

## MEMORANDUM

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June 2, 2011

TO: Board of Mayor and Aldermen

FROM: Eric S. Stuckey, City Administrator  
Eric J. Gardner, P.E., Director of Engineering  
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 2011 (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. At this time we have made an agreement with 40 of the 45 property owners. Properties that haven't been agreed upon have been sent for condemnation. Utility coordination continues and permits will be applied for soon.

#### **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 (\$1,875,000 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.

**C. McEwen Drive, Phase III Improvements**

**BOMA Priority Ranking:** #3

**Key Dates:** Design Start – July 13, 2004 (BOMA Approval); Design Completion – May 2010; ROW Start – February 2009; ROW Completion – March 2010; Construction Start – February 15, 2011; Construction Completion – March 2012 (Estimated)

**Cost:** Design – \$544,000; ROW – \$1,200,000; Construction & CEI – \$7,926,620.60

**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:** The footings for the south bridge, the longer of the two bridges, are complete. The contractor continues with major grading operations, installation of storm sewer lines, and construction of retaining walls. Additional geotechnical investigation was required on the North Bridge, due to the depths required to reach competent rock. Once reassessment of the bridge foundation design is complete, installation of North Bridge footings is expected to continue.

**D. 3<sup>rd</sup> 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 – October 2011 (Estimated); Construction Completion – October 2012 (Estimated)

**Cost:** Design \$65,725.00 (This number does not include design cost from the Bicentennial Park Project); ROW \$226,500.00; Construction \$5,138,000.00 (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 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 is moving forward as a separate construction contract to avoid losing TDEC funding and bids will be opened on June 9<sup>th</sup>.

**E. South Carothers Parkway Extension**

**BOMA Priority Ranking:** #5

**Key Dates:** Design Start – July 10, 2007; Design Completion – Four months after construction funding is approved (Estimated); ROW Start – May 26, 2009; ROW Completion – March 2011; 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:** Staff has obtained all ROW or currently has agreements in place to obtain the ROW. Staff is currently waiting on construction funding prior to finalizing bid documents.

**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 (Except for punch list items)

**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. Streetlight issue is now corrected. The Final Change Order (including a time extension request) is currently being reconciled with the contractor.

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

**BOMA Priority Ranking:** #4

**Key Dates:** Design Start – October 9, 2007; Design Completion – October 2011 (Estimated); ROW Start – June 23, 2009; ROW Completion July – 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. Final ROW documents expected this month. Meetings with the Carlisle HOA are being set up this month to work through the acquisition of their property.

**H. Nichol Mill Lane**

**BOMA Priority Ranking:** N/A

**Key Dates:** Design Start 2002; Design Completion - November 2010; ROW Start - 2003; 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. Private utilities have been relocated. Sanitary sewer is being relocated and grading work will follow.

**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:** Construction began on Feb. 14<sup>th</sup>. Expect completion by June 2011. The signal bases have been installed. Milling is complete and paving of Mallory Station (including the portion where Mallory Valley installed their waterline) will begin on June 3<sup>rd</sup>.

**J. TOC Phase 3 Software Project**

**BOMA Priority Ranking:** N/A

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

**Cost:** Design – \$432,155;

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

**Status Update:** TOC Staff continues working with vendor, Siemens, to resolve issues with traffic web page and cable TV components of new traffic management system.

**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 – July 2011 (Estimated); Construction Completion – April 2012 (Estimated)

**Cost:** Design – \$238,531.00; ROW – N/A; Construction – \$425,000; CEI; \$153,003

**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. MIT is currently testing. CEI for the project was approved in March. Anticipate Construction to go to bid in June.

**L. Franklin ITS (ARRA 2009) Project**

**BOMA Priority Ranking:** N/A

**Key Dates:** Design Start – January 15, 2010 (TDOT NTP for Design); Design Completion – March 2010; ROW Start – N/A; ROW Completion – N/A; Construction Start – Sept. 2010; Construction Completion – August 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. Backbone work on major routes such as Mallory Lane and Carothers Parkway are complete. The contractor is currently focusing on side branches and tie-ins. Completion at approx. 45-50%. 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:** The award for COF Project 2011-0006 Bakers Bridge Avenue / Carothers Parkway Pedestrian Traffic Signalization to S & W Contracting Company, Inc. was approved by BOMA on Tuesday May 24, 2011. The contract documents for the amount of \$25,647.50 are in the process of being signed.

**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:** See separate memo.





## MEMORANDUM

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June 09, 2011

**TO:** Board of Mayor and Aldermen

**FROM:** Eric Stuckey, City Administrator  
David Parker, City Engineer/CIP Executive  
Eric J. Gardner, P.E., Director of Engineering  
William G. Banks, Staff Engineer I

**SUBJECT:** Hillsboro Road Improvements Project  
Status Update (No. 2)

### Purpose

The purpose of this memorandum is to update the Board of Mayor and Aldermen (BOMA) on the progress of the Hillsboro Road Improvements Project.

### Background

For the February and March Capital Investment Committee (CIC) meetings, a project status update was submitted to the Board for the Hillsboro Road Improvements Project. In this first progress update, the following was explained:

“Recent meetings with the TDOT Local Programs Office have led to reworking the existing Local Programs Grant of \$1,250,000 and the Transportation Enhancement Grant of \$500,000.00, so the City could move forward with the project in a timely manner. To do this, the original project limits had to be redrawn. Two separate project sections were created, a fully City-funded Roadway Improvements section from SR96W to Joel Cheek Blvd. and a smaller City/State funded Intersection Improvements section from Joel Cheek Blvd. to Mack Hatcher Pkwy. For clarification sake in this memo only, the projects will be referred to as the City Project and the State Project. This change allowed TDOT to grant the City approval to move forward with the ROW Phase on the Roadway section, since no State funds were involved. We have already begun the property title search process, and will start the property appraisal process soon. The State Project will still need further approvals from TDOT before the City can move forward to the ROW Phase for that section.”

Currently, we are now moving full speed with the ROW Acquisition Process (for the City Project). The City held a ROW Acquisition Public Meeting on May 12, 2011, which explained to the property owners how the acquisition process works. The PowerPoint Presentation is up on the City website: <http://www.franklintn.gov/index.aspx?page=793> (located under Engineering Department/City Projects/Road Projects/Hillsboro Road).

The following explanations discuss the project status in more detail:



***Design Phase:***

ROW plans were completed in late 2009. We have begun working on the construction plans now that we are once again moving forward with the Project (awaiting State approvals held us up for quite awhile). Construction plans will continue to be developed during most of the ROW phase. Property owner concerns and ROW negotiation conditions will be incorporated into them during this time.

***Right-of-Way Acquisition Phase (Estimated Completion - Summer 2012):***

Items of interest -

- We have estimated the acquisition process taking at least a year to complete. We have 63 properties that require ROW and/or easements. On April 26, 2011, BOMA approved Professional Services Agreements with two appraisal firms, Standifer and Associates (not to exceed amount of \$72,000) and B.G. Jones and Company (not to exceed amount of \$53,000). Before they could begin appraising the properties, surveyors needed to stake the furthest ROW and easement lines. This was completed around May 23, 2011. The City has now scheduled to meet with the appraisers in the field to go over how they will assess the impacts of the improvements (using the staked easements as reference points for their determinations). Once the appraisals and review appraisals are complete, offers will be made to the property owners. We estimate this to start in late June or early in July. Staff will schedule meetings with the individual owners to go over the appraisals and right of way documents, hopefully negotiating these out in a timely manner.
- Per Resolution 2009-22, BOMA authorized the full property acquisitions of 302, 306, and 310 5<sup>th</sup> Avenue North. These full property takes were presented to the Board because the roadway improvements eliminate all existing parking. The businesses currently utilize existing State ROW for customer parking, but this ROW will now be used for sidewalk, streetlights, etc. The City has recently made progress with this item by purchasing 306 5<sup>th</sup> Avenue North. This property's future use has not been determined, but could possibly be used for customer parking for 302 and 310 5<sup>th</sup> Avenue North (this has been discussed as one possible use of the property). We are moving ahead with total acquisitions of 302 and 310, since our current electrical design utilizes 302 for a large MTEMC switch pad. If BOMA wishes to revise Resolution 2009-22 and no longer require the acquisitions of 302 and 310 (e.g. because of high appraisal values, etc.), additional design work will be required, along with revising the appraisal and review appraisal. Once the appraisals are completed for 302 and 310, and we gather input from the property owners, we will request further instructions on this issue from the Board.
- Many of the property owners have already expressed concerns with the project impacts (e.g. loss of trees along the residential area). We expect multiple meetings with the owners to discuss their concerns, which is a large reason we anticipate the year long process. One property that will require extra time is located on the NE corner at 5<sup>th</sup> Avenue North and Bridge Street (owned by CHHM Properties, LLC.). The sidewalk and brick screening walls designed here will affect their parking layout, and may also restrict how they access the property. Appraisal damages may be excessive because of the property impacts. Because of this, we are already looking at alternate layouts for the property, which will hopefully mitigate any substantial settlements or condemnation judgments.





- In the next couple of months staff will bring a resolution authorizing condemnation to BOMA for approval. The City anticipates at least a couple of properties will have to be condemned. If or when certain property owners do not agree to the negotiations, condemnation proceedings will begin by obtaining an order of possession.

***Construction Phase (Estimated Start - Fall 2012, Completion - Fall 2014):***

Once the ROW Phase is nearing completion in the summer of 2012, the bidding phase will start the summer of 2012. The overall construction timeframe for the project is estimated to commence in late Fall 2012. But, because more stringent approvals are required for the State Project, it is difficult to determine how the TDOT requirements will affect the timeline. It is estimated that the construction phase may be delayed up to a year; then commencing in late Fall 2013. In accepting Amendment #1 to the Local Programs Grant and the Transportation Enhancement Grant (BOMA approved March 8, 2011), the City must adhere to the requirements of TDOT which include updating the existing environmental studies (and possibly performing additional studies). We do not know the extent of the requirements at this time, but we are working with TDOT to gather the correct data for their review. These agreements were revised so that the City could move forward with the ROW Phase. Had these agreements not been revised, the current ROW Phase approvals may have been pushed back another 10-14 months.

**Recommendation**

None at this time; this is for information only. Staff will continue to monitor any potential delays associated with the State Project. If at some point, it appears that the State Project will not be ready to go to construction at the same time as the City Project (which is currently estimated at Fall 2012), staff will inform the Board and a decision can be made on continuing to work toward accepting the grants or turning them down.





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## MEMORANDUM

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June 2, 2011

TO: Board of Mayor and Aldermen

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

SUBJECT: McEwen Drive at Wilson Pike Intersection Improvements Project.

### **Purpose**

The purpose of this memorandum is to update the Board of Mayor and Alderman (BOMA) about progress on the design of the McEwen Drive at Wilson Pike Intersection Improvements Project.

### **Background**

As part of the Breezeway School project, the City and Williamson County Board of Education (WCBE) entered into an agreement to make certain road improvements that were identified in the school's traffic study. Staff has determined that the improvements at the intersection of McEwen Drive and Wilson Pike will address the most traffic mitigation and have identified this project as the highest priority.

A Professional Services Agreement with Clinard Engineering Associates (CEA) was approved by BOMA on September 28, 2010 for the design of this project. In the scope of services, CEA was to submit design options in February and have done so. A Power Point was prepared and presented at the Capital Investments Committee meeting on March 10, 2011 to discuss the different options for design. At the end of the presentation on March 10<sup>th</sup> the Committee members stated that they did not want to choose a design option until the CIP for FY 2011-15 was prioritized and approved.

It is understandable that this was requested, but the timeframe for completing this project and utilizing the County's money requires that a decision be made very soon. The agreement required that the money be obligated by October 2012. The schedule with CEA had plans being completed and bidding taking place in May 2012 (award would be May/June 2012), leaving a few months to work with and stay on budget. However, it was anticipated that an alignment would have been approved so that preliminary plans would have been submitted in April 2011. Without a decision on the alignment, this project risks not being completed in time for awarding the contract prior to the October 2012 date.

At this time, staff feels that it is necessary to receive direction from the BOMA before proceeding with the design. Staff looked at the options that were presented in March and modified them to come up with a hybrid option that stayed closer to the \$2 Million budgeted but designed for a bridge that would be sufficient for traffic over the next 15-20 years. The total cost (\$2,240,000) submitted in the latest CIP listing for the Board to prioritize takes into account the cost for the hybrid option.

### **Financial Impact**

As discussed above, approximately \$2 million of funding for this project was identified in September of 2010. This funding consisted of \$1 million of dedicated funds provided by Williamson County Schools and



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another approximately \$1 million from the Williamson County Facilities Tax funds received by the City. Since that time, the City has received an additional \$383,096.81 in County Facilities Tax funds for the period July 2010 through April 2011. A portion of these funds could be earmarked for this project and the “hybrid” design.

### **Recommendation**

It is recommended that the City proceed with the proposed hybrid design for the improvements at McEwen and Wilson Pike with additional funding drawn from the revenue received by the City for its portion of the Williamson County Facilities tax fund.