

RESOLUTION NO. 2014-37

TO BE ENTITLED: "A RESOLUTION TO ENDORSE The Tennessee Department of Transportation's Proposal to Construct Mack Hatcher Parkway Northwest Extension Project as a Two Lane Limited Access Roadway with the Ability to Widen to a Four Lane Limited Access Roadway in the Future."

WHEREAS, the Mack Hatcher Parkway Extension Project [SR 397 Mack Hatcher Parkway West, From South of SR 96, West of Franklin to East of SR-106 (US 431) North of Franklin Williamson County] is the City of Franklin's number one priority Capital Project; and

WHEREAS, on March 24, 2009, the Board of Mayor and Aldermen approved a commitment to the Tennessee Department of Transportation (TDOT) for \$5,000,000 for right-of-way, legal descriptions, exhibits, acquisitions and the final design for the Mack Hatcher Parkway Extension Project; and

WHEREAS, final construction plans were submitted to TDOT on May 6, 2011, to finalize the design of the Mack Hatcher Parkway Extension Project; and

WHEREAS, the City of Franklin has acquired 100% of the rights-of-way and easements necessary to construct the Mack Hatcher Parkway Extension Project based on the final construction plans submitted to TDOT on May 6, 2011; and

WHEREAS, on March 19, 2013, the City of Franklin received a letter from Paul Degges, TDOT Deputy Commissioner and Chief Engineer requesting the City to revise and resubmit plans that remove the roundabouts at SR 96 and Del Rio Pike and change them to signalized intersections; and

WHEREAS, TDOT funded the revised construction plans to remove the roundabouts from the project and, on April 21, 2014, TDOT received the revised construction plans from the City of Franklin; and

WHEREAS, TDOT wishes to reduce the construction cost of the Mack Hatcher Parkway Extension Project and redesign the limited access roadway as a two lane typical section with the ability to widen to a four lane limited access roadway in the future as shown in Attachment A; and

WHEREAS, the City of Franklin supports the construction of Mack Hatcher Parkway as a two lane limited access roadway to address safety, congestion and economic development within the City of Franklin; and

WHEREAS, through a formal agreement, the City of Franklin intends to provide the necessary funding to ensure the construction of the multiuse trail associated with the Mack Hatcher Parkway Project.

NOW THEREFORE, BE IT RESOLVED, BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, that TDOT's proposal to construction the Mack Hatcher Parkway Extension Project [SR 397 Mack Hatcher Parkway West, From South of SR 96, West of Franklin to East of SR 106 (US 431) North of Franklin Williamson County] as a two lane limited access roadway facility with the

ability to widen to a four lane limited access roadway in the future is endorsed by the Franklin Board of Mayor and Aldermen.

IT IS SO RESOLVED AND DONE on this ____ day of _____ 2014

ATTEST:

CITY OF FRANKLIN, TENNESSE

By: _____
ERIC S. STUCKEY
City Administrator

By: _____
DR. KEN MOORE
Mayor

Approved as to Form

By: _____
Shauna R. Billingsley
City Attorney



MEMORANDUM

May 9, 2014

TO: Board of Mayor and Aldermen

FROM: Eric Stuckey, City Administrator *ES*
David Parker, P.E, City Engineer/CIP Executive
Paul P. Holzen, P.E., Director of Engineering

SUBJECT: Consideration of Resolution 2014-37, A Resolution to Endorse the Tennessee Department of Transportation's Proposal to Construct the Mack Hatcher Northwest Extension Project as a Two Lane Limited Access Roadway with the Ability to Widen to a Four Lane Limited Access Roadway in the Future

Purpose

The purpose of this memorandum is to bring forward a Resolution to Endorse the Tennessee Department of Transportation (TDOT) proposal to construct Mack Hatcher Extension project as a Two Lane Limit Access Roadway with the Ability to Widen to a Four Lane Limited Access Roadway in the Future.

Background

Final roadway and construction plans were submitted to TDOT on May 6, 2011 to finalize the design of the Mack Hatcher Parkway Extension project. These construction plans were consistent with the design elements identified through a TDOT-approved process. On March 19, 2013 the City of Franklin received a letter from Paul Degges, TDOT Deputy Commissioner and Chief Engineer requesting the City to revise and resubmit plans to reflect re-design of the roundabouts at SR96 and Del Rio Pike to signalized intersections adding an additional \$277,500 onto the design cost. TDOT is once again asking the City to re-design the Mack Hatcher project to a two lane limited access roadway in an effort to fund the project. Following the approval of this resolution, City staff and TDOT will start working on the necessary contracts to update the design and the required environmental documents. In addition, TDOT has verbally committed to reimbursing the City for all additional cost associated with the re-design of the project.

Summary of Historical Project Cost:

\$ 3,789,401.00	Total Design
7,151,587.45	Total ROW Acquisition
244,796.87	Total Relocation Expenses
81,647.20	Total Demolition Expenses
\$11,267,432.52	Total Project Cost (City and TDOT)

Financial Impact

On March 24, 2009, the Board of Mayor and Aldermen approved a commitment to the Tennessee Department of Transportation (TDOT) for \$5,000,000 for right-of-way, legal descriptions, exhibits, acquisitions and the final design for the Mack Hatcher Parkway Extension Project. These funds have been expended prior to these adjustments in the project scope (as reflected in the summary of projects costs stated above). There is no additional financial impact associated with the approval of this resolution. It should be noted that TDOT has indicated that the City of Franklin will have to pay all cost associated with the



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construction of the multiuse trail associated with the project. This cost sharing arrangement will be finalized in a formal agreement with TDOT prior to the City obligating any funding.

Recommendation

Approval of Resolution 2014-37 is recommended.

