



Legislation Text

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TO: Board of Mayor and Aldermen

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

SUBJECT:

Consideration of Resolution 2017-43, A Resolution to Select The Corridor Design Concept for the Columbia Avenue Widening & Improvements Project (Referred from 06/13/17, 6/27/17, 7/11/2017 WS, and 08/30/17 WS)

Purpose

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning the consideration of various design alternatives related to the Columbia Avenue Improvements Project and Resolution 2017-43, A Resolution to Select the Corridor Design Concept for the Columbia Avenue Widening & Improvements Project (TDOT PIN 121454.00.)

Background

In 2006, the City of Franklin began the process of completing a Transportation Planning Report (TPR) for Columbia Avenue (SR-6/US-31), between Mack Hatcher Parkway (SR-397) and Downs Boulevard. The purpose of this TPR was to demonstrate the need for improvements to this section of Columbia Avenue. In 2008, as a part of the development of the TPR, a public meeting was held to discuss potential improvements to Columbia Avenue. The Tennessee Department of Transportation (TDOT) approved the final TPR in November 2010. The functional plans that were developed as a part of the TPR process showed an improved Columbia Avenue consisting of:

- 5-lane typical section (with two-way left-turn lane), from Mack Hatcher Parkway to Southeast Parkway and from Confederate Drive to Downs Boulevard,
- 4-lane, median divided typical section, from Southeast Parkway to Confederate Drive,
- Curb & Gutter drainage,
- Sidewalks on both sides of Columbia Avenue,
- Bike Lanes (on-street) from Mack Hatcher Parkway to Alpha Drive, and
- Use of Access Management strategies (i.e. limited driveway cuts, right-in-right-out, etc.)

In December 2013, the Nashville Area Metropolitan Planning Organization (MPO) formally adopted the

Transportation Improvement Program (TIP) for fiscal years (FY) 2014-2017, which programmed a total of \$21,000,000 toward the Columbia Avenue (SR-6/US-31) South Widening project. The initial breakdown of fund participation by agency was 80% federal funds (e.g. \$16.8M) and 20% local funds (\$4.2M). Because Columbia Avenue is both a federal and state route, the City of Franklin requested that TDOT participate in the project by funding the 20% local match with state funds. In June 2014, TDOT agreed to provide the 20% matching funds.

Since early 2016, the City of Franklin has been working with Barge Waggoner Sumner and Cannon, Inc. to complete the Preliminary Engineering - National Environmental Policy Act (PE-NEPA) phase of the Columbia Avenue Widening & Improvements Project. The PE-NEPA phase is the first major step in the development of a transportation project. The final PE-NEPA document will include technical studies (i.e. archeology, natural resources, noise, air quality, etc.) and functional-level roadway plans (e.g. conceptual.)

Because the actual development of this project began several years after the approval of the TPR, staff recommended an increased level of public involvement. To this end, three (3) public meetings have been held for the Columbia Avenue Widening & Improvements Project:

- *1ST Public Meeting* - Open-house style meeting to listen to public concerns about Columbia Avenue.
- *2ND Public Meeting* - Presentation of three (3) design concepts and open-house style interaction to discuss presented options.
- *3RD Public Meeting* - Presentation of data used to develop design concepts and town hall style forum to allow attendees to publicly voice their concerns and opinions.
- *4th Public Meeting* - Presentation of two (2) design concepts and open-house style interaction to discuss options.

At this time, a selection of a preferred design concept, by the BOMA, is needed in order to finalize the PE-NEPA phase. The two (2) options presented by Resolution 2017-43 are:

- 5-Lane Concept, With Access Control
- Roundabout Corridor Concept, and

Exhibit(s) of the presented options are included as attachments to the Resolution. Also included is a more detailed listing of the project history.

Financial Impact

There is no immediate financial impact to the selection of a design concept. However, the various options do result in different right-of-way impacts and construction costs. These costs will be developed as a part of the final design phase of this project. As noted above, the entire costs of this project are to be funded through state and federal sources.

Recommendation

Staff recommends approval of Resolution 2017-43, with a preferred design concept as selected by the BOMA.