



MEMORANDUM

October 19, 2010

TO: Board of Mayor and Aldermen

FROM: Eric J. Gardner, P.E., Director of Engineering
Eric S. Stuckey, City Administrator
Carl Baughman, Traffic/Transportation Engineer
Joe York, Street Department Director

SUBJECT: Discussion of Appropriate Traffic Control at the End of Century Court

Purpose

The purpose of this memorandum is to provide the Board of Mayor and Aldermen with information to consider a request received by the Street Department for Stop Signs at the end of Century Court.

Background

Century Court ends in a four-way intersection which includes three driveways and the Century Court public street on the east leg. Currently the only traffic control is on the west leg, where the Grumpy's Bail Bond office driveway has the word STOP painted on the exit into Century Court, at the end of a curved downgrade. The Williamson County Recycle Center has an extended driveway on the north leg, and Metro Ready Mix has a driveway on the south leg; the pavement on these legs blends in with that on Century Court.

Options

Option 1 – Approve an Ordinance to install a Two-Way Stop to include Century Court as well as Grumpy's Bail Bonds (east-west directions stop). This option considers the end of Century Court as the stem of a T-intersection, which has a private driveway across from the stem. The greatest portion of the Century Court traffic turns at the north-south road, and practically all of the north-south traffic turns onto Century Court. Therefore these directions are already slowed down. To facilitate traffic movement with this option a supplemental sign on Century Court could allow "Continuous Right Turn with Caution".

Option 2 – Approve an Ordinance to install a Four-Way Stop. This option would require all vehicles to stop even though most of them will not conflict with one another, due to the lack of north-south through traffic.

Option 3 – No action, the intersection has a good safety record as evidenced by the lack of crashes here.

Financial Impact

The Street Department would bear the cost to manufacture, install and maintain the signs.



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Recommendation

Staff recommends Option 1. It would bring clarity to the right-of-way situation here while minimizing the amount of delay needed to safely travel through the intersection.

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