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Long Lane over Interstate 65
Public Meeting Notes
January 10, 2013 at 6:00pm
City of Franklin – Board Room

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City of Franklin Employees in attendance

Paul Holzen, Engineering Director   Eric Stuckey, City Administrator
Carl Baughman, Traffic Engineer

Elected Officials in attendance

Mayor Ken Moore   Margaret Martin, 4th Ward
Ann Petersen, Alderman at Large   Mike Skinner, 3rd Ward
Bev Berger, 1st Ward

Alfred Benesch & Company Employees in attendance

Sammie McCoy, PE   Kevin McAlister, PE
Brian Gaffney, PE

Description of Project

The evening started with a short presentation by Paul Holzen and Sammie McCoy about the project. The Long Lane project would create a crossing of I-65 and connect Long Lane on the east with Old Peytonsville Road on the west. This crossing is included in the City's Major Thoroughfare Plan. The main advantage of this crossing is to allow for traffic interconnectivity across I-65 without having to use Goose Creek By-Pass or Highway 96. The crossing will not connect to I-65. The project length is approximately 3,100 LF. The improvements will include 2 traffic lanes, bike lanes, curb and gutters, sidewalk, and other appurtenances as required.

Question and Statements from citizens

Dan Welch (Warrior Drive)

Q   County Resident – Appears since I am a county resident I have no voice in this project. Three houses away from bridge, convenience of the developers, impacts my property negatively when I pull out of my driveway looking at the large fill for the abutment. Concerned with the noise level.

A   Paul – You do have a voice and that is the purpose of this meeting. We are looking at the overall needs of the City, County, whole area. With the developments that have already been approved in the areas and with the signals coming in on Goose Creek, the City needs connectivity and that's the main reason we are proposing this project.

John Walden (105 Old Peytonsville Road)

Q   What are the impacts to Old Peytonsville Road where it ties into 431 (Lewisburg Pike)? Anticipate signals at Old Peytonsville and 431?

A   Paul –This current section will have bike lanes, sidewalks, city standard typical section that will visually look good. Long term - next phase to connect from this project over to Lewisburg Pike. The City currently does not have plans to improve this section but could take that into consideration in the future. Presently a signal does not meet warrants but over time as the area develops the City will evaluate the signal warrants.

A   Sammie – Any future improvement to Old Peytonsville will be very similar to the typical we have shown for this project. Side roads will have turn lanes into them and in front of homes will be two lanes.

Jim Saleen (307 Ellington Drive)

Q   More Detail with Old Peytonsville Road (OPR) - Ellington Park and widening of I-65? Traffic numbers on OPR, is Ellington a cut-through? What's going to happen to the businesses on OPR?

A   Paul – As part of the I-65 widening project TDOT will be improving OPR to two lanes, curb/gutter, new drainage system and sidewalks. This will occur basically within the existing footprint of OPR and not move significantly to the west. TDOT will cul-de-sac OPR near Mapco and OPR will be routed across 5 mile creek on a new roadway

and into the Berry Farms commercial development. This will allow access for OPR drivers to a signal on Goose Creek.

Sammie – The cul-de-sac of OPR was part of the TDOT project.

Paul – OPR is a Minor collector (a two lane facility) and traffic numbers will still satisfy minor collector standards. Based on the City's Major Thoroughfare Plan the projected 20 year traffic on OPR is around 8000 vehicles per day.

Paul – Businesses on OPR will remain. When Old Peytonsville Road gets cul-de-sac, they will have an access through the Berry Farm Development.

Mr. Tony (400 Old Peytonsville Road)

Q   It is my understanding that TDOT will not close Old Peytonsville Road until ROW is acquired and access through the Berry Farms development is available. Mr. Tony claims that TDOT is being held up on proceeding with the I-65 project due to changes by the City such as removing the Single Point Urban Interchange (S.P.U.I.) from the plans and the Long Lane Overpass project. These projects are delaying progress in the area. City doesn't want to help in this area. The City will put it on a consent agenda to avoid public input. City hasn't provided Fire or Police for this area.

A   Paul – Some of Mr. Tony's information is inaccurate. We are on TDOT's schedule and are meeting their deadlines. TDOT is moving forward on the I-65 widening project and Goose Creek Interchange project. The City is actively working on identify a location for Fire Station so that plans can be developed. At this time no funding is setup for the new Fire Station.

Eric Stuckey – The City had chosen to pay for upgrading the Goose Creek Interchange from a typical diamond interchange that TDOT would typically use to a S.P.U.I design. In regard to changing the interchange design back to a tight diamond this was discussed in a very public forum and after a long discussion the City decided to redirect funding away from the S.P.U.I. upgrade cost to other needs of the City. At the time of that decision the City did not delay the TDOT project. At that point the TDOT project was not a funded project but now it is and is moving forward. TDOT chose to break the I-65 widening project into 2 sections and the change to remove the S.P.U.I. did not impact that decision.

Bev Berger – During the discussions on removing the S.P.U.I. I asked the question if this removal would delay the project. I was told at that meeting that removing the S.P.U.I. from the plans would not delay the TDOT project.

Eric S. – Anything that is on the Consent Agenda has been through a committee or work session 2 weeks prior. Nothing ends up on Consent Agenda without prior public consideration either through a committee or by consideration by the board as a whole during a work session. The Consent Agenda is an efficiency measure when there is a consensus, 8-0 vote anticipated and a unanimous vote at committee only then can a project be put on Consent Agenda. At the board meeting if there is ever a question or concern about a specific item that item can be removed from the Consent Agenda and discussed further.

Mr. Tony – Is not against this project.

Mike Skinner – These are two different projects – Goose Creek and widening of the interstate is a separate project by TDOT. In regard to the Consent Agenda any citizens can request that an item be removed from the Consent Agenda and opened back up for discussion during the Board meeting.

Chris Wall (Red Wing Meadows HOA)

Q   Do you have an idea of traffic counts from Old Peytonsville Road onto Goose Creek Bypass?

A   Paul – The intersection of Old Peytonsville and Goose Creek Bypass is not part of the material for this presentation so I do not have that information. By rerouting traffic through the Berry Farms Development the traffic will enter Goose Creek at a new signal.

Q   Is anything planned for US-431 expansion and widening?

A   Paul - Yes, long term planning has been completed but nothing currently funded.

Jerry Newman (Ellington Park)

Q   What is the project timeline/completion? Will the bridge be built before or after the cul-de-sac on Old Peytonsville Road?

A   Right now there is no funding for the overpass project. TDOT is actively acquiring R.O.W. for the interstate widening project. TDOT's project is approximately a 2-3 year project - The cul-de-sac on Old Peytonsville Road will probably be constructed before the overpass can be built.

John Sproll (Ladd Park Resident)

Q   Has funding been approved for the construction of this project? What about traffic lights at Carothers Pkwy?

A   All that is funded at this time is the design of the overpass project and TDOT will build the piers inside of the TDOT R.O.W. The projects funded by the City are looked at on a yearly basis. There is no obligation with TDOT; they just want to ensure that the City is committed to the project.

A   The city's long term plan is to connect Long Lane with Carothers Parkway. The City just funded constructing Carothers Parkway down to Ladd Park and the developer of Ladd Park is responsible for constructing the remaining portion to connect to Long Lane.   No signals proposed at Carothers and Long Lane (near Ladd Park) at this time.

Fred Ford (103 Old Peytonsville Road)

Q   Concerned with traffic at Old Peytonsville Road and US-431 intersection in the future. What would warrant a traffic signal here? Fred Ford wants the signal, if needed. Would like to see detailed plans of the intersection.

A   Paul/Carl/Sammie – If the intersection was improved today the traffic volumes today would not warrant a signal. As traffic grows with the development the City will perform further studies to see when a signal is warranted.

Q   In 2007 there were plans showing the amount of fill on the west side of I-65. Is that still the case.

A   Yes the west side will be in a fill and that information is available up front in the detailed plans if anyone would like to see more information.

Jason Dill (604 Ellington Drive)

Q   Any consideration to route bridge through and connect to Berry Farms Traffic Plan? Mr. Dill is concerned with future traffic on Ellington Drive. What is the current traffic on OPR.

A   During the alignment studies the consideration was to provide connectivity to all residences to the existing roadways while minimizing impacts to the adjacent properties and businesses.

A   Paul – 8000 vehicles per day is a 20 year projection. Currently the traffic is around 1000 vehicles per day. It is currently a 2 lane facility and proposed as a 2 lane facility. With this project we are looking at reducing the speed limit on OPR.

Jim Saleem (307 Ellington Drive)

Q   Concerned with existing cut-through traffic in Ellington Park Subdivision and the lack of a signal where Ellington Drive connects to Lewisburg Pike. If Ellington Drive becomes a major cut-through, county resident's safety will be at risk.

A   Paul – We have completed a Transportation Planning Report for Lewisburg Pike which looks at the future improvements to the route between Mack Hatcher and Goose Creek Bypass. Currently there is no funding for this portion of Lewisburg Pike but the City is pursuing funding through the Metropolitan Planning Organization.

A   In regard to directing traffic through the subdivision we have worked with neighborhoods in the past to install traffic calming measures that work to slow traffic and make traffic less likely to cut through.

Barbara Appleton (Warrior Drive)

Q   Will TDOT do the cul-de-sac on Old Peytonsville Road before the bridge is built? What will happen when this access is cut off? Is the Cul-de-sac being funded by TDOT?

A   Paul – That is correct since TDOT has a funded project I would anticipate it being completed prior to the overpass being completed.   OPR will have access through Berry Farms Development so you will be able to come down that section of OPR and have access to Goose Creek Bypass. TDOT will fund the cul-de-sac.

Brian Burley (Beech Line Drive)

Q   What is the timeline of Goose Creek Interchange?

A   Paul – TDOT is acquiring ROW right now and they have funded their project. They are moving fast to get the project under construction.

Dan Thompson (Ascot Lane)
   Q   In favor of the project. What is the design hourly volume and proposed level of service (LOS)?
   A   The proposed roadway will function at an acceptable level with the proposed future ADT. LOS is C or D.

Ascot Lane Resident
   Q   Noise impact of this project? Financial impact to our neighborhood? We don't have screening/barrier from the interstate.
   A   Paul – The future developments and growth have already approved. Providing this connectivity relieves traffic impacts of the developments and alternate access for residences in the area. The 160,000 vehicles on I-65 are the noise generators for the area. The 8000 vehicles on Long Lane will have minor impacts on the noise.

Tom Cronan (1345 Ascot Lane)
   Q   House appraised and lost $15K due to being close to the highway (I-65). This project will only make this worse.
   A   Paul – Project will move forward if funding is available.

Betsy Hester (112 Valley Ridge Rd –Green Valley Subdivision)
   −   I am a County resident being impacted by this City project. Requests studies done for signalization at the corner of 431/OPR. She will be glad to receive any questions or concerns from other county residents who are concerned with the projects in the area.

Bill Kirby (Old Peytonsville Road)
   Q   Concerned with the noise that will be generated by the bridge reflecting sound back into the neighborhood?
   A   Paul – No noise study has been done for Long Lane so I can't address any concerns with that today.

Tom Cronan
   Q   Is signage/lighting on the bridge? Let it be known that the public does not want TDOT to put any type of signage on this bridge.
   A   Paul/Sammie – Signs on the bridge are not part of this project.

Joe Pignato (1285 Ascot Lane)
   Q   Any tractor trailers on the bridge?
   A   Paul – Anticipated being local deliveries only. It is not anticipated to be a main route for tractor trailers.

Margaret Martin (Franklin Alderman)
   -   Our continued traffic problems are a symptom of our community growth. We want progress for the local communities to continue and would like everything to work according to what is best for this town. These meetings are for public input and BOMA tries to do what is in the best interest of the City and County residents.

Dan Welch (Warrior Drive)
   Q   Project timeline?
   A   Paul – Short term priority in the City's Major Thoroughfare Plan. Until funding is provided, we cannot provide a timeline. The major reason for moving forward with the project now is to have TDOT include the piers within I-65 in their project. If the City were to construct them later the cost of the project would dramatically increase due to traffic control on I-65.

Nancy Brown (109 Gilbert Drive)
   Q   Piers will be constructed. Will the public be seeing piers for years before the bridge is actually built?
   A   Paul – Yes, it is possible.

Sandy Ornan
   Q   Question not audible.
   A   When TDOT does the widening project, at some time during construction the contractor will construct the piers.
END OF QUESTION AND ANSWER SESSION