



MEMORANDUM

March 1, 2011

TO: Board of Mayor and Aldermen

FROM: Eric J. Gardner, P.E., Director of Engineering
Eric S. Stuckey, City Administrator
David Parker, P.E., City Engineer

SUBJECT: CIP Project Status – Street Projects

Purpose

The purpose of this memo is to update the Board of the status of some of the City's street projects.

Project Status

A. Mack Hatcher Parkway NW Extension

BOMA Priority Ranking: N/A (Highest Priority)

Key Dates: Design Start – August 14, 2007 (BOMA Approval); Design Completion – May 2010 (Estimated); ROW Start – December 2009 (ROW Meeting Scheduled); ROW Completion – May 2011 (Estimated); Construction Start – January 2012 (Estimated if Funding is In Place); Construction Completion – January 2014 (Estimated if Funding is in Place)

Cost: Design – \$3,502,501; ROW – \$13,397,520 (Provided by TDOT); Construction – \$58,700,000 (Provided by TDOT)

Funding Source: Design – Bond Issue; ROW – Partially funded by City (Bond Issue) and TDOT; Construction – Currently not funded but anticipated to be 100% TDOT and FHWA funded

Status Update: All offers have been made to the property owners. Staff plans to condemn all outstanding property by the end of March. At this time we have made an agreement with 37 of the 45 property owners.

B. Hillsboro Road Improvements

BOMA Priority Ranking: #1

Key Dates: Design Start – March 24, 2008 (BOMA Approval); Design Completion – August 2011 (Estimated); ROW Start – January 2011; ROW Completion – August 2012 (Estimated); Construction Start – November 2012 (Estimated); Construction Completion – December 2014 (Estimated)

Cost: Design – \$1,324,221; ROW – \$3,000,000; Construction – \$21,701,425 (\$1,750,000 in State Approved Funding)



Funding Source: Design – Bond Issue; ROW – Bond Issue; Construction – Partially funded by City (Bond Issue) and TDOT

Status Update: See separate memo for Hillsboro status and discussion.

C. McEwen Drive, Phase III Improvements

BOMA Priority Ranking: #3

Key Dates: Design Start – July 13, 2004 (BOMA Approval); Design Completion – May 2010 (Estimated); ROW Start – February 2009; ROW Completion – March 2010 (Estimated);

Construction Start – February 15, 2011; Construction Completion – February 2012 (Estimated)

Cost: Design – \$544,000; ROW – \$1,200,000; Construction & CEI– \$7,818,484.05

Funding Source: Design – Capital Project Bonds and Street Aid; ROW – Approx. \$1,200,000 w/ Bond Fund, Remaining w/Road Impact Fee Offset Agreements; Construction – Capital Bonds and Road Impact Fees with TDOT reimbursement at 40/60

Status Update: A Pre-Construction Meeting for this project was held on 02/15/11. A Notice to Proceed was issued for this project at the conclusion of the pre-construction meeting. However, the contractor was informed that McEwen Drive could not be closed until Monday, 02/21/11, at the earliest. This delay in the closure of McEwen Drive allowed for the City to give notice of the road closure via email, web posting and physical signage. City Staff, our CEI consultant, the contractor and other pertinent parties have weekly project meetings, along with daily communication(s), to work through any issues that may arise during this project.

D. 3rd Avenue Extension

BOMA Priority Ranking: #6

Key Dates: Design Start April 11, 2006; Design Completion February 2011 ROW Start October 9, 2007; ROW Completion January 26, 2010; Construction Start May 2011 (Estimated);

Construction Completion June 2012 (Estimated)

Cost: Design \$65,725.00 (This number does not include design cost from the Bicentennial Park Project); ROW \$226,500.00; Construction \$7,644,884.00 (Based on Studio Eight Design's cost estimate dated 2/23/2009)

Funding Source: Design – Bond Issue; ROW – Bond Issue; Construction – Bond Issue/CMAQ Funding/TDEC Funding

Status Update: This project currently has STP funding from TDOT and a grant funding from TDEC and will require TDOT/TDEC approval prior to starting construction. All permits have been obtained. Staff is currently waiting on TDOT ROW approval. The Harpeth River Greenway Trail may move forward as a separate construction contract to avoid losing TDEC funding.

E. South Carothers Parkway Extension

BOMA Priority Ranking: #5

Key Dates: Design Start – July 10, 2007; Design Completion – March 2011 (Estimated); ROW Start – May 26, 2009; ROW Completion – March 2011 (Estimated); Construction Start – Not Funded; Construction Completion – Not Funded

Cost: Design – \$1,569,620.00; ROW – \$500,000.00 (Estimated); Construction – \$16,257,000 (Estimated)

Funding Source: Design – Bond Issue; ROW – Bond Issue; Construction – Not Funded
Status Update: The ROW and Design completion date has been revised. One out of eight properties are remaining to complete the ROW Acquisition Phase.

F. Columbia Avenue Streetscape Project

BOMA Priority Ranking: #2

Key Dates: Design Start – June 21, 2005 (BOMA Approval); Design Completion – October 5, 2009; ROW Start – August 2007; ROW Completion – October 2009; Construction Start – November 16, 2009; Construction Completion – October 23, 2010

Cost: Design – \$430,000; ROW – \$200,000; Construction – \$2,629,099.25

Funding Source: Design – Bond Issue; ROW – Bond Issue; Construction – Bond Issue with possible Buy America backing

Status Update: Construction is 99% complete. Some punch list items (like landscaping) will be completed once warmer weather arrives.

G. Carlisle Lane/Boyd Mill @ SR 96 West Signalization

BOMA Priority Ranking: #4

Key Dates: Design Start – October 9, 2007; Design Completion – May 2011 (Estimated); ROW Start – June 23, 2009; ROW Completion May – 2011 (Estimated); Construction Start – Not Funded; Construction Completion – Not Funded

Cost: Design – \$157,155.00; ROW – \$28,725.00 (Estimated); Construction – \$1,995,000.00 (Estimated)

Funding Source: Design – Bond Issue; ROW – Bond Issue; Construction – Not Funded

Status Update: Our Consultant is currently updating the design based on alignment change approved by BOMA.

H. Nichol Mill Lane

BOMA Priority Ranking: N/A

Key Dates: Design Start 2002; Design Completion - November 2010; ROW Start - 2003 (Estimated); ROW Completion - November 2010; Construction Start – February 2011; Construction Completion October 2011;

Cost: Design – \$110,280.00; ROW - \$821,226.00; Construction - \$1,237,503.56

Funding Source: Design – Bond Issue; ROW – Bond Issue; Construction – Bond Issue

Status Update: Construction has started. Nichol Mill will be closed starting March 1, 2011.

I. Mallory Station and General George Patton/Duke Drive Signalization

BOMA Priority Ranking: N/A

Key Dates: Design Start – October, 2007 (BOMA Approval); Construction Completion – June 2011 (Estimated);

Cost: Design – completed Aug. 2009 (\$3,000 for Project Manual Requested) CSX Transportation Const: \$124,010; Construction of signal \$358,072

Funding Source: General fund with \$140,000 in Developer contributions

Status Update: A Pre-construction meeting was held Jan. 26th. Construction began on Feb. 14th. Expect completion by June 2011.



J. TOC Phase 3 Software Project

BOMA Priority Ranking: N/A

Key Dates: Implementation Start – August 14, 2007 (BOMA Approval); Implementation Completion – March 2011;

Cost: Design – \$432,155;

Funding Source: Implementation – General Fund with TDOT STP reimbursement at 80/20. TDOT STP funding at \$509,600

Status Update: Formal training on CONCERT (Traffic Management) system has begun with full completion by April 1st. TACTICS (Traffic Signal) software was installed in September. MIT has purchased majority of components for conversion. TOC Staff continues working with TDOT authority to purchase CCTV video solution.

K. TOC Phase 3 Infrastructure and Upgrades Project

BOMA Priority Ranking: N/A

Key Dates: Design Start – October 14, 2008 (BOMA Approval); Design Completion – September 2009 ; ROW Start – N/A; ROW Completion – N/A; Construction Start – March 1, 2010 Awaiting TDOT NTP for Construction, anticipate by Jan. 2011; Construction Completion – Anticipate October, 2011

Cost: Design – \$238,531.00; ROW – N/A; Construction – \$487,000; CEI; \$200,000

Funding Source: Design – General Fund with TDOT reimbursement at 80/20; ROW – N/A ; Construction and CEI – General Fund with TDOT reimbursement at 80/20. TDOT STP funding for CEI of \$200,000 in current FY 2011 TIP.

Status Update: FHWA has permitted direct purchase of materials required to move forward on this project. TOC Staff meet with Engineering Consultant AECOM on Jan. 31st and Feb. 1st to define final design. CEI being negotiated currently. Anticipate Construction to go to bid in April.

L. Franklin ITS (ARRA 2009) Project

BOMA Priority Ranking: N/A

Key Dates: Design Start – January 15, 2010 (TDOT NTP for Design); Design Completion – Anticipate March 2010.; ROW Start – N/A ; ROW Completion – N/A; Construction Start – Anticipate Sept. 2010; Construction Completion – July,2011

Cost: Design – \$250,000 ; ROW – N/A ; Construction – \$1,048,520.70

Funding Source: Design – General Fund with TDOT reimbursement at 100%; ROW – N/A; Construction – General Fund with TDOT reimbursement at 100%.

Status Update: Construction underway. Completion at approx. 15-20%. Anticipated completion set for August 2011.

M. Cool Springs Traffic Signal Upgrade Project

BOMA Priority Ranking: N/A

Key Dates: Design Start – June 1, 2010 for modifications to I-65 SB ramp at Galleria Blvd.

Cost: Design – \$75,000; Project Admin - \$5,300; Construction – TBD

Funding Source: Design – General Fund; Construction – General Fund.



Status Update: Design at 100%. TOC Staff is bidding the Project to install 1 of the 3 projects in this program. This project includes a Pedestrian Signal installation at Bakers Bridge and North Carothers. Stansell Electric Company was the only Bidder with a bid price of \$87,827.00. This is over the budgeted amount and approximately \$30,000 more than the engineers estimate.

N. McEwen Drive at Wilson Pike Intersection Improvements Project

Key Dates: Design Start – October 2010; Design Completion – August 2011*; ROW Start – September 2011* ; ROW Completion – March 2012*; Construction Start – July 2012*; Construction Completion – July 2014*

*Denotes Estimated Date

BOMA Priority Ranking: N/A

Cost: Design – \$180,000; ROW – TBD \$; Construction – \$2,000,000 (Estimate)

Funding Source: \$1,000,000 from Williamson County Board of Education; Remaining Funding to come from Williamson County Facility Tax Fund

Status Update: On 01/31/11, staff met with Clinard Engineering to discuss preliminary plans and options for bridge widening over CSX railroad at McEwen Drive and Wilson Pike. It was decided to bring the viable options before the Capital Investment Committee on 03/10/11 for further direction.