



# City of Franklin

109 3rd Ave S  
Franklin, TN 37064  
(615)791-3217

## Meeting Agenda

### Work Session

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Tuesday, June 14, 2016

5:00 PM

Board Room

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#### Call to Order

#### Citizen Comments

#### WORKSESSION DISCUSSION ITEMS

1. [16-0502](#) Consideration of Event Permit Application for St. Paul's BBQ on July 23, 2016 in Downtown Franklin Sponsored by St. Paul's Episcopal Church (06/14/16 WS)  
  
**Sponsors:** Deb Faulkner  
**Attachments:** [St. Paul's BBQ 2016 App](#)
  
2. [16-0460](#) PUBLIC HEARING: Consideration of Resolution 2016-25, to Be Entitled: "A Resolution Approving a Revised Development Plan for the Berry Farms Town Center PUD Subdivision, for the Property Located East of Lewisburg Pike and North of Goose Creek Bypass"; (05/26/16 FMPC 9-0; 06/14/16 WS, Deferred by BOMA at 07/12/16)  
  
**Sponsors:** Ald. Ann Petersen and Josh King  
**Attachments:** [Highlighted Town Center Pattern Book pgs 19-24-27 updates](#)  
[Town Center Pattern Book pg 19 24 and 27 revisions.pdf](#)  
[MAP\\_BFTC\\_rESOLUTION2016-025.pdf](#)  
[Conditions of Approval\\_01](#)  
[2016-25 RES LAW APPROVED Berry Farms PUD Revision with attachments](#)  
  
**Legislative History**  

|         |                                        |                                                                        |
|---------|----------------------------------------|------------------------------------------------------------------------|
| 5/26/16 | Franklin Municipal Planning Commission | recommended favorably to the Board of Alderman and to the Work Session |
|---------|----------------------------------------|------------------------------------------------------------------------|

3. [16-0469](#) Consideration of Ordinance 2016-005, To Be Entitled: "An Ordinance To Amend Various Chapters Of The City Of Franklin, Tennessee, Zoning Ordinance Pertaining To The Approval Of Development Plans, Site Plans And Vested Property Rights."; (05/26/16 FMPC 9-0; 06/14/16 BOMA 1st Reading 8-0; Deferred by BOMA at 07/12/16; 08/09/16 BOMA 7-0 2nd Reading) THIRD AND FINAL READING
- Sponsors:** Ald. Ann Petersen
- Attachments:** [Ordinance 2016-005 Vested Property Right Ordinance Law Approved 2](#)  
[Powerpoint Ordinance 2016-005 Vested Property Rights 4-8-16](#)
- Legislative History**
- |         |                                        |                                                                        |
|---------|----------------------------------------|------------------------------------------------------------------------|
| 5/26/16 | Franklin Municipal Planning Commission | recommended favorably to the Board of Alderman and to the Work Session |
|---------|----------------------------------------|------------------------------------------------------------------------|
4. [16-0519](#) \*Consideration of Resolution 2016-34, A Resolution to Amend the City of Franklin Human Resources Manual Requirement Related to Minimum Increases for Promotions
- Sponsors:** Eric Stuckey, Shirley Harmon and Chris Clausi
- Attachments:** [RES 2016-34 Amend HR manual min pay increase for promotions Law Approv](#)
5. [16-0473](#) \*Consideration of Resolution 2016-36, A Resolution to Accept and Recommend Approval of the 2016 Multimodal Major Thoroughfare Plan to the Franklin Municipal Planning Commission. (06/14/16 WS)
- Sponsors:** Eric Stuckey and Paul Holzen
- Attachments:** [Res 2016-36 CTNP Acceptance - Law Approved](#)  
[Connect Franklin Book DRAFT 160627.pdf](#)  
[MackHatcher Inside.pdf](#)  
[CTNP BOMA WS Presentation 160614.pdf](#)
6. [16-0401](#) Discussion Regarding the Development of the 2017-26 Capital Investment Program
- Attachments:** [CIP \(Eng\) Presentation FY2016-2017 4-19-2016 Final](#)  
[CIP 2017-2026 DRAFT \(4-1-2016\) GRANICUS](#)  
[CIP StrategicPlanCriteria](#)  
[CIP Tiers Category Rev1.pdf](#)  
[CIP Tiers Combined Rev1.pdf](#)  
[Parks CIP 2017-2026lrc5316.pdf](#)  
[Eng - Additional Projects.pdf](#)  
[Wtr presentation](#)  
[CIP FY2016-2026 BOMAEvaluationSheet.xlsx](#)  
[Eng Additional Projects 2](#)
- Legislative History**



|         |                              |                              |
|---------|------------------------------|------------------------------|
| 4/28/16 | Capital Investment Committee | acknowledged                 |
| 5/5/16  | Work Session                 | acknowledged                 |
| 6/7/16  | Work Session                 | referred to the Work Session |

**Other Business****Adjournment**

Anyone requesting accommodations due to disabilities should contact ADA coordinator at 791-3277.



# City of Franklin

## Special Event Permit Application

*Application is Due 90 Days Prior to Scheduled Event.  
Please read application carefully and fully complete each section.  
A non-refundable application fee of \$100 is due at time of filing.*

**Note: Filing this application does not guarantee that you request will be granted.**

**Please list all that apply:**

- BBQ

- Name/purpose of event:** St. Paul's BBQ
- Location Requested:** (if Temporary Street Closure, list major roads to be closed):  
Temporary street closure of 6th avenue (between Fair and Main Street)
- Date or dates of event:** 07/23/2016
- Start/End Times of Event:** 3:00 pm to 8:00 pm  
What date/time will set-up begin? 07/22/2016 7:00 PM  
What date/time will tear-down be complete? 07/23/2016 9:00 PM  
*\*Note: Event is responsible for cost of staff required during this time (including Franklin Police Officers). Read Additional Requirements section for more information).*
- Time of Street Closure** (if applicable): 8:00 am to 8:00 pm Saturday July 23rd
- An estimated number expected to attend during the course of the event:**  
Spectators/Attendees: 500                      Event Staff/Volunteers: 50                      Total: 550
- Name of applicant and Organization Requesting Permit:**  
Phil Pace - St Pauls Episcopal Church  
**a) Address:** Main Street  
Franklin, TN 37064  
**b) Phone:** 615-298-9907                      **c) Cell:** 615-533-2339                      **d) Fax:** 615-298-1024  
**e) E-mail address:** philp@consecogroup.com
- DETAILED description of event** (use additional sheets):  
56th Annual Church BBQ for St Pauls Episcopal Church

- ENCLOSE A DETAILED MAP** of event site and/or route, detailing any temporary or permanent structures, street closures, parking, etc. If applicable, list the location, blocks, streets, and/or intersections in which such event will occur. **For large-scale events, map should be obtained from the City's GIS division**

**Please detail any restricted parking areas on the event map.**

**Event Map:** [Permit Map.pdf](#)

- Person in charge on day of event:** Jason Riddle  
**Cell:** 615-545-8259

**E-mail address:** jriddle@lbmc.com

11. **Name and Cell Number of at least two others available on day of event:**

**Name:** Phil Pace

**Cell:** 615-533-2339

**E-mail address:** philp@consecogroup.com

**Name:** Josh Sutherland

**Cell:** 615-347-6284

**E-mail address:** josh-sutherland@dasfortus.com

12.

Please attach a list containing the names, addresses, and phone numbers of the Chairperson of the organization and all other persons involved in the management or control of organization and/or committee.

**Administrative Contact List:** [Admin Folder.pdf](#)

13. **Where is your organization based?** Williamson County

14. **Is your organization authorized to do business in Tennessee?** Yes

15. **Is your organization a tax-exempt organization as described by the Internal Revenue Code Section 501(c)(3) or a not-for-profit organization?** Yes

IRS tax exemption letter: [Admin Folder.pdf](#)

16. **Will you charge an admission fee?** No

*Average admission fee:*

17. **Will you charge a vendor participation fee?** No

*Average vendor participation fee?*

18. **Total Estimated Revenue from vendors, ticket sales, and sponsorship to event organizer:**

19. **Will any charity, gratuity, or offers be solicited or accepted during the event?** No

20. **Is this event a fundraiser?** No

*What organization will be the benefactor of event?*

*What percentage of funds will they receive?*

21. **Will parking in the area of the event need to be restricted or prohibited?** No

22. **Will any sound amplification equipment be used during the event?** No

23. **Applicant must also include a copy of that company's insurance certificate indicating coverage and listing the City of Franklin as additional insured.**

\*\*\*For stages, tents, inflatables, etc. constructed on site prior to the event, that date must be included on Certificate of Insurance provided to the City of Franklin. Stages MUST be removed from site at end of event. \*\*\*Rented inflatables/interactives that are set-up and manned by applicant must be included specifically in applicant's Certificate of Insurance.

**If you already have your insurance certificate, please upload it now. Otherwise your insurance certificate will need to be submitted before your event is approved.**

**Insurance Certificate:**

24. **What, if any, vendors will be present at event?** (i.e. medical related, shirts, arts, etc.) **Please provide detailed list.** No vendors are present

25. **Will food, beverages, or merchandise be sold or given away?** Yes

Clean-up of the area is required. Please attach your clean-up and recycling plan, including name of clean-up provider with contact information for person who will be on on-site during event. See Question #26.

**Clean Up Plan and Provider:** [Admin Folder.pdf](#)

26. Events under 200 participants require a \$250 refundable security deposit at the time of approval. For events over 200, a \$1000 security deposit is required upon approval. If the applicant fails to restore the property to its prior condition, then the applicant shall be responsible to the City of Franklin for any costs incurred in restoring the property after the event. Surrender of the deposit in no way relieves the applicant of the responsibility for any costs incurred by the City of Franklin in excess of the deposit. Applicant's event coordinator or representative and a City of Franklin representative will conduct a Pre-Event meeting prior to event date for Pre-Event Check List Site Review. *At the end of the event, a Post-Event Check List shall be completed by the Applicant's event coordinator, or representative, and a City of Franklin representative to re-assess the site for trash and damage, and to secure with caution tape and signage (provided by event group) any tents left for removal.* Damage deposit will be refunded after a satisfactory Post Event Check List has been completed and signed off on by both the City of Franklin and organization requesting event. **\*NOTE:** Events that include deep frying cooking oil operations are required to have a grease pit on-site and contract with a grease waste hauler to handle the grease waste and removal of the grease pit. A copy of this agreement shall be filed along with this application. The primary event sponsor is required to remove all cooking grease from the site immediately after the event. Illegal dumping of cooking grease will be prosecuted. *Please read Additional Requirements section of this application for more information.*
27. **Will you require a temporary water tap?** No  
*If yes, please list exact locations:*
28. **Will alcohol, beer, and/or wine be given away or sold?** No  
*If yes, a permit from the relevant board is required. Please read Additional Requirements section of this application for more information.*
29. **Will your event include tents or other temporary structures, propane use, or open flames?** Yes  
Tents 400 sq. ft. or larger (or, if cooking operations are under the tent, 200 sq. ft. or larger) require permitting from Franklin Fire Department. Safety measures must be provided on all tents, especially those set-up prior to the actual event. Tents should be taken down the date the event has ended. *Please read Additional Requirements section of this application for more information.*
30. **Attach Good Neighbor Letter and Mailing List used.** *Please read Additional Requirements section of this application for more information.*  
**Good Neighbor Letter:** [BBQ letter to apartment residents signed 2016.doc](#)  
**Good Neighbor Letter Mailing List:** [Admin Folder.pdf](#)



# Rules and Regulations

**Please Read All Attachments Before Signing Application.**

1. I/We agree to abide by all ordinances and regulations of the City of Franklin and all conditions placed upon the event by the City Administrator and the Board of Mayor and Aldermen.
2. I/We do swear or affirm that all of the information given in this application is true and complete.
3. I/We do hereby agree to assume the defense of and indemnify and save harmless the City, its mayor, aldermen, boards, commissions, officers, employees and agents, from all suits, actions, damages or claims to which the City may be subjected of any kind or nature whatsoever resulting from, caused by, arising out of or as a consequence of such event and the activities permitted in connection there with.
4. I/We agree to submit a certificate of insurance prior to the event in an amount determined by the City naming the City of Franklin and its employees as additional insured. The City may require the sponsor and/or vendor provide higher levels of insurance, coverage, and policies as deemed reasonable and necessary based on specific event risk factors and review by the City's insurer.
5. I/We agree, if holding the special event on City property, to return the site to its pre-event condition at the conclusion of the event.
6. I/We agree to provide a copy of the signed Event Application to any vendors, planners, and related parties associated with the event to ensure they are familiar with the guidelines set forth herein.
7. I/We understand that I/we assume the responsibility of the actions of any vendors, planners, and related parties for this event.
8. I/We understand that granting of Special Event Permit does not imply granting of other permits that are separately required.
9. The application for an event permit shall be filed not less than 90 days nor more than 364 days prior to the scheduled date of such event. Suggested filing is at least 180 days prior to scheduled event. Events should not be advertised or promoted until an event permit has been obtained from the City. Failure to file in a timely manner may result in denial of a permit.
10. I/We understand that event permit holders may be responsible for 100 percent of the costs incurred by the City for staff time and resources.

By: \_\_\_\_\_ Date: \_\_\_\_\_  
(Signature and title – must be officer of organization)

Approved by the Board of Mayor and Aldermen on \_\_\_\_\_, 20\_\_\_\_.

\_\_\_\_\_  
Dr. Ken Moore, Mayor

\_\_\_\_\_  
Eric S. Stuckey, City Administrator

***Return application to:***

City Administrator's Office  
City Hall  
109 Third Ave South  
Franklin, TN 37065  
615-791-3217  
615-790-0469 (FAX)

Claire Gaddis  
Parish Administrator  
St. Paul's Episcopal Church  
510 W. Main Street  
Franklin, TN 37064  
(615) 790-0527  
[claire@stpaulsfranklin.com](mailto:claire@stpaulsfranklin.com)

June 15, 2016

Dear Neighbor:

St. Paul's will be hosting our 56<sup>th</sup> Annual Barbecue on Saturday, July 23rd from 3:00 pm until 8:00 pm. As we've done in the past, we received permission from the City to close off 6<sup>th</sup> Avenue on the day of the event so that we can set up a tent with tables and chairs.

We realize that this blocks access to your parking area and we apologize for placing this inconvenience upon you.

We'd suggest that you park your car on West Main Street or Fair Street either Friday evening or early Saturday morning as the tent company usually sets up by mid morning on Saturday.

We've enclosed two (2) complimentary tickets for your use and we hope you can join us or if you'd like – pick up food for carryout.

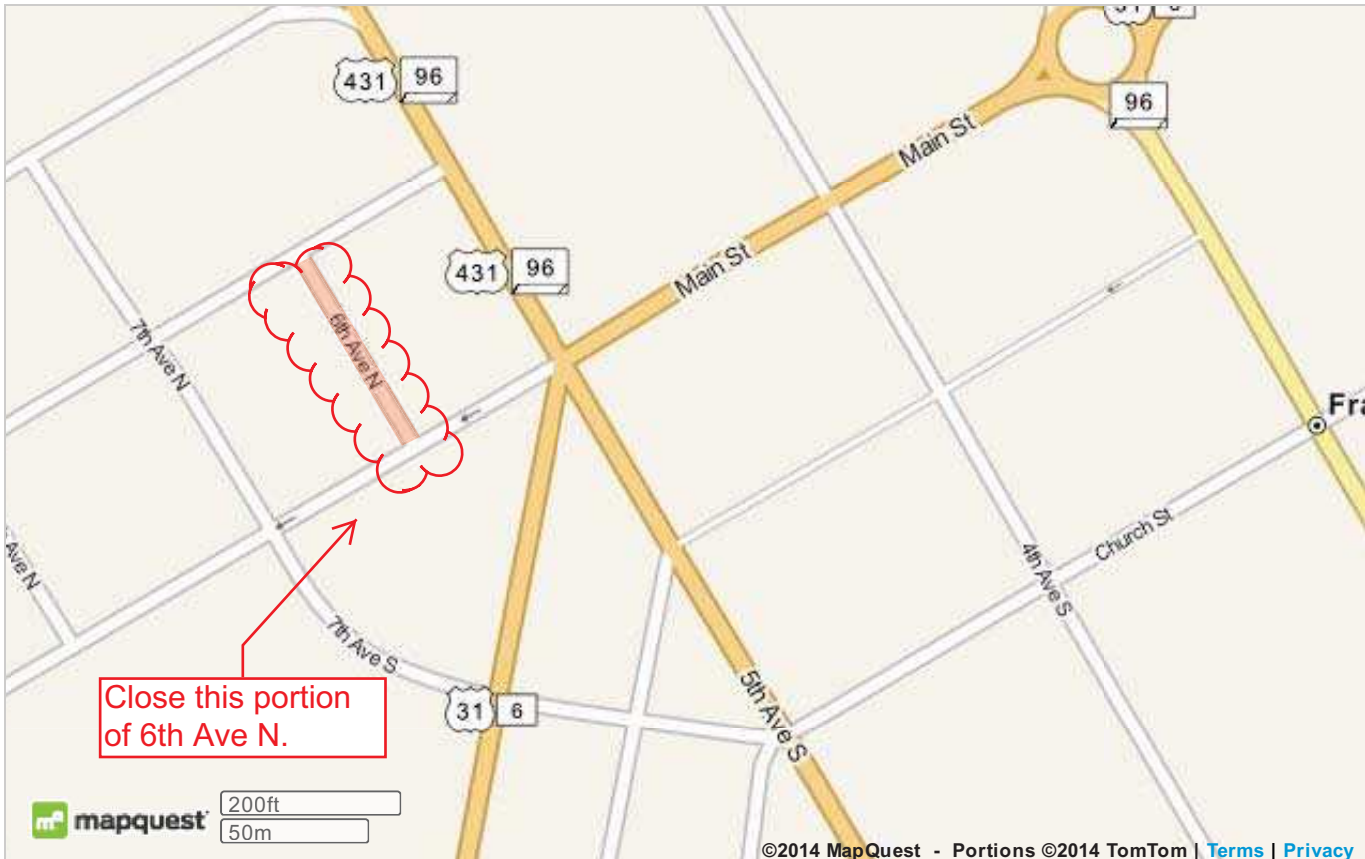
We thank you for your cooperation and we apologize again for the temporary blocking of your parking area.

Sincerely,

A handwritten signature in black ink, appearing to read "Phil Pace", enclosed within a simple oval outline.

Phil Pace  
Mens' Club Barbecue Committee  
(615) 533.2339

St. Paul's Mens Club BBQ  
Street closure map



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The Village Core

Permitted Uses

**Apartment House:** Multiple unit buildings with apartments vertically arranged and with parking located near the building. Units may be for rental or for sale in condominium or cooperative ownership. Apartment blocks are a building type accommodating multiple dwellings disposed above and beside each other, sharing a common entry. Apartment buildings may be perimeter blocks, urban villas, and forecourt yard apartments.

Apartments are a rear yard residential building type. This building type occupies the full frontage of its lot. The building façade steadily defines the edge of the public space while the rear elevation may be articulated for functional purposes. The rear yard accommodates substantial parking, while the front façade may accommodate on street parking.

**Lobby Apartment Building:** Units enter off stair lobby with two to four units per floor.

**Corridor Apartment Building:** Units enter off double-loaded corridor, with six or more units per floor.

**Double Decker:** Two unit buildings with one unit located directly above the other.

**Flex Apartment House:** A rear yard, flexible commercial building type with one or two dwellings and a commercial space. Common walls are permitted on the side lot lines. Multiple-unit buildings with the first story available as commercial space, either leased independently or in conjunction with the apartments above (via internal stairs). Units may be for rent or for sale in condominium or cooperative ownership.

**Loft Building:** Multiple-unit buildings with units available for either residential or commercial use. The ceilings must be high to permit a greater distance from windows required in commercial units. Units may be for rent or for sale in condominium or cooperative ownership.

**Neighborhood Store:** A retail shop where residential units or offices can be located above.

**Town Center Shops:** A building providing for the sale of convenience goods, general merchandise, personal services, and eating establishments, for the day-to-day needs of the immediate neighborhoods as well as the needs of residents in the region. Residential units or offices can be located above a building.

**Main Street Shops:** A building providing for the sale of personal services (dry cleaning, barber shop, shoe repair) and convenience goods (food, drugs and sundries). Main street shops are not anchored by a supermarket but by other type of personal/convenience retail such as a mini-market and eating establishments. Residential units or offices can be located above.

**Theater:** A building providing for a multi-screen movie complex.

**Hotel:** A building to accommodate guest lodging, as either a bed and breakfast establishment, a boutique hotel, or as a hotel.

**Office Building:** A fixed commercial building type with commercial use throughout. Common walls are permitted on the side lot lines. Office buildings are among the largest urban type as the must accommodate floorplates of modern corporation buildings. Office buildings shall front thoroughfares with parking relegated generally to the side or rear of the building.

**Commercial Services:** In addition to the uses specified above, buildings that serve general commercial services shall be permissible, following the conditional approval of the Franklin Municipal Planning Commission, and may include, but are not limited to, commercial kennels, convenience stores, personal services, restaurants, restaurants with drive-in/drive-through, retail and commercial uses, service commercial uses, theaters, veterinary facilities (indoor and neighborhood), automotive fuel sales, automotive service facilities, automotive was facilities, funeral homes, recreational facilities (public and neighborhood), and telecommunication towers and antennas. Proposed locations are preliminary in location and subject to change.

**Civic and Institutional Uses:** Location of civic and institutional uses are conditional by approval of the Franklin Municipal Planning Commission (e.g. church, daycare, post office, community center, fire station, library and clubhouse, and others). In addition, these uses may include, but are not limited to, charitable, fraternal, or social organizations, educational facilities, essential services, passive parks and open space, public buildings or uses, active park facilities, assisted living facilities, clinics, nursing/convalescent , rehabilitation centers, and places of public assembly. Proposed locations are preliminary in location and subject to change.

Standards:

Building Placement –

1. Lot lines enfronting thoroughfares or open spaces are designated frontage lines and subject to special code requirements. At corner lots, one of the two frontage lines shall be designated the primary one.
2. Buildings shall have facades generally along frontage lines.
3. The facades and elevations of a building shall be a minimum distance from the frontage and lot lines per the proposed thoroughfare standards section.
4. Primary facades generally shall be set parallel to straight frontage lines, and parallel to the cord if broken or curved. Elevations may deviate from the trajectory of the lot lines.
5. Lot coverage for all buildings shall be a maximum of 80%. Arcades and open porches do not count towards lot coverage. Lot coverage for all outbuildings shall not exceed 675 sq. ft.
6. Arcades may be built overlapping the sidewalk per Thoroughfare Street Standards (p. 29-p.35) and the Architectural Guidelines Appendix (p. A27).

Building Elements –

1. Stoops, boxed windows, and bay windows may encroach into the setbacks

- two feet.
2. An upper story may encroach up to 7 ft. into the setbacks.
3. Upper stories may overlap the sidewalk in the case of arcade per Thoroughfare Street Standards (p. 29-p.35) and the Architectural Guidelines Appendix (p. A27).
4. Balconies, arcades, and awnings may encroach 7 feet.

Building Height –

1. The maximum overall building height exclusive of attic, parapet and architectural elements shall be measured in number of stories. Refer to the Building Height Matrix located in the Architectural Guidelines Appendix (p. A30).
2. The heights of building elements shall be measured from sidewalk grade taken anywhere along the principal frontage line.
3. A portion of the building with lot coverage no greater that 900 sq. ft. may exceed the height limit.
4. Street walls shall be between +4.5 ft. and 7 ft. max. in height.

Parking Placement –

1. The number of parking places provided shall be as required by the Building Use.
2. Both on-street and off-street parking shall count towards the fulfillment of the parking requirement. The on-street parking generally shall be provided along the frontage corresponding to the lot.
3. Trash containers shall be located within alley where applicable.

Parking Requirements (based on building use) –

**Residential:** The number of dwellings is limited by the requirement of 2 assigned parking spaces for each dwelling, a ratio which may be reduced according to the shared parking standard.

**Lodging:** The number of bedrooms available for lodging is limited by the requirement of one assigned parking space for each bedroom, a ratio which may be reduced according to the shared parking standards. Food service may be provided at all times.

**Office:** The area available for office use is limited by the requirement of 3 spaces/1,000 sq.ft. of gross office space, a ratio which may be reduced according to the shared parking standards.

**Retail:** The area available for retail use is limited by the requirement of 4 spaces/1,000 sq.ft. of gross retail space, a ratio which may be reduced according to the shared parking standards.

**Civic:** Civic uses are conditional by approval of the Franklin Municipal Planning Commission (e.g. church, daycare, post office, community center, fire station, library and clubhouse and others). Proposed locations are preliminary in location and subject to change.

**Theater:** Refer to Minimum Parking Requirement Matrix (p. A30).

## The Village Center

### Permitted Uses

**Apartment House:** Multiple unit buildings with apartments vertically arranged and with parking located near the building. Units may be for rental or for sale in condominium or cooperative ownership. Apartment blocks are a building type accommodating multiple dwellings disposed above and beside each other, sharing a common entry. Apartment buildings may be perimeter blocks, urban villas, and forecourt yard apartments.

Apartments are a rear yard residential building type. This building type occupies the full frontage of its lot. The building façade steadily defines the edge of the public space while the rear elevation may be articulated for functional purposes. The rear yard accommodates substantial parking, while the front façade may accommodate on street parking.

**Lobby Apartment Building:** Units enter off stair lobby with two to four units per floor.

**Corridor Apartment Building:** Units enter off double-loaded corridor, with six or more units per floor.

**Double Decker:** Two unit buildings with one unit located directly above the other.

**Flex Apartment House:** A rear yard, flexible commercial building type with one or two dwellings and a commercial space. Common walls are permitted on the side lot lines. Multiple-unit buildings with the first story available as commercial space, either leased independently or in conjunction with the apartments above (via internal stairs). Units may be for rent or for sale in condominium or cooperative ownership.

**Loft Building:** Multiple-unit buildings with units available for either residential or commercial use. The ceilings must be high to permit a greater distance from windows required in commercial units. Units may be for rent or for sale in condominium or cooperative ownership.

**Flex Townhouse:** A rear yard, flexible commercial building type with one dwelling and a commercial space. Common walls are permitted on the side lot lines. Rowhouse with the first story available as a commercial space, either independently leased or in conjunction with the residential unit above. A rear alley or parking lot may accommodate the additional parking requirement.

**Flex House:** A rear yard, flexible commercial building type with one dwelling and a commercial space. Common walls are permitted on the side lot lines. Single-family house or townhouse with the front of the building available as a commercial space or as an ancillary rental unit.

**Mansion:** A building similar in appearance to a large single-family detached house, regulated in form but flexible in use. The building is able to accommodate a wide variety of uses, including apartments for rent or sale, single-room occupancy (boarding house), bed and breakfast inn, small professional offices, ground-floor retail or restaurant. Units may be for rent or sale, condominium/cooperative ownership.

**Group Homes:** A facility that provides for the care and supervision, on a temporary or permanent basis, of groups of more than six, but not more than 20, persons not defined as a family, who are handicapped, aged, disabled, or need foster care (includes home health hospice).

**Hotel:** A building to accommodate guest lodging, as either a bed and breakfast establishment, a boutique hotel, or as a hotel.

**Neighborhood Store:** A retail shop where residential units or offices can be located above.

**Shopping District:** A building providing general merchandise, a range of services, recreation facilities (such as a multiplex cinema) as well as restaurants. The Shopping District can be anchored by a supermarket or junior anchor of not less than 20,000 square feet, although cinemas or smaller national retailers and specialty restaurants can be anchors as well.

**Office Building:** A fixed commercial building type with commercial use throughout. Common walls are permitted on the side lot lines. Office buildings are among the largest urban type as the must accommodate floorplates of modern corporation buildings. Office buildings shall front thoroughfares with parking relegated generally to the side or rear of the building.

**Commercial Services:** In addition to the uses specified above, buildings that serve general commercial services shall be permissible, following the conditional approval of the Franklin Municipal Planning Commission, and may include, but are not limited to, commercial kennels, convenience stores, personal services, restaurants, restaurants with drive-in/drive-through, retail and commercial uses, service commercial uses, theaters, veterinary facilities (indoor and neighborhood), automotive fuel sales, automotive service facilities, automotive was facilities, funeral homes, recreational facilities (public and neighborhood), and telecommunication towers and antennas. Proposed locations are preliminary in location and subject to change.

**Civic and Institutional Uses:** Location of civic and institutional uses is conditional by approval of the Franklin Municipal Planning Commission (e.g. church, daycare, post office, community center, fire station, library and clubhouse, and others). In addition, these uses may include, but are not limited to, charitable, fraternal, or social organizations, educational facilities, essential services, passive parks and open space, public buildings or uses, active park facilities, assisted living facilities, clinics, nursing/convalescent , rehabilitation centers, and places of public assembly. Proposed locations are preliminary in location and subject to change.

### Standards:

#### Building Placement –

1. Lot lines enfronting thoroughfares or open spaces are designated frontage lines and subject to special code requirements. At corner lots, one of the two frontage lines shall be designated the primary one.
2. Buildings shall have facades generally along frontage lines.
3. The facades and elevations of a building shall be a minimum distance from the frontage and lot lines per the proposed thoroughfare standards section.
4. Primary facades generally shall be set parallel to straight frontage lines, and parallel to the cord if broken or curved. Elevations may deviate from the

- trajectory of the lot lines.
5. Lot coverage for all buildings shall be a maximum of 80%. Lot coverage for all outbuilding shall not exceed 675 sq. ft. Arcades and open porches do not count towards lot coverage.
6. Arcades may be built overlapping the sidewalk per the thoroughfare street standards.

#### Building Elements –

1. Stoops, upper story heated area, bay windows and balconies may encroach into the setbacks as shown in the proposed thoroughfare sections.
2. An upper story may encroach up to 1.5 ft. into the setbacks.

#### Building Height –

1. The maximum overall building height exclusive of attic, roof or parapet and architectural elements shall be measured in number of stories. Refer to the Building Height Matrix for maximum dimensions.
2. The heights of building elements shall be measured from sidewalk grade taken anywhere along the principal frontage line.
3. A portion of the building with lot coverage no greater that 900 sq. ft. may exceed the height limit.
4. Fences and garden walls at frontage lines shall be between +2.5 and +4.5 ft. in height.
5. Fences and garden walls at and behind the front façade line shall be at 7 ft. max.

#### Parking Placement –

1. The number of parking places provided shall be as required by the Building Use.
2. Both on-street and off-street parking shall count towards the fulfillment of the parking requirement. The on-street parking shall be provided along the frontage corresponding to the lot.
3. Trash containers shall be located within alley where applicable.

#### Building Use –

**Residential:** The number of dwellings is limited by the requirement of 1.5 assigned parking spaces for each dwelling, a ratio which may be reduced according to the shared parking standard.

**Lodging:** The number of bedrooms available for lodging is limited by the requirement of one assigned parking space for each bedroom, a ratio which may be reduced according to the shared parking standards. Food service may be provided at all times.

**Office:** The area available for office use is limited by the requirement of 3 spaces/1,000 sq.ft. of gross office space, a ratio which may be reduced according to the shared parking standards.

**Retail:** The area available for retail use is limited by the requirement of 4 spaces/1,000 sq.ft. of gross retail space, a ratio which may be reduced according to the shared parking standards.

Civic: Civic uses are conditional by approval of the Franklin Municipal Planning Commission (e.g. church, fire station, library).

Refer to Minimum Parking Requirements Matrix (p A30).



## The Village Edge

### Permitted Uses

**Detached House:** A freestanding building, with or without an ancillary building that may be a detached outbuilding or an attached backbuilding to the rear. The outbuildings can be used as garages, garages with apartments on the second story or ancillary rental units. Detached houses are typically for sale, usually fee simple, occasionally condominium/cooperative ownership, infrequently rental.

The building occupies the center of the lot with setbacks on all sides. It is the least urban of residential types; the front yard sets it back from the frontage, while the open sided yard weakens the spatial definition of the fronting space. The front yard is intended to be semipublic and visually continuous with the yards of adjacent buildings, with the exception of an occasional low height picket fence. The rear yard can be secured for privacy by fences and outbuildings.

**Cottage House:** A single family dwelling, smaller than a house, on a separate lot or sharing a lot with other cottages as a court. Usually served by alleys, with on street parking to the front facade of the dwelling.

**Sideyard House:** A single family dwelling which occupies one side of the lot, with the primary yard to the other side and a shallow front setback. Usually served by alleys, with on street parking to the front facade of the dwelling.

**Townhome:** Buildings with two or more units, located side by side, with or without an ancillary building, either as a detached outbuilding or an attached backbuilding to the rear. The outbuildings can be used as garages, ancillary rental units, or garages with apartments on the second story. Units may be for rent or for sale, either fee simple or condominium/cooperative ownership.

The Townhome is a rear yard residential building type with common walls on the side lot lines, the facades reading continuously. Townhomes are the highest density type in the Village Edge able to provide private yards. The building façade steadily defines the edge of the public space while the rear elevation may be articulated for functional purposes. Usually served by alleys, with on street parking in front of the dwelling.

**Group Homes:** A facility that provides for the care and supervision, on a temporary or permanent basis, of groups of more than six, but not more than 20, persons not defined as a family, who are handicapped, aged, disabled, or need foster care (includes home health hospice).

**Civic and Institutional Uses:** Location of civic and institutional uses are conditional by approval of the Franklin Municipal Planning Commission (e.g.: church, daycare, post office, community center, fire station, library and clubhouse, and others). In addition, these uses may include, but are not limited to, charitable, fraternal, or social organizations, educational facilities, essential services, passive parks and open space, public buildings or uses, active park facilities, assisted living facilities, and places of public assembly. Proposed locations are preliminary in location and subject to change.

**Commercial Services:** Location of commercial services is conditional by approval of the Franklin Municipal Planning Commission, and may include, but is not limited to, bed and breakfast establishments, recreational facilities (public and neighborhood). Proposed locations are preliminary in location and subject to change.

### Standards:

#### Building Placement –

1. Lot lines enfronting thoroughfares or open spaces are designated frontage lines and subject to special code requirements. At corner lots, one of the two frontage lines shall be designated the primary one.
2. The facades and elevations of a building shall be a minimum distance as noted in the following lot diagrams.
3. Facades generally shall be set parallel to straight frontage lines, and parallel to the cord if broken or curved. Elevations may deviate from the trajectory of the lot lines.
4. Facades shall extend a minimum of 40% of the length of the frontage line.
5. Outbuilding shall not exceed 675 sq. ft.
6. The side setbacks shall be 0 ft. in case of townhouses sideyard houses.

#### Building Elements –

1. Each building requires at least a porch, stoop, porch or balcony located on the principal frontage façade. Porches, stoops, bay windows and balconies may encroach into the setbacks as shown in the diagram.
2. An upper story may encroach up to 1.5 ft. into the setbacks.
3. Porches on facades shall be a minimum of 6 ft. in depth.

#### Building Height –

1. The heights of building elements shall be measured from sidewalk grade taken anywhere along the principal frontage line.
2. The height of a porch floor shall be at +1.5 ft. min.
3. A portion of the building with lot coverage no greater that 240 sq. ft. may exceed the height limit.
4. Fences and garden walls at frontage lines shall be between +2.5 and +4.5 ft. in height.
5. Fences and garden walls at and behind the front façade line shall be at +7 ft. max.
6. Refer to the Building Height Matrix for maximum dimensions.

#### Parking Placement –

1. The number of parking places provided shall be as required by the Building Use.
2. Both on-street and off-street parking shall count towards the fulfillment of the parking requirement. The on-street parking shall be provided along the frontage corresponding to the lot.
3. Trash containers shall be located within the alley if present.

#### Building Use –

Residential: The number of dwellings is limited by the requirement of 1.5 assigned parking spaces for each dwelling, a ratio which may be reduced

according to the shared parking standard.

Granny Flat: The number of bedrooms available for granny flat is limited by the requirement of one assigned parking space for each bedroom, in addition to the parking requirement for each dwelling.

Refer to Minimum Parking Requirements Matrix (p. A30).

The Village Core

Permitted Uses

**Apartment House:** Multiple unit buildings with apartments vertically arranged and with parking located near the building. Units may be for rental or for sale in condominium or cooperative ownership. Apartment blocks are a building type accommodating multiple dwellings disposed above and beside each other, sharing a common entry. Apartment buildings may be perimeter blocks, urban villas, and forecourt yard apartments.

Apartments are a rear yard residential building type. This building type occupies the full frontage of its lot. The building façade steadily defines the edge of the public space while the rear elevation may be articulated for functional purposes. The rear yard accommodates substantial parking, while the front façade may accommodate on street parking.

**Lobby Apartment Building:** Units enter off stair lobby with two to four units per floor.

**Corridor Apartment Building:** Units enter off double-loaded corridor, with six or more units per floor.

**Double Decker:** Two unit buildings with one unit located directly above the other.

**Flex Apartment House:** A rear yard, flexible commercial building type with one or two dwellings and a commercial space. Common walls are permitted on the side lot lines. Multiple-unit buildings with the first story available as commercial space, either leased independently or in conjunction with the apartments above (via internal stairs). Units may be for rent or for sale in condominium or cooperative ownership.

**Loft Building:** Multiple-unit buildings with units available for either residential or commercial use. The ceilings must be high to permit a greater distance from windows required in commercial units. Units may be for rent or for sale in condominium or cooperative ownership.

**Neighborhood Store:** A retail shop where residential units or offices can be located above.

**Town Center Shops:** A building providing for the sale of convenience goods, general merchandise, personal services, and eating establishments, for the day-to-day needs of the immediate neighborhoods as well as the needs of residents in the region. Residential units or offices can be located above a building.

**Main Street Shops:** A building providing for the sale of personal services (dry cleaning, barber shop, shoe repair) and convenience goods (food, drugs and sundries). Main street shops are not anchored by a supermarket but by other type of personal/convenience retail such as a mini-market and eating establishments. Residential units or offices can be located above.

**Theater:** A building providing for a multi-screen movie complex.

**Hotel:** A building to accommodate guest lodging, as either a bed and breakfast establishment, a boutique hotel, or as a hotel.

**Office Building:** A fixed commercial building type with commercial use throughout. Common walls are permitted on the side lot lines. Office buildings are among the largest urban type as the must accommodate floorplates of modern corporation buildings. Office buildings shall front thoroughfares with parking relegated generally to the side or rear of the building.

**Commercial Services:** In addition to the uses specified above, buildings that serve general commercial services shall be permissible, following the conditional approval of the Franklin Municipal Planning Commission, and may include, but are not limited to, commercial kennels, convenience stores, personal services, restaurants, restaurants with drive-in/drive-through, retail and commercial uses, service commercial uses, theaters, veterinary facilities (indoor and neighborhood), automotive fuel sales, automotive service facilities, automotive was facilities, funeral homes, recreational facilities (public and neighborhood), and telecommunication towers and antennas. Proposed locations are preliminary in location and subject to change.

**Civic and Institutional Uses:** Location of civic uses is conditional by approval of the Franklin Municipal Planning Commission (e.g. church, daycare, post office, community center, fire station, library and clubhouse, and others), while institutional uses are conditional by approval of the Franklin Board of Mayor and Alderman. In addition, these uses may include, but are not limited to, charitable, fraternal, or social organizations, educational facilities, essential services, passive parks and open space, public buildings or uses, active park facilities, assisted living facilities, clinics, nursing/convalescent , rehabilitation centers, and places of public assembly. Proposed locations are preliminary in location and subject to change.

Standards:

Building Placement –

1. Lot lines enfronting thoroughfares or open spaces are designated frontage lines and subject to special code requirements. At corner lots, one of the two frontage lines shall be designated the primary one.
2. Buildings shall have facades generally along frontage lines.
3. The facades and elevations of a building shall be a minimum distance from the frontage and lot lines per the proposed thoroughfare standards section.
4. Primary facades generally shall be set parallel to straight frontage lines, and parallel to the cord if broken or curved. Elevations may deviate from the trajectory of the lot lines.
5. Lot coverage for all buildings shall be a maximum of 80%. Arcades and open porches do not count towards lot coverage. Lot coverage for all outbuildings shall not exceed 675 sq. ft.
6. Arcades may be built overlapping the sidewalk per Thoroughfare Street Standards (p. 29-p.35) and the Architectural Guidelines Appendix (p. A27).

Building Elements –

1. Stoops, boxed windows, and bay windows may encroach into the setbacks two feet.
2. An upper story may encroach up to 7 ft. into the setbacks.
3. Upper stories may overlap the sidewalk in the case of arcade per Thoroughfare Street Standards (p. 29-p.35) and the Architectural Guidelines Appendix (p. A27).
4. Balconies, arcades, and awnings may encroach 7 feet.

Building Height –

1. The maximum overall building height exclusive of attic, parapet and architectural elements shall be measured in number of stories. Refer to the Building Height Matrix located in the Architectural Guidelines Appendix (p. A30).
2. The heights of building elements shall be measured from sidewalk grade taken anywhere along the principal frontage line.
3. A portion of the building with lot coverage no greater that 900 sq. ft. may exceed the height limit.
4. Street walls shall be between +4.5 ft. and 7 ft. max. in height.

Parking Placement –

1. The number of parking places provided shall be as required by the Building Use.
2. Both on-street and off-street parking shall count towards the fulfillment of the parking requirement. The on-street parking generally shall be provided along the frontage corresponding to the lot.
3. Trash containers shall be located within alley where applicable.

Parking Requirements (based on building use) –

**Residential:** The number of dwellings is limited by the requirement of 2 assigned parking spaces for each dwelling, a ratio which may be reduced according to the shared parking standard.

**Lodging:** The number of bedrooms available for lodging is limited by the requirement of one assigned parking space for each bedroom, a ratio which may be reduced according to the shared parking standards. Food service may be provided at all times.

**Office:** The area available for office use is limited by the requirement of 3 spaces/1,000 sq.ft. of gross office space, a ratio which may be reduced according to the shared parking standards.

**Retail:** The area available for retail use is limited by the requirement of 4 spaces/1,000 sq.ft. of gross retail space, a ratio which may be reduced according to the shared parking standards.

**Civic:** Civic uses are conditional by approval of the Franklin Municipal Planning Commission (e.g. church, daycare, post office, community center, fire station, library and clubhouse and others). Proposed locations are preliminary in location and subject to change.

**Theater:** Refer to Minimum Parking Requirement Matrix (p. A30).



## The Village Center

### Permitted Uses

**Apartment House:** Multiple unit buildings with apartments vertically arranged and with parking located near the building. Units may be for rental or for sale in condominium or cooperative ownership. Apartment blocks are a building type accommodating multiple dwellings disposed above and beside each other, sharing a common entry. Apartment buildings may be perimeter blocks, urban villas, and forecourt yard apartments.

Apartments are a rear yard residential building type. This building type occupies the full frontage of its lot. The building façade steadily defines the edge of the public space while the rear elevation may be articulated for functional purposes. The rear yard accommodates substantial parking, while the front façade may accommodate on street parking.

**Lobby Apartment Building:** Units enter off stair lobby with two to four units per floor.

**Corridor Apartment Building:** Units enter off double-loaded corridor, with six or more units per floor.

**Double Decker:** Two unit buildings with one unit located directly above the other.

**Flex Apartment House:** A rear yard, flexible commercial building type with one or two dwellings and a commercial space. Common walls are permitted on the side lot lines. Multiple-unit buildings with the first story available as commercial space, either leased independently or in conjunction with the apartments above (via internal stairs). Units may be for rent or for sale in condominium or cooperative ownership.

**Loft Building:** Multiple-unit buildings with units available for either residential or commercial use. The ceilings must be high to permit a greater distance from windows required in commercial units. Units may be for rent or for sale in condominium or cooperative ownership.

**Flex Townhouse:** A rear yard, flexible commercial building type with one dwelling and a commercial space. Common walls are permitted on the side lot lines. Rowhouse with the first story available as a commercial space, either independently leased or in conjunction with the residential unit above. A rear alley or parking lot may accommodate the additional parking requirement.

**Flex House:** A rear yard, flexible commercial building type with one dwelling and a commercial space. Common walls are permitted on the side lot lines. Single-family house or townhouse with the front of the building available as a commercial space or as an ancillary rental unit.

**Mansion:** A building similar in appearance to a large single-family detached house, regulated in form but flexible in use. The building is able to accommodate a wide variety of uses, including apartments for rent or sale, single-room occupancy (boarding house), bed and breakfast inn, small professional offices, ground-floor retail or restaurant. Units may be for rent or sale, condominium/cooperative ownership.

**Group Homes:** A facility that provides for the care and supervision, on a temporary or permanent basis, of groups of more than six, but not more than 20, persons not defined as a family, who are handicapped, aged, disabled, or need foster care (includes home health hospice).

**Hotel:** A building to accommodate guest lodging.

**Neighborhood Store:** A retail shop where residential units or offices can be located above.

**Shopping District:** A building providing general merchandise, a range of services, recreation facilities (such as a multiplex cinema) as well as restaurants. The Shopping District can be anchored by a supermarket or junior anchor of not less than 20,000 square feet, although cinemas or smaller national retailers and specialty restaurants can be anchors as well.

**Office Building:** A fixed commercial building type with commercial use throughout. Common walls are permitted on the side lot lines. Office buildings are among the largest urban type as the must accommodate floorplates of modern corporation buildings. Office buildings shall front thoroughfares with parking relegated generally to the side or rear of the building.

**Commercial Services:** In addition to the uses specified above, buildings that serve general commercial services shall be permissible, following the conditional approval of the Franklin Municipal Planning Commission, and may include, but are not limited to, commercial kennels, convenience stores, personal services, restaurants, restaurants with drive-in/drive-through, retail and commercial uses, service commercial uses, theaters, veterinary facilities (indoor and neighborhood), automotive fuel sales, automotive service facilities, automotive was facilities, funeral homes, recreational facilities (public and neighborhood), and telecommunication towers and antennas. Proposed locations are preliminary in location and subject to change.

**Civic and Institutional Uses:** Location of civic uses is conditional by approval of the Franklin Municipal Planning Commission (e.g. church, daycare, post office, community center, fire station, library and clubhouse, and others), while institutional uses are conditional by approval of the Franklin Board of Mayor and Alderman. In addition, these uses may include, but are not limited to, charitable, fraternal, or social organizations, educational facilities, essential services, passive parks and open space, public buildings or uses, active park facilities, assisted living facilities, clinics, nursing/convalescent , rehabilitation centers, and places of public assembly. Proposed locations are preliminary in location and subject to change.

### Standards:

#### Building Placement –

1. Lot lines enfronting thoroughfares or open spaces are designated frontage lines and subject to special code requirements. At corner lots, one of the two frontage lines shall be designated the primary one.
2. Buildings shall have facades generally along frontage lines.
3. The facades and elevations of a building shall be a minimum distance from the frontage and lot lines per the proposed thoroughfare standards section.
4. Primary facades generally shall be set parallel to straight frontage lines, and parallel to the cord if broken or curved. Elevations may deviate from the

- trajectory of the lot lines.
5. Lot coverage for all buildings shall be a maximum of 80%. Lot coverage for all outbuilding shall not exceed 675 sq. ft. Arcades and open porches do not count towards lot coverage.
  6. Arcades may be built overlapping the sidewalk per the thoroughfare street standards.

#### Building Elements –

1. Stoops, upper story heated area, bay windows and balconies may encroach into the setbacks as shown in the proposed thoroughfare sections.
2. An upper story may encroach up to 1.5 ft. into the setbacks.

#### Building Height –

1. The maximum overall building height exclusive of attic, roof or parapet and architectural elements shall be measured in number of stories. Refer to the Building Height Matrix for maximum dimensions.
2. The heights of building elements shall be measured from sidewalk grade taken anywhere along the principal frontage line.
3. A portion of the building with lot coverage no greater that 900 sq. ft. may exceed the height limit.
4. Fences and garden walls at frontage lines shall be between +2.5 and +4.5 ft. in height.
5. Fences and garden walls at and behind the front façade line shall be at 7 ft. max.

#### Parking Placement –

1. The number of parking places provided shall be as required by the Building Use.
2. Both on-street and off-street parking shall count towards the fulfillment of the parking requirement. The on-street parking shall be provided along the frontage corresponding to the lot.
3. Trash containers shall be located within alley where applicable.

#### Building Use –

**Residential:** The number of dwellings is limited by the requirement of 1.5 assigned parking spaces for each dwelling, a ratio which may be reduced according to the shared parking standard.

**Lodging:** The number of bedrooms available for lodging is limited by the requirement of one assigned parking space for each bedroom, a ratio which may be reduced according to the shared parking standards. Food service may be provided at all times.

**Office:** The area available for office use is limited by the requirement of 3 spaces/1,000 sq.ft. of gross office space, a ratio which may be reduced according to the shared parking standards.

**Retail:** The area available for retail use is limited by the requirement of 4 spaces/1,000 sq.ft. of gross retail space, a ratio which may be reduced according to the shared parking standards.

Civic: Civic uses are conditional by approval of the Franklin Municipal Planning Commission (e.g. church, fire station, library).

Refer to Minimum Parking Requirements Matrix (p A30).

## The Village Edge

### Permitted Uses

**Detached House:** A freestanding building, with or without an ancillary building that may be a detached outbuilding or an attached backbuilding to the rear. The outbuildings can be used as garages, garages with apartments on the second story or ancillary rental units. Detached houses are typically for sale, usually fee simple, occasionally condominium/cooperative ownership, infrequently rental.

The building occupies the center of the lot with setbacks on all sides. It is the least urban of residential types; the front yard sets it back from the frontage, while the open sided yard weakens the spatial definition of the fronting space. The front yard is intended to be semipublic and visually continuous with the yards of adjacent buildings, with the exception of an occasional low height picket fence. The rear yard can be secured for privacy by fences and outbuildings.

**Cottage House:** A single family dwelling, smaller than a house, on a separate lot or sharing a lot with other cottages as a court. Usually served by alleys, with on street parking to the front facade of the dwelling.

**Sideyard House:** A single family dwelling which occupies one side of the lot, with the primary yard to the other side and a shallow front setback. Usually served by alleys, with on street parking to the front facade of the dwelling.

**Townhome:** Buildings with two or more units, located side by side, with or without an ancillary building, either as a detached outbuilding or an attached backbuilding to the rear. The outbuildings can be used as garages, ancillary rental units, or garages with apartments on the second story. Units may be for rent or for sale, either fee simple or condominium/cooperative ownership.

The Townhome is a rear yard residential building type with common walls on the side lot lines, the facades reading continuously. Townhomes are the highest density type in the Village Edge able to provide private yards. The building façade steadily defines the edge of the public space while the rear elevation may be articulated for functional purposes. Usually served by alleys, with on street parking in front of the dwelling.

**Group Homes:** A facility that provides for the care and supervision, on a temporary or permanent basis, of groups of more than six, but not more than 20, persons not defined as a family, who are handicapped, aged, disabled, or need foster care (includes home health hospice).

**Civic and Institutional Uses:** Location of civic uses is conditional by approval of the Franklin Municipal Planning Commission (e.g.: church, daycare, post office, community center, fire station, library and clubhouse, and others), while institutional uses are conditional by approval of the Franklin Board of Mayor and Alderman. In addition, these uses may include, but are not limited to, charitable, fraternal, or social organizations, educational facilities, essential services, passive parks and open space, public buildings or uses, active park facilities, assisted living facilities, and places of public assembly. Proposed locations are

preliminary in location and subject to change.

**Commercial Services:** Location of commercial services is conditional by approval of the Franklin Municipal Planning Commission, and may include, but is not limited to, bed and breakfast establishments, recreational facilities (public and neighborhood). Proposed locations are preliminary in location and subject to change.

### Standards:

#### Building Placement –

1. Lot lines enfronting thoroughfares or open spaces are designated frontage lines and subject to special code requirements. At corner lots, one of the two frontage lines shall be designated the primary one.
2. The facades and elevations of a building shall be a minimum distance as noted in the following lot diagrams.
3. Facades generally shall be set parallel to straight frontage lines, and parallel to the cord if broken or curved. Elevations may deviate from the trajectory of the lot lines.
4. Facades shall extend a minimum of 40% of the length of the frontage line.
5. Outbuilding shall not exceed 675 sq. ft.
6. The side setbacks shall be 0 ft. in case of townhouses sideyard houses.

#### Building Elements –

1. Each building requires at least a porch, stoop, porch or balcony located on the principal frontage façade. Porches, stoops, bay windows and balconies may encroach into the setbacks as shown in the diagram.
2. An upper story may encroach up to 1.5 ft. into the setbacks.
3. Porches on facades shall be a minimum of 6 ft. in depth.

#### Building Height –

1. The heights of building elements shall be measured from sidewalk grade taken anywhere along the principal frontage line.
2. The height of a porch floor shall be at +1.5 ft. min.
3. A portion of the building with lot coverage no greater that 240 sq. ft. may exceed the height limit.
4. Fences and garden walls at frontage lines shall be between +2.5 and +4.5 ft. in height.
5. Fences and garden walls at and behind the front façade line shall be at +7 ft. max.
6. Refer to the Building Height Matrix for maximum dimensions.

#### Parking Placement –

1. The number of parking places provided shall be as required by the Building Use.
2. Both on-street and off-street parking shall count towards the fulfillment of the parking requirement. The on-street parking shall be provided along the frontage corresponding to the lot.
3. Trash containers shall be located within the alley if present.

#### Building Use –

Residential: The number of dwellings is limited by the requirement of 1.5

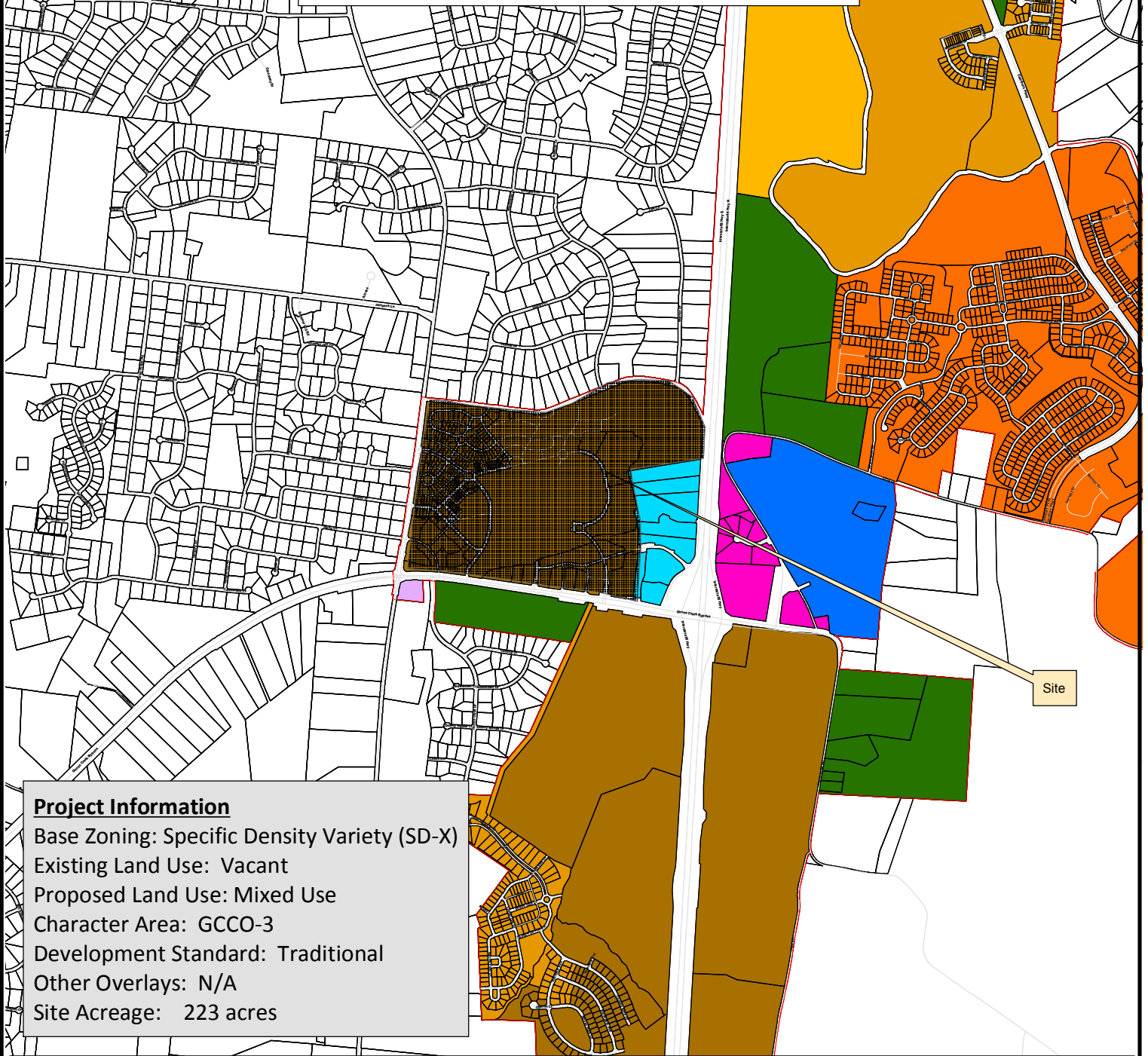
assigned parking spaces for each dwelling, a ratio which may be reduced according to the shared parking standard.

Granny Flat: The number of bedrooms available for granny flat is limited by the requirement of one assigned parking space for each bedroom, in addition to the parking requirement for each dwelling.

Refer to Minimum Parking Requirements Matrix (p. A30).



BERRY FARMS PUD SUBDIVISION, RESOLUTION 2016-25  
FRANKLIN MUNICIPAL PLANNING COMMISSION  
3/24/2016



**Project Information**

Base Zoning: Specific Density Variety (SD-X)  
Existing Land Use: Vacant  
Proposed Land Use: Mixed Use  
Character Area: GCCO-3  
Development Standard: Traditional  
Other Overlays: N/A  
Site Acreage: 223 acres

- |                                        |                                     |
|----------------------------------------|-------------------------------------|
| Berry Farms Town Center                | SD-X Specific Development-Variety   |
| AG Agricultural District               | OR Office Residential District      |
| ER Estate Residential                  | GO General Office District          |
| R-1 Residential District               | CC Central Commercial District      |
| R-2 Residential District               | NC Neighborhood Commercial District |
| R-3 Residential District               | GC General Commercial District      |
| R-6 Historic Core Residential District | LI Light Industrial District        |
| RM-10 Attached 10 Residential District | HI Heavy Industrial District        |
| RM-15 Attached 15 Residential District | CI Civic and Institutional District |
| RM-20 Attached 20 Residential District |                                     |
| SD-R Specific Development-Residential  |                                     |



0 1,250 2,500 5,000  
Feet

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It was compiled from the most authentic information available.  
The City is not responsible for any errors or omissions contained hereon.  
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CONDITIONS OF APPROVAL:

Planning

General Comments

1. FMPC

- Applicant shall revise wording on approval of institutional uses. Only the Board of Mayor and Alderman can approve these uses.



## RESOLUTION 2016-25

### **TO BE ENTITLED: “A RESOLUTION APPROVING A REVISED DEVELOPMENT PLAN FOR BERRY FARMS TOWN CENTER PUD SUBDIVISION, FOR THE PROPERTY LOCATED EAST OF LEWISBURG PIKE AND NORTH OF GOOSE CREEK BYPASS”**

**WHEREAS**, the Planned Unit Development (PUD) process is a review procedure that is intended to encourage innovative land planning and design and avoid the monotony sometimes associated with large developments by:

- (a) Reducing or eliminating the inflexibility that sometimes results from strict application of zoning standards that were designed primarily for individual lots;
- (b) Allowing greater freedom in selecting the means to provide access, light, open space, and design amenities;
- (c) Encouraging a sensitive design that respects the surrounding established land use character and natural or man-made features of the site including, but not limited to, trees, historic features, streams, hillsides, and floodplains;
- (d) Promoting quality design and environmentally sensitive development by allowing development to take advantage of special site characteristics, locations, and land uses; and
- (e) Allowing deviations from certain zoning standards that would otherwise apply if not contrary to the general spirit and intent of this ordinance; and

**WHEREAS**, the PUD process requires the approval of a Development Plan that is reviewed and approved by the Board of Mayor and Aldermen (BOMA), after a public hearing and a recommendation by the Franklin Municipal Planning Commission (FMPC); and

**WHEREAS**, the purpose of this revision is to update the Berry Farms Town Center Pattern Book to clarify the permitted uses.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, AS FOLLOWS:**

**SECTION I.** That the following legal description of the property (from the original rezoning) included in the Development Plan, as amended, is as follows:

| Map-Parcel       | Acres |
|------------------|-------|
| 106-32.02 (part) | 81.0  |
| Total            | 81.0  |

Commencing at the east right-of-way line of Lewisburg Pike and the south right-of-way line of Old Peytonsville Road, which is also the northwest corner of parcel 32.02, all parcels being referenced to Tennessee State Board of Equalization Map 106, as may be revised, unless otherwise noted, which is also the point of beginning.

Thence with the following calls: south 1,702 feet along the east right-of-way line of Lewisburg Pike, which is also the west line of parcel 32.02, thence south 82 degrees east 242 feet, thence along a curve to the northeast having a delta of 2 degrees, a radius of 24,275 feet and a length of 813 feet, thence along

a curve to the northeast having a delta of 18 degrees, a radius of 203 feet and a length of 65 feet, thence north 77 degrees east 566 feet, thence along a curve to the northeast having a delta of 180 degrees, a radius of 125 feet and a length of 393 feet, thence north 77 degrees east 490 feet, thence along a curve to the southeast having a delta of 179 degrees, a radius of 90 feet and a length of 281 feet, thence along a curve to the east having a delta of 15 degrees, a radius of 560 feet and a length of 145 feet, thence along a curve to the northeast having a delta of 43 degrees, a radius of 258 feet and a length of 192 feet, thence along a curve to the northwest having a delta of 41 degrees, a radius of 195 feet and a length of 140 feet, thence along a curve to the northwest having a delta of 43 degrees, a radius of 19 feet and a length of 14 feet, thence north 60 degrees west 62 feet, thence along a curve to the northeast having a delta of 17 degrees, a radius of 341 feet and a length of 100 feet, thence south 64 degrees east 46 feet, south 57 degrees east 29 feet, north 84 degrees east 45 feet, thence along a curve to the east having a delta of 2 degrees, a radius of 2,118 feet and a length of 76 feet, thence along a curve to the east having a delta of 26 degrees, a radius of 279 feet and a length of 126 feet, thence north 23 degrees east 17 feet, thence along a curve to the northeast having a delta of 10 degrees, a radius of 133 feet and a length of 23 feet, thence along a curve to the southeast having a delta of 18 degrees, a radius of 1,044 feet and a length of 326 feet, thence along a curve to the southeast having a delta of 17 degrees, a radius of 306 feet and a length of 93 feet, thence along a curve to the southeast having a delta of 17 degrees, a radius of 252 feet and a length of 77 feet, thence south 23 degrees east 369 feet to a point in the south line of parcel 32.02, which is also the north line of parcel 172, thence north 82 degrees east 336 feet along the south line of parcel 32.02, thence north 20 degrees east 314 feet, north 23 degrees east 516 feet, and north 22 degrees west 476 feet to a point in the north line of parcel 32.02, which is also the south right-of-way line of Old Peytonsville Road, thence generally west 768 feet along the south right-of-way line of Old Peytonsville Road, which is also the north line of parcel 32.02, thence south 68 degrees west 1,156 feet and north 84 degrees west 1,739 feet along the south right-of-way line of Old Peytonsville Road, which is also north line of parcel 32.02, to a point in the east right-of-way line of Lewisburg Pike, which is also northwest corner of parcel 32.02, which is also the point of beginning, and containing 81.0 acres more or less.

| Map-Parcel       | Acres  |
|------------------|--------|
| 106-32.02 (part) | 132.10 |
| Total            | 132.10 |

Commencing at the north right-of-way line of Goose Creek Bypass, and the east right-of-way line of Lewisburg Pike, which is also the southwest corner of parcel 32.02, all parcels being referenced to Tennessee State Board of Equalization Map 106, as may be revised, unless otherwise noted, which is also the point of beginning.

Thence with the following calls: north 8 degrees east 735 feet along the east right-of-way line of Lewisburg Pike, which is also the west line of parcel 32.02, thence south 82 degrees east 242 feet, thence along a curve to the northeast having a delta of 2 degrees, a radius of 24,275 feet and a length of 813 feet, thence along a curve to the northeast having a delta of 18 degrees, a radius of 203 feet and a length of 65 feet, thence north 77 degrees east 566

feet, thence along a curve to the northeast having a delta of 180 degrees, a radius of 125 feet and a length of 393 feet, thence north 77 degrees east 490 feet, thence along a curve to the southeast having a delta of 179 degrees, a radius of 90 feet and a length of 281 feet, thence along a curve to the east having a delta of 15 degrees, a radius of 560 feet and a length of 145 feet, thence along a curve to the northeast having a delta of 43 degrees, a radius of 258 feet and a length of 192 feet, thence along a curve to the northwest having a delta of 41 degrees, a radius of 195 feet and a length of 140 feet, thence along a curve to the northwest having a delta of 43 degrees, a radius of 19 feet and a length of 14 feet, thence north 60 degrees west 62 feet, thence along a curve to the northeast having a delta of 17 degrees, a radius of 341 feet and a length of 100 feet, thence south 64 degrees east 46 feet, south 57 degrees east 29 feet, north 84 degrees east 45 feet, thence along a curve to the east having a delta of 2 degrees, a radius of 2,118 feet and a length of 76 feet, thence along a curve to the east having a delta of 26 degrees, a radius of 279 feet and a length of 126 feet, thence north 23 degrees east 17 feet, thence along a curve to the northeast having a delta of 10 degrees, a radius of 133 feet and a length of 23 feet, thence along a curve to the southeast having a delta of 18 degrees, a radius of 1,044 feet and a length of 326 feet, thence along a curve to the southeast having a delta of 17 degrees, a radius of 306 feet and a length of 93 feet, thence along a curve to the southeast having a delta of 17 degrees, a radius of 252 feet and a length of 77 feet, thence south 23 degrees east 369 feet to a point in the south line of parcel 32.02, which is also the north line of parcel 172, thence south 82 degrees west 122 feet along the north line of parcel 172, to the northwest corner of parcel 172, thence south 14 degrees east 556 feet, south 15 degrees east 254 feet, south 12 degrees west 67 feet, and south 7 degrees west 1,049 feet along the east line of parcel 32.02, to the southeast corner of parcel 32.02, which is also a point in the north right-of-way line of Goose Creek Bypass, thence west 2,517 feet along the north right-of-way line of Goose Creek Bypass, which is also the south line of parcel 32.02, to the east right-of-way line of Lewisburg Pike, which is also the southwest corner of parcel 32.02, which is also the point of beginning, and containing 132.1 acres more or less.

| Map-Parcel       | Acres |
|------------------|-------|
| 106-32.02 (part) | 9.90  |
| Total            | 9.90  |

Commencing at the north right-of-way line of Goose Creek Bypass, and the west right-of-way line of Old Peytonsville Road, thence generally north 2,285 feet along the west right-of-way line of Old Peytonsville Road, to the northeast corner of parcel 172, which is also a southeast corner of parcel 32.02, all parcels being referenced to Tennessee State Board of Equalization Map 106, as may be revised, unless otherwise noted, which is also the point of beginning.

Thence south 82 degrees west 598 feet, thence north 20 degrees east 314 feet, north 23 degrees east 516 feet, and north 22 degrees west 476 feet to a point in the north line of parcel 32.02, which is also the south right-of-way line of Old Peytonsville Road, thence generally southeast and south 1,357 feet along the south and west right-of-way line of Old Peytonsville Road, which is also the north and east line of parcel 32.02, to a southeast corner of parcel 32.02, which is also the point of beginning, and containing 9.9 acres more or less.

**SECTION II.** That the attached Location Map and Development Plan, as amended, shall serve the purpose of further delimiting the geographical boundaries as described by this Resolution.

**SECTION III.** That the overall entitlements, as approved, for the Berry Farms Town Center PUD Subdivision are as follows:

| Entitlements                            | Berry Farms Town Center                                                   |
|-----------------------------------------|---------------------------------------------------------------------------|
| Base Zone District                      | Specific Development Variety (SD-X)                                       |
| Character Area Overlay                  | GCCO-3 and GCCO-4c                                                        |
| Other Zoning Overlays                   | FFO                                                                       |
| Development Standard                    | Traditional                                                               |
| Number of Dwelling Units                | 646 Total<br>(143 Detached/503 Attached)                                  |
| Number of Nonresidential Square Footage | 1,134,625<br>(585,038 Retail/Commercial and<br>549,587 Office/Commercial) |
| Original Concept Plan Approval          | Ordinance No. 2005-17<br>Date of approval: 5/10/2005                      |

**SECTION IV.** That the Development Plan, the exhibits accompanying the Development Plan, and all conditions and restrictions placed upon the Development Plan by the Franklin Municipal Planning Commission and this Board shall be made a part of this Resolution as though copied verbatim herein, and that a permanent record of the Development Plan, the exhibits accompanying the Development Plan, and all such conditions and restrictions shall be kept in the Franklin Planning and Sustainability Department.

**SECTION V.** That this Resolution shall take effect from and after its passage on its first and final reading, the health, safety, and welfare of the citizens requiring it.

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**ERIC S. STUCKEY**  
City Administrator

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**DR. KEN MOORE**  
Mayor

Approved as to form by:

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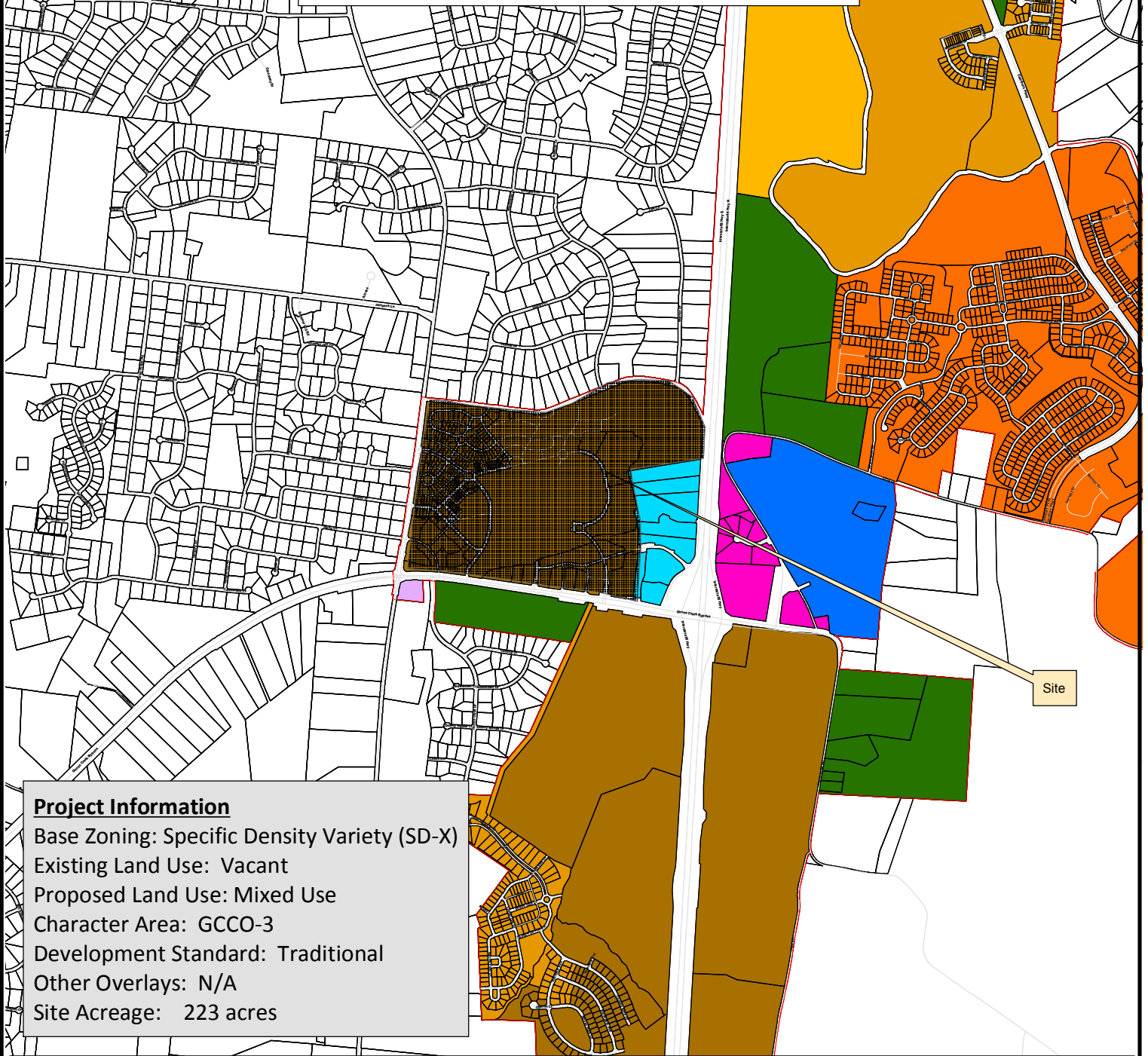
Shauna R. Billingsley  
City Attorney

PLANNING COMMISSION RECOMMENDED APPROVAL: \_\_\_\_\_

PUBLIC HEARING AND BOMA APPROVAL: \_\_\_\_\_



BERRY FARMS PUD SUBDIVISION, RESOLUTION 2016-25  
FRANKLIN MUNICIPAL PLANNING COMMISSION  
3/24/2016



**Project Information**

Base Zoning: Specific Density Variety (SD-X)  
Existing Land Use: Vacant  
Proposed Land Use: Mixed Use  
Character Area: GCCO-3  
Development Standard: Traditional  
Other Overlays: N/A  
Site Acreage: 223 acres

- |                                        |                                     |
|----------------------------------------|-------------------------------------|
| Berry Farms Town Center                | SD-X Specific Development-Variety   |
| AG Agricultural District               | OR Office Residential District      |
| ER Estate Residential                  | GO General Office District          |
| R-1 Residential District               | CC Central Commercial District      |
| R-2 Residential District               | NC Neighborhood Commercial District |
| R-3 Residential District               | GC General Commercial District      |
| R-6 Historic Core Residential District | LI Light Industrial District        |
| RM-10 Attached 10 Residential District | HI Heavy Industrial District        |
| RM-15 Attached 15 Residential District | CI Civic and Institutional District |
| RM-20 Attached 20 Residential District |                                     |
| SD-R Specific Development-Residential  |                                     |



0 1,250 2,500 5,000  
Feet

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It was compiled from the most authentic information available.  
The City is not responsible for any errors or omissions contained hereon.  
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The Village Core

Permitted Uses

**Apartment House:** Multiple unit buildings with apartments vertically arranged and with parking located near the building. Units may be for rental or for sale in condominium or cooperative ownership. Apartment blocks are a building type accommodating multiple dwellings disposed above and beside each other, sharing a common entry. Apartment buildings may be perimeter blocks, urban villas, and forecourt yard apartments.

Apartments are a rear yard residential building type. This building type occupies the full frontage of its lot. The building façade steadily defines the edge of the public space while the rear elevation may be articulated for functional purposes. The rear yard accommodates substantial parking, while the front façade may accommodate on street parking.

**Lobby Apartment Building:** Units enter off stair lobby with two to four units per floor.

**Corridor Apartment Building:** Units enter off double-loaded corridor, with six or more units per floor.

**Double Decker:** Two unit buildings with one unit located directly above the other.

**Flex Apartment House:** A rear yard, flexible commercial building type with one or two dwellings and a commercial space. Common walls are permitted on the side lot lines. Multiple-unit buildings with the first story available as commercial space, either leased independently or in conjunction with the apartments above (via internal stairs). Units may be for rent or for sale in condominium or cooperative ownership.

**Loft Building:** Multiple-unit buildings with units available for either residential or commercial use. The ceilings must be high to permit a greater distance from windows required in commercial units. Units may be for rent or for sale in condominium or cooperative ownership.

**Neighborhood Store:** A retail shop where residential units or offices can be located above.

**Town Center Shops:** A building providing for the sale of convenience goods, general merchandise, personal services, and eating establishments, for the day-to-day needs of the immediate neighborhoods as well as the needs of residents in the region. Residential units or offices can be located above a building.

**Main Street Shops:** A building providing for the sale of personal services (dry cleaning, barber shop, shoe repair) and convenience goods (food, drugs and sundries). Main street shops are not anchored by a supermarket but by other type of personal/convenience retail such as a mini-market and eating establishments. Residential units or offices can be located above.

**Theater:** A building providing for a multi-screen movie complex.

**Hotel:** A building to accommodate guest lodging, as either a bed and breakfast establishment, a boutique hotel, or as a hotel.

**Office Building:** A fixed commercial building type with commercial use throughout. Common walls are permitted on the side lot lines. Office buildings are among the largest urban type as the must accommodate floorplates of modern corporation buildings. Office buildings shall front thoroughfares with parking relegated generally to the side or rear of the building.

**Commercial Services:** In addition to the uses specified above, buildings that serve general commercial services shall be permissible, following the conditional approval of the Franklin Municipal Planning Commission, and may include, but are not limited to, commercial kennels, convenience stores, personal services, restaurants, restaurants with drive-in/drive-through, retail and commercial uses, service commercial uses, theaters, veterinary facilities (indoor and neighborhood), automotive fuel sales, automotive service facilities, automotive was facilities, funeral homes, recreational facilities (public and neighborhood), and telecommunication towers and antennas. Proposed locations are preliminary in location and subject to change.

**Civic and Institutional Uses:** Location of civic uses is conditional by approval of the Franklin Municipal Planning Commission (e.g. church, daycare, post office, community center, fire station, library and clubhouse, and others), while institutional uses are conditional by approval of the Franklin Board of Mayor and Alderman. In addition, these uses may include, but are not limited to, charitable, fraternal, or social organizations, educational facilities, essential services, passive parks and open space, public buildings or uses, active park facilities, assisted living facilities, clinics, nursing/convalescent , rehabilitation centers, and places of public assembly. Proposed locations are preliminary in location and subject to change.

Standards:

Building Placement –

1. Lot lines enfronting thoroughfares or open spaces are designated frontage lines and subject to special code requirements. At corner lots, one of the two frontage lines shall be designated the primary one.
2. Buildings shall have facades generally along frontage lines.
3. The facades and elevations of a building shall be a minimum distance from the frontage and lot lines per the proposed thoroughfare standards section.
4. Primary facades generally shall be set parallel to straight frontage lines, and parallel to the cord if broken or curved. Elevations may deviate from the trajectory of the lot lines.
5. Lot coverage for all buildings shall be a maximum of 80%. Arcades and open porches do not count towards lot coverage. Lot coverage for all outbuildings shall not exceed 675 sq. ft.
6. Arcades may be built overlapping the sidewalk per Thoroughfare Street Standards (p. 29-p.35) and the Architectural Guidelines Appendix (p. A27).

Building Elements –

1. Stoops, boxed windows, and bay windows may encroach into the setbacks two feet.
2. An upper story may encroach up to 7 ft. into the setbacks.
3. Upper stories may overlap the sidewalk in the case of arcade per Thoroughfare Street Standards (p. 29-p.35) and the Architectural Guidelines Appendix (p. A27).
4. Balconies, arcades, and awnings may encroach 7 feet.

Building Height –

1. The maximum overall building height exclusive of attic, parapet and architectural elements shall be measured in number of stories. Refer to the Building Height Matrix located in the Architectural Guidelines Appendix (p. A30).
2. The heights of building elements shall be measured from sidewalk grade taken anywhere along the principal frontage line.
3. A portion of the building with lot coverage no greater that 900 sq. ft. may exceed the height limit.
4. Street walls shall be between +4.5 ft. and 7 ft. max. in height.

Parking Placement –

1. The number of parking places provided shall be as required by the Building Use.
2. Both on-street and off-street parking shall count towards the fulfillment of the parking requirement. The on-street parking generally shall be provided along the frontage corresponding to the lot.
3. Trash containers shall be located within alley where applicable.

Parking Requirements (based on building use) –

**Residential:** The number of dwellings is limited by the requirement of 2 assigned parking spaces for each dwelling, a ratio which may be reduced according to the shared parking standard.

**Lodging:** The number of bedrooms available for lodging is limited by the requirement of one assigned parking space for each bedroom, a ratio which may be reduced according to the shared parking standards. Food service may be provided at all times.

**Office:** The area available for office use is limited by the requirement of 3 spaces/1,000 sq.ft. of gross office space, a ratio which may be reduced according to the shared parking standards.

**Retail:** The area available for retail use is limited by the requirement of 4 spaces/1,000 sq.ft. of gross retail space, a ratio which may be reduced according to the shared parking standards.

**Civic:** Civic uses are conditional by approval of the Franklin Municipal Planning Commission (e.g. church, daycare, post office, community center, fire station, library and clubhouse and others). Proposed locations are preliminary in location and subject to change.

**Theater:** Refer to Minimum Parking Requirement Matrix (p. A30).



## The Village Center

### Permitted Uses

**Apartment House:** Multiple unit buildings with apartments vertically arranged and with parking located near the building. Units may be for rental or for sale in condominium or cooperative ownership. Apartment blocks are a building type accommodating multiple dwellings disposed above and beside each other, sharing a common entry. Apartment buildings may be perimeter blocks, urban villas, and forecourt yard apartments.

Apartments are a rear yard residential building type. This building type occupies the full frontage of its lot. The building façade steadily defines the edge of the public space while the rear elevation may be articulated for functional purposes. The rear yard accommodates substantial parking, while the front façade may accommodate on street parking.

**Lobby Apartment Building:** Units enter off stair lobby with two to four units per floor.

**Corridor Apartment Building:** Units enter off double-loaded corridor, with six or more units per floor.

**Double Decker:** Two unit buildings with one unit located directly above the other.

**Flex Apartment House:** A rear yard, flexible commercial building type with one or two dwellings and a commercial space. Common walls are permitted on the side lot lines. Multiple-unit buildings with the first story available as commercial space, either leased independently or in conjunction with the apartments above (via internal stairs). Units may be for rent or for sale in condominium or cooperative ownership.

**Loft Building:** Multiple-unit buildings with units available for either residential or commercial use. The ceilings must be high to permit a greater distance from windows required in commercial units. Units may be for rent or for sale in condominium or cooperative ownership.

**Flex Townhouse:** A rear yard, flexible commercial building type with one dwelling and a commercial space. Common walls are permitted on the side lot lines. Rowhouse with the first story available as a commercial space, either independently leased or in conjunction with the residential unit above. A rear alley or parking lot may accommodate the additional parking requirement.

**Flex House:** A rear yard, flexible commercial building type with one dwelling and a commercial space. Common walls are permitted on the side lot lines. Single-family house or townhouse with the front of the building available as a commercial space or as an ancillary rental unit.

**Mansion:** A building similar in appearance to a large single-family detached house, regulated in form but flexible in use. The building is able to accommodate a wide variety of uses, including apartments for rent or sale, single-room occupancy (boarding house), bed and breakfast inn, small professional offices, ground-floor retail or restaurant. Units may be for rent or sale, condominium/cooperative ownership.

**Group Homes:** A facility that provides for the care and supervision, on a temporary or permanent basis, of groups of more than six, but not more than 20, persons not defined as a family, who are handicapped, aged, disabled, or need foster care (includes home health hospice).

**Hotel:** A building to accommodate guest lodging.

**Neighborhood Store:** A retail shop where residential units or offices can be located above.

**Shopping District:** A building providing general merchandise, a range of services, recreation facilities (such as a multiplex cinema) as well as restaurants. The Shopping District can be anchored by a supermarket or junior anchor of not less than 20,000 square feet, although cinemas or smaller national retailers and specialty restaurants can be anchors as well.

**Office Building:** A fixed commercial building type with commercial use throughout. Common walls are permitted on the side lot lines. Office buildings are among the largest urban type as the must accommodate floorplates of modern corporation buildings. Office buildings shall front thoroughfares with parking relegated generally to the side or rear of the building.

**Commercial Services:** In addition to the uses specified above, buildings that serve general commercial services shall be permissible, following the conditional approval of the Franklin Municipal Planning Commission, and may include, but are not limited to, commercial kennels, convenience stores, personal services, restaurants, restaurants with drive-in/drive-through, retail and commercial uses, service commercial uses, theaters, veterinary facilities (indoor and neighborhood), automotive fuel sales, automotive service facilities, automotive was facilities, funeral homes, recreational facilities (public and neighborhood), and telecommunication towers and antennas. Proposed locations are preliminary in location and subject to change.

**Civic and Institutional Uses:** Location of civic uses is conditional by approval of the Franklin Municipal Planning Commission (e.g. church, daycare, post office, community center, fire station, library and clubhouse, and others), while institutional uses are conditional by approval of the Franklin Board of Mayor and Alderman. In addition, these uses may include, but are not limited to, charitable, fraternal, or social organizations, educational facilities, essential services, passive parks and open space, public buildings or uses, active park facilities, assisted living facilities, clinics, nursing/convalescent , rehabilitation centers, and places of public assembly. Proposed locations are preliminary in location and subject to change.

### Standards:

#### Building Placement –

1. Lot lines enfronting thoroughfares or open spaces are designated frontage lines and subject to special code requirements. At corner lots, one of the two frontage lines shall be designated the primary one.
2. Buildings shall have facades generally along frontage lines.
3. The facades and elevations of a building shall be a minimum distance from the frontage and lot lines per the proposed thoroughfare standards section.
4. Primary facades generally shall be set parallel to straight frontage lines, and parallel to the cord if broken or curved. Elevations may deviate from the

- trajectory of the lot lines.
5. Lot coverage for all buildings shall be a maximum of 80%. Lot coverage for all outbuilding shall not exceed 675 sq. ft. Arcades and open porches do not count towards lot coverage.
  6. Arcades may be built overlapping the sidewalk per the thoroughfare street standards.

#### Building Elements –

1. Stoops, upper story heated area, bay windows and balconies may encroach into the setbacks as shown in the proposed thoroughfare sections.
2. An upper story may encroach up to 1.5 ft. into the setbacks.

#### Building Height –

1. The maximum overall building height exclusive of attic, roof or parapet and architectural elements shall be measured in number of stories. Refer to the Building Height Matrix for maximum dimensions.
2. The heights of building elements shall be measured from sidewalk grade taken anywhere along the principal frontage line.
3. A portion of the building with lot coverage no greater that 900 sq. ft. may exceed the height limit.
4. Fences and garden walls at frontage lines shall be between +2.5 and +4.5 ft. in height.
5. Fences and garden walls at and behind the front façade line shall be at 7 ft. max.

#### Parking Placement –

1. The number of parking places provided shall be as required by the Building Use.
2. Both on-street and off-street parking shall count towards the fulfillment of the parking requirement. The on-street parking shall be provided along the frontage corresponding to the lot.
3. Trash containers shall be located within alley where applicable.

#### Building Use –

**Residential:** The number of dwellings is limited by the requirement of 1.5 assigned parking spaces for each dwelling, a ratio which may be reduced according to the shared parking standard.

**Lodging:** The number of bedrooms available for lodging is limited by the requirement of one assigned parking space for each bedroom, a ratio which may be reduced according to the shared parking standards. Food service may be provided at all times.

**Office:** The area available for office use is limited by the requirement of 3 spaces/1,000 sq.ft. of gross office space, a ratio which may be reduced according to the shared parking standards.

**Retail:** The area available for retail use is limited by the requirement of 4 spaces/1,000 sq.ft. of gross retail space, a ratio which may be reduced according to the shared parking standards.

Civic: Civic uses are conditional by approval of the Franklin Municipal Planning Commission (e.g. church, fire station, library).

Refer to Minimum Parking Requirements Matrix (p A30).

## The Village Edge

### Permitted Uses

**Detached House:** A freestanding building, with or without an ancillary building that may be a detached outbuilding or an attached backbuilding to the rear. The outbuildings can be used as garages, garages with apartments on the second story or ancillary rental units. Detached houses are typically for sale, usually fee simple, occasionally condominium/cooperative ownership, infrequently rental.

The building occupies the center of the lot with setbacks on all sides. It is the least urban of residential types; the front yard sets it back from the frontage, while the open sided yard weakens the spatial definition of the fronting space. The front yard is intended to be semipublic and visually continuous with the yards of adjacent buildings, with the exception of an occasional low height picket fence. The rear yard can be secured for privacy by fences and outbuildings.

**Cottage House:** A single family dwelling, smaller than a house, on a separate lot or sharing a lot with other cottages as a court. Usually served by alleys, with on street parking to the front facade of the dwelling.

**Sideyard House:** A single family dwelling which occupies one side of the lot, with the primary yard to the other side and a shallow front setback. Usually served by alleys, with on street parking to the front facade of the dwelling.

**Townhome:** Buildings with two or more units, located side by side, with or without an ancillary building, either as a detached outbuilding or an attached backbuilding to the rear. The outbuildings can be used as garages, ancillary rental units, or garages with apartments on the second story. Units may be for rent or for sale, either fee simple or condominium/cooperative ownership.

The Townhome is a rear yard residential building type with common walls on the side lot lines, the facades reading continuously. Townhomes are the highest density type in the Village Edge able to provide private yards. The building façade steadily defines the edge of the public space while the rear elevation may be articulated for functional purposes. Usually served by alleys, with on street parking in front of the dwelling.

**Group Homes:** A facility that provides for the care and supervision, on a temporary or permanent basis, of groups of more than six, but not more than 20, persons not defined as a family, who are handicapped, aged, disabled, or need foster care (includes home health hospice).

**Civic and Institutional Uses:** Location of civic uses is conditional by approval of the Franklin Municipal Planning Commission (e.g.: church, daycare, post office, community center, fire station, library and clubhouse, and others), while institutional uses are conditional by approval of the Franklin Board of Mayor and Alderman. In addition, these uses may include, but are not limited to, charitable, fraternal, or social organizations, educational facilities, essential services, passive parks and open space, public buildings or uses, active park facilities, assisted living facilities, and places of public assembly. Proposed locations are

preliminary in location and subject to change.

**Commercial Services:** Location of commercial services is conditional by approval of the Franklin Municipal Planning Commission, and may include, but is not limited to, bed and breakfast establishments, recreational facilities (public and neighborhood). Proposed locations are preliminary in location and subject to change.

### Standards:

#### Building Placement –

1. Lot lines enfronting thoroughfares or open spaces are designated frontage lines and subject to special code requirements. At corner lots, one of the two frontage lines shall be designated the primary one.
2. The facades and elevations of a building shall be a minimum distance as noted in the following lot diagrams.
3. Facades generally shall be set parallel to straight frontage lines, and parallel to the cord if broken or curved. Elevations may deviate from the trajectory of the lot lines.
4. Facades shall extend a minimum of 40% of the length of the frontage line.
5. Outbuilding shall not exceed 675 sq. ft.
6. The side setbacks shall be 0 ft. in case of townhouses sideyard houses.

#### Building Elements –

1. Each building requires at least a porch, stoop, porch or balcony located on the principal frontage façade. Porches, stoops, bay windows and balconies may encroach into the setbacks as shown in the diagram.
2. An upper story may encroach up to 1.5 ft. into the setbacks.
3. Porches on facades shall be a minimum of 6 ft. in depth.

#### Building Height –

1. The heights of building elements shall be measured from sidewalk grade taken anywhere along the principal frontage line.
2. The height of a porch floor shall be at +1.5 ft. min.
3. A portion of the building with lot coverage no greater that 240 sq. ft. may exceed the height limit.
4. Fences and garden walls at frontage lines shall be between +2.5 and +4.5 ft. in height.
5. Fences and garden walls at and behind the front façade line shall be at +7 ft. max.
6. Refer to the Building Height Matrix for maximum dimensions.

#### Parking Placement –

1. The number of parking places provided shall be as required by the Building Use.
2. Both on-street and off-street parking shall count towards the fulfillment of the parking requirement. The on-street parking shall be provided along the frontage corresponding to the lot.
3. Trash containers shall be located within the alley if present.

#### Building Use –

Residential: The number of dwellings is limited by the requirement of 1.5

assigned parking spaces for each dwelling, a ratio which may be reduced according to the shared parking standard.

Granny Flat: The number of bedrooms available for granny flat is limited by the requirement of one assigned parking space for each bedroom, in addition to the parking requirement for each dwelling.

Refer to Minimum Parking Requirements Matrix (p. A30).

## **ORDINANCE 2016-005**

**TO BE ENTITLED: “AN ORDINANCE TO AMEND VARIOUS CHAPTERS OF THE CITY OF FRANKLIN, TENNESSEE, ZONING ORDINANCE PERTAINING TO THE APPROVAL OF DEVELOPMENT PLANS, SITE PLANS AND VESTED PROPERTY RIGHTS.”**

**WHEREAS**, various provisions of the City of Franklin Zoning Ordinance pertain to the process for obtaining approval for the development of property and the period for which such approval is valid; and

**WHEREAS**, the Tennessee General Assembly has enacted the Vested Property Rights Act of 2014 (the “Act”), which establishes statewide standards under which “vesting periods” are commenced upon the approval of certain types of new Preliminary Development Plans and Final Development Plans (“Development Plans”); and

**WHEREAS**, during the vesting periods established under the Act, local governments may not apply development standards other than those in effect at the time of approval of the Development Plan, except as permitted by the Act; and

**WHEREAS**, the Act took effect January 1, 2015, and provided that local governments may pass an Ordinance or Resolution to identify the types of Development Plans that will cause property rights to vest, including the actions that constitute approval of such Development Plans; and

**WHEREAS**, the revisions to the City of Franklin Zoning Ordinance herein are intended to implement the requirements of the Act in regard to the different types of Development Plans approved by the City of Franklin; and

**WHEREAS**, this text amendment is in the best interest of the citizens of Franklin.

**NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, AS FOLLOWS:**

**SECTION I:** That Chapter 1, Section 1.8, Subsection 1.8.5 of the Franklin Zoning Ordinance is hereby created with the following language to be approved to read as follows:

### **1.8.5 Vested Property Rights**

In accordance with T.C.A. § 13-4-310, the following is the list of the specific types of plans approved, on or after January 1, 2015, that will cause a vested property right to be established, and such action shall constitute final approval of the listed plans:

- (1) Preliminary Development Plans
  - (a) Approval by the BOMA of PUD Development Plan as required by Subsection 2.4.2;
  - (b) Approval by the FMPC of a Preliminary Plat, when not part of a PUD Development Plan, as required by the Franklin Subdivision Regulations; or
  - (c) Approval by the BOMA of a Special Permit as required by Subsection 4.4.
- (2) Final Development Plans
  - (a) Approval by the FMPC, or administratively by staff, of a Site Plan as required by Subsection 2.4.3, when not part of a Preliminary Development Plan as specified in Subsection 1.8.5(1), or
  - (b) Approval by the FMPC, or Administratively by Staff, of a Final Plat as required by the Franklin Subdivision Regulations, when not part of a Preliminary Development Plan as specified in Subsection 1.8.5(1).



**SECTION II:** That Chapter 2, Section 2.4, Subsection 2.4.2(6)(h)(iv) of the Franklin Zoning Ordinance is hereby amended to delete the following text noted with a ~~strike through~~; to add the following text noted in **bold**, and is approved to read as follows:

- (iv) ~~Upon approval of the resolution,~~ The PUD Development Plan shall be considered to be approved **on the effective date of the resolution**. A majority vote of the full membership of the BOMA shall be required to pass the decision and resolution regarding the Development Plan.

**SECTION III:** That Chapter 2, Section 2.4, Subsection 2.4.2(11) of the Franklin Zoning Ordinance is hereby amended to delete the following text noted with a ~~strike through~~; to add the following text noted in **bold**, and is approved to read as follows:

- (11) Amendments for Revisions to an Approved PUD **Development Plan**, Concept Plan or Regulating Plan — ~~January 1, 2000 to December 31, 2014~~

The following subsections provide the framework, **process, and reviewing entity** for revisions or amendments to **approved** Concept Plans, Regulating Plans, or Development Plans. The review process, which applies to the proposed revision, depends upon the elements of the plan proposed for revision. ~~The below sections define the process and the reviewing entity for different types of revisions.~~

~~(A)~~ **(a) Board of Mayor and Aldermen (BOMA) and Franklin Municipal Planning Commission (FMPC) Review**

The items below are considered deviations from ~~the~~ **an approved** Development Plan, Concept Plan or Regulating Plan and require approval of a revised Development Plan by the FMPC and the BOMA, according to the procedure described in 2.4.2(6). The Development Plan shall be approved before the Site Plan is accepted for review.

- ~~I.~~ **(i)** Any increase in entitlements, including the number of dwelling units for residential projects and square footage for non-residential or either for mixed use projects.
- ~~II.~~ **(ii)** Changes or increase from detached to attached dwelling unit(s).
- ~~III.~~ **(iii)** Changes in non-residential square footage related to the institutional and/or industrial use.
- ~~IV.~~ **(iv)** A change in the number and/or location of external access points, or streets classified as collector or arterial roadways.
- ~~V.~~ **(v)** Revisions to the widths or lengths of provided buffers (historic, incompatible use, incompatible lot size, stormwater, etc.).
- ~~VI.~~ **(vi)** Any revision to a condition required by the BOMA.
- ~~VII.~~ **(vii)** Any revision that requires a Modification of Standards (MOS) or that requires a change to an MOS previously approved.

~~(B)~~ **(b) FMPC Review**

The items below are considered deviations from ~~the~~ **an approved** Development Plan, Concept Plan or Regulating Plan and require approval of a revised Development Plan by the FMPC. The Development Plan shall be approved before the Site Plan is accepted for review.

- ~~I.~~ **(i)** Changes to setbacks approved as part of the Development Plan, which change the character of the project.
- ~~II.~~ **(ii)** Major changes to typical lots in either dimension and/or number of lots revised in a section or throughout the development.

- ~~III.~~ (iii) Reduction in approved open space within a section of the plan, which impacts the plan.
- ~~IV.~~ (iv) Changes in building heights, or number of stories, which impact the visual character or transitional features of the section or plan.
- ~~V.~~ (v) Significant changes to the internal street network, block layout, and/or intersection configuration, such as the elimination of streets or connection points, or any reduction to the connectivity index.
- ~~VI.~~ (vi) Any impact to existing historic sites or structures, other than impacts previously approved.
- ~~VII.~~ (vii) Major changes to parking layout, which adversely alters parking convenience or changes the character of the plan.
- ~~VIII.~~ (viii) Substantial revision to drainage, streets, stormwater quality or quantity or other engineering design changes that alter those items as approved in the Development Plan, including significant changes in traffic circulation.

#### ~~(C)~~ (c) Staff Review

Items not meeting the criteria of Subsections 2.4.2 (11) (a) and (b) **are considered minor revisions and have minimal impact upon the project and may be approved by the Planning Director or his/her designee** ~~may be addressed according to the provisions of this subsection related to staff review. These items are considered minor in nature and have minimal impact upon the project.~~ For staff review, the revised Development Plan shall be submitted simultaneously with a revised Site Plan for staff approval.

The Planning Director or his/her designee may at his/her discretion choose to forward any revised Development Plan to the BOMA, the FMPC or the ~~Department Review Team (DRT)~~ for review, comment and approval. Should the Planning Director or his/her designee require the revised Development Plan be considered by **the** FMPC and/or the BOMA, the submittal requirements for those entities shall apply.

**SECTION IV:** That Chapter 2, Section 2.4, Subsection 2.4.2(12) of the Franklin Zoning Ordinance is hereby amended to delete the following text noted with a ~~strike through~~; to add the following text noted in **bold**, and is approved to read as follows:

#### **(12) Amendments for Revisions to Development Plans, Site Plans, Preliminary Plats approved after January 1, 2015**

~~Amendments to Development Plans, Site Plans and Preliminary Plats approved after January 1, 2015, will meet the criteria set forth in the State of Tennessee Vesting Property Rights Act of 2014, Section 1, (h) (l), addressing amendments.~~

~~An amendment to an approved development plan by the developer must be approved by the Board of Mayor and Aldermen to retain the protections of the vested property right.~~

~~An amendment may be denied based upon a written finding by the local government that the amendment:~~

- ~~(A) Alters the proposed use;~~
- ~~(B) Increases the overall area of the development;~~
- ~~(C) Alters the size of any nonresidential structures included in the development plan;~~
- ~~(D) Increases the density of the development so as to affect traffic, noise or other environmental impacts, or~~
- ~~(E) Increases any local government expenditure necessary to implement or sustain the proposed use.~~

- ~~(2) If an amendment is denied by the Board of Mayor and Aldermen based upon such a written finding, then the applicant may either proceed under the prior approved plan with the associated vested property right or, alternatively, allow the vested property right to terminate and submit a new application under this section. Notwithstanding this subsection (h), a vested property right shall not terminate if the Board of Mayor and Aldermen determines, in writing, that it is in the best interest of the community to allow the development to proceed under the amended plan without terminating the vested property rights.~~
- ~~(3) Staff will review all amendments requested by developer(s) and approve those with minor changes not impacting the development and meeting the criteria of the Vesting Property Rights Act of 2014. Staff will forward to the Board of Mayor and Aldermen all requests for amendments to project approved after January 1, 2015, that contain changes related to 2.4.2 (12) (1) (A) through E.~~

## **(12) Reserved**

**SECTION V:** That Chapter 2, Section 2.4, Subsection 2.4.2(13) of the Franklin Zoning Ordinance is hereby amended to delete the following text noted with a ~~strike through~~; to add the following text noted in **bold**, and is approved to read as follows:

### ~~(13) — Time Limit~~

~~Since the approval of a Development Plan is not intended for speculative development projects, but represents an applicant's firm intention to develop according the entitlements and master plan approved with the Development Plan, the Planning Commission shall review each Development Plan within two (2) years of the BOMA approval date and each subsequent year until the PUD Development Plan is deemed Complete. For the purposes of this subsection, Complete shall mean either the issuance of a building permit for any section of the PUD and vertical construction has commenced or the issuance of a Grading Permit for any section of the PUD and construction of streets, sewer, water, or other utilities (land preparation such as clearing, grading, and filling shall not be a sufficient level of construction activity to be considered complete); Actively Under Development shall mean that either site plans and plats are approved by the City for any section of the PUD or land preparation such as clearing, grading, and filling is underway for any section of the PUD; and Inactive shall mean that none of the items defined as Complete or Actively Under Development have occurred on site. The FMPC may consider other factors not specifically described above in the review of the status of the PUD.~~

~~During the FMPC review of the status of the PUD, Development Plans shall be classified as (1) Complete, (2) Actively Under Development, or (3) Inactive. If, after review, the project is deemed Actively Under Development by the FMPC, then the project shall again be reviewed within 1 year to re-determine its status. If, after review, the project is deemed Inactive by the FMPC, the following process shall apply to determine the continued appropriateness of the Development Plan:~~

- ~~(a) — The FMPC shall make a recommendation onto the BOMA as to whether the Development Plan should remain in effect on the property, whether any amendments or revisions to the approved Development Plan are necessary, or whether the Development Plan should be revoked. The FMPC may consider the following in the review of the Development Plan the Land use Plan, the Zoning Ordinance, the Subdivision Regulations, and/or any other City regulations.~~
- ~~(b) — The BOMA shall consider the FMPC recommendation and then shall either affirm that the Development Plan should remain in effect, providing a 1 year extension for the plan, or shall act to revoke the Development Plan.~~

**(13) Reserved**

**SECTION VI:** That Chapter 2, Section 2.4, Subsection 2.4.2 (14) through (18) of the Franklin Zoning Ordinance are hereby created with the following language to be approved to read as follows:

**(14) Vesting Period and Time Limit – Development Plan**

In accordance with T.C.A. § 13-4-310, and subject to the exceptions set forth in said statute, the approval of a new Development Plan on, or after January 1, 2015, will initiate a vesting period, during which the development standards adopted by the City and in effect on the date of approval shall remain the standards applicable to the approved Development Plan. The vesting period for an approved Development Plan shall be as follows:

- (a) A Development Plan shall be vested for a period of three (3) years from the date of approval. A Development Plan shall be considered approved on the effective date of the Resolution approving the Development Plan by the BOMA.
- (b) If the applicant secures approval of a Site Plan, secures any necessary permits, and commences site preparation within the initial three (3) year vesting period, then the vesting period shall be extended an additional two (2) years beyond the expiration of the initial three (3) year vesting period. Approval of a site plan shall become effective upon the date of approval by the FMPC or administratively by staff, as required by Subsection 2.4.3.

During the two (2) year extension period, the applicant must obtain approval of, and record, a final plat, if required, commence construction, and maintain any necessary permits to remain vested. Approval of a final plat shall be considered effective upon the date the applicant obtains the last signature of approval required on the plat for recording.

- (c) If construction commences within the initial five (5) year vesting period, then the vesting period shall remain in effect until the City has certified the final completion of the development through the issuance of all Final Certificates of Occupancy and the release of all Maintenance Obligations; provided that the total vesting period shall not exceed ten (10) years from the date of approval of the Development Plan unless an extension is granted by the BOMA pursuant to Subsection 2.4.2(16)(b); provided further, that the applicant maintains any necessary permits during the ten-year period.
- (d) There shall be a separate vesting period applicable to each section or phase of a development that is planned to be developed in two or more sections or phases as described in the Development Plan approved by the BOMA. The development standards which are in effect on the date of approval of the Development Plan for the first section or phase of the development shall remain the development standards applicable to all subsequent sections or phases in the development until the City has certified the final completion of the development through the issuance of all Final Certificates of Occupancy and the release of all Maintenance Obligations; provided that the total vesting period for all sections or phases shall not exceed fifteen (15) years from the date of the approval of the Development Plan unless an extension is granted by the BOMA pursuant to Subsection 2.4.2(16)(b); provided further, that the applicant maintains any necessary permits during the fifteen-year period.

**(15) Amendments to Development Plans Approved on, or After January 1, 2015**

- (a) Except as provided in Subsection 2.4.2(15)(b) below, amendments to Development Plans originally approved on, or after January 1, 2015, shall be approved by the BOMA, FMPC, or



administratively by staff, as required by Subsection 2.4.2(11), in order to retain the protections of the vested property right. An amendment may be denied based upon a written finding that the proposed amendment fails to meet the development standards in effect at the time the Development Plan was approved.

- (b) The FMPC and the BOMA shall review and approve amendments as specified in Subsection 2.4.2(11)(a), if the proposed amendment:
  - (i) Alters the proposed use or uses;
  - (ii) Increases the overall area of the development;
  - (iii) Alters the size of any nonresidential structures included in the Development Plan;
  - (iv) Increases the density of the development so as to affect traffic, noise, or other environmental impacts; or
  - (v) Increases any local government expenditure necessary to implement or sustain the proposed use.

Pursuant to T.C.A. § 13-4-310 (h)(1), the BOMA may deny a request to amend a Development Plan based upon a written finding that the proposed amendment fails to meet the development standards in effect at the time the Development Plan was approved, or for any of the reasons listed above in (i) through (v).

- (c) If an amendment is denied based upon such a written finding, then the applicant may either proceed under the prior approved plan with the associated vested property right or, alternatively, allow the vested property right to terminate and submit a new application for approval of a Development Plan. New applications for approval of a Development Plan shall be required to meet all of the development standards then in effect for those portions of the project not already constructed or under construction. However, notwithstanding the provisions of this Subsection, a vested property right shall not terminate if the BOMA determines, in writing, that it is in the best interest of the community to allow the development to proceed under the amended plan without terminating the vested property right.

#### **(16) Expiration and Extension of Vesting period**

- (a) Upon the expiration of a vesting period for a Development Plan, construction may not proceed unless a new Development Plan is approved by the BOMA pursuant to the provisions of Subsection 2.4.2. Any new application for approval of a Development Plan shall be required to meet all of the development standards then in effect for those portions of the project not already constructed or under construction.
- (b) Alternatively, the BOMA may grant an extension of the total vesting period for a development if it determines, in writing, that it is in the best interest of the community to allow the development to proceed without terminating the vested property right.

#### **(17) Termination of Vested Property Right – Violation of Conditions of Approval**

Notwithstanding the foregoing, approval of a Development Plan will be subject to any conditions established at the time of approval. Pursuant to T.C.A. § 13-4-310(f), if the established conditions of approval for a Development Plan are not met, the applicant will be allowed 90 days to cure the violation of any condition of approval; provided further, that the BOMA may grant an additional time period to cure the violation, upon a written determination that it is in the best interest of the community. Thereafter, the violation of any such conditions shall cause the vested rights applicable to the Development Plan to terminate; provided, however, the BOMA may allow a property right to remain vested despite the

occurrence of the violation when a written determination is made that such continuation is in the best interest of the community.

#### **(18) Enforcement of Vested Development Standards**

A vested development standard shall not preclude the City from enforcing a development standard in accordance with the provisions of T.C.A. § 13-4-310(g).

**SECTION VII:** That Chapter 2, Section 2.4, Subsection 2.4.3 (7) of the Franklin Zoning Ordinance is hereby amended to delete the following text noted with a ~~strike through~~; to add the following text noted in **bold**, and is approved to read as follows:

##### **(7) Time Limit**

**The following time limits shall apply for Site Plans that were approved on, or before December 31, 2014, or for Site Plans that were approved on, or after January 1, 2015, that are associated with a Development Plan, Concept Plan, or Preliminary Plat originally approved on, or before December 31, 2014:**

- (a) Unless otherwise specified in the Site Plan approval, an application for a Building Permit shall be applied for and approved within one year of the date of the Site Plan approval, otherwise the Site Plan shall become invalid. Permitted timeframes do not change with successive owners.
- (b) Upon written request, two site plan extensions may be granted. The first site plan extension may be granted by the original approving body, if the applicant can show good cause. A second site plan extension may only be granted by the Planning Commission, if the applicant can show good cause. Each site plan extension request is for six months. The two requests shall not be submitted or granted simultaneously. A site plan extension shall be requested prior to the original expiration date or the expiration of the first extension. All dates are calculated from the original approval date. All site plan extensions shall adhere to the provisions of Subsection 2.4.3(7).
- (c) For Residential Site Plans that do not have an approved Building Permit within one year of the date of the Residential Site Plan approval, a Grading and Stormwater permit shall be approved and construction of streets, water, sewer, sidewalk, utilities, and/or other infrastructure shall have commenced within one year of the date of the Residential Site Plan approval, otherwise the approval shall become invalid. Land preparation itself, such as clearing, grading, and filling, is not a sufficient level of construction activity to keep the site plan approval from expiring.

**SECTION VIII:** That Chapter 2, Section 2.4, Subsection 2.4.3 (8) of the Franklin Zoning Ordinance is hereby amended to delete the following text noted with a ~~strike through~~; to add the following text noted in **bold**, and is approved to read as follows:

##### **~~(8) Amendments of an Approved Site Plan~~**

- ~~(a) — If an applicant desires to amend an approved Site Plan, then the amendment may be made with the approval of the appropriate city department with the exception of those changes stated in paragraph (b) below. However, if a proposed change will, in the opinion of the appropriate city department, substantially affect the terms of the original approval or would result in significant adverse impacts on the surrounding properties or the city at large, then a re-submittal to the Department of Planning and Sustainability or the FMPC (as appropriate) shall be required pursuant to the provisions of this chapter.~~

- ~~(b) A change to an approved Site Plan shall require a re-submittal to the decision-making body responsible for the original approval, if:~~
- ~~(i) The density of the development is to be increased;~~
  - ~~(ii) The gross square footage of nonresidential buildings is to be increased or the number of stories is to be reduced or increased;~~
  - ~~(iii) Required landscaping materials are to be deleted;~~
  - ~~(iv) Required open space is to be deleted;~~
  - ~~(v) There is any change in plans for historic structures or sites;~~
  - ~~(vi) Drainage, streets, or other engineering design changes will materially alter items approved in the Site Plan; and/or~~
  - ~~(vii) There are any major changes that could potentially create an adverse impact on stormwater quality, stormwater quantity management, or other stormwater management ordinance requirements.~~

**(8) Vesting Period and Time Limit – Site Plans Approved on, or After January 1, 2015**

**(a) Site Plans Not Associated with a Preliminary Development Plan as Specified in Subsection 1.8.5**

In accordance with T.C.A. § 13-4-310, and subject to the exceptions set forth in said statute, the approval of a new Site Plan, which is not part of a Preliminary Development Plan as specified in Subsection 1.8.5, will initiate a vesting period, during which the development standards adopted by the City and in effect on the date of approval shall remain the standards applicable to the approved Site Plan. The vesting period for an approved Site Plan shall be as follows:

- (i) A Site Plan shall be vested for a period of three (3) years from the date of approval. A Site Plan shall be considered approved upon the date of approval by the FMPC or, administratively by staff, as required by Subsection 2.4.3(2).**
- (ii) If the applicant secures approval of a Final Plat, if required, secures any necessary permits, and commences site preparation within the initial three (3) year vesting period, then the vesting period shall be extended an additional two (2) years beyond the expiration of the initial three (3) year vesting period. Approval of a final plat shall be considered effective upon the date the applicant obtains the last signature of approval required on the plat for recording. During the two (2) year extension period, the applicant must record the final plat, if required, commence construction, and maintain any necessary permits to remain vested.**
- (iii) If construction commences within the initial five (5) year vesting period then the vesting period shall remain in effect until the City has certified the final completion of the development through the issuance of all Final Certificates of Occupancy and the release of all Maintenance Obligations; provided that the total vesting period shall not exceed ten (10) years from the date of approval of the Site Plan unless an extension is granted by the FMPC pursuant to Subsection 2.4.3(10)(b); provided further, that the applicant maintains any necessary permits during the ten-year period.**
- (iv) There shall be a separate vesting period applicable to each section or phase of a development that is planned to be developed in two or more sections or phases as described in the Site Plan approved by the FMPC or Administratively by Staff. The development standards which are in effect on the date of approval of the Site Plan for the first section or phase of the development shall remain the development standards applicable to all subsequent sections or phases in the development until the City has certified the final completion of the development through the issuance of all Final Certificates of Occupancy and the release of all Maintenance Obligations; provided that the total vesting period for all sections or phases shall not exceed fifteen (15)**

years from the date of the approval of the Development Plan unless an extension is granted by the FMPC pursuant to Subsection 2.4.3(10)(b); provided further, that the applicant maintains any necessary permits during the fifteen-year period.

- (b) Site Plans Associated with a Preliminary Development Plan as specified in Subsection 1.8.5**  
A Site Plan that is associated with a Preliminary Development Plan as specified in Subsection 1.8.5, shall be valid for two (2) years from the date of approval of the Site Plan by the FMPC, or administratively by staff. The development standards adopted by the City, and in effect on the date of approval of the Preliminary Development Plan, shall remain the standards applicable to the approved Site Plan. If the applicant secures approval of, and records, a Final Plat, if required, secures any necessary permits, and commences construction within the two (2) year period, then the Site Plan shall remain valid throughout the vesting period established for the approved Preliminary Development Plan.

**SECTION IX:** That Chapter 2, Section 2.4, Subsection 2.4.3 (9) through (12) of the Franklin Zoning Ordinance are hereby created with the following language to be approved to read as follows:

**(9) Amendments**

- (a) Amendments to a Site Plan originally approved on, or before December 31, 2014, or Amendments to Site Plans approved on, or after January 1, 2015, that are associated with a Development Plan, Concept Plan, Regulating Plan, or Preliminary Plat originally approved on, or before December 31, 2014**

The following requirements shall apply to amendments to Site Plans originally approved on, or before December 31, 2014, or to Site Plans approved on, or after January 1, 2015, that are associated with a Development Plan, Concept Plan, Regulating Plan, or Preliminary Plat that was originally approved on, or before December 31, 2014:

- (i) If an applicant desires to amend an approved Site Plan, then the amendment may be made with the approval of the appropriate City Department with the exception of those changes stated in Subsection 2.4.3(9)(a)(ii) below. However, if a proposed change will, in the opinion of the appropriate city department, substantially affect the terms of the original approval or would result in significant adverse impacts on the surrounding properties or the City at-large, then a resubmittal of the site plan for approval by the FMPC, or administratively by staff, as appropriate, shall be required pursuant to the provisions of Subsection 2.4.3.
- (ii) An amendment to an approved Site Plan shall require a resubmittal and approval by the decision-making body responsible for the original approval, if:
  - A.) The density of the development is to be increased;
  - B.) The gross square footage of nonresidential buildings is to be increased or the number of stories is to be reduced or increased;
  - C.) Required landscaping materials are to be deleted;
  - D.) Required open space is to be deleted;
  - E.) There is any change in plans for historic structures or sites;
  - F.) Drainage, streets, or other engineering design changes will materially alter items approved in the Site Plan; and/or
  - G.) There are any major changes that could potentially create an adverse impact on stormwater quality, stormwater quantity management, or other stormwater management ordinance requirements.

- (b) Amendments to a Site Plan Originally Approved on, or After January 1, 2015, and Associated with a Preliminary or Final Development Plan as specified in Subsection 1.8.5**

Except as provided in Subsections 2.4.3(9)(b)(i) through (iii) below, an amendment to a Site Plan shall be approved by the FMPC, or administratively by staff, according to the requirements specified in Section 2.4.3(9)(a)(i), in order to retain the protections of a vested property right.

(i) An amendment may be denied by the FMPC, or administratively by staff, based upon a written finding that the proposed amendment fails to meet the development standards in effect at the time the Site Plan was approved.

(ii) The FMPC shall review and approve amendments, if the proposed amendment:

- A.) Alters the proposed use or uses;
- B.) Increases the overall area of the development;
- C.) Alters the size of any nonresidential structures included in the Development Plan;
- D.) Increases the density of the development so as to affect traffic, noise, or other environmental impacts; or
- E.) Increases any local government expenditure necessary to implement or sustain the proposed use.

Pursuant to T.C.A. § 13-4-310 (h)(1), the FMPC may deny a request to amend a Site Plan based upon a written finding that the proposed amendment fails to meet the development standards in effect at the time the Site Plan was approved, or for any of the reasons listed above in (A) through (E).

(iii) If an amendment is denied based upon such a written finding, then the applicant may either proceed under the prior approved Site Plan with the associated vested property right or, alternatively, allow the vested property right to terminate and submit a new application for approval of a Site Plan. Any new application for approval of a Site Plan shall be required to meet all of the development standards then in effect for those portions of the project not already constructed, or under construction. However, notwithstanding the provisions of this Subsection, a vested property right shall not terminate if the FMPC determines, in writing, that it is in the best interest of the community to allow the development to proceed under the amended plan without terminating the vested property right.

#### **(10) Expiration and Extension of Vesting period**

(a) Upon the expiration of a vesting period for a Site Plan as established pursuant to Subsection 2.4.2(14) or Subsection 2.4.3(8), construction may not proceed unless a new Site Plan is approved by the FMPC or administratively by staff pursuant to the provisions of Subsection 2.4.3. Any new application for approval of a Site Plan shall be required to meet all of the development standards then in effect for those portions of the project not already constructed or under construction.

(b) Alternatively, the FMPC may grant an extension of the total vesting period for a development if it determines, in writing, that it is in the best interest of the community to allow the development to proceed without terminating the vested property right.



## **(11) Termination of Vested Property Right – Violation of Conditions of Approval**

Notwithstanding the foregoing, the approval of a Site Plan will be subject to any conditions established at the time of approval. Pursuant to T.C.A. § 13-4-310(f), if the established conditions of approval for a Site Plan are not met, the applicant will be allowed 90 days to cure the violation of any condition of approval; provided further, that the decision making body responsible for the approval of the Site Plan may grant an additional time period to cure the violation, upon a written determination that it is in the best interest of the community. Thereafter, the violation of any such conditions shall cause the vested rights applicable to the Site Plan to terminate; provided, however, the FMPC may allow a property right to remain vested despite the occurrence of the violation when a written determination is made that such continuation is in the best interest of the community.

## **(12) Enforcement of Vested Development Standards**

A vested development standard shall not preclude the City from enforcement a development standard in accordance with the provisions of T.C.A. § 13-4-310(g).

**SECTION X:** That Chapter 8, Section 8.3, of the City of Franklin Zoning Ordinance is hereby amended by inserting the following definitions, alphabetically, and is approved to read as follows:

### **Construction**

For purposes of the Vested Property Rights Act of 2014, means the erection of construction materials in a permanent position and fastened in a permanent manner. Where excavation, demolition or removal of an existing building has been substantially begun prior to rebuilding, such excavation, demolition or removal shall be deemed to be construction; provided, that work shall be carried on diligently and complies with all applicable requirements.

### **Development standards**

For purposes of the Vested Property Rights Act of 2014, means all locally adopted or enforced standards, regulations or guidelines applicable to the development of property, including, but not limited to, planning; local storm water requirements, layout, design; local construction standards for buildings, streets, alleys, curbs, sidewalks; zoning; lot size; lot configuration; yard dimensions; and off-site improvements, including public or private infrastructure, in which an applicant may acquire vested rights or vested property rights according to the Act. Development standards do not include standards required by Federal or State law; or building construction safety standards which are adopted pursuant to authority granted under T.C.A. § 68-120-101;

### **Final Development Plan**

For purposes of the Vested Property Rights Act of 2014, is a plan which has been submitted by an applicant and approved by the City of Franklin describing with reasonable certainty the type and intensity of use for a specific parcel or parcels of property. The following types of plans approved, on or after January 1, 2015, are considered to be Final Development Plans:

- (1) Approval by the FMPC, or administratively by staff, of a Site Plan as required by Subsection 2.4.3, when not part of a Preliminary Development Plan as specified in Subsection 1.8.5(1), or
- (2) Approval by the FMPC, or Administratively by Staff, of a Final Plat as required by the Franklin Subdivision Regulation, when not part of a Preliminary Development Plan as specified in Subsection 1.8.5(1).

A Final Development Plan shall include the boundaries of the site; significant topographical and other natural features affecting development of the site; the location on the site of the proposed buildings, structures, and other improvements; the dimensions, including height, of the proposed buildings and other structures or a building envelope; the location of all existing and proposed infrastructure on the site, including water, sewer, roads, and pedestrian walkways; and any additional information as required in the checklist included in the Administrative Manual for the type of plan being approved. A variance does not constitute a final development plan, and approval of a final development plan with the condition that a variance be obtained does not confer a vested property right unless and until the necessary variance is obtained. Neither a sketch plan nor any other document which fails to describe with reasonable certainty the type of use, the intensity of use, and the ability to be served with essential utilities and road infrastructure for a specified parcel or parcels of property may constitute a final development plan.

### **Preliminary Development Plan**

For the purposes of the Vested Property Rights Act of 2014, is a plan which has been submitted by an applicant that depicts a single-phased or multi-phased planned development typically used to facilitate initial public feedback and to secure preliminary approvals. Examples of information typically found on Preliminary Development Plans include information as required in the checklist included in the Administrative Manual for the type of plan being approved, and including, but not limited to information about proposed land uses, density and intensity of development, road networks, public utilities, general location of off-street parking, emergency access, open space, and other environmentally sensitive areas such as lakes, streams, hillsides, and view sheds. An approved Preliminary Development Plan serves as a guide for all future improvements within defined boundaries. The following types of plans approved, on or after January 1, 2015, are considered to be Preliminary Development Plans:

- (1) Approval by the BOMA of a PUD Development Plan, as required by Subsection 2.4.2;
- (2) Approval by the FMPC of a Preliminary Plat, when not part of a PUD Development Plan, as required by the Franklin Subdivision Regulations; or
- (3) Approval by the BOMA of a Special Permit, as required by Subsection 4.4.

### **Site preparation**

Means excavating, grading, demolition, removing excess debris to allow for proper grading, or providing a surface for a proper foundation, drainage, and settling for a development project, and physical improvements including, but not limited to, water and sanitary sewer lines, footings, or foundations installed on the site for which construction permits are required.

**SECTION XI: Severability.** In the event that any section, clause, provision, or part of this ordinance shall be found and determined to be invalid by a court of competent jurisdiction, all valid parts that are severable full force and effect. If any part of this ordinance is found to be invalid in any one or more of its several applications, all valid applications that are severable from the invalid applications shall remain in effect.

**SECTION XII: 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 third and final reading, the health, safety, and welfare of the citizens requiring it.

**ATTEST:**

**CITY OF FRANKLIN, TENNESSEE**

**BY:** \_\_\_\_\_  
Eric S. Stuckey  
**City Administrator**

**BY:** \_\_\_\_\_  
Dr. Ken Moore  
**Mayor**

**Approved as to Form:**

\_\_\_\_\_  
Shauna R. Billingsley, City Attorney

PLANNING COMMISSION RECOMMENDED:

\_\_\_\_\_

PASSED FIRST READING:

\_\_\_\_\_

PUBLIC HEARING HELD:

\_\_\_\_\_

PASSED SECOND READING:

\_\_\_\_\_

PASSED THIRD READING:

\_\_\_\_\_

# Ordinance 2016-005

## Vested Property Rights

Joint Conceptual Workshop  
April 28, 2016

# Topics

- Introduce proposed Text Amendment – Vested Property Rights
- Provide brief overview of Vested Property Rights Act (VPRA) of 2014
  - Background
  - Types of Plans
  - Summary of Vesting Process
- Update on where we are now and what we need to do
- Schedule



# Background

## Vested Property Rights Act (VPRA) of 2014

- Effective January 1, 2015
- Adopted statewide standards
  - Established requirements and time limits for vesting periods
  - Identified the types of plans and approvals that initiate a vesting period
- What gets vested?
  - The development standards in effect on the date of approval remain the development standards applicable to a project throughout its vesting period
- VPRA enabled local governments to adopt Ordinances to:
  - Specify the types of plans in a community that will cause property rights to vest
  - Identify what constitutes approval of those plans

# Types of Plans

- VPRA – Classifies two types of “Development Plans” that start a vesting period

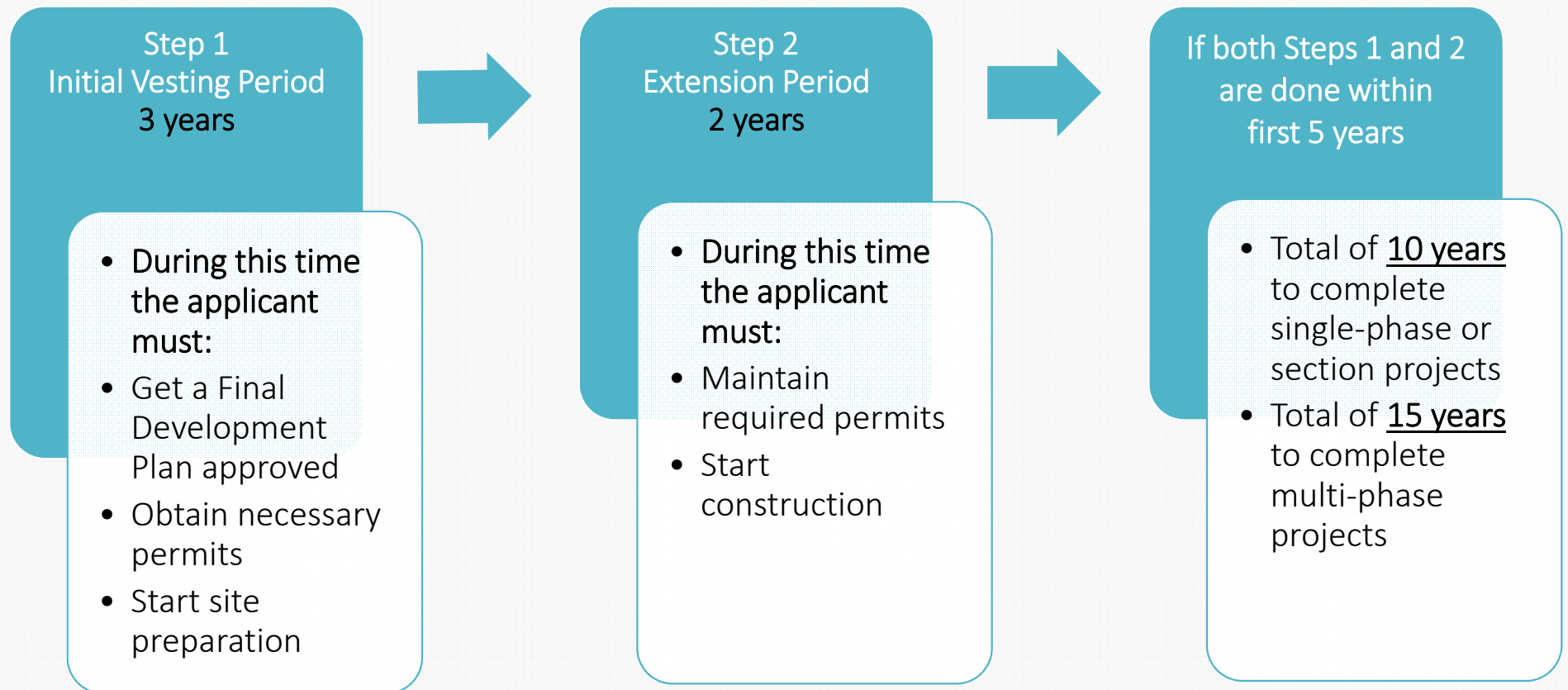
## Preliminary Development Plans

- Used to get initial public feedback and secure preliminary approvals
- Serves as a guide for all future improvements
- Single-phased or multi-phased development

## Final Development Plans

- Where No Preliminary Development Plan is required
- Plans that describe with reasonable certainty the type and intensity of use for a specific property.
- Examples of types of plans listed in VPRA:
  - Planned unit development plan
  - Subdivision plat
  - General development plan
  - Subdivision infrastructure construction plan
  - Final engineered site plan
  - Any other land-use approval designation utilized by a local government

# Summary of Vesting Process



# Where we are now

## Ordinance 2014-37

- Adopted March 2015
- First step in addressing VPRA
- VPRA referenced only for amendments
  - Revised Amendment Process for PUD's
  - Added Section for Amendments to Development Plans, Site Plans, and Preliminary Plats approved after January 1, 2015

# What we need to do

- Amend Zoning Ordinance to address all of the VPRA requirements
- Add a new Section 1.8.5, Vested Property Rights
  - Identify the types of plans in Franklin that cause a vested property right to be established
  - Specify what action constitutes approval
- Update Sections 2.4.2 (PUD's) and 2.4.3 (Site Plans)
  - Clarify the process for amendments
  - Incorporate VPRA requirements
- Add VPRA definitions to Chapter 8



# Add New Section 1.8.5, Vested Property Rights

## Why Add this Section?

- VPRA requires us to:
  - Specifically identify the types of plans in Franklin that cause a vested property right to be established
  - Identify what constitutes approval for each type of plan
- Mirrors language used in VPRA
- Helps to identify the requirements for plans approved before and after 01/01/15

### **1.8.5 Vested Property Rights**

In accordance with T.C.A. § 13-4-310, the following is the list of the specific types of plans approved, on or after January 1, 2015, that will cause a vested property right to be established, and such action shall constitute final approval of the listed plans:

#### (1) Preliminary Development Plans

- (a) Approval by the BOMA of PUD Development Plan as required by Subsection 2.4.2;
- (b) Approval by the FMPC of a Preliminary Plat, when not part of a PUD Development Plan, as required by the Franklin Subdivision Regulations; or
- (c) Approval by the BOMA of a Special Permit as required by Subsection 4.4.

#### (2) Final Development Plans

- (a) Approval by the FMPC, or administratively by staff, of a Site Plan as required by Subsection 2.4.3, when not part of a Preliminary Development Plan as specified in Subsection 1.8.5(1), or
- (b) Approval by the FMPC, or Administratively by Staff, of a Final Plat as required by the Franklin Subdivision Regulations, when not part of a Preliminary Development Plan as specified in Subsection 1.8.5(1).



# Amend Section 2.4.2 – PUD's

- **Update Amendment Section**
  - Fixes numbering and removes dates in title - No substantive changes to existing process/requirements
  - Applies to all amendments whether or not they are subject to vesting requirements
- **Add Section for Vesting Period and Time Limits for Development Plans**
  - Adds vesting time periods and specifies the approvals and requirements to remain vested
- **Add Section for Amendments to Development Plans approved on, or after 01/01/15**
  - Incorporates VPRA requirements for amendments
  - Uses the updated amendment process listed above
  - Exception – FMPC and BOMA required to review and approve amendments that:
    - Alter the proposed use or uses
    - Increase the overall area of the development
    - Alter the size of any nonresidential structures included in the Development Plan
    - Increase the density of the development so as to affect traffic, noise, or other environmental impacts
    - Increase any local government expenditure necessary to implement or sustain the proposed use.
  - Amendments may be denied if:
    - They do not meet any of the development standards in effect at time of approval, or
    - By BOMA for any of the 5 reasons listed above.
- **Add Sections for Expiration, Extension, Termination and Enforcement of Vested Property Rights**

# Amend Section 2.4.2 – Site Plan Review

- **Amend Time Limit Section**
  - Clarifies that the existing time limit applies to:
    - Site Plans approved **before 12/31/14, or after 01/01/15** when they are associated with a Concept/Development Plan or Preliminary Plat approved **before 12/31/14**
  - VPRA does not apply to these types of Site Plans
- **Add Section for Vesting Period and Time Limit for Site Plans approved on, or after 01/01/15**
  - Site Plans not associated with a Preliminary Development Plan – Adds VPRA time periods and approval requirements
  - Site Plans associated with a Preliminary Development Plan – Valid for 2 years and remain valid during vesting period
- **Revise Amendments Section**
  - Amendments not subject to the VPRA – follow the same process we use now
  - Amendments subject to the VPRA – follow same process with exception – FMPC must review/approve amendments that:
    - Alter the proposed use or uses
    - Increase the overall area of the development
    - Alter the size of any nonresidential structures included in the Development Plan
    - Increase the density of the development so as to affect traffic, noise, or other environmental impacts
    - Increase any local government expenditure necessary to implement or sustain the proposed use.
  - Amendment may be denied if:
    - They do not meet any of the development standards in effect at time of approval, or
    - By FMPC for any of the 5 reasons listed above.
- **Add Sections for Expiration, Extension, Termination and Enforcement of Vested Property Rights**

# Add VPRA Definitions in Chapter 8

- Definitions are based on language in VPRA and updated for Franklin
- Add definitions for:
  - Construction
  - Development Standards
  - Final Development Plan
  - Preliminary Development Plan
  - Site Preparation

# Schedule

- Introduce Ordinance at Joint Conceptual Workshop – 04/28/16
- Review Ordinance at Joint Conceptual Workshop – 05/26/16
- FMPC – 05/26/16
- BOMA Worksession and 1<sup>st</sup> Reading – 06/14/16
- BOMA Public Hearing and 2<sup>nd</sup> Reading – 07/12/16
- BOMA 3<sup>rd</sup> Reading – 08/09/16

## RESOLUTION 2016-34

### TO BE ENTITLED: "A RESOLUTION TO AMEND THE CITY OF FRANKLIN HUMAN RESOURCES MANUAL REQUIREMENT RELATED TO MINIMUM INCREASES FOR PROMOTIONS"

**WHEREAS**, promotions consist of a definite increase in both duties and responsibilities; and

**WHEREAS**, there are employees who currently hold higher salaries than the current promotional pay grade allows; and

**WHEREAS**, the City of Franklin Human Resources Manual is in need of revision to remedy promotional pay adjustments; and

**WHEREAS**, the Board of Mayor and Aldermen believe it in the best interest of the City to adopt the changes below relative to promotional pay adjustments.

**NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF FRANKLIN, TENNESSEE, AS FOLLOWS:**

**SECTION 1.** That Article XI, Section B(8) of the City of Franklin Human Resources Manual is hereby added, to add the following text noted in **bold**, and is approved to read, as follows:

8) At the time of the promotion, the individual's salary is to be adjusted to reflect the increased demands and responsibility of the new position per the pay plan. When an employee in one classification is promoted to a position in another classification, then the rate of pay upon promotion shall be based upon the following:

In determining the rate of pay, the City Administrator shall consider a comparable rate of pay if the position was filled by an external candidate with similar education, experience, and ability. Salaries of other incumbents (if any) already in the new position and the promoted individual's credentials will be considered in determining the amount of the promotional adjustment. If a promotion is to a supervisory position, normally the promotional adjustment will be sufficient to create some pay differential between the promoted employee and subordinates, though tenure of all employees involved will be a factor impacting the practicality of doing so. Managers will have discretion, subject to approval of Human Resources, in recommending promotional increases to pay rates anywhere within the first quarter of the pay range. Recommended promotional adjustments resulting in pay rates beyond the first quarter of the pay range must be approved by the City Administrator. **However, pay adjustments shall be no less than a five percent (5%) increase.** Employees who are promoted shall be placed on probationary status in accordance with Article VIII of this Human Resources Manual.

**SECTION 2.** BE IT FINALLY RESOLVED by the Board of Mayor and Aldermen of the City of Franklin, Tennessee, that this resolution shall take effect from and after its passage on first and final reading, the health, safety, and welfare of the citizens requiring it.

It is therefore RESOLVED this the \_\_\_\_ day of \_\_\_\_\_, 2016.

**ATTEST:**

**CITY OF FRANKLIN, TENNESSEE**

**By:** \_\_\_\_\_  
**Eric S. Stuckey**  
**City Administrator**

**By:** \_\_\_\_\_  
**Dr. Ken Moore**  
**Mayor**

**Approved as to form by:**

\_\_\_\_\_  
**Shauna R. Billingsley**  
**City Attorney**



**RESOLUTION 2016-36**

**A RESOLUTION TO ACCEPT AND RECOMMEND APPROVAL OF THE 2016 MULTIMODAL MAJOR THOROUGHFARE PLAN TO THE FRANKLIN MUNICIPAL PLANNING COMMISSION**

**WHEREAS**, the City of Franklin is one of the fastest growing communities in the state and has experienced continual growth and development since the 1980s; and

**WHEREAS**, this growth pattern is expected to continue and to place increasing demands on the City's transportation network; and

**WHEREAS**, the Major Thoroughfare Plan, which serves as a long range plan for the transportation network, was last updated in 2010; and

**WHEREAS**, the 2016 Multimodal Major Thoroughfare Plan is a comprehensive transportation network plan based on existing and proposed land use; and

**WHEREAS**, the 2016 Multimodal Major Thoroughfare Plan provides a guide for maintaining and improving the current transportation system and identifies priority transportation projects that are needed through year 2040; and

**WHEREAS**, the Board of Mayor and Aldermen, in recognizing the responsibility of the Franklin Municipal Planning Commission to approve the 2016 Comprehensive Transportation Network Plan, desires to present the 2016 Comprehensive Transportation Network Plan to the Franklin Municipal Planning Commission as proposed.

**NOW THEREFORE, BE IT RESOLVED**, by the Board of Mayor and Aldermen of the City of Franklin, that the 2016 Multimodal Major Thoroughfare Plan as accepted by the Board of Mayor and Aldermen, be recommended for approval to the Franklin Municipal Planning Commission.

**IT IS SO RESOLVED AND DONE** on this 28<sup>TH</sup> day of June, 2016.

**ATTEST:**

**CITY OF FRANKLIN, TENNESSE**

By: \_\_\_\_\_

**Eric S. Stuckey**  
**City Administrator**

By: \_\_\_\_\_

**Dr. Ken Moore**  
**Mayor**

**Approved as to Form**

By: \_\_\_\_\_

**Kristen L. Corn**  
**Assistant City Attorney**

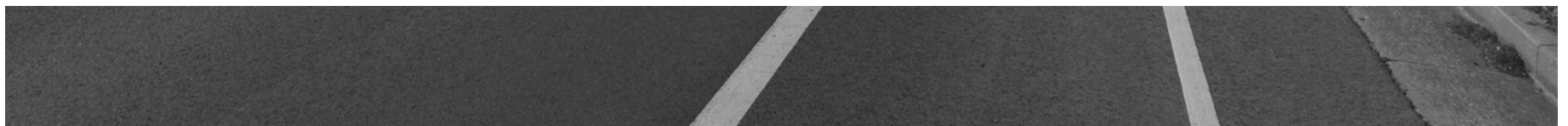


# CONNECT FRANKLIN

MULTIMODAL MAJOR THOROUGHFARE PLAN  
SPRING 2016



HISTORIC  
FRANKLIN  
TENNESSEE



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# ACKNOWLEDGMENTS

The *Connect Franklin: A Comprehensive Transportation Network Plan* would not have been possible without the tremendous input, feedback, and expertise of the City of Franklin leadership and staff. We would also like to give a special thank you to the many residents who generously devoted their time and thoughts in the hopes of building a stronger and more vibrant community.

## **Board of Mayor and Aldermen**

Ken Moore, Mayor  
Beverly Burger, Ward 1  
Dana McLendon, Ward 2  
Michael Skinner, Ward 3  
Margaret Martin, Ward 4  
Ann Petersen, At-Large  
Clyde Barnhill, At-Large  
Brandy Blanton, At-Large  
Pearl Bransford, At-Large

## **Planning Commission**

Mike Hathaway -Chair  
Roger Lindsey -Vice Chair  
Alma McLemore  
Ann Petersen  
Jimmy Franks  
Lisa Gregory  
Marcia Allen  
Michael Orr  
Scott Harrison

## **Consultant Team**



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# 1 INTRODUCTION

The City of Franklin embarked on the update of their 2010 Major Thoroughfare Plan into a Comprehensive Transportation Network Plan (CTNP). The plan was started in 2014, when the City hired a consultant to update the plan. The City desired a completely comprehensive transportation plan that included not only roadway components, but transit, bicycle and pedestrian facilities, and linkages with land use.

The City of Franklin is the ninth largest and the fastest growing city in the State of Tennessee with approximately 66,335 people in 2014. The City is expected to continue this fast-paced growth over the next several years with an estimated population of approximately 134,000 people in 2040. This growth will have a significant impact on the entire transportation network. The City recognizes that they do not have the revenue to build out the entire roadway system and therefore need to look at alternatives in the development of sites, as well as other non-vehicular options.

The 2040 CTNP provides a responsible guide for maintaining and improving the current transportation system and identifies priority

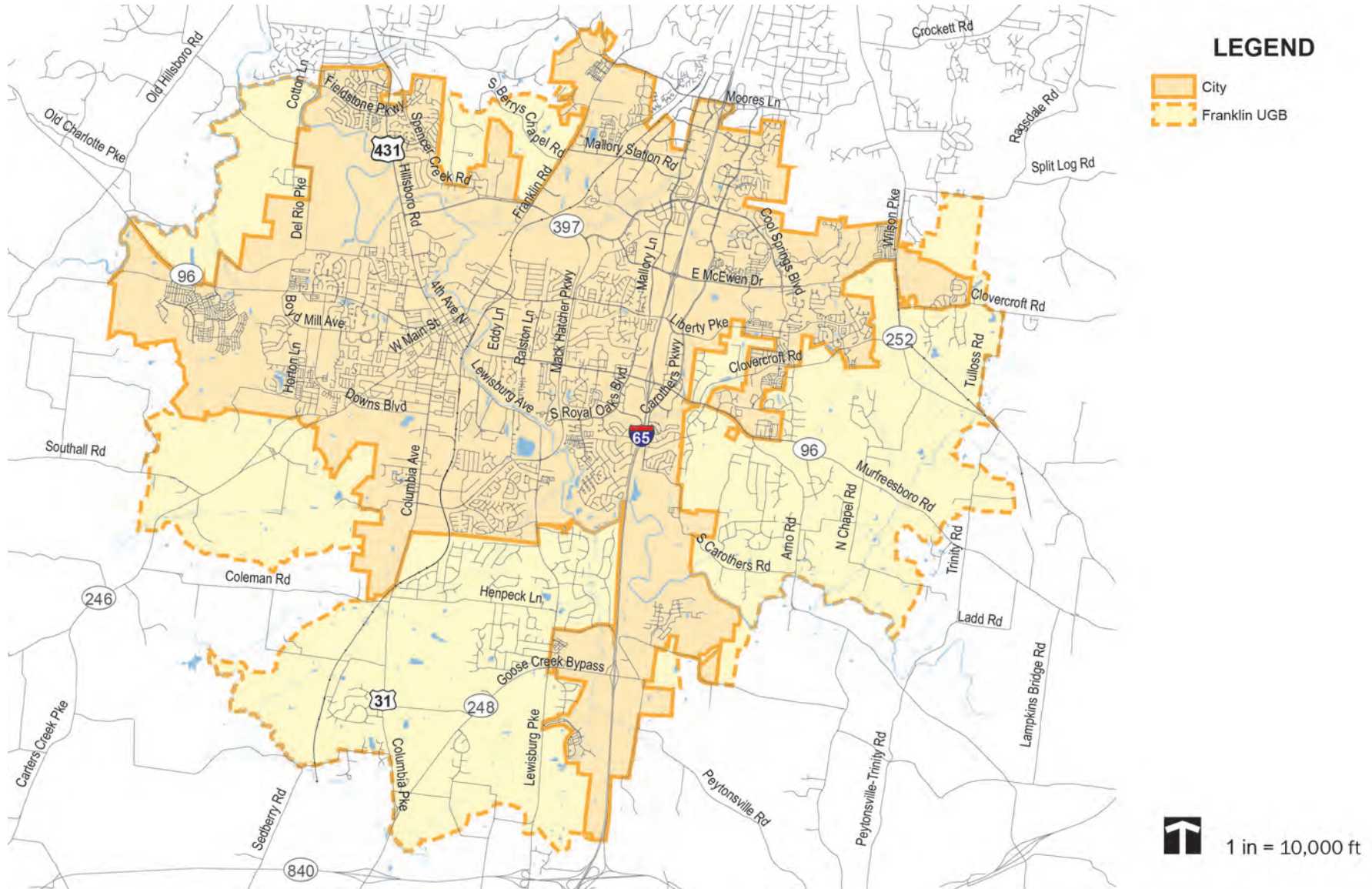
transportation investments. The recommended investments in this plan total approximately 1.3 Billion dollars (in current dollars). The investment priorities in the 2040 CTNP are based on conservative estimates of construction over the next twenty-five years. The projects have been allocated by priority, including short, medium and long term.

## STUDY AREA

The City of Franklin is the County seat of Williamson County and is located approximately 15 miles south of Nashville, TN. The City covers an approximately area of 41 square miles, and serves a population of 66,335, according to the City's 2014 special census. The Urban Growth Boundary (UGB) includes an additional 34 square miles. Both the City limits and UGB are depicted on Figure 1.1 on the following page.

# 1 INTRODUCTION

FIGURE 1.1: STUDY AREA MAP



## CITY OF FRANKLIN VISION

The City of Franklin established its vision through a 2013 strategic plan process for the city called *FranklinForward*. The following paragraph is the vision of the community:

Franklin will continually strive to be a community of choice for individuals, families, and businesses to grow and prosper through an excellent quality of life supported by exceptional, responsive and cost-effective city services. Our public service values include transparency in stewardship of public resources, accountability and integrity and emphasis on results that improve the community.

The City has four key strategic themes:

- **A safe, clean and livable city**

Having a safe, clean, and livable city is a primary requisite for our citizens, and they are supportive of the means necessary to assure the idyllic, yet progressive character of Franklin. Residents want to live healthier, sustainable lives and will support services that deliver high standards. Franklin takes pride in the professionalism and quality of our police, fire, and emergency response teams. We understand the importance of code enforcement as a means of precluding declining and unsafe neighborhoods and business districts. The City recognizes its role as a steward of the environment as we deliver essential services while preserving the natural beauty of the community

- **An effective and fiscally sound city government providing high-quality service**

Franklin citizens have high expectations for their government. As the city continues to grow, it must remain vigilant in the prudent management of taxpayer funds by continuously working to improve the quality, efficiency, and cost effectiveness of services demanded by its citizens. The pace of technological change and innovation in our world is accelerating, and the City depends on the expertise and

creativity of its employees to integrate new ideas and tools that will improve service delivery and operational efficiency while maintaining the sense of personal touch our citizens have come to expect. The City of Franklin understands that in this era of rapid change, the need for knowledgeable, active, and engaged employees is greater than ever. Building and retaining a skilled, adaptable, and diverse workforce requires the City to recruit qualified employees and provide competitive salaries and benefits along with opportunities for ongoing training and professional development in order to meet future needs. Employees will be encouraged to become adaptable, take initiative and keep their skills current through organization-wide initiatives and individual development. They will also need to continue to build their ability to serve our increasingly diverse community.

- **Quality of life experiences**

Franklin citizens are proud of their community. They want it to remain among the best places to live in the United States—a place envied for its engaging quality of life. People are invested in their neighborhoods as well as in the city. They willingly volunteer, participate, and support the many activities, recreational pursuits, and special events that bring them together as a community. Franklin's rapidly growing and increasingly diverse population, both in age and ethnicity, is both a strength as well as a challenge to the vision of our city. Our citizens understand the importance of ensuring that everyone who works within our community is able to live within our community. A critical part of sustaining our unique sense of inclusiveness is ensuring that a range of housing options is available for varying income and demographic groups. As our boundaries expand, the efficient and effective varieties of land uses—residential, commercial, open space, and institutional—are critical components for sustaining our vibrant community. Our citizens are concerned that traffic congestion is increasing everywhere—on major streets and in neighborhoods. They would like a functional transportation system, more bicycle



# 1 INTRODUCTION

and pedestrian connections between residential neighborhoods and shopping districts or employment centers, and better transit options, not only within the city but connecting the greater metropolitan region.

## **Sustainable growth and economic prosperity.**

Franklin has a heritage of economic stability, defying many of the struggles faced in other communities and the nation. This heritage is a result of a dedication to sustainable growth through thoughtful public policy decisions and well-managed developments. The community values the diversity of high-quality and high-worth places—the mix of suburban and downtown shopping districts that serve the community’s needs and are magnets for out-of-town visitors; a vibrant corporate and office environment that is the home to industry-leading businesses of all sizes; well-designed and maintained parks and recreational gathering places that also focus on historical, cultural, or natural attributes; and opportunities to pursue a wide range of activities without leaving the community. City leaders also understand the importance of having a self-sustaining economic engine that through collaboration and partnership with both private and public entities supports efforts that attract, retain, and create quality jobs to ensure a diverse economic base, a resilient and growing tax base, and thriving neighborhoods.

A series of goals has been established to guide the City’s progress as a community. Specific, measurable objectives have also been identified that help the City staff measure performance and gauge success. Together, the strategic plan, goals and objectives bring added focus to the City’s work and to the direction provided in the budget process.



*Maintaining the high quality of life already established in Franklin will require continued investment in the transportation system.*

## **PURPOSE OF THE COMPREHENSIVE TRANSPORTATION NETWORK PLAN**

The City of Franklin’s Comprehensive Transportation Network Plan contains recommendations for the City of Franklin and its Urban Growth Boundary (UGB) through 2040. This plan is to be used as a tool to help evaluate and ensure that the future projects are prioritized with available resources based on the direction of future growth and redevelopment.

Franklin will have a diverse transportation network that promotes, provides, and supports safe and efficient mobility choices for all, including driving, public transit, walking, and biking. This plan addresses multi-modal access and availability within those boundaries and linked transportation and land uses in an area wide transit framework that

includes both expanded transit and bicycle and pedestrian facilities. The transportation goals include:

- Improve mobility, accessibility and transportation alternatives to provide for the safe and efficient movement of people and goods;
- Safe, efficient and convenient movement of people and goods within the City and its UGB by integrating land uses, circulation routes and transportation facilities;
- Implement industry accepted best practices in transportation planning and transit oriented planning and ensure they are in conformance with the Regional Travel Demand Model developed by the Nashville Area Metropolitan Planning Organization (MPO); and
- Implement a smart growth policy that promotes sustainable economic development, maintains the character throughout the city, and improves health and safety by increasing the amount of recreation and open space.

The City of Franklin recognizes the importance of strengthening the community through improved traffic flow, transportation network connections, transit, and pedestrian and bicycle facilities. Increased function and efficiency within an improved and sustainable environment can encourage the use of non-automotive modes, promote economic development and reduce the need for costly roadway expansion.

## PLAN ORGANIZATION

Chapter 1: Introduction focuses on setting the stage for the plan. It sets the context, provides the vision of the City, and explains the purpose of the Comprehensive Transportation Network Plan.

Chapter 2: Public Involvement summarizes the transportation public engagement process.

Chapter 3: Streets is the main chapter that focuses on the vehicular transportation element of the entire city. It discusses the existing roadway

network, the results of the traffic demand model and summarizes the proposed projects and local street plans for Carters Creek Pike and Old Carters Creek Pike, Wilson Pike and Columbia Road.

Chapter 4: Bicycle and Pedestrian focuses on the non-vehicular aspect of the City's transportation network. The chapter focuses on how the City can increase and enhance its bicycle and pedestrian network. Discussion includes the types of facilities, existing conditions, deficiencies, proposed facilities and design suggestions.

Chapter 5: Transit is about incorporating the Cool Springs Multi-Modal Transportation Network Study into the CTNP and looking at ways to expand it further into the city as a viable alternative to vehicular travel. This chapter summarizes the goals, existing conditions, proposed expansion and future transit and land use considerations.

Chapter 6: Implementation discusses how the City is to implement the plan. It provides for the next immediate actions including adoption, interpretation, monitoring and updating the plan, plan amendment process, fiscal considerations, project prioritization and policy recommendations.

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# 2 PUBLIC INVOLVEMENT

The best community planning efforts are those that have life long after the plan has been adopted. Community endorsement does not happen without a strategy to identify, involve and energize stakeholders. To ensure that the Franklin Comprehensive Transportation Network Plan considered issues important to City residents, three public involvement efforts were employed to gather community feedback. One-on-one stakeholder interviews, public workshops, and online citizen engagement were facilitated to assist in identifying the strengths, weaknesses and opportunities related to Franklin's transportation system.

## STAKEHOLDER INTERVIEWS

One-on-one interviews were conducted with the members of the Franklin Board of Mayor and Aldermen (BOMA). Four of the eight Alderman serve as an elected representative of one of the four City wards; the other four Aldermen are elected at-large. By interviewing each Alderman, the representative needs of each section of the community was heard.

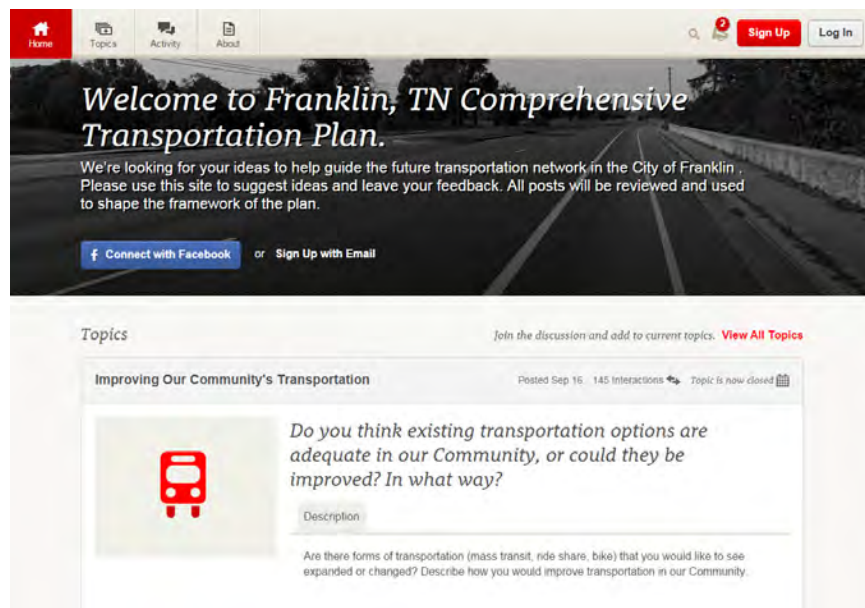


*Attendees of the Community Workshop, held on October 22, 2014, participated in issue identification and visioning exercises.*

## 2 PUBLIC INVOLVEMENT

Additionally, Dr. Ken Moore, Mayor of Franklin, was interviewed during this process.

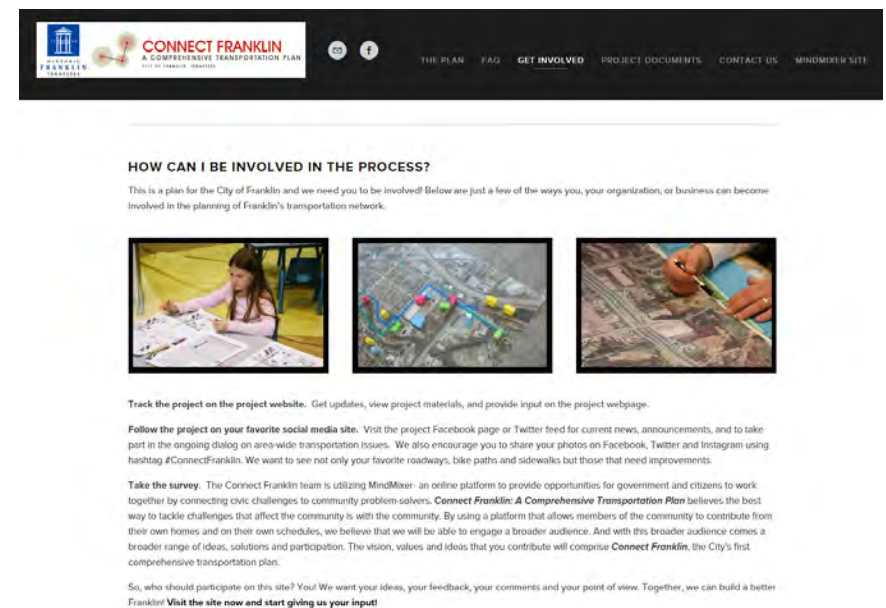
The stakeholder interviews were used to gather information on land use, growth, transit systems, bicycle and pedestrian amenities, roadway infrastructure and future transportation projects. Interviews were held in May and June of 2014. Each stakeholder meeting lasted approximately 45 minutes and was conducted with a conversational format in order to gather information. Interviews were recorded, summarized and presented to City staff and to the general public to help enhance decisions based on community input. A written summary was provided to the public via the online discussion forum.



The MindMixer social media platform allowed for on-going feedback using a discussion forum and series of facilitated questions.

## WEBSITE & SOCIAL MEDIA

As part of the planning process, the City hosted an Online Discussion Forum using the MySidewalk (former called MindMixer) platform to identify community needs and innovative approaches to improve Franklin's transportation network in a comprehensive way. The forum was created using a static project website which housed general project information, documents and contact information, and an interactive online portal that allowed for participant engagement. This ongoing, "24/7" dialogue helped to guide the plan's findings and recommendations by soliciting input from citizens who do not typically attend or voice opinions at traditional public meetings. Approximately 140 citizens participated on the website creating over 800 interactions and over 6,000 unique page views. This forum also complemented other



The project website included information about the plan process, draft documents, and links to the MindMixer and other social media pages.



## PUBLIC INVOLVEMENT 2



*The cross section exercise asked residents to design their ideal street given a limited right-of-way width.*

engagement activities, including Facebook and Twitter, by providing an outlet to continue ongoing conversations. The interactive site was organized as a series of question prompts, introduced at various points during the planning process.

### COMMUNITY WORKSHOP

One public workshop was held for residents to participate in helping shape the overall vision and plan. The meeting was advertised throughout the community by utilizing a city-wide press release, targeted email invitations and the City's social media sites.

The public workshop was conducted on Wednesday October 22, 2014 at Franklin City Hall. This public workshop was an opportunity for City staff, residents and visitors to review the existing condition information

gathered to date, comment on the preliminary population and employment projections and help identify areas of concern regarding the transportation and multi-modal networks. Multiple stations were available to both display information and gather feedback and suggestions from meeting attendees. Following the public workshop, the information and participation exercises were posted to the project's Online Discussion Forum in an effort to gain additional comments,



*Attendees could sign up and create a MindMixer account at the workshop.*



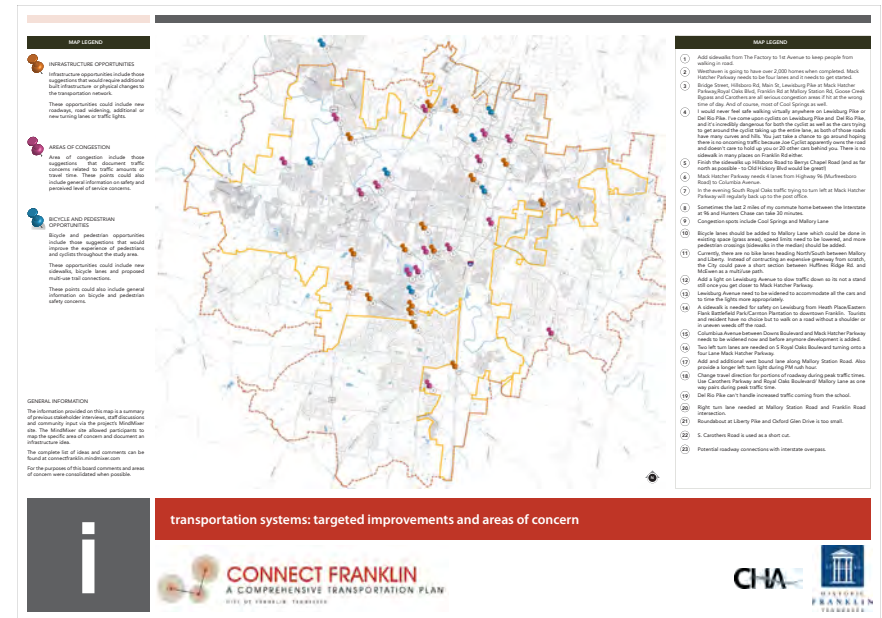
# 2 PUBLIC INVOLVEMENT

suggestions and ideas.

## PUBLIC PERCEPTIONS

Together, the three outreach strategies provided a unique interpretation of the City's transportation network, the desired future amenities and the characteristics that Franklin residents associate with the city itself. The residents of Franklin agree that the current street network does not meet the existing or future transportation demands of the city. Many of the concerns, which were brought-up by the residents on the MySidewalk site, had to deal with current congestion problems seen on many of the main thoroughfares. Many residents believe that these congestion problems exist as a result of the infrastructure in Franklin failing to grow as quickly as new development. Along with these areas of congestion, residents expressed concern about limited connectivity between neighborhoods and local areas of interest. Many neighborhood streets do not provide adequate connectivity, and many neighborhoods have a singular entry/exit road for the entire development. Along with connectivity at a neighborhood level, the residents were able to identify areas of opportunity for new road infrastructure, new traffic signals, additional turn lanes and road widening projects.

To further promote the exceptional quality of life that currently exists in the City of Franklin, many residents are in favor of building and further developing bicycle and pedestrian infrastructure. The residents of Franklin are aware of the positive effects that come from investing in alternative modes of transportation in their community. Although a large portion of Franklin's residents are advocates for bicycle infrastructure, the general consensus among residents is that the existing congestion problems on the main thoroughfares need to have a higher priority than new bike infrastructure. Residents also stated that they did not want to implement bicycle infrastructure that would further increase congestion on roads by removing needed vehicular lanes. Many residents have also expressed their desire to have recreational trails that connect neighborhoods and major economic, cultural, and political nodes throughout the city. When



A summary of comments gathered to date was presented at the Community Workshop with the opportunity for additional input.

this bicycle and pedestrian infrastructure is developed, residents have advocated that safety and aesthetic factors be considered to ensure a safe and beautiful bicycle and pedestrian system.

The residents of Franklin, when surveyed, had some great ideas for viable mass transit in their community. Along with bicycle and pedestrian infrastructure improvements, there is still room for more transit options to further alleviate congestion on the roads and to give residents an alternative mode of transportation. Several residents suggested that the City utilize and further expand on the existing regional transit system. A number of residents voiced their skepticism about a large scale transit system being implemented in their community. To counter their skepticism, many residents suggested alternatives to a larger transit system. Most of these alternatives were various shuttle bus routes that

could transport individuals throughout the community.

***RESERVED FOR PUBLIC PRESENTATION AND ADOPTION  
TEXT AND PHOTOS***

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# 3 STREETS

In order to determine an accurate baseline for traffic operations within the study area, a detailed traffic inventory was conducted. The analysis included an inventory of the study area's roadways to determine functional classification, number of lanes, approximate lane widths, overall right-of-way width and availability for future facility expansion. In addition to the physical inventory and analysis conducted for the City's vehicular network, a series of public engagement tools were utilized to determine areas of concern by City leaders, residents and visitors. Together, the existing conditions data and qualitative analysis were used to create a benchmark for the base year of 2015.

## EXISTING ROADWAY NETWORK

### FUNCTIONAL CLASSIFICATION

The existing transportation facilities in the Franklin study area are each classified according to the amount of access and mobility the roadway provides. These classifications primarily provide different levels of

emphasis in regard to traffic movement versus direct access to property. Listed below are the primary roadway classifications used in the study area. Figure 3.1 depicts the existing functional classification network.

#### **Freeways and Expressways**

Such streets are used to handle high traffic speeds and volumes. These street classifications emphasize traffic movement while restricting private access to adjacent land. All freeways and expressways in the city are anticipated to be designed, owned and maintained by the Tennessee Department of Transportation (TDOT). Interstate 65 and Mack Hatcher Parkway (SR-397) functions as the only freeways and expressways in the study area.

#### **Arterial Streets**

Arterial streets are intended to primarily serve moderate to high traffic speeds and volumes within and through the city. Arterial streets may provide some access to abutting property, but only as it is incidental to the primary functional responsibility of travel service for major traffic movements. Arterial streets are classified as either Major Arterials or Minor Arterials depending upon expected traffic usage and adjoining

# 3 STREETS

property access.

## Collector Streets

Collector streets are intended to primarily serve slow to moderate traffic speeds and volumes and to distribute traffic from the arterials throughout the city to arterials, other collectors and local streets. Collector streets should provide both land access and traffic circulation within residential, commercial and industrial areas. Collector streets will be classified as either Major Collectors or Minor Collectors, depending upon expected traffic usage and adjoining property access. Major Collector streets may have limited driveway access to maintain the street's ability to achieve a safer and efficient traffic flow.

## Local Streets

Local streets are intended to primarily serve slow speeds and volumes and to provide access to abutting lands and connections to the higher

street classifications. Local streets are to be planned so that future urban expansion will not require the conversion and reclassification of local streets to collector or arterial streets. Local streets may be commercial, industrial or residential, depending upon the type and extent of the development they serve. Due to topographic or other constraints, local streets may be terminated, where necessary, by a cul-de-sac.

Currently, the City uses the above roadway classifications as an organizing element for the application of typical street features and amenities. The existing *Franklin Transportation & Street Technical Standards* document illustrates the application of traditional roadway features, such as right-of-way, travel lanes, median width, and bicycle and pedestrian amenities by roadway classification. These typical cross sections are then used as a guide for roadway planning.



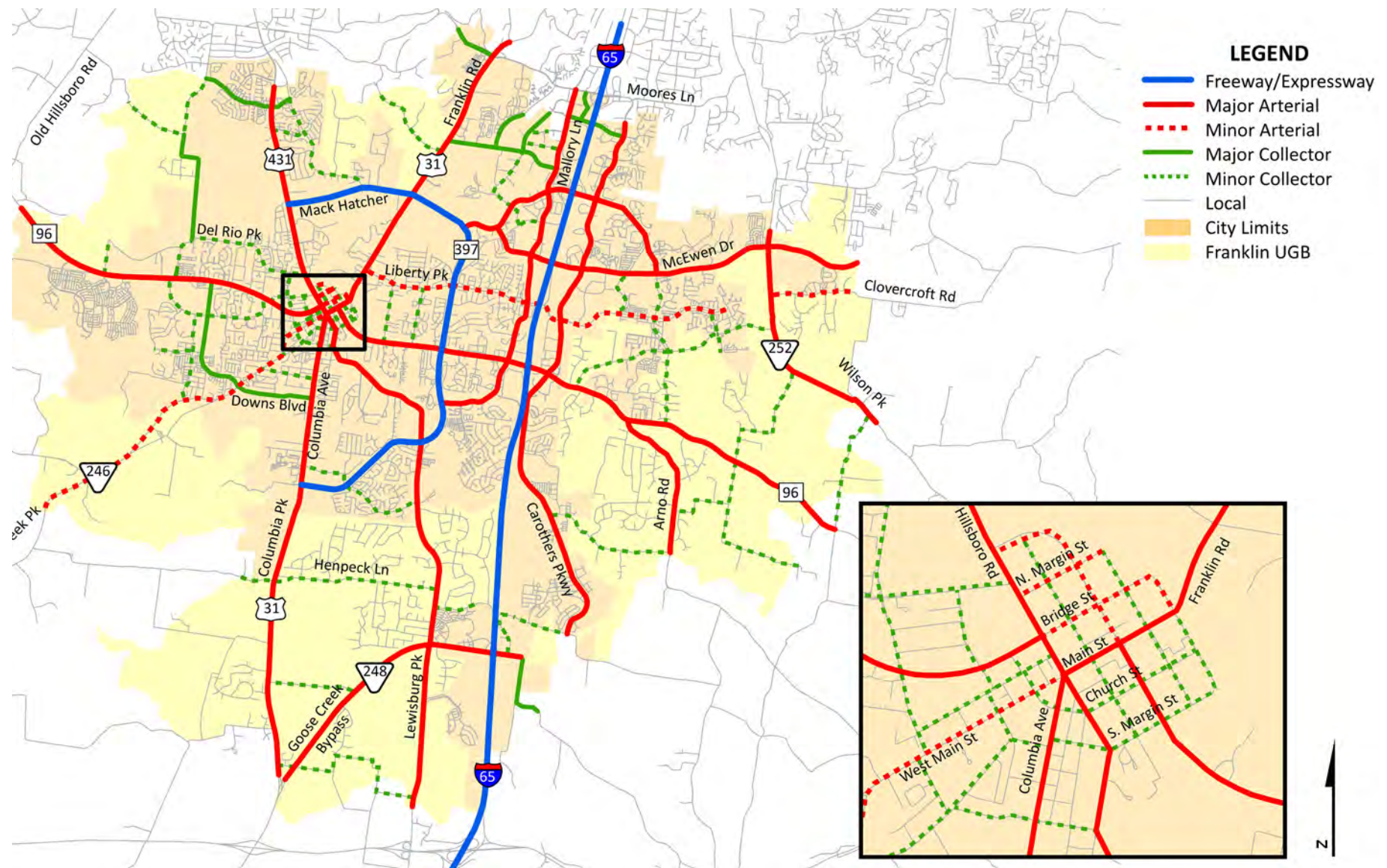
State Route 96 (Murfreesboro Road) is an example of a principal arterial street.



McEwen Drive is currently classified as a major arterial. As development continues and future upgrades occur, it may be re-classified to an arterial.



FIGURE 3.1: EXISTING FUNCTIONAL CLASSIFICATION





# 3 STREETS

## DEFICIENCIES AND CAPACITY ANALYSIS

Understanding the role each street plays in the overall transportation system allows for an evaluation of those streets that are deficient in fulfilling their intended function. Population and employment numbers, commuting patterns, and functional classification all have an impact on traffic volumes and subsequent levels of service (LOS). A LOS system is used to characterize those driving conditions that motorists routinely experience and recognize; it measures traffic conditions and motorists' perceptions. The individual LOS is described by factors such as speed, travel time, freedom to maneuver, traffic interruptions, driver comfort and convenience. For this plan, LOS was documented using a travel demand model approach, as well as a series of public engagement techniques, aimed at identifying areas that lack connectivity, areas of increased congestion and areas that pose safety concerns.

When surveyed, City leaders and residents agreed that the current transportation network does not meet the existing needs, nor will it meet the future transportation demands currently projected for the City. Through facilitated discussions, interviews and online engagement, a perceived transportation issues map was developed that identified specific areas of concern, as well as areas of opportunity for future infrastructure development. Figure 3.2, is a graphic summary of the community input. Comments and areas of concern have been consolidated when possible.

In order to corroborate the findings from the community, to perform a more detailed analysis of the current situation and to project future conditions, a series of LOS maps were created, using the project's travel demand model.

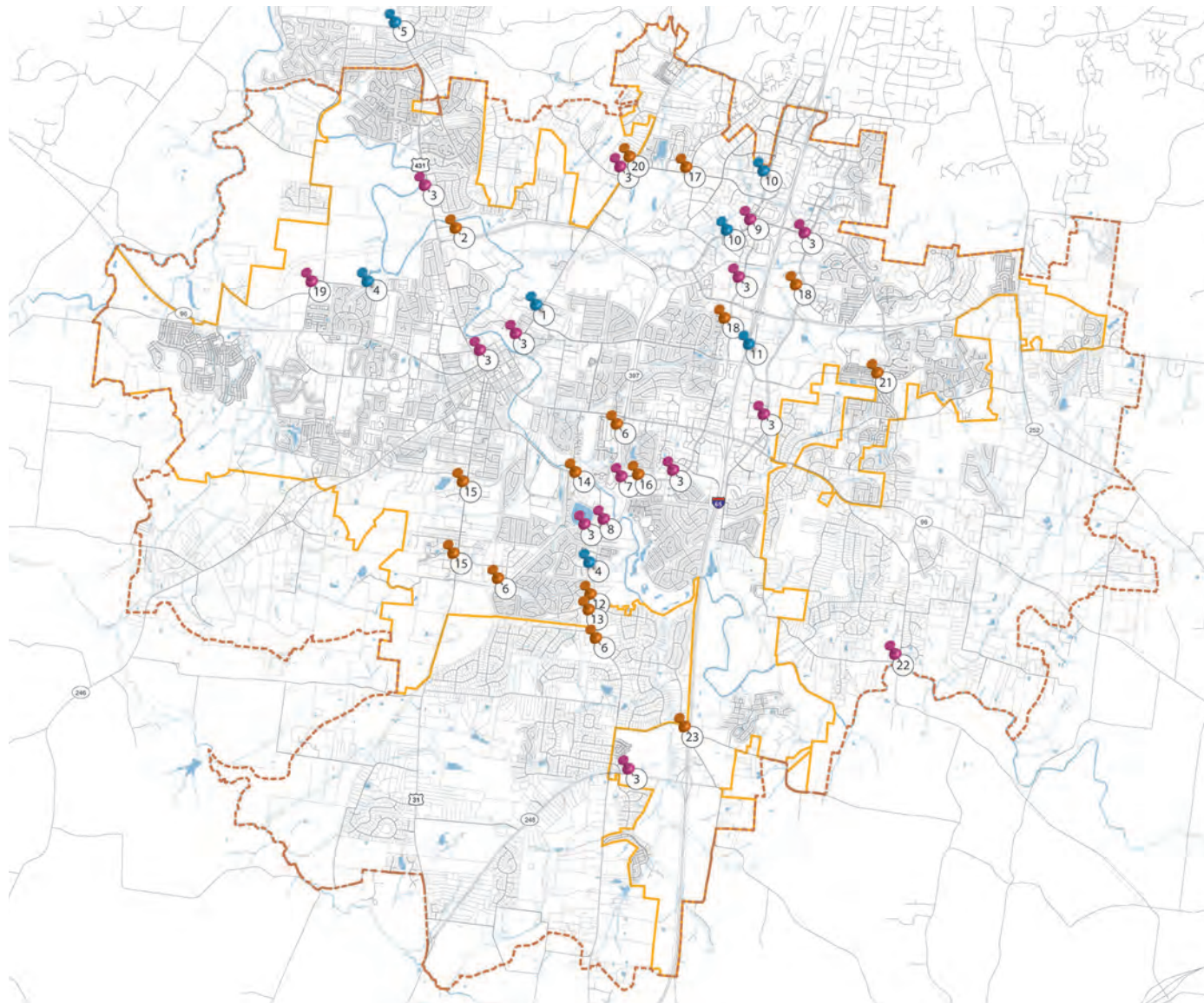
These maps utilize six LOS categories which are commonly defined by a letter designation from "A" to "F," similar to a report card, with LOS "A" representing the best operating conditions and LOS "F" depicting the worst.

**FIGURE 3.2 KEY**

- ① Add sidewalks from The Factory to 1st Avenue to keep people from walking in the road.
- ② Mack Hatcher Parkway needs to be four lanes to accommodate Westhaven growth.
- ③ Bridge Street, Hillsboro Rd, Main St, Lewisburg Pike at Mack Hatcher Parkway, Royal Oaks Blvd, Franklin Rd, Cool Springs, Goose Creek Bypass, and Carothers are all congested.
- ④ Unsafe for bicyclists and pedestrians on Lewisburg Pike or Del Rio Pike. Cyclists can then create safety issues for cars trying to pass. There is no sidewalk in many places on Franklin Rd either.
- ⑤ Finish the sidewalks up Hillsboro Road to Berrys Chapel Road.
- ⑥ Mack Hatcher Parkway needs 4 lanes from Highway 96 to Columbia Avenue.
- ⑦ South Royal Oaks traffic turning left at Mack Hatcher Parkway will back up to the post office.
- ⑧ The last 2 miles of my commute from Interstate at 96 and Hunters Chase can take 30 minutes.
- ⑨ Congestion spots include Cool Springs and Mallory Lane.
- ⑩ Bicycle lanes should be added to Mallory Lane, speed limits need to be lowered, and more pedestrian crossings (sidewalks in the median) should be added.
- ⑪ Currently, there are no bike lanes heading North/South between Mallory and Liberty. Instead of constructing an expensive greenway from scratch, the City could pave a short section between Huffines Ridge Rd. and McEwen as a multi-use path.
- ⑫ Add a light on Lewisburg Avenue to slow traffic down so its not at a stand still once you get closer to Mack Hatcher Parkway.
- ⑬ Lewisburg Avenue needs to be widened and the lights timed more appropriately.
- ⑭ A sidewalk is needed for safety on Lewisburg from Heath Place/Eastern Flank Battlefield Park/ Carnton Plantation to downtown Franklin.
- ⑮ Columbia Avenue between Downs Boulevard and Mack Hatcher Parkway needs to be widened now and before anymore development is added.
- ⑯ Two left turn lanes are needed on S Royal Oaks Boulevard turning onto a four Lane Mack Hatcher Parkway.
- ⑰ Add an additional west bound lane along Mallory Station Road.
- ⑱ Change travel direction for portions of roadway during peak traffic times. Use Carothers Parkway and Royal Oaks Boulevard/ Mallory Lane as one way pairs during peak traffic time.
- ⑲ Del Rio Pike can't handle increased traffic coming from the school.
- ⑳ Right turn lane needed at Mallory Station Road and Franklin Road intersection.
- ㉑ Roundabout at Liberty Pike and Oxford Glen Drive is too small.
- ㉒ S. Carothers Road is used as a short cut.
- ㉓ Potential roadway connections with interstate overpass.

*NOTE: These comments were made as part of the public outreach and may not represent views of the City of Franklin or consultant team.*

## FIGURE 3.2: TRANSPORTATION ISSUES & OPPORTUNITIES



### INFRASTRUCTURE OPPORTUNITIES

Infrastructure opportunities include those suggestions that would require additional built infrastructure or physical changes to the transportation network.

These opportunities could include new roadways, road widening, additional or new turning lanes or traffic lights.



### AREAS OF CONGESTION

Areas of congestion include those suggestions that document traffic concerns related to traffic amounts or travel time. These points could also include general information on safety and perceived level of service concerns.



### BICYCLE AND PEDESTRIAN OPPORTUNITIES

Bicycle and pedestrian opportunities include those suggestions that would improve the experience of pedestrians and cyclists throughout the study area.

These opportunities could include new sidewalks, bicycle lanes and proposed multi-use trail connections.

These points could also include general information on bicycle and pedestrian safety concerns.

# 3 STREETS

“LOS A” is the best operating condition, with a free flow, in which there is little or no restriction on speed or maneuverability. At intersections, there is little or no delay.

“LOS B” represents a condition of stable traffic flow, but speeds are slower. Short traffic delays occur at intersections.

“LOS C” is still a condition of stable flow. However, most drivers are less able to drive at the speeds at which they feel comfortable, and they find it difficult to change lanes or pass other vehicles. Intersections experience average traffic delays.

“LOS D” approaches unstable flow. Operating speeds are tolerable to the driver, but are subject to considerable and sudden variation. Freedom to maneuver is limited, and driving comfort is low, as the probability of accidents has increased. Long traffic delays are experienced at intersections.

“LOS E” represents a maximum roadway capacity for vehicles. Traffic is unstable, speeds and ease of driving fluctuate, and drivers have little ability to select speed or maneuverability. Driving comfort is low, and accident potential is high. Vehicles are close together, and speeds can fluctuate quickly. Very long traffic delays are experienced at intersections.

“LOS F” is the worst operating condition. Speed and rate of traffic flow may drop to zero for short time periods. Extreme delays are experienced at intersections. This may cause severe congestion, affecting other adjacent roadways.

## TRAVEL DEMAND MODEL

The City of Franklin’s new Travel Demand Model, which was used to create the level of service maps is essentially a more detailed version of the Nashville Area Metropolitan Planning Organization’s (NAMPO’s) regional travel demand model (TDM) within the city limits. The extra detail is attributed to the inclusion of smaller, sub-regional city roads, and the addition of the future projects, not currently identified in NAMPO’s 2040 regional model.

Using the NAMPO’s travel demand model as a base for Franklin’s model, allows the City to achieve an improved connection to the regional model. It also provides for streamlined incorporation of city projects into the federally adopted regional travel model.

The NAMPO’s 2040 regional model began development in the summer of 2013 and will be one of the tools used to update the NAMPO’s 2040 Regional Transportation Plan. The model will also be used to support many of the NAMPO’s sub-regional studies and other planning initiatives. As is usually the case with model updates, the NAMPO’s model contains a variety of new features when compared to previous versions. Not only does it include a new graphic user interface, the model also includes the following enhancements:

- An all-road network
- A population synthesizer
- A vehicle-ownership model
- New trip purposes
- An integrated mode-choice model
- A destination-choice model for passenger trips
- A freight model

It should be noted that, at the time the City’s Comprehensive Network Transportation Plan commenced, NAMPO staff was still making final touches to their model. Therefore, the model version used for this

study (May, 2014), may not be the most current version. For a more comprehensive description of NAMPO's model enhancements, refer to the Travel Demand Model Development and User's Manual - which can be obtained by contacting NAMPO staff.

## MODEL YEARS

The table below provides a list of model runs used to provide a basis for initial roadway network analysis and to help foster discussion on future-year projects. The years listed below are consistent with the NAMPO's regional model years.

| Base Year | Existing + Committed (E+C) | Future Years |
|-----------|----------------------------|--------------|
| 2010      | 2015                       | 2020         |
|           | 2040                       | 2030         |
|           |                            | 2040         |

**Base Year Networks** models are used to compare model results with historic traffic counts. It also helps to calibrate and validate the model. In other words, the Base Year model is the foundation for future year model networks (i.e., 2020, 2030, and 2040). Therefore, if something changes in the base year network, that change will need to be added to all future year networks.

**Existing + Committed Networks** are base year networks (existing) plus the addition of imminent projects (committed). Committed projects, in other words, include projects that are far enough along in the development stage that there is an almost 100% likelihood of its completion. In most cases, committed projects have some amount of construction funding programed at the time of the travel model development, so there is a low probability that these projects would not be built. Figures 3.3 and 3.4 depict LOS for the existing street network for the AM and PM peak times, respectively.

The purpose of E+C networks is to answer the question, "What would our transportation network look like in the future if we finished our

committed projects and then stopped building?" In other words, as population and employment continue to grow, E+C networks help identify the location of network deficiencies and predict how far in the future these deficiencies will begin. Figures 3.5 and 3.6 depict how the street network would function in terms of LOS in 2040 if no additional roadway improvements were made to accommodate projected employment and population growth.

**Future Year Networks** are a combination of the base year network and proposed projects. Based on the analysis of the E+C networks, projects are added to the existing network to address the deficiencies shown in the E+C network. As previously eluded to, these deficiencies will appear at different times during the Plan's timeframe - so it is important to incorporate (or prioritize) these new projects in the appropriate horizon year.



*Although Carothers Parkway (Long Lane to Falcon Creek) was under construction during the planning process, it was included in the model for the 2015 planning year because of its eminent opening.*



# 3 STREETS

FIGURE 3.3: 2015 EXISTING + COMMITTED AM LOS

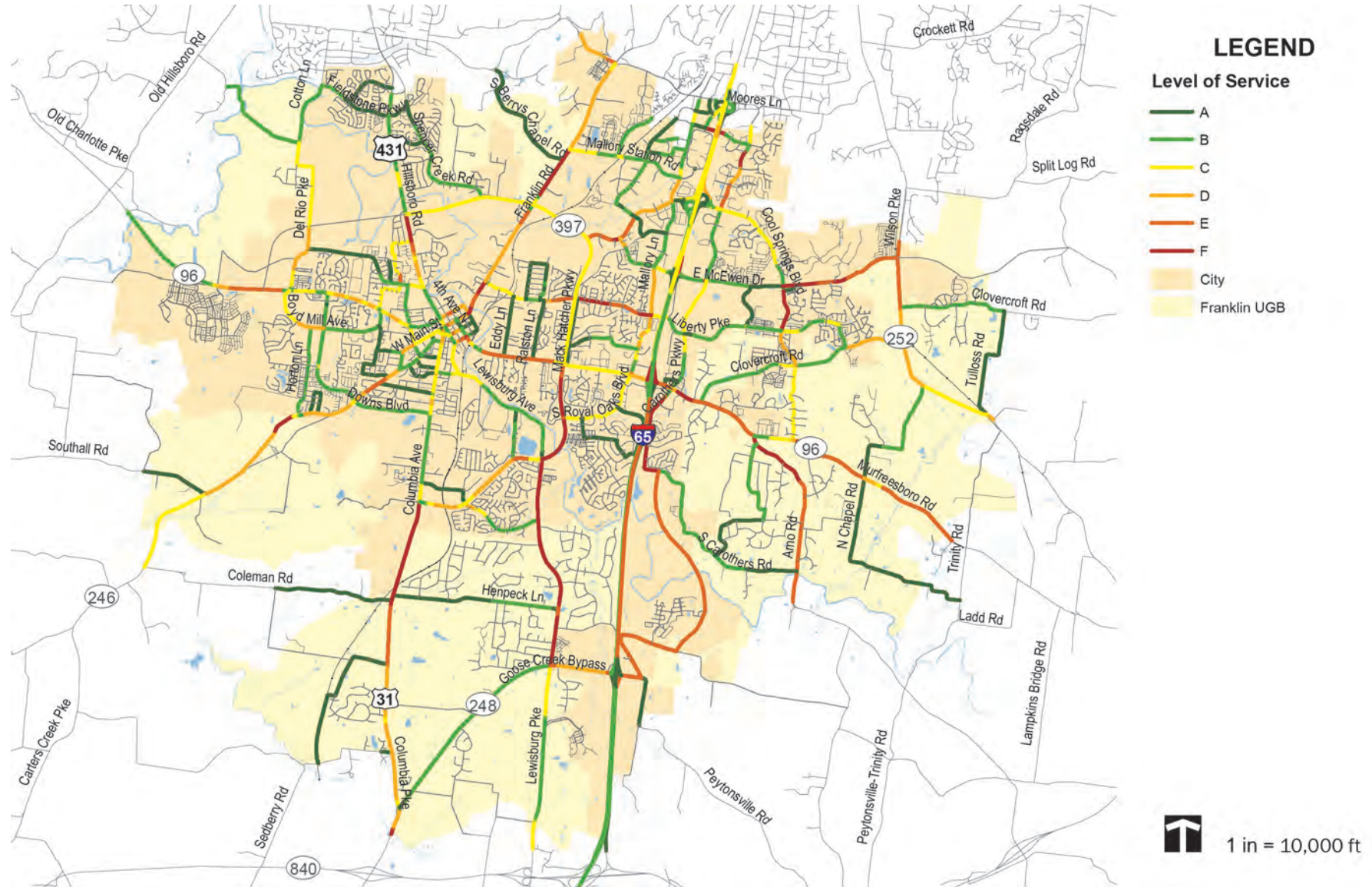
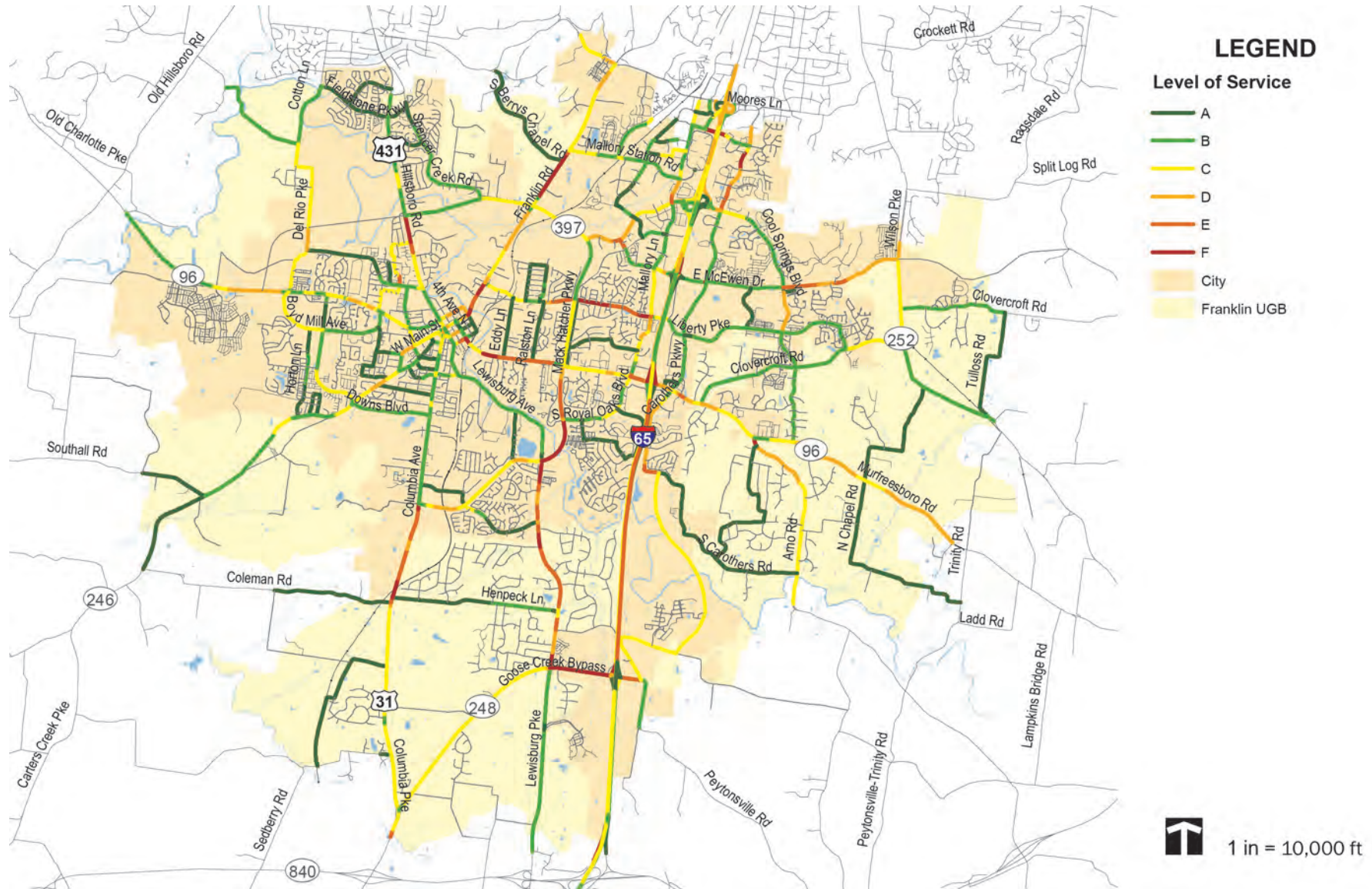


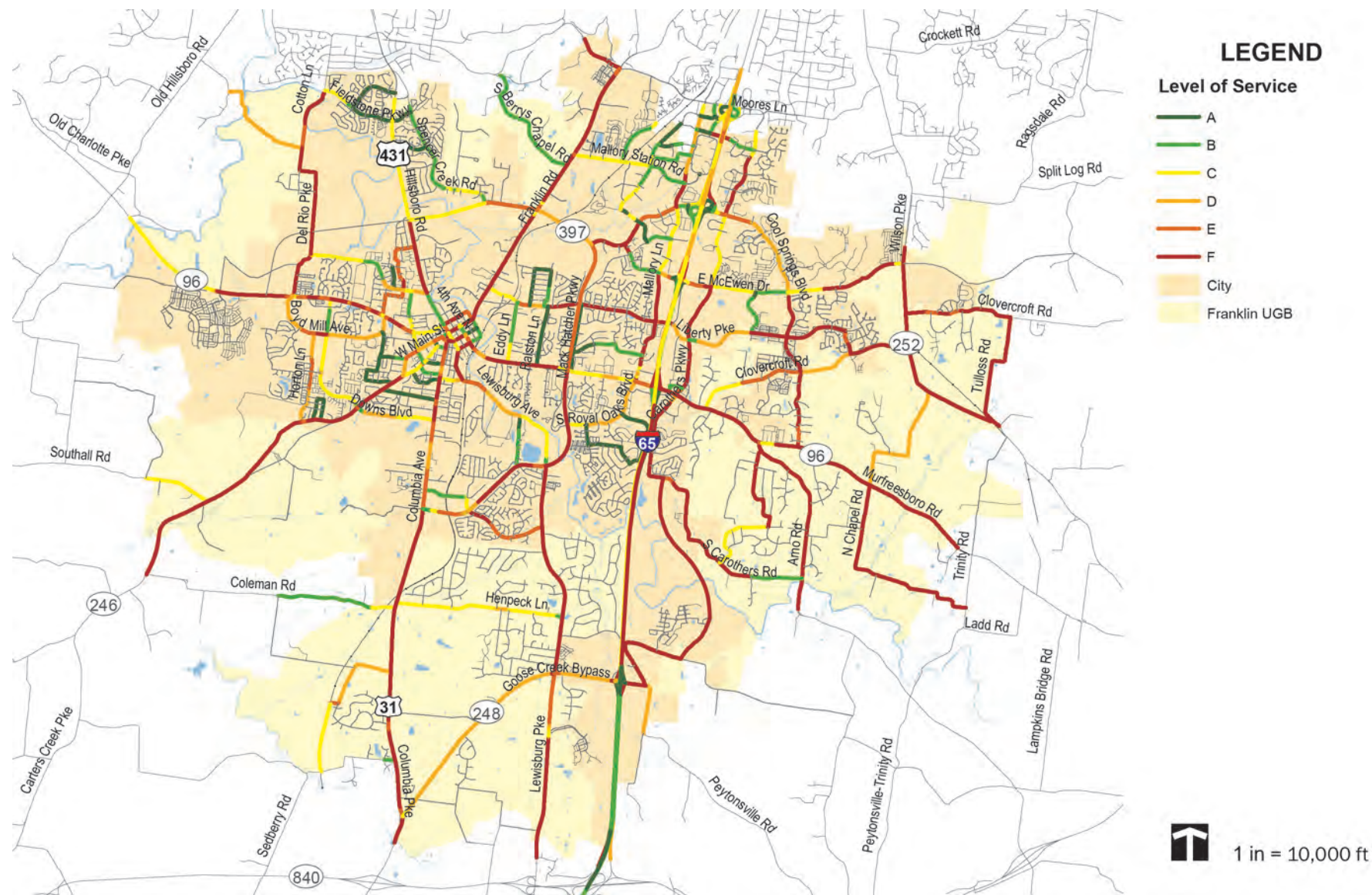
FIGURE 3.4: 2015 EXISTING + COMMITTED PM LOS



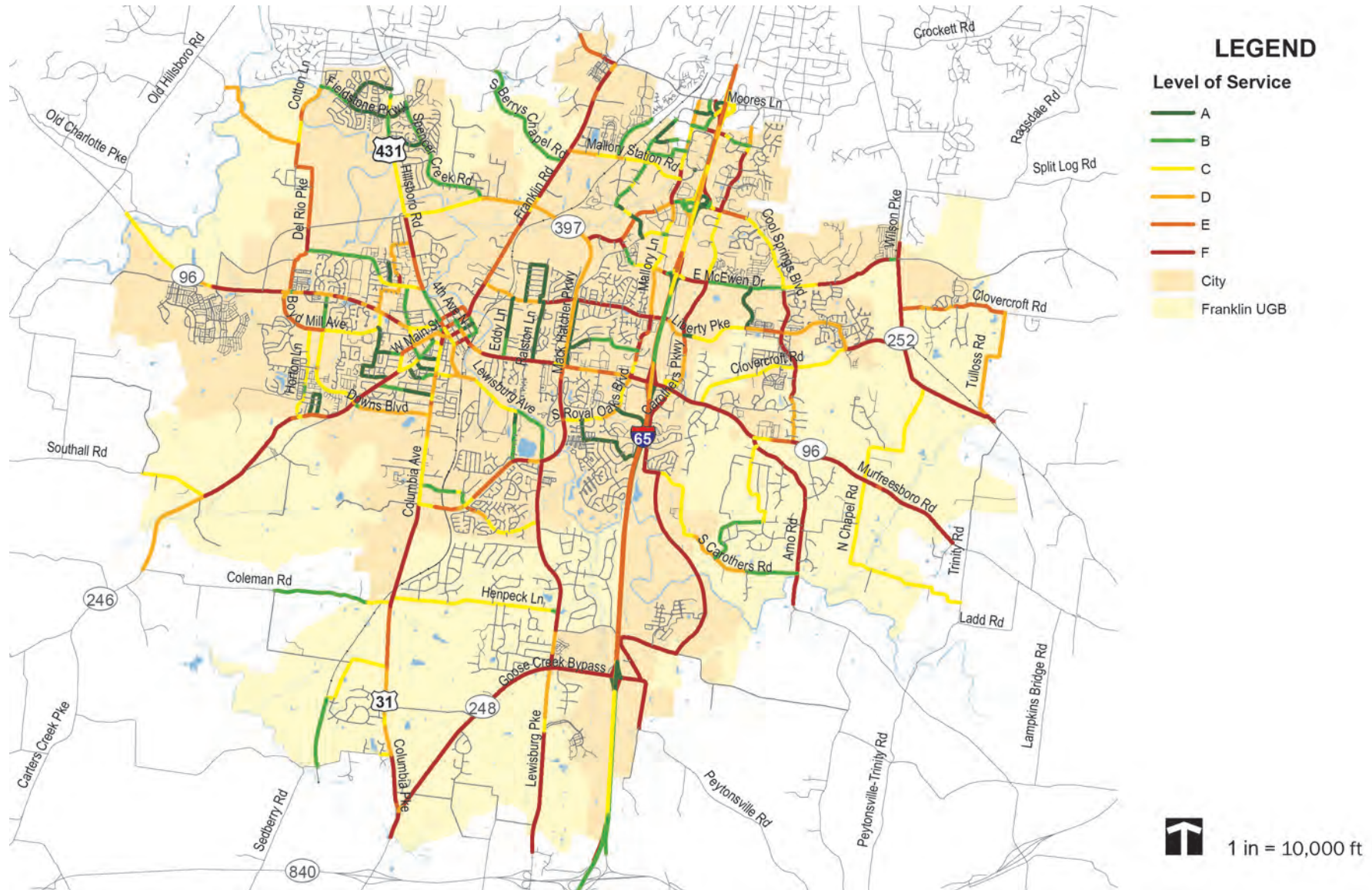


# STREETS

### FIGURE 3.5: 2040 EXISTING + COMMITTED AM LOS



### FIGURE 3.6: 2040 EXISTING + COMMITTED PM LOS





# 3 STREETS

## RECOMMENDED IMPROVEMENTS

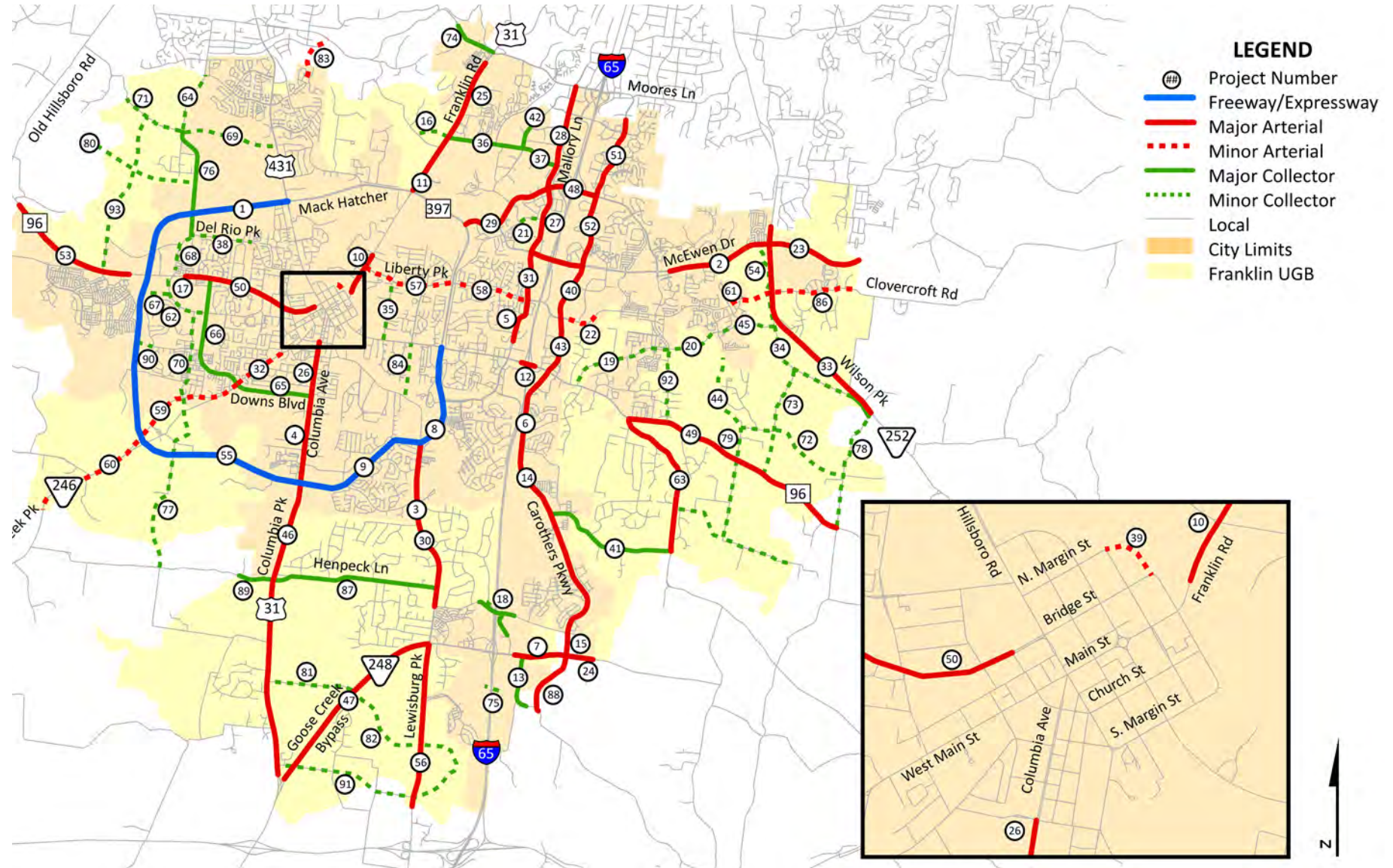
The following sections identify roadway improvements recommended in the short, medium, and long term. For the purposed of this plan, the timeframes are established as:

- Short Term – Proposed for Completion by 2020
- Medium Term – Proposed for Completion by 2030
- Long Term – Proposed for Completion by 2040

These improvements are recommended as a result of discussions with City staff, input gathered from the public engagement process, existing conditions data, and analysis of the traffic model. The projects are meant to address existing traffic deficiencies in the short term and additional traffic volumes as a result of continued population and employment growth within the City of Franklin and its Urban Growth Boundary. The level of service (LOS) maps on the following pages depict the anticipated street network function in the future, given projected growth and planned improvements. For example, the 2020 Proposed Network AM LOS map shows an anticipated roadway network that includes completion of all of the projects identified as short term, based on the number of vehicle trips that will be generated by the projected population and employment in 2020. Maps are presented for each planning horizon year (2020, 2030, and 2040) for both the AM and PM peak times.

A summary table is included for each timeframe, short, medium, and long, that includes the roadway, project extents, and segment length. Some streets are separated into one or more pieces that would be undertaken individually. Additionally, some streets may be improved or initially built to one design in the short term and upgraded, as an additional project, in the medium or long term. Planning level cost estimates, as well as additional project details such as functional classification and the inclusion of bicycle and pedestrian facilities, are included for each project in Appendix 1: Project Sheets.

**FIGURE 3.7: PROPOSED ROADWAY PROJECTS REFERENCE MAP** (SHORT, MEDIUM, AND LONG TERM)



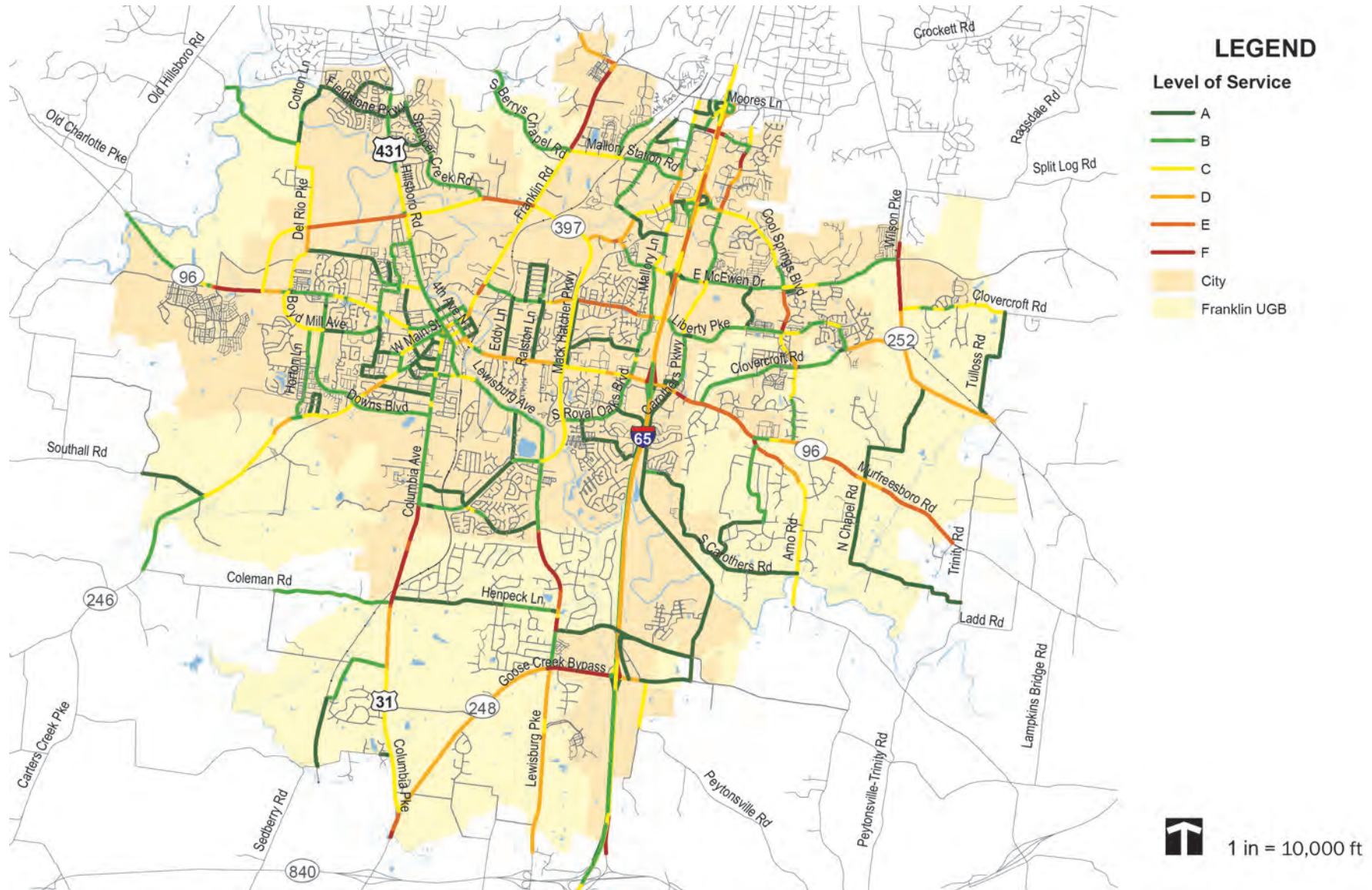
# 3 STREETS

**TABLE 3.1: 2020 (SHORT TERM) PROPOSED PROJECTS**

| Project Number | Roadway                               | To                            | From                                           | Length (Miles) |
|----------------|---------------------------------------|-------------------------------|------------------------------------------------|----------------|
| 1              | Mack Hatcher Parkway (SR-397)         | Highway 96 West (SR-96W)      | Hillsboro Road (SR-106/US-431)                 | 2.64           |
| 2              | East McEwen Drive                     | Cool Springs Boulevard        | Wilson Pike (SR-252)                           | 1.38           |
| 3              | Lewisburg Pike (SR-106/US-431)        | Holly Hill Drive              | Mack Hatcher Parkway (SR-397)                  | 0.86           |
| 4              | Columbia Avenue (SR-6/US-31)          | Mack Hatcher Parkway (SR-397) | Downs Boulevard                                | 1.15           |
| 5              | North Royal Oaks Boulevard            | Lakeview Drive                | Liberty Pike                                   | 0.60           |
| 6              | Carothers Parkway                     | South Carothers Road          | Murfreesboro Road (SR-96)                      | 1.14           |
| 7              | Goose Creek Bypass (SR-248) Extension | Existing Peytonsville Road    | Carothers Parkway (Future Extension)           | 0.68           |
| 8              | Mack Hatcher Parkway (SR-397)         | Polk Place Drive              | Murfreesboro Road (SR-96)                      | 1.74           |
| 9              | Mack Hatcher Parkway (SR-397)         | Columbia Avenue (SR-6/US-31)  | Polk Place Drive                               | 1.46           |
| 10             | Franklin Road (SR-6/US-31)            | Harpeth River Bridge          | Harpeth Industrial Court                       | 0.56           |
| 11             | Franklin Road (SR-6/US-31)            | Mack Hatcher Parkway (SR-397) | Mallory Station                                | 0.84           |
| 12             | Murfreesboro Road (SR-96)             | Western I-65 Ramp             | Eastern I-65 Ramp                              | 0.25           |
| 13             | Peytonsville Road                     | Pratt Lane                    | Goose Creek Bypass (SR-248) (Future Extension) | 0.74           |
| 14             | Carothers Parkway                     | Long Lane                     | South Carothers Road                           | 2.73           |
| 15             | Carothers Parkway                     | Long Lane                     | Goose Creek Bypass (SR-248) (Future Extension) | 0.31           |
| 16             | South Berrys Chapel Road Realignment  | South Berrys Chapel Road      | Mallory Station Road                           | 0.47           |
| 17             | Boyd Mill Avenue                      | Highway 96 West (SR-96W)      | Franklin Green Parkway                         | 0.48           |
| 18             | I-65 Overpass                         | Old Peytonsville Road         | Long Lane                                      | 0.70           |
| 19             | Clovercroft Road                      | Murfreesboro Road (SR-96)     | Oxford Glen Drive                              | 1.40           |
| 20             | Clovercroft Road                      | Oxford Glen Drive             | Market Street                                  | 0.72           |
| 21             | Jordan Road                           | Aspen Grove Drive             | Mallory Lane                                   | 0.32           |
| 22             | Liberty Pike                          | Carothers Parkway             | Columbia State Community College               | 0.32           |



FIGURE 3.8: 2020 PROPOSED NETWORK AM LOS



# 3 STREETS

FIGURE 3.9: 2020 PROPOSED NETWORK PM LOS

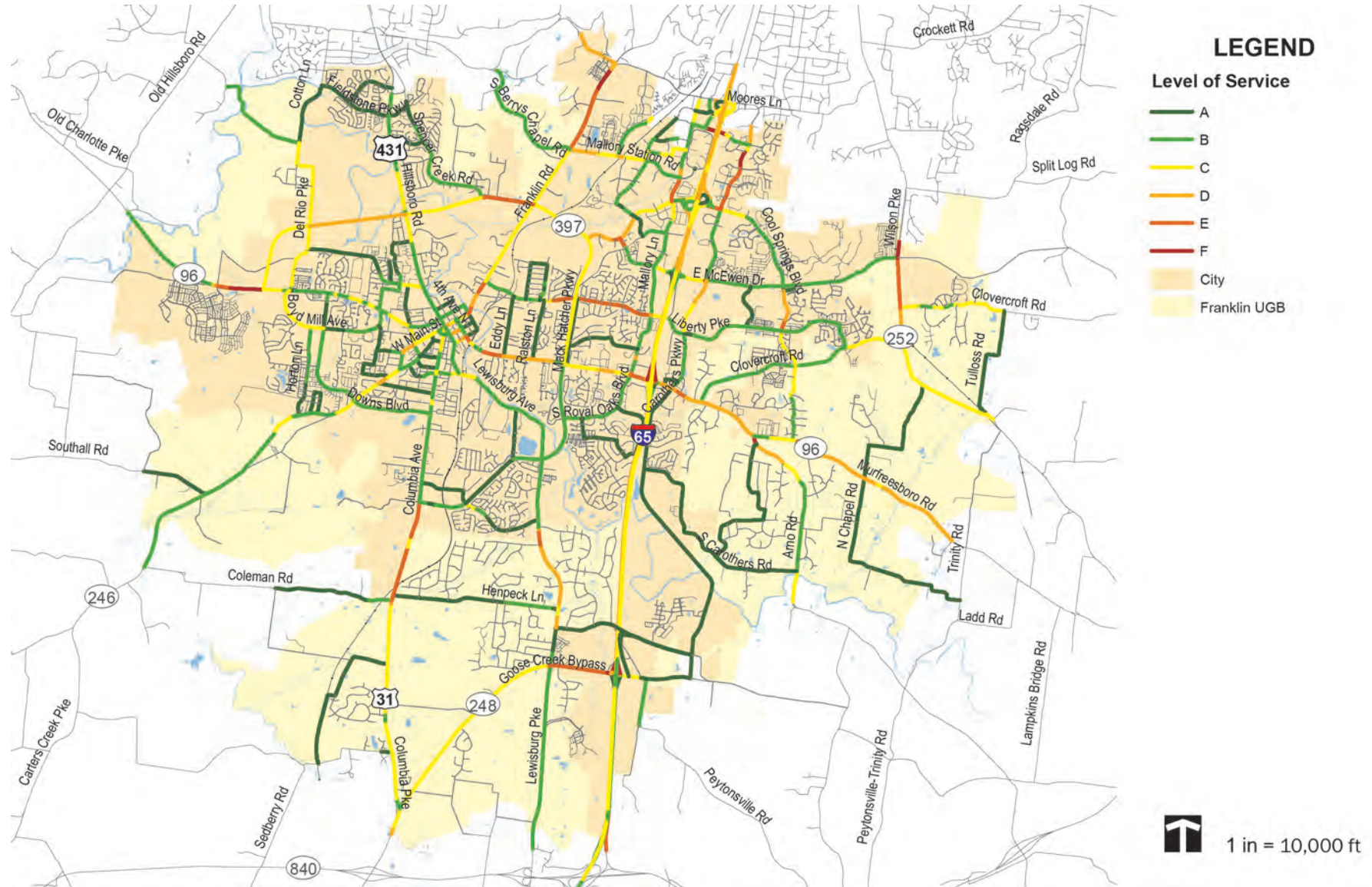


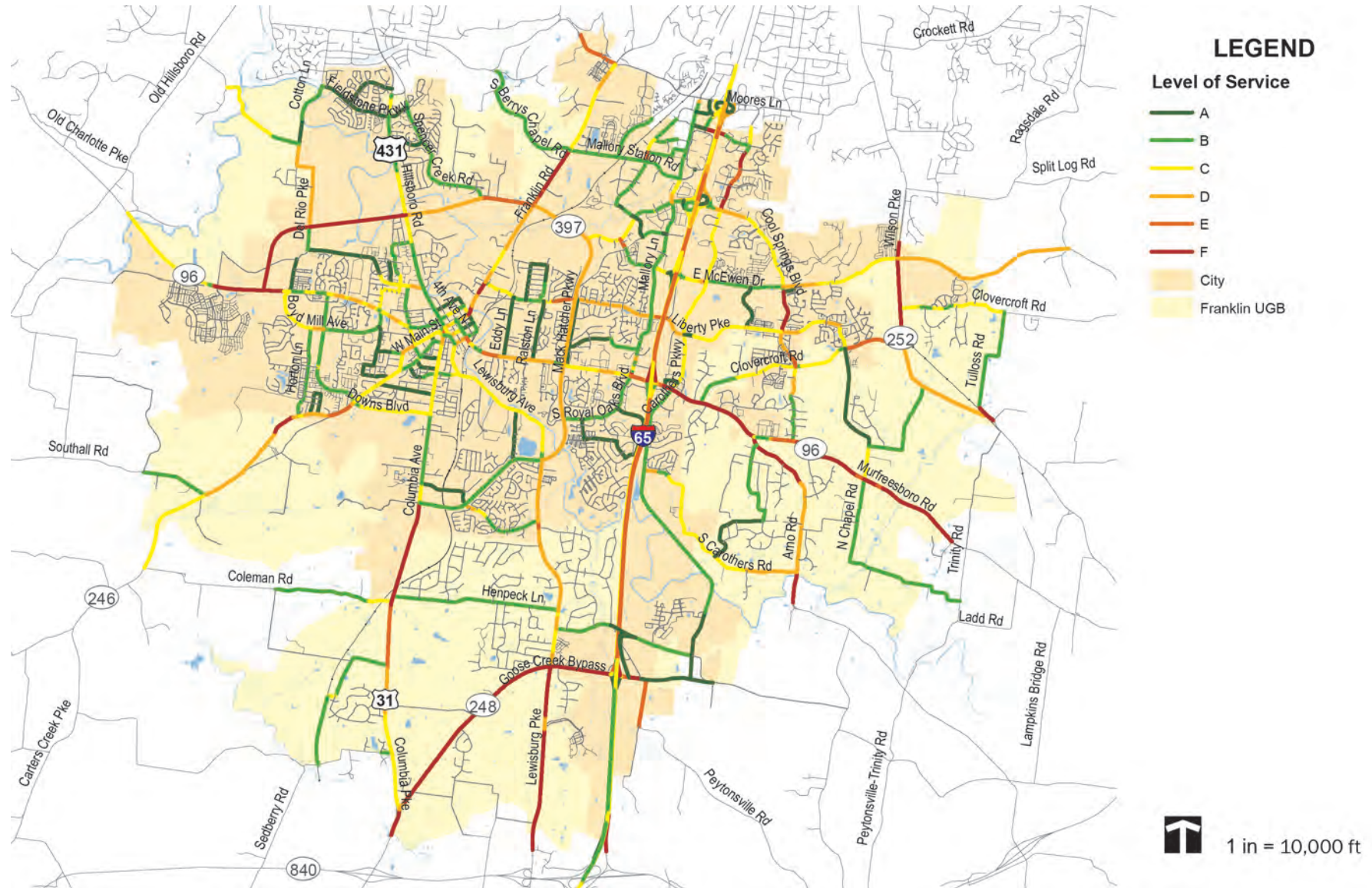


TABLE 3.2: 2030 (MEDIUM TERM) PROPOSED PROJECTS

| Project Number | Roadway                               | To                                   | From                            | Length (Miles) |
|----------------|---------------------------------------|--------------------------------------|---------------------------------|----------------|
| 23             | East McEwen Drive                     | Wilson Pike (SR-252)                 | Eastern City Limits             | 1.25           |
| 24             | Goose Creek Bypass (SR-248) Extension | Carothers Parkway (Future Extension) | Long Lane                       | 0.36           |
| 25             | Franklin Road (SR-6/US-31)            | Mallory Station Road                 | Davenport Blvd                  | 1.10           |
| 26             | Columbia Avenue (SR-6/US-31)          | Downs Boulevard                      | Fowlkes Street                  | 0.73           |
| 27             | Mallory Lane                          | Mallory Station Road                 | West McEwen Drive               | 1.22           |
| 28             | Mallory Lane                          | Mallory Station Road                 | Moore's Lane (SR-441)           | 1.08           |
| 29             | Cool Springs Boulevard                | Mack Hatcher Parkway (SR-397)        | Mallory Lane                    | 1.31           |
| 30             | Lewisburg Pike (SR-106/US-431)        | Old Peytonsville Road                | Holly Hill Drive                | 1.37           |
| 31             | Mallory Lane                          | Liberty Pike                         | West McEwen Drive               | 0.64           |
| 32             | West Main Street (SR-246)             | Downs Boulevard                      | Natchez Street                  | 0.72           |
| 33             | Wilson Pike (SR-252) Realignment      | Trinity Road                         | East McEwen Drive               | 2.98           |
| 34             | (Old/Existing) Wilson Pike            | Trinity Road                         | Liberty Pike (Future Extension) | 2.29           |
| 35             | Eddy Lane                             | Murfreesboro Road (SR-96)            | Liberty Pike                    | 0.78           |
| 36             | Mallory Station Road                  | Franklin Road (SR-6/US-31)           | Seaboard Lane                   | 0.99           |
| 37             | Mallory Station Road                  | Seaboard Lane                        | Mallory Lane                    | 0.52           |
| 38             | Del Rio Pike                          | Carlisle Lane                        | Poplar Grove Elementary School  | 0.81           |
| 39             | 1st Avenue North                      | Bridge Street                        | North Margin Street             | 0.17           |
| 40             | Carothers Parkway                     | Liberty Pike                         | East McEwen Drive               | 0.76           |
| 41             | South Carothers Road                  | Carothers Parkway                    | Arno Road                       | 1.79           |
| 42             | Seaboard Lane                         | Mallory Station Road                 | Crossroads Boulevard            | 0.29           |
| 43             | Carothers Parkway                     | Murfreesboro Road (SR-96)            | Liberty Pike                    | 0.75           |
| 44             | Market Street Extension               | North Chapel Road (Future Extension) | Amelia Park Subdivision         | 1.07           |
| 45             | Clovercroft Road                      | Market Street                        | (Old/Existing) Wilson Pike      | 0.77           |

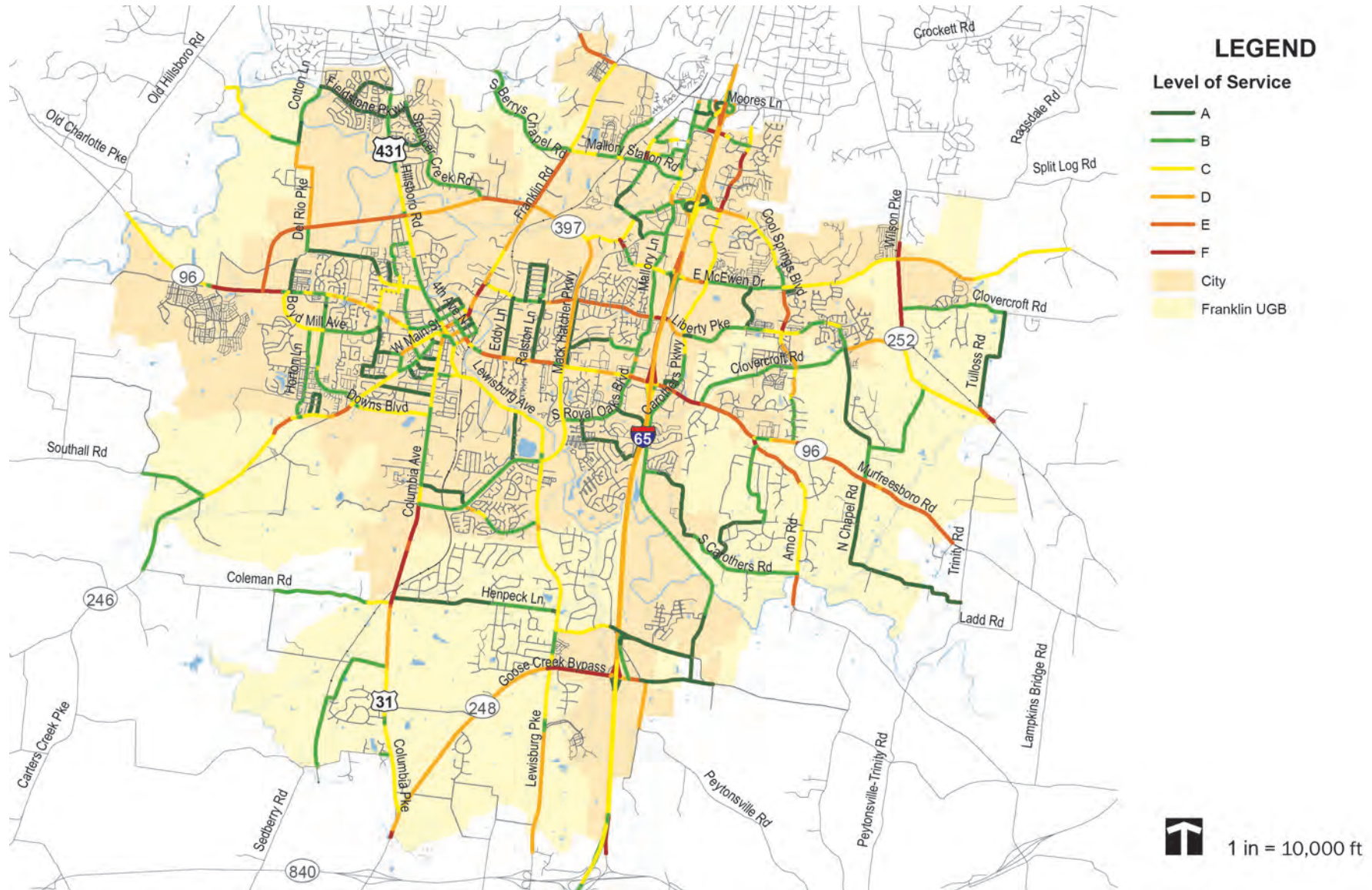
# 3 STREETS

FIGURE 3.10: 2030 PROPOSED NETWORK AM LOS





### FIGURE 3.11: 2030 PROPOSED NETWORK PM LOS





# 3 STREETS

**TABLE 3.3: 2040 (LONG TERM) PROPOSED PROJECTS**

| Project Number | Roadway                              | To                                                 | From                                               | Length (Miles) |
|----------------|--------------------------------------|----------------------------------------------------|----------------------------------------------------|----------------|
| 46             | Columbia Pike (SR-6/US-31)           | Goose Creek Bypass (SR-248)                        | Mack Hatcher Parkway (SR-397)                      | 3.89           |
| 47             | Goose Creek Bypass (SR-248)          | Columbia Pike (SR-6/US-31)                         | Lewisburg Pike (SR-106/US-431)                     | 2.66           |
| 48             | Cool Springs Boulevard               | Mallory Lane                                       | Carothers Parkway                                  | 0.63           |
| 49             | Murfreesboro Road (SR-96)            | Arno Road                                          | Trinity Road                                       | 2.75           |
| 50             | Highway 96 West (SR-96W)             | Carlisle Lane                                      | 7th Avenue North                                   | 1.80           |
| 51             | Carothers Parkway                    | Cool Springs Boulevard                             | Bakers Bridge Avenue                               | 1.11           |
| 52             | Carothers Parkway                    | East McEwen Drive                                  | Cool Springs Boulevard                             | 0.96           |
| 53             | Highway 96 West (SR-96W)             | Old Hillsboro Road (SR-46)                         | Mack Hatcher Parkway (SR-397)                      | 1.79           |
| 54             | (Old/Existing) Wilson Pike Extension | Liberty Pike Extension                             | East McEwen Drive                                  | 0.71           |
| 55             | Mack Hatcher Parkway (SR-397)        | Highway 96 West (SR-96W)                           | Columbia Avenue (SR-6/US-31)                       | 4.17           |
| 56             | Lewisburg Pike (SR-106/US-431)       | McLemore Road                                      | Goose Creek Bypass (SR-248)                        | 2.13           |
| 57             | Liberty Pike                         | Franklin Road (SR-6/US-31)                         | Mack Hatcher Parkway (SR-397)                      | 1.20           |
| 58             | Liberty Pike                         | Mack Hatcher Parkway (SR-397)                      | Mallory Lane                                       | 0.97           |
| 59             | Carters Creek Pike (SR-246)          | Mack Hatcher Parkway (SR-397) (Future SW Quadrant) | Downs Boulevard                                    | 1.54           |
| 60             | Carters Creek Pike (SR-246)          | Southwest Urban Growth Boundary                    | Mack Hatcher Parkway (SR-397) (Future SW Quadrant) | 1.66           |
| 61             | Liberty Pike Extension               | Terminus of Existing Liberty Pike                  | Wilson Pike (SR-252)                               | 0.60           |
| 62             | Boyd Mill Avenue                     | Franklin Green Parkway                             | Downs Boulevard                                    | 0.38           |
| 63             | Arno Road                            | South Carothers Road                               | Murfreesboro Road (SR-96)                          | 2.04           |
| 64             | Cotton Lane                          | Del Rio Pike                                       | Fieldstone Parkway                                 | 0.84           |
| 65             | Downs Boulevard                      | West Main Street (SR-246)                          | Columbia Avenue (SR-6/US-31)                       | 1.01           |
| 66             | Downs Boulevard                      | Murfreesboro Road (SR-96)                          | West Main Street (SR-246)                          | 1.70           |
| 67             | Boyd Mill Avenue Connector           | Mack Hatcher Parkway (SR-397)                      | Boyd Mill Avenue                                   | 0.34           |
| 68             | Carlisle Lane                        | Stone Mill Lane                                    | Del Rio Pike                                       | 0.55           |
| 69             | New Roadway                          | Cotton Lane                                        | Hillsboro Road (SR-106/US-431)                     | 1.27           |
| 70             | Horton Lane                          | West Main Street (SR-246)                          | Boyd Mill Avenue                                   | 1.18           |
| 71             | Del Rio Pike                         | Old Hillsboro Road (SR-46)                         | Cotton Lane                                        | 0.88           |

TABLE 3.3: 2040 (LONG TERM) PROPOSED PROJECTS, CONTINUED

| Project Number | Roadway                                  | To                                             | From                             | Length (Miles) |
|----------------|------------------------------------------|------------------------------------------------|----------------------------------|----------------|
| 72             | North Chapel Road                        | Existing Western 90 degree curve               | Wilson Pike (SR-252)             | 1.58           |
| 73             | New Road (Existing North Chapel Road)    | Murfreesboro Road (SR-96)                      | Wilson Pike (SR-252)             | 1.47           |
| 74             | Lynnwood Way                             | Northwest Urban Growth Boundary                | Franklin Road (SR-6/US-431)      | 0.61           |
| 75             | Chadwell/Reams Fleming Overpass          | Berry Farms - Chadwell                         | Berry Farms - Reams-Fleming      | 0.24           |
| 76             | Del Rio Pike                             | Carlisle Lane                                  | Cotton Lane                      | 1.45           |
| 77             | Horton Lane Extension                    | Carters Creek Pike (SR-246)                    | Coleman Road                     | 2.44           |
| 78             | Trinity Road                             | Murfreesboro Road (SR-96)                      | Wilson Pike (SR-252)             | 1.64           |
| 79             | North Chapel Road (Future Market Street) | Murfreesboro Road (SR-96)                      | Existing Western 90 degree curve | 0.41           |
| 80             | New Roadway                              | Old Hillsboro Road (SR-46)                     | Del Rio Pike                     | 1.41           |
| 81             | Snowbird Hollow Road                     | Columbia Pike (SR-6/US-31)                     | Goose Creek Bypass (SR-248)      | 1.14           |
| 82             | Snowbird Hollow Road                     | Goose Creek Bypass (SR-248)                    | Lewisburg Pike (SR-106/US-431)   | 1.26           |
| 83             | Fieldstone Parkway Extension             | Bexley Park Drive                              | South Berrys Chapel Road         | 0.71           |
| 84             | Ralston Lane                             | Murfreesboro Road (SR-96)                      | Lewisburg Pike (SR-106/US-431)   | 0.72           |
| 85             | McLemore Road Extension                  | Lewisburg Pike (SR-106/US-431)                 | Lewisburg Pike (SR-106/US-431)   | 1.35           |
| 86             | Clovercroft Road                         | Wilson Pike (SR-252)                           | Eastern City Limits              | 1.11           |
| 87             | Henpeck Lane                             | Columbia Pike (SR-6/US-431)                    | Lewisburg Pike (SR-106/US-431)   | 2.16           |
| 88             | Carothers Parkway (South Extension)      | Goose Creek Bypass (SR-248) (Future Extension) | Peytonsville Road                | 0.90           |
| 89             | Coleman Road                             | Columbia Pike (SR-6/US-31)                     | Western Urban Growth Boundary    | 0.47           |
| 90             | Willowsprings Boulevard Extension        | Mack Hatcher Parkway (SR-397)                  | Existing Willowsprings Boulevard | 0.74           |
| 91             | McLemore Road                            | Goose Creek Bypass (SR-248)                    | Lewisburg Pike (SR-106/US-431)   | 1.67           |
| 92             | Oxford Glen Drive                        | Murfreesboro Road                              | Clovercroft Road                 | 0.93           |
| 93             | New Roadway                              | Old Charlotte Pike                             | Del Rio Pike                     | 1.69           |

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FIGURE 3.12: 2040 PROPOSED NETWORK AM LOS

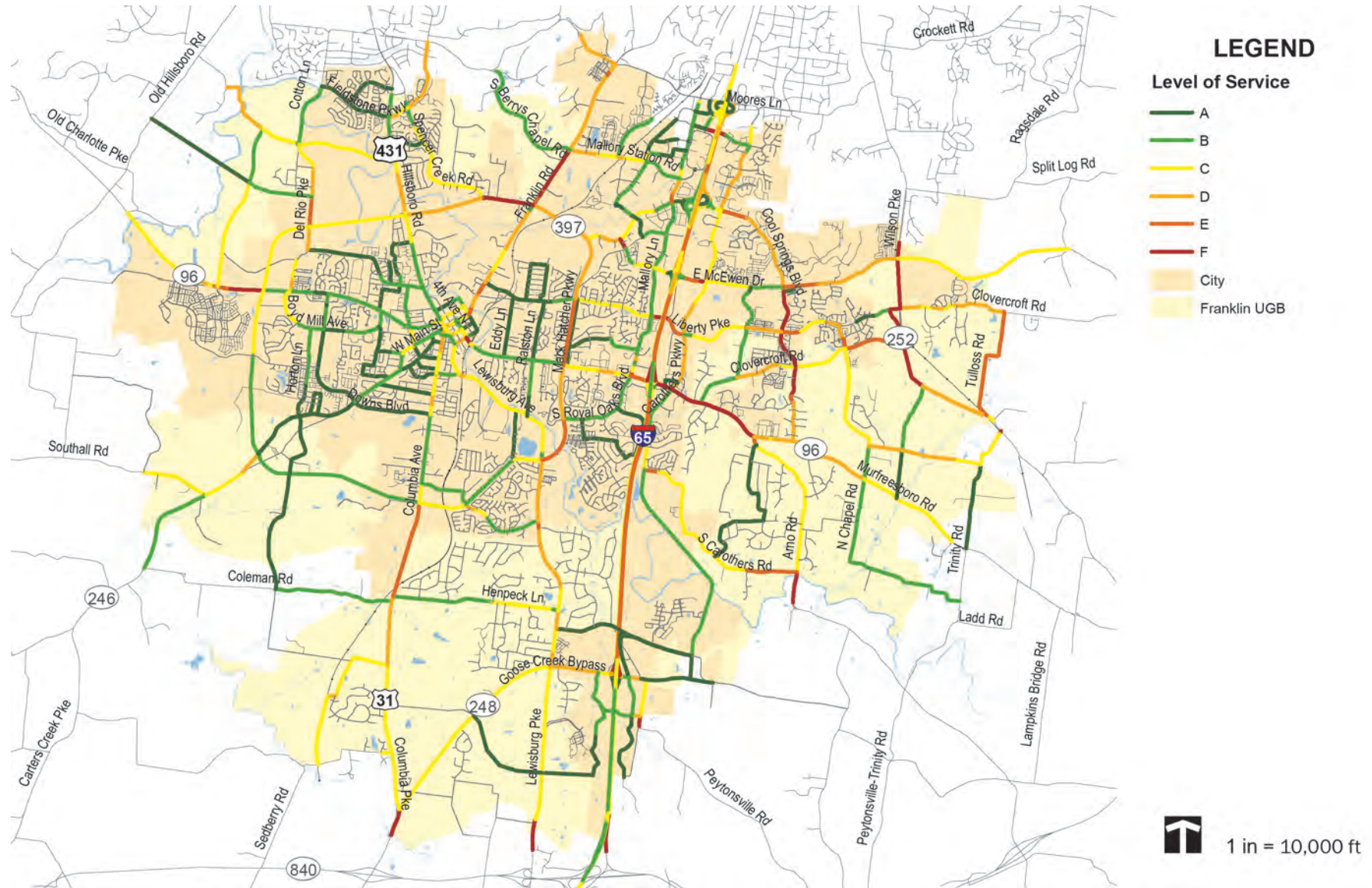
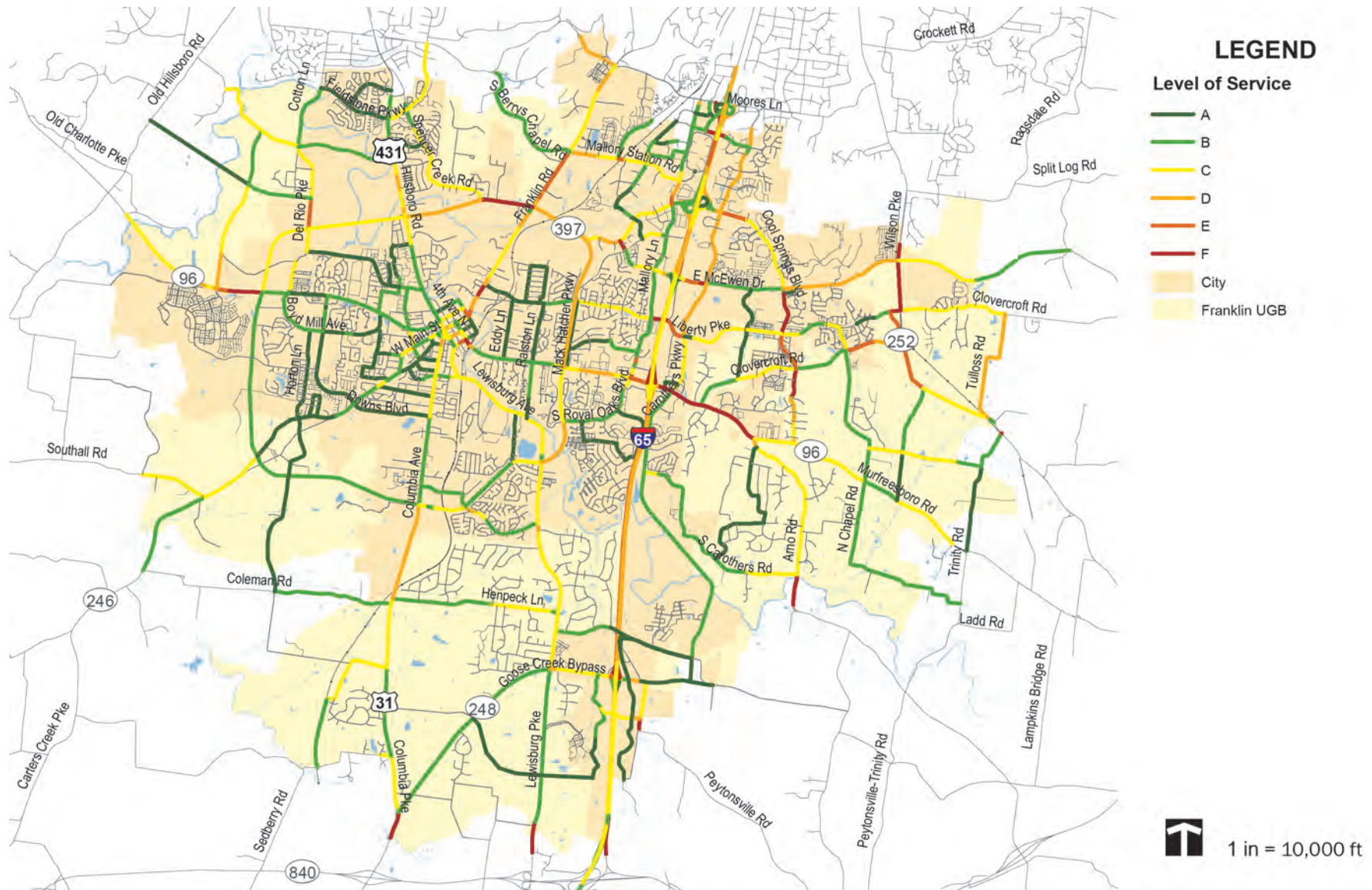




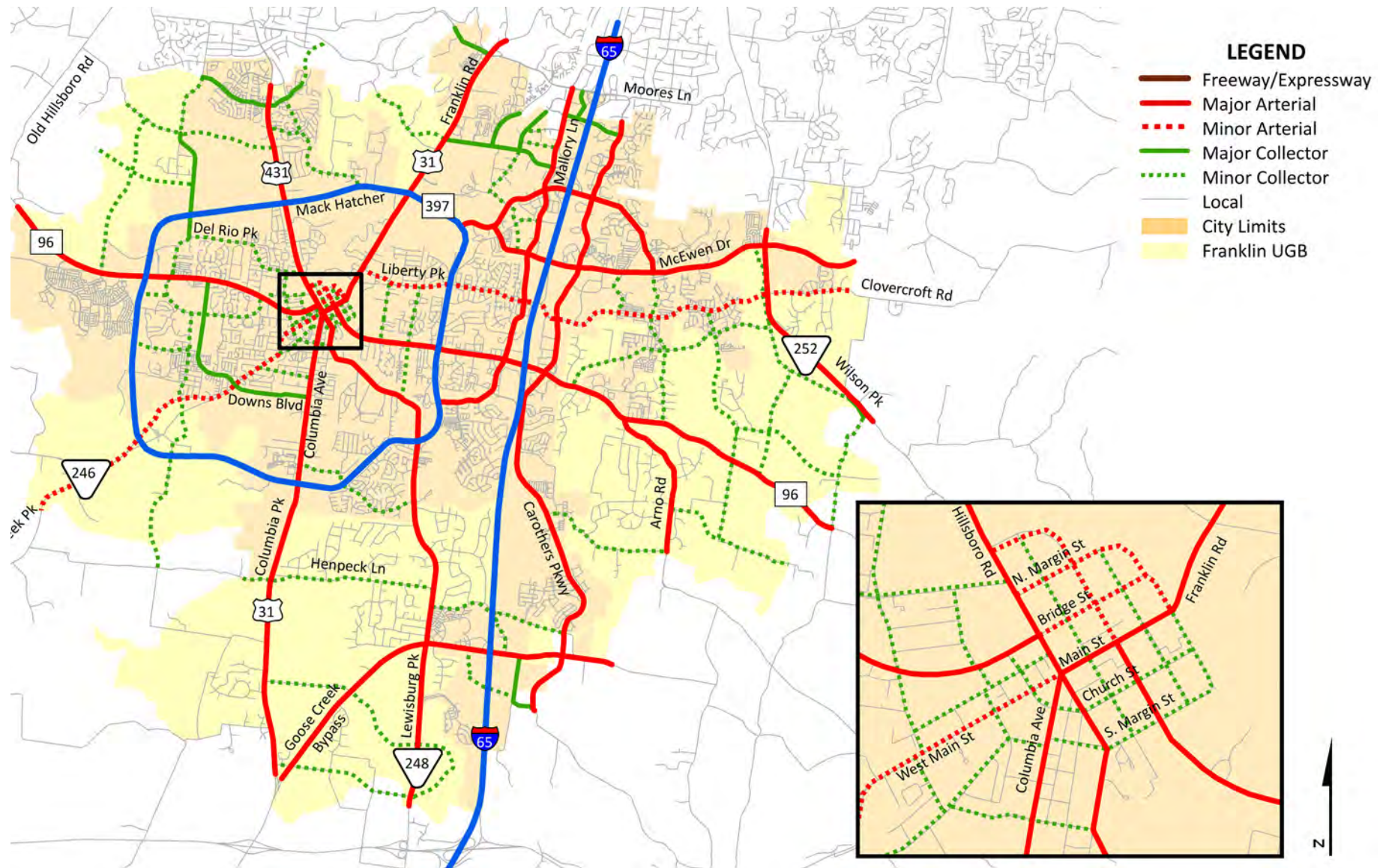
FIGURE 3.13: 2040 PROPOSED NETWORK PM LOS





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FIGURE 3.14: PROPOSED ROADWAY CLASSIFICATION





## TYPICAL SECTIONS

Cross section designs for roadways vary according to the desired capacity and level of service, bicycle and pedestrian facilities, and other design elements such as medians, turn lanes, and landscape plantings. Therefore, universal standards for the design of every thoroughfare are not practical, as each roadway section must be individually analyzed and its cross section determined based on existing conditions and available right-of-way. The following typical sections are presented as a guide when designing new roadways. They represent an ideal cross section given new construction or the ability to obtain adequate right-of-way for expansions and reconstructions.

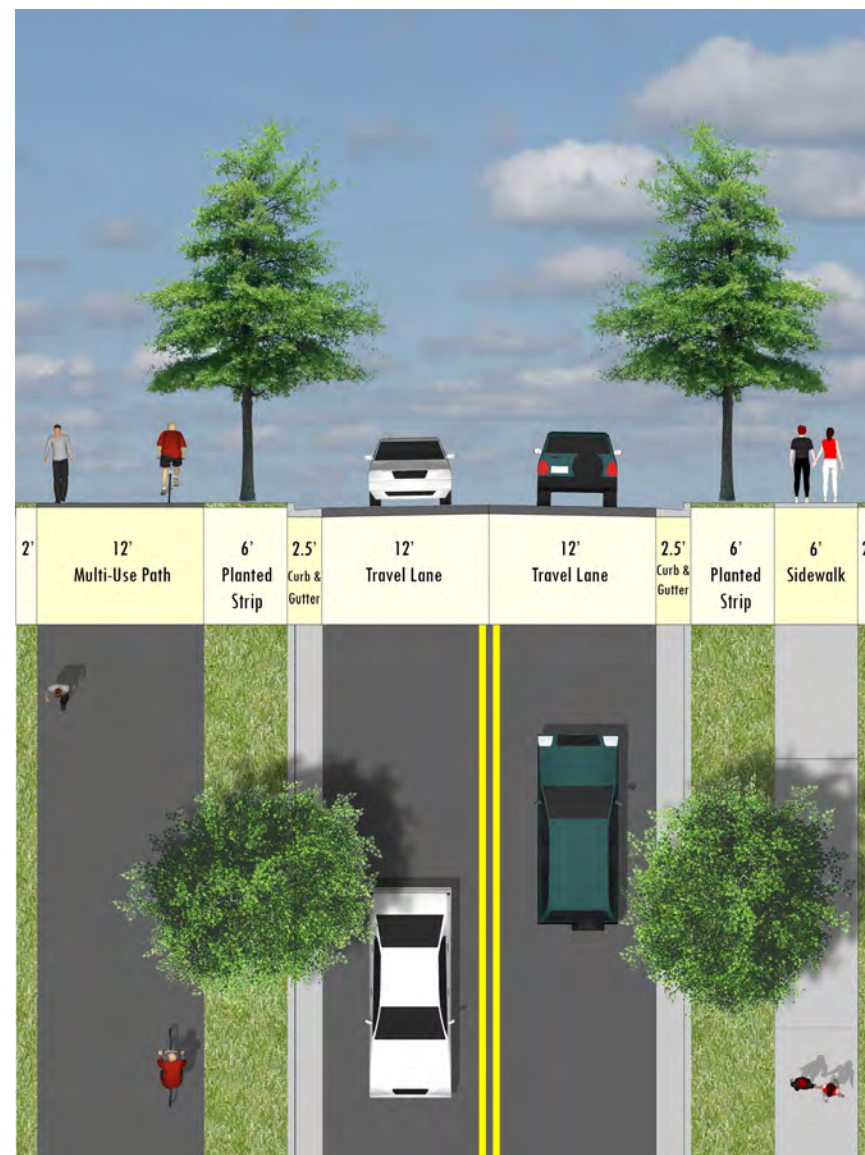
Where limited right-of-way exists, specific cross sections should be developed to meet the needs of that project. For all projects proposed in this plan, adequate right-of-way should be protected or acquired for the recommended cross sections. Recommended design standards relating to grades, sight distances, degree of curve, and other considerations for thoroughfares should be based on the most recent version of the Franklin Transportation & Street Technical Standards. The following typical sections are proposed:

- 2 Two-lane Sections – 63 to 67 feet in width (Minor Collectors Only)
- 2 Three-lane Sections – 75 to 79 feet in width (Minor Collectors Only)
- 6 Four-lane Sections – 122 to 126 (Major Collectors), 128 to 132 (Minor Arterials) and 132 to 136 (Major Arterials)

The width of the planted median included in the four-lane sections will vary depending on functional classification. The following median widths are proposed:

- Major Arterial – 40 feet
- Minor Arterial – 36 feet
- Major Collectors – 30 feet

FIGURE 3.15: 2 LANE - 63' SECTION



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FIGURE 3.16: 2 LANE - 67' SECTION

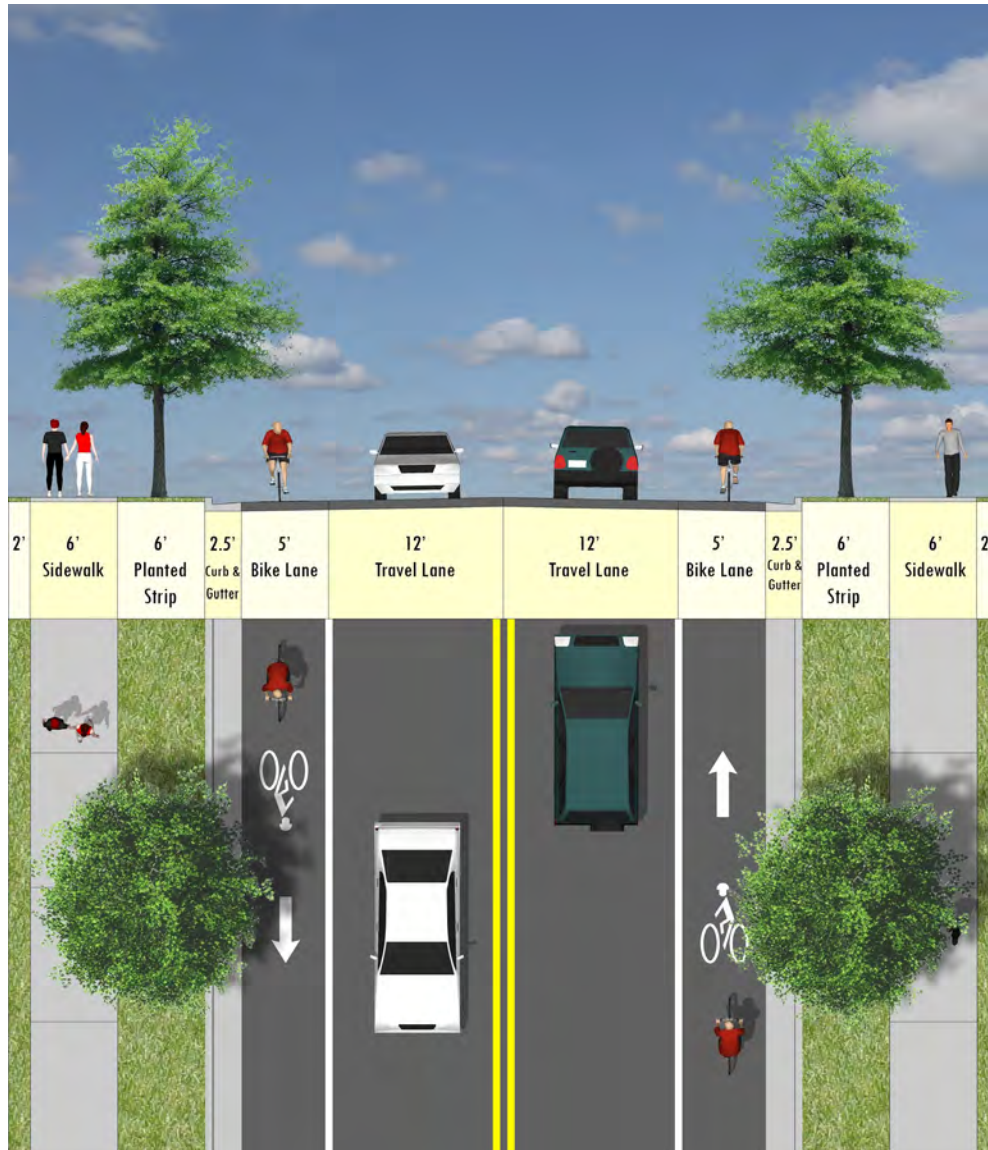
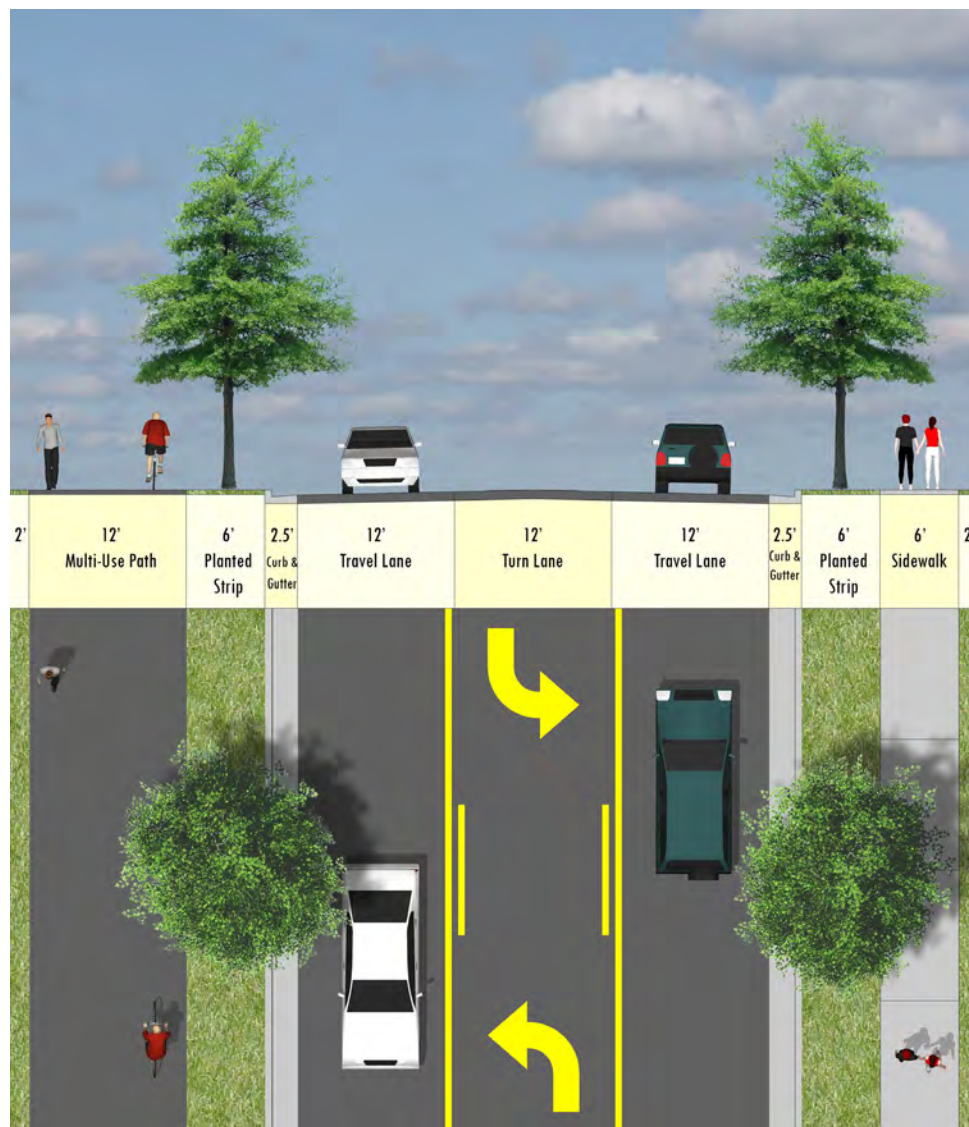


FIGURE 3.17: 3 LANE - 75' SECTION





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FIGURE 3.18: 3 LANE - 79' SECTION

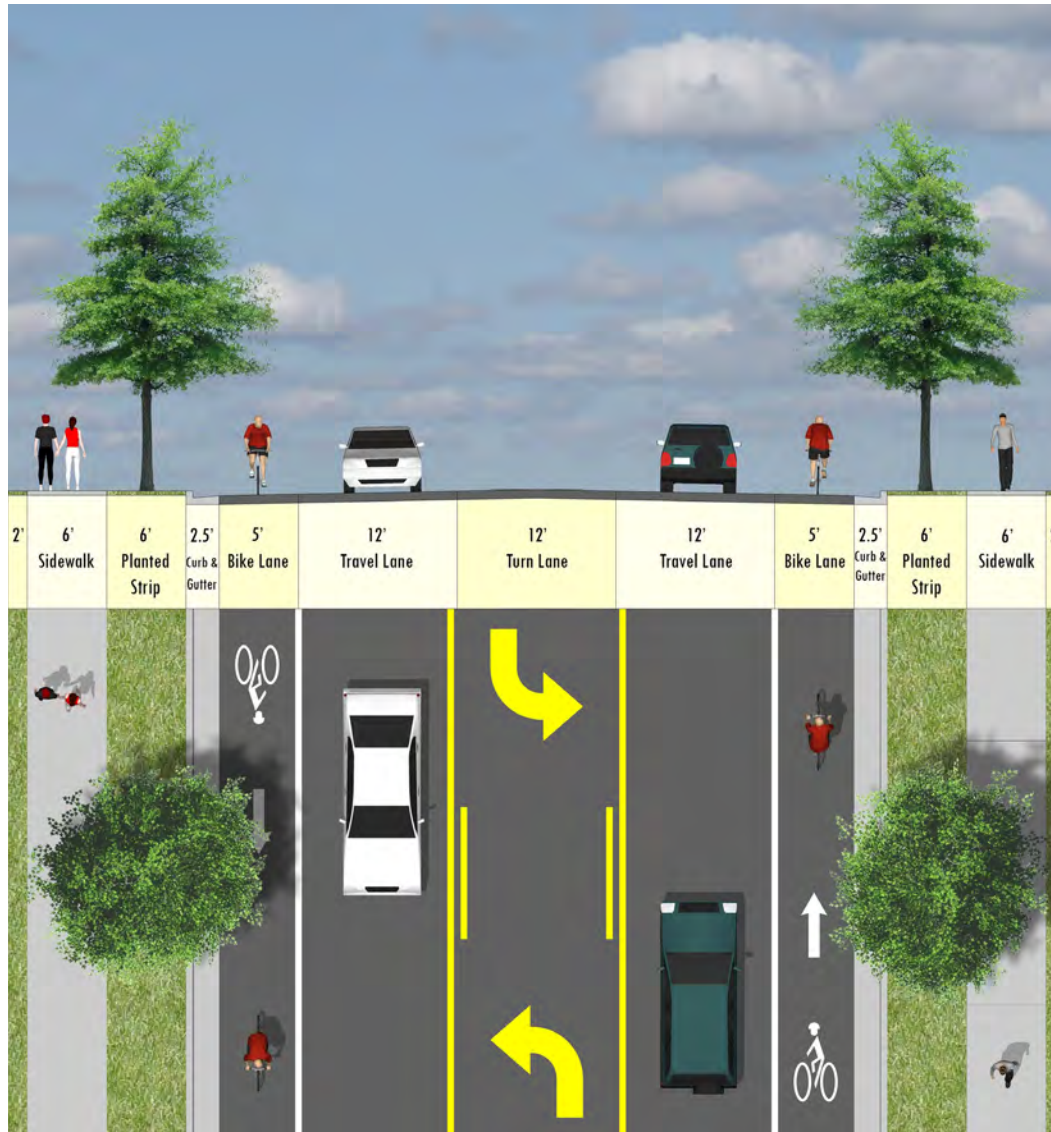
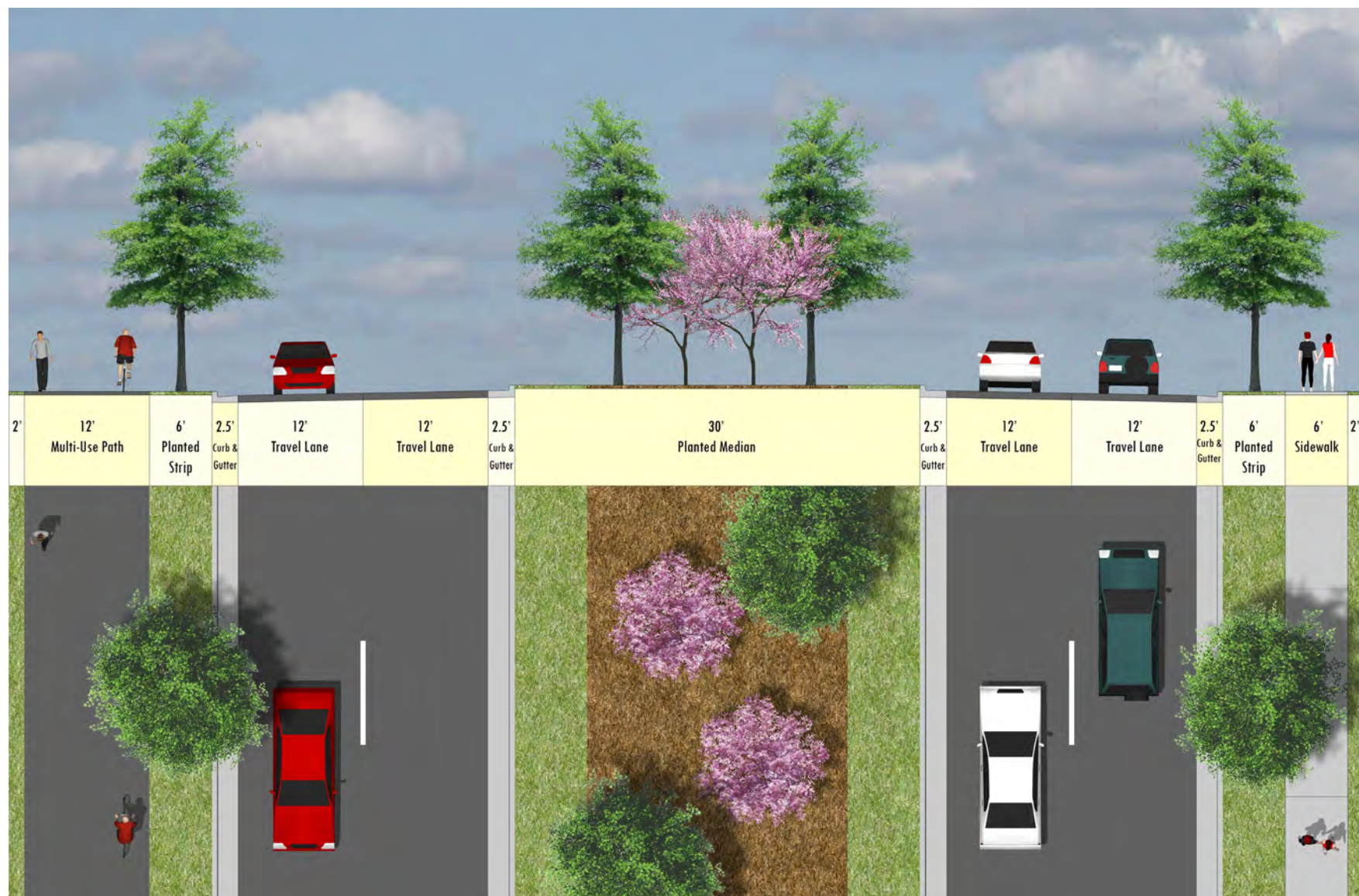




FIGURE 3.19: 4 LANE - 122' SECTION





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FIGURE 3.20: 4 LANE - 126' SECTION

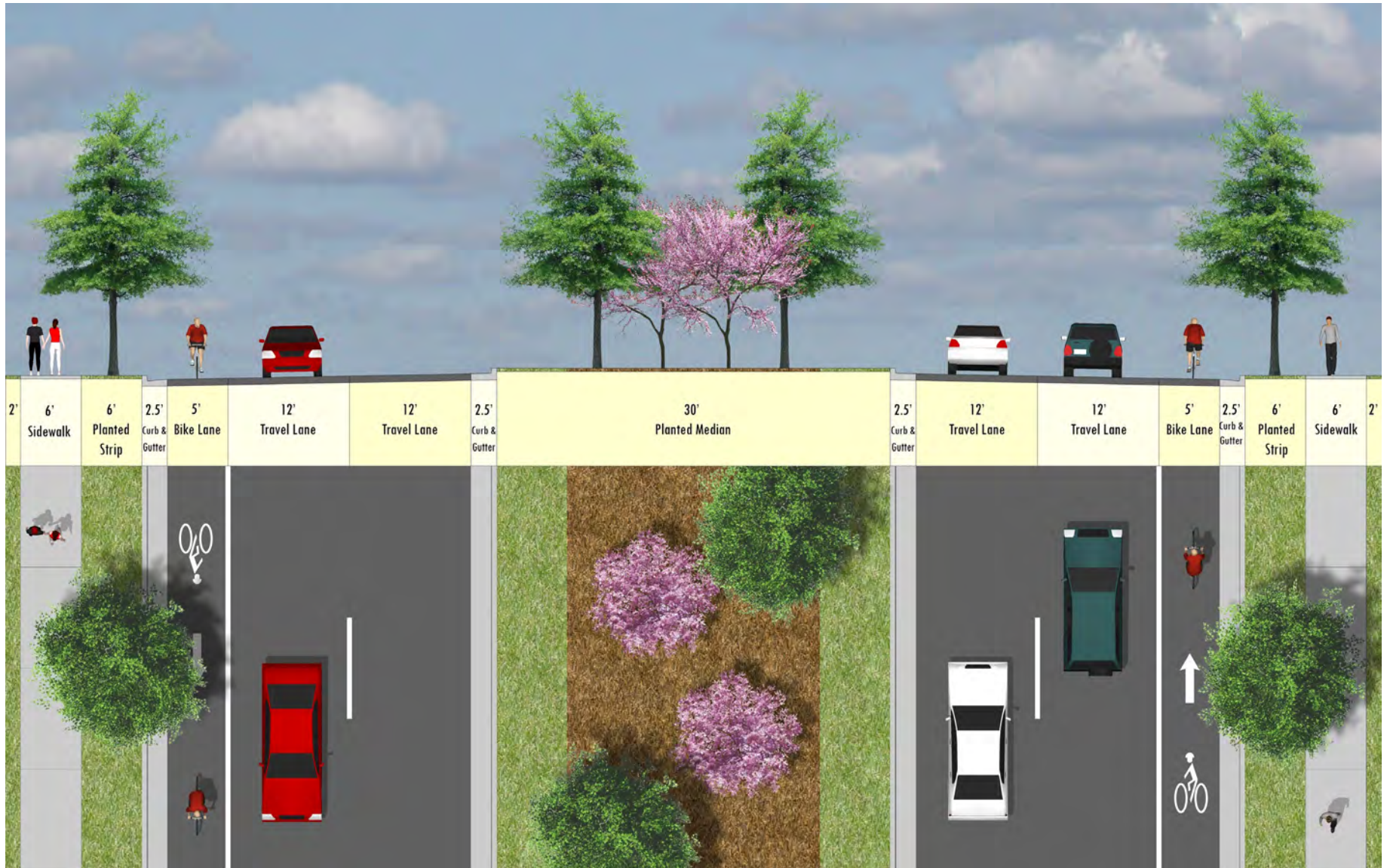
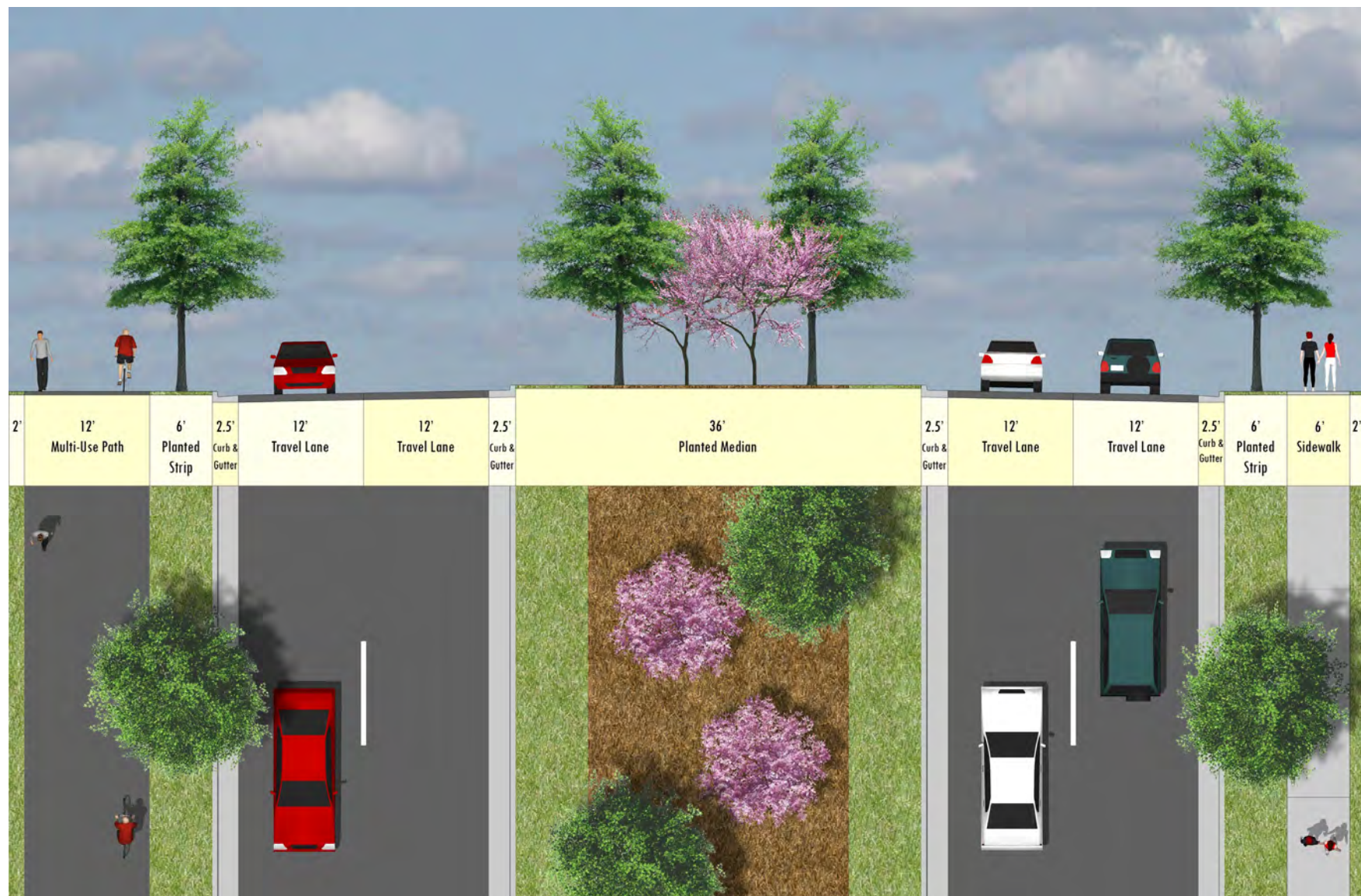




FIGURE 3.21: 4 LANE - 128' SECTION





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FIGURE 3.22: 4 LANE - 132' SECTION

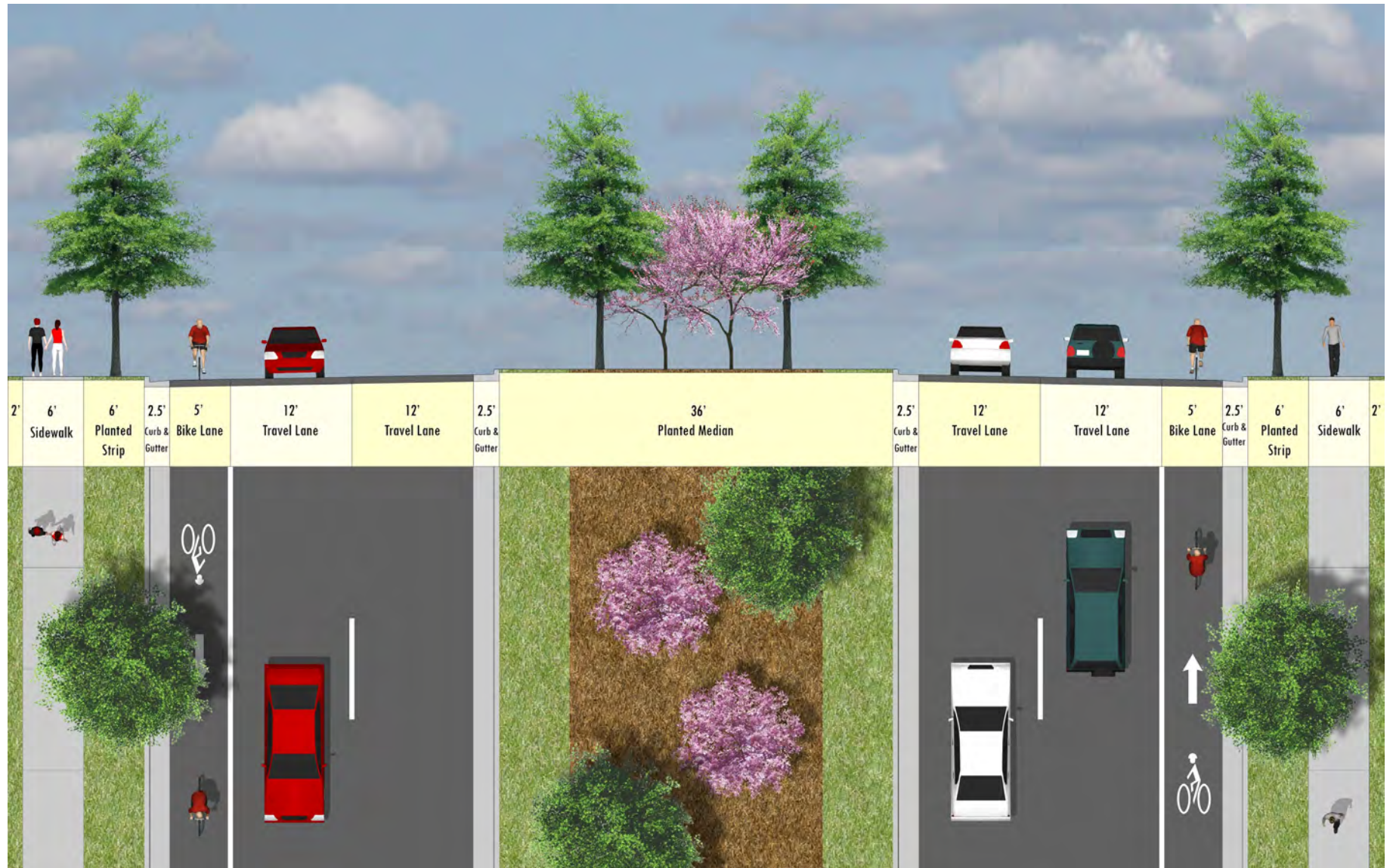
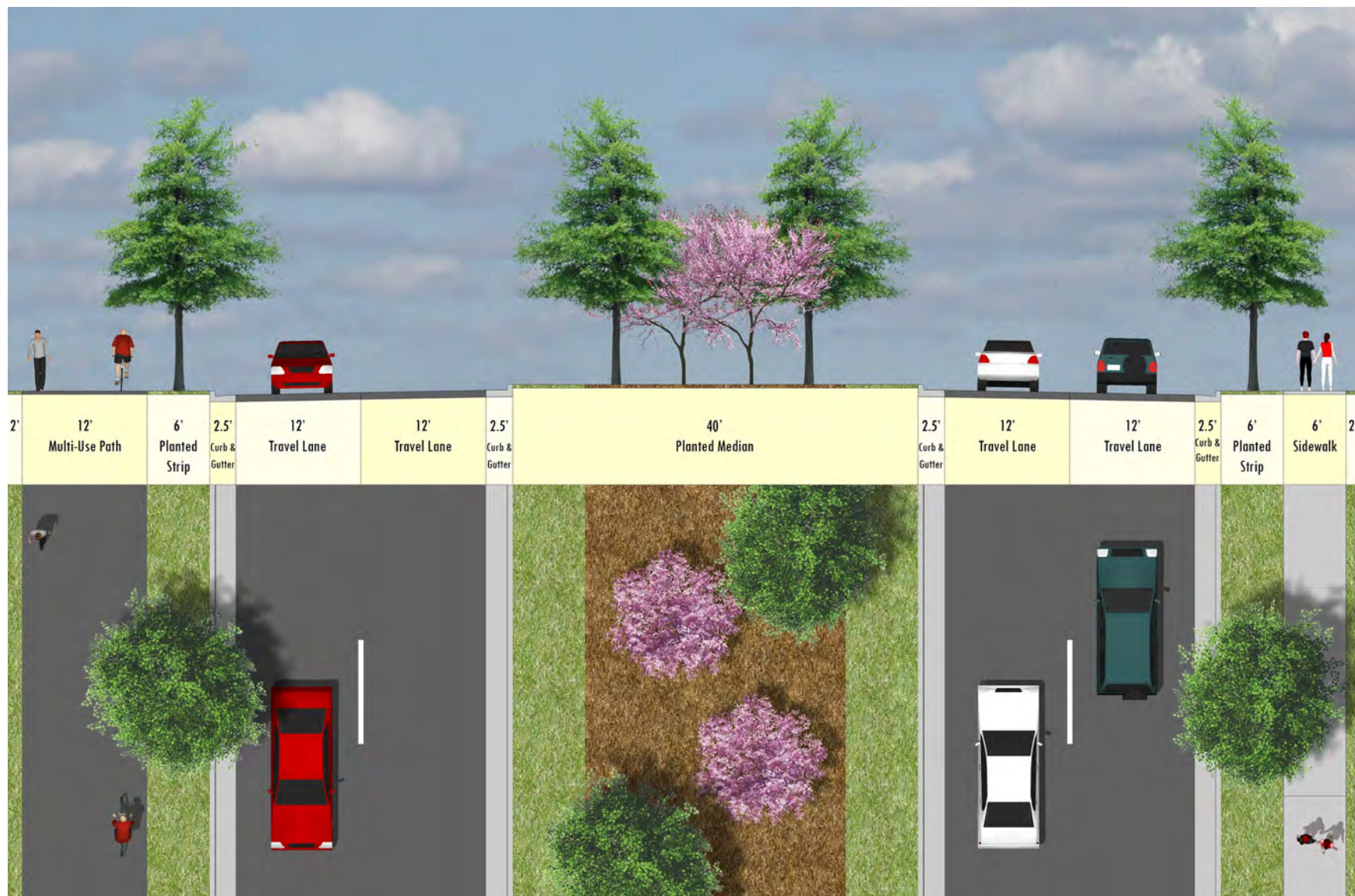




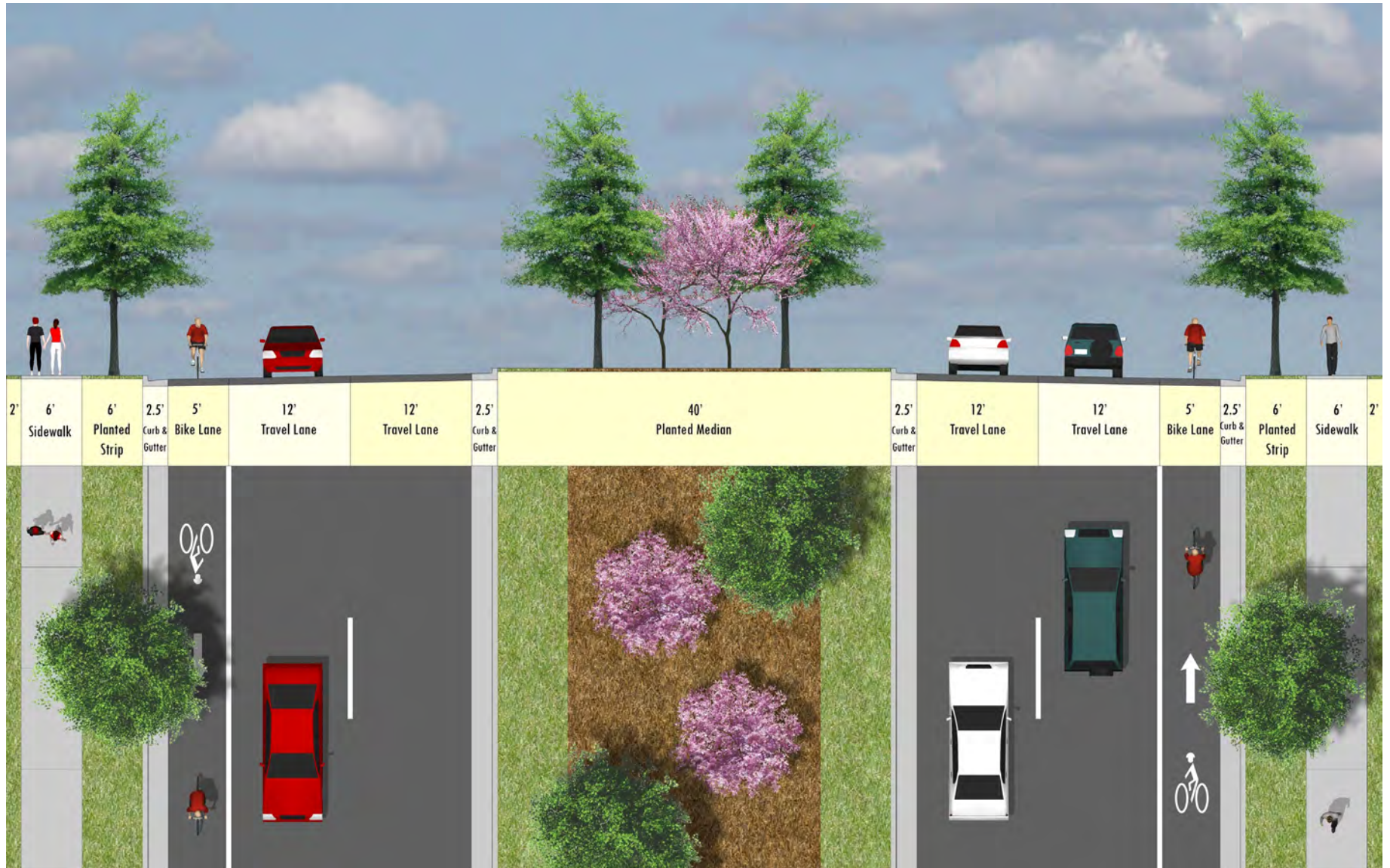
FIGURE 3.23: 4 LANE - 132' SECTION





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FIGURE 3.24: 4 LANE - 136' SECTION



## LOCAL NETWORK PLANS

During the planning process, several areas of the City were repeatedly mentioned as having traffic safety concerns. These non-capacity issues are addressed in more detail below. Solutions to the Wilson Pike (SR-252) one-lane tunnels and the Carters Creek Pike (SR-246) and Old Carters Creek Pike intersections are included in the recommended project lists. The Columbia Avenue Local Network plan is not included in the recommended project list because it involves the construction or improvement of all local roads that were below the scale of the TDM.

### WILSON PIKE (SR-252) ONE-LANE TUNNELS

#### **Projects 33, 34, 54**

The Wilson Pike Local Network Plan involves improvements to Wilson Pike (SR 252), which is located in the far eastern portion of Franklin. This section of Wilson Pike parallels a CSX railroad line. In two locations a one-lane tunnel under the railroad is utilized for Wilson Pike traffic. This situation is not ideal from an operations or safety standpoint, and will only worsen as development continues to push east away from the center of Franklin.

The proposed solution is to construct a new roadway between the two tunnels, eliminating the need for the tunnels completely. This new roadway (Project 33) would extend approximately 1.38 miles and should be constructed immediately adjacent to the railroad right-of-way to avoid remnant parcels. The initial construction would be a two-lane roadway, although future widening to four lanes should be expected and potentially considered during right-of-way acquisition.

In addition to the new roadway, two other projects are proposed to connect the existing network to the new Wilson Pike location. Project 54 would extend existing Wilson Pike west of the railroad tracks to the north, crossing the railroad tracks at-grade and intersecting Clovercroft Road, ultimately connecting to the exiting Wilson Pike alignment. Project

34 would extend existing Wilson Pike west of the railroad tracks to the south to intersect Trinity Road, south of the existing railroad crossing. Both segments would be two lane roadways and the lengths would be approximately 0.39 and 0.33 miles long, respectively.

The projects can be programmed separately, as the existing tunnels could remain useful after the relocation of Wilson Pike to the east of the railroad tracks. The Wilson Pike relocation should be pursued in the medium term timeframe. The projected cost of the Wilson Pike relocation is \$31,533,333. After the relocation of Wilson Pike, the two connector roadways can be placed in the long term timeframe, within the next 10-15 years. The northern segment is anticipated to cost \$5,700,000, while the southern segment is anticipated to be \$12,400,000.



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FIGURE 3.25: WILSON PIKE LOCAL NETWORK PLAN - OVERALL

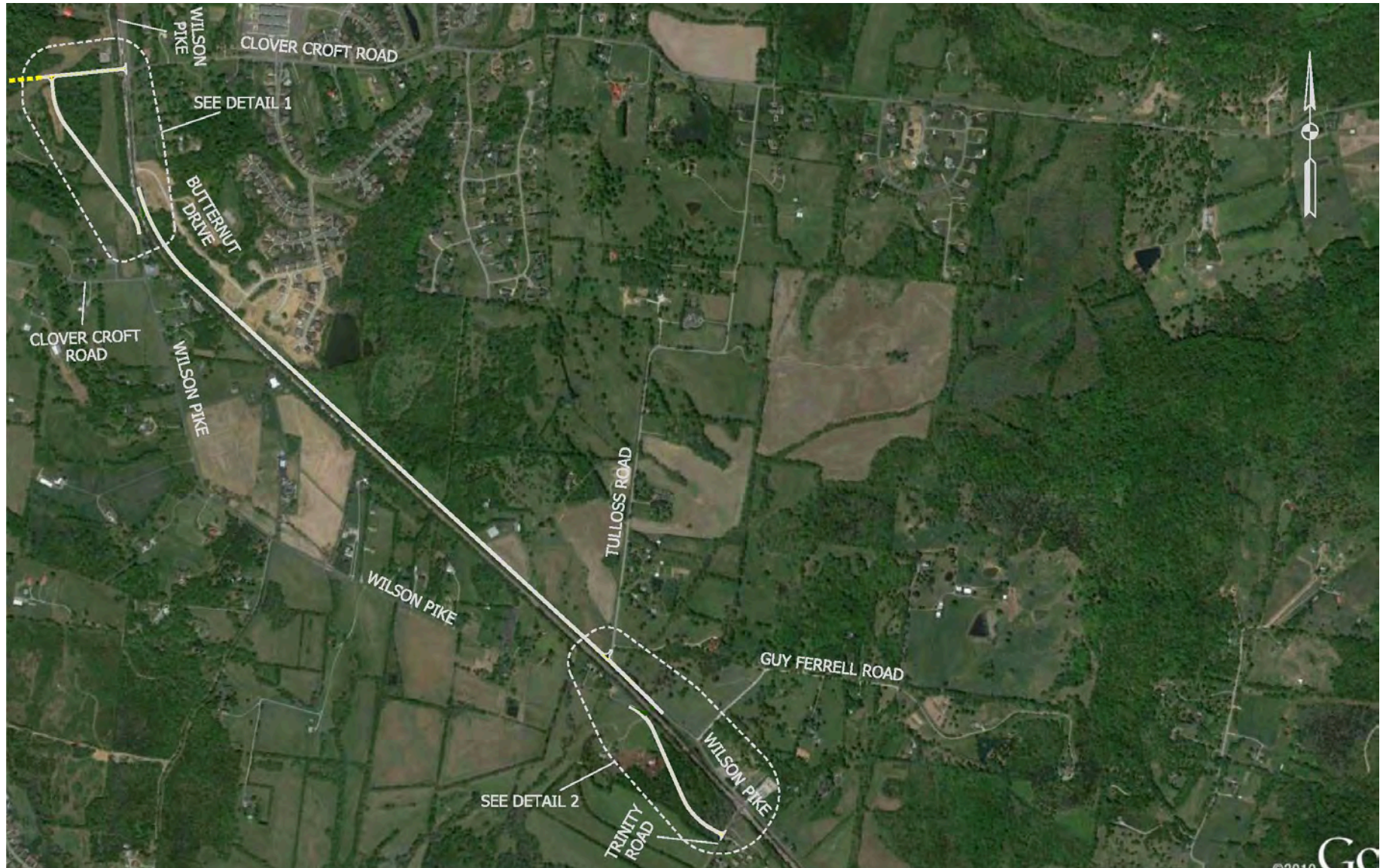




FIGURE 3.26: WILSON PIKE LOCAL NETWORK PLAN - DETAIL 1





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FIGURE 3.27: WILSON PIKE LOCAL NETWORK PLAN - DETAIL 2



### COLUMBIA AVENUE LOCAL NETWORK PLAN

Along Columbia Avenue, between Downs Boulevard and Mack Hatcher Parkway, several local roadways exist that only connects to Columbia Avenue. These roadways intersect relatively closely to each other, creating safety issues with vehicles turning from the side streets onto Columbia Avenue. Additionally, the traffic volumes along Columbia Avenue create operational issues for these side streets during peak hours.

In order to improve operations through the corridor, it is proposed to construct a network of local roadways that parallel Columbia Avenue, to connect the existing local roadways and to create additional access points to the network, other than Columbia Avenue. These roadways can be constructed as development and redevelopment occurs in the area, or individual roadways can be constructed to ease congestion issues as needs arise. For Example, the construction of a short connection between Century Court and Beasley Drive is currently underway. This connection will allow motorists on unsignalized Beaseley Drive to access Columbia Avenue via the signalized intersection of Century Court and Columbia Avenue.



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FIGURE 3.28: COLUMBIA AVENUE LOCAL NETWORK PLAN





## CARTERS CREEK PIKE (SR-246) AND OLD CARTERS CREEK PIKE

The Carters Creek Local Network Plan involves improvements to two intersections of Carters Creek Pike and Old Carters Creek Pike, which are located in the far southwestern portion of Franklin. The two roadways have very acute angle of intersection, limiting sight distance and causing safety concerns for motorists.

The proposed solution is to construct a new connector roadway beginning at Old Carters Creek Pike and Carters Creek Pike and Horton Lane. The length of this new roadway is approximately 1,000 feet. A cul-de-sac would be constructed at the eastern intersection of Carters Creek Pike and Old Carters Creek Pike, thus eliminating the existing, substandard intersection.

In addition to the new roadway and eastern cul-de-sac, an additional project would construct a cul-de-sac at the western intersection of Carters Creek Pike and Old Carters Creek Pike. This project does not have to be tied to the eastern intersection improvements, but should be completed within a reasonably short timeframe for route continuity and driver expectation.

Both projects should be pursued in the long term. Each project is expected to cost \$1,700,000.

### 3 STREETS

FIGURE 3.29: CARTERS CREEK LOCAL NETWORK PLAN - OVERALL





FIGURE 3.30: CARTERS CREEK LOCAL NETWORK PLAN - DETAIL 1





### 3 STREETS

FIGURE 3.31 : CARTERS CREEK LOCAL NETWORK PLAN - DETAIL 2





FIGURE 3.32: CARTERS CREEK LOCAL NETWORK PLAN - DETAIL 3



# 3 STREETS

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# 4 BICYCLE AND PEDESTRIAN

Bicycling and walking are not merely a health or recreational activity, but rather a lifestyle choice. Bicycling and walking are self-powered options that provide a real alternative for transportation needs. Although current transportation planning focuses primarily on motor vehicles, incorporating alternative means of transportation, particularly bicycling and pedestrian traffic, has the potential to improve the City's transportation system for all users.

Based on the desire to increase connectivity and to create more walkable developments, the City is gaining momentum in working with developers to create more destinations for walking and biking such as Ovation, Westhaven, Berry Farms, Historic Downtown Franklin and The Factory. As the City continues to invest in bike lanes and multi-use paths, the opportunity exists for all residents to take better advantage of this bicycle-pedestrian network as a mode of travel to and from various destinations in the City.

## FIVE E'S OF BICYCLE & PEDESTRIAN PLANNING

The collective projects and programs recommended for Franklin can be grouped into one or more of the following interrelated components.

**Engineering:** Engineering refers to the network of pathways that must be planned, designed, and constructed.

**Education:** Once the pathways are in place, cyclists and pedestrians must be made aware of the location and proper use of designated facilities as well as the destinations they connect.

**Encouragement:** People need to be encouraged to bicycle and walk to validate public investment and reap the benefits described above.

**Enforcement:** To ensure safety of all users and the long-term sustainability of the bicycle and pedestrian system, the formal and informal "rules of the road" must be enforced.

**Evaluation:** A regular review of the bicycle and pedestrian network

# 4 BICYCLE AND PEDESTRIAN

should include an assessment of cycling and walking activity, safety analysis, and ways the community continues to work to improve these numbers.

## TYPES OF BICYCLE AND PEDESTRIAN FACILITIES

As roads become more congested, elected officials and City staff seek better ways to move people from place to place. Because roads cannot be expanded infinitely, facilities such as bikeways, sidewalks, and transit are important to foster multi-modal transportation options.

A combination of bicycle and pedestrian facility types are recommended to create a complete system that accommodates users of all ages, skill levels, and abilities. These facilities, along with sample pictures and design recommendations, are defined on the following pages. It is important to note that best practices and design specifications change



*Existing bicycle lane on Hillsboro Road.*

over time, and current minimum and/or recommended standards may change in the future. In all cases, the final design of each segment of a facility will vary based on site conditions and constraints. These guidelines are tools, and the application of these recommendations requires the judgment of a qualified design professional. Even when the specific guideline cannot be fully met, the Engineering Department or designer should attempt to find a solution that best meets the vision, goals, and objectives of this plan. All designs should be consistent with American Association of State Highway and Transportation Officials (AASHTO), Tennessee Department of Transportation (TDOT), and the Manual on Uniform Traffic Control Devices (MUTCD) standards.

The following is a list of references and sources used to develop the design recommendations for the City of Franklin. These documents provide a greater detail of information, and most are updated regularly to reflect current best practice.

- Guide for the Development of Bicycle Facilities, Fourth Edition. 2012. American Association of State Highway and Transportation Officials, Washington, DC.
- Guide for the Planning, Design, and Operation of Pedestrian Facilities, First Edition. 2004. American Association of State Highway and Transportation Officials, Washington, DC.
- NACTO Urban Bikeway Design Guide, Second Edition. 2014. National Association of City Transportation Officials, Washington DC.
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach. 2010. Institute of Transportation Engineers, Washington DC.
- Manual on Uniform Traffic Control Devices (MUTCD), 2009 Edition with Revisions 1 and 2. U.S. Department of Transportation, Federal Highway Administration, Washington, DC.
- 2010 ADA Standards for Accessible Design. United States Department of Justice.





*New sidewalks are recommended to be a minimum of 6 feet wide.*

## SIDEWALKS

Sidewalks are the backbone of the pedestrian network. They are the most common pedestrian facility in both urban and suburban settings. They are typically constructed out of concrete and range from five to eight feet in width. Sidewalks are most commonly located within the public right-of-way between the roadway edge and the property line and are grade separated from the adjacent roadway with a curb. Current best practices recommend sidewalks be a minimum of 6 feet wide. Sidewalks should include curb ramps, appropriate intersection and mid-block crossing treatments and safety enhancements such as raised crosswalks, pedestrian refuge islands and curb extensions to allow for safe and convenient roadway crossing for pedestrians.

### Design Recommendations:

- Sidewalks should be accessible to all users and designed according to ADA standards.
- Two people should be able to walk side-by-side or pass each other comfortably.
- Sidewalks should be obstruction free. Common obstructions include sign posts, utility and signal poles, mailboxes, fire hydrants, and street furniture.
- Sidewalks should be graded to prevent standing water.
- Sidewalk users should feel secure and safe from adjacent vehicular traffic.
- Where parking is present next to a sidewalk, additional width may be necessary to mitigate the effects of vehicle encroachment.
- The sidewalk surface should be smooth and continuous.
- Decorative concrete and pavers can be used to improve aesthetics and increase visibility at conflict points.
- Landscape planting strips and street trees should be included where possible to provide a buffer between the sidewalk and adjacent travel lanes.

## BIKEWAYS

Bikeways are the portion of a roadway that has been designated by striping and pavement markings for the exclusive use of bicyclists. Conventionally, a bike lane is located along the outside of the travel lane, between the travel lane and the curb or parking lane. Bike lanes allow cyclists to ride at a comfortable speed without interfering with automobile traffic. Bike lanes help make drivers aware of bicyclists' right to the street and facilitate predictable behavior and movements between cyclists and motorists.

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*A buffered bicycle lane includes additional designated space separating the bicycle lane from the vehicle travel lane.*

Where space allows or higher vehicle travel speeds are present, buffered bike lanes provide an additional buffer space separating the bicycle lane from the adjacent travel or parking lane. Bikeways should include appropriate intersection and mid-block crossing treatments to allow for safe and convenient roadway crossing for cyclists. The preferred type of on-street facility depends on the roadway classification and characteristics. Several types of on-street facilities can be used in conjunction with each other to create a well-developed bicycle network.

## Design Recommendations:

- The minimum recommended bike lane width is 5 feet.
- Bicycle lane word and/or symbol and arrow markings should be

used to define the bike lane.

- A solid, 6-inch white lane line should be used to separate the vehicle travel lane from the bike lane.
- Through bike lanes should not be positioned to the right of a right turn lane.
- When placed next to parking, a solid, 4-inch white lane line should be used to distinguish the bike lane from the parking lane.
- Bicycle-friendly drainage inlets and utility covers should be used if they encroach into the bike lane.
- Lane striping should be dashed and the bike lane painted to enhance visibility through high traffic merging areas.
- “Bike Lane” signs should be posted prior to the beginning of a marked bike lane.
- For buffered bicycle lanes, the buffer should be at least 2 feet wide.

## MULTI-USE PATHS

Multi-use paths are paved pathways that are designed to accommodate pedestrians, cyclists and other non-motorized activities, such as skateboarding or roller blading. Like sidewalks, multi-use paths are typically located within the public right-of-way and should be buffered from the adjacent travel lanes with a landscape strip and/or vertical separation (i.e. curb).

Where multi-use pathways are adjacent to the roadway, appropriate buffer space should be provided in accordance with applicable Federal, State, and local guidelines. Where multi-use paths cross a roadway, they should include appropriate intersection or mid-block crossing treatments to allow for safe and convenient roadway crossing for users of the paths.

Special consideration must be given to multi-use path design because they can result in situations where a portion of the bicycle traffic may

ride against the flow of automobile traffic. Despite possible conflicts created by contra-flow bicycle traffic, multi-use paths are recommended as part of Franklin's system to provide facilities for cyclists who may not be comfortable using on-road facilities. It should also be noted that the presence of a multi-use path does not prevent any user from riding in the travel lanes. Multi-use paths are recommended in situations where one or more of the following may exist:

- The adjacent roadway has high traffic volumes or high vehicular speeds.
- Bicycle and pedestrian use is expected to be high.
- The side path is used to connect other facilities primary facilities.
- The side path can be designed with few roadway and driveway crossings.
- The side path can be terminated with safe transition to another path or on-street facility.

## Design Recommendations:

- 12 feet is the minimum recommended width in most situations.
- A minimum 6-foot buffer should be used to separate the path from the adjacent roadway. In areas where a 6-foot buffer cannot be accommodated, a minimum 42-inch high physical barrier should be installed.
- A total clear width of 5 feet is recommended on both sides of the path with a minimum clear width of 3 feet.
- If the clear width is less than 5 feet and one of the following conditions is present, a physical barrier should be provided:
  - The slope is 3:1 or steeper and the drop-off is at least six feet
  - The slope is 2:1 or steeper and the drop-off is at least four feet
  - The slope is 1:1 or steeper and the drop-off is at least two feet



*Multi-use paths accommodate both pedestrians and bicycles.*

- Vertical clearance of 10 feet is recommended with 8 feet being the minimum.
- Where possible, provide separate bicycle and pedestrian ways to reduce conflicts.
- Where possible, provide an adjacent soft surface path for runners.
- The path should be constructed to a standard that allows maintenance vehicles without causing damage to the facility.
- The path should start/stop with convenient and controlled access to and from the street system.
- The side path should comply with ADA guidelines.



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## CYCLE TRACK

A cycle track is a bicycle facility that combines the user experience of a side path with the on-street infrastructure of a conventional bike lane. Cycle tracks are physically separated from vehicular traffic and are distinct from the sidewalk. Cycle tracks may be one-way or two-way and either at street level or sidewalk level. If at street level, the cycle track may be separated from the travel lane by a raised median, curb, bollards, or the on-street parking lane. If at sidewalk level, different pavement treatment and sometime planting strips are used to separate the cycle track from the sidewalk. Cycle tracks can be attractive to a wide range of riders because of the physical separation from the travel lanes.



*This two-lane cycle track is buffered from the adjacent road with a raised curb and bollards.*

### Design Recommendations:

- Cycle tracks should be a minimum of 7 feet if one-way and 12 feet if a two-way facility.
- If the cycle track is a two-way facility, a center line should be striped to separate traffic.
- Bicycle lane word, symbol, and/or arrow markings should be placed at the beginning of the cycle track and periodically along the facility.
- If the cycle track is parking protected, parking should be prohibited near the intersection to improve rider visibility.
- Color, yield lines, and “Yield to Bikes” signs should be used to identify conflict areas.
- At minor street crossings, the height of the cycle track should be maintained, requiring automobiles to cross over the facility.
- At major intersections, the cycle track can be dropped to a bicycle lane to increase rider visibility and aid in the transition to a travel lane to accommodate bicycle turning movements.
- Another option to accommodate left-turning cyclists from a cycle track is referred to as the “Copenhagen Left.” In this scenario, cyclists approaching an intersection make a right turn into the intersecting street, positioning themselves in front of stopped cars. The bicyclists can then go straight across the road they were on during the next signal phase. For this to be successful, motorists must not be allowed to turn right on red.



## SHARROW

Sharrows or Shared Lane Markings are made up of a bicycle symbol and two chevrons. They are used to indicate a shared lane environment where both bicycles and automobiles may be present. Sharrows alert motorists to the potential for cyclists and reinforce the legitimacy of bicycle traffic in the travel lane. They are commonly used in cases where a roadway cannot accommodate a dedicated, striped bicycle lane.

### Design Recommendations:

- Sharrows should conform to current MUTCD practice.
- Sharrows should not be used on shoulders or in designated bike lanes.
- When being used to bridge discontinuous bicycle facilities or on high volume streets, sharrows markings should be placed more frequently, 50 to 100 feet. On lower volume roads, sharrows may be spaced up to 250 feet or more.
- Sharrow markings should be placed in the center of the travel lane to minimize wear and promote single file travel.
- For wayfinding purposes, the chevrons may be oriented to direct bicyclists along discontinuous routes.



*A sharrow symbol on a residential street.*

## SIGNED BICYCLE ROUTE

Signed bicycle routes are streets or roads that are safe for use by both bicycle and vehicles without a designated facility. As the name implies, signed bicycle routes are indicated exclusively by signage, not a dedicated portion of the roadway pavement. They can provide key connections to destinations and trails where additional separation is not possible. Signed bike routes are most often used in rural settings.

### Design Recommendations:

- Bicyclists share a travel lane with motorists.
- Signed routes should be developed strategically, indicating to

# 4 BICYCLE AND PEDESTRIAN

bicyclists that there are advantages to the signed route versus other nearby roadways.

- Should be used to connect other on-road facilities and off-street paths.
- Signed routes should be established on roads that are high demand corridors for bicyclists.
- In rural settings, signed routes may be on roadways without a curb and gutter. In more urban and suburban settings, signed routes may be used where traffic speeds and volumes are relatively low.



*"Share the Road" signage along a bicycle route.*

## GREENWAY

Greenways are similar to multi-use paths in that they are 10 to 14-foot wide, paved facilities designed to accommodate both pedestrians and bicycles. Whereas multi-use paths are generally located within the public right-of-way, greenways are usually located along natural features, rail lines, or utility corridors. They have many of the same design considerations as multi-use paths but generally have fewer road crossings and therefore fewer conflict points.

### Design Recommendations

- 12 feet is the minimum recommended width in most situations.
- Path alignment should be carefully considered to protect existing natural features.
- Because greenways do not follow established roadways, crossings may frequently occur mid-block or away from intersections. Additional consideration must be given to greenway crossings. Active crossing treatments may include median refuge islands, flashing beacons, and in-pavement flashers.
- A total clear width of 5 feet is recommended on both sides of the path with a minimum clear width of 3 feet.
- If the clear width is less than 5 feet and one of the following conditions is present, a physical barrier should be provided:
  - The slope is 3:1 or steeper and the drop-off is at least six feet
  - The slope is 2:1 or steeper and the drop-off is at least four feet
  - The slope is 1:1 or steeper and the drop-off is at least two feet
- Vertical clearance of 10 feet is recommended with 8 feet being the minimum.
- Where possible, provide separate bicycle and pedestrian ways to reduce conflicts.





*An example of a greenway utilizing an abandoned rail corridor.*

- Where possible, provide an adjacent soft surface path for runners.
- The path should be constructed to a standard that allows maintenance vehicles without causing damage to the facility.
- The greenway path should comply with ADA guidelines.

## ANCILLARY BICYCLE FACILITIES AND AMENITIES

These features include bicycle racks and other storage provisions, bicycle racks on buses, amenities at transit stops, and bicycle-friendly drainage inlets. These should be incorporated into upgraded roadways, trails and multi-use paths and warrant design considerations as part of that process.



*Ancillary bicycle infrastructure includes items such as racks and bicycle-friendly drainage inlets.*

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## EXISTING FACILITIES

The assessment of existing walkway, bikeway, and multi-use path facilities was conducted using two primary sources of information. The first set of information reviewed was the Greenways and Trails Master Plan (GTMP) that was completed in 2015 for the City of Franklin Parks and Recreation Department. The second set of information reviewed was existing facilities and proposed project information provided by staff and Franklin's GIS system. The proposed project information in particular was reviewed for concurrency between the GTMP and CTNP. The focus of the assessment was to provide a set of projects that close gaps in the proposed bikeway and walkway network and ensure consistency in project development between the CTNP and the GTMP.

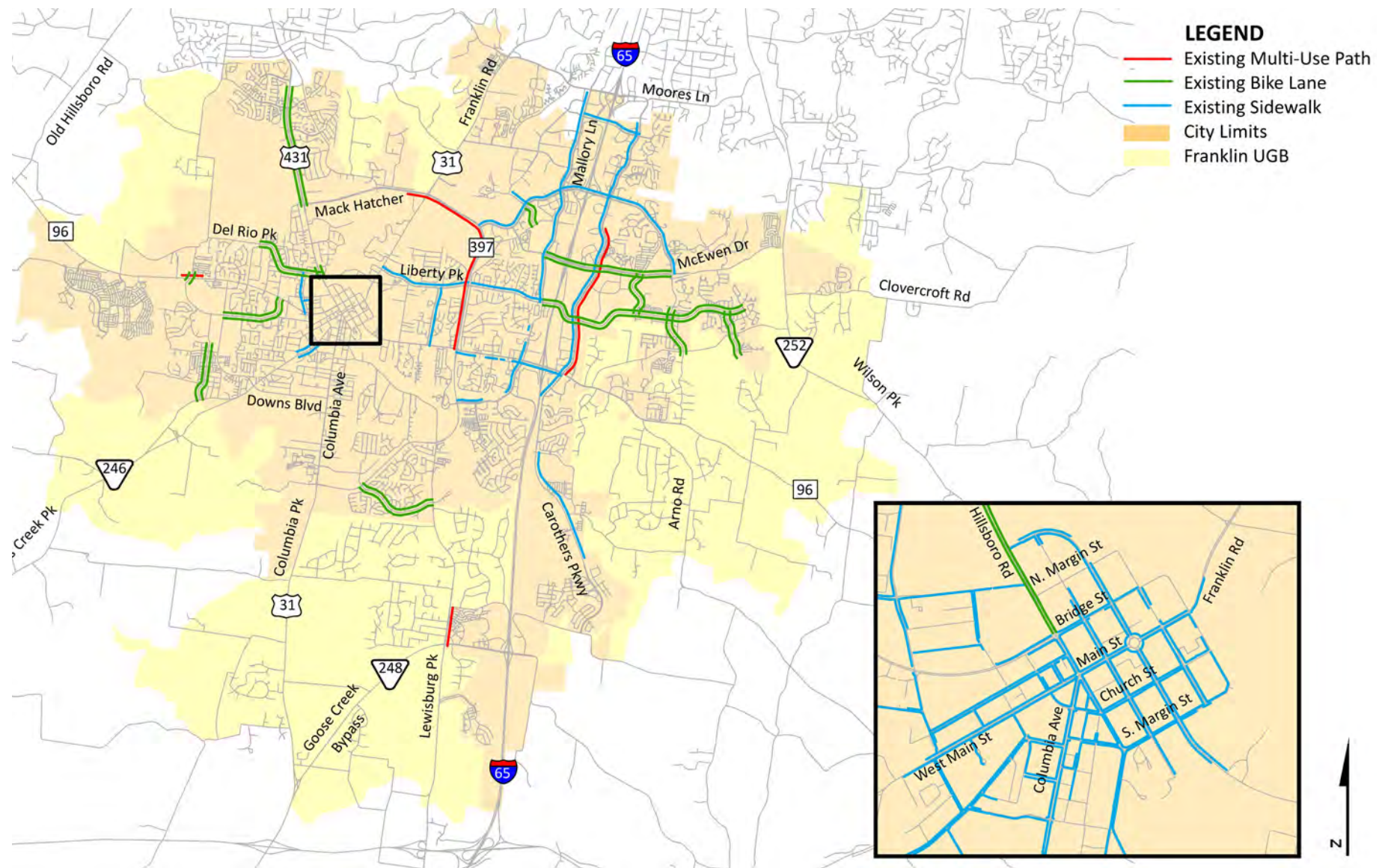
The GTMP focused mainly on off-street facilities but does include some on-street facilities, such as on-street bikeways and multi-use paths adjacent to roadways. The assessment included a review of the GTMP to identify on-street facilities and, where needed, to include them for programming in the CTNP.

The CTNP focuses exclusively on roadways and on-street improvements, such as intersection enhancements. The existing on-street network of walkways, bikeways, and multi-use paths was reviewed using GIS data as well as data from the GTMP to assess the on-street walkway and bikeway network.

Bicycle and pedestrian networks are slowly becoming an integral component of Franklin's transportation system, because they provide multiple benefits such as improved public health, increased safety, greater quality of life and access to employment and recreation opportunities. The City currently maintains 28.72 miles of bike lanes and 36.8 miles of trails, 8.3 miles of multi-use path and 149.73 miles of sidewalks.



FIGURE 4.1: EXISTING BIKE LANES AND MULTI-USE PATHS



# 4 BICYCLE AND PEDESTRIAN

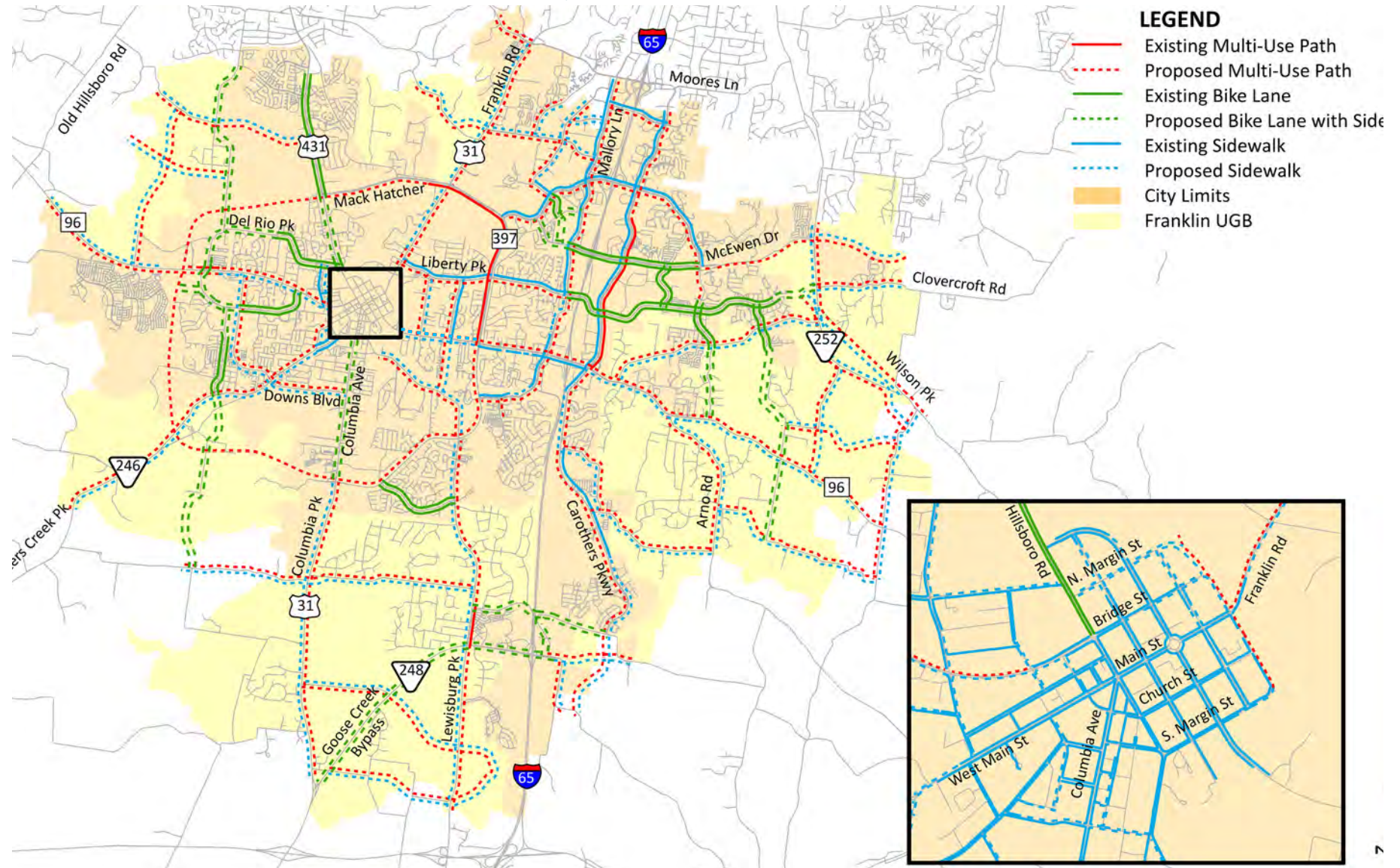
## PROPOSED FACILITIES

Based on the assessment of available information, 36 new projects were identified. Also, two intersections were identified as needing more focus to ensure adequate transitions between walkway, bikeway, and multi-use path facilities. In total, 142 projects are identified to include a sidewalk, bikeway, or multi-use trail facility. When completed, these projects will provide a complete and connected network for people to walk and bike along major roadways in Franklin.

The map on the following page presents the recommended bicycle and pedestrian network for the City of Franklin. The recommendations on the map represent both short-term and long-term projects to be completed, as resources and funding becomes available, or when roadway projects are being designed, repaved or widened. This map is not meant to be static, rather it should evolve over time as land uses and conditions change. Every transportation project and new development should be evaluated for bicycle and pedestrian, with operations and facilities designed and constructed as appropriate.



FIGURE 4.2: PROPOSED BIKE LANES, MULTI-USE PATHS, AND SIDEWALKS



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## ADDITIONAL DESIGN CONSIDERATIONS

### INTERSECTIONS

Most conflicts between roadway users occur at intersections, where travelers cross each other's path. For pedestrians and bicyclists, conflicts are exacerbated due to their greater vulnerability, lesser size, and reduced visibility. Principles of good intersection design are:

- Clearly defined spaces and travel paths for different modes
- Legibility in symbols, markings, and signs for all modes
- Corners should be clear of obstructions
- All corner features should meet standards for accessibility and universal design
- Intersections should be adequately lighted
- Pedestrian crossing distances should be minimized wherever possible

Additionally, smaller curb radii are generally better for pedestrians. A tight curb radius creates more space for pedestrians, shortens crossing distances, and requires vehicles to slow more as they turn the corner. However, curb radii must be kept at sizes sufficient to accommodate emergency vehicles and other designated uses.

Crosswalks are used to direct pedestrians through intersections; they are discussed in further detail below. Similarly, bicycle pavement markings should be used to guide cyclists through intersections and across driveways. There are a number of different marking strategies to direct cyclists, to reinforce that bicyclists have priority over turning vehicles, and to notify motorists of travel paths.

Dotted lines measuring 2 feet in length with 2 to 6-foot spacing should be used to guide bicycles through an intersection. The bicycle lane width crossing through the intersection should match the width and positioning of the leading bike lane. Where two-way paths cross an intersection, markings should be included to indicate the two-way nature

of the facility. Chevrons, shared-lane markings, and colored pavement may be used to increase visibility of the facility through the intersection.

Where right-turn lanes are present, the bike lane or cycle track should be placed between the right-most through lane and the right-turn lane. Referred to as a bike lane pocket, motorists are required to yield to cyclists through the conflict area. Dotted lines and colored pavement are used to accentuate the conflict area. Dropping the bike lane altogether is not recommended and should only be done when the bike lane cannot be accommodated through the intersection. Where insufficient right-of-way exists, a shared bicycle/right-turn lane may be provided. In this configuration, a dashed bike lane is provided within



*This highly visible stamped crosswalk also incorporates trail system identity.*



the left side of a dedicated right-turn lane. Shared bicycle/right-turn lanes encourage turning motorists to yield to bicyclists but may not be appropriate at intersections with high turn volumes.

Roundabouts are becoming increasingly popular design solutions for intersections because of potential congestion reductions, more continuous traffic flow, and lower severity. Single-lane roundabouts can generally be navigated by cyclists with little difficulty. Multi-lane roundabouts, however, may create safety problems because of conflicts at entrances and exits. In both cases, bike lanes should not be located within the circulatory roadway of roundabouts. Bike lanes should normally be terminated 100 feet before the entrance to the roundabout. By terminating the bike lane, cyclists are cued to merge into the travel lane. However, some cyclists may not be comfortable navigating the roundabout in the travel lane. Common practice is to provide ramps from the bike lane onto the adjacent sidewalk or side path. Cyclists can then navigate around the roundabout as a pedestrian. In situations where bicycle facilities and roundabouts intersect, detailed analysis and engineering will be required. Also, an educational campaign to educate motorists and cyclists of proper behavior at the roundabout can greatly increase safety for all users.

## CROSSWALKS

Just as it is important for people to be able to safely walk along sidewalk and multi-use paths, people must be able to safely cross streets. Crossing a street should be easy, safe, convenient, and comfortable. A number of tools are available to improve safety and make crossing easier.

Crosswalks are used to assist pedestrians in crossing streets and to help alert motorists to their possible presence. Crosswalks legally exist at intersections whether they are marked or not, unless the pedestrian crossing is specifically prohibited. At non-intersections, crosswalk markings are used to legally establish a crosswalk. Parallel striping is the most basic type of crosswalk marking. Continental or ladder crosswalk markings provide greater visibility of the crossing location.

Current MUTCD standards state that the longitudinal lines should be 12 to 24 inches wide and separated by gaps of 12 to 60 inches. Typically, 24 inch striping and 24 inch gaps are considered appropriate. The design of the lines and gaps should avoid the wheel paths if possible, and the gap between the lines should not exceed 2.5 times the width of longitudinal lines. More recently, decorative, embedded crosswalk markings have become popular because of their high visibility and ability to incorporate branding and system identity in the design. In these cases, the thermoplastic markings are embedded flush or slightly recessed in the asphalt surface rather than applied to the top. It is possible that dirt and dust may settle more easily in these crosswalks. While this is not a serious problem, it should be considered for future



*Curb extensions or “bump-outs” are used to shorten the crossing distance and can be used for aesthetics and stormwater capture.*

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maintenance programming.

In developing a complete and connected pedestrian and bicycle system, crosswalks should not be isolated to intersections. Appropriate locations for marked crosswalks are:

- All signalized intersections
- Crossings near transit facilities
- Trail, path and greenway crossings
- Near land uses that generate high pedestrian volumes
- Along school walking routes



*A Rectangular Rapid Flashing Beacon creates a more visible crosswalk.*

- Where there is a preferred crossing location due to sight distance
- Higher visibility crosswalk treatments are beneficial where pedestrian volumes are expected to be higher and/or pedestrian vulnerability is increased. This includes school zones, mid-block crossings, and at unsignalized intersections. It is important to note that at unsignalized intersections where vehicular speeds exceed 40 miles per hour, marked crosswalks alone should not be used.

## High Visibility Crosswalk Techniques

**Raised crosswalk or raised intersection:** Raised crosswalks and intersections can eliminate grade changes for pedestrians and give them greater visibility in the crosswalk. These treatments should only be used in areas where a special emphasis on pedestrians is needed. In all cases, detectable warnings must be used to alert people with vision impairments that they are entering the roadway. Additionally, raised crosswalks and medians should not have adverse impacts on emergency response routes.

**Rectangular Rapid Flashing Beacon (RRFB):** Flashing beacons call attention to the pedestrian crossing and are generally activated by pedestrian push button or a pedestrian detection device. Once activated, the beacon produces an irregular flashing pattern for a prescribed length of time. RRFBs are merely a warning device, not a traffic control device. RRFBs are useful at mid-block crossings but should not be installed at intersections controlled by stop sign or traffic control signals.

**In-street signs:** In-street "Stop for Pedestrians" signs are plastic, paddle signs placed in the center of the roadway at uncontrolled crosswalk locations. The purpose of in-street signage is to increase the awareness of crossing facilities at uncontrolled intersections and mid-block crossings.

**Pedestrian Hybrid Beacon:** A Pedestrian Hybrid Beacon is a combination of a beacon flasher and a traffic control signal for marked crosswalks. When a pedestrian presses the button to

activate the beacon, approaching drivers see a flashing yellow light indicating that they should slow down and be prepared to stop for a pedestrian. The flashing yellow light is followed by a solid yellow period, and then solid red, requiring drivers to stop at a marked line, very similar to a typical traffic signal controlled intersection. Once the solid red light has been established, a “walk” signal is illuminated, indicating safe crossing for the pedestrian. After a prescribed crossing time, a “don’t walk” signal is indicated and the solid red light for motorists changes to a flashing red. During this period, the motorist is required to remain stopped until the crosswalk is clear of pedestrians. Pedestrian Hybrid Beacons should only be used at mid-block crossings.



*Utility poles in the sidewalk create significant barriers to accessibility.*

## ADA ACCESSIBILITY

In general, sidewalks should be free of obstructions and provide adequate passing space. Sidewalk grading should be smooth and without breaks. At intersections, every sidewalk should include a curb ramp with a contrasting, detectable warning and a clear landing at the top of the ramp. The ramp width should be a minimum of 3 feet and have a minimum slope of 5%, a maximum slope of 8.3%, and a cross slope of no more than 2%.

Detectable warnings are often in the form of raised tactile devices. Raised tactile devices alert people with visual impairments to changes in the pedestrian environment. They are often used at:

- The edge of depressed corners
- The border of raised crosswalks and intersections
- The base of curb ramps
- The border of medians

Contrast between the raised tactile devices and the surrounding pavement is important. Color contrast also alerts the devices to people with low vision.

All new sidewalks and sidewalk reconstructions should contain ADA compliant curb ramps. Existing curb ramps that are not compliant should be replaced as resources become available.



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## STREETSCAPE

The goal of adding street trees is not simply to add to the overall number of trees in the community but also to increase the tree canopy and shade bicycle and pedestrian facilities. Benefits of street trees include:

- Improved air quality by absorbing carbon dioxide and producing oxygen.
- Slow and capture stormwater, increasing infiltration and evapotranspiration and slowing runoff.
- Creating shade to lower temperature and to create a more pleasant pedestrian experience.
- Enhanced neighborhood aesthetics.
- Creating a vertical buffer between facility users and motor vehicles.
- Provide cover, food, and habitat for wildlife.

Understory landscaping refers to the landscape elements under the tree canopy in planting areas within the right-of-way. Understory landscaping compliments and supports street trees, reduces impervious coverage, provides areas for groundwater infiltration, provides a buffer between pedestrian ways and travel lanes, and can improve streetscape aesthetics.

These landscape elements should be incorporated with roadway design and stormwater management systems to maximize ecological benefits. Bioretention facilities, vegetated swales, and other best management practices should be incorporated into new roadway construction and existing roadway reconstruction.

## SITE FURNISHINGS

Amenities and site furnishings along the bicycle and pedestrian network can make facilities more inviting to users. These amenities should be selected and located to provide convenience to facility users while not impeding on access and function of the facility. Additionally, site furnishings and amenities should be sensitive to the surrounding context



*Street trees and other landscape plantings provide numerous benefits, such as improved air quality, stormwater capture, and wildlife habitat.*

and ongoing maintenance requirements.

**Benches:** Providing seating along routes and at key viewpoints allows people of all ages and abilities to use bicycle and pedestrian facilities by ensuring places to rest along the way. Benches and other site furnishings should be selected and placed in accordance with ADA requirements and any other City standards. Maintenance agreements should be established for any furnishings that will be placed on private property.

**Trash receptacles:** Trash receptacles should be placed at access points to side paths and greenways and strategic locations along pedestrian routes. Co-located trash receptacles and benches is



*Benches, pedestrian-scaled lighting, and other furnishings can make facilities more inviting to users.*

often good practice. A trash pick-up schedule should be established. If trash cannot be picked-up on a regular basis, it is often better to not have a receptacle.

**Water Fountains:** Water fountains can make bicycle and pedestrian facilities more user-friendly. Some water fountains are designed with special spouts and bowls for pets as well. Key access points and travel routes through parks are good locations for water fountains.

**Lighting:** Appropriately scaled lighting can improve the safety and visibility of bicycle and pedestrian facilities. Light fixtures can help to define the buffer between the sidewalk and the street or between

a cycle track and adjacent pedestrian facility. Future provision of lighting will need to be evaluated based on the availability of right-of-way, utilities, and capital. Often, greenways do not include lighting to enforce a “dawn to dusk” usage policy. Lighting can represent a significant cost in bicycle and pedestrian projects and should be used in areas of maximum benefit. While lighting can be beneficial along multi-use paths and greenways, these benefits must be balanced against effects on wildlife habitat. Considerations and discussions about lighting should include:

- Fixture durability
- Lighting/timing control system
- Long-term maintenance
- Compatibility with existing City lighting
- Fixture height, spacing, and shielding
- Compatibility with surrounding uses

**Bicycle parking:** Providing bicycle parking is essential to a successful bicycle network. In addition to reducing theft, the availability of designated bike parking can prevent the use of signposts, parking meters, trees, and fences as locking locations. Bikes locked to these items may interfere with bicycle and pedestrian traffic flow or make the facility inaccessible to persons with disabilities.

Secure bicycle parking should be included at all public facilities. Additionally, the provision of bicycle parking should be incorporated into the zoning ordinance and development review process. Guidelines for the location of bicycle parking include:

- Easy access from the street and/or bicycle facility
- Protection from motor vehicle travel ways and parking areas
- Visible and easy to locate

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- Out of the way of pedestrian traffic and building access
- Near areas where bicycle facilities end and transition to pedestrian only areas
- Covered areas are recommended for longer periods of bicycle parking

**Bollards:** Bollards are posts, which can be used to block vehicle access to bicycle and pedestrian facilities. Bollard design can incorporate mile markers and directional signs as well as lighting. Clearance of 5 feet should be provided between bollards to allow entry by wheelchair users and bikes with trailers. Because bollards are obstructions in the facility travel way, they should be used with careful consideration. Areas where bollards are appropriate include where there is a higher likelihood of motor vehicles driving onto paths or where public open spaces abut trail and greenway facilities.

The intent of these recommendations is to provide clear direction concerning site furnishings for the bicycle and pedestrian system and to promote consistent and predictable use of signage, lighting, and furnishings. The recommendations presented are preferred. However, furnishings and materials may vary slightly by location and over time due to unique site opportunities and constraints.

## WAYFINDING

The ability to successfully navigate the City of Franklin bicycle and pedestrian system will increase user comfort and accessibility. Preliminary wayfinding signage was developed with guidance from City staff. This package of signage can be used to indicate the name of the facility, location of destinations, direction of travel, and distance to destinations. Signage can help users become familiar with the bicycle and pedestrian system and identify the most appropriate route to get to their destination. Additionally, signage can play a safety role in alerting motorists to the presence of a bicycle and/or pedestrian facility.

Signs are typically placed at the origin of routes and at key locations along the route, including decision points and intersections with other facilities. With all signage, it is important that it is kept in readable condition. Signs should be inspected regularly and replaced as needed.

The City of Franklin should undertake a branding and wayfinding initiative to create a comprehensive bike and pedestrian program. This wayfinding package should include gateway and route signs, which incorporate system maps into their design. Trail identity signage can be used along routes to identify facility names and travel directions. Miscellaneous signage could include minor route maps, traffic control signs (stop, yield, etc.), and mile markers.



Wayfinding signs can help users become more familiar with the bicycle and pedestrian system and identify the most appropriate route to a destination.



## OTHER GENERAL PRINCIPLES

### **Proactively consider the potential bicycle/pedestrian link when planning for transportation programs needs.**

Bicycle and pedestrian initiatives have typically been pushed by interest groups, rather than evolving as part of a rational, comprehensive planning process that sees biking and walking as an integral link to the overall transportation system. This plan is trying to change that perception. These linkages apply not only to connections between residential areas and activity centers, but also in relation to regional transit systems and in the design of activity centers themselves, so that they can support access and circulation by modes other than just private vehicles.

### **Direct scarce resources toward settings with the greatest payoff.**

Implementation in other communities indicates that certain factors help explain where bicycle and walking initiatives are likely to be of greatest benefit. These include settings where travel distances are relatively short between residential areas and key trip attractors, an area that is not as automobile centric, areas where there are high concentrations of people under 40 (such as university communities), and where there already exists compatible infrastructure which can be modified into appropriate facilities. Areas where automobile travel is difficult due to localized congestion or crowded and expensive parking facilities also represent good potential, so long as the congestion does not present a safety threat to bike or pedestrian travel.

### **Funding**

Funding for bicycle/pedestrian improvements can come from a dedicated source. However, it more often exists as either a separate commitment from a developer, as part of the overall development, or as part of the upgrades to the street network.

### **Place emphasis on conventional facilities.**

Despite the intellectual appeal of bicycle and walking facilities that double as recreational trails, evidence suggests that less exotic options such as sidewalks and bike lanes along arterials are probably just as or more effective and may cost much less. For commuting, would-be bike/walk patrons are more likely to be interested in an efficient, direct path with acceptable safety levels, than one which is isolated and attractive but that does not go where they want it to go. Nevertheless, if park trails and bike paths are in existence or are planned, their recreational use may well lead to spillover to greater levels of commuting.

### **Consider linkages which promote continuity.**

In many urban areas where systems of bike trails, paths, or walkways exist, they may fall short in that there are significant gaps in the network by which activities are connected. For example, a regional system of bike paths/trails may simply not be connected to particular sectors of the metropolitan area because of missing links. Similarly, pedestrian paths may be blocked, truncated, or made circuitous by natural or man-made obstacles.

### **Think in terms of packages of actions.**

Empirical evidence suggests that no one strategy looms as paramount in the decision to bike or walk. Obviously, safety is an issue, as is having a secure place to park one's bicycle, or having a place to shower and change at the end of a long and strenuous trip, or in extreme weather. It appears more practical and promising if strategies to enhance biking and walking are not done piecemeal, but as part of a carefully-thought-through program of actions or improvements, where each of the major impediments/barriers is diminished in some way.

Consider the linkage with transit.

While higher percentages of commuters using biking or walking can offer significant benefits, their potential for addressing congestion and improving air quality may be greater if bicycling and walking are

# 4 BICYCLE AND PEDESTRIAN

given higher attention as supporting modes by connecting with transit for longer trips. This means careful thought and design of transit stations, the ability to attract substantial numbers of users from local neighborhoods by walking or biking, rather than by cars. It also means working within the local planning process to promote linkages between transit and the community, via path/sidewalk connections as well as avoiding conflicts with traffic. It also requires attention to inter-system connections, meaning secure bike rack/locker areas for cyclists, shelters and adequate lighting.

## **Seek private sector involvement and support.**

Developers play an important role in the potential for bike/pedestrian use in the design of buildings and subdivisions, in terms of the location of buildings relative to streets, other buildings, services, and transit. Development review procedures can and have been used successfully to force higher design standards in regards to the incorporation of bike/pedestrian/transit usage. Similarly, employers can increase attention to bike/walk use through provision of bike facilities, showers and changing facilities.

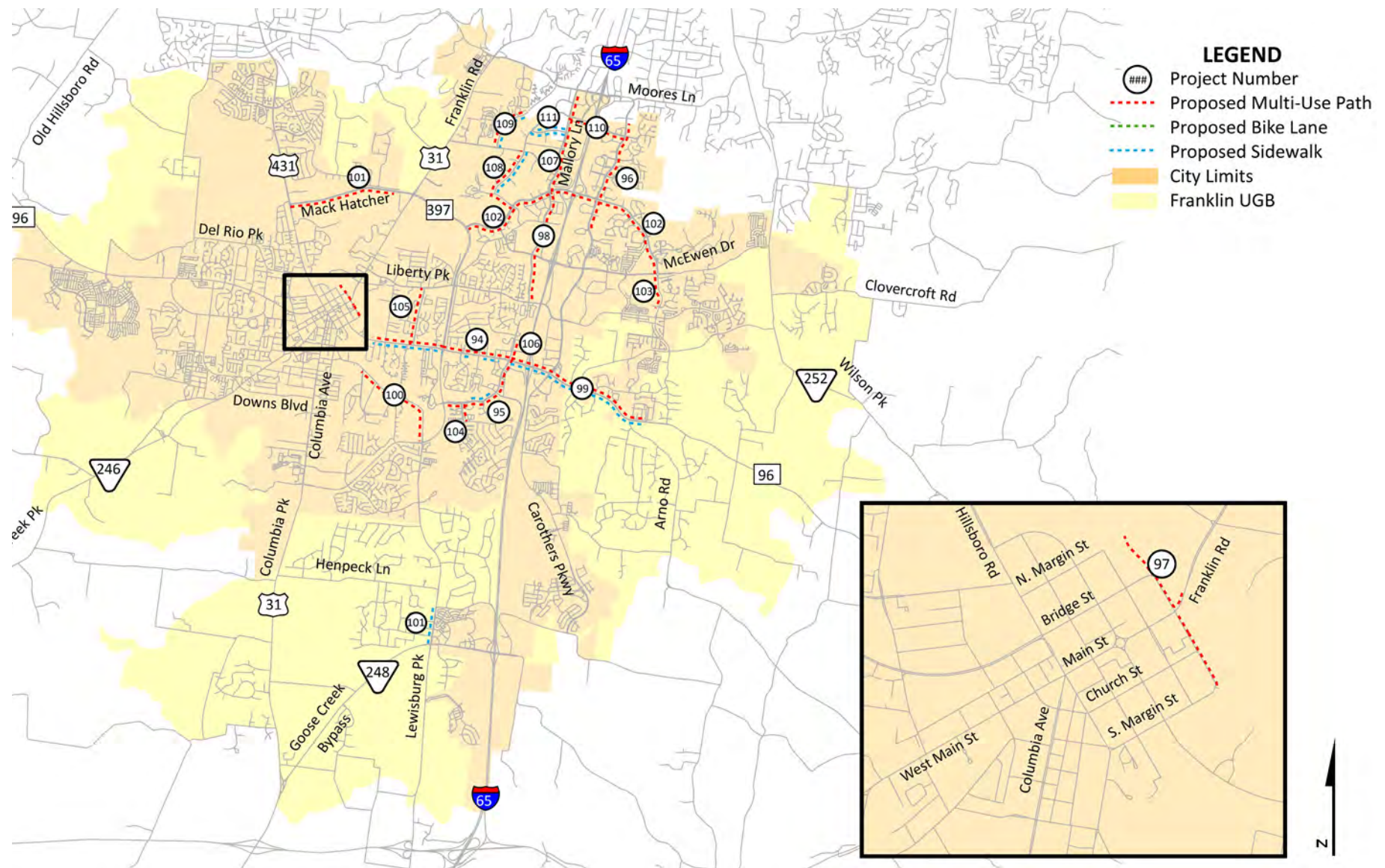
## **Provide marketing and education.**

Assuming strategies can be implemented that will materially enhance the environment for biking or walking, then it will be important to notify the public of the changes and their potential benefit from seeking the use of the options. These efforts should be monitored and evaluated, with a collection of appropriate data, to determine the effectiveness of technical, policy, or marketing and informational approaches for future planning and programming efforts. In the long-term, the ultimate potential of biking and walking depends on major alterations to current development trends, planning procedures, funding programs, and preferences that are conditioned on current experience. Until these more fundamental changes occur, the measures listed above should dramatically increase the use and contribution available from these neglected, time-honored modes of travel.

## RECOMMENDED IMPROVEMENTS

The following map and table identify bicycle and pedestrian improvements recommended in the short, medium, and long term. These projects are identified separately from the roadway recommendation in Chapter 3, because they do not include the traveled way.

FIGURE 4.3: PROPOSED BICYCLE AND PEDESTRIAN PROJECTS





# 4 BICYCLE AND PEDESTRIAN

**TABLE 4.1 : PROPOSED BICYCLE AND PEDESTRIAN PROJECTS**

|               | <b>Project Number</b> | <b>Roadway</b>                    | <b>To</b>                      | <b>From</b>                    | <b>Length (Miles)</b> |
|---------------|-----------------------|-----------------------------------|--------------------------------|--------------------------------|-----------------------|
| <b>SHORT</b>  | 94                    | Murfreesboro Road (SR-96)         | Mack Hatcher Parkway (SR-397)  | Interstate 65                  | 1.20                  |
|               | 95                    | South Royal Oaks Blvd             | Mack Hatcher Parkway (SR397)   | Murfreesboro Road (SR-96)      | 1.30                  |
|               | 96                    | Carothers Parkway                 | Northern Nissan Access         | Northern City Limits           | 1.30                  |
|               | 97                    | 1st Ave                           | South Margin Street            | N. Margin Street               | 0.49                  |
|               | 98                    | Mallory Lane                      | Liberty Pike                   | Cool Springs Blvd.             | 1.55                  |
|               | 99                    | Murfreesboro Road (SR-96)         | Interstate 65                  | Hurstbourne Park Blvd          | 1.80                  |
|               | 100                   | Lewisburg Pike                    | Mack Hatcher Parkway (SR-397)  | Eastern Flank Battlefield Park | 1.40                  |
|               | 101                   | Mack Hatcher Parkway (SR-397)     | Hillsboro Road (SR-106/US-431) | Franklin Road (SR-6/US-31)     | 1.53                  |
|               | 102                   | Cool Springs Blvd                 | Mack Hatcher Parkway (SR-397)  | Interstate 65                  | 1.80                  |
|               | 103                   | Oxford Glen Drive                 | Daylily Drive                  | East McEwen Drive              | 0.58                  |
| <b>MEDIUM</b> | 104                   | Forest Crossing Blvd              | Stonegate Drive                | South Royal Oaks Blvd          | 0.25                  |
|               | 105                   | Ralston Lane                      | Murfreesboro Road (SR-96)      | Liberty Pike                   | 0.77                  |
|               | 106                   | North Royal Oaks Blvd             | Murfreesboro Road (SR-96)      | Lakeview Drive                 | 0.28                  |
|               | 107                   | Mallory Lane                      | Cool Springs Blvd              | Moores Lane                    | 1.45                  |
| <b>LONG</b>   | 108                   | Seaboard Ln and Aspen Grove Drive | Cool Springs Blvd              | Mallory Station Road           | 1.00                  |
|               | 109                   | General George Patton Drive       | Mallory Station Road           | Northern City Limits           | 0.60                  |
|               | 110                   | Bakers Bridge Avenue              | Mallory Lane                   | Carothers Parkway              | 0.75                  |
|               | 111                   | Crossroads Blvd                   | Seaboard Lane                  | Southgate Court                | 0.25                  |

# 5 TRANSIT

The City of Franklin has both internal City transit and regional transit. In order to ensure integration into future transportation plans, and as a consideration of future development, an analysis of existing transit and recommendations should be implemented as a part of the overall CTNP.

Franklin's transit service is managed and operated by The TMA Group for the Franklin Transit Authority. Overall, Franklin Transit provides good service to much of the City's geographical footprint. However, projected employment and residential growth clearly indicates that the Franklin Transit Authority can play a larger role within the City's multi-modal network through:

- Creating a system wide transit plan to complement the recently completed Cool Springs Multimodal Transportation Network Study (CSMTNS).
- Servicing additional residential areas, especially developments such as Westhaven.
- Lengthening hours of service to accommodate second shift workers and improve resident mobility options.
- Partnering with area employers, social service agencies and others to promote transit and the various multi-modal options to travel between home and work.
- Improving commuter service to better accommodate people commuting into or out of Franklin.
- Incorporating transit into transportation infrastructure to ensure that bus operations are understood and incorporated as part of development and roadway planning.
- Increasing technology use to enhance transit and multi-modal transportation capabilities.

# 5 TRANSIT

## EXISTING FACILITIES

The Franklin Transit Authority commissioned the CSMNS to focus on multi-modal transportation goals for the Cool Springs area which include the following:

- GOAL 1: Provide Alternative Transit Solutions to Serve and Attract More Riders
- GOAL 2: Encourage Multi-Modal Transportation Options
- GOAL 3: Identify Transit Funding Strategies
- GOAL 4: Partner with Employers to Promote Multi-Modal Options to Get to Work
- GOAL 5: Encourage Best Practices in the City of Franklin

## LOCAL TRANSIT: FIXED ROUTE & ON-DEMAND SERVICE

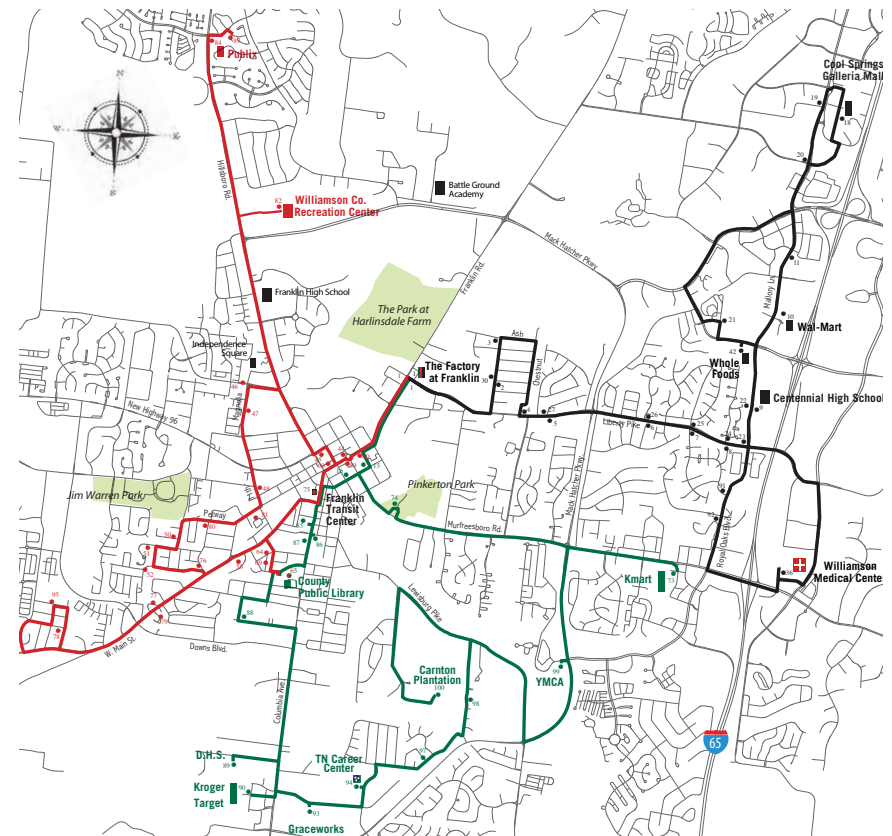
Fixed route service is provided throughout the City of Franklin, including the Cool Springs area. All transit vehicles are ADA accessible.

**West Bound Route** – key service areas include: The Factory at Franklin, Downtown Franklin, Williamson County Public Library, Natchez Street, West Meade, Shawnee, Fieldstone Farms, and Independence Square. Operation hours are Mon-Fri: 6:00am to 5:00pm and Sat 8:00am to 5:00pm

**East Bound Route** – key service areas include: The Factory at Franklin, Sycamore, Liberty Pike, Williamson Medical Center, Centennial High School, Wal-Mart, Cool Springs Galleria, Mallory Lane, Dwell Apartments/McEwen, and Whole Foods. Operation hours are Monday-Friday 7:00am to 6:00pm and Sat 9:00am to 6:00pm.

**South Bound Route** – key service areas include: Franklin's Antique District, Historic Carter House, Lotz House, Carnton Plantation, Pinkerton Park, Williamson County Library, Department of Human

FIGURE 5.1: EXISTING TRANSIT ROUTES



Services, Graceworks, Parkway Commons, Franklin Family YMCA, and Watson Glen Shopping Center. Operation hours are Mon-Fri 8:00am to 4:00pm

**Transit On Demand (TODD)** is also offered and is scheduled on a first-come, first-serve basis with priority given to ADA eligible individuals. TODD is a pre-arranged, curb-to-curb pick-up and drop-off service that also provides all-day, same-day access to



Franklin's Fixed Route Service.

TMA also provides the VanStar regional commuter vanpool program, which serves the Middle Tennessee region, including employers, property managers and commuters.

## REGIONAL TRANSIT: EXISTING RTA FRANKLIN/ BRENTWOOD EXPRESS

The Regional Transportation Authority provides two express routes that serve the City of Franklin

- Route 91X – Franklin/Nashville Express Commuter Bus Service - Franklin Transit provides connecting local service to 91X
- Route 95X – Spring Hill/Nashville Express Commuter Bus Service

## EXISTING LAND USE

A key component to transit success is its incorporation with land use and land use planning. Key land use principles discussed included:

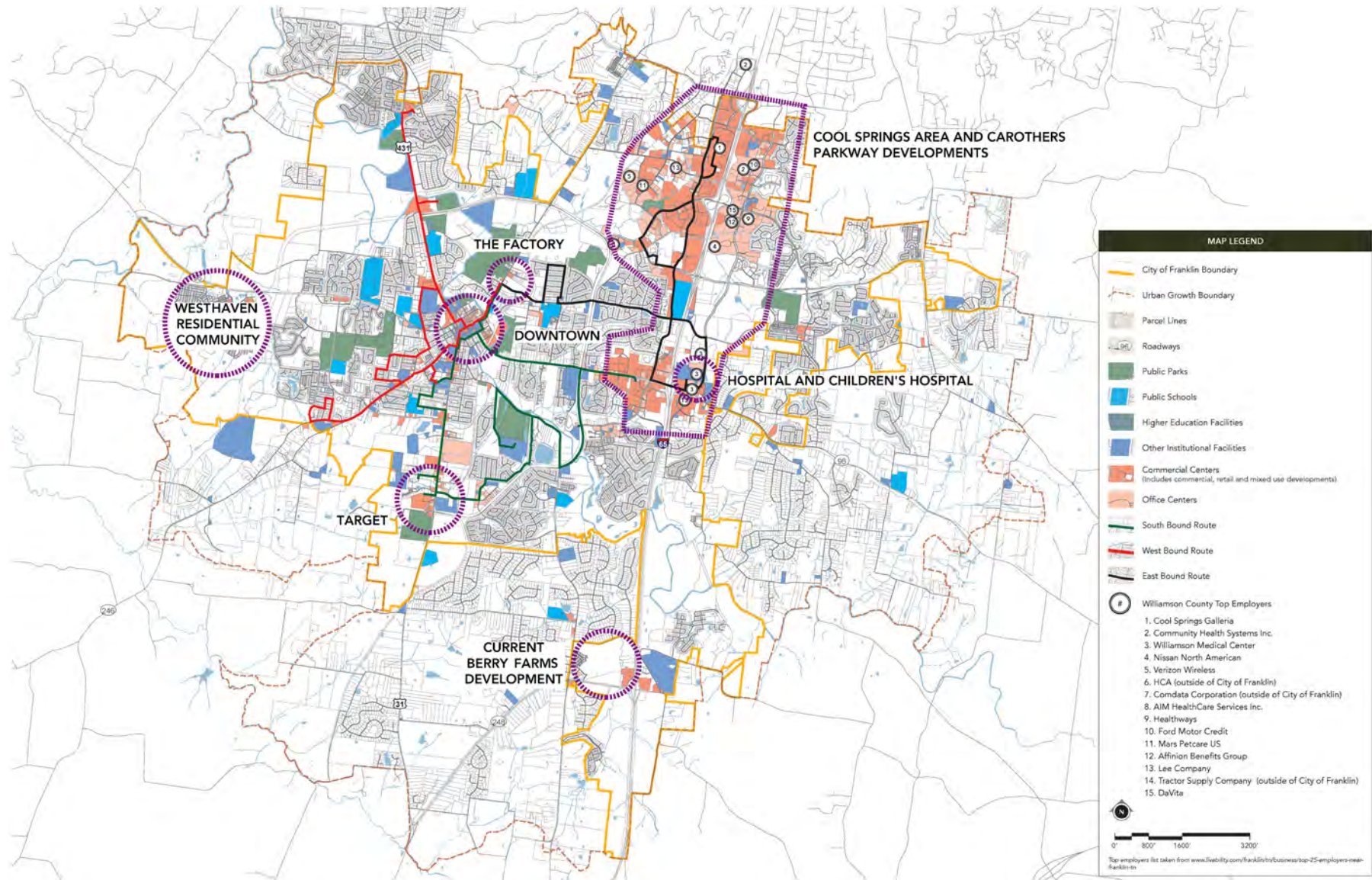
- Transit currently serves most of the City's key activity centers
  - The Factory
  - Downtown Franklin
  - The Williamson Medical Center and surrounding medical facilities including: Rolling Hills Hospital, Vanderbilt Children's Clinic and numerous specialty surgical and medical facilities
  - Parkway Commons
  - Cool Springs Galleria
- Land use planning and approvals can better incorporate transit planning (such as the Westhaven development); a lack of planning has created developments that warrant but lack transit

**FIGURE 5.2: EXISTING RTA EXPRESS**



# 5 TRANSIT

FIGURE 5.3: EXISTING ACTIVITY CENTERS





## DEFICIENCIES AND CONNECTIVITY ISSUES

Deficiencies and connectivity issues were identified with the help of City staff, TMA staff and TMA's Cool Springs multi-modal plan consultant. The Franklin Transit Authority provides good transit service with the following limitations:

- Current bus facility is too small to store and park vehicles.
- Current transit routes do not service many residential areas.
- Access to and from bus stops lack accessible accommodations. Sidewalks are not available in the majority of areas.
- There has been a transit focus in the Cool Springs area, but more is needed for Carothers Parkway.
- Transit can improve with better coordination and integration with the City's transportation infrastructure.

## FUTURE FACILITIES

As the following maps indicate, Franklin is projected to grow significantly over the next twenty years, especially within the Cool Springs / Carothers Parkway areas. This includes residential, commercial and retail expansion, as illustrated by the following figures.

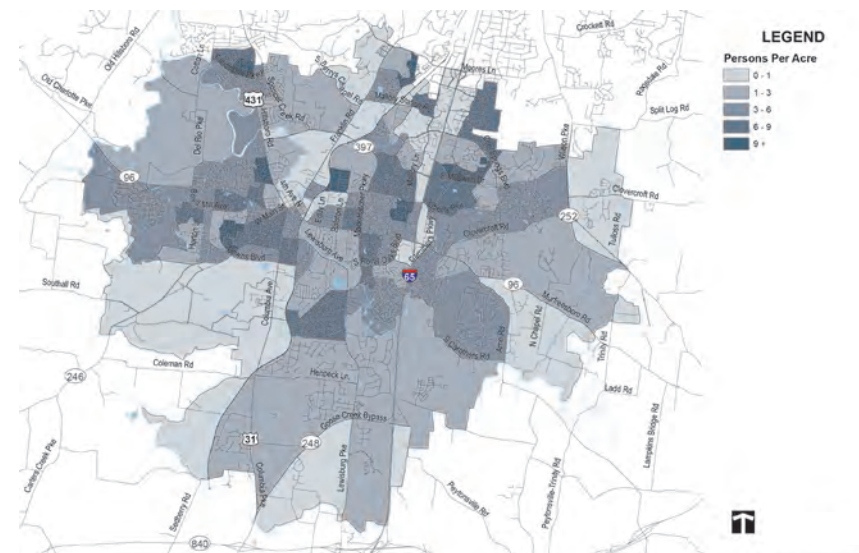
Furthermore, the CSMTNS projects significant job growth in the Cool Springs / Carothers Parkway area. This projected growth clearly indicates that the City is wise to incorporate transit into the City's transportation planning. This is underscored by the list of planned and projected new activity centers within the City.

Overall, the City and the Franklin Transit Authority should establish a formal partnership to improve the communication regarding future transportation decisions. This partnership should take the elements included in this plan and the components of the CSMTNS to build upon

FIGURE 5.4: 2015 POPULATION DENSITY

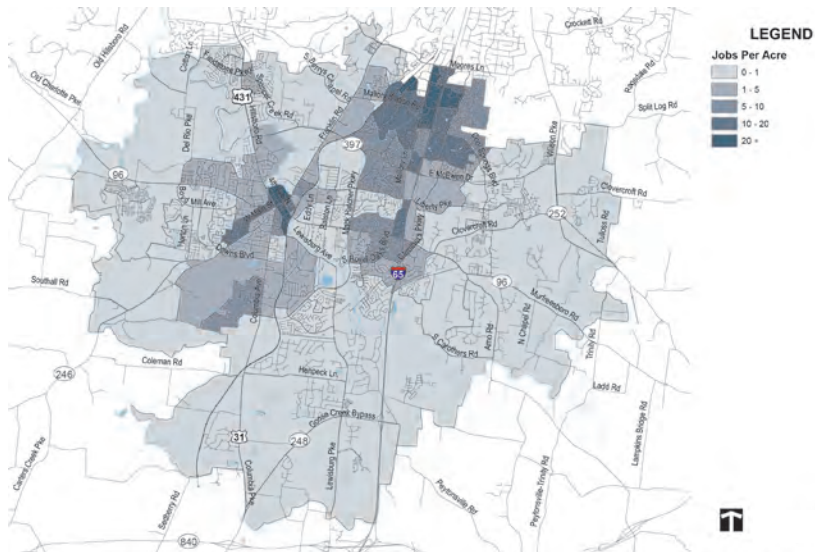


FIGURE 5.5: 2040 POPULATION DENSITY

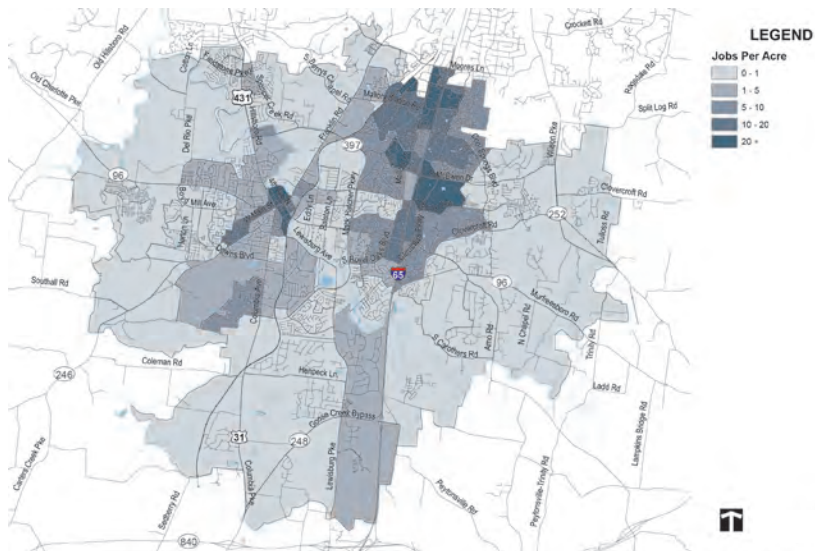


# 5 TRANSIT

**FIGURE 5.6: 2015 EMPLOYMENT DENSITY**



**FIGURE 5.7: 2040 EMPLOYMENT DENSITY**



and create a long range transit plan. In that planning process, the partnership should engage the business community, riders, citizens and other key stakeholders to work together to incorporate the entire city and region into a comprehensive transit plan moving forward.

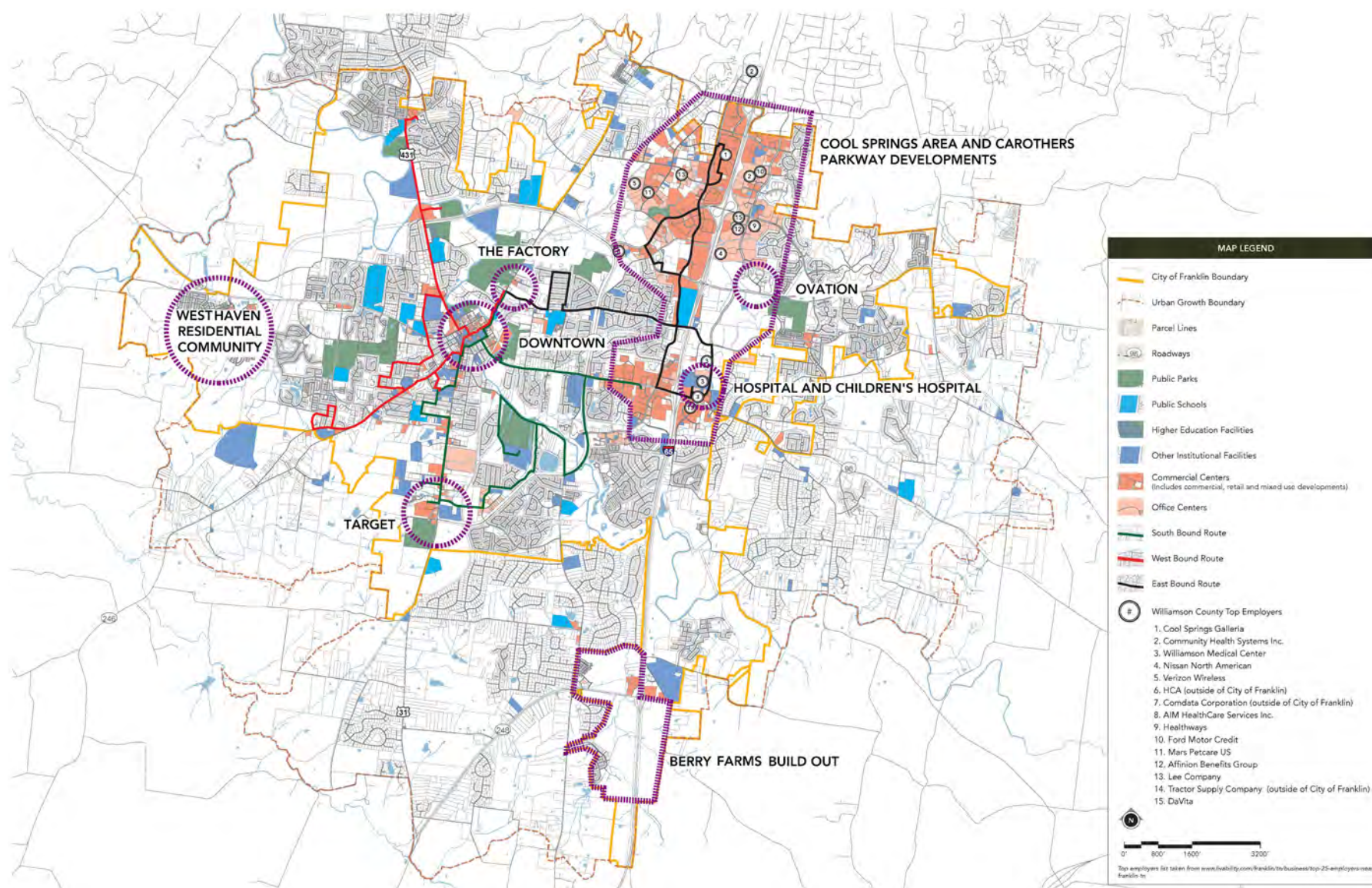
## PLANNED AND PROJECTED ACTIVITY CENTERS

The following map notes the planned and projected future activity centers, which indicates significant expansion of the Cool Springs area, Berry Farms, Westhaven and the Ovation development.

As all of the above maps indicate, the Franklin Transit Authority will need to adapt and grow to meet the projected population changes and service the projected activity centers. To do so, the following transit operations and multi-modal approaches are recommended.



**FIGURE 5.8: FUTURE ACTIVITY CENTERS**



# 5 TRANSIT

## FUTURE TRANSIT / LAND USE CONSIDERATIONS

- Transit system should be an integral part of retail developments in new retail centers such as Berry Farms and Ovation. Multi-modal transportation options will improve resident and visitor access to all of the City's retail areas, especially Cool Springs Galleria. The Galleria will need to become more competitive which could include offering more transportation options for visitors.
- More vehicles getting across town quickly and access both sides of I-65.
- Understand future gathering places throughout the city and provide transit amenities to these areas
- Provide access to downtown from other areas in the city, especially hotels in the Cool Springs area.
- More developments should consider internal shuttle service. Currently, Ovation is primed to connect to the local transit system with private shuttles.

## FUTURE TRANSIT OPERATIONS AND INFRASTRUCTURE OPTIONS

(NOTE: The CSMTNS also recommended many of these items)

- Tie-in with local and regional higher education colleges, universities and community colleges. An example is a potential tie-in with Columbia State Community College for transit commuting services. The campus service could then connect to Ovation by an internal road.
- Service Carothers Parkway: An opportunity to better service the Carothers Parkway area is to utilize park and ride locations at anchoring points along Carothers parkway. Then, create private shuttles that deliver people to specific developments and office locations.
- Develop a Carothers station that utilizes the same concept as

downtown, just more modern.

- Serve the Berry Farms area when complete will be larger than Cool Springs. Offering routes that accommodate those residents and employees will be needed.
- Expanding routes within the next 10 years
  - Lewisburg Pike to Murfreesboro Road (SR-96) - connect higher density neighborhoods
  - Columbia Avenue
  - Mack Hatcher Parkway (SR-397) express bus that could then transition to light rail
  - Provide more route options to access the Williamson Medical Center
  - There will always be a need for small-scale on-demand transit.
- Tie transit routes to current and future affordable housing, which will require additional equipment and people to serve these connections.
- Incorporate access to and from bus stops. Continue efforts to accommodate accessibility, vehicle size, routes and the types of disabled rider service. Provide facilities that are comfortable for seniors.
- Connect to Antioch and Brentwood regional routes
- Establishing reverse commute options on an express bus system is necessary. Local systems do not connect to the express bus system. Look at employer led shuttle services to expand services. Would like to strive for hourly service to the West End/downtown area in Nashville and connectivity to the airport.
- Examine a central transit lane within the roadway corridor, providing faster route times and promoting safer roads and streets. This approach will also require a robust community engagement effort to educate the public regarding the benefits of a dedicated transit

lane.

- An attractive, efficient and affordable system.
- Clear visual cues to distinguish safe areas for bikes, buses and transit.
- Shelters at all transit stops, incorporate solar lighting (to minimize infrastructure expenses), and install technology systems to give real time information to passengers.
- Utilize Flex Routes, which allow a route to “flex” within a predetermined area in response to rider requests, avoiding some of the requirements applied to a fixed route.
- Add or create an additional circulator routes that tie into the fixed route system.
- Create a transit lane along Murfreesboro Road (SR-96) that could be expanded as the city grows.
- Build a new downtown bus facility and a Cool Springs Transit Center.
  - The goal is to connect downtown and the Cool Springs/ Carothers Parkway area to the rest of the city and region.
  - Connect with regional transit; bike-share, car share, car pool, van pool and park & ride lots.
  - Connections with activity centers – retail , residential and commercial.
  - A facility that includes dining, retail services, bathrooms and other amenities.
- Traffic signal priority on existing and proposed major transit routes (Mallory Lane, Carothers Parkway and Murfreesboro Road (SR-96) to downtown Franklin.
- Technology
  - Real time transit arrival/departure displays
  - Mobile technology

- Environmentally friendly buses
- Improved route identification
- Bus pull in/out on major roads to aid rider access and safety
- Bike racks at major stations and stops
- Co-locate transit routes/facilities at schools to share land and space. Also take advantage of the key groups that are already traveling to the schools.
- Improve pedestrian infrastructure that connects the entire city. Other improvements include:
  - Improve walk signal timing to allow time to safely cross streets.
  - Usable sidewalks that connect with transit stops and stations
  - Connections to the City’s proposed greenway system
  - Wayfinding signs for transit, bike, car share, retail and local interest areas
- Expand emergency ride home benefit to all transit and vanpool riders, regardless of status.

## FUTURE REGIONAL TRANSIT

These recommendations were contained in the CSMTNS, which recommended implementation once the fixed route and circulator route changes/additions were well established. The City of Franklin should assist the Franklin Transit Authority in implementing these recommendations.

- Establish additional Park and Ride Lots to serve existing 91X service
- Create additional express routes servicing Murfreesboro, Springs Hill and Antioch
- Establish all day service and reverse commute.



# 5 TRANSIT

## FUNDING

There are a number of Federal programs that, together with local matching funds, have been used to fund transit capital and operations spending. However, with the reduction of available Federal funding, transit systems now need to seek other potential funding sources.

Our experience is that the City, the Franklin Transit Authority, local businesses, foundations and others work collaboratively on a mix of financing that can sustain the recommended improvements and changes. Although available Federal funding has been reduced, many new Federal programs favor funding scenarios, where local community and regional sources work together in terms of planning and funding transportation improvements.

Potential public-private approaches include:

- Value Capture and Impact Fees – The CSMTNS recommends that the City should either dedicate a portion of this fee to transit improvements in the area, or add an additional fee for such improvements.
- Tax Allocation District - In Georgia, this approach has been used to assist a number of communities to capture the increase real estate valuation made possible from public improvements.
- Dedicated Real Estate Tax - The CSMTNS recommends that the City could dedicate a certain portion of property taxes, within a newly created Cool Springs Special Service Area, toward a transit fund. This could be done through a “value capture” mechanism, whereby a certain portion of a tax increase, which is related to an increase in property value, goes into the fund. The same mechanism could be used for retail sales taxes in the area.
- Realty and Mortgage Transfer Tax - The CSMTNS recommends this as a good way in capturing the value unlocked by the addition of a robust transit system to the Cool Springs area. This approach, given

the current boom in housing construction and sales in Williamson County, would have great potential in funding transit.

- Vehicle Sticker User Fees - The CSMTNS recommends the City establish a vehicle sticker that has the potential to create an additional \$1.1 million (assuming a \$50 fee) for personal vehicles registered in the City, or \$3.1 million for personal vehicles registered in Williamson County.
- Community Improvement Districts – Tennessee allows local areas to establish a CID to essentially “self-tax” by adding a CID tax levy to district area real estate taxes. This approach uses the CID “self-taxes” to leverage State and Federal resources. These CIDs have been very successful in creating funding for road, van pool, and other similar transportation infrastructure improvements.

## CONCLUSIONS

Communities across the United States and throughout the world have recognized that providing attractive multi-modal transportation options improves both economic vitality and environmental benefits, through the reduced use of single occupant vehicles. As noted in the overview, following immediate actions are recommended to continue the incorporation of the Franklin Transit Authority as a part of the City’s overall multi-modal transportation planning and operations.

- City of Franklin / Franklin Transit Authority Partnership: The City is to be commended in its inclusive approach to this CTNP study. To continue this relationship, we recommend that the City and Franklin Transit Authority establish a formal partnership. This partnership can improve the communication to help transit be seen as a key component in all future transportation decisions. This includes all design, traffic and mobility studies, land-use, transportation improvement, and development decisions.
- Franklin Transit Authority System Plan: The Cool Springs Multi-modal Transportation Network Study was an excellent first step that

brought forward many good recommendations for improving transit service within the Cool Springs / Carothers Parkway area. We recommend that the Franklin Transit Authority, the City, the business community, riders, citizens and other key stakeholders work together to incorporate the entire City and region into a comprehensive transit plan moving forward.

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# 6 IMPLEMENTATION

Compared to implementation, preparing the Comprehensive Transportation Network Plan is relatively uncomplicated. The real challenge comes in translating a plan's vision, goals, and recommendations into the day-to-day operations and actions of City government. The main purpose of the City of Franklin's Transportation Plan Update is to implement its recommendations.

When the City determines how to implement the CTNP's recommendations, it is important to continuously consider the integrity of the planning process, the community's values, the City's resources and the importance of a particular project in the overall transportation vision. A plan is a community's future. It is the collective will and road map for the future. It is a community's duty to find ways to give it life that keep it true to the vision and maintain its integrity.

The CTNP is comprehensive for a reason – because everything in a living community is interconnected – and it must be implemented in a way that treats its components as part of a whole. The plan takes great care to provide recommendations within the context of that basic reality.

With these thoughts in mind, this chapter is meant to help the community adopt, implement and update the CTNP and make it available to the public.

## ADOPTION

The City must prepare a resolution to adopt its transportation plan to ensure that it promotes the public health, safety, morals and convenience, and for the sake of efficiency and economy. Historically, the City of Franklin Board of Mayor and Alderman (BOMA) has approved a resolution recommending approval of the Transportation Plan to the Franklin Municipal Planning Commission. The Franklin Municipal Planning Commission then holds a public hearing and passes a resolution adopting the Transportation Plan. The approved Transportation Plan then needs to be recorded at the County Register of Deeds office. If residents are actively involved throughout the planning process, the public hearing should go smoothly. Using a resolution,

# 6 IMPLEMENTATION

the local government formally adopts the plan – by a simple majority vote. The procedures for adopting a plan are described in Tennessee Code Annotated, Title 13, Chapter 4, Part 2, and Section 13-4-202 (TCA 13.4.2.13-4-202). Even with a well-designed planning process, a community may lack consensus on certain issues or, in the worst case, may not have enough support to adopt a plan. In that case, the City may choose:

- Setup a committee to work through the remaining issues. The committee should have balanced representation from all sides of the issues in dispute and a definite timeline for reporting its recommendations.
- Recommend further study of the issues with a clear timeline. Through additional study, participants may discover new information that will help them develop a consensus.
- If the community is extremely divided on an issue, it may be necessary to bring in a professional facilitator or a mediator to help it find a solution. Sometimes a community must make tough choices and move on.

## INTERPRETATION

The CTNP should serve as Franklin’s guide for public and private transportation project development throughout the City. The long range goals, objectives, and recommendations, along with the supporting maps, are intended to guide decisions towards Franklin’s collective vision of the future. Members of City staff, Franklin Municipal Planning Commission (FMPC) and the Board of Mayor and Aldermen (BOMA) should interpret the goals, objectives and recommendations as long-term and deliberately broad vision. The FMPC and the BOMA should keep in mind that this plan reflects the community’s values. City officials cannot expect to control all circumstances. However, the spirit of this plan should be adhered to in order to ensure that the community’s values are

maintained. The project listing, on the other hand, is intended to direct the day-to-day decisions concerning more specific and task oriented activities. Each time the BOMA reviews the transportation priorities, they should interpret the project list by saying, “given our long-term goals and changing community conditions, these are the projects that we want to complete in the short-term and long-term, and this is how we plan to accomplish them.” Interpreting the plan in this way will enable the members of both the FMPC and the BOMA to justify their decisions regarding proposed development or redevelopment in Franklin, as it relates to the transportation component of the project.

When a new annexation, rezoning, planned unit development (PUD), subdivision or site plan review request is filed with the Planning & Sustainability Department, City staff should review and evaluate the application against the Land Use Plan, the CTNP, and the City’s ordinances to provide a staff report, with a formal recommendation, to the FMPC regarding its findings.

## CAPITAL IMPROVEMENT PLAN

The CTNP covers a broad variety of issues and subject matters and includes both policy decisions and projects. In order to implement the plan and projects, the City should continue to complete a Capital Investment Plan (CIP). The CIP is a planning document that covers a timeframe of five to ten years, is updated annually and implements the CTNP by providing the necessary funding for short-range infrastructure and capital investment projects. The document provides guidance and planning for capital improvements throughout the city and allocates financial resources to various community needs and requests. The document states the BOMA’s prioritization of the financial resources available for capital project spending by identifying which projects should be included, when they should be constructed and how they will be financed.

In order to update the City’s CIP, the Engineering Department should

update the current CIP with the projects listed in the CTNP. The CIP represents the City's tentative commitment to comply with the plan, unless circumstances or priorities change in the future. The commitment is more certain in the first year of the CIP and becomes increasingly more tenuous in subsequent years. Nevertheless, the CIP should be used as the City's present plan and priority over the next five to ten years.

Once the CIP is updated with the information contained in the approved CTNP, City staff should prioritize the projects and develop a rolling strategy for moving these items forward. This information should be shared with and approved by the BOMA, since they are responsible for the City's budget. It will be important that this is completed prior to City budgeting time in order to ensure adequate funding is in place. Even though the CIP is a planning document, it should not be an automatic authorization of the construction of projects, due to the procurement process and the allocation of resources.

## MONITORING & UPDATE

A planning process does not have a defined beginning and end. It is an on-going process that responds to new information and circumstances and incorporates changing conditions into decisions. Circumstances that may change include physical conditions of infrastructure, economic climate, the natural environment, and social and community goals.

Once the plan is adopted, it will need to be revised from time to time to ensure that it stays consistent and relevant to current conditions. It is best that the City continue in the same partnership manner it has to undertake the creation of this plan.

Periodically and prior to preparing the annual City operating budget, City staff should undertake an assessment that documents the impacts of the project implementation activities. This could be accomplished with preparing the update to that year's CIP.

A major transportation plan update for a community like Franklin

should occur approximately every 5 years, or sooner, depending on the conditions within the community. The purpose of the plan update is to re-evaluate the goals, policies, and projects contained within this plan (noting those to change and those to remove), and to develop new policies, if necessary, to make sure that this plan is effective. Additionally, it will be necessary to update the travel demand model, especially when significant development changes occur.

The plan update process is further described in the next section.

## PLAN AMENDMENT PROCESS

Due to funding requirements, it is important to keep the CTNP current. Plan amendments should be considered when the overall vision and goals still remain, but changes in projects and policies are needed. This process should be undertaken when changes are needed due to specific redevelopment, or modifications to a specific road segment. An amendment should be considered only when it will not change the overall vision or goals. The amendment would be in accordance to TCA 13.4.2.13-4-202 series and occur as follows:

- The Board of Mayor and Aldermen would approve a resolution recommending approval of any amendments to the FMPC.
- The FMPC would give notice for a public hearing for an amendment to the CTNP in accordance with TCA.
- The FMPC would approve a resolution adopting the plan.
- Amendments shall be recorded at the County Register of Deeds Office.

## FISCAL CONSIDERATIONS

The implementation of the CTNP will require the City's financial commitment and support to carry out the policies and achieve the

# 6 IMPLEMENTATION

vision and goals set forth herein. These financial commitments should include existing programs and policies the City currently has in place. Although it is the City's intent to administer this plan with the current financial resources available, monies may need to be set aside in future budgets to carry out some of the recommended actions. The adoption of the CTNP does not authorize expenditures for its implementation. The BOMA, in accordance with State statutes and City policies, may authorize the financial resources to implement the plan.

In some cases, funding may be available from outside sources. When opportunities become available and make sense financially, the City should seek these funds through Federal, State or local grants, loans and other financial resources. In order to take advantage of these resources, it is important for the City to keep their plan and CIP updated.

## PROJECT PRIORITIZATION

This plan is a 20 year document. Therefore, not all of the recommendations can and should be implemented at one time. The purpose of this section is to summarize the projects and policy recommendations.

During this process, the projects were broken into three time frames; short term (0 to 5 years), medium term (5 to 15 years), and long term (15 to 20 years). In the appendix, project sheets have been developed that highlight each project identified in this plan. The project sheets provide an overview of the identified project. There are three sections that contain key information about the project including project overview, project character, and project specifics. The project overview includes the overall cost, time frame and project driver. The project character includes functional classification, segment length, existing lanes, proposed lanes and right-of-way acquisition. Finally, project specifics include all the pertinent information about the project including lane width, median, center turn lane, curb and gutter, parking, pedestrian facility, bicycle facility, bicycle route and transit facility. All of the project cut sheets are located in the appendix.

## POLICY RECOMMENDATIONS

The following proposed policy changes should serve as guidance to City staff when reviewing development plans against the recommendations of this plan. In general, any development plans should adhere to the following transportation policy recommendations. Additionally, these policies should be used in updating the City's zoning and subdivision control ordinance.

### CONTROLLED ACCESS

In a traditional, unmanaged development pattern, each development requests its own curb cuts to access an adjacent roadway. The amount of entry and exit points often creates congestion on the roadway as people are constantly attempting to turn into or out of an adjacent property. Franklin has seen these issues in many places throughout the City. Implementing controlled access will limit the number of entry and exit points onto major arterials and collectors, which will smooth traffic flow, reduce the number of accidents, and provide for safer intersections that can often be stop controlled, signalized or managed with roundabouts in appropriate locations. This strategy can also include the use of "right in, right out" access points. A desirable alternative to the many different curb cuts on these arterials and collectors would be to group these multiple access points into single entrances that would serve many buildings. In some cases, this may include combining existing entrances and/or encouraging new businesses to use existing curb cuts. With special signage and landscaping, this initiative could enhance the character of the corridors while improving traffic flow and easing access to properties. Removal of these conflict points reduces the number of accidents at an intersection by preventing motorists from unsafe maneuvers in order to turn left while also reducing the traffic volume at major intersections by providing a second point of entry. The City of Franklin should adopt an access control strategy in order to maximize the use of its existing roadway system while also enhancing the safety of the City.



## What Is Access Management?

Access management is the systematic control of the location, spacing, design, and operation of driveways, median openings, interchanges, and street connections to a roadway. It also involves roadway design applications, such as median treatments and auxiliary lanes, and the appropriate spacing of traffic signals (Access Management Manual, Transportation Research Board, 2003).

## Definition & Purpose of Access Management

The purpose of access management is to provide vehicular access to land development in a manner that preserves the safety and efficiency of the transportation system (Access Management Manual, Transportation Research Board, 2003). Access management plays a critical role in the establishment of a well-functioning roadway, and is especially important when building new roads.

Access management involves the physical layout, operations and institutional control of a roadway. The City should continue a proactive approach to access management by incorporating these concepts from the beginning of project development. Unfortunately, that is not always the case. In fact, it is typical for access management to be considered only when problems occur on an existing roadway. By that time, the most effective strategies are difficult, if not impossible, to implement.

The City has an opportunity with the number of new roadways to ensure that access management principles can be applied as the roadway is being designed. This represents an enormous opportunity for developing an access management plan that will best suit the needs of the roadway without the constraints of an existing roadway.

However, there are still many existing roadways in the City. Each time new development is proposed, the Engineering staff should provide recommendations to the Planning and Sustainability Department regarding the type of access management.

Four fundamental elements of access management drive virtually all decisions regarding project design. They are as follows:

- Functional Classification
- Location / Alignment
- Roadway Cross Section
- Access Locations and Control

The relationship of each of these key elements to the access management plan is reviewed in the following sections, followed by a section describing implementation strategies.

### Functional Classification

Functional classification refers to a roadway's primary purpose. With the exception of fully controlled access freeway facilities, all roadways serve some combination of through travel and access to property. Roadways that are primarily intended for traffic service (typically for longer trips) are referred to as arterials. Those intended primarily for access to abutting land use are local streets. Collector roadways link local streets with arterials and often serve balanced demands for travel and access to property.

In many ways, the functional classification system for a network of roadways is analogous to a tree, with the arterials serving as the trunk, the collectors serving as the branches, and local streets serving as the twigs that tie directly with the leaves (representing individual land parcels).

Identifying the functional classification of a roadway is an important step in development because it drives many decisions regarding the physical needs of the facility, including lane requirements, appropriate design standards, cross section elements, right-of-way, and access management components. Functional classification should be defined in the context of the overall roadway network to provide a balanced system that meets both travel and access requirements.

# 6 IMPLEMENTATION

## Location / Alignment

Once the functional classification of a roadway is identified, the next defining element is its location and alignment. The location and alignment of the roadway is important because it determines access to various properties. As the City determines re-alignments of existing roadways and alignments of new roadways it is important to consider how it meets up with existing roadways, provides access to parcels and the incorporation of other non-vehicular options.

## Cross Section

The cross section establishes the right-of-way width necessary to accommodate the roadway and all of its associated features. These features include the number of travel and auxiliary lanes, pavement edge treatments/ drainage, pedestrian features, utilities, landscape/ buffers, and space for future expansion (as appropriate). All of these features must be considered in establishing the overall right-of-way for the roadway.

## Access Control

The fourth major item to consider in initial development is access control. It is just as important to effective operations as the location and cross section of the roadway. As with alignment and cross section, access control is a significant engineering factor in facility design. More importantly, access control is a regulatory issue that requires coordination among departments and continual vigilance to insure that overall roadway operations are not compromised.

There are a number of design factors to consider with respect to access control, including the following: traffic signal spacing, driveway layouts and design, driveway offsets and spacing, and shared access opportunities. The relationship of these design factors to access control is presented in the following sections.

## *Traffic Signal Spacing:*

Unless a decision is made to provide full access control, signalized intersections are likely to determine the level of service and quality of overall roadway operations. At an isolated intersection, the level of service of a roadway is determined directly by the traffic signal. Where intersections are spaced a mile apart or less, roadway capacity is determined by how well the traffic signals operate as a system.

The coordination of adjacent traffic signals is straightforward in concept. The signals must operate on the same cycle length, with offsets timed to match the arrival of vehicles from the upstream intersection. Cycle length is the total time allocated to all signal phases. Offsets are the points in time during the cycle that each phase changes. Pre-timed traffic signals repeat a cycle of a set length with fixed offsets, and the relationship between intersections is maintained through each cycle. More sophisticated systems may vary the cycle length, but for a given travel speed, the relationship between offsets of adjacent intersections is held constant to maintain progressive flow.

The coordination of traffic signals is easy on a one-way street. Timing patterns are developed to provide a “band” of green time based on a specific travel speed. Signal coordination becomes more complex for two-way operations since the optimal pattern in one direction may not work in the other direction. Generally, two-way progression can only be established where signalized intersections are evenly spaced. In fact, irregular spacing of intersections can make two-way progression mathematically impossible. For that reason, identifying major intersections or entry points to optimize traffic signal operations may be the most important access strategy of all in early planning for arterial roadways.

## *Driveway Location and Design:*

In order to maintain the integrity of overall operations of a roadway, signalized access points should be allowed only at locations that fit with optimal spacing of traffic signals for progression. If other access points are allowed, crossing of the median should not be allowed and they should not be signalized. In most cases, major developments should only be allowed to access the major arterial or collector at intersections at appropriate locations within the traffic signal system.

Permitting Requirements/ Development Issues: Driveway design standards should be adopted that provide appropriate tapers to accommodate the vehicles being served. Acceleration and deceleration lanes may be desirable at some locations, as indicated in traffic impact studies for specific developments.

## ENCOURAGE CROSS EASEMENTS BETWEEN PARKING LOTS

Grouping entrances provides access from one business to another without the use of the main roadway. There are many areas in Cool Springs that do not have access between businesses. They are served by an excessive number of curb cuts. Typically, parking lots have been created for each of these businesses and individual curb cuts have been provided. The connection of parking lots and the creation of frontage roads (where feasible) and the internal connection of parking lots would maintain access between properties while enhancing the flow of traffic.

## MANAGE BUSINESS SIGNAGE

Excess signage along arterials is a major problem in many communities. While signage is the primary means for a business to promote itself and serves as wayfinding for the motorist, often the number, size and style of signage can distract and mesmerize motorists traveling down a corridor and negatively impact the identity of an area. To positively

impact the character in an area, a desired style and look should be established, as demonstrated in the identity recommendations outlined earlier in this chapter. By establishing a unique identity, standards can be implemented that regulate height, size, style and arrangement of signage. This would enhance the visual aesthetics of the corridors, provide clear direction for motorists, and provide a unifying element for varying land uses.

## INCREASE OF SIDEWALKS/MULTI-USE PATHS

The addition of sidewalks and/or multi-use paths along arterial, collector and local roadways would encourage pedestrian and bicycle movement within neighborhoods and subdivisions. These could be used as a secondary layer of pedestrian pathway management, providing the ability to travel from a neighborhood to an activity center without the safety issues associated with the use of heavily traveled roadways. All new subdivisions as well as major commercial, office and industrial centers should be required to install sidewalks or paths that will interconnect into the proposed pathway, trail and greenway network. This should be accomplished through the zoning and subdivision ordinances.

## INSTITUTE TRAFFIC CALMING MEASURES

Traffic calming measures should be analyzed and applied to neighborhood or subdivision streets as warranted. Measures could include speed bumps, roundabouts, medians, textured pavements, rumble strips, raised crosswalks, and other special features. Traffic calming measures could help retain the residential nature of neighborhood streets by discouraging high operating speeds and non-local traffic.

## IMPROVE CONNECTIONS/ACCESS

One of the traffic issues within Franklin has been the lack of connections between subdivisions, which causes increased congestion. The design of residential subdivisions has changed over the years. The size of lots, styles of houses, right-of-way configurations, and community amenities

## 6 IMPLEMENTATION

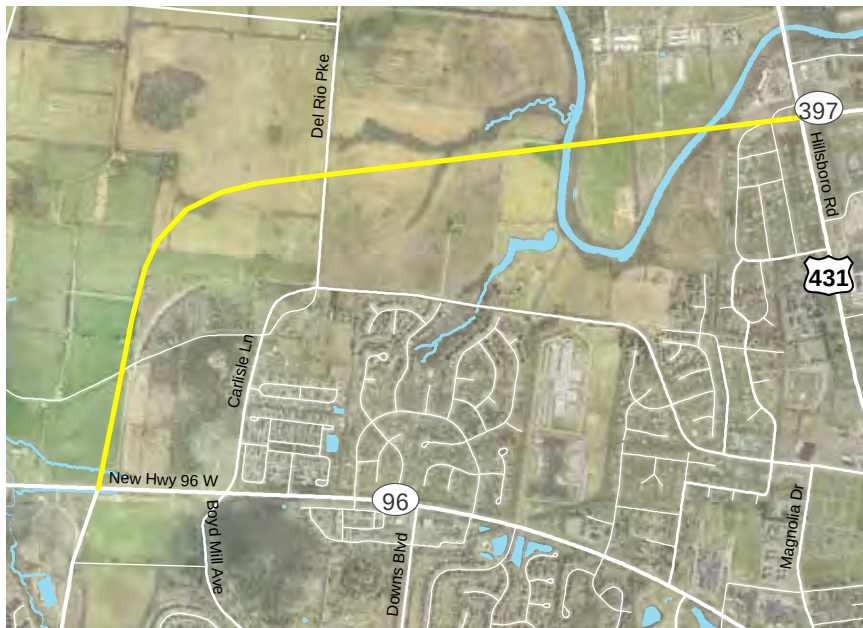
have been a function of subdivision regulations and the zoning ordinance. Curb cuts for newer subdivisions should align with those of older, adjacent developments where feasible and subdivisions should connect. Neighborhood streets should be extended to intersect with other local streets to improve neighborhood connections and access, and those streets should align with one another. This will be especially important in the northwestern, southern and far eastern areas of the City where a significant amount of residential development is projected for the future.



# A1 PROJECT SHEETS

## MACK HATCHER PARKWAY (SR-397) HIGHWAY 96 WEST (SR-96W) TO HILLSBORO ROAD (SR-106/US-431)

The project is the extension of Mack Hatcher Parkway (SR-397) on the northwest side of the City. Mack Hatcher Parkway is a limited access facility and is classified as a freeway/expressway and is a new two lane roadway to connected Highway 96 West (SR-96W) to Hillsboro Road (SR-106/US-431). This roadway is important to complete the northern section of Mack Hatcher for the City. It is also necessary for the continued build-out of West Haven and will serve additional residential development in the area between Hillsboro Road and Highway 96 West. This segment currently does not have a LOS since it is not constructed, but the projected 2040 LOS after improvements is C.



### PROJECT OVERVIEW

|                 |              |
|-----------------|--------------|
| OVERALL COST:   | \$34,700,000 |
| TIME FRAME:     | Short        |
| PROJECT DRIVER: | TDOT         |

### PROJECT CHARACTER

|                            |                      |
|----------------------------|----------------------|
| FUNCTIONAL CLASSIFICATION: | Expressway / Freeway |
| SEGMENT LENGTH:            | 2.64 miles           |
| EXISTING LANES:            | 0                    |
| PROPOSED LANES:            | 2 (Future 4 Lane)    |
| PROPOSED RIGHT OF WAY:     | 250 feet             |

### PROJECT SPECIFICS

|                      |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | No (Future - Yes)            |
| CURB & GUTTER:       | No                           |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Multi-Use Trail (South Side) |
| BICYCLE FACILITY:    | Multi-Use Trail (South Side) |
| TRANSIT FACILITY:    | No                           |

## EAST MCEWEN DRIVE COOL SPRINGS BOULEVARD TO WILSON PIKE (SR-252)

# 2

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$26,428,800     |
| TIME FRAME:      | Short            |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 1.38 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

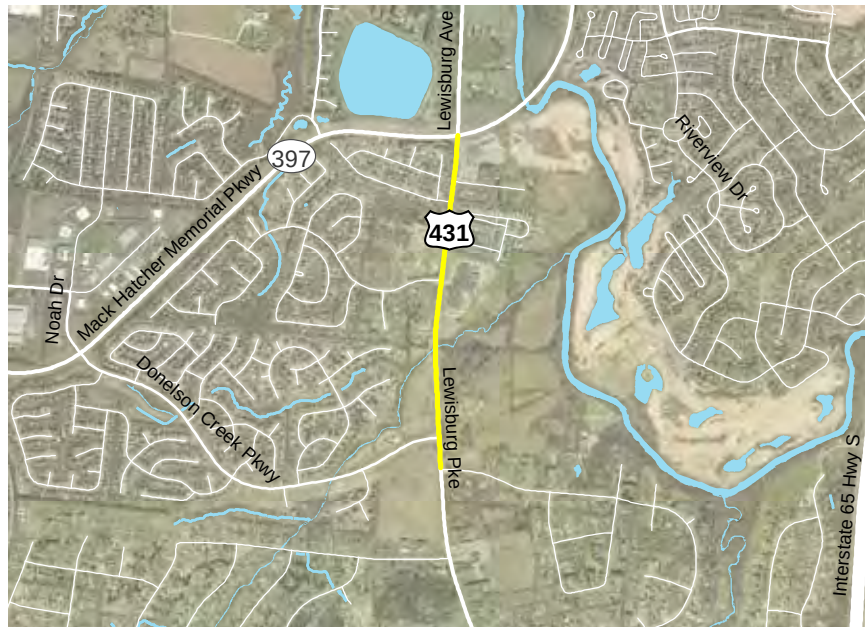
| PROJECT SPECIFICS    |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | Yes                          |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Multi-Use Trail (South Side) |
| BICYCLE FACILITY:    | Multi-Use Trail (South Side) |
| TRANSIT FACILITY:    | No                           |

This project is a widening of major arterial East McEwen Drive from Cools Springs Boulevard to Wilson Pike (SR-252). The widening of this road from 2 to 4 lanes is necessary to handle the increased traffic from the Cool Springs Area moving away from the City. This segment currently has a 2015 LOS of D and E in different parts. The projected 2040 LOS after improvements is D.



### 3 LEWISBURG PIKE (SR-106/US-431) HOLLY HILL DRIVE TO MACK HATCHER PARKWAY (SR-397)

The project is a widening from 2 lanes to 4 lanes along Lewisburg Pike from Mack Hatcher Parkway (SR-397) to Holly Hill Drive. The widening of this major arterial is necessary to continue to support access to Mack Hatcher from surrounding neighborhoods. The 2015 LOS is E and F, with the LOS F located closest to the intersection of Mack Hatcher and Lewisburg Pike. The 2040 projected LOS after improvements is C.



| PROJECT OVERVIEW |              |
|------------------|--------------|
| OVERALL COST:    | \$12,720,000 |
| TIME FRAME:      | Short        |
| PROJECT DRIVER:  | TDOT         |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 0.86 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

| PROJECT SPECIFICS    |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (West Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (East Side) |
| TRANSIT FACILITY:    | No                          |



## COLUMBIA AVENUE (SR-6/US-31) MACK HATCHER PARKWAY (SR-397) TO DOWNS BOULEVARD

4

| PROJECT OVERVIEW |              |
|------------------|--------------|
| OVERALL COST:    | \$24,140,000 |
| TIME FRAME:      | Short        |
| PROJECT DRIVER:  | TDOT         |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 1.15 miles     |
| EXISTING LANES:            | 3              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 136 feet       |

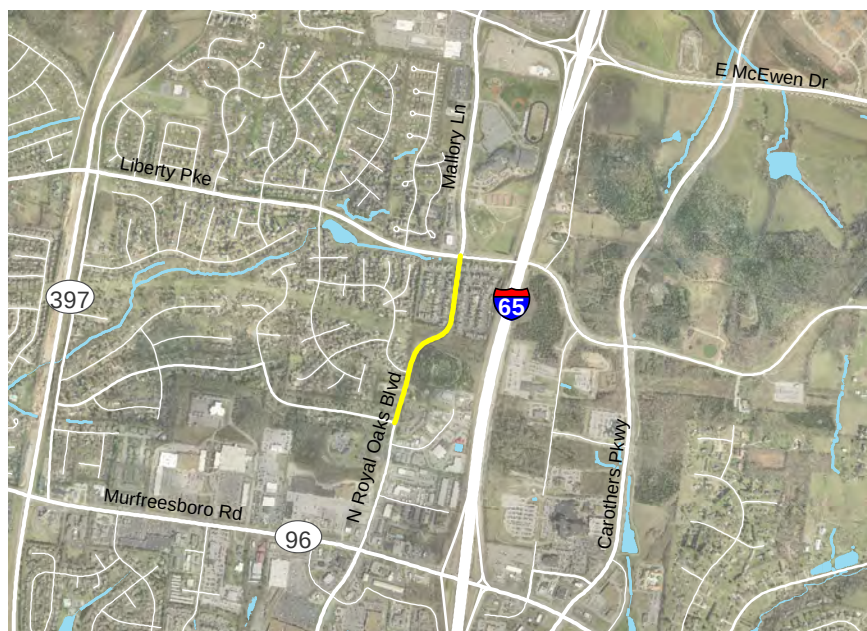
| PROJECT SPECIFICS    |                                |
|----------------------|--------------------------------|
| LANE WIDTH:          | 12 feet                        |
| MEDIAN:              | Yes                            |
| CURB & GUTTER:       | Yes                            |
| PARKING:             | No                             |
| PEDESTRIAN FACILITY: | Sidewalk (East and West Side)  |
| BICYCLE FACILITY:    | Bike-lane (East and West Side) |
| TRANSIT FACILITY:    | Yes                            |

Major arterial Columbia Avenue (SR-6/US-31) is proposed to be widened from 3 to 5 lanes from Downs Boulevard to Mack Hatcher Parkway (SR-397). This project provides a key link from the south side of Franklin into the Downtown. This area accesses heavy commercial and manufacturing areas within the City and the road must be able to handle truck traffic. The 2015 LOS is B. The 2040 project's LOS after improvements remains unchanged.



# 5 NORTH ROYAL OAKS BOULEVARD LAKEVIEW DRIVE TO LIBERTY PIKE

Royals Oaks Boulevard is a major arterial roadway within the City. It runs parallel to I-65 and provides critical access onto I-65 from Murfreesboro Road (SR-96W) and McEwen Drive. The roadway is to be widened from 2 to 4 lanes from Liberty Pike to Lakeview Drive. The 2015 LOS is C and D in various places. The 2040 project LOS after improvements is B.



## PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$8,688,400      |
| TIME FRAME:     | Short            |
| PROJECT DRIVER: | City of Franklin |

## PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 0.60 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

## PROJECT SPECIFICS

|                      |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (West Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (East Side) |
| TRANSIT FACILITY:    | Yes                         |

## CAROTHERS PARKWAY SOUTH CAROTHERS ROAD TO MURFREESBORO ROAD (SR-96)

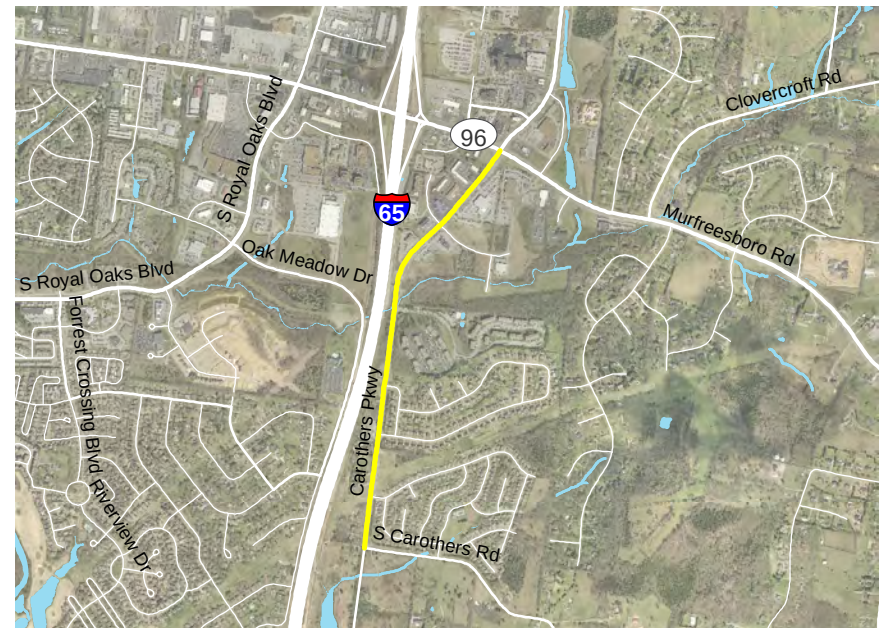
6

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$16,676,000     |
| TIME FRAME:      | Short            |
| PROJECT DRIVER:  | City of Franklin |

This project is a widening of Carothers Parkway from Murfreesboro Road (SR-96W) to South Carothers Road. The widening takes the road from 2 to 4 lanes. The widening of Carothers Parkway provides greater north-south access that parallels I-65. There are existing neighborhoods, retail and office that is well served by the widening. This segment's 2015 LOS is C, but the projected 2040 LOS after improvements is B.

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 1.14 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

| PROJECT SPECIFICS    |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (East Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (West Side) |
| TRANSIT FACILITY:    | Yes                         |

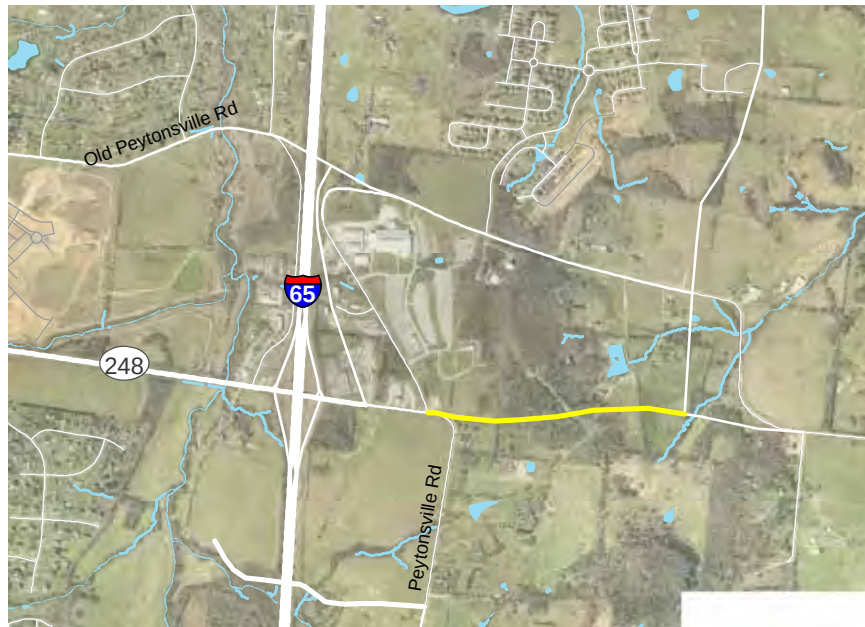




# 7

## GOOSE CREEK BYPASS (SR-248) EXTENSION EXISTING PEYTONSVILLE ROAD TO CAROTHERS PARKWAY (FUTURE EXTENSION)

This project is a new 4 lane road. It is an extension of the Goose Creek Bypass (SR-248) from Carothers Parkway (Future Extension) to Existing Peytonsville Road. The project would complete a connection between two major arterials. This connection is important to provide additional east-west access with the development of new residential in the southeast quadrant of the City. The 2015 LOS is D and E. The projected 2040 LOS after improvements is B.



### PROJECT OVERVIEW

|                 |                                |
|-----------------|--------------------------------|
| OVERALL COST:   | \$12,100,000                   |
| TIME FRAME:     | Short                          |
| PROJECT DRIVER: | City of Franklin / Development |

### PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 0.68 miles     |
| EXISTING LANES:            | 0              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

### PROJECT SPECIFICS

|                      |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | Yes                          |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (South Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (North Side) |
| TRANSIT FACILITY:    | Yes                          |



## MACK HATCHER PARKWAY (SR-397) POLK PLACE DRIVE TO MURFREESBORO ROAD (SR-96)

8

| PROJECT OVERVIEW |              |
|------------------|--------------|
| OVERALL COST:    | \$33,000,000 |
| TIME FRAME:      | Short        |
| PROJECT DRIVER:  | TDOT         |

| PROJECT CHARACTER          |                      |
|----------------------------|----------------------|
| FUNCTIONAL CLASSIFICATION: | Expressway / Freeway |
| SEGMENT LENGTH:            | 1.74 miles           |
| EXISTING LANES:            | 2                    |
| PROPOSED LANES:            | 4                    |
| PROPOSED RIGHT OF WAY:     | 250 feet             |

| PROJECT SPECIFICS    |                                  |
|----------------------|----------------------------------|
| LANE WIDTH:          | 12 feet                          |
| MEDIAN:              | Yes                              |
| CURB & GUTTER:       | Yes                              |
| PARKING:             | No                               |
| PEDESTRIAN FACILITY: | Multi-Use Trail (Northwest Side) |
| BICYCLE FACILITY:    | Multi-Use Trail (Northwest Side) |
| TRANSIT FACILITY:    | No                               |

This project is a widening from 2 to 4 lanes on Mack Hatcher Parkway (SR-397) from Murfreesboro Road (SR-96) to Polk Place Drive. The segment on the southeast side of downtown is a heavily travelled corridor due to its connection to Murfreesboro and Royal Oaks Boulevard and adjacent neighborhoods. The 2015 LOS is F and E. The LOS F is the section from Royal Oaks Boulevard to Lewisburg Pike. The projected 2040 LOS after improvements is D (from Royal Oaks Boulevard to Lewisburg Pike and C from Murfreesboro to Royal Oaks Boulevard).



# 9

## MACK HATCHER PARKWAY (SR-397) COLUMBIA AVENUE (SR-6/US-31) TO POLK PLACE DRIVE

The project is the widening of Mack Hatcher Parkway (SR-397) from 2 to 4 lanes from Columbia Avenue (SR-6/US-31) to Polk Place Drive. This south section is an important east-west connection between Columbia Pike and Lewisburg Pike. It provide access to residential areas. The 2015 LOS is C and D. The projected 2040 LOS after improvements is B and C.



### PROJECT OVERVIEW

|                 |              |
|-----------------|--------------|
| OVERALL COST:   | \$20,604,000 |
| TIME FRAME:     | Short        |
| PROJECT DRIVER: | TDOT         |

### PROJECT CHARACTER

|                            |                      |
|----------------------------|----------------------|
| FUNCTIONAL CLASSIFICATION: | Expressway / Freeway |
| SEGMENT LENGTH:            | 1.46 miles           |
| EXISTING LANES:            | 2                    |
| PROPOSED LANES:            | 4                    |
| PROPOSED RIGHT OF WAY:     | 250 feet             |

### PROJECT SPECIFICS

|                      |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | Yes                          |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Multi-Use Trail (North Side) |
| BICYCLE FACILITY:    | Multi-Use Trail (North Side) |
| TRANSIT FACILITY:    | No                           |

# FRANKLIN ROAD (SR-6/US-31)

## HARPETH RIVER BRIDGE TO HARPETH INDUSTRIAL COURT

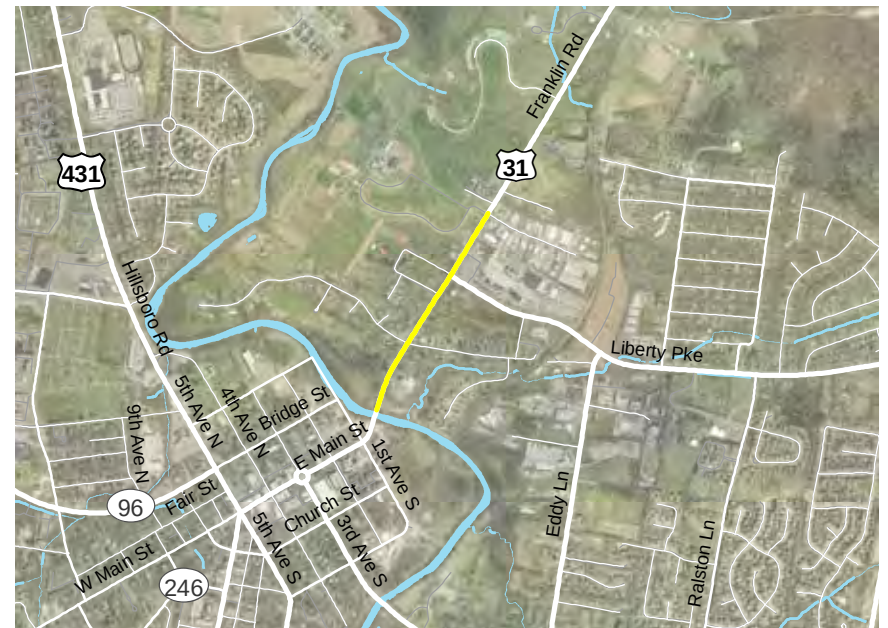
10

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$14,340,000     |
| TIME FRAME:      | Short            |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 0.56 miles     |
| EXISTING LANES:            | 2-3            |
| PROPOSED LANES:            | 3              |
| PROPOSED RIGHT OF WAY:     | 128 feet       |

| PROJECT SPECIFICS    |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | No                          |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (East Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (West Side) |
| TRANSIT FACILITY:    | Yes                         |

The widening of Franklin Road (SR-6/US-31) from 2 to 3 lanes is necessary as it's a key connection from downtown across the river and out of town. The widening would begin at the Harpeth River Bridge and end at Harpeth Industrial Court. Franklin Road is a major arterial that leads people into and out of town. The 2015 LOS is F and D. The 2040 LOS after improvements does not change.

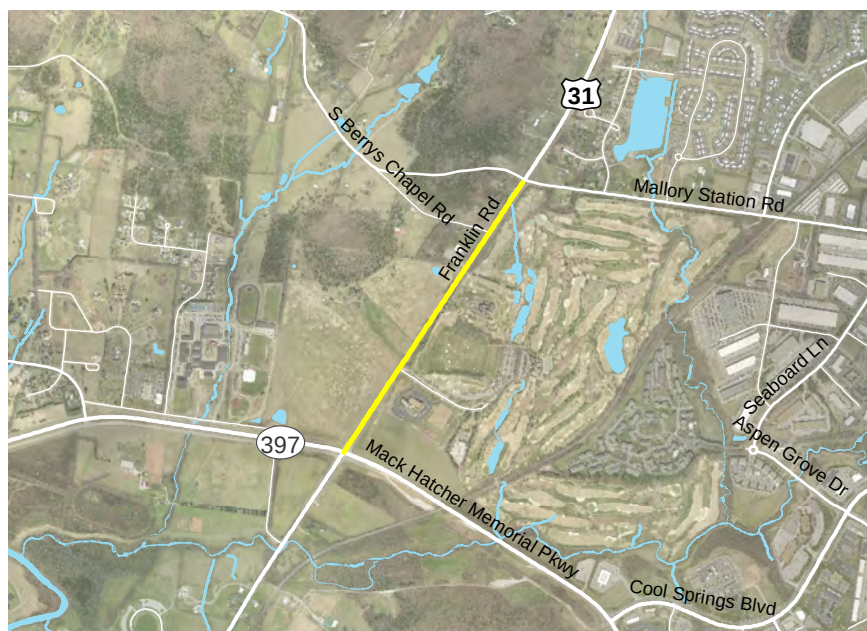




# 11 FRANKLIN ROAD (SR-6/US-31)

## MACK HATCHER PARKWAY (SR-397) TO MALLORY STATION ROAD

Major arterial widening of Franklin Road (SR-6/US-31) from Mallory Station to Mack Hatcher (SR-397). This road will be widened from 2 to 4 lanes. This widening is an extension of project 10 where the section of road just north of Mack Hatcher is a key connection point to lead residents to neighborhoods in the northwest side of the City. The 2015 LOS is F. The 2040 LOS after improvements changes slightly to a LOS of D and E.



### PROJECT OVERVIEW

|                 |              |
|-----------------|--------------|
| OVERALL COST:   | \$11,902,000 |
| TIME FRAME:     | Short        |
| PROJECT DRIVER: | TDOT         |

### PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 0.84 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

### PROJECT SPECIFICS

|                      |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (West Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (East Side) |
| TRANSIT FACILITY:    | No                          |



## MURFREESBORO ROAD (SR-96) WESTERN I-65 RAMP TO EASTERN I-65 RAMP

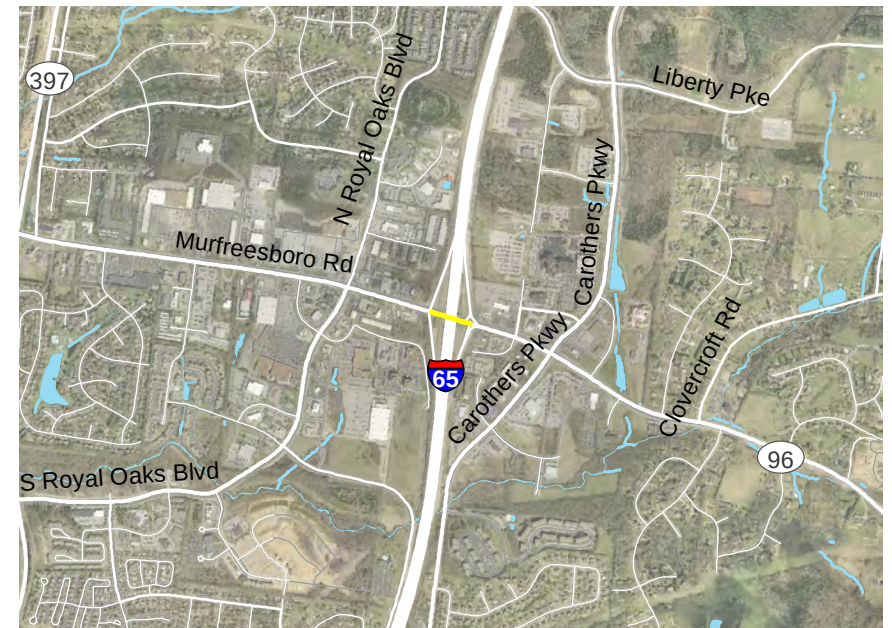
12

| PROJECT OVERVIEW |              |
|------------------|--------------|
| OVERALL COST:    | \$14,300,000 |
| TIME FRAME:      | Short        |
| PROJECT DRIVER:  | TDOT         |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 0.25 miles     |
| EXISTING LANES:            | 6              |
| PROPOSED LANES:            | 10             |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

| PROJECT SPECIFICS    |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | Yes                          |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (South Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (North Side) |
| TRANSIT FACILITY:    | No                           |

This project is a TDOT lead project of the widening of the bridge to 10 lanes. This widening is Murfreesboro Road (SR-96) from the Western I-65 ramp to the Eastern I-65 ramp. This intersection is a key intersection to move residents and employees onto the interstate system to go to north to Nashville or south to Spring Hill. The 2015 LOS is E, as this is one of the heavily used intersections to access the interstate. The 2040 LOS after improvements changes slightly to a LOS of D.



# 13 PEYTONSVILLE ROAD

## PRATT LANE TO GOOSE CREEK BYPASS (SR-248)

This project is to bring Peytonsville Road up to the City's current standards. This would be from the Goose Creek Bypass future extension (SR-248) to Pratt Lane. It is anticipated that there will be future mixed use growth in this area and a road to City standards is needed to handle the traffic. The 2015 LOS is B. The 2040 LOS after improvements changes slightly to a LOS of C.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$10,300,000     |
| TIME FRAME:     | Short            |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Major Collector |
| SEGMENT LENGTH:            | 0.74 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 4               |
| PROPOSED RIGHT OF WAY:     | 122 feet        |

### PROJECT SPECIFICS

|                      |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (East Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (West Side) |
| TRANSIT FACILITY:    | Yes                         |

# CAROTHERS PARKWAY

## LONG LANE TO SOUTH CAROTHERS ROAD

# 14

Carothers Parkway a major arterial, will be widening from 2 to 4 lanes from South Carothers Road to Long Lane. This road is typically used for residents living in the area to get to other parts of the City without using the interstate. In the future, more residential development is expected and with the improvements in other areas of Carothers, a widening will be necessary. This segment has a 2015 LOS of B. The 2040 LOS after improvements changes to a LOS B.

### PROJECT OVERVIEW

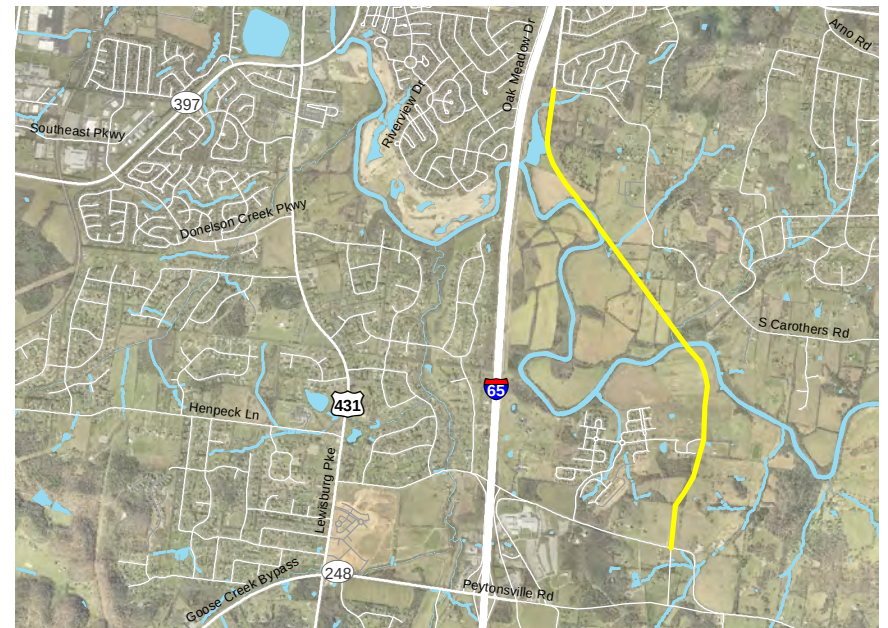
|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$9,435,629      |
| TIME FRAME:     | Short            |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 2.73 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

### PROJECT SPECIFICS

|                      |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (East Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (West Side) |
| TRANSIT FACILITY:    | Yes                         |

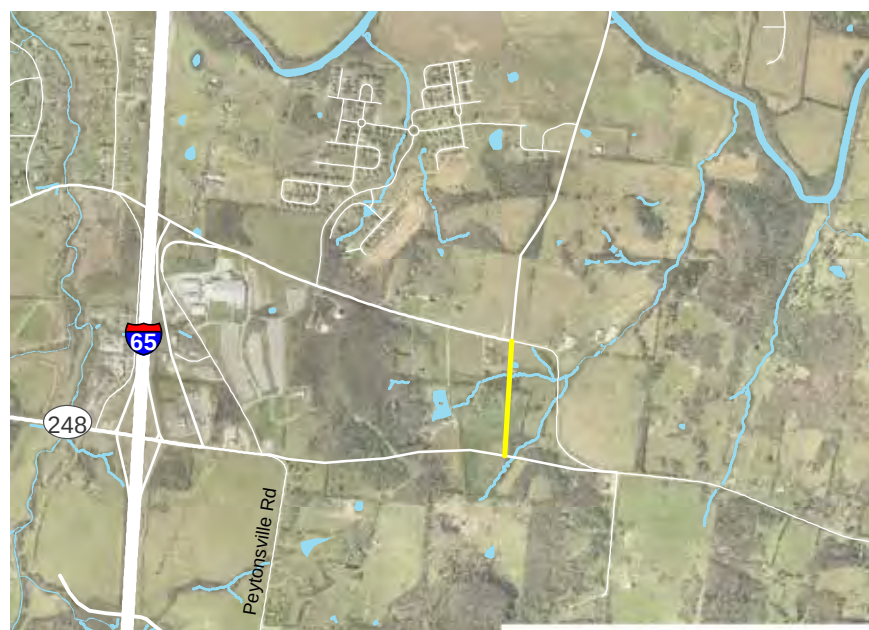




# 15 CAROTHERS PARKWAY

## LONG LANE TO GOOSE CREEK BYPASS (SR-248) (FUTURE EXTENSION)

A new road is proposed on Carothers Parkway, a major arterial. The new road would connect Long Lane to the future extension of Goose Creek Bypass (SR-248) and would be a 4 lane road. This improvement is critical to the north/south connection along Carothers Parkway to allow travels to cross the entire east side of the City without having to use I-65. There is no 2015 LOS since the road does not exist. The 2040 LOS after improvements is an A.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$5,172,000      |
| TIME FRAME:     | Short            |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 0.31 miles     |
| EXISTING LANES:            | 0              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

### PROJECT SPECIFICS

|                      |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (East Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (West Side) |
| TRANSIT FACILITY:    | Yes                         |



# SOUTH BERRYS CHAPEL ROAD REALIGNMENT

## SOUTH BERRYS CHAPEL ROAD TO MALLORY STATION ROAD

16

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$5,300,000      |
| TIME FRAME:      | Short            |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.47 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 3               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

| PROJECT SPECIFICS    |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | No                           |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (North Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (South Side) |
| TRANSIT FACILITY:    | No                           |

This project is a realignment at the intersection of South Berry's Chapel Road and Mallory Station Road. South Berry's Chapel is a minor collector. This alignment will cut down on cross traffic left hand turns onto S. Berry's Chapel Road and ease congestion out of the City. At the current intersection of S. Berry's Chapel Road and Franklin Road the 2015 LOS is A. The current intersection of Mallory Station Road and Franklin Road is C. The new 2040 LOS after the improvements changes to a B and C, respectively.



# 17 BOYD MILL AVENUE

## HIGHWAY 96 WEST (SR-96W) TO FRANKLIN GREEN PARKWAY

Boyd Mill Avenue is a major collector that needs to be upgraded to City standards. The upgrade will occur from Highway 96 West (SR-96W) and Franklin Green Parkway. Boyd Mill is a key residential roadway that moves residents from their neighborhood to Highway 96 so they can access the larger network and get through the City or to the interstate. The 2015 LOS is C. The 2040 LOS after improvements changes the LOS to B.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$3,300,000      |
| TIME FRAME:     | Short            |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.48 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 79 feet         |

### PROJECT SPECIFICS

|                      |                                |
|----------------------|--------------------------------|
| LANE WIDTH:          | 12 feet                        |
| MEDIAN:              | No                             |
| CURB & GUTTER:       | Yes                            |
| PARKING:             | No                             |
| PEDESTRIAN FACILITY: | Sidewalk (East and West Side)  |
| BICYCLE FACILITY:    | Bike-lane (East and West Side) |
| TRANSIT FACILITY:    | No                             |

# I-65 OVERPASS

## OLD PEYTONSVILLE ROAD TO LONG LANE

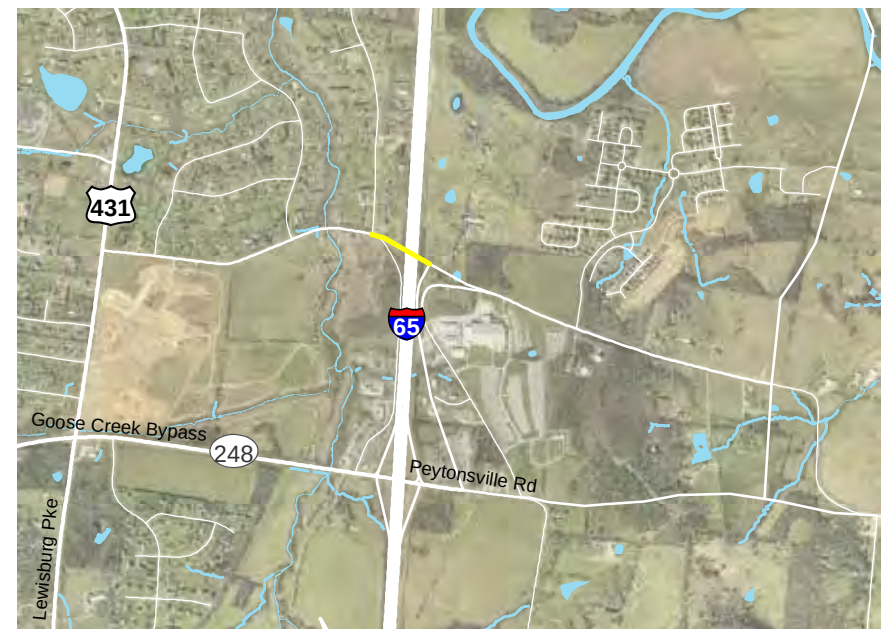
# 18

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$12,790,000     |
| TIME FRAME:      | Short            |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.70 miles      |
| EXISTING LANES:            | 0               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 79 feet         |

| PROJECT SPECIFICS    |                                  |
|----------------------|----------------------------------|
| LANE WIDTH:          | 12 feet                          |
| MEDIAN:              | No                               |
| CURB & GUTTER:       | Yes                              |
| PARKING:             | No                               |
| PEDESTRIAN FACILITY: | Sidewalk (North and South Side)  |
| BICYCLE FACILITY:    | Bike-lane (North and South Side) |
| TRANSIT FACILITY:    | No                               |

This project is a creation of a new overpass from Old Peytonsville Road to Long Lane. This project would provide another access point across the interstate south of the City. This would allow easier access from the west side to the east side of the City. This will be especially important as this area develops out with more mixed use development. This segment does not have a LOS in 2015 because it does not exist. The 2040 LOS after improvements is a LOS A.

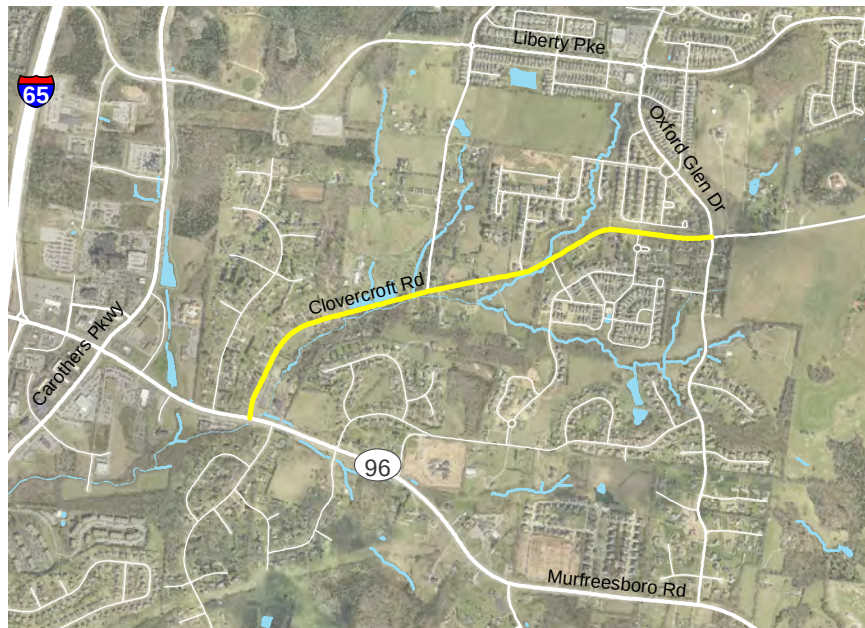




# 19 CLOVERCROFT ROAD

## MURFREESBORO ROAD (SR-96) TO OXFORD GLEN DRIVE

Clovercroft Road is proposed to be upgraded to City standards from Murfreesboro Road (SR-96) to Oxford Glen Drive. This is a key section of road that connects neighborhoods to Murfreesboro Road and to Oxford Glen which provides connects into the Cool Springs area. The 2015 LOS is B. The 2040 LOS after improvements from Oxford Glen Dr to John Williams Road is LOS C and from John Williams Road to Murfreesboro Road is LOS B.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$15,200,000     |
| TIME FRAME:     | Short            |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 1.40 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 3               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

### PROJECT SPECIFICS

|                      |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | No                           |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (South Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (North Side) |
| TRANSIT FACILITY:    | No                           |



# CLOVERCROFT ROAD

## OXFORD GLEN DRIVE TO MARKET STREET

# 20

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$7,800,000      |
| TIME FRAME:      | Short            |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.72 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 3               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

| PROJECT SPECIFICS    |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | No                           |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (South Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (North Side) |
| TRANSIT FACILITY:    | No                           |

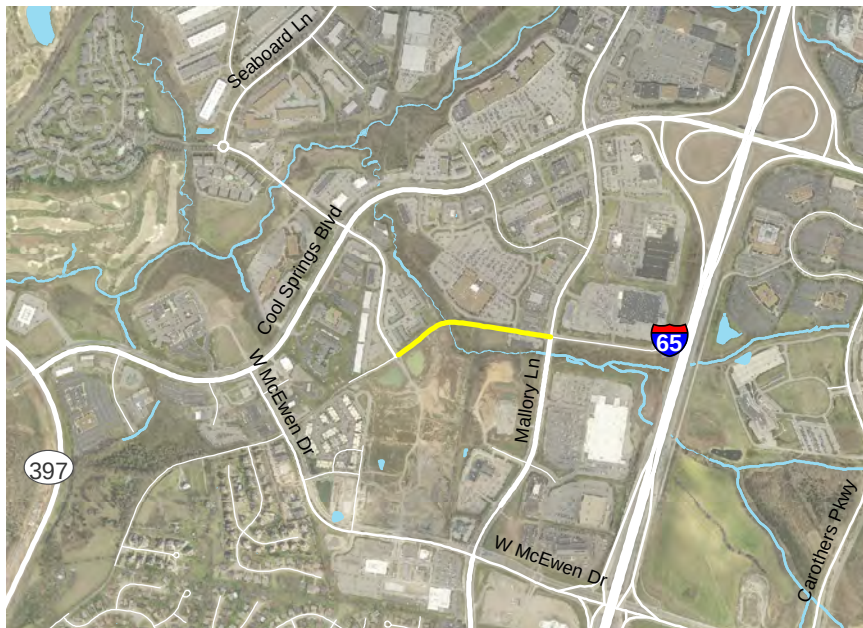
Minor collector, Clovercroft Road will be upgraded to City standards from Oxford Glen Drive to Market Street. This road serves a relatively undeveloped area to the south. With future development over time, this roadway will need to be upgraded to City standards to provide the pedestrian amenities for future development. The 2015 LOS is B. The 2040 LOS after improvements does not change.



# 21 JORDAN ROAD

## ASPEN GROVE DRIVE TO MALLORY LANE

Jordan Road, a minor collector will be widened from 2 to 3 lanes from Aspen Grove Drive to Mallory Lane. A turn lane is needed to help the flow of traffic with retail development and intensity in this area. This segment has a 2015 LOS of B. The 2040 LOS after improvements changes slightly to a LOS of B and C. The LOS of C is the segment closer to Mallory Lane.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$2,062,000      |
| TIME FRAME:     | Short            |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.32 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 79 feet         |

### PROJECT SPECIFICS

|                      |                        |
|----------------------|------------------------|
| LANE WIDTH:          | 12 feet                |
| MEDIAN:              | No                     |
| CURB & GUTTER:       | Yes                    |
| PARKING:             | No                     |
| PEDESTRIAN FACILITY: | Sidewalk (Both Sides)  |
| BICYCLE FACILITY:    | Bike-lane (Both Sides) |
| TRANSIT FACILITY:    | No                     |

# LIBERTY PIKE 22

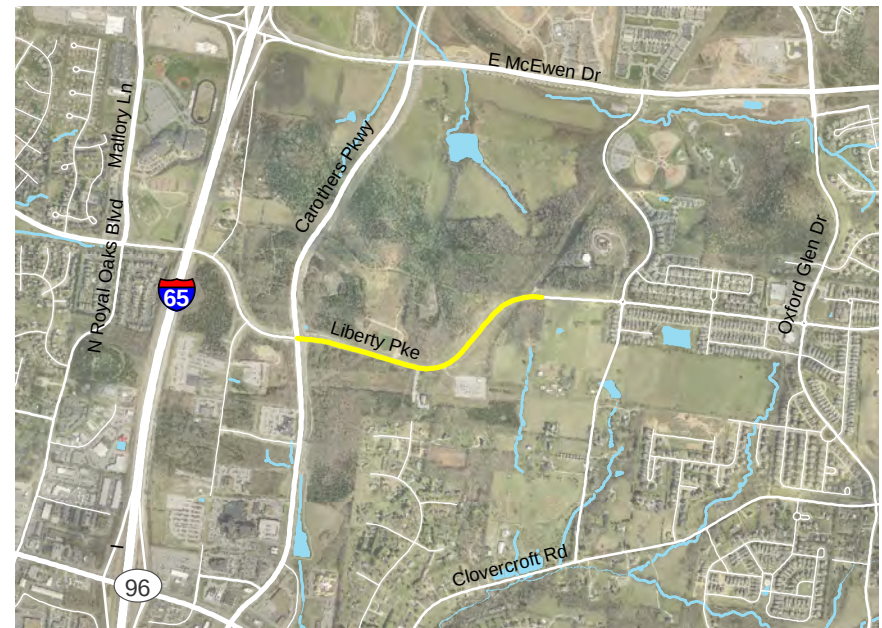
## CAROTHERS PARKWAY TO COLUMBIA STATE COMMUNITY COLLEGE

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$4,500,000      |
| TIME FRAME:      | Short            |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Arterial |
| SEGMENT LENGTH:            | 0.32 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

| PROJECT SPECIFICS    |                        |
|----------------------|------------------------|
| LANE WIDTH:          | 12 feet                |
| MEDIAN:              | Yes                    |
| CURB & GUTTER:       | Yes                    |
| PARKING:             | No                     |
| PEDESTRIAN FACILITY: | Sidewalk (Both Sides)  |
| BICYCLE FACILITY:    | Bike-lane (Both Sides) |
| TRANSIT FACILITY:    | Yes                    |

This project is the widening of Liberty Pike from 2 to 4 lanes. This minor arterial will be widened from Carothers Parkway to Columbia State Community College. This is a key connection point to both Carothers Parkway which can be taken to either McEwen or Murfreesboro Road to access I-65. This roadway also connects under I-65 for access to the west side of the City. The 2015 LOS is B. The 2040 LOS after improvements changes slightly to a LOS C.

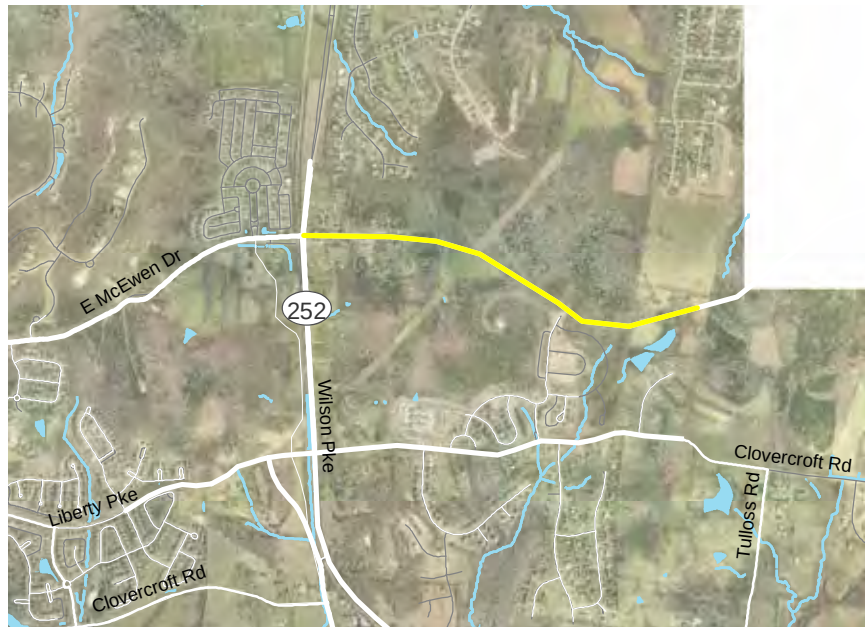




# 23 EAST MCEWEN DRIVE

## WILSON PIKE (SR-252) TO EASTERN CITY LIMITS

Creation of a new major arterial from Wilson Pike (SR-252) to the Eastern City Limits. East McEwen Drive will be a 2 lane roadway. This new roadway provides a critical east-west access point from the eastern side of the County into Franklin. There was no LOS on the map as this was considered a local road in 2015. In 2040, the LOS service becomes a C out to the current urban growth boundary and then a LOS B beyond.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$12,587,800     |
| TIME FRAME:     | Medium           |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                    |
|----------------------------|--------------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial     |
| SEGMENT LENGTH:            | 1.25 miles         |
| EXISTING LANES:            | 0                  |
| PROPOSED LANES:            | 2 (Future 4 Lanes) |
| PROPOSED RIGHT OF WAY:     | 132 feet           |

### PROJECT SPECIFICS

|                      |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | Yes                          |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (North Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (South Side) |
| TRANSIT FACILITY:    | No                           |



# GOOSE CREEK BYPASS (SR-248) EXTENSION

## CAROTHERS PARKWAY (FUTURE EXTENSION) TO LONG LANE

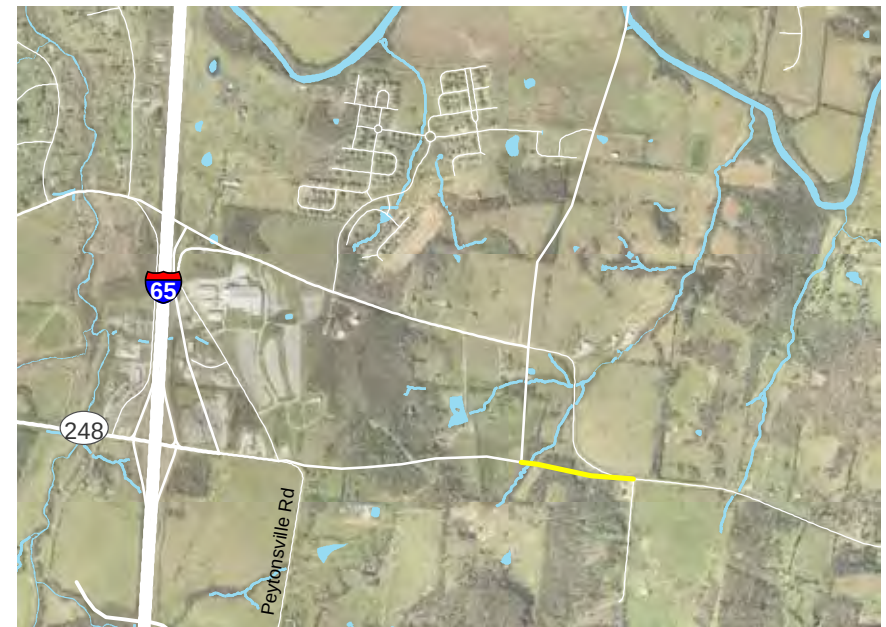
24

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$5,700,000      |
| TIME FRAME:      | Medium           |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 0.36 miles     |
| EXISTING LANES:            | 0              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

| PROJECT SPECIFICS    |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | Yes                          |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (South Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (North Side) |
| TRANSIT FACILITY:    | No                           |

The Goose Creek Bypass (SR-248) is an extension from the future extension of Carothers Parkway to Long Lane. This major arterial will be a 4 lane roadway. This small segment helps to finish out the transportation network on the southeast side of the City. This area has been identified for future mixed use growth in the City. There is no 2015 LOS as this road doesn't exist. The 2040 LOS after the roadway is build is a LOS A.



# 25 FRANKLIN ROAD (SR-6/US-31)

## MALLORY STATION TO DAVENPORT BLVD

Widening of Franklin Road (SR-6/US-31) from 2 to 4 lanes from Davenport Boulevard to Mallory Station. Franklin Road is a major arterial and is a critical roadway to move traffic into and out of the City. Because of this heavy traffic, the improvement is needed. The 2015 LOS is C from Mallory Station Road to Country Road and then changes to a LOS D. The 2040 LOS after the widening does not change the LOS.



### PROJECT OVERVIEW

|                 |              |
|-----------------|--------------|
| OVERALL COST:   | \$15,500,000 |
| TIME FRAME:     | Medium       |
| PROJECT DRIVER: | TDOT         |

### PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 1.10 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

### PROJECT SPECIFICS

|                      |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk & (West Side)      |
| BICYCLE FACILITY:    | Multi-Use Trail (East Side) |
| TRANSIT FACILITY:    | No                          |

## COLUMBIA AVENUE (SR-6/US-31) DOWNS BOULEVARD TO FOWLKES STREET

26

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$7,500,000      |
| TIME FRAME:      | Medium           |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 0.73 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 3              |
| PROPOSED RIGHT OF WAY:     | 79 feet        |

| PROJECT SPECIFICS    |                        |
|----------------------|------------------------|
| LANE WIDTH:          | 12 feet                |
| MEDIAN:              | No                     |
| CURB & GUTTER:       | Yes                    |
| PARKING:             | No                     |
| PEDESTRIAN FACILITY: | Sidewalk (Both Sides)  |
| BICYCLE FACILITY:    | Bike-lane (Both Sides) |
| TRANSIT FACILITY:    | Yes                    |

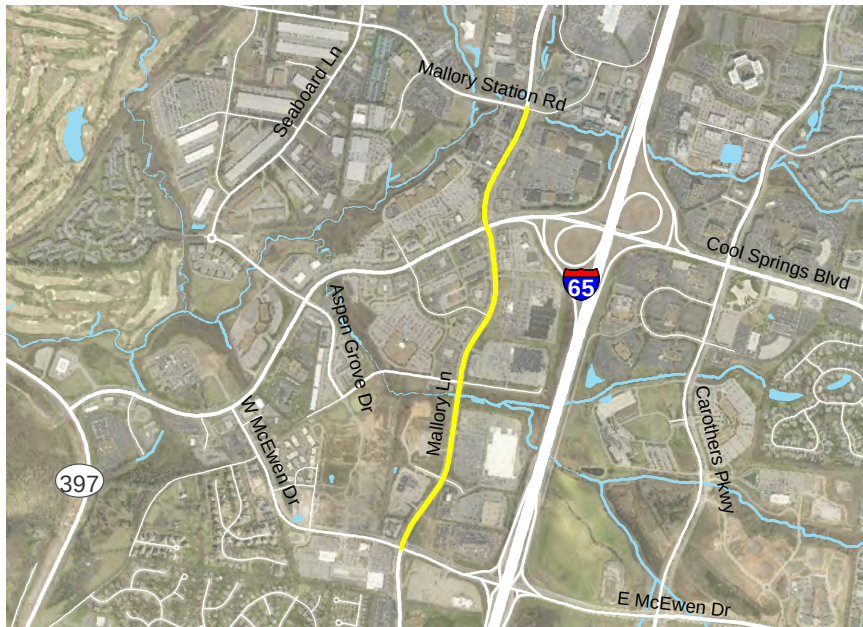
Columbia Avenue (SR-6/US31), a major arterial will be widened from 2 to 3 lanes from Fowlkes Street to Downs Boulevard. This roadway is an important part of the Downtown grid network. Columbia Avenue is one of the major corridors used to get downtown so it carries both car and truck traffic. The 2015 LOS is generally a B except for a few key intersections, which are a C. The 2040 LOS after improvements change to a LOS C likely due to the completion of Mack Hatcher. With the improvements to Columbia Avenue and access from Mack Hatcher from the southwest side of the City, this becomes a more direct route and therefore more congested.



# 27 MALLORY LANE

## MALLORY STATION ROAD TO WEST MCEWEN DRIVE

Mallory Lane is a key east-west connector that runs parallel to I-65. It is an economic corridor connecting residents and employees to retail, services and jobs. Mallory Lane is proposed to be widened from 4 to 6 lanes. The widening on this major arterial would occur between Mallory Station Road and West McEwen Drive. The 2015 LOS is a C and D from Mallory Station Road to Cool Springs Boulevard and a LOS to McEwen. The 2040 LOS after improvements changes the LOS to a B through this entire corridor from Mallory Station Road to McEwen Drive.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$11,950,000     |
| TIME FRAME:     | Medium           |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 1.22 miles     |
| EXISTING LANES:            | 4              |
| PROPOSED LANES:            | 6              |
| PROPOSED RIGHT OF WAY:     | 157 feet       |

### PROJECT SPECIFICS

|                      |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (West Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (East Side) |
| TRANSIT FACILITY:    | Yes                         |



# MALLORY LANE 28

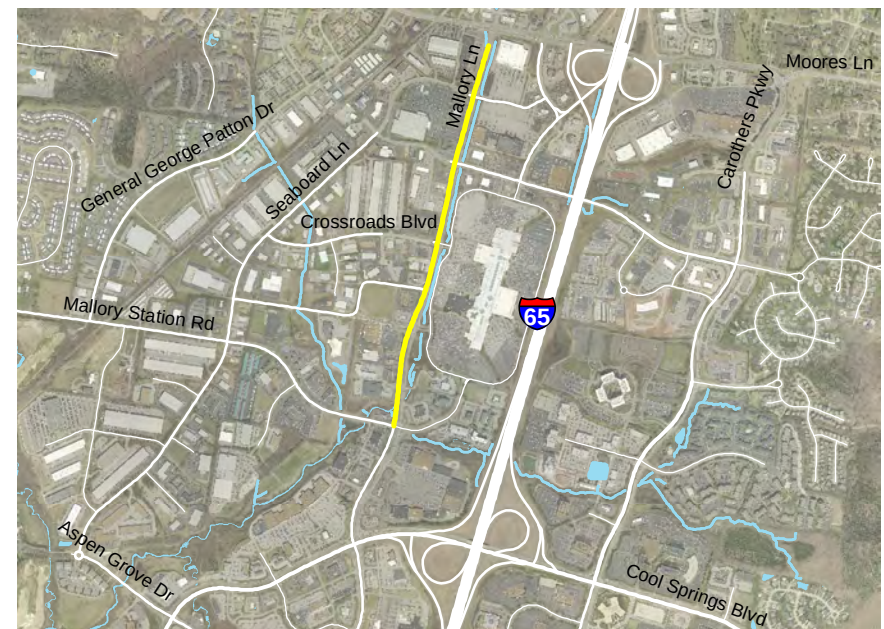
## MALLORY STATION ROAD TO MOORES LANE (SR-441)

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$10,550,000     |
| TIME FRAME:      | Medium           |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 1.08 miles     |
| EXISTING LANES:            | 4              |
| PROPOSED LANES:            | 6              |
| PROPOSED RIGHT OF WAY:     | 157 feet       |

| PROJECT SPECIFICS    |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (West Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (East Side) |
| TRANSIT FACILITY:    | Yes                         |

This project is a continuation of project number 27. This would widen the northern portion of Mallory Lane to 6 lanes from Mallory Station Road to Moores Lane (SR-441). This major arterial provides access to Cool Springs Galleria and other adjacent retail shops and services. This is a heavily traveled roadway from people outside of Franklin in addition to the residents. The 2015 LOS is B and C at some intersections. The 2040 LOS after improvements changes the LOS to a B through this entire corridor from.



# 29 COOL SPRINGS BOULEVARD

## MACK HATCHER PARKWAY (SR-397) TO MALLORY LANE

Cools Springs Boulevard is a major arterial that moves traffic into the City's retail and employment center. Therefore, as traffic has continued to increase, widening of the road from 4 to 6 lanes from Mack Hatcher Parkway (SR-397) to Mallory Lane is necessary to handle the increased traffic. The 2015 LOS is C and D. However, even after the 2040 LOS after improvements there is little change in the LOS.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$12,850,000     |
| TIME FRAME:     | Medium           |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 1.31 miles     |
| EXISTING LANES:            | 4              |
| PROPOSED LANES:            | 6              |
| PROPOSED RIGHT OF WAY:     | 157 feet       |

### PROJECT SPECIFICS

|                      |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | Yes                          |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (North Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (South Side) |
| TRANSIT FACILITY:    | Yes                          |

## LEWISBURG PIKE (SR-106/US-431) OLD PEYTONSVILLE ROAD TO HOLLY HILL DRIVE

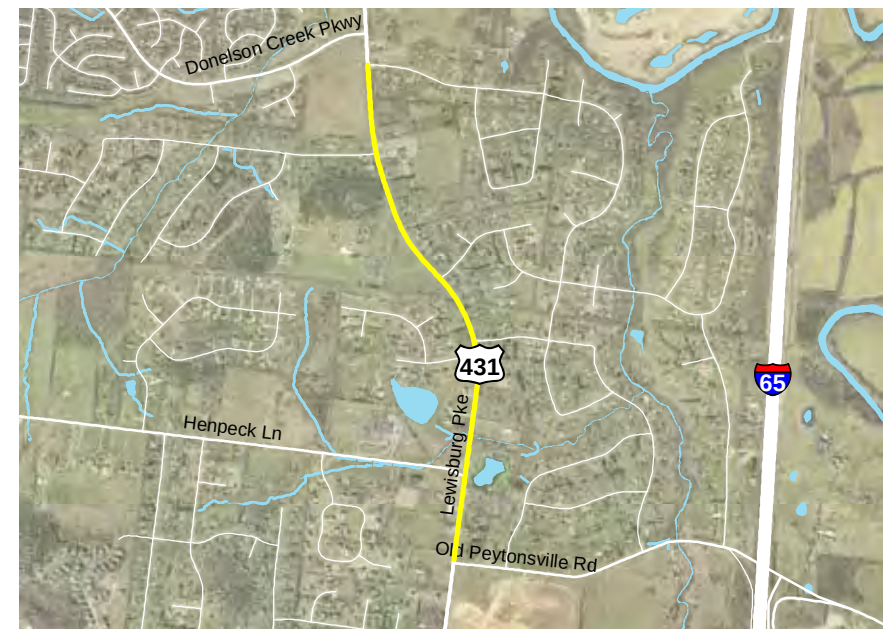
30

| PROJECT OVERVIEW |              |
|------------------|--------------|
| OVERALL COST:    | \$19,400,000 |
| TIME FRAME:      | Medium       |
| PROJECT DRIVER:  | TDOT         |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 1.37 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

| PROJECT SPECIFICS    |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (West Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (East Side) |
| TRANSIT FACILITY:    | No                          |

This project is the widening of major arterial, Lewisburg Pike (SR-106/US-431) from 2 to 4 lanes from Old Peytonsville Road to Holly Hill Drive. Lewisburg Pike is the other major north-south corridor that travelers use to access the downtown and retail and jobs in the Cool Springs Area. As the south continues to develop out with residential, this will be a key corridor. The 2015 LOS is E, with LOS F and most intersections with neighborhood roads. The 2040 LOS after improvements change the LOS to a C.

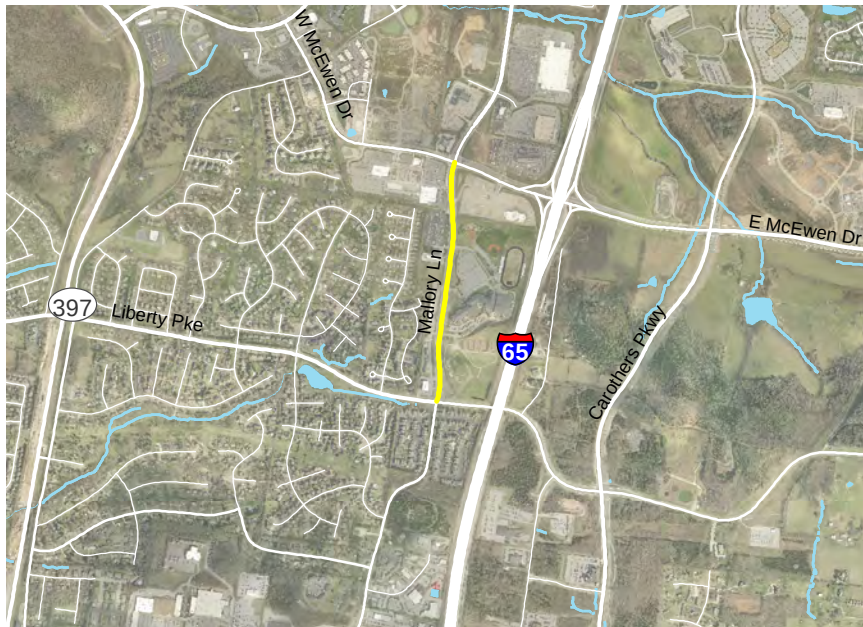




# 31 MALLORY LANE

## LIBERTY PIKE TO WEST MCEWEN DRIVE

Mallory Lane is a major arterial carrying traffic from residential areas south into the Cools Springs Area on the west side of I-65. The road will be widened from 2 to 4 lanes. This segment has a 2015 LOS of C. The 2040 LOS after improvements changes to a LOS B.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$6,250,000      |
| TIME FRAME:     | Medium           |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 0.64 miles     |
| EXISTING LANES:            | 4              |
| PROPOSED LANES:            | 6              |
| PROPOSED RIGHT OF WAY:     | 157 feet       |

### PROJECT SPECIFICS

|                      |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (West Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (East Side) |
| TRANSIT FACILITY:    | Yes                         |



## WEST MAIN STREET (SR-246) DOWNS BOULEVARD TO NATCHEZ STREET

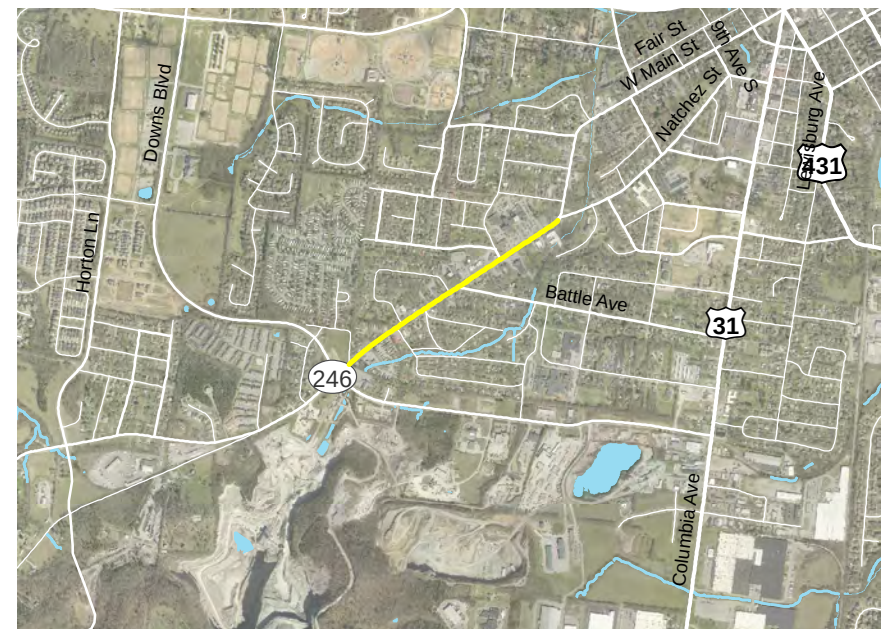
32

| PROJECT OVERVIEW |             |
|------------------|-------------|
| OVERALL COST:    | \$7,400,000 |
| TIME FRAME:      | Medium      |
| PROJECT DRIVER:  | TDOT        |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Arterial |
| SEGMENT LENGTH:            | 0.72 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 3              |
| PROPOSED RIGHT OF WAY:     | 128 feet       |

| PROJECT SPECIFICS    |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | No                           |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (South Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (North Side) |
| TRANSIT FACILITY:    | Yes                          |

West Main street is a heavy commercial and industrial corridor on the southwest side of the City. This minor arterial contains heavy truck traffic and vehicles. The road will be widened to 3 lanes to add a turn lane to help the flow of traffic. The 2015 LOS is C from Natchez Street to Battle Avenue and a D from Battle Avenue to Downs Boulevard. The 2040 LOS after improvements is a B, except at the intersection of West Main Street and Battle Avenue, which remains a C.



# 33 WILSON PIKE (SR-252) REALIGNMENT

## TRINITY ROAD TO EAST MCEWEN DRIVE

TDOT has a plan for a new Wilson Pike Road between East McEwen Drive and Trinity Road. This would be a new two lane road that would address the issues of the two one-lane viaduct entrances on each end of Wilson Pike. There is no 2015 LOS as this is a new road. The 2040 LOS after the construction of this new road is a LOS F from Clovercroft to McEwen and a LOS C from Clovercroft South.



### PROJECT OVERVIEW

|                 |              |
|-----------------|--------------|
| OVERALL COST:   | \$31,533,333 |
| TIME FRAME:     | Medium       |
| PROJECT DRIVER: | TDOT         |

### PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 2.98 miles     |
| EXISTING LANES:            | 0              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

### PROJECT SPECIFICS

|                      |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | No                          |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (West Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (East Side) |
| TRANSIT FACILITY:    | No                          |

## (OLD/EXISTING) WILSON PIKE 34

### TRINITY ROAD TO LIBERTY PIKE (FUTURE EXTENSION)

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$12,400,000     |
| TIME FRAME:      | Medium           |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 2.29 miles      |
| EXISTING LANES:            | 0               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

| PROJECT SPECIFICS    |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | No                          |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (East Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (West Side) |
| TRANSIT FACILITY:    | No                          |

This project is a separate option to project 33 or could be completed to enhance connections on the west side of the railroad tracks depending on how this side of the City develops out. This is a City of Franklin led projects where a future extension of Liberty Pike would be created to tie into and connect both Clovercroft Road, North Chapel Road and Trinity Road, utilizing existing road networks. This would be a 3 lane roadway. The 2015 LOS is C from Liberty Pike to Clovercroft Road and LOS B from Clovercroft to Trinity. The 2040 LOS after improvements changes slightly to a LOS of D and C, respectively.





# 35 EDDY LANE

## MURFREESBORO ROAD (SR-96) TO LIBERTY PIKE

This widening project will help to enhance connections between Liberty Pike and Murfreesboro Road moving residential out to arterial roads that can handle and move the traffic. This would be a widening from 2 to 3 lanes to help the flow of traffic on Eddy Lane. This segment has a 2015 LOS of A. The 2040 LOS after improvements remains unchanged.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$8,000,000      |
| TIME FRAME:     | Medium           |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.78 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 3               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

### PROJECT SPECIFICS

|                      |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | No                          |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (East Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (West Side) |
| TRANSIT FACILITY:    | No                          |



# MALLORY STATION ROAD

## FRANKLIN ROAD (SR-6/US-31) TO SEABOARD LANE

36

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$13,600,000     |
| TIME FRAME:      | Medium           |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Major Collector |
| SEGMENT LENGTH:            | 0.99 miles      |
| EXISTING LANES:            | 3               |
| PROPOSED LANES:            | 4               |
| PROPOSED RIGHT OF WAY:     | 122 feet        |

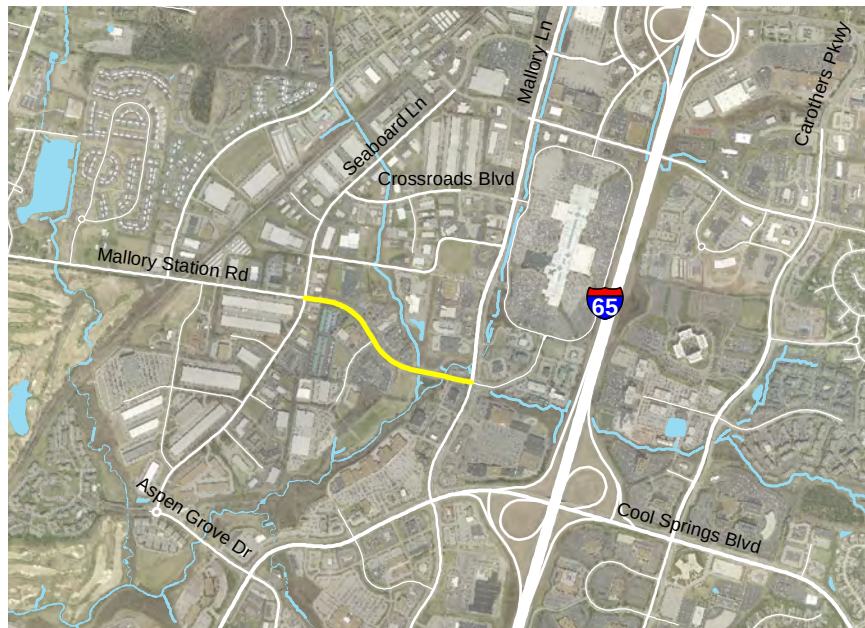
| PROJECT SPECIFICS    |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | Yes                          |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (North Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (South Side) |
| TRANSIT FACILITY:    | No                           |

Mallory Station road will be widened to 4 lanes between Franklin Road and Seaboard Lane. This major collector provides a key connection to Franklin Road to access the Downtown or travel to the north to Brentwood. Mallory Station Road is a main commercial corridor that leads to the Cool Springs Area. The 2015 LOS is C from Franklin to General George Patton Drive and a B from General George Patton Drive to Seaboard Lane. The 2040 LOS after improvements changes slightly from to a LOS of D and C, respectively.



# 37 MALLORY STATION ROAD SEABOARD LANE TO MALLORY LANE

Project 37 is a companion project to project 36. This improvement will complete the widening of Mallory Station Road to 4 lanes from Seaboard Lane to Mallory Lane. Mallory Station Road is a key connection from the Cool Springs Galleria west to travel to the downtown via Franklin Road or to travel to Brentwood using the local network. This segment has a 2015 LOS of B. The 2040 LOS after improvements changes slightly to a LOS of C.



## PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$7,100,000      |
| TIME FRAME:     | Medium           |
| PROJECT DRIVER: | City of Franklin |

## PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Major Collector |
| SEGMENT LENGTH:            | 0.52 miles      |
| EXISTING LANES:            | 3               |
| PROPOSED LANES:            | 4               |
| PROPOSED RIGHT OF WAY:     | 122 feet        |

## PROJECT SPECIFICS

|                      |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | Yes                          |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (North Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (South Side) |
| TRANSIT FACILITY:    | No                           |

# DEL RIO PIKE 38

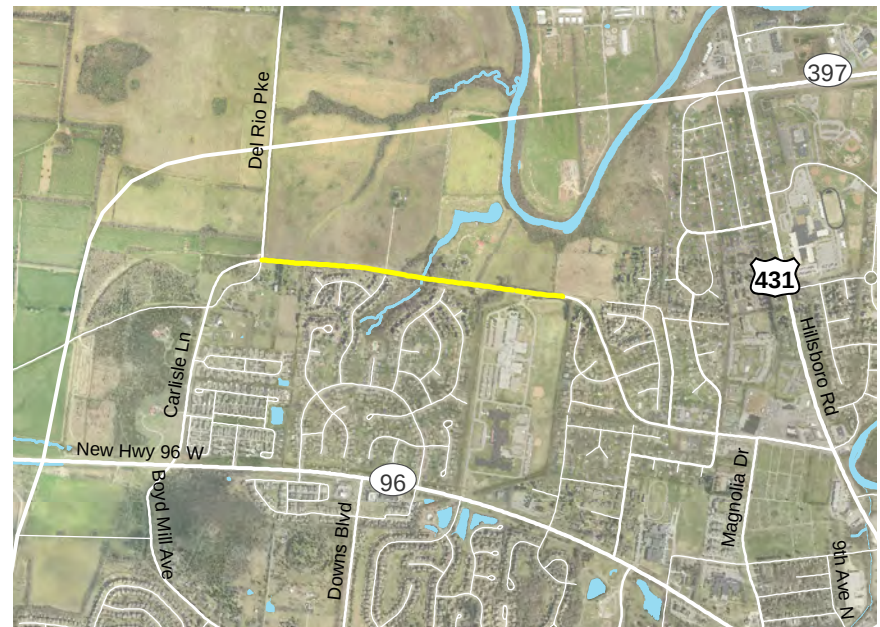
## CARLISLE LANE TO POPLAR GROVE ELEMENTARY SCHOOL

| PROJECT OVERVIEW |                                |
|------------------|--------------------------------|
| OVERALL COST:    | \$5,700,000                    |
| TIME FRAME:      | Medium                         |
| PROJECT DRIVER:  | City of Franklin / Development |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.81 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 79 feet         |

| PROJECT SPECIFICS    |                        |
|----------------------|------------------------|
| LANE WIDTH:          | 12 feet                |
| MEDIAN:              | No                     |
| CURB & GUTTER:       | Yes                    |
| PARKING:             | No                     |
| PEDESTRIAN FACILITY: | Sidewalk (Both Sides)  |
| BICYCLE FACILITY:    | Bike-lane (Both Sides) |
| TRANSIT FACILITY:    | No                     |

Del Rio Pike is proposed to be upgraded to current standards between Carlisle Lane and Poplar Grove Elementary School. This will include upgrading the pedestrian network to connect the nearby neighborhoods to the school. The 2015 LOS is A and does not change in 2040.

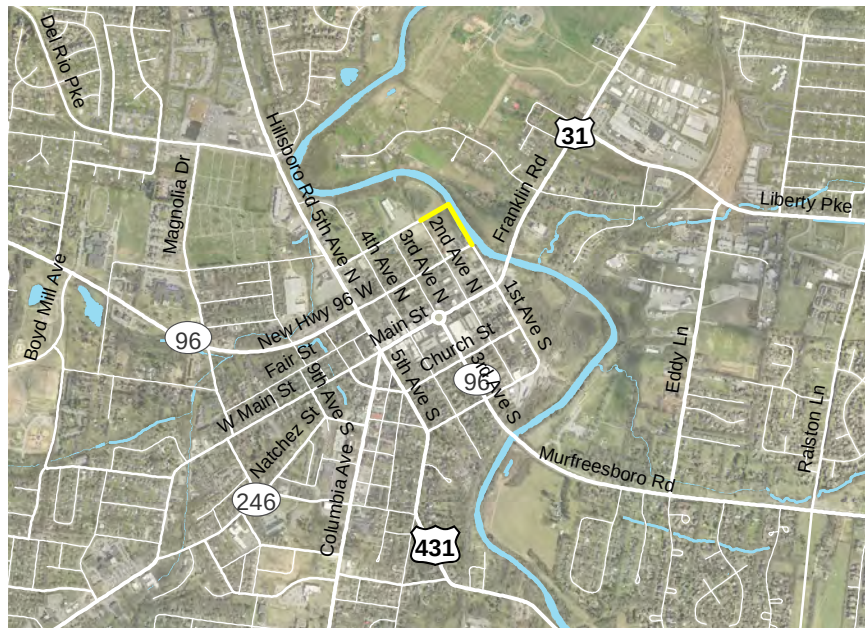




# 39 1ST AVENUE NORTH

## BRIDGE STREET TO NORTH MARGIN STREET

This project is an improvement to the Downtown core of Franklin. This would be the creation of a new 2 lane road to connect 1st Avenue North between Bridge Street and North Margin Street. This road will complete the Downtown network and will provide another option to maneuver around the Downtown. There is no 2015 LOS as this is a new road. The 2040 LOS after the construction of the new road is LOS B.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$2,500,000      |
| TIME FRAME:     | Medium           |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Arterial |
| SEGMENT LENGTH:            | 0.17 miles     |
| EXISTING LANES:            | 0              |
| PROPOSED LANES:            | 2              |
| PROPOSED RIGHT OF WAY:     | 75 feet        |

### PROJECT SPECIFICS

|                      |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | No                          |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | Yes                         |
| PEDESTRIAN FACILITY: | Sidewalk (West Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (East Side) |
| TRANSIT FACILITY:    | No                          |



# CAROTHERS PARKWAY

## LIBERTY PIKE TO EAST MCEWEN DRIVE

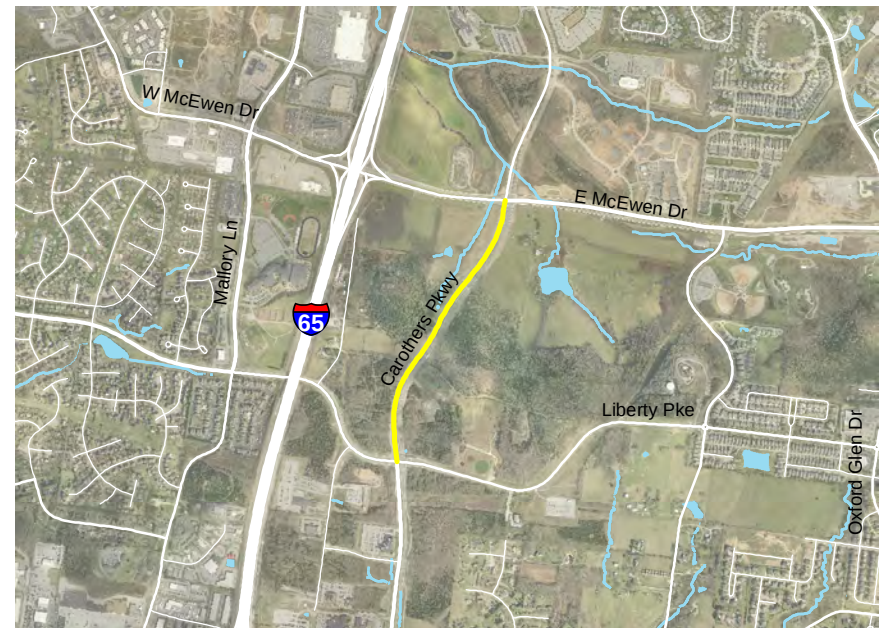
# 40

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$7,400,000      |
| TIME FRAME:      | Medium           |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 0.76 miles     |
| EXISTING LANES:            | 4              |
| PROPOSED LANES:            | 6              |
| PROPOSED RIGHT OF WAY:     | 157 feet       |

| PROJECT SPECIFICS    |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (East Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (West Side) |
| TRANSIT FACILITY:    | Yes                         |

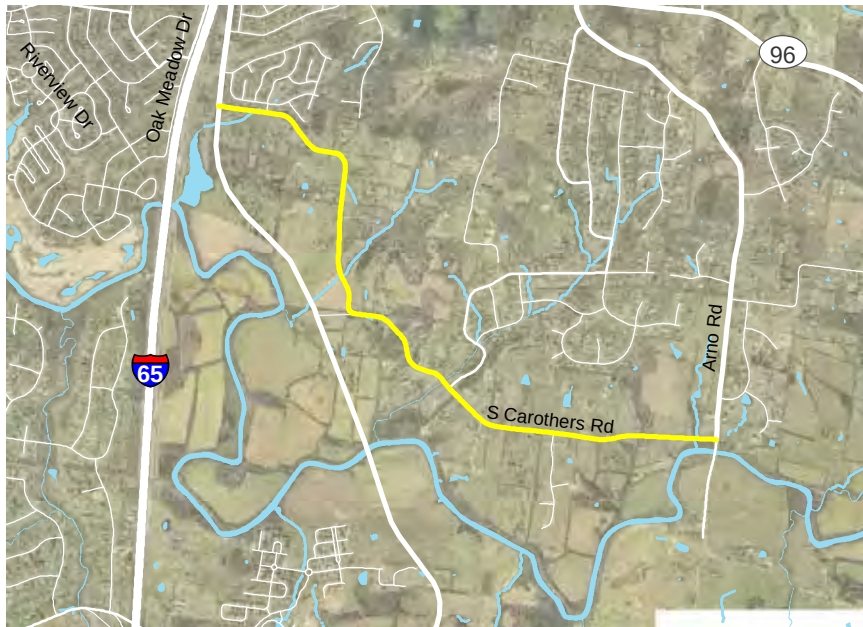
Carothers Parkway, a major arterial, will be widened to 6 lanes between Liberty Pike and East McEwen Drive. Carothers Parkway is a major collector that moves people from the south areas of the City into the employment areas. There is still some land to develop in this area and it is projected to be employment uses. The 2015 LOS is a B. The 2040 LOS after improvements changes the road to a LOS D due to the increase in jobs and people in this area.



# 41 SOUTH CAROTHERS ROAD

## CAROTHERS PARKWAY TO ARNO ROAD

South Carothers Road will be upgraded to City standards. This roadway is a connection between Carothers Parkway and Arno Road. This upgrade will help the flow of increased traffic from Carothers to the east. This segment has a 2015 LOS of A. The 2040 LOS after improvements changes slightly to LOS B.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$12,200,000     |
| TIME FRAME:     | Medium           |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 1.79 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 3               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

### PROJECT SPECIFICS

|                      |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | No                           |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (South Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (North Side) |
| TRANSIT FACILITY:    | No                           |

# SEABOARD LANE 42

## MALLORY STATION ROAD TO CROSSROADS BOULEVARD

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$4,200,000      |
| TIME FRAME:      | Medium           |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Major Collector |
| SEGMENT LENGTH:            | 0.29 miles      |
| EXISTING LANES:            | 3               |
| PROPOSED LANES:            | 4               |
| PROPOSED RIGHT OF WAY:     | 122 feet        |

| PROJECT SPECIFICS    |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (West Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (East Side) |
| TRANSIT FACILITY:    | No                          |

Seaboard Lane will be upgraded to City standards. This commercial corridor provides access from Crossroads Boulevard to Mallory Station Road. This upgrade will help the flow of increased traffic into the larger Cool Springs area. The 2015 LOS is B. The 2040 LOS after improvements changes slightly to LOS B and does not change after upgrading the road by 2040.

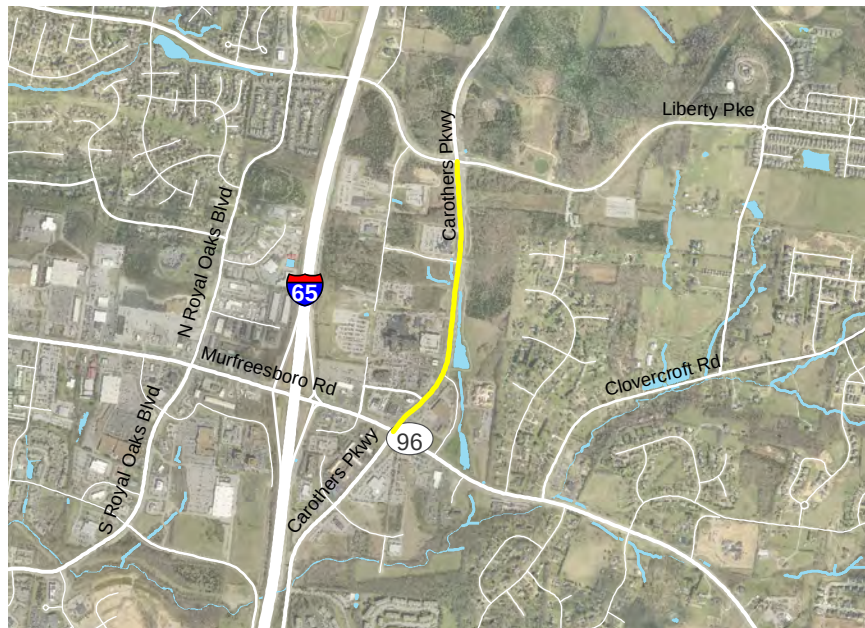




# 43 CAROTHERS PARKWAY

## MURFREESBORO ROAD (SR-96) TO LIBERTY PIKE

Carothers Parkway will be widened to 6 lanes from Murfreesboro Road to Liberty Pike. Carothers Parkway is a major collector that runs parallel to I-65 and provides access from the north side of the City to the south side. The City will have upgraded the majority of this road by 2040 in order to handle the increased traffic along this corridor. The 2015 LOS is B. The 2040 LOS after improvements will change to a C due to new development which will increased density of commercial, retail and office and support more people coming to this area.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$7,200,000      |
| TIME FRAME:     | Medium           |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 0.75 miles     |
| EXISTING LANES:            | 4              |
| PROPOSED LANES:            | 6              |
| PROPOSED RIGHT OF WAY:     | 157 feet       |

### PROJECT SPECIFICS

|                      |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (East Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (West Side) |
| TRANSIT FACILITY:    | Yes                         |



# MARKET STREET EXTENSION

## NORTH CHAPEL ROAD (FUTURE EXTENSION) TO AMELIA PARK SUBDIVISION

44

| PROJECT OVERVIEW |             |
|------------------|-------------|
| OVERALL COST:    | \$8,700,000 |
| TIME FRAME:      | Medium      |
| PROJECT DRIVER:  | Development |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 1.07 miles      |
| EXISTING LANES:            | 0               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 79 feet         |

| PROJECT SPECIFICS    |                        |
|----------------------|------------------------|
| LANE WIDTH:          | 12 feet                |
| MEDIAN:              | No                     |
| CURB & GUTTER:       | Yes                    |
| PARKING:             | No                     |
| PEDESTRIAN FACILITY: | Sidewalk (Both Sides)  |
| BICYCLE FACILITY:    | Bike-lane (Both Sides) |
| TRANSIT FACILITY:    | No                     |

This project is a new 2 lane road to connect Amelia Park Subdivision and the future extension of North Chapel Road will be driven by development in the area. This connection will provide access to land that is currently not developed and proposed to be additional neighborhoods in the future. Because this is a new road there is not a 2015 LOS. The 2040 LOS after the new road is built is a LOS of B.



# 45 CLOVERCROFT ROAD

## MARKET STREET TO (OLD/EXISTING) WILSON PIKE

Clovercroft, a minor collector, will be upgraded to City standards from Market Street to Old/Existing connection of Wilson Pike. This roadway needs to be upgraded due to future residential development in the area proposed for the future. The 2015 LOS is C. The 2040 LOS after the upgrade changes to an E from Market to the 2015 City limits and a D to Wilson Pike. As the area changes, this roadway will need to be examined in the future to determine if other improvements will be needed.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$5,500,000      |
| TIME FRAME:     | Medium           |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.77 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

### PROJECT SPECIFICS

|                      |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | No                           |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (South Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (North Side) |
| TRANSIT FACILITY:    | No                           |

# COLUMBIA PIKE (SR-6/US-31) GOOSE CREEK BYPASS (SR-248) TO MACK HATCHER PARKWAY (SR-397)

46

| PROJECT OVERVIEW |              |
|------------------|--------------|
| OVERALL COST:    | \$55,000,000 |
| TIME FRAME:      | Long         |
| PROJECT DRIVER:  | TDOT         |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 3.89 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 136 feet       |

| PROJECT SPECIFICS    |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (West Sides)       |
| BICYCLE FACILITY:    | Multi-use Trail (East Side) |
| TRANSIT FACILITY:    | No                          |

Columbia Pike, a major arterial, will be widened to 4 lanes from Mack Hatcher Parkway (SR-397) to Goose Creek Bypass (SR-248). Columbia Pike is one of two major north-south corridors that provide access into the south side of Downtown and the southwest side of the City. The 2015 LOS is D, E and F at various points in the corridor. The 2040 LOS after improvements is a consistent LOS D through this entire segment.





# 47 GOOSE CREEK BYPASS (SR-248) COLUMBIA PIKE (SR-6/US-31) TO LEWISBURG PIKE (SR-106/US-431)

Goose Creek Bypass (SR-248) a key east-west connection will be widened to 4 lanes. This improvement will occur from Columbia Pike (SR-6/US-31) to Lewisburg Pike (SR-106/US-431). This widening will support the future proposed residential development in the southern part of the City. This segment has a 2015 LOS of C. The 2040 LOS after improvements changes to a LOS B.



## PROJECT OVERVIEW

|                 |              |
|-----------------|--------------|
| OVERALL COST:   | \$37,600,000 |
| TIME FRAME:     | Long         |
| PROJECT DRIVER: | TDOT         |

## PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 2.66 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

## PROJECT SPECIFICS

|                      |                         |
|----------------------|-------------------------|
| LANE WIDTH:          | 12 feet                 |
| MEDIAN:              | No                      |
| CURB & GUTTER:       | Yes                     |
| PARKING:             | No                      |
| PEDESTRIAN FACILITY: | Sidewalk (Both Sides)   |
| BICYCLE FACILITY:    | Bike Lanes (Both Sides) |
| TRANSIT FACILITY:    | No                      |



## COOL SPRINGS BOULEVARD MALLORY LANE TO CAROTHERS PARKWAY

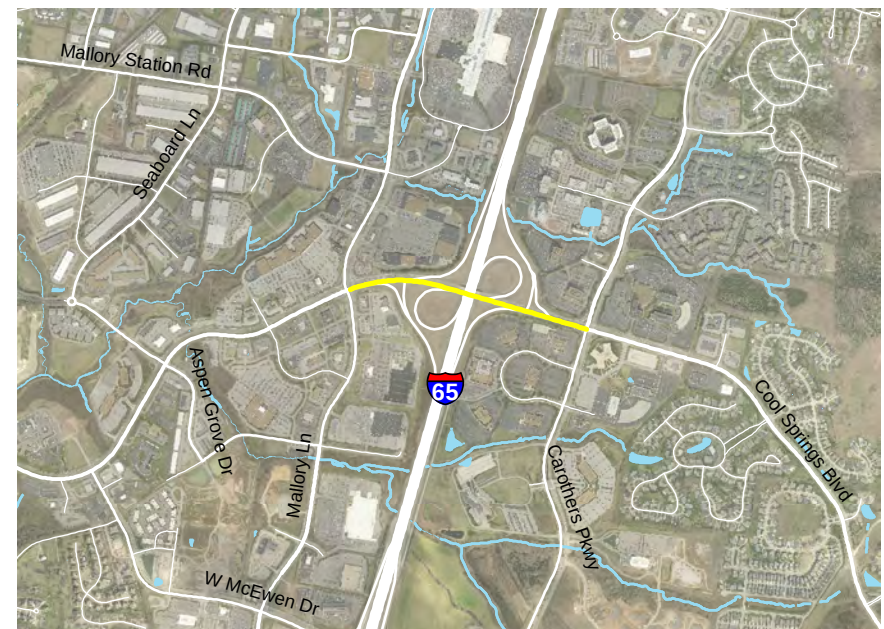
48

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$15,100,000     |
| TIME FRAME:      | Long             |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 0.63 miles     |
| EXISTING LANES:            | 4              |
| PROPOSED LANES:            | 6              |
| PROPOSED RIGHT OF WAY:     | 157 feet       |

| PROJECT SPECIFICS    |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | Yes                          |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (North Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (South Side) |
| TRANSIT FACILITY:    | No                           |

Widening of Cool Springs Boulevard from Mallory Lane to Carothers Parkway. This major arterial will be widened from 4 to 6 lanes. Cool Springs Boulevard is a key corridor that connects higher density residential to jobs and retail areas. This area is heavily traveled from Carothers Parkway to Mallory Lane as well as off of I-65. The 2015 LOS is B and will not change after the improvements in 2040.



# 49 MURFREESBORO ROAD (SR-96) ARNO ROAD TO TRINITY ROAD

Murfreesboro Road (SR-96) will be widened to 4 lanes between Arno Road and Trinity Road. This major arterial is a primary east-west route through the City. The purpose of this widening is to help facilitate additional traffic in 2040. This segment has a 2015 LOS of D with a small segment having a LOS of C around the intersection of North Chapel Road and Murfreesboro Road. The 2040 LOS after this widening is LOS C from Arno Road to North Chapel Road and from Wilson Pike to Trinity. The section from North Chapel Road to Wilson Pike is a LOS B.



## PROJECT OVERVIEW

|                 |              |
|-----------------|--------------|
| OVERALL COST:   | \$38,800,000 |
| TIME FRAME:     | Long         |
| PROJECT DRIVER: | TDOT         |

## PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 2.75 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

## PROJECT SPECIFICS

|                      |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | Yes                          |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (South Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (North Side) |
| TRANSIT FACILITY:    | No                           |

# HIGHWAY 96 WEST (SR-96W) 50

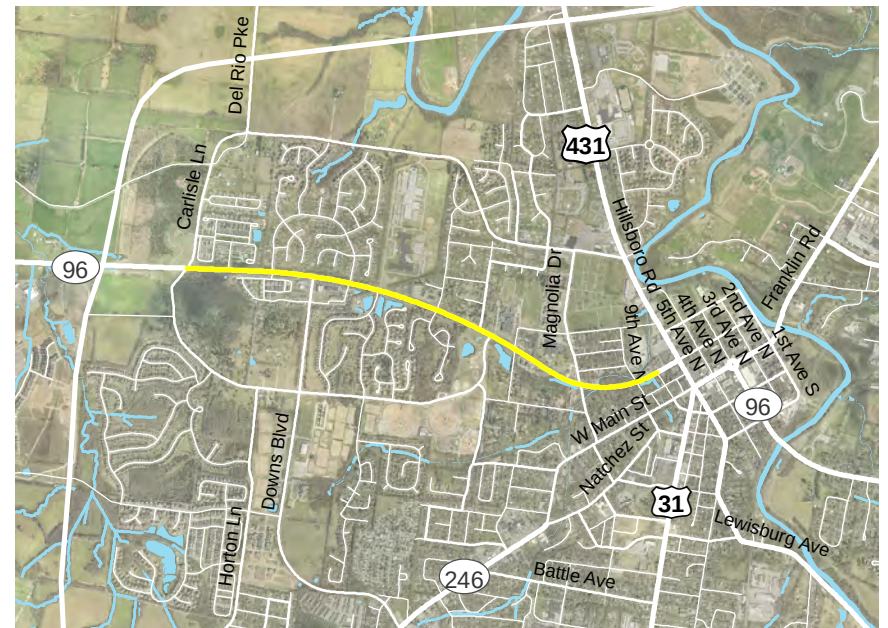
## CARLISLE LANE TO 7TH AVENUE NORTH

| PROJECT OVERVIEW |              |
|------------------|--------------|
| OVERALL COST:    | \$25,400,000 |
| TIME FRAME:      | Long         |
| PROJECT DRIVER:  | TDOT         |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 1.80 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

| PROJECT SPECIFICS    |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | Yes                          |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (South Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (North Side) |
| TRANSIT FACILITY:    | No                           |

Highway 96 West (SR-96W) from Carlisle Lane to 7th Avenue North will be widened to 4 lanes. This major arterial traverses from the west side neighborhoods into the Downtown. As the west side of the City continues to develop with residential, this corridor will continue to be heavily traveled. The 2015 LOS is a B, C and D in various locations throughout this corridor. The 2040 LOS after this widening changes the LOS to a B.

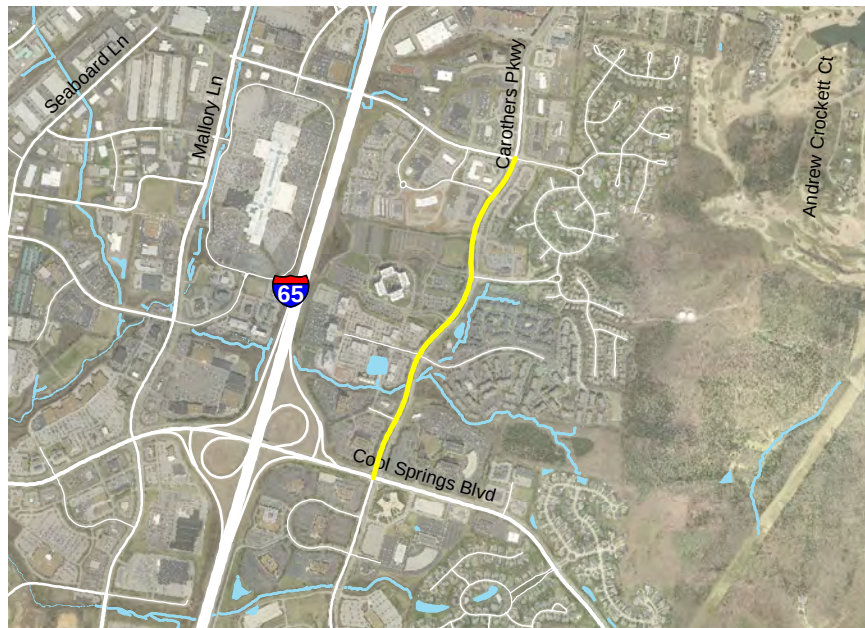




# 51 CAROTHERS PARKWAY

## COOL SPRINGS BOULEVARD TO BAKERS BRIDGE AVENUE

The section of Carothers Parkway will be widened to 6 lanes similar to other segments of Carothers Parkway. This section of the major arterial will be widened from Bakers Bridge Avenue to Cool Springs Boulevard. This is a key north-south corridor that accesses the employment areas within the City. The 2015 LOS is D, E and F in various locations throughout this segment. The 2040 LOS after improvements changes to a consistent LOS D. The slight improvement versus a drastic improvement is because this area will still see growth over the next 20 years. This area still has room to have increased density for both employment and retail uses. Therefore, the LOS will not improve drastically without some form of mass transit.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$11,400,000     |
| TIME FRAME:     | Long             |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 1.11 miles     |
| EXISTING LANES:            | 4              |
| PROPOSED LANES:            | 6              |
| PROPOSED RIGHT OF WAY:     | 157 feet       |

### PROJECT SPECIFICS

|                      |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (West Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (East Side) |
| TRANSIT FACILITY:    | Yes                         |



# CAROTHERS PARKWAY 52

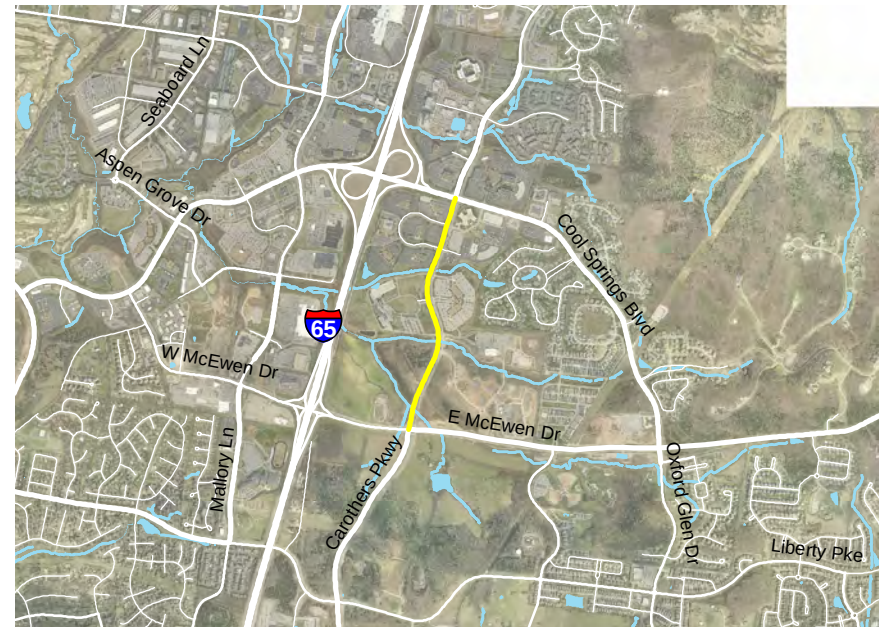
## EAST MCEWEN DRIVE TO COOL SPRINGS BOULEVARD

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$11,000,000     |
| TIME FRAME:      | Long             |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 0.96 miles     |
| EXISTING LANES:            | 4              |
| PROPOSED LANES:            | 6              |
| PROPOSED RIGHT OF WAY:     | 157 feet       |

| PROJECT SPECIFICS    |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 13 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (West Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (East Side) |
| TRANSIT FACILITY:    | Yes                         |

This widening is a continuation of project 51. This section of Carothers will also be widened from 4 to 6 lanes from Cool Springs Boulevard to East McEwen Drive. This is a key north-south corridor that accesses the employment areas within the City. This segment has a 2015 LOS of B. The 2040 LOS after improvements changes to a LOS of D. This drastic change is due to the increased density and type of development in this area and its location between two major intersections to access I-65. The staff will need to review future recommendations prior to 2040 as development occurs. Mass transit in this area could also positively impact this LOS.



# 53 HIGHWAY 96 WEST (SR-96W) OLD HILLSBORO ROAD (SR-46) TO MACK HATCHER PARKWAY (SR-397)

Highway 96 West (SR-96W) will be widened to 4 lanes from Old Hillsboro Road (SR-46) to Mack Hatcher Parkway (SR-397). This section takes vehicular traffic out to the Westhaven development and out of the City's jurisdiction. There will be significant traffic as Westhaven continues to develop and other mixed use or residential development occurs in the northwest quadrant of the City. The 2015 LOS is D from Mack Hatcher Parkway to near the entrance of Westhaven. There is a small area that is a LOS C in front of the first Westhaven entrance and then moves to a LOS B. The 2040 LOS after improvements changes to a LOS of F in that section from Mack Hatcher to Westhaven and then has a LOS of D and C respectively. With the full build out of Mack Hatcher, this decrease in LOS can be attributed to this complete and more traffic using Mack Hatcher to get around the City and on to a SR to go west.



## PROJECT OVERVIEW

|                 |              |
|-----------------|--------------|
| OVERALL COST:   | \$25,300,000 |
| TIME FRAME:     | Long         |
| PROJECT DRIVER: | TDOT         |

## PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 1.79 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

## PROJECT SPECIFICS

|                      |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | Yes                          |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (North Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (South Side) |
| TRANSIT FACILITY:    | No                           |

## (OLD/EXISTING) WILSON PIKE EXTENSION

### LIBERTY PIKE EXTENSION TO EAST MCEWEN DRIVE

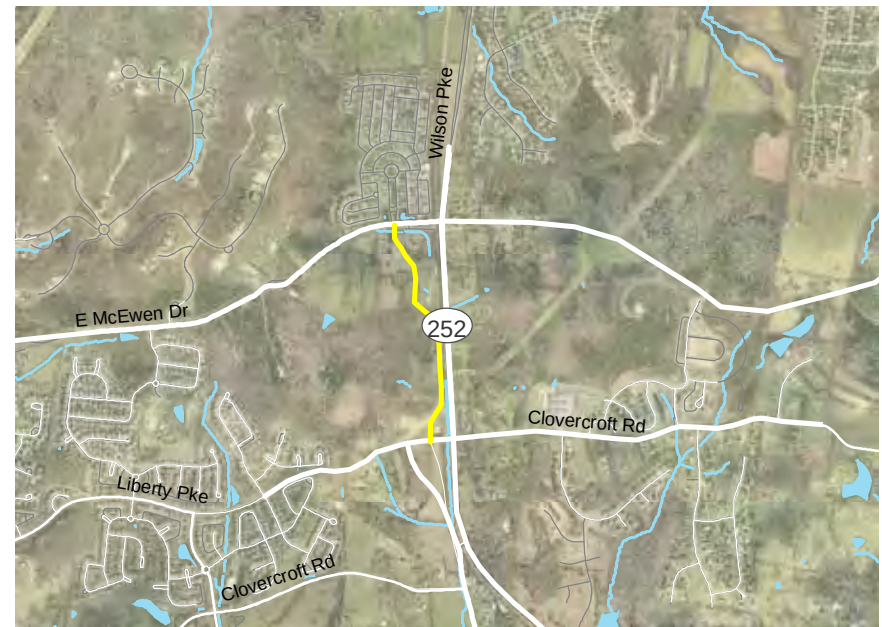
54

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$5,700,000      |
| TIME FRAME:      | Long             |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.71 miles      |
| EXISTING LANES:            | 0               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

| PROJECT SPECIFICS    |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | No                          |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (East Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (West Side) |
| TRANSIT FACILITY:    | No                          |

Old/Existing Wilson Pike Extension will be widened with an additional lane from 2 to 3 lanes. This minor collector will be widened from Liberty Pike Extension to East McEwen Drive. This section needs to be upgraded due to the changes in Wilson Pike to eliminate the two single lane bridges on this road way. With improved access Wilson Pike will be traveled more frequently and require a widening to this segment. The 2015 LOS is C. The 2040 LOS after improvements changes the LOS to an F.

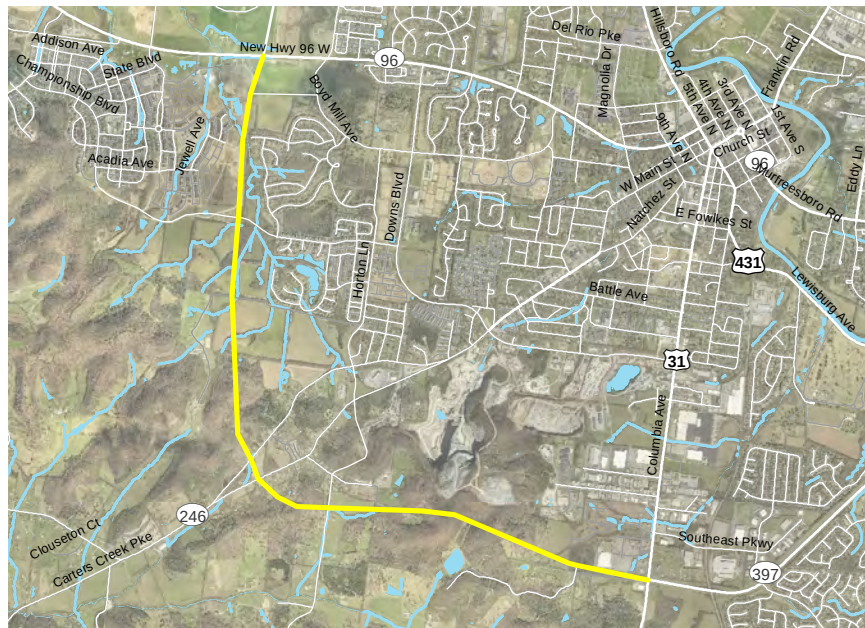




# 55 MACK HATCHER PARKWAY (SR-397)

## HIGHWAY 96 WEST (SR-96W) TO COLUMBIA AVENUE (SR-6/US-31)

The southwest quadrant of Mack Hatcher Parkway (SR-397) from Highway 96 West (SR-96W) to Columbia Avenue (SR-6/US-31) will be constructed with a new 4 lane road. This will be the final piece of the loop road around the City. There is no 2015 LOS because the road had not be constructed. The 2040 LOS after improvements changes slightly to a LOS of B.



### PROJECT OVERVIEW

|                 |              |
|-----------------|--------------|
| OVERALL COST:   | \$77,100,000 |
| TIME FRAME:     | Long         |
| PROJECT DRIVER: | TDOT         |

### PROJECT CHARACTER

|                            |                      |
|----------------------------|----------------------|
| FUNCTIONAL CLASSIFICATION: | Expressway / Freeway |
| SEGMENT LENGTH:            | 4.17 miles           |
| EXISTING LANES:            | 0                    |
| PROPOSED LANES:            | 4                    |
| PROPOSED RIGHT OF WAY:     | 250 feet             |

### PROJECT SPECIFICS

|                      |                                  |
|----------------------|----------------------------------|
| LANE WIDTH:          | 12 feet                          |
| MEDIAN:              | Yes                              |
| CURB & GUTTER:       | Yes                              |
| PARKING:             | No                               |
| PEDESTRIAN FACILITY: | Multi-Use Trail (Northeast Side) |
| BICYCLE FACILITY:    | Multi-Use Trail (Northeast Side) |
| TRANSIT FACILITY:    | No                               |



## LEWISBURG PIKE (SR-106/US-431) MCLEMORE ROAD TO GOOSE CREEK BYPASS (SR-248)

56

| PROJECT OVERVIEW |              |
|------------------|--------------|
| OVERALL COST:    | \$30,100,000 |
| TIME FRAME:      | Long         |
| PROJECT DRIVER:  | TDOT         |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 2.13 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

| PROJECT SPECIFICS    |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (West Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (East Side) |
| TRANSIT FACILITY:    | No                          |

Lewisburg Pike (SR-106/US-431) will be widened to 4 lanes from Goose Creek Bypass (SR-248) to McLemore Road. This major arterial is a key north-south connector that provides an alternative to move people south of the City on a local network instead of the interstate. This segment has a 2015 LOS of B. The 2040 LOS does not change after improvements.



# 57 LIBERTY PIKE

## FRANKLIN ROAD (SR-6/US-31) TO MACK HATCHER PARKWAY (SR-397)

Liberty Pike will be widened from 3 to 4 lanes from Franklin Road (SR-6/US-31) to Mack Hatcher Parkway (SR-397). This minor arterial provides east-west access right outside the downtown core to Mack Hatcher and therefore is heavily used. The 2015 LOS is C from Franklin Road to Eddy Lane, B from Eddy Lane to Ralston Lane and E from approximately Ralston Lane to Mack Hatcher Parkway. The 2040 LOS after improvements changes slightly to a LOS of A from Franklin Road to Ralston Lane and B from Ralston Lane to Mack Hatcher Parkway.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$8,500,000      |
| TIME FRAME:     | Long             |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Arterial |
| SEGMENT LENGTH:            | 1.20 miles     |
| EXISTING LANES:            | 3              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 128 feet       |

### PROJECT SPECIFICS

|                      |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | Yes                          |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (North Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (South Side) |
| TRANSIT FACILITY:    | Yes                          |

# LIBERTY PIKE 58

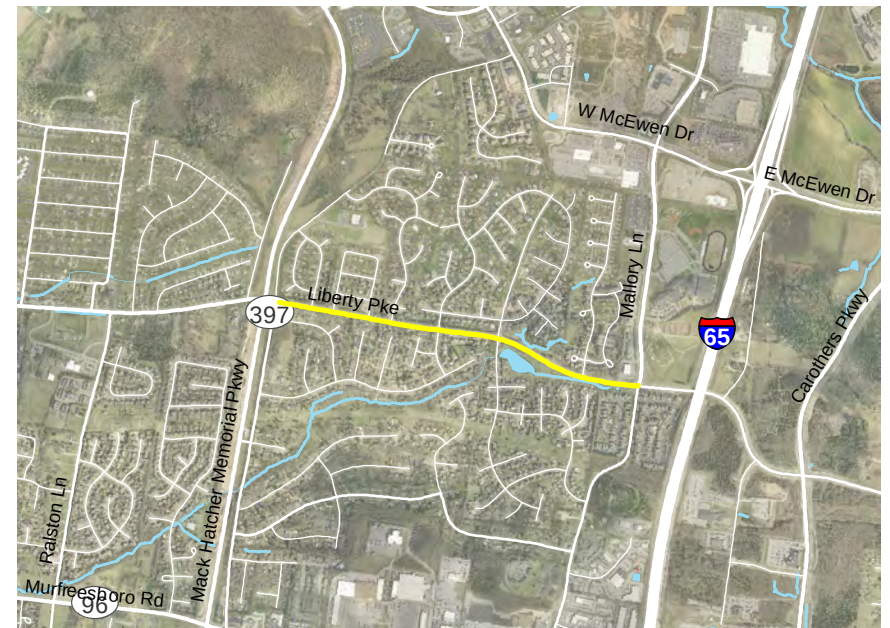
## MACK HATCHER PARKWAY (SR-397) TO MALLORY LANE

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$6,700,000      |
| TIME FRAME:      | Long             |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Arterial |
| SEGMENT LENGTH:            | 0.97 miles     |
| EXISTING LANES:            | 3              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 128 feet       |

| PROJECT SPECIFICS    |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | Yes                          |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (North Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (South Side) |
| TRANSIT FACILITY:    | Yes                          |

This segment is a continuation of project 57. Liberty Pike will be widened from 3 to 4 lanes from Mack Hatcher Parkway (SR-397) to Mallory Lane. This minor arterial provides access from the core to several neighborhoods located just to the northwest of the downtown. This road also provide access under I-65 to get to the Cools Springs shopping and employment areas. The 2015 LOS is F with a small segment LOS D from Cadet Lane to Hillhaven Lane. The 2040 LOS after improvements changes to a consistent LOS C.





# 59 CARTERS CREEK PIKE (SR-246)

## MACK HATCHER PARKWAY (SR-397) (FUTURE SW QUADRANT) TO DOWNS BOULEVARD

Carters Creek Pike (SR-246) will be widened from 2 to 4 lanes to help the flow of traffic out of Franklin along this minor arterial. The widening will happen from Mack Hatcher Parkway (SR-397) to Downs Boulevard. The 2015 LOS is C in two small segments and B for the majority of the road. The 2040 LOS after improvements changes slightly to a LOS of B from Downs Boulevard to the Y intersection and then forward a LOS A.



### PROJECT OVERVIEW

|                 |              |
|-----------------|--------------|
| OVERALL COST:   | \$21,800,000 |
| TIME FRAME:     | Long         |
| PROJECT DRIVER: | TDOT         |

### PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Arterial |
| SEGMENT LENGTH:            | 1.54 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 128 feet       |

### PROJECT SPECIFICS

|                      |                                  |
|----------------------|----------------------------------|
| LANE WIDTH:          | 12 feet                          |
| MEDIAN:              | Yes                              |
| CURB & GUTTER:       | Yes                              |
| PARKING:             | No                               |
| PEDESTRIAN FACILITY: | Sidewalk (Southeast Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (Northwest Side) |
| TRANSIT FACILITY:    | No                               |



## CARTERS CREEK PIKE (SR-246)

### SOUTHWEST URBAN GROWTH BOUNDARY TO MACK HATCHER PARKWAY (SR-397) (FUTURE SW QUADRANT)

60

#### PROJECT OVERVIEW

|                 |              |
|-----------------|--------------|
| OVERALL COST:   | \$23,400,000 |
| TIME FRAME:     | Long         |
| PROJECT DRIVER: | TDOT         |

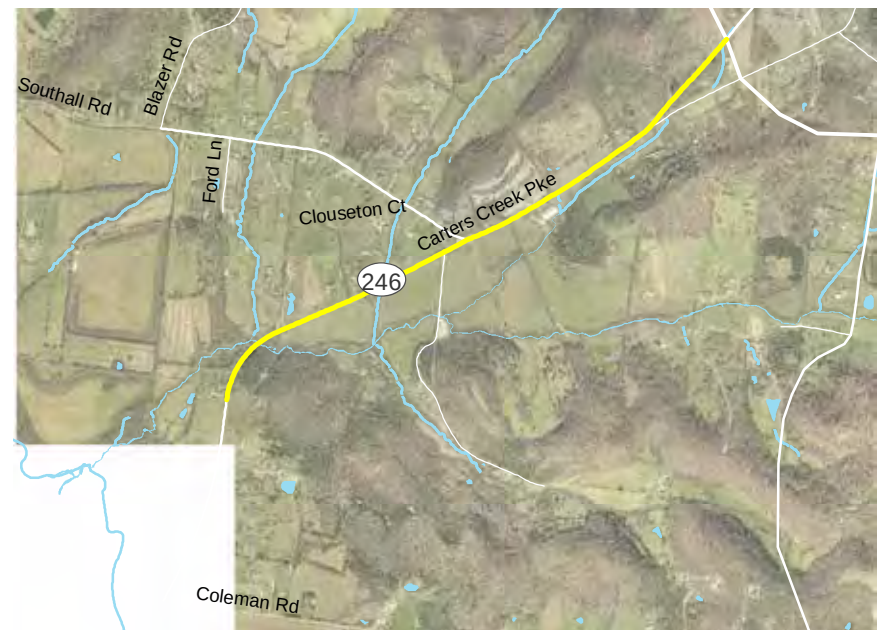
#### PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Arterial |
| SEGMENT LENGTH:            | 1.66 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 128 feet       |

#### PROJECT SPECIFICS

|                      |                                  |
|----------------------|----------------------------------|
| LANE WIDTH:          | 12 feet                          |
| MEDIAN:              | Yes                              |
| CURB & GUTTER:       | Yes                              |
| PARKING:             | No                               |
| PEDESTRIAN FACILITY: | Sidewalk (Southeast Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (Northwest Side) |
| TRANSIT FACILITY:    | No                               |

This project is a continuation of the widening to 4 lanes in project 59. Carters Creek Pike (SR-246) will be widened from Mack Hatcher Parkway (SR-397) to Southwest Urban Growth Boundary to help the flow of traffic along this minor arterial. The turnoff lane will access individual properties that has developed along this road. This segment has a 2015 LOS of B from Mack Hatcher to Southall Road and an LOS A from Southall Road to the Urban Growth Boundary. The 2040 LOS after improvements changes slightly to a LOS of C and B, respectively. The decrease in this LOS can be attributed to the completion of Mack Hatcher Parkway and more people using SR-246 as a local road to travel southwest away from the city.



## LIBERTY PIKE EXTENSION

### TERMINUS OF EXISTING LIBERTY PIKE TO WILSON PIKE (SR-252)

This project is the creation of a new 2 lane roadway extending Liberty Pike from the Terminus of existing Liberty Pike to Wilson Pike (SR-252). This minor arterial is an important connector in order to complete and connect the improvements to Wilson Pike. This new road would provide another completed western route from I-65 to the east. Since this was not constructed in 2015, there was no LOS. The 2040 LOS after improvements changes slightly to a LOS of A and B. There is a small segment that is a LOS F from new alignment Wilson Pike to old alignment Wilson Pike.



#### PROJECT OVERVIEW

|                 |                                |
|-----------------|--------------------------------|
| OVERALL COST:   | \$8,900,000                    |
| TIME FRAME:     | Long                           |
| PROJECT DRIVER: | City of Franklin / Development |

#### PROJECT CHARACTER

|                            |                    |
|----------------------------|--------------------|
| FUNCTIONAL CLASSIFICATION: | Minor Arterial     |
| SEGMENT LENGTH:            | 0.60 miles         |
| EXISTING LANES:            | 0                  |
| PROPOSED LANES:            | 2 (Future 4 Lanes) |
| PROPOSED RIGHT OF WAY:     | 132 feet           |

#### PROJECT SPECIFICS

|                      |                        |
|----------------------|------------------------|
| LANE WIDTH:          | 12 feet                |
| MEDIAN:              | Yes                    |
| CURB & GUTTER:       | Yes                    |
| PARKING:             | No                     |
| PEDESTRIAN FACILITY: | Sidewalk (Both Sides)  |
| BICYCLE FACILITY:    | Bike-lane (Both Sides) |
| TRANSIT FACILITY:    | No                     |

# BOYD MILL AVENUE

## FRANKLIN GREEN PARKWAY TO DOWNS BOULEVARD

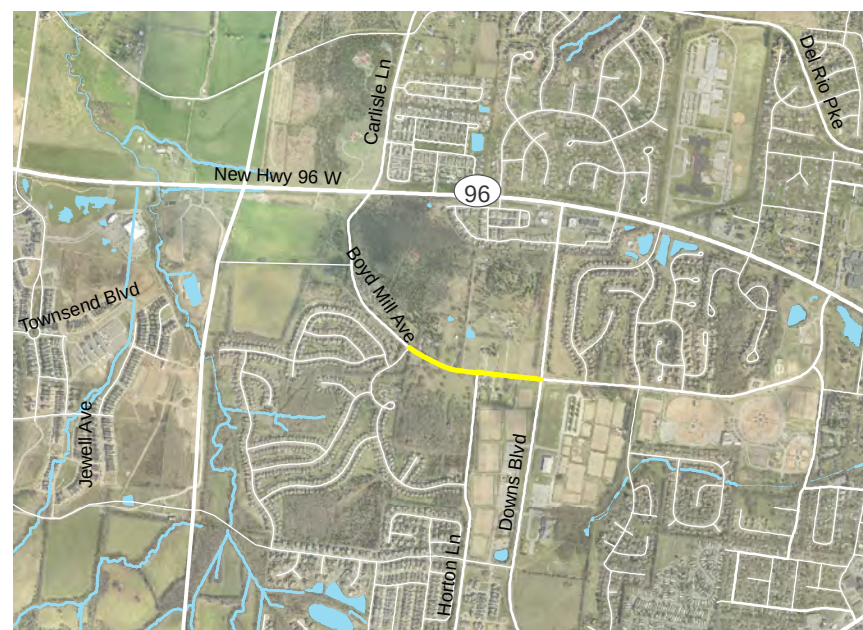
# 62

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$3,800,000      |
| TIME FRAME:      | Long             |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.38 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 79 feet         |

| PROJECT SPECIFICS    |                        |
|----------------------|------------------------|
| LANE WIDTH:          | 12 feet                |
| MEDIAN:              | No                     |
| CURB & GUTTER:       | Yes                    |
| PARKING:             | No                     |
| PEDESTRIAN FACILITY: | Sidewalk (Both Lanes)  |
| BICYCLE FACILITY:    | Bike-lane (Both Lanes) |
| TRANSIT FACILITY:    | No                     |

Minor collector Boyd Mill Avenue will be upgraded to City standards from Franklin Green Parkway to Downs Boulevard. The upgrade of this road would be a continuation of the upgraded Boyd Mill from Highway 96 West to a very large neighborhood. The 2015 LOS is C. The 2040 LOS after improvements changes to a LOS B.

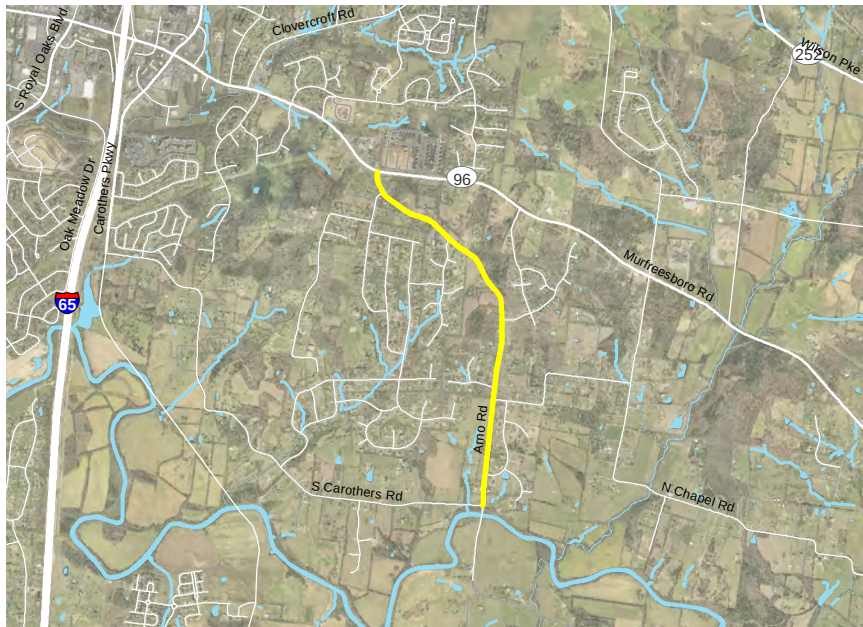




# 63 ARNO ROAD

## SOUTH CAROTHERS ROAD TO MURFREESBORO ROAD (SR-96)

Widening of major arterial Arno Road. The widening will be from 2 to 4 lanes from Murfreesboro Road (SR-96) to South Carothers Road. Arno Road is a direct connections from Murfreesboro Road to South Carothers. The 2015 LOS is an F from Murfreesboro Road to Cedarmont Drive, LOS D from Cedarmont Drive to just east of Tullamore Lane and LOS C from Tullamore Lane to South Carothers Road. The 2040 LOS after improvements changes slightly to a LOS of C.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$28,800,000     |
| TIME FRAME:     | Long             |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 2.04 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

### PROJECT SPECIFICS

|                      |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (East Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (West Side) |
| TRANSIT FACILITY:    | No                          |



# COTTON LANE 64

## DEL RIO PIKE TO FIELDSTONE PARKWAY

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$5,900,000      |
| TIME FRAME:      | Long             |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.84 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 79 feet         |

| PROJECT SPECIFICS    |                        |
|----------------------|------------------------|
| LANE WIDTH:          | 12 feet                |
| MEDIAN:              | No                     |
| CURB & GUTTER:       | Yes                    |
| PARKING:             | No                     |
| PEDESTRIAN FACILITY: | Sidewalk (Both Sides)  |
| BICYCLE FACILITY:    | Bike-lane (Both Sides) |
| TRANSIT FACILITY:    | No                     |

Cotton Lane will be upgraded to current standards. This upgrade will occur between Fieldstone Parkway and Del Rio Pike. This road needs to be upgraded because of improvements that will be made to Del Rio Pike as well as new connector road from the west creating a new intersection at Del Rio Pike and Cotton Lane. The 2015 LOS is B. The 2040 LOS after improvements does not change.



# 65 DOWNS BOULEVARD

## WEST MAIN STREET (SR-246) TO COLUMBIA AVENUE (SR-6/US-31)

Downs Boulevard will be widened from West Main Street (SR-246) to Columbia Avenue (SR-6/US-31). This roadway will be widened from 2 to 4 lanes. Downs Boulevard is a key east west connector between W Main Street and Columbia Avenue. If the gravel pit ever becomes available for development an upgraded road will be needed. This segment has a 2015 LOS of B. The 2040 LOS after improvements is A.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$9,533,333      |
| TIME FRAME:     | Long             |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Major Collector |
| SEGMENT LENGTH:            | 1.01 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 4               |
| PROPOSED RIGHT OF WAY:     | 122 feet        |

### PROJECT SPECIFICS

|                      |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | Yes                          |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (South Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (North Side) |
| TRANSIT FACILITY:    | No                           |

## DOWNS BOULEVARD

### MURFREESBORO ROAD (SR-96) TO WEST MAIN STREET (SR-246)

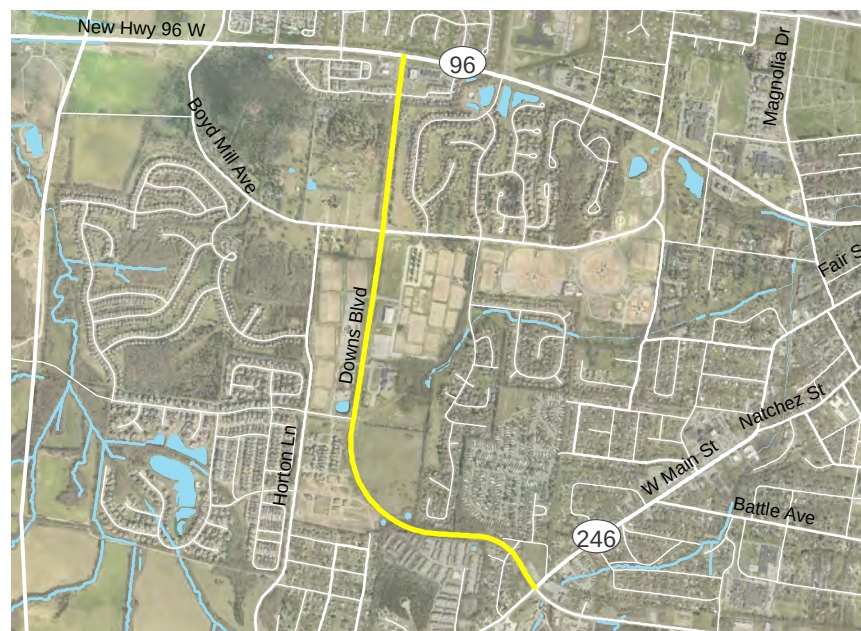
# 66

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$12,050,000     |
| TIME FRAME:      | Long             |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Major Collector |
| SEGMENT LENGTH:            | 1.70 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 4               |
| PROPOSED RIGHT OF WAY:     | 122 feet        |

| PROJECT SPECIFICS    |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (West Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (East Side) |
| TRANSIT FACILITY:    | No                          |

This project is a continuation of project 65 with a widening of Downtown Boulevard from 2 lanes to 4 lanes. This roadway will be upgraded from Murfreesboro Road (SR-96) to West Main Street (SR-246). Downs Boulevard carries significant residential traffic to Highway 96 West and towards Columbia a major north-south arterial. The 2015 LOS is A generally from Highway 96 West to Boyd Mill Avenue, LOS B from Boyd Mill Avenue to Willowsprings Boulevard and a LOS C from Willowsprings Boulevard to W Main Street. The 2040 LOS after improvements changes a LOS B from Highway 96 W to Boyd Mill Avenue and a A from Boyd Mill Avenue to W Main Street.





# 67 BOYD MILL AVENUE CONNECTOR

## MACK HATCHER PARKWAY (SR-397) TO BOYD MILL AVENUE

A new 2 lane road for Boyd Mill Avenue Connector, a minor collector will be constructed to help with traffic from residential neighborhoods accessing Boyd Mill Avenue and potentially Mack Hatcher. The new road will start at Mack Hatcher Parkway (SR-397) and end at Boyd Mill Avenue. Because the road does not exist there was no 2015 LOS. The 2040 LOS after improvements is a B.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$2,800,000      |
| TIME FRAME:     | Long             |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.34 miles      |
| EXISTING LANES:            | 0               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 79 feet         |

### PROJECT SPECIFICS

|                      |                        |
|----------------------|------------------------|
| LANE WIDTH:          | 12 feet                |
| MEDIAN:              | No                     |
| CURB & GUTTER:       | Yes                    |
| PARKING:             | No                     |
| PEDESTRIAN FACILITY: | Sidewalk (Both Sides)  |
| BICYCLE FACILITY:    | Bike-lane (Both Sides) |
| TRANSIT FACILITY:    | No                     |



# CARLISLE LANE 68

## STONE MILL LANE TO DEL RIO PIKE

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$4,186,000      |
| TIME FRAME:      | Long             |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.55 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 79 feet         |

| PROJECT SPECIFICS    |                        |
|----------------------|------------------------|
| LANE WIDTH:          | 12 feet                |
| MEDIAN:              | No                     |
| CURB & GUTTER:       | Yes                    |
| PARKING:             | No                     |
| PEDESTRIAN FACILITY: | Sidewalk (Both Sides)  |
| BICYCLE FACILITY:    | Bike-lane (Both Sides) |
| TRANSIT FACILITY:    | No                     |

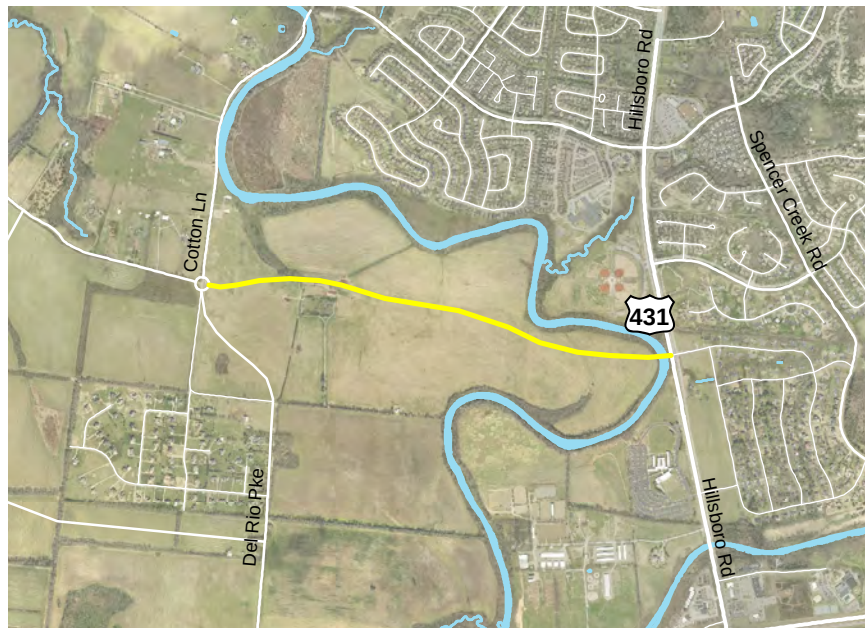
This is an upgrade to an existing 2 lane roadway. This new road will start at Del Rio Pike and end at Stone Mill Lane. This road provides an additional connection for several neighborhoods to access Highway 96 West quicker. There is no LOS in 2015 because the road was not constructed. The 2040 LOS after improvements is C.



# 69 NEW ROADWAY

## COTTON LANE TO HILLSBORO ROAD (SR-106/US-431)

This project is a new roadway for a yet to be named road. The 2 lane road will start at Cotton Lane and end at Hillsboro Road (SR-106/US-431). This road provides a key connection in the very northwest quadrant to be constructed as the area builds out. This will be an east-west road that connects several north-south roads. There is no 2015 LOS as this has not been constructed. The 2040 LOS after construction is B.



### PROJECT OVERVIEW

|                 |              |
|-----------------|--------------|
| OVERALL COST:   | \$11,500,000 |
| TIME FRAME:     | Long         |
| PROJECT DRIVER: | Development  |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 1.27 miles      |
| EXISTING LANES:            | 0               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

### PROJECT SPECIFICS

|                      |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | No                           |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (South Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (North Side) |
| TRANSIT FACILITY:    | No                           |

# HORTON LANE 70

## WEST MAIN STREET (SR-246) TO BOYD MILL AVENUE

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$8,300,000      |
| TIME FRAME:      | Long             |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 1.18 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 79 feet         |

| PROJECT SPECIFICS    |                        |
|----------------------|------------------------|
| LANE WIDTH:          | 12 feet                |
| MEDIAN:              | No                     |
| CURB & GUTTER:       | Yes                    |
| PARKING:             | No                     |
| PEDESTRIAN FACILITY: | Sidewalk (Both Sides)  |
| BICYCLE FACILITY:    | Bike-lane (Both Sides) |
| TRANSIT FACILITY:    | No                     |

Horton Lane will be upgraded to City standards between Boyd Mill Avenue and West Main Street (SR-246). This roadway provides several residential neighborhoods a major north-south connection for the neighborhoods west of Columbia Avenue and to the east of Mack Hatcher. This segment has a 2015 LOS of A except for a middle segment from Winberry Drive to Fountainwood Boulevard which is a LOS B. The 2040 LOS after improvements is A.



# 71 DEL RIO PIKE

## OLD HILLSBORO ROAD (SR-46) TO COTTON LANE

Del Rio Pike will be upgraded to City standards between Old Hillsboro Road (SR-461) to Cotton Lane. This minor collector connects into an interchange that has a new road connection from the east as well as an upgraded to City standards Cotton Lane. This segment has a 2015 LOS of B. The 2040 LOS after improvements changes to an A.



| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$6,200,000      |
| TIME FRAME:      | Long             |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.88 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

| PROJECT SPECIFICS    |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | No                           |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (North Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (South Side) |
| TRANSIT FACILITY:    | No                           |



# NORTH CHAPEL ROAD 72

## EXISTING WESTERN 90 DEGREE CURVE TO TRINITY ROAD

| PROJECT OVERVIEW |              |
|------------------|--------------|
| OVERALL COST:    | \$11,100,000 |
| TIME FRAME:      | Long         |
| PROJECT DRIVER:  | Development  |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 1.58 miles      |
| EXISTING LANES:            | 0-2             |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

| PROJECT SPECIFICS    |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | No                           |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (North Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (South Side) |
| TRANSIT FACILITY:    | No                           |

A new 2 lane roadway will be constructed. North Chapel Road will be constructed from the existing western 90-degree curve of North Chapel Road to Trinity Road. This road will provide access to developable property and will be critical once the southwest side of the City develops. There is no 2015 LOS since the road has not been constructed. The 2040 LOS after construction will generally be a LOS C. There is a small area from Trinity Road west that has a LOS B.



# 73 NEW ROAD (EXISTING NORTH CHAPEL ROAD) MURFREESBORO ROAD (SR-96) TO WILSON PIKE (SR-252)

To complete the transportation network in this area and support future residential development a new minor collector for a yet unnamed road will be created. This would be an extension of the existing North Chapel Road. This new road would start at Murfreesboro Road (SR-96) to Wilson Pike (SR-252). Because this segment has not been constructed there is no 2015 LOS. The 2040 LOS after construction would be a LOS of B from Wilson Pike to the Future North Chapel Extension and a LOS A from the Future North Chapel Extension to Murfreesboro Road.



## PROJECT OVERVIEW

|                 |              |
|-----------------|--------------|
| OVERALL COST:   | \$12,000,000 |
| TIME FRAME:     | Long         |
| PROJECT DRIVER: | Development  |

## PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 1.47 miles      |
| EXISTING LANES:            | 0               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

## PROJECT SPECIFICS

|                      |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | No                          |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (East Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (West Side) |
| TRANSIT FACILITY:    | No                          |

# LYNNWOOD WAY

## NORTHWEST URBAN GROWTH BOUNDARY TO FRANKLIN ROAD (SR-6/US-431)

74

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$8,600,000      |
| TIME FRAME:      | Long             |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Major Collector |
| SEGMENT LENGTH:            | 0.61 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 4               |
| PROPOSED RIGHT OF WAY:     | 122 feet        |

| PROJECT SPECIFICS    |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | No                           |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Multi-Use Trail (South Side) |
| BICYCLE FACILITY:    | Multi-Use Trail (South Side) |
| TRANSIT FACILITY:    | No                           |

Lynnwood Way will be widened to 4 lanes from the northwest urban growth boundary to Franklin Road (SR-6/US-431). The 2015 LOS is D from Franklin Road to Moher Boulevard and LOS C from Moher Boulevard. The 2040 LOS after improvements changes to a consistent LOS D.

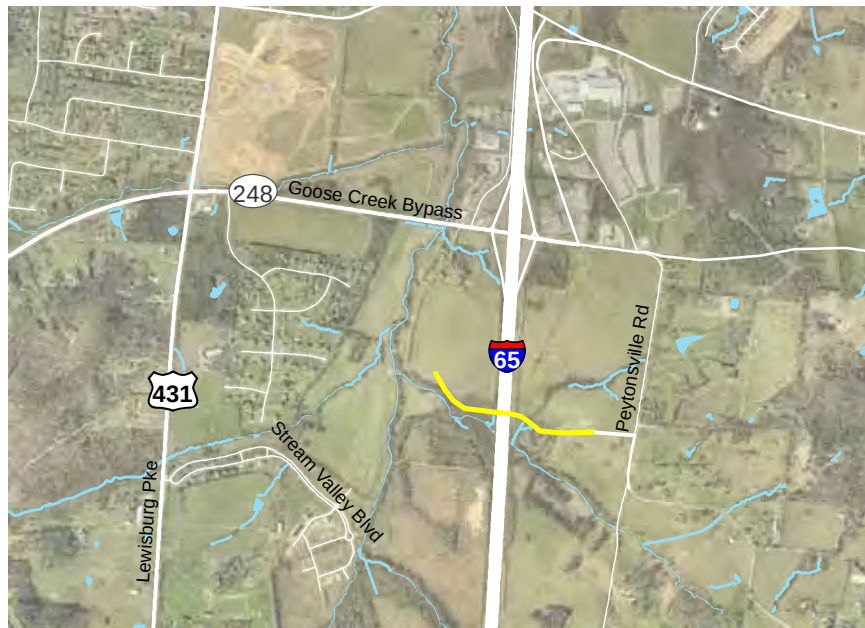




# 75 CHADWELL/REAMS FLEMING OVERPASS

## BERRY FARMS - CHADWELL TO BERRY FARMS - REAMS-FLEMING

A new overpass will be constructed to help connect minor collectors. This overpass would be the Chadwell/Reams Fleming Overpass to help provide additional access east-west across I-65. This would connect Chadwell at Berry Farms to Reams-Fleming also in Berry Farms. Because this road has not been constructed there is no 2015 LOS. The 2040 LOS after construction is an A.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$12,000,000     |
| TIME FRAME:     | Long             |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.24 miles      |
| EXISTING LANES:            | 0               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 79 feet         |

### PROJECT SPECIFICS

|                      |          |
|----------------------|----------|
| LANE WIDTH:          | 12 feet  |
| MEDIAN:              | No       |
| CURB & GUTTER:       | Yes      |
| PARKING:             | No       |
| PEDESTRIAN FACILITY: | Sidewalk |
| BICYCLE FACILITY:    | -        |
| TRANSIT FACILITY:    | No       |



# DEL RIO PIKE 76

## CARLISLE LANE TO COTTON LANE

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$13,666,000     |
| TIME FRAME:      | Long             |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Major Collector |
| SEGMENT LENGTH:            | 1.45 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 4               |
| PROPOSED RIGHT OF WAY:     | 126 feet        |

| PROJECT SPECIFICS    |                        |
|----------------------|------------------------|
| LANE WIDTH:          | 12 feet                |
| MEDIAN:              | Yes                    |
| CURB & GUTTER:       | Yes                    |
| PARKING:             | No                     |
| PEDESTRIAN FACILITY: | Sidewalk (Both Lanes)  |
| BICYCLE FACILITY:    | Bike-lane (Both Lanes) |
| TRANSIT FACILITY:    | No                     |

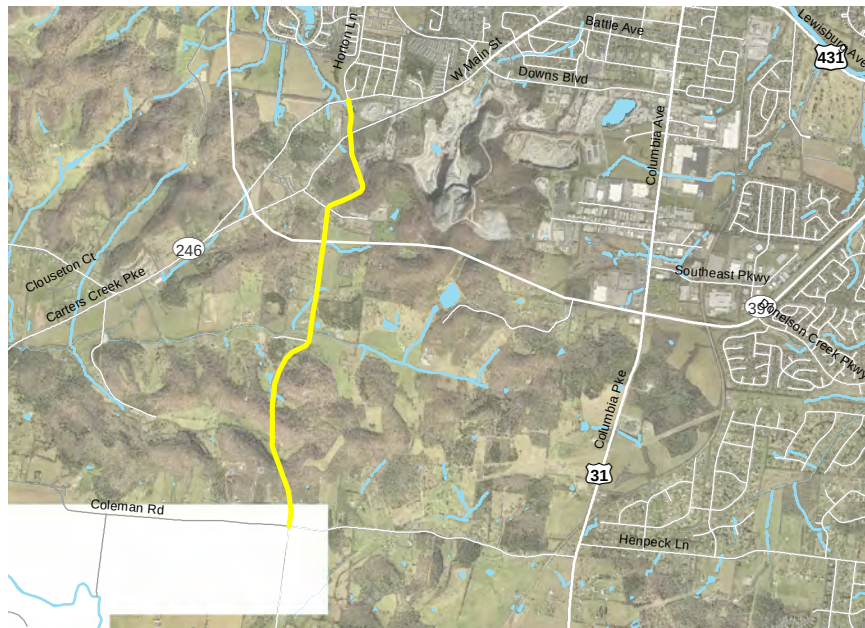
A new Del Rio Pike road extension will be constructed. This roadway will be a 2 lane road from Cotton Lane to Berry Farms-Reams Fleming. This new road will complete the transportation network in the northwest quadrant that will have increased development in the area. Because this road was not constructed, there is no 2015 LOS. The 2040 LOS after improvements is a C.



# 77 HORTON LANE EXTENSION

## CARTERS CREEK PIKE (SR-246) TO COLEMAN ROAD

Horton Lane Extension is a new 2 lane roadway. The new road will start at Carter's Creek Pike (SR-246) to Coleman Road. This new road adds another north-south collector on the west side of the City. This will provide access to land in the City that has the potential for future residential development. Because this road has not been constructed, there is no 2015 LOS. The 2040 LOS after construction is A.



### PROJECT OVERVIEW

|                 |                                |
|-----------------|--------------------------------|
| OVERALL COST:   | \$20,000,000                   |
| TIME FRAME:     | Long                           |
| PROJECT DRIVER: | City of Franklin / Development |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 2.44 miles      |
| EXISTING LANES:            | 0               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 79 feet         |

### PROJECT SPECIFICS

|                      |                        |
|----------------------|------------------------|
| LANE WIDTH:          | 12 feet                |
| MEDIAN:              | No                     |
| CURB & GUTTER:       | Yes                    |
| PARKING:             | No                     |
| PEDESTRIAN FACILITY: | Sidewalk (Both Sides)  |
| BICYCLE FACILITY:    | Bike-lane (Both Sides) |
| TRANSIT FACILITY:    | No                     |

# TRINITY ROAD 78

## MURFREESBORO ROAD (SR-96) TO WILSON PIKE (SR-252)

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$11,600,000     |
| TIME FRAME:      | Long             |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 1.64 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

| PROJECT SPECIFICS    |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | No                          |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (East Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (West Side) |
| TRANSIT FACILITY:    | No                          |

Trinity Road will be upgraded to City Standards from Wilson Pike (SR-252) to Murfreesboro Road (SR-96). This road will see increased traffic because other roads connecting into Trinity Road are either being widened or upgraded to City standards. The 2040 LOS after improvements changes slightly to a LOS of B from Wilson Pike to a new unnamed road and a LOS A from new unnamed road to Murfreesboro Road.





# 79 NORTH CHAPEL ROAD (FUTURE MARKET STREET)

## MURFREESBORO ROAD (SR-96) TO EXISTING WESTERN 90 DEGREE CURVE

Minor collector, North Chapel Road (Future Market Extension), will be upgraded to City Standards from Murfreesboro Road (SR-96) to the existing western 90-degree curve. With upgrades to Murfreesboro Road and the creation of a new road, North Chapel Road will experience increased traffic. The 2015 LOS is A. The 2040 LOS after improvements change the LOS to a B.



| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$2,900,000      |
| TIME FRAME:      | Long             |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.41 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

| PROJECT SPECIFICS    |                         |
|----------------------|-------------------------|
| LANE WIDTH:          | 12 feet                 |
| MEDIAN:              | No                      |
| CURB & GUTTER:       | Yes                     |
| PARKING:             | No                      |
| PEDESTRIAN FACILITY: | Sidewalk (Both Sides)   |
| BICYCLE FACILITY:    | Bike Lanes (Both Sides) |
| TRANSIT FACILITY:    | No                      |



## NEW ROADWAY 80

### OLD HILLSBORO ROAD (SR-46) TO DEL RIO PIKE

| PROJECT OVERVIEW |              |
|------------------|--------------|
| OVERALL COST:    | \$11,400,000 |
| TIME FRAME:      | Long         |
| PROJECT DRIVER:  | Development  |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 1.41 miles      |
| EXISTING LANES:            | 0               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

| PROJECT SPECIFICS    |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | No                           |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (North Sides)       |
| BICYCLE FACILITY:    | Multi-Use Trail (South Side) |
| TRANSIT FACILITY:    | No                           |

A new 2 lane road from Old Hillsboro Road (SR-46) to Del Rio Pike will be created. The minor collector provides a new east-west connection in this northwest quad and provides access to additional land proposed as residential. This road was not constructed prior to 2015 so there is no LOS. The 2040 LOS after construction is LOS A.



# 81 SNOWBIRD HOLLOW ROAD

## COLUMBIA PIKE (SR-6/US-31) TO GOOSE CREEK BYPASS (SR-248)

Snowbird Hollow Road, a Minor Collector, will be upgraded to City standards from Columbia Pike (SR-6/US-31) to Goose Creek Bypass (SR-248). This road will see increased traffic due to future residential growth in the area, therefore upgrading this road is necessary.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$8,000,000      |
| TIME FRAME:     | Long             |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 1.14 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

### PROJECT SPECIFICS

|                      |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | No                           |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (North Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (South Side) |
| TRANSIT FACILITY:    | No                           |

## SNOWBIRD HOLLOW ROAD GOOSE CREEK BYPASS (SR-248) TO LEWISBURG PIKE (SR-106/US-431)

# 82

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$9,000,000      |
| TIME FRAME:      | Long             |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 1.26 miles      |
| EXISTING LANES:            | 0               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

| PROJECT SPECIFICS    |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | No                           |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (North Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (South Side) |
| TRANSIT FACILITY:    | No                           |

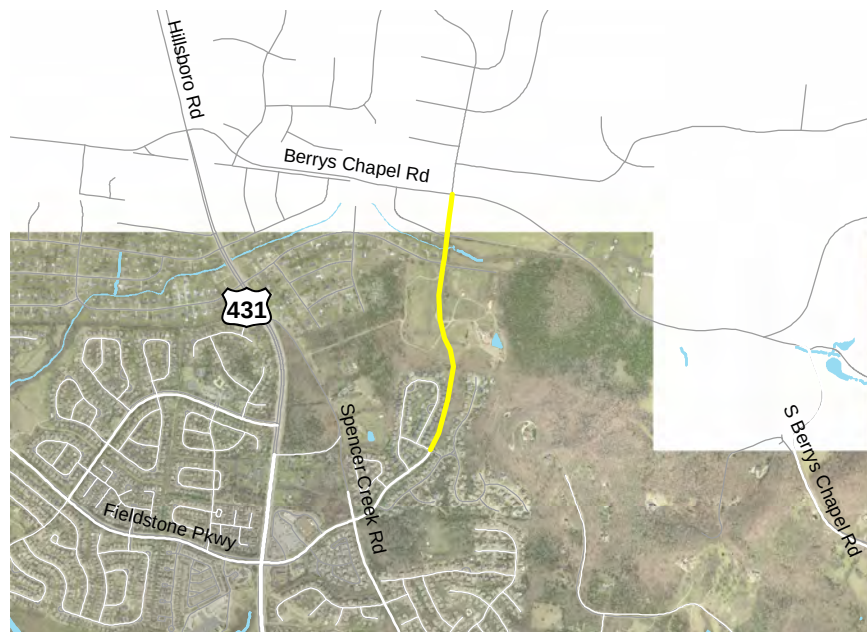
As a future connection project to project 81, a new 2 lane extension will be constructed. Snowbird Hollow Road will be extended from Goose Creek Bypass (SR-248) to Lewisburg Pike (SR-106/US-431). Since this was not in existence in 2015 there is no LOS. The 2040 LOS after construction is LOS A.



# 83 FIELDSTONE PARKWAY EXTENSION

## BEXLEY PARK DRIVE TO SOUTH BERRYS CHAPEL ROAD

Fieldstone Extension Parkway, which is a Minor Collector, will be extended as a 2 lane roadway from South Berry's Chapel to Bexley Park Drive. This extension will provide another connection to South Berrys Chapel Road for resident to access the northern reaches of the transportation network. Because this road was not constructed in 2015 there is no LOS. The 2040 LOS after construction is LOS C.



### PROJECT OVERVIEW

|                 |                                |
|-----------------|--------------------------------|
| OVERALL COST:   | \$5,300,000                    |
| TIME FRAME:     | Long                           |
| PROJECT DRIVER: | City of Franklin / Development |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.71 miles      |
| EXISTING LANES:            | 0               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

### PROJECT SPECIFICS

|                      |                       |
|----------------------|-----------------------|
| LANE WIDTH:          | 12 feet               |
| MEDIAN:              | No                    |
| CURB & GUTTER:       | Yes                   |
| PARKING:             | No                    |
| PEDESTRIAN FACILITY: | Sidewalk (Both Sides) |
| BICYCLE FACILITY:    | -                     |
| TRANSIT FACILITY:    | No                    |



# RALSTON LANE 84

## MURFREESBORO ROAD (SR-96) TO LEWISBURG PIKE (SR-106/US-431)

| PROJECT OVERVIEW |             |
|------------------|-------------|
| OVERALL COST:    | \$9,000,000 |
| TIME FRAME:      | Long        |
| PROJECT DRIVER:  | Development |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.72 miles      |
| EXISTING LANES:            | 0               |
| PROPOSED LANES:            | 3               |
| PROPOSED RIGHT OF WAY:     | 79 feet         |

| PROJECT SPECIFICS    |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | No                          |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (East Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (West Side) |
| TRANSIT FACILITY:    | No                          |

Ralston Lane extension is a new 2 lane road from Murfreesboro (SR-96) to Lewisburg Pike (SR-106/US-431). This road will provide additional access for nearby residential development to help reduce congestion along Murfreesboro Road by providing another connection to the south and connecting to Lewisburg Pike. There is no 2015 LOS as the road was not constructed. The 2040 LOS after construction is a LOS B and an LOS A near the intersection of future Ralston and Lewisburg Pike Avenue.



# 85 MCLEMORE ROAD EXTENSION

## LEWISBURG PIKE (SR-106/US-431) TO LEWISBURG PIKE (SR-106/US-431)

In order to support the future residential and commercial growth in this area, the McLemore Road Extension from Lewisburg Pike (SR-106/US-431) to Lewisburg Pike (SR-106/US-431) will create a new 2 lane road. There is no 2015 LOS since this road has not been constructed. The 2040 LOS after new construction is a LOS A.



### PROJECT OVERVIEW

|                 |              |
|-----------------|--------------|
| OVERALL COST:   | \$10,900,000 |
| TIME FRAME:     | Long         |
| PROJECT DRIVER: | Development  |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 1.35 miles      |
| EXISTING LANES:            | 0               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

### PROJECT SPECIFICS

|                      |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | No                          |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (West Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (East Side) |
| TRANSIT FACILITY:    | No                          |

# CLOVERCROFT ROAD 86

## WILSON PIKE (SR-252) TO EASTERN CITY LIMITS

Clovercroft Road will be increased to 4 lanes from Wilson Pike (SR-252) to the Eastern City limits. This minor arterial serves as key east-west connection into and out of the City. This segment has a 2015 LOS of B. The 2040 LOS after improvements changes slightly to a LOS of C. This change in LOS is due to the new connection of Liberty Pike to Wilson Pike.

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$11,400,000     |
| TIME FRAME:      | Long             |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Arterial |
| SEGMENT LENGTH:            | 1.11 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 128 feet       |

| PROJECT SPECIFICS    |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | No                           |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (South Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (North Side) |
| TRANSIT FACILITY:    | No                           |





# 87 HENPECK LANE

## COLUMBIA PIKE (SR-6/US-431) TO LEWISBURG PIKE (SR-106/US-431)

Henpeck Lane from Lewisburg Pike (SR-106/US-431) to Columbia Pike (SR-6/US-31) should be upgraded to City standards in order to connect existing neighborhoods and to the larger pedestrian network. The 2015 map shows a LOS A from Columbia Avenue to Moss Lane and a LOS B from Moss Lane to Lewisburg Pike. The 2040 LOS after improvements is LOS B from Columbia Avenue to Moss Lane and LOS C from Moss Lane to Lewisburg Pike.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$15,300,000     |
| TIME FRAME:     | Long             |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 2.16 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

### PROJECT SPECIFICS

|                      |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | No                           |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (South Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (North Side) |
| TRANSIT FACILITY:    | No                           |



# CAROTHERS PARKWAY (SOUTH EXTENSION)

## GOOSE CREEK BYPASS (SR-248) (FUTURE EXTENSION) TO PEYTONSVILLE ROAD

88

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$14,300,000     |
| TIME FRAME:      | Long             |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 0.90 miles     |
| EXISTING LANES:            | 0              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

| PROJECT SPECIFICS    |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | Yes                         |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (East Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (West Side) |
| TRANSIT FACILITY:    | No                          |

Major Collector, Carothers Parkway (South extension) extension, a new 4 lane road, from Goose Creek Bypass (SR-248) (future extension) to Peytonsville Road. The major collector is a key connection of this southeast quadrant transportation network. Because this road was not constructed in 2015 there is no LOS. The 2040 LOS after improvements changes slightly to a LOS B.



# 89 COLEMAN ROAD

## COLUMBIA PIKE (SR-6/US-31) TO WESTERN URBAN GROWTH BOUNDARY

This project includes upgrades to Coleman Road from Columbia Pike (SR-6/US-31) to the Western Urban Growth Boundary to City standards and adding a proposed multi-use path. With Henpeck Lane being upgraded and the rest of Coleman Road upgraded, this small section needs to be upgraded. The 2015 LOS is A. The 2040 LOS after improvements changes slightly to a LOS B.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$3,400,000      |
| TIME FRAME:     | Long             |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.47 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

### PROJECT SPECIFICS

|                      |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | No                           |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (South Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (North Side) |
| TRANSIT FACILITY:    | No                           |

# WILLOWSPRINGS BOULEVARD EXTENSION

## MACK HATCHER PARKWAY (SR-397) TO EXISTING WILLOWSPRINGS BOULEVARD

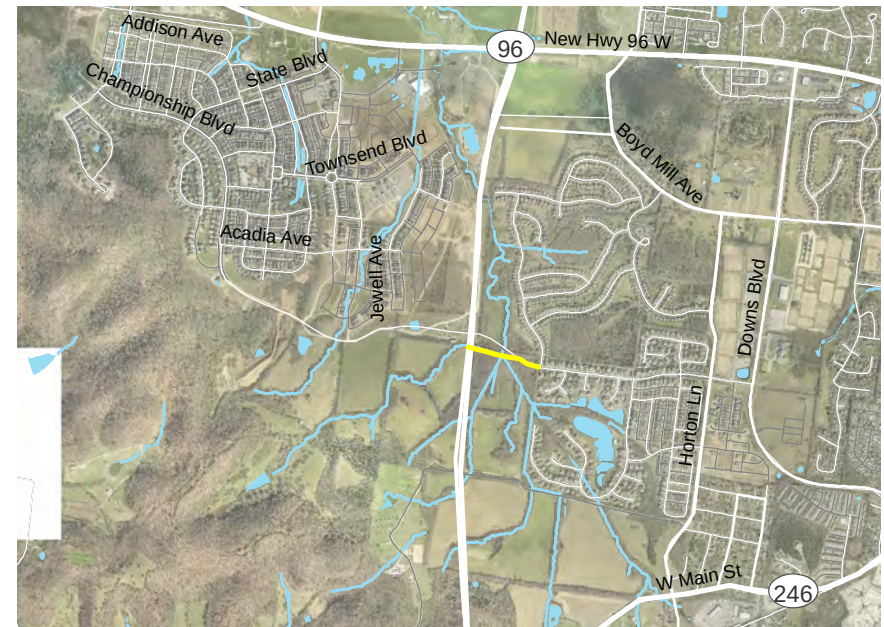
90

| PROJECT OVERVIEW |             |
|------------------|-------------|
| OVERALL COST:    | \$5,000,000 |
| TIME FRAME:      | Long        |
| PROJECT DRIVER:  | Development |

Willowsprings Boulevard, a local road, will be extended from Mack Hatcher Parkway (SR-397) to Willowsprings Boulevard. This road will provide access to Mack Hatcher for several neighborhoods in this area. There is no LOS in the model because it is a local road, which was not modeled.

| PROJECT CHARACTER          |            |
|----------------------------|------------|
| FUNCTIONAL CLASSIFICATION: | Local      |
| SEGMENT LENGTH:            | 0.74 miles |
| EXISTING LANES:            | 0          |
| PROPOSED LANES:            | 2          |
| PROPOSED RIGHT OF WAY:     | 75 feet    |

| PROJECT SPECIFICS    |                       |
|----------------------|-----------------------|
| LANE WIDTH:          | 12 feet               |
| MEDIAN:              | No                    |
| CURB & GUTTER:       | Yes                   |
| PARKING:             | No                    |
| PEDESTRIAN FACILITY: | Sidewalk (Both Sides) |
| BICYCLE FACILITY:    | -                     |
| TRANSIT FACILITY:    | No                    |





# 91 MCLEMORE ROAD

## GOOSE CREEK BYPASS (SR-248) TO LEWISBURG PIKE (SR-106/US-431)

A new 2 lane road, McLemore Road, will be constructed from Goose Creek Bypass (SR-248) to Lewisburg Pike (SR-106/US-431). The minor collector provides a valuable connection between Columbia Pike and Lewisburg Pike in the south part of the City. There is no 2015 LOS because it was not connected. The 2040 LOS after construction is A.



### PROJECT OVERVIEW

|                 |              |
|-----------------|--------------|
| OVERALL COST:   | \$11,800,000 |
| TIME FRAME:     | Long         |
| PROJECT DRIVER: | Development  |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 1.67 miles      |
| EXISTING LANES:            | 0               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

### PROJECT SPECIFICS

|                      |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | No                           |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (South Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (North Side) |
| TRANSIT FACILITY:    | No                           |



# OXFORD GLEN DRIVE 92

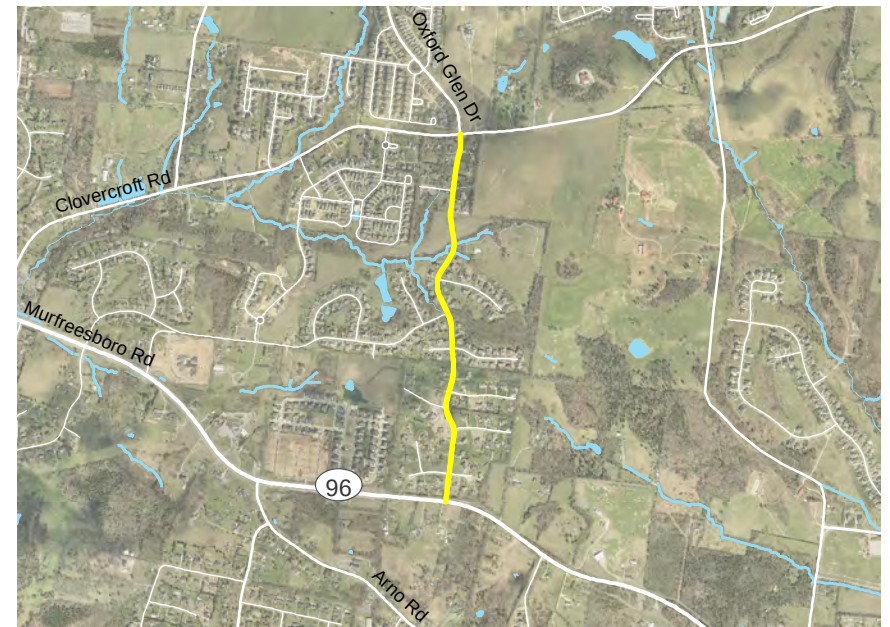
## MURFREESBORO ROAD TO CLOVERCROFT ROAD

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$5,300,000      |
| TIME FRAME:      | Long             |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.93 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 79 feet         |

| PROJECT SPECIFICS    |                        |
|----------------------|------------------------|
| LANE WIDTH:          | 12 feet                |
| MEDIAN:              | No                     |
| CURB & GUTTER:       | Yes                    |
| PARKING:             | No                     |
| PEDESTRIAN FACILITY: | Sidewalk (Both Sides)  |
| BICYCLE FACILITY:    | Bike-lane (Both Sides) |
| TRANSIT FACILITY:    | No                     |

Oxford Glen Drive, a minor collector, will be upgraded to City standards from Clovercroft Road to Murfreesboro Road (SR-96). This upgrade will support traffic flow and allow pedestrian connections between the many neighborhoods accessing this road. This segment has a 2015 LOS of B. The 2040 LOS after improvements changes to a LOS F from Clovercroft Road to Montridge Court, a LOS D from Montridge Court to Burton Drive, and a LOS C from Burton Drive to Murfreesboro Road. Future improvements will need to be re-evaluated as future growth expands to the east as this road's LOS decreases.



# 93 NEW ROADWAY

## OLD CHARLOTTE PIKE TO DEL RIO PIKE

A new 2 lane unnamed road will connect Del Rio Pike to Old Charlotte Pike. This minor collector, which is development driven, will provide additional north-south access that will provide options for the future development of land in this area. There is no 2015 LOS as this is a new roadway and not yet constructed. The 2040 LOS after construction is LOS C and LOS D.



### PROJECT OVERVIEW

|                 |              |
|-----------------|--------------|
| OVERALL COST:   | \$13,700,000 |
| TIME FRAME:     | Long         |
| PROJECT DRIVER: | Development  |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 1.69 miles      |
| EXISTING LANES:            | 0               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | 75 feet         |

### PROJECT SPECIFICS

|                      |                             |
|----------------------|-----------------------------|
| LANE WIDTH:          | 12 feet                     |
| MEDIAN:              | No                          |
| CURB & GUTTER:       | Yes                         |
| PARKING:             | No                          |
| PEDESTRIAN FACILITY: | Sidewalk (West Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (East Side) |
| TRANSIT FACILITY:    | No                          |

# MURFREESBORO ROAD (SR-96)

## MACK HATCHER PARKWAY (SR-397) TO INTERSTATE 65

94

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$3,000,000      |
| TIME FRAME:      | Short            |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Arterial |
| SEGMENT LENGTH:            | 1.20 miles     |
| EXISTING LANES:            | 4              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | N/A            |

| PROJECT SPECIFICS    |                 |
|----------------------|-----------------|
| LANE WIDTH:          | N/A             |
| MEDIAN:              | N/A             |
| CURB & GUTTER:       | N/A             |
| PARKING:             | N/A             |
| PEDESTRIAN FACILITY: | Sidewalk        |
| BICYCLE FACILITY:    | Multi-Use Trail |
| TRANSIT FACILITY:    | Yes             |

This project includes the addition of sidewalks on the south side of HWY 96 to fill in gaps and convert the existing sidewalk to the north into a multi-use trail. This trail connects multiple commercial areas and neighborhoods and would connect to a larger pedestrian network on Mack Hatcher.





# 95 SOUTH ROYAL OAKS BOULEVARD

## MACK HATCHER PKWY (SR-397) TO MURFREESBORO ROAD (SR-96)

**Bicycle / Pedestrian Improvement Only**

Add a sidewalk to fill in gaps on the North side and convert the existing sidewalk on the south side into a multi-use trail. The project would be from Mack Hatcher Parkway (SR-397) to Murfreesboro Road (SR-96). This road connects multiple neighborhoods and would connect to a larger pedestrian network on Mack Hatcher.

### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$1,950,000      |
| TIME FRAME:     | Short            |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 1.30 miles     |
| EXISTING LANES:            | 4              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | N/A            |

### PROJECT SPECIFICS

|                      |                 |
|----------------------|-----------------|
| LANE WIDTH:          | N/A             |
| MEDIAN:              | N/A             |
| CURB & GUTTER:       | N/A             |
| PARKING:             | N/A             |
| PEDESTRIAN FACILITY: | Sidewalk        |
| BICYCLE FACILITY:    | Multi-Use Trail |
| TRANSIT FACILITY:    | No              |





# CAROTHERS PARKWAY

## NORTHERN NISSAN ACCESS TO NORTHERN CITY LIMITS

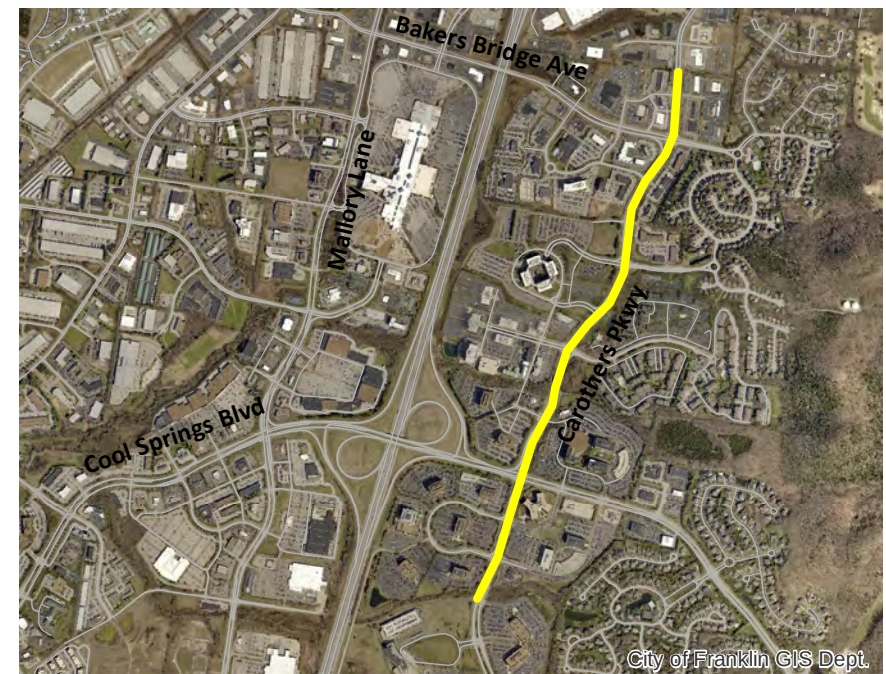
96

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$1,950,000      |
| TIME FRAME:      | Short            |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 1.30 miles     |
| EXISTING LANES:            | 4              |
| PROPOSED LANES:            | 6              |
| PROPOSED RIGHT OF WAY:     | N/A            |

| PROJECT SPECIFICS    |                 |
|----------------------|-----------------|
| LANE WIDTH:          | N/A             |
| MEDIAN:              | N/A             |
| CURB & GUTTER:       | N/A             |
| PARKING:             | N/A             |
| PEDESTRIAN FACILITY: | Sidewalk        |
| BICYCLE FACILITY:    | Multi-Use Trail |
| TRANSIT FACILITY:    | No              |

This project would add onto the existing 5' sidewalk and convert the sidewalk into a 12' wide multiuse trail.



City of Franklin GIS Dept.

# 97 1ST AVENUE

## SOUTH MARGIN STREET TO NORTH MARGIN STREET

**Bicycle / Pedestrian Improvement Only**

This project would connect Pinkerton Park, Historic downtown Franklin and Bicentennial Park. Construction includes a 12' wide multi-use trail on the east side of 1st Ave.

### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$1,470,000      |
| TIME FRAME:     | Short            |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Arterial |
| SEGMENT LENGTH:            | 0.49 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 2              |
| PROPOSED RIGHT OF WAY:     | N/A            |

### PROJECT SPECIFICS

|                      |                 |
|----------------------|-----------------|
| LANE WIDTH:          | N/A             |
| MEDIAN:              | N/A             |
| CURB & GUTTER:       | N/A             |
| PARKING:             | N/A             |
| PEDESTRIAN FACILITY: | Sidewalk        |
| BICYCLE FACILITY:    | Multi-Use Trail |
| TRANSIT FACILITY:    | No              |



## Bicycle / Pedestrian Improvement Only

# MALLORY LANE 98

## LIBERTY PIKE TO COOL SPRINGS BLVD

This project would add onto the existing 5' sidewalk and convert the sidewalk into a 12' wide multi-use trail.

| PROJECT OVERVIEW |                                |
|------------------|--------------------------------|
| OVERALL COST:    | \$2,325,000                    |
| TIME FRAME:      | Short                          |
| PROJECT DRIVER:  | Development / City of Franklin |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 1.55 miles     |
| EXISTING LANES:            | 4              |
| PROPOSED LANES:            | 6              |
| PROPOSED RIGHT OF WAY:     | N/A            |

| PROJECT SPECIFICS    |                 |
|----------------------|-----------------|
| LANE WIDTH:          | N/A             |
| MEDIAN:              | N/A             |
| CURB & GUTTER:       | N/A             |
| PARKING:             | N/A             |
| PEDESTRIAN FACILITY: | Sidewalk        |
| BICYCLE FACILITY:    | Multi-Use Trail |
| TRANSIT FACILITY:    | Yes             |





# 99 MURFREESBORO ROAD (SR-96) INTERSTATE 65 TO HURSTBOURNE PARK BLVD

***Bicycle / Pedestrian Improvement Only***

This project includes the construction of a 12' wide multi-use trail on the north side of Murfreesboro Road and 5' sidewalk on the south side of Murfreesboro Road.

## PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$2,700,000      |
| TIME FRAME:     | Short            |
| PROJECT DRIVER: | City of Franklin |

## PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 1.80 miles     |
| EXISTING LANES:            | 4              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | N/A            |

## PROJECT SPECIFICS

|                      |                 |
|----------------------|-----------------|
| LANE WIDTH:          | N/A             |
| MEDIAN:              | N/A             |
| CURB & GUTTER:       | N/A             |
| PARKING:             | N/A             |
| PEDESTRIAN FACILITY: | Sidewalk        |
| BICYCLE FACILITY:    | Multi-Use Trail |
| TRANSIT FACILITY:    | No              |





# LEWISBURG PIKE 100

## MACK HATCHER PARKWAY (SR-397) TO EASTERN FLANK BATTLEFIELD PARK

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$2,100,000      |
| TIME FRAME:      | Short            |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |            |
|----------------------------|------------|
| FUNCTIONAL CLASSIFICATION: | Local      |
| SEGMENT LENGTH:            | 1.40 miles |
| EXISTING LANES:            | 2          |
| PROPOSED LANES:            | 2          |
| PROPOSED RIGHT OF WAY:     | N/A        |

| PROJECT SPECIFICS    |                 |
|----------------------|-----------------|
| LANE WIDTH:          | N/A             |
| MEDIAN:              | N/A             |
| CURB & GUTTER:       | N/A             |
| PARKING:             | N/A             |
| PEDESTRIAN FACILITY: | Sidewalk        |
| BICYCLE FACILITY:    | Multi-Use Trail |
| TRANSIT FACILITY:    | No              |

This project will construct an open ditch multi-use trail from the Eastern Flank Battlefield Park to Mack Hatcher Parkway. This trail system will eventually connect into the proposed trail system associated with Mack Hatcher Parkway and Lewisburg Pike.



# 101 MACK HATCHER PARKWAY (SR-397)

## HILLSBORO RD (SR-106/US-431) TO FRANKLIN RD (SR6/US-31)

**Bicycle / Pedestrian Improvement Only**

The Mack Hatcher Parkway (SR-397) has been designed with a multi-use path on the south side of the road. A multi-use path exists from Franklin Road to Daniel McMahon Lane. In order to complete this pedestrian network so there is a complete network around this major corridor, the completion of a multi-use path from Hillsboro Road to Daniel McMahon Lane is necessary.

### PROJECT OVERVIEW

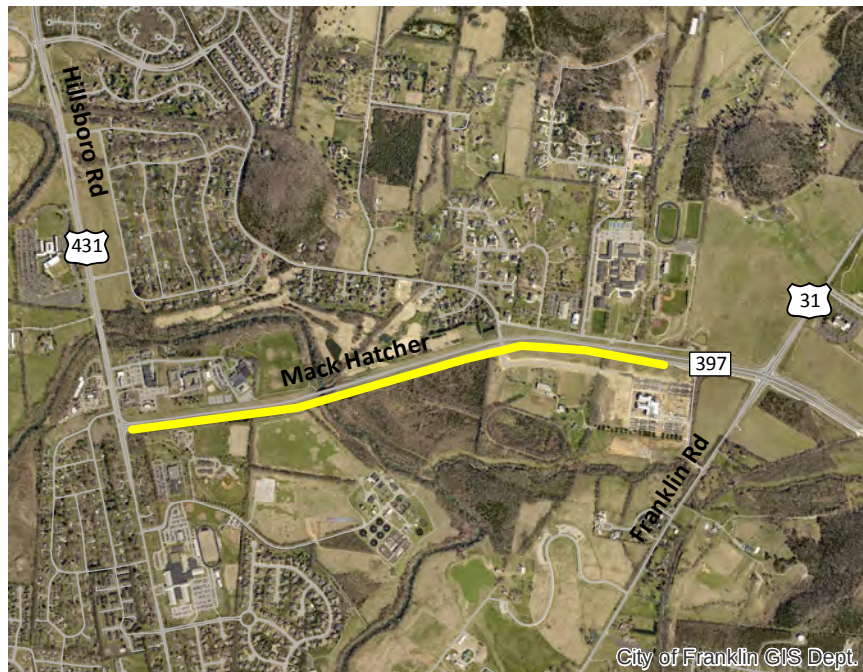
|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$2,295,000      |
| TIME FRAME:     | Short            |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                      |
|----------------------------|----------------------|
| FUNCTIONAL CLASSIFICATION: | Expressway / Freeway |
| SEGMENT LENGTH:            | 1.53 miles           |
| EXISTING LANES:            | 4                    |
| PROPOSED LANES:            | 4                    |
| PROPOSED RIGHT OF WAY:     | N/A                  |

### PROJECT SPECIFICS

|                      |                 |
|----------------------|-----------------|
| LANE WIDTH:          | N/A             |
| MEDIAN:              | N/A             |
| CURB & GUTTER:       | N/A             |
| PARKING:             | N/A             |
| PEDESTRIAN FACILITY: | None            |
| BICYCLE FACILITY:    | Multi-Use Trail |
| TRANSIT FACILITY:    | No              |



# COOL SPRINGS BLVD 102

## MACK HATCHER PARKWAY (SR-397) TO INTERSTATE 65

This project would add onto the existing 5' sidewalk and convert the sidewalk into a 12' wide multi-use trail.

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$2,700,000      |
| TIME FRAME:      | Short            |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 1.80 miles     |
| EXISTING LANES:            | 4              |
| PROPOSED LANES:            | 6              |
| PROPOSED RIGHT OF WAY:     | N/A            |

| PROJECT SPECIFICS    |                 |
|----------------------|-----------------|
| LANE WIDTH:          | N/A             |
| MEDIAN:              | N/A             |
| CURB & GUTTER:       | N/A             |
| PARKING:             | N/A             |
| PEDESTRIAN FACILITY: | Sidewalk        |
| BICYCLE FACILITY:    | Multi-Use Trail |
| TRANSIT FACILITY:    | Yes             |





# 103 OXFORD GLEN DRIVE

## DAYLILY DRIVE TO EAST MCEWEN DRIVE

**Bicycle / Pedestrian Improvement Only**

This northern section of Oxford Glen Drive from McEwen Drive to Liberty Pike already has bike lanes, however the right-of-way has enough room for the construction of a 12' wide multi-use trail to provide pedestrian access and benefit the neighborhoods in the area.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$870,000        |
| TIME FRAME:     | Short            |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.60 miles      |
| EXISTING LANES:            | 2               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | N/A             |

### PROJECT SPECIFICS

|                      |                 |
|----------------------|-----------------|
| LANE WIDTH:          | N/A             |
| MEDIAN:              | N/A             |
| CURB & GUTTER:       | N/A             |
| PARKING:             | N/A             |
| PEDESTRIAN FACILITY: | None            |
| BICYCLE FACILITY:    | Multi-Use Trail |
| TRANSIT FACILITY:    | No              |

# FOREST CROSSING BLVD

## STONEGATE DRIVE TO SOUTH ROYAL OAKS BLVD

104

This project would include a 12' wide multi-use trail to fill in a gap between the Forrest Crossing neighborhood and South Royal Oaks.

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$375,000        |
| TIME FRAME:      | Medium           |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |            |
|----------------------------|------------|
| FUNCTIONAL CLASSIFICATION: | Local      |
| SEGMENT LENGTH:            | 0.25 miles |
| EXISTING LANES:            | 4          |
| PROPOSED LANES:            | 4          |
| PROPOSED RIGHT OF WAY:     | N/A        |

| PROJECT SPECIFICS    |                 |
|----------------------|-----------------|
| LANE WIDTH:          | N/A             |
| MEDIAN:              | N/A             |
| CURB & GUTTER:       | N/A             |
| PARKING:             | N/A             |
| PEDESTRIAN FACILITY: | None            |
| BICYCLE FACILITY:    | Multi-Use Trail |
| TRANSIT FACILITY:    | No              |



# 105 RALSTON LANE

## MURFREESBORO ROAD (SR-96) TO LIBERTY PIKE

**Bicycle / Pedestrian Improvement Only**

This project would add onto the existing 5' sidewalk and convert the sidewalk into a 12' wide multi-use trail on the west side of the roadway.

### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$1,155,000      |
| TIME FRAME:     | Medium           |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.77 miles      |
| EXISTING LANES:            | 3               |
| PROPOSED LANES:            | 2               |
| PROPOSED RIGHT OF WAY:     | N/A             |

### PROJECT SPECIFICS

|                      |                 |
|----------------------|-----------------|
| LANE WIDTH:          | N/A             |
| MEDIAN:              | N/A             |
| CURB & GUTTER:       | N/A             |
| PARKING:             | N/A             |
| PEDESTRIAN FACILITY: | Sidewalk        |
| BICYCLE FACILITY:    | Multi-Use Trail |
| TRANSIT FACILITY:    | No              |





# NORTH ROYAL OAKS BLVD

## MURFEESBORO ROAD (SR-96) TO LAKEVIEW DRIVE

106

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$420,000        |
| TIME FRAME:      | Medium           |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 0.28 miles     |
| EXISTING LANES:            | 4              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | N/A            |

| PROJECT SPECIFICS    |                 |
|----------------------|-----------------|
| LANE WIDTH:          | N/A             |
| MEDIAN:              | N/A             |
| CURB & GUTTER:       | N/A             |
| PARKING:             | N/A             |
| PEDESTRIAN FACILITY: | Sidewalk        |
| BICYCLE FACILITY:    | Multi-Use Trail |
| TRANSIT FACILITY:    | No              |

This project would add onto the existing 5' sidewalk and convert the sidewalk into a 12' wide multi-use trail on the east side of the roadway.



# 107 MALLORY LANE

## COOL SPRINGS BLVD TO MOORES LANE

**Bicycle / Pedestrian Improvement Only**

This project would add onto the existing 5' sidewalk and convert the sidewalk into a 12' wide multi-use trail.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$2,175,000      |
| TIME FRAME:     | Medium           |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 11.45 miles    |
| EXISTING LANES:            | 4              |
| PROPOSED LANES:            | 5              |
| PROPOSED RIGHT OF WAY:     | N/A            |

### PROJECT SPECIFICS

|                      |                 |
|----------------------|-----------------|
| LANE WIDTH:          | N/A             |
| MEDIAN:              | N/A             |
| CURB & GUTTER:       | N/A             |
| PARKING:             | N/A             |
| PEDESTRIAN FACILITY: | Sidewalk        |
| BICYCLE FACILITY:    | Multi-Use Trail |
| TRANSIT FACILITY:    | Yes             |

# SEABOARD LANE AND ASPEN GROVE DRIVE

## COOL SPRINGS BLVD TO MALLORY STATION ROAD

108

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$3,000,000      |
| TIME FRAME:      | Long             |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 1.53 miles     |
| EXISTING LANES:            | 4              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | N/A            |

| PROJECT SPECIFICS    |                 |
|----------------------|-----------------|
| LANE WIDTH:          | N/A             |
| MEDIAN:              | N/A             |
| CURB & GUTTER:       | N/A             |
| PARKING:             | N/A             |
| PEDESTRIAN FACILITY: | Sidewalk        |
| BICYCLE FACILITY:    | Multi-Use Trail |
| TRANSIT FACILITY:    | No              |

This project would include the construction of a 5' sidewalk on the south side and a 12' wide multi-use trail on the north side and would connect into Aspen Grove Park.





# 109 GENERAL GEORGE PATTON DRIVE

## MALLORY STATION ROAD TO NORTHERN CITY LIMITS

**Bicycle / Pedestrian Improvement Only**

This project would include the construction of a 12' multi-use trail on the west side and a 5' sidewalk on the east side of General George Patton Drive.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$1,800,000      |
| TIME FRAME:     | Long             |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.60 miles      |
| EXISTING LANES:            | 3               |
| PROPOSED LANES:            | 3               |
| PROPOSED RIGHT OF WAY:     | N/A             |

### PROJECT SPECIFICS

|                      |                 |
|----------------------|-----------------|
| LANE WIDTH:          | N/A             |
| MEDIAN:              | N/A             |
| CURB & GUTTER:       | N/A             |
| PARKING:             | N/A             |
| PEDESTRIAN FACILITY: | Sidewalk        |
| BICYCLE FACILITY:    | Multi-Use Trail |
| TRANSIT FACILITY:    | Yes             |

## Bicycle / Pedestrian Improvement Only

| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$2,250,000      |
| TIME FRAME:      | Long             |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER          |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Major Collector |
| SEGMENT LENGTH:            | 0.75 miles      |
| EXISTING LANES:            | 4               |
| PROPOSED LANES:            | 4               |
| PROPOSED RIGHT OF WAY:     | N/A             |

| PROJECT SPECIFICS    |                 |
|----------------------|-----------------|
| LANE WIDTH:          | N/A             |
| MEDIAN:              | N/A             |
| CURB & GUTTER:       | N/A             |
| PARKING:             | N/A             |
| PEDESTRIAN FACILITY: | Sidewalk        |
| BICYCLE FACILITY:    | Multi-Use Trail |
| TRANSIT FACILITY:    | No              |

# BAKERS BRIDGE AVENUE

## MALLORY LANE TO CAROTHERS PARKWAY

This project would add onto the existing 5' sidewalk and convert the sidewalk into a 12' wide multi-use trail. This should be a long term project to be completed when the bridge deck is rehabilitated.



# 111 CROSSROADS BLVD

## SEABOARD LANE TO SOUTHGATE COURT

***Bicycle / Pedestrian Improvement Only***

This project would add 5' sidewalks on both sides of the roadway.



### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$750,000        |
| TIME FRAME:     | Long             |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                 |
|----------------------------|-----------------|
| FUNCTIONAL CLASSIFICATION: | Minor Collector |
| SEGMENT LENGTH:            | 0.25 miles      |
| EXISTING LANES:            | 3               |
| PROPOSED LANES:            | 3               |
| PROPOSED RIGHT OF WAY:     | N/A             |

### PROJECT SPECIFICS

|                      |          |
|----------------------|----------|
| LANE WIDTH:          | N/A      |
| MEDIAN:              | N/A      |
| CURB & GUTTER:       | N/A      |
| PARKING:             | N/A      |
| PEDESTRIAN FACILITY: | Sidewalk |
| BICYCLE FACILITY:    | None     |
| TRANSIT FACILITY:    | Yes      |



# A2 PLANNING CONTEXT

## STUDY AREA

The City of Franklin is located approximately 15 miles south of Nashville, Tennessee in Williamson County. Franklin is considered to be part of the Nashville-Davidson-Murfreesboro-Franklin, TN Metropolitan Statistical Area, which has a land area of 7,484 square miles and a 2014 estimated population of 1,792,649 (2014 American Community Survey).

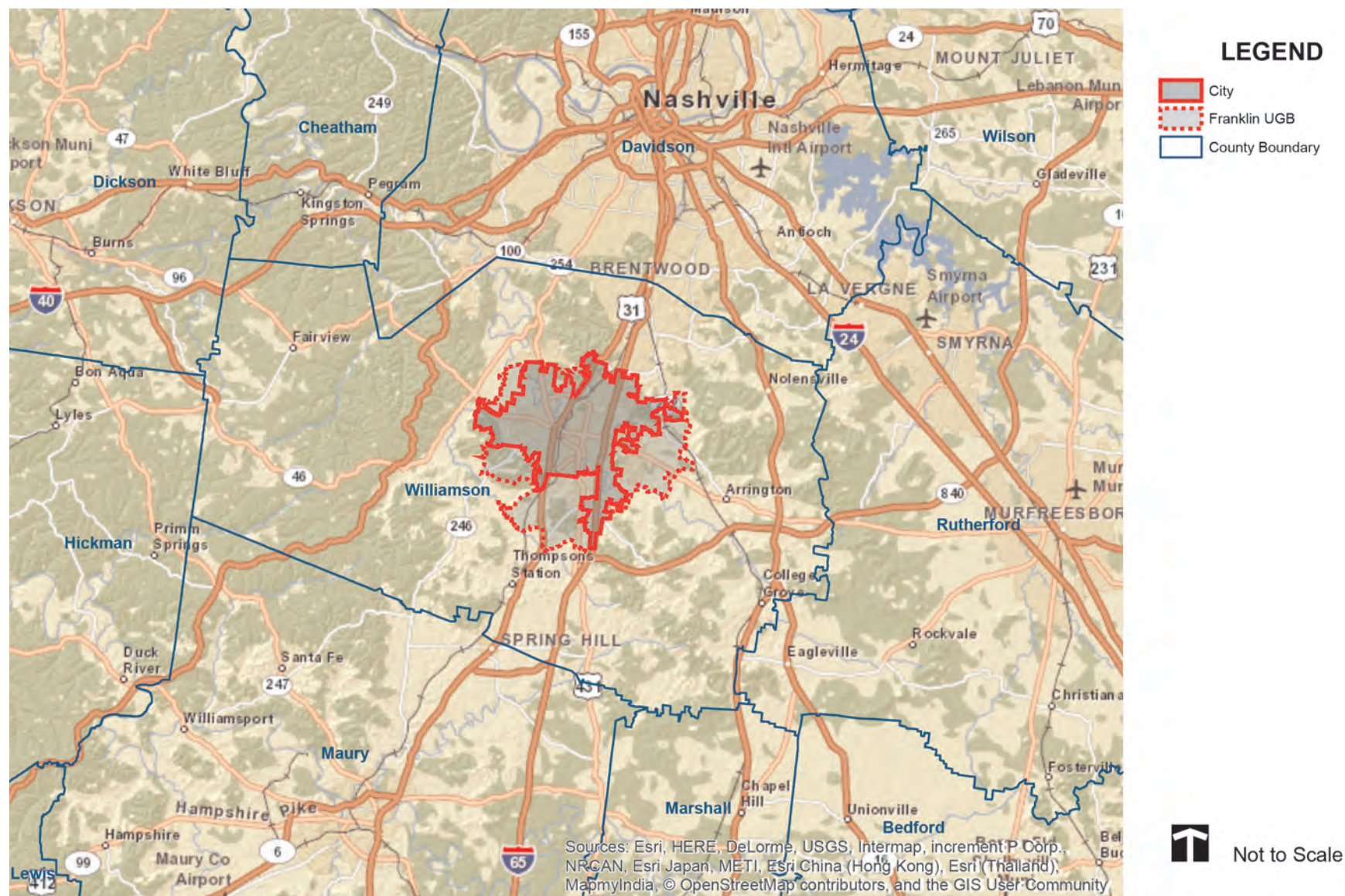
The City of Franklin municipal limits include an area of approximately 41 square miles. According to the 2010 U.S. Census, the City's population was 62,487 (2010 U.S. Census). The City had a special census conducted in 2014 that measured the City population at 66,335. The subject area for this plan includes the City of Franklin Urban Growth Boundary (UGB) as identified by the Nashville Area Metropolitan Planning Organization (NAMPO) in addition to all lands incorporated into the City limits. The Franklin UGB includes an additional 34 square miles of land area. The City limits and Urban Growth Boundary are depicted in Figure A2.2.



*It is important to have an understanding of projected growth and development in order to make informed decisions regarding future transportation investments.*

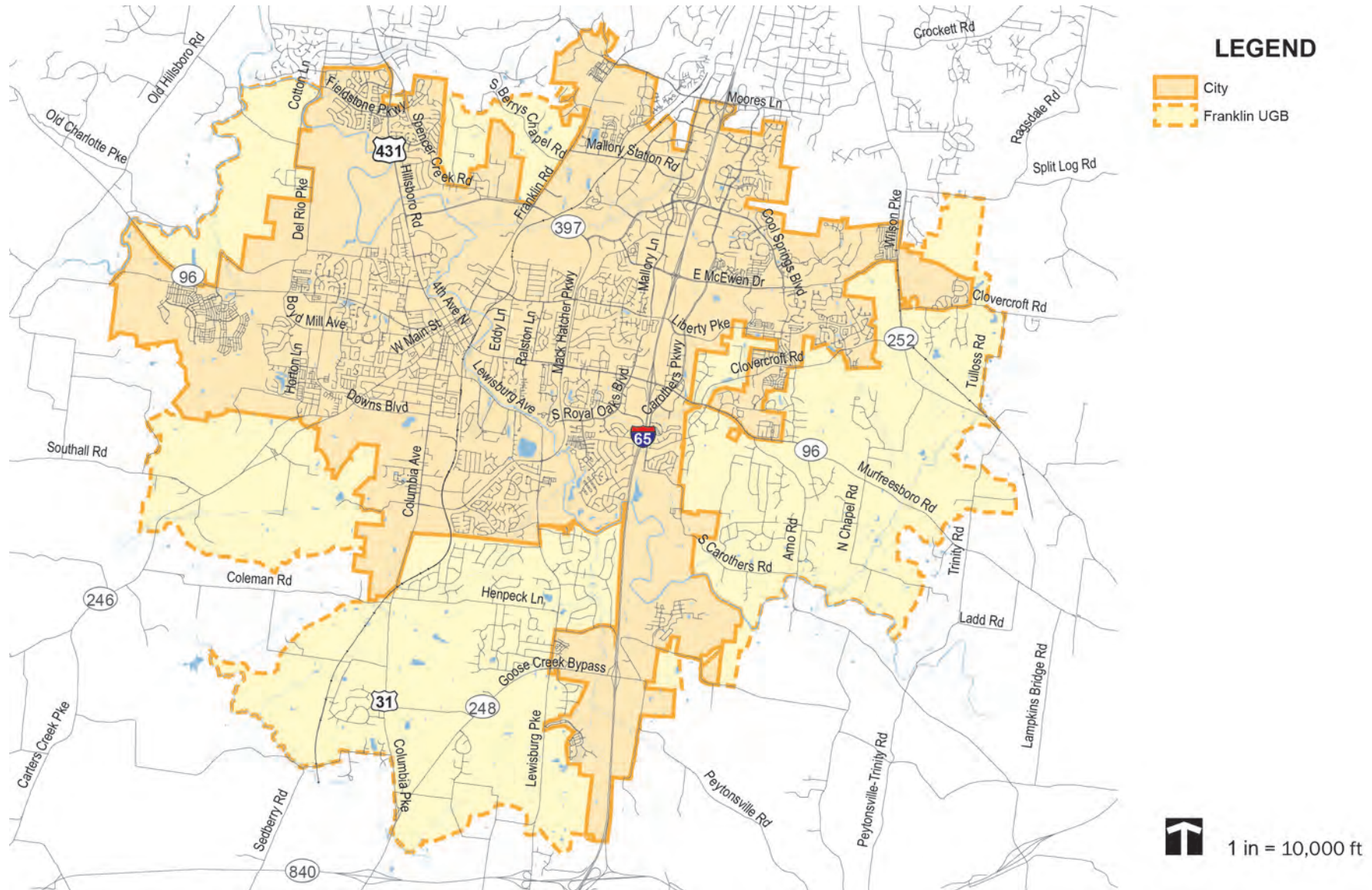
# A2 PLANNING CONTEXT

FIGURE A2.1: REGIONAL CONTEXT MAP





**FIGURE A2.2: STUDY AREA MAP**





# A2 PLANNING CONTEXT

Franklin has become one of the fastest growing cities in the State of Tennessee. Table A2.1 and Figure A2.3 detail the City's growth from 1950 to 2014. The City's tremendous growth has had significant impacts on the transportation system. While numerous improvements have been made, it remains important to continue investment in the transportation network to support existing and new growth.

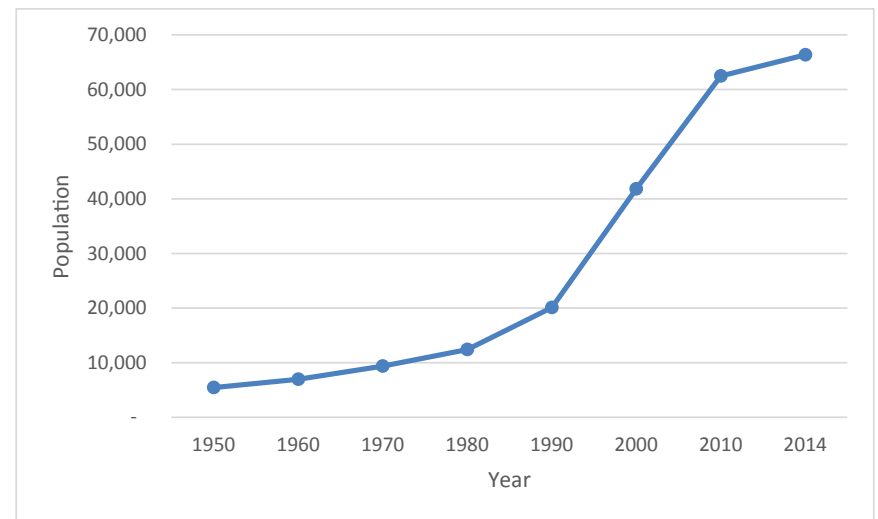
Figure A2.4 shows the existing land use pattern. Residential development is distributed throughout Franklin with concentrations within the Mack Hatcher area in the center of the City, to the north along Hillsboro Road, west along State Route 96 (Murfreesboro Road), and east of Interstate 65 in the Seward Hall character area. When examining the entire Franklin UGB, the 2015 residential population is estimated at 87,921.

**TABLE A2.1 CITY OF FRANKLIN HISTORIC POPULATION**

| Year                                                                                        | Population | Absolute Change | % Change |
|---------------------------------------------------------------------------------------------|------------|-----------------|----------|
| 1950                                                                                        | 5,475 *    | -               | -        |
| 1960                                                                                        | 6,977 *    | 1,502           | 27.4%    |
| 1970                                                                                        | 9,404 *    | 2,427           | 34.8%    |
| 1980                                                                                        | 12,407 *   | 3,003           | 31.9%    |
| 1990                                                                                        | 20,098 *   | 7,691           | 62.0%    |
| 2000                                                                                        | 41,842 *   | 21,744          | 108.2%   |
| 2010                                                                                        | 62,487 *   | 20,645          | 49.3%    |
| 2014                                                                                        | 66,335 **  | 3,848           | 6.2%     |
| * Source: U.S. Census                                                                       |            |                 |          |
| **Source: City of Franklin 2014 Special Census                                              |            |                 |          |
| Note: Figures represent City of Franklin population and do not include additional UGB area. |            |                 |          |

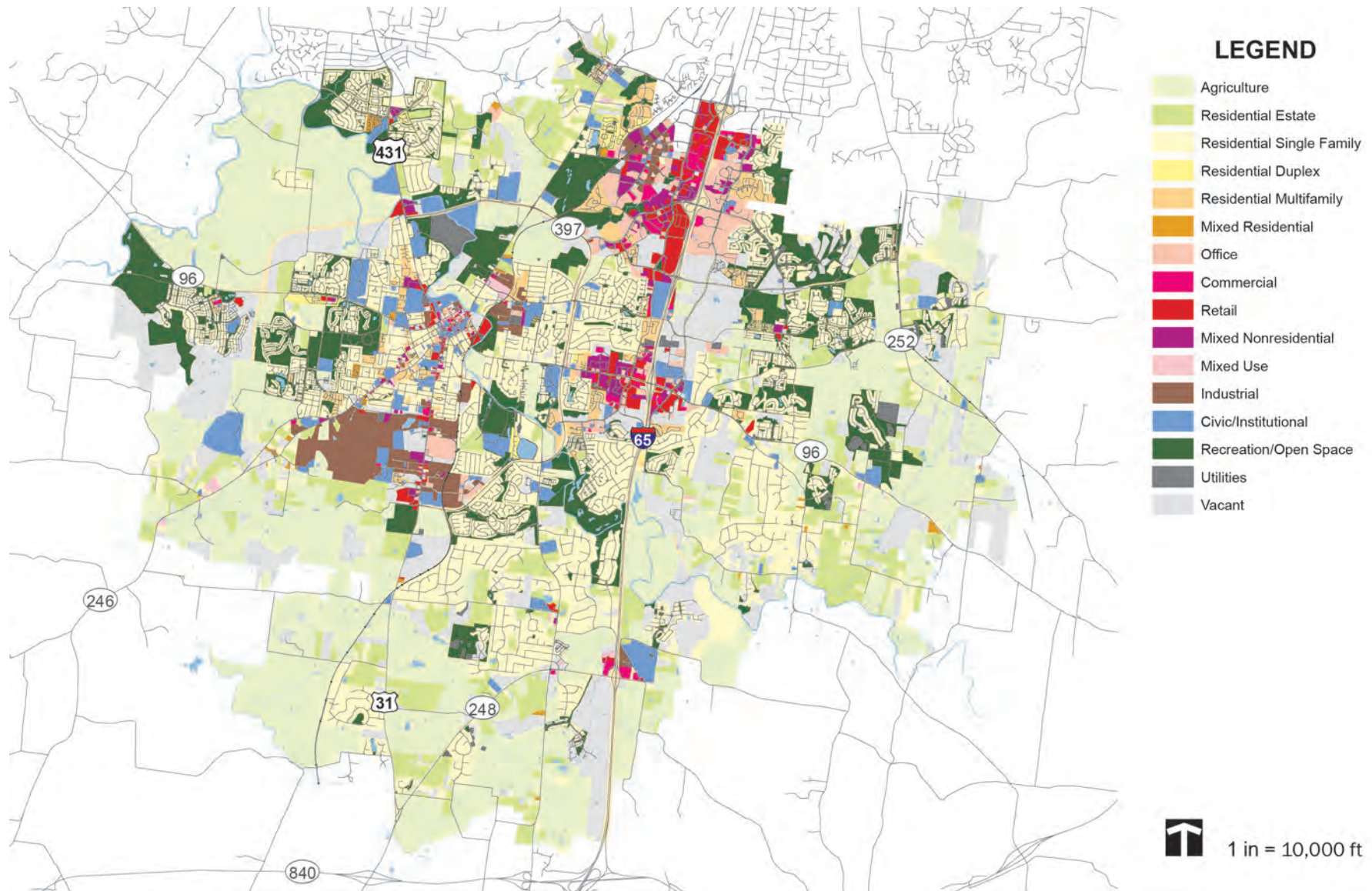
Primary employment areas include downtown Franklin, the Cool Springs / Carothers Parkway / McEwen area, the area around the Interstate 65 and State Route 96 interchange, and to a lesser extent, the S. Columbia Avenue corridor. Employment figures represent the number of people working within the study area. For 2013, employment in the Franklin UGB was estimated at 84,995. Figures A2.5 and A2.6 show 2015 estimated population and employment density, respectively. These figures represent the number of persons per acre for population and the number of jobs per acre for employment.

**FIGURE A2.3 CITY OF FRANKLIN HISTORIC POPULATION CHART**



Source: U.S. Census and City of Franklin 2014 Special Census

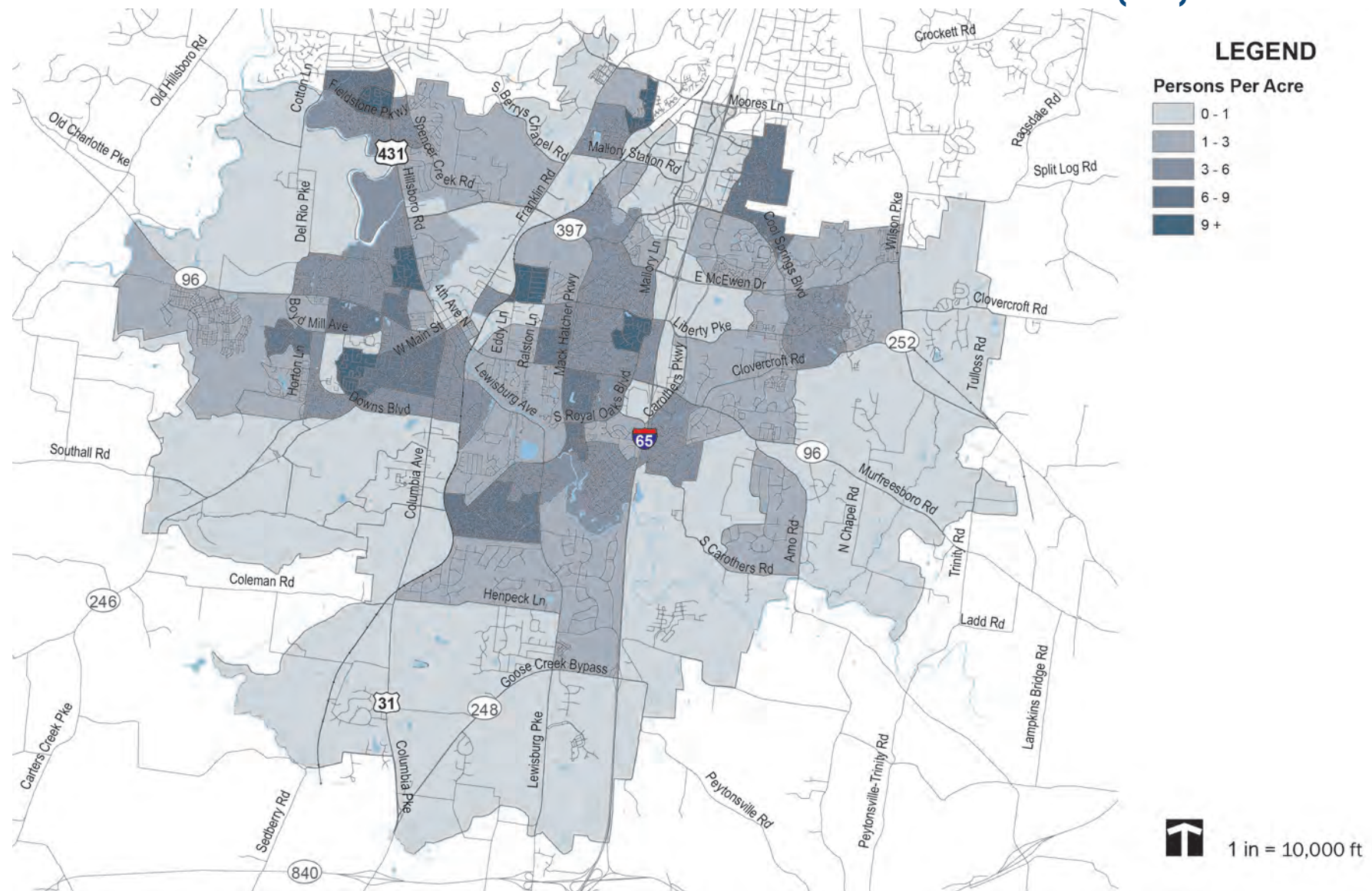
**FIGURE A2.4: EXISTING LAND USE MAP**





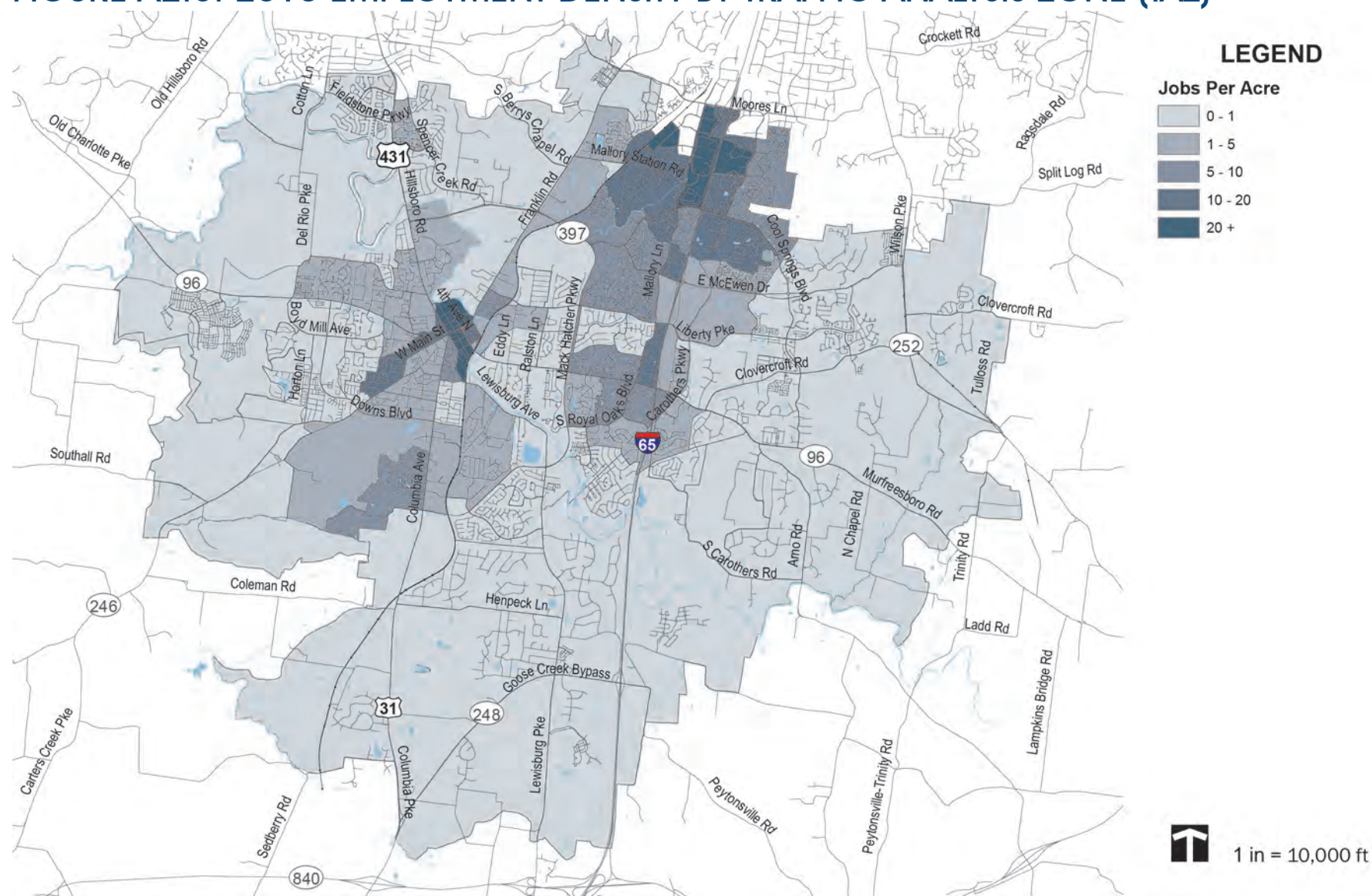
# A2 PLANNING CONTEXT

FIGURE A2.5: 2015 POPULATION DENSITY BY TRAFFIC ANALYSIS ZONE (TAZ)





**FIGURE A2.6: 2015 EMPLOYMENT DENSITY BY TRAFFIC ANALYSIS ZONE (TAZ)**



# A2 PLANNING CONTEXT

## TRAFFIC ANALYSIS ZONES

Both qualitative and quantitative analysis was used to form the basis of the recommendations in this plan. In addition to the input gathered as part of the public engagement process and consultant team field analysis, a detailed Travel Demand Model (TDM) was used in conjunction with population and employment projections. The Franklin TDM was developed as more detailed version of the NAMPO regional travel demand model. In both cases, the model uses geographic units called Traffic Analysis Zones (TAZ) for inventorying demographic and employment data within the study area. TAZs are based on census block information and can vary considerably in size. Figure A2.7 is a map of the TAZs in the Franklin area.

## POPULATION AND EMPLOYMENT PROJECTIONS

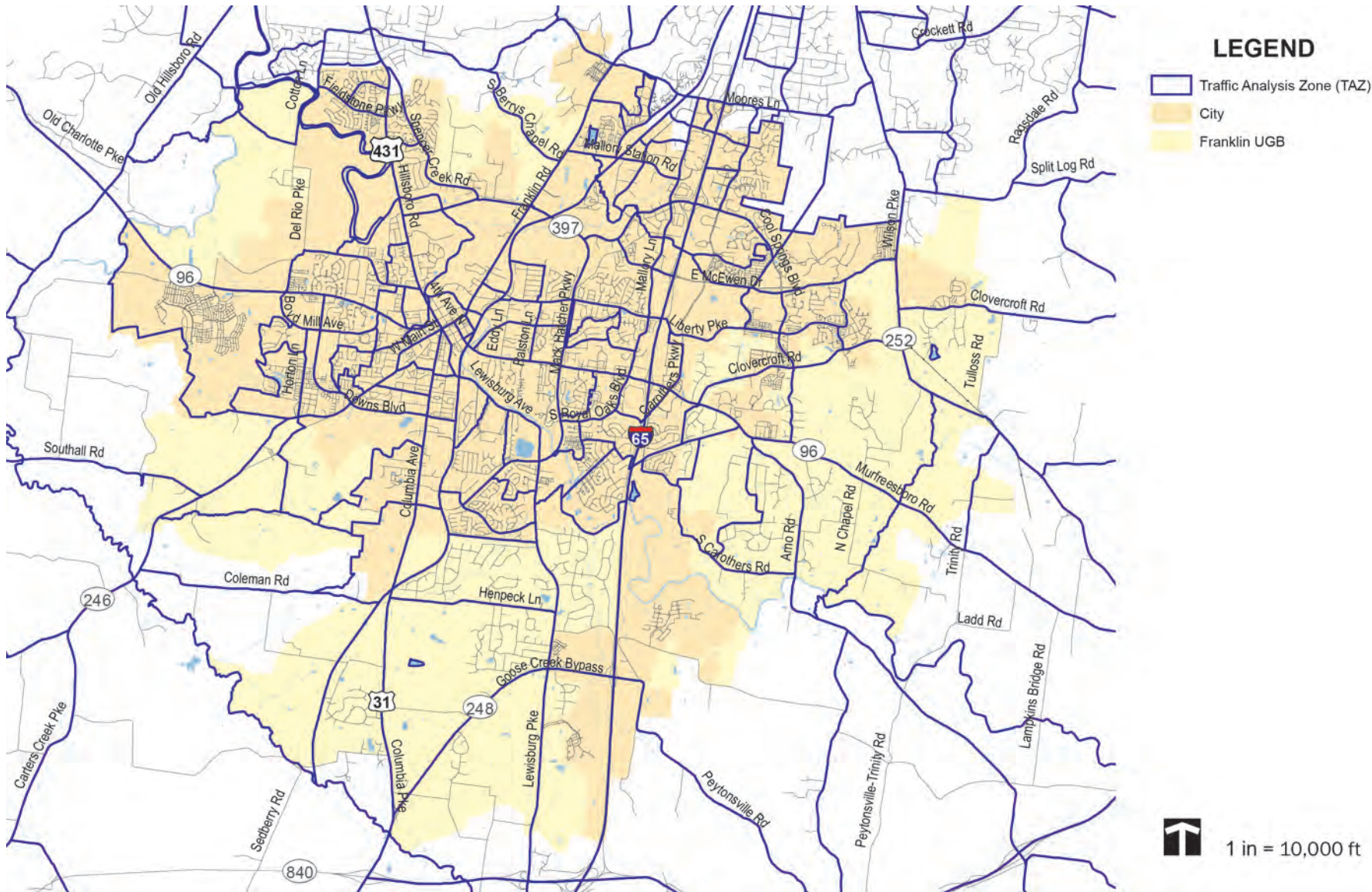
### METHODOLOGY

In order to assess the future demands and needs placed on the transportation network, both population and employment figures for the UGB were projected into the future. These projections are based on existing development patterns, approved development agreements, and potential land use changes. Development agreements are planned or on-going projects that have received approval from the City of Franklin and therefore have an entitlement to some future residential or commercial development figures. The process used to project population and employment growth in the UGB is as follows:

1. Reviewed and mapped development agreements by census block for residential density (units per acre) and non-residential intensity (gross square feet of development).
2. Mapped potential future land use changes and proposed densities by census block based on discussions with City staff.
3. Identified parcels currently classified as vacant and reviewed for existing structures and/or development feasibility.
4. Population projections:
  - Development agreements: Total number of units approved minus existing units (Source: 2013 Development Report).
  - Future land use changes: Parcel area multiplied by gross density to calculate potential units, minus existing units on site, multiplied by persons per household (see Assumptions below).
  - Vacant Parcels: Number of vacant parcels, assuming one dwelling unit (DU) per parcel.
5. Employment projections:
  - Development agreements: Total approved square footage divided by square footage per worker (see Assumptions Table A2.2).
  - Future land use changes / Development based on zoning (see Assumptions): Parcel size multiplied by floor area ratio (FAR) (see Assumptions Table A2.3) to determine building gross square footage, divided by square footage per employee (see assumptions).
  - Employment projections were organized according to the five categories used in the NAMPO model. They are: Agriculture (AG), Manufacturing (MFG), Transportation and Warehousing (TW), Retail (RET), and Office and Services (OFF).
6. All projections were aggregated by TAZ by employment category. If any part of a TAZ was included in the City of Franklin urban growth boundary, all of the census blocks in the TAZ were included even if the block was outside the UGB. However, only blocks within the UGB were projected to 2040, no change in build out is assumed for



## FIGURE A2.7: TRAFFIC ANALYSIS ZONES MAP





# A2 PLANNING CONTEXT

blocks outside of the UGB (ie existing population and employment numbers were used as future numbers for census blocks inside the TAZ but outside the UGB).

7. The results of the Nashville Area MPO: Regional Land Use Model, Business-as-Usual Scenario census block data was aggregated by TAZ.
8. 2013 Base Data:
  - Population: 2010 MPO/Census data projected to 2013 using 2010-2013 growth rate as reported in the 2013 Development Report.
  - Employment: 2010 MPO/Census data projected to 2013 using 2010-2013 MPO BAU model growth rate. (Employment growth trends not available as part of annual development reports).
9. The population and employment projections estimated from development agreements and current zoning as aggregated in Step 6 were added to 2013 base year levels to calculate 2040 projections.
10. A straight line projection was applied from 2013 to 2040 to calculate interval years (2015, 2020, 2030, and 2040).
11. The population and employment projections were then mapped by TAZ for input into the Franklin TDM.

## ASSUMPTIONS

**Household Size:** 2.45 persons (2010 Census)

**TABLE A2.2: FAR AND SQUARE FOOTAGE PER EMPLOYEE BY LAND USE**

| Land Use                | FAR* | SQ FT Per Employee* |
|-------------------------|------|---------------------|
| Industrial              | 0.22 | 498                 |
| Office                  | 0.35 | 350                 |
| Retail                  | 0.26 | 671                 |
| Mixed Non Residential   | 0.21 | 481                 |
| Restaurant              | n/a  | 459                 |
| Healthcare              | n/a  | 469                 |
| Public Order and Safety | 0.10 | 686                 |
| Religious Worship       | n/a  | 2,059               |
| Community College***    | n/a  | 969                 |
| Hotel                   | n/a  | 0.9**               |

\*Based on the *Planner's Estimating Guide: Projecting Land-Use and Facility Needs* by Arthur Nelson (APA Planners Press, 2004)

\*\* Employees per room, *ITE Trip Generation Manual*, 9th Ed.

\*\*\*Community College projection is based on reported 6,000 student enrollment at full build-out, 100 GSF per student (Society for College and University Planning), and 969 GSF per employee

## TABLE A2.3: FUTURE LAND USE BY ZONING

| Zoning District                                                                     | Land Use              |
|-------------------------------------------------------------------------------------|-----------------------|
| General Office                                                                      | Office                |
| Central Commercial                                                                  | Office or Retail*     |
| Neighborhood Commercial                                                             | Office or Retail*     |
| General Commercial                                                                  | Office or Retail*     |
| Light Industrial                                                                    | Mixed Non Residential |
| * Based on surrounding use, context, development feasibility, access and visibility |                       |

By 2040, it is projected that 133,647 will live in the City of Franklin / Franklin UGB area. This is a 52% increase in population from the 2015 estimate of 87,921. Projected employment within the study area for 2040 is 126,667, a 49% increase from the 2015 estimate of 84,995 jobs. Table A2.4 summarizes the population and employment projections from 2013 to 2040, including the interval model years. Table A2.5 later in this section includes a detailed breakdown of population and employment projections for each TAZ in the study area.

Figure A2.8 shows the future land use map developed in conjunction with the population and employment projections. A series of design concepts is used to simplify land use categories while also provide information about the scale and intensity of development. More information about each design concept can be found in the *City of Franklin 2015 Land Use Plan Update*.

In addition to the existing population concentrations, residential development is anticipated to the northwest, between Hillsboro Road and State Route 96, south around the Goose Creek interchange in the Berry Farms developments, and west of Interstate 65 in the Seward Hall character area. Figure A2.9 shows the 2040 projected population density.

Employment growth is primarily expected to occur in established commercial areas, specifically the Cool Springs area and along Carothers Parkway. A new employment concentration will be developed around the Goose Creek interchange in the Berry Farms projects. Additionally, Central Franklin and the Columbia Avenue corridor will continue as employment centers. 2040 projected employment density is shown in Figure A2.10.

## TABLE A2.4 POPULATION AND EMPLOYMENT PROJECTION SUMMARY

| Year                                                   | Population | Employment |
|--------------------------------------------------------|------------|------------|
| 2013                                                   | 84,263     | 81,661     |
| 2015                                                   | 87,921     | 84,995     |
| 2020                                                   | 97,066     | 93,329     |
| 2030                                                   | 115,357    | 109,998    |
| 2040                                                   | 133,647    | 126,667    |
| Note: Figures represent City of Franklin and UGB area. |            |            |

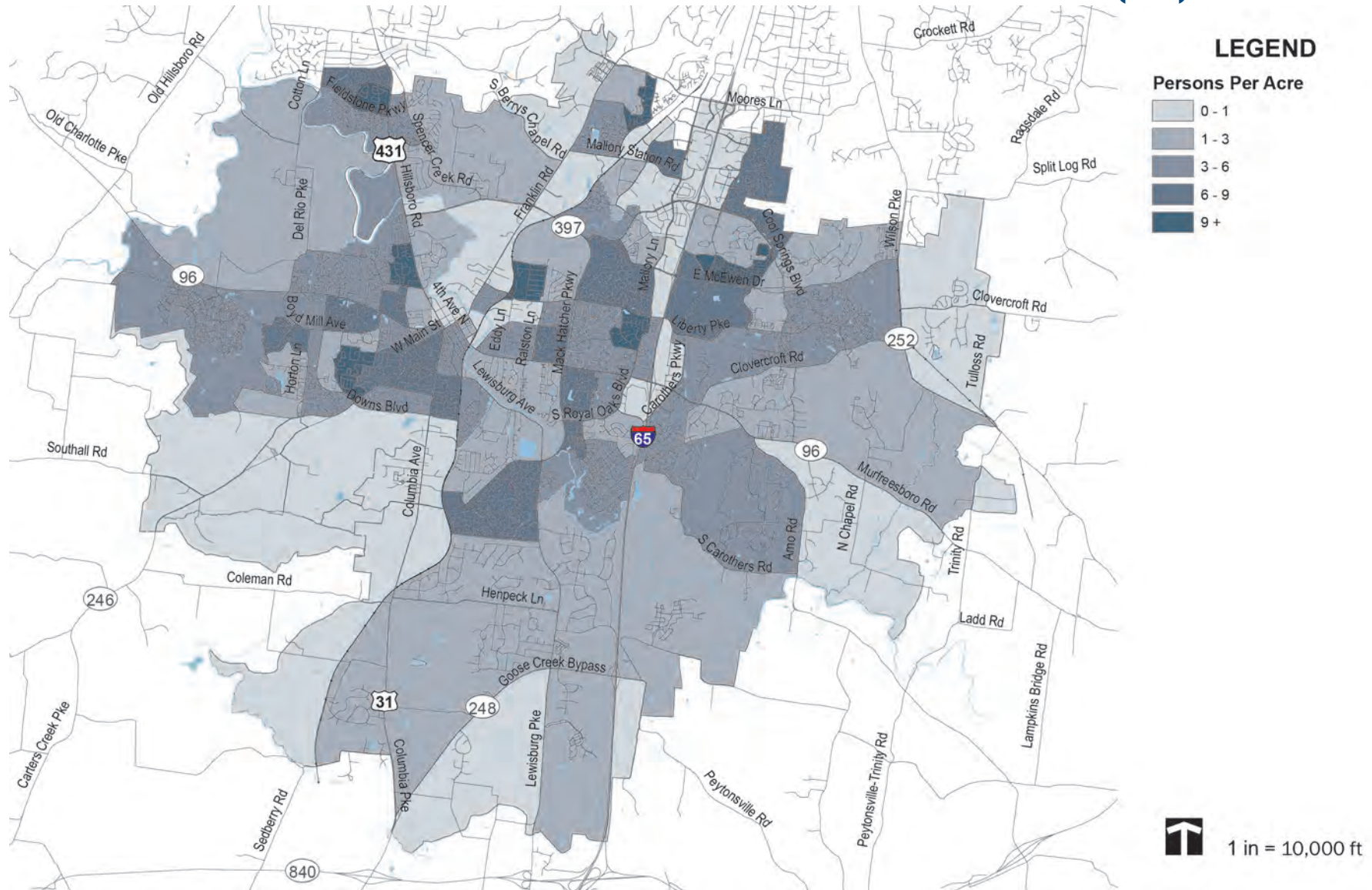
## A2 PLANNING CONTEXT

### FIGURE A2.8: FUTURE LAND USE MAP

SPACE RESERVED FOR FUTURE DESIGN  
CONCEPT MAP-PENDING FINALIZATION  
WITH PLANNING DEPT.

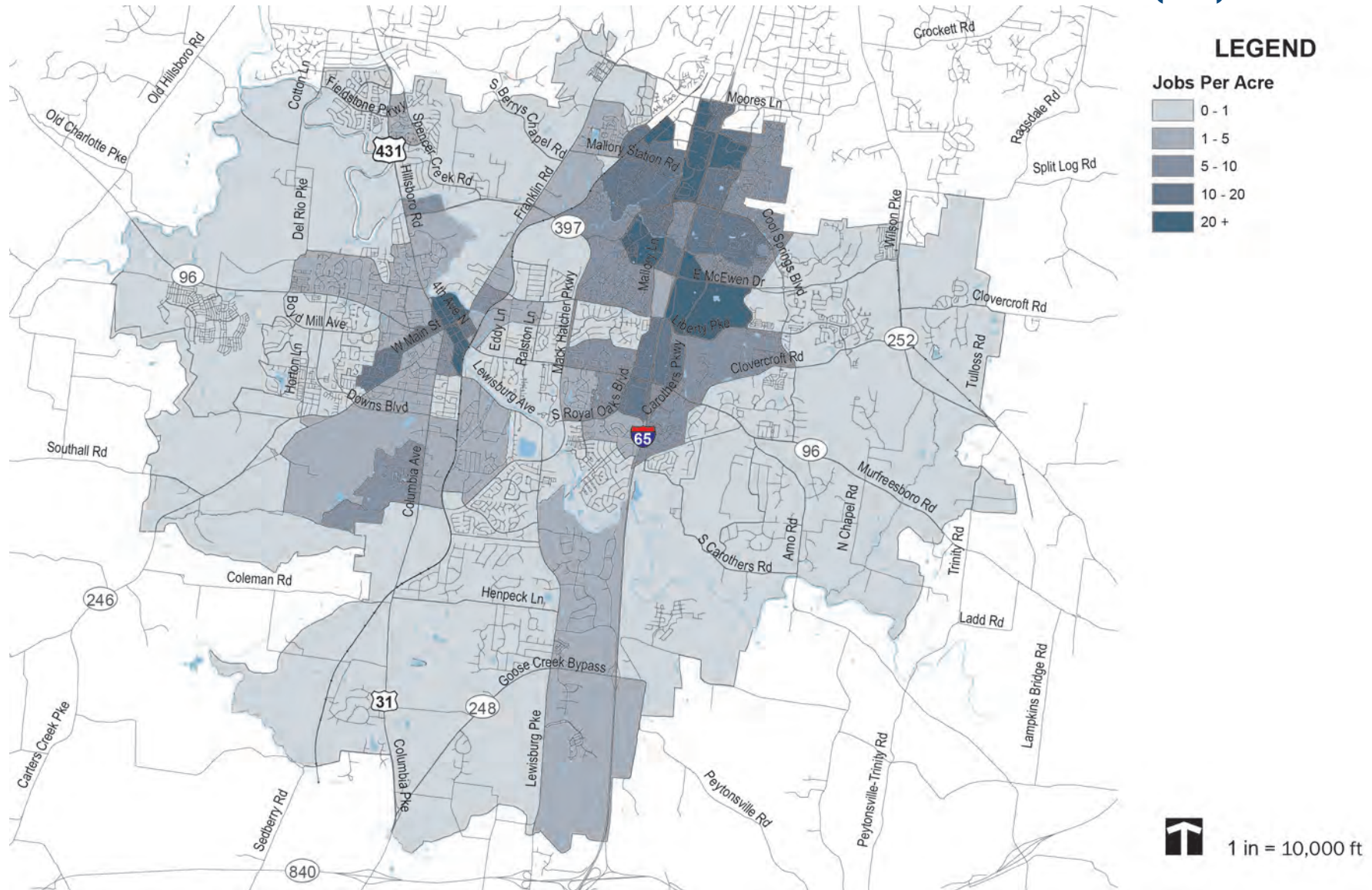


**FIGURE A2.9: 2040 POPULATION DENSITY BY TRAFFIC ANALYSIS ZONE (TAZ)**



# A2 PLANNING CONTEXT

FIGURE A2.10: 2040 EMPLOYMENT DENSITY BY TRAFFIC ANALYSIS ZONE (TAZ)



## TABLE A2.5: POPULATION AND EMPLOYMENT PROJECTIONS BY TAZ

| TAZ      | Acres | 2013       |            | 2015       |            | 2020       |            | 2030       |            | 2040       |            |
|----------|-------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
|          |       | Employment | Population | Employment | Population | Employment | Population | Employment | Population | Employment | Population |
| 18799005 | 2426  | 20         | 20         | 20         | 20         | 20         | 1033       | 1059       | 1123       | 1251       | 1379       |
| 18799016 | 5271  | 91         | 91         | 91         | 91         | 91         | 955        | 959        | 969        | 989        | 1009       |
| 18799019 | 772   | 24         | 24         | 24         | 24         | 24         | 63         | 138        | 327        | 705        | 1082       |
| 18799022 | 1662  | 113        | 113        | 113        | 113        | 113        | 292        | 293        | 296        | 300        | 305        |
| 18799023 | 5902  | 65         | 65         | 65         | 65         | 65         | 680        | 681        | 682        | 685        | 688        |
| 18799055 | 181   | 418        | 481        | 640        | 958        | 1275       | 383        | 510        | 829        | 1467       | 2105       |
| 18799056 | 107   | 13965      | 13968      | 13976      | 13992      | 14008      | 0          | 0          | 0          | 0          | 0          |
| 18799057 | 115   | 2206       | 2206       | 2206       | 2206       | 2206       | 0          | 0          | 0          | 0          | 0          |
| 18799058 | 353   | 4606       | 4640       | 4727       | 4900       | 5073       | 589        | 589        | 589        | 589        | 589        |
| 18799061 | 125   | 1607       | 1607       | 1607       | 1607       | 1607       | 10         | 10         | 10         | 10         | 10         |
| 18799062 | 501   | 3246       | 3246       | 3246       | 3246       | 3246       | 3588       | 3588       | 3588       | 3589       | 3590       |
| 18799063 | 704   | 0          | 46         | 162        | 394        | 626        | 961        | 1003       | 1109       | 1320       | 1532       |
| 18799085 | 985   | 71         | 71         | 71         | 71         | 71         | 141        | 141        | 141        | 141        | 141        |
| 18799091 | 219   | 238        | 238        | 238        | 238        | 238        | 896        | 896        | 896        | 897        | 898        |
| 18799093 | 172   | 9          | 9          | 9          | 9          | 9          | 495        | 495        | 495        | 495        | 495        |
| 18799094 | 85    | 25         | 25         | 25         | 25         | 25         | 1021       | 1021       | 1021       | 1021       | 1021       |
| 18799095 | 84    | 1221       | 1221       | 1221       | 1221       | 1221       | 0          | 0          | 0          | 0          | 0          |
| 18799096 | 23    | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          | 0          |
| 18799097 | 92    | 642        | 642        | 642        | 642        | 642        | 0          | 0          | 0          | 0          | 0          |
| 18799098 | 193   | 3876       | 3878       | 3884       | 3895       | 3905       | 0          | 0          | 0          | 0          | 0          |
| 18799099 | 194   | 2687       | 2704       | 2748       | 2834       | 2921       | 0          | 0          | 0          | 0          | 0          |
| 18799100 | 43    | 1045       | 1045       | 1045       | 1045       | 1045       | 0          | 0          | 0          | 0          | 0          |
| 18799101 | 40    | 545        | 545        | 545        | 545        | 545        | 0          | 0          | 0          | 0          | 0          |
| 18799102 | 143   | 1943       | 1951       | 1970       | 2009       | 2048       | 206        | 206        | 206        | 206        | 206        |
| 18799103 | 75    | 963        | 963        | 963        | 963        | 963        | 0          | 0          | 0          | 0          | 0          |



# A2 PLANNING CONTEXT

**TABLE A2.5: POPULATION AND EMPLOYMENT PROJECTIONS BY TAZ** CONTINUED

| TAZ      | Acres | 2013       |            | 2015       |            | 2020       |            | 2030       |            | 2040       |            |
|----------|-------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
|          |       | Employment | Population | Employment | Population | Employment | Population | Employment | Population | Employment | Population |
| 18799104 | 122   | 2274       | 2276       | 2281       | 2290       | 2299       | 0          | 74         | 258        | 626        | 995        |
| 18799105 | 36    | 365        | 365        | 365        | 365        | 365        | 0          | 0          | 0          | 0          | 0          |
| 18799106 | 94    | 2299       | 2299       | 2299       | 2299       | 2299       | 0          | 0          | 0          | 0          | 0          |
| 18799125 | 1028  | 81         | 103        | 158        | 269        | 380        | 408        | 427        | 476        | 574        | 672        |
| 18799153 | 407   | 415        | 415        | 415        | 415        | 415        | 2327       | 2333       | 2347       | 2377       | 2406       |
| 18799154 | 3282  | 23         | 23         | 23         | 23         | 23         | 446        | 912        | 2075       | 4403       | 6730       |
| 18799155 | 327   | 0          | 0          | 0          | 0          | 0          | 35         | 95         | 244        | 543        | 841        |
| 18799156 | 214   | 62         | 62         | 62         | 62         | 62         | 672        | 706        | 792        | 963        | 1135       |
| 18799157 | 111   | 345        | 345        | 345        | 345        | 345        | 1189       | 1189       | 1189       | 1189       | 1189       |
| 18799158 | 83    | 165        | 165        | 165        | 165        | 165        | 691        | 691        | 691        | 691        | 691        |
| 18799159 | 337   | 417        | 417        | 417        | 417        | 417        | 614        | 615        | 615        | 616        | 617        |
| 18799160 | 67    | 264        | 273        | 295        | 340        | 385        | 0          | 0          | 0          | 0          | 0          |
| 18799161 | 90    | 365        | 365        | 365        | 365        | 365        | 267        | 267        | 267        | 267        | 267        |
| 18799162 | 2177  | 23         | 23         | 23         | 23         | 23         | 135        | 146        | 174        | 230        | 285        |
| 18799163 | 861   | 21         | 23         | 30         | 42         | 55         | 170        | 171        | 171        | 172        | 173        |
| 18799164 | 1486  | 21         | 21         | 21         | 21         | 21         | 128        | 128        | 130        | 134        | 137        |
| 18799165 | 476   | 14         | 14         | 14         | 14         | 14         | 34         | 34         | 35         | 36         | 37         |
| 18799166 | 1621  | 265        | 265        | 265        | 265        | 265        | 2939       | 3404       | 4564       | 6886       | 9208       |
| 18799167 | 321   | 18         | 18         | 18         | 18         | 18         | 905        | 905        | 907        | 911        | 914        |
| 18799168 | 482   | 27         | 27         | 27         | 27         | 27         | 167        | 171        | 183        | 205        | 227        |
| 18799169 | 4153  | 50         | 60         | 85         | 135        | 185        | 429        | 484        | 622        | 897        | 1173       |
| 18799170 | 130   | 10         | 10         | 10         | 10         | 10         | 1042       | 1042       | 1043       | 1044       | 1044       |
| 18799171 | 1032  | 939        | 1049       | 1323       | 1872       | 2421       | 109        | 109        | 109        | 109        | 109        |
| 18799172 | 260   | 94         | 94         | 94         | 94         | 94         | 7          | 7          | 7          | 7          | 7          |
| 18799173 | 251   | 753        | 771        | 816        | 907        | 998        | 13         | 13         | 13         | 13         | 13         |

**TABLE A2.5: POPULATION AND EMPLOYMENT PROJECTIONS BY TAZ** CONTINUED

| TAZ      | Acres | 2013       |            | 2015       |            | 2020       |            | 2030       |            | 2040       |            |
|----------|-------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
|          |       | Employment | Population | Employment | Population | Employment | Population | Employment | Population | Employment | Population |
| 18799174 | 449   | 2800       | 2814       | 2851       | 2924       | 2998       | 12         | 37         | 98         | 222        | 345        |
| 18799175 | 196   | 103        | 103        | 103        | 103        | 103        | 1100       | 1106       | 1119       | 1147       | 1174       |
| 18799176 | 138   | 97         | 97         | 97         | 97         | 97         | 157        | 190        | 271        | 434        | 598        |
| 18799177 | 183   | 4          | 4          | 4          | 4          | 4          | 163        | 178        | 218        | 297        | 376        |
| 18799178 | 80    | 233        | 233        | 233        | 233        | 233        | 387        | 392        | 405        | 430        | 456        |
| 18799179 | 175   | 26         | 28         | 31         | 38         | 44         | 1078       | 1080       | 1083       | 1089       | 1095       |
| 18799180 | 186   | 22         | 22         | 22         | 22         | 22         | 1333       | 1333       | 1333       | 1333       | 1333       |
| 18799181 | 104   | 21         | 21         | 21         | 21         | 21         | 1142       | 1142       | 1142       | 1142       | 1142       |
| 18799183 | 513   | 148        | 148        | 148        | 148        | 148        | 1654       | 1654       | 1654       | 1654       | 1654       |
| 18799184 | 136   | 336        | 336        | 336        | 336        | 336        | 668        | 668        | 668        | 668        | 668        |
| 18799185 | 1659  | 241        | 241        | 241        | 241        | 241        | 2510       | 2514       | 2522       | 2538       | 2555       |
| 18799186 | 276   | 143        | 143        | 143        | 143        | 143        | 730        | 730        | 730        | 730        | 730        |
| 18799187 | 272   | 275        | 275        | 275        | 275        | 275        | 2          | 2          | 2          | 2          | 2          |
| 18799188 | 538   | 4          | 4          | 4          | 4          | 4          | 234        | 237        | 243        | 256        | 268        |
| 18799189 | 129   | 326        | 326        | 326        | 326        | 326        | 68         | 68         | 68         | 68         | 68         |
| 18799190 | 62    | 546        | 546        | 546        | 546        | 546        | 188        | 189        | 192        | 199        | 205        |
| 18799191 | 45    | 0          | 0          | 0          | 0          | 0          | 838        | 842        | 851        | 871        | 891        |
| 18799192 | 101   | 42         | 42         | 42         | 42         | 42         | 1250       | 1250       | 1250       | 1250       | 1250       |
| 18799193 | 138   | 1906       | 1906       | 1906       | 1906       | 1906       | 1041       | 1041       | 1042       | 1044       | 1046       |
| 18799194 | 41    | 638        | 638        | 638        | 638        | 638        | 184        | 184        | 184        | 184        | 184        |
| 18799195 | 90    | 2634       | 2640       | 2654       | 2682       | 2710       | 64         | 64         | 64         | 64         | 64         |
| 18799196 | 25    | 70         | 70         | 70         | 70         | 70         | 5          | 5          | 5          | 5          | 5          |
| 18799197 | 14    | 166        | 166        | 166        | 166        | 166        | 0          | 0          | 0          | 0          | 0          |
| 18799198 | 105   | 484        | 484        | 484        | 484        | 484        | 652        | 654        | 660        | 672        | 684        |
| 18799199 | 60    | 399        | 399        | 399        | 399        | 399        | 252        | 252        | 253        | 255        | 257        |

# A2 PLANNING CONTEXT

**TABLE A2.5: POPULATION AND EMPLOYMENT PROJECTIONS BY TAZ** CONTINUED

| TAZ      | Acres | 2013       |            | 2015       |            | 2020       |            | 2030       |            | 2040       |            |
|----------|-------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
|          |       | Employment | Population | Employment | Population | Employment | Population | Employment | Population | Employment | Population |
| 18799200 | 27    | 468        | 468        | 468        | 468        | 468        | 69         | 69         | 69         | 69         | 69         |
| 18799201 | 66    | 2317       | 2318       | 2320       | 2325       | 2329       | 217        | 217        | 219        | 223        | 226        |
| 18799202 | 112   | 470        | 470        | 470        | 470        | 470        | 683        | 689        | 706        | 740        | 773        |
| 18799203 | 164   | 509        | 526        | 569        | 655        | 742        | 622        | 622        | 623        | 624        | 625        |
| 18799204 | 127   | 114        | 114        | 114        | 114        | 114        | 732        | 736        | 745        | 764        | 783        |
| 18799205 | 239   | 1676       | 1721       | 1834       | 2060       | 2285       | 1012       | 1012       | 1012       | 1012       | 1012       |
| 18799206 | 434   | 35         | 35         | 35         | 35         | 35         | 1099       | 1100       | 1100       | 1102       | 1104       |
| 18799207 | 128   | 26         | 26         | 26         | 26         | 26         | 1172       | 1172       | 1172       | 1172       | 1172       |
| 18799208 | 80    | 4          | 4          | 4          | 4          | 4          | 459        | 460        | 460        | 461        | 462        |
| 18799209 | 166   | 710        | 710        | 710        | 710        | 710        | 80         | 80         | 80         | 80         | 80         |
| 18799210 | 178   | 113        | 114        | 118        | 125        | 133        | 484        | 487        | 497        | 516        | 535        |
| 18799211 | 124   | 81         | 81         | 81         | 81         | 81         | 918        | 918        | 920        | 922        | 925        |
| 18799212 | 434   | 2312       | 2319       | 2336       | 2370       | 2404       | 2331       | 2394       | 2550       | 2864       | 3177       |
| 18799213 | 147   | 799        | 967        | 1386       | 2226       | 3065       | 437        | 437        | 437        | 437        | 437        |
| 18799214 | 67    | 683        | 683        | 683        | 683        | 683        | 0          | 0          | 0          | 0          | 0          |
| 18799215 | 85    | 153        | 158        | 169        | 191        | 213        | 0          | 0          | 0          | 0          | 0          |
| 18799216 | 89    | 44         | 44         | 44         | 44         | 44         | 379        | 379        | 379        | 379        | 379        |
| 18799217 | 214   | 1569       | 1569       | 1569       | 1569       | 1569       | 1055       | 1055       | 1055       | 1055       | 1055       |
| 18799218 | 88    | 21         | 21         | 21         | 21         | 21         | 389        | 389        | 389        | 389        | 389        |
| 18799219 | 111   | 1365       | 1365       | 1365       | 1365       | 1365       | 514        | 514        | 514        | 514        | 514        |
| 18799220 | 113   | 46         | 46         | 46         | 46         | 46         | 1155       | 1155       | 1155       | 1155       | 1155       |
| 18799221 | 576   | 328        | 328        | 328        | 328        | 328        | 1398       | 1404       | 1417       | 1444       | 1472       |
| 18799222 | 150   | 183        | 183        | 183        | 183        | 183        | 485        | 485        | 486        | 488        | 490        |
| 18799223 | 391   | 742        | 784        | 888        | 1097       | 1307       | 1124       | 1124       | 1124       | 1124       | 1124       |
| 18799224 | 159   | 20         | 20         | 20         | 20         | 20         | 250        | 250        | 250        | 250        | 250        |



**TABLE A2.5: POPULATION AND EMPLOYMENT PROJECTIONS BY TAZ** CONTINUED

| TAZ      | Acres | 2013       |            | 2015       |            | 2020       |            | 2030       |            | 2040       |            |
|----------|-------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
|          |       | Employment | Population | Employment | Population | Employment | Population | Employment | Population | Employment | Population |
| 18799225 | 252   | 33         | 33         | 33         | 33         | 33         | 1915       | 1915       | 1915       | 1915       | 1915       |
| 18799226 | 124   | 30         | 30         | 30         | 30         | 30         | 716        | 720        | 732        | 756        | 779        |
| 18799227 | 161   | 548        | 548        | 548        | 548        | 548        | 1264       | 1264       | 1264       | 1264       | 1264       |
| 18799228 | 153   | 864        | 893        | 966        | 1111       | 1255       | 676        | 676        | 676        | 676        | 676        |
| 18799229 | 72    | 72         | 72         | 72         | 72         | 72         | 494        | 494        | 494        | 494        | 494        |
| 18799230 | 108   | 644        | 681        | 773        | 957        | 1140       | 0          | 0          | 0          | 0          | 0          |
| 18799231 | 196   | 299        | 309        | 334        | 385        | 435        | 348        | 357        | 378        | 419        | 461        |
| 18799232 | 248   | 133        | 133        | 133        | 133        | 133        | 983        | 983        | 985        | 987        | 990        |
| 18799233 | 374   | 293        | 293        | 293        | 293        | 293        | 1701       | 1702       | 1702       | 1703       | 1704       |
| 18799234 | 880   | 106        | 106        | 106        | 106        | 106        | 1297       | 1298       | 1301       | 1306       | 1312       |
| 18799235 | 202   | 93         | 93         | 93         | 93         | 93         | 1286       | 1286       | 1287       | 1288       | 1288       |
| 18799236 | 1172  | 143        | 340        | 830        | 1812       | 2794       | 1254       | 1366       | 1646       | 2206       | 2766       |
| 18799237 | 2147  | 181        | 187        | 205        | 239        | 274        | 1390       | 1477       | 1694       | 2127       | 2561       |
| 18799238 | 1169  | 23         | 23         | 23         | 23         | 23         | 1110       | 1140       | 1213       | 1360       | 1507       |
| 18799239 | 2146  | 43         | 43         | 43         | 43         | 43         | 586        | 628        | 733        | 943        | 1153       |
| 18799240 | 1497  | 43         | 334        | 1061       | 2516       | 3971       | 444        | 601        | 993        | 1778       | 2563       |
| 18799243 | 557   | 301        | 545        | 1157       | 2379       | 3602       | 931        | 1008       | 1202       | 1589       | 1975       |
| 18799244 | 486   | 18         | 1291       | 4473       | 10839      | 17205      | 21         | 320        | 1066       | 2560       | 4053       |
| 18799245 | 157   | 565        | 694        | 1017       | 1663       | 2309       | 0          | 0          | 0          | 0          | 0          |
| 18799246 | 154   | 136        | 136        | 136        | 136        | 136        | 412        | 412        | 412        | 412        | 412        |
| 18799247 | 447   | 7          | 7          | 7          | 7          | 7          | 880        | 965        | 1178       | 1603       | 2028       |
| 18799248 | 211   | 12         | 12         | 12         | 12         | 12         | 930        | 930        | 931        | 933        | 935        |
| 18799249 | 266   | 138        | 141        | 148        | 161        | 175        | 1556       | 1556       | 1556       | 1556       | 1556       |
| 18799250 | 1686  | 121        | 129        | 147        | 184        | 220        | 623        | 870        | 1485       | 2717       | 3949       |
| 18799251 | 488   | 21         | 21         | 21         | 21         | 21         | 1005       | 1028       | 1088       | 1206       | 1325       |

# A2 PLANNING CONTEXT

**TABLE A2.5: POPULATION AND EMPLOYMENT PROJECTIONS BY TAZ** CONTINUED

| TAZ      | Acres | 2013       |            | 2015       |            | 2020       |            | 2030       |            | 2040       |            |
|----------|-------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
|          |       | Employment | Population | Employment | Population | Employment | Population | Employment | Population | Employment | Population |
| 18799252 | 140   | 19         | 19         | 19         | 19         | 19         | 245        | 253        | 272        | 311        | 350        |
| 18799253 | 42    | 257        | 258        | 261        | 266        | 271        | 5          | 5          | 5          | 5          | 5          |
| 18799254 | 231   | 491        | 549        | 692        | 979        | 1266       | 1195       | 1195       | 1195       | 1195       | 1195       |
| 18799255 | 713   | 48         | 48         | 48         | 48         | 48         | 1078       | 1183       | 1445       | 1969       | 2493       |
| 18799256 | 702   | 107        | 107        | 107        | 107        | 107        | 391        | 575        | 1036       | 1956       | 2877       |
| 18799257 | 164   | 9          | 9          | 9          | 9          | 9          | 885        | 885        | 885        | 885        | 885        |
| 18799259 | 5734  | 454        | 454        | 454        | 454        | 454        | 851        | 1308       | 2451       | 4738       | 7025       |
| 18799260 | 1166  | 15         | 26         | 52         | 103        | 155        | 662        | 663        | 667        | 674        | 681        |
| 18799261 | 2707  | 12         | 395        | 1351       | 3263       | 5176       | 312        | 385        | 566        | 929        | 1292       |

## MODEL CALIBRATION AND VALIDATION

The Tennessee Model Users Group (TNMUG) adopted a set of guidelines to help with the task of travel demand model validation. The Minimum Travel Demand Model Calibration and Validation Guidelines for State of Tennessee document, (originally adopted in 2003), was updated in the fall of 2012. The guidelines closely resemble the tables and criteria set forth in the Travel Model Improvement Program, (TMIP), Travel Model Validation and Reasonableness Checking Manual, 2nd Edition.

Using both documents as a guide, the following criteria were used to validate the 2010 regional travel demand model traffic assignment:

1. Root Mean Square Error (RMSE) by Functional Class;
2. Root Mean Square Error (RMSE) by Volume Group;

3. Percent Error by Volume Group;
4. Percent Error by Volume and Lane Group;
5. Percent Error by Functional Category;
6. Coefficient of Correlation (R2).

### Percent Root Mean Square Error (%RMSE) <sup>n</sup>

Percent Root Mean Square Error is used to help determine how accurate the model's assignment volumes compare to TDOT and Franklin's base-year ground counts. This procedure is automatically run for the base-year condition and is included in the model script. The following tables show the %RMSE results:

**TABLE A2.6: RMSE BY FUNCTIONAL CLASS**

| Functional Class             | Number of Links | Pct. RMSE | Validation Criteria |
|------------------------------|-----------------|-----------|---------------------|
| 1- Rural Freeway             | 2               | 11.24     | 20                  |
| 6- Rural Minor Arterial      | 2               | 22.70     | 40                  |
| 7- Rural Major Collector     | 4               | 39.34     | 70                  |
| 8- Rural Minor Collector     | 2               | 45.69     | 70                  |
| 11- Urban Freeway            | 7               | 4.19      | 20                  |
| 14- Urban Principal Arterial | 18              | 24.26     | 30                  |
| 16- Urban Minor Arterial     | 11              | 27.97     | 40                  |
| 17- Urban Collector          | 18              | 30.66     | 70                  |



# A2 PLANNING CONTEXT

**TABLE A2.7: RMSE BY VOLUME GROUP**

| Volume Group  | Number of Links | Pct. RMSE | Validation Criteria |
|---------------|-----------------|-----------|---------------------|
| < 5,000       | 7               | 46.25     | 45-100%             |
| 5,000-9,999   | 15              | 28.61     | 35-45%              |
| 10,000-14,999 | 14              | 25.34     | 27-35%              |
| 15,000-19,999 | 9               | 28.44     | 25-30%              |
| 20,000-29,999 | 10              | 21.69     | 15-27%              |
| 30,000-49,999 | 7               | 4.22      | 15-25%              |
| 50,000-59,999 | 2               | 7.66      | 10-20%              |
| Citywide      | 64              | 19.30     | 35-45%              |

## Percent Error

The comparison between modeled volumes and observed volumes is depicted in the following tables. The first table compares link volumes to traffic count volumes grouped by the roadway's reported average daily traffic (ADT) volume. The second table also compares link volumes to traffic counts, but are grouped by the number of lanes in a particular volume group. The third table compares modeled volume to traffic counts grouped by facility category.

**TABLE A2.8: VOLUME TO COUNT RATIO BY VOLUME GROUP**

| Volume Group    | Number of Links | Model Volume | Count Volume | Pct. Deviation | Validation Criteria |
|-----------------|-----------------|--------------|--------------|----------------|---------------------|
| 1,000 - 2,499   | 1               | 3,742        | 2,442        | 53.23%         | 100%                |
| 2,500 - 4,999   | 6               | 25,663       | 24,577       | 4.42%          | 50%                 |
| 5,000 - 9,999   | 15              | 98,860       | 108,430      | -8.83%         | 25%                 |
| 10,000 - 24,999 | 31              | 437,072      | 512,904      | -14.78%        | 20%                 |
| 25,000 - 49,999 | 9               | 317,956      | 327,271      | -2.85%         | 15%                 |
| > 49,999        | 2               | 107,418      | 112,226      | -4.28%         | 10%                 |

**TABLE A2.9: VOLUME TO COUNT RATIO BY VOLUME AND LANE GROUPS**

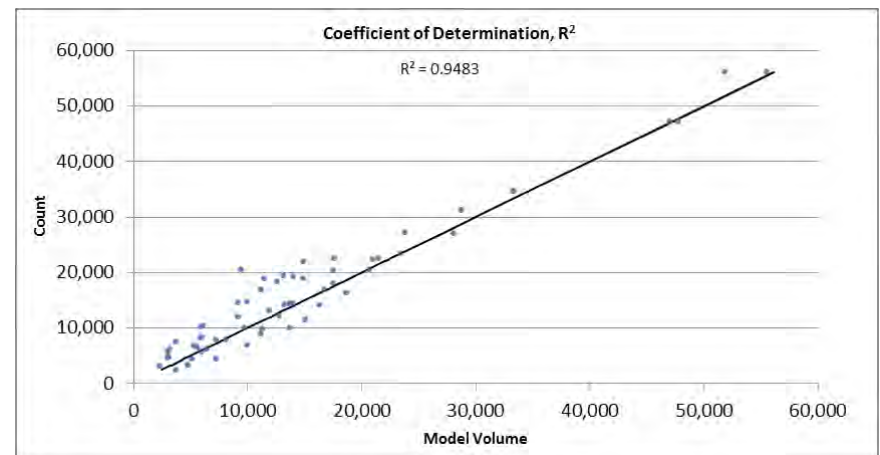
| Volume/Lane Group              | No. of Links | Model Volume | Count Volume | Pct. Deviation | Validation Criteria |
|--------------------------------|--------------|--------------|--------------|----------------|---------------------|
| < 10,000 (2L)                  | 22           | 128,265      | 135,449      | -5.30%         | 25-50%              |
| 10,000 - 30,000 (4L)           | 13           | 215,868      | 254,007      | -15.02%        | 20-30%              |
| 30,000 - 50,000 (6L)           | 0            | 0            | 0            | n/a            | 15-25%              |
| 50,000 - 65,000 (4-6L Freeway) | 2            | 107,418      | 112,226      | -4.28%         | 10-20%              |
| 65,000 - 75,000 (6L Freeway)   | 0            | 0            | 0            | n/a            | 5-15%               |
| > 75,000 (8L+ Freeway)         | 0            | 0            | 0            | n/a            | 5-10%               |

**TABLE A2.10: VOLUME TO COUNT BY FUNCTIONAL CATEGORY**

| Functional Category | No. of Links | Model Volume | Count Volume | Pct. Deviation | Validation Criteria |
|---------------------|--------------|--------------|--------------|----------------|---------------------|
| Freeway             | 9            | 373,498      | 385,334      | -3.07%         | +/- 6-7%            |
| Arterial            | 31           | 434,025      | 492,034      | -11.79%        | +/- 10-15%          |
| Collector           | 24           | 183,187      | 210,482      | -12.97%        | +/- 20-25%          |

### Coefficient of Correlation (R2)

The citywide correlation coefficient between modeled and observed traffic is 0.95. This falls within the threshold of 0.88 established in the TNMUG guidelines. A scatter plot showing the volume to count relationship is shown in the following figure.



# A2 PLANNING CONTEXT

## Summary of NAMPO Model Enhancements

The following is a detailed list of enhancements to the Nashville Area MPO's base-year travel demand model as a way to improve the performance inside Franklin's Urban Growth Boundary (UGB). These enhancements also help improve model validation statistics:

- Added new Field: CTNP\_Flag;
  - = 1: inside Franklin UGB
  - = 0 (or null): outside Franklin UGB
- Activated Nichol Mill Road and adjusted centroid and connectors (TAZ 18799104);
- Activated Jordan Road and adjusted centroid and connectors (TAZ 18799213);
- Activated Aspen Grove Drive;
- Deactivated Crescent Centre Drive;
- Deactivated McEwen Drive from Carothers Parkway to Cool Springs Boulevard;
- Deactivated portion of Local Road between McEwen Drive and Liberty Pike and east of I-65;
- Activated Carothers Parkway between McEwen Drive and Liberty Pike and east of I-65 and adjusted centroid and connectors (TAZ 18799244);
- Activated Fieldstone Parkway between Hillsboro Road and Spencer Creek Road;
- Activated 11th Avenue between Natchez Street and West Main Street and adjusted centroid and connectors (TAZ 18799198);
- Activated Church Street and South Margin Street between 5th Avenue and 3rd Avenue; adjusted centroid and connectors (TAZ 18799200 & 18799201);
- Activated a portion of Lynwood Way west of Franklin Road;
- Activated Eddy Lane between State Route 96 and Liberty Pike and adjusted centroid and connectors (TAZ 18799209 & 18799210);
- Deactivated Brink Place between Del Rio Pike and Alexander Drive;
- Activated Alexander Drive between Del Rio Pike and Edwards Drive and adjusted centroid and connectors (TAZ 18799157);
- Activated 1st Avenue / Bridge Street from West Main Street to 5th Avenue North and adjusted centroid and connectors (TAZ 18799195);
- Disabled a portion of the centroid connectors for the following Traffic Analysis Zones (TAZs):
  - 18799178, 18799158, 18799161, 18799205, 18799260, 18799005, 18799008, 18799009, 18799016, 18799103, 18799231, 18799194, 18799189, 18799188, 18799190, 18799154, 18799155, 18799117
- Relocated centroids and/or centroid connectors connected for the following TAZs :
  - 18799217, 18799173, 18799221, 18799098, 18799174, 18799225, 18799223, 18799233, 18799232, 18799219, 18799220
- Corrected West Main Street to operate as a one-way street between 7th Avenue North and 5th Avenue North;
- Activated 9th Avenue South between Natchez Street and Columbia Avenue;
- Corrected TDOT count station location (#18700162);
- Relocated TDOT count station location (#18700164);
- Relocated TDOT count station location (#18700030);
- Relocated TDOT count station location (#18700035);

### Note:

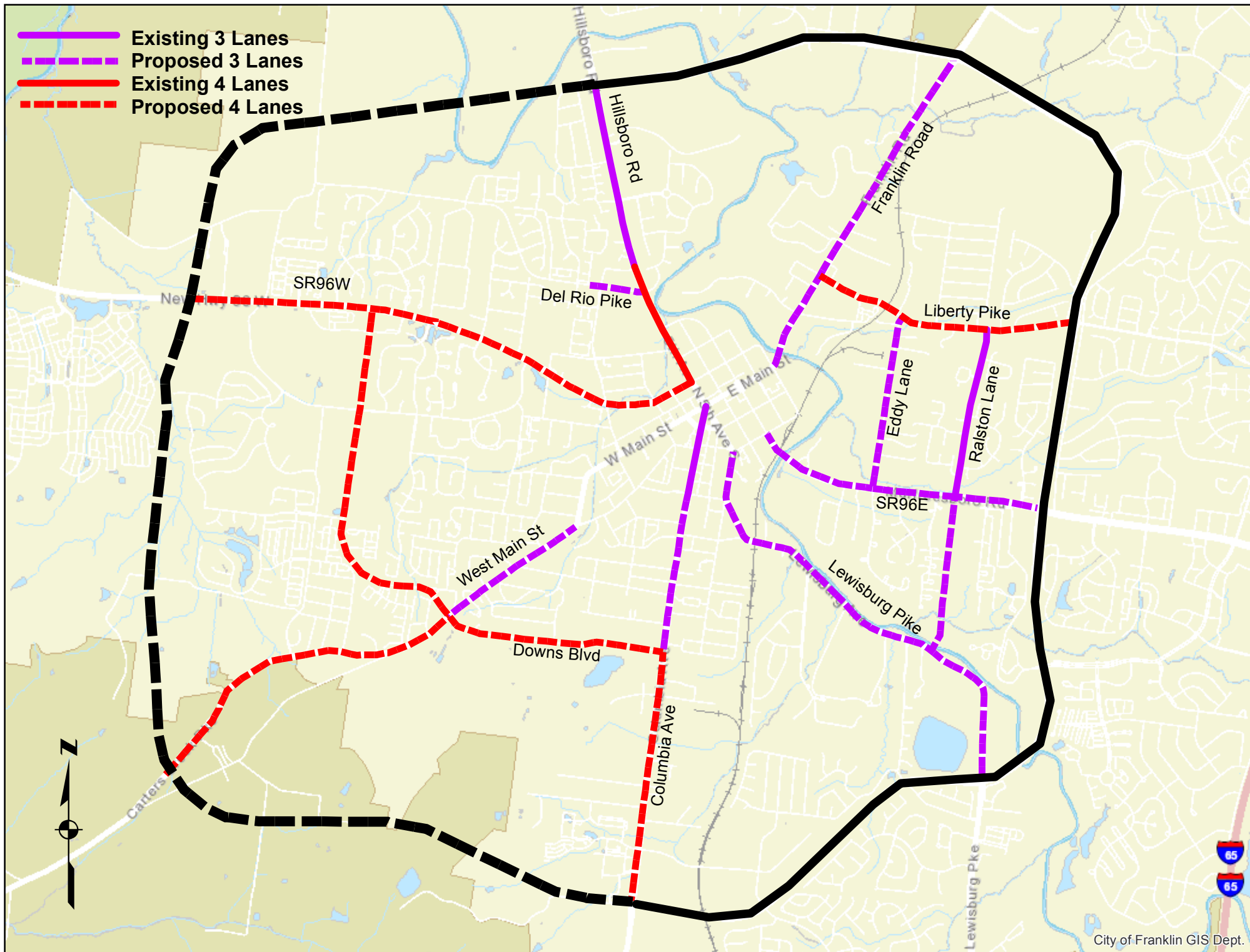
Activated = Model will be allowed to assign traffic to this segment.

Deactivated = Model will NOT be allowed to assign traffic to this segment.

Relocated = Spatially moving centroid and/or centroid connectors from one location to another; thus increasing / decreasing travel time of the centroid connectors.



- Existing 3 Lanes
- Proposed 3 Lanes
- Existing 4 Lanes
- Proposed 4 Lanes

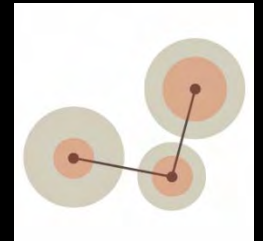




# CONNECT FRANKLIN

## 2016 Multimodal Major Thoroughfare Plan

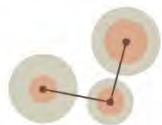
Board of Mayor and Aldermen (BOMA) Work Session  
June 14, 2016



# AGENDA

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- Purpose
- Public Involvement
- Methodology
- Streets
- Bike/Pedestrian
- Transit
- Implementation



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CITY OF FRANKLIN, TENNESSEE

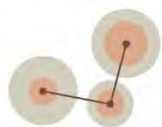




# PURPOSE

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- Creation of a safe, convenient and efficient multimodal transportation system
- Coordinate transportation and land use planning
- Plan for growth to maintain and enhance high quality of life
- Promote economic development
- Identify, evaluate, and prioritize key transportation and multimodal improvements through year 2040

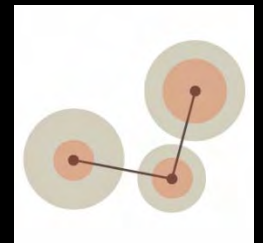


A black and white photograph of a wide, paved road stretching into the distance. The road has white lane markings. On the left side of the road, there are trees and utility poles with power lines. On the right side, there is a stone wall and more trees. The sky is clear and light-colored.

# Public Involvement

BOMA Work Session

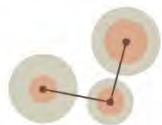
June 14, 2016



# PUBLIC INVOLVEMENT

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- **Public Meeting**
  - Held on October 22, 2014
- **Online Engagement**
  -  Project Website
  -  City of Franklin Facebook Page
  -  City of Franklin Twitter Feed
  -  My Sidewalk (e.g. MindMixer)
- **Individual BOMA Interviews**

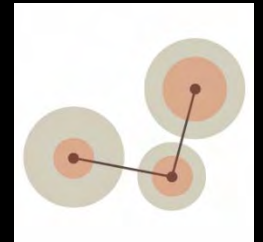






# Methodology

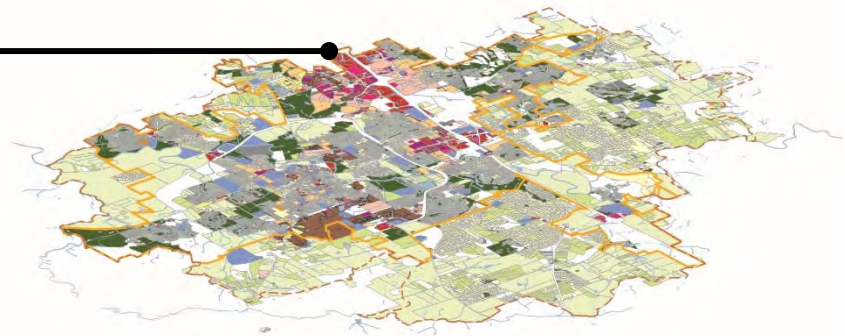
BOMA Work Session  
May 26, 2016



# METHODOLOGY

## EXISTING LAND USES

Reviewed existing land use information and field verified any areas of question.

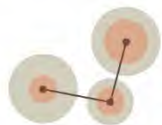
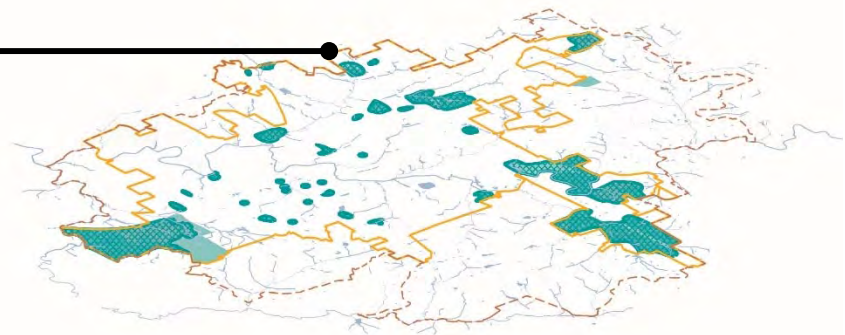


## KNOWN DEVELOPMENTS

Mapped known development agreements.

Documented proposed number of units, building square footage, densities and FAR.

Cross referenced information with current and past City Development Reports.



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CITY OF FRANKLIN, TENNESSEE





# METHODOLOGY

## AREAS OF CHANGE

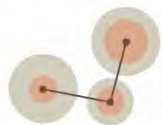
Using feedback from work sessions with planning and engineering staff, major areas of change were mapped and appropriate densities were applied.



## VACANT PARCELS

Identified all vacant parcels using City GIS information.

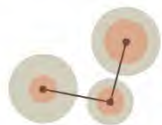
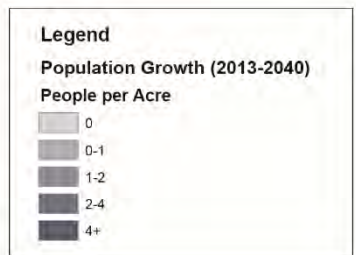
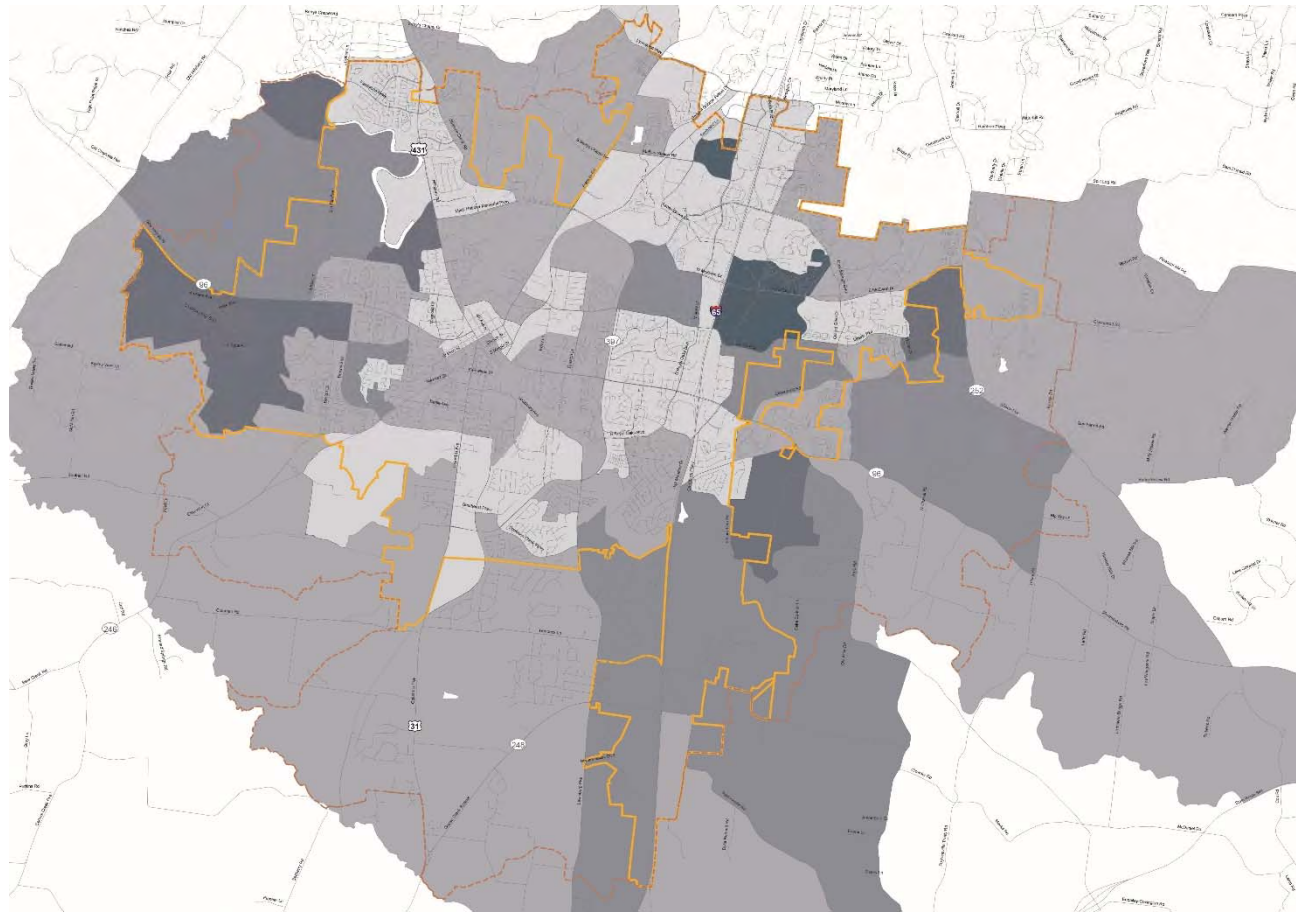
Assigned future land use to identified parcels based on existing zoning, surrounding uses, context, development feasibility, access and visibility.





# METHODOLOGY

## POPULATION GROWTH - PEOPLE PER ACRE

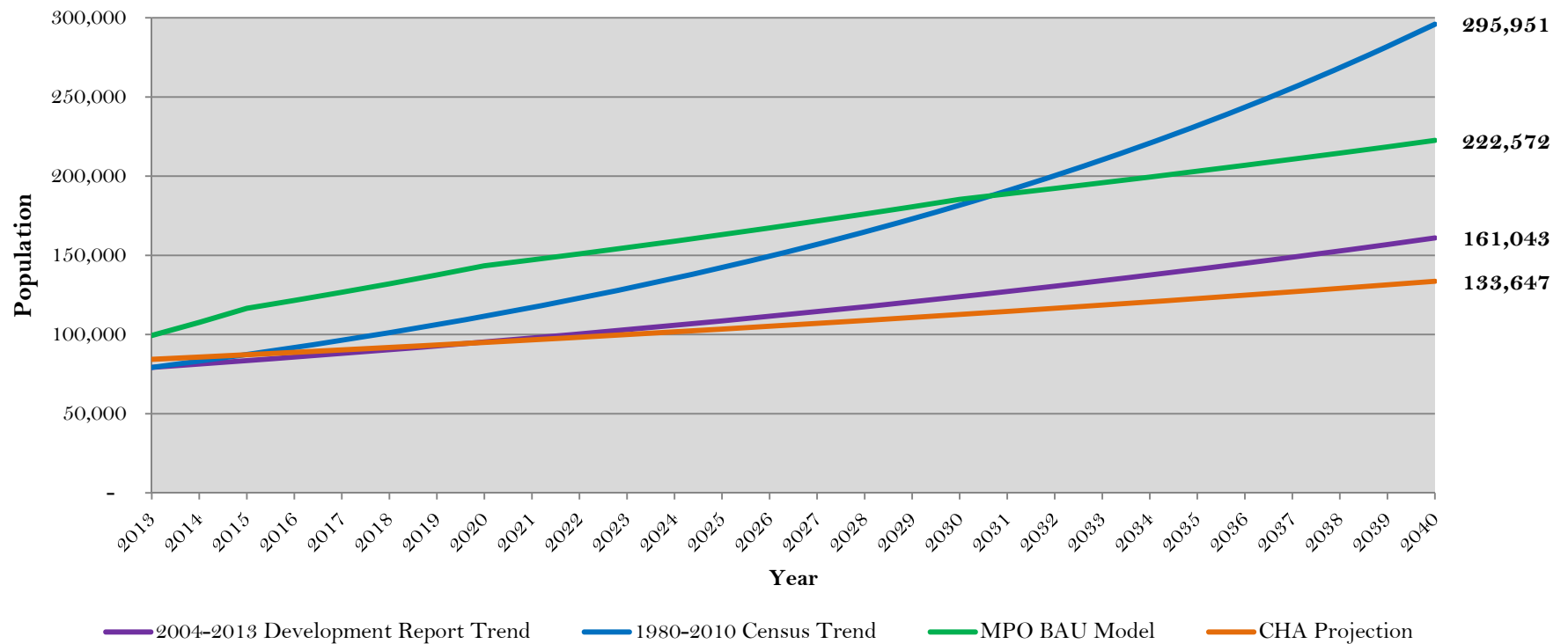


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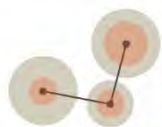


# METHODOLOGY

## Population Projection (2013-2040)



*Note: For the MPO Model and CHA Projection, if a portion of a TAZ was within the UGB, the entire TAZ was included. Subsequently, these projections include some areas outside of the UGB.*

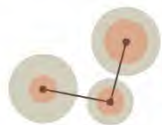
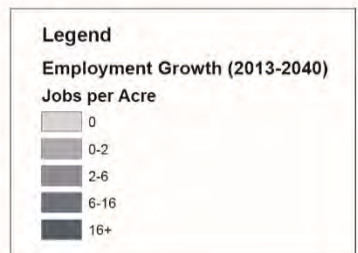
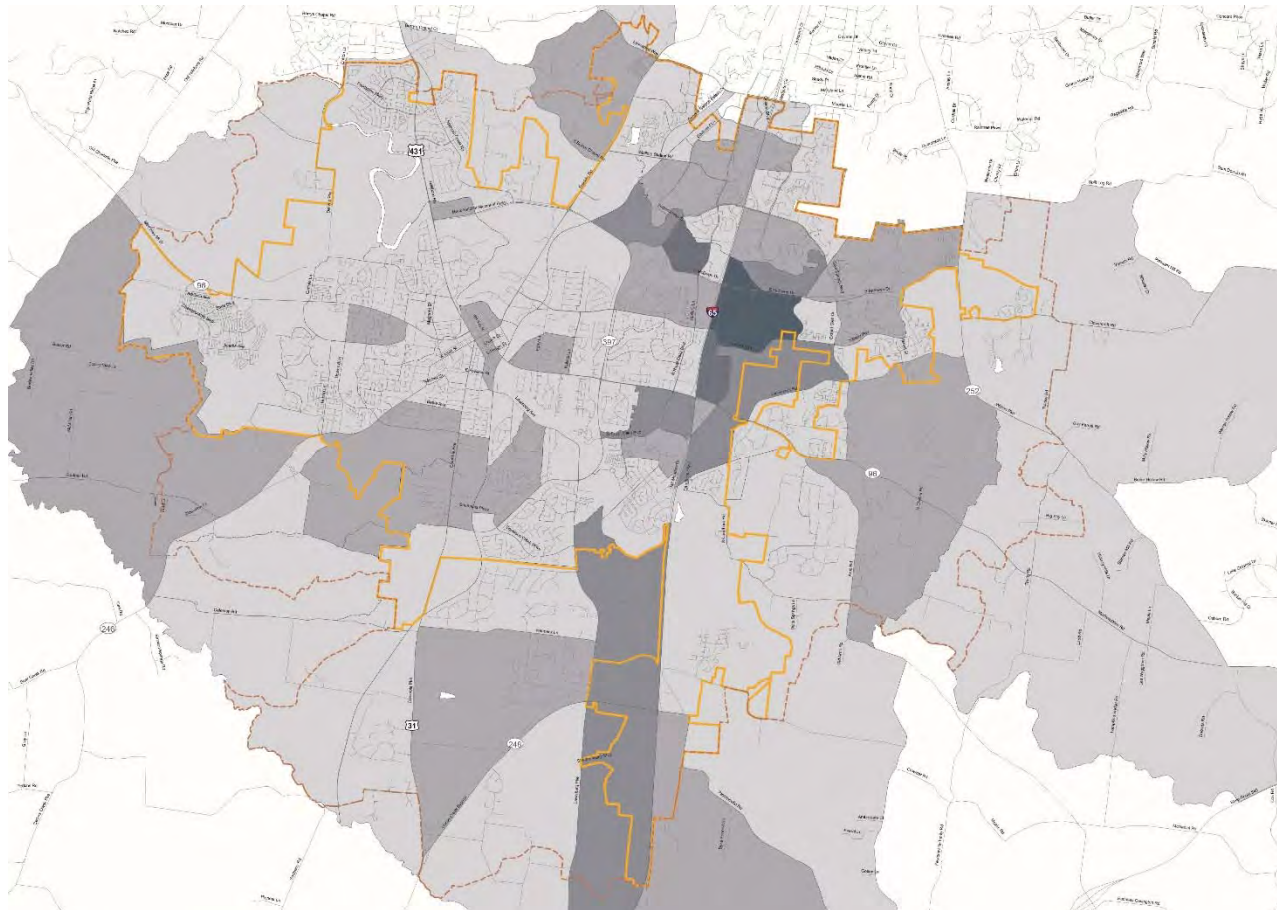


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# METHODOLOGY

## EMPLOYMENT GROWTH - JOBS PER ACRE



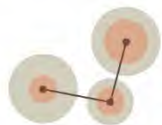
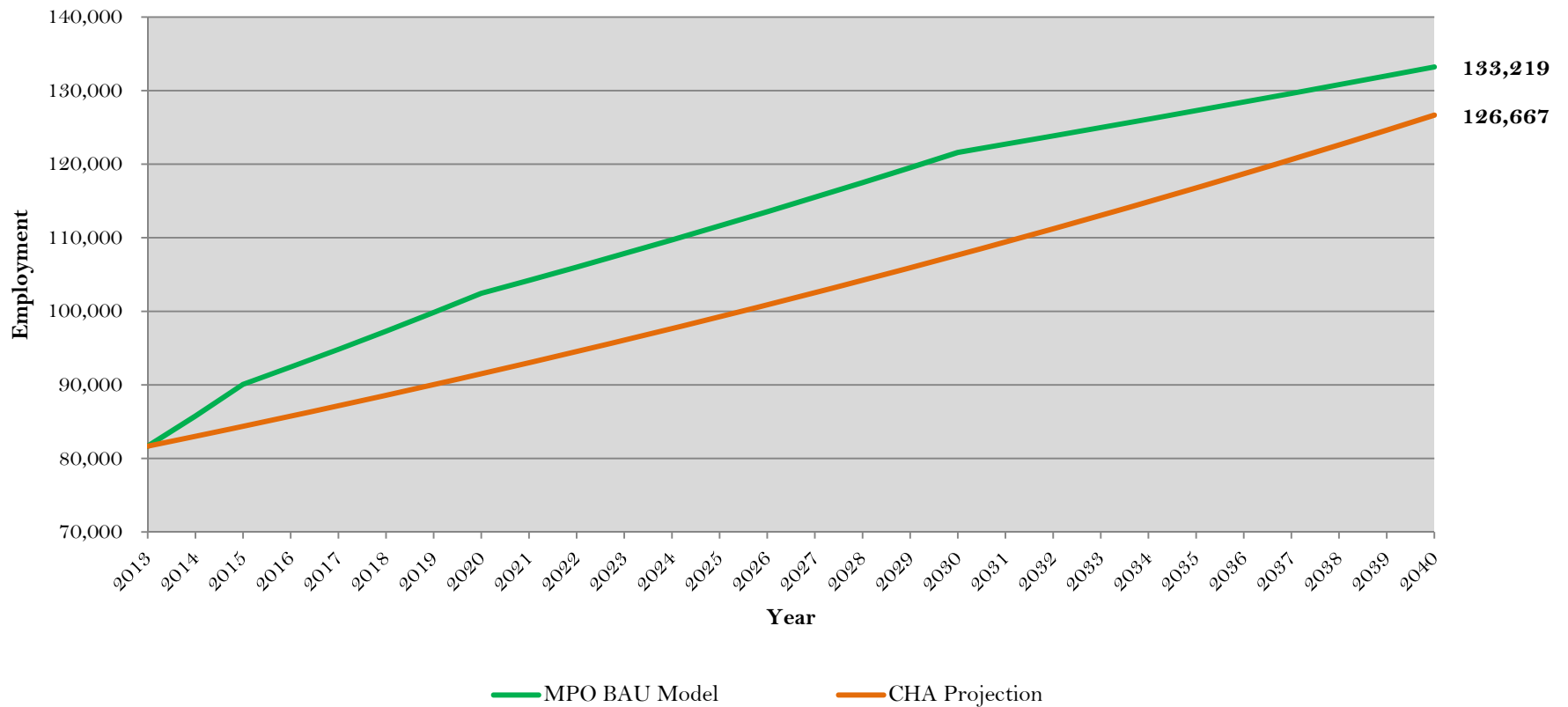
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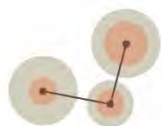
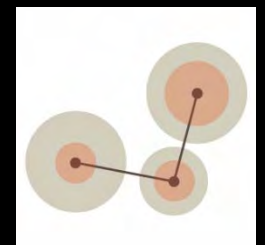
# POPULATION AND EMPLOYMENT

## Employment Projection (2013-2040)



# 2015 Traffic Level of Service

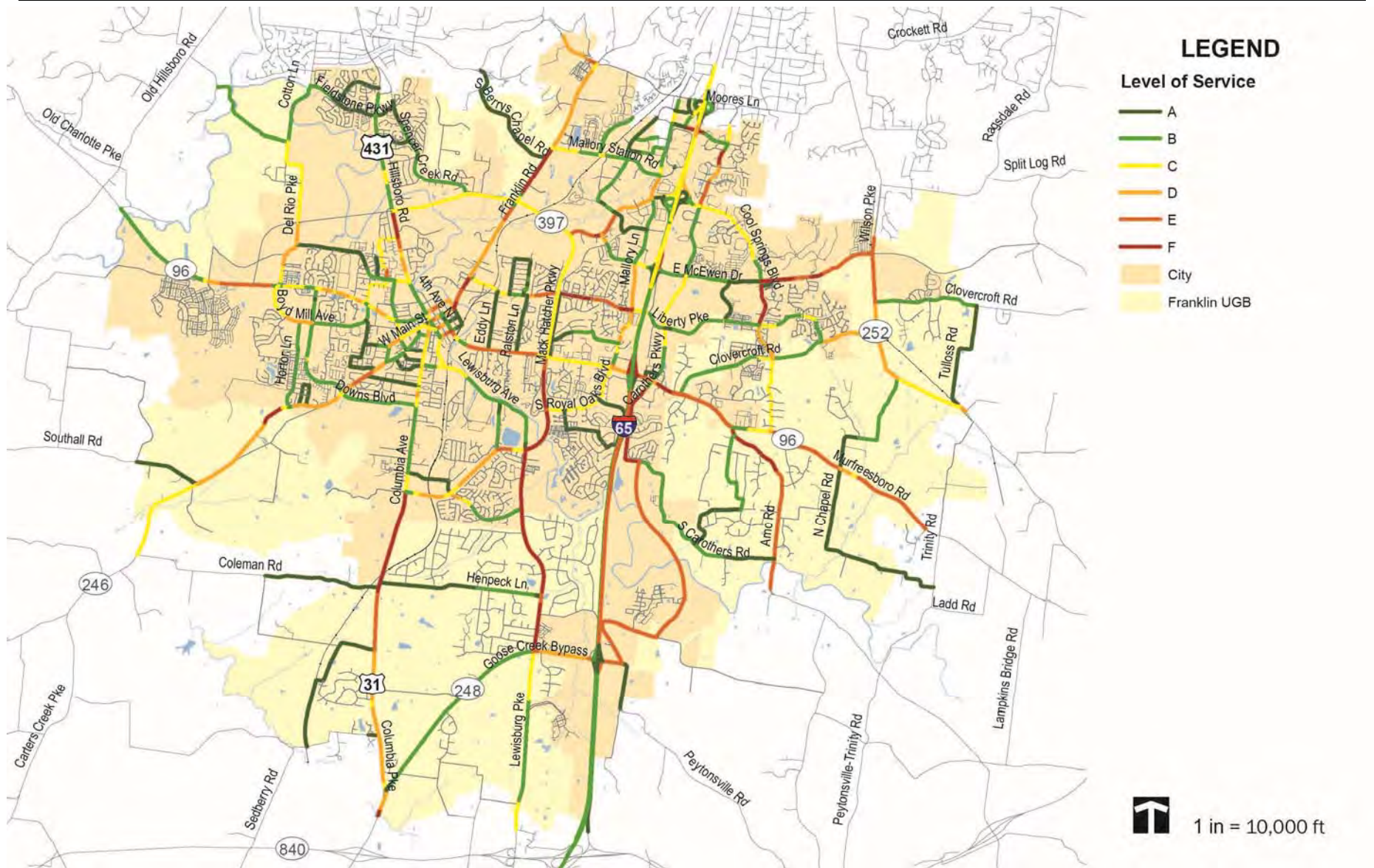
Existing



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# 2015 LEVEL OF SERVICE E+C<sub>AM</sub>

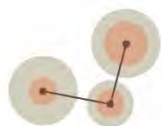
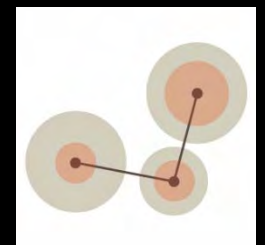






# 2040 Traffic Level of Service

## No Build Option



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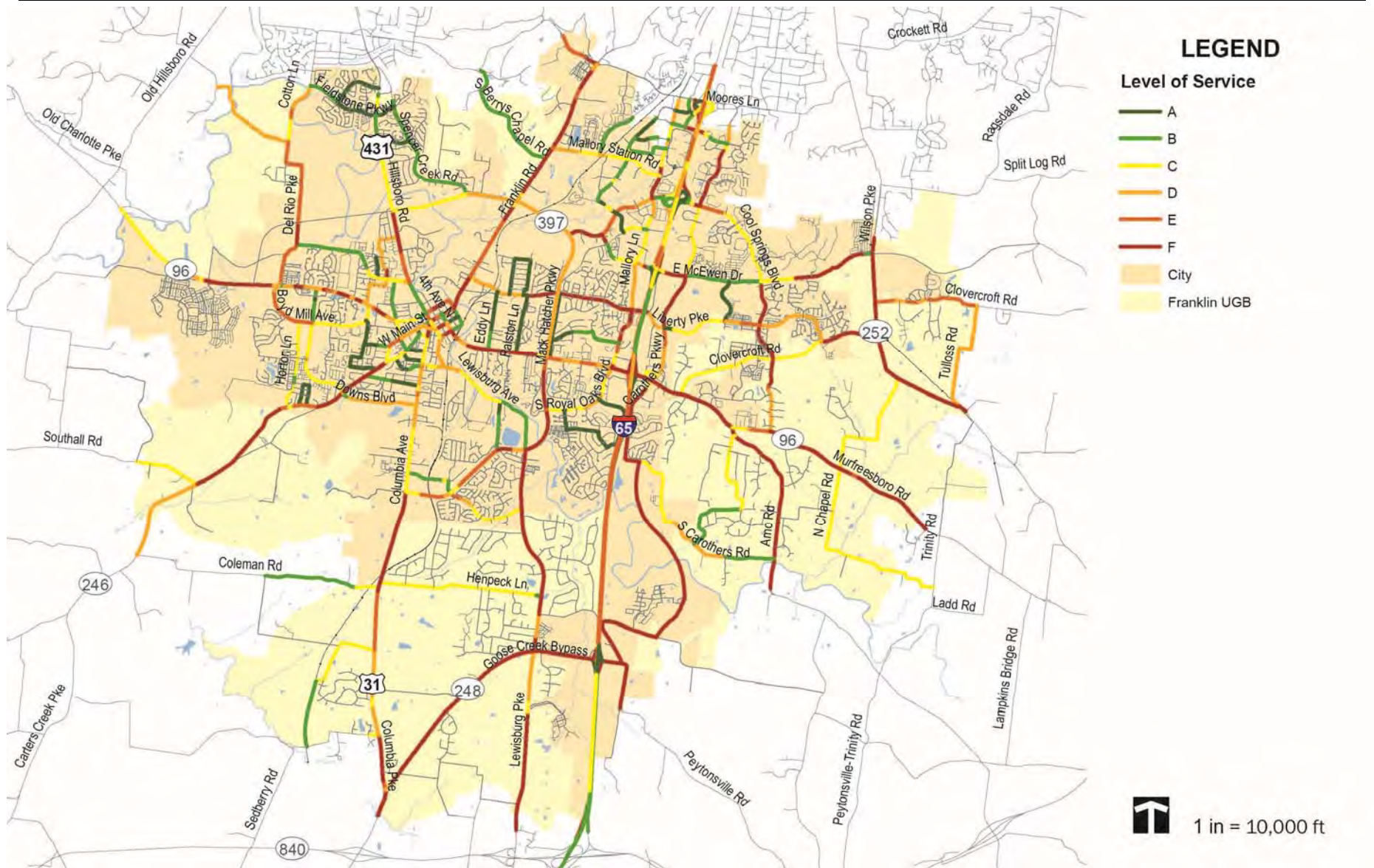




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# 2040 LEVEL OF SERVICE E+C<sub>PM</sub>



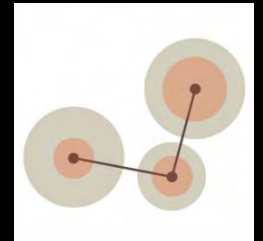




# Proposed Street Projects

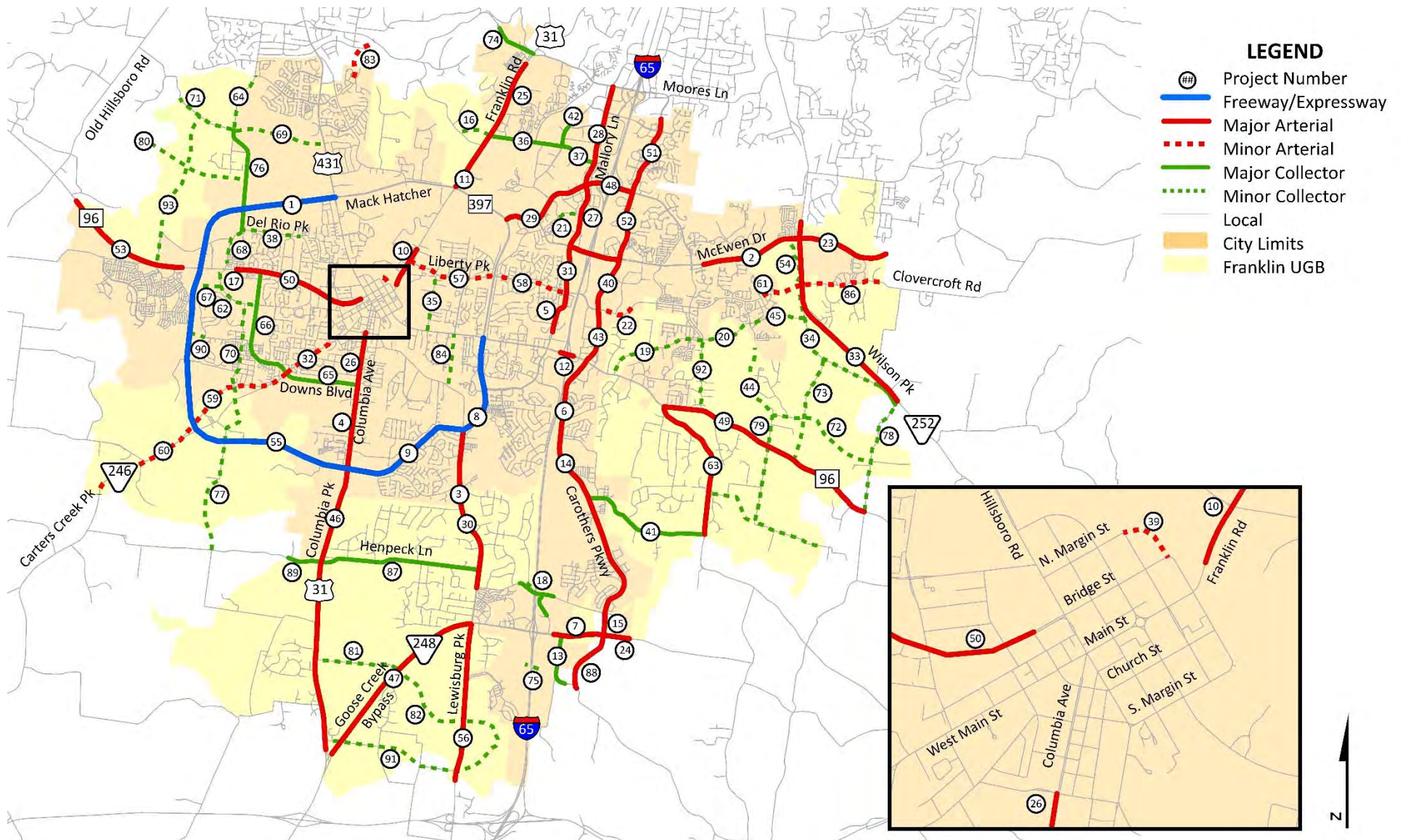
BOMA Work Session

June 14, 2016





# PROPOSED STREET PROJECTS

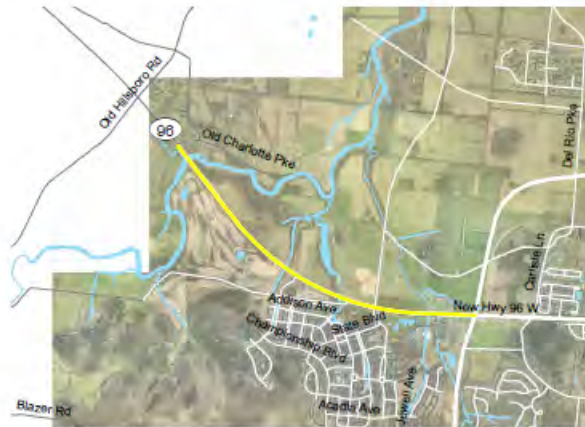




# PROJECT CUT SHEET (EXAMPLE)

## 53 HIGHWAY 96 WEST (SR-96W) OLD HILLSBORO ROAD (SR-46) TO MACK HATCHER PARKWAY (SR-397)

Highway 96 West (SR-96W) will be widened to 4 lanes from Old Hillsboro Road (SR-46) to Mack Hatcher Parkway (SR-397). This section takes vehicular traffic out to the Westhaven development and out of the City's jurisdiction. There will be significant traffic as Westhaven continues to develop and other mixed use or residential development occurs in the northwest quadrant of the City. The 2015 LOS is D from Mack Hatcher Parkway to near the entrance of Westhaven. There is a small area that is a LOS C in front of the first Westhaven entrance and then moves to a LOS B. The 2040 LOS after improvements changes to a LOS of F in that section from Mack Hatcher to Westhaven and then has a LOS of D and C respectively. With the full build out of Mack Hatcher, this decrease in LOS can be attributed to the completion of this segment and more traffic using Mack Hatcher to get around the City and onto a State Route to go west.



### PROJECT OVERVIEW

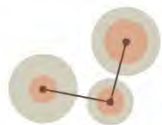
|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$25,300,000     |
| TIME FRAME:     | Long             |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                            |                |
|----------------------------|----------------|
| FUNCTIONAL CLASSIFICATION: | Major Arterial |
| SEGMENT LENGTH:            | 1.79 miles     |
| EXISTING LANES:            | 2              |
| PROPOSED LANES:            | 4              |
| PROPOSED RIGHT OF WAY:     | 132 feet       |

### PROJECT SPECIFICS

|                      |                              |
|----------------------|------------------------------|
| LANE WIDTH:          | 12 feet                      |
| MEDIAN:              | Yes                          |
| CURB & GUTTER:       | Yes                          |
| PARKING:             | No                           |
| PEDESTRIAN FACILITY: | Sidewalk (North Side)        |
| BICYCLE FACILITY:    | Multi-Use Trail (South Side) |
| TRANSIT FACILITY:    | No                           |

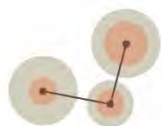


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# 2020 (SHORT TERM) PROPOSED PROJECTS

| Project Number | Roadway                               | To                            | From                                           | Length (Miles) |
|----------------|---------------------------------------|-------------------------------|------------------------------------------------|----------------|
| 1              | Mack Hatcher Parkway (SR-397)         | Highway 96 West (SR-96W)      | Hillsboro Road (SR-106/US-431)                 | 2.64           |
| 2              | East McEwen Drive                     | Cool Springs Boulevard        | Wilson Pike (SR-252)                           | 1.38           |
| 3              | Lewisburg Pike (SR-106/US-431)        | Holly Hill Drive              | Mack Hatcher Parkway (SR-397)                  | 0.86           |
| 4              | Columbia Avenue (SR-6/US-31)          | Mack Hatcher Parkway (SR-397) | Downs Boulevard                                | 1.15           |
| 5              | North Royal Oaks Boulevard            | Lakeview Drive                | Liberty Pike                                   | 0.60           |
| 6              | Carothers Parkway                     | South Carothers Road          | Murfreesboro Road (SR-96)                      | 1.14           |
| 7              | Goose Creek Bypass (SR-248) Extension | Existing Peytonsville Road    | Carothers Parkway (Future Extension)           | 0.68           |
| 8              | Mack Hatcher Parkway (SR-397)         | Polk Place Drive              | Murfreesboro Road (SR-96)                      | 1.74           |
| 9              | Mack Hatcher Parkway (SR-397)         | Columbia Avenue (SR-6/US-31)  | Polk Place Drive                               | 1.46           |
| 10             | Franklin Road (SR-6/US-31)            | Harpeth River Bridge          | Harpeth Industrial Court                       | 0.56           |
| 11             | Franklin Road (SR-6/US-31)            | Mack Hatcher Parkway (SR-397) | Mallory Station                                | 0.84           |
| 12             | Murfreesboro Road (SR-96)             | Western I-65 Ramp             | Eastern I-65 Ramp                              | 0.25           |
| 13             | Peytonsville Road                     | Pratt Lane                    | Goose Creek Bypass (SR-248) (Future Extension) | 0.74           |
| 14             | Carothers Parkway                     | Long Lane                     | South Carothers Road                           | 2.73           |
| 15             | Carothers Parkway                     | Long Lane                     | Goose Creek Bypass (SR-248) (Future Extension) | 0.31           |
| 16             | South Berrys Chapel Road Realignment  | South Berrys Chapel Road      | Mallory Station Road                           | 0.47           |
| 17             | Boyd Mill Avenue                      | Highway 96 West (SR-96W)      | Franklin Green Parkway                         | 0.48           |
| 18             | I-65 Overpass                         | Old Peytonsville Road         | Long Lane                                      | 0.70           |
| 19             | Clovercroft Road                      | Murfreesboro Road (SR-96)     | Oxford Glen Drive                              | 1.40           |
| 20             | Clovercroft Road                      | Oxford Glen Drive             | Market Street                                  | 0.72           |
| 21             | Jordan Road                           | Aspen Grove Drive             | Mallory Lane                                   | 0.32           |
| 22             | Liberty Pike                          | Carothers Parkway             | Columbia State Community College               | 0.32           |



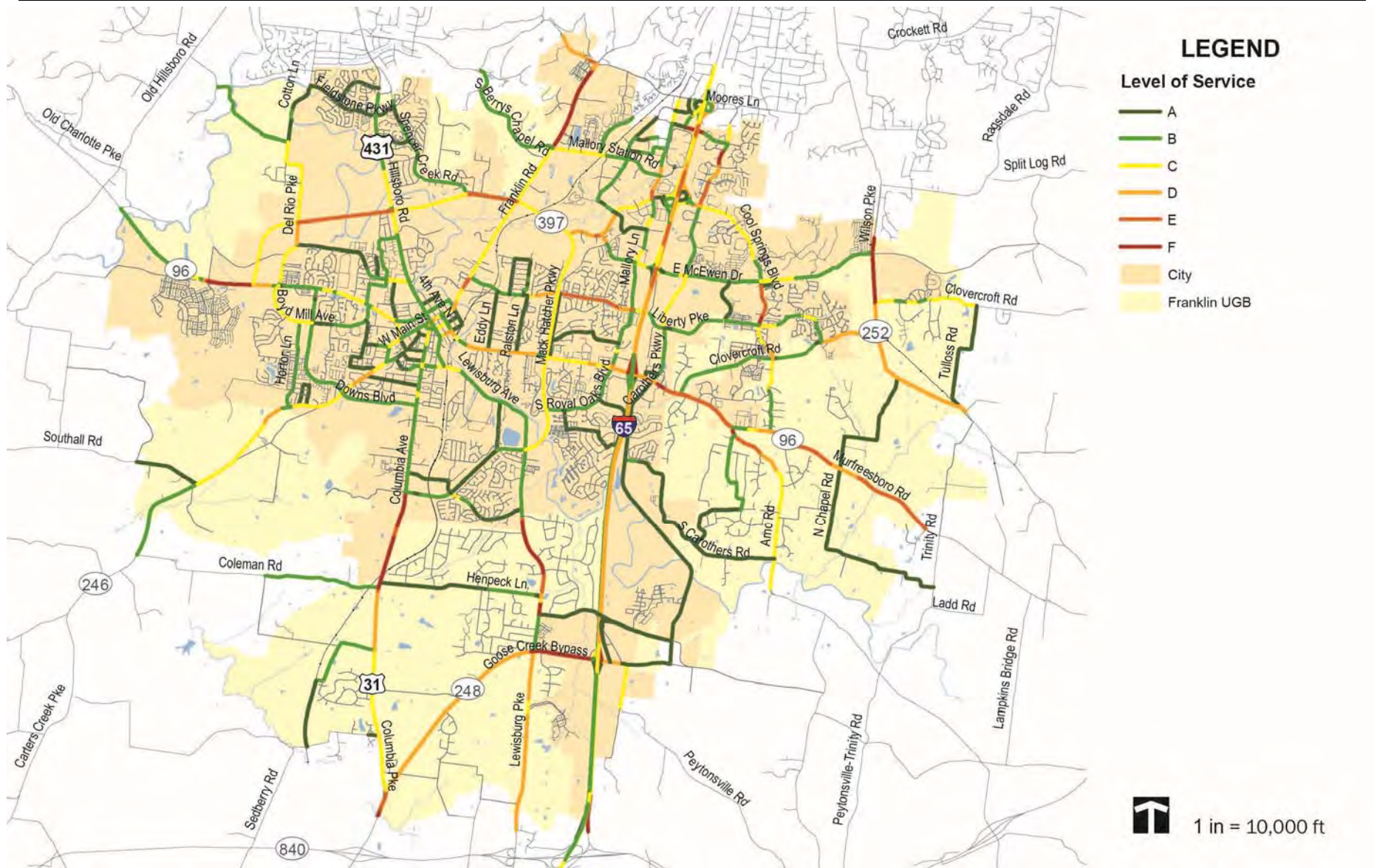
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TENNESSEE

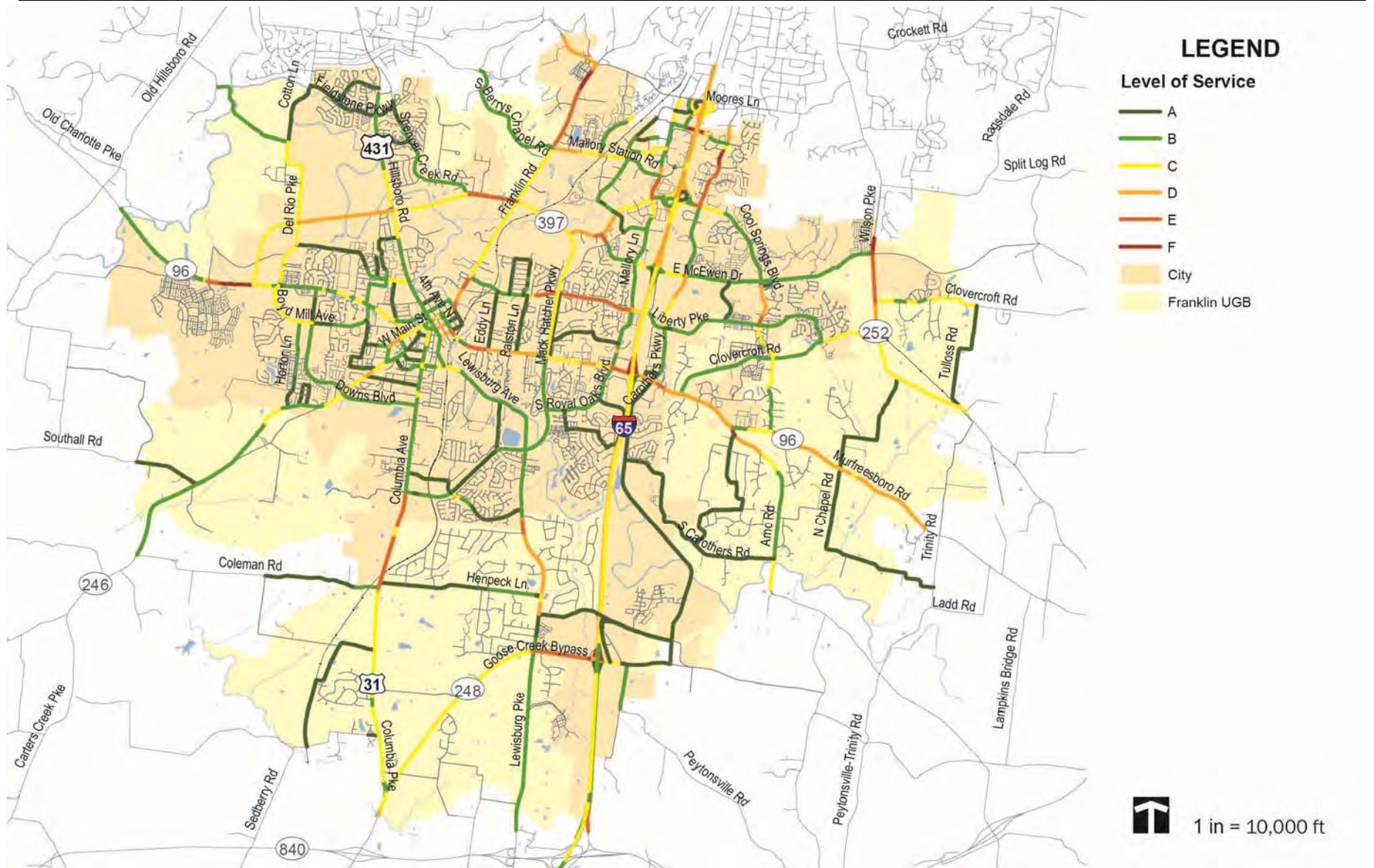


# 2020 LEVEL OF SERVICE E+C+I AM



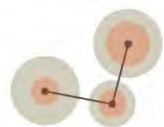


# 2020 LEVEL OF SERVICE E+C+I PM



# 2030 (MID-TERM) PROPOSED PROJECTS

| Project Number | Roadway                               | To                                   | From                            | Length (Miles) |
|----------------|---------------------------------------|--------------------------------------|---------------------------------|----------------|
| 23             | East McEwen Drive                     | Wilson Pike (SR-252)                 | Eastern City Limits             | 1.25           |
| 24             | Goose Creek Bypass (SR-248) Extension | Carothers Parkway (Future Extension) | Long Lane                       | 0.36           |
| 25             | Franklin Road (SR-6/US-31)            | Mallory Station Road                 | Davenport Blvd                  | 1.10           |
| 26             | Columbia Avenue (SR-6/US-31)          | Downs Boulevard                      | Fowlkes Street                  | 0.73           |
| 27             | Mallory Lane                          | Mallory Station Road                 | West McEwen Drive               | 1.22           |
| 28             | Mallory Lane                          | Mallory Station Road                 | Moore's Lane (SR-441)           | 1.08           |
| 29             | Cool Springs Boulevard                | Mack Hatcher Parkway (SR-397)        | Mallory Lane                    | 1.31           |
| 30             | Lewisburg Pike (SR-106/US-431)        | Old Peytonsville Road                | Holly Hill Drive                | 1.37           |
| 31             | Mallory Lane                          | Liberty Pike                         | West McEwen Drive               | 0.64           |
| 32             | West Main Street (SR-246)             | Downs Boulevard                      | Natchez Street                  | 0.72           |
| 33             | Wilson Pike (SR-252) Realignment      | Trinity Road                         | East McEwen Drive               | 2.98           |
| 34             | (Old/Existing) Wilson Pike            | Trinity Road                         | Liberty Pike (Future Extension) | 2.29           |
| 35             | Eddy Lane                             | Murfreesboro Road (SR-96)            | Liberty Pike                    | 0.78           |
| 36             | Mallory Station Road                  | Franklin Road (SR-6/US-31)           | Seaboard Lane                   | 0.99           |
| 37             | Mallory Station Road                  | Seaboard Lane                        | Mallory Lane                    | 0.52           |
| 38             | Del Rio Pike                          | Carlisle Lane                        | Poplar Grove Elementary School  | 0.81           |
| 39             | 1st Avenue North                      | Bridge Street                        | North Margin Street             | 0.17           |
| 40             | Carothers Parkway                     | Liberty Pike                         | East McEwen Drive               | 0.76           |
| 41             | South Carothers Road                  | Carothers Parkway                    | Arno Road                       | 1.79           |
| 42             | Seaboard Lane                         | Mallory Station Road                 | Crossroads Boulevard            | 0.29           |
| 43             | Carothers Parkway                     | Murfreesboro Road (SR-96)            | Liberty Pike                    | 0.75           |
| 44             | Market Street Extension               | North Chapel Road (Future Extension) | Amelia Park Subdivision         | 1.07           |
| 45             | Clavercroft Road                      | Market Street                        | (Old/Existing) Wilson Pike      | 0.77           |



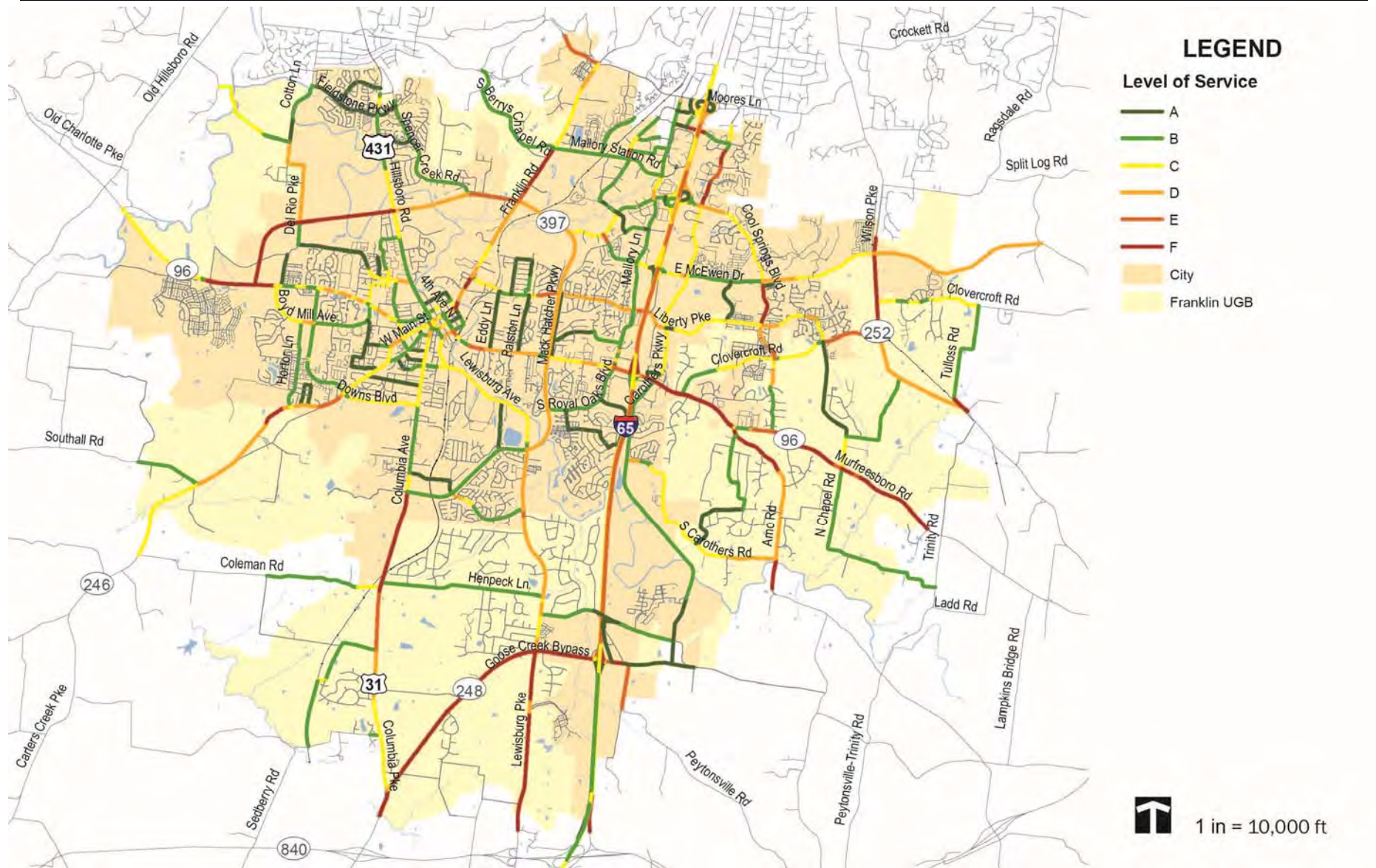
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TENNESSEE



# 2030 LEVEL OF SERVICE E+C+I AM

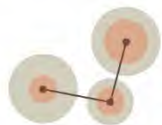




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# 2040 (LONG TERM) PROPOSED PROJECTS

| Project Number | Roadway                              | To                                                 | From                                               | Length (Miles) |
|----------------|--------------------------------------|----------------------------------------------------|----------------------------------------------------|----------------|
| 46             | Columbia Pike (SR-6/US-31)           | Goose Creek Bypass (SR-248)                        | Mack Hatcher Parkway (SR-397)                      | 3.89           |
| 47             | Goose Creek Bypass (SR-248)          | Columbia Pike (SR-6/US-31)                         | Lewisburg Pike (SR-106/US-431)                     | 2.66           |
| 48             | Cool Springs Boulevard               | Mallory Lane                                       | Carothers Parkway                                  | 0.63           |
| 49             | Murfreesboro Road (SR-96)            | Arno Road                                          | Trinity Road                                       | 2.75           |
| 50             | Highway 96 West (SR-96W)             | Carlisle Lane                                      | 7th Avenue North                                   | 1.80           |
| 51             | Carothers Parkway                    | Cool Springs Boulevard                             | Bakers Bridge Avenue                               | 1.11           |
| 52             | Carothers Parkway                    | East McEwen Drive                                  | Cool Springs Boulevard                             | 0.96           |
| 53             | Highway 96 West (SR-96W)             | Old Hillsboro Road (SR-46)                         | Mack Hatcher Parkway (SR-397)                      | 1.79           |
| 54             | (Old/Existing) Wilson Pike Extension | Liberty Pike Extension                             | East McEwen Drive                                  | 0.71           |
| 55             | Mack Hatcher Parkway (SR-397)        | Highway 96 West (SR-96W)                           | Columbia Avenue (SR-6/US-31)                       | 4.17           |
| 56             | Lewisburg Pike (SR-106/US-431)       | McLemore Road                                      | Goose Creek Bypass (SR-248)                        | 2.13           |
| 57             | Liberty Pike                         | Franklin Road (SR-6/US-31)                         | Mack Hatcher Parkway (SR-397)                      | 1.20           |
| 58             | Liberty Pike                         | Mack Hatcher Parkway (SR-397)                      | Mallory Lane                                       | 0.97           |
| 59             | Carters Creek Pike (SR-246)          | Mack Hatcher Parkway (SR-397) (Future SW Quadrant) | Downs Boulevard                                    | 1.54           |
| 60             | Carters Creek Pike (SR-246)          | Southwest Urban Growth Boundary                    | Mack Hatcher Parkway (SR-397) (Future SW Quadrant) | 1.66           |
| 61             | Liberty Pike Extension               | Terminus of Existing Liberty Pike                  | Wilson Pike (SR-252)                               | 0.60           |
| 62             | Boyd Mill Avenue                     | Franklin Green Parkway                             | Downs Boulevard                                    | 0.38           |
| 63             | Arno Road                            | South Carothers Road                               | Murfreesboro Road (SR-96)                          | 2.04           |
| 64             | Cotton Lane                          | Del Rio Pike                                       | Fieldstone Parkway                                 | 0.84           |
| 65             | Downs Boulevard                      | West Main Street (SR-246)                          | Columbia Avenue (SR-6/US-31)                       | 1.01           |
| 66             | Downs Boulevard                      | Murfreesboro Road (SR-96)                          | West Main Street (SR-246)                          | 1.70           |
| 67             | Boyd Mill Avenue Connector           | Mack Hatcher Parkway (SR-397)                      | Boyd Mill Avenue                                   | 0.34           |
| 68             | Carlisle Lane                        | Stone Mill Lane                                    | Del Rio Pike                                       | 0.55           |
| 69             | New Roadway                          | Cotton Lane                                        | Hillsboro Road (SR-106/US-431)                     | 1.27           |
| 70             | Horton Lane                          | West Main Street (SR-246)                          | Boyd Mill Avenue                                   | 1.18           |
| 71             | Del Rio Pike                         | Old Hillsboro Road (SR-46)                         | Cotton Lane                                        | 0.88           |



**CONNECT FRANKLIN** A COMPREHENSIVE TRANSPORTATION PLAN  
CITY OF FRANKLIN, TENNESSEE

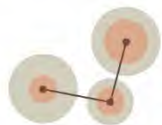


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# 2040 (LONG TERM) PROPOSED PROJECTS

| Project Number | Roadway                                  | To                                             | From                             | Length (Miles) |
|----------------|------------------------------------------|------------------------------------------------|----------------------------------|----------------|
| 72             | North Chapel Road                        | Existing Western 90 degree curve               | Wilson Pike (SR-252)             | 1.58           |
| 73             | New Road (Existing North Chapel Road)    | Murfreesboro Road (SR-96)                      | Wilson Pike (SR-252)             | 1.47           |
| 74             | Lynnwood Way                             | Northwest Urban Growth Boundary                | Franklin Road (SR-6/US-431)      | 0.61           |
| 75             | Chadwell/Reams Fleming Overpass          | Berry Farms - Chadwell                         | Berry Farms - Reams-Fleming      | 0.24           |
| 76             | Del Rio Pike                             | Carlisle Lane                                  | Cotton Lane                      | 1.45           |
| 77             | Horton Lane Extension                    | Carters Creek Pike (SR-246)                    | Coleman Road                     | 2.44           |
| 78             | Trinity Road                             | Murfreesboro Road (SR-96)                      | Wilson Pike (SR-252)             | 1.64           |
| 79             | North Chapel Road (Future Market Street) | Murfreesboro Road (SR-96)                      | Existing Western 90 degree curve | 0.41           |
| 80             | New Roadway                              | Old Hillsboro Road (SR-46)                     | Del Rio Pike                     | 1.41           |
| 81             | Snowbird Hollow Road                     | Columbia Pike (SR-6/US-31)                     | Goose Creek Bypass (SR-248)      | 1.14           |
| 82             | Snowbird Hollow Road                     | Goose Creek Bypass (SR-248)                    | Lewisburg Pike (SR-106/US-431)   | 1.26           |
| 83             | Fieldstone Parkway Extension             | Bexley Park Drive                              | South Berrys Chapel Road         | 0.71           |
| 84             | Ralston Lane                             | Murfreesboro Road (SR-96)                      | Lewisburg Pike (SR-106/US-431)   | 0.72           |
| 85             | McLemore Road Extension                  | Lewisburg Pike (SR-106/US-431)                 | Lewisburg Pike (SR-106/US-431)   | 1.35           |
| 86             | Clovercroft Road                         | Wilson Pike (SR-252)                           | Eastern City Limits              | 1.11           |
| 87             | Henpeck Lane                             | Columbia Pike (SR-6/US-431)                    | Lewisburg Pike (SR-106/US-431)   | 2.16           |
| 88             | Carothers Parkway (South Extension)      | Goose Creek Bypass (SR-248) (Future Extension) | Peytonsville Road                | 0.90           |
| 89             | Coleman Road                             | Columbia Pike (SR-6/US-31)                     | Western Urban Growth Boundary    | 0.47           |
| 90             | Willowsprings Boulevard Extension        | Mack Hatcher Parkway (SR-397)                  | Existing Willowsprings Boulevard | 0.74           |
| 91             | McLemore Road                            | Goose Creek Bypass (SR-248)                    | Lewisburg Pike (SR-106/US-431)   | 1.67           |
| 92             | Oxford Glen Drive                        | Murfreesboro Road                              | Clovercroft Road                 | 0.93           |
| 93             | New Roadway                              | Old Charlotte Pike                             | Del Rio Pike                     | 1.69           |



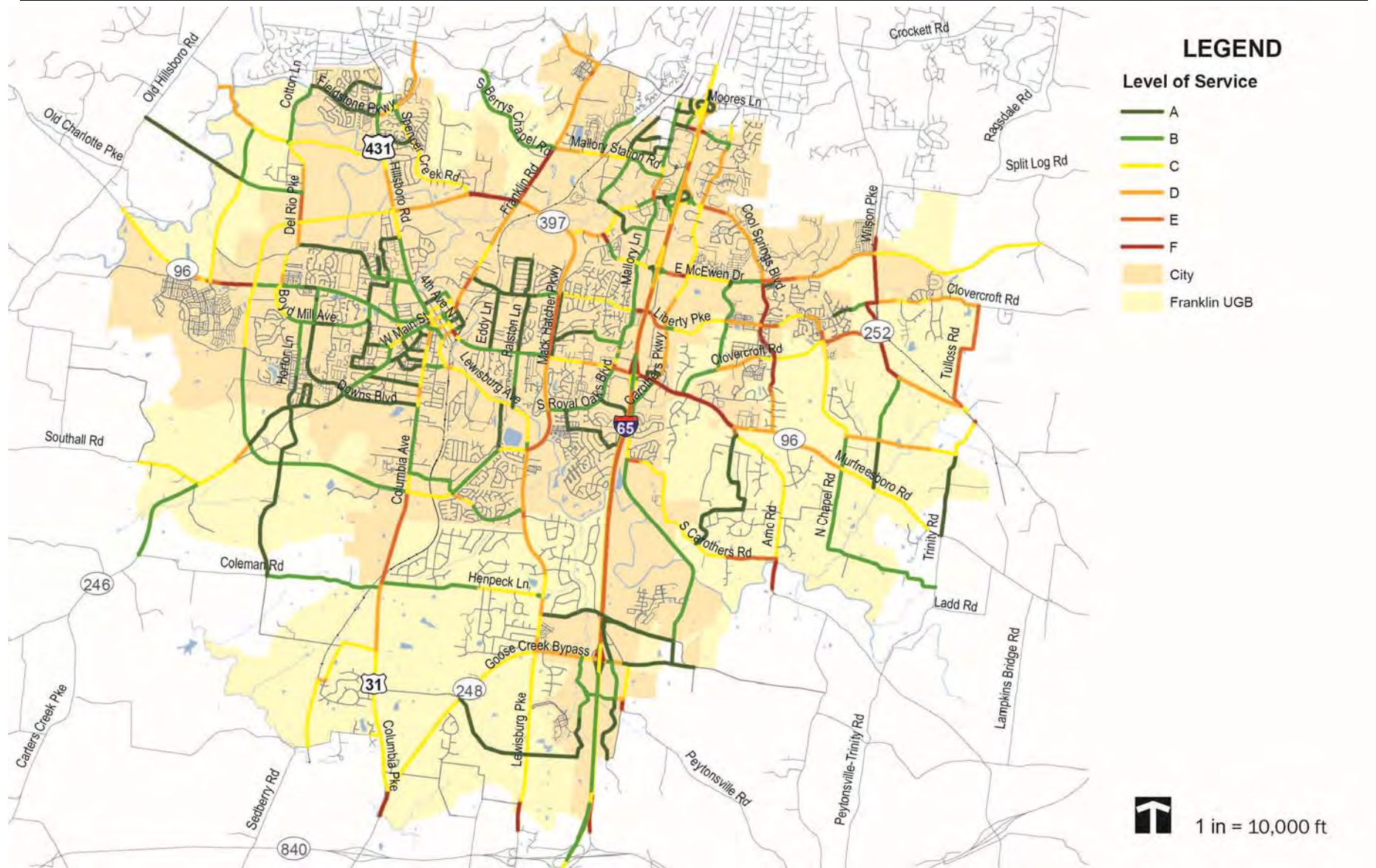
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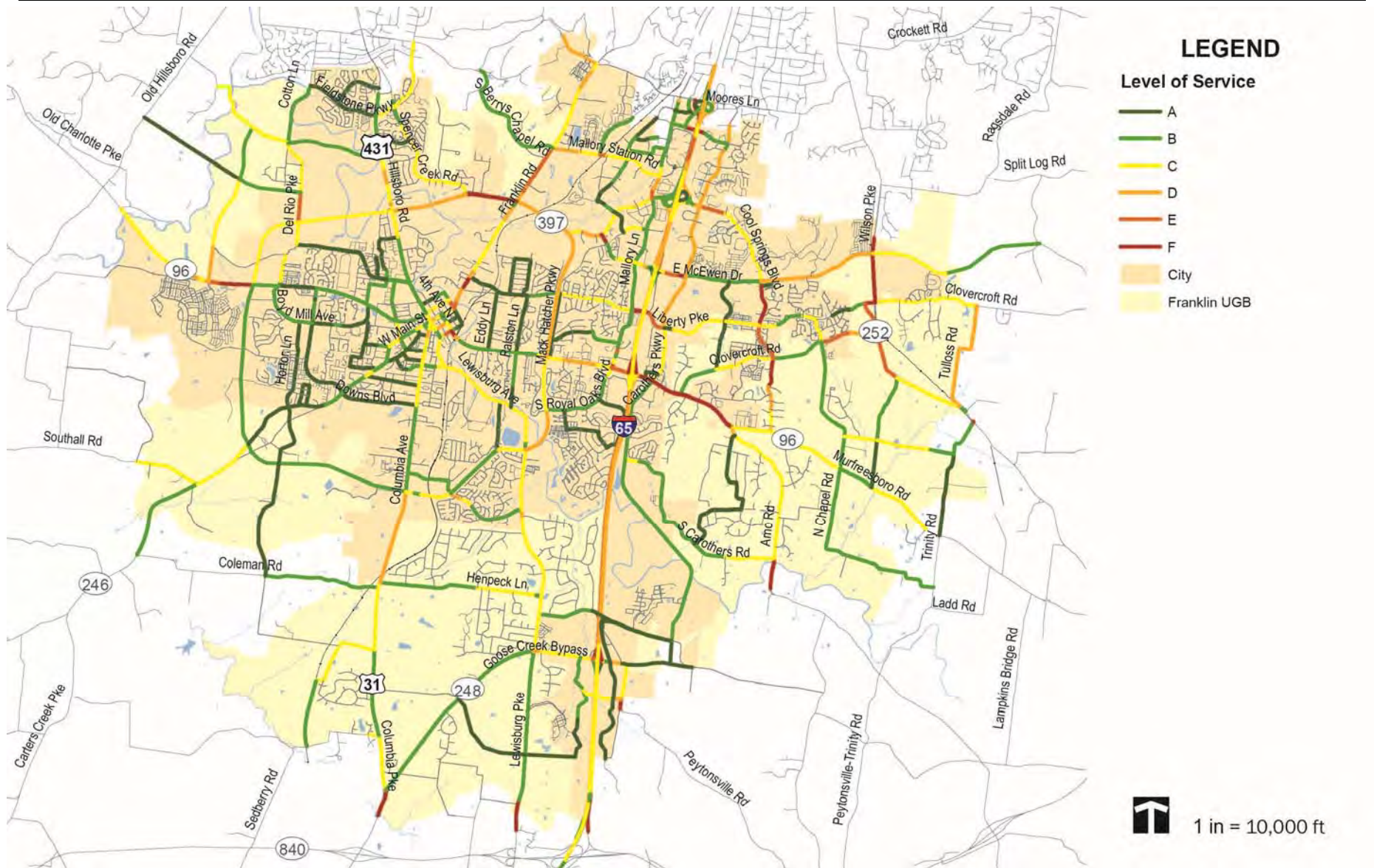


# 2040 LEVEL OF SERVICE E+C+I AM





# 2040 LEVEL OF SERVICE E+C+I PM

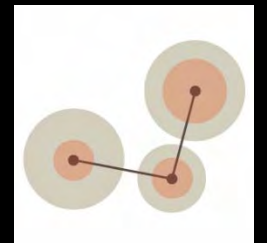




# Local Network Plans

BOMA Work Session

June 14, 2016

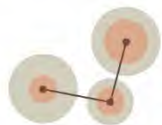




# LOCAL NETWORK PLANS

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- **Wilson Pike**
- **Carters Creek Pike**
- **Columbia Avenue**



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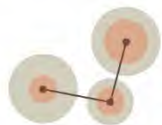


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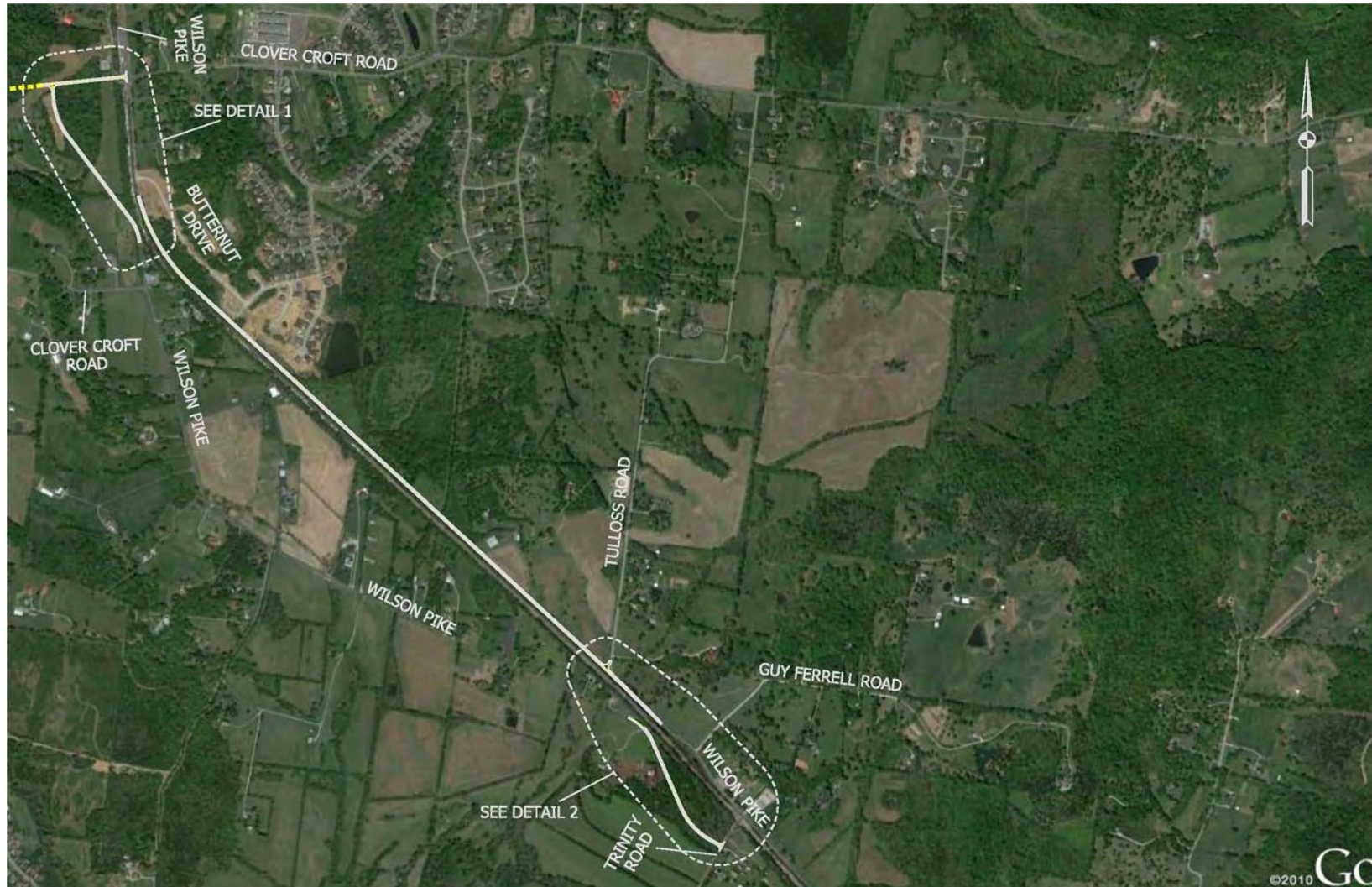
# WILSON PIKE LOCAL NETWORK PLAN

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- Existing one-lane tunnels under the railroad tracks present a safety issue
- Three separate projects improve safety by eliminating tunnels
- Connections to Clovercroft Rd and Trinity Rd are minor changes to projects already included project listing

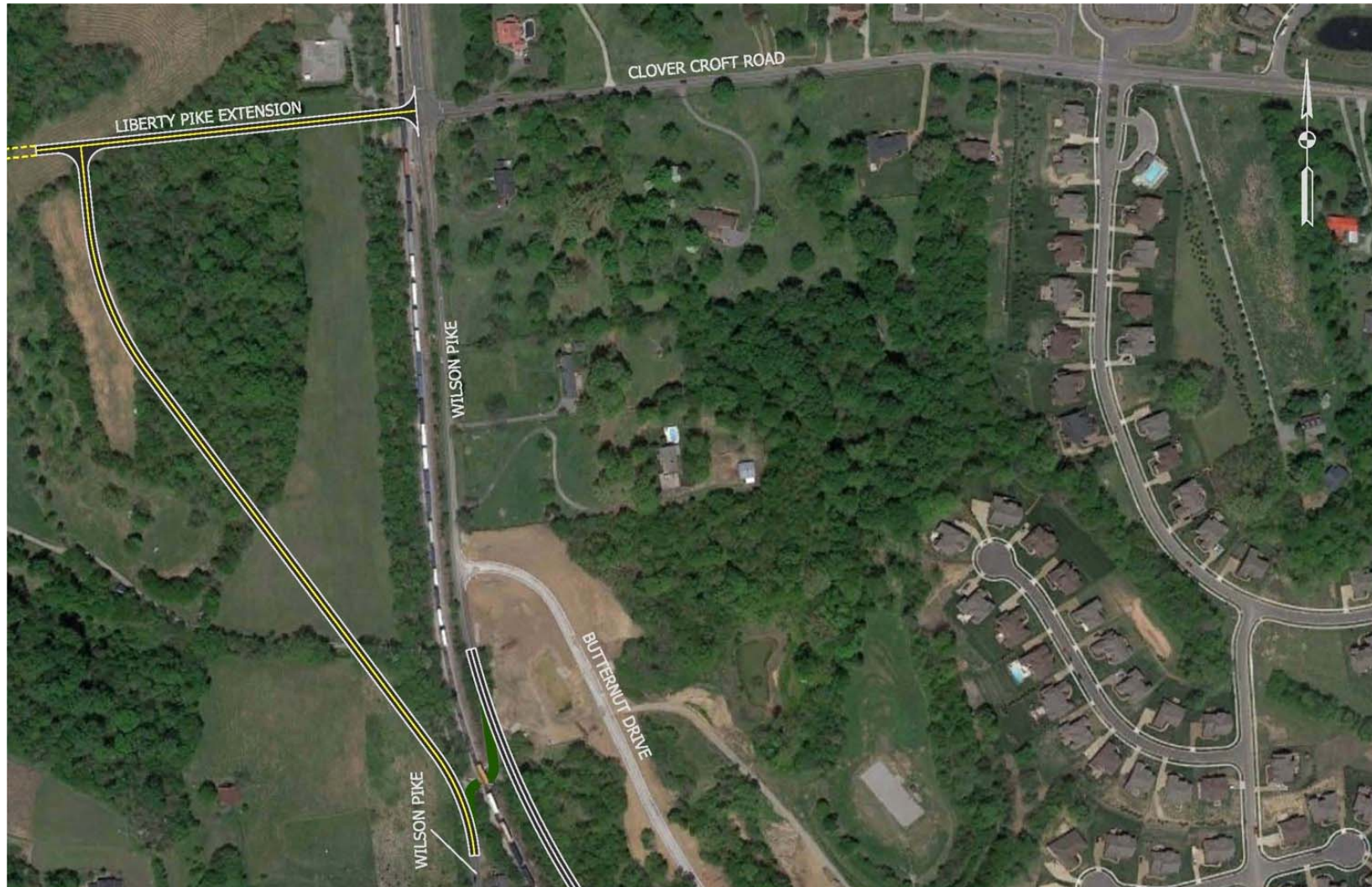


# WILSON PIKE LOCAL NETWORK PLAN





# WILSON PIKE LOCAL NETWORK PLAN – DETAIL 1





# WILSON PIKE

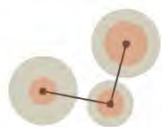
## LOCAL NETWORK PLAN – DETAIL 2



# CARTERS CREEK PIKE LOCAL NETWORK PLAN

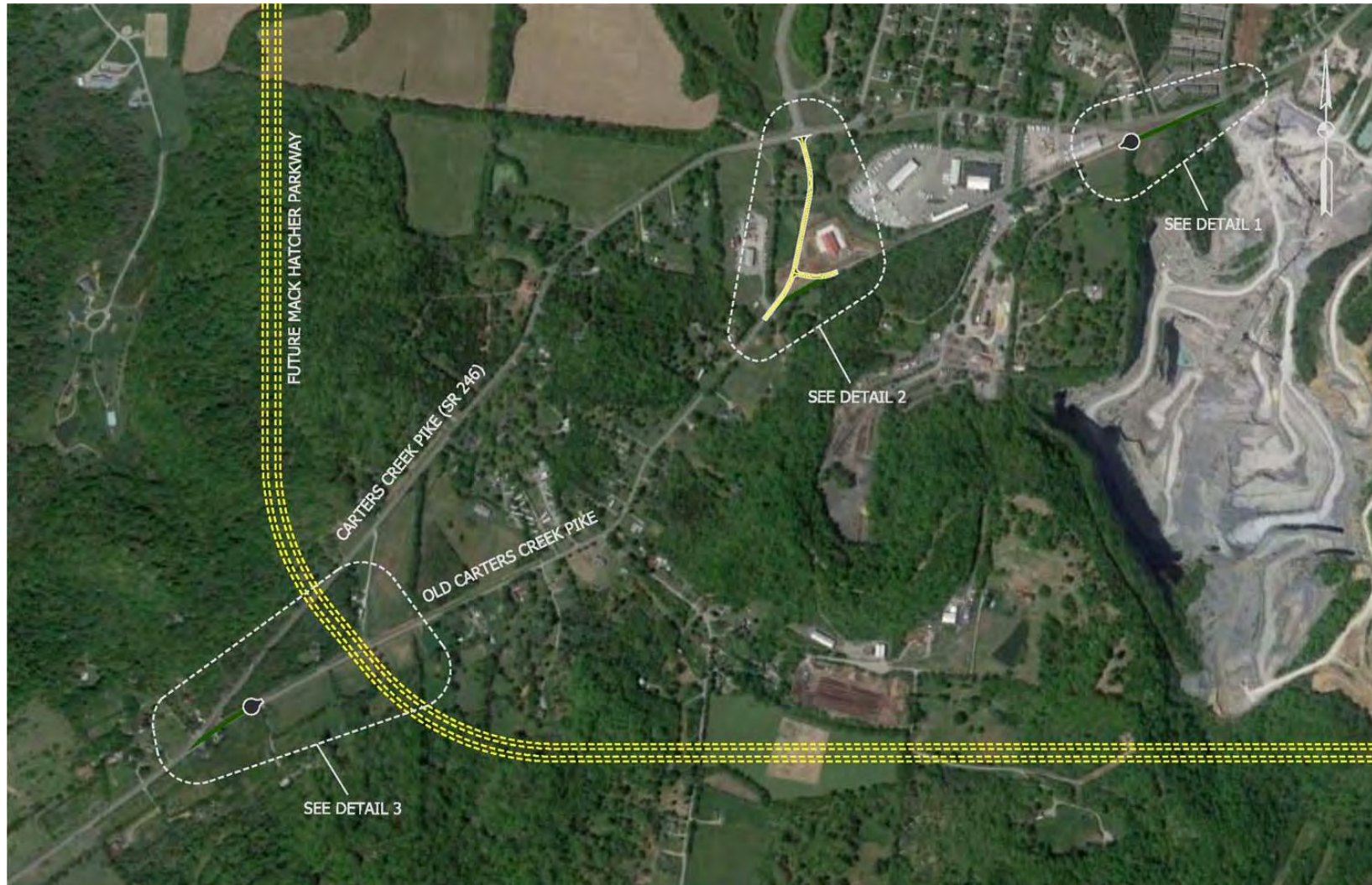
---

- Realignment of intersections to clarify the preferred through movement along the corridor
- Could be undertaken as three separate projects: Extension of Horton Lane, then each cul-de-sac
- Horton Lane extension part of larger project to eventually connect with Coleman Road





# CARTERS CREEK PIKE LOCAL NETWORK PLAN



# CARTERS CREEK PIKE LOCAL NETWORK PLAN – DETAIL 1





# CARTERS CREEK PIKE LOCAL NETWORK PLAN – DETAIL 2





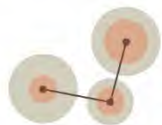
# CARTERS CREEK PIKE LOCAL NETWORK PLAN – DETAIL 3



# COLUMBIA AVENUE LOCAL NETWORK PLAN

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- New roadway corridors will establish better area interconnectivity
- Could be undertaken as separate projects
- Will reduce the turning movements and traffic congestion along Columbia Avenue





# COLUMBIA AVENUE LOCAL NETWORK PLAN



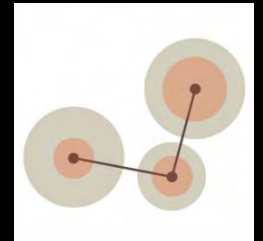




# Street Typical Sections

BOMA Work Session

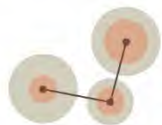
June 14, 2016



# STREET TYPICAL SECTIONS

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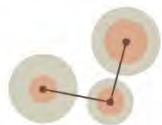
- **2 Lanes**
  - 63' Right-of-Way (ROW) with Sidewalk & Multi-Use Trail
    - Local Streets
    - Minor Collectors
  - 67' ROW with Sidewalk & Bike Lanes
    - Local Streets
    - Minor Collectors
- **3 Lanes**
  - 75' ROW with Sidewalk & Multi-Use Trail
    - Local Streets
    - Minor Collectors
  - 79' ROW with Sidewalk & Bike Lanes
    - Local Streets
    - Minor Collectors



# STREET TYPICAL SECTIONS

---

- **4 Lanes**
  - 122' ROW with 30' Median, Sidewalk & Multi-Use Trail
    - Major Collectors
  - 126' ROW with 30' Median, Sidewalk & Bike Lanes
    - Major Collectors
  - 128' ROW with 36' Median, Sidewalk & Multi-Use Trail
    - Minor Arterial
  - 132' ROW with 36' Median, Sidewalk & Bike Lanes
    - Minor Arterial
  - 132' ROW with 40' Median, Sidewalk & Multi-Use Trail
    - Major Arterial
  - 136' ROW with 40' Median, Sidewalk & Multi-Use Trail
    - Major Arterial



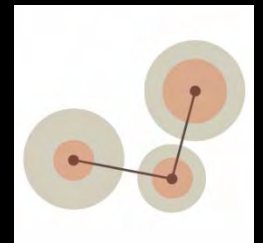




# Bike/Pedestrian Plan

## BOMA Work Session

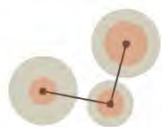
June 14, 2016



# FOCUS OF BIKE/PEDESTRIAN PLAN

---

- Reviewed Greenways and Trails Master Plan (GTMP) and Existing information provided by Engineering for roadways to determine gaps and overlap in the entire bike and ped system
- GTMP focuses mainly with some on off-street facilities but do recommend some on-street facility
- CTNP currently focuses on roadways and intersection improvements
- Combined plan will take into account GTMP and fill in the gaps to create one master bike/ped plan that can be incorporated into public and private roadway projects



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CITY OF FRANKLIN, TENNESSEE

A COMPREHENSIVE TRANSPORTATION PLAN



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# FACILITY DEFINITIONS

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- **Sidewalks**

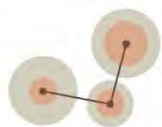
- Sidewalks and associated intersection crossings that have dedicated space for pedestrians
- Separated from travel lanes
- Appropriate intersection and mid-block crossing treatments

- **Bikeways**

- On-street facilities with dedicated space for bicyclists'
- Wayfinding and pavement markings
- Appropriate intersection crossing treatments

- **Multi-Use Paths**

- Paved pathways for walking, biking and other non-motorized activities
- Adjacent roadway pathways will have appropriate buffer space
- Appropriate intersection and mid-block crossing treatments



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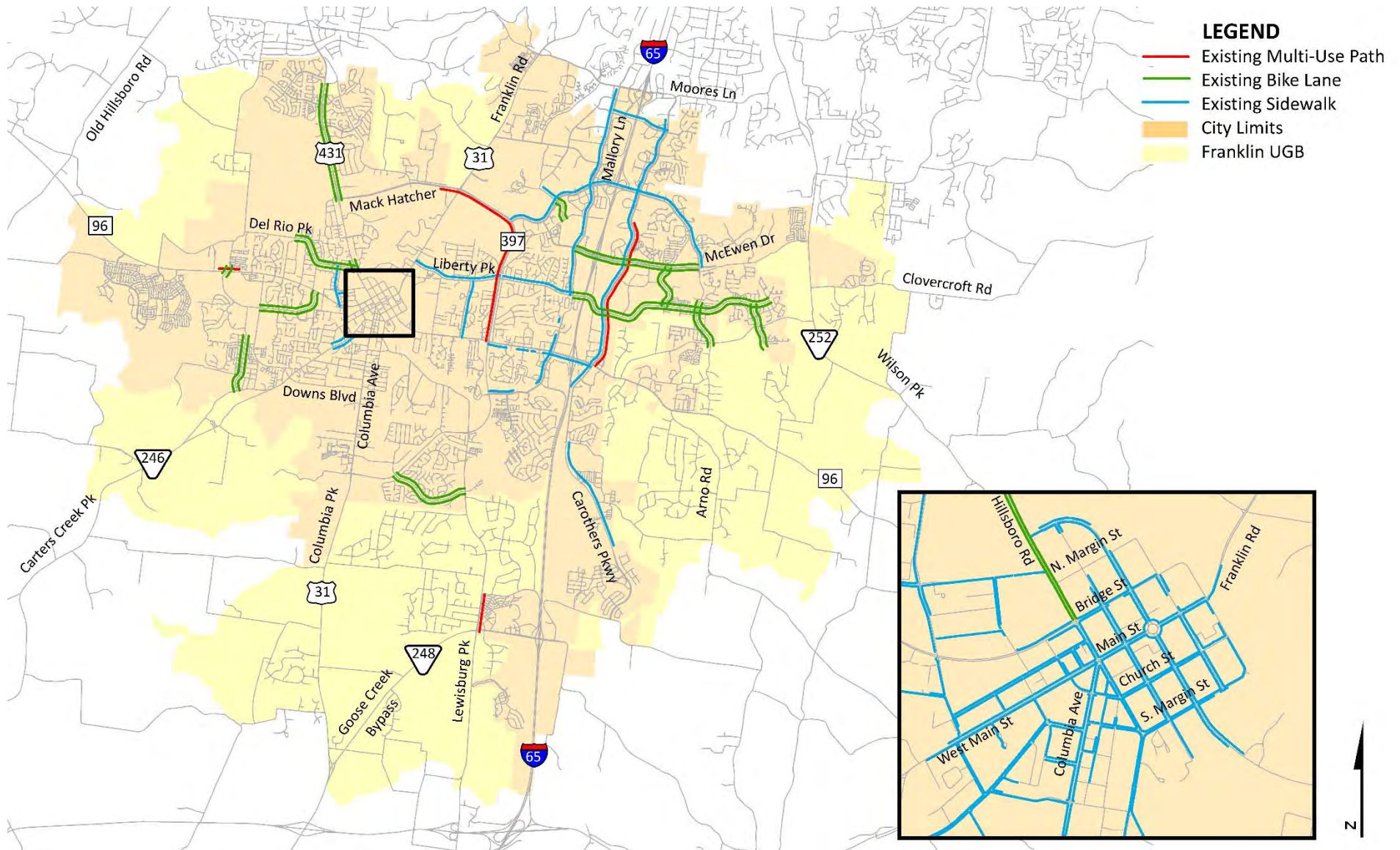
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# EXISTING BIKE/PEDESTRIAN FACILITIES

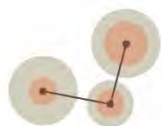






# PROPOSED BIKE/PEDESTRIAN FACILITIES

|        | Project Number | Roadway                           | To                             | From                           | Length (Miles) |
|--------|----------------|-----------------------------------|--------------------------------|--------------------------------|----------------|
| SHORT  | 94             | Murfreesboro Road (SR-96)         | Mack Hatcher Parkway (SR-397)  | Interstate 65                  | 1.20           |
|        | 95             | South Royal Oaks Blvd             | Mack Hatcher Parkway (SR-397)  | Murfreesboro Road (SR-96)      | 1.30           |
|        | 96             | Carothers Parkway                 | Northern Nissan Access         | Northern City Limits           | 1.30           |
|        | 97             | 1st Ave                           | South Margin Street            | N. Margin Street               | 0.49           |
|        | 98             | Mallory Lane                      | Liberty Pike                   | Cool Springs Blvd.             | 1.55           |
|        | 99             | Murfreesboro Road (SR-96)         | Interstate 65                  | Hurstbourne Park Blvd          | 1.80           |
|        | 100            | Lewisburg Pike                    | Mack Hatcher Parkway (SR-397)  | Eastern Flank Battlefield Park | 1.40           |
|        | 101            | Mack Hatcher Parkway (SR-397)     | Hillsboro Road (SR-106/US-431) | Franklin Road (SR-6/US-31)     | 1.53           |
|        | 102            | Cool Springs Blvd                 | Mack Hatcher Parkway (SR-397)  | Interstate 65                  | 1.80           |
|        | 103            | Oxford Glen Drive                 | Daylily Drive                  | East McEwen Drive              | 0.58           |
| MEDIUM | 104            | Forest Crossing Blvd              | Stonegate Drive                | South Royal Oaks Blvd          | 0.25           |
|        | 105            | Ralston Lane                      | Murfreesboro Road (SR-96)      | Liberty Pike                   | 0.77           |
|        | 106            | North Royal Oaks Blvd             | Murfreesboro Road (SR-96)      | Lakeview Drive                 | 0.28           |
|        | 107            | Mallory Lane                      | Cool Springs Blvd              | Moore's Lane                   | 1.45           |
| LONG   | 108            | Seaboard Ln and Aspen Grove Drive | Cool Springs Blvd              | Mallory Station Road           | 1.00           |
|        | 109            | General George Patton Drive       | Mallory Station Road           | Northern City Limits           | 0.60           |
|        | 110            | Bakers Bridge Avenue              | Mallory Lane                   | Carothers Parkway              | 0.75           |
|        | 111            | Crossroads Blvd                   | Seaboard Lane                  | Southgate Court                | 0.25           |



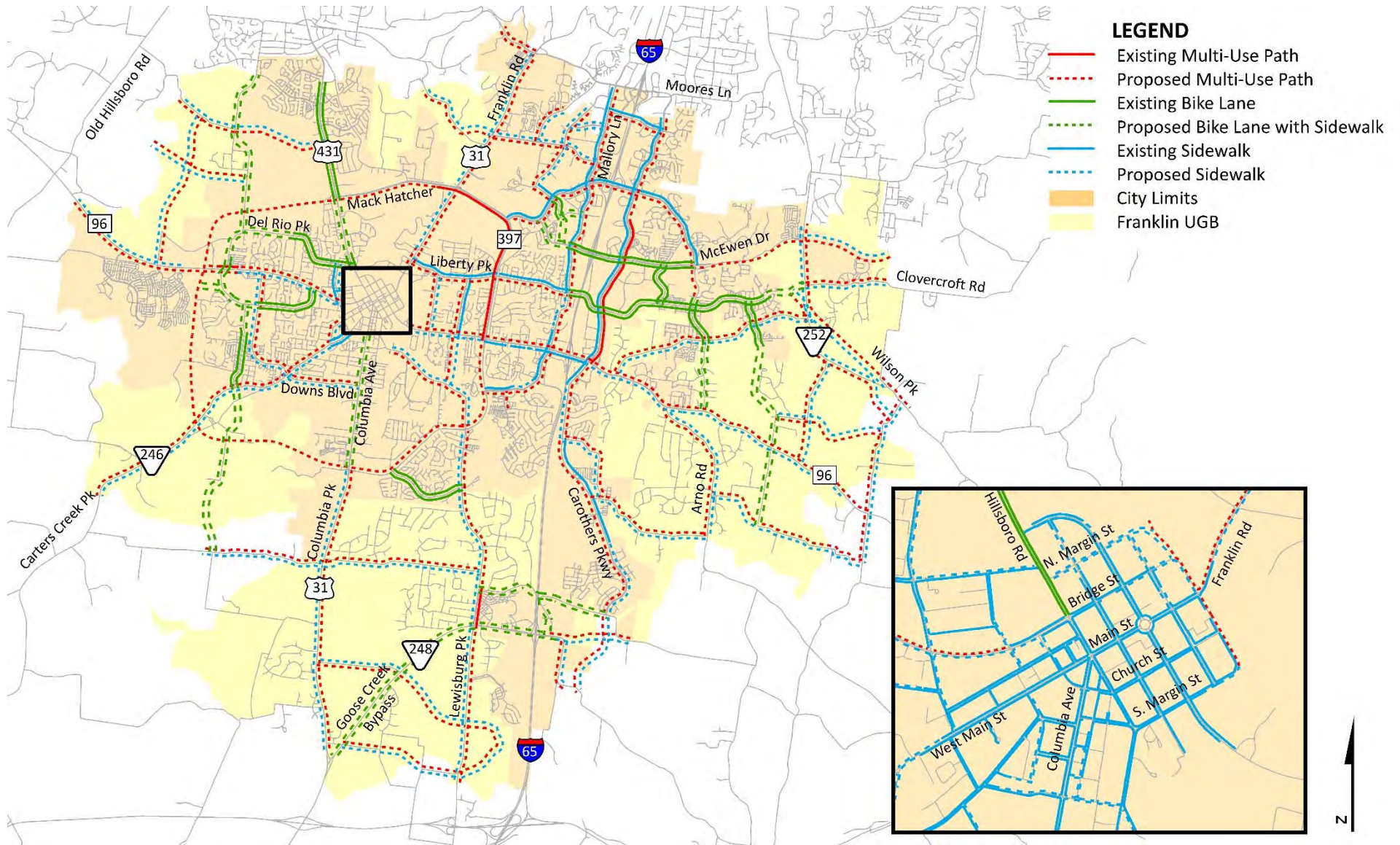
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# COMPLETE BIKE/PEDESTRIAN NETWORK



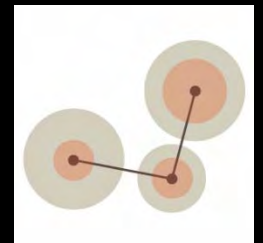




# Transit Plan

## BOMA Work Session

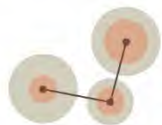
June 14, 2016



# FOCUS OF TRANSIT PLAN

---

- Reviewed Franklin Transit Authority's transit service and Cool Springs Multimodal Transportation Network Study (CSMNS)
- Overall Franklin has good transit services that provides services to much of the geographical footprint
- However.....
  - With the level of job growth and residential growth an opportunity exists for transit to play a larger role in the multi-modal network.

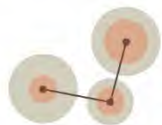




# KEY OBSERVATIONS

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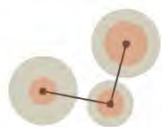
- Current bus facility is too small to store and park vehicles.
- Current transit routes do not service many residential areas
- Access to and from bus stop to create accessible accommodations. Sidewalks are not available in the majority of areas
- There has been a transit focus in the Cool Springs Area, but more is needed for Carothers Parkway
- Downtown has a great anchor for a certain group of folks in Franklin.
- Transit can improve with better coordination and integration with the City's transportation infrastructure.



# TRANSIT RECOMMENDATIONS

---

- Create a system wide transit plan to complement the work done on the CSMNS
- Service additional residential areas
- Lengthen hours of services
- Partner with area employers, social service agencies and others
- Improved commuter service
- Incorporating transit into transportation infrastructure
- Increased technology use

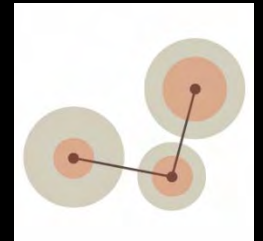




# Next Steps

## BOMA Work Session

June 14, 2016

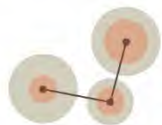




# SCHEDULE

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- May 26, 2016: Presentation of DRAFT plan to BOMA & FMPC at Joint Conceptual Workshop
- June 14, 2016: Presentation of DRAFT plan and DRAFT Resolution to BOMA at Work Session
- June 28, 2016: Presentation of FINAL plan and Resolution to BOMA at Regular Meeting
- July 28, 2016: Presentation to & Approval of FINAL plan to FMPC

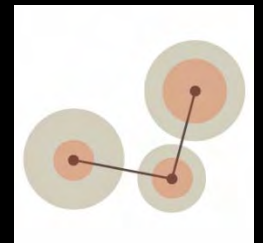




# CONNECT FRANKLIN

## 2016 Multimodal Major Thoroughfare Plan

June 14, 2016







## Capital Investment Program

FY2017-2026





# City of Franklin Strategic Plan

Theme: A Safe Clean and Livable City

Theme: An Effective and Fiscally Sound  
City Government Providing High  
Quality Service

Theme: Quality Life Experiences

Theme: Sustainable Growth and Economic  
Prosperity



# **FY 2017-2026 CIP Presentation Emergency Services**

**March 12, 2016**





# Fire Station 7 (Goose Creek Area)

4 Star Project

Estimated Cost = \$4,330,000





# **FY 2017-2026 CIP Presentation General Services**

**March 12, 2016**

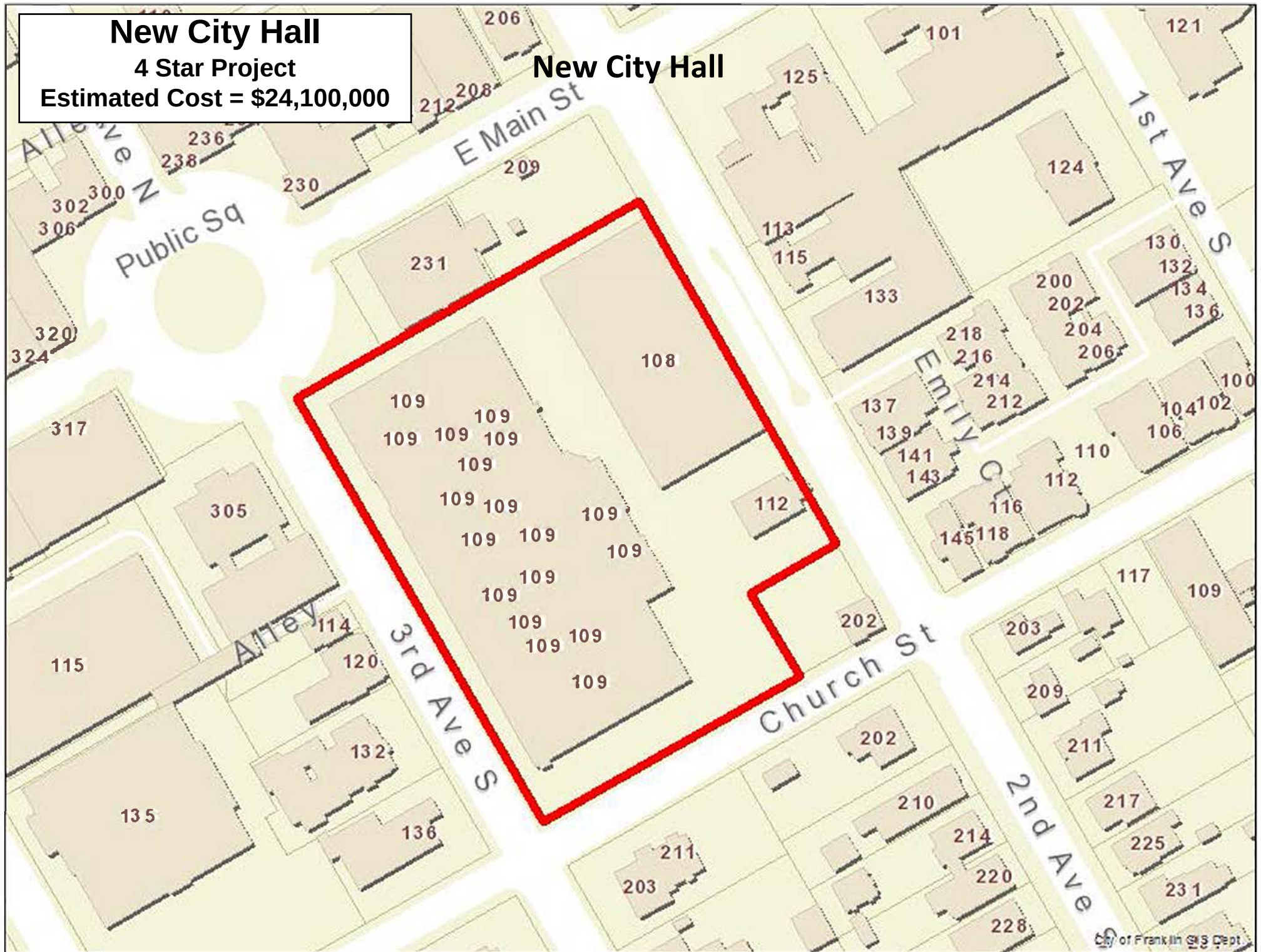


# New City Hall

4 Star Project

Estimated Cost = \$24,100,000

## New City Hall





# **FY 2017-2026 CIP Presentation Stormwater**

**March 12, 2016**

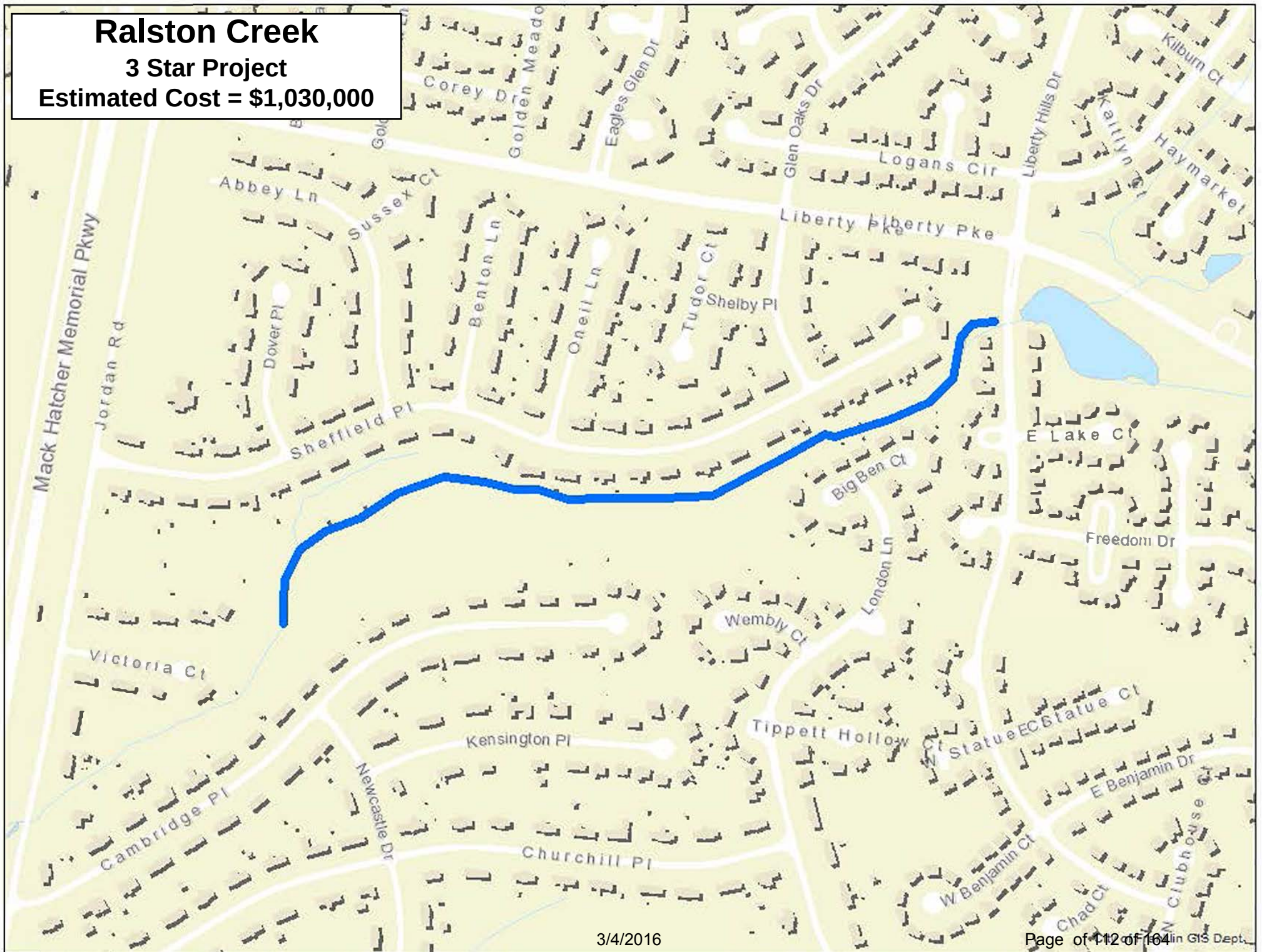




# Ralston Creek

3 Star Project

Estimated Cost = \$1,030,000

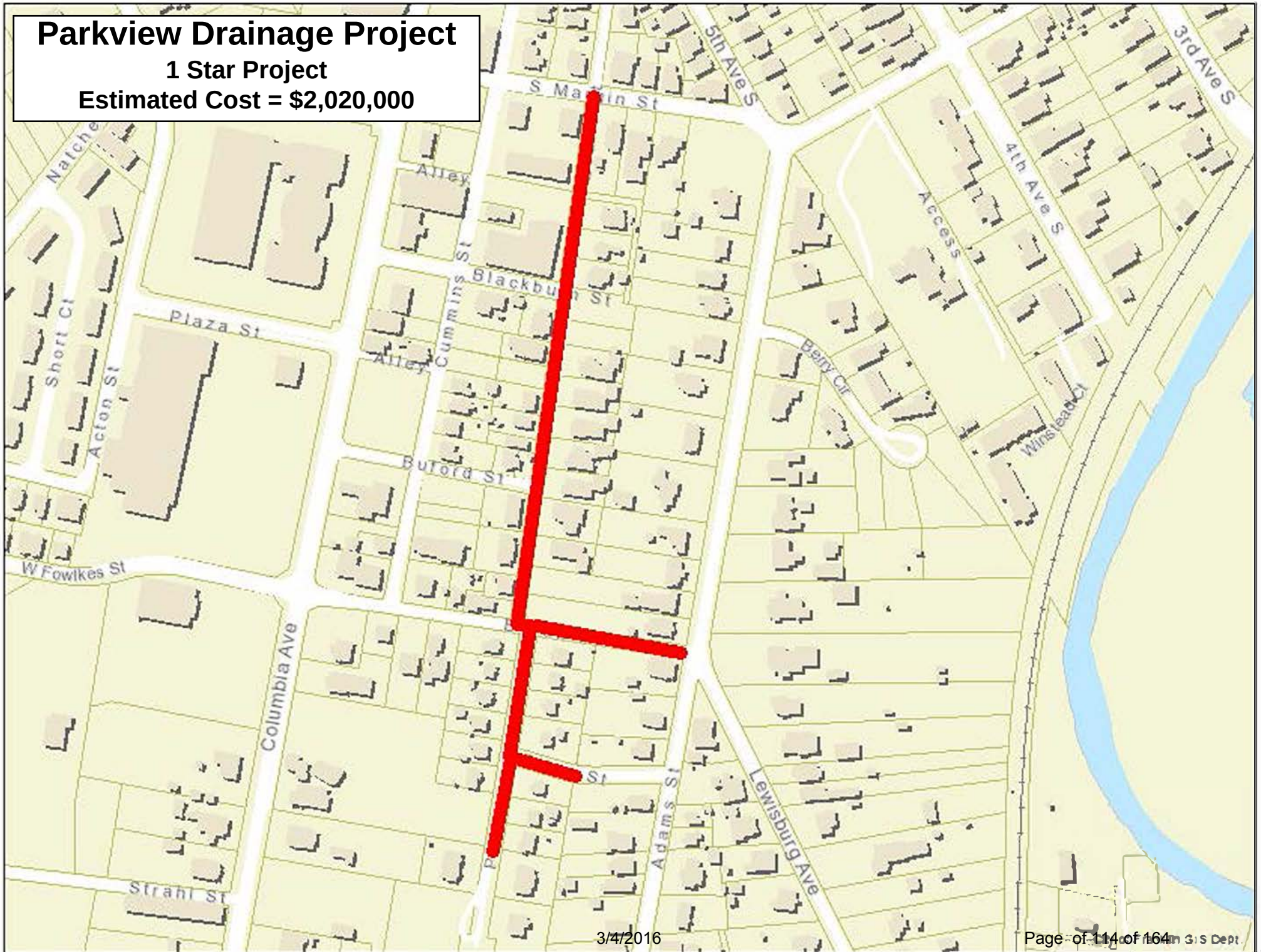




# Parkview Drainage Project

1 Star Project

Estimated Cost = \$2,020,000





# 100 Block Battle Ave Project

3 Star Project

Estimated Cost = \$1,200,000

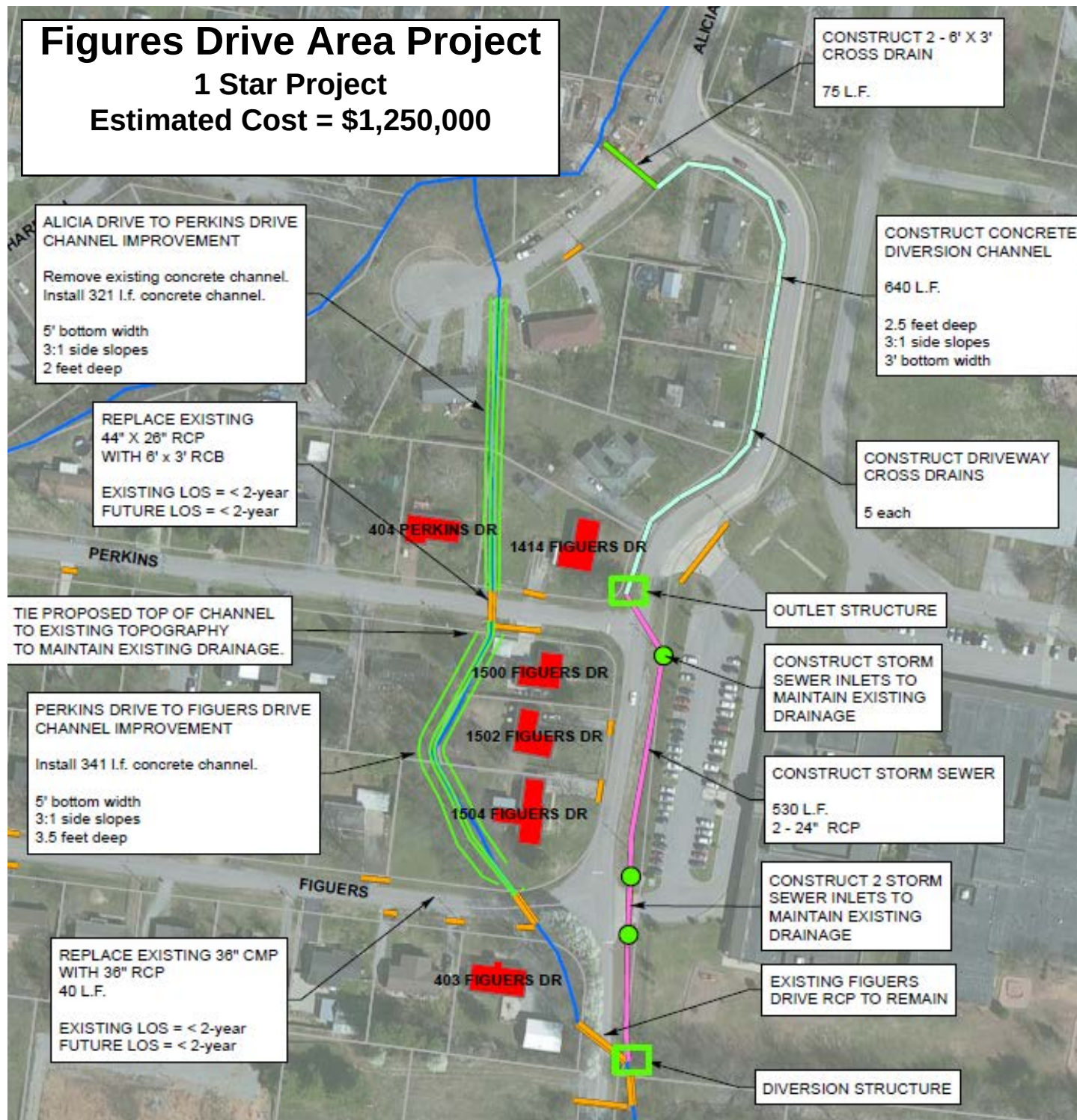




# Figures Drive Area Project

1 Star Project

Estimated Cost = \$1,250,000



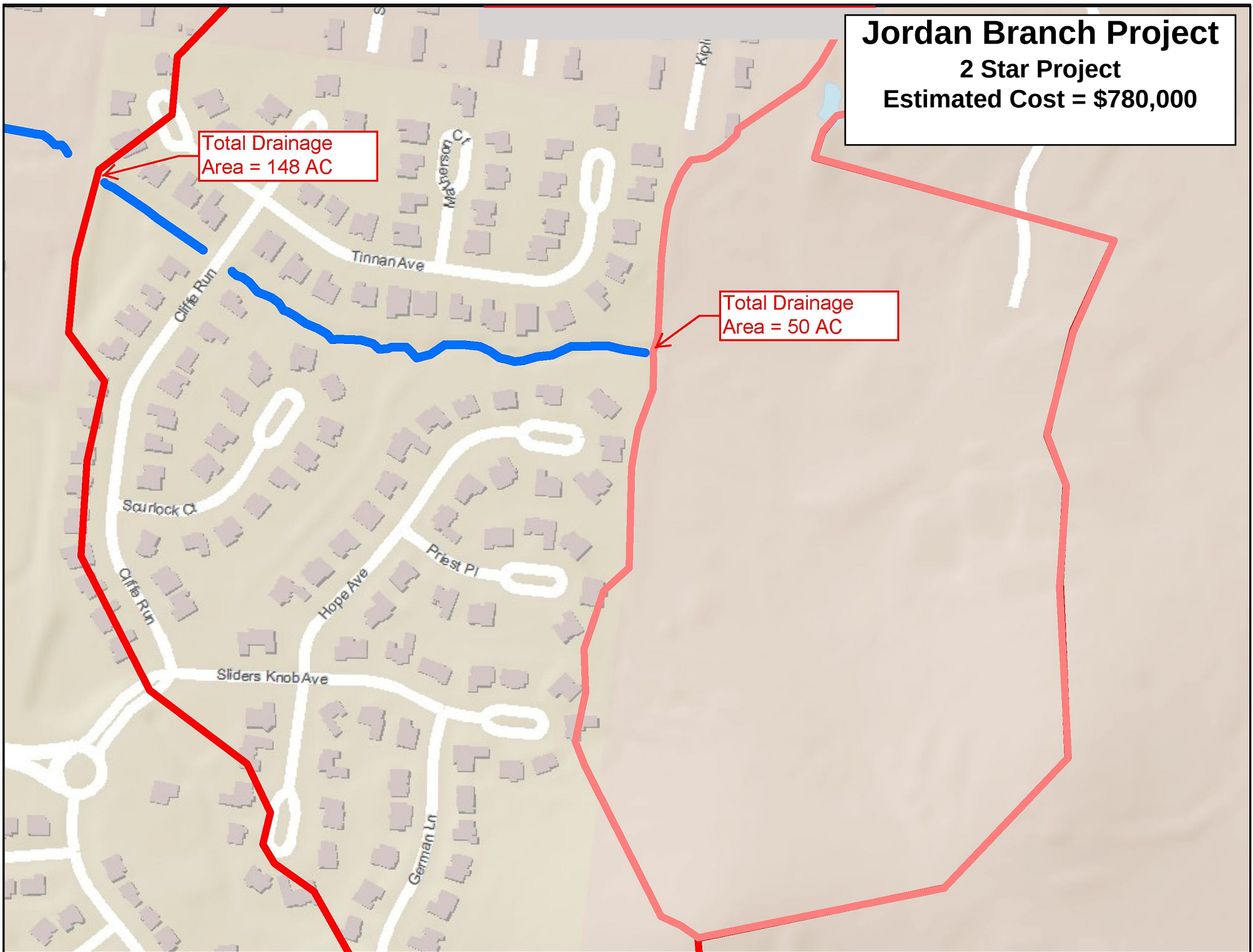
# Jordan Branch Project

2 Star Project

Estimated Cost = \$780,000

Total Drainage  
Area = 148 AC

Total Drainage  
Area = 50 AC

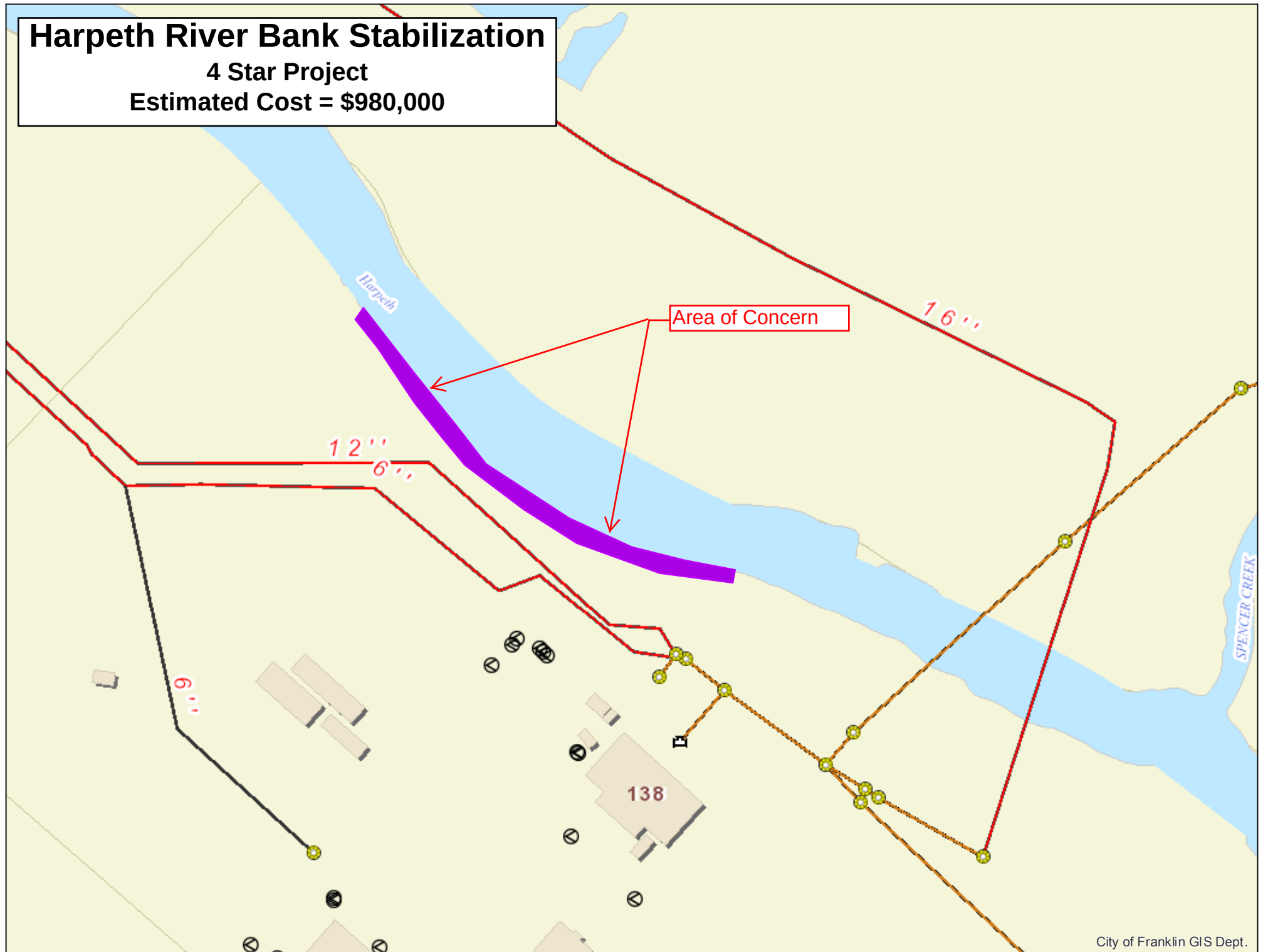




# Harpeth River Bank Stabilization

4 Star Project

Estimated Cost = \$980,000

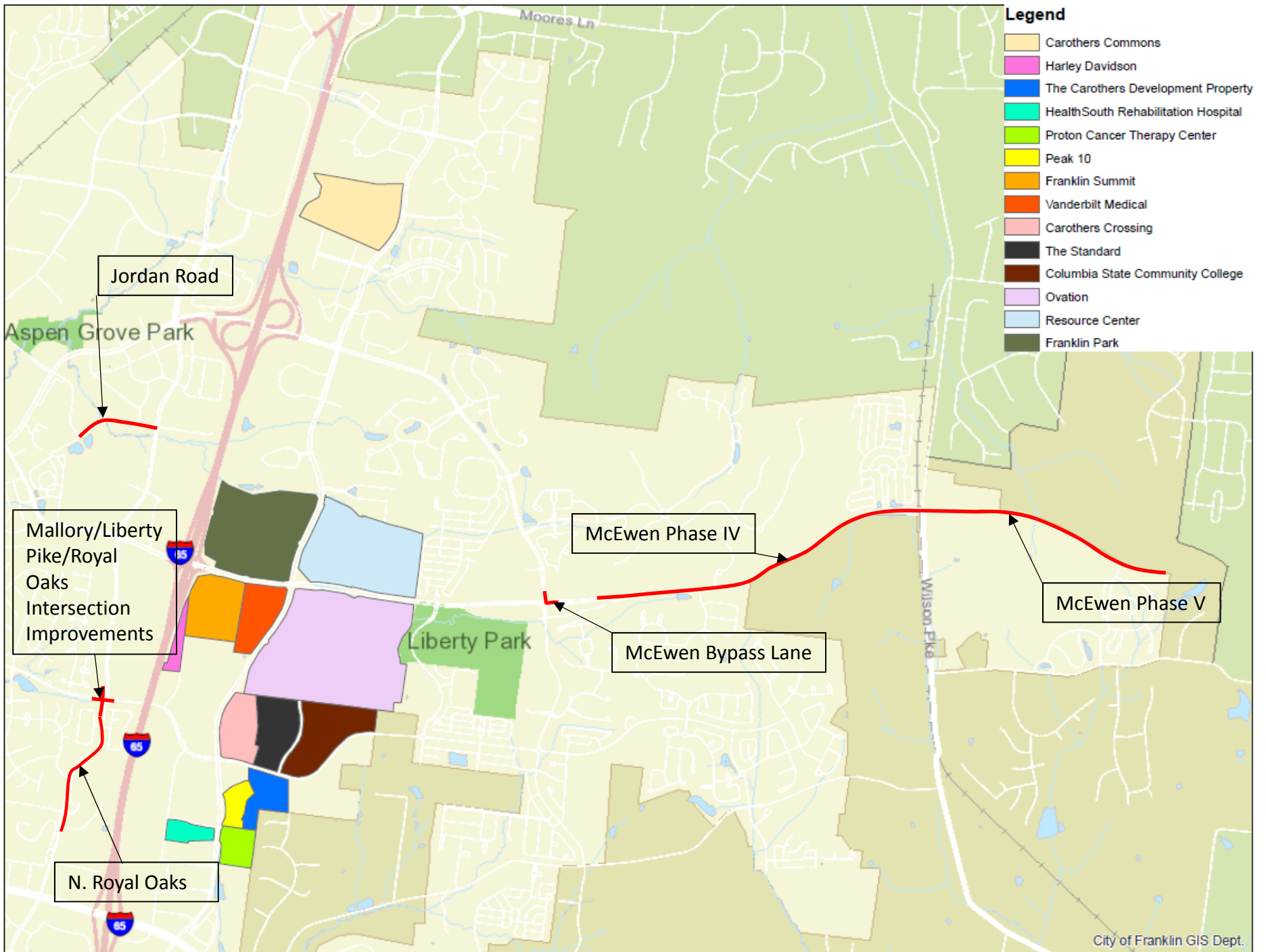




# **FY 2017-2026 CIP Presentation Transportation**

**March 12, 2016**





# How Much Density?



×

12





# East McEwen Dr. Right Turn Bypass Lane

4 Star Project

Estimated Cost = \$974,400

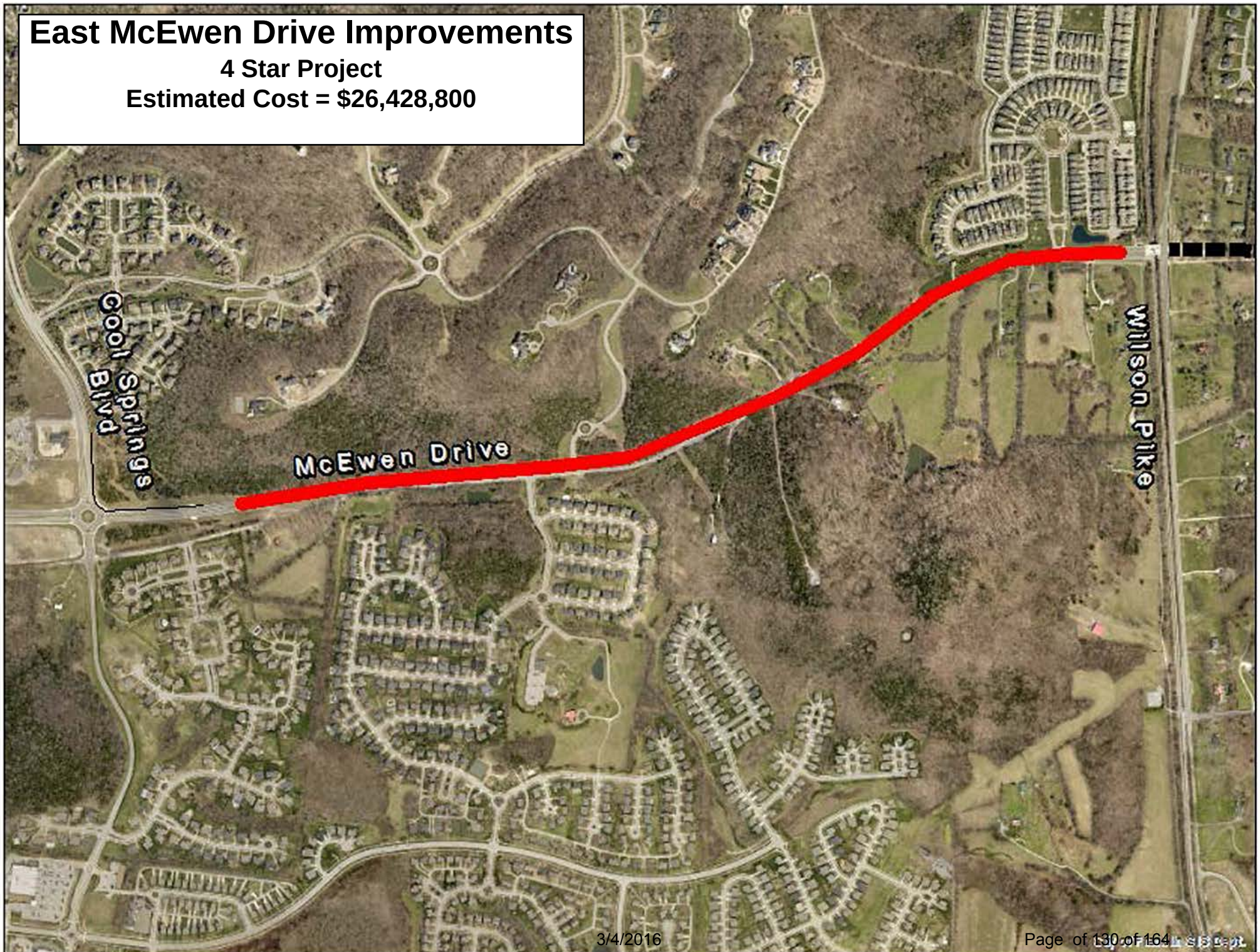




# East McEwen Drive Improvements

4 Star Project

Estimated Cost = \$26,428,800





# Jordan Road Improvements

4 Star Project

Estimated Cost = \$2,062,000





# Mallory Ln, North Royal Oaks & Liberty Intersection Improvements

3 Star Project

Estimated Cost = \$4,440,000





# East McEwen Drive Improvements

1 Star Project

Estimated Cost = \$12,587,800





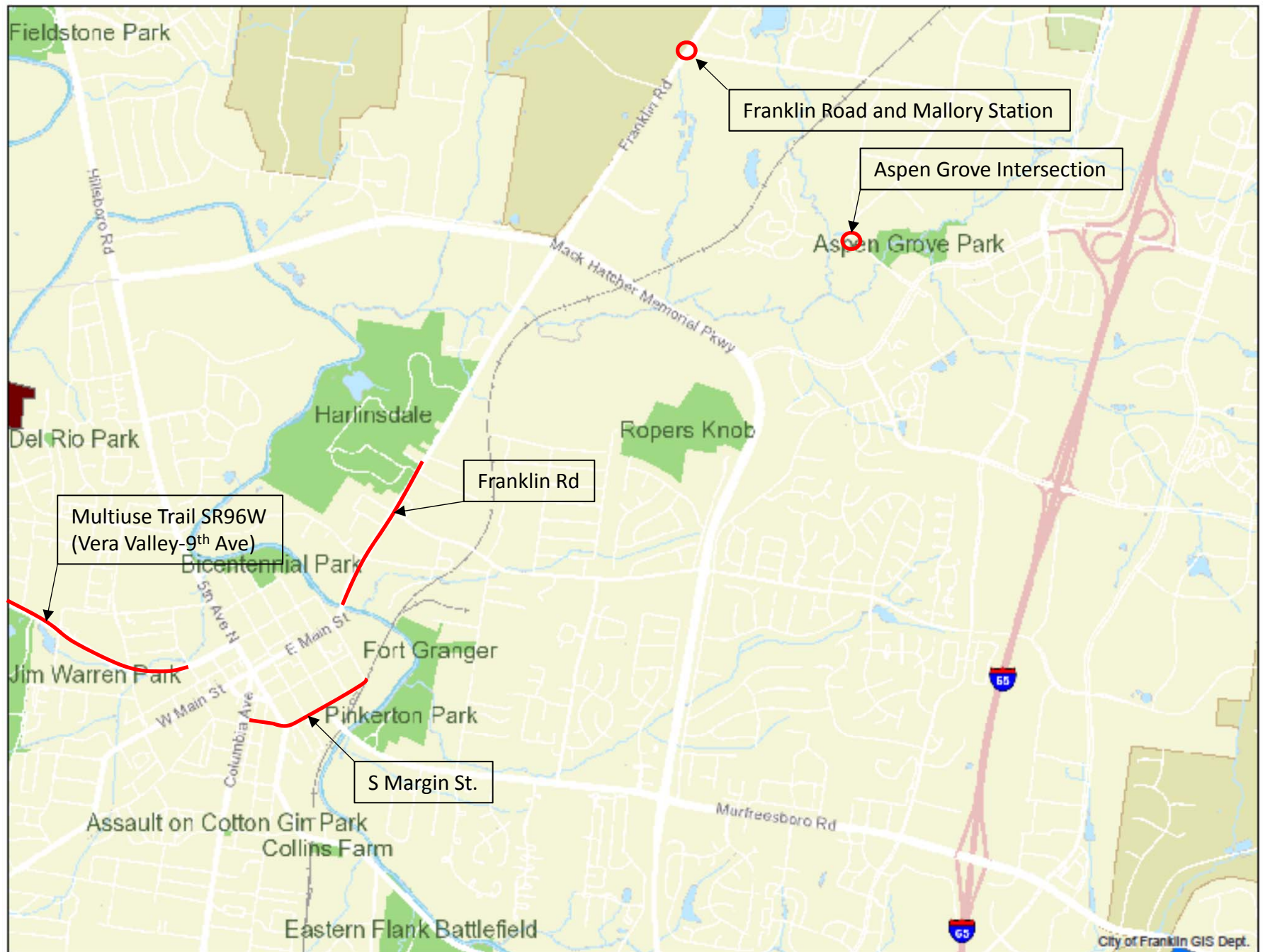
# North Royal Oaks

1 Star Project

Estimated Cost = \$8,688,400









# Franklin Rd Improvements & Streetscape

4 Star Project

Estimated Cost = \$14,340,000





# South Margin Infrastructure Upgrades

4 Star Project

Estimated Cost = \$7,393,680





# 2015 - Intersection Crash Data



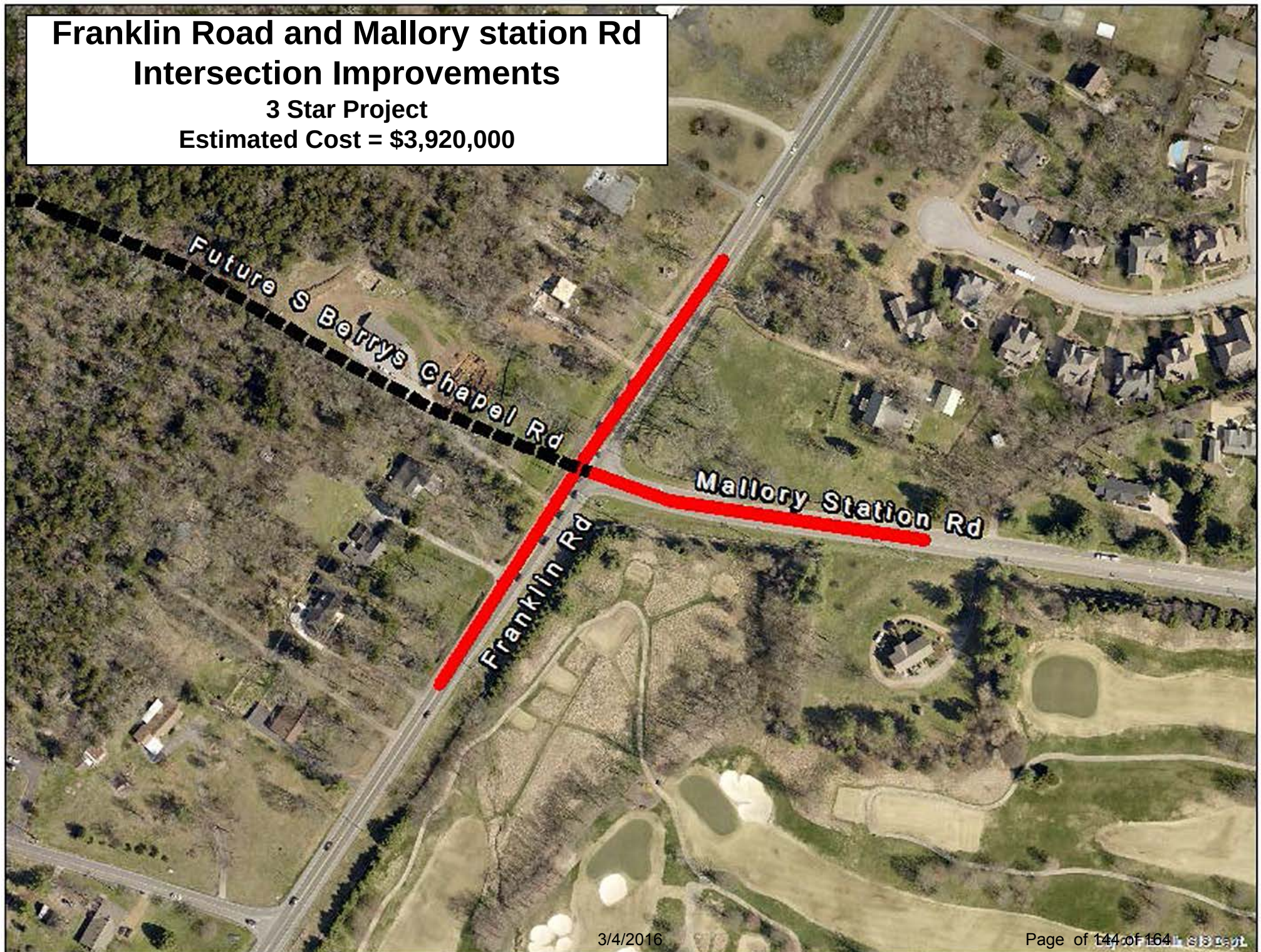
| Crash Per<br>Million High-<br>Low | Severity of<br>Crash High-<br>Low | INTERSECTION                   | Fatality<br>Crashes | Injury<br>Crashes | Property<br>Damage<br>Crashes | Total<br>Crashes | AADT  | Crash per<br>Million | Severity of<br>Crashes |
|-----------------------------------|-----------------------------------|--------------------------------|---------------------|-------------------|-------------------------------|------------------|-------|----------------------|------------------------|
| 1                                 |                                   | 1 Franklin @ Mack Hatcher      | 0                   | 8                 | 46                            | 54               | 41194 | 3.591                | 4.123                  |
| 2                                 |                                   | 3 Del Rio @ Magnolia           | 0                   | 0                 | 15                            | 15               | 14126 | 2.909                | 2.909                  |
| 3                                 |                                   | 4 McEwen Round about           | 0                   | 0                 | 19                            | 19               | 18222 | 2.857                | 2.857                  |
| 4                                 |                                   | 2 Lewisburg @ S Margin         | 0                   | 2                 | 14                            | 16               | 16313 | 2.687                | 3.023                  |
| 5                                 |                                   | 5 Columbia Ave @ Mack Hatcher  | 0                   | 4                 | 22                            | 26               | 29360 | 2.426                | 2.799                  |
| 6                                 |                                   | 8 Cool Springs @ Mallory Ln    | 0                   | 1                 | 34                            | 35               | 43767 | 2.191                | 2.254                  |
| 7                                 |                                   | 7 Hillsboro @ Fieldstone       | 0                   | 3                 | 8                             | 11               | 15093 | 1.997                | 2.541                  |
| 8                                 |                                   | 6 New Hwy 96 W @ 5th Ave       | 0                   | 6                 | 14                            | 20               | 27724 | 1.976                | 2.569                  |
| 9                                 |                                   | 9 Columbia @ Downs             | 0                   | 0                 | 16                            | 16               | 23483 | 1.867                | 1.867                  |
| 10                                |                                   | 10 4th Ave N @ Bridge          | 0                   | 1                 | 5                             | 6                | 11284 | 1.457                | 1.700                  |
| 11                                |                                   | 11 Carothers @ Bakers Bridge   | 0                   | 1                 | 14                            | 15               | 28800 | 1.427                | 1.522                  |
| 12                                |                                   | 14 Hillsboro @ Mack Hatcher    | 0                   | 1                 | 14                            | 15               | 33963 | 1.210                | 1.291                  |
| 13                                |                                   | 25 Lewisburg @ Stewart         | 0                   | 0                 | 3                             | 3                | 7439  | 1.105                | 1.105                  |
| 14                                |                                   | 17 5 Points                    | 0                   | 2                 | 13                            | 15               | 37614 | 1.093                | 1.238                  |
| 15                                |                                   | 13 Hillsboro @ Del Rio         | 0                   | 2                 | 8                             | 10               | 25162 | 1.089                | 1.307                  |
| 16                                |                                   | 19 Murfreesboro @ Mack Hatcher | 0                   | 2                 | 13                            | 15               | 38762 | 1.060                | 1.202                  |
| 17                                |                                   | 12 Mack Hatcher @ Liberty Pk   | 0                   | 5                 | 6                             | 11               | 29267 | 1.030                | 1.498                  |
| 18                                |                                   | 16 Mallory @ Bakers Bridge     | 0                   | 3                 | 8                             | 11               | 29843 | 1.010                | 1.285                  |
| 19                                |                                   | 28 N Margin @ 4th Ave N        | 0                   | 0                 | 1                             | 1                | 2765  | 0.991                | 0.991                  |
| 20                                |                                   | 29 4th Ave S @ Church St       | 0                   | 0                 | 1                             | 1                | 2765  | 0.991                | 0.991                  |



# Franklin Road and Mallory station Rd Intersection Improvements

3 Star Project

Estimated Cost = \$3,920,000





# Aspen Grove and Seaboard Ln Intersection Improvements

2 Star Project

Estimated Cost = \$1,708,000

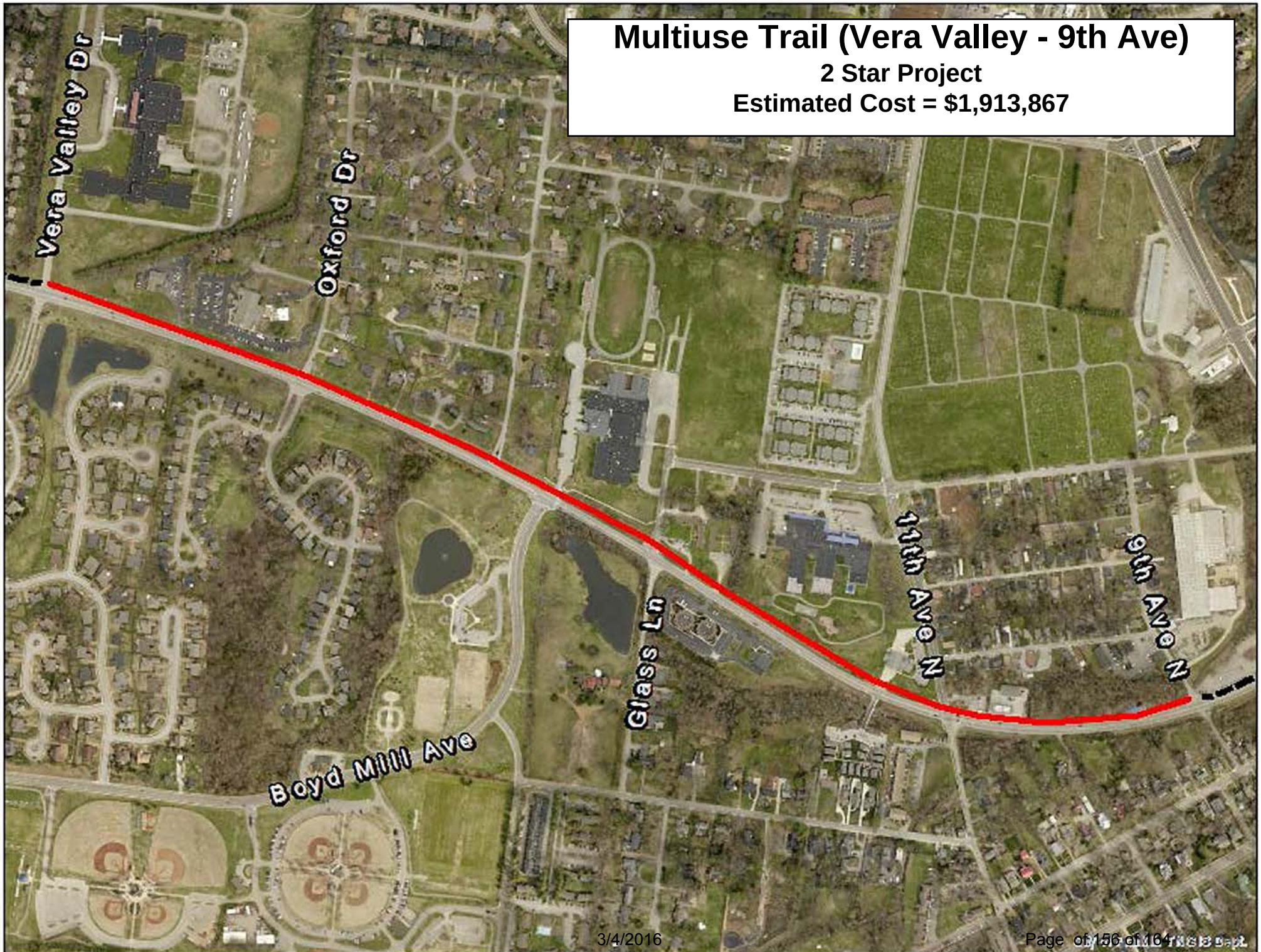




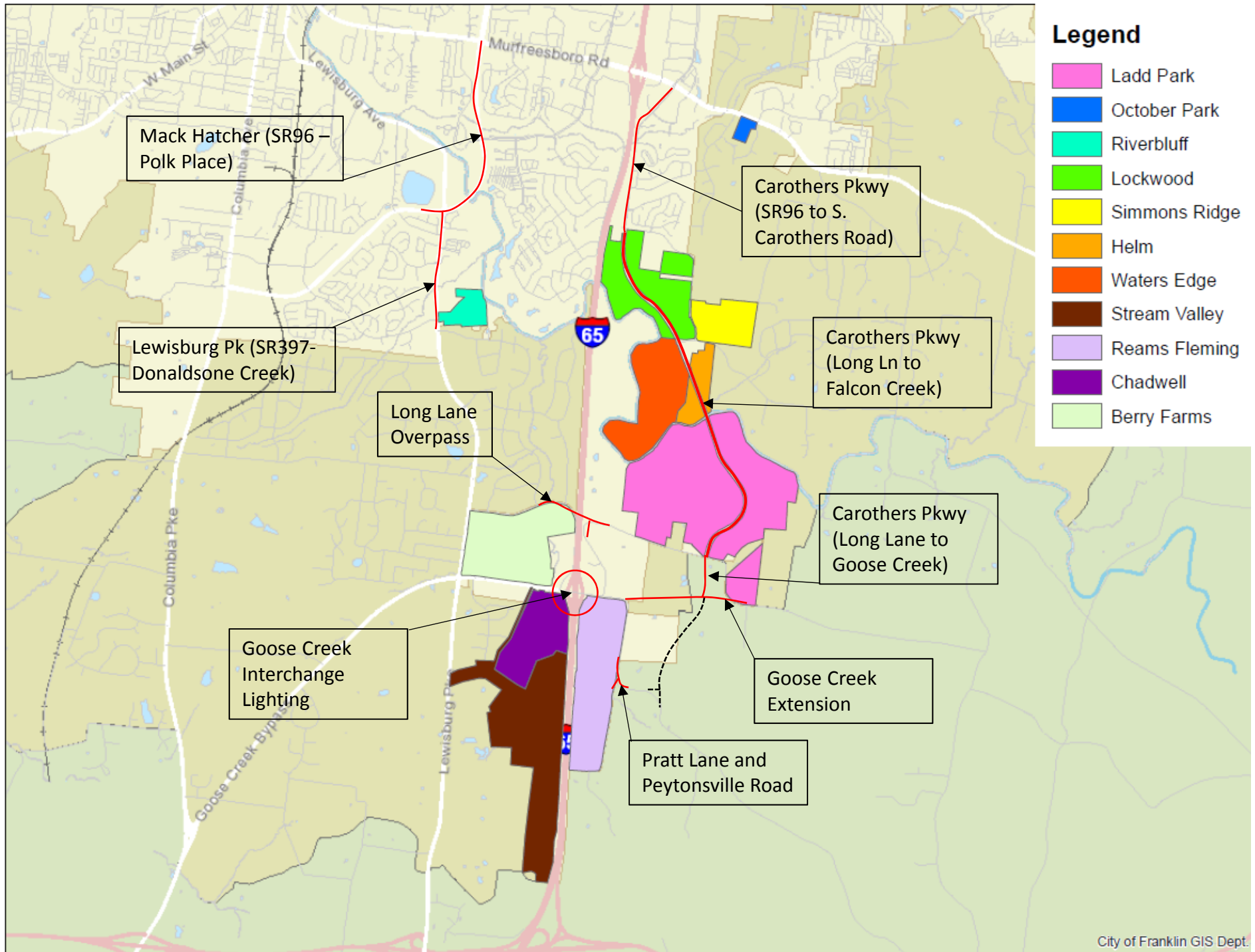
# Multiuse Trail (Vera Valley - 9th Ave)

2 Star Project

Estimated Cost = \$1,913,867







# Project Residential Population?



X

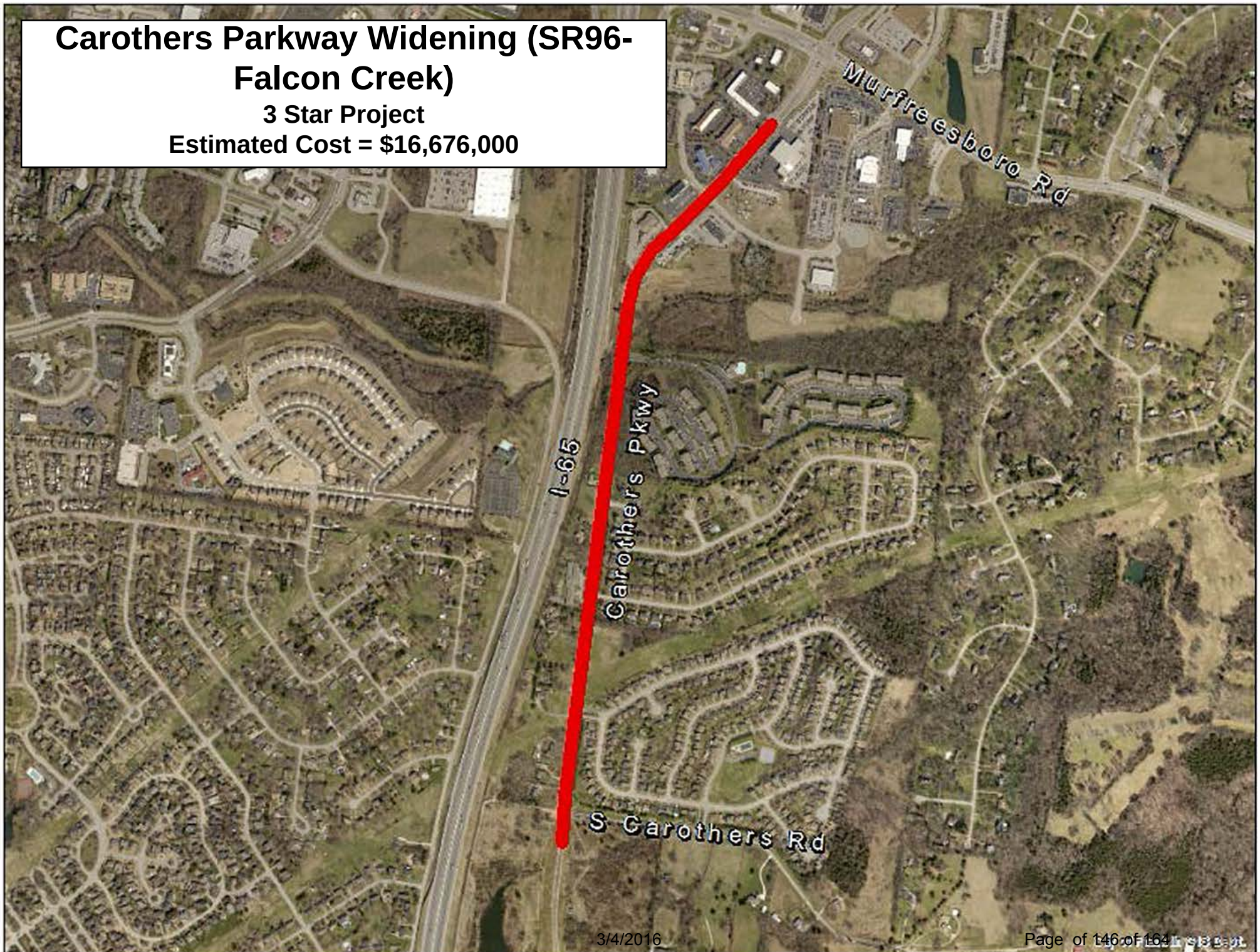
2



# Carothers Parkway Widening (SR96- Falcon Creek)

3 Star Project

Estimated Cost = \$16,676,000

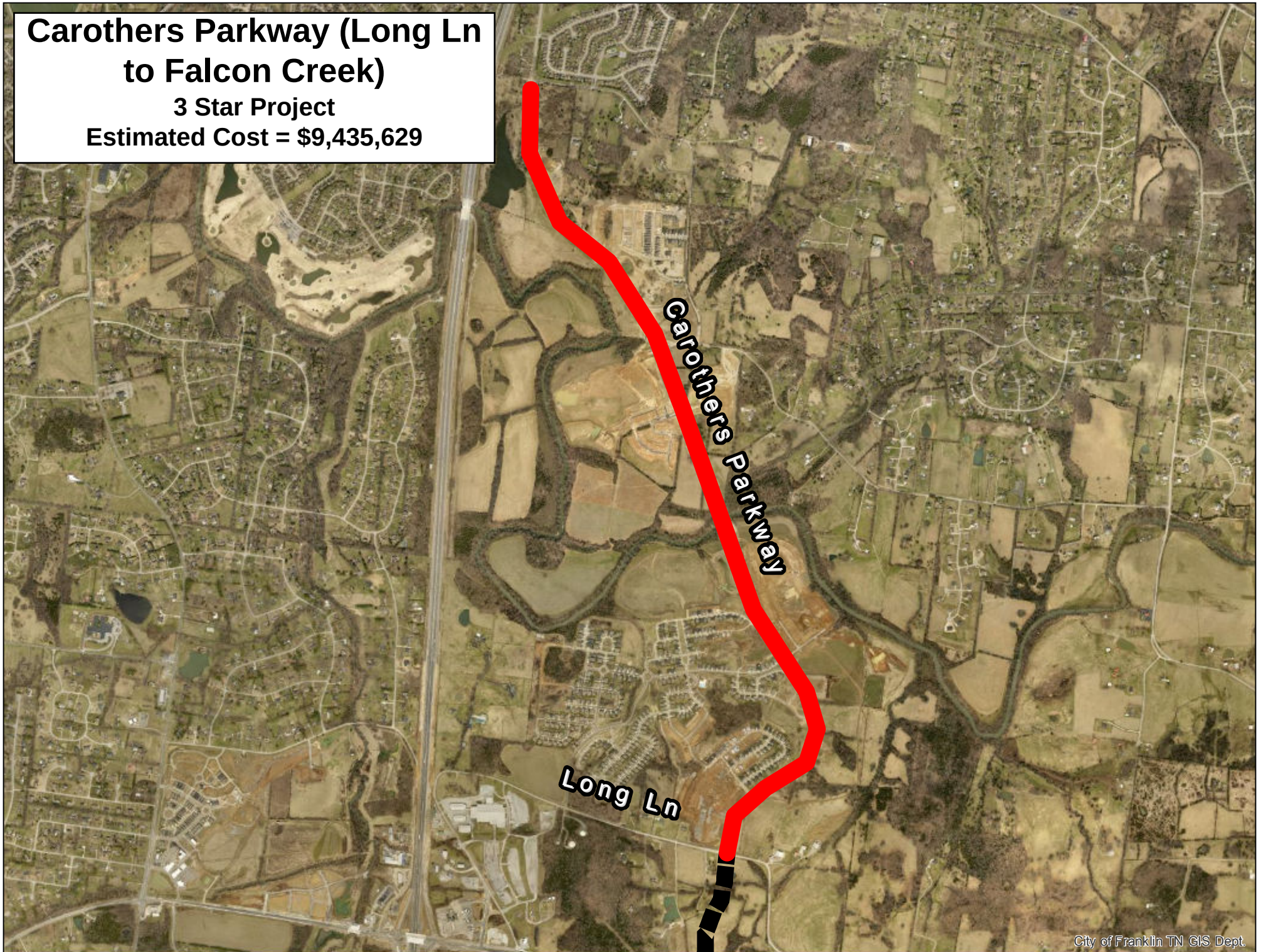




# Carothers Parkway (Long Ln to Falcon Creek)

3 Star Project

Estimated Cost = \$9,435,629





# Long Lane Old Peytonsville Rd Connector

3 Star Project

Estimated Cost = \$12,790,000





# Lewisburg Pike (SR397-Donaldson Creek)

3 Star Project

Estimated Cost = \$12,720,000

Mack Hatcher

Lewisburg Pk.

Donelson Creek Pkwy

Holly Hill Dr



# Goose Creek Interchange Lighting

3 Star Project

Estimated Cost = \$870,000

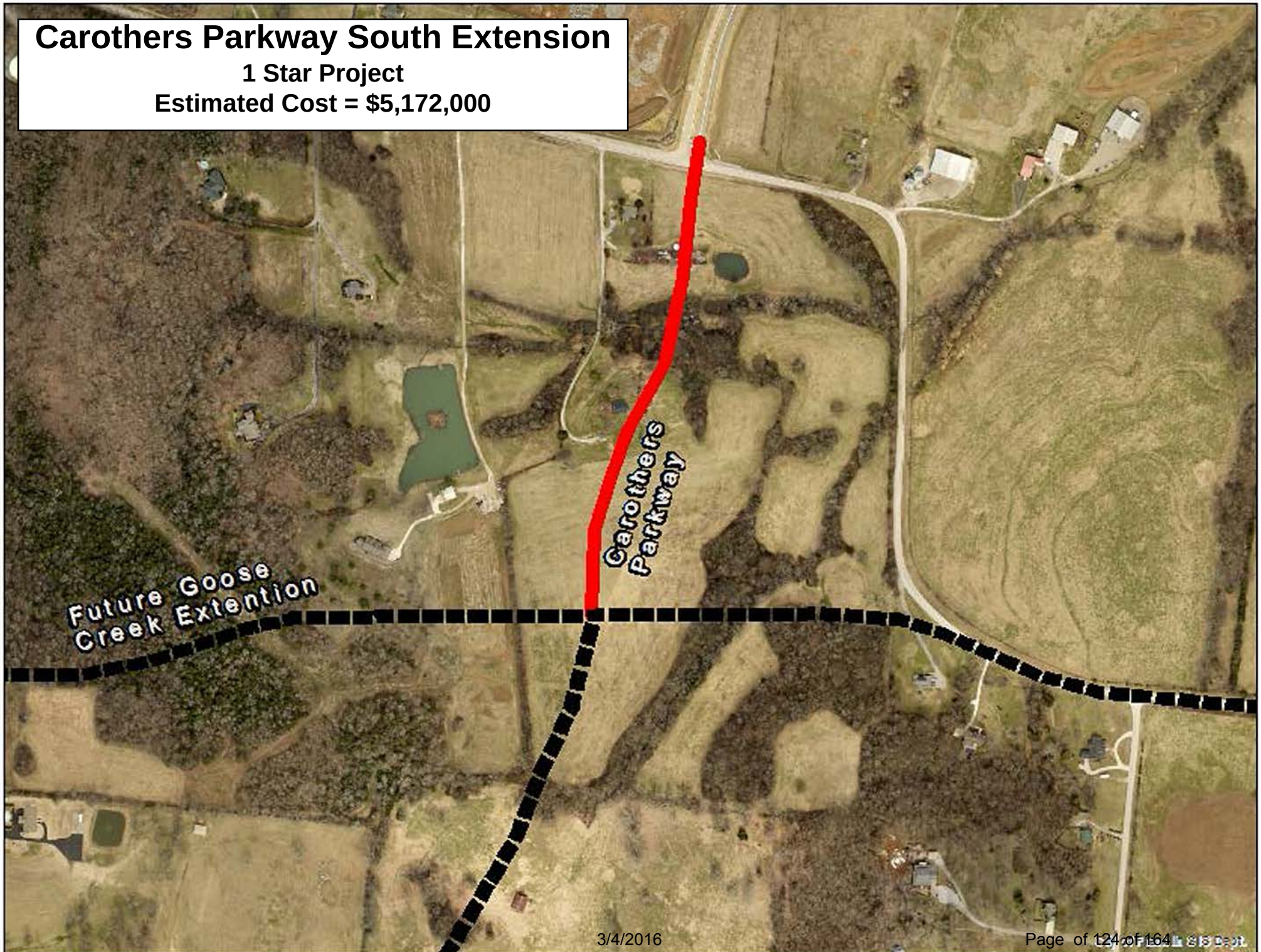




# Carothers Parkway South Extension

1 Star Project

Estimated Cost = \$5,172,000





# Peytonsville Road Extension

1 Star Project

Estimated Cost = \$16,812,000

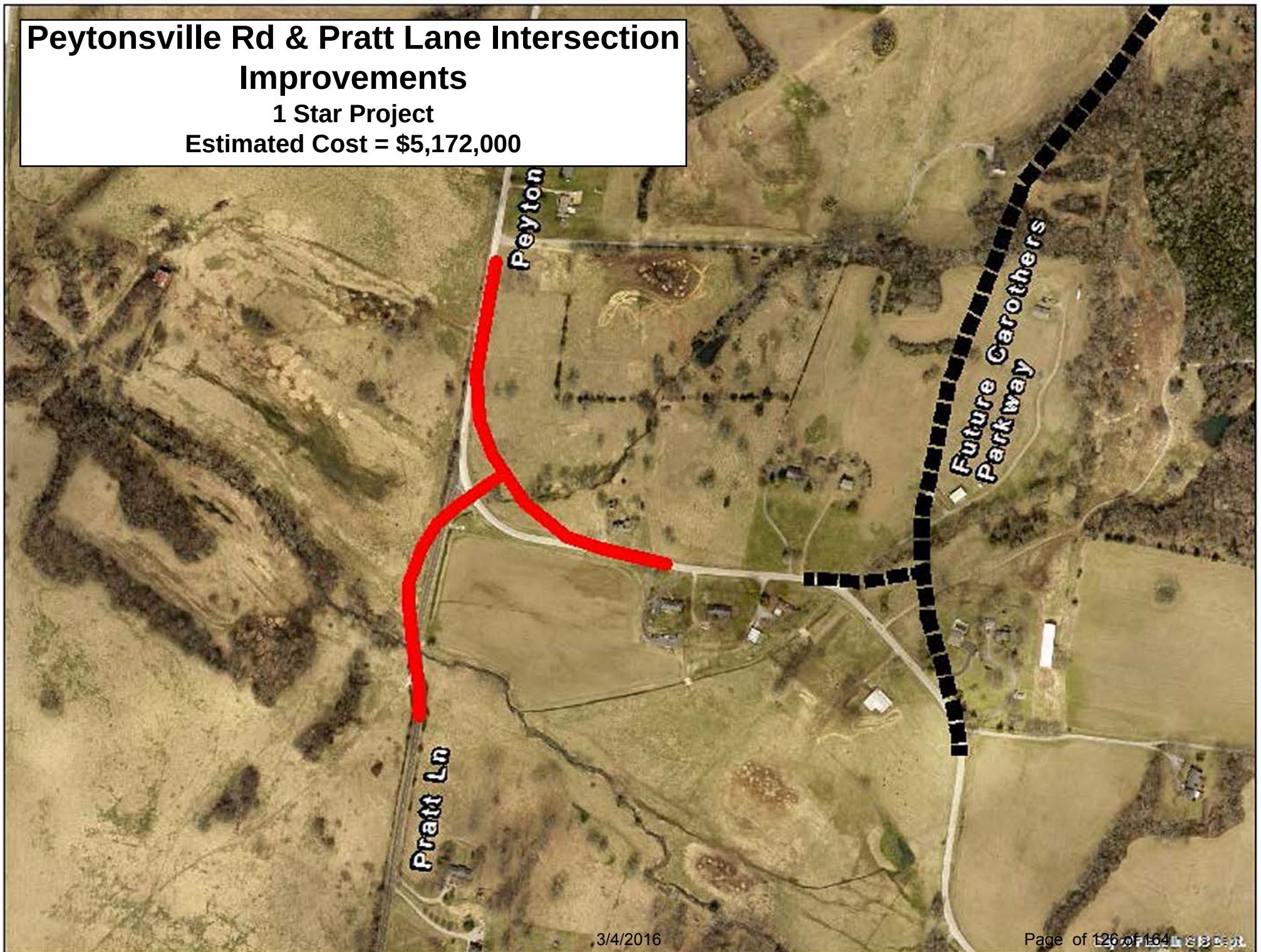




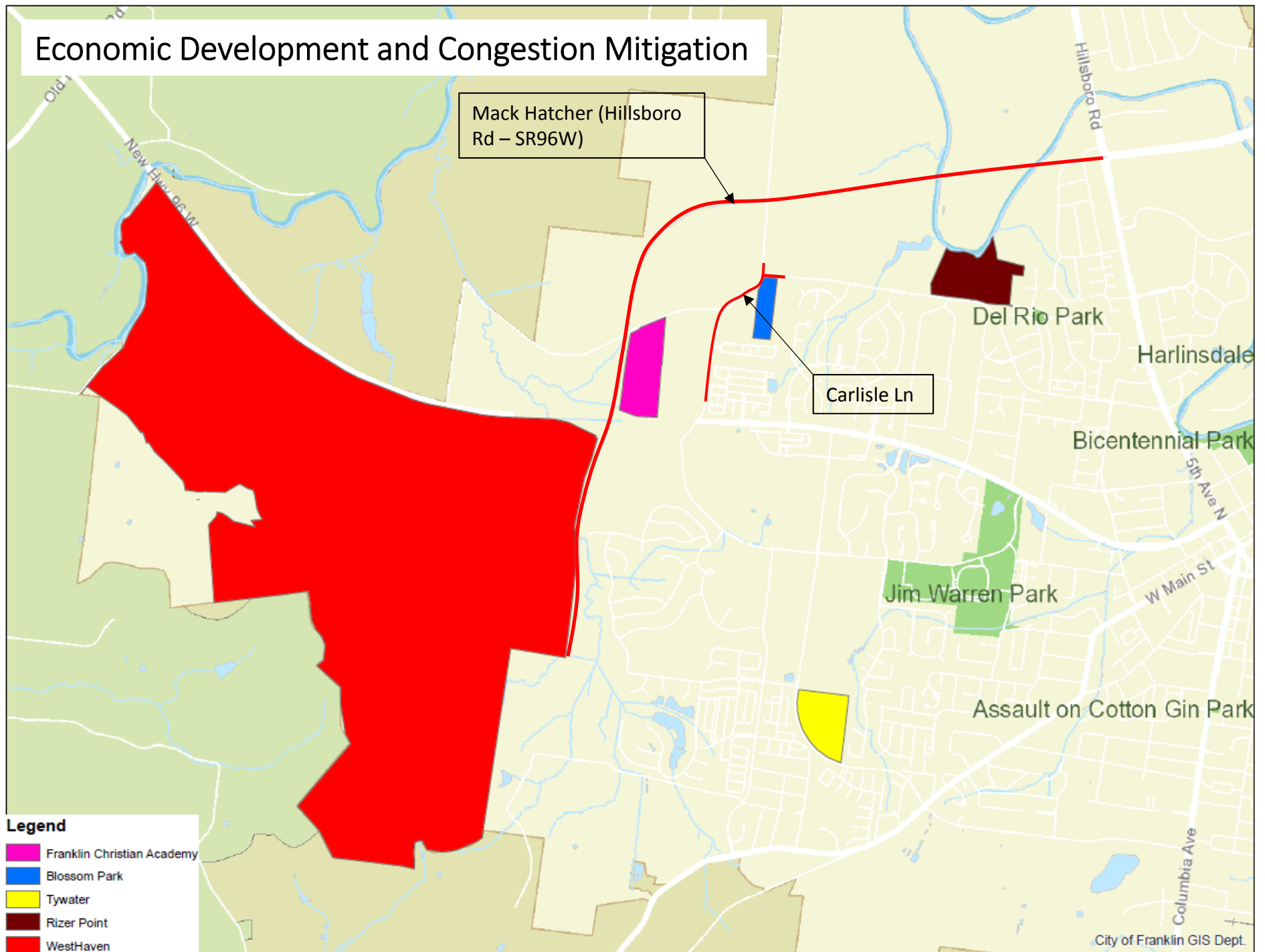
# Peytonsville Rd & Pratt Lane Intersection Improvements

1 Star Project

Estimated Cost = \$5,172,000



# Economic Development and Congestion Mitigation





# Carlisle Lane

1 Star Project

Estimated Cost = \$4,186,000





# Beta Drive Extension

1 Star Project

Estimated Cost = \$4,306,000

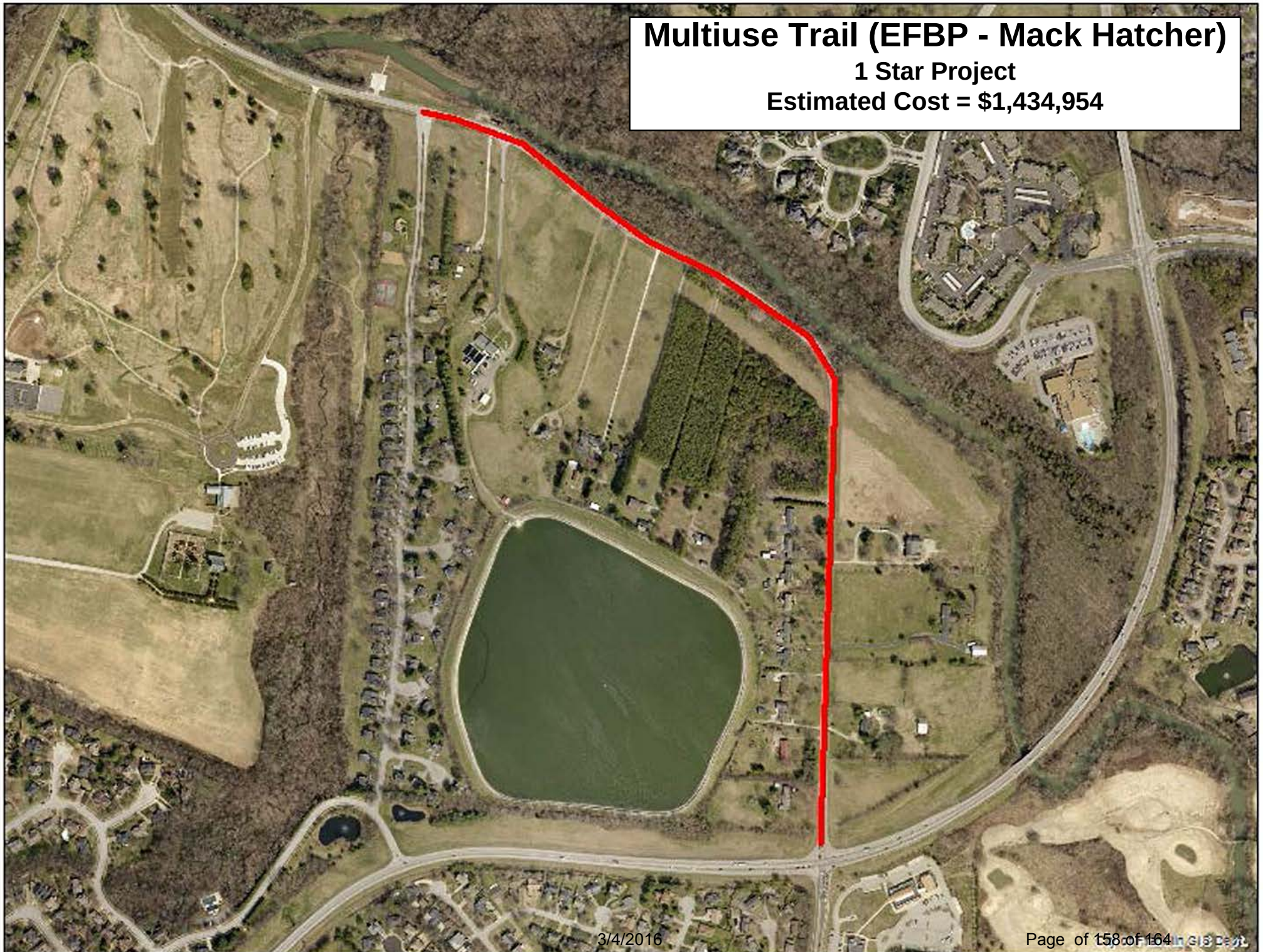




# Multiuse Trail (EFBP - Mack Hatcher)

1 Star Project

Estimated Cost = \$1,434,954

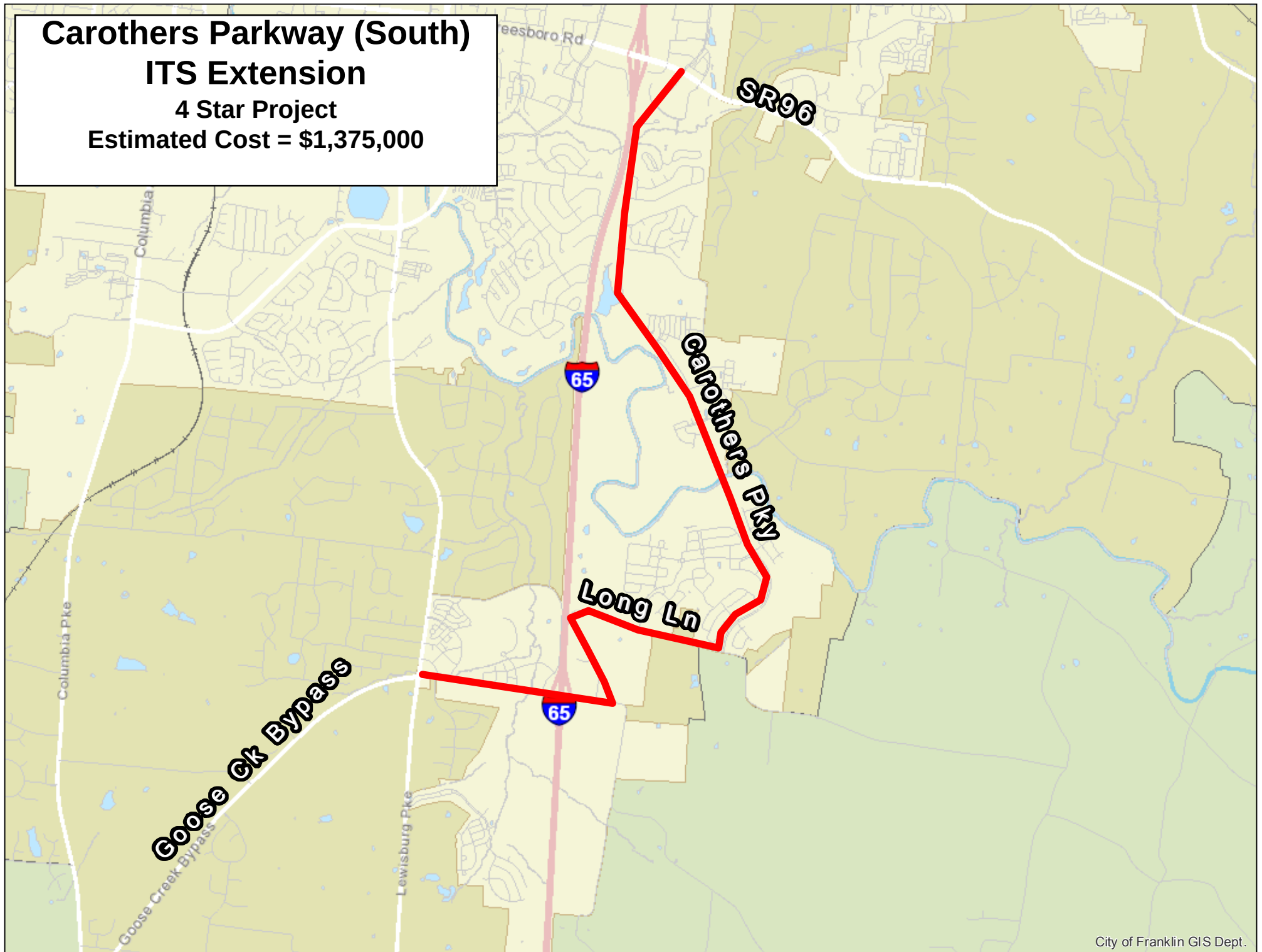




# Carothers Parkway (South) ITS Extension

4 Star Project

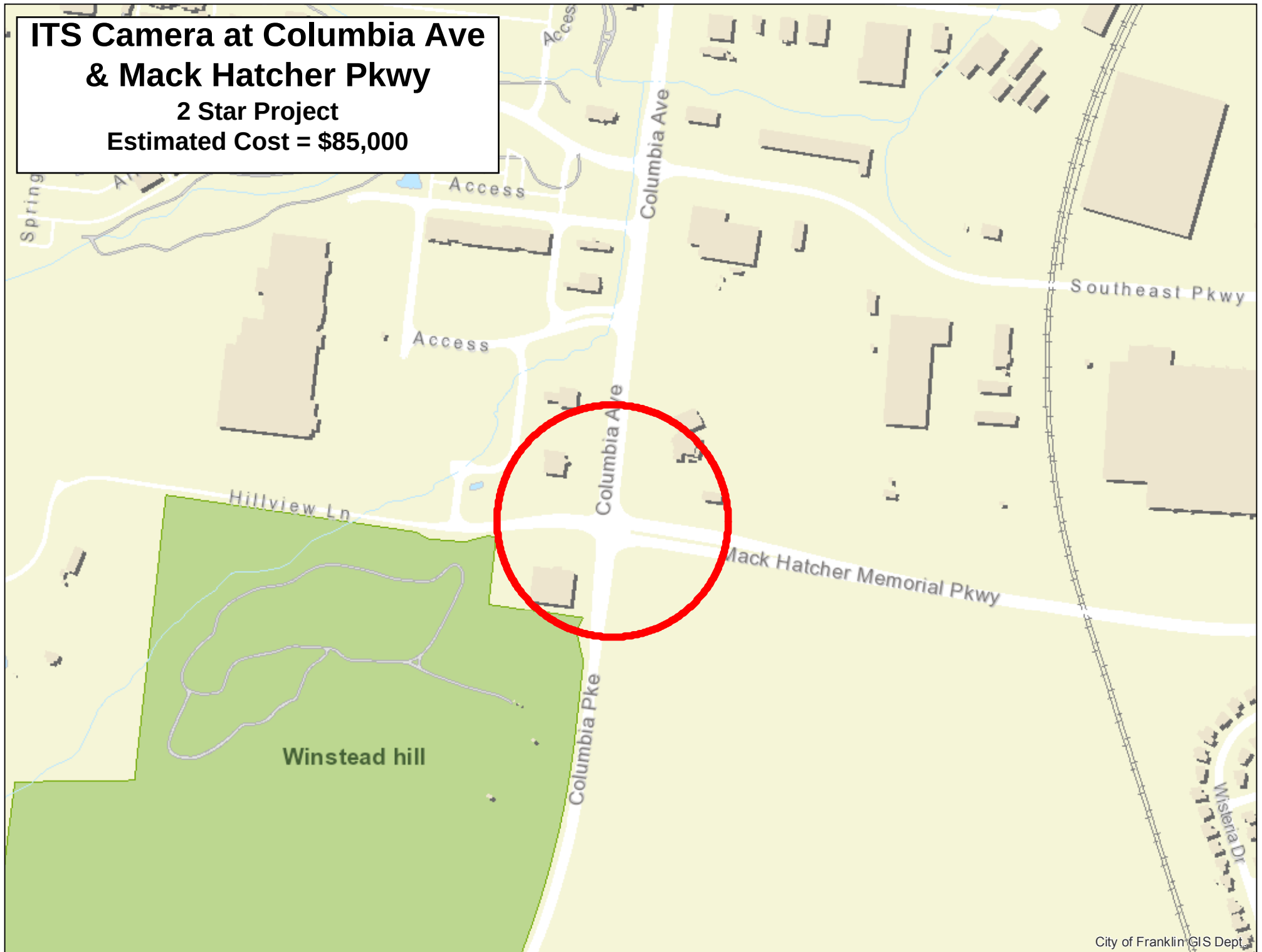
Estimated Cost = \$1,375,000



# ITS Camera at Columbia Ave & Mack Hatcher Pkwy

2 Star Project

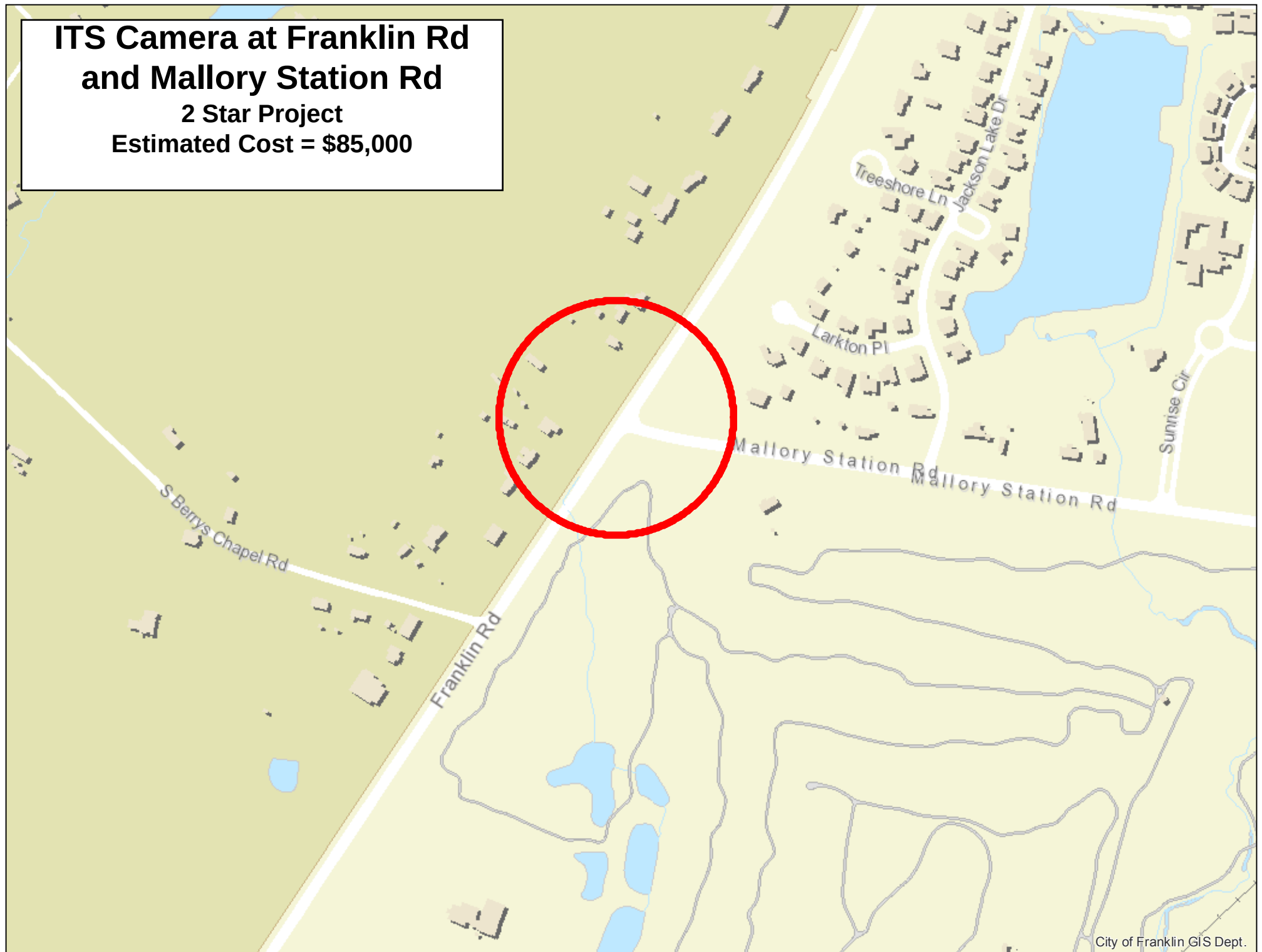
Estimated Cost = \$85,000



# ITS Camera at Franklin Rd and Mallory Station Rd

2 Star Project

Estimated Cost = \$85,000

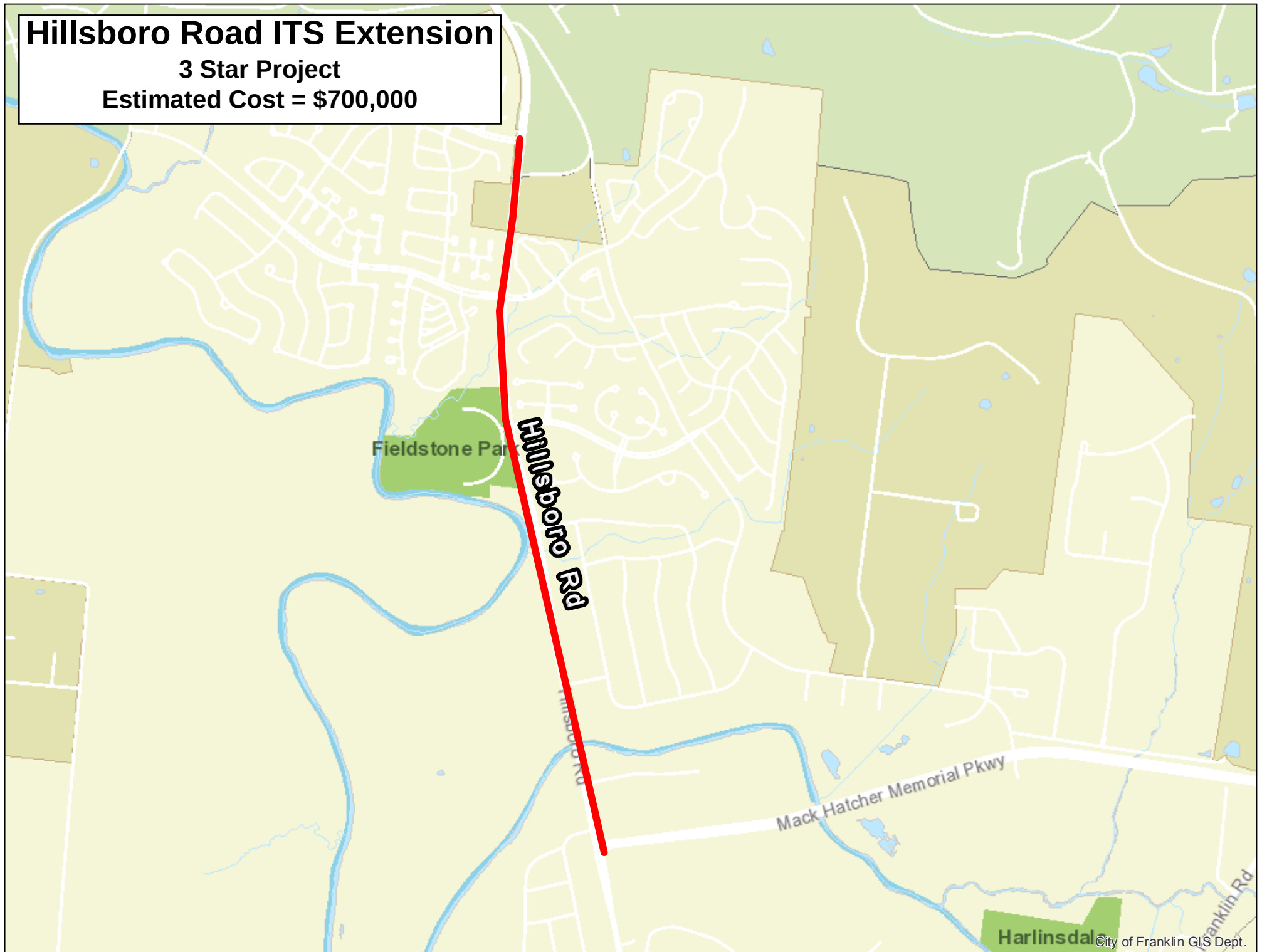




# Hillsboro Road ITS Extension

3 Star Project

Estimated Cost = \$700,000



# Hwy 96 West ITS Extension - Phase 1

1 Star Project

Estimated Cost = \$285,000

Downs Blvd

HWY 96

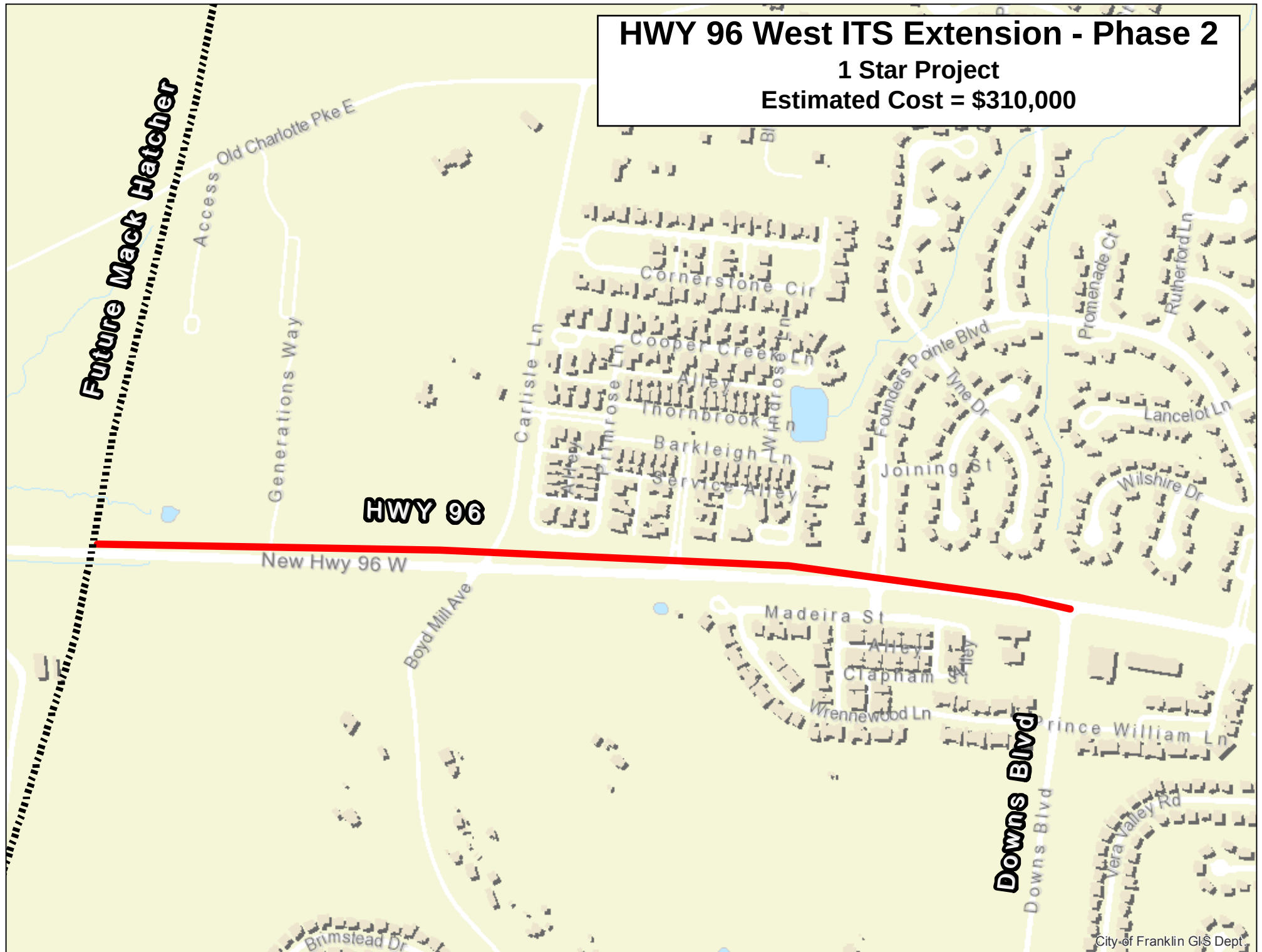
Jim Warren Park

W Main St

# HWY 96 West ITS Extension - Phase 2

1 Star Project

Estimated Cost = \$310,000

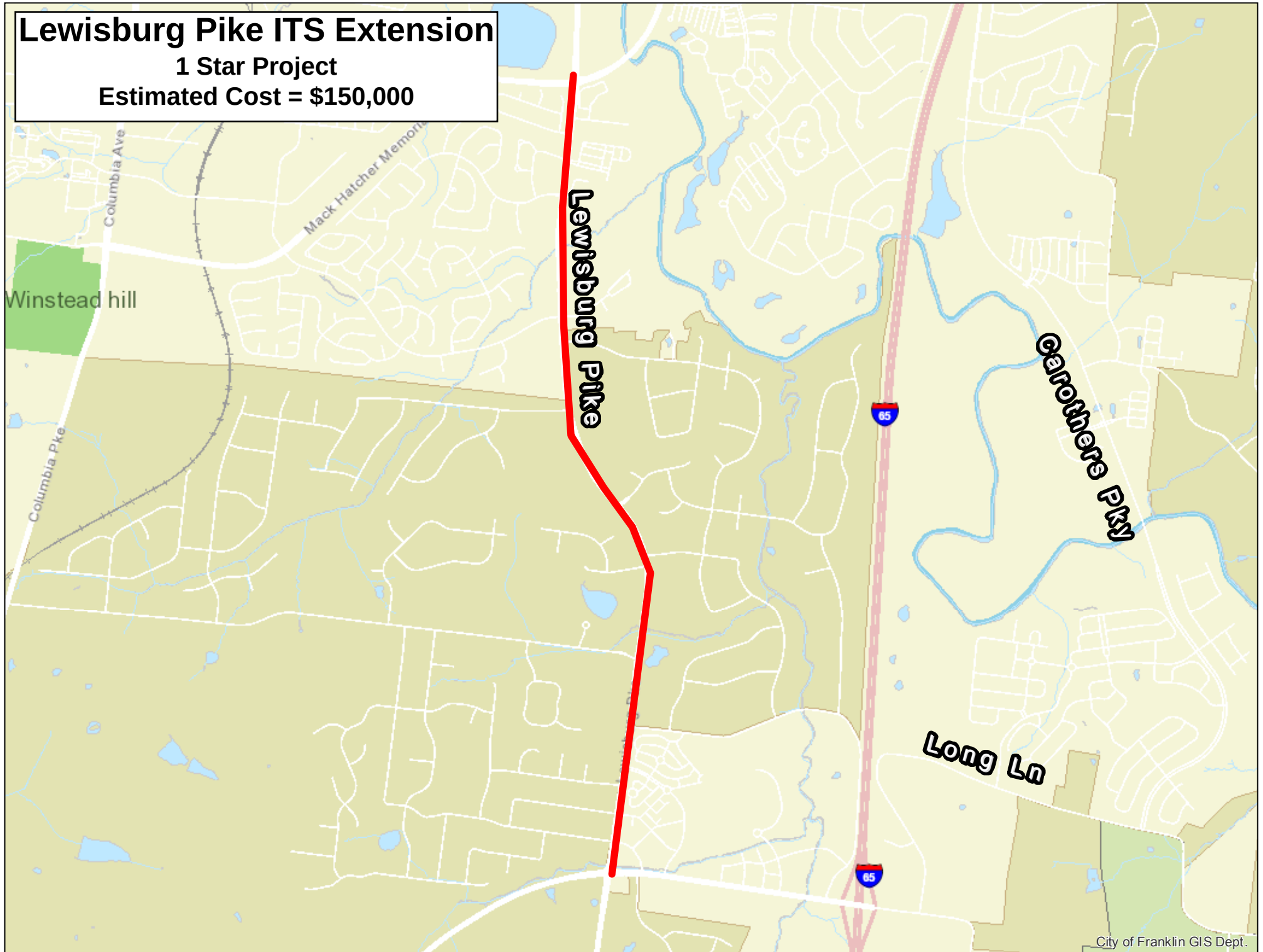




# Lewisburg Pike ITS Extension

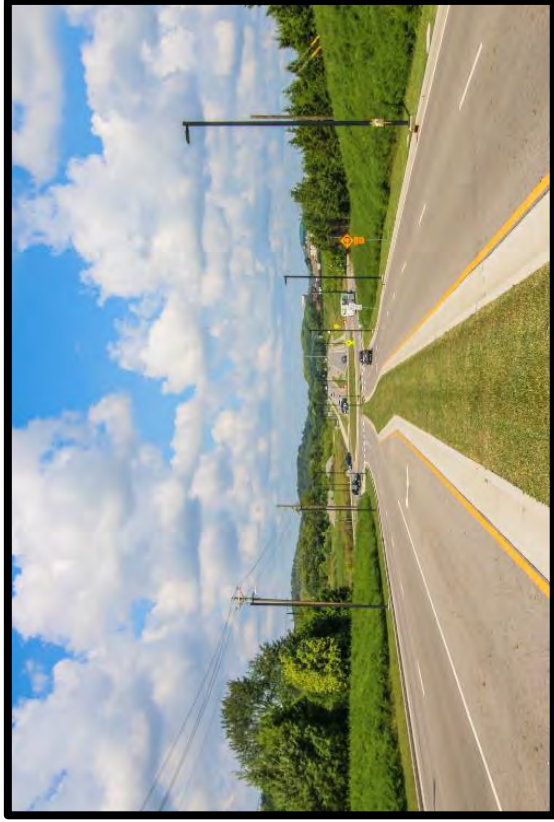
1 Star Project

Estimated Cost = \$150,000



**STREET PROJECT NOT INCLUDED IN THE FY2017-2026 CIP**

| <b>PROJECT</b>                                                                                             | <b>Proposed: Debt Service Paid By</b>     | <b>EST. COST</b> |
|------------------------------------------------------------------------------------------------------------|-------------------------------------------|------------------|
| Boyd Mill Ave - Westhaven Connector                                                                        | General Fund                              | \$ 2,294,006     |
| Boyd Mill Ave Improvements - Franklin Green to South of SR 96 W                                            | General Fund                              | \$ 3,010,140     |
| Boyd Mill Ave Improvements & Signalization @ Downs Blvd.                                                   | General Fund                              | \$ 2,450,700     |
| Carlisle Lane Improvements - North of SR 96W to Mack Hatcher                                               | General Fund                              | \$ 5,153,085     |
| Carothers Pkwy - (Liberty to SR96E)                                                                        | General & Road Impact Fund                | \$ 12,959,050    |
| Carothers Pkwy - (Meridian Blvd to Nissan Way)                                                             | General & Road Impact Fund                | \$ 11,821,740    |
| Carothers Pkwy - (Nissan Way to Liberty                                                                    | General & Road Impact Fund                | \$ 19,922,146    |
| Carothers Pkwy - (Northern City Limits to Meridian Blvd)                                                   | General & Road Impact Fund                | \$ 12,936,000    |
| Carothers Pkwy - (Falcon Creek to Long Lane)                                                               | General & Road Impact Fund                | \$ 10,205,920    |
| Clovercroft Rd (Oxford Glen to Wilson Pike)                                                                | General Fund                              | \$ 9,758,700     |
| Clovercroft Rd (SR96E to Oxford Glen)                                                                      | General Fund                              | \$ 9,177,840     |
| Cool Springs Boulevard - (Aspen Grove to Mallory)                                                          | General & Road Impact Fund                | \$ 8,276,100     |
| Cool Springs Boulevard - (Mack Hatcher Pkwy to Aspen Grove)                                                | General & Road Impact Fund                | \$ 11,939,340    |
| Cool Springs Boulevard - (Mallory to Carothers)                                                            | General & Road Impact Fund                | \$ 10,266,480    |
| Del Rio Pike Improvements - (Rizer Point Dr. to Carlisle Ln)                                               | General Fund                              | \$ 5,142,060     |
| Eddy Lane Improvements - LDM Technologies to Liberty Pike                                                  | General Fund                              | \$ 2,501,100     |
| Eddy Lane Improvements - LDM Technologies to Murfreesboro Rd (SR 96)                                       | General Fund                              | \$ 2,627,100     |
| Franklin Road (SR 6) Improvements - Mack Hatcher Pkwy (SR 397) to Harpeth Industriao Court                 | General, Road Impact & State/Federal Fund | \$ 9,544,500     |
| Franklin Road Improvements - (Mallory Station Rd to Mack Hatcher)                                          | General, Road Impact & State/Federal Fund | \$ 8,834,190     |
| Franklin Road Improvements - (Moore's Lane to Mallory Station Rd)                                          | General, Road Impact & State/Federal Fund | \$ 11,252,360    |
| Horton Lane - (Boyd Mill Ave to Northern Boundary of Willow Springs)                                       | General Fund                              | \$ 2,594,340     |
| Liberty Pike (Mack Hatcher to Franklin Rd)                                                                 | General & Road Impact Fund                | \$ 12,246,080    |
| Liberty Pike (McKays Mill to Wilson Pike)                                                                  | General & Road Impact Fund                | \$ 9,968,620     |
| Lewisburg Pike (SR 106) Widening - Donelson Creek Pkwy to Old Peytons vill Road                            | General, Road Impact & State/Federal Fund | \$ 22,392,628    |
| Mallory Lane (Moores Ln to Mallory Station Rd)                                                             | General & Road Impact Fund                | \$ 17,640,000    |
| Mallory Lane (Mallory Station Rd to Jordan Road)                                                           | General & Road Impact Fund                | \$ 11,760,000    |
| Mallory Lane (Jordan Road to Liberty Pike)                                                                 | General & Road Impact Fund                | \$ 16,758,000    |
| Mack Hatcher Pkwy (SR 397) Widening - Southeast Quadrant (Murfreesboro Rd (SR 96E) to Columbia Ave (SR 6)) | State & Federal                           | \$ 33,108,320    |
| Mack Hatcher Pkwy Extension - Southwest Quadrant                                                           | State & Federal                           | \$ 41,577,872    |
| Mallory Station Rd (Mallory Lane to General George Patton)                                                 | General Fund                              | \$ 9,033,640     |
| Mallory Station Rd (General George Patton to Franklin Rd)                                                  | General Fund                              | \$ 6,468,000     |
| Southeast Parkway Improvements                                                                             | General Fund                              | \$ 3,671,640     |
| SR 96 West - (Vintage Grove Lane to 11th Ave)                                                              | General, Road Impact & State/Federal Fund | \$ 16,305,240    |
| Streetscape - SR 96 West (11h Ave to Hillsboro Rd)                                                         | State/Federal                             | \$ 10,326,960    |
| Streetscape - Columbia Ave (Cleb urne St to Downs Blvd)                                                    | State/Federal                             | \$ 10,319,400    |
| Streetscape - Columbia Ave (Fowlkes St to Cleburne St)                                                     | State/Federal                             | \$ 7,560,000     |
| Streetscape - Third Ave South (Main St to Harpeth River Bridge) & Fourth Ave (North & South)               | State/Federal                             | \$ 6,176,520     |



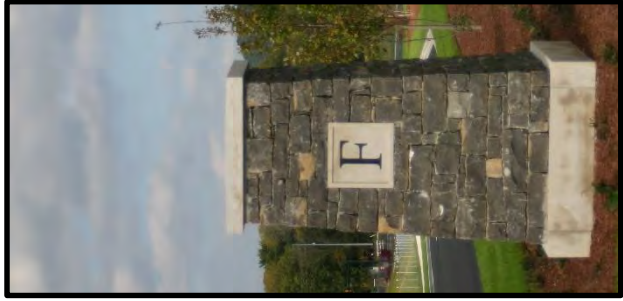
HISTORIC  
FRANKLIN  
TENNESSEE



# Capital Investment Program

**\*\*DRAFT\*\***  
**3/31/2016**

FY2017-2026





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**CAPITAL IMPROVEMENT PLAN FY2017-2026**

**Department Summary and**

**Projects By Department**

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City of Franklin, Tennessee  
*Capital Improvement Plan FY2017-2026*  
 FY 17 thru FY 26

**DEPARTMENT SUMMARY**

| Department                 | FY 17             | FY 18             | FY 19             | FY 20             | FY 21             | FY 22             | FY 23             | FY 24             | FY 25             | FY 26             | Total              |
|----------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| Fire                       | 80,000            | 4,150,000         | 100,000           |                   |                   |                   |                   |                   |                   |                   | 4,330,000          |
| Parks                      | 2,022,517         | 6,550,067         | 7,492,305         | 9,844,176         | 1,100,786         | 4,119,990         | 1,373,286         | 1,789,400         | 1,250,000         | 2,650,000         | 38,192,527         |
| Project & Facilities Mgmt. |                   |                   |                   |                   | 400,000           | 400,000           | 11,400,000        | 11,400,000        | 500,000           |                   | 24,100,000         |
| Stormwater                 | 2,400,000         | 1,010,000         | 1,830,000         |                   |                   | 120,000           | 250,000           | 1,650,000         |                   |                   | 7,260,000          |
| Streets                    | 5,391,456         | 7,772,856         | 23,623,800        | 23,527,328        | 13,285,591        | 19,310,240        | 17,601,676        | 19,594,400        | 22,422,925        | 20,462,800        | 172,993,072        |
| Traffic Ops. Center (TOC)  | 545,000           | 830,000           | 475,000           | 395,000           | 285,000           | 310,000           | 150,000           |                   |                   |                   | 2,990,000          |
| Water Management           | 8,765,000         | 4,623,500         | 7,225,000         | 4,620,000         | 4,653,000         | 5,548,000         | 820,000           | 285,000           | 110,000           |                   | 36,649,500         |
| <b>GRAND TOTAL</b>         | <b>19,203,973</b> | <b>24,936,423</b> | <b>40,746,105</b> | <b>38,386,504</b> | <b>19,724,377</b> | <b>29,808,230</b> | <b>31,594,962</b> | <b>34,718,800</b> | <b>24,282,925</b> | <b>23,112,800</b> | <b>286,515,099</b> |

**Report criteria:**

All Categories  
 All Departments  
 All Priority Levels  
 All Projects  
 All Source Types  
 Status: Active or Completed or Funding Obligated or Not Funded or Pending  
 Type: E or I or M or N or Z

City of Franklin, Tennessee  
Capital Improvement Plan FY2017-2026

FY 17 thru FY 26

**PROJECTS BY DEPARTMENT**

| Department                                        | # | Priority | FY 17     | FY 18     | FY 19     | FY 20     | FY 21     | FY 22     | FY 23     | FY 24     | FY 25     | FY 26     | Total      |
|---------------------------------------------------|---|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| <b>Fire</b>                                       |   |          |           |           |           |           |           |           |           |           |           |           |            |
| Fire Station 7 (Goose Creek Area)                 | 2 |          | 80,000    | 4,150,000 | 100,000   |           |           |           |           |           |           |           | 4,330,000  |
| <b>Fire Total</b>                                 |   |          | 80,000    | 4,150,000 | 100,000   |           |           |           |           |           |           |           | 4,330,000  |
| <b>Parks</b>                                      |   |          |           |           |           |           |           |           |           |           |           |           |            |
| Hayes Home Restoration (Harlinsdale)              | 3 |          |           | 135,000   | 583,500   |           |           |           |           |           |           |           | 718,500    |
| Main Barn Restoration (Harlinsdale)               | 2 |          |           | 85,000    | 613,000   |           |           |           |           |           |           |           | 698,000    |
| Maintenance Building Restoration (Harlinsdale)    | 5 |          |           | 76,000    | 473,000   |           |           |           |           |           |           |           | 549,000    |
| North Barn Restoration (Harlinsdale)              | 4 |          |           |           |           |           |           | 35,000    | 100,000   | 554,400   |           |           | 689,400    |
| Harlinsdale Visitor Center & Museum               | 4 |          |           |           | 86,000    | 100,000   |           | 2,262,760 | 567,000   | 85,000    |           |           | 3,100,760  |
| Worker House I & II (Harlinsdale)                 | 4 |          |           |           |           |           |           |           | 92,000    | 250,000   |           |           | 342,000    |
| North Pavilion & Restroom Facility (Harlinsdale)  | 5 |          |           |           | 40,000    | 252,500   |           |           |           |           |           |           | 292,500    |
| Jim Warren Park Renovations                       | 3 |          |           |           | 55,000    | 230,000   | 100,000   | 600,000   | 400,000   | 750,000   |           |           | 2,885,000  |
| Liberty Park Improvements                         | 5 |          |           |           |           | 68,000    | 324,000   | 165,000   |           |           |           |           | 557,000    |
| Splash Pad                                        | 5 |          |           | 300,000   |           |           |           | 300,000   |           |           |           |           | 600,000    |
| Greenway (Aspen Grove to Mack Hatcher)            | 3 |          | 136,336   | 225,819   | 545,100   |           |           |           |           |           |           |           | 907,255    |
| Greenway (Pinkerton to Bicentennial)              | 3 |          |           | 551,817   | 425,419   | 4,732,890 |           |           |           |           |           |           | 5,710,126  |
| Greenway & Bridge (Harlinsdale to Fulton Greer)   | 3 |          |           |           |           |           | 110,000   | 542,944   |           |           |           |           | 652,944    |
| East/Southeast Multipurpose Park                  | 2 |          | 1,200,000 | 4,000,000 | 4,000,000 |           |           |           |           |           |           |           | 13,200,000 |
| Carter's Hill Battlefield Park                    | 2 |          | 272,431   | 272,431   | 214,286   | 214,286   | 214,286   | 214,286   | 214,286   |           |           |           | 1,616,292  |
| Lockwood Glen Park                                | 4 |          | 10,750    | 100,000   | 100,000   |           |           |           |           | 150,000   | 500,000   |           | 210,750    |
| Greenway (Lewisburg to I-65/Harpeth River)        | 5 |          |           |           |           |           |           |           |           |           |           |           | 3,300,000  |
| Eastern Flank Circle (Loop Road) Repair           | 3 |          | 130,000   |           |           |           |           |           |           |           |           |           | 130,000    |
| Harlinsdale Farm Interurban Trail Connection      | 4 |          | 128,000   |           |           |           |           |           |           |           |           |           | 128,000    |
| Bicentennial Park Schematic Design & Construction | 2 |          | 145,000   | 880,000   | 880,000   |           |           |           |           |           |           |           | 1,905,000  |
| <b>Parks Total</b>                                |   |          | 2,022,517 | 6,550,067 | 7,492,305 | 9,844,176 | 1,100,786 | 4,119,990 | 1,373,286 | 1,789,400 | 1,250,000 | 2,650,000 | 38,192,527 |

| Department                                        | #       | Priority | FY 17     | FY 18     | FY 19     | FY 20 | FY 21   | FY 22   | FY 23      | FY 24      | FY 25   | FY 26 | Total      |
|---------------------------------------------------|---------|----------|-----------|-----------|-----------|-------|---------|---------|------------|------------|---------|-------|------------|
| <b>Project &amp; Facilities Mgmt.</b>             |         |          |           |           |           |       |         |         |            |            |         |       |            |
| New City Hall                                     | FM16001 | 4        |           |           |           |       | 400,000 | 400,000 | 11,400,000 | 11,400,000 | 500,000 |       | 24,100,000 |
| <b>Project &amp; Facilities Mgmt. Total</b>       |         |          |           |           |           |       |         |         |            |            |         |       |            |
| <b>Stormwater</b>                                 |         |          |           |           |           |       |         |         |            |            |         |       |            |
| Ralston Creek at Liberty Hills Stream Restoration | SW16001 | 3        | 120,000   | 80,000    | 830,000   |       |         |         |            |            |         |       | 1,030,000  |
| Parkview Drainage Project                         | SW16002 | 5        |           |           |           |       |         | 120,000 | 250,000    | 1,650,000  |         |       | 2,020,000  |
| 100 Block Battle Avenue Drainage Improvements     | SW16003 | 3        | 1,200,000 |           |           |       |         |         |            |            |         |       | 1,200,000  |
| Figuers Drive Area Drainage Improvements          | SW16004 | 5        | 200,000   | 50,000    | 1,000,000 |       |         |         |            |            |         |       | 1,250,000  |
| Jordan Branch (Cool Springs E) Stream Restoration | SW16005 | 4        | 780,000   |           |           |       |         |         |            |            |         |       | 780,000    |
| Harpeth River Bank Stabilization at WRF           | SW16006 | 2        | 100,000   | 880,000   |           |       |         |         |            |            |         |       | 980,000    |
| <b>Stormwater Total</b>                           |         |          | 2,400,000 | 1,010,000 | 1,830,000 |       |         | 120,000 | 250,000    | 1,650,000  |         |       | 7,260,000  |

|                                                    |         |   |           |           |            |            |           |           |           |           |           |            |            |
|----------------------------------------------------|---------|---|-----------|-----------|------------|------------|-----------|-----------|-----------|-----------|-----------|------------|------------|
| <b>Streets</b>                                     |         |   |           |           |            |            |           |           |           |           |           |            |            |
| Carlisle Lane Improvements                         | ST16001 | 5 |           |           |            |            |           | 186,000   | 500,000   | 3,500,000 |           |            | 4,186,000  |
| Goose Creek Interchange Lighting                   | ST16002 | 3 |           |           | 60,000     | 810,000    |           |           |           |           |           |            | 870,000    |
| Peytonsville Road Extension                        | ST16003 | 5 |           |           |            |            | 820,800   | 4,500,000 | 5,745,600 | 5,745,600 |           |            | 16,812,000 |
| Carothers Parkway Extension                        | ST16004 | 5 |           |           |            |            | 244,800   | 1,500,000 | 3,427,200 |           |           |            | 5,172,000  |
| Peytonsville Rd & Pratt Ln Intersection Improv.    | ST16005 | 5 |           |           |            |            | 194,400   | 2,100,000 | 2,721,600 |           |           |            | 5,016,000  |
| Jordan Road Improvements                           | ST16006 | 2 |           |           |            |            |           |           | 50,000    | 500,000   | 1,512,000 |            | 2,062,000  |
| East McEwen Drive Improvements - Phase 4           | ST16007 | 2 | 2,600,000 | 1,000,000 | 11,414,400 | 11,414,400 |           |           |           |           |           |            | 26,428,800 |
| East McEwen Dr. Right-Turn Bypass Lane             | ST16008 | 2 | 70,000    | 350,000   | 554,400    |            |           |           |           |           |           |            | 974,400    |
| Franklin Road Improvements & Streetscape           | ST16009 | 2 | 2,550,000 | 5,895,000 | 5,895,000  |            |           |           |           |           |           |            | 14,340,000 |
| Beta Drive Extension                               | ST16010 | 5 |           | 140,400   | 2,200,000  | 1,965,600  |           |           |           |           |           |            | 4,306,000  |
| Mallory/N Royal Oaks & Liberty Intersection Imp.   | ST16011 | 3 |           | 216,000   | 1,200,000  | 3,024,000  |           |           |           |           |           |            | 4,440,000  |
| East McEwen Drive Extension - Phase 5              | ST16012 | 5 |           |           |            |            |           |           | 75,000    | 2,000,000 | 500,000   | 10,012,800 | 12,587,800 |
| Aspen Grove Dr & Seaboard Ln Intersection Improv.  | ST16013 | 4 |           |           | 50,000     | 650,000    | 1,008,000 |           |           |           |           |            | 1,708,000  |
| Franklin Rd & Mallory Station Rd Int. Improv.      | ST16014 | 3 |           |           |            |            |           |           | 216,000   | 680,000   | 3,024,000 |            | 3,920,000  |
| Carothers Parkway Widening (Falcon Creek to SR-96) | ST16015 | 3 |           |           |            |            |           | 878,400   | 3,500,000 | 6,148,800 | 6,148,800 |            | 16,676,000 |
| Lewisburg Pike Imp. (Donelson Crk Pkwy to SR-397)  | ST16016 | 3 |           |           |            |            |           |           |           | 720,000   | 2,000,000 | 10,000,000 | 12,720,000 |
| Long Lane/Old Peytonsville Rd Connector at I-65    | ST16017 | 3 |           |           |            | 450,000    | 8,420,000 | 3,920,000 |           |           |           |            | 12,790,000 |



| Department                                         | #       | Priority | FY 17     | FY 18     | FY 19      | FY 20      | FY 21      | FY 22      | FY 23      | FY 24      | FY 25      | FY 26      | Total       |
|----------------------------------------------------|---------|----------|-----------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| S. Margin Infrastructure Upgrades (1st - Columbia) | ST16018 | 2        | 171,456   | 171,456   | 2,250,000  | 4,800,768  |            |            |            |            |            |            | 7,393,680   |
| N Royal Oaks Blvd (Alexander Plaza to Liberty Pk)  | ST16019 | 5        |           |           |            | 412,560    | 2,500,000  | 5,775,840  |            |            |            |            | 8,688,400   |
| Multi-Use Trail SR-96W (Vera Valley Dr - 9th Ave)  | ST16020 | 4        |           |           |            |            | 97,591     | 450,000    | 1,366,276  |            |            |            | 1,913,867   |
| Multi-Use Trail (Mack Hatcher Pkwy to EFBP)        | ST16021 | 5        |           |           |            |            |            |            |            |            | 102,496    | 450,000    | 552,496     |
| Carothers Parkway (Long Lane to Falcon Creek)      | ST16022 | 3        |           |           |            |            |            |            |            | 300,000    | 9,135,629  |            | 9,435,629   |
| Streets Total                                      |         |          | 5,391,456 | 7,772,856 | 23,623,800 | 23,527,328 | 13,285,591 | 19,310,240 | 17,601,676 | 19,594,400 | 22,422,925 | 20,462,800 | 172,993,072 |

| Traffic Ops. Center (TOC)                        |          |   |         |         |         |         |         |         |         |  |  |  |           |
|--------------------------------------------------|----------|---|---------|---------|---------|---------|---------|---------|---------|--|--|--|-----------|
| Carothers Parkway (South) ITS Extension          | TOC16001 | 2 | 545,000 | 830,000 |         |         |         |         |         |  |  |  | 1,375,000 |
| ITS Camera at Columbia Ave & Mack Hatcher Pkwy   | TOC16002 | 4 |         | 85,000  |         |         |         |         |         |  |  |  | 85,000    |
| ITS Camera at Franklin Rd and Mallory Station Rd | TOC16003 | 4 |         | 85,000  |         |         |         |         |         |  |  |  | 85,000    |
| Hillsboro Road ITS Extension                     | TOC16004 | 3 |         |         | 305,000 | 395,000 |         |         |         |  |  |  | 700,000   |
| Highway 96 West ITS Extension - Phase 1          | TOC16005 | 5 |         |         |         |         | 285,000 |         |         |  |  |  | 285,000   |
| Highway 96 West ITS Extension - Phase 2          | TOC16006 | 5 |         |         |         |         |         | 310,000 |         |  |  |  | 310,000   |
| Lewisburg Pike ITS Extension                     | TOC16007 | 5 |         |         |         |         |         |         | 150,000 |  |  |  | 150,000   |
| Traffic Ops. Center (TOC) Total                  |          |   | 545,000 | 830,000 | 475,000 | 395,000 | 285,000 | 310,000 | 150,000 |  |  |  | 2,990,000 |

| Water Management                                |         |   |         |           |           |         |         |           |  |  |  |  |           |
|-------------------------------------------------|---------|---|---------|-----------|-----------|---------|---------|-----------|--|--|--|--|-----------|
| 16" Water Line Long Lane Connector              | WM16001 | 5 | 120,000 | 50,000    | 2,000,000 |         |         |           |  |  |  |  | 2,170,000 |
| Bishop Branch Interceptor                       | WM16002 | 5 |         |           |           | 230,000 | 500,000 | 3,080,000 |  |  |  |  | 3,810,000 |
| Old Carters Creek Pike Water Line Replacement   | WM16003 | 2 | 480,000 |           |           |         |         |           |  |  |  |  | 480,000   |
| Sanitary Sewer Priority Rehabilitation Projects | WM16004 | 2 | 85,000  |           |           |         |         |           |  |  |  |  | 85,000    |
| Adams Street Infrastructure Improvements        | WM16005 | 2 |         | 1,320,000 |           |         |         |           |  |  |  |  | 1,320,000 |
| Advanced Metering Infrastructure (AMI)          | WM16006 | 5 | 400,000 | 550,000   | 550,000   | 500,000 |         |           |  |  |  |  | 2,000,000 |
| Alicia Drive Water Line Replacement             | WM16007 | 4 |         |           |           |         | 100,000 |           |  |  |  |  | 100,000   |
| Battle Avenue Infrastructure Replacement        | WM16008 | 3 |         |           |           |         | 200,000 | 1,750,000 |  |  |  |  | 1,950,000 |
| Berry Circle Sanitary Sewer Line Rehabilitation | WM16009 | 2 |         | 25,000    |           |         |         |           |  |  |  |  | 25,000    |
| Bobby Drive Water Line Replacement              | WM16010 | 4 | 430,000 | 425,000   |           |         |         |           |  |  |  |  | 855,000   |
| Buckworth Infrastructure Improvements           | WM16011 | 4 |         |           |           |         | 10,000  | 110,000   |  |  |  |  | 120,000   |
| Church Street Infrastructure Improvements       | WM16012 | 2 |         | 50,000    | 475,000   |         |         |           |  |  |  |  | 525,000   |
| Grassland Tank Demolition                       | WM16013 | 5 |         |           |           |         |         |           |  |  |  |  |           |
| Easview Circle Infrastructure Improvements      | WM16014 | 4 |         |           |           | 50,000  | 515,500 | 270,000   |  |  |  |  | 270,000   |
|                                                 |         |   |         |           |           |         |         |           |  |  |  |  | 565,500   |

| Department                                         | #       | Priority | FY 17      | FY 18      | FY 19      | FY 20      | FY 21      | FY 22      | FY 23      | FY 24      | FY 25      | FY 26      | Total       |
|----------------------------------------------------|---------|----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| Evans Street Sewer Improvements                    | WM16015 | 4        | 32,000     | 420,500    |            |            |            |            |            |            |            |            | 452,500     |
| Forrest Crossing Force Main (No.1) Replacement     | WM16016 | 4        | 110,000    |            |            |            |            |            |            |            |            |            | 110,000     |
| Forrest Street Infrastructure Improvements         | WM16017 | 3        |            |            |            | 30,000     | 332,500    |            |            |            |            |            | 362,500     |
| Water Line from Fourth Ave S to Berry Circle       | WM16018 | 5        |            | 93,000     |            |            |            |            |            |            |            |            | 93,000      |
| Frazier Drive Sanitary Sewer Rehabilitation        | WM16019 | 4        | 50,000     |            |            |            |            |            |            |            |            |            | 50,000      |
| Gist Street Infrastructure Improvements            | WM16020 | 3        |            |            |            | 400,000    |            |            |            |            |            |            | 400,000     |
| Glass Lane Water Line Replacement                  | WM16021 | 4        |            |            |            | 255,000    |            |            |            |            |            |            | 255,000     |
| Westview Apt Water Line Replacement (510 96W)      | WM16022 | 4        |            |            |            |            |            |            |            |            | 110,000    |            | 110,000     |
| Holiday Court Lift Station Rehabilitation          | WM16023 | 4        |            | 260,000    | 200,000    |            |            |            |            |            |            |            | 460,000     |
| James and Avondale Infrastructure Improvements     | WM16024 | 4        | 936,000    |            |            |            |            |            |            |            |            |            | 936,000     |
| Lee Drive Water Line Replacement                   | WM16025 | 5        |            |            |            | 15,000     | 200,000    |            |            |            |            |            | 215,000     |
| Lewisburg Pike Water Line Replacement              | WM16026 | 4        |            |            |            | 120,000    |            |            |            |            |            |            | 120,000     |
| Liberty Pike Water Line Replacement                | WM16027 | 5        |            |            |            |            |            | 50,000     | 355,000    |            |            |            | 355,000     |
| Manley Lane Dead End Removal                       | WM16028 | 5        |            |            |            |            |            |            | 445,000    |            |            |            | 495,000     |
| Morning Side Drive Water Line Replacement          | WM16029 | 5        |            |            |            |            |            |            |            | 110,000    |            |            | 110,000     |
| Murfreesboro Road Water line Replacement           | WM16030 | 4        |            |            |            | 90,000     | 900,000    |            |            |            |            |            | 990,000     |
| North Parkway Sewer Rehabilitation                 | WM16031 | 3        | 100,000    |            |            |            |            |            |            |            |            |            | 100,000     |
| Old Hillsboro Road Water Line                      | WM16032 | 5        |            |            |            | 80,000     | 295,000    |            |            |            |            |            | 375,000     |
| New Hope Academy Sewer Line Replacement            | WM16033 | 3        |            | 50,000     |            |            |            |            |            |            |            |            | 50,000      |
| Sanitary Sewer Rehab Btwn Strahl & W. Fowlkes      | WM16034 | 2        |            |            |            |            |            | 30,000     |            |            |            |            | 30,000      |
| Water Distribution and Wastewater Collection SCADA | WM16035 | 2        | 3,250,000  |            |            |            |            |            |            |            |            |            | 3,250,000   |
| Scruggs Avenue Water Line Replacement              | WM16036 | 4        |            |            |            |            |            |            | 20,000     | 175,000    |            |            | 195,000     |
| South Prong Sanitary Sewer Upgrade                 | WM16037 | 3        |            |            |            | 1,225,000  | 1,225,000  |            |            |            |            |            | 2,450,000   |
| Spencer Creek Sanitary Sewer Replacement           | WM16038 | 3        | 1,290,000  | 480,000    |            |            |            |            |            |            |            |            | 1,770,000   |
| Thompson Alley Infrastructure Improvements         | WM16039 | 2        | 280,000    |            |            |            |            |            |            |            |            |            | 280,000     |
| Highway 96W Water Line Replacement                 | WM16040 | 5        |            |            |            |            |            | 258,000    |            |            |            |            | 258,000     |
| West End Circle Infrastructure Improvements        | WM16041 | 3        | 202,000    |            |            |            |            |            |            |            |            |            | 202,000     |
| West Main Infrastructure Improvements              | WM16042 | 2        |            | 400,000    | 3,500,000  | 2,000,000  |            |            |            |            |            |            | 5,900,000   |
| Sewer Interceptor Point Repair Projects            | WM16043 | 3        | 1,000,000  | 500,000    | 500,000    |            |            |            |            |            |            |            | 2,000,000   |
| <b>Water Management Total</b>                      |         |          | 8,765,000  | 4,623,500  | 7,225,000  | 4,620,000  | 4,653,000  | 5,548,000  | 820,000    | 285,000    | 110,000    |            | 36,649,500  |
| <b>GRAND TOTAL</b>                                 |         |          | 19,203,973 | 24,936,423 | 40,746,105 | 38,386,504 | 19,724,377 | 29,808,230 | 31,594,962 | 34,718,800 | 24,282,925 | 23,112,800 | 286,515,099 |

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# **CAPITAL IMPROVEMENT PLAN FY2017-2026**

## **Funding Source Summary**

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City of Franklin, Tennessee  
Capital Improvement Plan FY2017-2026

FY 17 thru FY 26

**FUNDING SOURCE SUMMARY**

| Source                   | FY 17             | FY 18             | FY 19             | FY 20             | FY 21             | FY 22             | FY 23             | FY 24             | FY 25             | FY 26             | Total              |
|--------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| Facilities Tax           | 80,000            | 4,150,000         | 100,000           |                   | 400,000           | 400,000           | 11,400,000        | 11,400,000        | 500,000           |                   | 28,430,000         |
| General                  | 716,456           | 1,141,856         | 5,005,000         | 6,951,008         | 9,571,991         | 6,578,000         | 4,713,382         | 4,060,000         | 2,965,097         | 450,000           | 42,152,790         |
| Hotel/Motel Tax          | 675,431           | 2,122,431         | 3,171,786         | 1,111,286         | 990,786           | 3,277,046         | 1,373,286         | 1,639,400         | 750,000           |                   | 15,111,452         |
| MPO/TDOT Funding         |                   |                   | 30,000            | 405,000           |                   |                   |                   | 576,000           | 1,600,000         | 7,347,520         | 9,958,520          |
| Parkland Dedication      | 1,347,086         | 5,177,636         | 5,070,519         | 8,732,890         | 110,000           | 842,944           |                   | 150,000           | 500,000           | 2,650,000         | 24,581,075         |
| Reclaimed Water Capacity |                   |                   |                   |                   | 90,000            | 90,000            |                   | 150,000           | 150,000           |                   | 480,000            |
| Reclaimed Water Renewal  |                   |                   |                   | 15,000            |                   |                   |                   |                   |                   |                   | 15,000             |
| Road Impact Fees         | 5,220,000         | 5,971,450         | 16,823,930        | 13,822,790        | 3,565,600         | 11,410,830        | 12,446,300        | 13,472,400        | 16,271,589        | 11,402,680        | 110,407,569        |
| Stormwater               | 2,475,000         | 1,282,250         | 2,672,720         | 1,411,430         | 220,000           | 552,850           | 841,994           | 2,461,000         | 884,840           | 897,000           | 13,699,084         |
| Wastewater Capacity      |                   | 78,000            | 156,000           | 1,455,000         | 500,000           | 3,308,780         |                   |                   |                   |                   | 5,497,780          |
| Wastewater Renewal       | 5,549,087         | 2,898,500         | 3,079,850         | 2,241,410         | 1,784,000         | 1,467,780         |                   | 360,000           | 386,400           | 57,600            | 17,824,627         |
| Water Capacity           | 60,000            | 180,650           | 1,155,650         | 77,500            | 274,500           | 313,500           |                   |                   |                   |                   | 2,061,800          |
| Water Renewal            | 3,080,913         | 1,933,650         | 3,480,650         | 2,163,190         | 2,217,500         | 1,566,500         | 820,000           | 450,000           | 275,000           | 308,000           | 16,295,403         |
| <b>GRAND TOTAL</b>       | <b>19,203,973</b> | <b>24,936,423</b> | <b>40,746,105</b> | <b>38,386,504</b> | <b>19,724,377</b> | <b>29,808,230</b> | <b>31,594,962</b> | <b>34,718,800</b> | <b>24,282,926</b> | <b>23,112,800</b> | <b>286,515,100</b> |

**Report criteria:**

All Categories

All Departments

All Priority Levels

All Projects

All Source Types

Status: Active or Completed or Funding Obligated or Not Funded or Pending

Type: E or I or M or N or Z



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# **CAPITAL IMPROVEMENT PLAN FY2017-2026**

## **Project by Category**

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City of Franklin, Tennessee  
Capital Improvement Plan FY2017-2026

FY 17 thru FY 26

**PROJECTS BY CATEGORY**

| Category                                         | #       | Priority | FY 17     | FY 18     | FY 19     | FY 20     | FY 21   | FY 22      | FY 23      | FY 24      | FY 25   | FY 26 | Total      |
|--------------------------------------------------|---------|----------|-----------|-----------|-----------|-----------|---------|------------|------------|------------|---------|-------|------------|
| <b>Emergency Services</b>                        |         |          |           |           |           |           |         |            |            |            |         |       |            |
| Fire Station 7 (Goose Creek Area)                | FD16001 | 2        | 80,000    | 4,150,000 | 100,000   |           |         |            |            |            |         |       | 4,330,000  |
| Emergency Services Total                         |         |          | 80,000    | 4,150,000 | 100,000   |           |         |            |            |            |         |       | 4,330,000  |
| <b>General Services</b>                          |         |          |           |           |           |           |         |            |            |            |         |       |            |
| New City Hall                                    | FM16001 | 4        |           |           |           |           | 400,000 | 400,000    | 11,400,000 | 11,400,000 | 500,000 |       | 24,100,000 |
| General Services Total                           |         |          |           |           |           | 400,000   | 400,000 | 11,400,000 | 11,400,000 | 500,000    |         |       | 24,100,000 |
| <b>Parks and Recreation</b>                      |         |          |           |           |           |           |         |            |            |            |         |       |            |
| Hayes Home Restoration (Harlinsdale)             | PK16001 | 3        |           | 135,000   | 583,500   |           |         |            |            |            |         |       | 718,500    |
| Main Barn Restoration (Harlinsdale)              | PK16002 | 2        |           | 85,000    | 613,000   |           |         |            |            |            |         |       | 698,000    |
| Maintenance Building Restoration (Harlinsdale)   | PK16003 | 5        |           |           | 76,000    | 473,000   |         |            |            |            |         |       | 549,000    |
| North Barn Restoration (Harlinsdale)             | PK16004 | 4        |           |           |           |           |         | 35,000     | 100,000    | 554,400    |         |       | 689,400    |
| Harlinsdale Visitor Center & Museum              | PK16005 | 4        |           |           |           | 86,000    | 100,000 | 2,262,760  | 567,000    | 85,000     |         |       | 3,100,760  |
| Worker House I & II (Harlinsdale)                | PK16006 | 4        |           |           |           |           |         |            | 92,000     | 250,000    |         |       | 342,000    |
| North Pavilion & Restroom Facility (Harlinsdale) | PK16007 | 5        |           |           |           | 40,000    | 252,500 |            |            |            |         |       | 292,500    |
| Jim Warren Park Renovations                      | PK16008 | 3        |           |           | 55,000    | 230,000   | 100,000 | 600,000    | 400,000    | 750,000    |         |       | 2,885,000  |
| Liberty Park Improvements                        | PK16009 | 5        |           |           | 68,000    |           | 324,000 | 165,000    |            |            |         |       | 557,000    |
| Splash Pad                                       | PK16010 | 5        |           | 300,000   |           |           |         | 300,000    |            |            |         |       | 600,000    |
| Greenway (Aspen Grove to Mack Hatcher)           | PK16011 | 3        | 136,336   | 225,819   | 545,100   |           |         |            |            |            |         |       | 907,255    |
| Greenway (Pinkerton to Bicentennial)             | PK16012 | 3        |           | 551,817   | 425,419   | 4,732,890 |         |            |            |            |         |       | 5,710,126  |
| Greenway & Bridge (Harlinsdale to Fulton Greer)  | PK16013 | 3        |           |           |           |           | 110,000 | 542,944    |            |            |         |       | 652,944    |
| East/Southeast Multipurpose Park                 | PK16014 | 2        | 1,200,000 | 4,000,000 | 4,000,000 | 4,000,000 |         |            |            |            |         |       | 13,200,000 |
| Carter's Hill Battlefield Park                   | PK16015 | 2        | 272,431   | 272,431   | 214,286   | 214,286   | 214,286 | 214,286    | 214,286    |            |         |       | 1,616,292  |

| Category                                          | #       | Priority | FY 17     | FY 18     | FY 19     | FY 20     | FY 21     | FY 22     | FY 23     | FY 24     | FY 25     | FY 26     | Total      |
|---------------------------------------------------|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| Lockwood Glen Park                                | PK16016 | 4        | 10,750    | 100,000   | 100,000   |           |           |           |           |           |           |           | 210,750    |
| Greenway (Lewisburg to I-65/Harpeth River)        | PK16017 | 5        |           |           |           |           |           |           |           | 150,000   | 500,000   | 2,650,000 | 3,300,000  |
| Eastern Flank Circle (Loop Road) Repair           | PK16018 | 3        | 130,000   |           |           |           |           |           |           |           |           |           | 130,000    |
| Harlinsdale Farm Interurban Trail Connection      | PK16019 | 4        | 128,000   |           |           |           |           |           |           |           |           |           | 128,000    |
| Bicentennial Park Schematic Design & Construction | PK16020 | 2        | 145,000   | 880,000   | 880,000   |           |           |           |           |           |           |           | 1,905,000  |
| Parks and Recreation Total                        |         |          | 2,022,517 | 6,550,067 | 7,492,305 | 9,844,176 | 1,100,786 | 4,119,990 | 1,373,286 | 1,789,400 | 1,250,000 | 2,650,000 | 38,192,527 |
| <b>Public Utilities</b>                           |         |          |           |           |           |           |           |           |           |           |           |           |            |
| 16" Water Line Long Lane Connector                | WM16001 | 5        | 120,000   | 50,000    | 2,000,000 |           |           |           |           |           |           |           | 2,170,000  |
| Bishop Branch Interceptor                         | WM16002 | 5        |           |           |           | 230,000   | 500,000   | 3,080,000 |           |           |           |           | 3,810,000  |
| Old Carters Creek Pike Water Line Replacement     | WM16003 | 2        | 480,000   |           |           |           |           |           |           |           |           |           | 480,000    |
| Sanitary Sewer Priority Rehabilitation Projects   | WM16004 | 2        | 85,000    |           |           |           |           |           |           |           |           |           | 85,000     |
| Adams Street Infrastructure Improvements          | WM16005 | 2        |           | 1,320,000 |           |           |           |           |           |           |           |           | 1,320,000  |
| Advanced Metering Infrastructure (AMI)            | WM16006 | 5        | 400,000   | 550,000   | 550,000   | 500,000   |           |           |           |           |           |           | 2,000,000  |
| Alicia Drive Water Line Replacement               | WM16007 | 4        |           |           |           |           | 100,000   |           |           |           |           |           | 100,000    |
| Battle Avenue Infrastructure Replacement          | WM16008 | 3        |           |           |           |           | 200,000   | 1,750,000 |           |           |           |           | 1,950,000  |
| Berry Circle Sanitary Sewer Line Rehabilitation   | WM16009 | 2        |           | 25,000    |           |           |           |           |           |           |           |           | 25,000     |
| Bobby Drive Water Line Replacement                | WM16010 | 4        | 430,000   | 425,000   |           |           |           |           |           |           |           |           | 855,000    |
| Buckworth Infrastructure Improvements             | WM16011 | 4        |           |           |           |           | 10,000    | 110,000   |           |           |           |           | 120,000    |
| Church Street Infrastructure Improvements         | WM16012 | 2        |           | 50,000    | 475,000   |           |           |           |           |           |           |           | 525,000    |
| Grassland Tank Demolition                         | WM16013 | 5        |           |           |           |           |           | 270,000   |           |           |           |           | 270,000    |
| Eastview Circle Infrastructure Improvements       | WM16014 | 4        |           |           |           | 50,000    | 515,500   |           |           |           |           |           | 565,500    |
| Evans Street Sewer Improvements                   | WM16015 | 4        | 32,000    | 420,500   |           |           |           |           |           |           |           |           | 452,500    |
| Forrest Crossing Force Main (No.1) Replacement    | WM16016 | 4        | 110,000   |           |           |           |           |           |           |           |           |           | 110,000    |
| Forrest Street Infrastructure Improvements        | WM16017 | 3        |           |           |           | 30,000    | 332,500   |           |           |           |           |           | 362,500    |
| Water Line from Fourth Ave S to Berry Circle      | WM16018 | 5        |           | 93,000    |           |           |           |           |           |           |           |           | 93,000     |
| Frazier Drive Sanitary Sewer Rehabilitation       | WM16019 | 4        | 50,000    |           |           |           |           |           |           |           |           |           | 50,000     |
| Gist Street Infrastructure Improvements           | WM16020 | 3        |           |           |           | 400,000   |           |           |           |           |           |           | 400,000    |
| Glass Lane Water Line Replacement                 | WM16021 | 4        |           |           |           |           | 255,000   |           |           |           |           |           | 255,000    |
| Westview Apt Water Line Replacement (510 96W)     | WM16022 | 4        |           |           |           |           |           |           | 110,000   |           |           |           | 110,000    |
| Holiday Court Lift Station Rehabilitation         | WM16023 | 4        |           | 260,000   | 200,000   |           |           |           |           |           |           |           | 460,000    |
| James and Avondale Infrastructure Improvements    | WM16024 | 4        | 936,000   |           |           |           |           |           |           |           |           |           | 936,000    |
| Lee Drive Water Line Replacement                  | WM16025 | 5        |           |           |           | 15,000    | 200,000   |           |           |           |           |           | 215,000    |

| Category                                           | #       | Priority | FY 17     | FY 18     | FY 19     | FY 20     | FY 21     | FY 22     | FY 23   | FY 24     | FY 25   | FY 26 | Total      |
|----------------------------------------------------|---------|----------|-----------|-----------|-----------|-----------|-----------|-----------|---------|-----------|---------|-------|------------|
| Lewisburg Pike Water Line Replacement              | WM16026 | 4        |           |           |           |           | 120,000   |           |         |           |         |       | 120,000    |
| Liberty Pike Water Line Replacement                | WM16027 | 5        |           |           |           |           |           |           | 355,000 |           |         |       | 355,000    |
| Manley Lane Dead End Removal                       | WM16028 | 5        |           |           |           |           |           | 50,000    | 445,000 |           |         |       | 495,000    |
| Morning Side Drive Water Line Replacement          | WM16029 | 5        |           |           |           |           |           |           |         | 110,000   |         |       | 110,000    |
| Murfreesboro Road Water line Replacement           | WM16030 | 4        |           |           |           | 90,000    | 900,000   |           |         |           |         |       | 990,000    |
| North Petway Sewer Rehabilitation                  | WM16031 | 3        | 100,000   |           |           |           |           |           |         |           |         |       | 100,000    |
| Old Hillsboro Road Water Line                      | WM16032 | 5        |           |           |           | 80,000    | 295,000   |           |         |           |         |       | 375,000    |
| New Hope Academy Sewer Line Replacement            | WM16033 | 3        |           | 50,000    |           |           |           |           |         |           |         |       | 50,000     |
| Sanitary Sewer Rehab Btwn Strahl & W. Fowlkes      | WM16034 | 2        |           |           |           |           |           | 30,000    |         |           |         |       | 30,000     |
| Water Distribution and Wastewater Collection SCADA | WM16035 | 2        | 3,250,000 |           |           |           |           |           |         |           |         |       | 3,250,000  |
| Scruggs Avenue Water Line Replacement              | WM16036 | 4        |           |           |           |           |           |           | 20,000  | 175,000   |         |       | 195,000    |
| South Prong Sanitary Sewer Upgrade                 | WM16037 | 3        |           |           |           | 1,225,000 | 1,225,000 |           |         |           |         |       | 2,450,000  |
| Spencer Creek Sanitary Sewer Replacement           | WM16038 | 3        | 1,290,000 | 480,000   |           |           |           |           |         |           |         |       | 1,770,000  |
| Thompson Alley Infrastructure Improvements         | WM16039 | 2        | 280,000   |           |           |           |           |           |         |           |         |       | 280,000    |
| Highway 96W Water Line Replacement                 | WM16040 | 5        |           |           |           |           |           | 258,000   |         |           |         |       | 258,000    |
| West End Circle Infrastructure Improvements        | WM16041 | 3        | 202,000   |           |           |           |           |           |         |           |         |       | 202,000    |
| West Main Infrastructure Improvements              | WM16042 | 2        |           | 400,000   | 3,500,000 | 2,000,000 |           |           |         |           |         |       | 5,900,000  |
| Sewer Interceptor Point Repair Projects            | WM16043 | 3        | 1,000,000 | 500,000   | 500,000   |           |           |           |         |           |         |       | 2,000,000  |
| <b>Public Utilities Total</b>                      |         |          | 8,765,000 | 4,623,500 | 7,225,000 | 4,620,000 | 4,653,000 | 5,548,000 | 820,000 | 285,000   | 110,000 |       | 36,649,500 |
| <b>Stormwater</b>                                  |         |          |           |           |           |           |           |           |         |           |         |       |            |
| Ralston Creek at Liberty Hills Stream Restoration  | SW16001 | 3        | 120,000   | 80,000    | 830,000   |           |           |           |         |           |         |       | 1,030,000  |
| Parkview Drainage Project                          | SW16002 | 5        |           |           |           |           |           | 120,000   | 250,000 | 1,650,000 |         |       | 2,020,000  |
| 100 Block Battle Avenue Drainage Improvements      | SW16003 | 3        | 1,200,000 |           |           |           |           |           |         |           |         |       | 1,200,000  |
| Figurs Drive Area Drainage Improvements            | SW16004 | 5        | 200,000   | 50,000    | 1,000,000 |           |           |           |         |           |         |       | 1,250,000  |
| Jordan Branch (Cool Springs E) Stream Restoration  | SW16005 | 4        | 780,000   |           |           |           |           |           |         |           |         |       | 780,000    |
| Harpeth River Bank Stabilization at WRF            | SW16006 | 2        | 100,000   | 880,000   |           |           |           |           |         |           |         |       | 980,000    |
| <b>Stormwater Total</b>                            |         |          | 2,400,000 | 1,010,000 | 1,830,000 |           |           | 120,000   | 250,000 | 1,650,000 |         |       | 7,260,000  |
| <b>Transportation</b>                              |         |          |           |           |           |           |           |           |         |           |         |       |            |
| Carlisle Lane Improvements                         | ST16001 | 5        |           |           |           |           |           | 186,000   | 500,000 | 3,500,000 |         |       | 4,186,000  |
| Goose Creek Interchange Lighting                   | ST16002 | 3        |           |           | 60,000    | 810,000   |           |           |         |           |         |       | 870,000    |



| Category                                           | #        | Priority | FY 17     | FY 18     | FY 19      | FY 20      | FY 21      | FY 22      | FY 23      | FY 24      | FY 25      | FY 26      | Total       |
|----------------------------------------------------|----------|----------|-----------|-----------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| Peytonville Road Extension                         | ST16003  | 5        |           |           |            |            | 820,800    | 4,500,000  | 5,745,600  | 5,745,600  |            |            | 16,812,000  |
| Carothers Parkway Extension                        | ST16004  | 5        |           |           |            |            | 244,800    | 1,500,000  | 3,427,200  |            |            |            | 5,172,000   |
| Peytonville Rd & Pratt Ln Intersection             | ST16005  | 5        |           |           |            |            | 194,400    | 2,100,000  | 2,721,600  |            |            |            | 5,016,000   |
| Jordan Road Improvements                           | ST16006  | 2        |           |           |            |            |            |            | 50,000     | 500,000    | 1,512,000  |            | 2,062,000   |
| East McEwen Drive Improvements - Phase 4           | ST16007  | 2        | 2,600,000 | 1,000,000 | 11,414,400 | 11,414,400 |            |            |            |            |            |            | 26,428,800  |
| East McEwen Dr. Right-Turn Bypass Lane             | ST16008  | 2        | 70,000    | 350,000   | 554,400    |            |            |            |            |            |            |            | 974,400     |
| Franklin Road Improvements & Streetscape           | ST16009  | 2        | 2,550,000 | 5,895,000 | 5,895,000  |            |            |            |            |            |            |            | 14,340,000  |
| Beta Drive Extension                               | ST16010  | 5        |           | 140,400   | 2,200,000  | 1,965,600  |            |            |            |            |            |            | 4,306,000   |
| Mallory/N Royal Oaks & Liberty Intersection Imp.   | ST16011  | 3        |           | 216,000   | 1,200,000  | 3,024,000  |            |            |            |            |            |            | 4,440,000   |
| East McEwen Drive Extension - Phase 5              | ST16012  | 5        |           |           |            |            |            |            | 75,000     | 2,000,000  | 500,000    | 10,012,800 | 12,587,800  |
| Aspen Grove Dr & Seaboard Ln Intersection Improv.  | ST16013  | 4        |           |           | 50,000     | 650,000    | 1,008,000  |            |            |            |            |            | 1,708,000   |
| Franklin Rd & Mallory Station Rd Int. Improv.      | ST16014  | 3        |           |           |            |            |            |            | 216,000    | 680,000    | 3,024,000  |            | 3,920,000   |
| Carothers Parkway Widening (Falcon Creek to SR-96) | ST16015  | 3        |           |           |            |            |            | 878,400    | 3,500,000  | 6,148,800  | 6,148,800  |            | 16,676,000  |
| Lewisburg Pike Imp. (Donelson Crk Pkwy to SR-397)  | ST16016  | 3        |           |           |            |            |            |            |            | 720,000    | 2,000,000  | 10,000,000 | 12,720,000  |
| Long Lane/Old Peytonville Rd Connector at I-65     | ST16017  | 3        |           |           |            | 450,000    | 8,420,000  | 3,920,000  |            |            |            |            | 12,790,000  |
| S. Margin Infrastructure Upgrades (1st - Columbia) | ST16018  | 2        | 171,456   | 171,456   | 2,250,000  | 4,800,768  |            |            |            |            |            |            | 7,393,680   |
| N Royal Oaks Blvd (Alexander Plaza to Liberty Pk)  | ST16019  | 5        |           |           |            | 412,560    | 2,500,000  | 5,775,840  |            |            |            |            | 8,688,400   |
| Multi-Use Trail SR-96W (Vera Valley Dr - 9th Ave)  | ST16020  | 4        |           |           |            |            | 97,591     | 450,000    | 1,366,276  |            |            |            | 1,913,867   |
| Multi-Use Trail (Mack Hatcher Pkwy to EFBP)        | ST16021  | 5        |           |           |            |            |            |            |            |            | 102,496    | 450,000    | 552,496     |
| Carothers Parkway (Long Lane to Falcon Creek)      | ST16022  | 3        |           |           |            |            |            |            |            | 300,000    | 9,135,629  |            | 9,435,629   |
| Carothers Parkway (South) ITS Extension            | TOC16001 | 2        | 545,000   | 830,000   |            |            |            |            |            |            |            |            | 1,375,000   |
| ITS Camera at Columbia Ave & Mack Hatcher Pkwy     | TOC16002 | 4        |           |           | 85,000     |            |            |            |            |            |            |            | 85,000      |
| ITS Camera at Franklin Rd and Mallory Station Rd   | TOC16003 | 4        |           |           | 85,000     |            |            |            |            |            |            |            | 85,000      |
| Hillisboro Road ITS Extension                      | TOC16004 | 3        |           | 305,000   |            | 395,000    |            |            |            |            |            |            | 700,000     |
| Highway 96 West ITS Extension - Phase 1            | TOC16005 | 5        |           |           |            |            | 285,000    |            |            |            |            |            | 285,000     |
| Highway 96 West ITS Extension - Phase 2            | TOC16006 | 5        |           |           |            |            |            | 310,000    |            |            |            |            | 310,000     |
| Lewisburg Pike ITS Extension                       | TOC16007 | 5        |           |           |            |            |            |            | 150,000    |            |            |            | 150,000     |
| <b>Transportation Total</b>                        |          |          | 5,936,456 | 8,602,856 | 24,098,800 | 23,922,328 | 13,570,591 | 19,620,240 | 17,751,676 | 19,594,400 | 22,422,925 | 20,462,800 | 175,983,072 |

| Category    | # | Priority | FY 17      | FY 18      | FY 19      | FY 20      | FY 21      | FY 22      | FY 23      | FY 24      | FY 25      | FY 26      | Total       |
|-------------|---|----------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| GRAND TOTAL |   |          | 19,203,973 | 24,936,423 | 40,746,105 | 38,386,504 | 19,724,377 | 29,808,230 | 31,594,962 | 34,718,800 | 24,282,925 | 23,112,800 | 286,515,099 |

**Report criteria:**

All Categories

All Departments

All Priority Levels

All Projects

All Source Types

Type: E or I or M or N or Z

Status: Active or Completed or Funding Obligated or Not Funded or Pending

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# **CAPITAL IMPROVEMENT PLAN FY2017-2026**

## **Category Summary**

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City of Franklin, Tennessee  
*Capital Improvement Plan FY2017-2026*

FY 17 thru FY 26

**CATEGORY SUMMARY**

| Category             | FY 17      | FY 18      | FY 19      | FY 20      | FY 21      | FY 22      | FY 23      | FY 24      | FY 25      | FY 26      | Total       |
|----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| Emergency Services   | 80,000     | 4,150,000  | 100,000    |            |            |            |            |            |            |            | 4,330,000   |
| General Services     |            |            |            |            | 400,000    | 400,000    | 11,400,000 | 11,400,000 | 500,000    |            | 24,100,000  |
| Parks and Recreation | 2,022,517  | 6,550,067  | 7,492,305  | 9,844,176  | 1,100,786  | 4,119,990  | 1,373,286  | 1,789,400  | 1,250,000  | 2,650,000  | 38,192,527  |
| Public Utilities     | 8,765,000  | 4,623,500  | 7,225,000  | 4,620,000  | 4,653,000  | 5,548,000  | 820,000    | 285,000    | 110,000    |            | 36,649,500  |
| Stormwater           | 2,400,000  | 1,010,000  | 1,830,000  |            |            | 120,000    | 250,000    | 1,650,000  |            |            | 7,260,000   |
| Transportation       | 5,936,456  | 8,602,856  | 24,098,800 | 23,922,328 | 13,570,591 | 19,620,240 | 17,751,676 | 19,594,400 | 22,422,925 | 20,462,800 | 175,983,072 |
| <b>TOTAL</b>         | 19,203,973 | 24,936,423 | 40,746,105 | 38,386,504 | 19,724,377 | 29,808,230 | 31,594,962 | 34,718,800 | 24,282,925 | 23,112,800 | 286,515,099 |

**Report criteria:**

All Categories  
All Departments  
All Priority Levels  
All Projects  
All Source Types  
Status: Active or Completed or Funding Obligated or Not Funded or Pending  
Type: E or I or M or N or Z



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# **CAPITAL IMPROVEMENT PLAN FY2017-2026**

## **Existing Project Commitments**

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**CIP Projects Funded by BOMA Through Prioritization Process**

\*The Funds that are in **red** are funds that have either already been spent or they are committed by contract.  
 \*\* The funds that are in **blue** are funds that will be provided through TDOT - State and/or Federal

| Emergency Services  |                 |              |                 |                                       |                        |         |         |         |         |         |                       |
|---------------------|-----------------|--------------|-----------------|---------------------------------------|------------------------|---------|---------|---------|---------|---------|-----------------------|
| Project Description | Contract Number | Phase        | Funds Committed | Funds Spent<br>(updated<br>2/28/2016) | FY 2016<br>(Estimated) | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 | Total<br>FY 2017-2021 |
| Fire Station 8      | COF 2014-0032   |              |                 |                                       |                        |         |         |         |         |         |                       |
|                     |                 | Construction | \$3,309,526.00  | \$2,003,891.24                        | \$1,305,634.76         |         |         |         |         |         | \$0.00                |
|                     |                 |              | \$3,309,526.00  | \$2,003,891.24                        | \$1,305,634.76         |         |         |         |         |         | \$0.00                |

**CIP Projects Funded by BOMA Through Prioritization Process**  
 \*The Funds that are in **red** are funds that have either already been spent or they are committed by contract.  
 \*\*The funds that are in **blue** are funds that will be provided through TDOT - State and/or Federal

| Parks and Recreation     |                 |                  |                 |                                       |                        |                |         |         |         |         |                       |
|--------------------------|-----------------|------------------|-----------------|---------------------------------------|------------------------|----------------|---------|---------|---------|---------|-----------------------|
| Project Description      | Contract Number | Phase            | Funds Committed | Funds Spent<br>(updated<br>2/28/2016) | FY 2016<br>(Estimated) | FY 2017        | FY 2018 | FY 2019 | FY 2020 | FY 2021 | Total<br>FY 2017-2021 |
| Fieldstone Farms Tunnles |                 |                  |                 |                                       |                        |                |         |         |         |         |                       |
|                          | COF 2013-0022   | TDOT Grant       | \$99,972.52     | \$69,215.39                           | \$30,757.13            | \$21,235.00    |         |         |         |         | \$21,235.00           |
|                          | COF 2013-0128   | Design           |                 |                                       |                        | (\$203,184.00) |         |         |         |         | (\$203,184.00)        |
|                          | TBD             | Construction/CEI | \$99,972.52     | \$69,215.39                           | \$30,757.13            |                |         |         |         |         | \$0.00                |
|                          |                 |                  |                 | -                                     |                        | \$224,419.00   |         |         |         |         | \$224,419.00          |

CIP Projects Funded by BOMA Through Prioritization Process

\*The Funds that are in red are funds that have either already been spent or they are committed by contract.  
 \*\*The funds that are in blue are funds that will be provided through State, Federal or Partnership

| Public Utilities                                               |                 |                    |                 |                                       |                        |                 |                 |         |         |                       |
|----------------------------------------------------------------|-----------------|--------------------|-----------------|---------------------------------------|------------------------|-----------------|-----------------|---------|---------|-----------------------|
| Project Description                                            | Contract Number | Phase              | Funds Committed | Funds Spent<br>(updated<br>2/28/2016) | FY 2016<br>(Estimated) | FY 2017         | FY 2018         | FY 2019 | FY 2020 | Total<br>FY 2017-2021 |
| Watson Branch Upgrade Project                                  | COF 2014-0033   | Design             | \$115,000.00    | \$84,432.50                           | \$30,567.50            | \$1,505,260.00  |                 |         |         | \$1,505,260.00        |
|                                                                |                 | Const. / CEI / ROW |                 | \$84,432.50                           | -                      | \$1,505,260.00  |                 |         |         | \$0.00                |
| Ladd Park Gravity Sewer                                        | COF 2015-0183   | Design             | \$176,600.00    | \$13,103.72                           | \$163,496.28           | \$2,114,362.50  |                 |         |         | \$2,114,362.50        |
|                                                                |                 | Const. / CEI / ROW |                 | \$13,103.72                           | \$163,496.28           | \$2,114,362.50  |                 |         |         | \$0.00                |
| Goose Creek Sanitary Sewer Extension<br>Project (East of I-65) | COF 2014-0177   | Design / CEI       | \$155,135.00    | \$86,176.91                           | \$534,052.59           |                 |                 |         |         | \$0.00                |
|                                                                |                 | Const.             | \$132,535.00    | \$63,576.91                           | \$68,958.09            | \$669,206.00    |                 |         |         | \$669,206.00          |
|                                                                | COF 2014-0051   | Partnership        |                 |                                       | \$167,301.50           | (\$450,000.00)  |                 |         |         | \$450,000.00          |
|                                                                |                 | Const.             |                 |                                       |                        | \$498,812.00    |                 |         |         | \$498,812.00          |
|                                                                | COF 2015-0158   | ROW                | \$22,600.00     | \$22,600.00                           | \$0.00                 |                 |                 |         |         | \$0.00                |
| Waste Water Reclamation Expansion Design<br>Project            |                 | ROW                | \$222,090.00    | \$49,000.00                           | \$173,090.00           |                 |                 |         |         | \$0.00                |
|                                                                | COF 2013-0001   | Design             | \$6,000,650.00  | \$5,955,549.45                        | \$33,141,000.00        | \$44,188,000.00 | \$33,141,000.00 |         |         | \$77,329,000.00       |
|                                                                |                 | Const.             | \$6,000,650.00  | \$5,955,549.45                        | \$45,100.55            |                 |                 |         |         | \$0.00                |
| Water Treatment Plant Modifications                            |                 | CEI                |                 |                                       | \$31,641,000.00        | \$42,188,000.00 | \$31,641,000.00 |         |         | \$73,829,000.00       |
|                                                                | COF 2013-0001   | Design/CEI         | \$17,017,390.00 | \$2,411,782.73                        | \$1,500,000.00         | \$2,000,000.00  | \$1,500,000.00  |         |         | \$3,500,000.00        |
|                                                                |                 | Construction       | \$14,018,000.00 | \$422,464.45                          | \$13,595,535.55        |                 |                 |         |         | \$14,605,607.27       |
| Fieldstone Farms Pump Station #1                               | COF 2013-0090   | Design             | \$438,547.00    | \$298,343.45                          | \$140,203.55           |                 |                 |         |         | \$0.00                |
|                                                                | COF 2015-0058   | CEI                | \$196,000.00    | \$230,260.75                          | \$12,286.25            |                 |                 |         |         | \$140,203.55          |
|                                                                | COF 2014-0301   | Const.             | \$1,701,522.00  | \$68,082.70                           | \$127,917.30           |                 |                 |         |         | \$0.00                |
|                                                                |                 |                    |                 | \$461,087.10                          | \$1,240,434.90         |                 |                 |         |         | \$1,240,434.90        |



CIP Projects Funded by BOMA Through Prioritization Process

\*The Funds that are in red are funds that have either already been spent or they are committed by contract.  
 \*\*The funds that are in blue are funds that will be provided through TDOT - State and/or Federal

| Transportation                        |                 |              |                 |                                 |                     |                  |                  |                  |                  |                  |                    |
|---------------------------------------|-----------------|--------------|-----------------|---------------------------------|---------------------|------------------|------------------|------------------|------------------|------------------|--------------------|
| Project Description                   | Contract Number | Phase        | Funds Committed | Funds Spent (updated 2/28/2016) | FY 2016 (Estimated) | FY 2017          | FY 2018          | FY 2019          | FY 2020          | FY 2021          | Total FY 2017-2021 |
| SR96E Sidewalk Project                |                 |              | \$195,335.00    | \$55,275.88                     | \$139,034.50        | \$2,208,412.00   |                  |                  |                  |                  | \$2,208,412.00     |
|                                       | COF 2014-0015   | Design       | \$35,935.00     | \$34,303.50                     | \$1,631.50          |                  |                  |                  |                  |                  | \$0.00             |
|                                       | COF 2014-0118   | Design       | \$15,000.00     | \$13,975.38                     | -                   |                  |                  |                  |                  |                  | \$0.00             |
|                                       | COF 2015-0365   | Design       | \$7,000.00      | \$6,997.00                      | \$3.00              |                  |                  |                  |                  |                  | \$0.00             |
|                                       | COF 2015-0419   | ROW          | \$90,000.00     | \$0.00                          | \$90,000.00         |                  |                  |                  |                  |                  | \$0.00             |
| COF 2016-0010                         | ROW             | \$47,400.00  | \$0.00          | \$47,400.00                     |                     |                  |                  |                  |                  |                  | \$0.00             |
|                                       | TBD             | Const./ROW   | -               | -                               | \$2,208,412.00      |                  |                  |                  |                  |                  | \$2,208,412.00     |
| SR96W Sidewalk Project                |                 |              | \$631,042.10    | \$32,045.50                     | \$598,996.60        |                  |                  |                  |                  |                  | \$0.00             |
|                                       | COF 2014-0086   | Design       | \$22,546.00     | \$19,665.50                     | \$2,880.50          |                  |                  |                  |                  |                  | \$0.00             |
|                                       | COF 2015-0040   | Const.       | \$596,116.10    | \$0.00                          | \$596,116.10        |                  |                  |                  |                  |                  | \$0.00             |
|                                       | COF 2015-0059   | ROW          | \$9,000.00      | \$9,000.00                      | \$0.00              |                  |                  |                  |                  |                  | \$0.00             |
|                                       |                 | ROW          | \$3,380.00      | \$3,380.00                      | \$0.00              |                  |                  |                  |                  |                  | \$0.00             |
| Century Beasley Connector Project     |                 |              | \$952,183.26    | \$333,996.43                    | \$608,124.63        |                  |                  |                  |                  |                  | \$0.00             |
|                                       | COF 2007-5-8    | Design       | \$27,526.00     | \$22,020.80                     |                     |                  |                  |                  |                  |                  | \$0.00             |
|                                       | COF 2014-0001   | Design       | \$19,557.00     | \$15,000.00                     |                     |                  |                  |                  |                  |                  | \$0.00             |
|                                       | COF 2014-0151   | Const.       | \$292,082.70    | \$0.00                          | \$292,082.70        |                  |                  |                  |                  |                  | \$0.00             |
|                                       | COF 2014-0308   | Const.       | \$58,316.62     | \$58,316.62                     |                     |                  |                  |                  |                  |                  | \$0.00             |
| COF 2015-0042                         | Const.          | \$399,250.94 | \$83,209.01     | \$316,041.93                    |                     |                  |                  |                  |                  |                  | \$0.00             |
|                                       | ROW             | \$4,500.00   | \$4,500.00      |                                 |                     |                  |                  |                  |                  |                  | \$0.00             |
|                                       | ROW             | \$150,950.00 | \$150,950.00    |                                 |                     |                  |                  |                  |                  |                  | \$0.00             |
|                                       |                 |              | \$7,000.00      | \$7,000.00                      |                     |                  |                  |                  |                  |                  | \$0.00             |
|                                       | COF 2014-0248   | Design       | \$7,000.00      | \$7,000.00                      |                     |                  |                  |                  |                  |                  | \$0.00             |
| Goose Creek Bypass (TDOT Gap Project) |                 | ROW          | \$0.00          | \$0.00                          | \$337,348.00        |                  |                  |                  |                  |                  | \$0.00             |
|                                       |                 |              | \$1,213,980.00  | \$1,342,087.71                  | \$257,912.29        |                  |                  |                  |                  |                  | \$0.00             |
|                                       | COF 2012-0070   |              | \$1,213,980.00  | \$1,342,087.71                  | \$257,912.29        |                  |                  |                  |                  |                  | \$0.00             |
|                                       |                 |              | \$1,127,950.00  | \$57,500.00                     | \$0.00              | \$240,000.00     | \$600,000.00     | \$600,000.00     | \$1,350,000.00   | \$4,140,000.00   | \$4,140,000.00     |
|                                       |                 | Sewer        |                 |                                 |                     | \$80,000.00      | \$200,000.00     | \$200,000.00     | \$550,000.00     | \$1,580,000.00   | \$1,580,000.00     |
| Columbia Ave Widening Project         |                 | Water        |                 |                                 |                     | \$80,000.00      | \$200,000.00     | \$200,000.00     | \$450,000.00     | \$1,380,000.00   | \$1,380,000.00     |
|                                       |                 | Reclaimed    |                 |                                 |                     | \$80,000.00      | \$200,000.00     | \$200,000.00     | \$350,000.00     | \$1,180,000.00   | \$1,180,000.00     |
|                                       | Design/ROW/CEI  |              |                 |                                 |                     | \$1,000,000.00   | \$2,000,000.00   | \$2,000,000.00   | \$7,000,000.00   | \$8,000,000.00   | \$20,000,000.00    |
|                                       | COF 2001-8-14   | Design       | \$30,000.00     | \$30,000.00                     |                     |                  |                  |                  |                  |                  | \$0.00             |
|                                       | COF 2004-12-14  | Design       | \$6,000.00      | \$6,000.00                      |                     |                  |                  |                  |                  |                  | \$0.00             |
| COF 2006-9-26                         | Design          |              | \$21,500.00     | \$21,500.00                     |                     |                  |                  |                  |                  |                  | \$0.00             |
|                                       | Design          |              | \$1,070,450.00  | \$0.00                          | \$1,070,450.00      |                  |                  |                  |                  |                  | \$0.00             |
|                                       | COF 2016-0015   | TDOT         | -               | -                               | (\$1,070,450.00)    | (\$1,000,000.00) | (\$2,000,000.00) | (\$2,000,000.00) | (\$7,000,000.00) | (\$8,000,000.00) | (\$20,000,000.00)  |

CIP Projects Funded by BOMA Through Prioritization Process

\*The Funds that are in red are funds that have either already been spent or they are committed by contract.  
 \*\*The funds that are in blue are funds that will be provided through TDOT - State and/or Federal

| Transportation                                                            |                 |              |                 |                                 |                     |                |                |         |         |                    |
|---------------------------------------------------------------------------|-----------------|--------------|-----------------|---------------------------------|---------------------|----------------|----------------|---------|---------|--------------------|
| Project Description                                                       | Contract Number | Phase        | Funds Committed | Funds Spent (updated 2/28/2016) | FY 2016 (Estimated) | FY 2017        | FY 2018        | FY 2019 | FY 2020 | Total FY 2017-2021 |
| Mack Hatcher NW Extension Project                                         |                 |              | \$13,120,902.36 | \$5,450,922.74                  | \$0.00              | \$0.00         |                |         |         | \$0.00             |
|                                                                           |                 | Const.       |                 |                                 |                     | \$946,900.00   |                |         |         | \$0.00             |
|                                                                           |                 | TDOT         |                 |                                 |                     | \$946,900.00   |                |         |         | \$946,900.00       |
|                                                                           |                 | Const.       |                 |                                 |                     | \$1,102,995.00 |                |         |         | \$1,102,995.00     |
|                                                                           |                 | TDOT         |                 |                                 |                     | \$1,102,995.00 |                |         |         | \$1,102,995.00     |
|                                                                           |                 | Const.       |                 |                                 |                     | \$357,160.00   |                |         |         | \$357,160.00       |
|                                                                           |                 | TDOT         |                 |                                 |                     | \$357,160.00   |                |         |         | \$357,160.00       |
|                                                                           | COF 2007-8-14   | Design       | \$3,511,901.00  | \$3,511,901.00                  |                     |                |                |         |         | \$0.00             |
|                                                                           | COF 2009-0061   | ROW          | \$44,200.00     | \$44,200.00                     |                     |                |                |         |         | \$0.00             |
|                                                                           | COF 2009-0062   | ROW          | \$65,000.00     | \$65,000.00                     |                     |                |                |         |         | \$0.00             |
|                                                                           | COF 2009-0063   | ROW          | \$33,100.00     | \$33,100.00                     |                     |                |                |         |         | \$0.00             |
|                                                                           | COF 2009-0077   | ROW          | \$31,793.68     | \$31,793.68                     |                     |                |                |         |         | \$0.00             |
|                                                                           | COF 2011-0076   | Design       | \$85,000.00     | \$82,450.00                     |                     |                |                |         |         | \$0.00             |
|                                                                           | COF 2013-0034   | Design       | \$632,566.00    | \$632,566.00                    |                     |                |                |         |         | \$0.00             |
| Franklin ITS Extension Project                                            |                 | ROW          | \$8,725,236.68  | \$8,725,236.68                  |                     |                |                |         |         | \$0.00             |
|                                                                           |                 | TDOT         |                 | \$5,985,532.52                  |                     |                |                |         |         | \$0.00             |
|                                                                           |                 | TDOT         |                 | \$264,093.26                    |                     |                |                |         |         | \$0.00             |
|                                                                           |                 | TDOT         |                 | \$1,502,803.84                  |                     |                |                |         |         | \$0.00             |
|                                                                           | COF 2011-0009   | Const.       | \$77,105.00     | \$77,105.00                     |                     |                |                |         |         | \$0.00             |
|                                                                           |                 |              | \$108,150.00    | \$17,832.00                     | \$712,168.00        | \$134,000.00   |                |         |         | \$134,000.00       |
|                                                                           | COF 2014-0018   | Design       | \$108,150.00    | \$89,160.00                     | \$60,840.00         |                |                |         |         | \$0.00             |
|                                                                           |                 | Design       |                 |                                 | \$30,000.00         |                |                |         |         | \$0.00             |
|                                                                           |                 | Const./CEI   |                 |                                 | \$670,000.00        | \$670,000.00   |                |         |         | \$670,000.00       |
|                                                                           |                 | TDOT         |                 | \$71,328.00                     | \$48,672.00         | \$536,000.00   |                |         |         | \$536,000.00       |
| Adaptive Signal Control Project                                           |                 |              | \$348,094.50    | \$146,039.17                    | \$40,411.07         | \$265,000.00   |                |         |         | \$265,000.00       |
|                                                                           | COF 2013-0184   | Design       | \$348,094.50    | \$146,039.17                    | \$202,055.33        |                |                |         |         | \$0.00             |
|                                                                           |                 | Const.       |                 |                                 |                     | \$1,325,000.00 |                |         |         | \$1,325,000.00     |
|                                                                           |                 | TDOT         |                 |                                 | \$161,644.26        | \$1,060,000.00 |                |         |         | \$1,060,000.00     |
| Liberty Pike Improvements (Carothers to Knoll Top) (RIF Offset Agreement) |                 |              | \$2,850,000.00  | \$0.00                          |                     | \$470,000.00   | \$2,380,000.00 |         |         | \$2,850,000.00     |
|                                                                           | COF 2014-0344   | Design / ROW | \$2,850,000.00  | \$0.00                          |                     | \$470,000.00   |                |         |         | \$470,000.00       |
|                                                                           |                 | Const.       |                 |                                 |                     |                | \$2,380,000.00 |         |         | \$2,380,000.00     |
| 1st Ave and Bridge Street (RIF Offset Agreement)                          |                 |              | \$1,283,355.00  | \$0.00                          |                     | \$165,825.00   | \$1,117,530.00 |         |         | \$1,283,355.00     |
|                                                                           | COF 2014-0344   | Design / ROW | \$165,825.00    | \$0.00                          |                     | \$165,825.00   |                |         |         | \$165,825.00       |
|                                                                           |                 | Const.       |                 |                                 |                     |                | \$1,117,530.00 |         |         | \$1,117,530.00     |

CIP Projects Funded by BOMA Through Prioritization Process

\*The Funds that are in red are funds that have either already been spent or they are committed by contract.  
 \*\*The funds that are in blue are funds that will be provided through TDOT - State and/or Federal

| Transportation                                               |                 |                |                 |                                 |                     |                 |         |         |         |         |                    |
|--------------------------------------------------------------|-----------------|----------------|-----------------|---------------------------------|---------------------|-----------------|---------|---------|---------|---------|--------------------|
| Project Description                                          | Contract Number | Phase          | Funds Committed | Funds Spent (updated 2/28/2016) | FY 2016 (Estimated) | FY 2017         | FY 2018 | FY 2019 | FY 2020 | FY 2021 | Total FY 2017-2021 |
| Hillsboro Road Phase II (Independence Square - Mack Hatcher) | COF 1999-10-12  | Design         | \$27,931,254.75 | \$14,556,304.05                 | \$2,902,197.54      | \$10,603,541.10 |         |         |         |         | \$10,603,541.10    |
|                                                              | COF 2001-7-10   | Design         | \$25,000.00     | \$23,300.00                     |                     |                 |         |         |         |         | \$0.00             |
|                                                              | COF 2001-7-10   | Design         | \$200,000.00    | \$200,000.00                    |                     |                 |         |         |         |         | \$0.00             |
|                                                              | COF 2001-5-15   | Design         | \$6,000.00      | \$6,000.00                      |                     |                 |         |         |         |         | \$0.00             |
|                                                              | COF 2002-6-11   | Design         | \$10,000.00     | \$10,000.00                     |                     |                 |         |         |         |         | \$0.00             |
|                                                              | COF 2005-2-8    | Design         | \$13,148.00     | \$13,148.00                     |                     |                 |         |         |         |         | \$0.00             |
|                                                              | COF 2005-3-8    | Design         | \$59,250.00     | \$46,631.95                     |                     |                 |         |         |         |         | \$0.00             |
|                                                              | COF 2006-11-14  | Design         | \$110,000.00    | \$110,000.00                    |                     |                 |         |         |         |         | \$0.00             |
|                                                              | COF 2011-0060   | Design         | \$223,030.00    | \$223,030.00                    |                     |                 |         |         |         |         | \$0.00             |
|                                                              | COF 2011-0059   | Design         | \$698,835.00    | \$691,658.97                    |                     |                 |         |         |         |         | \$0.00             |
|                                                              | COF 2012-0110   | Const.         | \$12,319,944.47 | \$11,969,652.68                 |                     |                 |         |         |         |         | \$0.00             |
|                                                              | COF 2012-0187   | Design         | \$39,000.00     | \$20,225.44                     |                     |                 |         |         |         |         | \$0.00             |
|                                                              | COF 2012-0188   | Design         | \$57,600.00     | \$57,600.00                     |                     |                 |         |         |         |         | \$0.00             |
|                                                              | COF 2013-0011   | Design         | \$110,825.00    | \$110,810.77                    |                     |                 |         |         |         |         | \$0.00             |
|                                                              | COF 2015-0150   | Design         | \$36,884.15     | \$19,491.89                     | \$17,392.26         |                 |         |         |         |         | \$0.00             |
|                                                              | COF 2014-0160   | CEI            | \$956,803.00    | \$0.00                          | \$191,360.60        | \$765,442.40    |         |         |         |         | \$765,442.40       |
|                                                              | COF 2012-0169   | CEI            | \$748,150.00    | \$748,144.35                    |                     |                 |         |         |         |         | \$0.00             |
|                                                              | COF 2006-4-11   | Design         | \$22,000.00     | \$22,000.00                     |                     |                 |         |         |         |         | \$0.00             |
|                                                              | COF 2012-0014   | Design         | \$179,560.00    | \$179,560.00                    |                     |                 |         |         |         |         | \$0.00             |
|                                                              | COF 2012-0115   | Design         | \$84,650.00     | \$84,650.00                     |                     |                 |         |         |         |         | \$0.00             |
|                                                              | COF 2012-0189   | Design         | \$17,785.00     | \$10,200.00                     | \$7,585.00          |                 |         |         |         |         | \$0.00             |
|                                                              | COF 2012-0189   | Design         | \$17,785.00     | \$10,200.00                     | \$7,585.00          |                 |         |         |         |         | \$0.00             |
|                                                              | COF 2015-0002   | Const.         | \$11,995,005.13 | \$0.00                          | \$2,391,001.03      | \$9,564,004.10  |         |         |         |         | \$9,564,004.10     |
|                                                              | COF 2015-0002   | Const. (Wtr)   | \$0.00          | \$0.00                          | \$154,935.60        | \$619,742.40    |         |         |         |         | \$619,742.40       |
|                                                              | COF 2015-0002   | Const. (Sewer) | \$0.00          | \$0.00                          | \$132,338.05        | \$529,352.20    |         |         |         |         | \$529,352.20       |
|                                                              |                 | TDOT           | \$0.00          | \$0.00                          |                     | \$5875,000.00   |         |         |         |         | (\$875,000.00)     |
|                                                              |                 | ROW            | \$1,713,240.10  | \$1,713,240.10                  |                     |                 |         |         |         |         | \$0.00             |



# **CAPITAL IMPROVEMENT PLAN FY2017-2026**

## **Project Sheets – Emergency Services**

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Project # **FD16001**Project Name **Fire Station 7 (Goose Creek Area)**Department **Fire**Contact **Fire Chief**Type **New**Useful Life **20+**Category **Emergency Services**Priority **4 Star Project**Status **Active**Total Cost **\$4,330,000****Description**

New Fire Station at the Williamson County AG Complex

**Justification**

The City currently operates a temporary fire station at the Williamson County AG Complex. This temporary fire station needs to be replaced with a permanent facility.

| <b>Expenditures</b>                     | <b>FY 17</b>  | <b>FY 18</b>     | <b>FY 19</b>   | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b>     |
|-----------------------------------------|---------------|------------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------------|
| Design/Planning (Professional Services) | 80,000        |                  |                |              |              |              |              |              |              |              | 80,000           |
| Construction Engineering / Inspection   |               | 250,000          |                |              |              |              |              |              |              |              | 250,000          |
| Construction                            |               | 3,900,000        |                |              |              |              |              |              |              |              | 3,900,000        |
| Equip/Vehicles/Furnishings              |               |                  | 100,000        |              |              |              |              |              |              |              | 100,000          |
| <b>Total</b>                            | <b>80,000</b> | <b>4,150,000</b> | <b>100,000</b> |              |              |              |              |              |              |              | <b>4,330,000</b> |
| <b>Funding Sources</b>                  | <b>FY 17</b>  | <b>FY 18</b>     | <b>FY 19</b>   | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b>     |
| Facilities Tax                          | 80,000        | 4,150,000        | 100,000        |              |              |              |              |              |              |              | 4,330,000        |
| <b>Total</b>                            | <b>80,000</b> | <b>4,150,000</b> | <b>100,000</b> |              |              |              |              |              |              |              | <b>4,330,000</b> |





# **CAPITAL IMPROVEMENT PLAN FY2017-2026**

## **Project Sheets – General Services**

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Department Project & Facilities Mgmt.

Project #

FM16001

Project Name

New City Hall

Contact Engineering Director

Type New

Useful Life 20+

Category General Services

Priority 4 Star Project

Status Pending

Total Cost \$24,100,000

Description

New City Hall Building

Justification

The City has assessed the need for a new City Hall and believes that the existing City Hall is inadequate to meet present and foreseeable future needs, given the rapid growth and increased demand for superior municipal services in Franklin.

| Expenditures                               | FY 17 | FY 18 | FY 19 | FY 20 | FY 21   | FY 22   | FY 23      | FY 24      | FY 25   | FY 26 | Total      |
|--------------------------------------------|-------|-------|-------|-------|---------|---------|------------|------------|---------|-------|------------|
| Design/Planning<br>(Professional Services) |       |       |       |       | 400,000 | 400,000 |            |            |         |       | 800,000    |
| Construction Engineering /<br>Inspection   |       |       |       |       |         |         | 400,000    | 400,000    |         |       | 800,000    |
| Construction                               |       |       |       |       |         |         | 11,000,000 | 11,000,000 |         |       | 22,000,000 |
| Equip/Vehicles/Furnishings                 |       |       |       |       |         |         |            |            | 500,000 |       | 500,000    |
| <b>Total</b>                               |       |       |       |       | 400,000 | 400,000 | 11,400,000 | 11,400,000 | 500,000 |       | 24,100,000 |
| Funding Sources                            | FY 17 | FY 18 | FY 19 | FY 20 | FY 21   | FY 22   | FY 23      | FY 24      | FY 25   | FY 26 | Total      |
| Facilities Tax                             |       |       |       |       | 400,000 | 400,000 | 11,400,000 | 11,400,000 | 500,000 |       | 24,100,000 |
| <b>Total</b>                               |       |       |       |       | 400,000 | 400,000 | 11,400,000 | 11,400,000 | 500,000 |       | 24,100,000 |



# **CAPITAL IMPROVEMENT PLAN FY2017-2026**

## **Project Sheets – Parks and Recreation**



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|              |                                      |
|--------------|--------------------------------------|
| Project #    | PK16001                              |
| Project Name | Hayes Home Restoration (Harlinsdale) |

Department Parks  
Contact Park Director  
Type Improvement  
Useful Life 20+  
Category Parks and Recreation  
Priority 3 Star Project  
Status Pending

Total Cost \$718,500

|               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |  |  |  |  |  |  |  |  |  |  |
|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| Description   | Restoration started on the exterior of the home in 2012 through receiving grants and utilizing funding from the Hotel/Motel fund for the stabilization of the foundation and specific features which included the porches, foundation, chimney and gutter systems. The long-term use of the home is to provide offices for the Park Department Recreation/Programming Division and Friends of Franklin Parks, LLC. The historic home also would have a variety of other uses other than offices which shall include the surrounding grounds around the home: small community meeting space, weddings, social gatherings and special events. The equipment shed adjacent to the historic home shall be restored to house farm equipment for the daily maintenance. Post restoration, the house and the grounds will be used for special events and community meeting space. |  |  |  |  |  |  |  |  |  |  |  |
| Justification |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |  |  |  |  |  |  |  |  |  |  |

| Expenditures                            | FY 17 | FY 18   | FY 19   | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|-----------------------------------------|-------|---------|---------|-------|-------|-------|-------|-------|-------|-------|---------|
| Design/Planning (Professional Services) |       | 135,000 |         |       |       |       |       |       |       |       | 135,000 |
| Construction                            |       |         | 583,500 |       |       |       |       |       |       |       | 583,500 |
| Total                                   |       | 135,000 | 583,500 |       |       |       |       |       |       |       | 718,500 |
| Funding Sources                         | FY 17 | FY 18   | FY 19   | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
| Hotel/Motel Tax                         |       | 135,000 | 583,500 |       |       |       |       |       |       |       | 718,500 |
| Total                                   |       | 135,000 | 583,500 |       |       |       |       |       |       |       | 718,500 |

**Park160001 – Hayes Home Restoration**





**Department** Parks  
**Contact** Park Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Parks and Recreation  
**Priority** 4 Star Project  
**Status** Pending

**Total Cost** \$698,000

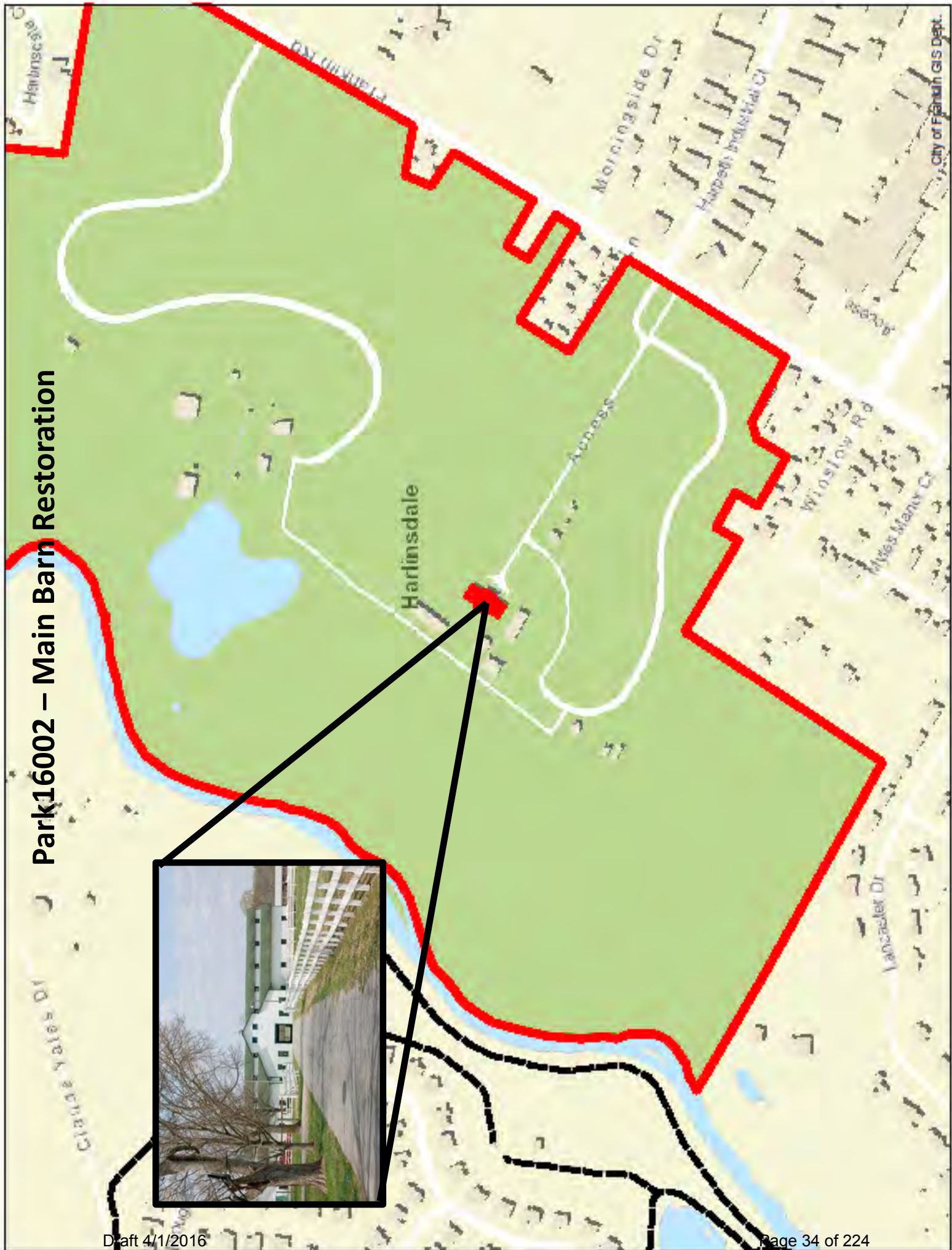
|                     |                                            |
|---------------------|--------------------------------------------|
| <b>Project #</b>    | <b>PK16002</b>                             |
| <b>Project Name</b> | <b>Main Barn Restoration (Harlinsdale)</b> |

|                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |  |  |  |  |  |  |  |  |  |
|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|
| <b>Description</b> | Proposed to rehabilitate the barn to its original state to allow the return of the horse but also a revenue venue for community and private events for park patrons. The stall area to the south should be restored to its original state. The stalls will be utilized during equestrian events or for exhibit during non-equine events. The north end shall be restored with minor stall removal to allow for an event space. A equine commercial rubberized pavers to be installed within the barn that shall provide proper footing for the horse, park user and ADA compliance for public usage. Public restrooms shall be added to code in the main barn area and also restored in the office areas for parks personnel. The offices shall be maintained in their original state to be utilized for parks personnel and the ladies lounge shall be a meeting space for pre and post event planning on the property. |  |  |  |  |  |  |  |  |  |  |
|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|

|                      |                                            |  |  |  |  |  |  |  |  |  |  |
|----------------------|--------------------------------------------|--|--|--|--|--|--|--|--|--|--|
| <b>Justification</b> | Priority Project in the parks master plan. |  |  |  |  |  |  |  |  |  |  |
|----------------------|--------------------------------------------|--|--|--|--|--|--|--|--|--|--|

| Expenditures                            | FY 17 | FY 18  | FY 19   | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|-----------------------------------------|-------|--------|---------|-------|-------|-------|-------|-------|-------|-------|---------|
| Design/Planning (Professional Services) |       | 85,000 |         |       |       |       |       |       |       |       | 85,000  |
| Construction                            |       |        | 613,000 |       |       |       |       |       |       |       | 613,000 |
| <b>Total</b>                            |       | 85,000 | 613,000 |       |       |       |       |       |       |       | 698,000 |
| Funding Sources                         | FY 17 | FY 18  | FY 19   | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
| Hotel/Motel Tax                         |       | 85,000 | 613,000 |       |       |       |       |       |       |       | 698,000 |
| <b>Total</b>                            |       | 85,000 | 613,000 |       |       |       |       |       |       |       | 698,000 |

**Park160002 – Main Barn Restoration**



Department Parks

Contact Park Director

Type Improvement

Useful Life 20+

Category Parks and Recreation

Priority 1 Star Project

Status Pending

Total Cost \$549,000

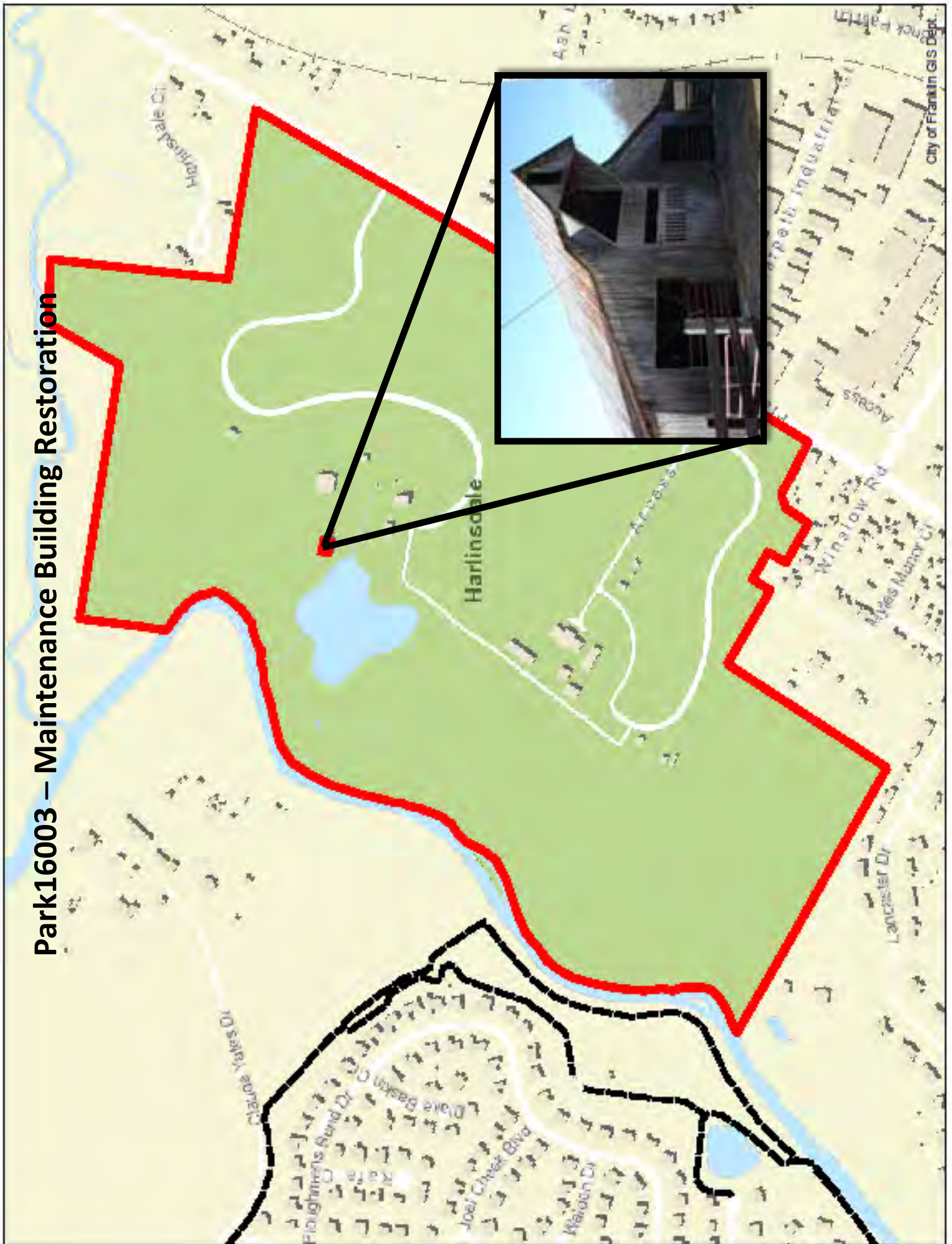
|              |                                                |
|--------------|------------------------------------------------|
| Project #    | PK16003                                        |
| Project Name | Maintenance Building Restoration (Harlinsdale) |

|               |                                                                                                                                                                                                                                                                                                                                                |  |  |  |  |  |  |  |  |  |  |  |
|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| Description   | Adaptive reuse of the what was the colt barn for years on the property to a working maintenance area for Urban Forestry. This will provide for staff to house, maintain and operate a full maintenance operations on all facilities and grounds from the location. Several Parks Department divisions would be housed & operate from the area. |  |  |  |  |  |  |  |  |  |  |  |
| Justification |                                                                                                                                                                                                                                                                                                                                                |  |  |  |  |  |  |  |  |  |  |  |

| Expenditures                            | FY 17 | FY 18 | FY 19  | FY 20   | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|-----------------------------------------|-------|-------|--------|---------|-------|-------|-------|-------|-------|-------|---------|
| Design/Planning (Professional Services) |       |       | 76,000 |         |       |       |       |       |       |       | 76,000  |
| Construction                            |       |       |        | 421,000 |       |       |       |       |       |       | 421,000 |
| Equip/Vehicles/Furnishings              |       |       |        | 52,000  |       |       |       |       |       |       | 52,000  |
| Total                                   |       |       | 76,000 | 473,000 |       |       |       |       |       |       | 549,000 |
| Funding Sources                         | FY 17 | FY 18 | FY 19  | FY 20   | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
| Hotel/Motel Tax                         |       |       | 76,000 | 473,000 |       |       |       |       |       |       | 549,000 |
| Total                                   |       |       | 76,000 | 473,000 |       |       |       |       |       |       | 549,000 |



# Park16003 – Maintenance Building Restoration



Department Parks  
Contact Park Director  
Type Improvement  
Useful Life 20+  
Category Parks and Recreation  
Priority 2 Star Project  
Status Pending

Project # PK16004  
Project Name North Barn Restoration (Harlinsdale)

Description  
According to the master plan, a specific use for this facility was not decided. Once funding is available for restoration, a community plan should be incorporated into the scope for final design. The barn was used for equestrian functions when privately owned. The concept is to continue equestrian use and rentable space with an outdoor patio for public/private events.

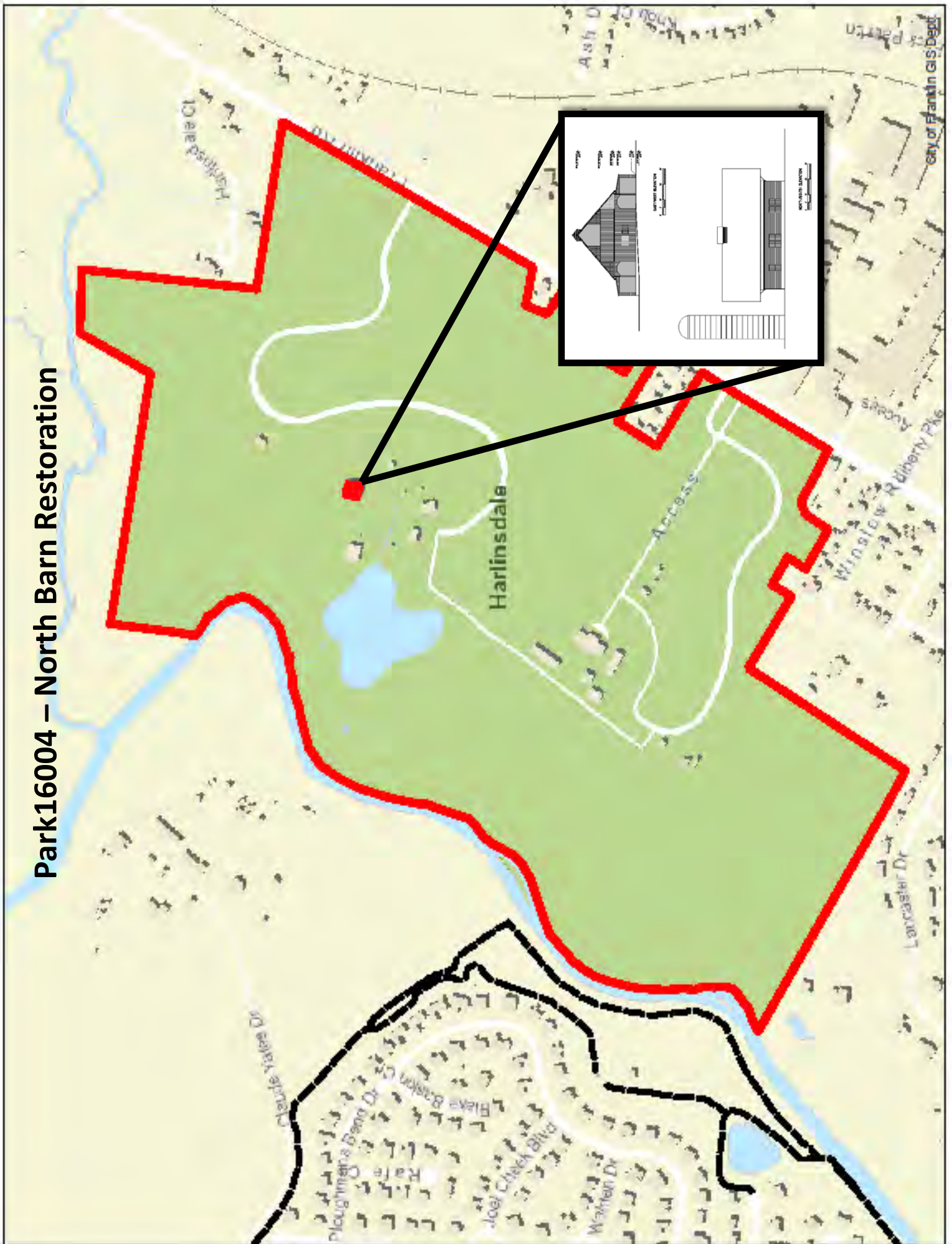
Justification

Total Cost \$689,400

| Expenditures                            | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22  | FY 23   | FY 24   | FY 25 | FY 26 | Total   |
|-----------------------------------------|-------|-------|-------|-------|-------|--------|---------|---------|-------|-------|---------|
| Design/Planning (Professional Services) |       |       |       |       |       | 35,000 | 100,000 |         |       |       | 135,000 |
| Construction                            |       |       |       |       |       |        |         | 548,300 |       |       | 548,300 |
| Equip/Vehicles/Furnishings              |       |       |       |       |       |        |         | 6,100   |       |       | 6,100   |
| Total                                   |       |       |       |       |       | 35,000 | 100,000 | 554,400 |       |       | 689,400 |
| Funding Sources                         | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22  | FY 23   | FY 24   | FY 25 | FY 26 | Total   |
| Hotel/Motel Tax                         |       |       |       |       |       | 35,000 | 100,000 | 554,400 |       |       | 689,400 |
| Total                                   |       |       |       |       |       | 35,000 | 100,000 | 554,400 |       |       | 689,400 |



# Park16004 – North Barn Restoration

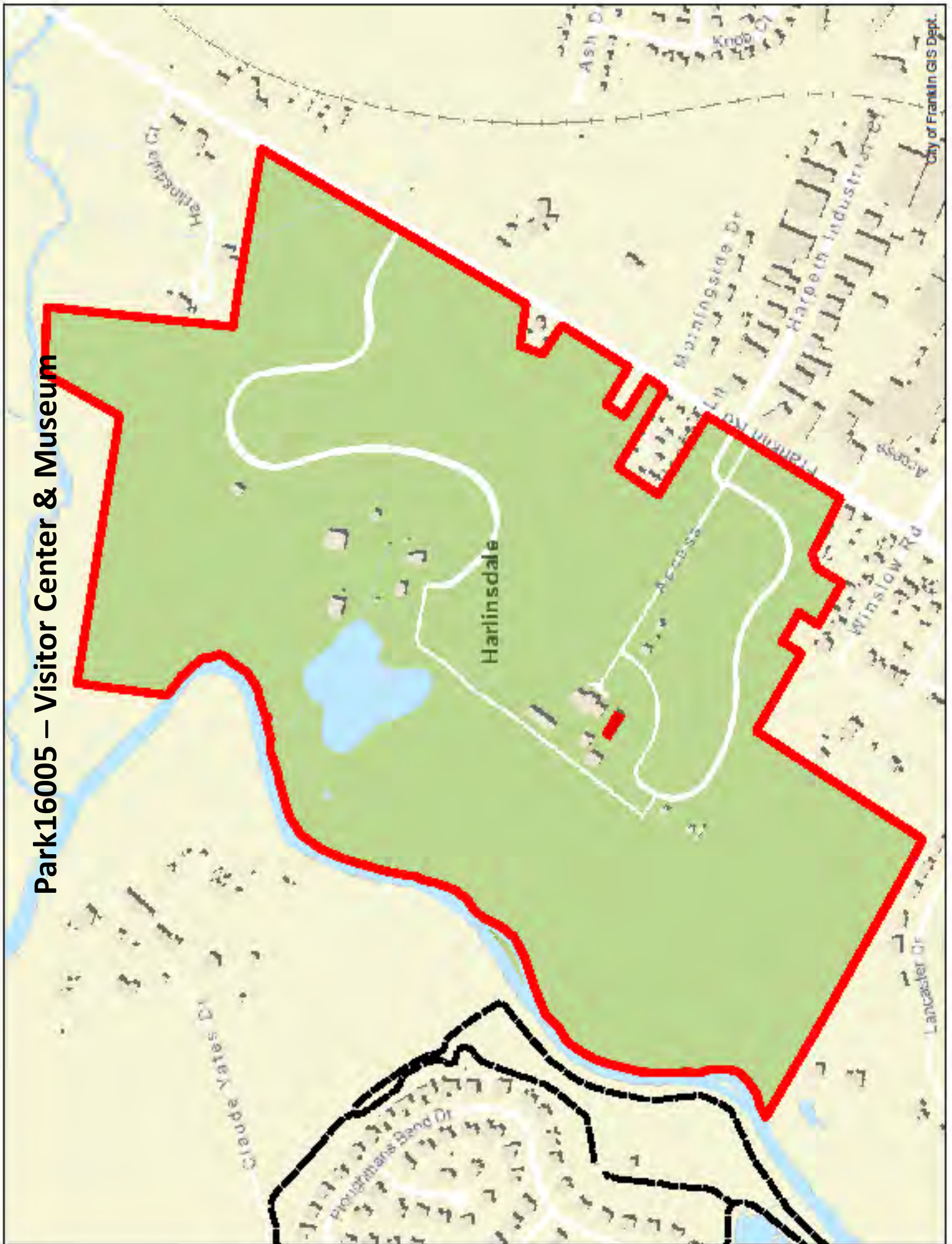




|                                                  |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|--------------------------------------------------|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project # PK16005                                |  | Department Parks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Project Name Harlinsdale Visitor Center & Museum |  | Contact Park Director                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                                                  |  | Type Improvement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|                                                  |  | Useful Life 20+                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                                                  |  | Category Parks and Recreation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|                                                  |  | Priority 2 Star Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                                  |  | Status Pending                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|                                                  |  | Total Cost \$3,100,760                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Description                                      |  | According to the master plan, adaptive reuse of the what was the former power plant building to a permanent visitors' center and museum. The museum will house exhibits and displays that would included instructional videos, a pictorial history of the farm and horses of Williamson County. Share the story of Midnight Sun and along with video-biographies of the Harlin and Hayes family. The museum should represent the history of the entire Harlinsdale Farm property and included the American Indian, Civil War, Power Plan the Inter-Urban Rail System and the connection to the Factory. The visitor's center would utilized as a community rentable space for such functions as Rotary meetings, Friends of Franklin Parks, special events, etc... |
| Justification                                    |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

| Expenditures                            | FY 17 | FY 18 | FY 19 | FY 20  | FY 21   | FY 22     | FY 23   | FY 24  | FY 25 | FY 26 | Total     |
|-----------------------------------------|-------|-------|-------|--------|---------|-----------|---------|--------|-------|-------|-----------|
| Design/Planning (Professional Services) |       |       |       | 86,000 | 100,000 |           |         |        |       |       | 186,000   |
| Construction Engineering / Inspection   |       |       |       |        |         | 95,000    | 567,000 |        |       |       | 662,000   |
| Construction                            |       |       |       |        |         | 2,167,760 |         |        |       |       | 2,167,760 |
| Equip/Vehicles/Furnishings              |       |       |       |        |         |           |         | 85,000 |       |       | 85,000    |
| Total                                   |       |       |       | 86,000 | 100,000 | 2,262,760 | 567,000 | 85,000 |       |       | 3,100,760 |
| Funding Sources                         | FY 17 | FY 18 | FY 19 | FY 20  | FY 21   | FY 22     | FY 23   | FY 24  | FY 25 | FY 26 | Total     |
| Hotel/Motel Tax                         |       |       |       | 86,000 | 100,000 | 2,262,760 | 567,000 | 85,000 |       |       | 3,100,760 |
| Total                                   |       |       |       | 86,000 | 100,000 | 2,262,760 | 567,000 | 85,000 |       |       | 3,100,760 |

**Park16005 – Visitor Center & Museum**



**Department** Parks  
**Contact** Park Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Parks and Recreation  
**Priority** 2 Star Project  
**Status** Pending

**Total Cost** \$342,000

**Project #** PK16006  
**Project Name** Worker House I & II (Harlinsdale)

**Description**  
According to the master plan, a specific use for this facility was not decided. Once funding is available for restoration, a plan should be incorporated into the scope for final design. The houses were utilized by workers on the farm when privately owned. The two structures could be rented or leased to local nonprofits of Williamson County or kept as office space for future farm operations.

**Justification**

| Expenditures                               | FY 17        | FY 18        | FY 19        | FY 20        | FY 21        | FY 22        | FY 23        | FY 24        | FY 25        | FY 26        | Total        |
|--------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Design/Planning<br>(Professional Services) |              |              |              |              |              |              | 92,000       |              |              |              | 92,000       |
| Construction                               |              |              |              |              |              |              |              | 250,000      |              |              | 250,000      |
| <b>Total</b>                               |              |              |              |              |              |              | 92,000       | 250,000      |              |              | 342,000      |
| <b>Funding Sources</b>                     | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
| Hotel/Motel Tax                            |              |              |              |              |              |              | 92,000       | 250,000      |              |              | 342,000      |
| <b>Total</b>                               |              |              |              |              |              |              | 92,000       | 250,000      |              |              | 342,000      |





**Department** Parks  
**Contact** Park Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Parks and Recreation  
**Priority** 1 Star Project  
**Status** Pending

**Description**  
Once known as the "hay barn" on the north side of the property is the perfect setting for repurposing the original structure into an open air pavilion and restroom facility. Adjacent to existing parking areas, the barn would be renovated as an open air pavilion with picnic tables, water and electricity. The area would be open to the general public but also an affordable space for family reunions, birthday parties and private events. The barn is approximately 32' width x 48' length. The proposed restroom would be located on either end of the pavilion once designed. Restrooms would be open year-round.

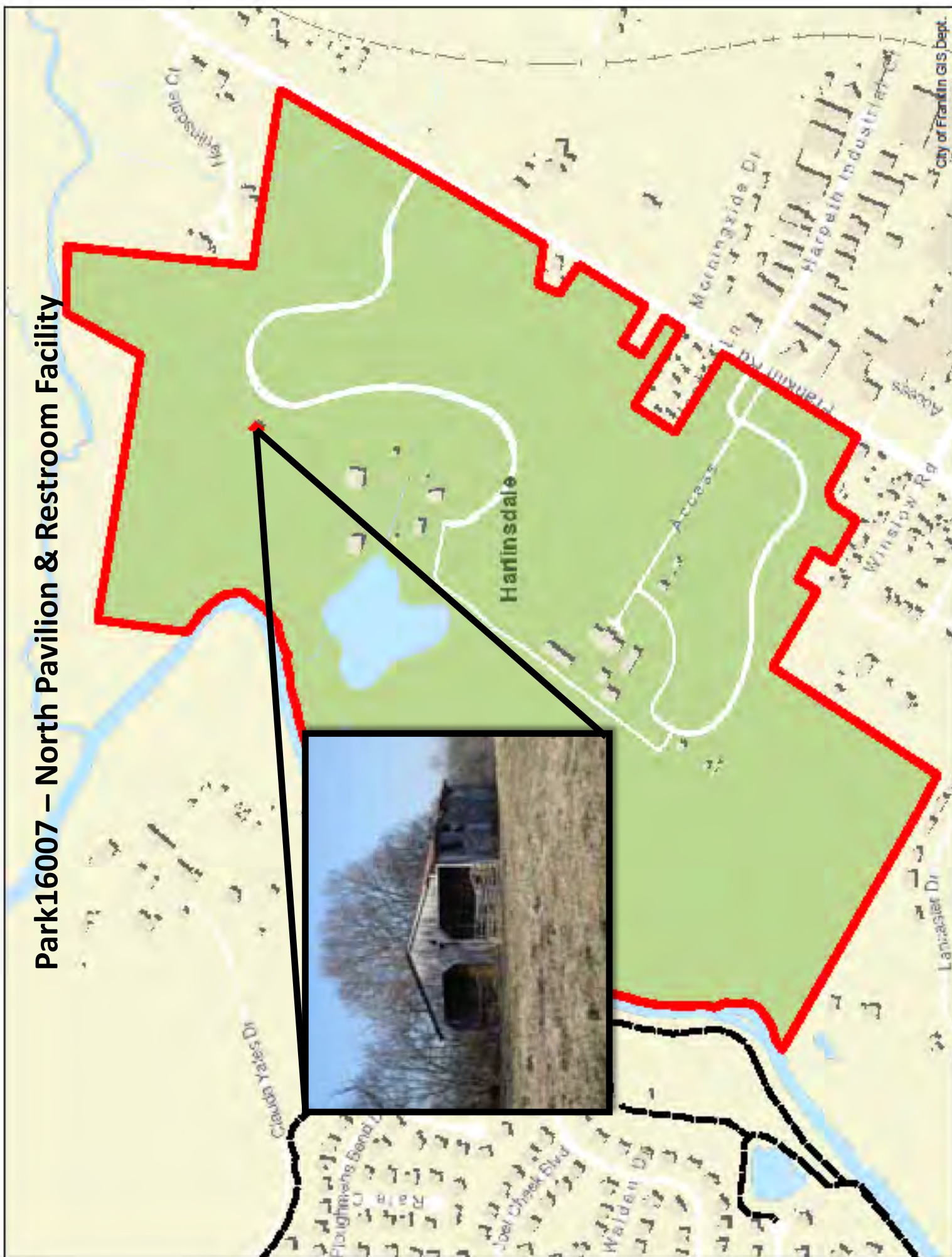
**Justification**

**Total Cost** \$292,500

| Expenditures                            | FY 17        | FY 18        | FY 19        | FY 20        | FY 21        | FY 22        | FY 23        | FY 24        | FY 25        | FY 26        | Total        |
|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Design/Planning (Professional Services) |              |              |              | 40,000       |              |              |              |              |              |              | 40,000       |
| Construction Engineering / Inspection   |              |              |              |              | 247,000      |              |              |              |              |              | 247,000      |
| Equip/Vehicles/Furnishings              |              |              |              |              | 5,500        |              |              |              |              |              | 5,500        |
| <b>Total</b>                            |              |              |              | 40,000       | 252,500      |              |              |              |              |              | 292,500      |
| <b>Funding Sources</b>                  | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
| Hotel/Motel Tax                         |              |              |              | 40,000       | 252,500      |              |              |              |              |              | 292,500      |
| <b>Total</b>                            |              |              |              | 40,000       | 252,500      |              |              |              |              |              | 292,500      |



# Park16007 – North Pavilion & Restroom Facility





Project #

PK16008

Project Name

Jim Warren Park Renovations

Department

Parks

Contact

Park Director

Type

Improvement

Useful Life

20+

Category

Parks and Recreation

Priority

3 Star Project

Status

Pending

Total Cost

\$2,885,000

Description

Jim Warren Park Renovations: FY 2018: Update master plan & Addition to Maintenance Facility; FY 2019: Addition to Maintenance Facility; \$230,00; FY 2020: Demo/Relocate Football Fields; FY 2021: Two 7 - 8 Year Old Baseball Fields Construction; FY 2022: Expand Skatepark; FY 2023: Miracle Field Construction; FY 2024: Universal Playground Construction

Justification

| Expenditures                            | FY 17 | FY 18 | FY 19  | FY 20   | FY 21   | FY 22   | FY 23   | FY 24   | FY 25   | FY 26 | Total     |
|-----------------------------------------|-------|-------|--------|---------|---------|---------|---------|---------|---------|-------|-----------|
| Design/Planning (Professional Services) |       |       |        | 230,000 |         |         |         |         |         |       | 230,000   |
| Construction                            |       |       | 55,000 |         | 100,000 | 600,000 | 400,000 | 750,000 | 750,000 |       | 2,655,000 |
| Total                                   |       |       | 55,000 | 230,000 | 100,000 | 600,000 | 400,000 | 750,000 | 750,000 |       | 2,885,000 |
| Funding Sources                         | FY 17 | FY 18 | FY 19  | FY 20   | FY 21   | FY 22   | FY 23   | FY 24   | FY 25   | FY 26 | Total     |
| Hotel/Motel Tax                         |       |       | 55,000 | 230,000 | 100,000 | 600,000 | 400,000 | 750,000 | 750,000 |       | 2,885,000 |
| Total                                   |       |       | 55,000 | 230,000 | 100,000 | 600,000 | 400,000 | 750,000 | 750,000 |       | 2,885,000 |





Park160008 – Jim Warren Park Renovations

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Project # **PK16009**Project Name **Liberty Park Improvements**

Department Parks  
 Contact Park Director  
 Type Improvement  
 Useful Life 20+  
 Category Parks and Recreation  
 Priority 1 Star Project  
 Status Pending

**Total Cost \$557,000****Description**

Liberty Park Improvements: The first phase of Liberty Park was completed in 2003 with the second phase completed in 2008. Proposed project would complete the additions to the park. The improvements included: two parking lots, tennis courts, basketball court, lighted multipurpose field and a restroom/pavilion combination facility.

**Justification**

| <b>Expenditures</b>                        | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
|--------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Design/Planning<br>(Professional Services) |              |              |              | 68,000       |              |              |              |              |              |              | 68,000       |
| Construction Engineering /<br>Inspection   |              |              |              |              |              | 165,000      |              |              |              |              | 165,000      |
| Construction                               |              |              |              | 310,000      |              |              |              |              |              |              | 310,000      |
| Equip/Vehicles/Furnishings                 |              |              |              | 14,000       |              |              |              |              |              |              | 14,000       |
| <b>Total</b>                               |              |              |              | 68,000       | 324,000      | 165,000      |              |              |              |              | 557,000      |
| <b>Funding Sources</b>                     | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
| Hotel/Motel Tax                            |              |              |              | 68,000       | 324,000      | 165,000      |              |              |              |              | 557,000      |
| <b>Total</b>                               |              |              |              | 68,000       | 324,000      | 165,000      |              |              |              |              | 557,000      |



Park16009 – Liberty Park Improvements





Department Parks

Contact Park Director

Type New

Useful Life 20+

Category Parks and Recreation

Priority 1 Star Project

Status Pending

Total Cost \$600,000

|              |            |
|--------------|------------|
| Project #    | PK16010    |
| Project Name | Splash Pad |

|             |                                                                                                                                                                                                                                                                                 |  |  |  |  |  |  |  |  |  |  |  |
|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| Description | According to the Parks Master Plan, two splash pads were identified by the general public as an amenity within the parks system to be included in the next 10-years. One is being proposed at Pinkerton Park or Jim Warren Park and the other to be identified at a later date. |  |  |  |  |  |  |  |  |  |  |  |
|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|

|               |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------|--|--|--|--|--|--|--|--|--|--|--|--|
| Justification |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------|--|--|--|--|--|--|--|--|--|--|--|--|

| Expenditures        | FY 17 | FY 18   | FY 19 | FY 20 | FY 21 | FY 22   | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|---------------------|-------|---------|-------|-------|-------|---------|-------|-------|-------|-------|---------|
| Construction        |       | 300,000 |       |       |       | 300,000 |       |       |       |       | 600,000 |
| Total               |       | 300,000 |       |       |       | 300,000 |       |       |       |       | 600,000 |
| Funding Sources     | FY 17 | FY 18   | FY 19 | FY 20 | FY 21 | FY 22   | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
| Parkland Dedication |       | 300,000 |       |       |       | 300,000 |       |       |       |       | 600,000 |
| Total               |       | 300,000 |       |       |       | 300,000 |       |       |       |       | 600,000 |

## Park16010 – Splash Pad





|                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  |                                  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------|
| Project #<br>PK16011                                                                                                                                                                                                                                                                                                                                                                                                                                              |  | Department<br>Parks              |
| Project Name<br>Greenway (Aspen Grove to Mack Hatcher)                                                                                                                                                                                                                                                                                                                                                                                                            |  | Contact<br>Park Director         |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  | Type<br>New                      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  | Useful Life<br>20+               |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  | Category<br>Parks and Recreation |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  | Priority<br>3 Star Project       |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  | Status<br>Pending                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |  | Total Cost<br>\$907,255          |
| Description<br>Aspen Grove to Mack Hatcher was identified in the Parks Master Plan as 1/2 mile greenway connection that will link pedestrians from the Cool Springs area potentially be utilizing Mack Hatcher's multipurpose pathway to Harlinsdale Farm and ultimately to the historic downtown. Land acquisition, design and construction will be part of constructing this missing link to the existing greenway to Aspen Grove Park in the Cool Spring area. |  |                                  |
| Justification                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |                                  |

| Expenditures                            | FY 17   | FY 18   | FY 19   | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|-----------------------------------------|---------|---------|---------|-------|-------|-------|-------|-------|-------|-------|---------|
| Design/Planning (Professional Services) | 136,336 |         |         |       |       |       |       |       |       |       | 136,336 |
| ROW and Easements                       |         | 225,819 |         |       |       |       |       |       |       |       | 225,819 |
| Construction                            |         |         | 545,100 |       |       |       |       |       |       |       | 545,100 |
| Total                                   | 136,336 | 225,819 | 545,100 |       |       |       |       |       |       |       | 907,255 |
| Funding Sources                         | FY 17   | FY 18   | FY 19   | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
| Parkland Dedication                     | 136,336 | 225,819 | 545,100 |       |       |       |       |       |       |       | 907,255 |
| Total                                   | 136,336 | 225,819 | 545,100 |       |       |       |       |       |       |       | 907,255 |

Park160111 - Greenway (Aspen Grove to Mack Hatcher)





Department Parks

Contact Park Director

Type New

Useful Life 20+

Category Parks and Recreation

Priority 3 Star Project

Status Pending

Total Cost \$5,710,126

|              |                                      |
|--------------|--------------------------------------|
| Project #    | PK16012                              |
| Project Name | Greenway (Pinkerton to Bicentennial) |

|               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |  |  |  |  |  |  |  |  |  |  |
|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| Description   | From the existing trails at Pinkerton Park, the Greenway would head north and west along the banks of the Harpeth River, this time hugging a small shelf below Fort Granger Park as the trail approaches Downtown Franklin. City-owned property on the north side of the Harpeth and the Battleground Academy property provide trailhead opportunities. A crosswalk over Franklin Road would be required and these would connect via sidewalk to Downtown Franklin. The Greenway continues west along the north bank of the Harpeth until it is across the Harpeth River from Bicentennial Park which connects into existing trails within Bicentennial Park along the Harpeth River to the Williamson County Recreation Center. Potential trailhead and kiosk with permeable parking at city owned property on Daniels Drive. |  |  |  |  |  |  |  |  |  |  |  |
| Justification |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |  |  |  |  |  |  |  |  |  |  |

| Expenditures                            | FY 17 | FY 18   | FY 19   | FY 20     | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|-----------------------------------------|-------|---------|---------|-----------|-------|-------|-------|-------|-------|-------|-----------|
| Design/Planning (Professional Services) |       | 551,817 |         |           |       |       |       |       |       |       | 551,817   |
| ROW and Easements                       |       |         | 425,419 |           |       |       |       |       |       |       | 425,419   |
| Construction Engineering / Inspection   |       |         |         | 459,847   |       |       |       |       |       |       | 459,847   |
| Construction                            |       |         |         | 4,273,043 |       |       |       |       |       |       | 4,273,043 |
| Total                                   |       | 551,817 | 425,419 | 4,732,890 |       |       |       |       |       |       | 5,710,126 |
| Funding Sources                         | FY 17 | FY 18   | FY 19   | FY 20     | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
| Parkland Dedication                     |       | 551,817 | 425,419 | 4,732,890 |       |       |       |       |       |       | 5,710,126 |
| Total                                   |       | 551,817 | 425,419 | 4,732,890 |       |       |       |       |       |       | 5,710,126 |



Park 16012 - (Pinkerton Park to Bicentennial Park)





Project # **PK16013**Project Name **Greenway & Bridge (Harlinsdale to Fulton Greer)**Department **Parks**Contact **Park Director**Type **New**Useful Life **20+**Category **Parks and Recreation**Priority **3 Star Project**Status **Pending**Total Cost **\$652,944****Description**

This trail segment connects large sections of existing trails maintained by Williamson County Parks and Recreation, formerly Chestnut Bend HOA through open space along the Harpeth and Williamson County trails through Cheek Park and Judge Fulton Greer Park. A bridge to connect the internal trails at the Park at Harlinsdale to the existing Chestnut Bend trails. Sign kiosk, trailhead at Harlinsdale, Cheek Park and at Judge Fulton Greer locations.

**Justification**

| <b>Expenditures</b>                        | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
|--------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Design/Planning<br>(Professional Services) |              |              |              |              | 110,000      |              |              |              |              |              | 110,000      |
| Construction Engineering /<br>Inspection   |              |              |              |              |              | 537,900      |              |              |              |              | 537,900      |
| Equip/Vehicles/Furnishings                 |              |              |              |              |              | 5,044        |              |              |              |              | 5,044        |
| <b>Total</b>                               |              |              |              |              | 110,000      | 542,944      |              |              |              |              | 652,944      |
| <b>Funding Sources</b>                     | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
| Parkland Dedication                        |              |              |              |              | 110,000      | 542,944      |              |              |              |              | 652,944      |
| <b>Total</b>                               |              |              |              |              | 110,000      | 542,944      |              |              |              |              | 652,944      |

Park16013 - Greenway (Harlinsdale to Cheek & Fulton Greer Park)



CITY OF FARMINGDALE



**Department** Parks  
**Contact** Park Director  
**Type** New  
**Useful Life** 20+  
**Category** Parks and Recreation  
**Priority** 4 Star Project  
**Status** Pending

**Total Cost** \$13,200,000

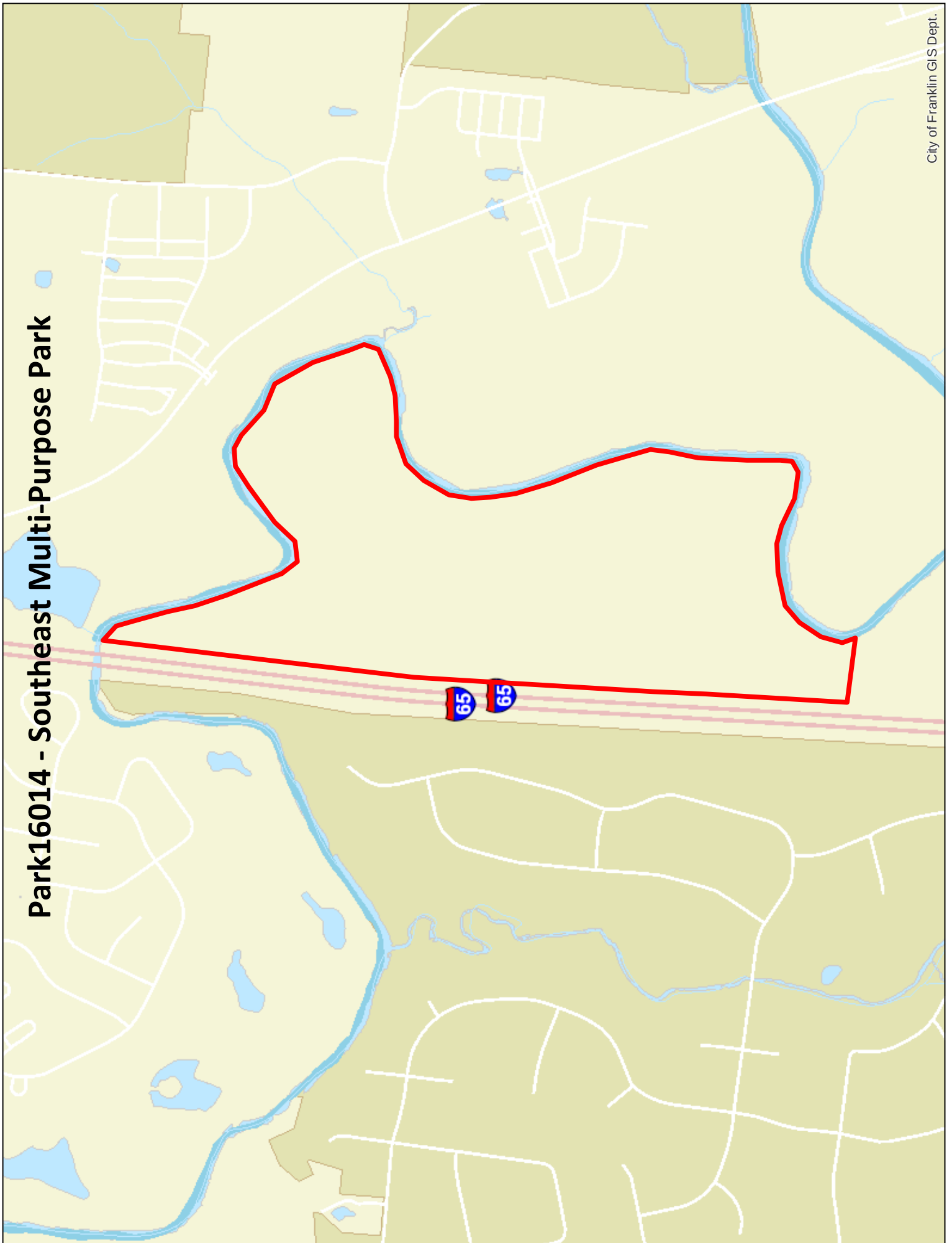
**Project #** PK16014  
**Project Name** East/Southeast Multipurpose Park

**Description**  
This section of greenway will transition to a multi-use pathway in certain sections. The trail will connect to the proposed Mack Hatcher multi-use pathway in the future. The intersection of Mack Hatcher and Lewisburg Pike will be particularly difficult to manage but an at-grade crossing is proposed at this traffic light. From Mack Hatcher, the trail will continue south along Lewisburg Pike until it heads east near the intersection of Donelson Creek Parkway along the southern edge of the Waters Edge development to the Harpeth River. The trail will again say along the south side of the Harpeth until Five Mile Creek. A bridge crossing to the East side of Five Mile Creek provides an opportunity to connect via easements south to Berry Farms.

**Justification**

| Expenditures                            | FY 17     | FY 18     | FY 19     | FY 20     | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total      |
|-----------------------------------------|-----------|-----------|-----------|-----------|-------|-------|-------|-------|-------|-------|------------|
| Design/Planning (Professional Services) | 1,200,000 |           |           |           |       |       |       |       |       |       | 1,200,000  |
| Construction                            |           | 4,000,000 | 4,000,000 | 4,000,000 |       |       |       |       |       |       | 12,000,000 |
| Total                                   | 1,200,000 | 4,000,000 | 4,000,000 | 4,000,000 |       |       |       |       |       |       | 13,200,000 |
| Funding Sources                         | FY 17     | FY 18     | FY 19     | FY 20     | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total      |
| Parkland Dedication                     | 1,200,000 | 4,000,000 | 4,000,000 | 4,000,000 |       |       |       |       |       |       | 13,200,000 |
| Total                                   | 1,200,000 | 4,000,000 | 4,000,000 | 4,000,000 |       |       |       |       |       |       | 13,200,000 |

**Park16014 - Southeast Multi-Purpose Park**



**Department** Parks  
**Contact** Park Director  
**Type** New  
**Useful Life** 20+  
**Category** Parks and Recreation  
**Priority** 4 Star Project  
**Status** Active

**Total Cost** \$1,616,292

**Project #** PK16015  
**Project Name** Carter's Hill Battlefield Park

**Description**

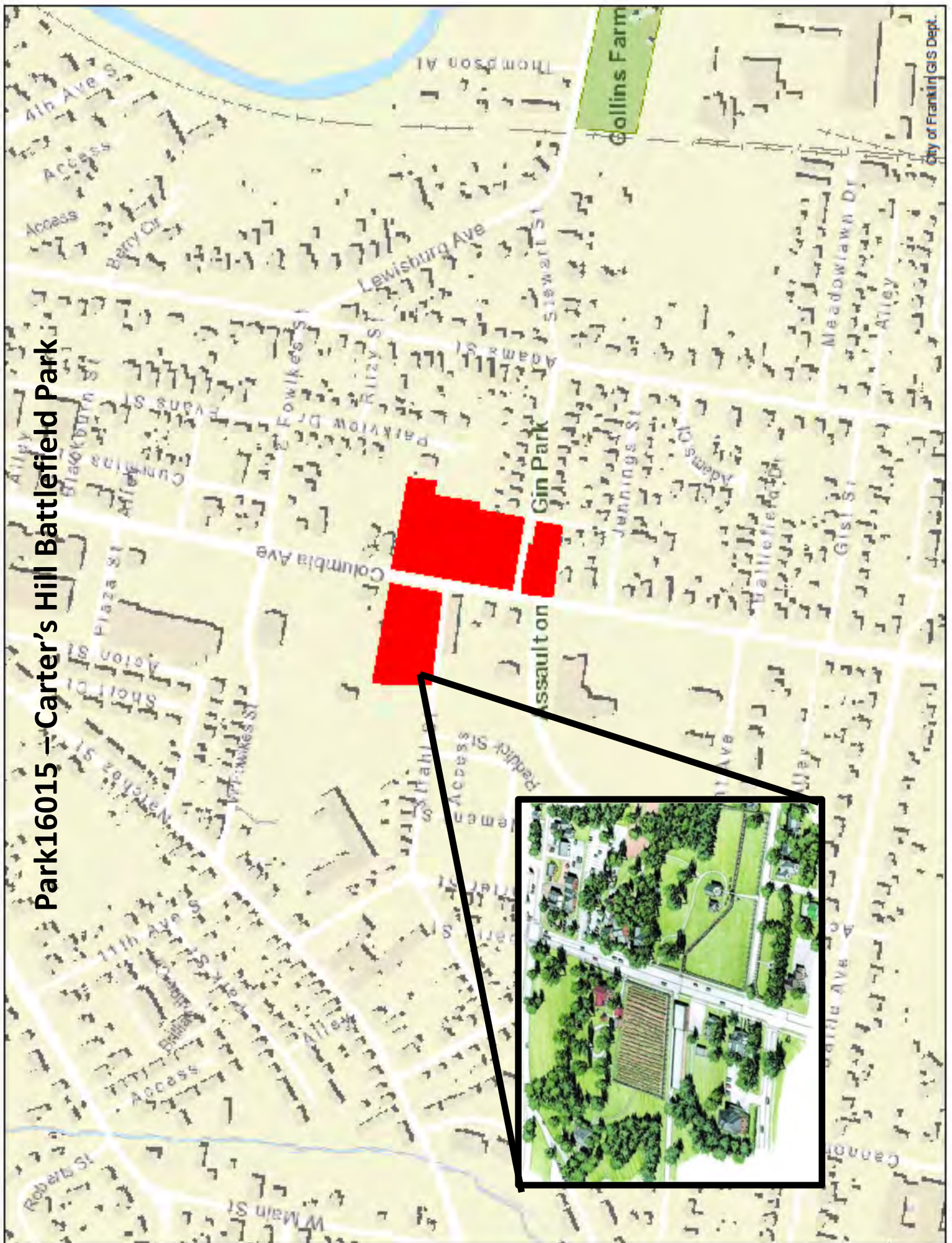
The plan recommends that the City develop, maintain, and provide capital funds for approximately 18 acres of American Civil War battlefield land. The property is located along Columbia Ave (US Hwy 31), generally running between East Fowlkes Street and Strahl Street on the west side of Columbia Avenue and running immediately south by Cleburne Street on the east side of Columbia. In November 2014, community leaders from the battlefield preservation groups approached the City with a proposal that in exchange for \$1.5 million from the City, the City would receive 11 properties valued at \$6.97 million. Several improvements that would initially be made include a crosswalk on Columbia Avenue, split rail fencing, trails, trash receptacles, interpretive signage, a gravel parking area, electrical work, water to the site, and landscaping.

**Justification**

| Expenditures      | FY 17   | FY 18   | FY 19   | FY 20   | FY 21   | FY 22   | FY 23   | FY 24   | FY 25 | FY 26 | Total     |
|-------------------|---------|---------|---------|---------|---------|---------|---------|---------|-------|-------|-----------|
| ROW and Easements | 214,286 | 214,286 | 214,286 | 214,286 | 214,286 | 214,286 | 214,286 | 214,286 |       |       | 1,500,002 |
| Construction      | 58,145  | 58,145  |         |         |         |         |         |         |       |       | 116,290   |
| <b>Total</b>      | 272,431 | 272,431 | 214,286 | 214,286 | 214,286 | 214,286 | 214,286 | 214,286 |       |       | 1,616,292 |
| Funding Sources   | FY 17   | FY 18   | FY 19   | FY 20   | FY 21   | FY 22   | FY 23   | FY 24   | FY 25 | FY 26 | Total     |
| Hotel/Motel Tax   | 272,431 | 272,431 | 214,286 | 214,286 | 214,286 | 214,286 | 214,286 | 214,286 |       |       | 1,616,292 |
| <b>Total</b>      | 272,431 | 272,431 | 214,286 | 214,286 | 214,286 | 214,286 | 214,286 | 214,286 |       |       | 1,616,292 |



**Park16015 – Carter's Hill Battlefield Park**



|              |                    |
|--------------|--------------------|
| Project #    | PK16016            |
| Project Name | Lockwood Glen Park |

Department Parks  
Contact Park Director  
Type New  
Useful Life 20+  
Category Parks and Recreation  
Priority 2 Star Project  
Status Pending

Total Cost \$210,750

|               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  |  |  |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| Description   | In 2015, the City entered into a Professional Service Agreement with Edge Planning Landscape Architecture & Urban Design to provide design services for the approximately 80 acre Lockwood Glen Park. Edge will be providing a final master plan for the park as the City of Franklin and Crescent Communities assume responsibility in for the total cost of the master plan. The goal is to develop a working plan that can be considered a passive public park in the near future. Located adjacent to the Carothers's South Parkway. Part of the plan will include programming the 12-acre lake, public parking areas, public restrooms and walking trails around the Harpeth and the property. |  |  |  |  |  |  |  |  |  |  |  |
| Justification |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  |  |  |

| Expenditures                            | FY 17  | FY 18   | FY 19   | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|-----------------------------------------|--------|---------|---------|-------|-------|-------|-------|-------|-------|-------|---------|
| Design/Planning (Professional Services) | 10,750 |         |         |       |       |       |       |       |       |       | 10,750  |
| Construction                            |        | 100,000 | 100,000 |       |       |       |       |       |       |       | 200,000 |
| Total                                   | 10,750 | 100,000 | 100,000 |       |       |       |       |       |       |       | 210,750 |
| Funding Sources                         | FY 17  | FY 18   | FY 19   | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
| Parkland Dedication                     | 10,750 | 100,000 | 100,000 |       |       |       |       |       |       |       | 210,750 |
| Total                                   | 10,750 | 100,000 | 100,000 |       |       |       |       |       |       |       | 210,750 |



Park16016 - Lockwood Glen Park

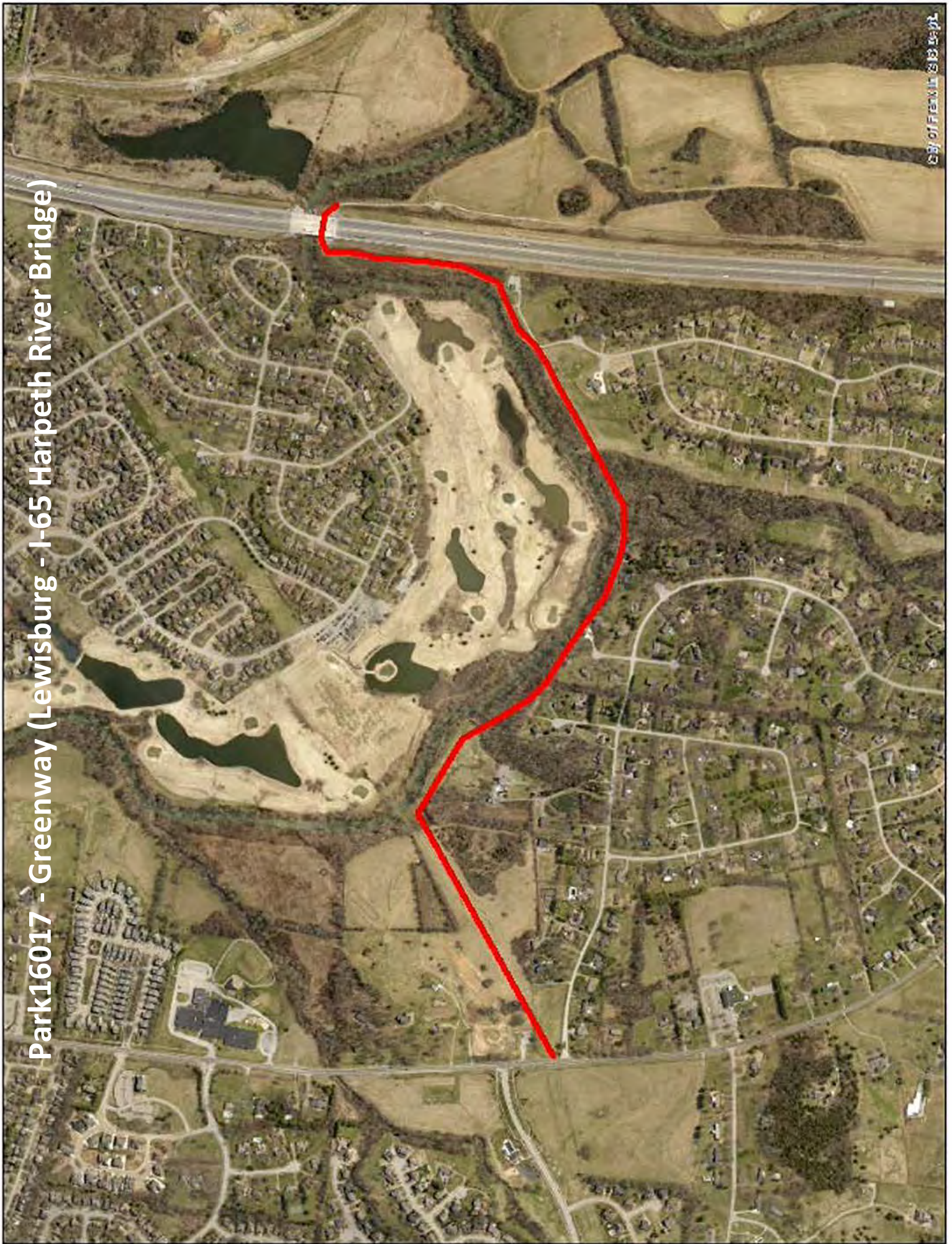


|                      |                                                                                                                                                                                                                                                                                                                               |                    |                      |
|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|----------------------|
| <b>Project #</b>     | <b>PK16017</b>                                                                                                                                                                                                                                                                                                                | <b>Department</b>  | Parks                |
| <b>Project Name</b>  | <b>Greenway (Lewisburg to I-65/Harpeth River)</b>                                                                                                                                                                                                                                                                             | <b>Contact</b>     | Park Director        |
|                      |                                                                                                                                                                                                                                                                                                                               | <b>Type</b>        | New                  |
|                      |                                                                                                                                                                                                                                                                                                                               | <b>Useful Life</b> | 20+                  |
|                      |                                                                                                                                                                                                                                                                                                                               | <b>Category</b>    | Parks and Recreation |
|                      |                                                                                                                                                                                                                                                                                                                               | <b>Priority</b>    | 1 Star Project       |
|                      |                                                                                                                                                                                                                                                                                                                               | <b>Status</b>      | Pending              |
|                      |                                                                                                                                                                                                                                                                                                                               | <b>Total Cost</b>  | \$3,300,000          |
| <b>Description</b>   | The trail will connect to the proposed Mack Hatcher and Lewisburg Pike multi-use pathway in the future. The trail will start at the intersection of Donelson Creek Parkway and Lewisburg Pike and extend through the Riverbluff Subdivision and parallel the Harpeth River until it reaches the Harpeth River Bridge at I-65. |                    |                      |
| <b>Justification</b> |                                                                                                                                                                                                                                                                                                                               |                    |                      |

| Expenditures                            | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24   | FY 25   | FY 26     | Total     |
|-----------------------------------------|-------|-------|-------|-------|-------|-------|-------|---------|---------|-----------|-----------|
| Design/Planning (Professional Services) |       |       |       |       |       |       |       | 150,000 |         |           | 150,000   |
| ROW and Easements                       |       |       |       |       |       |       |       |         | 500,000 |           | 500,000   |
| Construction Engineering / Inspection   |       |       |       |       |       |       |       |         |         | 150,000   | 150,000   |
| Construction                            |       |       |       |       |       |       |       |         |         | 2,500,000 | 2,500,000 |
| <b>Total</b>                            |       |       |       |       |       |       |       | 150,000 | 500,000 | 2,650,000 | 3,300,000 |
| Funding Sources                         | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24   | FY 25   | FY 26     | Total     |
| Parkland Dedication                     |       |       |       |       |       |       |       | 150,000 | 500,000 |           | 3,300,000 |
| <b>Total</b>                            |       |       |       |       |       |       |       | 150,000 | 500,000 | 2,650,000 | 3,300,000 |



Park16017 - Greenway (Lewisburg - I-65 Harpeth River Bridge)





Department Parks  
Contact Park Director  
Type Improvement  
Useful Life 20+  
Category Parks and Recreation  
Priority 3 Star Project  
Status Pending

|              |                                         |
|--------------|-----------------------------------------|
| Project #    | PK16018                                 |
| Project Name | Eastern Flank Circle (Loop Road) Repair |

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| Expenditures    | FY 17   | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|-----------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|
| Construction    | 130,000 |       |       |       |       |       |       |       |       |       | 130,000 |
| Total           | 130,000 |       |       |       |       |       |       |       |       |       | 130,000 |
| Funding Sources | FY 17   | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
| Hotel/Motel Tax | 130,000 |       |       |       |       |       |       |       |       |       | 130,000 |
| Total           | 130,000 |       |       |       |       |       |       |       |       |       | 130,000 |





**Park16018 – Eastern Flank Circle Repair**

Project #  
Project Name

PK16019  
Harlinsdale Farm Interurban Trail Connection

Department  
Contact  
Type  
Useful Life  
Category  
Priority  
Status

Parks  
Park Director  
Improvement  
20+  
Parks and Recreation  
2 Star Project  
Pending

Total Cost

\$128,000

Description

Perform the final connection from the north to the south end of the property. The area once housed the interurban rail system from Nashville to Franklin. Will allow for pedestrian and vehicular (pre & post special events) movement through the site for ADA access. The roadway would serve as part of the interconnectivity within the park and will be limited to 12' wide only.

Justification

| Expenditures    | FY 17   | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|-----------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|
| Construction    | 128,000 |       |       |       |       |       |       |       |       |       | 128,000 |
| Total           | 128,000 |       |       |       |       |       |       |       |       |       | 128,000 |
| Funding Sources | FY 17   | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
| Hotel/Motel Tax | 128,000 |       |       |       |       |       |       |       |       |       | 128,000 |
| Total           | 128,000 |       |       |       |       |       |       |       |       |       | 128,000 |





Park16019 - Harlinsdale Farm Interurban Trail



Department Parks  
Contact Park Director  
Type Improvement  
Useful Life 20+  
Category Parks and Recreation  
Priority 4 Star Project  
Status Active

Total Cost \$1,905,000

Project # PK16020  
Project Name Bicentennial Park Schematic Design & Construction

Description Located at 214 N. Margin St.: Update the current 2008 master plan and design for construction of a paving system or ground cover for the park surrounding the Bicentennial park pavilion, east side of the park and the Worley property if purchased by the City. Design and prepare construction documents to include but not limited to soil testing, stormwater management needs, vehicular load requirements, local regulations and flood restrictions. Project areas are highlighted.

Justification

| Expenditures                            | FY 17   | FY 18   | FY 19   | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|-----------------------------------------|---------|---------|---------|-------|-------|-------|-------|-------|-------|-------|-----------|
| Design/Planning (Professional Services) | 145,000 |         |         |       |       |       |       |       |       |       | 145,000   |
| Construction Engineering / Inspection   |         | 100,000 | 100,000 |       |       |       |       |       |       |       | 200,000   |
| Construction                            |         | 780,000 | 780,000 |       |       |       |       |       |       |       | 1,560,000 |
| Total                                   | 145,000 | 880,000 | 880,000 |       |       |       |       |       |       |       | 1,905,000 |
| Funding Sources                         | FY 17   | FY 18   | FY 19   | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
| Hotel/Motel Tax                         | 145,000 | 880,000 | 880,000 |       |       |       |       |       |       |       | 1,905,000 |
| Total                                   | 145,000 | 880,000 | 880,000 |       |       |       |       |       |       |       | 1,905,000 |



# **CAPITAL IMPROVEMENT PLAN FY2017-2026**

## **Project Sheets – Public Utilities**



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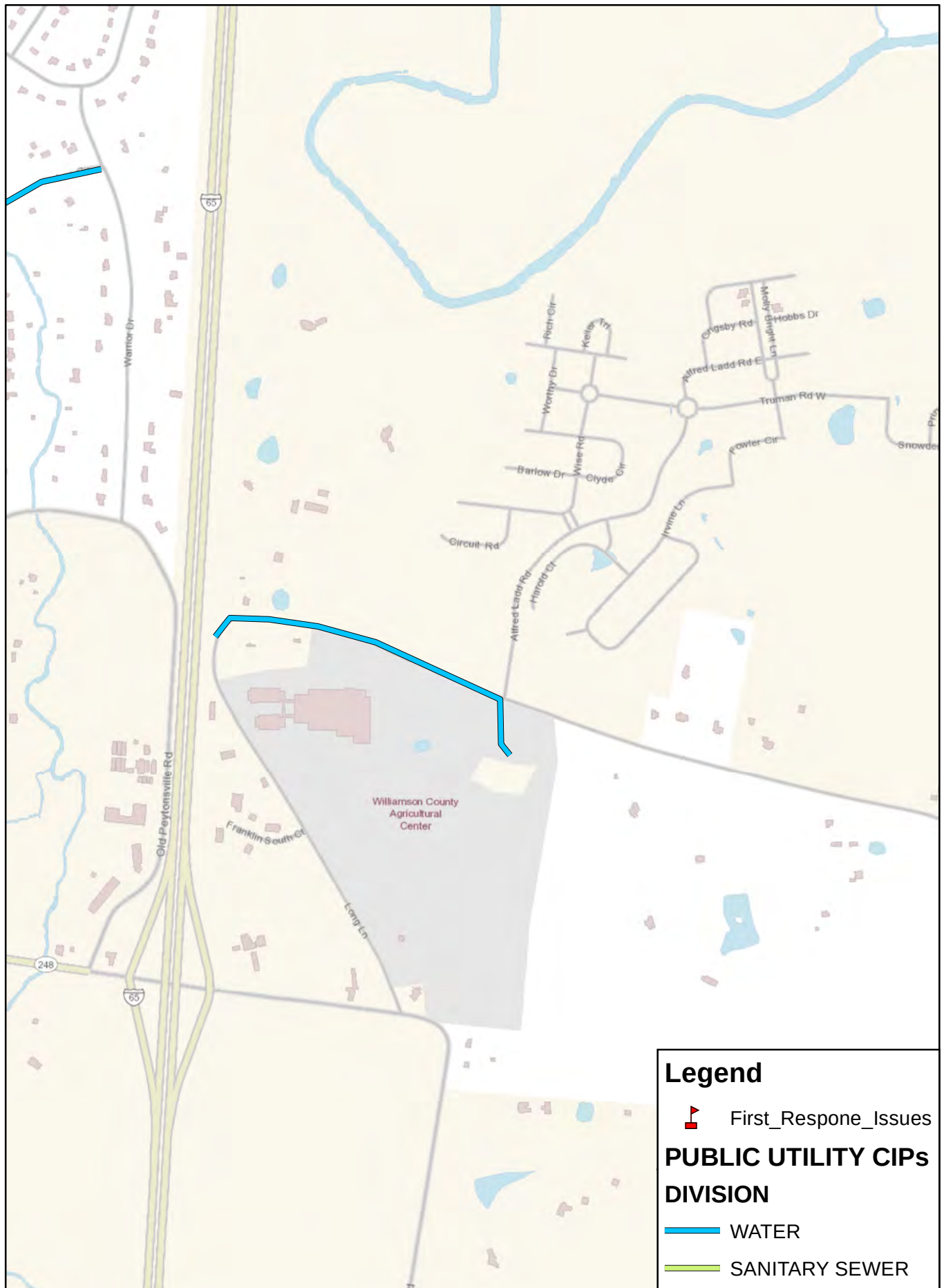
**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 1 Star Project  
**Status** Pending

**Project #** WM16001  
**Project Name** 16" Water Line Long Lane Connector

**Total Cost** \$2,170,000

| Description                                                                                        |
|----------------------------------------------------------------------------------------------------|
| 16" Water Main from I-65 to Long Lane Resevor                                                      |
| Justification                                                                                      |
| Provide adequate domestic and fire flow to the Goose Creek Area for future and existing customers. |

| Expenditures                            | FY 17   | FY 18  | FY 19     | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|-----------------------------------------|---------|--------|-----------|-------|-------|-------|-------|-------|-------|-------|-----------|
| Design/Planning (Professional Services) | 120,000 |        |           |       |       |       |       |       |       |       | 120,000   |
| ROW and Easements                       |         | 50,000 |           |       |       |       |       |       |       |       | 50,000    |
| Construction                            |         |        | 2,000,000 |       |       |       |       |       |       |       | 2,000,000 |
| <b>Total</b>                            | 120,000 | 50,000 | 2,000,000 |       |       |       |       |       |       |       | 2,170,000 |
| Funding Sources                         | FY 17   | FY 18  | FY 19     | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
| Water Capacity                          | 60,000  | 25,000 | 1,000,000 |       |       |       |       |       |       |       | 1,085,000 |
| Water Renewal                           | 60,000  | 25,000 | 1,000,000 |       |       |       |       |       |       |       | 1,085,000 |
| <b>Total</b>                            | 120,000 | 50,000 | 2,000,000 |       |       |       |       |       |       |       | 2,170,000 |



WM16001



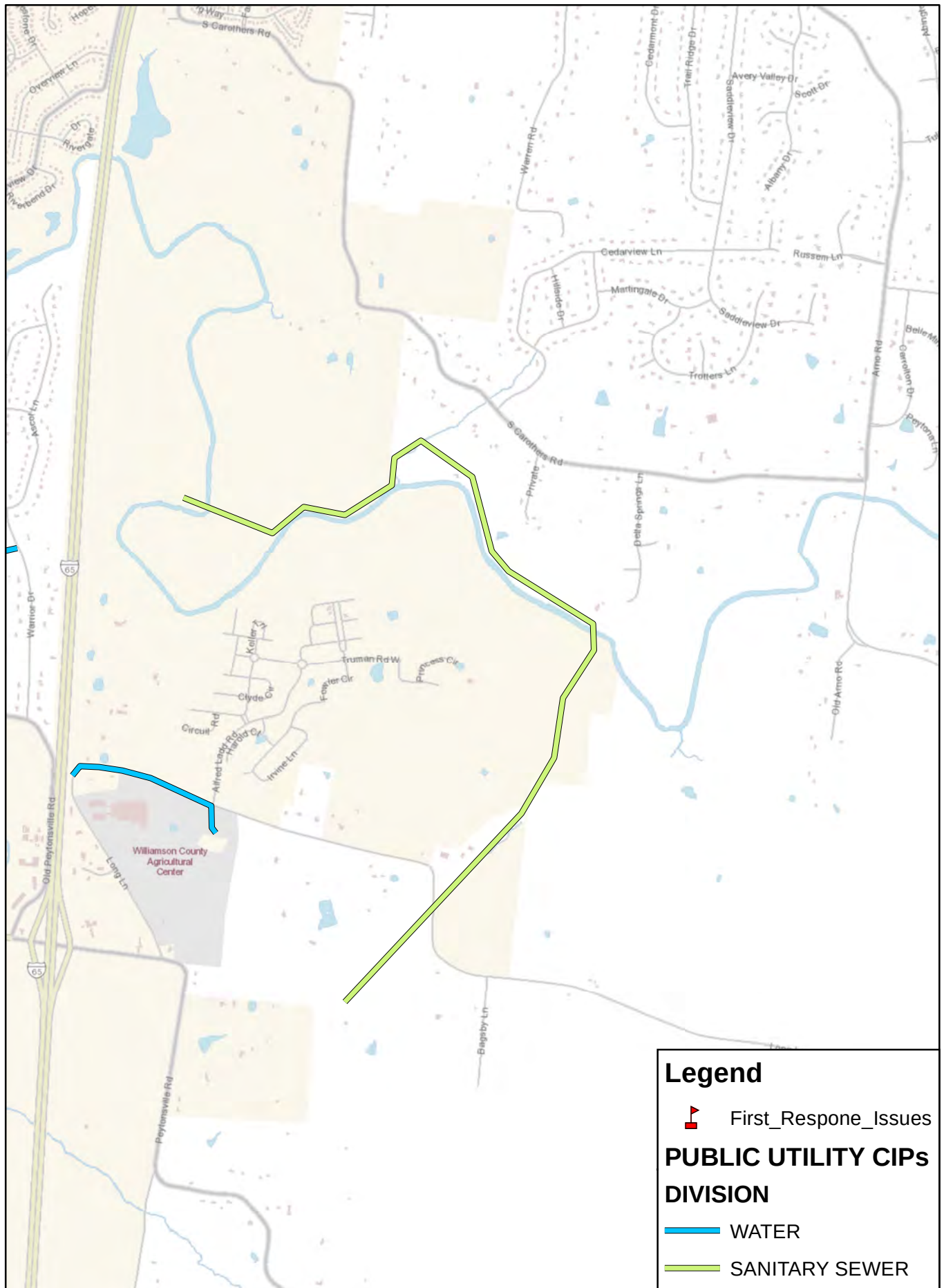
|              |                           |
|--------------|---------------------------|
| Project #    | WM16002                   |
| Project Name | Bishop Branch Interceptor |

Department Water Management  
Contact Water Management Director  
Type New  
Useful Life 20+  
Category Public Utilities  
Priority 1 Star Project  
Status Pending

Total Cost \$3,810,000

|               |                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  |  |  |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| Description   | Future Development is anticipated on the east side of the Goos Creek Interchange. When this area develops we will need to extend gravity sewer from the Ladd Park interceptor down Bishop Branch. The extension is approximately 12,000 LF. |  |  |  |  |  |  |  |  |  |  |  |
| Justification | This area has great economic development potential. The Ladd Park Interceptor does not have the capacity to handle dense development.                                                                                                       |  |  |  |  |  |  |  |  |  |  |  |

| Expenditures                            | FY 17 | FY 18 | FY 19 | FY 20   | FY 21   | FY 22     | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|-----------------------------------------|-------|-------|-------|---------|---------|-----------|-------|-------|-------|-------|-----------|
| Design/Planning (Professional Services) |       |       |       | 230,000 |         |           |       |       |       |       | 230,000   |
| ROW and Easements                       |       |       |       |         | 500,000 |           |       |       |       |       | 500,000   |
| Construction Engineering / Inspection   |       |       |       |         |         | 80,000    |       |       |       |       | 80,000    |
| Construction                            |       |       |       |         |         | 3,000,000 |       |       |       |       | 3,000,000 |
| Total                                   |       |       |       | 230,000 | 500,000 | 3,080,000 |       |       |       |       | 3,810,000 |
| Funding Sources                         | FY 17 | FY 18 | FY 19 | FY 20   | FY 21   | FY 22     | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
| Wastewater Capacity                     |       |       |       | 230,000 | 500,000 | 3,080,000 |       |       |       |       | 3,810,000 |
| Total                                   |       |       |       | 230,000 | 500,000 | 3,080,000 |       |       |       |       | 3,810,000 |



WM16002

**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 4 Star Project  
**Status** Active

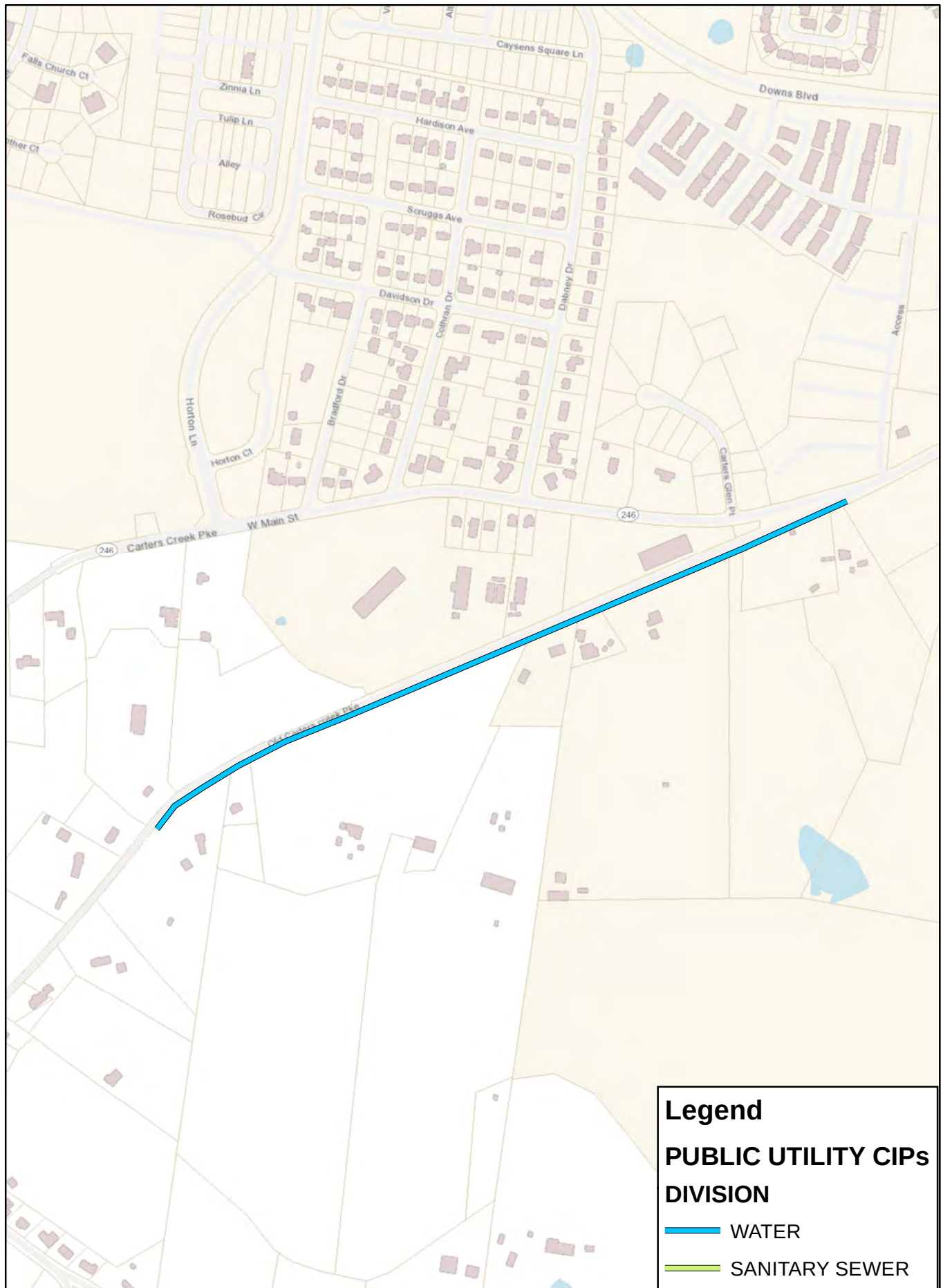
**Total Cost** \$559,498

|                     |                                                      |
|---------------------|------------------------------------------------------|
| <b>Project #</b>    | <b>WM16003</b>                                       |
| <b>Project Name</b> | <b>Old Carters Creek Pike Water Line Replacement</b> |

|                      |                                                                                                                                |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|--------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <b>Description</b>   | Replacement of approximately 3,200 LF of 6" cast iron water line from West Main Street to terminus of Franklin's water system. |  |  |  |  |  |  |  |  |  |  |  |
| <b>Justification</b> | Line is over 60 years old. The project will improve water loss, water age, fire flow and water quality.                        |  |  |  |  |  |  |  |  |  |  |  |

| <b>Prior</b> | <b>Expenditures</b>    | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
|--------------|------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 79,498       | Construction           | 480,000      |              |              |              |              |              |              |              |              |              | 480,000      |
| <b>Total</b> |                        | 480,000      |              |              |              |              |              |              |              |              |              | 480,000      |
| <b>Prior</b> | <b>Funding Sources</b> | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
| 79,498       | Water Renewal          | 480,000      |              |              |              |              |              |              |              |              |              | 480,000      |
| <b>Total</b> |                        | 480,000      |              |              |              |              |              |              |              |              |              | 480,000      |





WM16003

**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 4 Star Project  
**Status** Active

|                     |                                                        |
|---------------------|--------------------------------------------------------|
| <b>Project #</b>    | <b>WM16004</b>                                         |
| <b>Project Name</b> | <b>Sanitary Sewer Priority Rehabilitation Projects</b> |

|                                                                                                                           |                   |
|---------------------------------------------------------------------------------------------------------------------------|-------------------|
| <b>Description</b>                                                                                                        | <b>Total Cost</b> |
| Rehabilitation of approximately 525 LF of 8" sanitary sewer line and one manhole along Glass Lane.                        | \$85,000          |
| Rehabilitation of approximately 325 LF of 8" sanitary sewer line and one manhole at 1338 West Main Street.                |                   |
| Rehabilitation of approximately 237 LF of 8" sanitary sewer line and two manholes at 1361 Columbia Avenue.                |                   |
| Rehabilitation of approximately 559 LF of 8" sanitary sewer line and one manhole at Battlefield Drive to Jennings Street. |                   |
| Rehabilitation of approximately 170 LF of 10" sanitary sewer line and two manholes at 330 11th Avenue North.              |                   |

|                                                                                        |
|----------------------------------------------------------------------------------------|
| <b>Justification</b>                                                                   |
| Lines and manholes have structural defects and are subject to infiltration and inflow. |

| <b>Expenditures</b>    | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
|------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Construction           | 85,000       |              |              |              |              |              |              |              |              |              | 85,000       |
| <b>Total</b>           | 85,000       |              |              |              |              |              |              |              |              |              | 85,000       |
| <b>Funding Sources</b> | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
| Wastewater Renewal     | 85,000       |              |              |              |              |              |              |              |              |              | 85,000       |
| <b>Total</b>           | 85,000       |              |              |              |              |              |              |              |              |              | 85,000       |

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**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 4 Star Project  
**Status** Pending

**Total Cost** \$1,320,000

**Project #** WM16005  
**Project Name** Adams Street Infrastructure Improvements

|                                                                                                                                                                                                                                                     |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>Description</b>                                                                                                                                                                                                                                  |  |
| Replacement of 2,875 LF of water line. Size to be determined during design.                                                                                                                                                                         |  |
| Replacement of 2,875 LF of sanitary sewer line. Size to be determined during design.                                                                                                                                                                |  |
| Anticipate both projects are entirely renewal versus capacity.                                                                                                                                                                                      |  |
| <b>Justification</b>                                                                                                                                                                                                                                |  |
| Lines are approximately 60 years old and have served their useful life. Area has been subject to pressure, disinfection residuals, and flow issues on water line. Sanitary sewer is subject to infiltration and inflow and occasional obstructions. |  |

| Expenditures                            | FY 17 | FY 18     | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total        |
|-----------------------------------------|-------|-----------|-------|-------|-------|-------|-------|-------|-------|-------|--------------|
| Design/Planning (Professional Services) |       | 105,000   |       |       |       |       |       |       |       |       | 105,000      |
| Construction Engineering / Inspection   |       | 40,000    |       |       |       |       |       |       |       |       | 40,000       |
| Construction                            |       | 1,175,000 |       |       |       |       |       |       |       |       | 1,175,000    |
| <b>Total</b>                            |       | 1,320,000 |       |       |       |       |       |       |       |       | 1,320,000    |
| <b>Funding Sources</b>                  | FY 17 | FY 18     | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | <b>Total</b> |
| Water Renewal                           |       | 510,000   |       |       |       |       |       |       |       |       | 510,000      |
| Wastewater Renewal                      |       | 810,000   |       |       |       |       |       |       |       |       | 810,000      |
| <b>Total</b>                            |       | 1,320,000 |       |       |       |       |       |       |       |       | 1,320,000    |



WM16005

**Department** Water Management  
**Contact** Water Management Director  
**Type** Equipment  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 1 Star Project  
**Status** Pending

**Total Cost** \$2,000,000

**Project #** WM16006  
**Project Name** Advanced Metering Infrastructure (AMI)

|                      |                                                                                                                                                                                                                                   |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <b>Description</b>   | Replace current AMR system with AMI equipment. Equipment will provide hourly consumption readings at meter points. These data will help improve customer service, complaint resolution, reduced fuel costs, among other benefits. |  |  |  |  |  |  |  |  |  |  |  |
| <b>Justification</b> | Current system is approaching service life. Transition will replace failing equipment and will improve customer focus.                                                                                                            |  |  |  |  |  |  |  |  |  |  |  |

| Expenditures               | FY 17   | FY 18   | FY 19   | FY 20   | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|----------------------------|---------|---------|---------|---------|-------|-------|-------|-------|-------|-------|-----------|
| Equip/Vehicles/Furnishings | 400,000 | 550,000 | 550,000 | 500,000 |       |       |       |       |       |       | 2,000,000 |
| Total                      | 400,000 | 550,000 | 550,000 | 500,000 |       |       |       |       |       |       | 2,000,000 |
| Funding Sources            | FY 17   | FY 18   | FY 19   | FY 20   | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
| Water Renewal              | 400,000 | 550,000 | 550,000 | 500,000 |       |       |       |       |       |       | 2,000,000 |
| Total                      | 400,000 | 550,000 | 550,000 | 500,000 |       |       |       |       |       |       | 2,000,000 |



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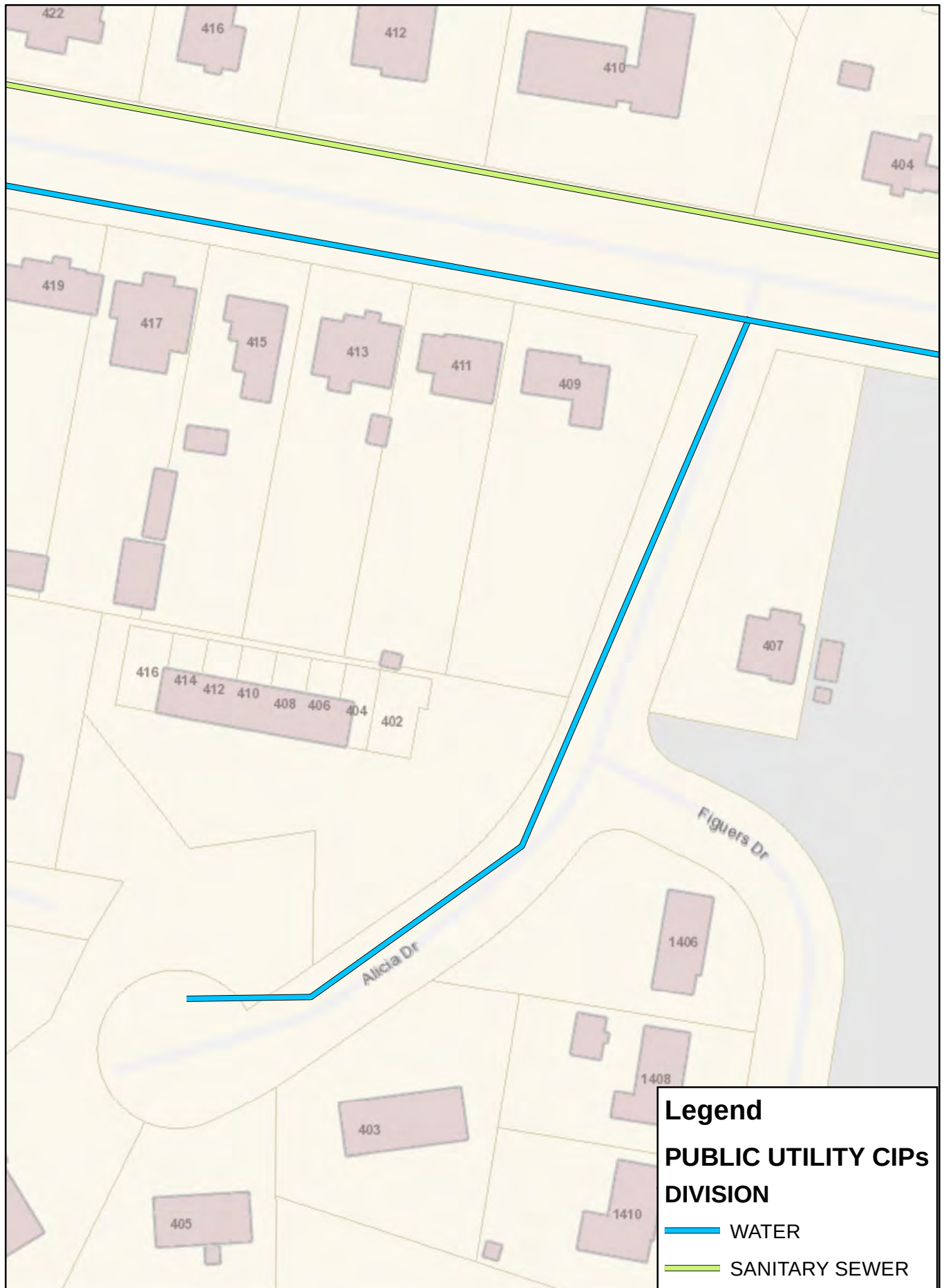
**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 2 Star Project  
**Status** Pending

**Total Cost** \$100,000

**Project #** WM16007  
**Project Name** Alicia Drive Water Line Replacement

|                      |                                                                                                                                                                  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <b>Description</b>   | Replace existing 6" transite water line (size to be determined during design) for the length of Alicia Drive (615 LF).                                           |  |  |  |  |  |  |  |  |  |  |  |
| <b>Justification</b> | Transite line is approximately 60 years old. Line performs well in terms of water quality however introduces operational problems when maintenance is necessary. |  |  |  |  |  |  |  |  |  |  |  |

| Expenditures                            | FY 17 | FY 18 | FY 19 | FY 20 | FY 21   | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|-----------------------------------------|-------|-------|-------|-------|---------|-------|-------|-------|-------|-------|---------|
| Design/Planning (Professional Services) |       |       |       |       | 10,000  |       |       |       |       |       | 10,000  |
| Construction                            |       |       |       |       | 90,000  |       |       |       |       |       | 90,000  |
| <b>Total</b>                            |       |       |       |       | 100,000 |       |       |       |       |       | 100,000 |
| Funding Sources                         | FY 17 | FY 18 | FY 19 | FY 20 | FY 21   | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
| Water Renewal                           |       |       |       |       | 100,000 |       |       |       |       |       | 100,000 |
| <b>Total</b>                            |       |       |       |       | 100,000 |       |       |       |       |       | 100,000 |



WM16007



Department Water Management  
Contact Water Management Director  
Type Improvement  
Useful Life 20+  
Category Public Utilities  
Priority 3 Star Project  
Status Pending

Total Cost \$1,950,000

|              |                                          |
|--------------|------------------------------------------|
| Project #    | WM16008                                  |
| Project Name | Battle Avenue Infrastructure Replacement |

|                                                        |
|--------------------------------------------------------|
| Description                                            |
| Replace 3,750 LF of transite and cast iron water line. |
| Replace 3,750 LF of clay sanitary sewer line.          |

|                                                                                                                                                                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Justification                                                                                                                                                                                                                       |
| Water and sanitary sewer lines are approximately 70 years old. There is a significant amount of I/I, particularly on the western side of the project area. The water is subject to potential quality issues and maintenance issues. |

| Expenditures                            | FY 17 | FY 18 | FY 19 | FY 20 | FY 21   | FY 22     | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|-----------------------------------------|-------|-------|-------|-------|---------|-----------|-------|-------|-------|-------|-----------|
| Design/Planning (Professional Services) |       |       |       |       | 200,000 |           |       |       |       |       | 200,000   |
| Construction Engineering / Inspection   |       |       |       |       |         | 60,000    |       |       |       |       | 60,000    |
| Construction                            |       |       |       |       |         | 1,690,000 |       |       |       |       | 1,690,000 |
| Total                                   |       |       |       |       | 200,000 | 1,750,000 |       |       |       |       | 1,950,000 |
| Funding Sources                         | FY 17 | FY 18 | FY 19 | FY 20 | FY 21   | FY 22     | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
| Water Renewal                           |       |       |       |       | 80,000  | 585,000   |       |       |       |       | 665,000   |
| Wastewater Renewal                      |       |       |       |       | 120,000 | 1,165,000 |       |       |       |       | 1,285,000 |
| Total                                   |       |       |       |       | 200,000 | 1,750,000 |       |       |       |       | 1,950,000 |



WM16008

**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 4 Star Project  
**Status** Pending

**Project #** WM16009  
**Project Name** Berry Circle Sanitary Sewer Line Rehabilitation

**Total Cost** \$25,000

|                      |                                                                                                                                           |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|-------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <b>Description</b>   | Rehabilitation of 480 feet of 6" clay sanitary sewer and three manholes.                                                                  |  |  |  |  |  |  |  |  |  |  |  |
| <b>Justification</b> | The clay line has root intrusion and I/I issues. New development at the end of the line has highlighted operational issues with the line. |  |  |  |  |  |  |  |  |  |  |  |

| Expenditures           | FY 17 | FY 18  | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total        |
|------------------------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|--------------|
| Construction           |       | 25,000 |       |       |       |       |       |       |       |       | 25,000       |
| <b>Total</b>           |       | 25,000 |       |       |       |       |       |       |       |       | 25,000       |
| <b>Funding Sources</b> | FY 17 | FY 18  | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | <b>Total</b> |
| Wastewater Renewal     |       | 25,000 |       |       |       |       |       |       |       |       | 25,000       |
| <b>Total</b>           |       | 25,000 |       |       |       |       |       |       |       |       | 25,000       |





WM16009

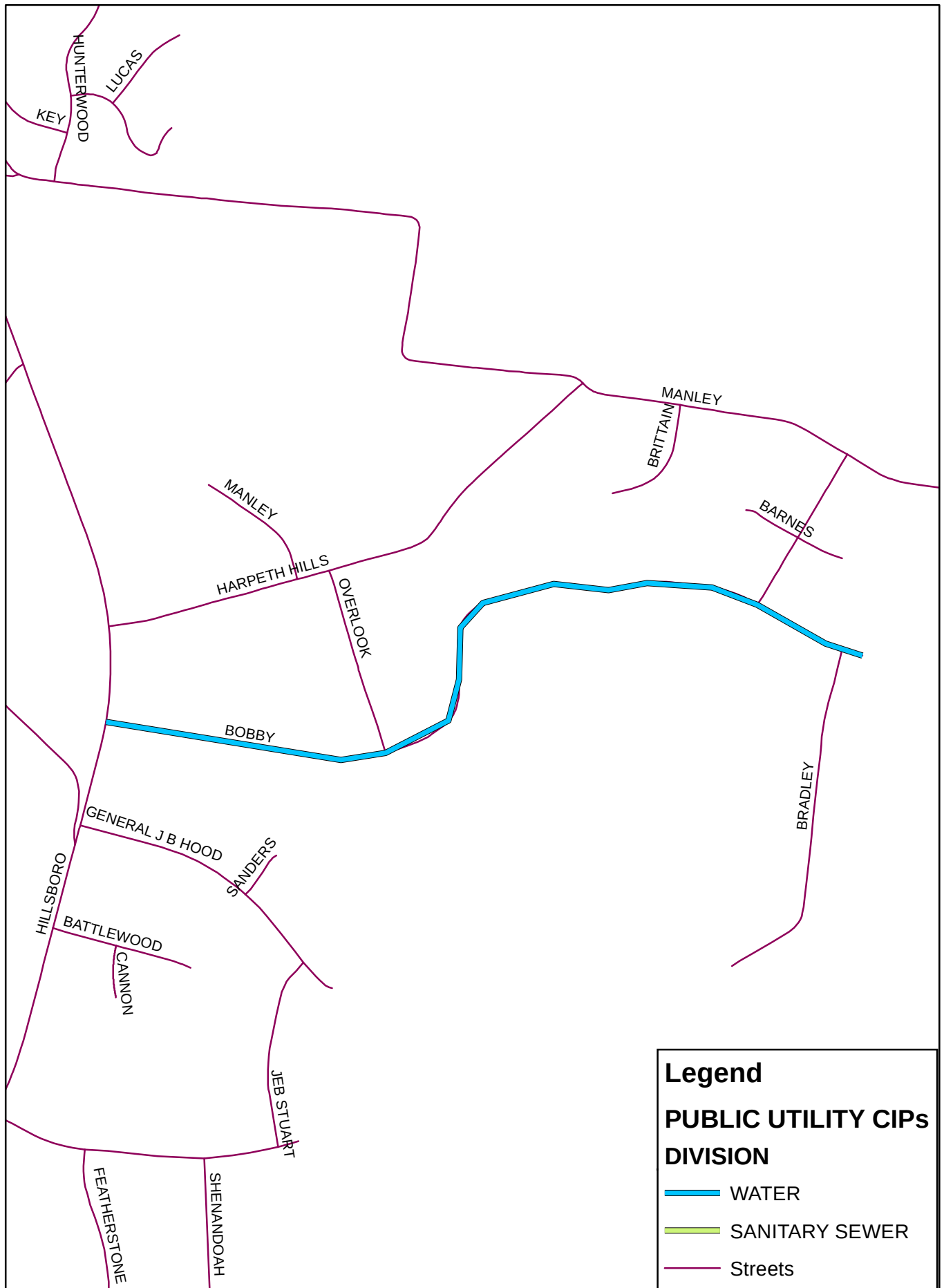
**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 2 Star Project  
**Status** Active

**Project #** WM16010  
**Project Name** Bobby Drive Water Line Replacement

**Total Cost** \$938,000

|                      |                                                                                                                                     |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|-------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <b>Description</b>   | Replacement of approximately 5,700 LF of 4", 6" and 2" water line from Hillsboro Road to Bradley Drive.                             |  |  |  |  |  |  |  |  |  |  |  |
| <b>Justification</b> | Improve water quality and fire flow in this area. Line is approximately 50 years old. There have been numerous breaks in this line. |  |  |  |  |  |  |  |  |  |  |  |

| Prior  | Expenditures    | FY 17   | FY 18   | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|--------|-----------------|---------|---------|-------|-------|-------|-------|-------|-------|-------|-------|---------|
| 83,000 | Construction    | 430,000 | 425,000 |       |       |       |       |       |       |       |       | 855,000 |
| Total  |                 | 430,000 | 425,000 |       |       |       |       |       |       |       |       | 855,000 |
| Prior  | Funding Sources | FY 17   | FY 18   | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
| 83,000 | Water Renewal   | 430,000 | 425,000 |       |       |       |       |       |       |       |       | 855,000 |
| Total  |                 | 430,000 | 425,000 |       |       |       |       |       |       |       |       | 855,000 |



WM16010



**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 2 Star Project  
**Status** Pending

**Total Cost** \$120,000

**Project #** WM16011  
**Project Name** Buckworth Infrastructure Improvements

|                      |                                                                                                                                                        |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <b>Description</b>   | Replace approximately 600 LF of 8" transite water line.                                                                                                |  |  |  |  |  |  |  |  |  |  |  |
|                      | Rehab approximately 550 LF of 8" clay sanitary sewer line. Rehab one manhole and install one manhole at the end of the line in Buckworth Avenue.       |  |  |  |  |  |  |  |  |  |  |  |
| <b>Justification</b> | Both water and sanitary sewer lines are approximately 60 years old. There have been several operational issues that have required significant repairs. |  |  |  |  |  |  |  |  |  |  |  |

| Expenditures                            | FY 17        | FY 18        | FY 19        | FY 20        | FY 21        | FY 22        | FY 23        | FY 24        | FY 25        | FY 26        | Total        |
|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Design/Planning (Professional Services) |              |              |              |              | 10,000       |              |              |              |              |              | 10,000       |
| Construction                            |              |              |              |              |              | 110,000      |              |              |              |              | 110,000      |
| <b>Total</b>                            |              |              |              |              | 10,000       | 110,000      |              |              |              |              | 120,000      |
| <b>Funding Sources</b>                  | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
| Water Renewal                           |              |              |              |              | 10,000       | 90,000       |              |              |              |              | 100,000      |
| Wastewater Renewal                      |              |              |              |              |              | 20,000       |              |              |              |              | 20,000       |
| <b>Total</b>                            |              |              |              |              | 10,000       | 110,000      |              |              |              |              | 120,000      |



WM16011

**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 4 Star Project  
**Status** Pending

**Project #** WM16012  
**Project Name** Church Street Infrastructure Improvements

**Description**  
Replace 910 LF of cast iron, galvanized and copper 0.75", 1.5", 2" and 4" water line (size to be determined during design).  
Replace 575 LF of 4" clay sanitary sewer line.

**Total Cost** \$525,000

**Justification**  
Water line has reached the service life. Project will improve water quality and flow in the area.  
Sanitary sewer line requires monthly cleaning to avoid obstructions. Line is undersized and has I/I issues.

| Expenditures                               | FY 17 | FY 18  | FY 19   | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|--------------------------------------------|-------|--------|---------|-------|-------|-------|-------|-------|-------|-------|---------|
| Design/Planning<br>(Professional Services) |       | 50,000 |         |       |       |       |       |       |       |       | 50,000  |
| Construction                               |       |        | 475,000 |       |       |       |       |       |       |       | 475,000 |
| <b>Total</b>                               |       | 50,000 | 475,000 |       |       |       |       |       |       |       | 525,000 |

| Funding Sources    | FY 17 | FY 18  | FY 19   | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|--------------------|-------|--------|---------|-------|-------|-------|-------|-------|-------|-------|---------|
| Water Renewal      |       | 25,000 | 275,000 |       |       |       |       |       |       |       | 300,000 |
| Wastewater Renewal |       | 25,000 | 200,000 |       |       |       |       |       |       |       | 225,000 |
| <b>Total</b>       |       | 50,000 | 475,000 |       |       |       |       |       |       |       | 525,000 |





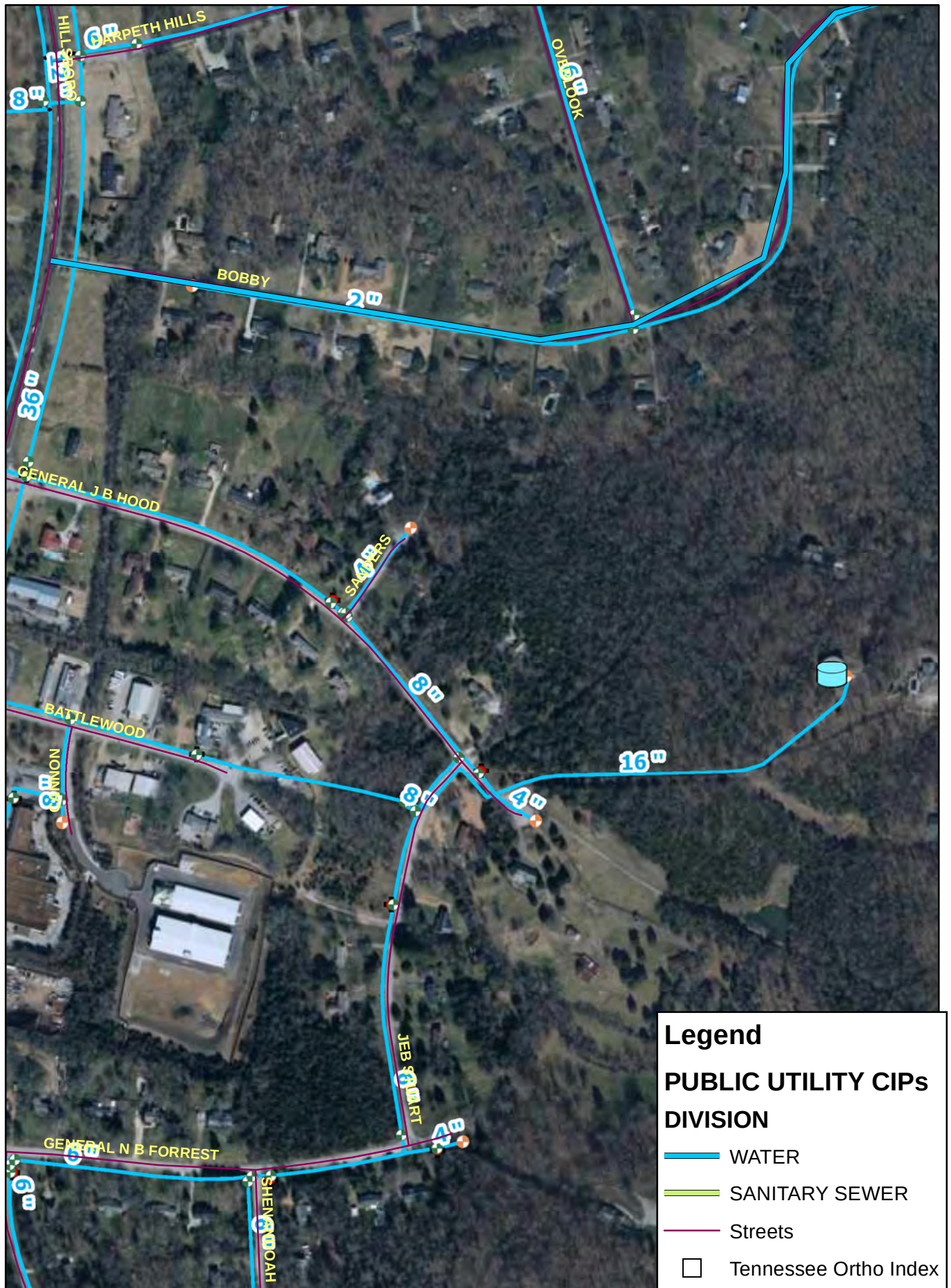
WM16012

|              |                           |             |                           |
|--------------|---------------------------|-------------|---------------------------|
| Project #    | WM16013                   | Department  | Water Management          |
| Project Name | Grassland Tank Demolition | Contact     | Water Management Director |
|              |                           | Type        | Improvement               |
|              |                           | Useful Life |                           |
|              |                           | Category    | Public Utilities          |
|              |                           | Priority    | 1 Star Project            |
|              |                           | Status      | Pending                   |

|               |                                                                                                                                     |           |
|---------------|-------------------------------------------------------------------------------------------------------------------------------------|-----------|
|               | Total Cost                                                                                                                          | \$270,000 |
| Description   | Take Grassland Tank offline in support if IWRP modeling.                                                                            |           |
| Justification | Finished water reservoir provides no effective storage capacity. Reservoir requires frequent maintenance activities to cycle water. |           |

| Expenditures                          | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22   | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|---------------------------------------|-------|-------|-------|-------|-------|---------|-------|-------|-------|-------|---------|
| Construction Engineering / Inspection |       |       |       |       |       | 20,000  |       |       |       |       | 20,000  |
| Construction                          |       |       |       |       |       | 250,000 |       |       |       |       | 250,000 |
| Total                                 |       |       |       |       |       | 270,000 |       |       |       |       | 270,000 |
| Funding Sources                       | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22   | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
| Water Renewal                         |       |       |       |       |       | 270,000 |       |       |       |       | 270,000 |
| Total                                 |       |       |       |       |       | 270,000 |       |       |       |       | 270,000 |





WM16013



**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 2 Star Project  
**Status** Pending

**Total Cost** \$565,500

**Project #** WM16014  
**Project Name** Eastview Circle Infrastructure Improvements

|                                                                                 |  |
|---------------------------------------------------------------------------------|--|
| <b>Description</b>                                                              |  |
| replace 850 L.F of 8 inch clay sanitary sewer                                   |  |
| replace 2020 L.F of 6 inch transite and cast iron pipe                          |  |
| <b>Justification</b>                                                            |  |
| To replace approximately 70 year old infrastructure. Improve maintenance issues |  |

| Expenditures                               | FY 17 | FY 18 | FY 19 | FY 20  | FY 21   | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|--------------------------------------------|-------|-------|-------|--------|---------|-------|-------|-------|-------|-------|---------|
| Design/Planning<br>(Professional Services) |       |       |       | 50,000 |         |       |       |       |       |       | 50,000  |
| Construction                               |       |       |       |        | 515,500 |       |       |       |       |       | 515,500 |
| <b>Total</b>                               |       |       |       | 50,000 | 515,500 |       |       |       |       |       | 565,500 |
|                                            |       |       |       |        |         |       |       |       |       |       |         |
| Funding Sources                            | FY 17 | FY 18 | FY 19 | FY 20  | FY 21   | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
| Water Renewal                              |       |       |       | 30,000 | 303,000 |       |       |       |       |       | 333,000 |
| Wastewater Renewal                         |       |       |       | 20,000 | 212,500 |       |       |       |       |       | 232,500 |
| <b>Total</b>                               |       |       |       | 50,000 | 515,500 |       |       |       |       |       | 565,500 |

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**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 2 Star Project  
**Status** Pending

**Total Cost** \$452,500

**Project #** WM16015  
**Project Name** Evans Street Sewer Improvements

| Description                                                         |
|---------------------------------------------------------------------|
| Replace 1,682 LF of 8 inch Clay Sanitary Sewer. Replace 4 Manholes  |
| Justification                                                       |
| replace 70 year old sanitary sewer. This line has significant I/I . |

| Expenditures                            | FY 17  | FY 18   | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|-----------------------------------------|--------|---------|-------|-------|-------|-------|-------|-------|-------|-------|---------|
| Design/Planning (Professional Services) | 32,000 |         |       |       |       |       |       |       |       |       | 32,000  |
| Construction                            |        | 420,500 |       |       |       |       |       |       |       |       | 420,500 |
| <b>Total</b>                            | 32,000 | 420,500 |       |       |       |       |       |       |       |       | 452,500 |
| Funding Sources                         | FY 17  | FY 18   | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
| Wastewater Renewal                      | 32,000 | 420,500 |       |       |       |       |       |       |       |       | 452,500 |
| <b>Total</b>                            | 32,000 | 420,500 |       |       |       |       |       |       |       |       | 452,500 |



WM16015

**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 2 Star Project  
**Status** Pending

**Total Cost** \$110,000

**Project #** WM16016  
**Project Name** Forrest Crossing Force Main (No.1) Replacement

|                                                                               |  |
|-------------------------------------------------------------------------------|--|
| <b>Description</b>                                                            |  |
| Replace 1,755 LF of 6 inch sewer forcemain.                                   |  |
| <b>Justification</b>                                                          |  |
| Sewer Forcemain has passed its life cycle and has caused maintenance issues . |  |

| Expenditures                            | FY 17   | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|-----------------------------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|
| Design/Planning (Professional Services) | 10,000  |       |       |       |       |       |       |       |       |       | 10,000  |
| Construction                            | 100,000 |       |       |       |       |       |       |       |       |       | 100,000 |
| <b>Total</b>                            | 110,000 |       |       |       |       |       |       |       |       |       | 110,000 |
|                                         |         |       |       |       |       |       |       |       |       |       |         |
| Funding Sources                         | FY 17   | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
| Wastewater Renewal                      | 110,000 |       |       |       |       |       |       |       |       |       | 110,000 |
| <b>Total</b>                            | 110,000 |       |       |       |       |       |       |       |       |       | 110,000 |



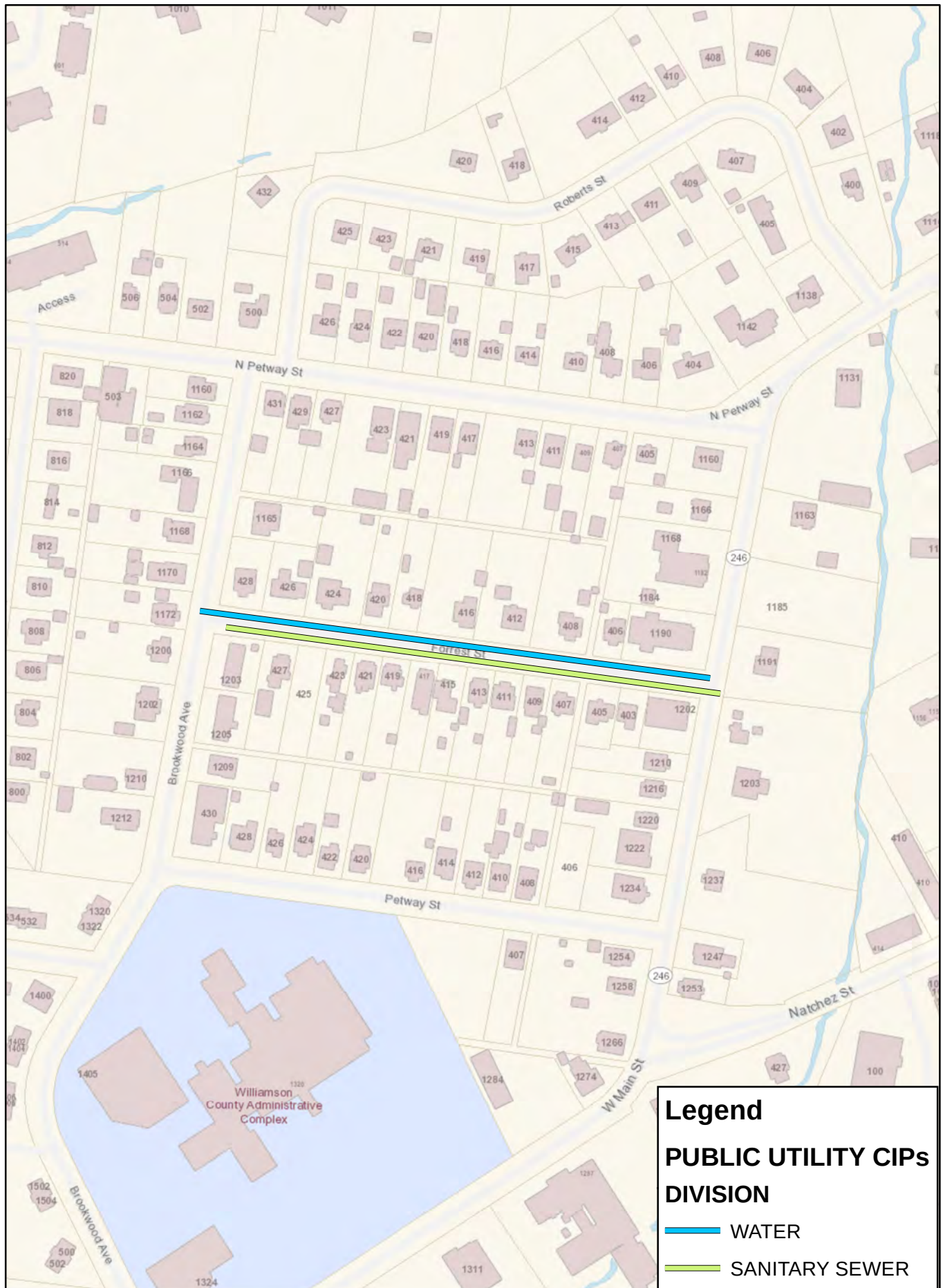


WM16016



Department Water Management  
Contact Water Management Director  
Type Improvement  
Useful Life 20+  
Category Public Utilities  
Priority 3 Star Project  
Status Pending

|                                                                                         |  |            |           |        |         |
|-----------------------------------------------------------------------------------------|--|------------|-----------|--------|---------|
|                                                                                         |  | Total Cost | \$362,500 | Status | Pending |
| <b>Description</b>                                                                      |  |            |           |        |         |
| Replace 900 LF of 2 inch Galvanized Water Line.                                         |  |            |           |        |         |
| Replace 790 LF of 6 inch Clay Sanitary Sewer Line rehab 2 manhole and install 1 manhole |  |            |           |        |         |
| <b>Justification</b>                                                                    |  |            |           |        |         |
| To replace 70 year old infrastructure                                                   |  |            |           |        |         |
| water line needs replaced to improve water quality issues and flow .                    |  |            |           |        |         |
| Sewer line is undersized and requires routine maintenance.                              |  |            |           |        |         |



WM16017

**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 1 Star Project  
**Status** Pending

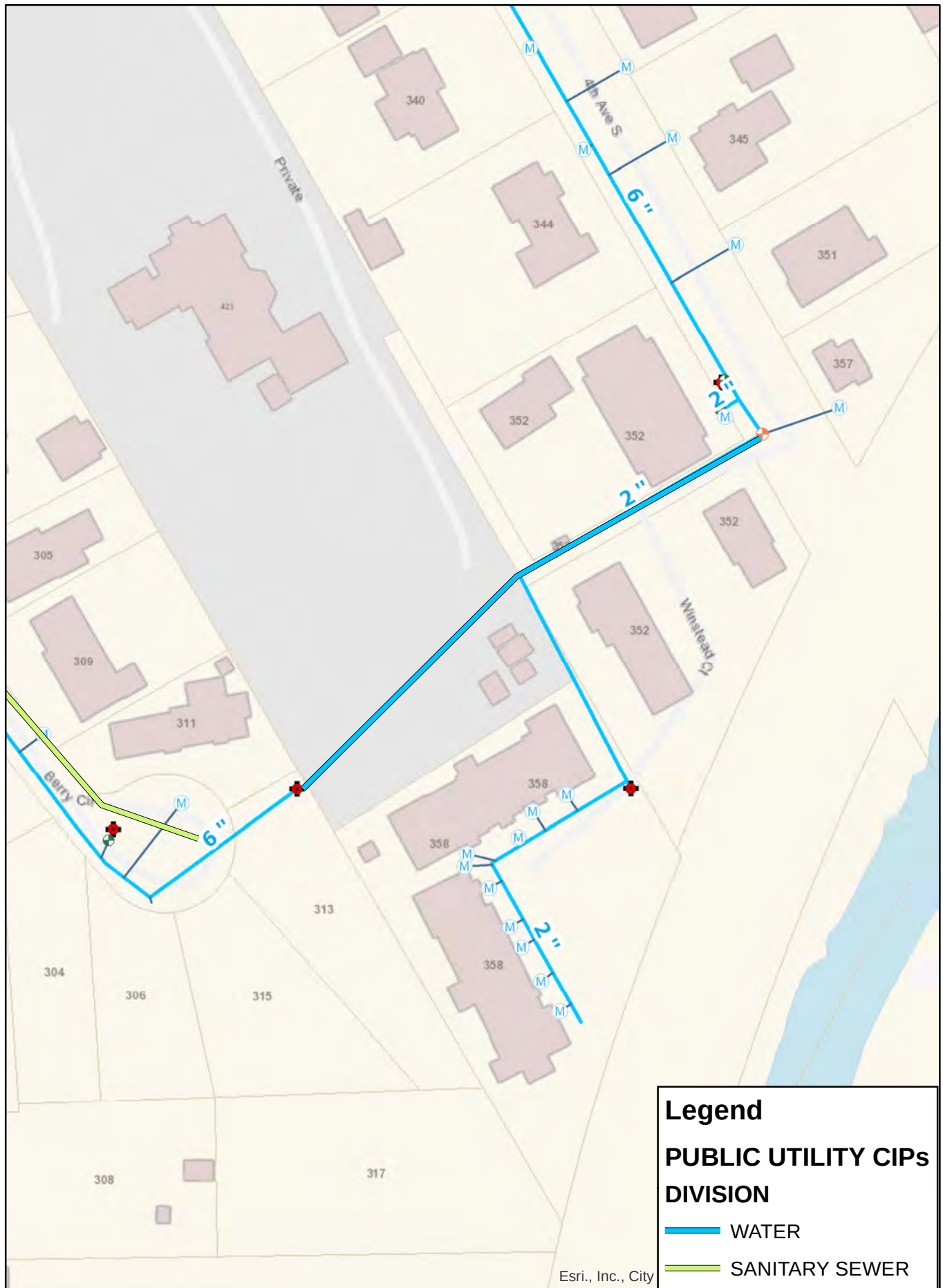
**Total Cost** \$93,000

|                     |                                                     |
|---------------------|-----------------------------------------------------|
| <b>Project #</b>    | <b>WM16018</b>                                      |
| <b>Project Name</b> | <b>Water Line from Fourth Ave S to Berry Circle</b> |

|                      |                                                                                                                                             |  |  |  |  |  |  |  |  |  |  |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|
| <b>Description</b>   | Install 550 LF of 6" DIP to loop the water line from Fourth Avenue South to Berry Circle.                                                   |  |  |  |  |  |  |  |  |  |  |
| <b>Justification</b> | Project is intended to improve fire protection and water quality at the apartment complex on Fourth Avenue South and at the O'More College. |  |  |  |  |  |  |  |  |  |  |

| <b>Expenditures</b>                     | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Design/Planning (Professional Services) |              | 8,000        |              |              |              |              |              |              |              |              | 8,000        |
| Construction                            |              | 85,000       |              |              |              |              |              |              |              |              | 85,000       |
| <b>Total</b>                            |              | 93,000       |              |              |              |              |              |              |              |              | 93,000       |
| <b>Funding Sources</b>                  | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
| Water Renewal                           |              | 93,000       |              |              |              |              |              |              |              |              | 93,000       |
| <b>Total</b>                            |              | 93,000       |              |              |              |              |              |              |              |              | 93,000       |





WM16018

|                                                                                                                                                                                                                                                                                                                         |  |        |       |       |       |       |       |       |       |       |       |             |                           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------------|---------------------------|
| <div>Project # WM16019</div> <div>Project Name Frazier Drive Sanitary Sewer Rehabilitation</div>                                                                                                                                                                                                                        |  |        |       |       |       |       |       |       |       |       |       | Department  | Water Management          |
|                                                                                                                                                                                                                                                                                                                         |  |        |       |       |       |       |       |       |       |       |       | Contact     | Water Management Director |
|                                                                                                                                                                                                                                                                                                                         |  |        |       |       |       |       |       |       |       |       |       | Type        | Improvement               |
|                                                                                                                                                                                                                                                                                                                         |  |        |       |       |       |       |       |       |       |       |       | Useful Life | 20+                       |
|                                                                                                                                                                                                                                                                                                                         |  |        |       |       |       |       |       |       |       |       |       | Category    | Public Utilities          |
|                                                                                                                                                                                                                                                                                                                         |  |        |       |       |       |       |       |       |       |       |       | Priority    | 2 Star Project            |
|                                                                                                                                                                                                                                                                                                                         |  |        |       |       |       |       |       |       |       |       |       | Status      | Pending                   |
|                                                                                                                                                                                                                                                                                                                         |  |        |       |       |       |       |       |       |       |       |       | Total Cost  | \$50,000                  |
| <div>Description</div> <div>Rehabilitation of a section of 8" DIP sanitary sewer.</div>                                                                                                                                                                                                                                 |  |        |       |       |       |       |       |       |       |       |       |             |                           |
| <div>Justification</div> <div>Existing sanitary sewer line has a low point that requires ongoing maintenance to prevent obstructions. The line has caused a sanitary sewer overflow prior to initiation of ongoing maintenance.<br/>Project will require lining due to corrosion once the low point is addressed.</div> |  |        |       |       |       |       |       |       |       |       |       |             |                           |
| Expenditures                                                                                                                                                                                                                                                                                                            |  | FY 17  | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total       |                           |
| Construction                                                                                                                                                                                                                                                                                                            |  | 50,000 |       |       |       |       |       |       |       |       |       | 50,000      |                           |
| Total                                                                                                                                                                                                                                                                                                                   |  | 50,000 |       |       |       |       |       |       |       |       |       | 50,000      |                           |
| Funding Sources                                                                                                                                                                                                                                                                                                         |  | FY 17  | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total       |                           |
| Wastewater Renewal                                                                                                                                                                                                                                                                                                      |  | 50,000 |       |       |       |       |       |       |       |       |       | 50,000      |                           |
| Total                                                                                                                                                                                                                                                                                                                   |  | 50,000 |       |       |       |       |       |       |       |       |       | 50,000      |                           |



WM16019



**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 3 Star Project  
**Status** Pending

|                                                                                                                    |              |              |              |              |              |              |              |              |              |              |              |         |
|--------------------------------------------------------------------------------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------|
| <b>Project # WM16020</b>                                                                                           |              |              |              |              |              |              |              |              |              |              |              |         |
| <b>Project Name Gist Street Infrastructure Improvements</b>                                                        |              |              |              |              |              |              |              |              |              |              |              |         |
| <b>Total Cost \$400,000</b>                                                                                        |              |              |              |              |              |              |              |              |              |              |              |         |
| <b>Description</b>                                                                                                 |              |              |              |              |              |              |              |              |              |              |              |         |
| Replace 750 LF of 6" clay sanitary sewer line                                                                      |              |              |              |              |              |              |              |              |              |              |              |         |
| Replace 890 LF of 6" CIP water line.                                                                               |              |              |              |              |              |              |              |              |              |              |              |         |
| <b>Justification</b>                                                                                               |              |              |              |              |              |              |              |              |              |              |              |         |
| Sanitary sewer line is subject to I/L. Sewer line is 6" in diameter and needs to be sized at an 8" line.           |              |              |              |              |              |              |              |              |              |              |              |         |
| Water line is subject to failure and needs to be routed in a location better suited for operation and maintenance. |              |              |              |              |              |              |              |              |              |              |              |         |
| <b>Expenditures</b>                                                                                                | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |         |
| Design/Planning (Professional Services)                                                                            |              |              |              | 40,000       |              |              |              |              |              |              |              | 40,000  |
| Construction                                                                                                       |              |              |              | 360,000      |              |              |              |              |              |              |              | 360,000 |
| <b>Total</b>                                                                                                       |              |              |              | 400,000      |              |              |              |              |              |              |              | 400,000 |
| <b>Funding Sources</b>                                                                                             | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |         |
| Water Renewal                                                                                                      |              |              |              | 150,000      |              |              |              |              |              |              |              | 150,000 |
| Wastewater Renewal                                                                                                 |              |              |              | 250,000      |              |              |              |              |              |              |              | 250,000 |
| <b>Total</b>                                                                                                       |              |              |              | 400,000      |              |              |              |              |              |              |              | 400,000 |



### Legend

### PUBLIC UTILITY CIPS DIVISION

— WATER

— SANITARY SEWER

WM16020

**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 2 Star Project  
**Status** Pending

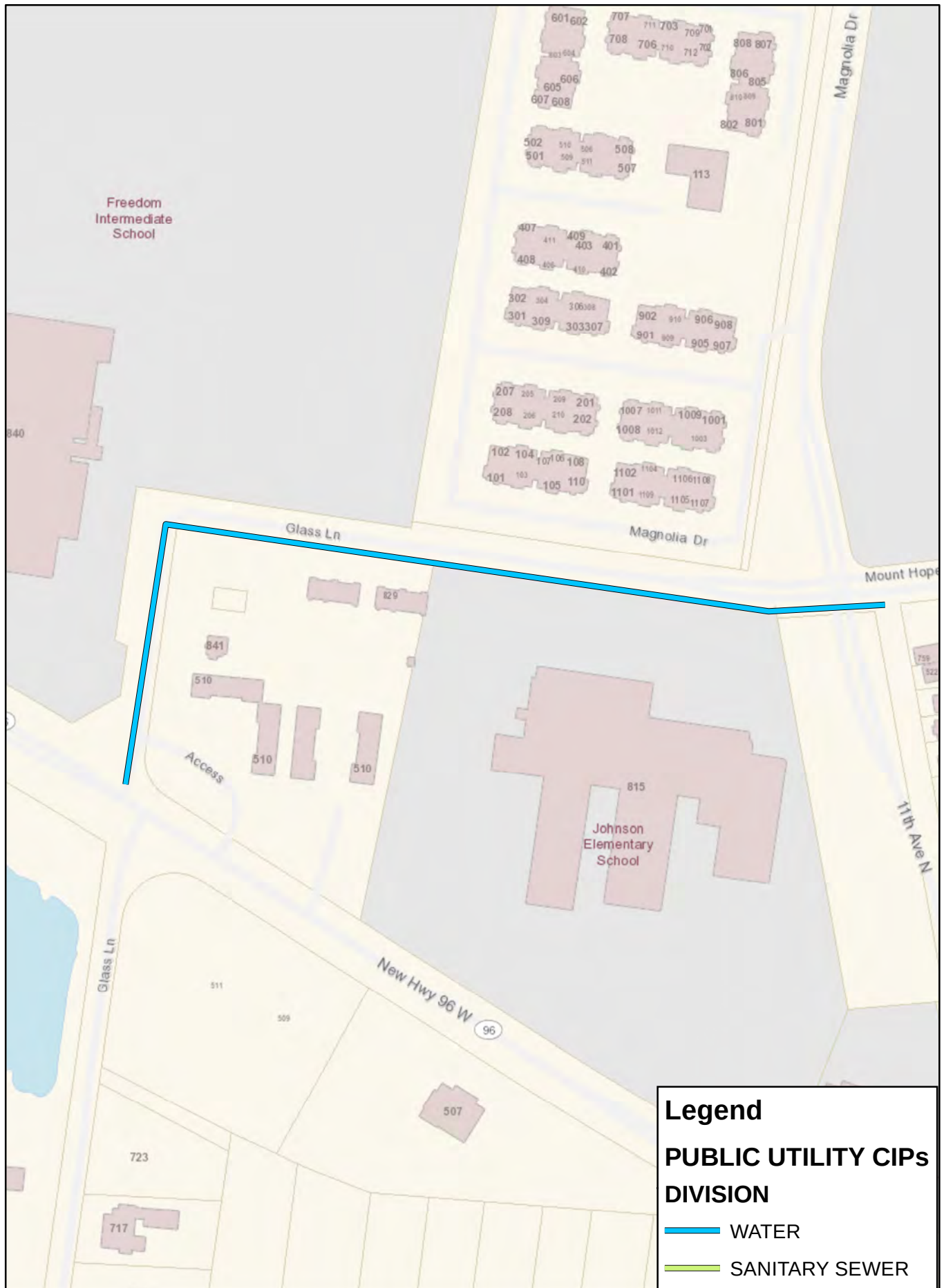
**Total Cost** \$255,000

**Project #** WM16021  
**Project Name** Glass Lane Water Line Replacement

|                                                                                                                                                                                      |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>Description</b>                                                                                                                                                                   |  |
| Replace 1,550 LF of CIP 6" water line from Highway 96W to 11th Avenue N/Mt Hope Street.                                                                                              |  |
| <b>Justification</b>                                                                                                                                                                 |  |
| Water line has reached useful life. Line is of various sizes. Replacement will improve domestic and fire flows in the area of Johnson Elementary School and two apartment complexes. |  |

| Expenditures                               | FY 17 | FY 18 | FY 19 | FY 20 | FY 21   | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total        |
|--------------------------------------------|-------|-------|-------|-------|---------|-------|-------|-------|-------|-------|--------------|
| Design/Planning<br>(Professional Services) |       |       |       |       | 20,000  |       |       |       |       |       | 20,000       |
| Construction                               |       |       |       |       | 235,000 |       |       |       |       |       | 235,000      |
| <b>Total</b>                               |       |       |       |       | 255,000 |       |       |       |       |       | 255,000      |
| <b>Funding Sources</b>                     | FY 17 | FY 18 | FY 19 | FY 20 | FY 21   | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | <b>Total</b> |
| Water Renewal                              |       |       |       |       | 255,000 |       |       |       |       |       | 255,000      |
| <b>Total</b>                               |       |       |       |       | 255,000 |       |       |       |       |       | 255,000      |





WM16021

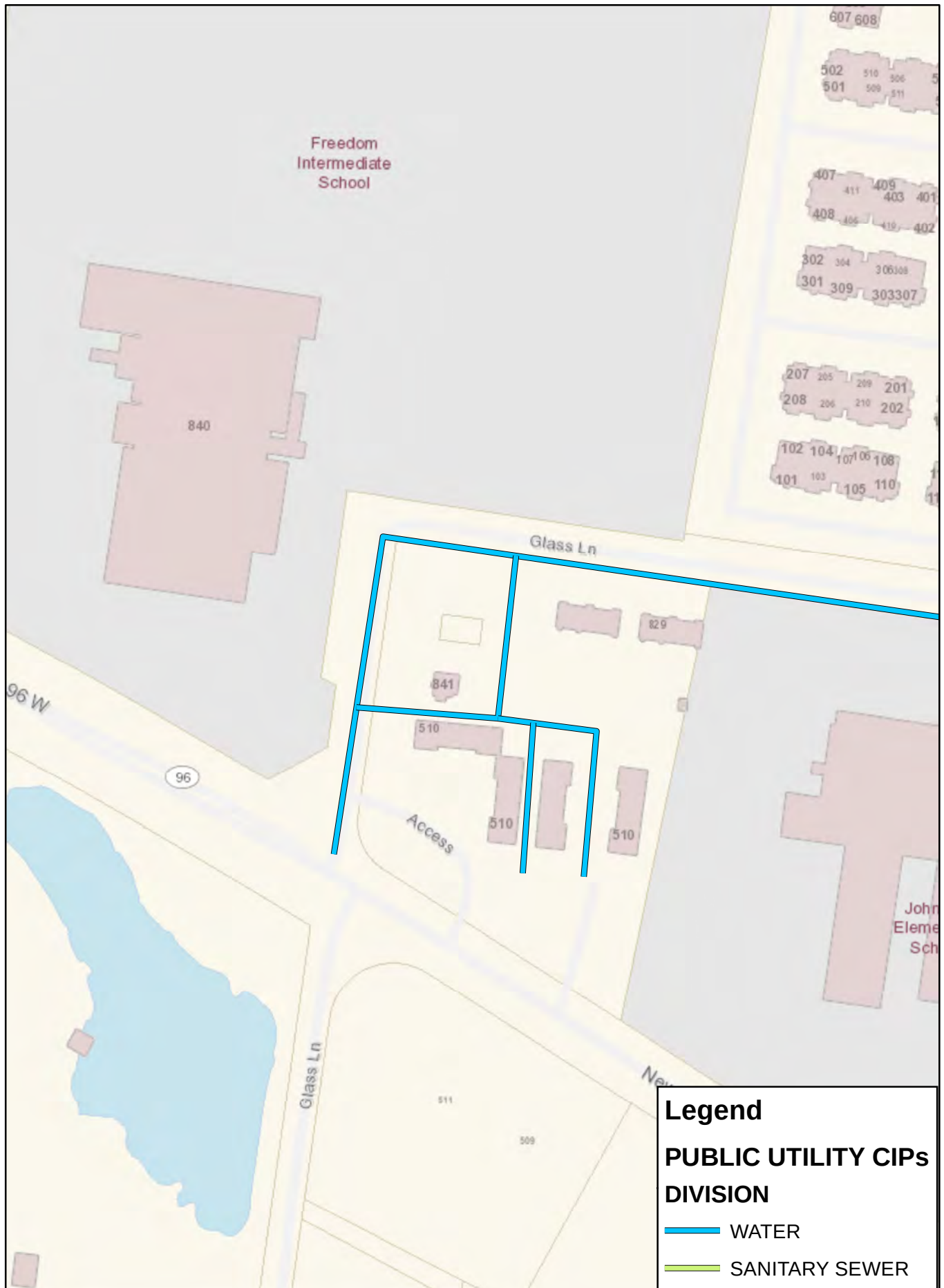
**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 2 Star Project  
**Status** Pending

**Total Cost** \$110,000

**Project #** WM16022  
**Project Name** Westview Apt Water Line Replacement (510 96W)

|                                                                                              |  |
|----------------------------------------------------------------------------------------------|--|
| <b>Description</b>                                                                           |  |
| Replace 2" and 1" water line through the Westview Apartment Complex.                         |  |
| <b>Justification</b>                                                                         |  |
| Line requires upsizing to improve service to customers. Will improve onsite fire protection. |  |

| Expenditures                               | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23   | FY 24 | FY 25 | FY 26 | Total   |
|--------------------------------------------|-------|-------|-------|-------|-------|-------|---------|-------|-------|-------|---------|
| Design/Planning<br>(Professional Services) |       |       |       |       |       |       | 10,000  |       |       |       | 10,000  |
| Construction                               |       |       |       |       |       |       | 100,000 |       |       |       | 100,000 |
| <b>Total</b>                               |       |       |       |       |       |       | 110,000 |       |       |       | 110,000 |
|                                            |       |       |       |       |       |       |         |       |       |       |         |
| Funding Sources                            | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23   | FY 24 | FY 25 | FY 26 | Total   |
| Water Renewal                              |       |       |       |       |       |       | 110,000 |       |       |       | 110,000 |
| <b>Total</b>                               |       |       |       |       |       |       | 110,000 |       |       |       | 110,000 |



WM16022



Project # **WM16023**Project Name **Holiday Court Lift Station Rehabilitation**

Department Water Management  
 Contact Water Management Director  
 Type Improvement  
 Useful Life 20+  
 Category Public Utilities  
 Priority 2 Star Project  
 Status Pending

**Total Cost \$460,000****Description**

Rehabilitation of a 43 year old sanitary sewer lift station. Replace "can" station with a suction lift, single stage station.

**Justification**

Existing configuration requires operators to frequently enter a confined space. Proposed configuration provides for reduced risk relative to operator safety. Station has exceeded useful life.

| <b>Expenditures</b>                        | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
|--------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Design/Planning<br>(Professional Services) |              | 60,000       |              |              |              |              |              |              |              |              | 60,000       |
| Construction                               |              | 200,000      | 200,000      |              |              |              |              |              |              |              | 400,000      |
| <b>Total</b>                               |              | 260,000      | 200,000      |              |              |              |              |              |              |              | 460,000      |
| <b>Funding Sources</b>                     | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
| Wastewater Renewal                         |              | 260,000      | 200,000      |              |              |              |              |              |              |              | 460,000      |
| <b>Total</b>                               |              | 260,000      | 200,000      |              |              |              |              |              |              |              | 460,000      |



WM16023

**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 2 Star Project  
**Status** Active

**Total Cost** \$1,018,850

|                     |                                                       |
|---------------------|-------------------------------------------------------|
| <b>Project #</b>    | <b>WM16024</b>                                        |
| <b>Project Name</b> | <b>James and Avondale Infrastructure Improvements</b> |

| <b>Description</b>                                 |  |
|----------------------------------------------------|--|
| CIPP lining of 3,895 LF of 8" clay sanitary sewer. |  |
| Replace 2,100 LF of CIP 6" water line.             |  |

| <b>Justification</b>                                                                                                         |  |
|------------------------------------------------------------------------------------------------------------------------------|--|
| Sanitary sewer is subject to I/I, root intrusion and obstructions. Line is beyond its useful life.                           |  |
| Water line is CIP and approximately 60 years old. Improvements will provide better fire flow and improve chlorine residuals. |  |

| <b>Prior</b> | <b>Expenditures</b> | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
|--------------|---------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 82,850       | Construction        | 936,000      |              |              |              |              |              |              |              |              |              | 936,000      |
| <b>Total</b> |                     | 936,000      |              |              |              |              |              |              |              |              |              | 936,000      |

| <b>Prior</b> | <b>Funding Sources</b> | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
|--------------|------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 82,850       | Water Renewal          | 500,000      |              |              |              |              |              |              |              |              |              | 500,000      |
| <b>Total</b> | Wastewater Renewal     | 436,000      |              |              |              |              |              |              |              |              |              | 436,000      |
|              |                        | 936,000      |              |              |              |              |              |              |              |              |              | 936,000      |





WM16024

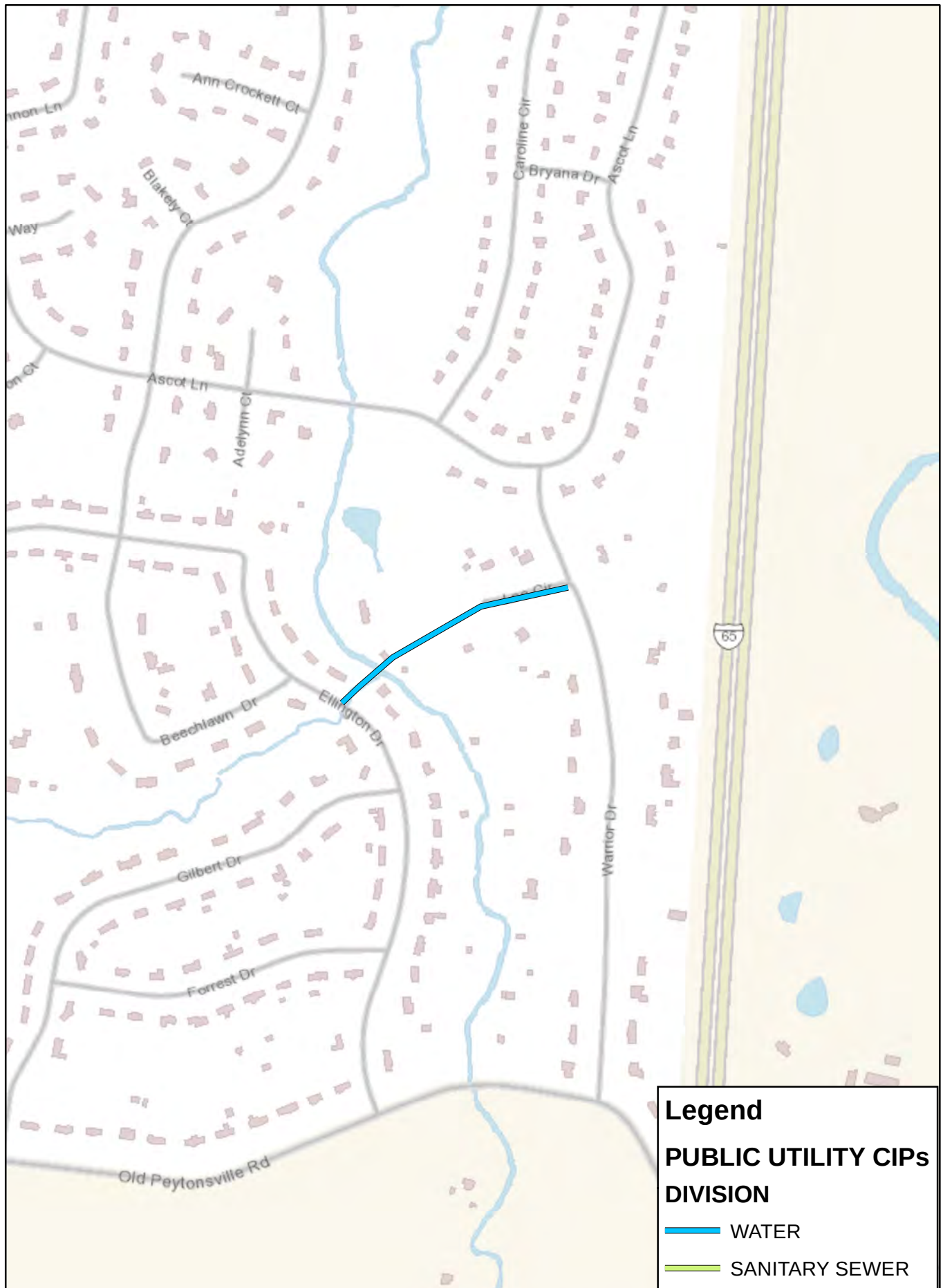
**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 1 Star Project  
**Status** Pending

**Total Cost** \$215,000

**Project #** WM16025  
**Project Name** Lee Drive Water Line Replacement

|                                                                                                                                                                    |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>Description</b>                                                                                                                                                 |  |
| Replace 1,325 LF of CIP water line from Warrior Drive to Ellington Drive, along Lee Drive.                                                                         |  |
| <b>Justification</b>                                                                                                                                               |  |
| Water line is approximately 50 years old. A tributary is eroding parallel to the line and has the potential to cause structural failure of the line in the future. |  |

| Expenditures                            | FY 17 | FY 18 | FY 19 | FY 20  | FY 21   | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|-----------------------------------------|-------|-------|-------|--------|---------|-------|-------|-------|-------|-------|---------|
| Design/Planning (Professional Services) |       |       |       | 15,000 |         |       |       |       |       |       | 15,000  |
| Construction                            |       |       |       |        | 200,000 |       |       |       |       |       | 200,000 |
| <b>Total</b>                            |       |       |       | 15,000 | 200,000 |       |       |       |       |       | 215,000 |
|                                         |       |       |       |        |         |       |       |       |       |       |         |
| Funding Sources                         | FY 17 | FY 18 | FY 19 | FY 20  | FY 21   | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
| Water Renewal                           |       |       |       | 15,000 | 200,000 |       |       |       |       |       | 215,000 |
| <b>Total</b>                            |       |       |       | 15,000 | 200,000 |       |       |       |       |       | 215,000 |



WM16025



Project # **WM16026**Project Name **Lewisburg Pike Water Line Replacement**

Department Water Management  
 Contact Water Management Director  
 Type Improvement  
 Useful Life 20+  
 Category Public Utilities  
 Priority 2 Star Project  
 Status Pending

Total Cost \$120,000

**Description**

Remove 4" line; move services from 4" to 12"; replace 6 inch transite on Bonsal Way;

**Justification**

Line has reached it useful life . Improve fire flow at lumber yard .

| Expenditures                               | FY 17        | FY 18        | FY 19        | FY 20        | FY 21        | FY 22        | FY 23        | FY 24        | FY 25        | FY 26        | Total        |
|--------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Design/Planning<br>(Professional Services) |              |              |              |              | 10,000       |              |              |              |              |              | 10,000       |
| Construction                               |              |              |              |              | 110,000      |              |              |              |              |              | 110,000      |
| <b>Total</b>                               |              |              |              |              | 120,000      |              |              |              |              |              | 120,000      |
| <b>Funding Sources</b>                     | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
| Water Renewal                              |              |              |              |              | 120,000      |              |              |              |              |              | 120,000      |
| <b>Total</b>                               |              |              |              |              | 120,000      |              |              |              |              |              | 120,000      |



WM16026

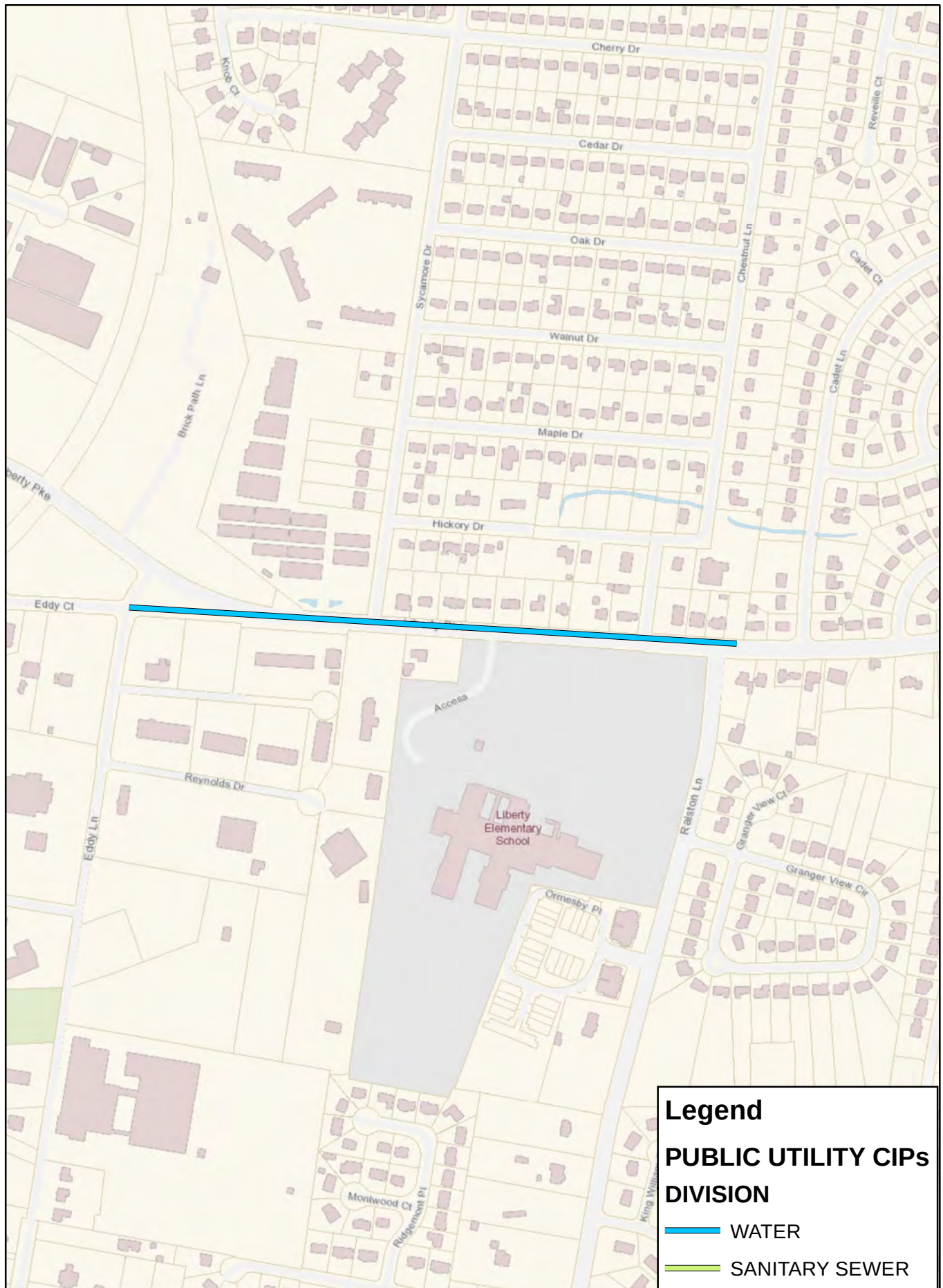
**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 1 Star Project  
**Status** Pending

**Project #** WM16027  
**Project Name** Liberty Pike Water Line Replacement

|                                                                              |  |                             |  |
|------------------------------------------------------------------------------|--|-----------------------------|--|
| <b>Description</b>                                                           |  | <b>Total Cost</b> \$355,000 |  |
| From Eddy Lane to Sycamore; upgrade with 2200 feet of 10" DIP                |  |                             |  |
| <b>Justification</b>                                                         |  |                             |  |
| Line is 50 Plus Years old and requires a significant amount of maintenance . |  |                             |  |

| Expenditures                               | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23   | FY 24 | FY 25 | FY 26 | Total        |
|--------------------------------------------|-------|-------|-------|-------|-------|-------|---------|-------|-------|-------|--------------|
| Design/Planning<br>(Professional Services) |       |       |       |       |       |       | 25,000  |       |       |       | 25,000       |
| Construction                               |       |       |       |       |       |       | 330,000 |       |       |       | 330,000      |
| <b>Total</b>                               |       |       |       |       |       |       | 355,000 |       |       |       | 355,000      |
| <b>Funding Sources</b>                     | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23   | FY 24 | FY 25 | FY 26 | <b>Total</b> |
| Water Renewal                              |       |       |       |       |       |       | 355,000 |       |       |       | 355,000      |
| <b>Total</b>                               |       |       |       |       |       |       | 355,000 |       |       |       | 355,000      |





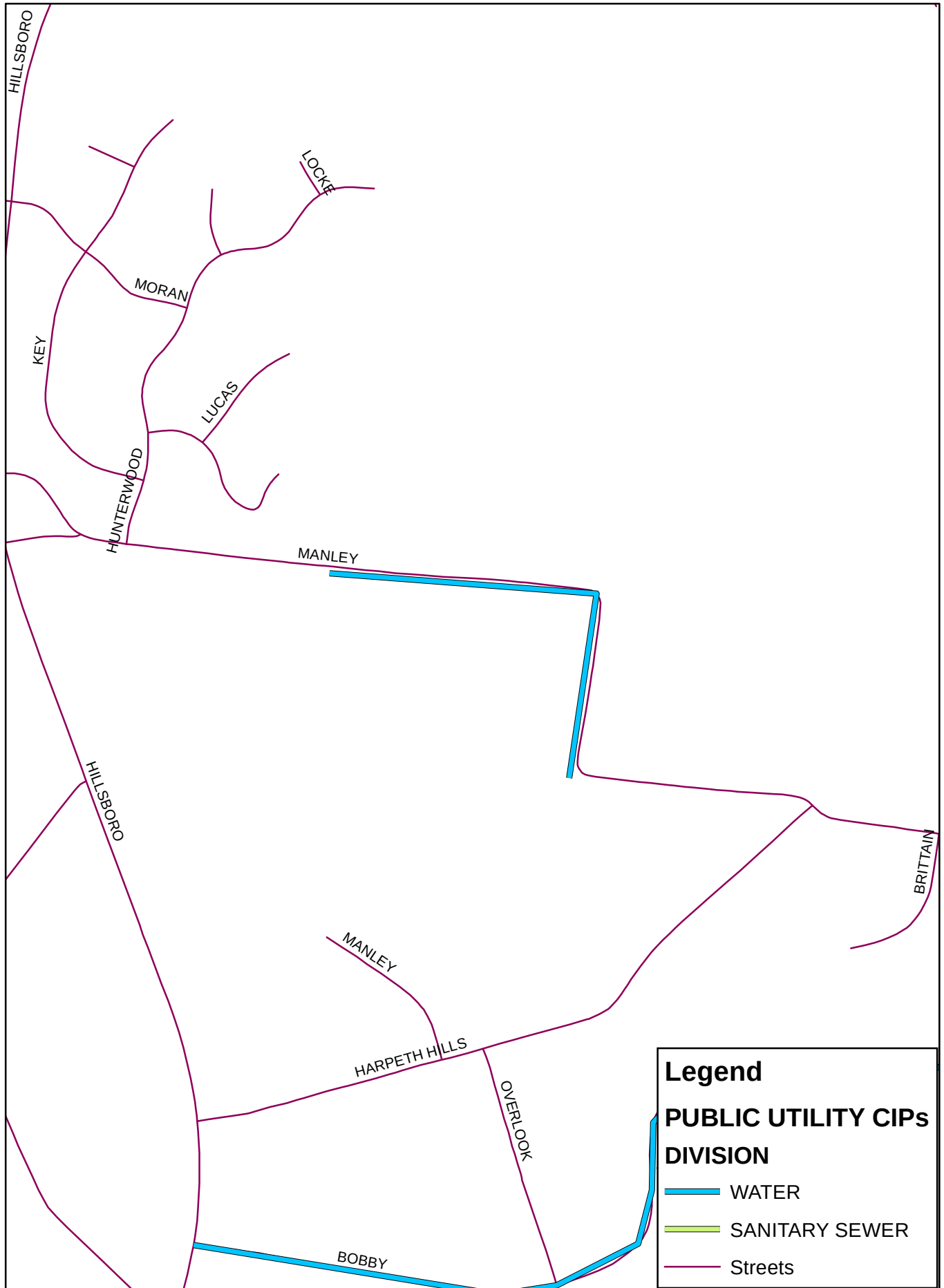
WM16027

**Department** Water Management  
**Contact** Water Management Director  
**Type** New  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 1 Star Project  
**Status** Pending

**Project #** WM16028  
**Project Name** Manley Lane Dead End Removal

|                                                                                           |  |                             |
|-------------------------------------------------------------------------------------------|--|-----------------------------|
| <b>Description</b>                                                                        |  | <b>Total Cost</b> \$495,000 |
| Install 2300 Feet of 8 inch DIP .                                                         |  |                             |
| <b>Justification</b>                                                                      |  |                             |
| To eliminate two dead end water lines and improve water flow and redundancy to the area . |  |                             |

| Expenditures                            | FY 17        | FY 18        | FY 19        | FY 20        | FY 21        | FY 22        | FY 23        | FY 24        | FY 25        | FY 26        | Total        |
|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Design/Planning (Professional Services) |              |              |              |              |              | 50,000       |              |              |              |              | 50,000       |
| ROW and Easements                       |              |              |              |              |              |              | 100,000      |              |              |              | 100,000      |
| Construction                            |              |              |              |              |              |              | 345,000      |              |              |              | 345,000      |
| <b>Total</b>                            |              |              |              |              |              | 50,000       | 445,000      |              |              |              | 495,000      |
| <b>Funding Sources</b>                  | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
| Water Renewal                           |              |              |              |              |              | 50,000       | 445,000      |              |              |              | 495,000      |
| <b>Total</b>                            |              |              |              |              |              | 50,000       | 445,000      |              |              |              | 495,000      |



WM16028

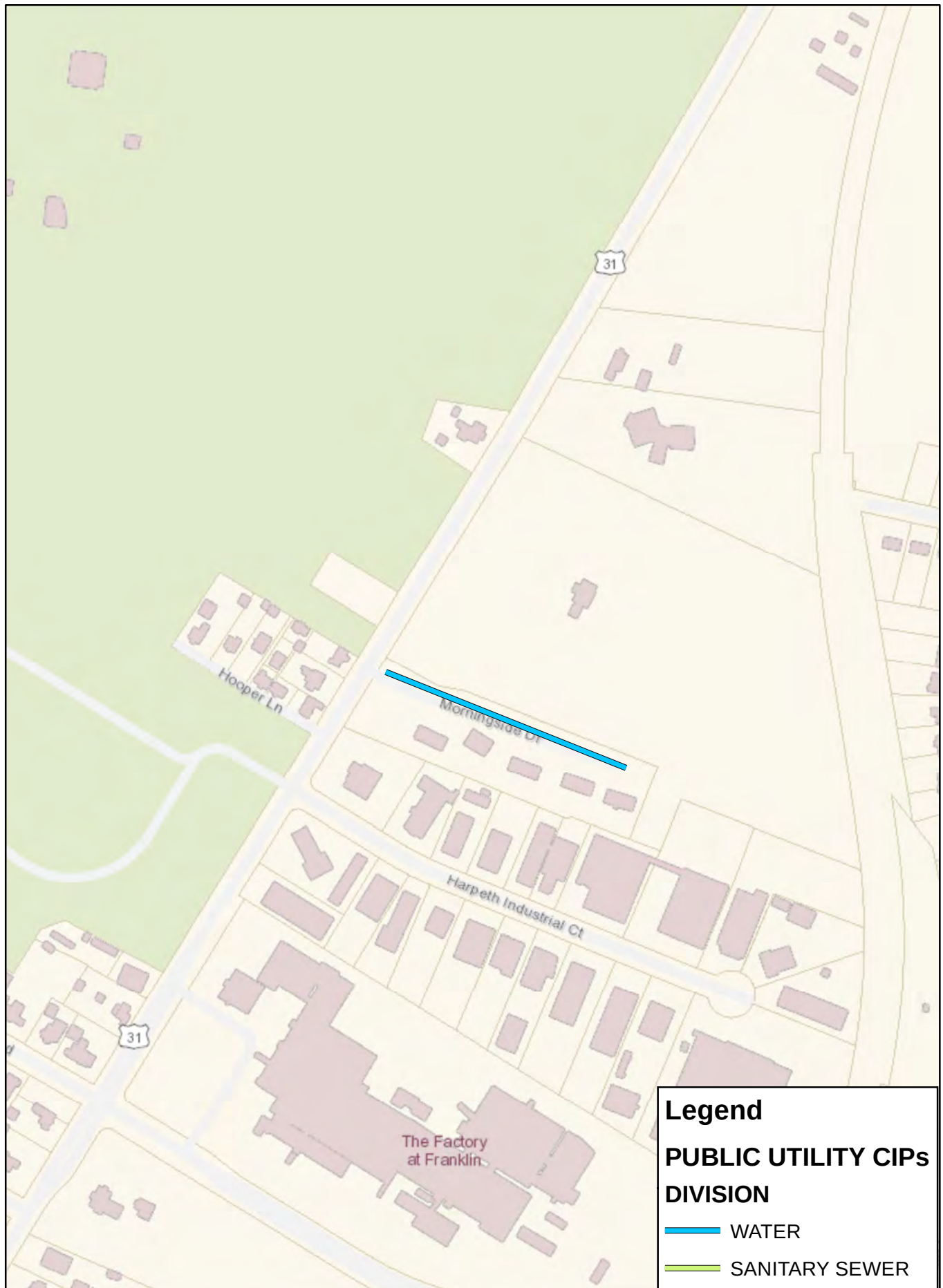


**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 1 Star Project  
**Status** Pending

**Project #** WM16029  
**Project Name** Morning Side Drive Water Line Replacement

|                                                                                  |  |                             |
|----------------------------------------------------------------------------------|--|-----------------------------|
| <b>Description</b>                                                               |  | <b>Total Cost</b> \$110,000 |
| Replace 680 Feet of 6 inch CLIP on Morningside Drive                             |  |                             |
| <b>Justification</b>                                                             |  |                             |
| Water line is Approximately 60 years old and has reached the end of service life |  |                             |

| Expenditures                               | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24   | FY 25 | FY 26 | Total   |
|--------------------------------------------|-------|-------|-------|-------|-------|-------|-------|---------|-------|-------|---------|
| Design/Planning<br>(Professional Services) |       |       |       |       |       |       |       | 10,000  |       |       | 10,000  |
| Construction                               |       |       |       |       |       |       |       | 100,000 |       |       | 100,000 |
| <b>Total</b>                               |       |       |       |       |       |       |       | 110,000 |       |       | 110,000 |
|                                            |       |       |       |       |       |       |       |         |       |       |         |
| Funding Sources                            | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24   | FY 25 | FY 26 | Total   |
| Water Renewal                              |       |       |       |       |       |       |       | 110,000 |       |       | 110,000 |
| <b>Total</b>                               |       |       |       |       |       |       |       | 110,000 |       |       | 110,000 |



WM16029

**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 2 Star Project  
**Status** Pending

**Project #** WM16030  
**Project Name** Murfreesboro Road Water line Replacement

|                                                        |  |                             |
|--------------------------------------------------------|--|-----------------------------|
| <b>Description</b>                                     |  | <b>Total Cost</b> \$990,000 |
| Replace approximately 5,000 LF of 8" CIP with 12" DIP. |  |                             |
| <b>Justification</b>                                   |  |                             |
| Existing line is subject to frequent line breaks.      |  |                             |

| Expenditures                            | FY 17 | FY 18 | FY 19 | FY 20  | FY 21   | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|-----------------------------------------|-------|-------|-------|--------|---------|-------|-------|-------|-------|-------|---------|
| Design/Planning (Professional Services) |       |       |       | 90,000 |         |       |       |       |       |       | 90,000  |
| Construction                            |       |       |       |        | 900,000 |       |       |       |       |       | 900,000 |
| <b>Total</b>                            |       |       |       | 90,000 | 900,000 |       |       |       |       |       | 990,000 |
| Funding Sources                         | FY 17 | FY 18 | FY 19 | FY 20  | FY 21   | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
| Water Capacity                          |       |       |       | 22,500 | 225,000 |       |       |       |       |       | 247,500 |
| Water Renewal                           |       |       |       | 67,500 | 675,000 |       |       |       |       |       | 742,500 |
| <b>Total</b>                            |       |       |       | 90,000 | 900,000 |       |       |       |       |       | 990,000 |





WM16030

**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 3 Star Project  
**Status** Pending

**Project #** WM16031  
**Project Name** North Petway Sewer Rehabilitation

|                                                                               |  |                             |  |
|-------------------------------------------------------------------------------|--|-----------------------------|--|
| <b>Description</b>                                                            |  | <b>Total Cost</b> \$100,000 |  |
| CIPP Lining of 1,850 LF of 8" clay pipe ; Replace or rehabilitate 8 manholes; |  |                             |  |
| <b>Justification</b>                                                          |  |                             |  |
| Existing line is subject to I/I and backups due to sags in the line.          |  |                             |  |

| Expenditures       | FY 17   | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|--------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|
| Construction       | 100,000 |       |       |       |       |       |       |       |       |       | 100,000 |
| <b>Total</b>       | 100,000 |       |       |       |       |       |       |       |       |       | 100,000 |
| Funding Sources    | FY 17   | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
| Wastewater Renewal | 100,000 |       |       |       |       |       |       |       |       |       | 100,000 |
| <b>Total</b>       | 100,000 |       |       |       |       |       |       |       |       |       | 100,000 |

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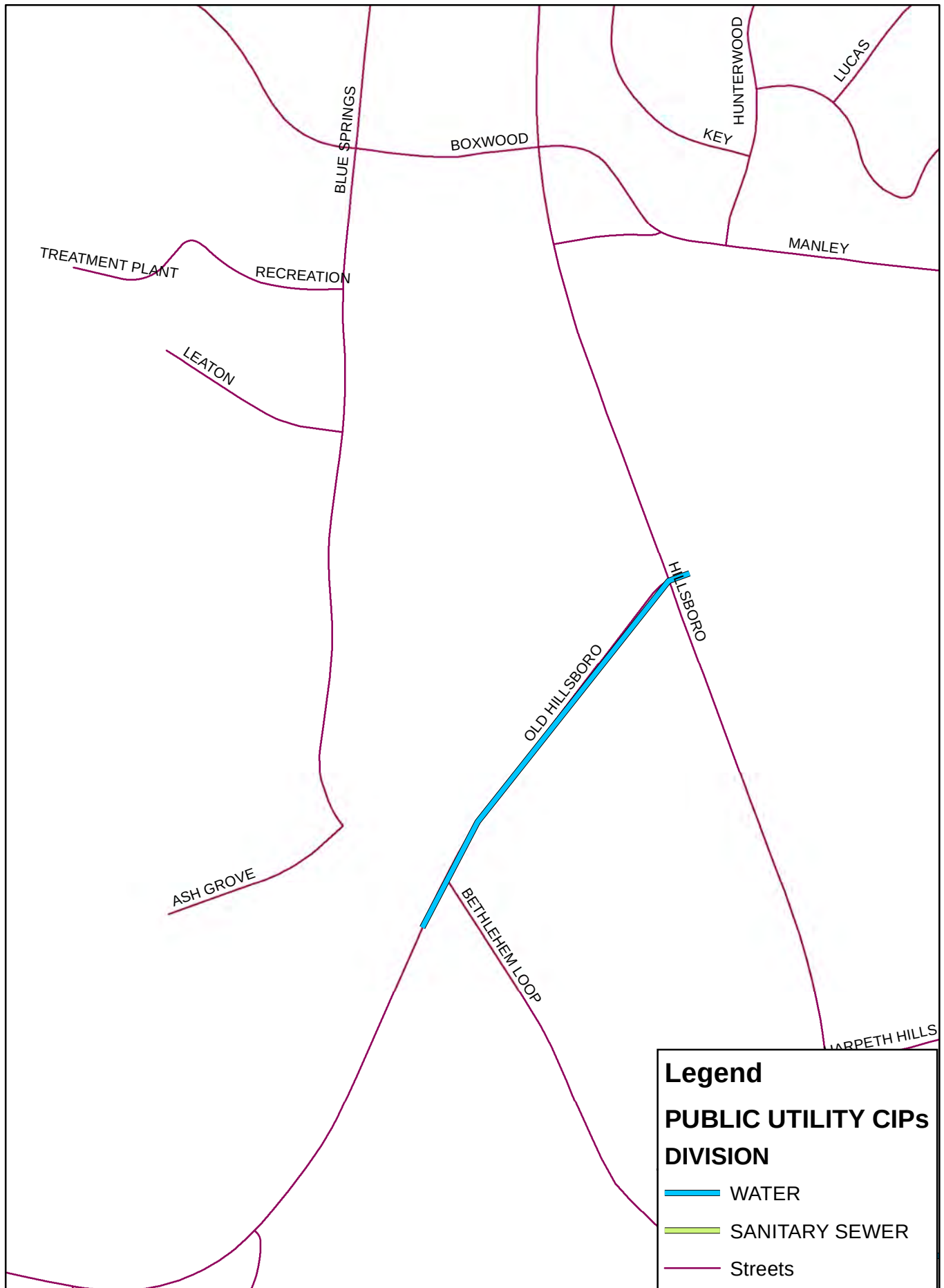


**Department** Water Management  
**Contact** Water Management Director  
**Type** New  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 1 Star Project  
**Status** Pending

**Project #** WM16032  
**Project Name** Old Hillsboro Road Water Line

|                                                                                                                              |  |                             |  |
|------------------------------------------------------------------------------------------------------------------------------|--|-----------------------------|--|
| <b>Description</b>                                                                                                           |  | <b>Total Cost</b> \$375,000 |  |
| New installation of 1180 Feet of 8 inch Water Line from Hillsboro Road to 8" line on Old Hillsboro Road and Bethlehem Loop . |  |                             |  |
| <b>Justification</b>                                                                                                         |  |                             |  |
| To improve Flow to the area and create a second feed . Eliminate the need of existing Booster Station                        |  |                             |  |

| Expenditures                            | FY 17        | FY 18        | FY 19        | FY 20        | FY 21        | FY 22        | FY 23        | FY 24        | FY 25        | FY 26        | Total        |
|-----------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Design/Planning (Professional Services) |              |              |              | 30,000       |              |              |              |              |              |              | 30,000       |
| ROW and Easements                       |              |              |              | 50,000       |              |              |              |              |              |              | 50,000       |
| Construction                            |              |              |              |              | 295,000      |              |              |              |              |              | 295,000      |
| <b>Total</b>                            |              |              |              | 80,000       | 295,000      |              |              |              |              |              | 375,000      |
| <b>Funding Sources</b>                  | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
| Water Renewal                           |              |              |              | 80,000       | 295,000      |              |              |              |              |              | 375,000      |
| <b>Total</b>                            |              |              |              | 80,000       | 295,000      |              |              |              |              |              | 375,000      |



WM16032

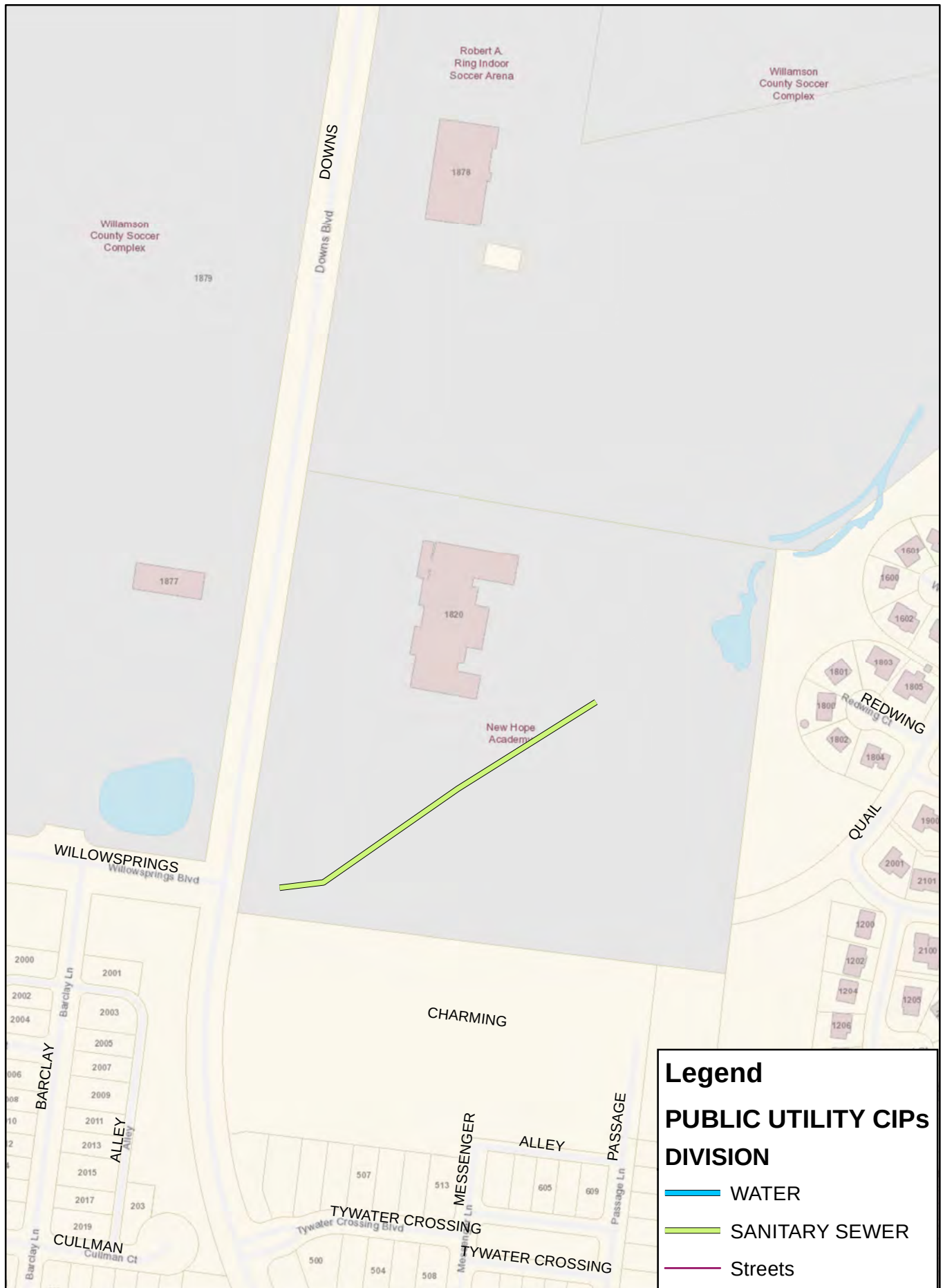
**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 3 Star Project  
**Status** Pending

|                     |                                                |
|---------------------|------------------------------------------------|
| <b>Project #</b>    | <b>WM16033</b>                                 |
| <b>Project Name</b> | <b>New Hope Academy Sewer Line Replacement</b> |

|                                                    |                   |                 |
|----------------------------------------------------|-------------------|-----------------|
| <b>Description</b>                                 | <b>Total Cost</b> | <b>\$50,000</b> |
| Replace 950 feet of 10 inch Clay with 10 inch PVC  |                   |                 |
| <b>Justification</b>                               |                   |                 |
| Sewer line has a lot of I/I and maintenance issues |                   |                 |

| <b>Expenditures</b>    | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
|------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Construction           |              | 50,000       |              |              |              |              |              |              |              |              | 50,000       |
| <b>Total</b>           |              | 50,000       |              |              |              |              |              |              |              |              | 50,000       |
| <b>Funding Sources</b> | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
| Wastewater Renewal     |              | 50,000       |              |              |              |              |              |              |              |              | 50,000       |
| <b>Total</b>           |              | 50,000       |              |              |              |              |              |              |              |              | 50,000       |





WM16033

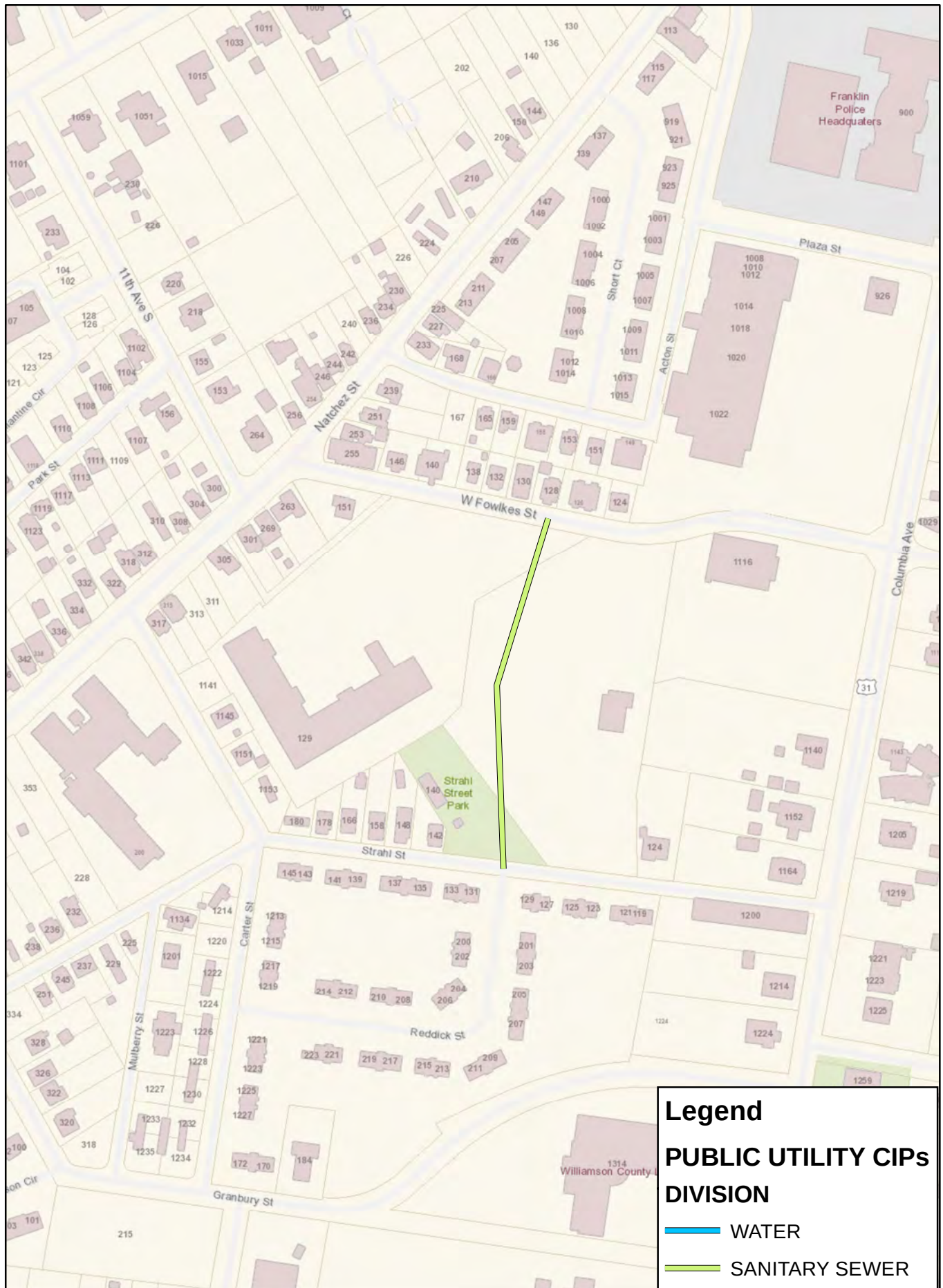
**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 4 Star Project  
**Status** Pending

**Project #** WM16034  
**Project Name** Sanitary Sewer Rehab Btwn Strahl & W. Fowlkes

**Total Cost** \$30,000

| Description                                                                                                                                                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CIPP lining of 655 LF of 8" clay sanitary sewer line.                                                                                                      |
| Justification                                                                                                                                              |
| Line is approximately 70 years old and has reached its useful life expectancy. Line has been repaired several times in recent years and is subject to I/I. |

| Expenditures       | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22  | FY 23 | FY 24 | FY 25 | FY 26 | Total  |
|--------------------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|--------|
| Construction       |       |       |       |       |       | 30,000 |       |       |       |       | 30,000 |
| <b>Total</b>       |       |       |       |       |       | 30,000 |       |       |       |       | 30,000 |
| Funding Sources    | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22  | FY 23 | FY 24 | FY 25 | FY 26 | Total  |
| Wastewater Renewal |       |       |       |       |       | 30,000 |       |       |       |       | 30,000 |
| <b>Total</b>       |       |       |       |       |       | 30,000 |       |       |       |       | 30,000 |



WM16034



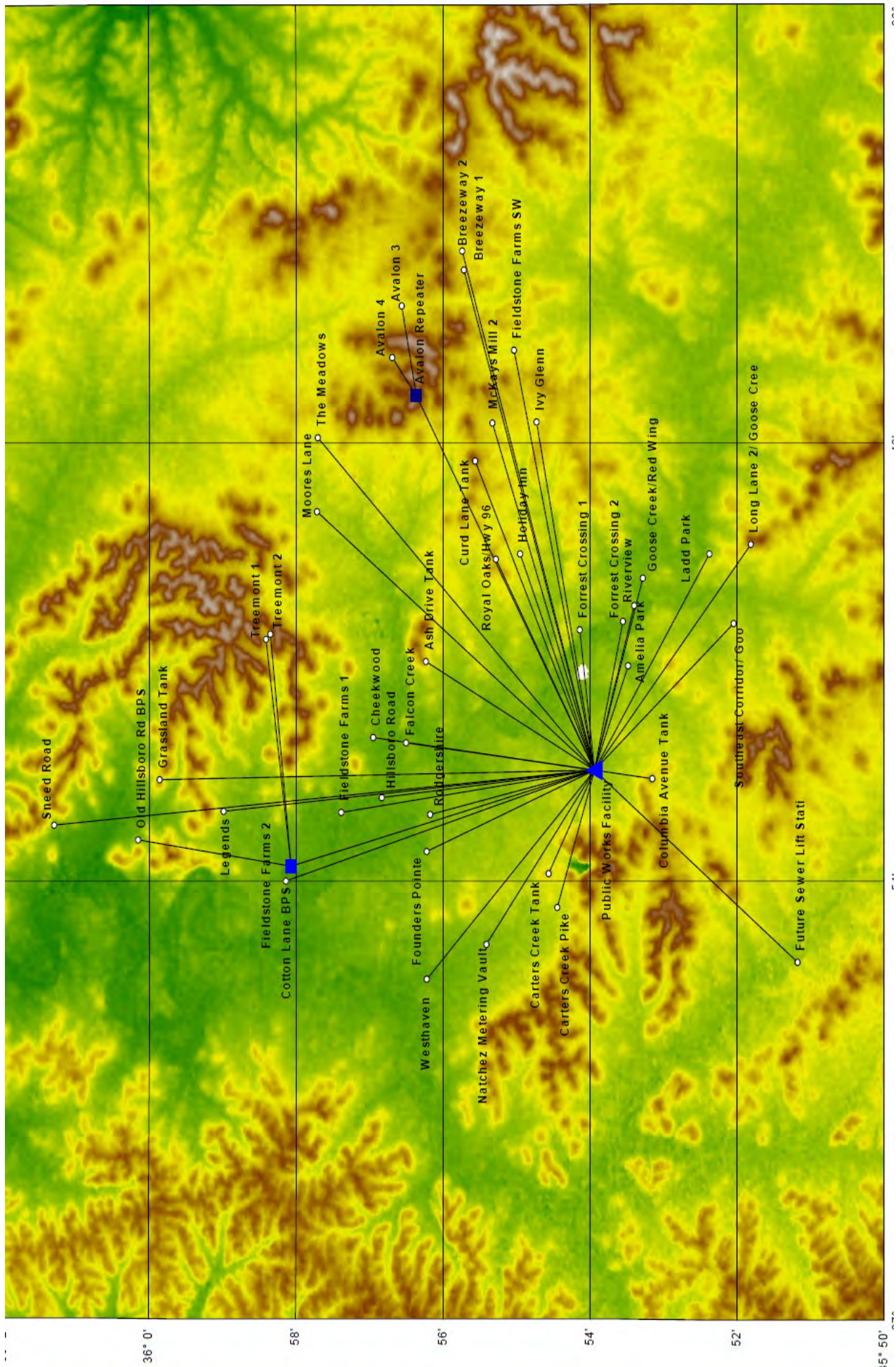
**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 4 Star Project  
**Status** Active

**Total Cost** \$3,250,000

**Project #** WM16035  
**Project Name** Water Distribution and Wastewater Collection SCADA

|                      |                                                                                                                                                                                                                                                                                        |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|--|
| <b>Description</b>   | Upgrade Supervisory Control and Data Acquisition (SCADA) at 42 locations in the distribution and collection systems to provide monitoring and operability for staff.                                                                                                                   |  |  |  |  |  |  |  |  |  |  |  |  |
| <b>Justification</b> | Existing SCADA system is approximately 20 years old. Existing antenna and SCADA equipment is housed in the "Hill" property. SCADA system is subject to significant numbers of data transmission failures and does not provide adequate controls of the system for enhanced operations. |  |  |  |  |  |  |  |  |  |  |  |  |

| <b>Expenditures</b>    | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
|------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Construction           | 3,250,000    |              |              |              |              |              |              |              |              |              | 3,250,000    |
| <b>Total</b>           | 3,250,000    |              |              |              |              |              |              |              |              |              | 3,250,000    |
| <b>Funding Sources</b> | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
| Stormwater             | 75,000       |              |              |              |              |              |              |              |              |              | 75,000       |
| Water Renewal          | 950,000      |              |              |              |              |              |              |              |              |              | 950,000      |
| Wastewater Renewal     | 2,225,000    |              |              |              |              |              |              |              |              |              | 2,225,000    |
| <b>Total</b>           | 3,250,000    |              |              |              |              |              |              |              |              |              | 3,250,000    |



WM16035

**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 2 Star Project  
**Status** Pending

**Project #** WM16036  
**Project Name** Scruggs Avenue Water Line Replacement

|                                                                                        |  |                             |  |
|----------------------------------------------------------------------------------------|--|-----------------------------|--|
| <b>Description</b>                                                                     |  | <b>Total Cost</b> \$195,000 |  |
| Replace approximately 1,075 LF of 4" and 6" CIP along the length of Scruggs Avenue.    |  |                             |  |
| <b>Justification</b>                                                                   |  |                             |  |
| Line is over 50 years old. The 4" line needs to be upsized to improve fire protection. |  |                             |  |

| Expenditures                               | FY 17        | FY 18        | FY 19        | FY 20        | FY 21        | FY 22        | FY 23        | FY 24        | FY 25        | FY 26        | Total        |
|--------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Design/Planning<br>(Professional Services) |              |              |              |              |              |              | 20,000       |              |              |              | 20,000       |
| Construction                               |              |              |              |              |              |              |              | 175,000      |              |              | 175,000      |
| <b>Total</b>                               |              |              |              |              |              |              | 20,000       | 175,000      |              |              | 195,000      |
| <b>Funding Sources</b>                     | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
| Water Renewal                              |              |              |              |              |              |              | 20,000       | 175,000      |              |              | 195,000      |
| <b>Total</b>                               |              |              |              |              |              |              | 20,000       | 175,000      |              |              | 195,000      |





WM16036

**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 3 Star Project  
**Status** Pending

**Project #** WM16037  
**Project Name** South Prong Sanitary Sewer Upgrade

**Total Cost** \$2,710,000

|                      |  |
|----------------------|--|
| <b>Description</b>   |  |
| <b>Justification</b> |  |

| Prior   | Expenditures                          | FY 17 | FY 18 | FY 19 | FY 20     | FY 21     | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|---------|---------------------------------------|-------|-------|-------|-----------|-----------|-------|-------|-------|-------|-------|-----------|
| 260,000 | Construction Engineering / Inspection |       |       |       | 125,000   | 125,000   |       |       |       |       |       | 250,000   |
| Total   | Construction                          |       |       |       | 1,100,000 | 1,100,000 |       |       |       |       |       | 2,200,000 |
|         | Total                                 |       |       |       | 1,225,000 | 1,225,000 |       |       |       |       |       | 2,450,000 |

| Prior   | Funding Sources     | FY 17 | FY 18 | FY 19 | FY 20     | FY 21     | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|---------|---------------------|-------|-------|-------|-----------|-----------|-------|-------|-------|-------|-------|-----------|
| 260,000 | Wastewater Capacity |       |       |       | 1,225,000 |           |       |       |       |       |       | 1,225,000 |
| Total   | Wastewater Renewal  |       |       |       |           | 1,225,000 |       |       |       |       |       | 1,225,000 |
|         | Total               |       |       |       | 1,225,000 | 1,225,000 |       |       |       |       |       | 2,450,000 |

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**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 3 Star Project  
**Status** Active

**Project #** WM16038  
**Project Name** Spencer Creek Sanitary Sewer Replacement

**Total Cost** \$1,810,000

| Description                                                                                                                                                     |  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Replace approximately 1,200 LF of 36" sanitary sewer line under the CSX railroad and Franklin Road along Spencer Creek.                                         |  |
| Justification                                                                                                                                                   |  |
| Pipe segments upstream and downstream of this location have already been replaced. Remaining segments are subject to I/I and show signs of structural problems. |  |

| Prior  | Expenditures                          | FY 17     | FY 18   | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|--------|---------------------------------------|-----------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-----------|
| 40,000 | ROW and Easements                     | 250,000   |         |       |       |       |       |       |       |       |       | 250,000   |
| Total  | Construction Engineering / Inspection | 40,000    | 100,000 |       |       |       |       |       |       |       |       | 140,000   |
|        | Construction                          | 1,000,000 | 380,000 |       |       |       |       |       |       |       |       | 1,380,000 |
|        | Total                                 | 1,290,000 | 480,000 |       |       |       |       |       |       |       |       | 1,770,000 |

| Prior  | Funding Sources    | FY 17     | FY 18   | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|--------|--------------------|-----------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-----------|
| 40,000 | Wastewater Renewal | 1,290,000 | 480,000 |       |       |       |       |       |       |       |       | 1,770,000 |
| Total  |                    | 1,290,000 | 480,000 |       |       |       |       |       |       |       |       | 1,770,000 |



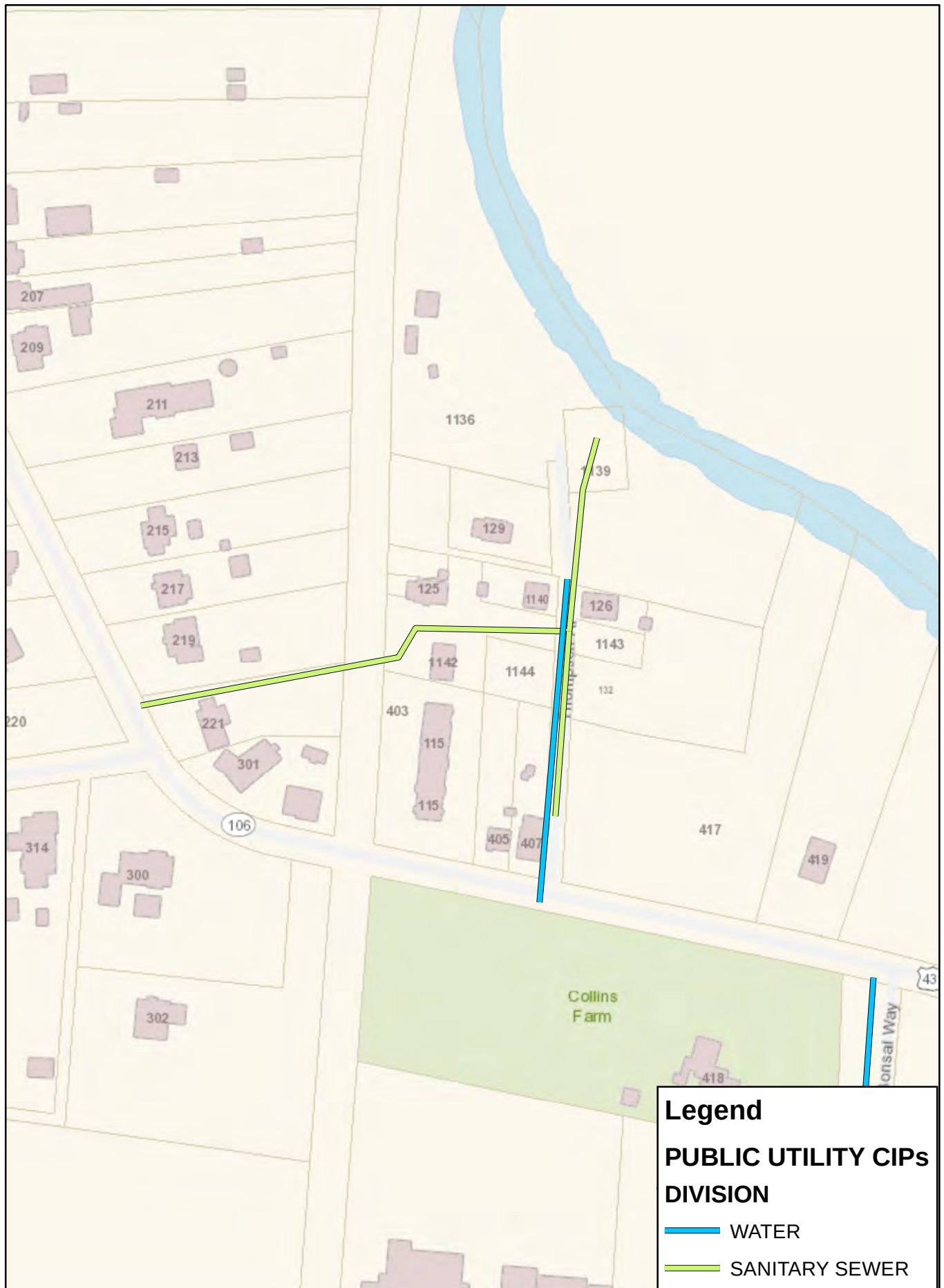
WM16038

**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 4 Star Project  
**Status** Pending

**Project #** WM16039  
**Project Name** Thompson Alley Infrastructure Improvements

|                                                                                                              |              |                             |              |              |              |              |              |              |              |              |              |
|--------------------------------------------------------------------------------------------------------------|--------------|-----------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| <b>Description</b>                                                                                           |              | <b>Total Cost</b> \$280,000 |              |              |              |              |              |              |              |              |              |
| Replace or rehabilitate 1,050 LF of 8" clay sanitary sewer line.                                             |              |                             |              |              |              |              |              |              |              |              |              |
| Replace approximately 500 LF of 4" CIP water line.                                                           |              |                             |              |              |              |              |              |              |              |              |              |
| <b>Justification</b>                                                                                         |              |                             |              |              |              |              |              |              |              |              |              |
| Sanitary sewer line is subject to root intrusion and I/I.                                                    |              |                             |              |              |              |              |              |              |              |              |              |
| Water Line is estimated to be over 70 years old and requires replacement to improve domestic and fire flows. |              |                             |              |              |              |              |              |              |              |              |              |
| <b>Expenditures</b>                                                                                          | <b>FY 17</b> | <b>FY 18</b>                | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
| Design/Planning (Professional Services)                                                                      | 25,000       |                             |              |              |              |              |              |              |              |              | 25,000       |
| Construction                                                                                                 | 255,000      |                             |              |              |              |              |              |              |              |              | 255,000      |
| <b>Total</b>                                                                                                 | 280,000      |                             |              |              |              |              |              |              |              |              | 280,000      |
| <b>Funding Sources</b>                                                                                       | <b>FY 17</b> | <b>FY 18</b>                | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
| Water Renewal                                                                                                | 133,913      |                             |              |              |              |              |              |              |              |              | 133,913      |
| Wastewater Renewal                                                                                           | 146,087      |                             |              |              |              |              |              |              |              |              | 146,087      |
| <b>Total</b>                                                                                                 | 280,000      |                             |              |              |              |              |              |              |              |              | 280,000      |





WM16039

Project #  
Project Name

WM16040  
Highway 96W Water Line Replacement

Department

Water Management

Contact

Water Management Director

Type

Improvement

Useful Life

20+

Category

Public Utilities

Priority

1 Star Project

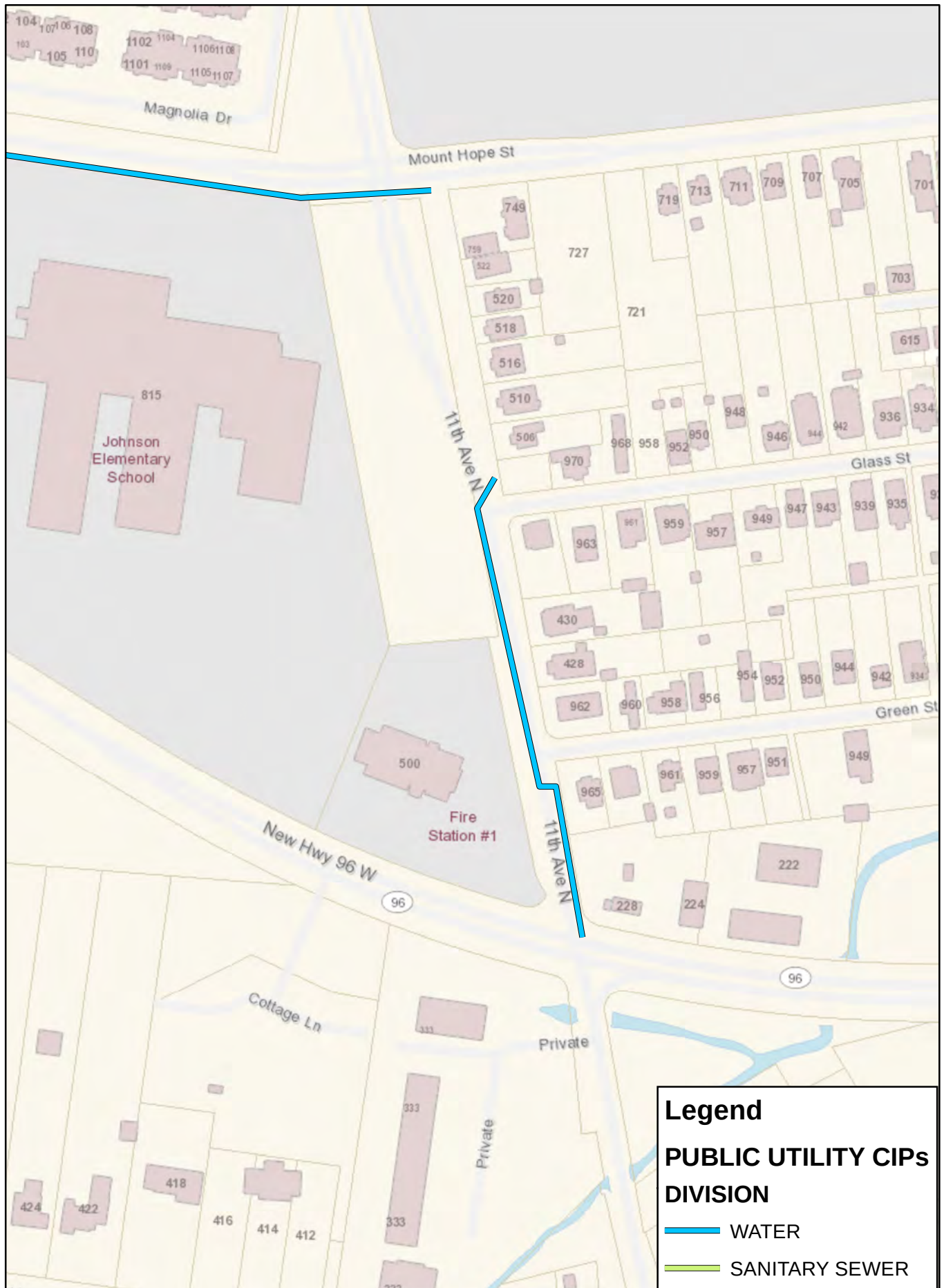
Status

Pending

Total Cost \$258,000

|               |                                                                             |  |  |  |  |  |  |  |  |  |  |  |
|---------------|-----------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| Description   | Water main replacement from 96W & 11th Avenue to Glass Street.              |  |  |  |  |  |  |  |  |  |  |  |
| Justification | 1,600 LF of 8" water main & several main breaks have occurred in this area. |  |  |  |  |  |  |  |  |  |  |  |

| Expenditures                               | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22   | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|--------------------------------------------|-------|-------|-------|-------|-------|---------|-------|-------|-------|-------|---------|
| Design/Planning<br>(Professional Services) |       |       |       |       |       | 18,000  |       |       |       |       | 18,000  |
| Construction                               |       |       |       |       |       | 240,000 |       |       |       |       | 240,000 |
| Total                                      |       |       |       |       |       | 258,000 |       |       |       |       | 258,000 |
| Funding Sources                            | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22   | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
| Water Renewal                              |       |       |       |       |       | 258,000 |       |       |       |       | 258,000 |
| Total                                      |       |       |       |       |       | 258,000 |       |       |       |       | 258,000 |



WM16040



|              |                                             |
|--------------|---------------------------------------------|
| Project #    | WM16041                                     |
| Project Name | West End Circle Infrastructure Improvements |

Department Water Management  
Contact Water Management Director  
Type Improvement  
Useful Life 20+  
Category Public Utilities  
Priority 3 Star Project  
Status Pending

|                                                                                                                                                                                                     |  |            |           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------------|-----------|
| Description                                                                                                                                                                                         |  | Total Cost | \$202,000 |
| East 2" water main. Remove 2" cross country line, add a 6" main.<br>Existing 8" sewer will be lined.                                                                                                |  |            |           |
| Justification                                                                                                                                                                                       |  |            |           |
| Existing 2" galvanized line feeding 20 homes that will be increased to a 6" line, 780 feet, increasing fire flow and improving water quality.<br>Sewer main experiences significant root intrusion. |  |            |           |

| Expenditures                               | FY 17   | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|--------------------------------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|
| Design/Planning<br>(Professional Services) | 10,000  |       |       |       |       |       |       |       |       |       | 10,000  |
| Construction                               | 192,000 |       |       |       |       |       |       |       |       |       | 192,000 |
| Total                                      | 202,000 |       |       |       |       |       |       |       |       |       | 202,000 |

| Funding Sources    | FY 17   | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|--------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|
| Water Renewal      | 127,000 |       |       |       |       |       |       |       |       |       | 127,000 |
| Wastewater Renewal | 75,000  |       |       |       |       |       |       |       |       |       | 75,000  |
| Total              | 202,000 |       |       |       |       |       |       |       |       |       | 202,000 |

WM16041

**Department** Water Management  
**Contact** Water Management Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Public Utilities  
**Priority** 4 Star Project  
**Status** Pending

**Total Cost** \$5,900,000

|                     |                                              |
|---------------------|----------------------------------------------|
| <b>Project #</b>    | <b>WM16042</b>                               |
| <b>Project Name</b> | <b>West Main Infrastructure Improvements</b> |

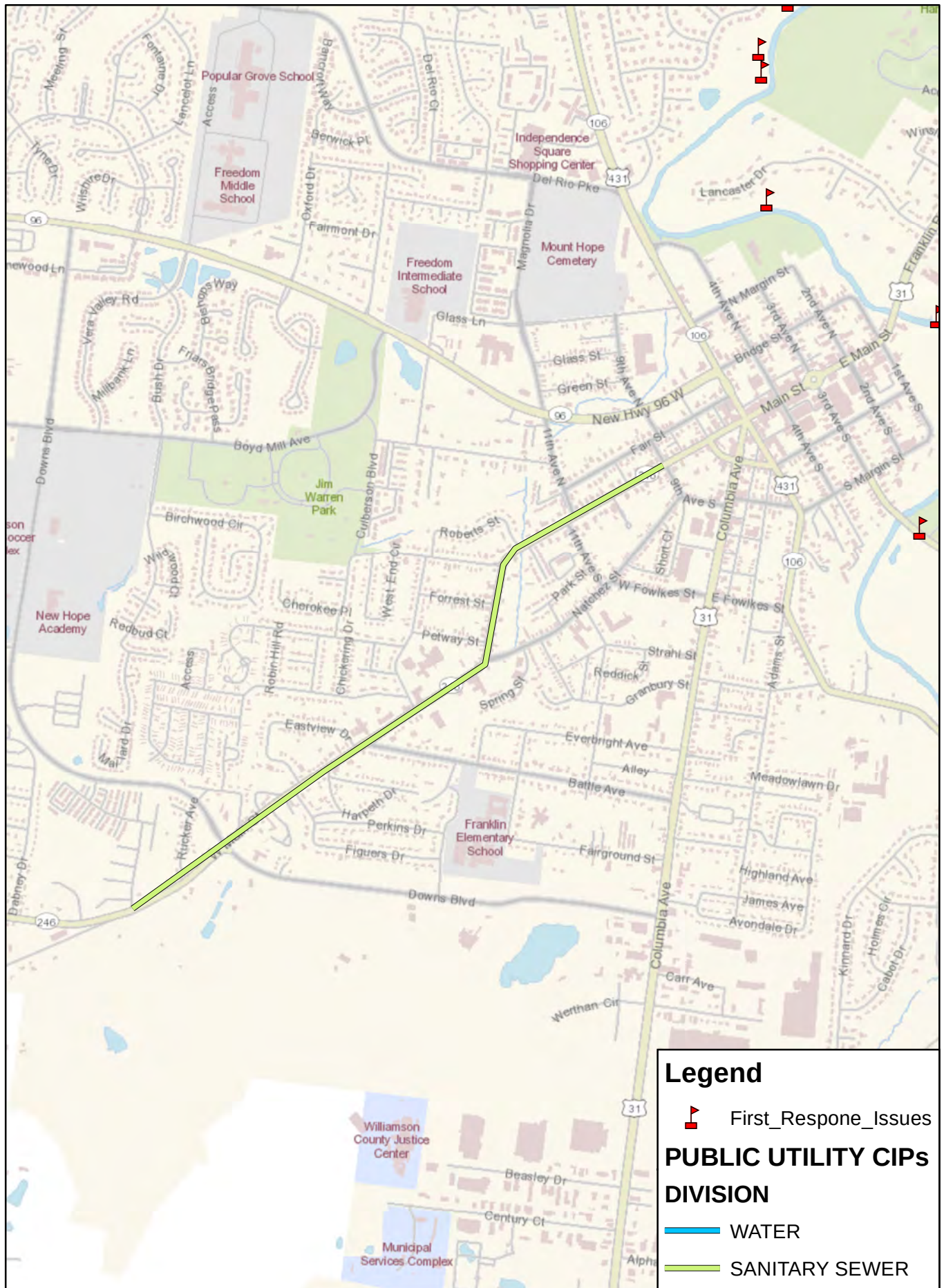
|                                                                                           |  |
|-------------------------------------------------------------------------------------------|--|
| <b>Description</b>                                                                        |  |
| Replace approximately 12,000 LF of 6" sewer and 8" clay sewer pipe with 12,000 LF of PVC. |  |
| Replace approximately 12,000 LF of CIP (various sizes) water main with 12,000 LF of DIP.  |  |

|                                                                                                                                                                                                                                                                               |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>Justification</b>                                                                                                                                                                                                                                                          |  |
| Water pipe has been in service for 50+ years, various sizes that will be upsized with consistent sizing. Sewer main has been in service 50+ years, various sizes that will be upsized with consistent sizing, significant source of I/I and multiple blockages have occurred. |  |

| Expenditures                            | FY 17 | FY 18   | FY 19     | FY 20     | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|-----------------------------------------|-------|---------|-----------|-----------|-------|-------|-------|-------|-------|-------|-----------|
| Design/Planning (Professional Services) |       | 400,000 |           |           |       |       |       |       |       |       | 400,000   |
| Construction                            |       |         | 3,500,000 | 2,000,000 |       |       |       |       |       |       | 5,500,000 |
| <b>Total</b>                            |       | 400,000 | 3,500,000 | 2,000,000 |       |       |       |       |       |       | 5,900,000 |

| Funding Sources    | FY 17 | FY 18   | FY 19     | FY 20     | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|--------------------|-------|---------|-----------|-----------|-------|-------|-------|-------|-------|-------|-----------|
| Water Renewal      |       | 150,000 | 1,500,000 | 1,000,000 |       |       |       |       |       |       | 2,650,000 |
| Wastewater Renewal |       | 250,000 | 2,000,000 | 1,000,000 |       |       |       |       |       |       | 3,250,000 |
| <b>Total</b>       |       | 400,000 | 3,500,000 | 2,000,000 |       |       |       |       |       |       | 5,900,000 |





WM16042

Project #

WM16043

Project Name

Sewer Interceptor Point Repair Projects

Department

Water Management

Contact

Water Management Director

Type

Improvement

Useful Life

20+

Category

Public Utilities

Priority

3 Star Project

Status

Pending

Total Cost

\$2,000,000

|               |                                                                                                                                                                                                                              |  |  |  |  |  |  |  |  |  |  |  |
|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| Description   | As a result of the Harpeth River 54" interceptor failure, the City performed inspections on interceptors 24" in diameter to 54" in diameter. The result of those inspections identified 25 point repairs that are necessary. |  |  |  |  |  |  |  |  |  |  |  |
| Justification | The result of the inspections identified 25 point repairs that are necessary improvements for proper operation of the collection system. The Department is still investigating the means to repair the individual locations. |  |  |  |  |  |  |  |  |  |  |  |

| Expenditures       | FY 17     | FY 18   | FY 19   | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|--------------------|-----------|---------|---------|-------|-------|-------|-------|-------|-------|-------|-----------|
| Construction       | 1,000,000 | 500,000 | 500,000 |       |       |       |       |       |       |       | 2,000,000 |
| Total              | 1,000,000 | 500,000 | 500,000 |       |       |       |       |       |       |       | 2,000,000 |
| Funding Sources    | FY 17     | FY 18   | FY 19   | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
| Wastewater Renewal | 1,000,000 | 500,000 | 500,000 |       |       |       |       |       |       |       | 2,000,000 |
| Total              | 1,000,000 | 500,000 | 500,000 |       |       |       |       |       |       |       | 2,000,000 |

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# **CAPITAL IMPROVEMENT PLAN FY2017-2026**

## **Project Sheets – Stormwater**

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**Department** Stormwater  
**Contact** Engineering Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Stormwater  
**Priority** 3 Star Project  
**Status** Active

**Total Cost** \$1,030,000

|                     |                                                          |
|---------------------|----------------------------------------------------------|
| <b>Project #</b>    | <b>SW16001</b>                                           |
| <b>Project Name</b> | <b>Ralston Creek at Liberty Hills Stream Restoration</b> |

|                    |                                                                                     |  |  |  |  |  |  |  |  |  |  |  |
|--------------------|-------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <b>Description</b> | Stream and Bank Stabilization project on Ralston Creek at Liberty Hills Subdivision |  |  |  |  |  |  |  |  |  |  |  |
|--------------------|-------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|

|                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <b>Justification</b> | <p>The City has received a number of recent complaints from residents in the Royal Oaks Subdivision regarding flooding due to storm water from Ralston Creek overtopping the stream banks. There are also certain areas along Ralston Creek that are experiencing bank failure, some of which the City has attempted to temporarily address until a permanent solution can be determined and installed. The stream originates between Huffines Ridge Drive and I-65 near Centennial High School and flows in a southwesterly direction before entering into the Liberty Hills Subdivision Retention Pond. After leaving the retention pond through its outlet structure, the stream flows through the Royal Oaks Subdivision, where the previously mentioned flooding and bank failures have occurred.</p> |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|

| <b>Expenditures</b>                     | <b>FY 17</b>   | <b>FY 18</b>  | <b>FY 19</b>   | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b>     |
|-----------------------------------------|----------------|---------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------------|
| Design/Planning (Professional Services) | 120,000        |               |                |              |              |              |              |              |              |              | 120,000          |
| ROW and Easements                       |                | 80,000        |                |              |              |              |              |              |              |              | 80,000           |
| Construction Engineering / Inspection   |                |               | 80,000         |              |              |              |              |              |              |              | 80,000           |
| Construction                            |                |               | 750,000        |              |              |              |              |              |              |              | 750,000          |
| <b>Total</b>                            | <b>120,000</b> | <b>80,000</b> | <b>830,000</b> |              |              |              |              |              |              |              | <b>1,030,000</b> |
| <b>Funding Sources</b>                  | <b>FY 17</b>   | <b>FY 18</b>  | <b>FY 19</b>   | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b>     |
| Stormwater                              | 120,000        | 80,000        | 830,000        |              |              |              |              |              |              |              | 1,030,000        |
| <b>Total</b>                            | <b>120,000</b> | <b>80,000</b> | <b>830,000</b> |              |              |              |              |              |              |              | <b>1,030,000</b> |





|              |                           |
|--------------|---------------------------|
| Project #    | SW16002                   |
| Project Name | Parkview Drainage Project |

Department Stormwater  
Contact Engineering Director  
Type New  
Useful Life 20+  
Category Stormwater  
Priority 1 Star Project  
Status Active

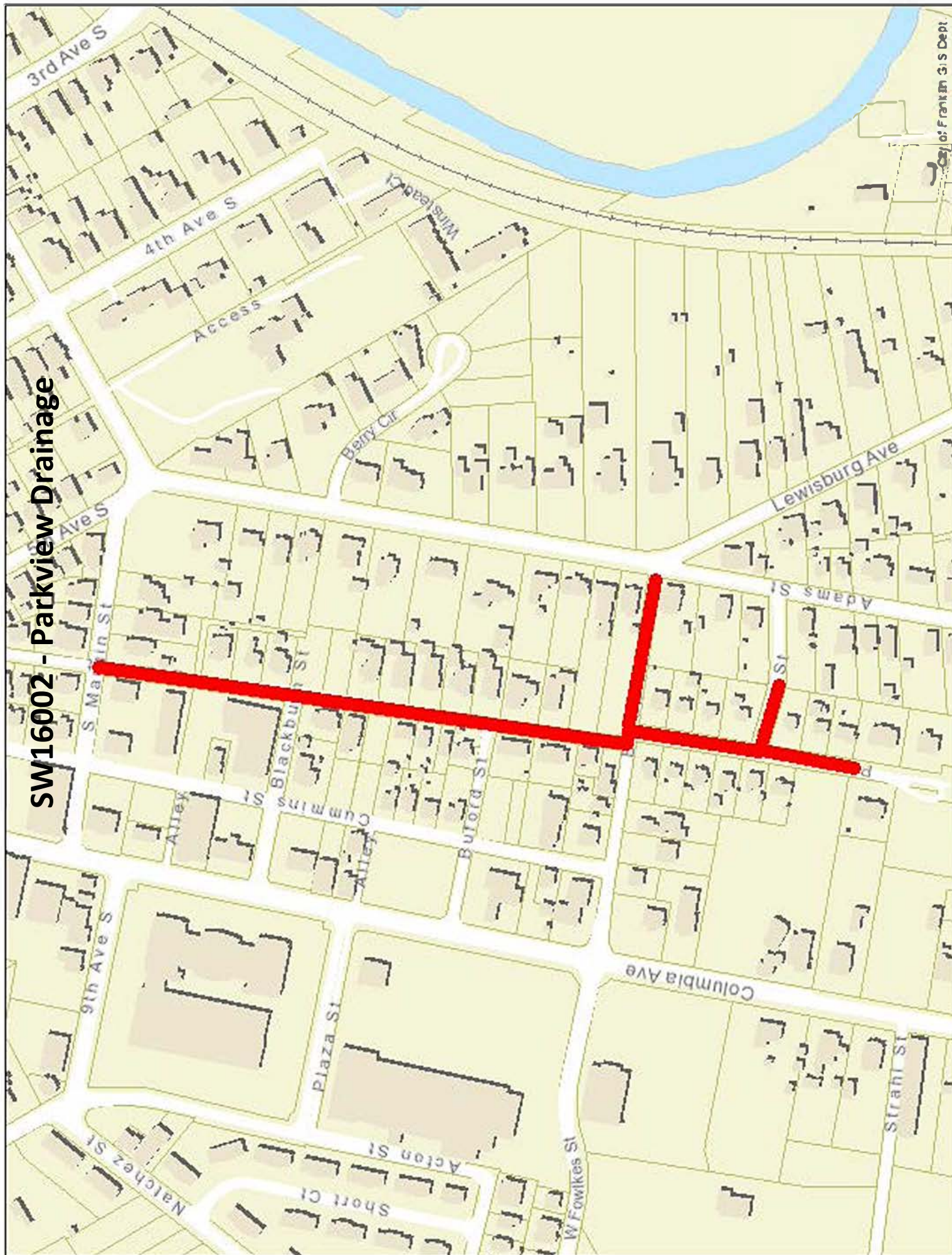
Total Cost \$2,020,000

|               |                                                                                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  |  |  |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| Description   | Install drainage infrastructure in the area of Parkview Drive.                                                                                                                                                                                                                                                                              |  |  |  |  |  |  |  |  |  |  |  |
| Justification | The existing stormwater system mainly consists of a series of intermittent roadside ditches and culverts. This area has been a problem since the early 90's with no substantial improvements. The roadways lack drainage infrastructure. This infrastructure is needed to help protect against localized flooding during heavy rain events. |  |  |  |  |  |  |  |  |  |  |  |

| Expenditures                            | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22   | FY 23   | FY 24     | FY 25 | FY 26 | Total     |
|-----------------------------------------|-------|-------|-------|-------|-------|---------|---------|-----------|-------|-------|-----------|
| Design/Planning (Professional Services) |       |       |       |       |       | 120,000 |         |           |       |       | 120,000   |
| ROW and Easements                       |       |       |       |       |       |         | 250,000 |           |       |       | 250,000   |
| Construction Engineering / Inspection   |       |       |       |       |       |         |         | 150,000   |       |       | 150,000   |
| Construction                            |       |       |       |       |       |         |         | 1,500,000 |       |       | 1,500,000 |
| Total                                   |       |       |       |       |       | 120,000 | 250,000 | 1,650,000 |       |       | 2,020,000 |
| Funding Sources                         | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22   | FY 23   | FY 24     | FY 25 | FY 26 | Total     |
| Stormwater                              |       |       |       |       |       | 120,000 | 250,000 | 1,650,000 |       |       | 2,020,000 |
| Total                                   |       |       |       |       |       | 120,000 | 250,000 | 1,650,000 |       |       | 2,020,000 |



SW16002 - Parkview Drainage





|              |                                               |
|--------------|-----------------------------------------------|
| Project #    | SW16003                                       |
| Project Name | 100 Block Battle Avenue Drainage Improvements |

Department Stormwater  
Contact Engineering Director  
Type Improvement  
Useful Life 20+  
Category Stormwater  
Priority 3 Star Project  
Status Active

Total Cost \$1,200,000

|               |                                                                                                                                                                                                                                                                                             |  |  |  |  |  |  |  |  |  |  |  |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| Description   | This project includes the construction of a regional detention pond located between 107 Battle Avenue and 101 Fairground Street. This project will include a design for a 100-year storm event and a new stormwater pump station.                                                           |  |  |  |  |  |  |  |  |  |  |  |
| Justification | For years there have been properties in the Battle Avenue area that have experienced localized flooding. During the May 2010 flood there were approximately 10 properties that reported damage. This area is located in a low spot within the City creating problems for the last 20 years. |  |  |  |  |  |  |  |  |  |  |  |

| Expenditures                          | FY 17     | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|---------------------------------------|-----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-----------|
| ROW and Easements                     | 250,000   |       |       |       |       |       |       |       |       |       | 250,000   |
| Construction Engineering / Inspection | 80,000    |       |       |       |       |       |       |       |       |       | 80,000    |
| Construction                          | 870,000   |       |       |       |       |       |       |       |       |       | 870,000   |
| Total                                 | 1,200,000 |       |       |       |       |       |       |       |       |       | 1,200,000 |
| Funding Sources                       | FY 17     | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
| Stormwater                            | 1,200,000 |       |       |       |       |       |       |       |       |       | 1,200,000 |
| Total                                 | 1,200,000 |       |       |       |       |       |       |       |       |       | 1,200,000 |

**SW160003 - 100 Block Battle Ave**



Project # SW16004

Project Name Figuers Drive Area Drainage Improvements

Department Stormwater

Contact Engineering Director

Type New

Useful Life 20+

Category Stormwater

Priority 1 Star Project

Status Active

Total Cost \$1,250,000

Description

This project includes the installation and upgrade of existing stormwater infrastructure in the Figures Drive Area to include: Channel improvements from Alicia Drive to Figures Drive; Culver upgrades at Perkins Drive and Figures Drive, Diversion Storm Sewer from Figures Dr. to Perkins Dr, Concrete Channel from Perkins Dr. to Alicia Dr and 6x3 RCB at Alicia Dr.

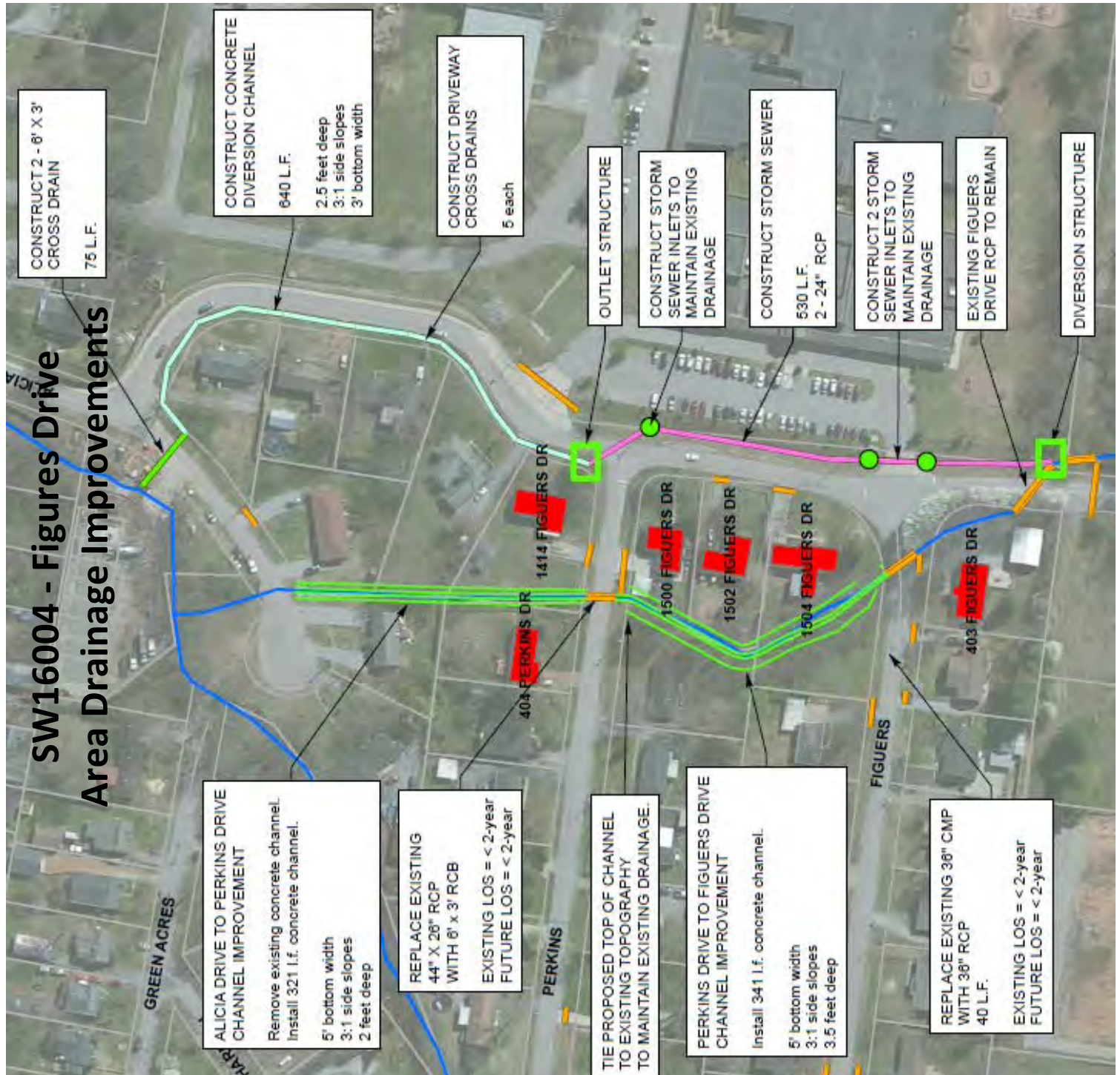
Justification

The City has received a number of recent complaints from residents in the Figures Drive area. Large rain events can cause flooding on the roadway and impact a few residential structures.

| Expenditures                            | FY 17   | FY 18  | FY 19     | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|-----------------------------------------|---------|--------|-----------|-------|-------|-------|-------|-------|-------|-------|-----------|
| Design/Planning (Professional Services) | 200,000 |        |           |       |       |       |       |       |       |       | 200,000   |
| ROW and Easements                       |         | 50,000 |           |       |       |       |       |       |       |       | 50,000    |
| Construction                            |         |        | 1,000,000 |       |       |       |       |       |       |       | 1,000,000 |
| Total                                   | 200,000 | 50,000 | 1,000,000 |       |       |       |       |       |       |       | 1,250,000 |
| Funding Sources                         | FY 17   | FY 18  | FY 19     | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
| Stormwater                              | 200,000 | 50,000 | 1,000,000 |       |       |       |       |       |       |       | 1,250,000 |
| Total                                   | 200,000 | 50,000 | 1,000,000 |       |       |       |       |       |       |       | 1,250,000 |



# SW160004 - Figures Drive Area Drainage Improvements



Project # SW16005

Project Name Jordan Branch (Cool Springs E) Stream Restoration

Department Stormwater  
 Contact Engineering Director  
 Type Improvement  
 Useful Life 20+  
 Category Stormwater  
 Priority 2 Star Project  
 Status Active

Total Cost \$780,000

**Description**

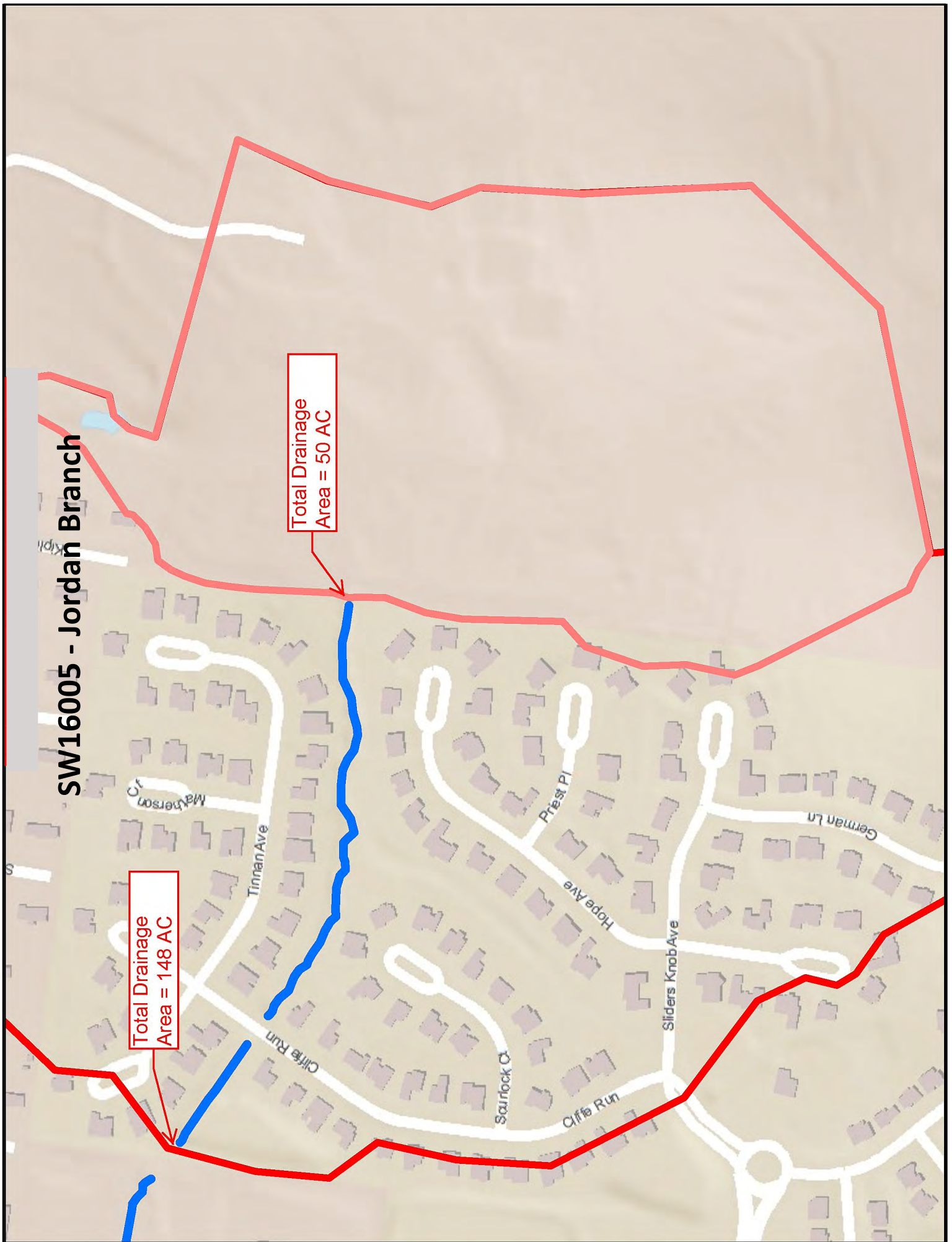
Restore and stabilize banks along Jordan Branch within The Meadow Subdivision located off of Bakers Bridge Avenue.

**Justification**

The City of Franklin has had complaints for several years regarding erosion of Jordan Branch/Spencer Creek which flows behind several houses beofre flowing under Cliffe Run in The Meadow Subdivision located off of Bakers Bridge Avenue. Jordan Branch is severely entrenched with eroding and undercut banks. The trees are in danger of falling an dmany could possibly fall on or very near houses. Relatively large portions of backyards are likely going to be "uprooted" when the trees fall. Stormwater channels designed to convey flow from the subdivision to the stream are "head-cutting" which is also contributing to the loss of backyards in the form of eroding channels between lots.

| Expenditures                          | FY 17        | FY 18        | FY 19        | FY 20        | FY 21        | FY 22        | FY 23        | FY 24        | FY 25        | FY 26        | Total        |
|---------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| ROW and Easements                     | 50,000       |              |              |              |              |              |              |              |              |              | 50,000       |
| Construction Engineering / Inspection | 80,000       |              |              |              |              |              |              |              |              |              | 80,000       |
| Construction                          | 650,000      |              |              |              |              |              |              |              |              |              | 650,000      |
| <b>Total</b>                          | 780,000      |              |              |              |              |              |              |              |              |              | 780,000      |
| <b>Funding Sources</b>                | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
| Stormwater                            | 780,000      |              |              |              |              |              |              |              |              |              | 780,000      |
| <b>Total</b>                          | 780,000      |              |              |              |              |              |              |              |              |              | 780,000      |





**SW16005 - Jordan Branch**

Total Drainage  
Area = 50 AC

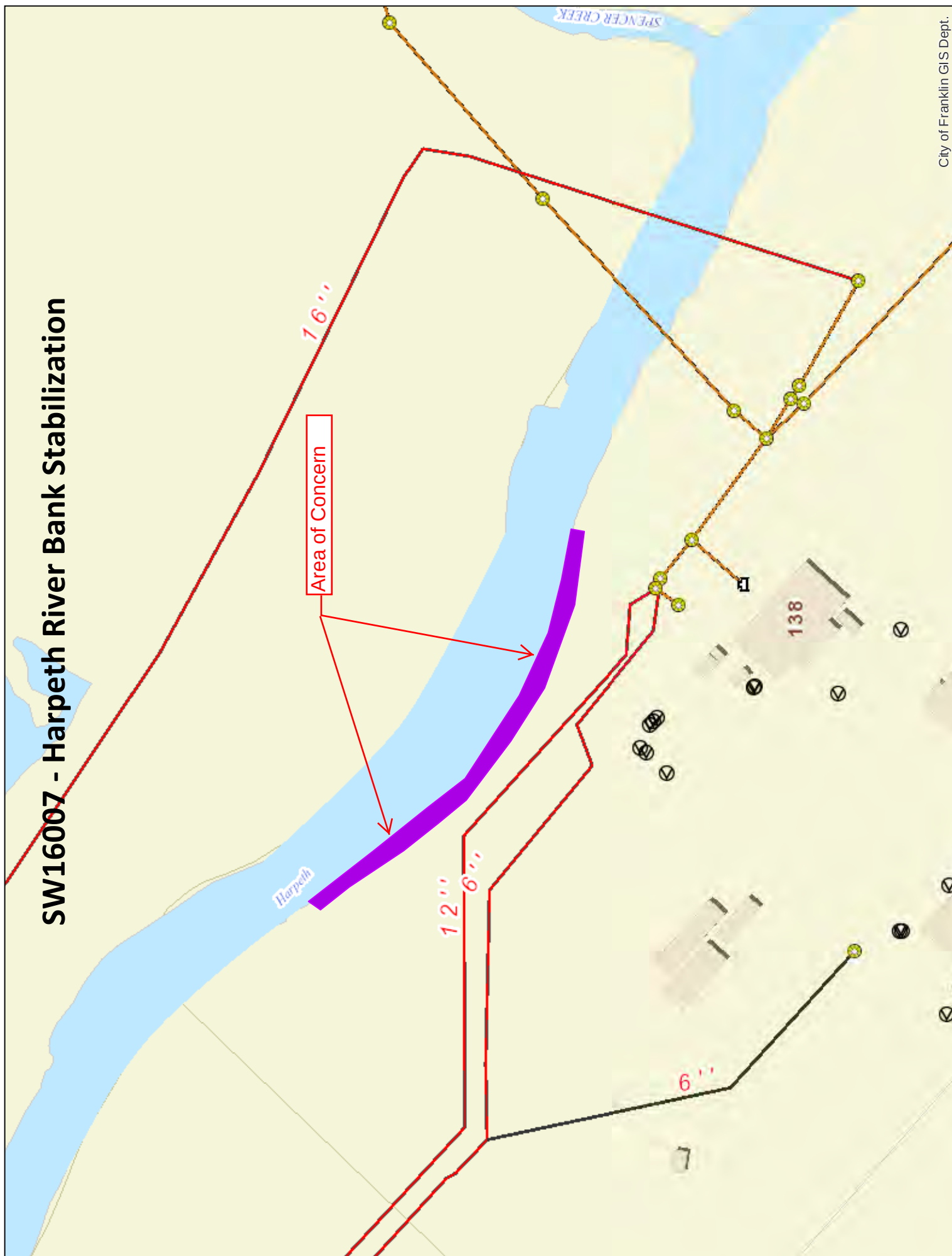
Total Drainage  
Area = 148 AC



|                                                                                                                                                                                    |  |             |                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------|----------------|
| Project # SW16006                                                                                                                                                                  |  | Department  | Stormwater     |
| Project Name Harpeth River Bank Stabilization at WRF                                                                                                                               |  | Contact     |                |
|                                                                                                                                                                                    |  | Type        | Improvement    |
|                                                                                                                                                                                    |  | Useful Life | 20+            |
|                                                                                                                                                                                    |  | Category    | Stormwater     |
|                                                                                                                                                                                    |  | Priority    | 4 Star Project |
|                                                                                                                                                                                    |  | Status      | Active         |
|                                                                                                                                                                                    |  | Total Cost  | \$980,000      |
| Description                                                                                                                                                                        |  |             |                |
| This project includes stabilization of the Harpeth River banks along the WWTP site.                                                                                                |  |             |                |
| Justification                                                                                                                                                                      |  |             |                |
| The banks have had significant erosion and could be a threat to infrastructure within the area. We currently have one large force main within 10 feet of the existing top of bank. |  |             |                |

| Expenditures                            | FY 17   | FY 18   | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|-----------------------------------------|---------|---------|-------|-------|-------|-------|-------|-------|-------|-------|---------|
| Design/Planning (Professional Services) | 100,000 |         |       |       |       |       |       |       |       |       | 100,000 |
| Construction Engineering / Inspection   |         | 80,000  |       |       |       |       |       |       |       |       | 80,000  |
| Construction                            |         | 800,000 |       |       |       |       |       |       |       |       | 800,000 |
| Total                                   | 100,000 | 880,000 |       |       |       |       |       |       |       |       | 980,000 |
| Funding Sources                         | FY 17   | FY 18   | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
| Stormwater                              | 100,000 | 880,000 |       |       |       |       |       |       |       |       | 980,000 |
| Total                                   | 100,000 | 880,000 |       |       |       |       |       |       |       |       | 980,000 |

# SW160007 - Harpeth River Bank Stabilization



# **CAPITAL IMPROVEMENT PLAN FY2017-2026**

## **Project Sheets – Transportation**



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Department Streets

Contact Engineering Director

Type Improvement

Useful Life 20+

Category Transportation

Priority 1 Star Project

Status Pending

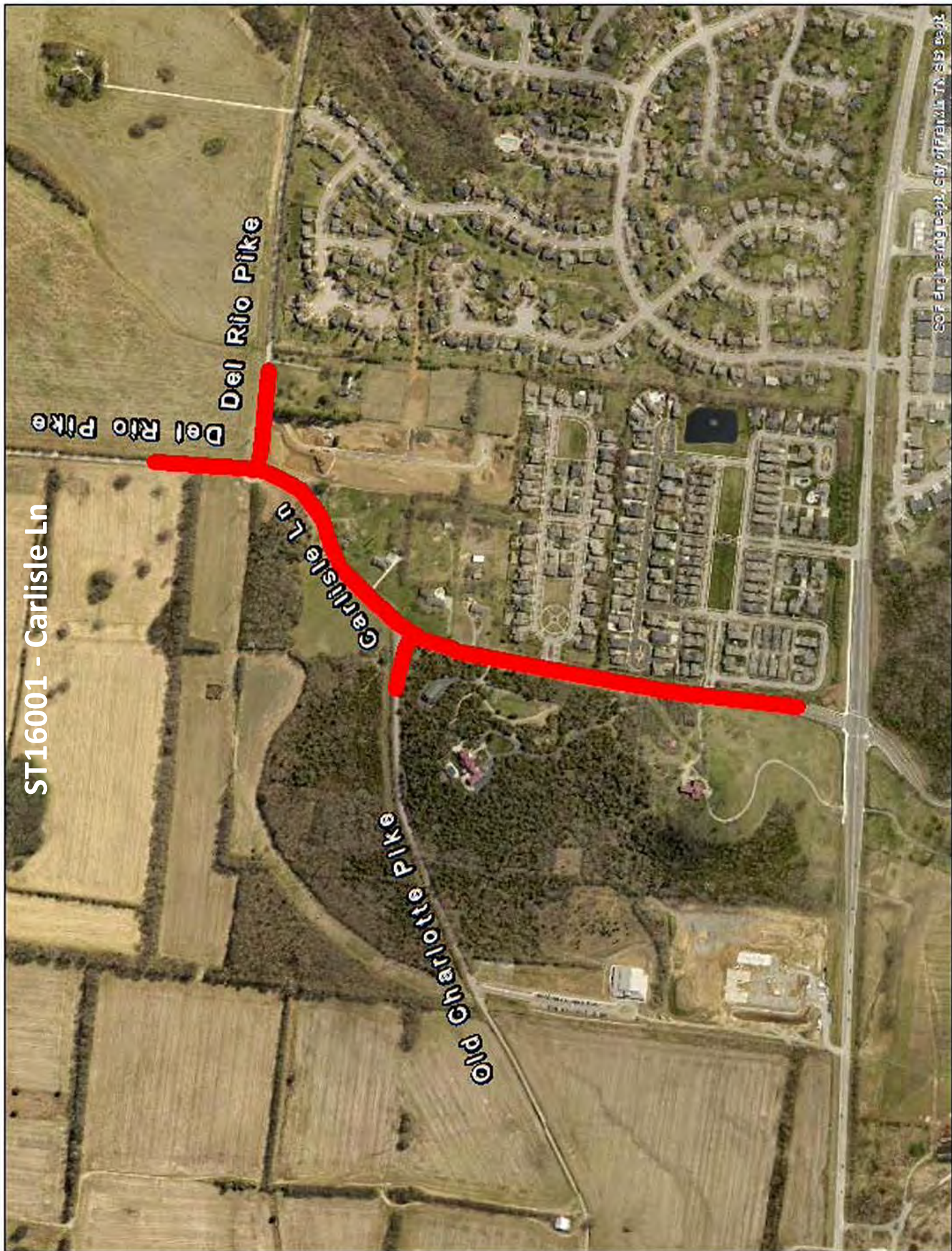
Total Cost \$4,186,000

|              |                            |
|--------------|----------------------------|
| Project #    | ST16001                    |
| Project Name | Carlisle Lane Improvements |

|                      |                                                                                                                                                                                                                                                                     |  |  |  |  |  |  |  |  |  |  |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|
| <b>Description</b>   | Carlisle Lane Improvements include improvements from Highway 96 West (SR-96) to Del Rio Pike. The typical section will include two (2) lanes with turn lanes; bike lanes; sidewalks, curb/gutter and drainage improvements. Approximate project length of 2,500 LF. |  |  |  |  |  |  |  |  |  |  |
| <b>Justification</b> | Development in this area of the city continues to increase. The roadway has horizontal and vertical alignment issues that need to be corrected to improve safety.                                                                                                   |  |  |  |  |  |  |  |  |  |  |

| Expenditures                            | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22   | FY 23     | FY 24     | FY 25 | FY 26 | Total     |
|-----------------------------------------|-------|-------|-------|-------|-------|---------|-----------|-----------|-------|-------|-----------|
| Design/Planning (Professional Services) |       |       |       |       |       | 186,000 |           |           |       |       | 186,000   |
| ROW and Easements                       |       |       |       |       |       |         | 500,000   |           |       |       | 500,000   |
| Construction Engineering / Inspection   |       |       |       |       |       |         | 500,000   |           |       |       | 500,000   |
| Construction                            |       |       |       |       |       |         | 3,000,000 |           |       |       | 3,000,000 |
| <b>Total</b>                            |       |       |       |       |       | 186,000 | 500,000   | 3,500,000 |       |       | 4,186,000 |
| Funding Sources                         | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22   | FY 23     | FY 24     | FY 25 | FY 26 | Total     |
| General                                 |       |       |       |       |       | 186,000 | 500,000   | 3,220,000 |       |       | 3,906,000 |
| Stormwater                              |       |       |       |       |       |         |           | 280,000   |       |       | 280,000   |
| <b>Total</b>                            |       |       |       |       |       | 186,000 | 500,000   | 3,500,000 |       |       | 4,186,000 |





COF Engineering Dept. City of Franklin TN 37067



Department Streets

Contact Engineering Director

Type New

Useful Life 20+

Category Transportation

Priority 3 Star Project

Status Pending

Total Cost \$870,000

|              |                                  |
|--------------|----------------------------------|
| Project #    | ST16002                          |
| Project Name | Goose Creek Interchange Lighting |

|             |                                                                                                                                             |  |  |  |  |  |  |  |  |  |  |  |
|-------------|---------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| Description | Interchange Lighting for Goose Creek at I-65. The City will need to partner with TDOT to fund 50% of the cost associated with this project. |  |  |  |  |  |  |  |  |  |  |  |
|-------------|---------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|

|               |                                                                                                                                                                                                                 |  |  |  |  |  |  |  |  |  |  |  |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| Justification | Safety: Lighted intersctions and interchanges tend to have fewer crashes than unlighted intersections/interchanges. The majority of the intersection crashes at night are primarily associated with visibility. |  |  |  |  |  |  |  |  |  |  |  |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|

| Expenditures                            | FY 17 | FY 18 | FY 19  | FY 20   | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|-----------------------------------------|-------|-------|--------|---------|-------|-------|-------|-------|-------|-------|---------|
| Design/Planning (Professional Services) |       |       | 60,000 |         |       |       |       |       |       |       | 60,000  |
| Construction Engineering / Inspection   |       |       |        | 60,000  |       |       |       |       |       |       | 60,000  |
| Construction                            |       |       |        | 750,000 |       |       |       |       |       |       | 750,000 |
| <b>Total</b>                            |       |       | 60,000 | 810,000 |       |       |       |       |       |       | 870,000 |

| Funding Sources  | FY 17 | FY 18 | FY 19  | FY 20   | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|------------------|-------|-------|--------|---------|-------|-------|-------|-------|-------|-------|---------|
| General          |       |       | 30,000 | 405,000 |       |       |       |       |       |       | 435,000 |
| MPO/TDOT Funding |       |       | 30,000 | 405,000 |       |       |       |       |       |       | 435,000 |
| <b>Total</b>     |       |       | 60,000 | 810,000 |       |       |       |       |       |       | 870,000 |

ST16002 - Goose Creek Interchange Lighting



SB OF FRAVIL TN 18 0921



Department Streets

Contact Engineering Director

Type New

Useful Life 20+

Category Transportation

Priority 1 Star Project

Status Pending

Total Cost \$16,812,000

Project # ST16003

Project Name Peytonsville Road Extension

Description

Extension of Peytonsville Road) east of I-65 to Long Lane. The project shall be constructed as a four (4) lane, median divided facility with turn lanes as required. Project shall include: access management (as allowable), curb & gutter, ITS Infrastructure, and accommodations for pedestrians and bicycles. Approximate project length of 5,700 LF.

Justification

Congestion Mitigation: AADT on Carothers Parkway is expected to reach 25,000 VPD. The board has approved numerous developments in the South East section of the City. Approvals include approximately 2,663 Single Family Units, 2,004 Multi-Family Units, 1.8 Million SF in Retail and 3.4 Million SF in Office/Civic Development.

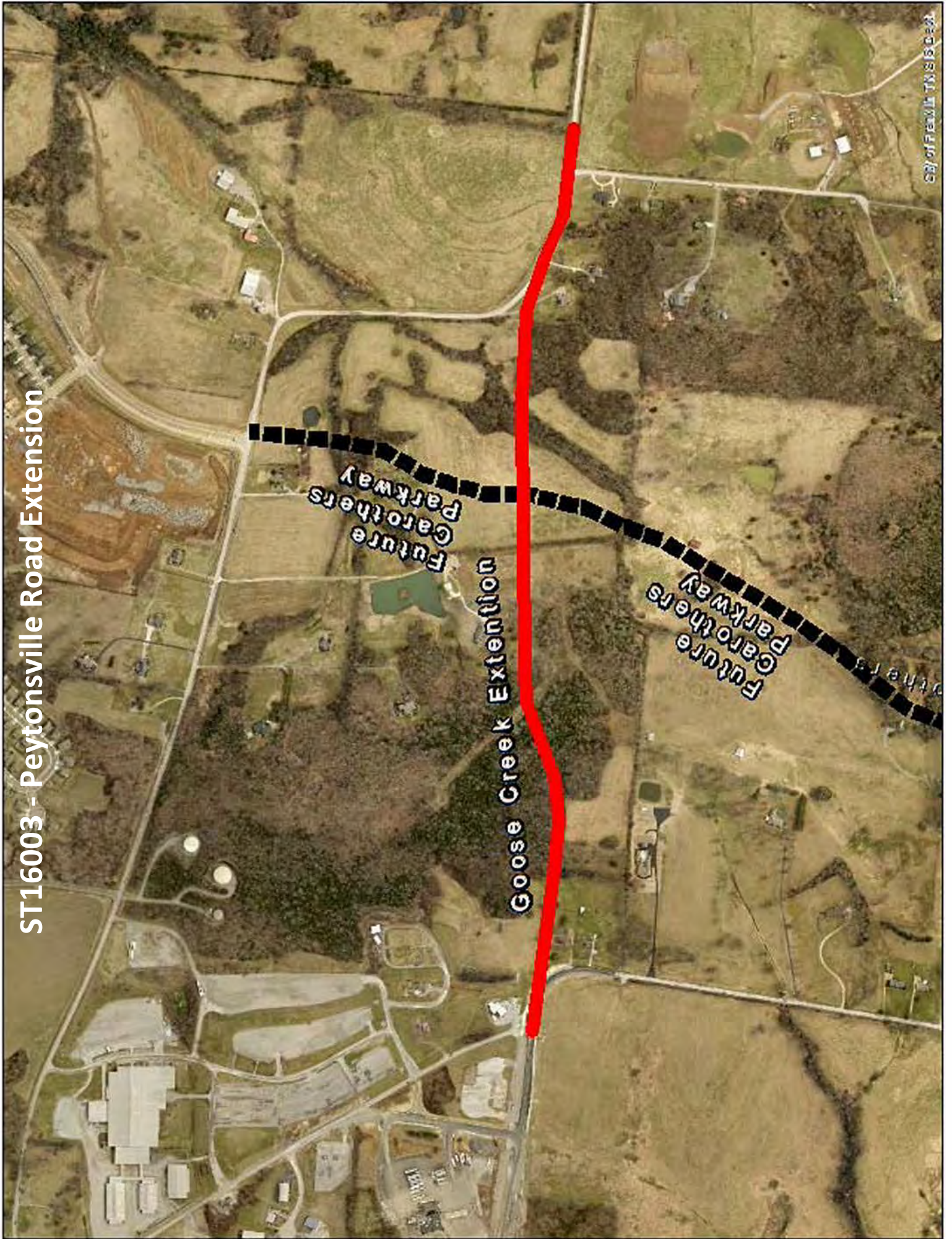
Safety: As traffic increases on Carothers Parkway this roadway will become increasingly important. Long Lane is a collector roadway and will not be able to handle the project AADT that is anticipated on Carothers Parkway and Goose Creek Bypass Extension.

Economic Development: Access to I-65 and Berry Farms potentially makes this the next high growth area within Franklin. It should be noted that future Economic Development opportunities along this roadway will be limited unless the City or a Developer start the extension of the Harpeth River Interceptor. The interceptor will need to be extended approximately 14,000 LF prior to development along this roadway.

| Expenditures                               | FY 17 | FY 18 | FY 19 | FY 20 | FY 21   | FY 22     | FY 23     | FY 24     | FY 25 | FY 26 | Total      |
|--------------------------------------------|-------|-------|-------|-------|---------|-----------|-----------|-----------|-------|-------|------------|
| Design/Planning<br>(Professional Services) |       |       |       |       | 820,800 |           |           |           |       |       | 820,800    |
| ROW and Easements                          |       |       |       |       |         | 4,500,000 |           |           |       |       | 4,500,000  |
| Construction Engineering /<br>Inspection   |       |       |       |       |         |           | 615,600   | 615,600   |       |       | 1,231,200  |
| Construction                               |       |       |       |       |         |           | 5,130,000 | 5,130,000 |       |       | 10,260,000 |
| Total                                      |       |       |       |       | 820,800 | 4,500,000 | 5,745,600 | 5,745,600 |       |       | 16,812,000 |
| Funding Sources                            | FY 17 | FY 18 | FY 19 | FY 20 | FY 21   | FY 22     | FY 23     | FY 24     | FY 25 | FY 26 | Total      |
| Road Impact Fees                           |       |       |       |       | 820,800 | 4,500,000 | 5,489,100 | 5,489,100 |       |       | 16,299,000 |
| Stormwater                                 |       |       |       |       |         |           | 256,500   | 256,500   |       |       | 513,000    |
| Total                                      |       |       |       |       | 820,800 | 4,500,000 | 5,745,600 | 5,745,600 |       |       | 16,812,000 |



ST16003 - Peytonsville Road Extension

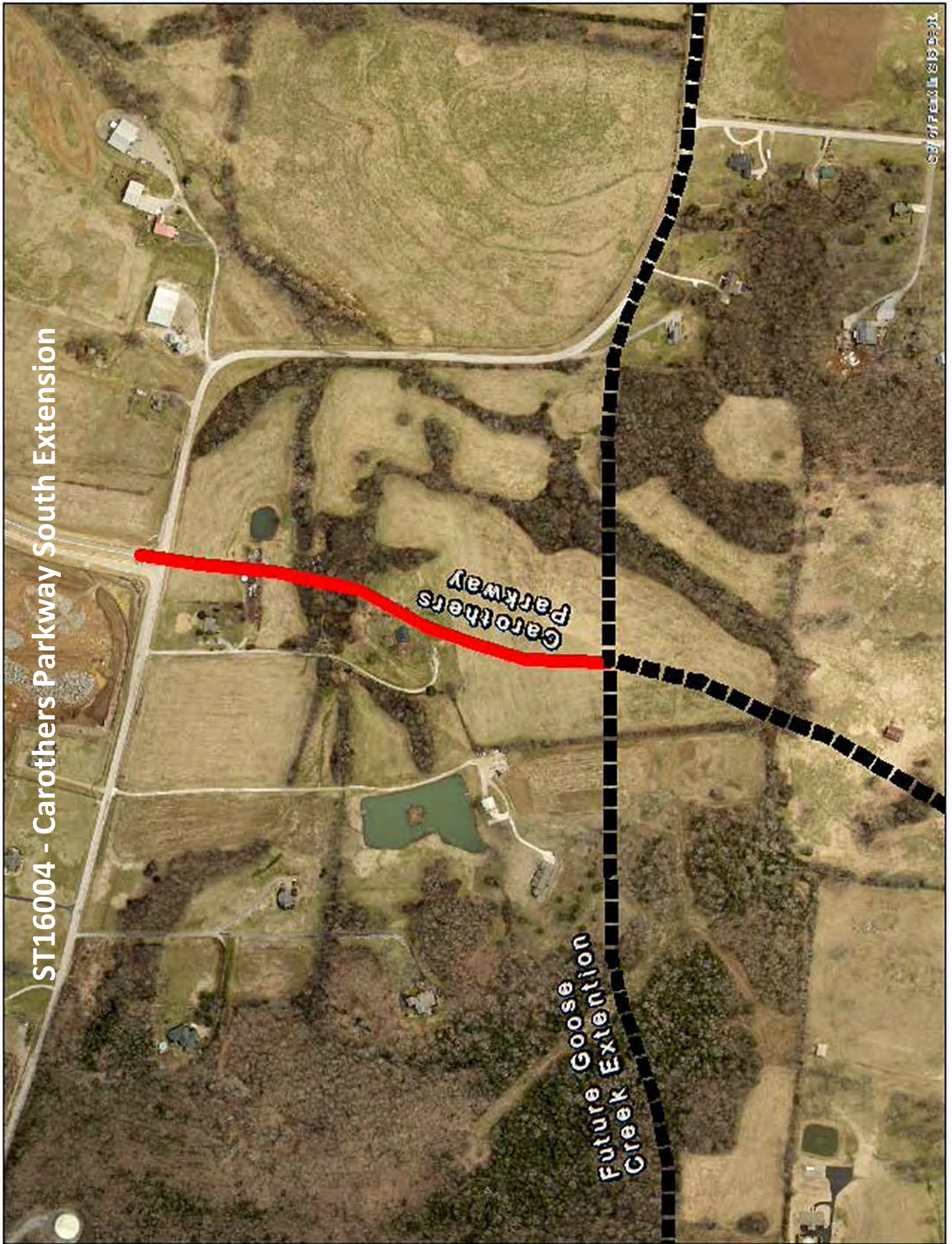




Capital Improvement Plan FY2017-2026



ST16004 - Carothers Parkway South Extension



City of Franklin 8/8/2016



Department Streets

Contact Engineering Director

Type Improvement

Useful Life 20+

Category Transportation

Priority 1 Star Project

Status Pending

Total Cost \$5,016,000

|              |                                                 |
|--------------|-------------------------------------------------|
| Project #    | ST16005                                         |
| Project Name | Peytonsville Rd & Pratt Ln Intersection Improv. |

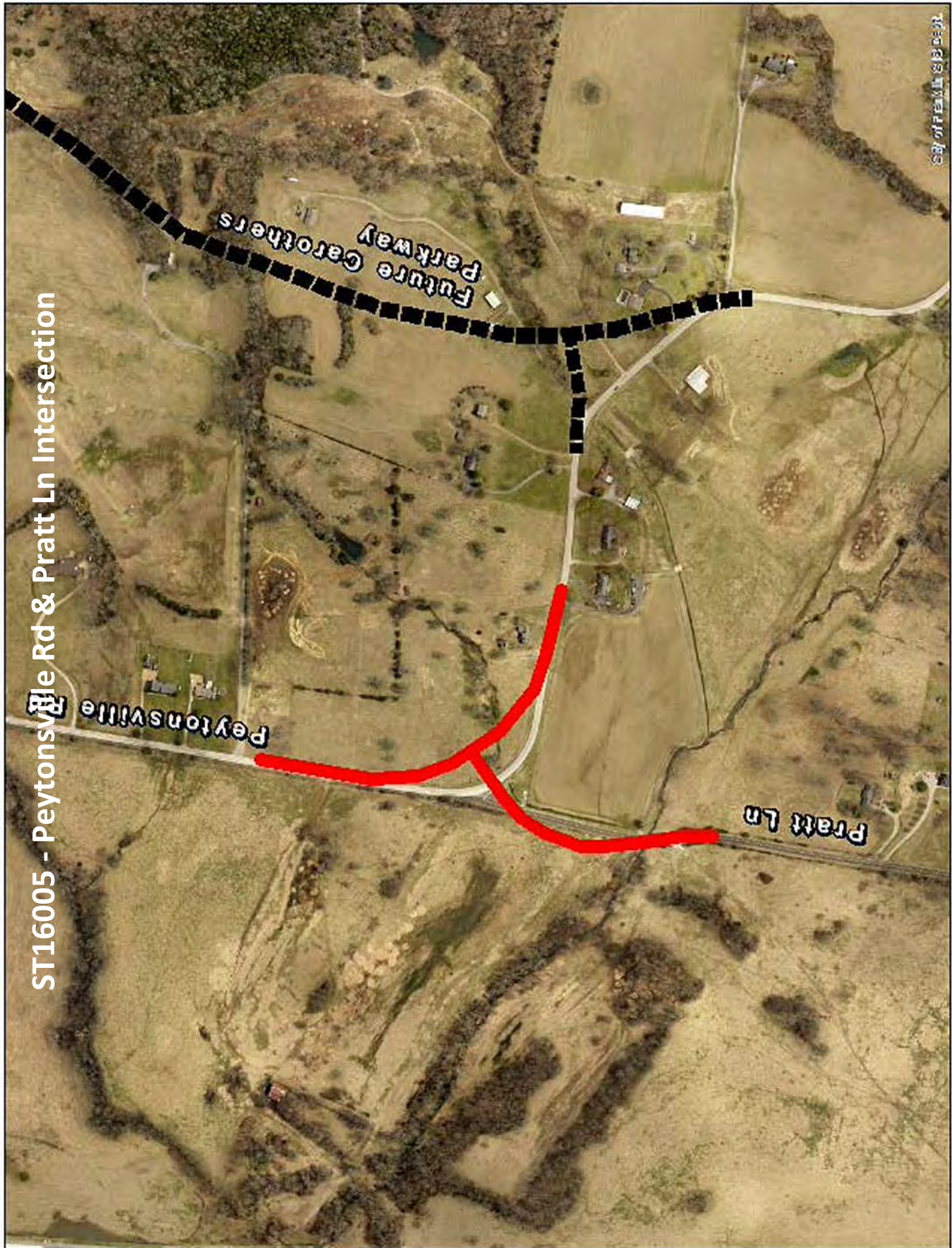
|             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Description | Reconstruction of the intersection of Peytonsville Road and Pratt Lane to a conventional T-intersection. The included section Old Peytonsville Road shall be reconstruction as a four (4) lane, median divided facility, while the included section of Pratt Lane shall be reconstructed as a two (2) lane facility. Both streets shall have turn lanes as required. Project shall include: access management (as allowable), curb & gutter, ITS Infrastructure, and accommodations for pedestrians and bicycles. Approximate project length of 2,300 LF. |
|-------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Justification | <p>Congestion Mitigation: Peytonsville Road provides access between SR840 and the Goose Creek Interchange. Traffic will increase in this area as development continues. In addition this roadway will see heavy traffic when accidents occur on SR-840 and I-65.</p> <p>Safety: Peytonsville Rd &amp; Pratt Ln have geometric issues that need to be addressed as traffic increases in this area of the City. It was agreed upon by the Reams-Fleming Team and the City that Reams Fleming will not be allowed to have access to Pratt Lane until the City makes the necessary safety upgrades to this intersection.</p> <p>Economic Development: Lampo Group is currently proposing their cooperate headquarters in the southern section of Reams-Fleming PUD. This includes approximately 650,000SF of commercial office space. As Reams-Fleming develops the city will need to fund this improvement to reduce congestion and provide alternative routes so that we can retain businesses long term.</p> |
|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

| Expenditures                            | FY 17 | FY 18 | FY 19 | FY 20 | FY 21   | FY 22     | FY 23     | FY 24 | FY 25 | FY 26 | Total     |
|-----------------------------------------|-------|-------|-------|-------|---------|-----------|-----------|-------|-------|-------|-----------|
| Design/Planning (Professional Services) |       |       |       |       | 194,400 |           |           |       |       |       | 194,400   |
| ROW and Easements                       |       |       |       |       |         | 2,100,000 |           |       |       |       | 2,100,000 |
| Construction Engineering / Inspection   |       |       |       |       |         |           | 291,600   |       |       |       | 291,600   |
| Construction                            |       |       |       |       |         |           | 2,430,000 |       |       |       | 2,430,000 |
| <b>Total</b>                            |       |       |       |       | 194,400 | 2,100,000 | 2,721,600 |       |       |       | 5,016,000 |

| Funding Sources | FY 17 | FY 18 | FY 19 | FY 20 | FY 21   | FY 22     | FY 23     | FY 24 | FY 25 | FY 26 | Total     |
|-----------------|-------|-------|-------|-------|---------|-----------|-----------|-------|-------|-------|-----------|
| General         |       |       |       |       | 194,400 | 2,100,000 | 2,600,100 |       |       |       | 4,894,500 |
| Stormwater      |       |       |       |       |         |           | 121,500   |       |       |       | 121,500   |
| <b>Total</b>    |       |       |       |       | 194,400 | 2,100,000 | 2,721,600 |       |       |       | 5,016,000 |





ST16005 - Peytonsville Rd & Pratt Ln Intersection



|              |                          |
|--------------|--------------------------|
| Project #    | ST160006                 |
| Project Name | Jordan Road Improvements |

Department Streets  
Contact Engineering Director  
Type Improvement  
Useful Life 20+  
Category Transportation  
Priority 4 Star Project  
Status Active

Total Cost \$2,062,000

|             |                                                                                                                                                                                                                                                                                                                         |
|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Description | Improvement of Jordan Road, from Aspen Grove Road to Mallory Lane. Reconstruction of Jordan Road to City standard two (2) lane facility with turn lanes as required. Project shall include: curb & gutter, ITS Infrastructure, and accommodations for pedestrians and bicycles. Approximate project length of 1,700 LF. |
|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Justification | <p>Congestion Mitigation: As McEwen Town Center develops out this roadway will become extremely important to help reduce traffic on Mallory Ln, Cool Springs Blvd and Mallory Lane. The developer of McEwen Town Center was required to improve Jordan Road; however, those conditions were removed by the FMPC and BOMA.</p> <p>Safety: This rural roadway is located in a very urban area and has extremely narrow lanes and significant geometric issues that need to be corrected. Ideally this would happen as McEwen Town Center develops out its remaining property.</p> <p>Economic Development: Redevelopment and future economic development in the Cool Springs area continues to occur. Upgrades are needed to reduce congestion and improve safety so that we can retain and attract new businesses long term.</p> |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

| Expenditures                            | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23     | FY 24   | FY 25     | FY 26 | Total     |
|-----------------------------------------|-------|-------|-------|-------|-------|-------|-----------|---------|-----------|-------|-----------|
| Design/Planning (Professional Services) |       |       |       |       |       |       | 50,000    |         |           |       | 50,000    |
| ROW and Easements                       |       |       |       |       |       |       |           | 500,000 |           |       | 500,000   |
| Construction Engineering / Inspection   |       |       |       |       |       |       |           | 162,000 |           |       | 162,000   |
| Construction                            |       |       |       |       |       |       | 1,350,000 |         |           |       | 1,350,000 |
| Total                                   |       |       |       |       |       |       | 50,000    | 500,000 | 1,512,000 |       | 2,062,000 |

| Funding Sources    | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23  | FY 24   | FY 25     | FY 26 | Total     |
|--------------------|-------|-------|-------|-------|-------|-------|--------|---------|-----------|-------|-----------|
| General            |       |       |       |       |       |       | 50,000 | 500,000 | 1,418,100 |       | 1,968,100 |
| Stormwater         |       |       |       |       |       |       |        |         | 67,500    |       | 67,500    |
| Wastewater Renewal |       |       |       |       |       |       |        |         | 26,400    |       | 26,400    |
| Total              |       |       |       |       |       |       | 50,000 | 500,000 | 1,512,000 |       | 2,062,000 |





ST16006 - Jordan Road Improvement

City of Franklin GIS Dept.



**Department** Streets

**Contact** Engineering Director

**Type** Improvement

**Useful Life** 20+

**Category** Transportation

**Priority** 4 Star Project

**Status** Active

**Total Cost** \$26,428,800

|                     |                                                 |
|---------------------|-------------------------------------------------|
| <b>Project #</b>    | <b>ST16007</b>                                  |
| <b>Project Name</b> | <b>East McEwen Drive Improvements - Phase 4</b> |

|                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <b>Description</b>   | Improvement of East McEwen Drive, from 800 feet east of the roundabout at Cool Springs Boulevard/Oxford Glen Drive to Wilson Pike (SR-252). The project shall be constructed as a four (4) lane, median divided facility with turn lanes as required. Project shall include: access management (as allowable), curb & gutter, street lights, ITS Infrastructure, and accommodations for pedestrians and bicycles. Approximate project length of 8,200 LF.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |  |  |  |  |  |  |  |  |  |  |
| <b>Justification</b> | <p>Congestion Mitigation: The Cools Springs Area is a major employment area within middle TN. As development continues along Carothers Parkway so does the AADT on McEwen Drive. McEwen Drive is an important East / West Connector between Nolensville, La Vergne, Smyrna and Rutherford County. In the last few years the Board has approved 5.2 Million SF of Office, 450,000 SF of retail, 700 hotel rooms and 2,418 multifamily units at the Carothers and McEwen Intersection alone. Improving this roadway will help to significantly reduce congestion for commuters trying to access the Cool Springs area.</p> <p>Safety: This rural roadway is an important East / West Connector between Nolensville, La Vergne, Smyrna and Rutherford County. This roadway has significant vertical and horizontal issues that need corrected to improve safety.</p> <p>Economic Development: The City has invested heavily in the Carothers McEwen area over the last few years. We are now seeing the private market invest millions of dollars into office and retail space along Carothers Parkway. These upgrades are needed to reduce congestion and improve safety so that we can retain and attract new businesses long term.</p> |  |  |  |  |  |  |  |  |  |  |  |

| <b>Expenditures</b>                     | <b>FY 17</b>     | <b>FY 18</b>     | <b>FY 19</b>      | <b>FY 20</b>      | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b>      |
|-----------------------------------------|------------------|------------------|-------------------|-------------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------------|
| Design/Planning (Professional Services) | 100,000          |                  |                   |                   |              |              |              |              |              |              | 100,000           |
| ROW and Easements                       | 2,500,000        | 1,000,000        |                   |                   |              |              |              |              |              |              | 3,500,000         |
| Construction Engineering / Inspection   |                  | 500,000          | 500,000           | 500,000           |              |              |              |              |              |              | 1,000,000         |
| Construction                            |                  |                  | 10,914,400        | 10,914,400        |              |              |              |              |              |              | 21,828,800        |
| <b>Total</b>                            | <b>2,600,000</b> | <b>1,000,000</b> | <b>11,414,400</b> | <b>11,414,400</b> |              |              |              |              |              |              | <b>26,428,800</b> |
| <b>Funding Sources</b>                  | <b>FY 17</b>     | <b>FY 18</b>     | <b>FY 19</b>      | <b>FY 20</b>      | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b>      |
| Road Impact Fees                        | 2,600,000        | 1,000,000        | 10,688,830        | 10,688,830        |              |              |              |              |              |              | 24,977,660        |
| Stormwater                              |                  |                  | 545,720           | 545,720           |              |              |              |              |              |              | 1,091,440         |
| Wastewater Renewal                      |                  |                  | 179,850           | 179,850           |              |              |              |              |              |              | 359,700           |
| <b>Total</b>                            | <b>2,600,000</b> | <b>1,000,000</b> | <b>11,414,400</b> | <b>11,414,400</b> |              |              |              |              |              |              | <b>26,428,800</b> |



ST16007 - East McEwen Drive Improvement





Project # **ST16008**Project Name **East McEwen Dr. Right-Turn Bypass Lane**

**Department** Streets

**Contact** Engineering Director

**Type** Improvement

**Useful Life** 20+

**Category** Transportation

**Priority** 4 Star Project

**Status** Pending

**Total Cost** \$974,400**Description**

Improvement of roundabout at East McEwen Drive and Cool Springs Boulevard/Oxford Glen Drive. The project consists of the construction of a right-turn bypass lane for westbound motorists turning right from East McEwen Drive onto Cool Springs Boulevard. Approximate project length of 1,000 LF.

**Justification**

Congestion Mitigation: The Cools Springs Area is a major employment area within Middle TN. As development continues along Carothers Parkway so does the AADT on McEwen Drive. McEwen Drive is an important East / West Connector between Nolensville, La Vergne, Smyrna and Rutherford County. In the last few years the Board has approved 5.2 Million SF of Office, 450,000 SF of retail, 700 hotel rooms and 2,418 multifamily units at the Carothers and McEwen Intersection alone. Improving this intersection will help to significantly reduce congestion for commuters trying to access the Cool Springs area.

Safety: This roundabout has one of the highest crash rates within the city. The high crash rate is probably due to lack of public understanding of how to drive through a roundabout and the high volume of traffic utilizing this roundabout. The addition of right-turn bypass lane is anticipated to reduce both congestion and accidents at this intersection.

Economic Development: The City has invested heavily in the Carothers McEwen area over the last few years. We are now seeing the private market invest millions of dollars into office and retail space along Carothers Parkway. These upgrades are needed to reduce congestion and improve safety so that we can retain and attract new businesses long term.

| <b>Expenditures</b>                     | <b>FY 17</b>  | <b>FY 18</b>   | <b>FY 19</b>   | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b>   |
|-----------------------------------------|---------------|----------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|
| Design/Planning (Professional Services) | 70,000        |                |                |              |              |              |              |              |              |              | 70,000         |
| ROW and Easements                       |               | 350,000        |                |              |              |              |              |              |              |              | 350,000        |
| Construction Engineering / Inspection   |               |                | 59,400         |              |              |              |              |              |              |              | 59,400         |
| Construction                            |               |                | 495,000        |              |              |              |              |              |              |              | 495,000        |
| <b>Total</b>                            | <b>70,000</b> | <b>350,000</b> | <b>554,400</b> |              |              |              |              |              |              |              | <b>974,400</b> |

| <b>Funding Sources</b> | <b>FY 17</b>  | <b>FY 18</b>   | <b>FY 19</b>   | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b>   |
|------------------------|---------------|----------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|
| Road Impact Fees       | 70,000        | 350,000        | 529,650        |              |              |              |              |              |              |              | 949,650        |
| Stormwater             |               |                | 24,750         |              |              |              |              |              |              |              | 24,750         |
| <b>Total</b>           | <b>70,000</b> | <b>350,000</b> | <b>554,400</b> |              |              |              |              |              |              |              | <b>974,400</b> |



ST16008 - East McEwen Dr. Right Turn Bypass Lane





|              |  |                                                                                                                                                                                                                                                                                                            |             |                      |
|--------------|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|----------------------|
| Project #    |  | ST16009                                                                                                                                                                                                                                                                                                    | Department  | Streets              |
| Project Name |  | Franklin Road Improvements & Streetscape                                                                                                                                                                                                                                                                   | Contact     | Engineering Director |
|              |  |                                                                                                                                                                                                                                                                                                            | Type        | Improvement          |
|              |  |                                                                                                                                                                                                                                                                                                            | Useful Life | 20+                  |
|              |  |                                                                                                                                                                                                                                                                                                            | Category    | Transportation       |
|              |  |                                                                                                                                                                                                                                                                                                            | Priority    | 4 Star Project       |
|              |  |                                                                                                                                                                                                                                                                                                            | Status      | Active               |
|              |  |                                                                                                                                                                                                                                                                                                            | Total Cost  | \$14,340,000         |
| Description  |  | Improvement of Franklin Road, from the bridge at the Harpeth River to Hooper Lane. The project shall be constructed as a three (3) facility. Project shall include: curb & gutter, street lights, ITS Infrastructure, sidewalks, and typical streetscape elements. Approximate project length of 3,500 LF. |             |                      |

|               |  |                                                                                                                                                                                                                                                                                                                               |  |  |
|---------------|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|
| Justification |  | Congestion Mitigation: This project will provide limited congestion mitigation as it relates to vehicular traffic.                                                                                                                                                                                                            |  |  |
|               |  | Safety: Pedestrian safety and utility upgrades are on the primary reasons for moving this project forward. This project will provide a safe way for pedestrians to access Harlinsdale Farm, Jamison Station and the Factory. As more events are moved to Harlinsdale Farm the priority of this project continues to increase. |  |  |
|               |  | Economic Development: Downtown Franklin is a destination point that attracts numerous visitors and business to City. We need to continue investment within our historic downtown area to ensure that it remains a safe and walkable community to all residents and visitors                                                   |  |  |

| Expenditures                            | FY 17     | FY 18     | FY 19     | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total      |
|-----------------------------------------|-----------|-----------|-----------|-------|-------|-------|-------|-------|-------|-------|------------|
| Design/Planning (Professional Services) | 50,000    |           |           |       |       |       |       |       |       |       | 50,000     |
| ROW and Easements                       | 2,500,000 |           |           |       |       |       |       |       |       |       | 2,500,000  |
| Construction Engineering / Inspection   |           | 450,000   | 450,000   |       |       |       |       |       |       |       | 900,000    |
| Construction                            |           | 5,445,000 | 5,445,000 |       |       |       |       |       |       |       | 10,890,000 |
| Total                                   | 2,550,000 | 5,895,000 | 5,895,000 |       |       |       |       |       |       |       | 14,340,000 |
| Funding Sources                         | FY 17     | FY 18     | FY 19     | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total      |
| Road Impact Fees                        | 2,550,000 | 4,405,450 | 4,405,450 |       |       |       |       |       |       |       | 11,360,900 |
| Stormwater                              |           | 272,250   | 272,250   |       |       |       |       |       |       |       | 544,500    |
| Hotel/Motel Tax                         |           | 750,000   | 750,000   |       |       |       |       |       |       |       | 1,500,000  |
| Water Capacity                          |           | 155,650   | 155,650   |       |       |       |       |       |       |       | 311,300    |
| Wastewater Capacity                     |           | 78,000    | 156,000   |       |       |       |       |       |       |       | 234,000    |
| Water Renewal                           |           | 155,650   | 155,650   |       |       |       |       |       |       |       | 311,300    |
| Wastewater Renewal                      |           | 78,000    |           |       |       |       |       |       |       |       | 78,000     |
| Total                                   | 2,550,000 | 5,895,000 | 5,895,000 |       |       |       |       |       |       |       | 14,340,000 |





City of Franklin GIS Dept

S160009 - Franklin Rd Improvements & Streetscape



|                                         |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |         |           |           |       |       |       |       |       |       |           |  |
|-----------------------------------------|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-----------|-----------|-------|-------|-------|-------|-------|-------|-----------|--|
| Project #<br>ST16010                    |  | Department<br>Streets                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |         |           |           |       |       |       |       |       |       |           |  |
| Project Name<br>Beta Drive Extension    |  | Contact<br>Engineering Director                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |         |           |           |       |       |       |       |       |       |           |  |
|                                         |  | Type<br>New                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |         |           |           |       |       |       |       |       |       |           |  |
|                                         |  | Useful Life<br>20+                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |         |           |           |       |       |       |       |       |       |           |  |
|                                         |  | Category<br>Transportation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |         |           |           |       |       |       |       |       |       |           |  |
|                                         |  | Priority<br>1 Star Project                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |         |           |           |       |       |       |       |       |       |           |  |
|                                         |  | Status<br>Pending                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |         |           |           |       |       |       |       |       |       |           |  |
|                                         |  | Total Cost<br>\$4,306,000                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |         |           |           |       |       |       |       |       |       |           |  |
| Description                             |  | Extension of Beta Drive from its current southern terminus at Alpha Drive to Southeast Parkway. The project shall be constructed as a two (2) lane facility with turn lanes as required. Project shall include: curb & gutter, sidewalks, and a bridge across Saw Mill Creek. Approximate project length of 1,200 LF.                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |         |           |           |       |       |       |       |       |       |           |  |
| Justification                           |  | Congestion Mitigation: Columbia Ave has historically been one of our most congested roadways within the City of Franklin. The widening of Columbia Ave will help with this congestion but additional connectivity is needed to provide long term relief and access to the numerous business located in this area of the city.<br><br>Safety: As traffic increases on Columbia Ave this roadway will become increasingly important. Beta Drive Extension will provide a safe alternative route for both pedestrians and vehicles within the area.<br><br>Economic Development: Significant redevelopment is anticipated along Columbia Ave as improvements are implemented. Additional connectivity is needed to reduce congestion so that we can retain and attract new businesses long term. |         |           |           |       |       |       |       |       |       |           |  |
| Expenditures                            |  | FY 17                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | FY 18   | FY 19     | FY 20     | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |  |
| Design/Planning (Professional Services) |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 140,400 |           |           |       |       |       |       |       |       | 140,400   |  |
| ROW and Easements                       |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |         | 2,200,000 |           |       |       |       |       |       |       | 2,200,000 |  |
| Construction Engineering / Inspection   |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |         |           | 210,600   |       |       |       |       |       |       | 210,600   |  |
| Construction                            |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |         |           | 1,755,000 |       |       |       |       |       |       | 1,755,000 |  |
| Total                                   |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 140,400 | 2,200,000 | 1,965,600 |       |       |       |       |       |       | 4,306,000 |  |
| Funding Sources                         |  | FY 17                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | FY 18   | FY 19     | FY 20     | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |  |
| General                                 |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 140,400 | 2,200,000 | 1,830,850 |       |       |       |       |       |       | 4,171,250 |  |
| Stormwater                              |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |         |           | 87,750    |       |       |       |       |       |       | 87,750    |  |
| Water Renewal                           |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |         |           | 11,000    |       |       |       |       |       |       | 11,000    |  |
| Wastewater Renewal                      |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |         |           | 36,000    |       |       |       |       |       |       | 36,000    |  |
| Total                                   |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 140,400 | 2,200,000 | 1,965,600 |       |       |       |       |       |       | 4,306,000 |  |







|              |                                                  |
|--------------|--------------------------------------------------|
| Project #    | ST16011                                          |
| Project Name | Mallory/N Royal Oaks & Liberty Intersection Imp. |

Department Streets  
Contact Engineering Director  
Type Improvement  
Useful Life 20+  
Category Transportation  
Priority 3 Star Project  
Status Pending

Total Cost \$4,440,000

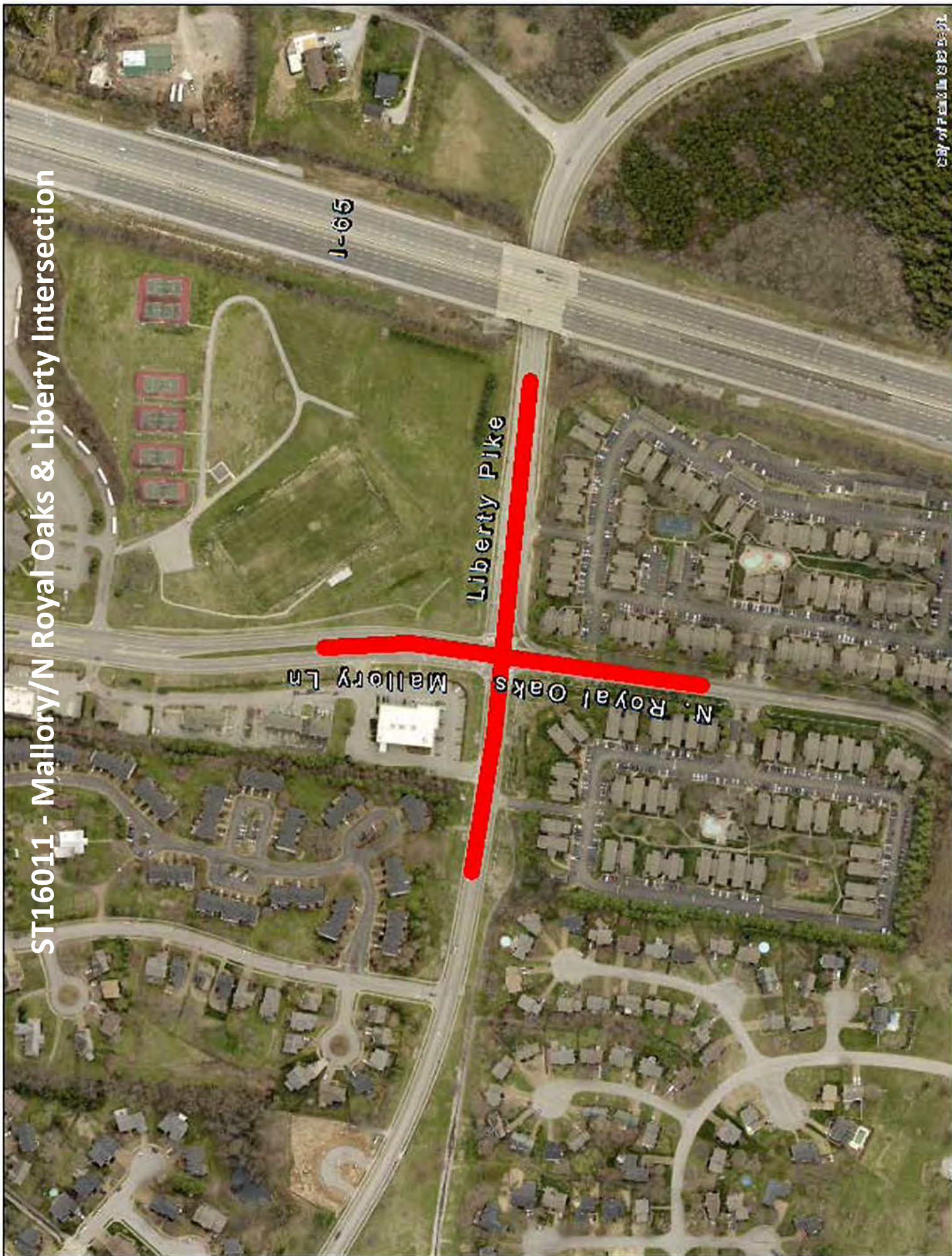
|               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |  |  |  |  |  |  |  |  |  |
|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|
| Description   | Intersection improvements to North Royal Oaks Boulevard, Liberty Pike and Mallory Lane. This intersection is projected to be at a failure level in the next 3-4 years based on the proposed development along Carothers Parkway. If this project is not completed, there will be significant delays at this key intersection.                                                                                                                                                                                                                                                                                                                                                                  |  |  |  |  |  |  |  |  |  |
| Justification | <p>Congestion Mitigation: It is anticipated that this roadway will reach failure levels within the next 5 years. The increased traffic is a result of all the development along Carothers Parkway and other areas within Cool Springs.</p> <p>Safety: No existing safety concerns at this intersection. Pedestrian facilities should be incorporated to the intersection improvements to comply with the Cities master plan.</p> <p>Economic Development: Redevelopment and future economic development in the Cool Springs area continues. This improvement is needed to maintain our high quality of life by reducing congestion and improving safety along this Major Arterial Roadway.</p> |  |  |  |  |  |  |  |  |  |

| Expenditures                            | FY 17 | FY 18   | FY 19     | FY 20     | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|-----------------------------------------|-------|---------|-----------|-----------|-------|-------|-------|-------|-------|-------|-----------|
| Design/Planning (Professional Services) |       | 216,000 |           |           |       |       |       |       |       |       | 216,000   |
| ROW and Easements                       |       |         | 1,200,000 |           |       |       |       |       |       |       | 1,200,000 |
| Construction Engineering / Inspection   |       |         |           | 324,000   |       |       |       |       |       |       | 324,000   |
| Construction                            |       |         |           | 2,700,000 |       |       |       |       |       |       | 2,700,000 |
| Total                                   |       | 216,000 | 1,200,000 | 3,024,000 |       |       |       |       |       |       | 4,440,000 |

| Funding Sources    | FY 17 | FY 18   | FY 19     | FY 20     | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|--------------------|-------|---------|-----------|-----------|-------|-------|-------|-------|-------|-------|-----------|
| Road Impact Fees   |       | 216,000 | 1,200,000 | 2,721,400 |       |       |       |       |       |       | 4,137,400 |
| Stormwater         |       |         |           | 135,000   |       |       |       |       |       |       | 135,000   |
| Water Capacity     |       |         |           | 55,000    |       |       |       |       |       |       | 55,000    |
| Wastewater Renewal |       |         |           | 112,600   |       |       |       |       |       |       | 112,600   |
| Total              |       | 216,000 | 1,200,000 | 3,024,000 |       |       |       |       |       |       | 4,440,000 |



ST16011 - Mallory/N Royal Oaks & Liberty Intersection





**Department** Streets

**Contact** Engineering Director

**Type** New

**Useful Life** 20+

**Category** Transportation

**Priority** 1 Star Project

**Status** Active

**Total Cost** \$12,587,800

**Project #** ST16012

**Project Name** East McEwen Drive Extension - Phase 5

**Description**

Extension of East McEwen Drive from Wilson Pike (SR-252) to the Franklin/Brentwood City Limits. This project shall be constructed as a two (2) lane facility with earthwork to support a future expansion to a four (4) lane, median divided facility. This project shall include: access management (as possible), curb & gutter, ITS Infrastructure, and accommodations for pedestrians and bicycles. Approximate project length is 5,300 LF.

**Justification**

Congestion Mitigation: The Cools Springs Area is a major employment area within middle TN. As development continues along Carothers Parkway so does the AADT on McEwen Drive. McEwen Drive is an important East / West Connector between Nolensville, La Vergne, Smyrna and Rutherford County. In the last few years the Board has approved 5.2 Million SF of Office, 450,000 SF of retail, 700 hotel rooms and 2,418 multifamily units at the Carothers and McEwen Intersection alone. This new roadway will help to significantly reduce congestion for commuters trying to access the Cool Springs area and should be coordinated with the City of Brentwood's planned extension of East McEwen Drive.

Safety: This new roadway will be needed to reduce long term safety concerns on Clovercroft Roadway near the Breezeway School. These improvements should be coordinated with the City of Brentwood's planned extension of East McEwen Drive.

Economic Development: The City has invested heavily in the Carothers McEwen area over the last few years. We are now seeing the private market invest millions of dollars into office and retail space along Carothers Parkway. These upgrades are needed to reduce congestion and improve safety so that we can retain and attract new businesses long term. These improvements should be coordinated with the City of Brentwood's planned extension of East McEwen Drive.

| Expenditures                               | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23  | FY 24     | FY 25     | FY 26      | Total      |
|--------------------------------------------|-------|-------|-------|-------|-------|-------|--------|-----------|-----------|------------|------------|
| Design/Planning<br>(Professional Services) |       |       |       |       |       |       | 75,000 |           |           |            | 75,000     |
| ROW and Easements                          |       |       |       |       |       |       |        | 2,000,000 | 500,000   |            | 2,500,000  |
| Construction Engineering /<br>Inspection   |       |       |       |       |       |       |        |           | 1,072,800 |            | 1,072,800  |
| Construction                               |       |       |       |       |       |       |        |           | 8,940,000 |            | 8,940,000  |
| <b>Total</b>                               |       |       |       |       |       |       | 75,000 | 2,000,000 | 500,000   | 10,012,800 | 12,587,800 |
| Funding Sources                            | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23  | FY 24     | FY 25     | FY 26      | Total      |
| Road Impact Fees                           |       |       |       |       |       |       | 75,000 | 2,000,000 | 500,000   | 9,565,800  | 12,140,800 |
| Stormwater                                 |       |       |       |       |       |       |        |           |           | 447,000    | 447,000    |
| <b>Total</b>                               |       |       |       |       |       |       | 75,000 | 2,000,000 | 500,000   | 10,012,800 | 12,587,800 |



ST16012 - East McEwen Drive Improvements

McEwen Drive

Wilson Pike

SAFARI PHOTOGRAPHY



Department Streets

Contact Engineering Director

Type Improvement

Useful Life 20+

Category Transportation

Priority 2 Star Project

Status Active

Total Cost \$1,708,000

Project # ST16013

Project Name Aspen Grove Dr & Seaboard Ln Intersection Improv.

**Description**

Reconstruction of intersection at Aspen Grove Drive and Seaboard Lane to allow for more efficient peak hour movements. Approximate project length of 1,000 LF.

**Justification**

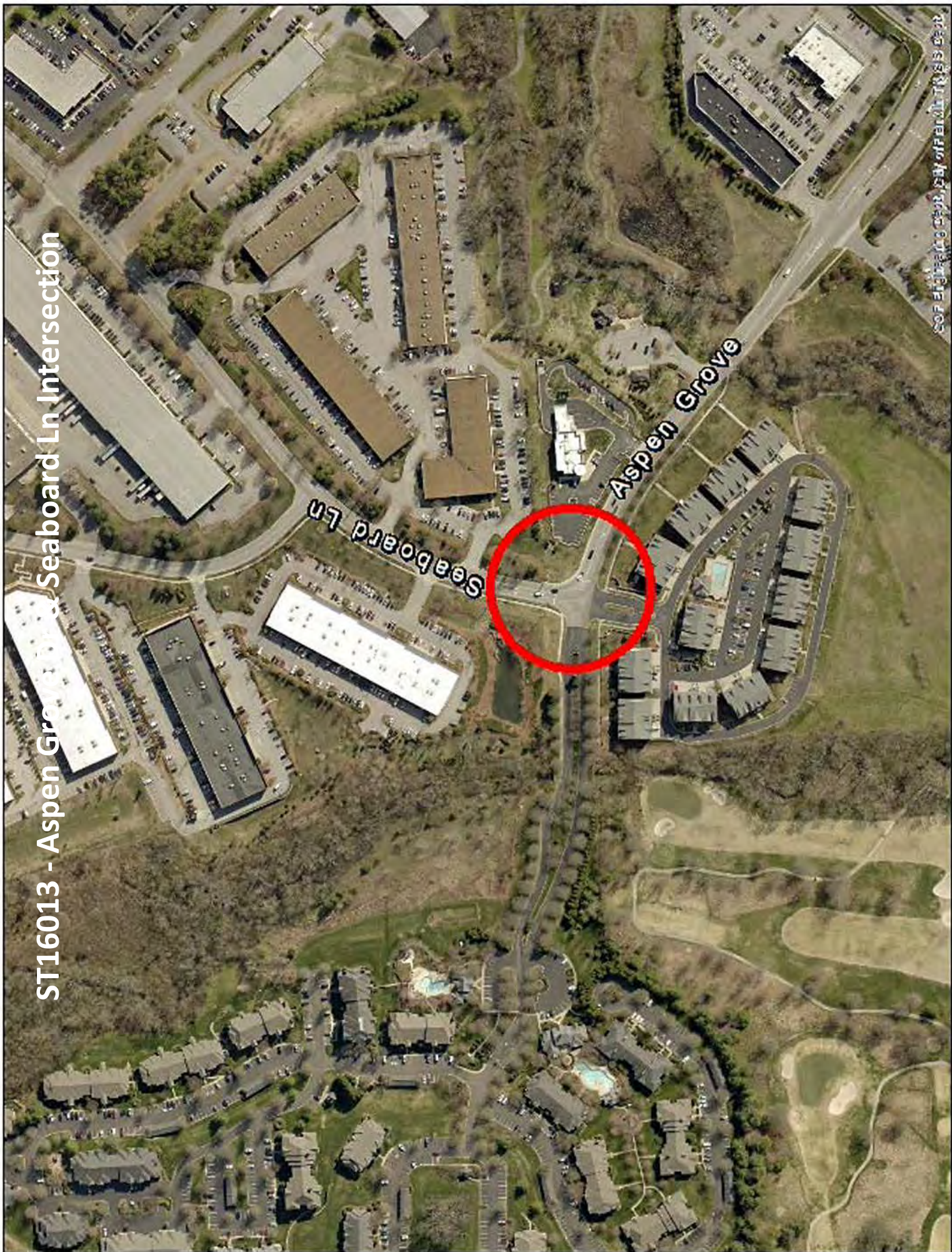
Congestion Mitigation: Capacity at this intersection is at failure levels during both the AM and PM peak hours. The Board has funded a project for city staff to evaluate and make recommendations to the full BOMA on possible solutions.

Safety: Pedestrian facilities should be incorporated into the intersection improvement project to comply with the Cities long range master plan.

Economic Development: Redevelopment and future economic development along this corridor is possible. Upgrades are needed to reduce congestion so that we can retain and attract new businesses long term.

| Expenditures                            | FY 17 | FY 18 | FY 19  | FY 20   | FY 21     | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|-----------------------------------------|-------|-------|--------|---------|-----------|-------|-------|-------|-------|-------|-----------|
| Design/Planning (Professional Services) |       |       | 50,000 |         |           |       |       |       |       |       | 50,000    |
| ROW and Easements                       |       |       |        | 650,000 |           |       |       |       |       |       | 650,000   |
| Construction Engineering / Inspection   |       |       |        |         | 108,000   |       |       |       |       |       | 108,000   |
| Construction                            |       |       |        |         | 900,000   |       |       |       |       |       | 900,000   |
| <b>Total</b>                            |       |       | 50,000 | 650,000 | 1,008,000 |       |       |       |       |       | 1,708,000 |
| Funding Sources                         | FY 17 | FY 18 | FY 19  | FY 20   | FY 21     | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
| General                                 |       |       | 50,000 | 650,000 | 963,000   |       |       |       |       |       | 1,663,000 |
| Stormwater                              |       |       |        |         | 45,000    |       |       |       |       |       | 45,000    |
| <b>Total</b>                            |       |       | 50,000 | 650,000 | 1,008,000 |       |       |       |       |       | 1,708,000 |





ST16013 - Aspen Grove & Seaboard Ln Intersection



|              |                                               |
|--------------|-----------------------------------------------|
| Project #    | ST16014                                       |
| Project Name | Franklin Rd & Mallory Station Rd Int. Improv. |

Department Streets  
Contact Engineering Director  
Type Improvement  
Useful Life 20+  
Category Transportation  
Priority 3 Star Project  
Status Pending

Total Cost \$3,920,000

|             |                                                                                                                                                                                 |
|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Description | Reconstruction of intersection at Franklin Road (SR-6/US-31) and Mallory Station Road to allow for more efficient peak hour movements. Approximate project length of 1,000 L.F. |
|-------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

|               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Justification | <p>Congestion Mitigation: Capacity at this intersection is approaching failures and it currently has significant peak hour delays.</p> <p>Safety: No existing safety concerns at this intersection. Pedestrian facilities should be incorporated to the intersection improvement to comply with the Cities master plan.</p> <p>Economic Development: Redevelopment and future economic development along this corridor is limited. This improvement is needed to maintain our high quality of life by reducing congestion and improving safety along this Major Arterial Roadway.</p> |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

| Expenditures                               | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23   | FY 24   | FY 25     | FY 26 | Total     |
|--------------------------------------------|-------|-------|-------|-------|-------|-------|---------|---------|-----------|-------|-----------|
| Design/Planning<br>(Professional Services) |       |       |       |       |       |       | 216,000 |         |           |       | 216,000   |
| ROW and Easements                          |       |       |       |       |       |       |         | 680,000 |           |       | 680,000   |
| Construction Engineering /<br>Inspection   |       |       |       |       |       |       |         |         | 324,000   |       | 324,000   |
| Construction                               |       |       |       |       |       |       |         |         | 2,700,000 |       | 2,700,000 |
| Total                                      |       |       |       |       |       |       | 216,000 | 680,000 | 3,024,000 |       | 3,920,000 |
| Funding Sources                            | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23   | FY 24   | FY 25     | FY 26 | Total     |
| General                                    |       |       |       |       |       |       | 108,000 | 340,000 | 1,444,500 |       | 1,892,500 |
| Road Impact Fees                           |       |       |       |       |       |       | 108,000 | 340,000 | 1,444,500 |       | 1,892,500 |
| Stormwater                                 |       |       |       |       |       |       |         |         | 135,000   |       | 135,000   |
| Total                                      |       |       |       |       |       |       | 216,000 | 680,000 | 3,024,000 |       | 3,920,000 |





City of Franklin GIS Dept



|                     |                                                           |
|---------------------|-----------------------------------------------------------|
| <b>Project #</b>    | <b>ST16015</b>                                            |
| <b>Project Name</b> | <b>Carothers Parkway Widening (Falcon Creek to SR-96)</b> |

**Department** Streets  
**Contact** Engineering Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Transportation  
**Priority** 3 Star Project  
**Status** Pending

**Total Cost** \$16,676,000

|                    |                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Description</b> | Improvement of Carothers Parkway, from Long Lane to South Carothers Road. Widen from two (2) lanes to four (lane) median divided, with turn lanes as required.. Project shall include: access management (as allowable), curb & gutter, street lights, ITS Infrastructure, and accomodations for pedestrians and bicycles. Approximate project length of 14,500 LF. |
|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

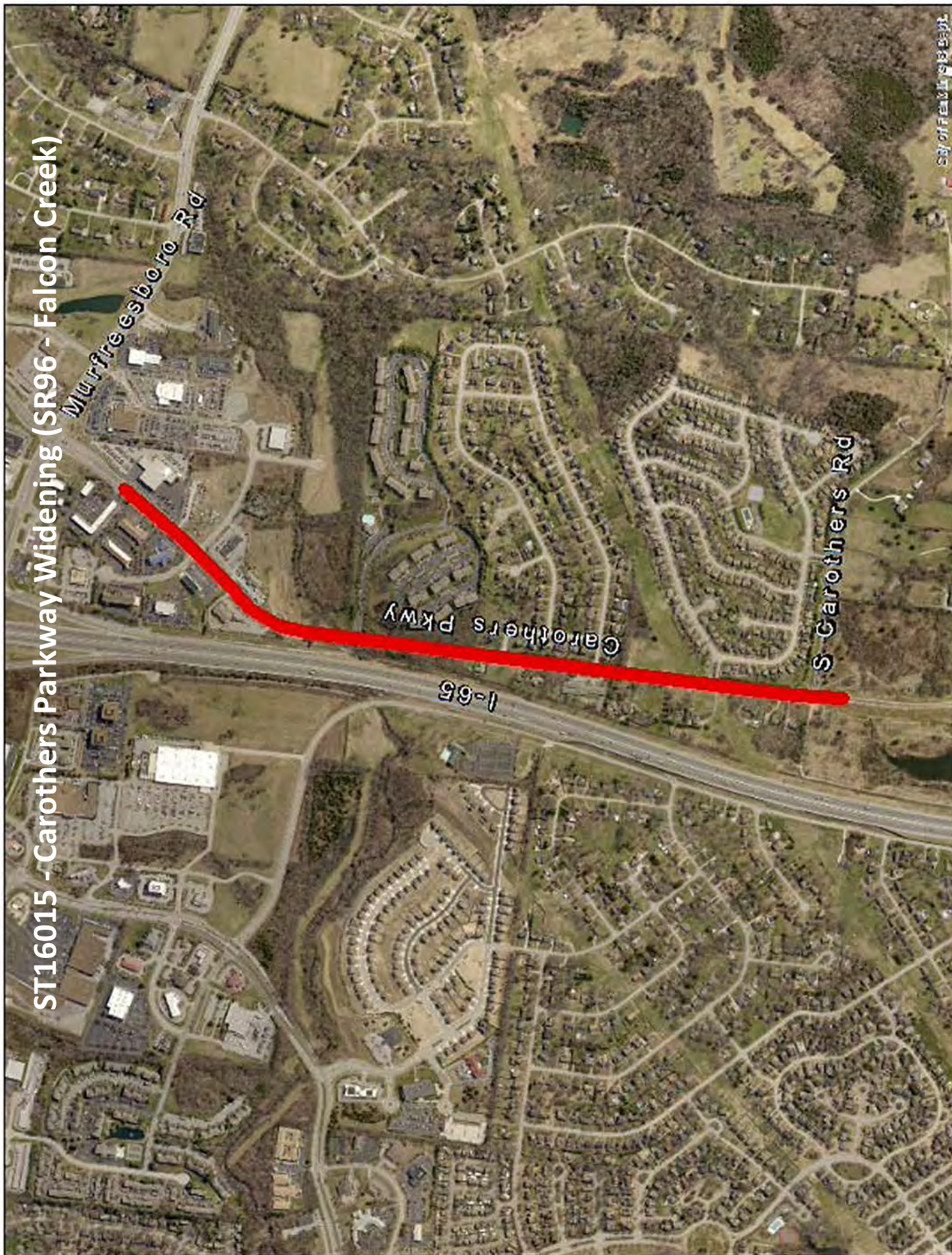
|                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Justification</b> | <p>Congestion Mitigation: AADT on Carothers Parkway is expected to reach 25,000 VPD. The board has approved numerous developments in the South East section of the City. Approvals include approximately 2,663 Single Family Units, 2,004 Multi-Family Units, 1.8 Million SF in Retail and 3.4 Million SF in Office/Civic Development.</p> <p>Safety: As traffic increases on Carothers Parkway access management will become increasing important to move vehicles and reduce accidents. This roadway should be constructed with a median to reduce conflict points and increase safety.</p> <p>Economic Development: Redevelopment and future economic development along this corridor is limited. This improvement is needed to maintain our high quality of life by reducing congestion and improving safety along the Major Arterial Roadway.</p> |
|----------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

| <b>Expenditures</b>                        | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
|--------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Design/Planning<br>(Professional Services) |              |              |              |              |              | 878,400      |              |              |              |              | 878,400      |
| ROW and Easements                          |              |              |              |              |              |              | 3,500,000    |              |              |              | 3,500,000    |
| Construction Engineering /<br>Inspection   |              |              |              |              |              |              |              | 658,800      | 658,800      |              | 1,317,600    |
| Construction                               |              |              |              |              |              |              | 5,490,000    | 5,490,000    | 5,490,000    |              | 10,980,000   |
| <b>Total</b>                               |              |              |              |              |              | 878,400      | 3,500,000    | 6,148,800    | 6,148,800    |              | 16,676,000   |

| <b>Funding Sources</b>   | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
|--------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Road Impact Fees         |              |              |              |              |              | 878,400      | 3,500,000    | 5,199,300    | 5,199,300    |              | 14,777,000   |
| Stormwater               |              |              |              |              |              |              |              | 274,500      | 274,500      |              | 549,000      |
| Reclaimed Water Capacity |              |              |              |              |              |              |              | 150,000      | 150,000      |              | 300,000      |
| Water Renewal            |              |              |              |              |              |              |              | 165,000      | 165,000      |              | 330,000      |
| Wastewater Renewal       |              |              |              |              |              |              |              | 360,000      | 360,000      |              | 720,000      |
| <b>Total</b>             |              |              |              |              |              | 878,400      | 3,500,000    | 6,148,800    | 6,148,800    |              | 16,676,000   |



ST16015 -Carothers Parkway Widening (SR96 - Falcon Creek)





|              |                                                   |
|--------------|---------------------------------------------------|
| Project #    | ST16016                                           |
| Project Name | Lewisburg Pike Imp. (Donelson Crk Pkwy to SR-397) |

Department Streets  
Contact Engineering Director  
Type Improvement  
Useful Life 20+  
Category Transportation  
Priority 3 Star Project  
Status Pending

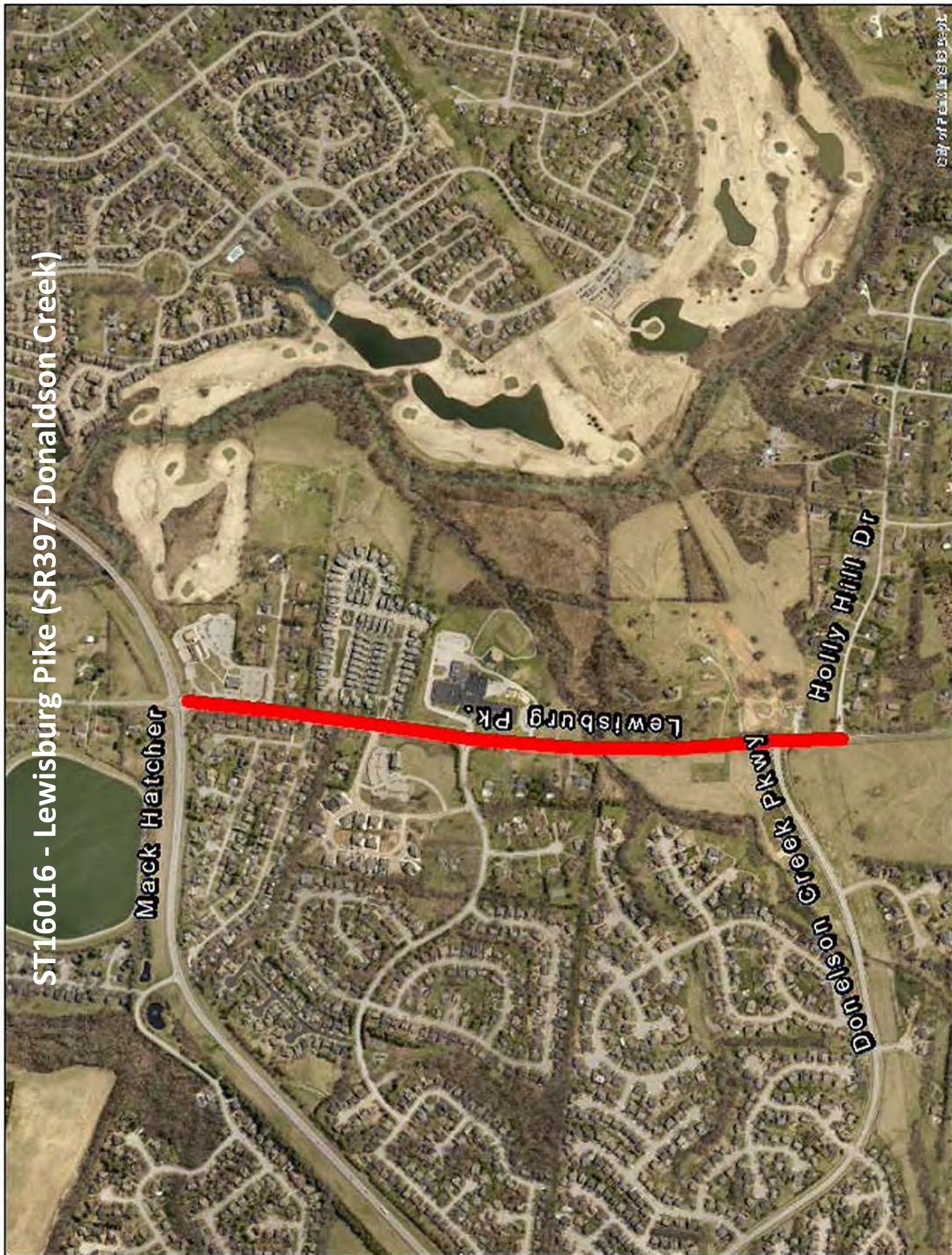
Total Cost \$12,720,000

| Description                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| This section is to be constructed as a 4-lane, median divided roadway cross-section. The improvements are to also include curb and gutters, sidewalks, multiuse trail on the East Side and other appurtenances as required. The cost estimate does not include utility relocations required or right-of-way costs. Limits of construction are from Mack Hatcher Parkway to just south of Sullivan Farms Subdivision. Approximately 6,000 LF. |  |
| Justification                                                                                                                                                                                                                                                                                                                                                                                                                                |  |
| Congestion Mitigation: AADT on Lewisburg Pike is expected to reach 25,000 VPD. The board has approved numerous developments in the South East section of the City. Approvals include approximately 2,663 Single Family Units, 2,004 Multi-Family Units, 1.8 Million SF in Retail and 3.4 Million SF in Office/Civic Development.                                                                                                             |  |
| Safety: As traffic increases on Lewisburg Pike access management will become increasing important to move vehicles and reduce accidents. This roadway should be constructed with a median to reduce conflict points and increase safety.                                                                                                                                                                                                     |  |
| Economic Development: Redevelopment and future economic development along this corridor is limited. This improvement is needed to maintain our high quality of life by reducing congestion and improving safety along the Major Arterial Roadway.                                                                                                                                                                                            |  |

| Expenditures                               | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24   | FY 25     | FY 26      | Total      |
|--------------------------------------------|-------|-------|-------|-------|-------|-------|-------|---------|-----------|------------|------------|
| Design/Planning<br>(Professional Services) |       |       |       |       |       |       |       | 720,000 |           |            | 720,000    |
| ROW and Easements                          |       |       |       |       |       |       |       |         | 2,000,000 |            | 2,000,000  |
| Construction Engineering /<br>Inspection   |       |       |       |       |       |       |       |         | 1,000,000 |            | 1,000,000  |
| Construction                               |       |       |       |       |       |       |       |         |           | 9,000,000  | 9,000,000  |
| Total                                      |       |       |       |       |       |       |       | 720,000 | 2,000,000 | 10,000,000 | 12,720,000 |
| Funding Sources                            | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24   | FY 25     | FY 26      | Total      |
| Road Impact Fees                           |       |       |       |       |       |       |       | 144,000 | 400,000   | 1,836,880  | 2,380,880  |
| Stormwater                                 |       |       |       |       |       |       |       |         |           | 450,000    | 450,000    |
| MPO/TDOT Funding                           |       |       |       |       |       |       |       | 576,000 | 1,600,000 | 7,347,520  | 9,523,520  |
| Water Renewal                              |       |       |       |       |       |       |       |         |           | 308,000    | 308,000    |
| Wastewater Renewal                         |       |       |       |       |       |       |       |         |           | 57,600     | 57,600     |
| Total                                      |       |       |       |       |       |       |       | 720,000 | 2,000,000 | 10,000,000 | 12,720,000 |



ST16016 - Lewisburg Pike (SR397-Donaldson Creek)





**Project #** ST16017  
**Project Name** Long Lane/Old Peytonsville Rd Connector at I-65

**Department** Streets  
**Contact** Engineering Director  
**Type** Improvement  
**Useful Life** 20+  
**Category** Transportation  
**Priority** 3 Star Project  
**Status** Active

**Total Cost** \$12,790,000

### Description

Included in the update to the Major Thoroughfare Plan are 2 crossings of I-65. This project is one of those crossings as is intended to connect Old Peytonsville Road with Long Lane. The main advantage of this crossing is to allow for traffic interconnectivity across I-65 without having to use Goose Creek By-Pass or Highway 96. Limits of construction are from Five Mile Creek Bridge to 500 feet east of Baskin Property. Approximately 2,500 LF.

### Justification

Congestion Mitigation: AADT on Carothers Parkway and Lewisburg Pike is expected to reach 25,000 VPD. The Board has approved numerous developments in the South East section of the City. Approvals include approximately 2,663 Single Family Units, 2,004 Multi-Family Units, 1.8 Million SF in Retail and 3.4 Million SF in Office/Civic Development. In addition TDOT has approved 7 traffic signals along Goose Creek Bypass. This option will provide an important alternative route to avoid future congestion.

Safety: As traffic increases on Carothers Parkway and Lewisburg Pike this roadway will become increasingly important. This connection will help reduce traffic on our arterial roadways and provide options to avoid future congestion at the Goose Creek Interchange.

Economic Development: This roadway will help future and existing businesses in the area by reducing congestion and making this an attractive place to live and work.

| Expenditures                               | FY 17 | FY 18 | FY 19 | FY 20   | FY 21     | FY 22     | FY 23 | FY 24 | FY 25 | FY 26 | Total      |
|--------------------------------------------|-------|-------|-------|---------|-----------|-----------|-------|-------|-------|-------|------------|
| Design/Planning<br>(Professional Services) |       |       |       | 450,000 |           |           |       |       |       |       | 450,000    |
| ROW and Easements                          |       |       |       |         | 4,500,000 |           |       |       |       |       | 4,500,000  |
| Construction Engineering /<br>Inspection   |       |       |       |         | 420,000   | 420,000   |       |       |       |       | 840,000    |
| Construction                               |       |       |       |         | 3,500,000 | 3,500,000 |       |       |       |       | 7,000,000  |
| <b>Total</b>                               |       |       |       | 450,000 | 8,420,000 | 3,920,000 |       |       |       |       | 12,790,000 |
| Funding Sources                            | FY 17 | FY 18 | FY 19 | FY 20   | FY 21     | FY 22     | FY 23 | FY 24 | FY 25 | FY 26 | Total      |
| General                                    |       |       |       | 450,000 | 8,032,000 | 3,532,000 |       |       |       |       | 12,014,000 |
| Stormwater                                 |       |       |       |         | 175,000   | 175,000   |       |       |       |       | 350,000    |
| Water Capacity                             |       |       |       |         | 49,500    |           |       |       |       |       | 49,500     |
| Wastewater Capacity                        |       |       |       |         |           | 49,500    |       |       |       |       | 49,500     |
| Reclaimed Water Capacity                   |       |       |       |         | 90,000    | 90,000    |       |       |       |       | 180,000    |
| Water Renewal                              |       |       |       |         | 49,500    |           |       |       |       |       | 49,500     |
| Wastewater Renewal                         |       |       |       |         | 24,000    | 73,500    |       |       |       |       | 97,500     |







Department Streets

Project # ST16018

Project Name S. Margin Infrastructure Upgrades (1st - Columbia)

Contact

Type Improvement

Useful Life 20+

Category Transportation

Priority 4 Star Project

Status Pending

Total Cost \$7,393,680

### Description

This project is to upgrade Sanitary Sewer, Water and Stormwater infrastructure in our historic downtown area. We are having issues with all utilities along this corridor and they are in need of upgrades and replacement.

The existing stormwater system mainly consists of a series of intermittent roadside ditches and culverts. This area has been a problem since the early 90's with no improvements made. The roadways lack drainage infrastructure. This infrastructure is needed to help protect localized flooding during heavy rain events. This project would also include the install of a water quality feature at the Harpeth River. The goal is to extend infrastructure into the Parkview Area to address localized flooding

### Justification

Congestion Mitigation: Congestion along S. Margin Street is very heavy during peak hours and events. This project would not increase vehicular capacity but would provide need and key pedestrian connections within our historic downtown area.

Safety: Providing sidewalks and street lights in our historic downtown area will help ensure our downtown remains a safe and walkable community.

| Expenditures                            | FY 17   | FY 18   | FY 19     | FY 20     | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|-----------------------------------------|---------|---------|-----------|-----------|-------|-------|-------|-------|-------|-------|-----------|
| Design/Planning (Professional Services) | 171,456 | 171,456 |           |           |       |       |       |       |       |       | 342,912   |
| ROW and Easements                       |         |         | 2,250,000 |           |       |       |       |       |       |       | 2,250,000 |
| Construction Engineering / Inspection   |         |         |           | 514,368   |       |       |       |       |       |       | 514,368   |
| Construction                            |         |         |           | 4,286,400 |       |       |       |       |       |       | 4,286,400 |
| <b>Total</b>                            | 171,456 | 171,456 | 2,250,000 | 4,800,768 |       |       |       |       |       |       | 7,393,680 |
| Funding Sources                         | FY 17   | FY 18   | FY 19     | FY 20     | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
| General                                 | 171,456 | 171,456 | 2,250,000 | 3,220,158 |       |       |       |       |       |       | 5,813,070 |
| Stormwater                              |         |         |           | 642,960   |       |       |       |       |       |       | 642,960   |
| Water Renewal                           |         |         |           | 294,690   |       |       |       |       |       |       | 294,690   |
| Wastewater Renewal                      |         |         |           | 642,960   |       |       |       |       |       |       | 642,960   |
| <b>Total</b>                            | 171,456 | 171,456 | 2,250,000 | 4,800,768 |       |       |       |       |       |       | 7,393,680 |



ST16018 - S. Margin Infrastructure Upgrades

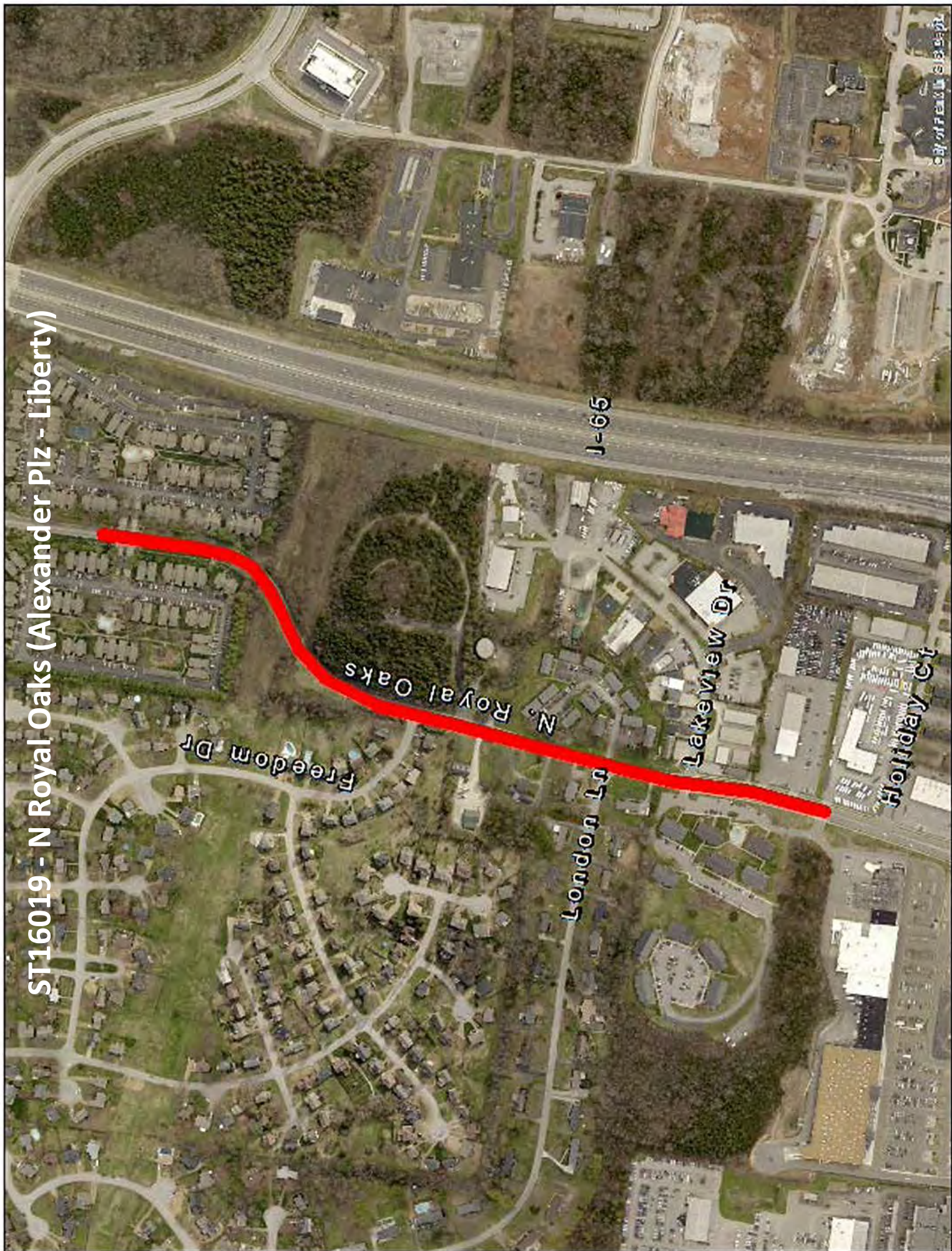




|                                                                                                                                                                                                                                                      |  |                                                                                                                                                                                                                                                                                   |             |                      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|----------------------|
| Project #                                                                                                                                                                                                                                            |  | ST16019                                                                                                                                                                                                                                                                           | Department  | Streets              |
| Project Name                                                                                                                                                                                                                                         |  | N Royal Oaks Blvd (Alexander Plaza to Liberty Pk)                                                                                                                                                                                                                                 | Contact     | Engineering Director |
|                                                                                                                                                                                                                                                      |  |                                                                                                                                                                                                                                                                                   | Type        | Improvement          |
|                                                                                                                                                                                                                                                      |  |                                                                                                                                                                                                                                                                                   | Useful Life | 20+                  |
|                                                                                                                                                                                                                                                      |  |                                                                                                                                                                                                                                                                                   | Category    | Transportation       |
|                                                                                                                                                                                                                                                      |  |                                                                                                                                                                                                                                                                                   | Priority    | 1 Star Project       |
|                                                                                                                                                                                                                                                      |  |                                                                                                                                                                                                                                                                                   | Status      | Pending              |
|                                                                                                                                                                                                                                                      |  |                                                                                                                                                                                                                                                                                   | Total Cost  | \$8,688,400          |
| Description                                                                                                                                                                                                                                          |  | Complete the widening of North Royal Oaks Bolevar, a major arterial street, as a four (4) lane cross section with sidewalks, street lighting and other required appurtenances. Limits of construction are Alexander Plz to Liberty Pike. Approximate project length of 4,000 L.F. |             |                      |
| Justification                                                                                                                                                                                                                                        |  |                                                                                                                                                                                                                                                                                   |             |                      |
| This is the one remaining area that needs to be widened from two (2) to four (4) lanes. When this project is complete, we will have a four (4) lane arterial roadway from Mack Hatcher Parkway (SR-397) to Moores Lane (SR-441) that parallels I-65. |  |                                                                                                                                                                                                                                                                                   |             |                      |

| Expenditures                            | FY 17 | FY 18 | FY 19 | FY 20   | FY 21     | FY 22     | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|-----------------------------------------|-------|-------|-------|---------|-----------|-----------|-------|-------|-------|-------|-----------|
| Design/Planning (Professional Services) |       |       |       | 412,560 |           |           |       |       |       |       | 412,560   |
| ROW and Easements                       |       |       |       |         | 2,500,000 |           |       |       |       |       | 2,500,000 |
| Construction Engineering / Inspection   |       |       |       |         |           | 5,157,000 |       |       |       |       | 5,157,000 |
| Construction                            |       |       |       |         |           | 618,840   |       |       |       |       | 618,840   |
| Total                                   |       |       |       | 412,560 | 2,500,000 | 5,775,840 |       |       |       |       | 8,688,400 |
| Funding Sources                         | FY 17 | FY 18 | FY 19 | FY 20   | FY 21     | FY 22     | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
| Road Impact Fees                        |       |       |       | 412,560 | 2,500,000 | 4,532,430 |       |       |       |       | 7,444,990 |
| Stormwater                              |       |       |       |         |           | 257,850   |       |       |       |       | 257,850   |
| Water Capacity                          |       |       |       |         |           | 313,500   |       |       |       |       | 313,500   |
| Wastewater Capacity                     |       |       |       |         |           | 179,280   |       |       |       |       | 179,280   |
| Water Renewal                           |       |       |       |         |           | 313,500   |       |       |       |       | 313,500   |
| Wastewater Renewal                      |       |       |       |         |           | 179,280   |       |       |       |       | 179,280   |
| Total                                   |       |       |       | 412,560 | 2,500,000 | 5,775,840 |       |       |       |       | 8,688,400 |







Department Streets

Contact Engineering Director

Type New

Useful Life 20+

Category Transportation

Priority 2 Star Project

Status Pending

Total Cost \$1,913,867

|              |                                                   |
|--------------|---------------------------------------------------|
| Project #    | ST16020                                           |
| Project Name | Multi-Use Trail SR-96W (Vera Valley Dr - 9th Ave) |

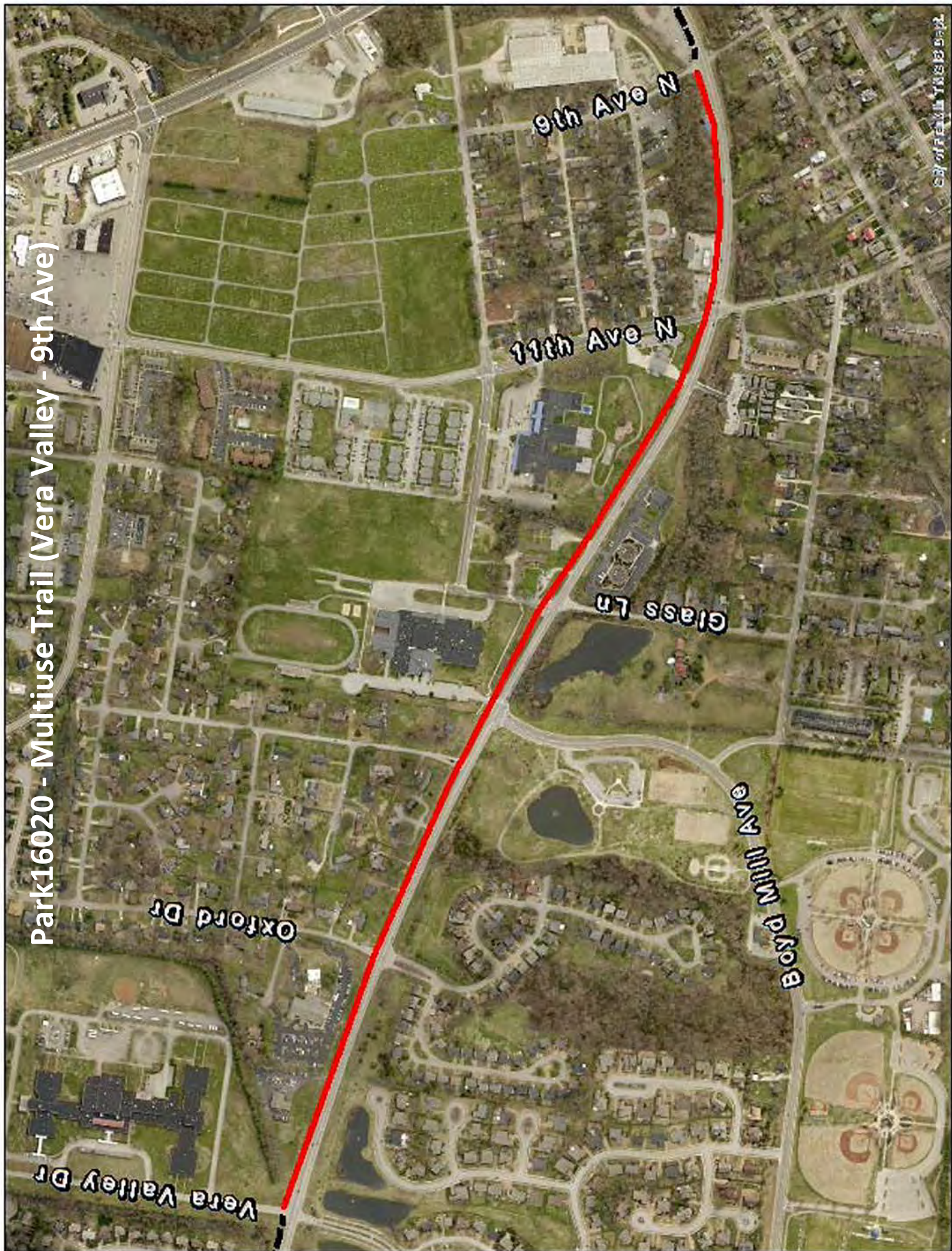
|             |                                                                                                                                         |
|-------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| Description | Extend ten (10) foot multi-use trail from Vera Valley Drive to 9th Avenue in Downtown Franklin. Approximate project length is 5,800 LF. |
|-------------|-----------------------------------------------------------------------------------------------------------------------------------------|

|               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Justification | This project will provide pedestrian, bicycling access to Freedom Middle School, Freedom Intermediate School from the neighborhoods surrounding Hwy 96 West. Two other schools exist with in the vicinity of this trail – Poplar Grove School and Johnson Elementary. Students from these two schools will also benefit as they will have access to this trail (if it is constructed). Also, Jim Warren Park, three subdivisions (Clairemonte, Spencer Hall, West Field Estates) and two churches (The Church of West Franklin, The Kingdom Hall of Jehovah's Witness) and a Fire Station are located along SR 96, with in this project vicinity. |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

| Expenditures                               | FY 17 | FY 18 | FY 19 | FY 20 | FY 21  | FY 22   | FY 23     | FY 24 | FY 25 | FY 26 | Total     |
|--------------------------------------------|-------|-------|-------|-------|--------|---------|-----------|-------|-------|-------|-----------|
| Design/Planning<br>(Professional Services) |       |       |       |       | 97,591 |         |           |       |       |       | 97,591    |
| ROW and Easements                          |       |       |       |       |        | 450,000 |           |       |       |       | 450,000   |
| Construction Engineering /<br>Inspection   |       |       |       |       |        |         | 146,386   |       |       |       | 146,386   |
| Construction                               |       |       |       |       |        |         | 1,219,890 |       |       |       | 1,219,890 |
| <b>Total</b>                               |       |       |       |       | 97,591 | 450,000 | 1,366,276 |       |       |       | 1,913,867 |

| Funding Sources | FY 17 | FY 18 | FY 19 | FY 20 | FY 21  | FY 22   | FY 23     | FY 24 | FY 25 | FY 26 | Total     |
|-----------------|-------|-------|-------|-------|--------|---------|-----------|-------|-------|-------|-----------|
| General         |       |       |       |       | 97,591 | 450,000 | 1,305,282 |       |       |       | 1,852,873 |
| Stormwater      |       |       |       |       |        |         | 60,994    |       |       |       | 60,994    |
| <b>Total</b>    |       |       |       |       | 97,591 | 450,000 | 1,366,276 |       |       |       | 1,913,867 |





Park16020 - Multiuse Trail (Vera Valley - 9th Ave)



Department Streets  
Contact Engineering Director

Type New  
Useful Life 20+

Category Transportation  
Priority 1 Star Project  
Status Pending

Total Cost \$1,987,451

|              |                                             |
|--------------|---------------------------------------------|
| Project #    | ST16021                                     |
| Project Name | Multi-Use Trail (Mack Hatcher Pkwy to EFBP) |

|             |                                                                                                                                                                                              |  |  |  |  |  |  |  |  |  |  |  |
|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| Description | Twelve (12) foot multi-use trail along Lewsiburg Pike (SR-106/US-431), from Mack Hatcher Parkway (SR-397) to Eastern Flank Battlefield Park (EFBP). Approximate project length is 5,000 L.F. |  |  |  |  |  |  |  |  |  |  |  |
|-------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|

|               |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------|--|--|--|--|--|--|--|--|--|--|--|--|
| Justification |  |  |  |  |  |  |  |  |  |  |  |  |
|---------------|--|--|--|--|--|--|--|--|--|--|--|--|

| Expenditures                            | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25   | FY 26   | Total   | Future    |
|-----------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|---------|---------|---------|-----------|
| Design/Planning (Professional Services) |       |       |       |       |       |       |       |       | 102,496 |         | 102,496 | 1,434,955 |
| ROW and Easements                       |       |       |       |       |       |       |       |       |         | 450,000 | 450,000 | Total     |
| Total                                   |       |       |       |       |       |       |       |       | 102,496 | 450,000 | 552,496 |           |
| Funding Sources                         | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25   | FY 26   | Total   | Future    |
| General                                 |       |       |       |       |       |       |       |       | 102,497 | 450,000 | 552,497 | 1,434,954 |
| Total                                   |       |       |       |       |       |       |       |       | 102,497 | 450,000 | 552,497 | Total     |







Project #  
Project Name

ST16022  
Carothers Parkway (Long Lane to Falcon Creek)

Department

Streets

Contact

Engineering Director

Type

Improvement

Useful Life

20+

Category

Transportation

Priority

3 Star Project

Status

Pending

Total Cost

\$9,435,629

Description

Widen Carothers Parkway from 2 to 4 Lanes from Long Lane to Falcon Creek Subdivision.

Justification

| Expenditures                               | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24   | FY 25     | FY 26 | Total     |
|--------------------------------------------|-------|-------|-------|-------|-------|-------|-------|---------|-----------|-------|-----------|
| Design/Planning<br>(Professional Services) |       |       |       |       |       |       |       | 300,000 |           |       | 300,000   |
| Construction Engineering /<br>Inspection   |       |       |       |       |       |       |       |         | 978,817   |       | 978,817   |
| Construction                               |       |       |       |       |       |       |       |         | 8,156,812 |       | 8,156,812 |
| Total                                      |       |       |       |       |       |       |       | 300,000 | 9,135,629 |       | 9,435,629 |
| Funding Sources                            | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24   | FY 25     | FY 26 | Total     |
| Road Impact Fees                           |       |       |       |       |       |       |       | 300,000 | 8,727,789 |       | 9,027,789 |
| Stormwater                                 |       |       |       |       |       |       |       |         | 407,840   |       | 407,840   |
| Total                                      |       |       |       |       |       |       |       | 300,000 | 9,135,629 |       | 9,435,629 |



ST16022 - Carothers Parkway (Long Ln to Falcon Creek)

Carothers Parkway

Long Ln



|              |                                         |
|--------------|-----------------------------------------|
| Project #    | TOC16001                                |
| Project Name | Carothers Parkway (South) ITS Extension |

Department Traffic Ops. Center (TOC)  
Contact Engineering Director  
Type New  
Useful Life 10-20 years  
Category Transportation  
Priority 4 Star Project  
Status Pending

Total Cost \$1,375,000

|               |                                                                                                                                                                                                                                                                                                                                                                      |  |  |  |  |  |  |  |  |  |  |  |
|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| Description   | Project includes: 35,000 LF fiber optic cable, 13,000 LF of conduit with pull boxes, and five (5) closed caption television (CCTV) cameras.                                                                                                                                                                                                                          |  |  |  |  |  |  |  |  |  |  |  |
| Justification | The project will provide communication to/from Carothers Parkway (from Long Lane to Murfreesboro Road), Fire Station 7 (Ag Center), the seven (7) intersections along Goose Creek Bypass (SR-248) and Peytonsville Road (from Lewisburg Pike to Long Lane), and the existing CCTV camera at Lewisburg Pike (SR-106/US-431). Approximate project length is 35,000 LF. |  |  |  |  |  |  |  |  |  |  |  |

| Expenditures                            | FY 17   | FY 18   | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
|-----------------------------------------|---------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-----------|
| Design/Planning (Professional Services) | 125,000 |         |       |       |       |       |       |       |       |       | 125,000   |
| Construction Engineering / Inspection   | 20,000  | 30,000  |       |       |       |       |       |       |       |       | 50,000    |
| Construction                            | 400,000 | 800,000 |       |       |       |       |       |       |       |       | 1,200,000 |
| Total                                   | 545,000 | 830,000 |       |       |       |       |       |       |       |       | 1,375,000 |
| Funding Sources                         | FY 17   | FY 18   | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total     |
| General                                 | 545,000 | 830,000 |       |       |       |       |       |       |       |       | 1,375,000 |
| Total                                   | 545,000 | 830,000 |       |       |       |       |       |       |       |       | 1,375,000 |

**TOC16001 – Carothers Parkway (South) ITS Extension**



Project # TOC16002

Project Name ITS Camera at Columbia Ave &amp; Mack Hatcher Pkwy

Department Traffic Ops. Center (TOC)

Contact Engineering Director

Type New

Useful Life 4-10 years

Category Transportation

Priority 2 Star Project

Status Pending

Total Cost \$85,000

**Description**

Install closed caption television (CCTV) camera to monitor traffic at the intersection of Mack Hatcher Parkway (SR-397) and Columbia Avenue (SR-6/US-31).

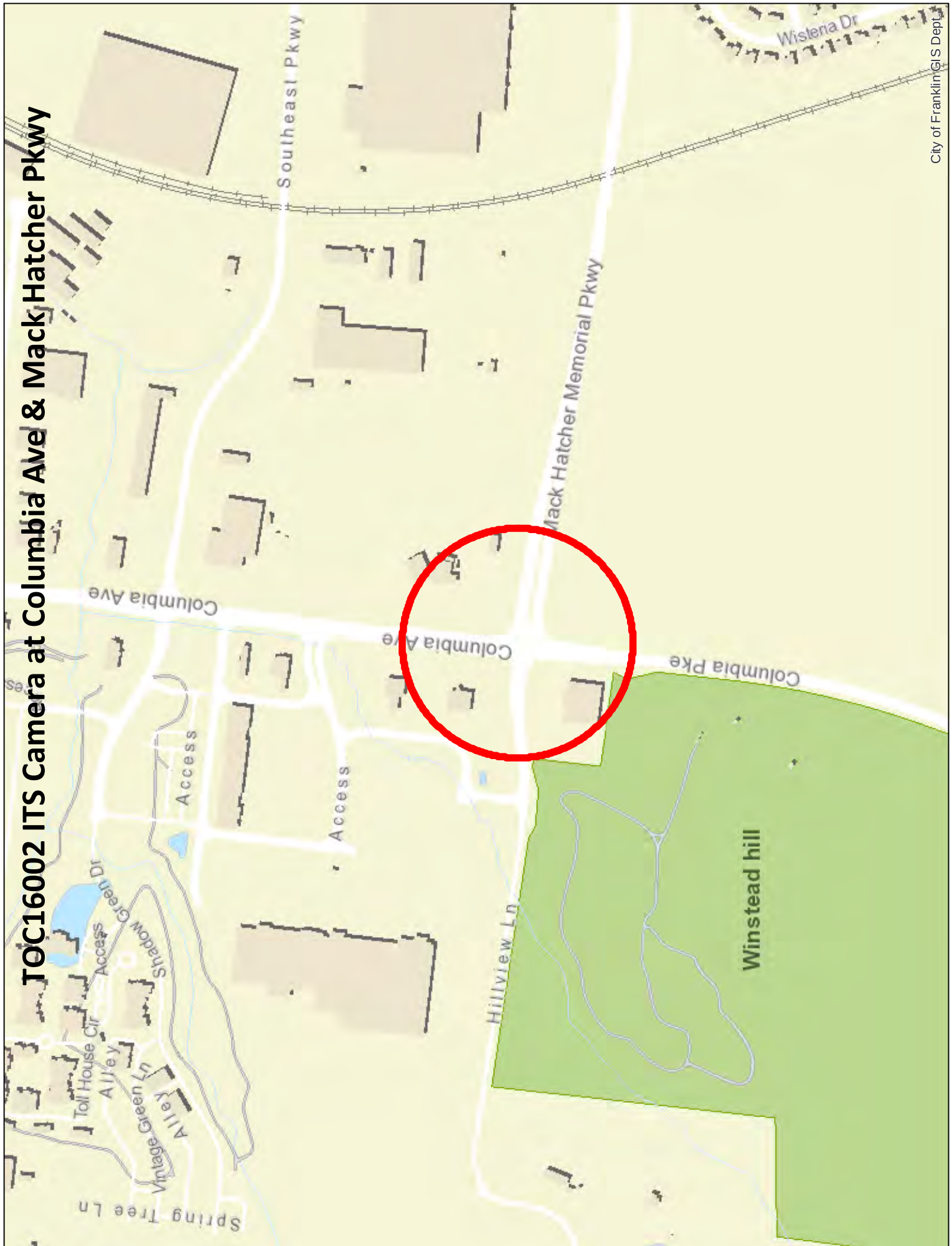
**Justification**

This camera will allow the Traffic Operations Center (TOC) to better monitor traffic in this busy area. The camera could also be utilized to monitor issues during the construction of the Columbia Avenue Widening Project.

| Expenditures                               | FY 17 | FY 18 | FY 19  | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total  |
|--------------------------------------------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|--------|
| Design/Planning<br>(Professional Services) |       |       | 10,000 |       |       |       |       |       |       |       | 10,000 |
| Construction Engineering /<br>Inspection   |       |       | 10,000 |       |       |       |       |       |       |       | 10,000 |
| Construction                               |       |       | 65,000 |       |       |       |       |       |       |       | 65,000 |
| <b>Total</b>                               |       |       | 85,000 |       |       |       |       |       |       |       | 85,000 |
| Funding Sources                            | FY 17 | FY 18 | FY 19  | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total  |
| General                                    |       |       | 85,000 |       |       |       |       |       |       |       | 85,000 |
| <b>Total</b>                               |       |       | 85,000 |       |       |       |       |       |       |       | 85,000 |



**TOC16002 ITS Camera at Columbia Ave & Mack Hatcher Pkwy**



|              |                                                  |
|--------------|--------------------------------------------------|
| Project #    | TOC16003                                         |
| Project Name | ITS Camera at Franklin Rd and Mallory Station Rd |

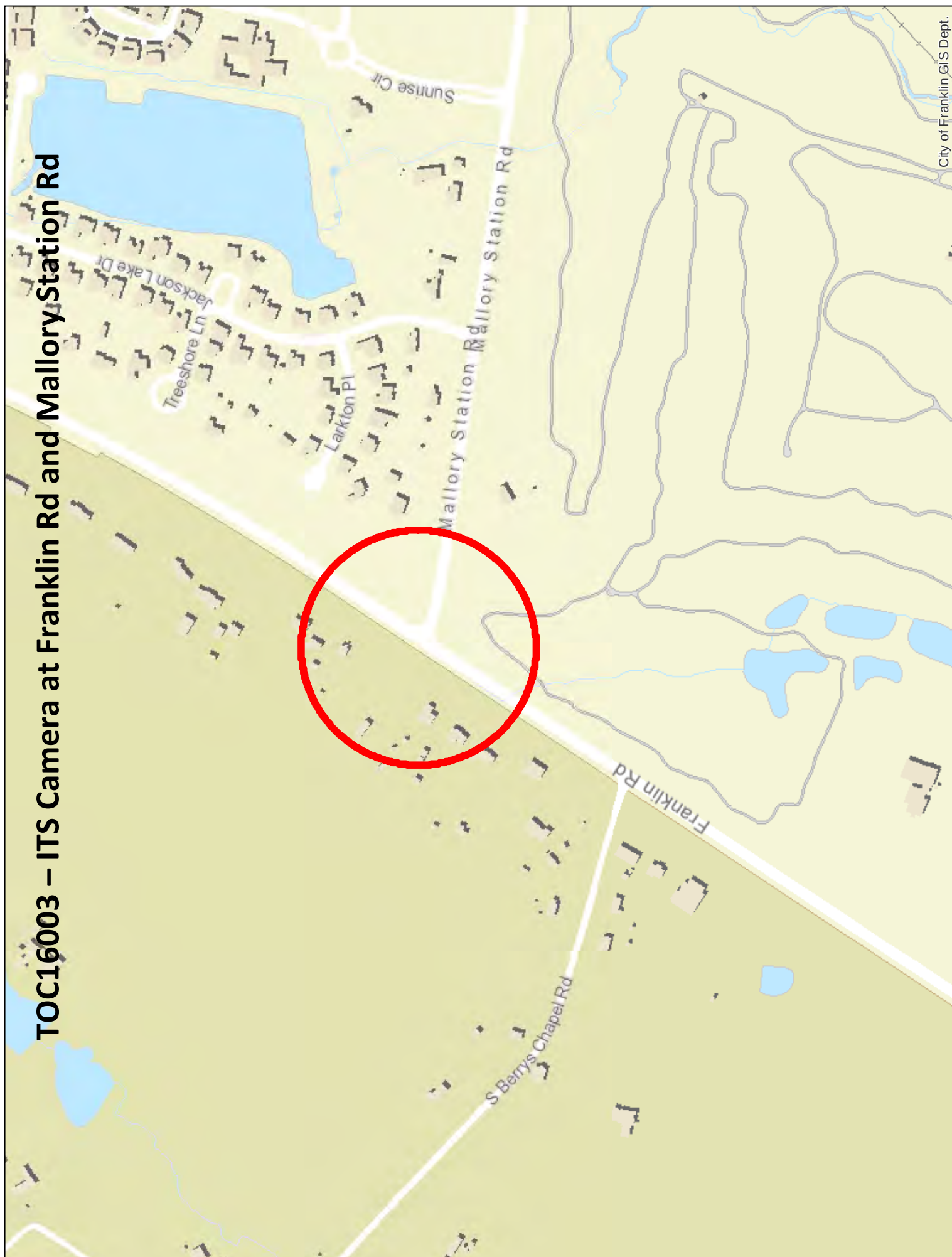
**Department** Traffic Ops. Center (TOC)  
**Contact** Engineering Director  
**Type** New  
**Useful Life** 4-10 years  
**Category** Transportation  
**Priority** 2 Star Project  
**Status** Pending

**Total Cost** \$85,000

|                      |                                                                                                                                                |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <b>Description</b>   | Install closed caption television (CCTV) camera to monitor traffic at the intersection of Franklin Road (SR-6/US-31) and Mallory Station Road. |  |  |  |  |  |  |  |  |  |  |  |
| <b>Justification</b> | This camera will allow the Traffic Operations Center (TOC) to better monitor traffic in this busy area.                                        |  |  |  |  |  |  |  |  |  |  |  |

| Expenditures                            | FY 17 | FY 18 | FY 19  | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total  |
|-----------------------------------------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|--------|
| Design/Planning (Professional Services) |       |       | 10,000 |       |       |       |       |       |       |       | 10,000 |
| Construction Engineering / Inspection   |       |       | 10,000 |       |       |       |       |       |       |       | 10,000 |
| Construction                            |       |       | 65,000 |       |       |       |       |       |       |       | 65,000 |
| <b>Total</b>                            |       |       | 85,000 |       |       |       |       |       |       |       | 85,000 |
| Funding Sources                         | FY 17 | FY 18 | FY 19  | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total  |
| General                                 |       |       | 85,000 |       |       |       |       |       |       |       | 85,000 |
| <b>Total</b>                            |       |       | 85,000 |       |       |       |       |       |       |       | 85,000 |

**TOC16003 – ITS Camera at Franklin Rd and Mallory Station Rd**





Project # **TOC16004**Project Name **Hillsboro Road ITS Extension****Department** Traffic Ops. Center (TOC)**Contact** Engineering Director**Type** New**Useful Life** 10-20 years**Category** Transportation**Priority** 3 Star Project**Status** Pending**Total Cost** \$700,000**Description**

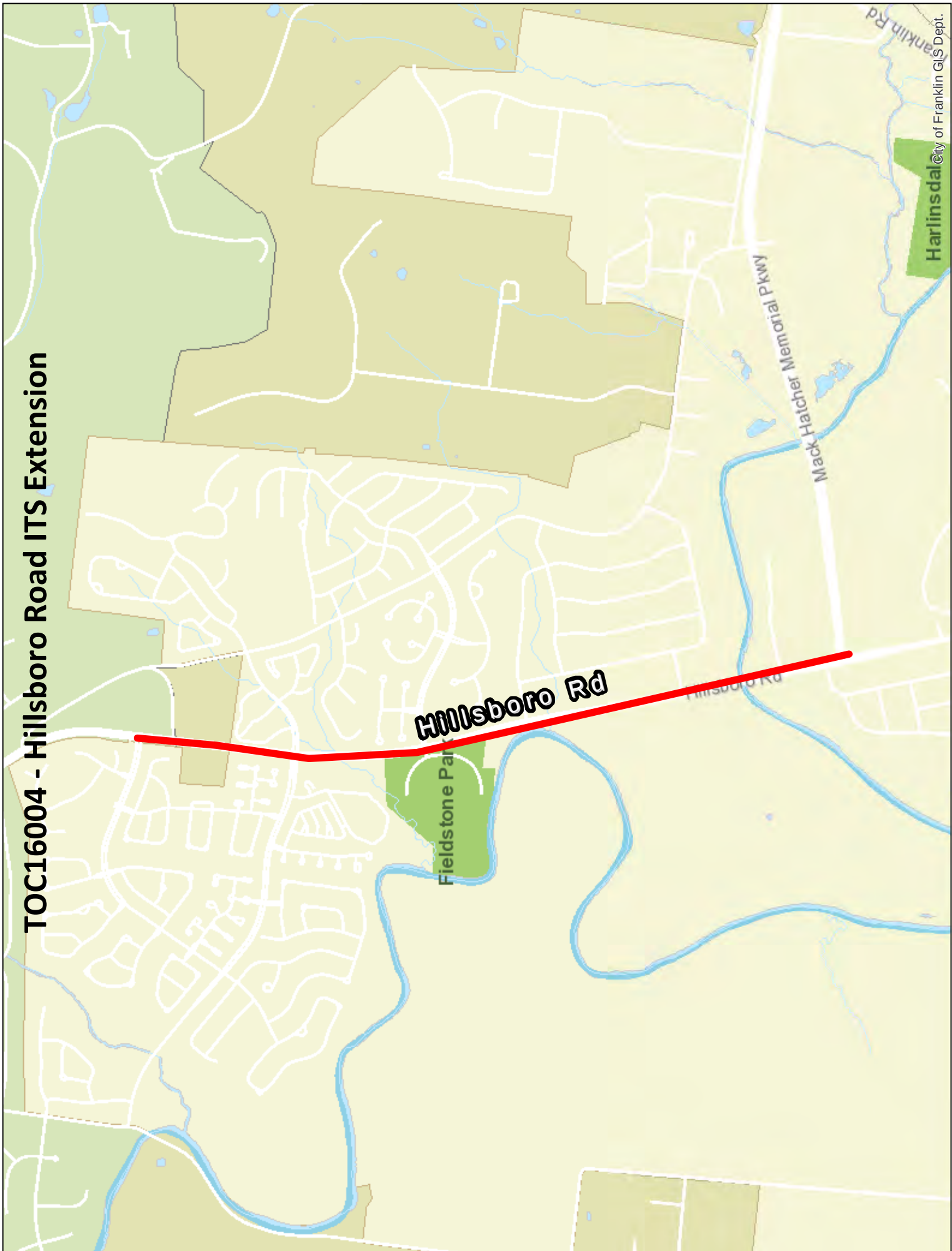
Project includes: 11,000 LF of fiber optic cable, 9,000 LF conduit and pull boxes, three (3) closed caption television (CCTV) cameras, and connection to three (3) existing traffic signals.

**Justification**

This project will allow Traffic Operations Center (TOC) personnel to better monitor traffic and existing signals on the Hillsboro Road (SR-106/US-431) corridor.

| <b>Expenditures</b>                        | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
|--------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Design/Planning<br>(Professional Services) |              |              | 75,000       |              |              |              |              |              |              |              | 75,000       |
| Construction Engineering /<br>Inspection   |              |              | 30,000       | 45,000       |              |              |              |              |              |              | 75,000       |
| Construction                               |              |              | 200,000      | 350,000      |              |              |              |              |              |              | 550,000      |
| <b>Total</b>                               |              |              | 305,000      | 395,000      |              |              |              |              |              |              | 700,000      |
| <b>Funding Sources</b>                     | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
| General                                    |              |              | 305,000      | 395,000      |              |              |              |              |              |              | 700,000      |
| <b>Total</b>                               |              |              | 305,000      | 395,000      |              |              |              |              |              |              | 700,000      |

**TOC16004 - Hillsboro Road ITS Extension**



|              |                                         |
|--------------|-----------------------------------------|
| Project #    | TOC16005                                |
| Project Name | Highway 96 West ITS Extension - Phase 1 |

Department Traffic Ops. Center (TOC)  
Contact Engineering Director  
Type Improvement  
Useful Life 10-20 years  
Category Transportation  
Priority 1 Star Project  
Status Pending

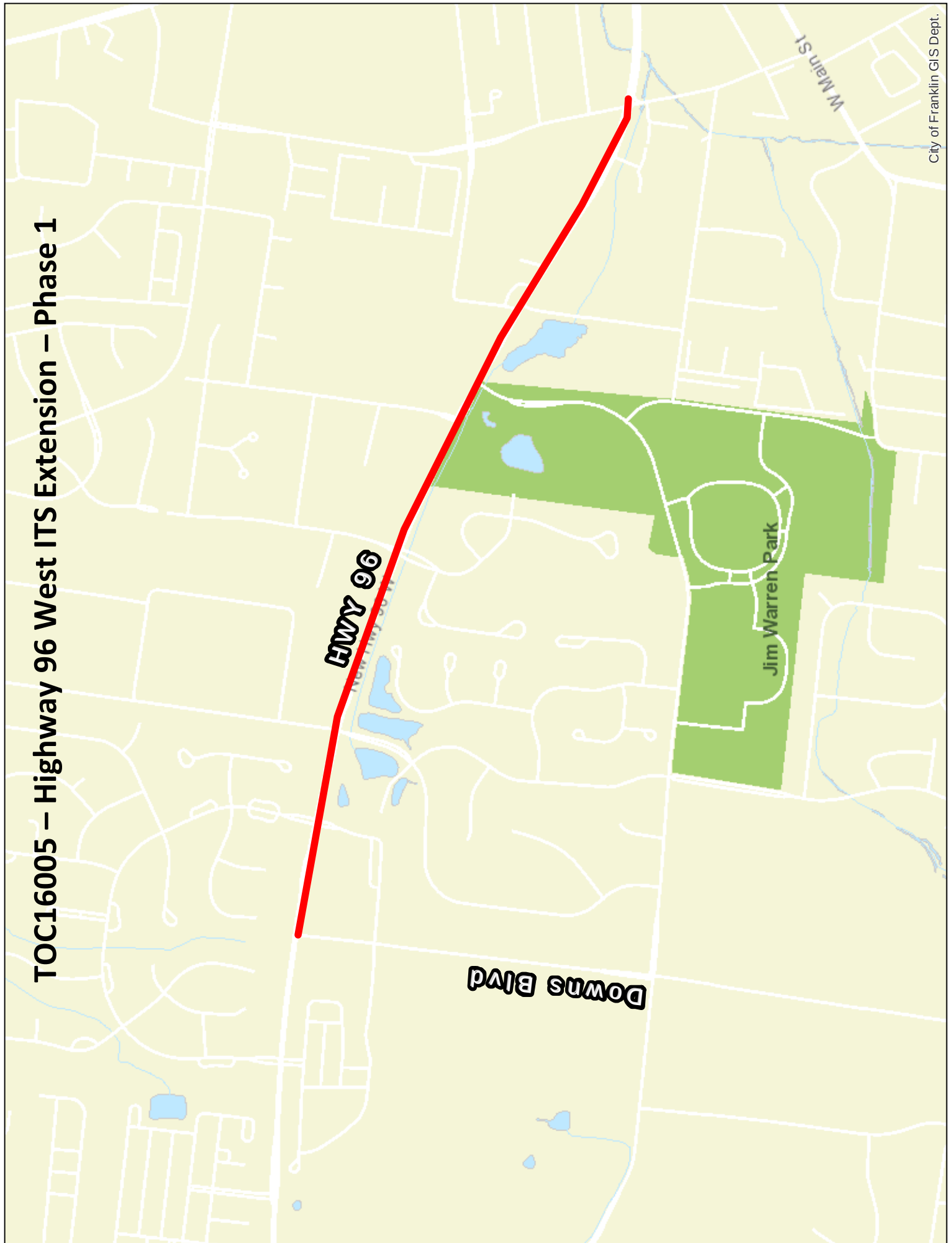
Total Cost \$285,000

|               |                                                                                                                                                                                                                                                                         |  |  |  |  |  |  |  |  |  |  |  |
|---------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| Description   | This project would replace existing aerial fiber that is currently attached to 3rd party utility poles along Highway 96 West (SR-96W), from 11th Avenue North to Downs Boulevard. Project includes: 7,500 LF of fiber optic cable and 6,000 LF of conduit & pull boxes. |  |  |  |  |  |  |  |  |  |  |  |
| Justification | This project will provide a secure, underground conduit system for City of Franklin IT & ITS communication fiber optic cable, from Downs Boulevard to 11th Avenue North.                                                                                                |  |  |  |  |  |  |  |  |  |  |  |

| Expenditures                            | FY 17 | FY 18 | FY 19 | FY 20 | FY 21   | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
|-----------------------------------------|-------|-------|-------|-------|---------|-------|-------|-------|-------|-------|---------|
| Design/Planning (Professional Services) |       |       |       |       | 35,000  |       |       |       |       |       | 35,000  |
| Construction Engineering / Inspection   |       |       |       |       | 25,000  |       |       |       |       |       | 25,000  |
| Construction                            |       |       |       |       | 225,000 |       |       |       |       |       | 225,000 |
| Total                                   |       |       |       |       | 285,000 |       |       |       |       |       | 285,000 |
| Funding Sources                         | FY 17 | FY 18 | FY 19 | FY 20 | FY 21   | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 | Total   |
| General                                 |       |       |       |       | 285,000 |       |       |       |       |       | 285,000 |
| Total                                   |       |       |       |       | 285,000 |       |       |       |       |       | 285,000 |



**TOC16005 – Highway 96 West ITS Extension – Phase 1**



|                     |                                                |
|---------------------|------------------------------------------------|
| <b>Project #</b>    | <b>TOC16006</b>                                |
| <b>Project Name</b> | <b>Highway 96 West ITS Extension - Phase 2</b> |

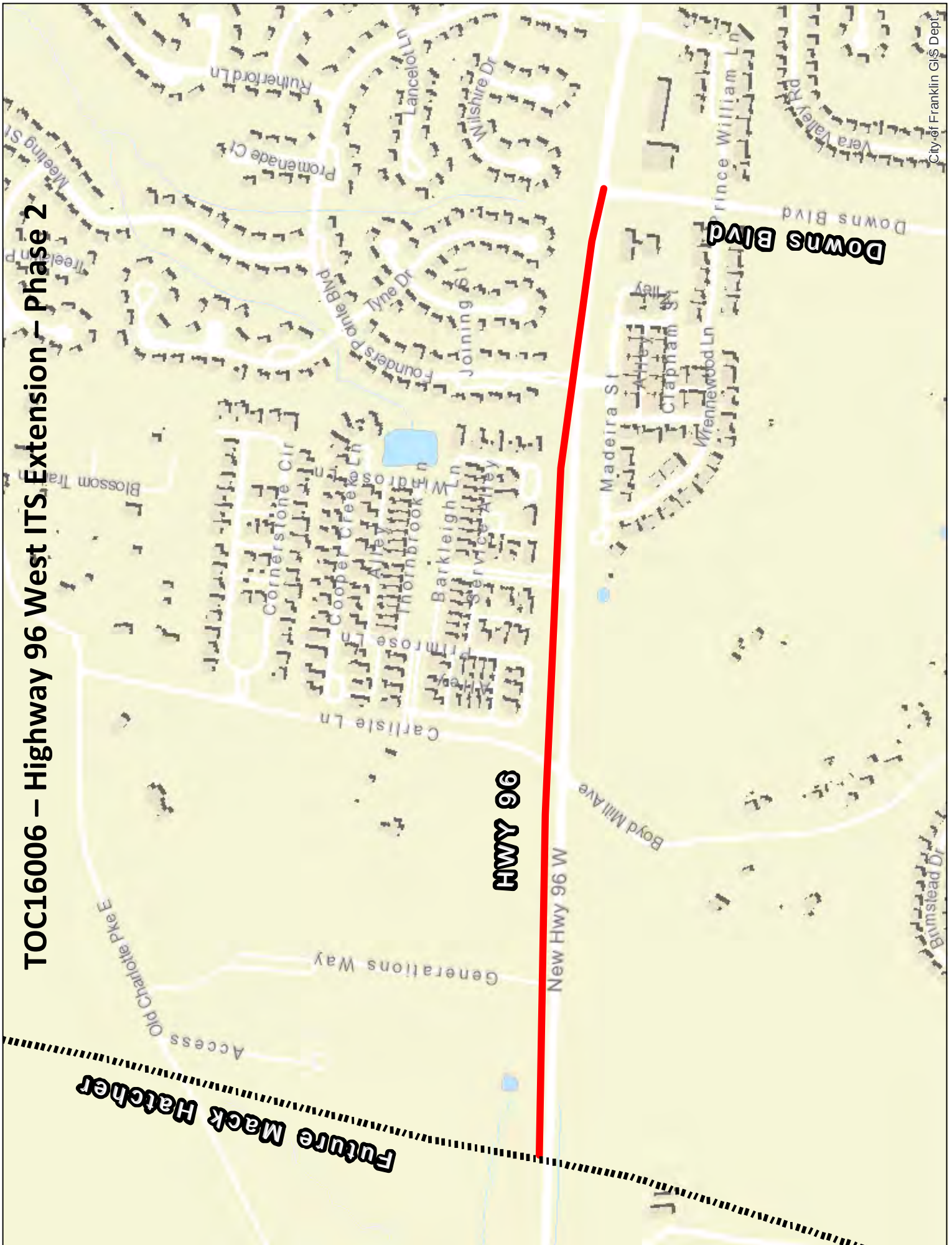
**Department** Traffic Ops. Center (TOC)  
**Contact** Engineering Director  
**Type** Improvement  
**Useful Life** 10-20 years  
**Category** Transportation  
**Priority** 1 Star Project  
**Status** Pending

**Total Cost** \$310,000

|                      |                                                                                                                                                                                                                                                                                                                                                                                              |  |  |  |  |  |  |  |  |  |  |  |
|----------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| <b>Description</b>   | This project would replace existing aerial fiber that is currently attached to 3rd party utility poles along Highway 96 West (SR-96W), from Westhaven Boulevard to Downs Boulevard. Project includes: 8,500 LF of fiber optic cable and 7,000 LF of conduit & pull boxes. This system would provide connection to the traffic signals at Carlisle Lane and at Mack Hatcher Parkway (SR-397). |  |  |  |  |  |  |  |  |  |  |  |
| <b>Justification</b> | This project will provide a secure, underground conduit system for City of Franklin IT & ITS communication fiber optic cable, from Westhaven Boulevard to Downs Boulevard.                                                                                                                                                                                                                   |  |  |  |  |  |  |  |  |  |  |  |

| <b>Expenditures</b>                        | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
|--------------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Design/Planning<br>(Professional Services) |              |              |              |              |              | 35,000       |              |              |              |              | 35,000       |
| Construction Engineering /<br>Inspection   |              |              |              |              |              | 25,000       |              |              |              |              | 25,000       |
| Construction                               |              |              |              |              |              | 250,000      |              |              |              |              | 250,000      |
| <b>Total</b>                               |              |              |              |              |              | 310,000      |              |              |              |              | 310,000      |
| <b>Funding Sources</b>                     | <b>FY 17</b> | <b>FY 18</b> | <b>FY 19</b> | <b>FY 20</b> | <b>FY 21</b> | <b>FY 22</b> | <b>FY 23</b> | <b>FY 24</b> | <b>FY 25</b> | <b>FY 26</b> | <b>Total</b> |
| General                                    |              |              |              |              |              | 310,000      |              |              |              |              | 310,000      |
| <b>Total</b>                               |              |              |              |              |              | 310,000      |              |              |              |              | 310,000      |

TOC16006 – Highway 96 West ITS Extension – Phase 2





|              |                              |
|--------------|------------------------------|
| Project #    | TOC16007                     |
| Project Name | Lewisburg Pike ITS Extension |

Department Traffic Ops. Center (TOC)  
Contact Engineering Director  
Type New  
Useful Life 10-20 years  
Category Transportation  
Priority 1 Star Project  
Status Pending

Total Cost \$150,000

|                                                                                                                                                                                                                                                                                                          |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Description</b>                                                                                                                                                                                                                                                                                       |
| This project would install fiber optic communication cable on existing utility poles along Lewisburg Pike (SR-106/US-431), from Goose Creek Bypass (SR-248) to Mack Hatcher Parkway (SR-397). Project includes approximately 15,000 LF of fiber optic cable with connection to existing traffic signals. |
| <b>Justification</b>                                                                                                                                                                                                                                                                                     |
| This project would provide a redundant communication system for traffic signals and ITS equipment in the Goose Creek Area.                                                                                                                                                                               |

| Expenditures                               | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23   | FY 24 | FY 25 | FY 26 | Total   |
|--------------------------------------------|-------|-------|-------|-------|-------|-------|---------|-------|-------|-------|---------|
| Design/Planning<br>(Professional Services) |       |       |       |       |       |       | 25,000  |       |       |       | 25,000  |
| Construction                               |       |       |       |       |       |       | 125,000 |       |       |       | 125,000 |
| <b>Total</b>                               |       |       |       |       |       |       | 150,000 |       |       |       | 150,000 |
| <b>Funding Sources</b>                     | FY 17 | FY 18 | FY 19 | FY 20 | FY 21 | FY 22 | FY 23   | FY 24 | FY 25 | FY 26 | Total   |
| General                                    |       |       |       |       |       |       | 150,000 |       |       |       | 150,000 |
| <b>Total</b>                               |       |       |       |       |       |       | 150,000 |       |       |       | 150,000 |



**STREET PROJECT NOT INCLUDED IN THE FY2017-2026 CIP**

| PROJECT                                                                                                    | Proposed: Debt Service Paid By            | EST. COST     |
|------------------------------------------------------------------------------------------------------------|-------------------------------------------|---------------|
| Boyd Mill Ave - Westhaven Connector                                                                        | General Fund                              | \$ 2,294,006  |
| Boyd Mill Ave Improvements - Franklin Green to South of SR 96 W                                            | General Fund                              | \$ 3,010,140  |
| Boyd Mill Ave Improvements & Signalization @ Downs Blvd.                                                   | General Fund                              | \$ 2,450,700  |
| Carlisle Lane Improvements - North of SR 96W to Mack Hatcher                                               | General Fund                              | \$ 5,153,085  |
| Carothers Pkwy - (Liberty to SR96E)                                                                        | General & Road Impact Fund                | \$ 12,959,050 |
| Carothers Pkwy - (Meridian Blvd to Nissan Way)                                                             | General & Road Impact Fund                | \$ 11,821,740 |
| Carothers Pkwy - (Nissan Way to Liberty                                                                    | General & Road Impact Fund                | \$ 19,922,146 |
| Carothers Pkwy - (Northern City Limits to Meridian Blvd)                                                   | General & Road Impact Fund                | \$ 12,936,000 |
| Carothers Pkwy - (Falcon Creek to Long Lane)                                                               | General & Road Impact Fund                | \$ 10,205,920 |
| Clovercroft Rd (Oxford Glen to Wilson Pike)                                                                | General Fund                              | \$ 9,758,700  |
| Clovercroft Rd (SR96E to Oxford Glen)                                                                      | General Fund                              | \$ 9,177,840  |
| Cool Springs Boulevard - (Aspen Grove to Mallory)                                                          | General & Road Impact Fund                | \$ 8,276,100  |
| Cool Springs Boulevard - (Mack Hatcher Pkwy to Aspen Grove)                                                | General & Road Impact Fund                | \$ 11,939,340 |
| Cool Springs Boulevard - (Mallory to Carothers)                                                            | General & Road Impact Fund                | \$ 10,266,480 |
| Del Rio Pike Improvements - (Rizer Point Dr. to Carlisle Ln)                                               | General Fund                              | \$ 5,142,060  |
| Eddy Lane Improvements - LDM Technologies to Liberty Pike                                                  | General Fund                              | \$ 2,501,100  |
| Eddy Lane Improvements - LDM Technologies to Murfreesboro Rd (SR 96)                                       | General Fund                              | \$ 2,627,100  |
| Franklin Road (SR 6) Improvements - Mack Hatcher Pkwy (SR 397) to Harpeth Industriao Court                 | General, Road Impact & State/Federal Fund | \$ 9,544,500  |
| Franklin Road Improvements - (Mallory Station Rd to Mack Hatcher)                                          | General, Road Impact & State/Federal Fund | \$ 8,834,190  |
| Franklin Road Improvements - (Moore's Lane to Mallory Station Rd)                                          | General, Road Impact & State/Federal Fund | \$ 11,252,360 |
| Horton Lane - (Boyd Mill Ave to Northern Boundary of Willow Springs)                                       | General Fund                              | \$ 2,594,340  |
| Liberty Pike (Mack Hatcher to Franklin Rd)                                                                 | General & Road Impact Fund                | \$ 12,246,080 |
| Liberty Pike (McKays Mill to Wilson Pike)                                                                  | General & Road Impact Fund                | \$ 9,968,620  |
| Lewisburg Pike (SR 106) Widening - Donelson Creek Pkwy to Old Peytonsvill Road                             | General, Road Impact & State/Federal Fund | \$ 22,392,628 |
| Mallory Lane (Moores Ln to Mallory Station Rd)                                                             | General & Road Impact Fund                | \$ 17,640,000 |
| Mallory Lane (Mallory Station Rd to Jordan Road)                                                           | General & Road Impact Fund                | \$ 11,760,000 |
| Mallory Lane (Jordan Road to Liberty Pike)                                                                 | General & Road Impact Fund                | \$ 16,758,000 |
| Mack Hatcher Pkwy (SR 397) Widening - Southeast Quadrant (Murfreesboro Rd (SR 96E) to Columbia Ave (SR 6)) | State & Federal                           | \$ 33,108,320 |
| Mack Hatcher Pkwy Extension - Southwest Quadrant                                                           | State & Federal                           | \$ 41,577,872 |
| Mallory Station Rd (Mallory Lane to General George Patton)                                                 | General Fund                              | \$ 9,033,640  |
| Mallory Station Rd (General George Patton to Franklin Rd)                                                  | General Fund                              | \$ 6,468,000  |
| Southeast Parkway Improvements                                                                             | General Fund                              | \$ 3,671,640  |
| SR 96 West - (Vintage Grove Lane to 11th Ave)                                                              | General, Road Impact & State/Federal Fund | \$ 16,305,240 |
| Streetscape - SR 96 West (11h Ave to Hillsboro Rd)                                                         | State/Federal                             | \$ 10,326,960 |
| Streetscape - Columbia Ave (Cleburne St to Downs Blvd)                                                     | State/Federal                             | \$ 10,319,400 |
| Streetscape - Columbia Ave (Fowlkes St to Cleburne St)                                                     | State/Federal                             | \$ 7,560,000  |
| Streetscape - Third Ave South (Main St to Harpeth River Bridge) & Fourth Ave (North & South)               | State/Federal                             | \$ 6,176,520  |



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# Franklin*Forward* – A Vision for 2033

## **City's Mission:**

“Franklin will continually strive to be a community of choice for individuals, families, and businesses to grow and prosper through an excellent quality of life supported by exceptional, responsive, and cost-effective City services.”

## **Strategic Plan Themes:**

### **I. A Safe, Clean, and Livable City**

- a. Franklin will have safe neighborhoods supported by high-quality police, fire, and emergency services as well as effective code enforcement.
- b. Franklin will enhance the value and character of our community through progressive and responsive development and neighborhood services.
- c. Franklin will provide high-quality water and wastewater treatment services that will meet the needs of our growing community.
- d. Franklin will be a model for environmental quality and a sustainable city.
- e. Franklin will be a leader in residential recycling efforts.

### **II. An Effective and Fiscally Sound City Government Providing High Quality Service**

- a. The citizens of Franklin will be benefactors to City services that reflect efficiency while preserving the personal touch and engagement they have come to expect in our community.
- b. Franklin government will seek diversification and efficiencies of revenue sources to find its aspirations.
- c. The City of Franklin will have a talented, diverse, and engaged workforce.

### **III. Quality Life Experiences**

- a. Preserving dynamic, diverse, engaged neighborhoods: Franklin will be a place that offers a high quality of life for all citizens who choose to live and work here.
- b. Franklin will facilitate the development and maintenance of housing options that meet the needs of people desiring to live and work in our community.
- c. Meeting transportation needs: Franklin will have a diverse transportation network that promotes, provides, and supports safe and efficient mobility choices for all, including driving, public transit, walking, and biking.
- d. Creating desirable life experiences: Franklin will continue to be a destination to live and work that ranks among the best in the nation.

### **IV. Sustainable Growth and Economic Prosperity**

- a. Franklin will strategically manage its growth and the value of its assets.
- b. Franklin will pursue growth and development that embraces its historic context and encourages revenue generation.
- c. Franklin will expand and retain business and job opportunities within the community as well as the country.

# Capital Improvement Program (CIP) – Project Scoring Criteria

## I. A Safe, Clean, and Livable City

1. Contributes to Health, Safety and Welfare  
(Choose One)
  - A. Eliminates a KNOWN hazard
  - B. Eliminates a POTENTIAL hazard
  - C. Materially contributes
  - D. Minimally contributes
  - E. No impact
2. Implications of Project Deferral  
(Choose One)
  - A. Deferral will create unsafe conditions and/or cause noticeable disruptions to level of service
  - B. Deferral will NOT create unsafe conditions and/or cause noticeable disruptions to level of service
3. Environmental Impact  
(Choose One)
  - A. Positive Impact
  - B. Little or no impact
  - C. Detrimental impact

## II. An Effective and Fiscally Sound City Government Providing High Quality Service

1. Will Project Upgrade Facilities?  
(Choose One)
  - A. Rehabilitates/upgrades existing facility
  - B. Replaces existing facility
  - C. New facility
2. Project's Expected Useful Life  
(Choose One)
  - A. Greater than 20 years
  - B. 10 to 20 years
  - C. 4 to 10 years
  - D. 3 years or Less
3. Service Area of Project  
(Choose One)
  - A. Regional
  - B. City-wide
  - C. Large Portion of City
  - D. Several Neighborhoods
  - E. One Neighborhood



## Capital Improvement Program (CIP) – Project Scoring Criteria

4. Availability of Federal/State Funding  
(Choose One)
  - A. Guaranteed state/federal funding
  - B. High potential for state/federal funding
  - C. Limited potential for state/federal funding
  - D. No potential for state/federal funding
5. Impact on Annual Operations Budget  
(Choose One)
  - A. Reduce cost
  - B. Cost neutral
  - C. Increase cost
6. Capital Costs  
(Choose One)
  - A. Under \$100,000
  - B. \$100,000 - \$1,000,000
  - C. \$1,000,000 - \$5,000,000
  - D. Over \$5,000,000
7. Public Perception  
(Choose One)
  - A. Overwhelming public support
  - B. Supported by small but vocal minority
  - C. BOMA and/or staff identified priority

### III. Quality Life Experiences

1. Historic/Sensitive Area Preservation  
(Choose One)
  - A. Enhances Historic/Sensitive Area
  - B. No Significant Impact
  - C. Detrimental to Historic/Sensitive Area
2. Equality  
(Choose One)
  - A. Delivers new service or facility to underserved population
  - B. Enhances existing service or facility to underserved population
  - C. No impact to underserved population

# Capital Improvement Program (CIP) – Project Scoring Criteria

## IV. Sustainable Growth and Economic Prosperity

1. Revitalization and Balanced Growth  
(Choose One)
  - A. Positive impact to identified distressed area AND complies with Land Use Plan
  - B. Project scale supported by Land Use Plan
  - C. Neutral impact on area
2. Economic Impact  
(Choose One)
  - A. Positive effect on local economy
  - B. Little or no effect on local economy
  - C. Adverse effect on local economy

## V. Technical Requirements

1. Project Readiness  
(Choose One)
  - A. Likely to be completed within the requested budget and schedule
  - B. Possible budget or schedule problems
  - C. Probably budget or schedule problems
2. Critical City Objective  
(Choose One)
  - A. Project is consistent with adopted City policies and plans (i.e. Master Plan, Major Thoroughfare Plan, Basin Plan, etc.)
  - B. Project is consistent with recent BOMA direction and decisions
  - C. No policy/plan in place
3. Prior Investment by the City  
(Choose One)
  - A. Significant investment by City to meet legal obligation
  - B. Significant investment by City in the last 5 years
  - C. Moderate investment by the City
  - D. New project; no prior investment

# **Capital Investment Program (CIP) – FY 2017 thru 2026** Facilities (Emergency Services & General Services)

| ★★★★ (4-Star) Projects            |         |        |
|-----------------------------------|---------|--------|
| Fire Station 7 (Goose Creek Area) | FD16001 | Active |
| New City Hall                     | FM16001 | Active |

| ★★★ (3-Star) Projects |  |  |
|-----------------------|--|--|
| None                  |  |  |

| ★★ (2-Star) Projects |  |  |
|----------------------|--|--|
| None                 |  |  |

| ★ (1-Star) Projects |  |  |
|---------------------|--|--|
| None                |  |  |



# Capital Investment Program (CIP) – FY 2017 thru 2026

## Parks & Recreation

| ★★★★ (4-Star) Projects                            |         |         |
|---------------------------------------------------|---------|---------|
| Bicentennial Park Schematic Design & Construction | PK16020 | Active  |
| Main Barn Restoration (Harlinsdale)               | PK16002 | Pending |
| East/Southeast Multipurpose Park                  | PK16014 | Pending |
| Hayes Home Restoration (Harlinsdale)              | PK16001 | Pending |
| Eastern Flank Circle (Loop Road) Repair           | PK16018 | Pending |

| ★★★ (3-Star) Projects                           |         |         |
|-------------------------------------------------|---------|---------|
| Greenway (Aspen Grove to Mack Hatcher)          | PK16011 | Pending |
| Jim Warren Park Renovations                     | PK16008 | Pending |
| Greenway (Pinkerton to Bicentennial)            | PK16012 | Pending |
| Greenway & Bridge (Harlinsdale to Fulton Greer) | PK16013 | Pending |

| ★★ (2-Star) Projects                         |         |         |
|----------------------------------------------|---------|---------|
| Lockwood Glen Park                           | PK16016 | Pending |
| North Barn Restoration (Harlinsdale)         | PK16004 | Pending |
| Worker House I & II (Harlinsdale)            | PK16006 | Pending |
| Harlinsdale Farm Interurban Trail Connection | PK16019 | Pending |
| Harlinsdale Visitor Center & Museum          | PK16005 | Pending |

| ★ (1-Star) Projects                              |         |         |
|--------------------------------------------------|---------|---------|
| North Pavilion & Restroom Facility (Harlinsdale) | PK16007 | Pending |
| Maintenance Building Restoration (Harlinsdale)   | PK16003 | Pending |
| Liberty Park Improvements                        | PK16009 | Pending |
| Greenway (Lewisburg to I-65/Harpeth River)       | PK16017 | Pending |
| Splash Pad                                       | PK16010 | Pending |

# Capital Investment Program (CIP) – FY 2017 thru 2026

## Public Utilities – Operational Priorities

| ★★★★ (4-Star) Projects - Water                 |         |         |
|------------------------------------------------|---------|---------|
| James and Avondale Infrastructure Improvements | WM16024 | Active  |
| Old Carters Creek Pike Water Line Replacement  | WM16003 | Active  |
| Bobby Drive Water Line Replacement             | WM16010 | Active  |
| West End Circle Infrastructure Improvements    | WM16041 | Pending |
| 16" Water Line Long Lane Connector             | WM16001 | Pending |
| Thompson Alley Infrastructure Improvements     | WM16039 | Pending |
| Adams Street Infrastructure Improvements       | WM16005 | Pending |
| Franklin Road Improvements & Streetscape       | ST16009 | Active  |
| West Main Infrastructure Improvements          | WM16042 | Pending |

| ★★★★ (4-Star) Projects - Wastewater             |         |         |
|-------------------------------------------------|---------|---------|
| Spencer Creek Sanitary Sewer Replacement        | WM16038 | Active  |
| Sewer Interceptor Point Repair Projects         | WM16043 | Pending |
| James and Avondale Infrastructure Improvements  | WM16024 | Active  |
| Forrest Crossing Force Main (No. 1) Replacement | WM16016 | Pending |
| West End Circle Infrastructure Improvements     | WM16041 | Pending |
| Thompson Alley Infrastructure Improvements      | WM16039 | Pending |
| Frazier Drive Sanitary Sewer Rehabilitation     | WM16019 | Pending |
| Adams Street Infrastructure Improvements        | WM16005 | Pending |

# Capital Investment Program (CIP) – FY 2017 thru 2026

## Public Utilities – Operational Priorities

| ★★★ (3-Star) Projects - Water                |         |         |
|----------------------------------------------|---------|---------|
| Water Line from Fourth Ave S to Berry Circle | WM16018 | Pending |
| Church Street Infrastructure Improvements    | WM16012 | Pending |
| S. Margin Infrastructure Improvements        | ST16018 | Pending |
| Gist Street Infrastructure Improvements      | WM16020 | Pending |
| Old Hillsboro Road Water Line                | WM16032 | Pending |
| Murfreesboro Road Water Line Replacement     | WM16030 | Pending |
| Eastview Circle Infrastructure Improvements  | WM16014 | Pending |
| Beta Drive Extension                         | ST16010 | Pending |

| ★★★ (3-Star) Projects - Wastewater               |         |         |
|--------------------------------------------------|---------|---------|
| Evans Street Sewer Improvements                  | WM16015 | Pending |
| Holiday Court Lift Station Rehabilitation        | WM16023 | Pending |
| West Main Infrastructure Improvements            | WM16042 | Pending |
| Franklin Road Improvements & Streetscape         | ST16009 | Active  |
| New Hope Academy Sewer Line Replacement          | WM16033 | Pending |
| Church Street Infrastructure Improvements        | WM16012 | Pending |
| Berry Circle Sanitary Sewer Line Rehabilitation  | WM16009 | Pending |
| Mallory/N Royal Oaks & Liberty Intersection Imp. | ST16011 | Pending |



# **Capital Investment Program (CIP) – FY 2017 thru 2026**

## Public Utilities – Operational Priorities

| ★ ★ (2-Star) Projects - Water                      |         |         |
|----------------------------------------------------|---------|---------|
| Glass Lane Water Line Replacement                  | WM16021 | Pending |
| Forrest Street Infrastructure Improvements         | WM16017 | Pending |
| Lewisburg Pike Water Line Replacement              | WM16026 | Pending |
| Alicia Drive Water Line Replacement                | WM16007 | Pending |
| Battle Avenue Infrastructure Improvements          | WM16008 | Pending |
| Buckworth Infrastructure Improvements              | WM16011 | Pending |
| N Royals Oaks Blvd (Alexander Plaza to Liberty Pk) | ST16019 | Pending |
| Grassland Tank Demolition                          | WM16013 | Pending |

| ★ ★ (2-Star) Projects - Wastewater          |         |         |
|---------------------------------------------|---------|---------|
| S. Margin Infrastructure Improvements       | ST16018 | Pending |
| Gist Street Infrastructure Improvements     | WM16020 | Pending |
| East McEwen Drive Improvements – Phase 4    | ST16007 | Active  |
| Beta Drive Extension                        | ST16010 | Pending |
| Eastview Circle Infrastructure Improvements | WM16014 | Pending |
| South Prong Sanitary Sewer Replacement      | WM16037 | Pending |
| Forrest Street Infrastructure Improvements  | WM16017 | Pending |

# Capital Investment Program (CIP) – FY 2017 thru 2026

## Public Utilities – Operational Priorities

| ★ (1-Star) Projects - Water                        |         |         |
|----------------------------------------------------|---------|---------|
| Highway 96W Water Line Replacement                 | WM16040 | Pending |
| Manley Lane Dead End Removal                       | WM16028 | Pending |
| Liberty Pike Water Line Replacement                | WM16027 | Pending |
| Long Lane/Old Peytonsville Rd Connector at I-65    | ST16017 | Active  |
| Scruggs Avenue Water Line Replacement              | WM16036 | Pending |
| Morning Side Drive Water Line Replacement          | WM16029 | Pending |
| Carothers Parkway Widening (Falcon Creek to SR-96) | ST16015 | Pending |
| Westview Apt. Water Line Replacement (510 96W)     | WM16022 | Pending |

| ★ (1-Star) Projects - Wastewater                   |         |         |
|----------------------------------------------------|---------|---------|
| Battle Avenue Infrastructure Improvements          | WM16008 | Pending |
| N Royals Oaks Blvd (Alexander Plaza to Liberty Pk) | ST16019 | Pending |
| Sanitary Sewer Rehab Btwn Strahl & W. Fowlkes      | WM16034 | Pending |
| Buckworth Infrastructure Improvements              | WM16011 | Pending |
| Long Lane/Old Peytonsville Rd Connector at I-65    | ST16017 | Active  |
| Carothers Parkway Widening (Falcon Creek to SR-96) | ST16015 | Pending |
| Jordan Road Improvements                           | ST16006 | Active  |

# Capital Investment Program (CIP) – FY 2017 thru 2026

## Stormwater

| ★★★★ (4-Star) Projects                  |         |        |
|-----------------------------------------|---------|--------|
| Harpeth River Bank Stabilization at WRF | SW16006 | Active |

| ★★★ (3-Star) Projects                             |         |        |
|---------------------------------------------------|---------|--------|
| Ralston Creek at Liberty Hills Stream Restoration | SW16001 | Active |
| 100 Block Battle Avenue Drainage Improvements     | SW16003 | Active |

| ★★ (2-Star) Projects                                 |         |        |
|------------------------------------------------------|---------|--------|
| Jordan Branch (Cool Springs East) Stream Restoration | SW16005 | Active |

| ★ (1-Star) Projects                      |         |        |
|------------------------------------------|---------|--------|
| Figuers Drive Area Drainage Improvements | SW16004 | Active |
| Parkview Drainage Project                | SW16002 | Active |



# Capital Investment Program (CIP) – FY 2017 thru 2026

## Transportation

| ★★★★ (4-Star) Projects                              |          |         |
|-----------------------------------------------------|----------|---------|
| East McEwen Drive Improvements – Phase 4            | ST16007  | Active  |
| Sidewalk Lewisburg Ave                              | ST16030  | Pending |
| S. Margin Infrastructure Upgrades (1st to Columbia) | ST16018  | Pending |
| Franklin Road Improvements & Streetscape            | ST16009  | Active  |
| Carothers Parkway (South) ITS Extension             | TOC16001 | Pending |
| Jordan Road Improvements                            | ST16006  | Active  |
| East McEwen Dr. Right-Turn Bypass Lane              | ST16008  | Pending |
| West Main Street (Natchez St to Downs Blvd)         | ST16032  | Pending |

| ★★★ (3-Star) Projects                                  |          |         |
|--------------------------------------------------------|----------|---------|
| Franklin Rd & Mallory Station Rd Int. Improv.          | ST16014  | Pending |
| Lewisburg Pike Imp. (Donelson Crk Pkwy to SR-397)      | ST16016  | Pending |
| Carothers Parkway Widening (Long Lane to Falcon Creek) | ST16022  | Pending |
| Multi-Use Trail Mack Hatcher (Franklin to Hillsboro)   | ST16024  | Pending |
| Carothers Parkway Widening (Falcon Creek to SR-96)     | ST16015  | Pending |
| Long Lane/Old Peytonsville Rd Connector at I-65        | ST16017  | Active  |
| Liberty Pike Sidewalk                                  | ST16031  | Pending |
| Goose Creek Interchange Lighting                       | ST16002  | Pending |
| Mallory/N Royal Oaks & Liberty Intersection Imp.       | ST16011  | Pending |
| Multi-Use Trail Oxford Glen (Dalily to McEwen)         | ST16025  | Pending |
| Multi-Use Trail Forrest Crossing Blvd                  | ST16026  | Pending |
| Clovercroft Road (SR-96 to Oxford Glen)                | ST16028  | Pending |
| Hillsboro Road ITS Extension                           | TOC16004 | Pending |

# Capital Investment Program (CIP) – FY 2017 thru 2026

## Transportation

| ★★ (2-Star) Projects                               |          |         |
|----------------------------------------------------|----------|---------|
| Aspen Grove Dr & Seaboard Ln Intersection Improv.  | ST16013  | Active  |
| Columbia Ave (Downs Blvd to Fowlkes St)            | ST16035  | Pending |
| ITS Camera at Columbia Ave & Mack Hatcher Pkwy     | TOC16002 | Pending |
| ITS Camera at Franklin Rd & Mallory Station Rd     | TOC16003 | Pending |
| Carters Creek Pk (Old Carters Creek – Downs Blvd)  | ST16033  | Pending |
| Multi-Use Trail SR-96W (Vera Valley Dr to 9th Ave) | ST16020  | Pending |
| Boyd Mill Ave (Downs to SR-96W)                    | ST16027  | Pending |

| ★ (1-Star) Projects                                          |          |         |
|--------------------------------------------------------------|----------|---------|
| East McEwen Drive Extension – Phase 5                        | ST16012  | Active  |
| North Royal Oaks Blvd (Alexander Plaza to Liberty Pike)      | ST16019  | Pending |
| Multi-Use Trail S Royal Oaks Blvd                            | ST16029  | Pending |
| Highway 96 West ITS Extension – Phase 1                      | TOC16005 | Pending |
| Highway 96 West ITS Extension – Phase 2                      | TOC16006 | Pending |
| Carlisle Lane Improvements                                   | ST16001  | Pending |
| Multi-Use Trail (Mack Hatcher Pkwy to EFBP)                  | ST16021  | Pending |
| Multi-Use Trail 1 <sup>st</sup> Ave (South Margin to Bridge) | ST16023  | Pending |
| Beta Drive Extension                                         | ST16010  | Pending |
| Multi-Use Trail Mack Hatcher (Franklin to Hillsboro)         | ST16024  | Pending |
| Peytonsville Road Extension                                  | ST16003  | Pending |
| Carothers Parkway Extension                                  | ST16004  | Pending |
| Peytonsville Rd & Pratt Ln Intersection Improv.              | ST16005  | Pending |
| Jordan Road (McEwen – Liberty)                               | ST16034  | Pending |
| Lewisburg Pike ITS Extension                                 | TOC16007 | Pending |

# **Capital Investment Program (CIP) – FY 2017 thru 2026** Combined (Excludes Public Utilities & Stormwater)

| ★★★★ (4-Star) Projects                              |          |         |
|-----------------------------------------------------|----------|---------|
| Fire Station 7 (Goose Creek Area)                   | FD16001  | Active  |
| New City Hall                                       | FM16001  | Active  |
| Bicentennial Park Schematic Design & Construction   | PK16020  | Active  |
| Main Barn Restoration (Harlinsdale)                 | PK16002  | Pending |
| East/Southeast Multipurpose Park                    | PK16014  | Pending |
| Hayes Home Restoration (Harlinsdale)                | PK16001  | Pending |
| Eastern Flank Circle (Loop Road) Repair             | PK16018  | Pending |
| East McEwen Drive Improvements – Phase 4            | ST16007  | Active  |
| S. Margin Infrastructure Upgrades (1st to Columbia) | ST16018  | Pending |
| Franklin Road Improvements & Streetscape            | ST16009  | Active  |
| Carothers Parkway (South) ITS Extension             | TOC16001 | Pending |
| Jordan Road Improvements                            | ST16006  | Active  |
| East McEwen Dr. Right-Turn Bypass Lane              | ST16008  | Pending |
| West Main Street (Natchez St to Downs Blvd)         | ST16032  | Pending |



# Capital Investment Program (CIP) – FY 2017 thru 2026

Combined (Excludes Public Utilities & Stormwater)

| ★ ★ ★ (3-Star) Projects                                |          |         |
|--------------------------------------------------------|----------|---------|
| Greenway (Aspen Grove to Mack Hatcher)                 | PK16011  | Pending |
| Jim Warren Park Renovations                            | PK16008  | Pending |
| Greenway (Pinkerton to Bicentennial)                   | PK16012  | Pending |
| Greenway & Bridge (Harlinsdale to Fulton Greer)        | PK16013  | Pending |
| Franklin Rd & Mallory Station Rd Int. Improv.          | ST16014  | Pending |
| Lewisburg Pike Imp. (Donelson Crk Pkwy to SR-397)      | ST16016  | Pending |
| Carothers Parkway Widening (Long Lane to Falcon Creek) | ST16022  | Pending |
| Multi-Use Trail Mack Hatcher (Franklin to Hillsboro)   | ST16024  | Pending |
| Carothers Parkway Widening (Falcon Creek to SR-96)     | ST16015  | Pending |
| Long Lane/Old Peytons ville Rd Connector at I-65       | ST16017  | Active  |
| Liberty Pike Sidewalk                                  | ST16031  | Pending |
| Goose Creek Interchange Lighting                       | ST16002  | Pending |
| Mallory/N Royal Oaks & Liberty Intersection Imp.       | ST16011  | Pending |
| Multi-Use Trail Oxford Glen Dr (Dalily to McEwen)      | ST16025  | Pending |
| Multi-Use Trail Forrest Crossing Blvd                  | ST16026  | Pending |
| Clovercroft Road (SR96 to Oxford Glen)                 | ST16028  | Pending |
| Hillsboro Road ITS Extension                           | TOC16004 | Pending |

## Capital Investment Program (CIP) – FY 2017 thru 2026

Combined (Excludes Public Utilities & Stormwater)

| ★ ★ (2-Star) Projects                              |          |         |
|----------------------------------------------------|----------|---------|
| Lockwood Glen Park                                 | PK16016  | Pending |
| North Barn Restoration (Harlinsdale)               | PK16004  | Pending |
| Worker House I & II (Harlinsdale)                  | PK16006  | Pending |
| Harlinsdale Farm Interurban Trail Connection       | PK16019  | Pending |
| Harlinsdale Visitor Center & Museum                | PK16005  | Pending |
| Aspen Grove Dr & Seaboard Ln Intersection Improv.  | ST16013  | Active  |
| Columbia Ave (Downs Blvd to Fowlkes St)            | ST16035  | Pending |
| ITS Camera at Columbia Ave & Mack Hatcher Pkwy     | TOC16002 | Pending |
| ITS Camera at Franklin Rd & Mallory Station Rd     | TOC16003 | Pending |
| Carters Creek Pk (Old Carters Creek – Downs Blvd)  | ST16033  | Pending |
| Multi-Use Trail SR-96W (Vera Valley Dr to 9th Ave) | ST16020  | Pending |
| Boyd Mill Ave (Downs to SR96W)                     | ST16027  | Pending |

# Capital Investment Program (CIP) – FY 2017 thru 2026

Combined (Excludes Public Utilities & Stormwater)

| ★ (1-Star) Projects                               |          |         |
|---------------------------------------------------|----------|---------|
| North Pavilion & Restroom Facility (Harlinsdale)  | PK16007  | Pending |
| Maintenance Building Restoration (Harlinsdale)    | PK16003  | Pending |
| Liberty Park Improvements                         | PK16009  | Pending |
| Greenway (Lewisburg to I-65/Harpeth River)        | PK16017  | Pending |
| Splash Pad                                        | PK16010  | Pending |
| East McEwen Drive Extension – Phase 5             | ST16012  | Active  |
| N Royal Oaks Blvd (Alexander Plaza to Liberty Pk) | ST16019  | Pending |
| Multi-Use Trail S Royal Oaks                      | ST16029  | Pending |
| Highway 96 West ITS Extension – Phase 1           | TOC16005 | Pending |
| Highway 96 West ITS Extension – Phase 2           | TOC16006 | Pending |
| Carlisle Lane Improvements                        | ST16001  | Pending |
| Multi-Use Trail (Mack Hatcher Pkwy to EFBP)       | ST16021  | Pending |
| Multi-Use Trail                                   |          |         |
| Beta Drive Extension                              | ST16010  | Pending |
| Peytonsville Road Extension                       | ST16003  | Pending |
| Carothers Parkway Extension                       | ST16004  | Pending |
| Peytonsville Rd & Pratt Ln Intersection Improv.   | ST16005  | Pending |
| Lewisburg Pike ITS Extension                      | TOC16007 | Pending |



# Planning the Path Forward

City of Franklin Parks Department  
CIP Projects 2017 - 2026

Lisa Clayton, Parks Director





# Project Name:

## Bicentennial Park Schematic Design & Construction

4-Star Project

Estimated Total Cost: \$1,905,000



# Project Name:

## Carter's Hill Battlefield Park

4-Star Project  
Estimated Total Cost: \$1,616,292





Project Name:

**Main Barn At Harlinsdale Farm**

**4-Star Project**

**Estimated Total Cost: \$698,000**



# Project Name:

## East. S.E. Multipurpose Park

**4-Star Project**

**Estimated Total Cost: \$13,200,000**



Project Name:  
**Historic Hayes Home**

**3-Star Project**  
**Estimated Total Cost: \$718,500**





# Project Name:

## Eastern Flank Circle Road

**3-Star Project**  
**Estimated Total Cost: \$130,000**



Project Name:  
**Greenway (Aspen Grove to Mack Hatcher)**

## Estimated Total Cost: \$907,255





# Project Name:

## Jim Warren Park Renovations

3-Star Project

Estimated Total Cost: \$2,885,000

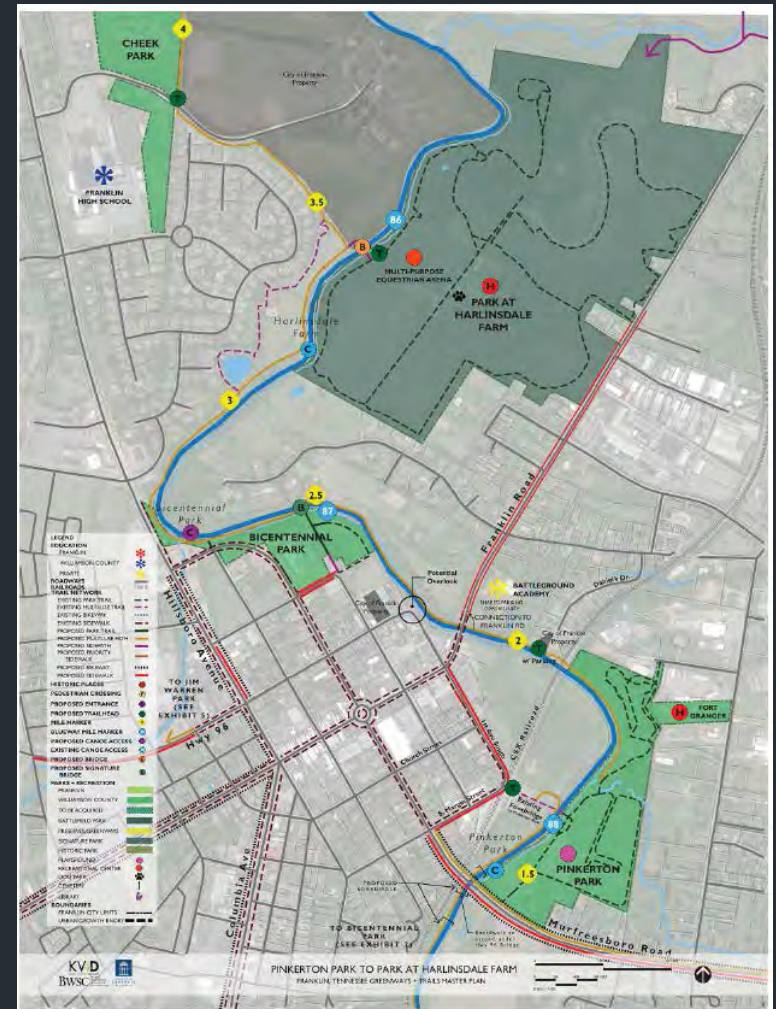




**Greenway (Harlinsdale Farm Bridge to Cheek/Fulton Greer) &  
(Pinkerton to Bicentennial)**

### 3-Star Project

**Estimated Total Cost: \$5,710,126**



# Project Name:

## Lockwood Glen Park

**2-Star Project**  
**Estimated Total Cost: \$210,750 (subject to change in June 2016)**



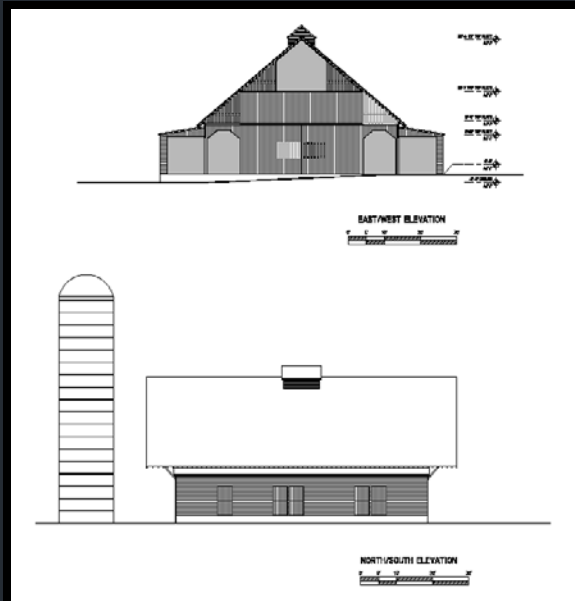
Project Name:

**Harlinsdale Interurban Trail, N. Barn Restoration &  
Worker House I & II**

**2-Star Project (trail)**  
**Estimated Total Cost: \$128,000**

**2-Star Project (barn)**  
**Estimated Total Cost: \$689,400**

**2-Star Project (houses)**  
**Estimated Total Cost: \$342,000**

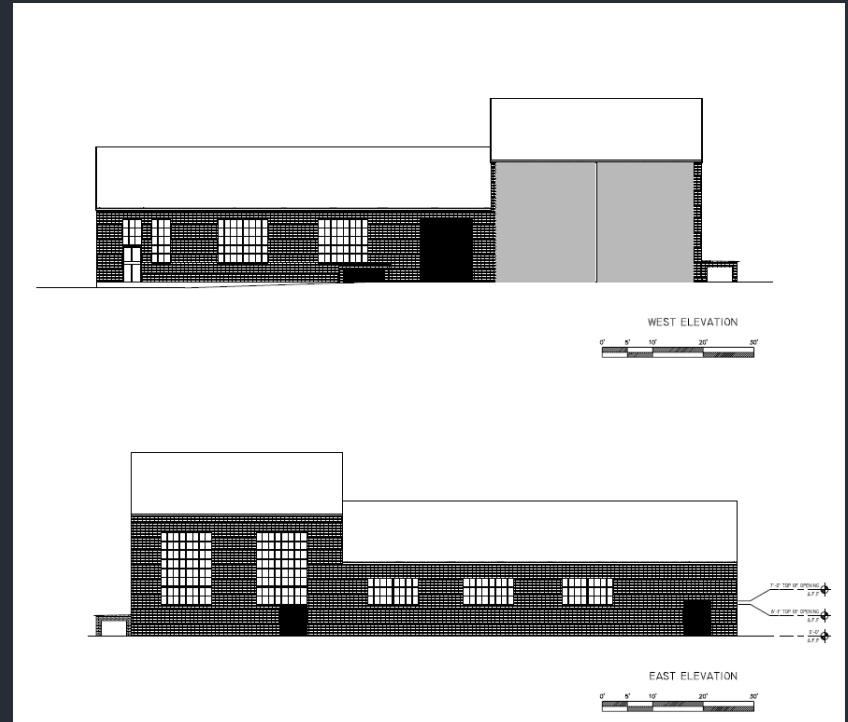
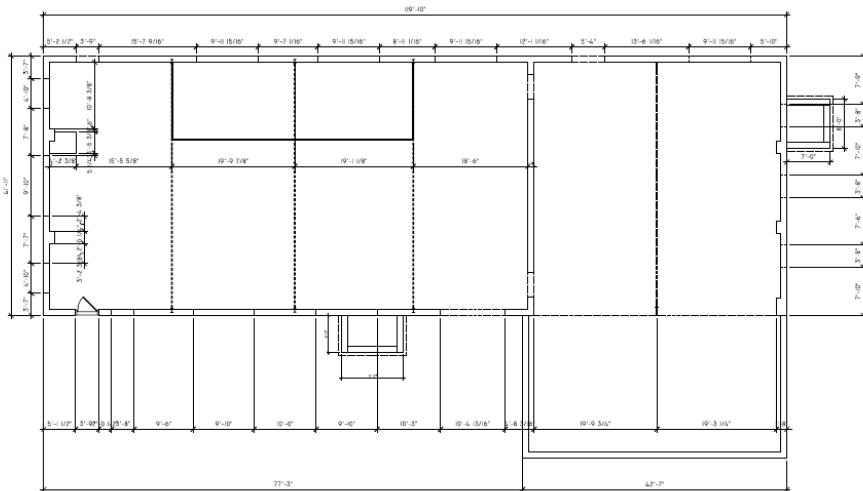




# Project Name:

## Harlinsdale Visitor Center & Museum

**2-Star Project**  
**Estimated Total Cost: \$3,100,760**



# Project Name:

## North Pavilion & Restroom Facility

**1-Star Project**

**Estimated Total Cost: \$292,500**



# Project Name:

## Maintenance Bldg Project (Harlinsdale Farm)

**1-Star Project**  
**Estimated Total Cost: \$549,000**





# Project Name:

## Liberty Park Improvements

**1-Star Project**  
**Estimated Total Cost: \$557,000**







# Project Name:

## Splash Pads (2 separate parks)

**1-Star Project**  
**Estimated Total Cost:**  
**\$300,000 each**





# Boyd Mill Ave (Downs to SR96W)

2 Star Project

Estimated Cost = \$7,421,542

SR96

Boyd Mill Ave

Downs Blvd



# Clovercroft Road (SR96 to Oxford Glen)

2 Star Project

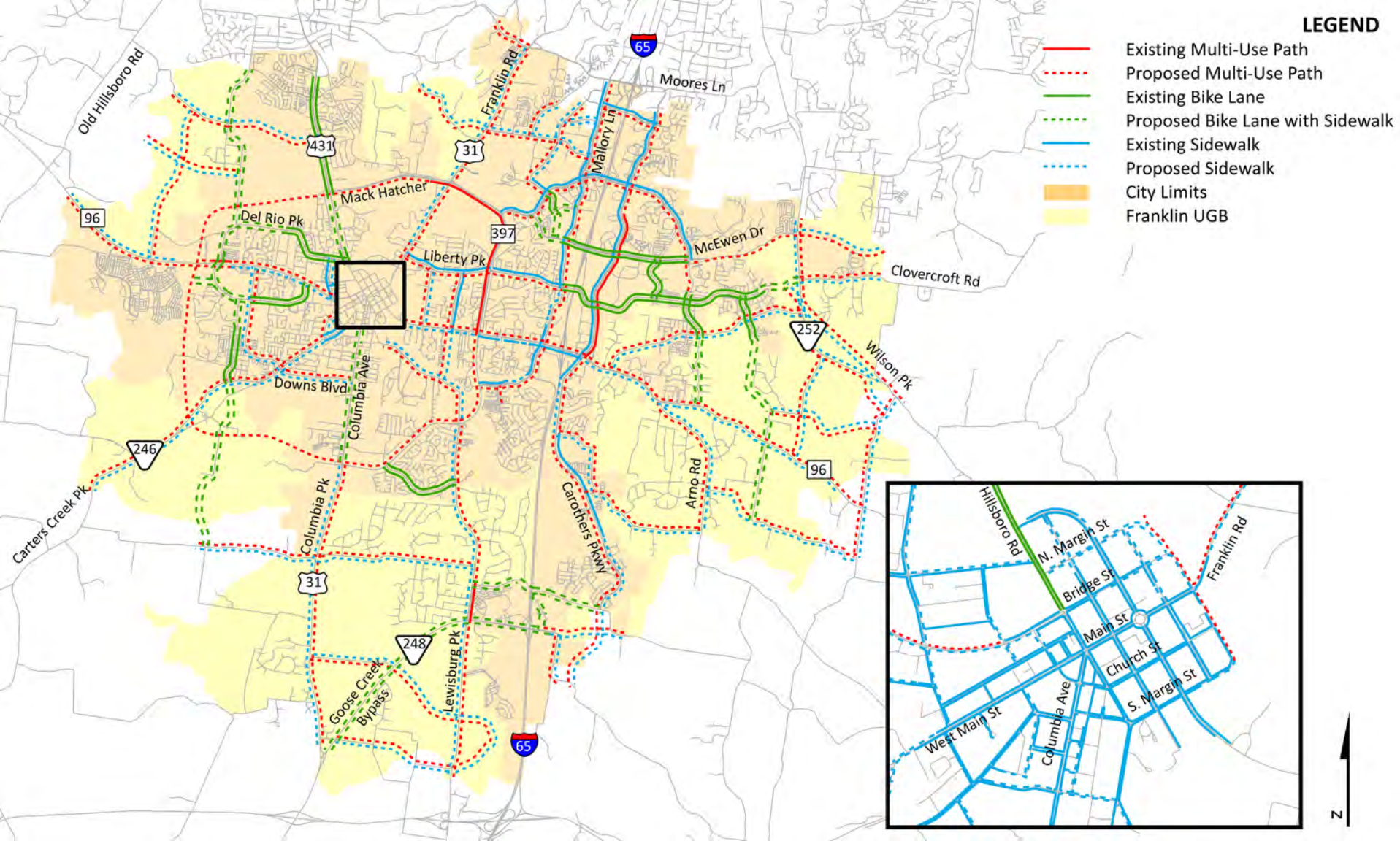
Estimated Cost = \$14,458,150





# LEGEND

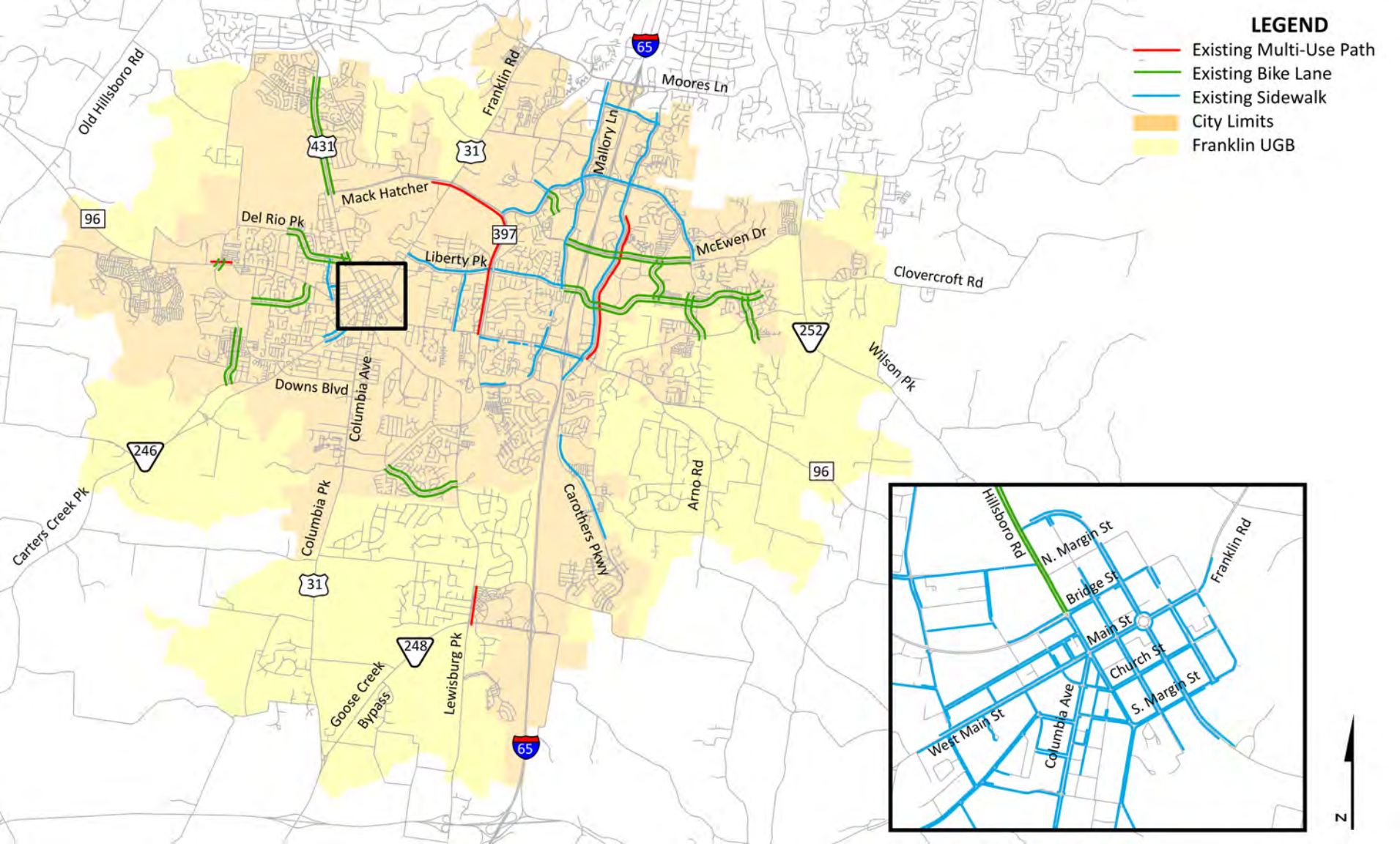
- Existing Multi-Use Path
- Proposed Multi-Use Path
- Existing Bike Lane
- Proposed Bike Lane with Sidewalk
- Existing Sidewalk
- Proposed Sidewalk
- City Limits
- Franklin UGB

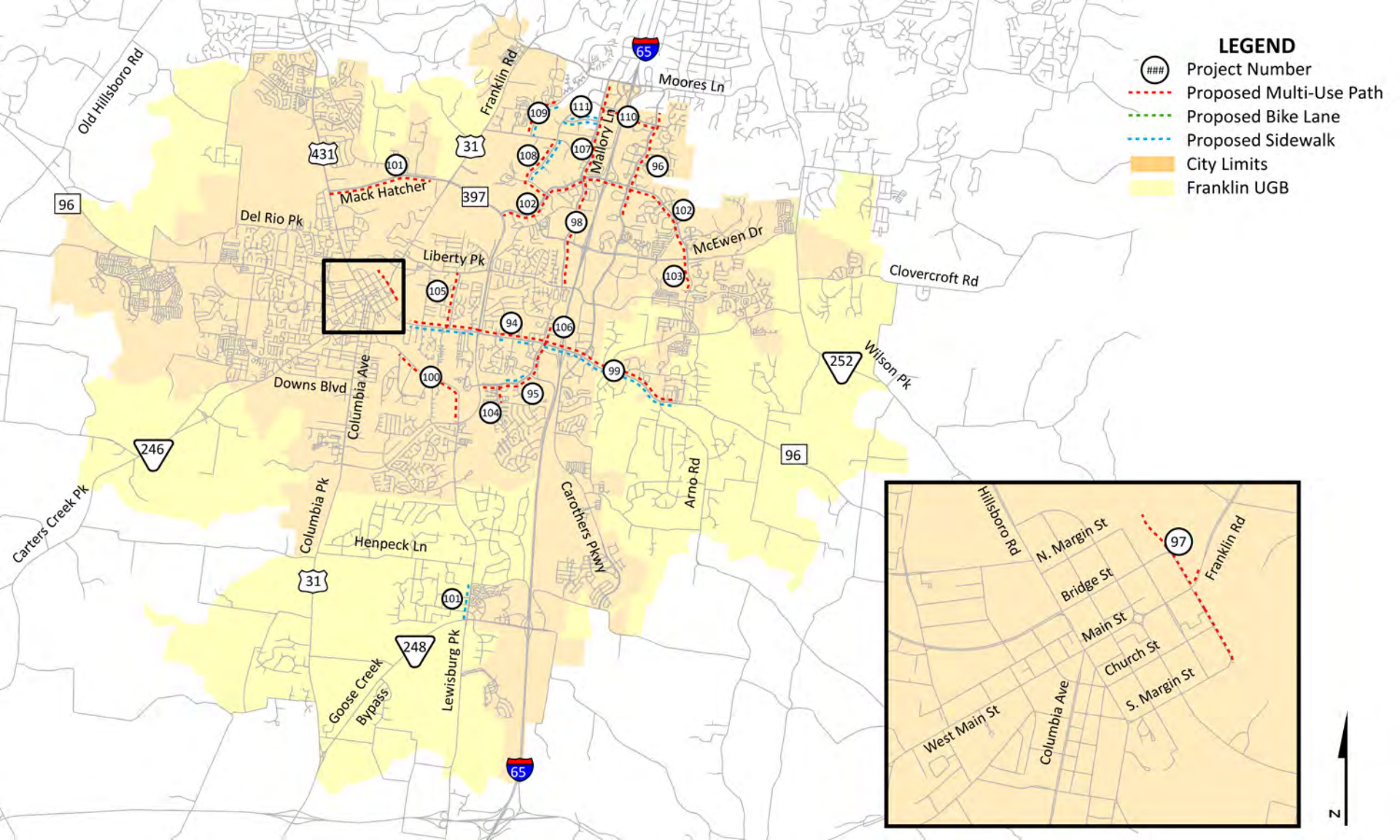




**LEGEND**

- Existing Multi-Use Path
- Existing Bike Lane
- Existing Sidewalk
- City Limits
- Franklin UGB







# Multi-Use Trail 1st Ave (South Margin to Bridge)

1 Star Project

Estimated Cost = \$1,470,000





# Multiuse Trail Mack Hatcher (Franklin-Hillsboro)

3 Star Project

Estimated Cost = \$2,295,000





# Multi-use Trail (Oxford Glen Dr (Daylily - McEwen))

2 Star Project

Estimated Cost = \$870,000

McEwen Drive

Oxford Glen Dr

Liberty Pike



# Multi-use Trail Forrest Crossing Blvd

2 Star Project  
Estimated Cost = \$375,000

S Royal Oaks Blvd

Forrest Crossing Blvd



# Multiuse Trail S Royal Oaks Blvd

1 Star Project

Estimated Cost = \$810,000





# Sidewalk Lewisburg Ave

2 Star Project

Estimated Cost = \$580,000

Lewisburg Ave

Stewart St

Thompson Al



*City of Franklin, Tennessee*

**FY 2017 - FY 2026 Capital Investment Plan (CIP)**

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# Water Management

Mark Hilty, Director





# *City of Franklin, Tennessee:* FY 2017 - FY 2026 CIP **Water Management**

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## **Outline**

- CIP Classifications
- CIP Prioritization
- Discussion of Key and Strategic CIPs
- Questions and Discussion



# *City of Franklin, Tennessee:* FY 2017 - FY 2026 CIP

## Water Management

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### CIP Classifications

- Water Renewal
- Water Capacity
- Wastewater Renewal
- Wastewater Capacity



# *City of Franklin, Tennessee:* FY 2017 - FY 2026 CIP

## **Water Management**

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### **CIP Prioritization**

- Operations and Maintenance Information
  - Structural Repairs
  - Infiltration and Inflow
  - Root Intrusion
  - Etc.
- CIP Prioritization Score Sheet
  - A Safe Clean and Livable City
  - An Effective and Fiscally Sound City Government Providing High Quality Service
  - Quality Life Experiences
  - Sustainable Growth and Economic Prosperity
  - Projects Not Prioritized by Water Management





# City of Franklin, Tennessee: FY 2017 - FY 2026 CIP

## Water Management

| Water Renewal                                  | Proj. No. | Prioritization Form | TOTAL               |
|------------------------------------------------|-----------|---------------------|---------------------|
| Old Carters Creek Pike Water Line              | WM16003   | 4 Star              | \$ 480,000          |
| Thompson Alley Infrastructure Improvements     | WM16039   | 4 Star              | \$ 55,000           |
| West Main Infrastructure Improvements          | WM16042   | 4 Star              | \$ 2,650,000        |
| Adams Street Infrastructure Improvements       | WM16005   | 4 Star              | \$ 510,000          |
| Church Street Infrastructure Improvements      | WM16012   | 4 Star              | \$ 300,000          |
| Forrest Street Infrastructure                  | WM16017   | 4 Star              | \$ 145,000          |
| Gist Street Infrastructure Improvements        | WM16020   | 4 Star              | \$ 150,000          |
|                                                |           | <b>TOTAL</b>        | <b>\$ 4,290,000</b> |
| Water Renewal                                  | Proj. No. | Prioritization Form | TOTAL               |
| West End Circle Infrastructure Improvements    | WM16041   | 3 Star              | \$ 127,000          |
| Battle Avenue Infrastructure Replacement       | WM16008   | 3 Star              | \$ 665,000          |
| Buckworth Infrastructure Improvements          | WM16011   | 3 Star              | \$ 100,000          |
| James and Avondale Infrastructure Improvements | WM16024   | 3 Star              | \$ 500,000          |
| Alicia Drive Water Line Replacement            | WM16007   | 3 Star              | \$ 100,000          |
| Bobby Drive Water Line Replacement             | WM16010   | 3 Star              | \$ 855,000          |
| Eastview Circle Infrastructure Improvements    | WM16014   | 3 Star              | \$ 333,000          |
|                                                |           | <b>TOTAL</b>        | <b>\$ 2,680,000</b> |

| Water Renewal                                 | Proj. No. | Prioritization Form | TOTAL               |
|-----------------------------------------------|-----------|---------------------|---------------------|
| Murfreesboro Rd Water line Replacement        | WM16030   | 2 Star              | \$ 742,500          |
| Glass Lane Water Line Replacement             | WM16021   | 2 Star              | \$ 255,000          |
| Westview Apt Water Line Replacement (510 96W) | WM16022   | 2 Star              | \$ 110,000          |
| Lewisburg Pike Water Line Replacement         | WM16026   | 2 Star              | \$ 120,000          |
| Scruggs Avenue Water Line Replacement         | WM16036   | 2 Star              | \$ 195,000          |
| 16" Water Line Long Lane Connector            | WM16001   | 2 Star              | \$ 1,085,000        |
| Highway 96W Water Line Replacement            | WM16040   | 2 Star              | \$ 258,000          |
|                                               |           | <b>TOTAL</b>        | <b>\$ 2,765,500</b> |
| Water Renewal                                 | Proj. No. | Prioritization Form | TOTAL               |
| Grassland Tank Demolition                     | WM16013   | 1 Star              | \$ 270,000          |
| Water Line from Fourth Ave S to Berry Circle  | WM16018   | 1 Star              | \$ 93,000           |
| Liberty Pike water line replacement           | WM16027   | 1 Star              | \$ 355,000          |
| Manley Lane dead end removal                  | WM16028   | 1 Star              | \$ 495,000          |
| Lee Drive Water Line Replacement              | WM16025   | 1 Star              | \$ 215,000          |
| Morning Side Drive                            | WM16029   | 1 Star              | \$ 110,000          |
| Old Hillsboro Rd Water Line                   | WM16032   | 1 Star              | \$ 375,000          |
|                                               |           | <b>TOTAL</b>        | <b>\$ 1,913,000</b> |



# City of Franklin, Tennessee: FY 2017 - FY 2026 CIP

## Water Management

| Wastewater Renewal                            | Proj. No. | Prioritization Form | TOTAL               |
|-----------------------------------------------|-----------|---------------------|---------------------|
| Thompson Alley Infrastructure Improvements    | WM16039   | 4 Star              | \$ 60,000           |
| West Main Infrastructure Improvements         | WM16042   | 4 Star              | \$ 3,250,000        |
| Sanitary Sewer Rehab Btwn Strahl & W. Fowlkes | WM16034   | 4 Star              | \$ 30,000           |
| Adams Street Infrastructure Improvements      | WM16005   | 4 Star              | \$ 810,000          |
| Berry Circle Sanitary Sewer Line              | WM16009   | 4 Star              | \$ 25,000           |
| Church Street Infrastructure Improvements     | WM16012   | 4 Star              | \$ 225,000          |
|                                               |           | <b>TOTAL</b>        | <b>\$ 4,400,000</b> |
| Wastewater Renewal                            | Proj. No. | Prioritization Form | TOTAL               |
| Forrest Street Infrastructure                 | WM16017   | 3 Star              | \$ 217,500          |
| Gist Street Infrastructure Improvements       | WM16020   | 3 Star              | \$ 250,000          |
| New Hope Academy Sewer Line Replacement       | WM16033   | 3 Star              | \$ 50,000           |
| West End Circle Infrastructure Improvements   | WM16041   | 3 Star              | \$ 75,000           |
| Sewer Interceptor Point Repair Projects       | WM16043   | 3 Star              | \$ 2,000,000        |
|                                               |           | <b>TOTAL</b>        | <b>\$ 2,592,500</b> |

| Wastewater Renewal                             | Proj. No. | Prioritization Form | TOTAL               |
|------------------------------------------------|-----------|---------------------|---------------------|
| Battle Avenue Infrastructure Replacement       | WM16008   | 2 Star              | \$ 1,285,000        |
| South Prong Sanitary Sewer Upgrade             | WM16037   | 2 Star              | \$ 1,225,000        |
| Spencer Creek Sanitary Sewer Replacement       | WM16038   | 2 Star              | \$ 1,770,000        |
| Buckworth Infrastructure Improvements          | WM16011   | 2 Star              | \$ 20,000           |
| Evans Street Sewer Improvements                | WM16015   | 2 Star              | \$ 452,500          |
|                                                |           | <b>TOTAL</b>        | <b>\$ 4,752,500</b> |
| Wastewater Renewal                             | Proj. No. | Prioritization Form | TOTAL               |
| Frazier Drive Sanitary Sewer Rehabilitation    | WM16019   | 1 Star              | \$ 50,000           |
| James and Avondale Infrastructure Improvements | WM16024   | 1 Star              | \$ 436,000          |
| Eastview Circle Infrastructure Improvements    | WM16014   | 1 Star              | \$ 232,500          |
| Forrest Crossing No1 forcemain rehab           | WM16016   | 1 Star              | \$ 110,000          |
| Holiday Court Lift Station Rehabilitation      | WM16023   | 1 Star              | \$ 460,000          |
|                                                |           | <b>TOTAL</b>        | <b>\$ 1,288,500</b> |



# City of Franklin, Tennessee: FY 2017 - FY 2026 CIP

## Water Management

| Water Renewal                                      | Proj. No. | Ops Rank     | TOTAL               |
|----------------------------------------------------|-----------|--------------|---------------------|
| James and Avondale Infrastructure Improvements     | WM16024   | 4 Star       | \$ 500,000          |
| Old Carters Creek Pike Water Line                  | WM16003   | 4 Star       | \$ 480,000          |
| Bobby Drive Water Line Replacement                 | WM16010   | 4 Star       | \$ 855,000          |
| West End Circle Infrastructure Improvements        | WM16041   | 4 Star       | \$ 127,000          |
| 16" Water Line Long Lane Connector                 | WM16001   | 4 Star       | \$ 1,085,000        |
| Thompson Alley Infrastructure Improvements         | WM16039   | 4 Star       | \$ 55,000           |
| Adams Street Infrastructure Improvements           | WM16005   | 4 Star       | \$ 510,000          |
| Franklin Road Improvements & Streetscape           | ST16009   | 4 Star       | \$ 311,300          |
| West Main Infrastructure Improvements              | WM16042   | 4 Star       | \$ 2,650,000        |
|                                                    |           | <b>TOTAL</b> | <b>\$ 6,573,300</b> |
| Water Renewal                                      | Proj. No. | Ops Rank     | TOTAL               |
| Water Line from Fourth Ave S to Berry Circle       | WM16018   | 3 Star       | \$ 93,000           |
| Church Street Infrastructure Improvements          | WM16012   | 3 Star       | \$ 300,000          |
| S. Margin Infrastructure Upgrades (1st - Columbia) | ST16018   | 3 Star       | \$ 294,690          |
| Gist Street Infrastructure Improvements            | WM16020   | 3 Star       | \$ 150,000          |
| Old Hillsboro Rd Water Line                        | WM16032   | 3 Star       | \$ 375,000          |
| Murfreesboro Rd Water line Replacement             | WM16030   | 3 Star       | \$ 742,500          |
| Eastview Circle Infrastructure Improvements        | WM16014   | 3 Star       | \$ 333,000          |
| Lee Drive Water Line Replacement                   | WM16025   | 3 Star       | \$ 215,000          |
| Beta Drive Extension                               | ST16010   | 3 Star       | \$ 11,000           |
|                                                    |           | <b>TOTAL</b> | <b>\$ 2,514,190</b> |

| Water Renewal                                      | Proj. No. | Ops Rank     | TOTAL               |
|----------------------------------------------------|-----------|--------------|---------------------|
| Glass Lane Water Line Replacement                  | WM16021   | 2 Star       | \$ 255,000          |
| Forrest Street Infrastructure                      | WM16017   | 2 Star       | \$ 145,000          |
| Lewisburg Pike Water Line Replacement              | WM16026   | 2 Star       | \$ 120,000          |
| Alicia Drive Water Line Replacement                | WM16007   | 2 Star       | \$ 100,000          |
| Battle Avenue Infrastructure Replacement           | WM16008   | 2 Star       | \$ 665,000          |
| Buckworth Infrastructure Improvements              | WM16011   | 2 Star       | \$ 100,000          |
| N Royal Oaks Blvd (Alexander Plaza to Liberty Pk)  | ST16019   | 2 Star       | \$ 313,500          |
| Grassland Tank Demolition                          | WM16013   | 2 Star       | \$ 270,000          |
|                                                    |           | <b>TOTAL</b> | <b>\$ 1,968,500</b> |
| Water Renewal                                      | Proj. No. | Ops Rank     | TOTAL               |
| Highway 96W Water Line Replacement                 | WM16040   | 1 Star       | \$ 258,000          |
| Manley Lane dead end removal                       | WM16028   | 1 Star       | \$ 495,000          |
| Liberty Pike water line replacement                | WM16027   | 1 Star       | \$ 355,000          |
| Long Lane/Old Peytonsville Rd Connector at I-65    | ST16017   | 1 Star       | \$ 49,500           |
| Scruggs Avenue Water Line Replacement              | WM16036   | 1 Star       | \$ 195,000          |
| Morning Side Drive                                 | WM16029   | 1 Star       | \$ 110,000          |
| Carothers Parkway Widening (Falcon Creek to SR-96) | ST16015   | 1 Star       | \$ 330,000          |
| Westview Apt Water Line Replacement (510 96W)      | WM16022   | 1 Star       | \$ 110,000          |
|                                                    |           | <b>TOTAL</b> | <b>\$ 1,902,500</b> |



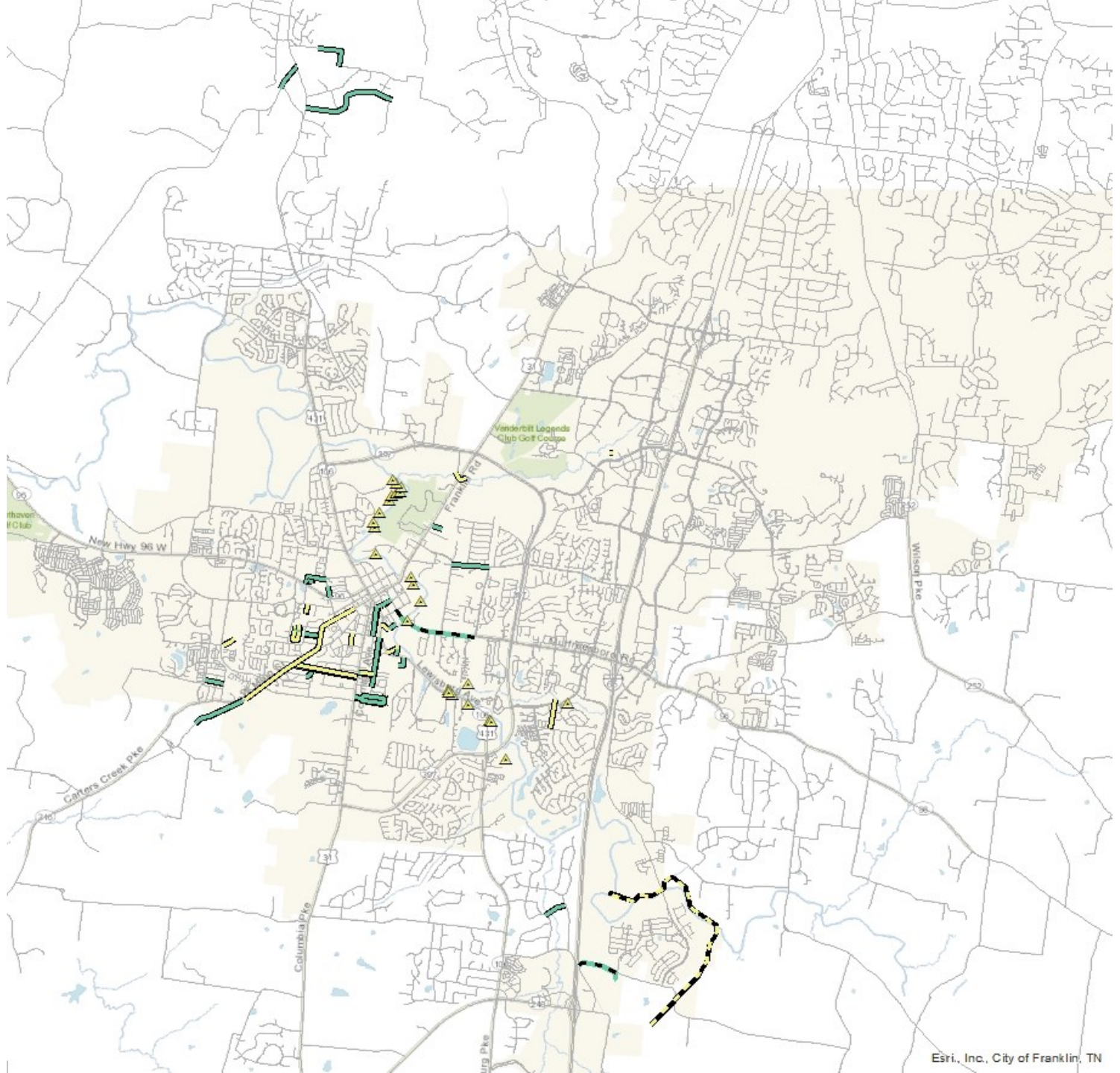


# City of Franklin, Tennessee: FY 2017 - FY 2026 CIP

## Water Management

| Wastewater Renewal                               | Proj. No. | Ops Rank     | TOTAL               |
|--------------------------------------------------|-----------|--------------|---------------------|
| Spencer Creek Sanitary Sewer Replacement         | WM16038   | 4 Star       | \$ 1,770,000        |
| Sewer Interceptor Point Repair Projects          | WM16043   | 4 Star       | \$ 2,000,000        |
| James and Avondale Infrastructure Improvements   | WM16024   | 4 Star       | \$ 436,000          |
| Forrest Crossing No1 forcemain rehab             | WM16016   | 4 Star       | \$ 110,000          |
| West End Circle Infrastructure Improvements      | WM16041   | 4 Star       | \$ 75,000           |
| Thompson Alley Infrastructure Improvements       | WM16039   | 4 Star       | \$ 60,000           |
| Frazier Drive Sanitary Sewer Rehabilitation      | WM16019   | 4 Star       | \$ 50,000           |
| Adams Street Infrastructure Improvements         | WM16005   | 4 Star       | \$ 810,000          |
|                                                  |           | <b>TOTAL</b> | <b>\$ 5,311,000</b> |
| Wastewater Renewal                               | Proj. No. | Ops Rank     | TOTAL               |
| Evans Street Sewer Improvements                  | WM16015   | 3 Star       | \$ 452,500          |
| Holiday Court Lift Station Rehabilitation        | WM16023   | 3 Star       | \$ 460,000          |
| West Main Infrastructure Improvements            | WM16042   | 3 Star       | \$ 3,250,000        |
| Franklin Road Improvements & Streetscape         | ST16009   | 3 Star       | \$ 78,000           |
| New Hope Academy Sewer Line Replacement          | WM16033   | 3 Star       | \$ 50,000           |
| Church Street Infrastructure Improvements        | WM16012   | 3 Star       | \$ 225,000          |
| Berry Circle Sanitary Sewer Line                 | WM16009   | 3 Star       | \$ 25,000           |
| Mallory/N Royal Oaks & Liberty Intersection Imp. | ST16011   | 3 Star       | \$ 112,600          |
|                                                  |           | <b>TOTAL</b> | <b>\$ 4,653,100</b> |

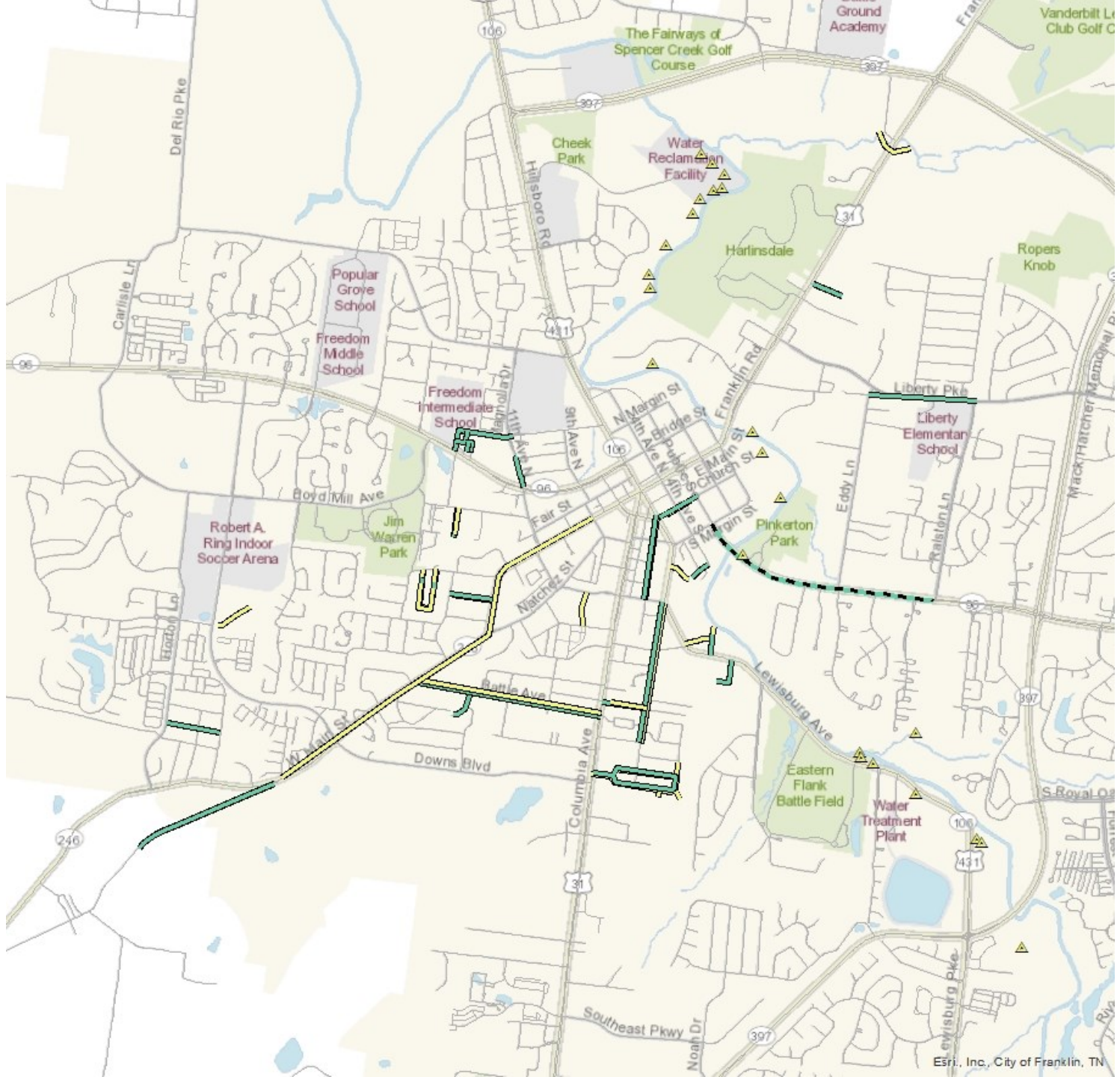
| Wastewater Renewal                                 | Proj. No. | Ops Rank     | TOTAL               |
|----------------------------------------------------|-----------|--------------|---------------------|
| S. Margin Infrastructure Upgrades (1st - Columbia) | ST16018   | 2 Star       | \$ 642,960          |
| Gist Street Infrastructure Improvements            | WM16020   | 2 Star       | \$ 250,000          |
| East McEwen Drive Improvements - Phase 4           | ST16007   | 2 Star       | \$ 359,700          |
| Beta Drive Extension                               | ST16010   | 2 Star       | \$ 36,000           |
| Eastview Circle Infrastructure Improvements        | WM16014   | 2 Star       | \$ 232,500          |
| South Prong Sanitary Sewer Upgrade                 | WM16037   | 2 Star       | \$ 1,225,000        |
| Forrest Street Infrastructure                      | WM16017   | 2 Star       | \$ 217,500          |
|                                                    |           | <b>TOTAL</b> | <b>\$ 2,963,660</b> |
| Wastewater Renewal                                 | Proj. No. | Ops Rank     | TOTAL               |
| Battle Avenue Infrastructure Replacement           | WM16008   | 1 Star       | \$ 1,285,000        |
| N Royal Oaks Blvd (Alexander Plaza to Liberty Pk)  | ST16019   | 1 Star       | \$ 179,280          |
| Sanitary Sewer Rehab Btwn Strahl & W. Fowlkes      | WM16034   | 1 Star       | \$ 30,000           |
| Buckworth Infrastructure Improvements              | WM16011   | 1 Star       | \$ 20,000           |
| Long Lane/Old Peytonsville Rd Connector at I-65    | ST16017   | 1 Star       | \$ 97,500           |
| Carothers Parkway Widening (Falcon Creek to SR-96) | ST16015   | 1 Star       | \$ 720,000          |
| Jordan Road Improvements                           | ST16006   | 1 Star       | \$ 26,400           |
|                                                    |           | <b>TOTAL</b> | <b>\$ 2,358,180</b> |







HISTORIC  
FRANKLIN  
TENNESSEE







# *City of Franklin, Tennessee:* FY 2017 - FY 2026 CIP **Water Management**

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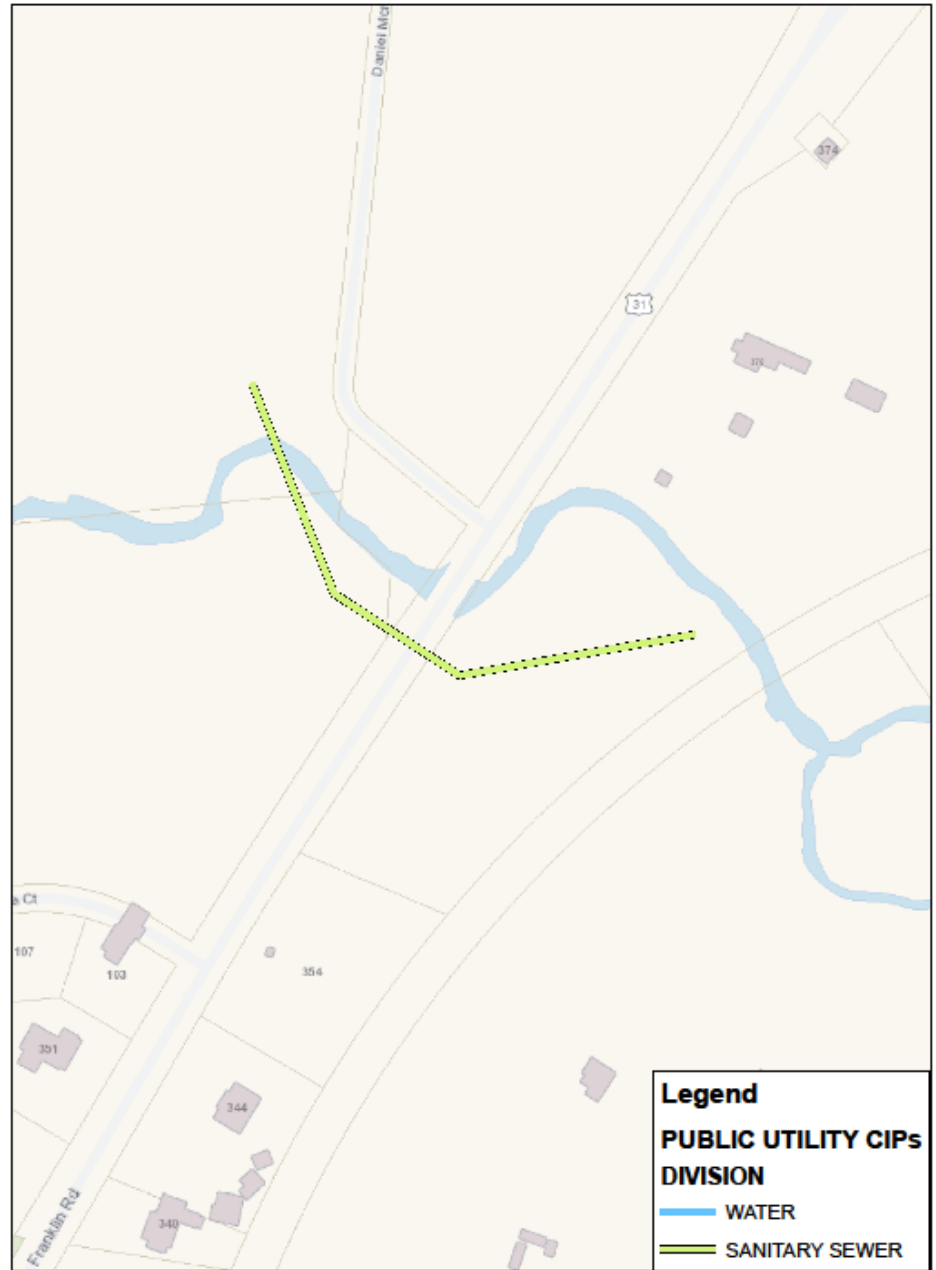
## **Key and Strategic Capital Improvements**



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Wastewater Renewal**  
**4 Star Project**



WM16038



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Wastewater Renewal**  
**4 Star Project**



WM16024





# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Wastewater Renewal**  
**4 Star Project**



WM16016



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Wastewater Renewal**  
**4 Star Project**



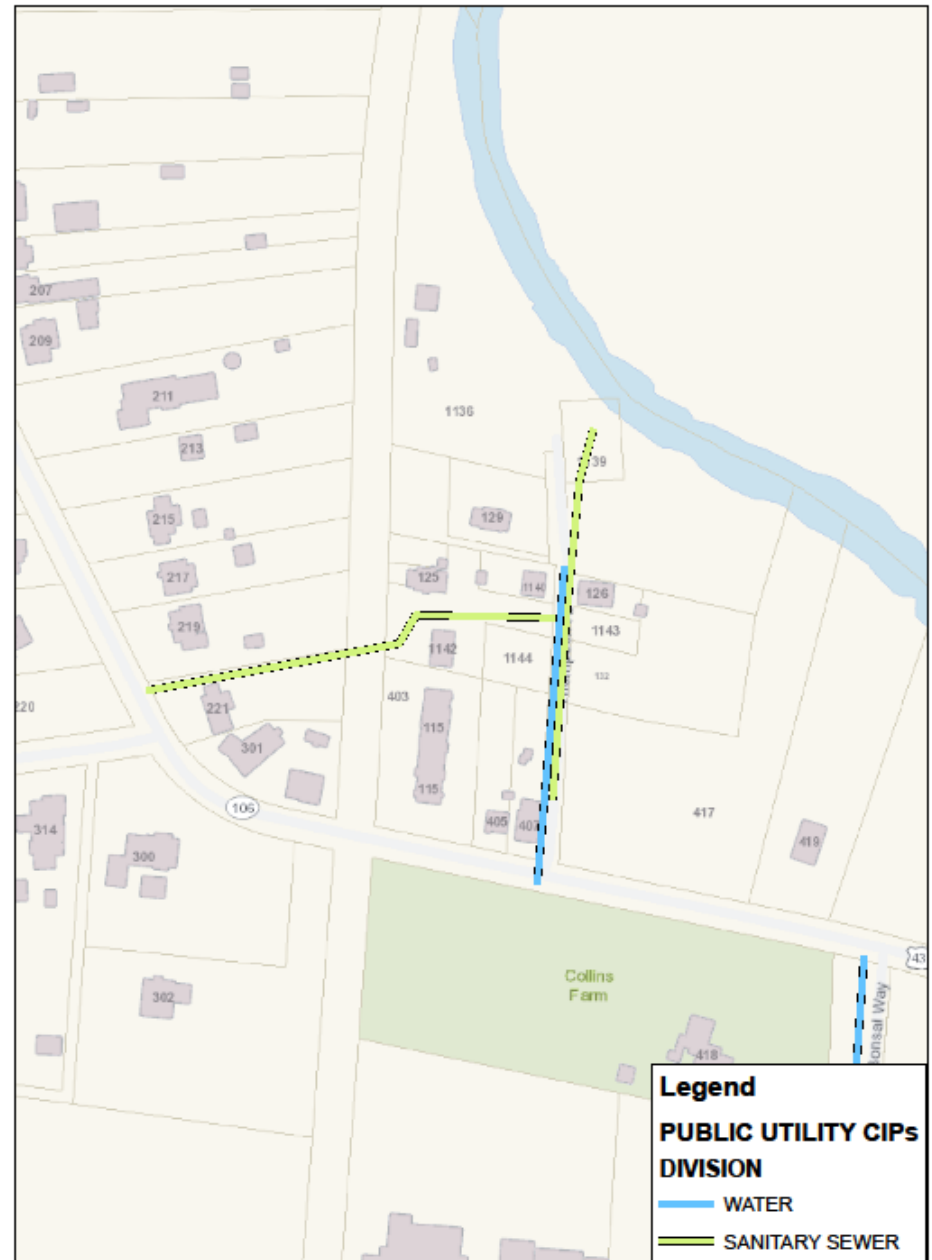
WM16041



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Wastewater Renewal**  
**4 Star Project**



WM16039

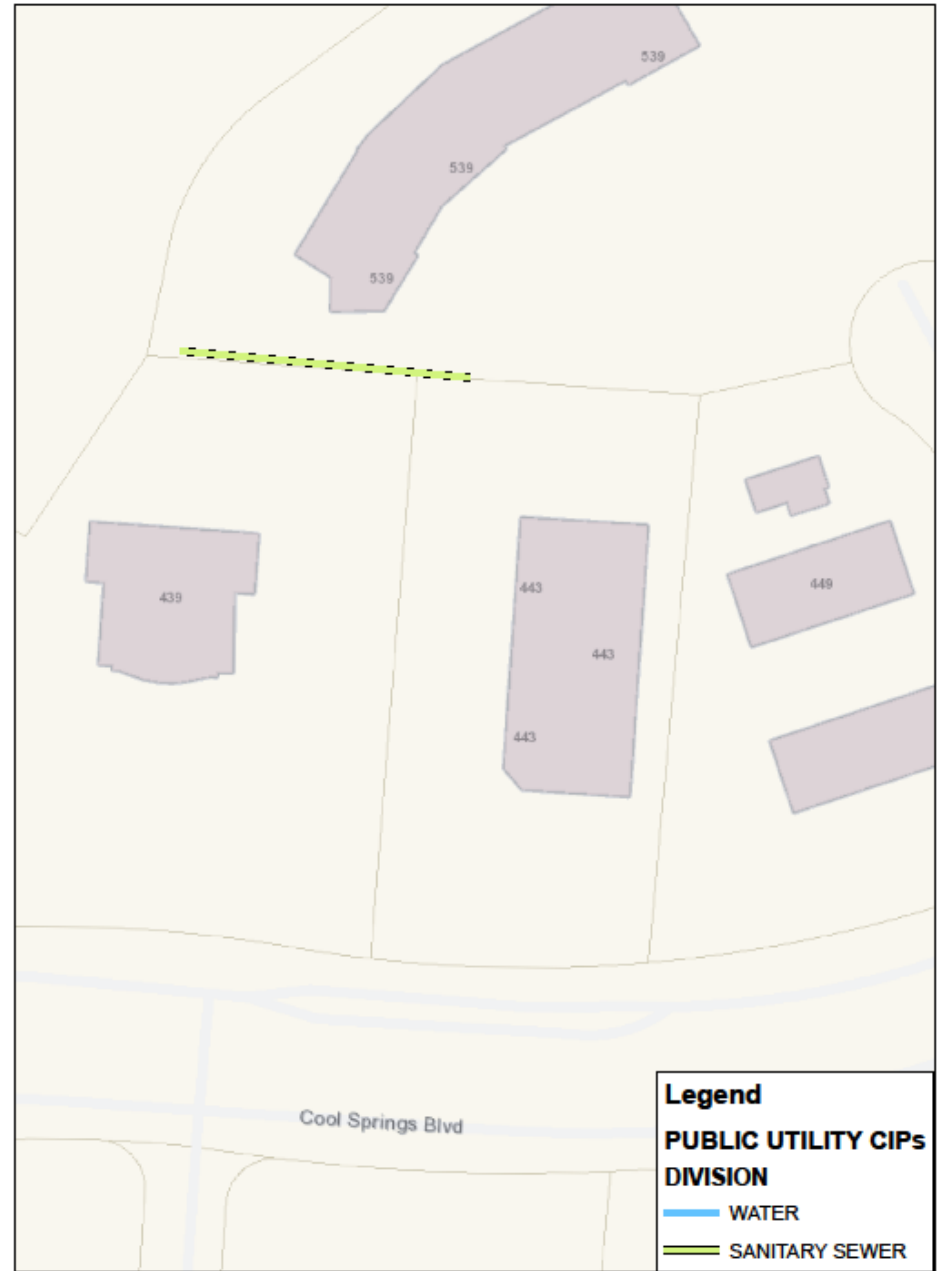




# *City of Franklin, Tennessee*

## **Water Management:**

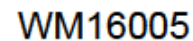
**FY 2017 - FY 2026 CIP**  
**Wastewater Renewal**  
**4 Star Project**



WM16019



# FY 2017 - FY 2026 CIP Wastewater Renewal 4 Star Project



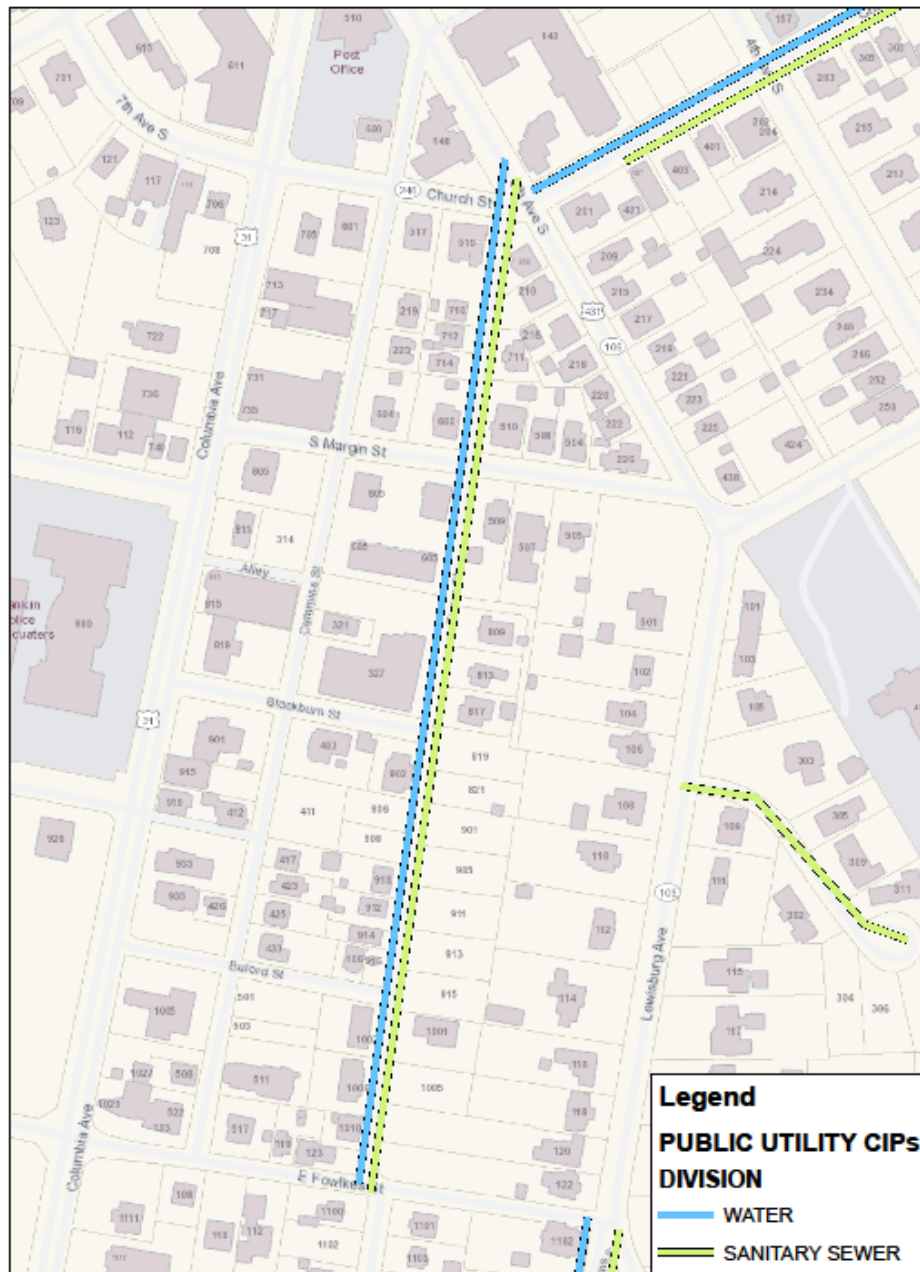
WM16005



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Wastewater Renewal**  
**3 Star Project**



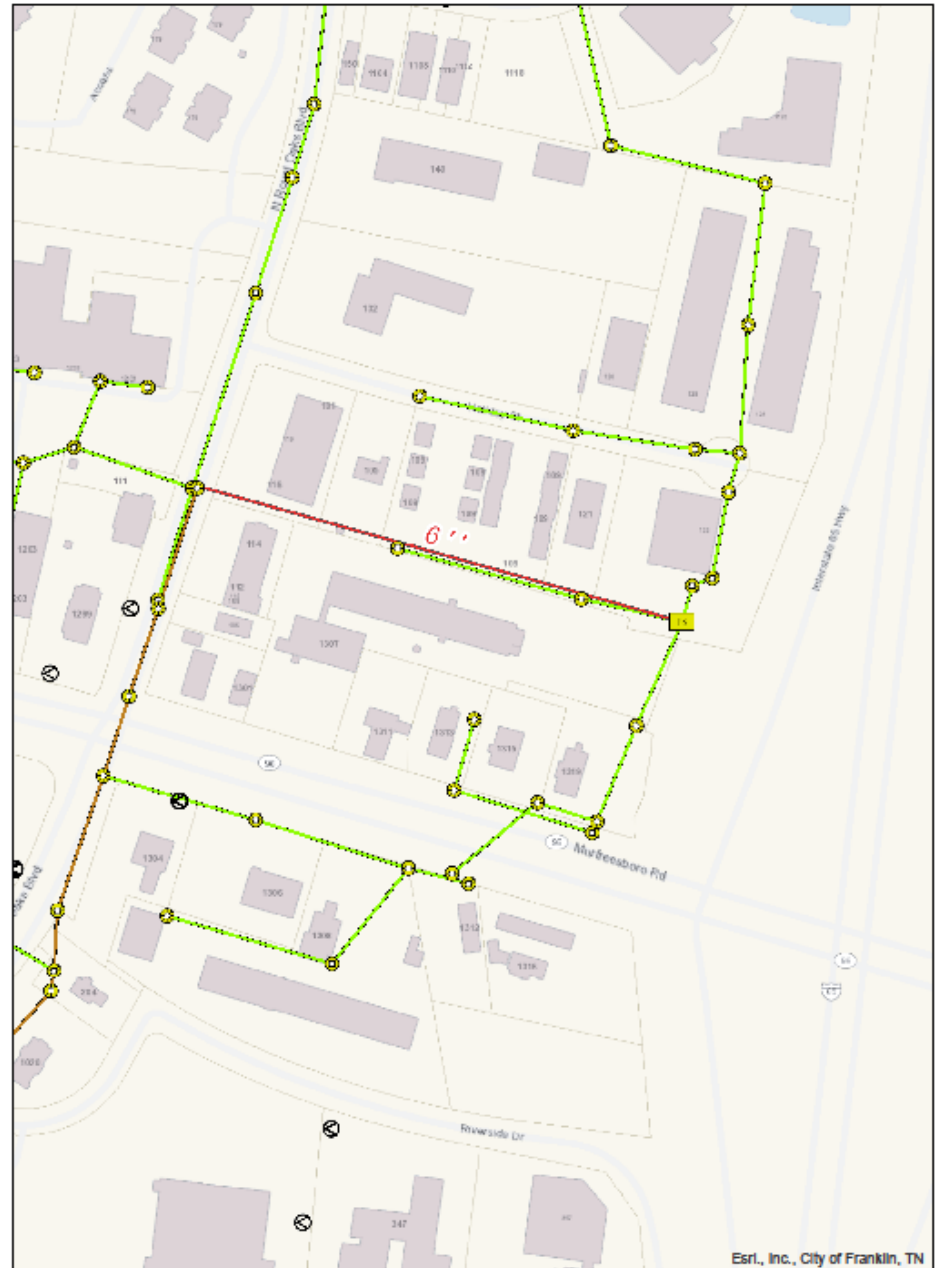
**WM16015**





# *City of Franklin, Tennessee* **Water Management:**

**FY 2017 - FY 2026 CIP  
Wastewater Renewal  
3 Star Project**



Esri, Inc., City of Franklin, TN

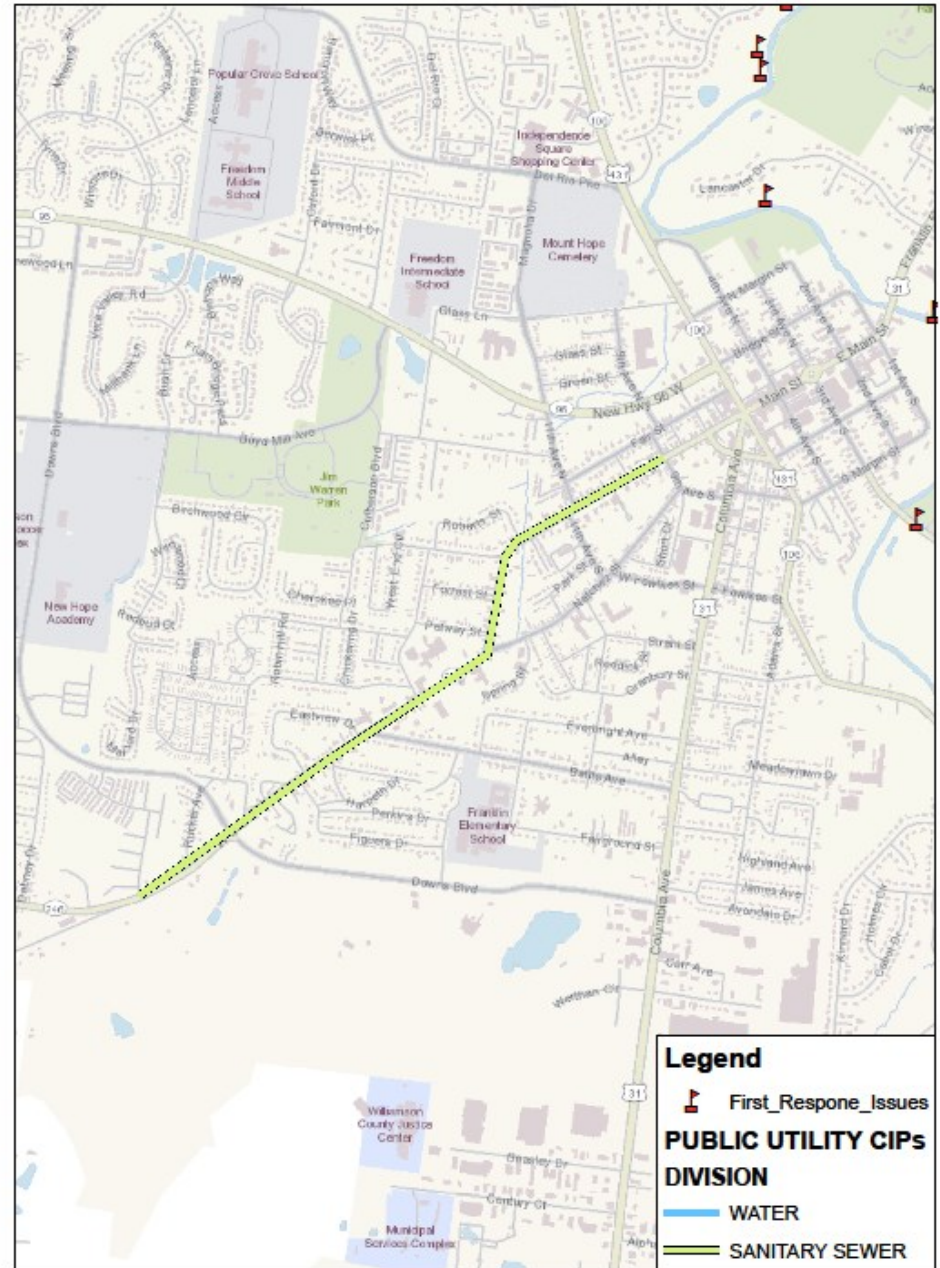
WM16023



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Wastewater Renewal**  
**3 Star Project**



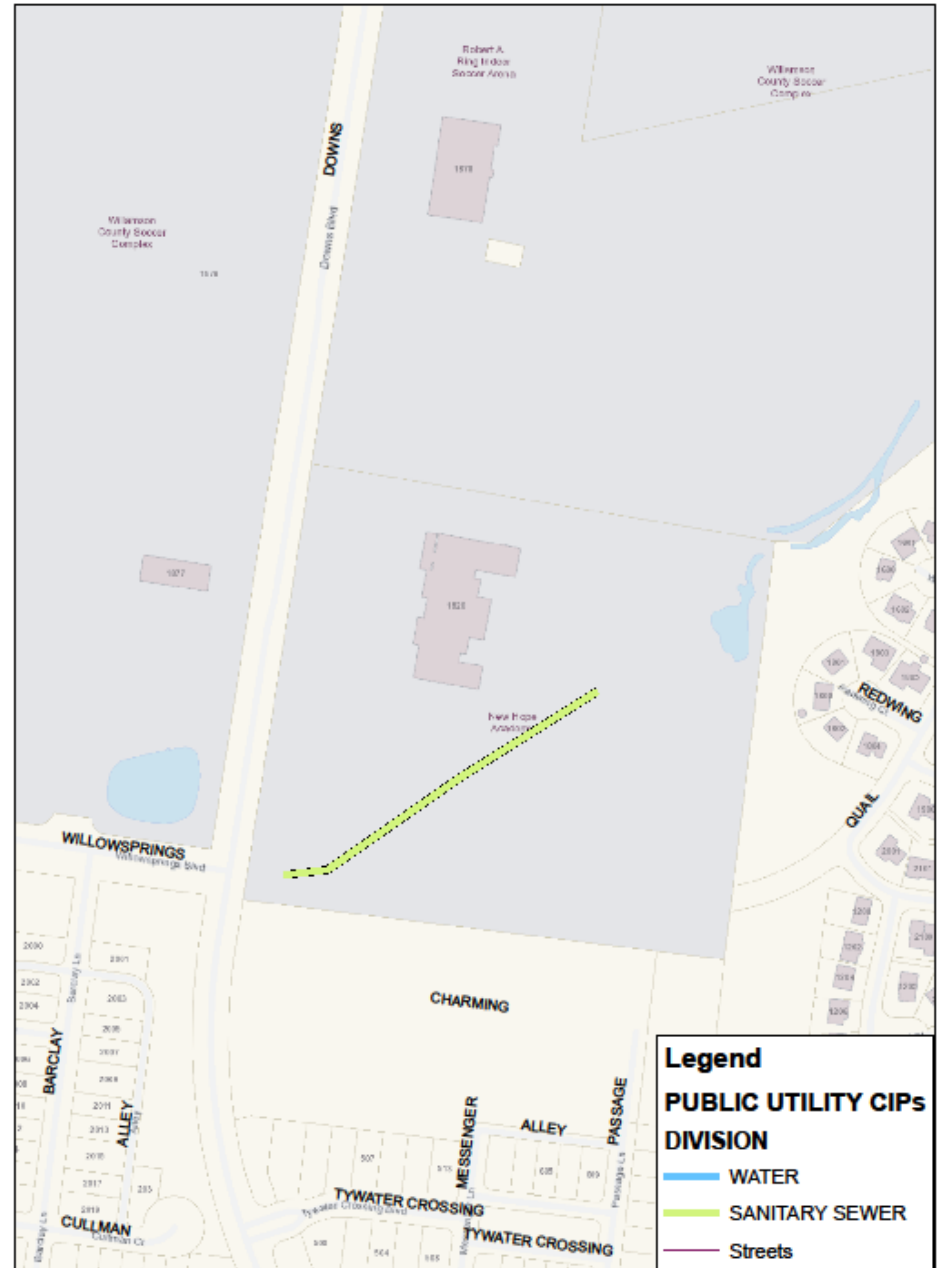
WM16042



# *City of Franklin, Tennessee*

## **Water Management:**

### **FY 2017 - FY 2026 CIP Wastewater Renewal 3 Star Project**



WM16033





# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Wastewater Renewal**  
**3 Star Project**



WM16012



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Wastewater Renewal**  
**3 Star Project**



WM16009



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP  
Wastewater Renewal  
2 Star Project**



WM16020





*City of Franklin, Tennessee*  
**Water Management:**

**FY 2017 - FY 2026 CIP**  
**Wastewater Renewal**  
**2 Star Project**  
**WM16014**



*City of Franklin, Tennessee*  
**Water Management:**

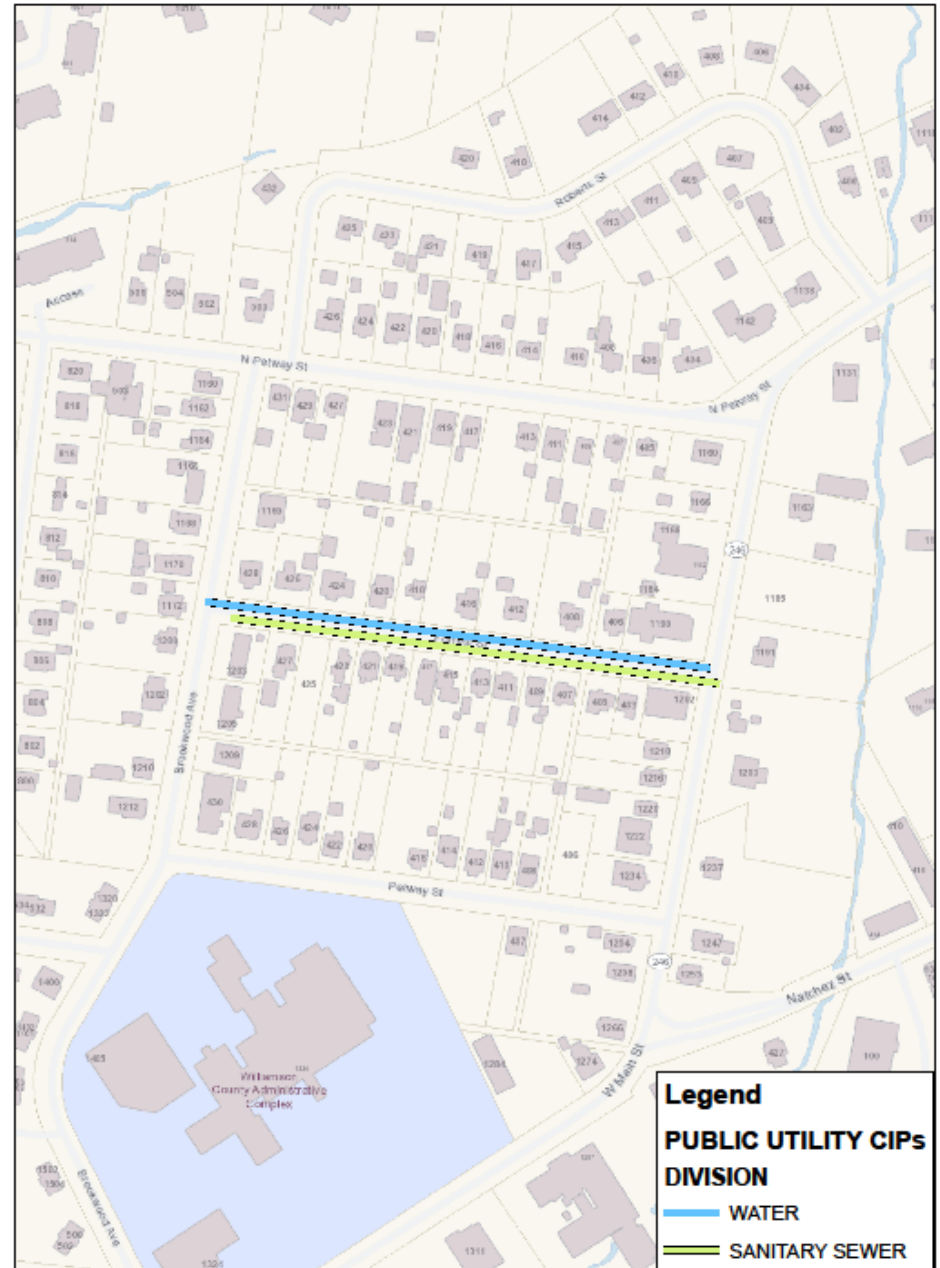
**FY 2017 - FY 2026 CIP  
Wastewater Renewal  
2 Star Project  
WM16037**



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Wastewater Renewal**  
**2 Star Project**



WM16017





# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Wastewater Renewal**  
**1 Star Project**



WM16008



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Wastewater Renewal**  
**1 Star Project**



WM16034



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Wastewater Renewal**  
**1 Star Project**



WM16011

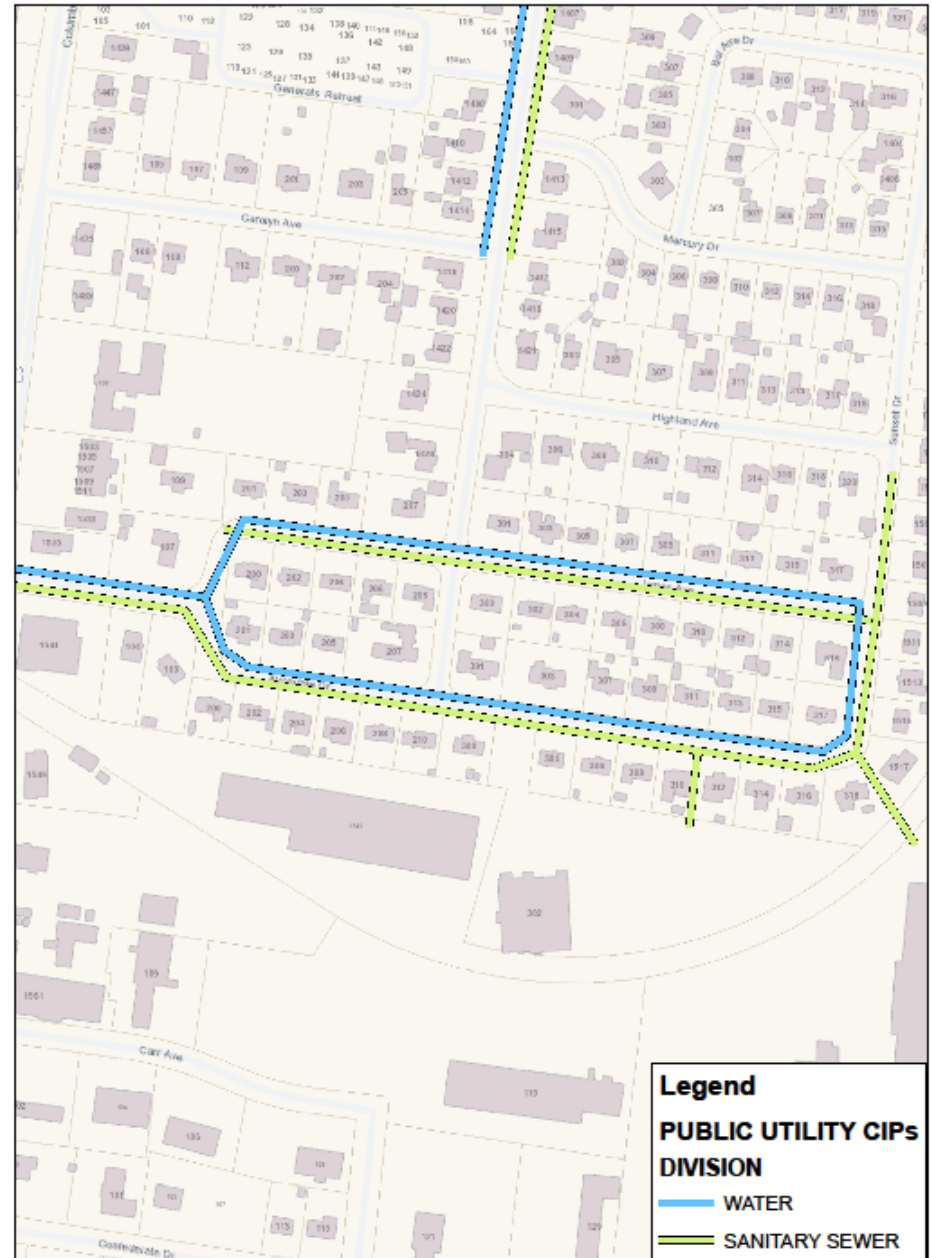




# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**4 Star Project**



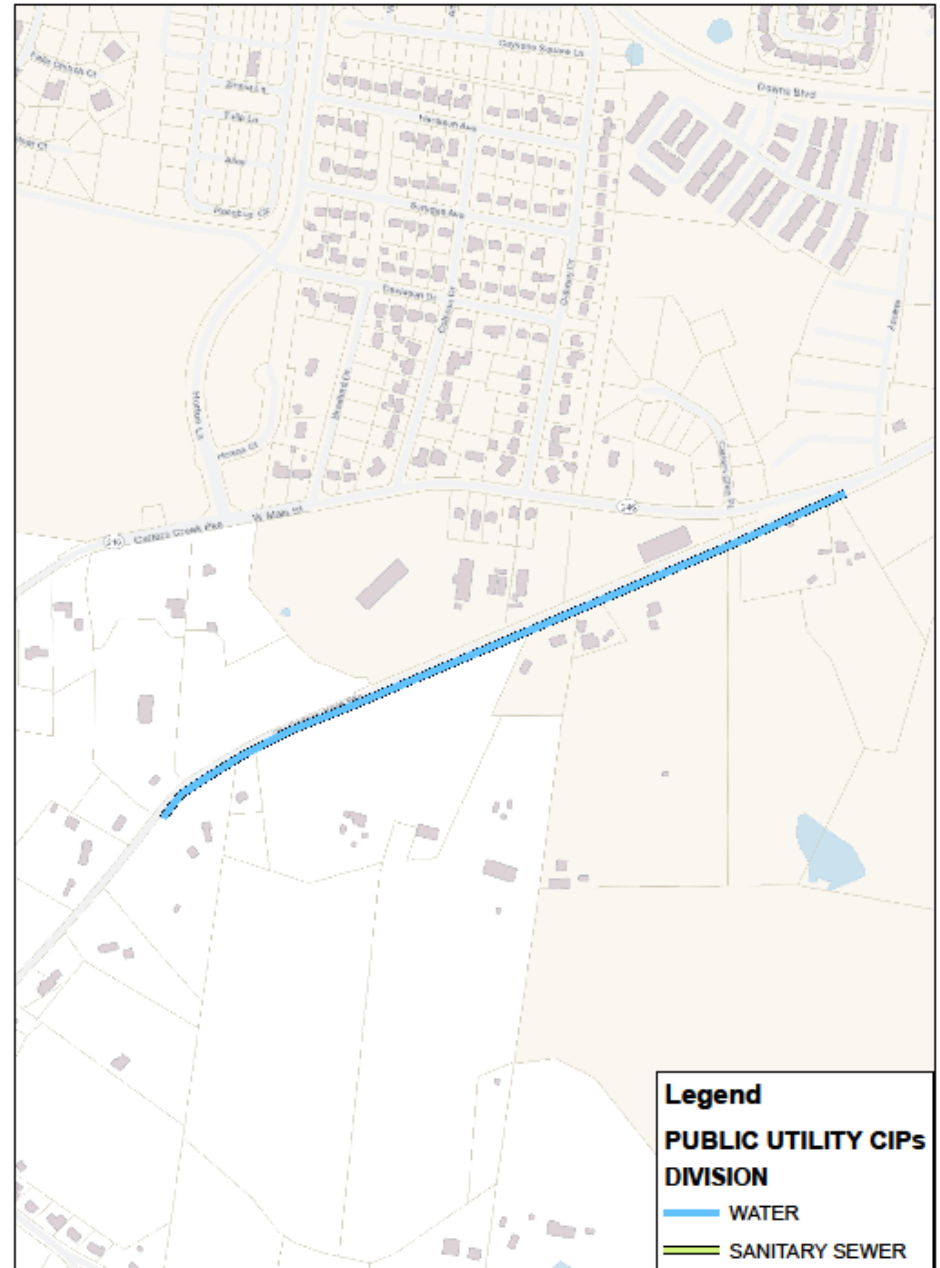
WM16024



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**4 Star Project**



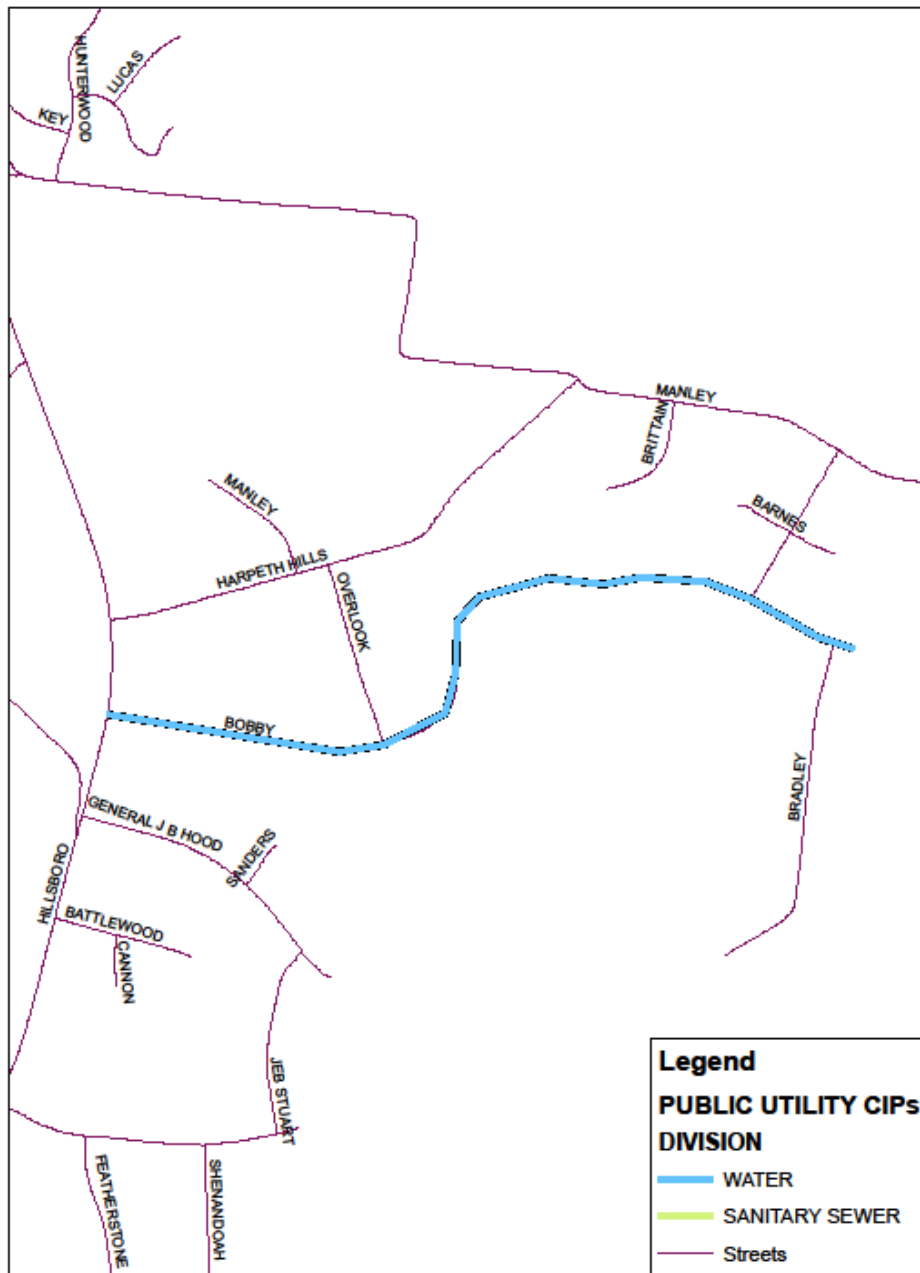
WM16003



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**4 Star Project**



WM16010





# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**4 Star Project**



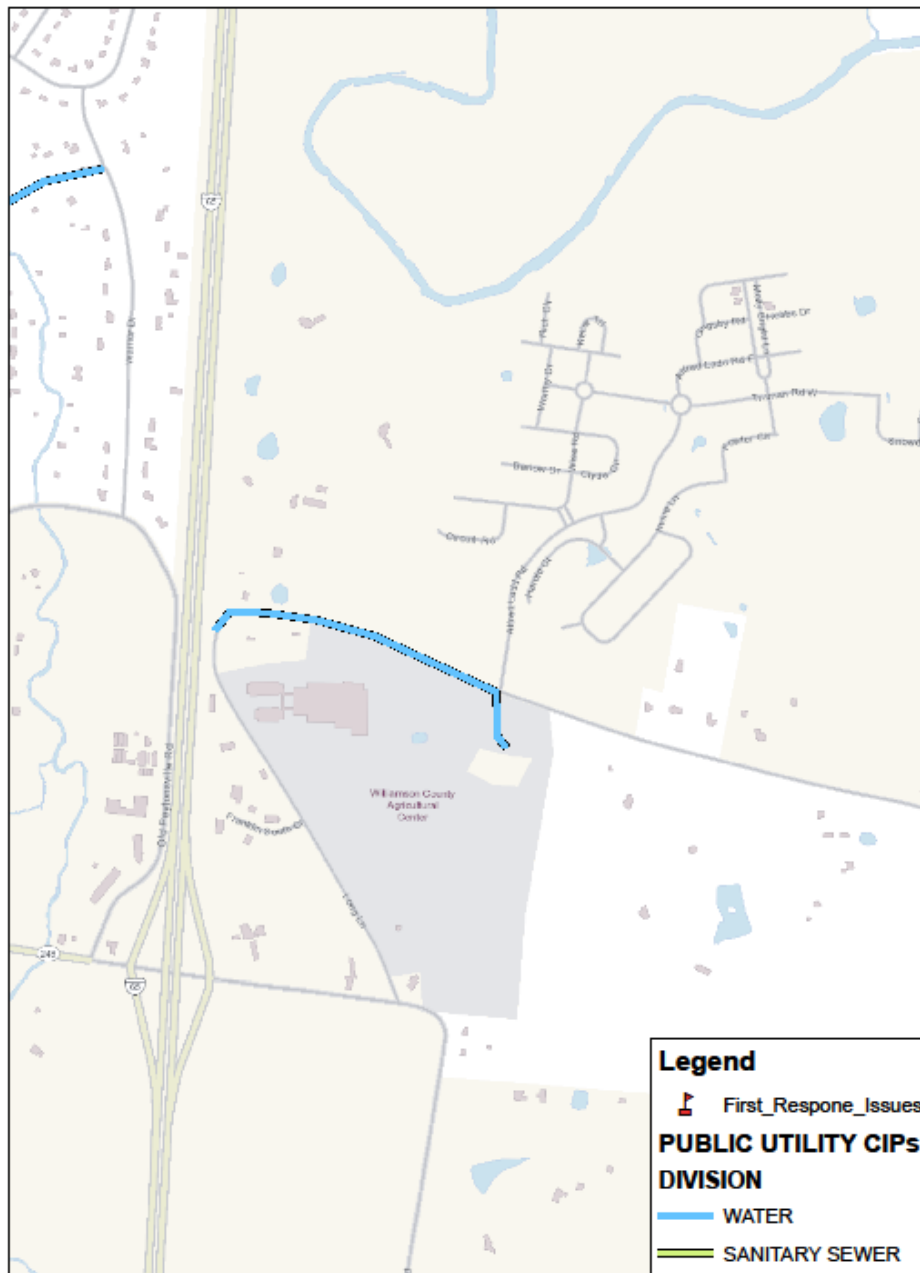
WM16041



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**4 Star Project**



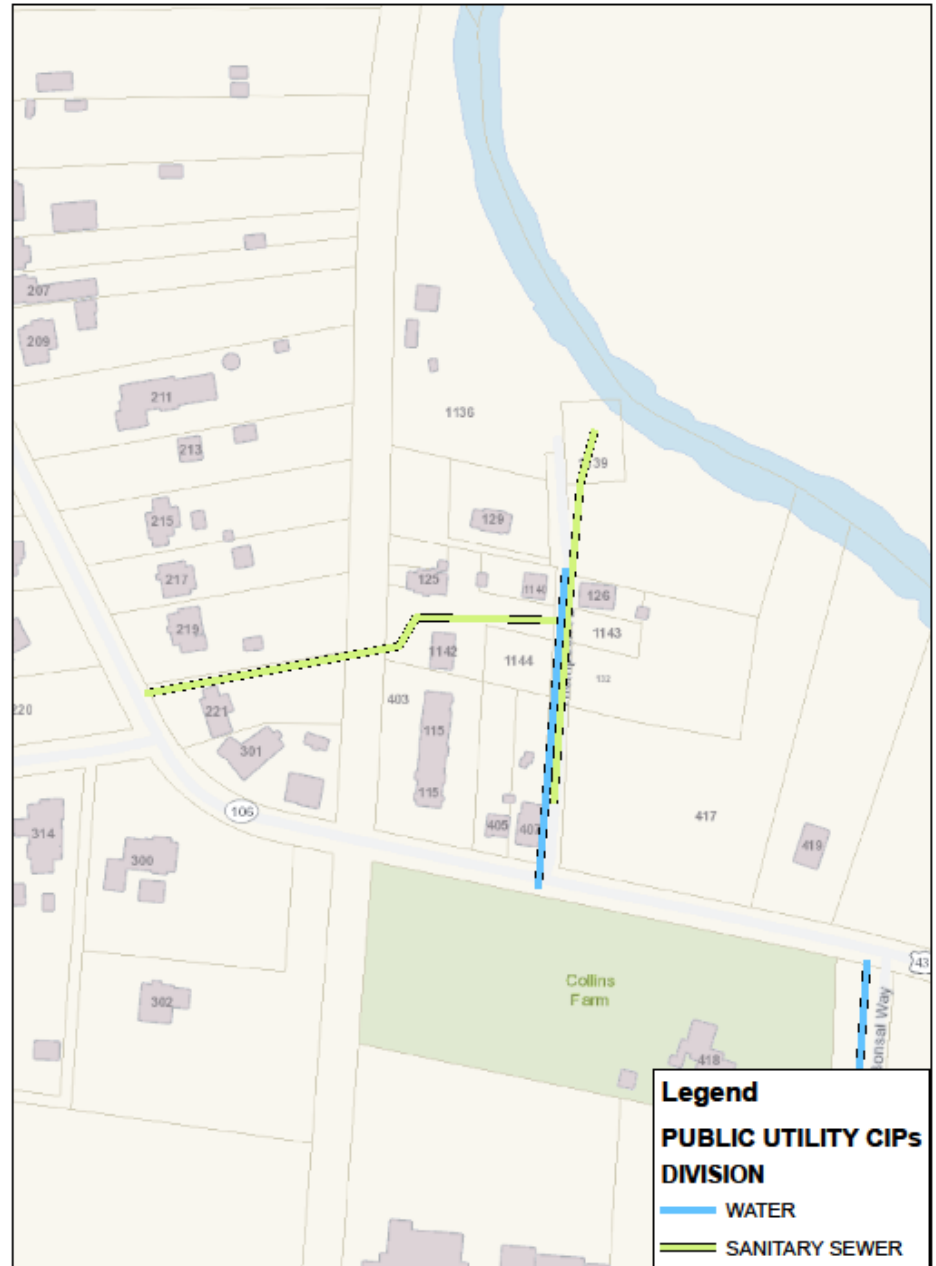
WM16001



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**4 Star Project**



WM16039





# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**4 Star Project**



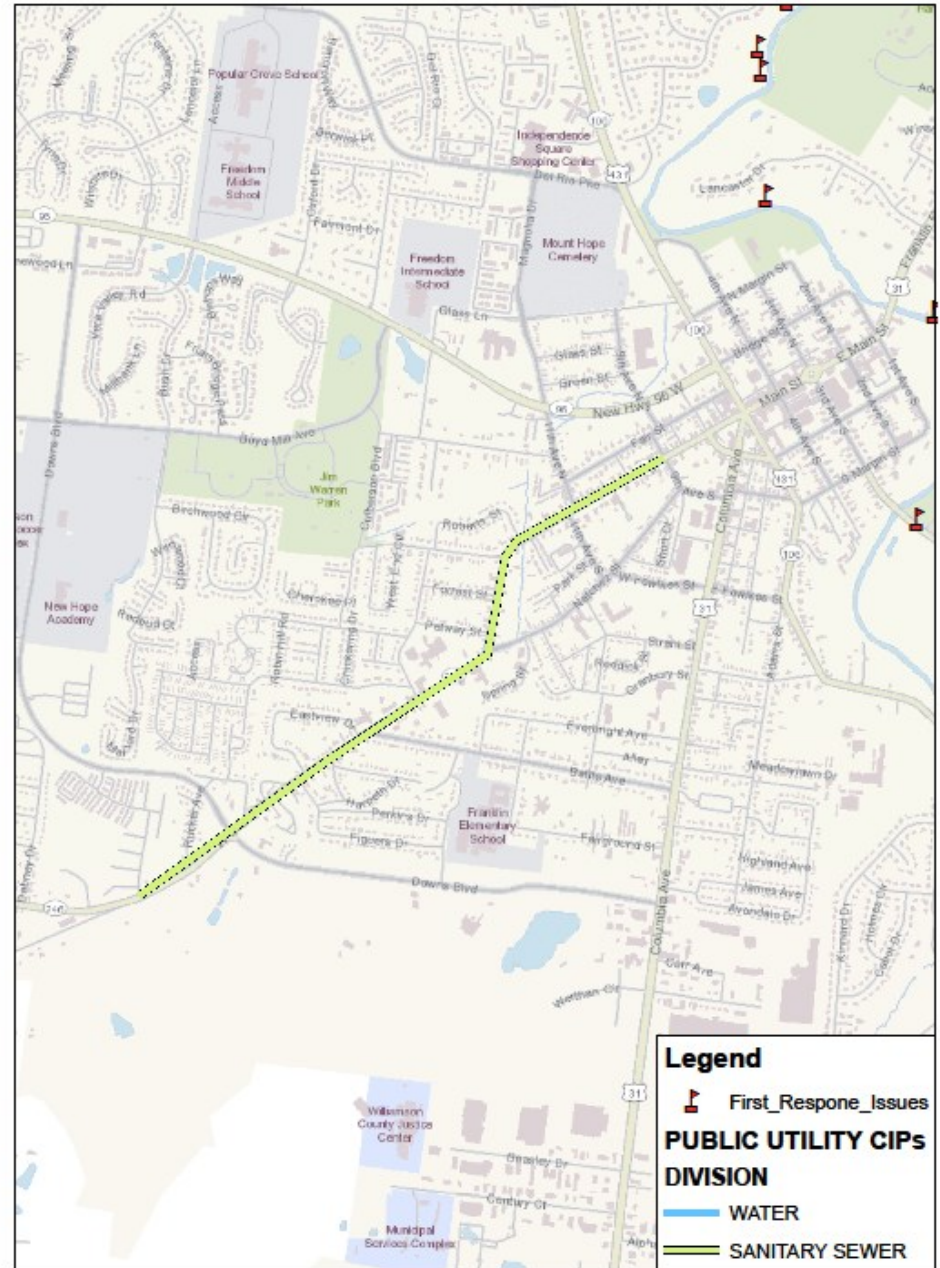
WM16005



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**4 Star Project**



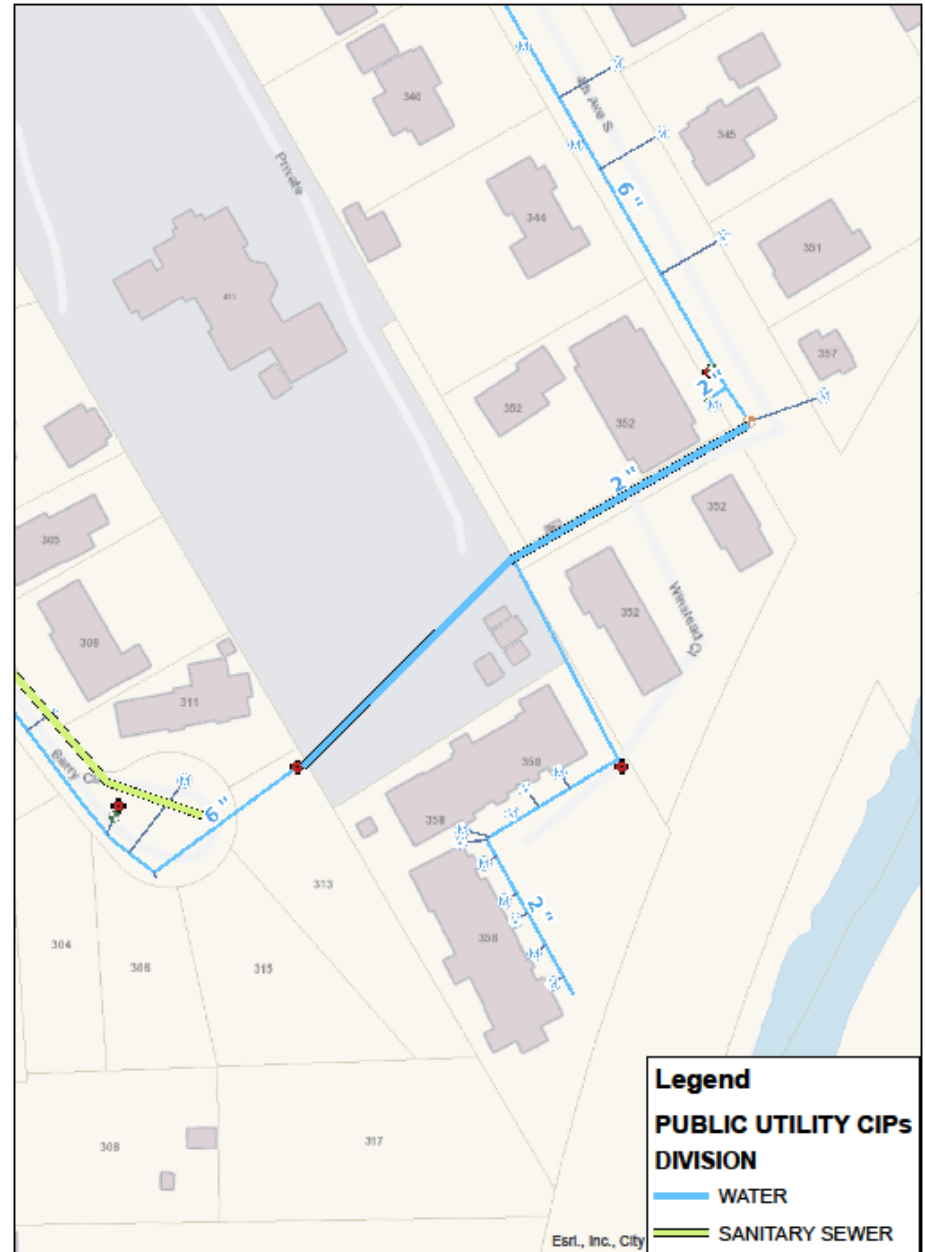
WM16042



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**3 Star Project**



WM16018





# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**3 Star Project**



WM16012



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**3 Star Project**



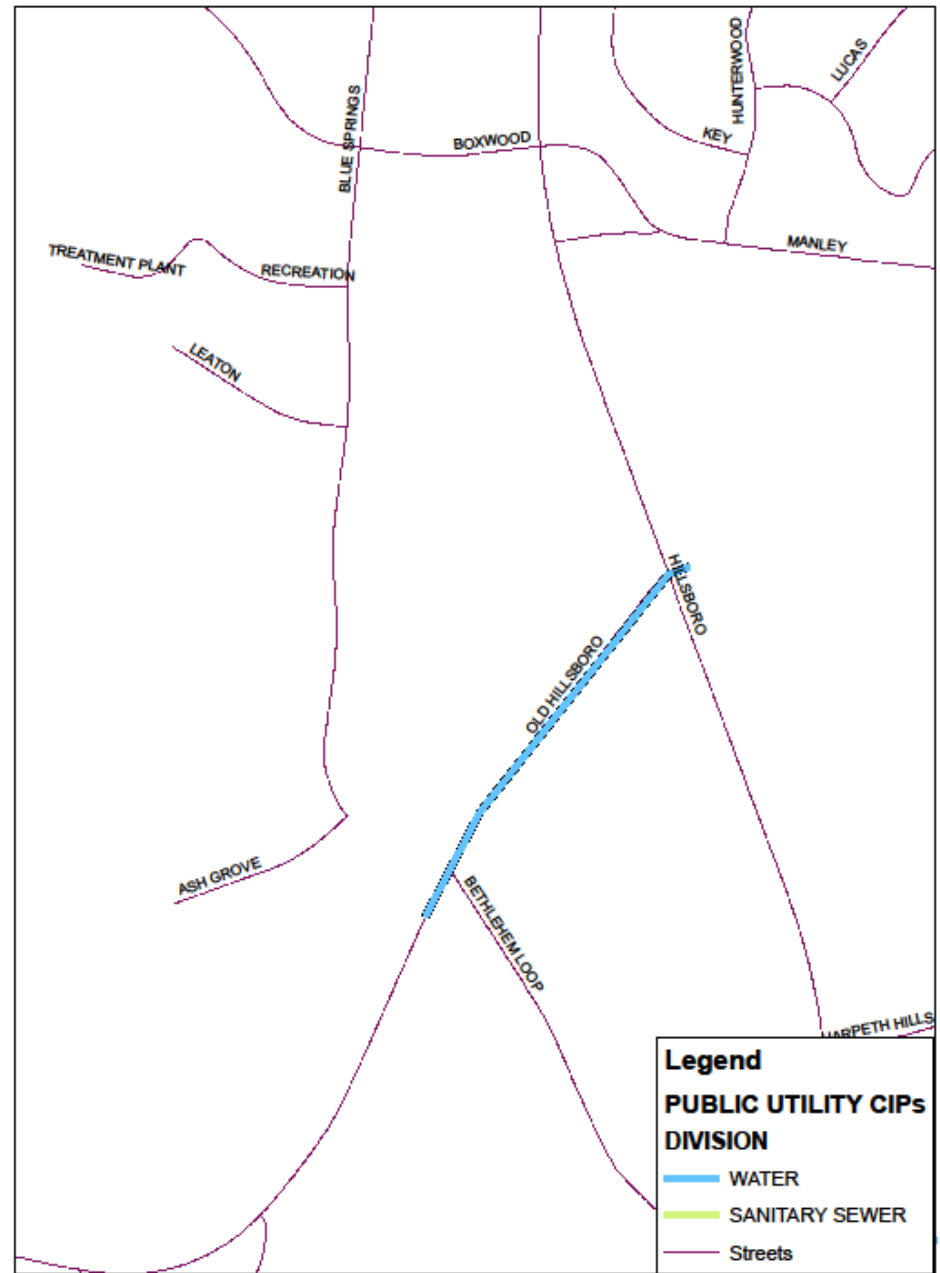
WM16020



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**3 Star Project**



WM16032

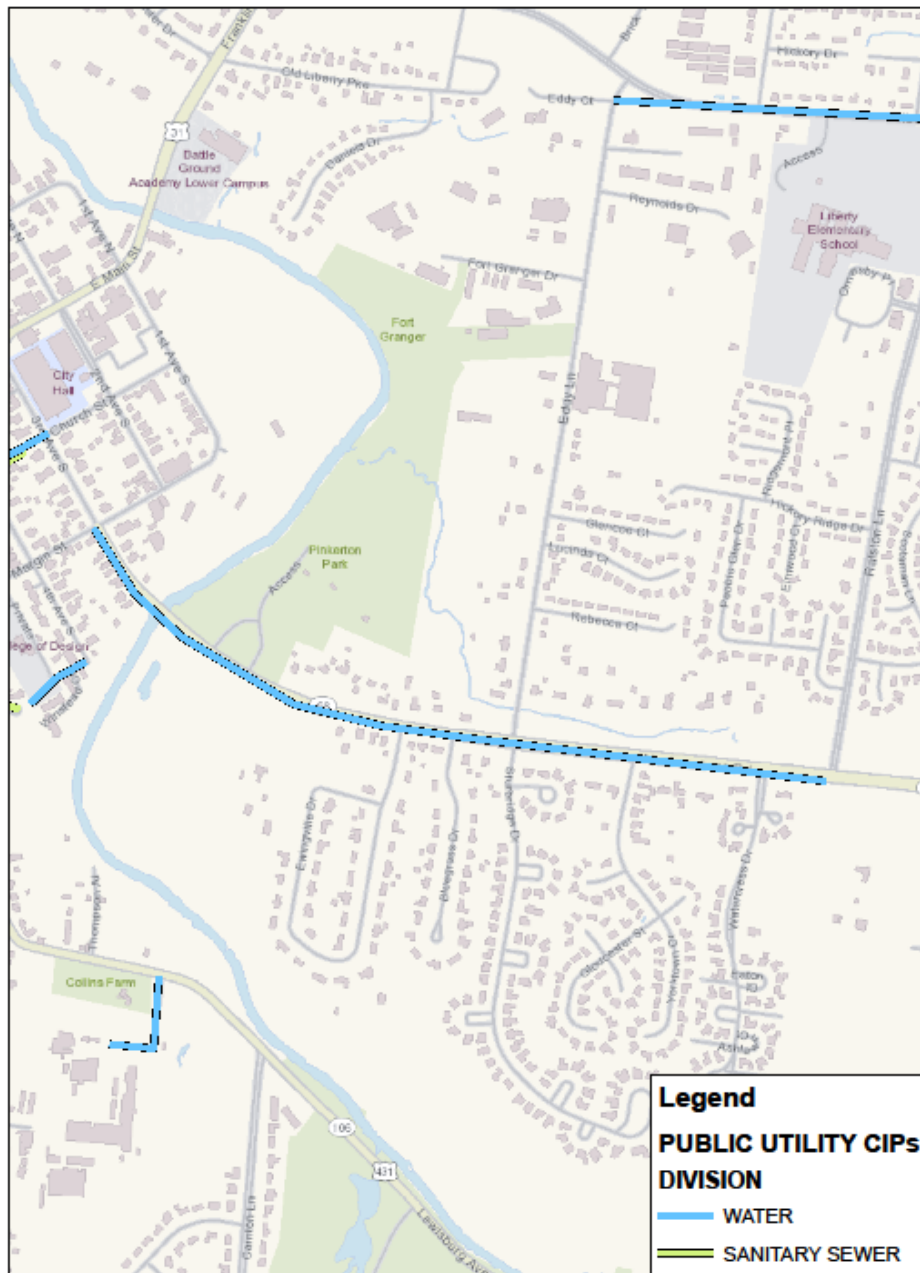




# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**3 Star Project**



WM16030



*City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**

**Water Renewal**

**3 Star Project**

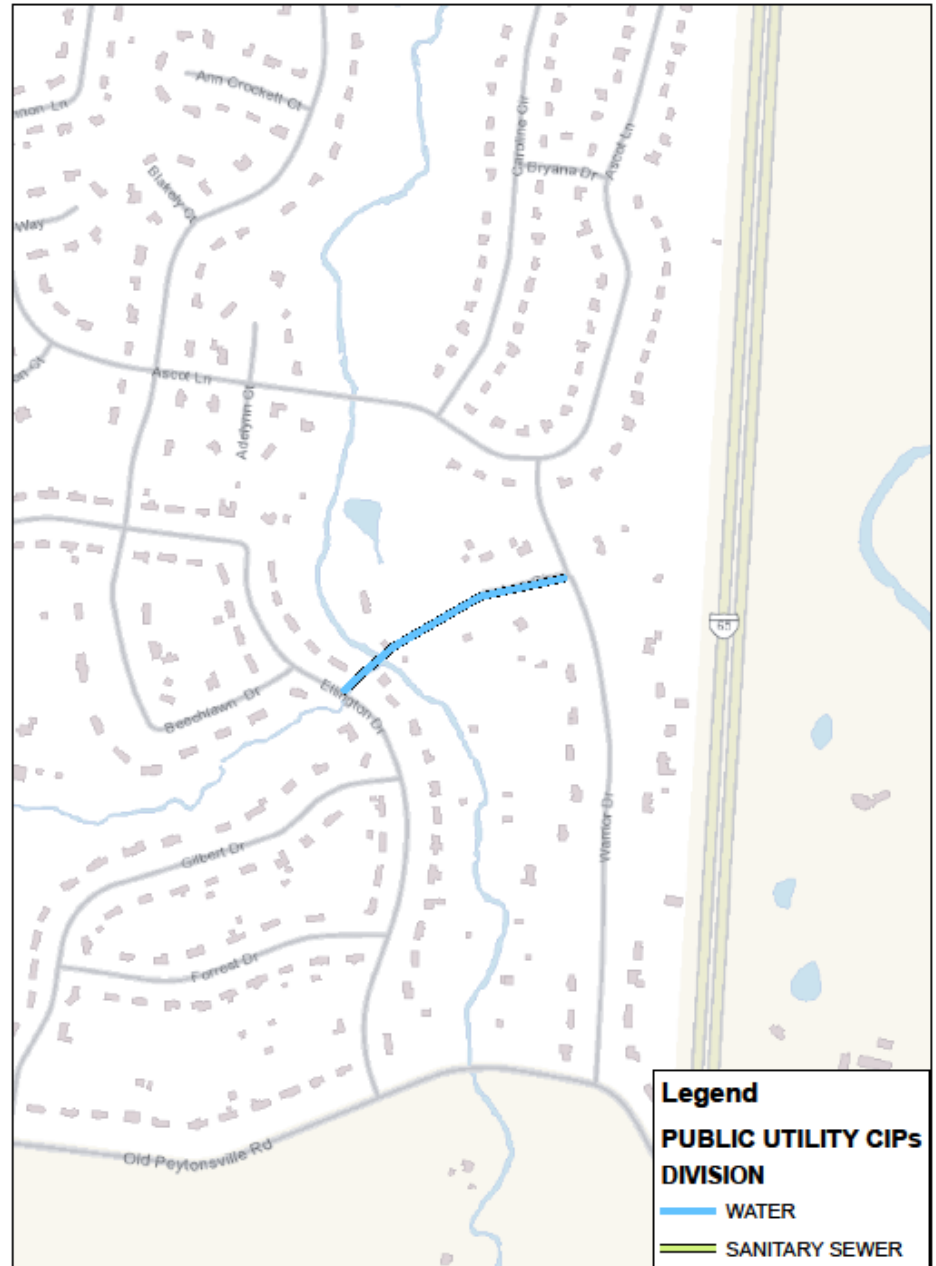
**WM16014**



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**3 Star Project**



WM16025

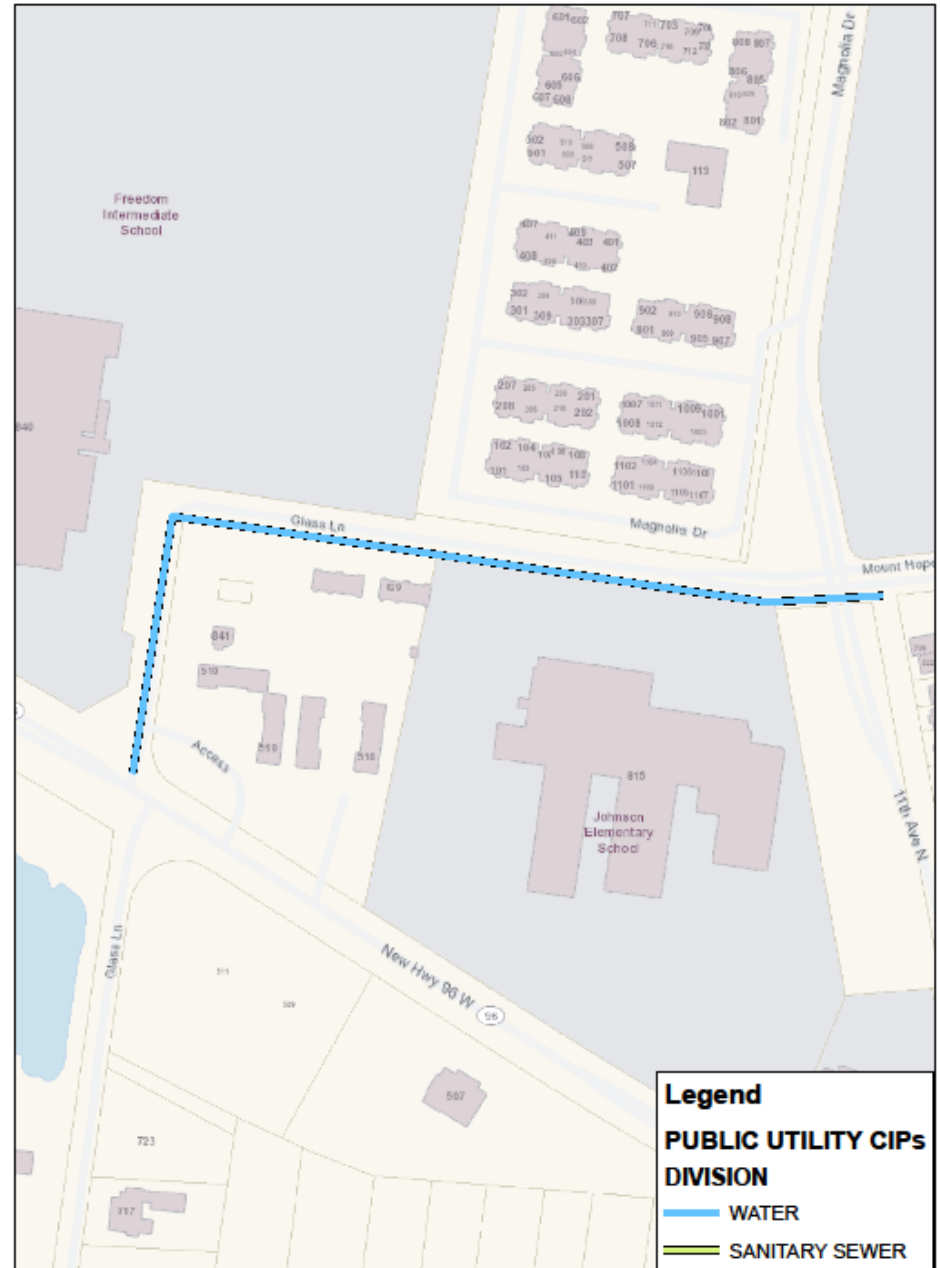




# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**2 Star Project**



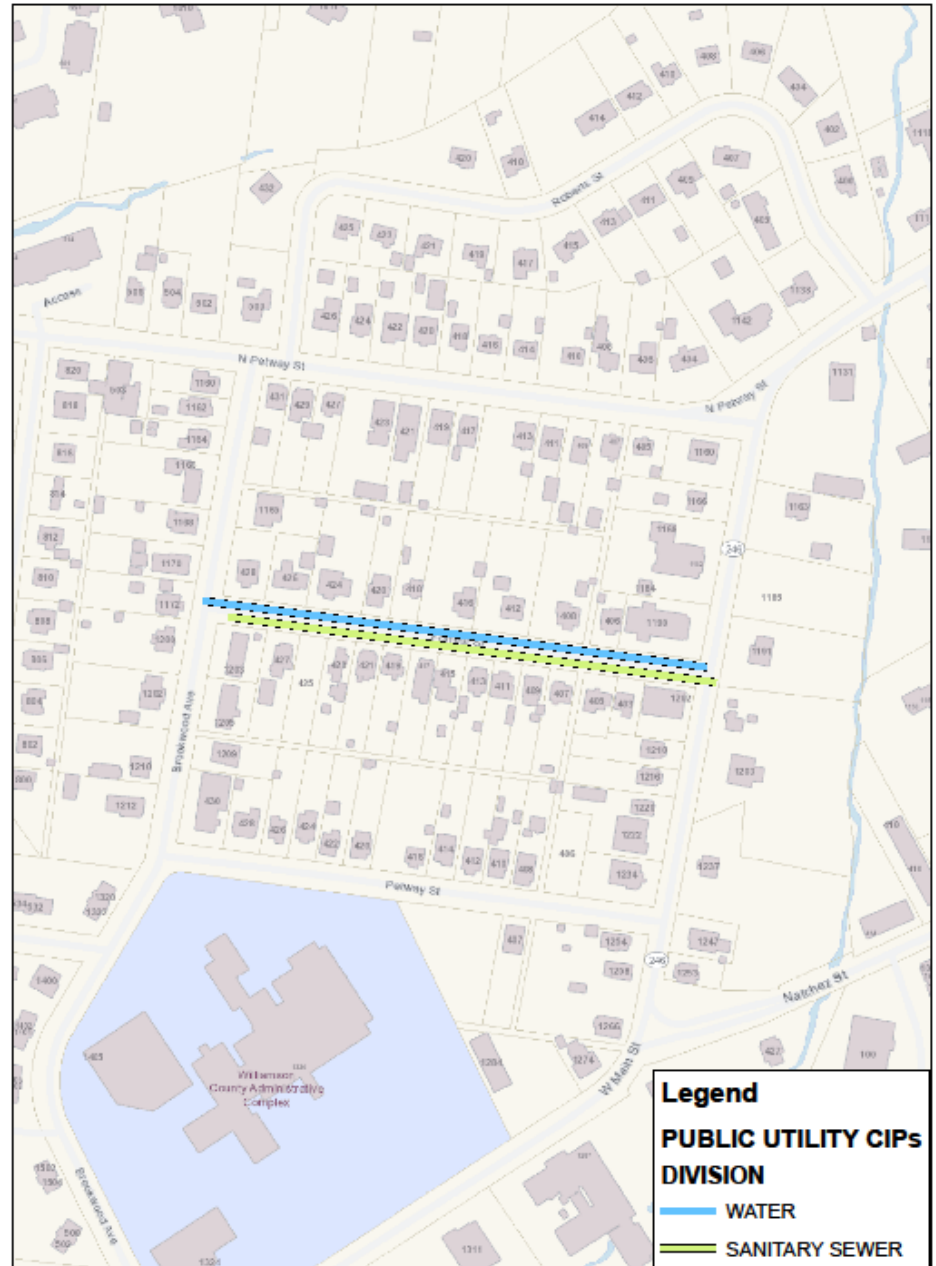
WM16021



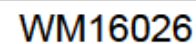
# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**2 Star Project**



**WM16017**



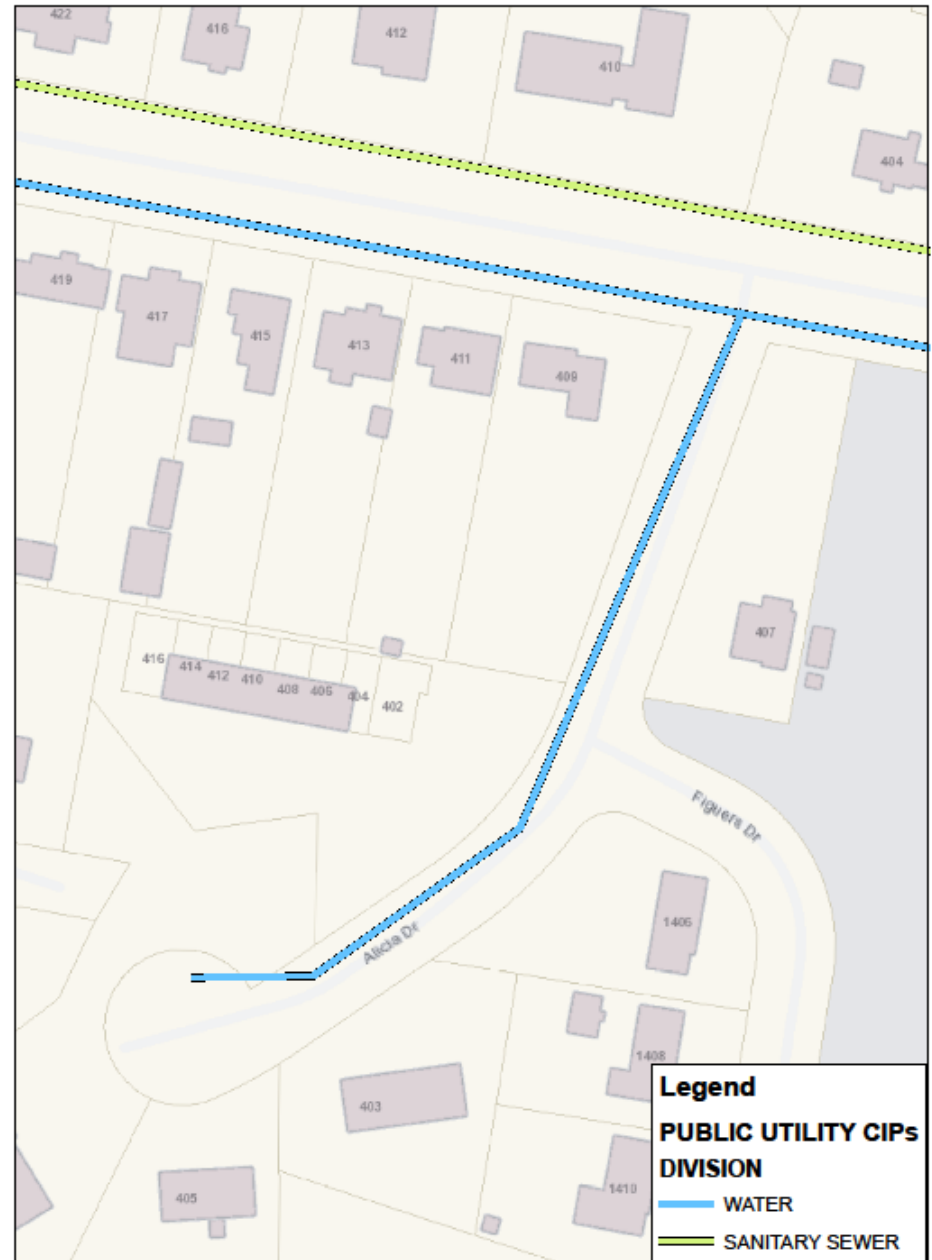




# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**2 Star Project**



WM16007



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**2 Star Project**



WM16008



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**2 Star Project**



WM16011

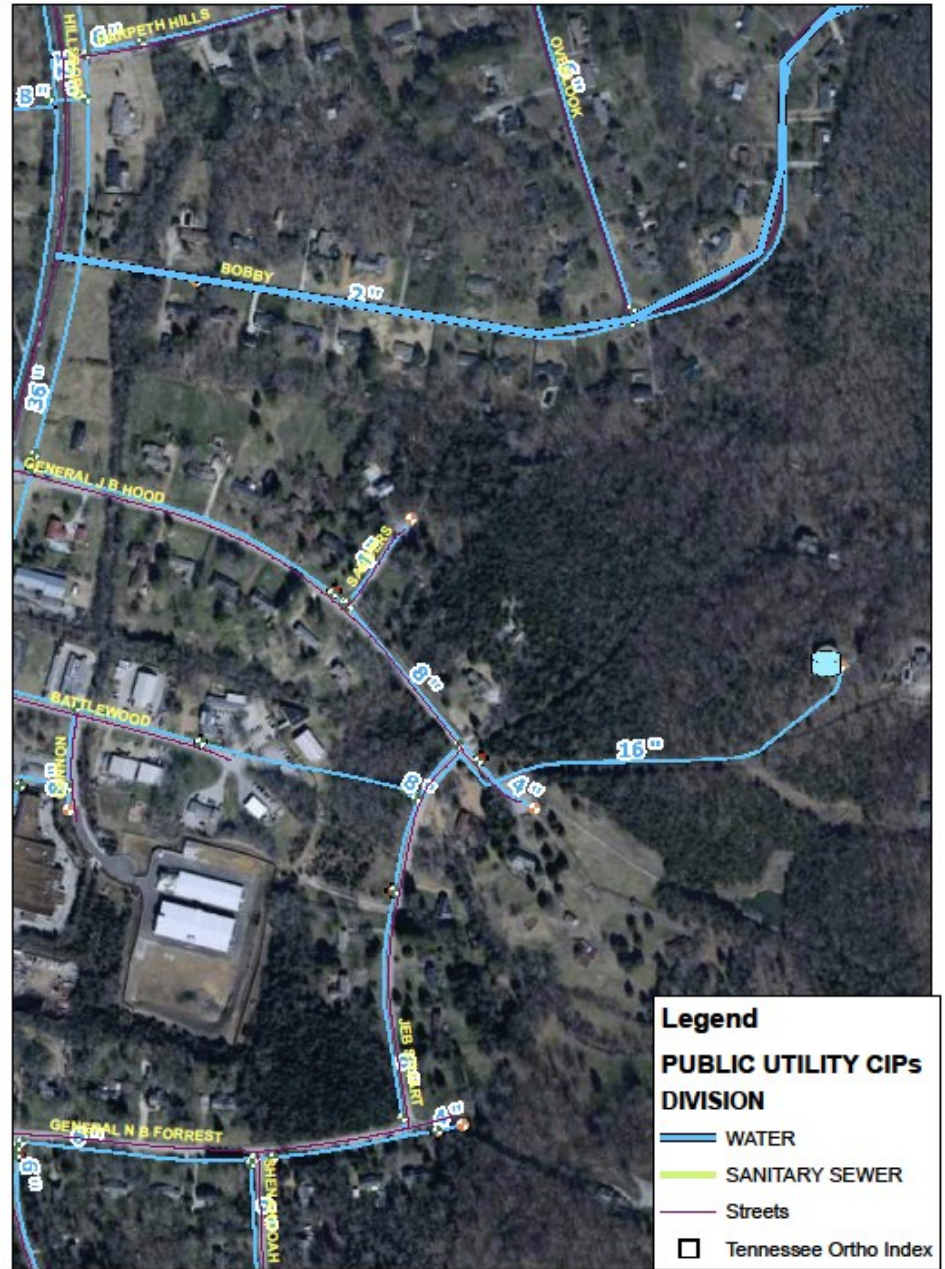




# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**2 Star Project**



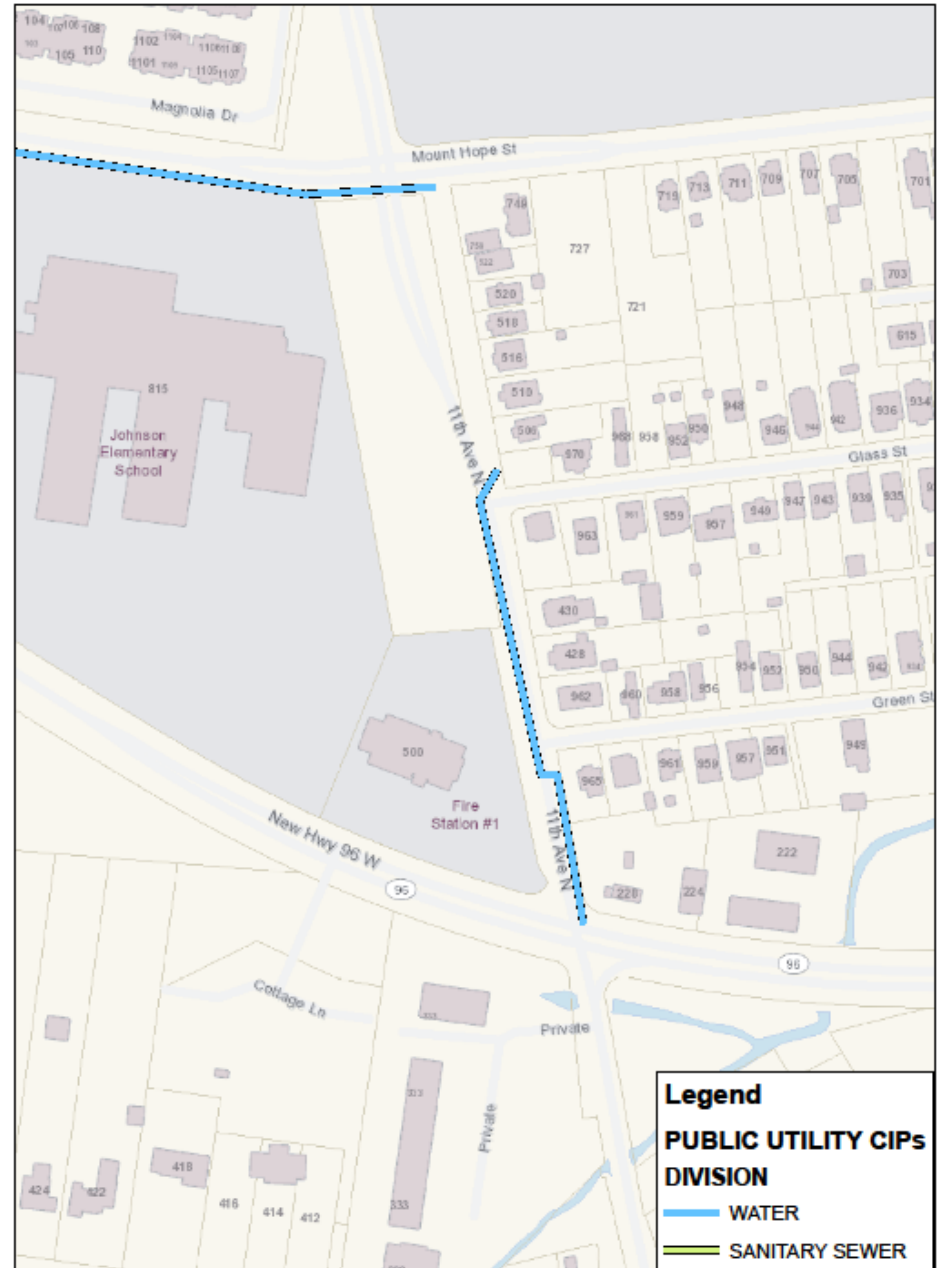
WM16013



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**1 Star Project**



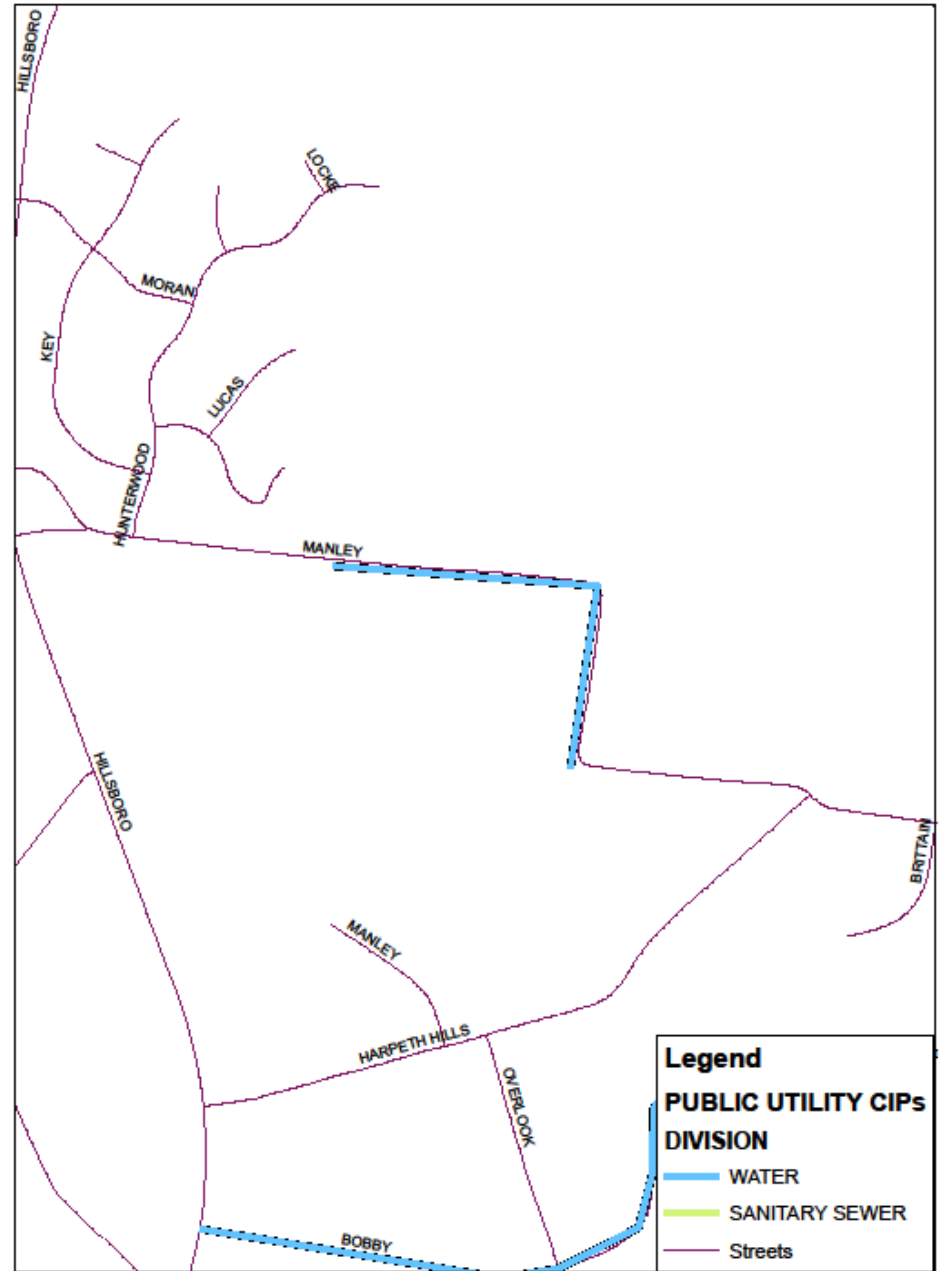
WM16040



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**1 Star Project**



WM16028

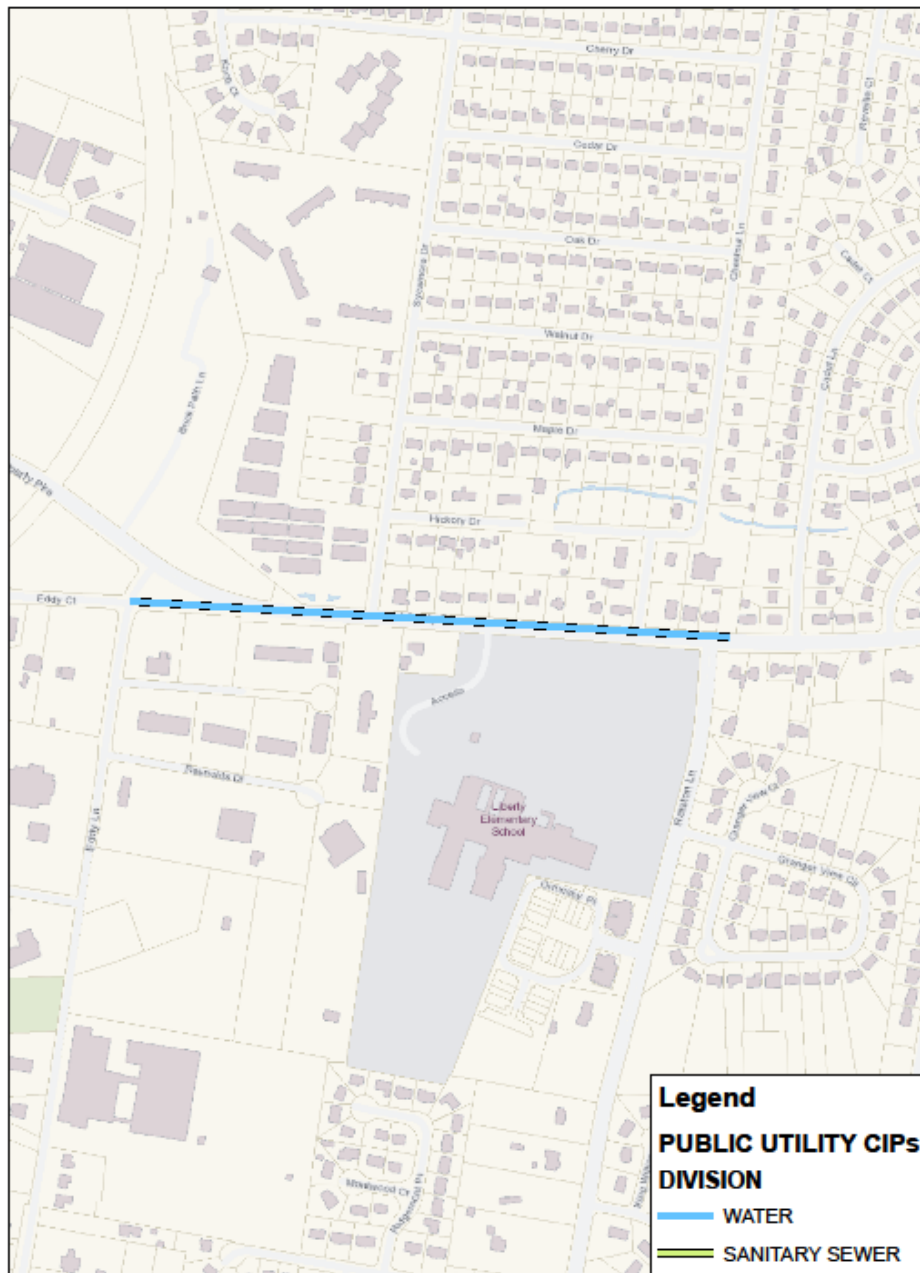




# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**1 Star Project**



WM16027



# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**1 Star Project**



WM16036

WM16029

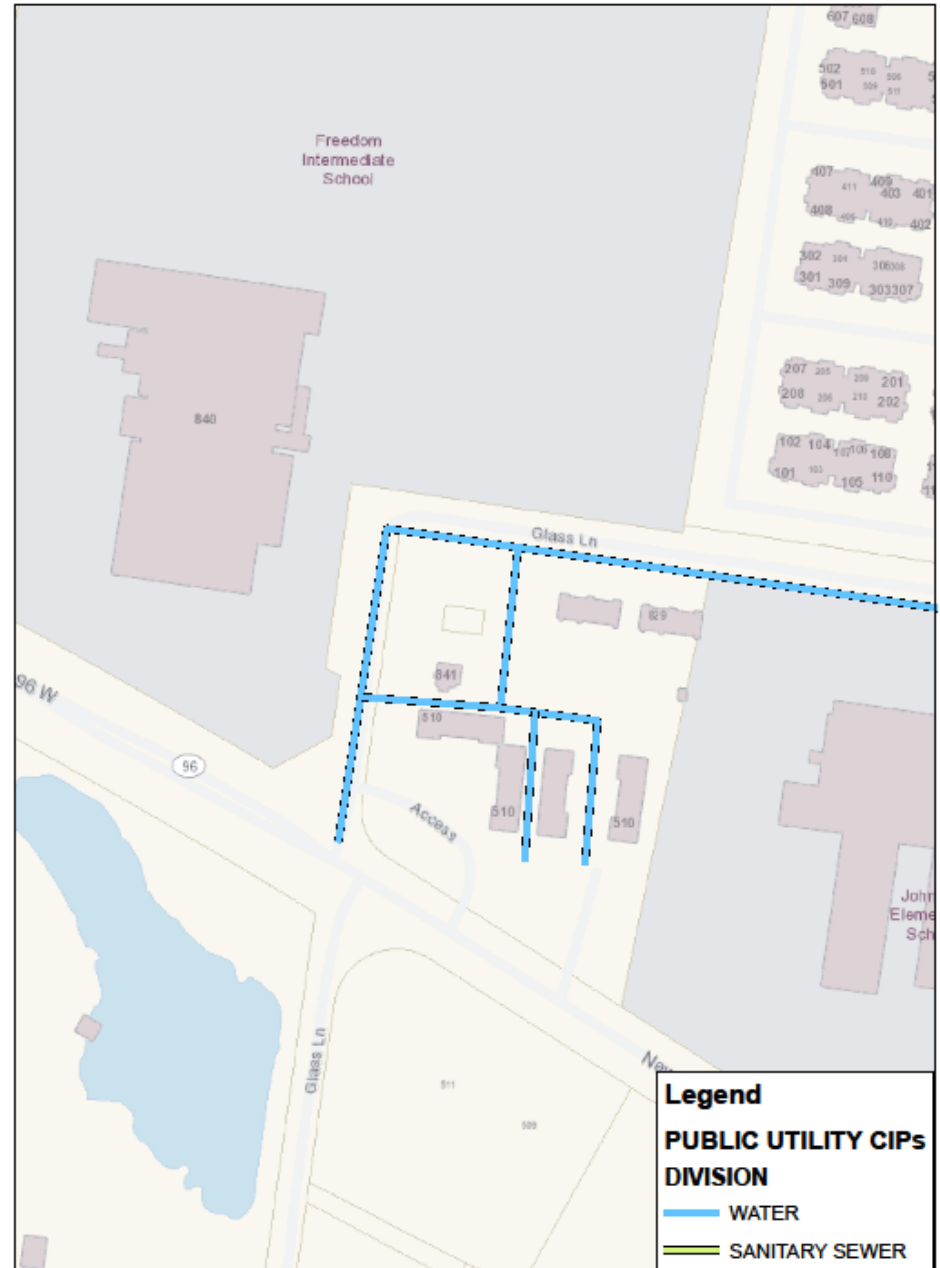




# *City of Franklin, Tennessee*

## **Water Management:**

**FY 2017 - FY 2026 CIP**  
**Water Renewal**  
**1 Star Project**



WM16022



# *City of Franklin, Tennessee*

## **Water Management:**

### **FY 2017 - FY 2026 CIP**

### **Wastewater Capacity**





# City of Franklin, Tennessee

## FY 2017-2026 Capital Investment Program

### BOMA Priority Ranking Sheet

The following is a simple worksheet to allow BOMA members to prioritize CIP projects which have been presented to date by staff. Projects in the general categories of Facilities, Parks & Recreation and Transportation have been included in this sheet for prioritization. Water and Sewer projects are not included in this list.

Simply follow the instructions in the *blue arrows* below to provide your prioritized list.

Name: \_\_\_\_\_

| Project # | Staff ID | Name          | Category   | Status | Staff Ranking | Cost          | Total Cost    |
|-----------|----------|---------------|------------|--------|---------------|---------------|---------------|
| Sample    | FM16001  | New City Hall | Facilities | Active | 4             | \$ 24,100,000 | \$ 24,100,000 |



|    |  |  |  |  |  |      |  |
|----|--|--|--|--|--|------|--|
| 1  |  |  |  |  |  |      |  |
| 2  |  |  |  |  |  |      |  |
| 3  |  |  |  |  |  |      |  |
| 4  |  |  |  |  |  |      |  |
| 5  |  |  |  |  |  |      |  |
| 6  |  |  |  |  |  |      |  |
| 7  |  |  |  |  |  |      |  |
| 8  |  |  |  |  |  |      |  |
| 9  |  |  |  |  |  |      |  |
| 10 |  |  |  |  |  |      |  |
| 11 |  |  |  |  |  |      |  |
| 12 |  |  |  |  |  |      |  |
| 13 |  |  |  |  |  |      |  |
| 14 |  |  |  |  |  |      |  |
| 15 |  |  |  |  |  |      |  |
| 16 |  |  |  |  |  |      |  |
| 17 |  |  |  |  |  |      |  |
| 18 |  |  |  |  |  |      |  |
| 19 |  |  |  |  |  |      |  |
| 20 |  |  |  |  |  |      |  |
|    |  |  |  |  |  | \$ - |  |



# Liberty Pike Sidewalk

3 Star Project

Estimated Cost = \$102,000





# West Main Street (Natchez St to Downs Boulevard)

3 Star Project

Estimated Cost = \$8,752,750





**Carters Creek Pike**  
**2 Star Project**  
**Estimated Cost = \$23,287,500**

**Carters Creek Pike**

**West Main Street**

**Downs Boulevard**



# Jordan Road

1 Star Project

Estimated Cost = \$2,400,000





# Columbia Ave (Downs Blvd to Fowlkes St)

2 Star Project

Estimated Cost = \$17,900,000

Fowlkes St

FUTURE CARTER'S HILL  
BATTLEFIELD PARK

Columbia Ave

Downs Boulevard