



MEMORANDUM

May 14, 2012

TO: Board of Mayor and Aldermen (BOMA)

FROM: David Parker, P.E., City Engineer/CIP Executive
Paul Holzen, P.E., Director of Engineering
Jonathan Marston, P.E., Staff Engineer II

SUBJECT: Consideration of Ordinance 2012-32 “An Ordinance to Increase the Speed Limit on East McEwen Drive from West of Turning Wheel Lane To the Roundabout At Cool Springs Boulevard and Oxford Glen Drive to Be Forty Miles Per Hour (40 MPH) In Both Directions”

Purpose

The purpose of this memorandum is to provide the Board of Mayor and Aldermen (BOMA) with information to consider Ordinance 2012-32 to adjust the speed limit on McEwen Drive from West of Turning Wheel Lane to the Roundabout at Cool Springs Boulevard and Oxford Glen Drive to be 40 Miles per Hour.

Background

In 2000, Sullivan Engineering Inc. (SEI) performed an alignment study for the McEwen Drive corridor between Carothers Parkway and the eastern City Limits. This preliminary alignment was approved by the BOMA. This original profile was later changed at the request of the Ashton Park subdivision. This subdivision could not meet the proposed McEwen Drive grade without affecting existing ATMOS gas equipment. Therefore, the City instructed SEI to raise the profile of McEwen Drive to accommodate the Ashton Park development. Specifically, this adjustment was required just to the west of the TVA high voltage lines, which is approximately the current location of the McEwen Drive & Turning Wheel Lane/Well Springs Way intersection. The next alignment change, both horizontal and vertical, was the result of an agreement with the City of Franklin and Avalon [Squared] development. The Parkes Companies, Inc. provided several feet of fill material, which was used to adjust the vertical alignment by more than 10 feet. This occurred just to the east of the TVA lines.

Over the years, the City of Franklin worked on multiple occasions to adjust the McEwen Drive alignment to accommodate incoming developments. Even while accommodating incoming developments, the City's designs must still comply with all federal, state, and applicable utility rules & regulations. In this particular case, the roadway was required to meet certain height clearances beneath the TVA high voltage lines. However, the City also had to meet its previous commitments to adjust the roadway for the developments. The only way to accomplish this, given the stated set of parameters, was to lower the design speed for this section of the project. This lower design speed of 35 MPH allows for proper clearance beneath the TVA lines, while still maintaining the previous committed alignments through Ashton Park and Avalon [Squared].

Technically, the only section of McEwen Drive that must be posted no more than 35 MPH is from Turning Wheel Lane to just east of the TVA lines. However, during the final approval processes in 2009 and 2010, staff felt that posting a lower speed limit for a short section of roadway would result in driver confusion and ultimately a “speed trap.” Therefore, the decision was made to post the speed limit at 35 MPH for the section of McEwen Drive from just west of Turning Wheel Lane to the roundabout at Cool Springs Boulevard. This also had the side benefit of decreasing entrance speeds into the roundabout.



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Options

1. BOMA can leave the speed limit as it is now posted – thirty-five miles per hour (35 MPH), or
2. BOMA can choose to raise the speed limit for consistency along the stretch of roadway between Carothers Pkwy and the round-a-bout on McEwen Dr. at Cool Springs Blvd/Oxford Glen Dr. to forty miles per hour (40 MPH), or
3. BOMA can alter the speed limit along the entire section of McEwen Dr. from Carothers Pkwy to the round-a-bout some other speed.

Recommendation

Because this section of roadway is designed and signed per national standards, Engineering Staff cannot recommend an increased speed limit along the section of McEwen Drive, which was designed at 35 MPH.

ORDINANCE 2012-32

TO BE ENTITLED: "AN ORDINANCE TO INCREASE THE SPEED LIMIT ON EAST McEWEN DRIVE FROM WEST OF TURNING WHEEL LANE TO THE ROUNDABOUT AT COOL SPRINGS BOULEVARD AND OXFORD GLEN DRIVE TO BE FOURTY MILES PER HOUR (40 MPH) IN BOTH DIRECTIONS

WHEREAS, existing infrastructure along the McEwen Drive Phase 3 project route required a decrease in the design speed and posted speed limit for a portion of the project; and

WHEREAS, the Board of Mayor and Aldermen of the City of Franklin, Tennessee want to create a consistent speed limit along the entire McEwen Drive Phase 3 route;

NOW THEREFORE:

SECTION I: BE IT ORDAINED by the Board of Mayor and Aldermen of the City of Franklin, Tennessee that the speed limit on East McEwen Drive from West of Turning Wheel Lane to the Roundabout at Cool Springs Boulevard and Oxford Glen be increased to Forty Miles Per Hour (40 MPH).

SECTION II: BE IT FURTHER ORDAINED by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that the penalty for failure to obey the provisions of this Ordinance shall be as indicated in the Franklin Municipal Code and/or the Tennessee Code Annotated.

SECTION III: BE IT FINALLY ORDAINED by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that this Ordinance shall take effect from and after its passage on second and final reading, the health, safety and welfare of the citizens of Franklin requiring it.

ATTEST:

CITY OF FRANKLIN, TENNESSEE

BY: _____
ERIC S. STUCKEY
CITY ADMINISTRATOR

BY: _____
DR. KEN MOORE
MAYOR

Approved as to Form

By: _____
Shauna R. Billingsley
City Attorney

PASSED FIRST READING _____

PASSED SECOND READING _____