



# MEMORANDUM

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May 26, 2017

TO: Board of Mayor and Aldermen (BOMA)

FROM: Eric Stuckey, City Administrator  
Paul Holzen, City Engineer/Director of Engineering  
Jonathan Marston, Assistant Director of Engineering  
William banks

SUBJECT: History of Columbia Avenue Widening & Improvements Project

## Timeline

### 2001

City contracted with Fischbach Transportation Group, Inc. (FTG) and Sullivan Engineering, Inc. (SEI) to complete and Advance Planning Report (APR) for Columbia Avenue (SR-6/US-31) from Mack Hatcher Parkway (SR-397) to Cleburne Street.

### October 5, 2001

A field review was conducted and attended by representatives of FTG, SEI, City of Franklin, and TDOT.

### March 13, 2002

FTG submitted a draft APR to the City for review and approval

### March 20, 2002

City of Franklin held a public meeting to present APR. Subsequently, the BOMA voted to withhold the study from consideration by TDOT, primarily because of concerns about the project's impact to historic properties between Downs Boulevard and Cleburne Street.

### July 27, 2004

State Senator Jim Bryson and State Representative submitted a letter to TDOT requesting re-examination of the need to improve Columbia Avenue, between Mack Hatcher Parkway and Fairground Street, to a 5-lane facility.

### August 10, 2004

TDOT agreed to conduct a feasibility study to evaluate the request for an improved Columbia Avenue.

### August 17, 2004

City submitted copies of the discontinued 2002 draft APR and public meeting transcript to TDOT.



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## December 2004

The BOMA approved contract with FTG to update and complete the APR for Columbia Avenue

## January 2005 – April 2006

FTG worked with the City to develop cross-sections and access management strategies that would complement the City's goals for vehicle capacity, traffic flow, and aesthetics on the Columbia Avenue corridor.

## October 19, 2005

The Executive Board of the Nashville Area Metropolitan Planning Organization (MPO) adopted the 2030 Long Range Transportation Plan (LRTP), which included, in Appendix B: 2030 LRTP Project List, the Columbia Avenue project, from Mack Hatcher Parkway to Downs Boulevard.

## September 26, 2006

The BOMA approved a contract with FTG to develop a Transportation Planning Report (TPR).

## March 28, 2007

TDOT initiated a contract with Long Engineering for the preparation of a TIER 2 Study for Columbia Avenue, from Mack Hatcher Parkway to Downs Boulevard.

## June 21, 2007

Draft TIER 2 Study submitted to TDOT.

## June 25, 2007

Draft TIER 2 Study submitted to Nashville Area MPO for approval.

## August 10, 2007

A field review was conducted and attended by the City, FTG, SEI, TDOT, and the Federal Highway Administration (FHWA).

## January 23, 2008

As a part of the development of the TPR, a public meeting was held to discuss the "Build" conditions and solicit comments.

## November 17, 2010

TDOT approved the final TPR for Columbia Avenue.

December 15, 2010

The Nashville Area MPO adopted the 2035 Regional Transportation Plan (RTP), which included, in Appendix A: 2035 RTP Project List, the Columbia Avenue project. The MPO also adopted the fiscal years (FY) 2011-2015 Transportation Improvement Program (TIP), which included the Columbia Avenue project. However, the Columbia Avenue project was only shown as locally funded through design and right-of-way.

December 11, 2013

The MPO adopted TIP for FYs 2017-2017, which included Columbia Avenue as a funded project. A funding breakdown of 80% federal funds and 20% local funds was programmed for Columbia Avenue.

March 13, 2014

The BOMA approved Resolution 2014-13, adopting a funding plan for the FY 2014-2018 Capital Investment Program (CIP). Included in this CIP was \$821,500 for the design of Columbia Avenue Improvements, from Mack Hatcher Parkway to Downs Boulevard.

May 6, 2014

Because Columbia Avenue is both a federal and a state route, the City asked TDOT to participate in the project by providing the 20% local match with state funds.

June 4, 2014

TDOT agreed to participate in the Columbia Avenue project by using state funds as the 20% match to the 80% federal funds.

September 9, 2014

The BOMA approved Resolution 2014-63, which authorized the Mayor and City staff to submit the Project Initiation Form and Checklist to TDOT for the Columbia Avenue project.

June 7, 2015

Public advertisement for Letters of Interest (LOIs) and Statements of Qualification (SOQs) for design services on the Columbia Avenue project was issued.

July 8, 2015

City receives LOIs and SOQs from 16 engineering firms interested in the Columbia Avenue project.

July 14, 2015

The BOMA approved the Local Agency Project Agreement (COF Contract No. 2014-0289) with TDOT to begin the Columbia Avenue project.

September 14-15, 2015

City staff interviews top 5 scoring engineering firms.

October 13, 2015

The BOMA approved Resolution 2015-82 to authorize staff to enter contract negotiations with Barge Waggoner Sumner and Cannon, Inc. (BWSC) for the Preliminary Engineering Phase (Environmental Only) for the Columba Avenue project.

February 9, 2016

The BOMA approved a contract with BWSC for the Preliminary Engineering – National Environmental Policy Act (PE-NEPA) phase of the Columbia Avenue project.

February 17, 2016

The MPO adopted “Middle Tennessee Connected 2016-2040 Regional Transportation Plan,” which included, in Appendix A: Cost-Feasible and Illustrative Project Lists, Columbia Avenue Widening in the 2020 Horizon Year.

February 22, 2016

City held kick-off meeting with BWSC for the Columbia Avenue Widening & Improvements Project.

May 17, 2016

First (1<sup>ST</sup>) public meeting, as a part of the PE-NEPA phase, was held at Rolling Hills Community Church. This was an open-house style meeting to gather input from the public.

September 27, 2016

City staff presented summary of 1<sup>ST</sup> public meeting to BOMA.

October 25, 2016

City staff and project team gave presentation on access management strategies and techniques to the BOMA.

November 16, 2016

The MPO adopted the TIP for FYs 2017-2020. This TIP correctly shows the Columbia Avenue project funding distribution as 80% federal and 20% state.

January 24, 2017

City staff and project team presented 3 preliminary design options for Columbia Avenue to the BOMA.

January 31, 2017

Second (2<sup>ND</sup>) public meeting, as a part of the PE-NEPA phase, was held at City Hall. City staff and the project team presented the 3 preliminary design options to attendees. The remaining time was utilized as an open-house to answer questions about the presented options.

May 16, 2017

Third (3<sup>RD</sup>) public meeting, as a part of the PE-NEPA phase, was held at City Hall. City staff presented the 3 design options with a summary of the reasons each option was developed. The remaining time was utilized as a town hall forum to allow attendees to publicly state their concerns and questions.