Woodland Street Bridge. Between the Cumberland River and I-24 the corridor passes through the 338-acre East Bank redevelopment area, Nashville’s “Next Great Neighborhood,” and creates a safe crossing underneath I-24. The project corridor continues through East Nashville to S 11th Street, connecting residences with community resources and commercial establishments, including Cumberland Park, East Park and community center, Warner Elementary Arts Magnet School, and the Five Points business district at the eastern end of the corridor. Two “spokes” extend on S 5th St to Davidson St and on S 10th St to Sevier St, providing additional safe transportation connections into the East Nashville neighborhood and destinations including Martha O’Bryan Center and Explore! Community School, Kirkpatrick Community Center and KIPP Kirkpatrick Elementary School, and Shelby Park.

The project serves Census Tracts 195.03, 193, and 192. Coordinates for the approximate center of the project at the intersection of Woodland St and S 5th St are 86.7646819°W 36.1718923°N.

## Communities Served

The East Nashville Spokes project will improve access and safety for underserved and historically disadvantaged communities, including the Metropolitan Development and Housing Agency (MDHA) neighborhood of Cayce Place. For these communities, the new bikeway represents a safe option and connection to opportunities in East Nashville, downtown, and beyond. Most of the East Nashville Spokes project is in the historically underserved Census Tract 193 (Davidson County, TN). This census tract is identified as a USDOT Transportation Disadvantaged Community based on disparities in transportation access, environmental hazards, economic factors, and resiliency:

- **Transportation Access:** In this area people spend more and take longer to get where they need to go.
- **Environment:** There is a disproportionately high level of certain pollutants and high potential presence of lead-based paint in housing units.
- **Economic:** This area has high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality.
- **Resiliency:** This area has a higher vulnerability to natural hazards caused by climate change.

By improving access to economic opportunities and community amenities, such as businesses and recreational areas, the East Nashville Spokes project aims to foster economic growth and enhance overall quality of life. Furthermore, the emphasis on safety measures, such as separated bike lanes and improved intersection designs, will contribute to reducing crashes and injuries, particularly among vulnerable road users. These safety and mobility improvements are crucial for ensuring equitable access to safe transportation options for all members of the community.

## II. Grant Funds, Sources, and Uses of all Project Funding

### Project Costs

The East Nashville Spokes project is applying for an ATIIIP grant to support design and construction of all the bicycle and pedestrian facilities. Planning and conceptual design for the East Nashville Spokes project started in 2022, with contributions from a USDOT Surface Transportation Block Grant (STBG) and the required local match for that grant. The planning, community engagement, and concept design phase for the Spokes project has continued through 2023 and into 2024. The total planning, environmental review, final design, and construction cost is estimated to be \$18.6 million, which includes a 20% contingency to cover unanticipated cost increases. The table below summarizes the funding sources supporting the project.

Project Element	Federal (ATIIIP)	Local Match (ATIIIP)	Federal (STBG)	Local Match (STBG)	Total
Planning and NEPA	\$ 0	\$ 0	\$ 381,520	\$ 95,380	\$ 476,900
Design	\$ 640,000	\$ 160,000	\$ 640,000	\$ 160,000	\$ 1,600,000
Construction	\$ 8,722,389	\$ 7,500,136	\$ 269,980	\$ 67,495	\$ 16,560,000
<b>Total Cost</b>	<b>\$ 9,362,389</b>	<b>\$ 7,660,136</b>	<b>\$ 1,291,500</b>	<b>\$ 322,875</b>	<b>\$ 18,636,900</b>

## Sources and Uses of Funds

NDOT is requesting a total of \$9,362,389 in ATIIIP funds. Metro Nashville will provide the 45% match in the amount of \$7,660,136. Surface Transportation Block Grant (STBG) funds and the associated local match have funded planning/concept design and NEPA and will partially fund design and construction. Because the local budget is providing all matching funds, there are no conditions to satisfy in order to make the funding available.

## Documentation of Non-Federal Funding Commitments

The source of the local match comes from the Metropolitan Government of Nashville Capital Spending Plan (CSP), which allocated \$94.6 million to NDOT in FY2024. Nashville has already budgeted \$1,070,800 in match-eligible local funds for constructing the project. The CSP includes \$5 million for active transportation and bikeways projects, and \$2.5 million for the local match component of funding opportunities such as the ATIIIP grant. NDOT has currently committed the grant match from these existing funding sources.

Funding Source	CSP Identifier	Local Funds Amount
TIP Construction Funds	2018-16-070	\$ 1,070,800
Active Transportation/Bikeways	22PW0006	\$ 4,089,336
Restoration & Resiliency, Partnership Funding	22PW0004	\$ 2,500,000
<b>Total Cost</b>		<b>\$ 7,660,136</b>

## III. Merit Criteria

### 3.1 Criterion #1: Mobility and Community Connectivity

Located within a highly developed area of Nashville, the East Nashville Spokes project reconstructs vital connectors within the area to enhance the ability of all users of the transportation system to safely travel to the multitude of destinations in the surrounding area. The core of the East Nashville Spokes project is to enhance connectivity among these destinations. The existing transportation network in the project area connects three schools, four parks and recreation facilities, two churches, a community center, and recreation center, including Cumberland Park, East Park and community center, Warner Elementary Arts Magnet School, and the Five Points business district at the eastern end of the corridor. The area between the project’s S 5th St and S 10th St corridors includes the Martha O’Bryan Center which provides educational programs for all ages and a variety of anti-poverty programs. The center is located within the MDHA Cayce Place redevelopment area<sup>3</sup>. On S 5th St to Davidson St and on S 10th St to Sevier St are planned safe transportation connections into the East Nashville neighborhood and destinations including Martha O’Bryan Center and Explore! Community School, Kirkpatrick Community Center and KIPP Kirkpatrick Elementary School, and Shelby Park. Likewise, two of Nashville’s largest regional attractions are located close to the project. Bridgestone Arena is a multi-purpose indoor arena in downtown Nashville and home to the Nashville Predators professional hockey team. Immediately adjacent to Woodland Street is Nissan Stadium, home to the NFL’s Tennessee Titans. The project connects to the massive East Bank redevelopment, which will

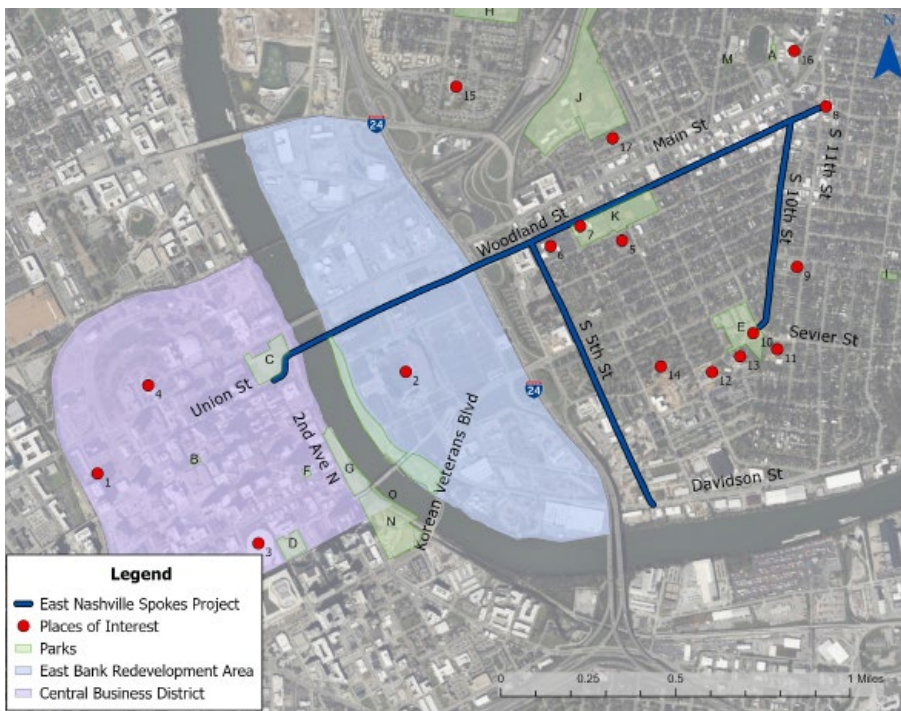
3. <https://www.nashville-mdha.org/envision-cayce-2/>



include a new performing arts center, affordable housing, additional parks and transit infrastructure, trails, and high density housing.

The multitude of local amenities and facilities in the Spokes project area are distributed among a residential population of approximately 11,662 in the three Census Tracts where the project is located. Census Tract 195.03 at the western edge of the project includes most of downtown Nashville. The remaining tracts have a population of approximately 8,172 over a land area of 2.034 square miles, for a population density of 4,283 people per square mile. Within Census Tracts 192 and 193, 90.2% of individuals are estimated to be below 150% of the federal poverty level<sup>4</sup>.

Due to the population density of the area, a considerable number of the area residents would be within a reasonable walking and biking distance from the East Nashville Spokes project. Using 2020 Census block data<sup>5</sup>, approximately 9,985 people reside in the Census blocks within a quarter mile of the project. Within a one-half mile of the project, the number of residents increases to 16,857.



- 1 Tennessee State University
- 2 Nissan Stadium
- 3 Bridgestone Arena
- 4 State of TN Capitol Building
- 5 Warner Elementary School
- 6 Church
- 7 East Recreation Center
- 8 Five Points Commercial Area
- 9 Church
- 10 Kirkpatrick Community Center
- 11 Kirkpatrick Elementary School
- 12 Martha O'Bryan Center
- 13 Explore Community School
- 14 Cayce Place
- 15 Ida B. Wells Elementary School
- 16 East Nashville Middle & High
- 17 Meigs Middle School Area

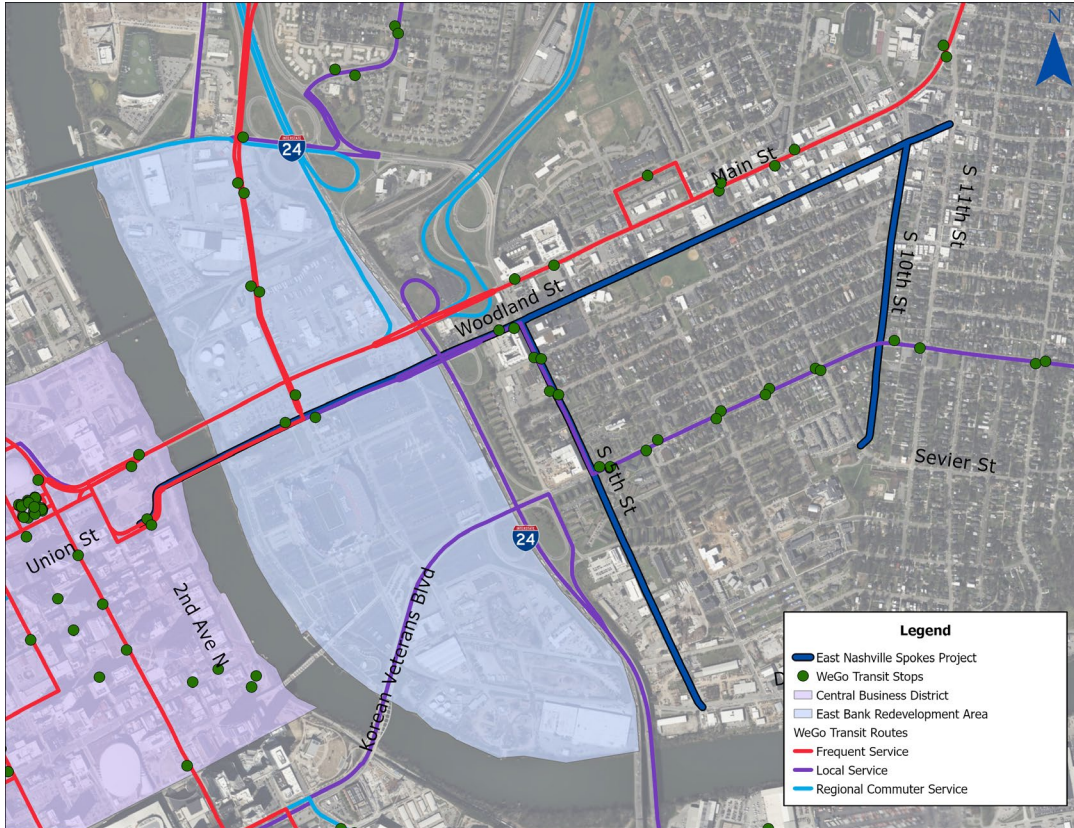
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|---------------------------------|-------------------------------|---------------------------------|
| <b>A</b> East Jr. Tennis Courts | <b>F</b> Commerce Center Park | <b>K</b> East Park              |
| <b>B</b> Church Street Park     | <b>G</b> Riverfront Park      | <b>L</b> Shelby Park            |
| <b>C</b> Public Square Park     | <b>H</b> McFerrin Park        | <b>M</b> Ross School Playground |
| <b>D</b> Walk of Fame Park      | <b>I</b> Shelby Walk Park     | <b>N</b> Riverfront Park        |
| <b>E</b> Kirkpatrick Park       | <b>J</b> Fred Douglas Park    | <b>O</b> Cumberland Park        |

WeGo Public Transit provides transit services for Davidson County and regional connections, including commuter routes to outlying communities. The project area is well served by transit, with twelve stops directly on the project corridor. Four of WeGo's fixed routes directly service the project corridor: 4- Shelby (local), 14- Whites Creek (local), 23 - Dickerson Pike (frequent), and 41 - Golden Valley (local). Each of these routes provides connections in the broader transit system. The East Nashville Spokes project will enhance the ability of users to quickly and safely access the WeGo

4. <https://www.atsdr.cdc.gov/placeandhealth/svi/index.html>

5. <https://www.census.gov/cgi-bin/geo/shapefiles/index.php?year=2023&layergroup=Blocks+%282020%29>

system, from vital last mile connections all the way to regional connectivity. Every WeGo bus is equipped with bike racks<sup>6</sup> enabling people biking to travel greater distances in the area through the transit system and transition back to their bicycle to get to their final destination.



A “Gold Standard” bus rapid transit (BRT) corridor with a dedicated right-of-way for transit is the centerpiece of the East Bank 338-acre redevelopment area<sup>7</sup>. Slated to be Nashville’s “Next Great Neighborhood,” the East Bank extends downtown in character and economic productivity, while also providing multimodal transportation options for the new Tennessee Titans stadium. Five planned transit stations – at Cleveland Street, River North Drive, Jefferson/Spring Street, James Robertson Parkway, and Shelby Street/Korean Veterans Boulevard – place BRT within a 10-minute walk of the entire East Bank, with frequent transit service located on intersecting streets. A planned multimodal hub at the intersection of Woodland Street, the new East Bank Boulevard, 2nd Street, and James Robertson Parkway will serve as an extension of the WeGo Central transit facility, providing a one-seat transit ride to many locations throughout Nashville. The hub will also serve other mobility options, including biking, micromobility, and rideshare.

### 3.2 Criterion #2: Community Support

The Spokes project has broad support from the local community. NDOT has involved public, private, and community partners in an inclusive and comprehensive public and stakeholder engagement process. The NDOT project team engaged a stakeholder committee of community members to guide the project throughout planning and conceptual design. Broader outreach for the East Nashville Spokes project took place during a variety of community events, including the East Nashville Tomato Art Festival, Nashville’s Earth Day Festival, South Inglewood Bike Festival, the Martha O’ Bryan Center

6. <https://www.wegotransit.com/ride/transit-services/bike-ride/>

7. <https://www.nashville.gov/departments/planning/long-range-planning/local-planning-studies/east-bank-planning-study>



Back to School Bash, and project-specific events at the East Park Community Center. Planning activities incorporated feedback from business owners and residents, including disadvantaged communities that have been historically excluded from transportation planning. Outreach events such as open houses provided “kid-friendly” activities such as a bike rodeo to remove barriers to attendance. During these events the community identified a desire for a multimodal network that equally values people walking and biking, including protected bike lanes and pedestrian improvements.



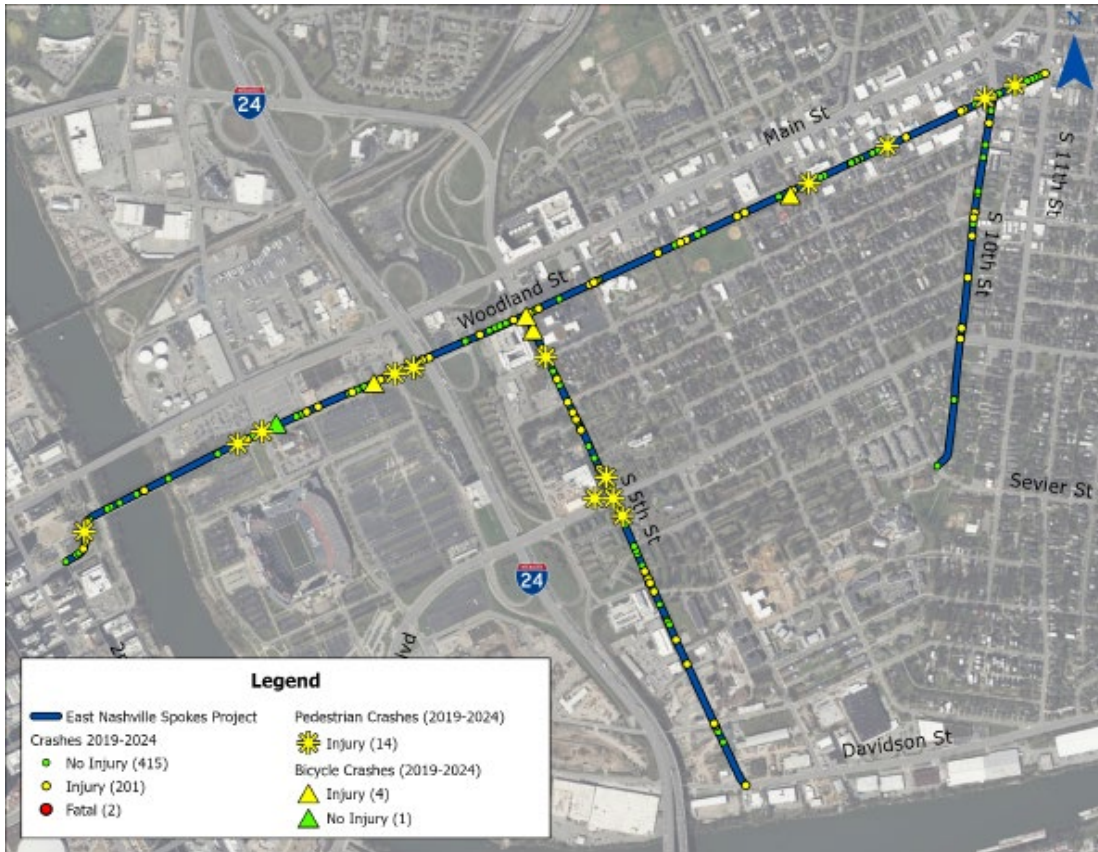
Community leaders and partners have shaped and participated in planning and concept design the project, and the project team evaluated all ideas and contributions, incorporating feedback as changes to the project when possible. The project team convened a stakeholder committee to reflect the diverse perspectives within the project area, with representatives from neighborhood associations, biking and other community-based organizations, Metro departments, local businesses, and faith-based organizations that would be directly impacted by the Spokes project.

In summer 2023, the project team conducted a survey of 320 people who use or are impacted by the East Nashville Spokes project. Most respondents who frequently travel the corridor stated that biking in the corridor was unsafe. The top concerns identified included missing bicycle lanes, high speeds, and inadequate space between bicyclists and cars. Additionally, over 80% of respondents indicated that dedicated bicycle facilities would make them more likely to travel by bicycle in the project corridor. Letters of support from elected officials, non-profits, public agencies, and other organizations are included in this proposal.

### **3.3 Criterion #3: Commitment to Increasing Walking, Biking, and Other Types of Active Transportation**

The Nashville Vision Zero Action Plan is clear about traffic safety: those who live in the most vulnerable areas, like the neighborhoods adjacent to the East Nashville Spokes project, are over-represented in traffic deaths and severe injuries. Between 2019 and 2024, there were almost 618 crashes and two fatalities within the East Nashville Spokes corridor, indicating the streets are currently serving as a barrier between the underserved East Nashville neighborhoods and employment and educational

opportunities in downtown Nashville and elsewhere in the city. Of the recent crashes, 14 involved pedestrians, and 5 involved bicyclists. Within the broader area of the East Nashville Spokes project (excluding I-24), the number of crashes during the same 2019-2024 timeframe increases to 3,554 or 2.3% of Davidson County’s total crashes during that time. Of the 3,554 crashes within the East Nashville Spokes area, 6 resulted in fatalities, 116 crashes involved pedestrians, and 17 crashes



The East Nashville Spokes project is one of the highest priority bicycle improvements in the city and will provide a regional model for a safe, multimodal, and user-friendly corridor. The Spokes design promotes an inclusive culture of safety emphasizing biking and walking and providing access to transit, while allowing for safe and predictable motor vehicle movement. Preliminary traffic analyses show a potential modal shift of 9.2% from vehicle trips to active transportation<sup>8</sup>. The proposed design includes physically separated bicycle lanes and sidewalks for the length of the corridor. This separation will include landscaping for trees and water infiltration where possible, with concrete barriers in other locations. Pedestrian crossings will be enhanced with markings and signs, including flashing lights as appropriate. Motor vehicle lanes will be narrowed to improve safety and predictability for all users. Signal improvements are planned to minimize conflicts between vulnerable users and motor vehicles. The East Nashville Spokes project will provide people biking and walking with the ability to travel from east to west between multiple neighborhoods in a safe, dedicated space separate from motor vehicles.

Speed is the number one factor that contributes to crashes, representing a significant contributor to deaths on our roadways and a particular hazard to people walking. The East Nashville Spokes project



will have a target design speed of 25 miles per hour (mph), an important threshold for reducing the severity and frequency of crashes per the Institute for Transportation Engineers.<sup>9</sup>

NDOT is committed to reducing deaths and serious injuries on Nashville streets. The project will incorporate actions and activities identified in USDOT's National Roadway Safety Strategy in the following ways:

- **Safer Speeds:** The design of the East Nashville Spokes will adhere to a 25 mph target speed, a critical threshold below which pedestrian death rates decrease significantly.
- **Safer Roads:** The East Nashville Spokes design will incorporate proven safety countermeasures, including separated bicycle lanes, high visibility crosswalks, the removal of driving lanes, and narrower driving lanes.
- **Safer People:** By incorporating safer design into the project, the East Nashville Spokes project will encourage people to drive at safer speeds in the project corridor.

The East Nashville Spokes project will improve access and safety for many of Nashville's underserved and historically disadvantaged communities, including the MDHA neighborhood of Cayce Place. For these communities, the new bikeways represent safe options and connections to opportunities in East Nashville, downtown, and beyond.

NDOT is committed to improving active transportation and facilitating increased rates of walking and bike through regulations, financial incentives, and community design policies. NDOT provides a transportation demand management (TDM) program, Nashville Connector . Nashville Connector uses proven TDM strategies, such as targeted marketing to help engage residents about travel options, to reduce congestion with a goal of improving air quality. By consulting with large employers, Nashville Connector<sup>10</sup> offers tailored solutions for employees to shift their transportation mode to walking, biking, transit, carpooling or other more sustainable options. Nashville Connector also works with land use planners and development review engineers to ensure new developments incorporate facilities to reduce driving alone. Nashville Connector also cultivates partnerships with nonprofits and transportation service providers and uses technology to encourage mode shift.

In 2023, the Metro Council expressed interest in using American Rescue Plan (ARP) Act funds to provide subsidies to residents of Nashville and Davidson County to purchase an e-bike. This effort was widely popular among Nashville residents and representatives. Ultimately Metro was not able to implement the program due to funding availability of ARP dollars. However, NDOT in partnership with the Mayor's Office submitted a Carbon Pollution Reduction Grant through the EPA that, if awarded, provides Metro Nashville through NDOT the ability to implement an e-bike rebate program, achieving the Greater Nashville Regional Council (GNRC) Metropolitan Planning Organization (MPO) goal as articulated in the GNRC Priority Climate Action Plan (PCAP).

### **3.4 Criterion #4: Financial Completeness**

The cost estimate for the East Nashville Spokes project has been diligently prepared with ample contingency. Metro is prepared to completely fund its local match as federally required. The financial completeness of the project is discussed further in Section 2.

8. [https://www.nashville.gov/sites/default/files/2023-10/Draft-Mode\\_Shift\\_Methodology\\_Memo.2023.06.16\\_Spokes.pdf?ct=1698163996](https://www.nashville.gov/sites/default/files/2023-10/Draft-Mode_Shift_Methodology_Memo.2023.06.16_Spokes.pdf?ct=1698163996)

9. <https://highways.dot.gov/public-roads/winter-2022/05>

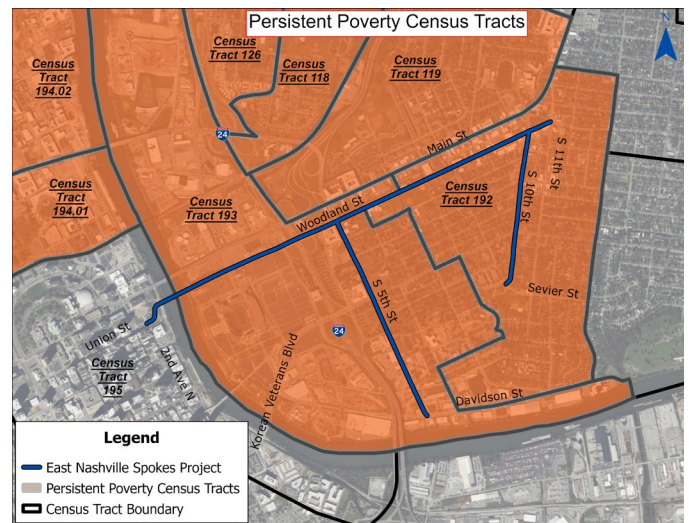
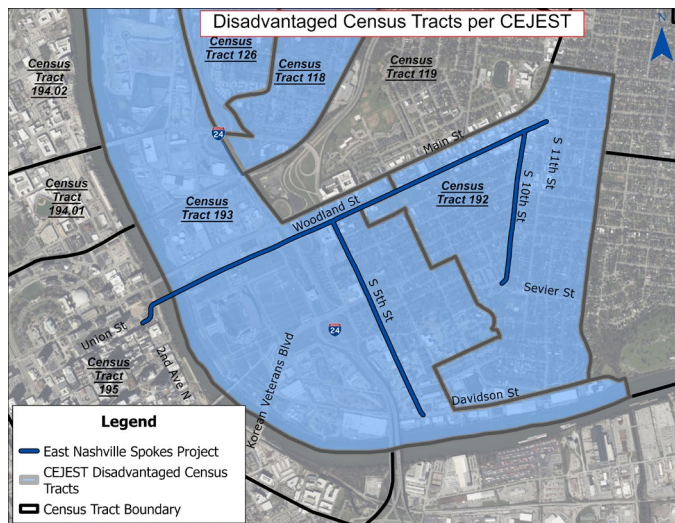
10. <https://nashconnector.org/>

### 3.5 Criterion #5: Equitable Development

In its effort to include equity considerations in transportation planning, NDOT uses the Degrees of Vulnerability index (DOV) developed by GNRC. The DOV index identifies vulnerable and highly vulnerable areas by measuring disparities for an array of demographic attributes, including active transportation users, carless households, race, gender, income and cost burden, employment status, disability, age, tenancy, language, and educational attainment. NDOT applies the DOV to prioritize active transportation capital projects—including the East Nashville Spokes project—through the WalknBike plan and three-year WalknBike work plans. NDOT continuously measures progress on delivering the active transportation network in vulnerable areas and will use the DOV and progress markers to measure change throughout the lifecycle of the project, including evaluating and monitoring the project after construction. NDOT also applies the DOV to the Vision Zero action and implementation plans to understand demographic disparities across safety conditions and crash history, with a focus on vulnerable areas and vulnerable road users such as people walking, biking, rolling, and using transit.

NDOT prioritized the Spokes project based on existing disparities as well as existing conditions including level of traffic stress (LTS). The Spokes project will reduce disparities by providing high quality, low stress multimodal facilities, reducing LTS for people biking and walking and improving safety and mobility for all users. The Spokes project will also provide affordable transportation options for vulnerable populations, providing access to jobs, services, and institutions, with an anticipated mode shift of 9.2%.

The East Nashville Spokes project crosses three Census tracts, two of which are identified as High Poverty Areas by the USDOT . Moreover, the Census tracts adjacent to the project area to the north are also classified as High Poverty Areas. The Centers for Disease Control and Agency for Toxic Substances and Disease Registry (CDC/ATSDR) Social Vulnerability Index (SVI) also classifies Census Tract 193 as having a high level of vulnerability. Moreover, the Council on Environmental Quality identifies the area as Disadvantaged based on the 2010 Census.





As evidenced by the disadvantaged status and persistent poverty of the project area’s Census tracts, the East Nashville Spokes project will enhance low-income and disadvantaged communities. Improving pedestrian facilities and providing protected bike lanes will enhance overall mobility and connectivity in the area. The project provides disadvantaged communities with access to a high concentration of local and regional attractions in the area. Enhancing the transportation network will assist the local population in accessing employment, educational, and recreational opportunities. The increased ability for residents in the area to access employment destinations and transit will make the area more economically competitive, assisting the community in generating and retaining wealth. As residents are better able to move through the area safely and conveniently, they are better able to access opportunities and maintain stable employment. Likewise, a functioning transportation system is inherently necessary for attracting economic development and retaining current economic generators.

Comparing the data for the three Census tracts where the project is located as well as Census Tract 119 immediately north of Main Street reveals the disparities that exist in the area relative to Davidson County as a whole. This is particularly true of Census Tract 193.

Project Element	Davidson County	Census Tract 192	Census Tract 119	Census Tract 193	Census Tract 195.03
Per Capita Income	48,105	59,835	36,753	22,695	48,105
Median Income	42,120	52,080	45,808	23,413	72,738
Below 150% of Poverty Level	20.60%	16.60%	41.40%	73.60%	13.50%
No Vehicle Available	3.20%	4.40%	8.30%	18.90%	11.50%
1 Vehicle Available	30.70%	21.90%	32.10%	49.90%	49.80%
Public Transportation to Work	1.40%	4.30%	0.52%	4.80%	3.25%
Race Other than White	7.5%	36%	53%	76%	32%

As shown in the table, in Census Tract 193, which includes a large segment of Woodland Street and all of S 10th Street within the project, 73.6% of the population is below 150% of the federal poverty level. The same Census Tract also includes a substantially higher population (18.9%) with no vehicle available than Davidson County as a whole (3.9%) and a per capita income 47% lower than the county. Similar disparities exist between the other Census Tracts and the countywide totals except for Census Tract 195.03, which includes higher-income residents in downtown.

The large amount of the population in the project area without a vehicle helps explain the high percentage of people commuting to work via public transportation in Census Tracts 192 and 193. Enhancing the biking and walking network in these areas will provide much needed affordable and sustainable active transportation options for the local population, which relies disproportionately on modes other than a private vehicle for their transportation needs.

### 3.6 Criterion #6: Other DOT Goals and Priorities

#### *Safety for Pedestrians and Cyclists*

At its core, the East Nashville Spokes project improves safety and comfort for people walking and biking in Nashville. The entire length of the project includes protected bike lanes, better connections to public transit infrastructure, and improved pedestrian facilities, ensuring that these streets are designed and operate to enable safe access for all users, consistent with a Complete Streets Design Model. Protected bike lanes, sidewalks, and enhanced crossings for vulnerable users are all proven infrastructure components that advance safety for pedestrians and cyclists.

#### *Access to Jobs and Key Destinations*

As previously discussed in section 3.1, the East Nashville Spokes project improves access to jobs, schools, and other key destinations. The project will provide better, safer connections to three schools, four parks and recreation facilities, two churches, a community center, a recreation center, Bridgestone Arena, and Nissan Stadium. The area between the projects S 5th St and S 10th St corridors includes the Martha O'Bryan Center which provides educational programs for all ages and a variety of anti-poverty programs. The center is located within the Cayce Place redevelopment area managed by the MDHA. MDHA has been consistently constructing elements of the Cayce Transformation campus revitalization plan, including new residences and other amenities. Likewise, two of Nashville's largest regional attractions are located close to the project: Bridgestone Arena, a multi-purpose indoor arena and home to the Nashville Predators professional hockey team, and Nissan Stadium, home to the NFL's Tennessee Titans.

The multitude of local amenities and facilities are dispersed amongst a residential population of approximately 10,859 amongst the three Census Tracts the project occupies. Excluding Census Tract 195.03 at the western edge of the project which includes most of downtown Nashville, the remaining tracts have a population of approximately 7,351 over a land area of 2.034 square miles for a population density of 3,614 people per square mile. Within these two Census tracts, 90.2% are estimated to have an income below 150% of the federal poverty level.

#### *Economic Competitiveness*

The project will boost economic competitiveness not only by improving local residents access to jobs but also by creating jobs associated with construction of the project. NDOT is committed to using local women-owned and minority-owned businesses (W/MBE) in contracting for the East Nashville Spokes project. Through procurement regulation changes underway, Nashville is implementing a race- and gender-neutral program that establishes a contract threshold under which certain contracts become eligible by designation to only be bid on by small business in accordance with Small Business Administration (SBA) guidelines. The program will also provide more time for prime contractors and subcontractors to plan for and prepare timely bids. The purpose of the program is to increase the ability for firms to form joint ventures or teaming arrangements and to obtain any needed support services. Metro is developing an enhanced communications plan for how it will better assist the W/MBE community in understanding Metro programs, implementation, and future procurement opportunities. NDOT is committed to identifying the best ways of using the USDOT United Certification Program (UCP) in contracting. For projects like the East Nashville Spokes project, the aspirational goals for overall MBE and WBE participation are 24% and 16% respectively



for design, and 13% and 12% respectively for construction.

### *Environmental Protection*

Nashville's transportation sector produces significant greenhouse gas (GHG) emissions that contribute to climate change. According to Nashville's 2019 Greenhouse Gas Emissions Inventory, community emissions totaled roughly 11.25 million metric tons – with over half derived from the transportation sector alone. In February 2022, Metro adopted a resolution to reduce GHG emissions by 80 percent from 2014 levels by 2050 with a comprehensive set of strategies and actions. The Spokes project will encourage travelers to shift to more environmentally friendly modes of transportation. VMT is reduced, which reduces VOC, NOx, CO and PM2.5 emissions, improving air quality and reducing localized health effects, especially for vulnerable groups.

### *Quality of Life*

The separated bikeway design for the East Nashville Spokes project reduces LTS so that the corridor is more comfortable and accessible for the needs of all active transportation users, especially young children, older adults, and people with disabilities. LTS is a transportation planning method to evaluate the anticipated stress a person biking will experience while biking on a facility. LTS also correlates facility type to the type of rider likely to feel comfortable biking on the facility. The Spokes project will reduce LTS in the project corridor to 1 so that all transportation users are comfortable using the facility and improving their quality of life through walking and biking.



## **IV. Project Readiness and Environmental Risk**

### *Technical Feasibility*

The East Nashville Spokes project design is based on similar successful projects implemented in Nashville, one of which, the 12th Avenue South Complete and Green Street, has received multiple regional and national awards and recognition for outstanding engineering. The Spokes project design has demonstrated technical feasibility in Nashville, and the concept was analyzed through a rigorous traffic evaluation process to understand the impacts of implementing the project. The traffic analysis showed that LTS could be reduced for people biking and walking with minimal delay to motor vehicles. Additionally, a mode shift study showed that the project could result in over 9% mode shift from driving to active transportation.

During design, the project team has focused on right-sizing the road through capacity analysis and roadway reconfiguration. The design includes an intentional focus on intersections due to the risk of conflict between vulnerable users and motor vehicles. The project corridors feature several different typical sections with varying widths and roadway components.

The estimated cost of the project is \$18M. This cost estimate was created using analogous and bottom-up cost estimating. A generous contingency of 20% is added to mitigate risk. Other risk mitigation methods include applying a project scope based on similar, successful projects implemented in Nashville and limiting the project to the existing right-of-way, ensuring minimal right-of-way impact.

NDOT is prepared to fund potential cost overruns through the department budget, which will also fund future maintenance and preservation costs.

The project will provide significant multimodal safety and operational improvements by constructing dedicated, protected bikeways, ADA improvements to sidewalks and curb ramps, and new pedestrian crossings. The project features raised medians and pavement markings as components of protected intersections, vertical separation for bikeways, and traffic calming. Landscaping within raised medians and buffers provides beautification and reduces the urban heat island effect. Median refuges and curb extensions reduce crossing distance and exposure to motor vehicle, improving pedestrian safety. Traffic signal improvements will include dedicated bike signals and protected pedestrian phases. The Five Points intersection of Woodland Street, S 11th Street, and Clearview Ave, currently a confusing signalized intersection, will be converted to a traffic circle to improve safety and traffic operations.



**Basis of Design / Typical Sections (Design Speed 25 MPH)**

<p><b>S 5th St to S 10th St</b></p> <ul style="list-style-type: none"> <li>2-10' travel lanes</li> <li>2' raised bikeway buffer</li> <li>10' two-way cycle track</li> <li>Variable width (0'-5') grass strip</li> <li>Variable width (5'-8') sidewalks</li> <li>Woodland St from S 10th St to S 11th St</li> <li>Raised, coplanar "festival" street</li> <li>20' two-way, shared travel way</li> <li>2' valley curb</li> <li>8' parallel parking</li> </ul>	<p><b>S 5th Street</b></p> <ul style="list-style-type: none"> <li>2-10' travel lanes</li> <li>2' raised bikeway buffer</li> <li>10' two-way cycle track</li> <li>Variable width (0'-5') grass strip</li> <li>Variable width (5'-8') sidewalks</li> </ul>	<p><b>S 10th Street</b></p> <ul style="list-style-type: none"> <li>2-10' travel lanes</li> <li>3' raised bikeway buffer</li> <li>10' two-way cycle track</li> <li>8' parallel parking</li> <li>Variable width (0'-5') grass strip</li> <li>Variable width (5'-8') sidewalks Woodland</li> </ul>
	<p><b>S 5th Street</b></p> <ul style="list-style-type: none"> <li>2-10' travel lanes</li> <li>2' raised bikeway buffers</li> <li>5' bike lanes</li> <li>8' parallel parking</li> <li>Woodland St from S 10th St to S 11th St</li> </ul>	<p><b>S 10th Street</b></p> <ul style="list-style-type: none"> <li>2-12.5' shared travel lanes with vertical and horizontal deflection for traffic calming</li> </ul>



NDOT has successfully identified and secured matching funds for the project as described in the Project Budget and Funding Commitment sections, backed by the full faith and credit of the Metropolitan Government of Nashville and Davidson County. Metro's bond ratings are "Aa2" (Moody's) and "AA" (S&P Global), and the State of Tennessee has a "AAA" bond rating, indicating a stable outlook.

As demonstrated by its successful track record of completing federally funded projects, NDOT does not anticipate any cost overruns on this project. In the unlikely event that a cost overrun occurs, NDOT has the financial capacity to absorb additional costs.

Past performance plays a crucial role in demonstrating the effectiveness and impact of implementing a federally funded grant program. Metro and, more specifically NDOT, has extensive experience working with federal agencies through numerous formula and discretionary grant programs. Among the more notable recent grant partnerships include:

- Successful completion of a Vision Zero Action and Implementation Plan in 2022 using \$470,000 of a \$1,500,000 Congestion Mitigation and Air Quality (CMAQ) grant. The grant program was delivered under budget.
- Development of a Metro Nashville Connector Transportation Demand Management (TDM) program in 2022 using the remainder of the \$1.5 million in CMAQ grant funding. The program was delivered under budget and received a second CMAQ grant award for three years of operation.
- A \$1.5 million Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) Grant in 2022 for the Charlotte Avenue/Dr. Martin L King, Jr. Boulevard Transit Headways and Congestion Management project. This project is conducted in partnership with the Tennessee Department of Transportation (TDOT) and is currently on schedule.

NDOT is highly experienced in managing locally funded sidewalk and bikeway projects. NDOT's annual budget for sidewalk and bikeway improvements is approximately \$10 million and \$5 million, respectively. NDOT partners with a team of engineering firms to manage the sidewalk and bikeway programs. NDOT also has on-call contracts with engineering firms to perform design and construction engineering inspection services (CEI) and contractors to construct sidewalk, bikeway, and paving projects. In cooperation with NDOT staff and under NDOT's supervision, this team has improved delivery time for sidewalk and bikeway projects and reduced the cost of these projects. The team recently completed the 12th Avenue S Complete and Green Street Project - a 1.6-mile corridor consisting of new water line, protected bike lanes, 17 transit stop upgrades, green stormwater management infrastructure, and ADA compliant sidewalk and pedestrian safety improvements.

This experience with federal grants and requirements demonstrates NDOT's ability to work with federal agencies and comply with all civil rights legislation, including compliance with Title VI of the Civil Rights Act of 1964 and accompanying FHWA regulations, the Americans with Disabilities Act of 1990 (ADA), Section 504 of the Rehabilitation Act, Buy America Build America (BABA), Davis-Bacon Act, Contract Work Hours and Safety Standards Act, and the recently updated USDOT DBE requirements. NDOT will follow all applicable local, state, and federal regulations and guidance

during the development and completion of this project. There are no outstanding legal, technical, or financial issues that make this a high-risk project.



*Environmental Risk*

**Detailed Project Schedule**

Planning for the East Nashville Spokes project has been in progress since the beginning of 2022, allowing ample time for an inclusive public engagement process and meaningful coordination. Conceptual design for the project is complete, and preliminary design will follow the NEPA process in 2024. Sixty percent design will start in 2025, with final design in 2026, construction in 2027, and completion in 2028. The project has been designed so that there is no environmental impact, further minimizing project risks and increasing the likelihood for a quick delivery.

Phase	2023	2024				2025				2026				2027/28
Project Management	■	■	■	■	■	■	■	■	■	■	■	■	■	■
Planning	■													
30% Design		■	■	■										
NEPA Studies/ Documents			■	■	■									
60% Design						■	■	■	■					
Construction Easement										■	■	■	■	
Final Design											■	■	■	
Permitting												■	■	■
Construction														■
Performance Program Reporting														■

*Required Approvals*

**Environmental Permits and Review**

NDOT possesses the necessary capabilities to coordinate and implement this federally funded project successfully and on time. The preliminary engineering for the project exists within the footprint of existing right-of-way, so there will be no or minimal environmental impact. NDOT has recently been collaborating with staff in the TDOT Local Programs Development Office to conduct NEPA planning to ensure a successful project. No environmental permitting will be required for the project to move forward.



Conversations with TDOT concerning the project’s NEPA class of action and other environmental reviews and approvals have indicated that the project is likely to qualify for a Categorical Exclusion (CE). A Section 106 Historic Architecture Study will also be required. While NDOT is not planning to acquire or alter properties, it will have to make minor adjustments to driveway aprons to meet ADA requirements. NDOT expects to receive NEPA approval by February 2025. All existing and forthcoming project environmental studies and other relevant documents, such as the traffic analysis and summary of public outreach, are available on the project website<sup>12</sup>.

Public and stakeholder engagement for the project has occurred early and often. The team created and maintains a dedicated and regularly updated project web presence and develops project materials. A project stakeholder committee was established and met on several occasions to provide feedback. The project team has attended and hosted many community events to share information on the project and communicate with neighbors and stakeholders.

### **State and Local Approvals/Federal Transportation Requirements Affecting Planning**

The East Nashville Spokes project received notice to begin NEPA planning from TDOT on January 25, 2022. This approval allowed NDOT to conduct concept engineering, including NEPA planning and approval. The project enjoys broad public support, and additional funding is included in the Choose How You Move ballot initiative, which will appear on the Davidson County ballot in November 2024.

The East Nashville Spokes project is identified by the GNRC as TIP Project 2018-16-070 (formerly known as “East Nashville Backbones.”)

### **Assessment of Project Risks and Mitigation Strategies**

Environmental project risks have been minimized by starting NEPA planning early and limiting other project risks. The project requires no real estate acquisition, does not rely on legislative approval, and is entirely within the footprint of the existing roadway. The project has broad support from the community and minimizes the project impact on motor vehicle mobility, so the project is unlikely to be impacted during ongoing outreach. The project also has support from elected officials, ensuring that the match will be available to implement the project in accordance with federal requirements.

## **V. Administration Priorities and Departmental Strategic Plan Goals**

### **Safety**

The East Nashville Spokes project provides substantial safety benefits to the people living around and using the project corridor. By providing protected and separated bikeways, improved pedestrian facilities, and right-sized roadways, the project implements proven safety measures that will positively impact the overall safety of the traveling public after completion. The project team continues to identify and mitigate all significant safety risks through engineering design. The safety benefits of the project are discussed further in sections 3.3, 3.5, and 3.6. (Merit Criteria 3, 5, 6.)

### **Climate Change and Sustainability**

By implementing improved walking and biking facilities in a historically underserved community, the East Nashville Spokes project considers and acts upon climate change environmental justice issues.

<sup>12</sup> <https://www.nashville.gov/departments/transportation/projects/bikeways/east-nashville/east-nashville-spokes>

The project aims to shift transportation users from high-emission forms of transportation to active transportation trips. By shifting the modal split to active transportation, the project seeks to reduce the disproportionate impact of climate change and pollution on the local community. The climate change and sustainability benefits of the project are discussed further in sections 3.1 and 3.6 (Merit Criteria 1, 6.)

## **Equity**

Equity continues to be a priority of NDOT and the East Nashville Spoke project, continuously included in project planning and decision-making. The project is prioritized in the WalknBike plan using the regional Degrees of Vulnerability index DOV, a measure of equity, and is being implemented in an area of persistent poverty and a USDOT disadvantaged community. Multiple public engagement activities have occurred in the neighborhood, and engagement will continue throughout final design and construction. The project will provide affordable transportation options, improve safety, connect Nashvillians with good-paying jobs, address climate change, and improve quality of life, as elaborated upon in sections 3.2, 3.5, and 3.6. (Merit Criteria 2, 5, 6.)

## **Workforce Development, Job Quality, and Wealth Creation**

NDOT is committed to utilizing MBEs and WBEs for the East Nashville Spokes project to create good-paying jobs with a focus on women, people of color, and others that are underrepresented in infrastructure jobs. The project will have goals for overall MBE and WBE participation during design and construction. These benefits are expanded upon in section 3.6 (Merit Criteria 6.)

# **VI. FHWA Priority Selection Criteria**

## **Connecting key community institutions through active transportation infrastructure, particularly schools**

The East Nashville Spokes project will connect key community institutions through active transportation infrastructure, particularly schools. The project will provide better, safer connections to three schools, four parks and recreation facilities, two churches, a community center, and a recreation center. Some highlights include the Martha O'Bryan Center within the Cayce Place (MDHA), the Bridgestone Arena, and Nissan Stadium. This information is elaborated upon in Sections 1, 3.1, 3.5, and 3.6.

## **Providing substantial benefits to disadvantaged communities within or around the project area.**

The East Nashville Spokes project will provide substantial access and safety benefits to Nashville's disadvantaged communities within and around the project area. The project is mainly located within Census Tract 193, identified by the USDOT as a Transportation Disadvantaged Community, and includes the MDHA neighborhood of Cayce Place. The project creates safe routes that cross I-24 and the Cumberland River, which separate disadvantaged communities from other neighborhoods and economic opportunities. This is elaborated upon in Sections 1, 3.1, 3.5, and 3.6.

# **VII. Letters of Support are included in the attachments.**



Congress of the United States  
House of Representatives  
Washington, DC 20515-4206

June 28, 2024

Administrator Shailen Bhatt  
Federal Highway Administration  
1200 New Jersey Ave, SE  
Washington, DC 20590

In re: Funding for the East Nashville Spokes Project from the Federal Highway Administration's Active Transportation Infrastructure Investment Program

Dear Administrator Bhatt:

I am writing today in regard to the East Nashville Spokes Project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements in East Nashville will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices. The East Nashville Spokes Project will also stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs.

Within your rules and regulations, I ask that you give their application your full consideration. Should you have any questions, please contact my Deputy District Director, Ray Render, at [ray.render@mail.house.gov](mailto:ray.render@mail.house.gov) or 615-691-1173.

Sincerely,



John Rose  
Member of Congress

**METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY**



**FREDDIE O'CONNELL**  
MAYOR

Administrator Shailen Bhatt  
Federal Highway Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590

**Subject: Letter of Support for the East Nashville Spokes Project**

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for maintaining quality of life in our city.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more connected and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation. Commuters will have convenient options to combine biking or walking with transit, thus promoting sustainable travel choices.

In addition, investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA).

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Freddie O'Connell".

Freddie O'Connell

Mayor, Metropolitan Government of Nashville and Davidson County

**OFFICE OF THE MAYOR**  
METROPOLITAN COURTHOUSE • NASHVILLE, TENNESSEE 37201  
PHONE: (615) 862-6000 • EMAIL: [mayor@nashville.gov](mailto:mayor@nashville.gov)





Metropolitan Council  
Office of the Vice Mayor

June 11, 2024

Administrator Shailen Bhatt  
Federal Highway Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590

**Subject: Letter of Support for the East Nashville Spokes Project**

Dear Administrator Bhatt,

I am writing to share my strong support for the East Nashville Spokes Project, which will significantly enhance multimodal transportation infrastructure in our community. Investing in safe, sustainable transportation options is crucial for Nashville's growth and Nashvillian's well-being, and this project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP).

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more accessible and vibrant neighborhood. The goals of the project align with broader citywide efforts to improve connectivity, safety, and accessibility, and the proposed bikeway will significantly enhance connections between East Nashville and Downtown Nashville. Residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities.

The East Nashville Spokes Project aligns with Nashville's commitment to an integrated transportation system by strategically linking active transportation facilities with existing transit services. Investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeway networks become more effective, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Please consider this letter as my enthusiastic endorsement of the East Nashville Spokes Project. If you need any further information or support, please do not hesitate to reach out to me.

With appreciation,

Angie Emery Henderson  
Vice Mayor

Historic Courthouse & City Hall | One Public Square, Suite 204 | Nashville, Tennessee 37201  
Office: 615-880-3357 | [angie.henderson@nashville.gov](mailto:angie.henderson@nashville.gov)



**HEIDI CAMPBELL**  
20<sup>TH</sup> SENATORIAL DISTRICT

425 JOHN LEWIS WAY NORTH  
CORDELL HULL BUILDING, SUITE 770  
NASHVILLE, TENNESSEE 37243  
615-741-6679

# Tennessee State Senate

**COMMITTEES:**  
ENERGY, AGRICULTURE AND  
NATURAL RESOURCES  
TRANSPORTATION  
FISCAL REVIEW

May 29, 2023

Administrator Shailen Bhatt  
Federal Highway Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590

**Subject: Letter of Support for the East Nashville Spokes Project**

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices.

In addition, investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIP) administered by the Federal Highway Administration (FHWA).

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

A handwritten signature in black ink, appearing to read 'H. Campbell', written in a cursive style.

**Senator Heidi Campbell**

sen.heidi.campbell@capitol.tn.gov



**JEFF YARBRO**  
21<sup>ST</sup> SENATORIAL DISTRICT

CORDELL HULL BUILDING, SUITE 768  
425 5<sup>th</sup> AVENUE NORTH  
NASHVILLE, TENNESSEE 37243  
(615) 741-3291

## Tennessee State Senate

NASHVILLE

**MEMBER OF COMMITTEES:**

FINANCE, WAYS AND MEANS  
STATE & LOCAL GOVERNMENT  
HEALTH AND WELFARE  
FISCAL REVIEW  
COUNCIL ON PENSIONS  
RULES

June 6, 2024

Administrator Shailen Bhatt  
Federal Highway Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590

Dear Administrator Bhatt:

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. Investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville and aligns with broader citywide efforts to improve connectivity, safety, and accessibility for all Nashvillians. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation and reduce dependence on cars. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices.

Investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, creating jobs, and saving Tennesseans money on the cost of car travel. As bikeways become more accessible, local businesses will thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA).

[sen.jeff.yarbro@capitol.tn.gov](mailto:sen.jeff.yarbro@capitol.tn.gov)

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Best,

A handwritten signature in black ink that reads "Jeff Yarbro". The signature is written in a cursive style with a large, stylized "J" and "Y".

Jeff Yarbro

[sen.jeff.yarbro@capitol.tn.gov](mailto:sen.jeff.yarbro@capitol.tn.gov)

**AFTYN BEHN**  
STATE REPRESENTATIVE  
HOUSE DISTRICT 51

425 5<sup>TH</sup> AVENUE NORTH, SUITE 574  
NASHVILLE, TN 37243-0167  
PHONE: (615) 741-3229

ABIGAIL PLEMMONS – LEGISLATIVE  
ASSISTANT

EMAIL:  
rep.aftyn.behn@capitol.tn.gov

**House of Representatives**  
**State of Tennessee**

**NASHVILLE**

**COMMITTEES**

HEALTH  
EDUCATION INSTRUCTION  
EDUCATION INSTRUCTION  
SUBCOMMITTEE

May 29, 2024

Administrator Shailen Bhatt  
Federal Highway Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590

**Subject: Letter of Support for the East Nashville Spokes Project**

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices.

In addition, investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more



accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA).

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

A handwritten signature in black ink, appearing to read "Aftyn Behn". The signature is fluid and cursive, with the first name "Aftyn" and last name "Behn" clearly distinguishable.

Representative Aftyn Behn



**Sean Parker**  
Metro Council Member

Administrator Shailen Bhatt  
Federal Highway Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590

**Subject: Letter of Support for the East Nashville Spokes Project**

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices.

In addition, investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA). Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

Sean Parker  
Council Member, District 5  
Chair, Transportation and Infrastructure Committee

Historic Courthouse & City Hall | One Public Square, Suite 204 | Nashville, TN 37201  
U.S. Mail | PO Box 196300 | Nashville, TN 37219



## Quin Evans Segall

### Metro Council At-Large

Administrator Shailen Bhatt  
Federal Highway Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590

**Subject: Letter of Support for the East Nashville Spokes Project**

Dear Administrator Bhatt,

I am writing to express my unequivocal support for the East Nashville Spokes project, which seeks to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is vital for Nashville's continued growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more accessible, sustainable and vibrant neighborhood. These goals align seamlessly with our broader citywide efforts to enhance connectivity, safety, accessibility, and a sustainable future. The proposed bikeway will significantly improve the connection between East Nashville and Downtown Nashville, providing safe and accessible routes for both residents and visitors to key destinations such as employment centers, schools, recreational areas, and medical facilities. This seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance the overall quality of life for our community.

The East Nashville Spokes Project is a testament to our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation. This project will offer commuters convenient options to combine biking or walking with transit, promoting sustainable travel choices.

Additionally, investing in active transportation infrastructure has significant economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more accessible, local businesses will thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA). Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. Should you require any further information or support, please do not hesitate to reach out to me.

Yours very truly,

Quin Evans Segall Council Member At-large  
Vice Chair, Transportation & Infrastructure Committee  
Traffic & Parking Commissioner

Historic Courthouse & City Hall | One Public Square, Suite 204 | Nashville, TN 37201  
U.S. Mail | PO Box 196300 | Nashville, TN 37219





## Delishia Porterfield

### Metro Council At-Large

Administrator Shailen Bhatt  
Federal Highway Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590

**Subject: Letter of Support for the East Nashville Spokes Project**

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices.

In addition, investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA).

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

Delishia Porterfield, Council Member At-large  
Chair, Budget & Finance Committee

Historic Courthouse & City Hall | One Public Square, Suite 204 | Nashville, TN 37201  
U.S. Mail | PO Box 196300 | Nashville, TN 37219



## METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

**Burkley Allen**  
Council Member At-Large

**METRO COUNCIL**  
One Public Square, Ste 204  
Nashville, TN 37201

(615) 432-1343  
[burkley.allen@nashville.gov](mailto:burkley.allen@nashville.gov)

June 3, 2024

Administrator Shailen Bhatt  
Federal Highway Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590

Subject: Letter of Support for the East Nashville Spokes Project

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

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Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA).

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

A handwritten signature in blue ink that reads "Burkley M. Allen". The signature is written in a cursive, flowing style.

Burkley M. Allen  
Metro Council Member At-Large





## Clay Capp

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### Metro Council Member

Administrator Shailen Bhatt  
Federal Highway Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590

**Subject: Letter of Support for the East Nashville Spokes Project**

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

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In addition, investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses and creating jobs. As bikeways become more accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA). Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

Clay Capp  
Council Member, District 6

Historic Courthouse & City Hall | One Public Square, Suite 204 | Nashville, TN 37201  
U.S. Mail | PO Box 196300 | Nashville, TN 37219



## Jacob Kupin

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### Metro Council Member

Administrator Shailen Bhatt  
Federal Highway Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590

**Subject: Letter of Support for the East Nashville Spokes Project**

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

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In addition, investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA). Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

Jacob Kupin  
Council Member, District 19

Historic Courthouse & City Hall | One Public Square, Suite 204 | Nashville, TN 37201  
U.S. Mail | PO Box 196300 | Nashville, TN 37219



**Emily Benedict**  
Metro Council Member

May 28, 2024

Administrator Shailen Bhatt  
Federal Highway Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590

**Subject: Letter of Support for the East Nashville Spokes Project**

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems. By strategically linking active transportation facilities with existing transit services, we aim to improve access to public transportation. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices.

In addition, investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA).

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

Emily Benedict  
Council Member, District 7

Historic Courthouse & City Hall | One Public Square, Suite 204 | Nashville, TN 37201

U.S. Mail | PO Box 196300 | Nashville, TN 37219



One Public Square,  
Suite 204 Nashville,  
Tennessee 37201

**TONYA HANCOCK**  
Councilor, District 9

(615) 398-1373  
(615) 432-1309  
tonya.hancock@nashville.gov

Wednesday, June 5, 2024

Administrator Shailen Bhatt  
Federal Highway Administration  
1200 New Jersey Avenue, SE  
Washington, DC, 20590

Subject: Support East Nashville Spokes Project

Dear Administrator Bhatt,

I urge you to support the East Nashville Spokes project, which will enhance multimodal transportation infrastructure in our community. I believe investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements on Woodland/Union, South 5th, and South 10th Streets will make for more vibrant and accessible neighborhoods. This aligns with citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. This will promote active transportation, reduce congestion, and enhance our quality of life.

The East Nashville Spokes Project aligns with our commitment to integrated transportation systems by strategically linking active transportation facilities with existing transit services. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices. This investment will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community. Furthermore, the project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA).

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

Tonya Hancock  
Metro Councilor, District 9





**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**COMMISSIONER'S OFFICE**  
SUITE 700, JAMES K. POLK BUILDING  
505 DEADERICK STREET  
NASHVILLE, TENNESSEE 37243-1402  
(615) 741-2848

**BUTCH ELEY**  
DEPUTY GOVERNOR &  
COMMISSIONER OF TRANSPORTATION

**BILL LEE**  
GOVERNOR

June 3, 2024

Administrator Shailen Bhatt  
Federal Highway Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590

RE: Letter of Support for the East Nashville Spokes Project - Nashville, TN

Dear Administrator Bhatt:

On behalf of the Tennessee Department of Transportation (TDOT), I am writing to express support for Metro Nashville's Active Transportation Infrastructure Investment Program (ATIIP) grant for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in Tennessee's capital city.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The East Nashville Spokes Project aligns with TDOT's and Metro Nashville's commitment to integrated transportation systems and supports greater multimodal connectivity for all transportation users. By strategically linking active transportation facilities with existing transit services, these investments aim to improve access to public transportation. The East Nashville Spokes Project also aims to stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs.

If selected for funding, TDOT will coordinate with Metro Nashville throughout the project development process for final approval for any work within the State right-of-way. TDOT will work with Metro Nashville to ensure proper design, oversight, traffic control, and other state and federal standards are met and are consistent with the State's Stewardship & Oversight Agreement with the Federal Highway Administration (FHWA). Additionally, to maintain ongoing and efficient coordination, TDOT will work with Metro Nashville to execute the correct maintenance agreement to ensure these improvements remain in good condition and are maintained for years to come.

I am confident that this proposal firmly aligns with the values and goals of the Active Transportation Infrastructure Investment Program, and I thank you for your consideration of Metro Nashville's application. Should you or your staff have any questions relative to TDOT's involvement or support of this proposal, please contact TDOT's Assistant Bureau Chief Dan Pallme at Daniel.Pallme@tn.gov or (615) 741-4031.

Sincerely,

A handwritten signature in blue ink that reads "Howard H. Eley".

Howard H. Eley  
Commissioner of Transportation



June 3, 2024

The Honorable Pete Buttigieg  
Secretary of Transportation  
1200 New Jersey Ave, SE  
Washington, DC 20590

**Subject: Letter of Support for Active Transportation Infrastructure Investment Program Grant Application – Nashville, TN**

Dear Secretary Buttigieg,

I am pleased to offer this letter of support for the Nashville Department of Transportation's (NDOT) Active Transportation Infrastructure Investment Program application. NDOT's proposal to construct separated bicycle lanes, improved signage, and other safety improvements for bicyclists and pedestrians will not only improve safety for people walking and biking in the area but will ensure connectivity between Downtown and East Nashville.

GNRC is an association of local governments that convenes local and state leaders for the purposes of planning and programming state and federal investments into a range of social services and public infrastructure projects. GNRC serves as administrator of the Nashville Area Metropolitan Planning Organization (MPO) and staff to its Transportation Policy Board which represents the seven county Nashville metropolitan planning area which includes the Tennessee counties of Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson.

NDOT is committed to a vision zero approach across its roadway network and has had prior success delivering projects to improve non-motorized safety. This grant will allow NDOT to further build out its active transportation network in a critical area with high demand. The grant will also help leverage existing funds already awarded to the project through the MPO's Active Transportation Program

The project will be designed to accommodate all users and is a top priority for NDOT. It will also advance GNRC's regional planning efforts by improving safety for the traveling public. GNRC supports NDOT's commitment to improving its active transportation network.

Thank you for your consideration of NDOT's grant application.

Sincerely,

A handwritten signature in blue ink, appearing to read 'MS', is written over a faint, light blue circular watermark.

Michael Skipper  
Executive Director

**Connecting Communities. Empowering People.**

44 Vantage Way, Suite 450 • Nashville, TN 37228 • [GNRC.org](http://GNRC.org)



May 29, 2024

Administrator Shailen Bhatt  
Federal Highway Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590

Subject: Letter of Support for the East Nashville Spokes Project

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

The proposed improvements along Woodland/Union Streets, South 5<sup>th</sup> Street, and South 10<sup>th</sup> Street will create a more vibrant and accessible neighborhood. The goals align with broader citywide efforts to improve connectivity, safety, and accessibility. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life.

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Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA).

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

A handwritten signature in black ink that reads "Lucy A. Kempf". The signature is fluid and cursive, with the first name "Lucy" being the most prominent part.

Lucy Kempf, Executive Director



# METROPOLITAN BOARD OF PARKS AND RECREATION

Centennial Park Office  
Park Plaza at Oman Street  
Nashville, TN 37201

(615) 862-8400  
Fax (615) 862-8414  
[www.nashville.gov/parks](http://www.nashville.gov/parks)

Monique Horton Odom, Director

June 4, 2024

Administrator Shailen Bhatt  
Federal Highway Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590

## Re: Letter of Support for the East Nashville Spokes Project

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. I believe that investing in safe, sustainable transportation options is crucial for Nashville's growth and well-being.

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Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project. If you need any further information or support, please feel free to reach out to me.

Sincerely,

Monique Horton Odom, Director  
Metro Parks and Recreation

*"It is the mission of Metro Parks and Recreation to sustainably and equitably provide everyone in Nashville with an inviting network of parks and greenways that offer health, wellness and quality of life through recreation, conservation and community"*



FOR ADA ACCOMMODATIONS, PLEASE CONTACT 615-862-8400

WE ARE AN EQUAL OPPORTUNITY EMPLOYER



**Metropolitan Development and Housing Agency**  
701 SOUTH SIXTH STREET \* NASHVILLE, TENNESSEE 37206 \* TELEPHONE (615) 252-8400  
TELEPHONE DEVICE FOR DEAF (615) 252-8599

Dr. Troy D. White  
Executive Director

Mailing Address: P. O. Box 846  
Nashville, TN 37202

June 7, 2024

Administrator Shailen Bhatt  
Federal Highway Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590

**Subject: Letter of Support for the East Nashville Spokes Project**

Dear Administrator Bhatt,

On behalf of the Metropolitan Development and Housing Agency (MDHA), I write to express my support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in the community.

MDHA manages federal housing programs in Nashville, Tenn. and is currently redeveloping its Cayce Place property located one mile east of Nashville's Central Business District. The proposed multimodal transportation improvements along Woodland/Union Streets, South Fifth Street and South 10th Street align with MDHA's Cayce Transformation plans and will create a more vibrant and accessible neighborhood. In addition, the proposed bikeway will enhance connectivity between East Nashville and Downtown Nashville.

The East Nashville Spokes project aligns with MDHA's commitment to supporting integrated transportation systems. As bikeways become more accessible, local businesses can thrive and residents will enjoy increased mobility options, leading to a stronger and more resilient community.

If you have any additional questions or comments regarding this, please do not hesitate to reach out to me at [white@nashville-mdha.org](mailto:white@nashville-mdha.org) or 615-252-8412.

Sincerely,



Troy D. White  
Executive Director

June 7, 2024

Administrator Shailen Bhatt  
Federal Highway Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590



**Subject: Letter of Support for the East Nashville Spokes Project**

Dear Administrator Bhatt,

As a stakeholder involved throughout the process and representative of Walk Bike Nashville, an organization that has worked for 25 years to make Nashville more walkable, bikeable, and livable, I write to express my strong support for the East Nashville Spokes Project.

East Nashville is one of Nashville's best niches for walking and biking, but it lacks connectivity. The infrastructure to get in and out of East Nashville is hostile, particularly for people walking, biking, and riding the bus. There are a number of ongoing projects working to address this fragmentation including the redevelopment of the East Bank, the reconfiguration of Main Street / Gallatin Pike, and the East Nashville Spokes Project. Each of these projects are vitally important and complementary to one another. Without the spokes project, bus riders will have less safe paths to walk or bike home from the bus stop, for example.

While spokes will benefit East Nashville most directly, it is a project for all of Nashville. The plan will double the number of safe multimodal paths across the Cumberland River, for example. For people like me that cross the river every day for work, this will make walking, biking, and taking the bus a more realistic and enjoyable transportation option.

At present, East Nashville feels largely disconnected from downtown Nashville and other urban neighborhoods, due in large part to car-dependent built environment and large physical barriers like the Cumberland River, interstate and related infrastructure, and multi-lane pikes. The aforementioned group of projects are going a long way to transform the built environment here, which will have a positive effect on the health, vibrancy, and mobility of thousands of Nashvillians. The East Nashville Spokes Project is as crucial as the larger projects for ensuring our most vulnerable road users (and most environmentally efficient travelers) are prioritized.

Please consider this letter as a wholehearted endorsement of the project from Walk Bike Nashville.

Sincerely,

A handwritten signature in black ink, appearing to read "J. Wesley Smith".

J. Wesley Smith  
Advocacy Manager

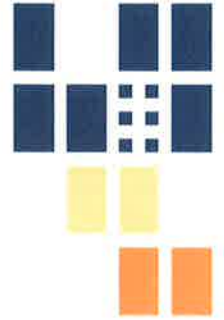
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**WALK BIKE NASHVILLE**  
1 SOUTH 7TH STREET • NASHVILLE, TN 37206 • [WWW.WALKBIKENASHVILLE.ORG](http://WWW.WALKBIKENASHVILLE.ORG)



## Civic Design Center

138 2nd Avenue North, Suite 106  
Nashville TN, 37201  
O: 615.248.4280



June 3, 2024

Administrator Shailen Bhatt  
FHWA Administrator  
Federal Highway Administration  
1200 New Jersey Avenue SE  
Washington DC, 20590

Dear Administrator Bhatt,

I am writing to express my strong support for the East Nashville Spokes project, which aims to enhance multimodal transportation infrastructure in our community. This project supports the Civic Design Center's Guiding Principles for Civic Design by providing health-promoting features that respond to neighborhood attributes, it furthers development of an equitable and desirable transportation infrastructure, and it celebrate streets as places that address neighborhood needs and facilitate community interactions.

The proposed improvements along Woodland/Union Streets, South 5th Street, and South 10th Street will create a more vibrant and accessible neighborhood. The proposed bikeway will significantly enhance connectivity between East Nashville and Downtown Nashville. By providing safe and accessible routes, residents and visitors alike will have improved access to key destinations, including employment centers, schools, recreational areas, and medical facilities. The seamless connection to Downtown and the East Bank will promote active transportation, reduce congestion, and enhance overall quality of life. By strategically linking active transportation facilities with existing transit services, it aims to improve access to public transportation. Commuters will have convenient options to combine biking or walking with transit, promoting sustainable travel choices.

In addition, investing in active transportation infrastructure has far-reaching economic benefits. The East Nashville Spokes Project will stimulate economic growth by attracting new businesses, encouraging tourism, and creating jobs. As bikeways become more accessible, local businesses can thrive, and residents will enjoy increased mobility options, leading to a stronger and more resilient community. Furthermore, the East Nashville Spokes project aligns perfectly with the goals of the Active Transportation Infrastructure Investment Program (ATIIP) administered by the Federal Highway Administration (FHWA).

Please consider this letter as my wholehearted endorsement of the East Nashville Spokes project.

Sincerely,

Gary Gaston  
Civic Design Center, CEO

Our mission is to advocate for civic design visions and actionable change in communities to improve quality of life for all.

[civicedesigncenter.org](http://civicedesigncenter.org)

June 7, 2024

Administrator Shailen Bhatt  
Federal Highway Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590  
Subject: East Nashville Spokes Project Funding Request

Dear Administrator Blatt,

On behalf of the East End Neighborhood Association, I write to encourage your support for the Nashville Department of Transportation's (NDOT) request for funding for the East Nashville Spokes project.

East End sits squarely within the project footprint, as two of the four streets that form our neighborhood boundaries—South 10<sup>th</sup> Street and Woodland Street—are two of the three streets included in this project. If funded, the proposed safety changes to these streets would be transformative for our neighborhood and tens of thousands of other Nashvillians.

Like most of my neighbors, I was attracted to this neighborhood specifically for its proximity to everything from schools to parks to shops to restaurants to veterinary services, as well as downtown Nashville just two miles away, with transit lines into the city to our north and south. From a map view, we appear ideally situated for active transportation and car-light lifestyles. But at the ground-level, that proximity does not fully translate into accessibility due to unsafe street crossings and a lack of separation for cyclists, particularly on choke-point routes across the Cumberland River into downtown. Even when choosing (or forced) to drive, residents and visitors to our neighborhood rely on curbside parking which often leaves unsafe streets and intersections between parking spaces and destinations. In my six years on the neighborhood board and three as president, the most common request among neighbors is for safer streets for walking, biking, play, and access to the many amenities tantalizingly close to our homes.

I participated in the stakeholder engagement process for Spokes from the beginning, where I joined representatives from other neighborhoods and business groups in providing feedback and guidance based on our knowledge and experience not just with these streets, but with prior plans that refused to compromise even small conveniences for motorists for the basic viability of active alternatives. This time, I was proud of how persistent our group was in pushing NDOT to truly protect cyclists and pedestrians. I am even more proud of NDOT's willingness to propose plans that do just that. In particular, protected bike lanes on Woodland Street across the river would create a newly viable cycling route into downtown for thousands who currently lack such an option, while the changes to 5<sup>th</sup> and 10<sup>th</sup> streets would create walkable connectivity to community centers, schools, grocery stores, churches, shops, a library and more between and across some of the most economically diverse neighborhoods in the city.

We are fortunate at this moment to have city leadership who understand the importance of maintaining and expanding safe infrastructure for all modes of transportation and have the courage to pursue these types of projects. We support them, and we hope you will as well.

Sincerely,



James Guthrie  
President, East End Neighborhood Association  
Nashville TN, 37206





## Budget Narrative

<b>Applicant Name</b>	Metropolitan Government of Nashville-Davidson County
<b>Opportunity Number</b>	693JJ324NF00012
<b>Opportunity Name</b>	Active Transportation Infrastructure Investment Program
<b>Assistance List Number</b>	20.205
<b>Total Project Costs</b>	\$18,636,900
<b>Total ATIIIP Grant Request</b>	\$9,362,389
<b>Total Matching Funds</b>	\$7,660,136

NDOT is requesting a total of \$9,362,389 million in ATIIIP funds for the East Nashville Spokes project to support design and construction of all the bicycle and pedestrian facilities. Planning and conceptual design for the East Nashville Spokes project started in 2022, with contributions from a USDOT Surface Transportation Block Grant (STBG) and the required local match for that grant. The total planning, environmental review, final design, and construction cost is estimated to be \$18.6 million, which includes a 20% contingency to cover unanticipated cost increases. Metro Nashville will provide the 45% match in the amount of \$7,660,136. Surface Transportation Block Grant (STBG) funds and the associated local match have funded planning/concept design and NEPA and will partially fund design and construction. The table below summarizes the funding sources supporting the project.

Costs for the East Nashville Spokes project were developed by consulting firm CDM Smith, and are based on a combination of bottom-up estimating and top-down, analogous estimating based on levels of effort, quantities, and costs from the recently completed, award-winning 12<sup>th</sup> Avenue S Complete and Green Street Project. Costs not allowable for participation are the previously-awarded STBG grant and the associated match.

### 1. Administrative and legal expenses - \$200,000

The administration fees are costs incurred by NDOT and the Tennessee Department of Transportation (TDOT) Engineering Services (ES). These costs include design review fees for each design milestone (30%, 60%, 90%, 100%/Final) as well as grant reporting during and after construction of the project. This was estimated at 1.5% of construction cost and is based on analogous estimating from other TDOT project inspection fees for NDOT grant-administered projects.

### 2. Land, structures, rights-of-way, appraisals, etc - \$200,000

The project will require temporary construction easements to adjust driveways and sidewalks to meet ADA requirements. Each of these easements will require an appraisal and review. There are no costs associated with land or structures. The cost estimate is based on similar work conducted on the 12<sup>th</sup> Avenue S Complete and Green Street Project.

### 3. Relocation expenses and payments - \$0

There is no relocation as part of the project.

#### 4. Architectural and engineering fees - \$400,000

The estimated construction management and construction engineer for the construction phase. This was estimated at 2.5% of construction cost.

#### 5. Other architectural and engineering fees – \$1,730,750

This cost category includes budget for the Planning, NEPA, and Design phases of the project. Costs not allowed for participation are the previously awarded STBG grant and its associated local match. Planning & NEPA has already been budgeted and contracted to consulting firm Kimley Horn for completion in early 2025. The Planning & NEPA estimate is included on the next page. The Design budget was estimated by CDM Smith and verified by Kimley Horn using analogous cost estimating based on the recently completed 12<sup>th</sup> Avenue S Complete and Green Street Project.

<b>Project Element</b>	<b>Federal (ATIIP)</b>	<b>Local Match (ATIIP)</b>	<b>Federal (STBG)</b>	<b>Local Match (STBG)</b>	<b>Total</b>
<b>Planning &amp; NEPA</b>			\$381,520	\$95,380	<b>\$476,900</b>
<b>Design</b>	\$640,000	\$160,000	\$640,000	\$160,000	<b>\$1,600,000</b>
<b>Construction</b>	\$8,722,389	\$7,500,136	\$269,980	\$67,495	<b>\$16,560,000</b>
<b>Total</b>	<b>\$9,362,389</b>	<b>\$7,660,136</b>	<b>\$1,291,000</b>	<b>\$322,875</b>	<b>\$18,636,900</b>



#### 6. Project inspection fees - \$300,000

The project inspection fees are costs incurred by TDOT ES. In order to comply with all federal and state laws, rules, and regulations, the TDOT ES inspection fees are included to ensure that TDOT's expenses associated with the project during construction are covered. The anticipated TDOT expenses included but are not necessarily limited to Construction Inspection and Material and Testing Expenses (Quality Assurance Testing). This was estimated at 2% of construction cost and is based on analogous estimating from other TDOT project inspection fees for NDOT grant-administered projects.

#### 7. Site work - \$200,000

#### 8. Demolition and removal - \$50,000

#### 9. Construction - \$12,200,000

#### 10. Equipment - \$250,000

The cost estimate for Site work, Demolition and removal, Construction, and Equipment for implementation of the East Nashville Spokes is presented on the next page. These estimates are based on 12<sup>th</sup> Avenue S Complete and Green Street Project completion. Non-allowable costs are identified as budget from the STBG grant and associated match.



## CONSTRUCTION ESTIMATE

*This project is to be constructed under the Standard Specification of the Tennessee Department of Transportation Dated: January 1, 2021 and additional specifications and special provisions contained in the construction documents.*

ITEM NO.	ITEM DESCRIPTION	UNIT	QTY.	UNIT PRICE (\$)	AMOUNT
105-01	CONSTRUCTION STAKES, LINES AND GRADES	LS	1	\$100,000.00	\$100,000.00
202-01	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS	1	\$25,000.00	\$25,000.00
203-03	BORROW EXCAVATION (UNCLASSIFIED)	CY	375	\$90.00	\$33,750.00
203-07	FURNISHING & SPREADING TOPSOIL	CY	275	\$90.00	\$24,750.00
209-09.43	CURB INLET PROTECTION (TYPE 4)	EACH	75	\$350.00	\$26,250.00
209-40.33	CATCH BASIN PROTECTION (TYPE D)	EACH	5	\$400.00	\$2,000.00
303-01	MINERAL AGGREGATE, TYPE A BASE, GRADING D	TON	7500	\$85.00	\$637,500.00
303-10.01	MINERAL AGGREGATE (SIZE 57)	TON	1250	\$110.00	\$137,500.00
303-20	PEA GRAVEL	TON	600	\$90.00	\$54,000.00
307-02.01	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING A	TON	320	\$200.00	\$64,000.00
307-02.08	ASPHALT CONCRETE MIX (PG70-22) (BPMB-HM) GRADING B-M2	TON	13000	\$200.00	\$2,600,000.00
402-01	BITUMINOUS MATERIAL FOR PRIME COAT (PC)	TON	3	\$3,000.00	\$9,000.00
402-02	AGGREGATE FOR COVER MATERIAL (PC)	TON	9	\$180.00	\$1,620.00
403-01	BITUMINOUS MATERIAL FOR TACK COAT (TC)	TON	85	\$3,000.00	\$255,000.00
407-02.13	REMOVAL & DISPOSAL OF EXISTING ASPHALT PAVEMENT	S.Y.	8500	\$20.00	\$170,000.00
407-20.05	SAW CUTTING ASPHALT PAVEMENT	LF	36000	\$8.00	\$288,000.00
411-02.10	ACS MIX(PG70-22) GRADING D	TON	8500	\$250.00	\$2,125,000.00
415-01.01	COLD PLANING BITUMINOUS PAVEMENT	S.Y.	40000	\$16.00	\$640,000.00
611-01.20	ADJUSTMENT OF EXISTING MANHOLE	EACH	15	\$2,500.00	\$37,500.00
701-03	CONCRETE MEDIAN PAVEMENT, ramps and sidewalk	C.Y.	2300	\$800.00	\$1,840,000.00
702-01	CONCRETE CURB	C.Y.	900	\$850.00	\$765,000.00
702-03	CONCRETE COMBINED CURB & GUTTER	C.Y.	300	\$850.00	\$255,000.00
712-01	TRAFFIC CONTROL	LS	1	\$500,000.00	\$500,000.00
712-04.01	FLEXIBLE DRUMS (CHANNELIZING)	EACH	500	\$30.00	\$15,000.00
712-05.01	WARNING LIGHTS (TYPE A)	EACH	100	\$35.00	\$3,500.00
712-06	SIGNS (CONSTRUCTION)	SF	1200	\$13.00	\$15,600.00
712-07.02	TEMPORARY BARRICADES (TYPE II)	LF	100	\$30.00	\$3,000.00
712-07.03	TEMPORARY BARRICADES (TYPE III)	LF	200	\$30.00	\$6,000.00
712-08.10	MOBILE MESSAGE SIGN UNIT W/ATTENUATOR	EACH	4	\$5,000.00	\$20,000.00
713-13.02	FLAT SHEET ALUMINUM SIGNS (0.080" THICK)	SF	1000	\$20.00	\$20,000.00
716-02.05	PLASTIC PAVEMENT MARKING (STOP LINE)	LF	1000	\$30.00	\$30,000.00
716-02.06	PLASTIC PAVEMENT MARKING (TURN LANE ARROW)	EACH	30	\$350.00	\$10,500.00
716-02.09	PLASTIC PAVEMENT MARKING (LONGITUDINAL CROSS-WALK)	LF	2150	\$45.00	\$96,750.00
716-04.11	PLASTIC PAVEMENT MARKING (BICYCLE SYMBOL W/RIDER)	EACH	60	\$600.00	\$36,000.00
716-04.21	GREEN TEXTURED BIKE LANE	SY	700	\$80.00	\$56,000.00
716-12.01	ENHANCED FLATLINE THERMO PVM T MRKNG (4IN LINE)	LM	22	\$11,000.00	\$242,000.00
717-01	MOBILIZATION	LS	1	\$150,000.00	\$150,000.00
740-10.01	GEOTEXTILE (TYPE I)(SUBSURFACE DRAINAGE)	SY	6000	\$6.00	\$36,000.00
801-06.10	SHREDDED HARDWOOD MULCH(LANDSCAPING)	CY	400	\$35.00	\$14,000.00
803-01	SODDING (NEW SOD)	SY	1000	\$25.00	\$25,000.00
SPEC	FILTRATION MEDIA FOR INFILTRATION ISLANDS	CY	3000	\$120.00	\$360,000.00
SPEC	GRASSES	EACH	10000	\$70.00	\$700,000.00
SPEC	PERENNIALS	EACH	3000	\$75.00	\$225,000.00
SPEC	SHRUBS	EACH	500	\$160.00	\$80,000.00
<b>TOTAL BASE BID AMOUNT</b>					<b>\$12,735,220.00</b>

### 11. Miscellaneous - \$0

All costs are included in other cost classification categories and there are no miscellaneous costs to report.

### 12. Subtotal - \$15,530,750

Per SF424C directions, the sums of items 1 through 11

13. Contingencies – 20% - \$3,106,150

The project includes a generous 20% contingency to cover potential increases in costs or quantities.

14. Subtotal - \$18,636,900

Per SF424C directions, the sum of subtotal (12) and contingencies (13)

15. Project income - \$0

There is no project income.

16. Total Project Costs - \$18,636,900

Per SF424C directions, the difference of subtotal (14) and project income (15)

17. Federal assistance requested – 55% - \$9,362,389

The project is requesting a that DOT fund 55% of the East Nashville Spokes allowable project costs of \$9,362,389. NDOT will fund the remaining 45%.