

**TO BE ENTITLED: "AN ORDINANCE TO ESTABLISH TWO-WAY STOP CONTROL AT THE END OF CENTURY COURT AND AT 426 CENTURY COURT IN THE CITY OF FRANKLIN, TENNESSEE."**

**WHEREAS,** The existing intersection named above provides for stop control on the driveway at 426 Century Court, which leads straight ahead onto Century Court, and

**WHEREAS,** at this four-legged intersection, none of the other approaches have any traffic right-of-way controls, and

**WHEREAS,** for clarity and safety of right-of-way control an additional stop is appropriate,  
**NOW THEREFORE:**

**SECTION I: BE IT ORDAINED** by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that motor vehicles traveling on Century Court at its end intersection shall be required to come to a complete stop before entering the intersection, and remain standing until such motor vehicles can proceed into and through the intersection in safety. Motor vehicles traveling on the north-south driveways at this Century Court end intersection shall be exempt from this requirement.

**SECTION II: BE IT FURTHER ORDAINED** by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that westbound Century Court traffic at the end of the street may be allowed to make a CONTINUOUS RIGHT TURN WITH CAUTION given the lack of vehicles entering the north leg of the intersection from other approaches.

**SECTION III: BE IT FURTHER ORDAINED** by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that the Director of the Streets Department shall be, and is hereby, authorized to install the proper signs to notify the general public of this revision. All violations of the Ordinance shall be enforced in accordance with Chapter 6 of Title 9 of the Franklin Municipal Code or in accordance with any pertinent provisions of the Tennessee Code Annotated.

**SECTION IV: BE IT FINALLY ORDAINED** by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that this Ordinance shall take effect from and after its passage on second reading, the health, safety, and welfare of the citizens requiring it.

**ATTEST**

**CITY OF FRANKLIN, TENNESSEE**

By: \_\_\_\_\_  
**ERIC S. STUCKEY**  
City Administrator

By: \_\_\_\_\_  
**JOHN R. SCHROER**  
Mayor

**PASSED FIRST READING:** \_\_\_\_\_

**PASSED SECOND READING:** \_\_\_\_\_



## MEMORANDUM

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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.

### **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.