

## MEMORANDUM

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May 10, 2012

TO: Board of Mayor and Aldermen

FROM: Eric Stuckey, City Administrator  
David Parker, City Engineer/CIP Executive  
Paul Holzen, Interim Director of Engineering  
Jonathan Marston, Engineer II  
Carl Baughman, Traffic/Transportation Engineer

SUBJECT: Discussions Concerning the Intersection of McEwen Drive & Oxford Glen Drive

### Purpose

The purpose of this memo is to discuss the proposed improvements at the Intersection of McEwen Drive & Oxford Glen Drive.

### Background

The intersection of McEwen Drive & Oxford Glen Drive operated under All-Way Stop Control since the 2007 opening of Oxford Glen Drive between McKay's Mill and the Cool Springs Boulevard roundabout. The west leg of this intersection was closed in 2008 to enable earthwork for Liberty Park and the McEwen Drive Phase 3 Project. Since 2007 traffic volumes on Cool Springs Boulevard / Oxford Glen Drive and McEwen Drive have grown substantially. With the April 13, 2012 opening of McEwen Drive Phase 3 Project the City has received complaints about extreme traffic delays at the Intersection of McEwen Drive & Oxford Glen Drive. Counts taken in April 2012 after the opening of McEwen Phase 3 revealed that the All-Way Stop Control results in failed Levels of Service (LOS F) during both the morning and afternoon peak hours. This finding has prompted the Engineering Department to seek alternatives for traffic control at this intersection until the temporary connector road can be completed.

1. Existing All Way Stop Condition
  - AM: westbound LOS F, maximum queue 3000 feet
  - AM: southbound LOS C, maximum queue 550 feet
  - PM: westbound LOS B, maximum queue 200 feet
  - PM: southbound LOS F, maximum queue 3000 feet
2. **Proposed Alternate:** Two-way Stop on McEwen Drive, with interim channelization for westbound right-turn only. All westbound traffic would turn right and then proceed through the roundabout to their desired direction, with special signing To South Oxford Glen Drive.
  - AM: westbound LOS F, maximum queue 900 feet
  - AM: southbound left LOS A, maximum queue 25 feet
  - PM: westbound LOS B, maximum queue 50 feet
  - PM: southbound left LOS B, maximum queue 100 feet



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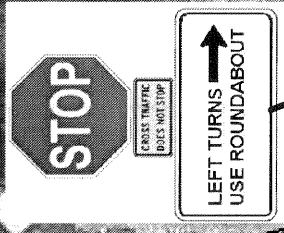
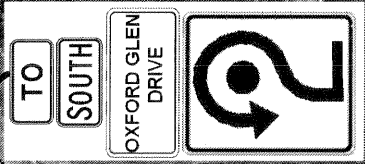
### **Financial Impact**

The financial Impacts will be minimal and come out of the Street Department's annual maintenance budget.

### **Recommendation**

Staff recommends implementing the proposed alternate.

Tubular Channelizing Devices



McEwen Drive

Oxford Glen

Cool Springs Blvd

Tubular Channelizing Devices

