

## MEMORANDUM

September 7, 2010

TO: Board of Mayor and Aldermen

FROM: Eric S. Stuckey, City Administrator *E.S.*  
Vernon Gerth, ACA for Community & Economic Development  
Eric Gardner, Director of Engineering  
Carl Baughman, Traffic/Transportation Engineer

SUBJECT: Recommendation Regarding Proposed New Public Road between Mack Hatcher Parkway and Fulton Greer Lane

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### Purpose

The purpose of this memorandum is to provide information to the Board of Mayor and Aldermen (BOMA) to consider a request from a property owner for a letter of support for a right-in-right-out access to Mack Hatcher Parkway.

### Background

David Crabtree, the owner of the Harpeth Village Shopping Center, submitted a traffic study and requested the City draft a Letter of Recommendation to TDOT for their consideration of a new right-in, right-out (RIRO) access for Mack Hatcher in anticipation of future expansion of the Shopping Center. The traffic study, completed by Ragan-Smith, revealed the Williamson County Recreation Center is restricted to one access drive, that being Fulton Greer Lane itself that connects strictly with Hillsboro Road. It is desirable for a prime institutional facility such as the Recreation Center to provide alternate means of access particularly in a quadrant with two major arterial streets. A new public road bordering the west property line of the Recreation Center would provide direct access to and from Mack Hatcher Parkway, as well as to the properties west of the new public road. The new public road would be a two-lane local commercial street with strictly right turn movements (RIRO) at Mack Hatcher Parkway, including a 300 foot deceleration lane with a 150 foot taper on the east approach of Mack Hatcher Parkway.

The study projects Year 2013 as the completion year for the new public road, that would occur after the western extension of Mack Hatcher Parkway is opened to traffic and the Hillsboro Road intersection is widened to accommodate four legs. Estimates of Year 2013 traffic volumes were made under three scenarios, with the resulting Levels of Service (LOS) for the morning, midday and afternoon peak hours. Scenario A is the base Year 2013 condition without the new public road, Scenario B is the Year 2013 condition with the new public road, and Scenario C is the Year 2013 condition with an expanded Harpeth Village Shopping Center on the property west of the new public road. In all three scenarios, the Hillsboro and Mack Hatcher intersection is projected to operate at LOS D in the morning and evening peak hours, and the midday LOS will decrease from LOS C in Scenarios A and B, to LOS D under the development Scenario C. A further investigation of Scenario C at the Fulton Greer & Hillsboro



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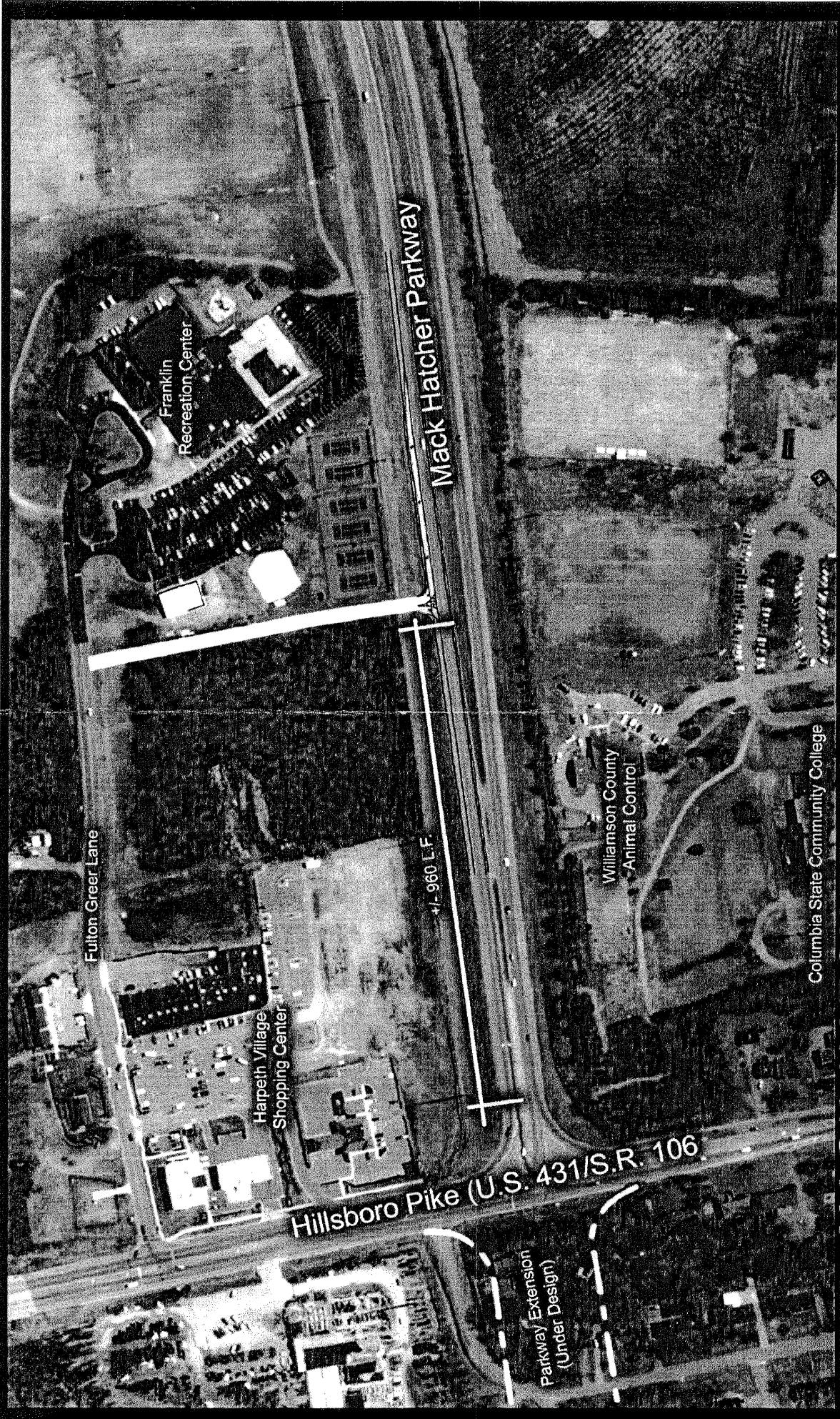
intersection results in the recommendation to add a 150-foot westbound right turn lane with a 75-foot taper on the east approach of Fulton Greer Lane at the time of the development.

### **Financial Impact**

Not clear at this time. Even though the new road would be public right-of-way, it may be funded by local agencies or by the developer of the Harpeth Village Shopping Center as part of its expansion. Its only value for the Williamson Recreation Center would be enhanced access, but not enhanced capacity at any of the nearby intersections.

### **Recommendation**

As the proposed public road offers enhanced access with no detriment to capacity at any of the nearby intersections, staff recommends the Board of Mayor and Alderman endorse the proposed roadway and Mack Hatcher Parkway RIRO access and forward a copy of said endorsement to the Tennessee Department of Transportation.



**RAGAN SMITH**  
LANDSCAPE ARCHITECTS & SURVEYORS  
355 WOODLAND ST.  
NASHVILLE, TN 37203  
615.259.8070  
WWW.RAGANSMITH.COM

# MACK HATCHER PARKWAY ACCESS PLAN

DETAILED  
AERIAL EXHIBIT

CITY OF FRANKLIN AND WILLIAMSON COUNTY, TN    JOB # 02-307254-3 DATE 10-05-2009