

RESOLUTION NO. 2013-15

**A RESOLUTION TO ADOPT THE INTEGRATED GROWTH PLAN FOR
CAROTHERS PARKWAY AND MCEWEN DRIVE**

WHEREAS, on June 12, 2012 the Board of Mayor and Aldermen approved COF Contract No. 2012-0097 with Kimley Horn and Associates for the Integrated Growth Plan to forecast future traffic volumes and identify necessary roadway/intersection improvements and Right-of-Way Limits in the McEwen and Carothers Corridor; and

WHEREAS, as part of the Integrated Growth Plan Kimley Horn and Associates developed three (3) sets of functional exhibits based on future traffic projects to include a Widen to the Inside Option, Widen to the Outside Option and Hybrid Option; and

WHEREAS, the City of Franklin encourages sound planning and infrastructure policy;
and

WHEREAS, the Board of Mayor and Alderman are committed to providing high quality, culturally relevant infrastructure that will facilitate the economic vitality and growth of the City of Franklin.

NOW THEREFORE:

SECTION I: BE IT RESOLVED by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that the Hybrid Option is hereby adopted as presented in the Integrated Growth Plan for Carothers Parkway and East McEwen Drive.

SECTION II: BE IT FURTHER RESOLVED by the Board of Mayor and Aldermen that this option shall establish the approximate location of the future Right-of-Way Line within the corridor but does not priorities or committee funding to any Capital Investment Project.

ADOPTED THIS ___ **DAY OF** _____, 2013.

ATTEST:

CITY OF FRANKLIN, TENNESSEE

By: _____
ERIC S. STUCKEY
City Administrator/Recorder

By: _____
Dr. KEN MOORE
Mayor

Approved as to Form;

By: _____
Shauna R. Billingsley, City Attorney



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ITEM #10
WRKS 03/26/13

MEMORANDUM

March 12, 2012

TO: Board of Mayor and Aldermen

FROM: Eric S. Stuckey, City Administrator
David Parker, P.E., City Engineer/CIP Executive
Paul Holzen, P.E., Director of Engineering
Dan Allen, P.E., Assistant Director of Engineering

SUBJECT: **Resolution to Adopt the Integrated Growth Plan for Carothers Parkway and McEwen Drive**

Purpose

The purpose of this memorandum is to provide the Board of Mayor and Alderman (BOMA) with information about the Integrated Growth Plan for Carothers Parkway and McEwen Drive that was completed in February 2013.

Background

On June 12, 2012, the BOMA approved COF Contract No. 2012-0097 with Kimley Horn and Associates, Inc. (KHA) in an amount of \$36,500.00. The purpose of this contract was for KHA to study the transportation impacts of the density for several large, proposed developments at the intersection of East McEwen Drive and Carothers Parkway. KHA has studied the densities in the area and developed traffic projections based on data provided by staff and developers in the area. Based on the traffic projections, KHA has developed three options into further functional exhibits to show potential ROW and construction needs.

The first option is called the "Widen to the Inside" option. This option widens both roads from four to six lanes by utilizing the large medians in both Carothers Parkway and McEwen Drive. This option is anticipated to have the lowest overall cost impact, but will significantly alter the aesthetics of Carothers Parkway and McEwen Drive.

The second option is called the "Widen to the Outside" option. This option widens both roads from four to six lanes by acquiring extra ROW to the outside of the existing ROW in both Carothers Parkway and McEwen Drive. This option is anticipated to have the highest overall cost impact, but will preserve the established aesthetics of Carothers Parkway and McEwen Drive.

The third option is called the "Hybrid" option. This option blends elements from both of the previous options by widening to the outside in undeveloped areas along the corridor and widening to the inside in developed areas. For areas of widening to the inside, a minimum median width of six feet (6') will be provided. This option was developed as a compromise of cost and aesthetics between the first two options



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MEMORANDUM

Financial Impact

There is no financial impact at this time. BOMA is not committing to any projects or funding by endorsing this study. BOMA is establishing a sound infrastructure planning policy by adopting a conceptual ROW delineation for the corridor that will allow development to proceed in an orderly manner.

Recommendation

In order to secure the proper widths of ROW and establish infrastructure requirements for developers, staff needs final direction from the BOMA on which option should be endorsed for future planning. The options for consideration are:

1. Widen to the Inside Option
2. Widen to the Outside Option
3. Hybrid Option

Staff recommends that the Hybrid Option as presented in the Integrated Growth Plan for the Carothers/McEwen Corridors be approved for the infrastructure requirements for the anticipated needed improvements for Carothers Parkway and East McEwen Drive.