



HISTORIC  
FRANKLIN  
TENNESSEE

# MEMORANDUM

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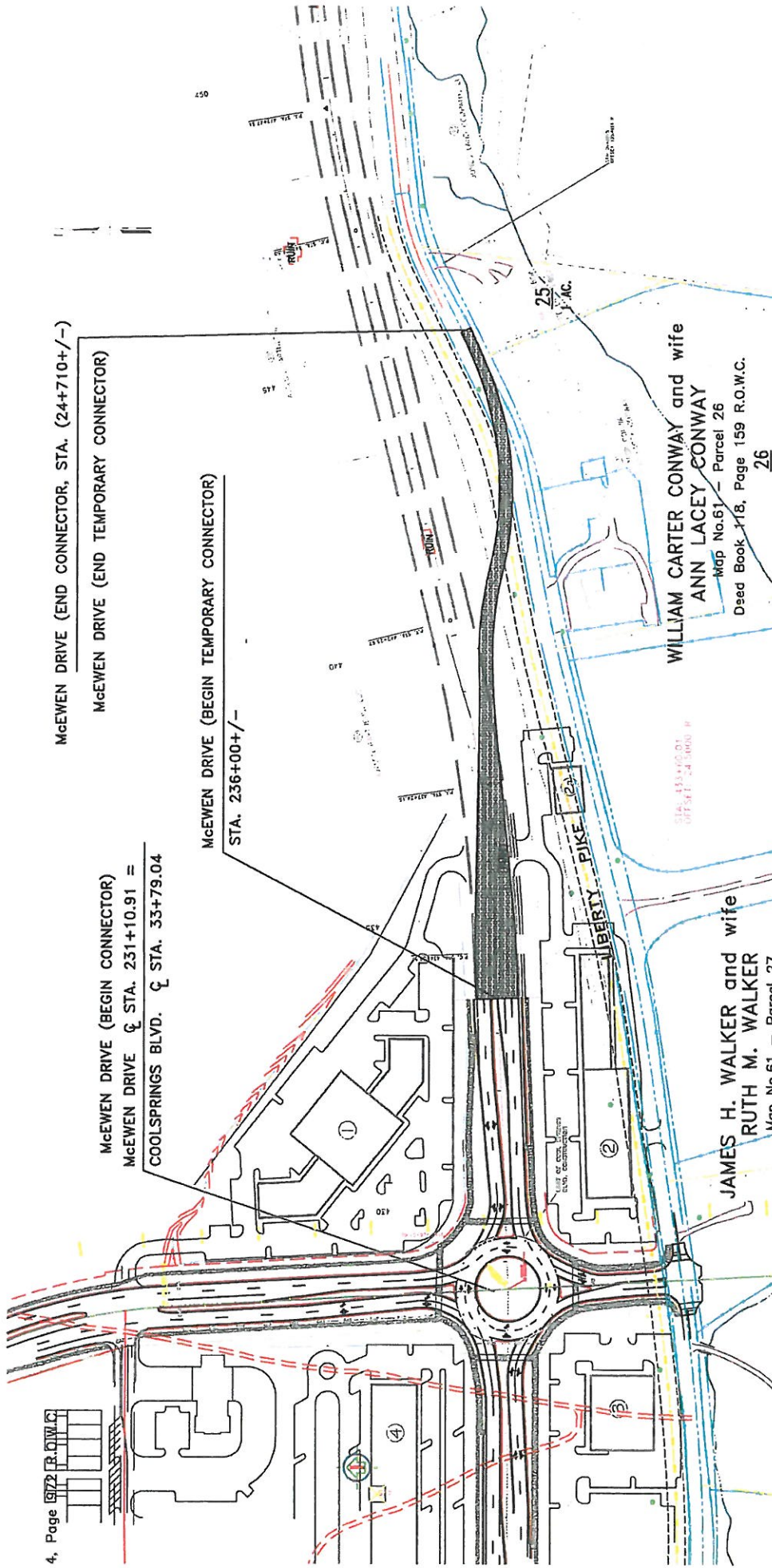
February 23, 2012

**TO:** Board of Mayor and Aldermen

**FROM:** David Parker, City Engineer/CIP Executive  
Eric Stuckey, City Administrator  
Paul Holzen, Interim Director of Engineering

**SUBJECT:** **Item 9 – February 28<sup>th</sup> Work Session**

Attached are the Capital Investment Program (CIP) work sheets for the two (2) Carothers Parkway phases and the McEwen Drive Connector as mentioned in previous meetings and on our tour. These projects are to be discussed further at your February 28, 2012 Work Session as Item 9. These sheets are being forwarded to you to allow for a better understanding extent of the projects and the estimated costs for each. Along with the McEwen Drive Connector work sheet we are providing a rough sketch (map) of the proposed project as originally conceived.



WILLIAM CARTER CONWAY and wife  
 ANN LACEY CONWAY  
 Map No. 61 - Parcel 26  
 Dsed Book 118, Page 159 R.O.W.C.

JAMES H. WALKER and wife  
 RUTH M. WALKER  
 Mem No 61 - Parcel 27

**Project Name:** McEwen Drive Temporary Connector

**Department Division:** Streets/Engineering

**Project Number:** TBD

**Project Fund:** TBD

**Estimated Start Date:** TBD

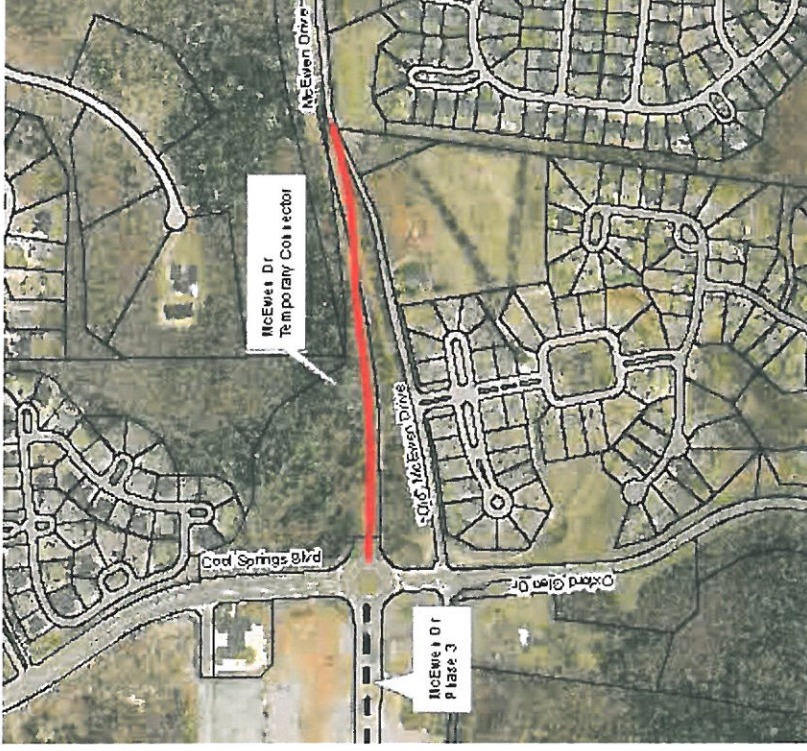
**Estimated Date of Completion:** TBD

**Description:**

When completed in 2012, McEwen Phase 3 will end at the roundabout intersection with Cool Springs Boulevard. Motorists wishing to continue thru on McEwen will be required to proceed from the roundabout southward to an all-way stop intersection at Cool Springs Boulevard, McEwen Drive, and Oxford Glen Drive. This short detour through a stop-sign controlled intersection will cause a noticeable delay for thru motorists on McEwen Drive. The McEwen Drive Temporary Connector Project would allow motorists to navigate the roundabout as it was designed. Thru motorists on McEwen would no longer need to use the stop-sign controlled intersection. This connector roadway would be designed and constructed so that as much as possible could be used in the ultimate McEwen Drive Phase 4 design.

**Impact on Operating Budget:**

There is a minimum increase to the City's Street Department Operations and maintenance Budget (O&M) required as a result of this project and these costs are not known at this time. The need for additional personnel and budget will result from the addition of street improvements across the entire City and not this improvement alone.



EXPENDITURES	Prior Years	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Totals
Land		0	0	0	0	0	615,000.00
Professional Services (Design & CEI)							257,000.00
Construction / Improvements							1,560,000.00
Utility Relocation/Work							50,000.00
<b>TOTAL</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,482,000.00</b>
REVENUES	Prior Years	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	Totals
General Fund							0
Bond Fund							0
Development							0
Utility Payments							0
Special Funds (Road Impact)							0
<b>TOTAL</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Street TBD



