



## Meeting Agenda

### Work Session

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Tuesday, August 24, 2021

5:00 PM

Board Room

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#### CALL TO ORDER

#### CITIZEN COMMENTS

Comments on agenda items may be made in person at City Hall or by emailing [recorder@franklintn.gov](mailto:recorder@franklintn.gov). Comments will be submitted for the record.

#### WORK SESSION DISCUSSION ITEMS

1. \*Consideration Of Event Permit For Centennial High School Homecoming Parade In Cool Springs On September 10, 2021.  
**Sponsors:** Milissa Reiersen, Monique McCullough
2. Consideration Of Event Permit For Franklin High School Homecoming Parade In Downtown Franklin On September 24, 2021.  
**Sponsors:** Milissa Reiersen, Monique McCullough
3. Continued Discussion About The Future Use And Status Of A Ground Lease Between The Water Management Department Of The City Of Franklin And Cheekwood Golf Club For 54.12 Acres Of City Property Located Along The Southern Right-Of-Way Of The Mack Hatcher Parkway At Its Intersection With Spencer Creek Drive.  
WS 6/22/21; 7/13/21  
**Sponsors:** Eric Stuckey
4. Consideration Of Liquor License For HVD Ventures, LLC, DBA The Corner Wine And Spirits, (Michael Brett Craig and Ramesh Jivan Surati, Managing Agent) 1110 Hillsboro Road, Suite 120 A, Franklin, TN 37064.  
**Sponsors:** Lanaii Benne
5. \*Consideration Of COF Contract No. 2021-0203, A Professional Services Agreement With Lose Design For Construction Administration Services On The Freedom Ball Fields Project In The Amount Not-To-Exceed \$101,500.  
**Sponsors:** Lisa Clayton, Paul Holzen, Jonathan Marston, Shahad Abdulrahman
6. \*Consideration Of COF Contract No. 2021-0228, Utility Relocation Contract With TDOT For Lewisburg Pike Culvert Replacement.  
**Sponsors:** Michelle Hatcher, Patricia McNeese, Brian Goodwin
7. Consideration Of COF Contract No. 2021-0218 With The City Of Brentwood For An Interlocal Agreement For Provision Of Sanitary Sewer Service For 1852 Wilson Pike (Map 061 Parcel 00800).

**Sponsors:** Michelle Hatcher, Shauna Billingsley

8. \*Consideration Of Resolution 2021-112, A Resolution To Accept And Recommend Approval Of Amendment 4 To The Comprehensive Transportation Network Plan (Major Thoroughfare Plan) To The Franklin Municipal Planning Commission.

WS 7/13/21

BOMA 8/10/21, deferred to 8/24/21

**Sponsors:** Paul Holzen

9. Consideration Of COF Contract No. 2021-0197 Between The City Of Franklin And Columbia State Community College For The Reimbursement Of Up To \$81,000 In Community Development Block Grant Coronavirus (CDBG-CV) Funds In Consideration Of Expenses Incurred To Prevent, Prepare For And Respond To The Coronavirus (COVID-19).

**Sponsors:** Tom Marsh, Kathleen Sauseda

10. Consideration Of COF Contract No. 2021-0209 Between The City Of Franklin And Mercy Community Healthcare For The Reimbursement Of Up To \$48,033.97 In Community Development Block Grant Coronavirus (CDBG-CV) Funds In Consideration Of Expenses Incurred To Prevent, Prepare For and Respond To The Coronavirus (COVID-19).

**Sponsors:** Tom Marsh, Kathleen Sauseda

11. Report Regarding The 2021 Financings For The Wastewater Treatment Plant Upgrade And Expansion Project.

Finance 8/12/21

**Sponsors:** Kristine Brock, Mark Hilty, Michelle Hatcher

12. Discussion Regarding The 2021 Water And Sanitary Sewer Cost Of Service Study And Rate Plan.

**Sponsors:** Michelle Hatcher, Mark Hilty

13. Discussion Regarding City Employee's One-Time Option To Sell Back Vacation Time.

**Sponsors:** Kevin Townsel, Kristine Brock

14. Status Update On The Columbia Avenue Widening And Improvements Project.

**Sponsors:** Paul Holzen, Jonathan Marston, William Banks

15. Discussion On The Main Street Sidewalk Repair Project.

CIC 3/25/21, forwarded to BOMA 4-0 for further discussion without recommendation

WS 4/13/21; 6/08/21

**Sponsors:** Paul Holzen, Jonathan Marston, William Banks

16. Discussion Of Possible Additional Early Voting Locations.

**Sponsors:** Vice Mayor Beverly Burger

## **OTHER BUSINESS**

## **ADJOURN**



Anyone needing accommodations due to disabilities please contact the ADA Coordinator at 615-791-3277 at least 24 hours prior to the meeting.



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**File #: 21-02347**

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**DATE:** August 9, 2021  
**TO:** Board of Mayor and Aldermen  
**FROM:** Eric Stuckey, City Administrator  
Milissa Reiersen, Communications Manager  
Monique McCullough, Public Outreach Specialist

**SUBJECT:**

\*Consideration Of Event Permit For Centennial High School Homecoming Parade In Cool Springs On September 10, 2021.

**PURPOSE:**

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning the annual Centennial High School Homecoming Parade.

**BACKGROUND/STAFF COMMENTS:**

Centennial High School has requested an event permit for their annual homecoming parade scheduled for September 10, 2021. The event includes the closure of Mallory Lane between Liberty Pike and W. McEwen Drive. Estimated time is 2:00 p.m. - 2:45 p.m. Estimated attendance is 1,300.

**FINANCIAL IMPACT:**

The applicant is responsible for extra-duty Police Officers who work the event.

**RECOMMENDATION:**

Staff recommends that the Board of Mayor and Aldermen approve the event with the following conditions:

- Applicant will provide a Good Neighbor letter which will be distributed to affected neighborhoods.
- Applicant will provide a certificate of insurance naming the City as additional insured.
- Applicant will hire recommended number of Franklin Police Officers to open/close streets and to provide security and traffic control.
- Staff will continue to work with organizers for specific requirements, including suggested safety guidelines and protocols as it relates to Covid-19.
- Event organizer will follow all CDC guidelines and any or all executive orders in place at the time of the event as they relate to large gatherings.

- Every effort will be made to give as much notice as possible. However, event organizers should be prepared to cancel or postpone large events and gatherings if required.
- The City Administrator or his designee may cancel or modify an event up to 24-hours prior to the opening of the event.
- Event organizers should continually assess current conditions regarding the spread of COVID-19 and engage with local public health officials when deciding whether to postpone, cancel, or reduce the number of attendees (if possible) for gatherings.
- Event organizer will have masks and hand sanitizer available for event staff and volunteers.
- If a mask mandate is in place, event staff and volunteers must wear masks. If a mask mandate is not in place, the event organizer will strongly encourage masks among event staff and volunteers.
- Provide hand washing stations and/or hand sanitizer and disinfectant wipes for attendees and participants.



# 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:**

- Parade/March

- Name/purpose of event:** Centennial High School Homecoming Parade
- Location Requested:** (if Temporary Street Closure, list major roads to be closed):  
The parade will take place in the road directly next to Centennial High School. Requested closures include Mallory Lane between Liberty Pike and W McEwen Dr.
- Date or dates of event:** 09/10/2021
- Start/End Times of Event:** The parade will take place from 2:15 to 2:45 p.m.  
What date/time will set-up begin? 9/10/2021 2:00 PM  
What date/time will tear-down be complete? 9/10/2021 3:00 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): Approx. 2:00 p.m. through approx. 2:45
- An estimated number expected to attend during the course of the event:**  
Spectators/Attendees: 900                      Event Staff/Volunteers: 400                      Total: 1,300
- Name of applicant and Organization Requesting Permit:**  
Cat Evans - Williamson County Schools - Centennial High School Student Council  
**a) Address:** 5050 Mallory Lane  
Franklin, TN 37064  
**b) Phone:** 615-472-4270                      **c) Cell:**                      **d) Fax:**  
**e) E-mail address:** catherine.evans@wcs.edu
- DETAILED description of event** (use additional sheets):  
Centennial High School would like to host its annual Homecoming parade during which clubs/teams/Homecoming court will leave the back parking lot of Centennial High School in cars and floats, turn right onto Mallory Lane, turn left to circle back around when they reach the second entrance to the front parking lot of the school, and then make their way back to enter the back parking lot. Student spectators and faculty will view the parade from the side closest to the school. Any parents wishing to view the event may sit on the opposite side. Crossing the street will not be allowed for safety purposes. Businesses will be notified prior to the event. Health department guidelines will be followed per school protocol.

9. **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:** [Kami Export - Satellite Map of CHS.pdf](#)
10. **Person in charge on day of event:** Cat Evans  
**Cell:** (203) 605-2660 **E-mail address:** catherine.evans@wcs.edu
11. **Name and Cell Number of at least two others available on day of event:**  
**Name:** Sarah Shapiro **Cell:** (615) 854-3598 **E-mail address:** sarah.shapiro@wcs.edu  
**Name:** Cassie Bates **Cell:** (513) 465-4958 **E-mail address:** casandrab@wcs.edu
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:** [CHS Administrators List \(2021-22\).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: [Tax Exempt 2019.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.** N/A
25. **Will food, beverages, or merchandise be sold or given away?** No  
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:**
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?** No  
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:** [Letter of Intent Homecoming Parade 2021.pdf](#)  
**Good Nieghbor Letter Mailing List:** [Impacted Mallory Lane Businesses.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: [Signature] Student Council Co-Sponsor Date: 7/29/21  
(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) \*  
\*  
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# CHS Homecoming Parade Route 2021

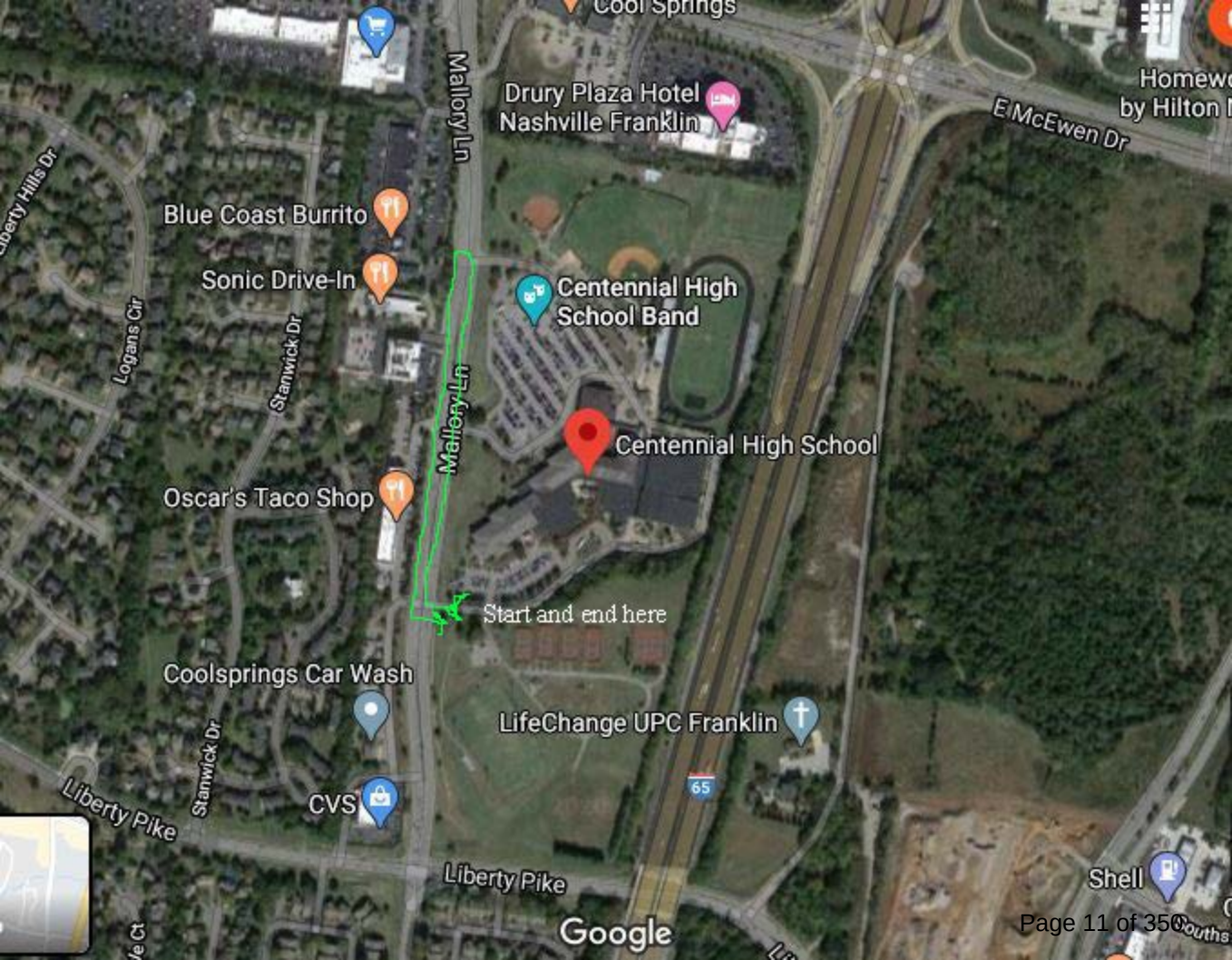


## FRANKLIN DISCLAIMER

This map was created by the City of Franklin's IT Department and was compiled from the most authentic information available. The City is not responsible for any errors or omissions contained hereon. All data and materials Copyright © 2021. All Rights Reserved.

Routes





Drury Plaza Hotel  
Nashville Franklin

Homew  
by Hilton

E McEwen Dr

Blue Coast Burrito

Sonic Drive-In

Centennial High  
School Band

Centennial High School

Oscar's Taco Shop

Start and end here

Coolsprings Car Wash

LifeChange UPC Franklin

CVS

Google

Shell

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**ADMINISTRATORS FOR CENTENNIAL HIGH SCHOOL:**

Dr. Kevin Dyson (principal) - (615) 472 - 4270, [kevin.dyson@wcs.edu](mailto:kevin.dyson@wcs.edu)

Jeni Calvert (asst. principal) - (615) 472 - 4270

Parker Altman (asst. principal) - (615) 472 - 4270

Greg Glass (asst. principal) - (615) 472 - 4270

Tina Raulerson (asst. principal) - (615) 472 - 4270

Erin Caceres (asst. principal) - (615) 472 - 4270

Centennial High School  
5050 Mallory Lane  
Franklin, TN  
37064

Dear Neighbor,

We are writing to let you know of a proposed event on September 10th, 2021 from 2:15 – 2:45 p.m. On this day, Centennial High School would like to host its annual Homecoming parade. During this time Mallory Lane from Liberty Pike to W McEwen Drive would be shut down for approx. 30 minutes for the students to parade their class floats and teams from the back parking lot entrance of the school to the front parking lot entrance.

If you would like to contact someone in the City Administration's office regarding the event, you may contact the Public Outreach Specialist by e-mail at [CityofFranklin@FranklinTN.gov](mailto:CityofFranklin@FranklinTN.gov), by phone at 615-550- 6606, or by mail at 109 Third Avenue South, Franklin, TN 37064.

If you need to contact us, please do so by calling the school at (615) 472 – 4270.

We look forward to sharing this exciting day with you.

Regards,  
*Cat Evans, Sarah Shapiro, and Cassie Bates*  
Student Council Sponsors  
Centennial High School



We will be contacting the following businesses:

Taziki's Mediterranean Cafe

Little Caesars Pizza

Cool Springs Family Medicine

Subway

Blue Coast Burrito

Sonic

Baxter & Company Hair Salon

State Farm

Oscar's Taco Shop

Change Media

Super Express Lube

Coolsprings Car Wash

CVS

+ Any additional businesses within those same buildings



## STATE OF TENNESSEE DEPARTMENT OF REVENUE

CENTENNIAL HIGH SCHOOL  
5050 MALLORY LN  
FRANKLIN TN 37067-1398

**Effective Date:** July 1, 2019  
**Expiration Date:** June 30, 2023  
**Account No:** 1000387553-SLC  
**Exemption No:** 2113092608  
**Facility Address:**  
5050 MALLORY LN  
FRANKLIN TN 37067-1398

### Exempt Organizations or Institutions Sales and Use Tax Certificate of Exemption

This organization or institution qualifies for the authority to make sales and use tax exempt purchases of goods and services that it will use, consume or give away.

This authorization for exemption is limited to sales made directly to the referenced organization. This exemption certificate may not be used for sales made to individuals paying with personal checks or personal debit or credit cards, even if the individual is a representative or employee of the organization, and he or she will be reimbursed for the purchase. Sellers must refuse to accept the certificate when the sale is made to someone other than the organization.

This exemption certificate may not be used to make purchases without the payment of sales and use tax for other locations and may not be transferred to or used by any other person.

*Seller's Name*

*Seller's Address (City & State)*

I, \_\_\_\_\_, as an authorized representative of the taxpayer named above, affirm that the purchases qualify for the exemption and will be used at the location of the facility address referenced above. Under penalty of perjury, I affirm this to be a true and correct statement.

*Print Name of Authorized Representative*

*Signature of Authorized Representative*

*Date*

***Staff Conditions:***

Staff recommends approval of this event with the following conditions:

- Applicant will provide a Good Neighbor letter which will be distributed to affected neighborhoods.
- Applicant will provide certificate of insurance naming the City as additional insured.
- Applicant will hire recommended number of Franklin Police Officers to open/close streets and to provide security and traffic control.
- Staff will continue to work with organizers for specific requirements, including suggested safety guidelines and protocols as it relates to Covid-19.
- Event organizer will follow all CDC guidelines and any or all executive orders in place at the time of the event as they relate to large gatherings.
- Every effort will be made to give as much notice as possible, however, event organizers should be prepared to cancel or postpone large events and gatherings if required.
- The City Administrator or his designee may cancel or modify an event up to 24-hours prior to the opening of the event.
- Event organizers should continually assess current conditions regarding the spread of COVID-19 and engage with local public health officials when deciding whether to postpone, cancel, or reduce the number of attendees (if possible) for gatherings.
- Event organizer will have masks and hand sanitizer available for event staff and volunteers.
- If a mask mandate is in place, event staff and volunteers must wear masks. If a mask mandate is not in place, the event organizer will strongly encourage masks among event staff and volunteers.
- Provide hand washing stations and/or hand sanitizer and disinfectant wipes for attendees and participants.



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**File #: 21-02346**

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**DATE:** August 9, 2021  
**TO:** Board of Mayor and Aldermen  
**FROM:** Eric Stuckey, City Administrator  
Milissa Reiersen, Communications Manager  
Monique McCullough, Public Outreach Specialist

**SUBJECT:**

Consideration Of Event Permit For Franklin High School Homecoming Parade In Downtown Franklin On September 24, 2021.

**PURPOSE:**

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning the Franklin High School Homecoming Parade.

**BACKGROUND/STAFF COMMENTS:**

Franklin High School has requested an event permit for their annual Homecoming Parade. The parade stages along West Main Street from Five Points to (approximately) 11th Avenue. The parade begins at 10:30 a.m. The parade route goes down Main Street to 2nd Ave N and ends at Bicentennial Park. Estimated attendance is 1900.

**FINANCIAL IMPACT:**

Franklin High School is responsible for paying extra-duty Police Officers used to provide traffic control during the parade.

**RECOMMENDATION:**

Staff recommends that the Board of Mayor and Aldermen approve this event with the following conditions:

- Applicant will provide a Good Neighbor letter which will be distributed to affected neighborhoods.
- Applicant will provide a certificate of insurance naming the City as additional insured.
- Applicant will hire recommended number of Franklin Police Officers to open/close streets and to provide security and traffic control.
- Staff will continue to work with organizers for specific requirements, including suggested safety guidelines and protocols as it relates to Covid-19.



- Event organizer will follow all CDC guidelines and any or all executive orders in place at the time of the event as they relate to large gatherings.
- Every effort will be made to give as much notice as possible. However, event organizers should be prepared to cancel or postpone large events and gatherings if required.
- The City Administrator or his designee may cancel or modify an event up to 24-hours prior to the opening of the event.
- Event organizers should continually assess current conditions regarding the spread of COVID-19 and engage with local public health officials when deciding whether to postpone, cancel, or reduce the number of attendees (if possible) for gatherings.
- Event organizer will have masks and hand sanitizer available for event staff and volunteers.
- If a mask mandate is in place, event staff and volunteers must wear masks. If a mask mandate is not in place, the event organizer will strongly encourage masks among event staff and volunteers.
- Provide hand washing stations and/or hand sanitizer and disinfectant wipes for attendees and participants.



# 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:**

- Parade/March

1. **Name/purpose of event:** Franklin High School Homecoming Parade 2021

2. **Location Requested:** (if Temporary Street Closure, list major roads to be closed):

There are two options we could use for the parade route. The first option would be similar to our 2018 parade where the parade could take place on Main Street from the Starbucks intersection to 2nd avenue. Staging and parade lineup will be located between 11th avenue and 5th avenue. The parade will end turning left onto 2nd Avenue North and exiting back to FHS via North Margin Street. The second option would include the same staging area, but would have the parade loop around the 3rd Avenue roundabout and exit left on 3rd Avenue instead of traveling down to 2nd avenue. We made this adjustment in 2019 due to downtown construction. There are also two options we could use for pick up and drop off of students from buses. We could use the gravel lot on the corner of 2nd Avenue and North Margin Street that we used in 2018 or we could have buses pick up and drop off between 4th Avenue and North Margin Street near bicentennial park blocking off parking on 3rd Avenue similar to what we did in 2019 due to the downtown construction. We are prepared for either scenario.

3. **Date or dates of event:** 09/24/2021

4. **Start/End Times of Event:**

Parade begins: 10:30 am

Parade ends: 11:00 am

*What date/time will set-up begin?* 9/24/2021 9:15 AM

*What date/time will tear-down be complete?* 9/24/2021 11:00 AM

*\*Note: Event is responsible for cost of staff required during this time (including Franklin Police Officers). Read Additional Requirements section for more information).*

5. **Time of Street Closure** (if applicable):

10:20 - 11:00 am

6. **An estimated number expected to attend during the course of the event:**

Spectators/Attendees: 1,400

Event Staff/Volunteers: 500

Total: 1,900

7. **Name of applicant and Organization Requesting Permit:**

Casey Dowty - Williamson County Schools

**a) Address:** 1320 West Main Street Suite 202  
Franklin, TN 37064

**b) Phone:** 615-472-4040

**c) Cell:**

**d) Fax:**

**e) E-mail address:** casey.dowty@wcs.edu

8. **DETAILED description of event** (*use additional sheets*):

The FHS Homecoming parade is an annual event that many members of the community have come to look forward to each year. The FHS student council works with businesses of the downtown community to foster a spirit of community and make the parade and the homecoming a success and event of which the city may be proud. The FHS Homecoming parade provides an opportunity for the community to come together in support of the school. The floats and student cars provide an opportunity for students to display pride in their community and demonstrate spirit for their school. The parade is a positive tradition that many community members and alumni look forward to each year. Approximately 1400 students and additional community members and faculty will be spectators at the event while approximately 500 students and faculty will participate in the parade.

9. **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:** [Parade Map 2021.docx](#)

10. **Person in charge on day of event:** Casey Dowty

**Cell:** 2706276362

**E-mail address:** casey.dowty@wcs.edu

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

**Name:** Shane Pantall

**Cell:** 6154286462

**E-mail address:** shanep@wcs.edu

**Name:** Crystal Shaffer

**Cell:** 9522219601

**E-mail address:** crystal.shaffer@wcs.edu

- 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:** [Administrative Contact List for Parade Permit.docx](#)

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: [2019-20 W9 Tax Exemption for Parade.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.**  
N/A

25. **Will food, beverages, or merchandise be sold or given away?** No

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:**

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?** No

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:** [Good Neighbor Letter 2021.docx](#)

**Good Neighbor Letter Mailing List:**



HISTORIC  
FRANKLIN  
TENNESSEE

## 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: Casey Dosty Student Council Sponsor Date: 6-2-21  
(Signature and title - must be officer of organization)

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

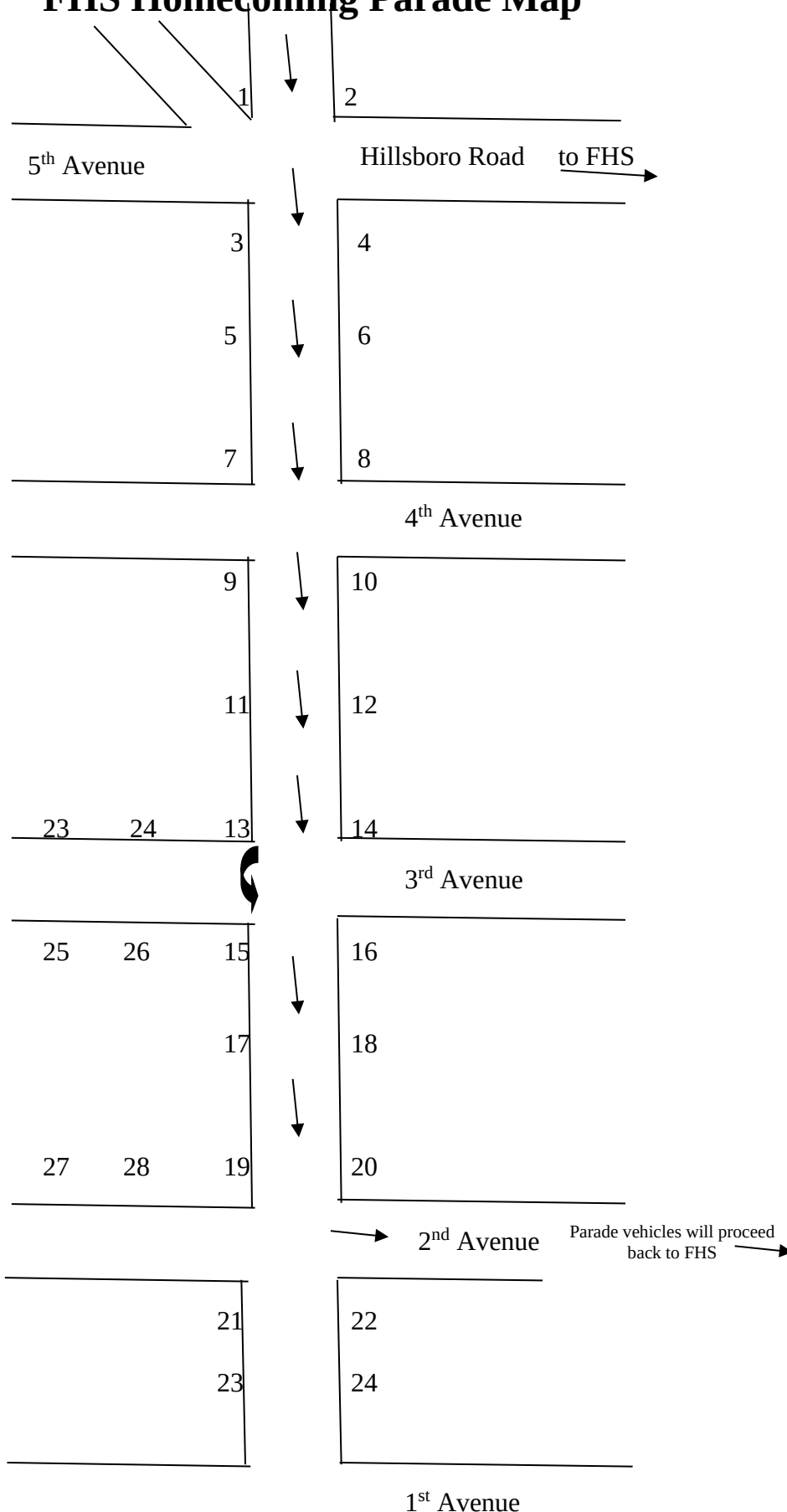
\_\_\_\_\_  
Dr. Ken Moore, Mayor

\_\_\_\_\_  
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) \*  
\*  
\*\*\*\*\*



# FHS Homecoming Parade Map

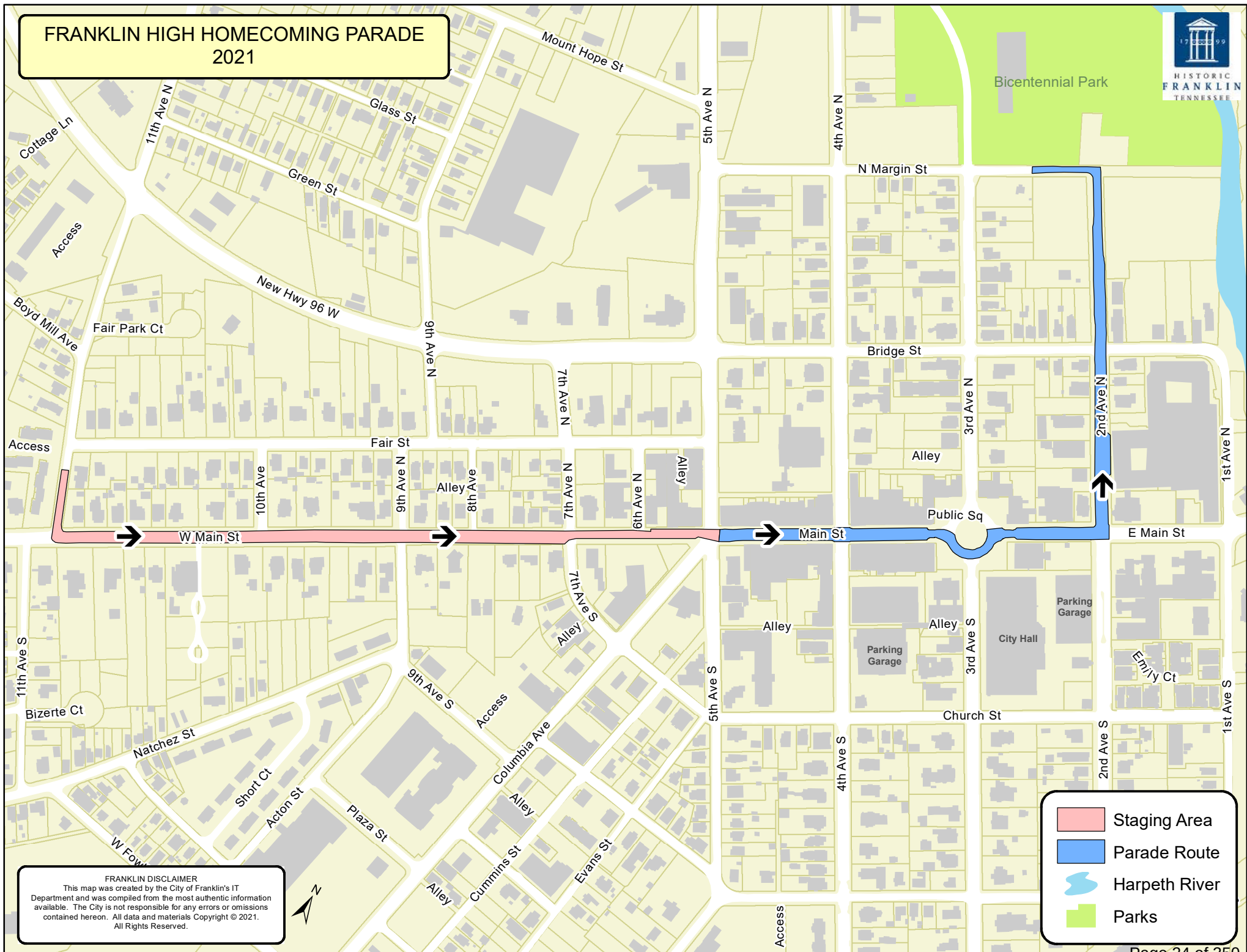


The Franklin High School Homecoming Parade will begin final staging on West Main Street. Cars and floats should approach West Main from 11<sup>th</sup> avenue. The parade will progress down Main Street turning left on 2nd Avenue to proceed back to FHS (or left onto 3rd Avenue depending on decision).

Buses will drop off and pick up on 3rd Avenue between 4th Avenue and N. Margin Street near Bicentennial Park (or in the gravel lot at the corner of 2nd Avenue and N. Margin Street).

Class floats need to be parked on the right side of West Main Street between 7<sup>th</sup> and 8<sup>th</sup> Avenues (in the wide shoulder) before the street becomes a one-way street. The floats need to be downtown by 9:15am on Friday, September 24, 2021. The parade will begin at 10:30am on Friday. Please be on time and make sure you allow enough time to transport your float.

# FRANKLIN HIGH HOMECOMING PARADE 2021



- Staging Area
- Parade Route
- Harpeth River
- Parks

**FRANKLIN DISCLAIMER**  
This map was created by the City of Franklin's IT Department and was compiled from the most authentic information available. The City is not responsible for any errors or omissions contained hereon. All data and materials Copyright © 2021. All Rights Reserved.

# Request for Taxpayer Identification Number and Certification

Give Form to the requester. Do not send to the IRS.

Go to [www.irs.gov/FormW9](http://www.irs.gov/FormW9) for instructions and the latest information.

Print or type.  
See Specific Instructions on page 3.

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.<br>Williamson County Schools Board of Education                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                     |
| 2 Business name/disregarded entity name, if different from above                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                     |
| 3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes.<br><br><input type="checkbox"/> Individual/sole proprietor or single-member LLC<br><input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶ _____<br><b>Note:</b> Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is not disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.<br><input checked="" type="checkbox"/> Other (see instructions) ▶ <b>Governmental Entity</b> | 4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):<br><br>Exempt payee code (if any) _____<br><br>Exemption from FATCA reporting code (if any) _____<br><br><i>(Applies to accounts maintained outside the U.S.)</i> |
| 5 Address (number, street, and apt. or suite no.) See instructions.<br>1320 W. Main St., Suite 202                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Requester's name and address (optional)                                                                                                                                                                                                                             |
| 6 City, state, and ZIP code<br>Franklin, TN 37046                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                     |
| 7 List account number(s) here (optional)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                     |

## Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

**Note:** If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

|                                |   |  |  |   |   |   |   |   |   |
|--------------------------------|---|--|--|---|---|---|---|---|---|
| Social security number         |   |  |  |   |   |   |   |   |   |
|                                |   |  |  | - |   |   |   |   |   |
| or                             |   |  |  |   |   |   |   |   |   |
| Employer identification number |   |  |  |   |   |   |   |   |   |
| 6                              | 2 |  |  | - | 6 | 0 | 0 | 9 | 1 |

## Part II Certification

Under penalties of perjury, I certify that:

- The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
- I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
- I am a U.S. citizen or other U.S. person (defined below); and
- The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

**Certification instructions.** You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

|           |                                                   |                  |
|-----------|---------------------------------------------------|------------------|
| Sign Here | Signature of U.S. person ▶ <i>Leslie A Holman</i> | Date ▶ 3-19-2019 |
|-----------|---------------------------------------------------|------------------|

## General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

**Future developments.** For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to [www.irs.gov/FormW9](http://www.irs.gov/FormW9).

## Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)

- Form 1099-DIV (dividends, including those from stocks or mutual funds)
  - Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
  - Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
  - Form 1099-S (proceeds from real estate transactions)
  - Form 1099-K (merchant card and third party network transactions)
  - Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
  - Form 1099-C (canceled debt)
  - Form 1099-A (acquisition or abandonment of secured property)
- Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See *What is backup withholding*, later.

All parade activities are being organized by the administration of Franklin High School in conjunction with the Student Council and the Student Council mentors. The organizers may be reached by contacting the school at 615-472-4450.

Principal - Shane Pantall: 615-428-6462

Student Council Sponsor – Casey Dowty: 270-627-6362

# Franklin High School

810 Hillsboro Road,  
Phone: (615) 472-4450

Principal: Shane Pantall

Assistant Principals: Sarah Reynolds,  
Jason Eubanks, Marlon Ruck,  
Edwin Ruth

Linda Carlson,

Franklin, TN 37064

Fax: (615) 472-4478

Counseling Center: Gina Cavender,

Angela Sawyers, Leticia Tullis,  
Carol Smith, Susan Womack  
Counseling Fax: (615) 472-4479

*An International Baccalaureate School*

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June 2, 2021

Dear Franklin Community,

It is with great excitement that we announce Friday, September 24, 2021 will be Franklin High School's Homecoming. Following our longstanding tradition, we will have a parade through downtown at 10:30 am on Homecoming Day. The students and faculty always anticipate with great excitement this day of celebration, as do many in the community. We appreciate all the support and encouragement the greater Franklin community regularly offers to our school, students, and staff. We invite you all to celebrate with us Franklin High's Tradition of Excellence and Homecoming festivities.

Please do not hesitate to contact us at school if we can be of any assistance to you as we continue to plan for Homecoming 2021.

Sincerely,

## Shane Pantall

Shane Pantall  
Principal, Franklin High School  
615-472-4450  
[shanep@wcs.edu](mailto:shanep@wcs.edu)



***Staff Conditions:***

Staff recommends approval of this event with the following conditions:

- Applicant will provide a Good Neighbor letter which will be distributed to affected neighborhoods.
- Applicant will provide certificate of insurance naming the City as additional insured.
- Applicant will hire recommended number of Franklin Police Officers to open/close streets and to provide security and traffic control.
- Staff will continue to work with organizers for specific requirements, including suggested safety guidelines and protocols as it relates to Covid-19.
- Event organizer will follow all CDC guidelines and any or all executive orders in place at the time of the event as they relate to large gatherings.
- Every effort will be made to give as much notice as possible, however, event organizers should be prepared to cancel or postpone large events and gatherings if required.
- The City Administrator or his designee may cancel or modify an event up to 24-hours prior to the opening of the event.
- Event organizers should continually assess current conditions regarding the spread of COVID-19 and engage with local public health officials when deciding whether to postpone, cancel, or reduce the number of attendees (if possible) for gatherings.
- Event organizer will have masks and hand sanitizer available for event staff and volunteers.
- If a mask mandate is in place, event staff and volunteers must wear masks. If a mask mandate is not in place, the event organizer will strongly encourage masks among event staff and volunteers.
- Provide hand washing stations and/or hand sanitizer and disinfectant wipes for attendees and participants.



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**File #: 21-02012**

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**DATE:** July 30, 2021  
**TO:** Board of Mayor and Aldermen  
**FROM:** Eric Stuckey, City Administrator  
**SUBJECT:**

Continued Discussion About The Future Use And Status Of A Ground Lease Between The Water Management Department Of The City Of Franklin And Cheekwood Golf Club For 54.12 Acres Of City Property Located Along The Southern Right-Of-Way Of The Mack Hatcher Parkway At Its Intersection With Spencer Creek Drive.  
WS 6/22/21; 7/13/21

**PURPOSE:**

The purpose of the item is to obtain guidance from the Board of Mayor and Aldermen about the future use and status of a ground lease between the Water Management Department of the City Of Franklin and Cheekwood Golf Club for 54.12 acres of City property located along the southern right-of-way of Mack Hatcher Parkway at its intersection with Spencer Creek Drive.

**BACKGROUND/STAFF COMMENTS:**

Since early spring Eric Stuckey, Shauna Billingsley, and Vernon Gerth have attempted to draft a ground lease with representatives of the Cheekwood Golf Club for use of the 54.12 acres of City property located along the southern right-of-way of Mack Hatcher Parkway at its intersection with Spencer Creek Drive. During this time and multiple meetings, significant concerns have been identified regarding the intensity of the proposed development which includes various aspects of the proposed uses. These concerns stem from the Cheekwood proposal that has evolved over the past four years from a modest club house, ground level driving range, and the reconfiguration of a nine hole golf course to a multi-recreational entertainment golf facility that includes 80 hitting bays in a multi-level structure and hours of operation extending into the late evening.

Since this item appeared on the June 22 and July 13 BOMA Worksessions no meaningful progress has been made in the drafting of a lease. During the August 10 BOMA Worksession, staff is seeking guidance on how to proceed.

**FINANCIAL IMPACT:**

Not applicable at this time.

**RECOMMENDATION:**

Since City staff and representatives of Cheekwood Golf Club have been unable to draft a ground lease, staff recommends that consideration of the pending Development Plan and Rezoning not be considered until a ground lease has been presented to the BOMA for review and guidance.



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**File #: 21-02327**

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**DATE:** August 3, 2021  
**TO:** Board of Mayor and Aldermen  
**FROM:** Eric Stuckey, City Administrator  
Lanaii Benne, Asst. City Recorder

**SUBJECT:**

Consideration Of Liquor License For HVD Ventures, LLC, DBA The Corner Wine And Spirits, (Michael Brett Craig and Ramesh Jivan Surati, Managing Agent) 1110 Hillsboro Road, Suite 120 A, Franklin, TN 37064.

**PURPOSE:**

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning the Retail License application received for an existing liquor store.

**BACKGROUND/STAFF COMMENTS:**

This existing store has added a 20% owner/partner and needs a City of Franklin Retail Certificate to obtain their ABC license in the new owner's name.

In accordance with policy, a background records check has been performed by the Franklin Police Department.

**FINANCIAL IMPACT:**

No financial impact is associated with this item.

**RECOMMENDATION:**

Staff recommends that the Board of Mayor and Aldermen approve the retail liquor license for Corner Wine & Spirits.



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HISTORIC  
**FRANKLIN**  
TENNESSEE

**RETAILER'S CERTIFICATE**

Pursuant to T.C.A. §57-3-208, the City of Franklin hereby certifies the following facts concerning application in the name of HVD Ventures, LLC, DBA Corner Wine & Spirits, owned by Michael Brett Craig and the managing agent, Ramesh Surati, who has made application for a retailer's license to handle alcoholic beverages at 1110 Hillsboro Road, Suite 120a, Franklin, TN 37064 (The Corner Wine and Spirits), which is within the corporate limits of the City of Franklin, Williamson County, Tennessee:

1. The owner(s) who are to be in actual charge of the business have not been convicted of any violation of the laws against possession, sale, manufacture, or transportation of beer or other alcoholic beverages, or of any felony, or of any crime involving moral turpitude, within the past ten (10) years immediately preceding the date of application, and will not violate any of the provisions of Tennessee Code Annotated, Title 57, Chapter 3;
2. The applicant(s) has secured a location for the business which complies with all restrictions of local law, ordinances, or resolutions, duly adopted by the local authorities as to location.
3. The applicant has complied with local laws, ordinances, and resolutions duly adopted by the local authority regulating the number of retail licenses to be issued within the jurisdiction.

This, the 14<sup>th</sup> Day of September, 2021.

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**Dr. Ken Moore**  
Mayor





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**File #: 21-02294**

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**DATE:** July 22, 2021  
**TO:** Board of Mayor and Aldermen  
**FROM:** Eric Stuckey, City Administrator  
Lisa Clayton, Director of Parks  
Paul Holzen, Director of Engineering  
Jonathan Marston, Asst. Director of Engineering  
Shahad Abdulrahman, Staff Engineer

**SUBJECT:**

\*Consideration Of COF Contract No. 2021-0203, A Professional Services Agreement With Lose Design For Construction Administration Services On The Freedom Ball Fields Project In The Amount Not-To-Exceed \$101,500.

**PURPOSE:**

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning a Professional Services Agreement (PSA) with Lose Design (Lose) for Construction Administration (CA) Services on the Freedom Ball Fields project.

**BACKGROUND/STAFF COMMENTS:**

On July 13, 2021, the BOMA approved Resolution 2021-105 to award the contract (COF Contract No. 2021-0078) for the construction of the Freedom Ball Fields project to Sain Construction Company in the amount of \$6,261,200. City staff will be performing the bulk of the day-to-day inspection for the project. However, additional assistance will be required from the design team during construction for the following tasks:

- Review & Approval of Specialty Shop Drawings & Submittals:
  - Architecture,
  - Landscape Architecture,
  - Electrical,
  - Mechanical & Plumbing, and
  - Structural.
- Periodic Site Visits & Meetings to ensure final products meet the intent of the design.

**FINANCIAL IMPACT:**

The not-to-exceed ceiling of this contract is \$101,500. Many of the site visit and meeting related tasks are to be performed only as needed and as authorized by City staff. This project is being

performed through a 50/50 cost sharing partnership with the Franklin Special School District (FSSD). The City costs for this contract are anticipated to be initially paid from the Capital Projects Fund, which corresponds to a General Ledger (GL) code of 310-89610-44700. The City's share of project costs is included in the approved Capital Investment Program.

**RECOMMENDATION:**

Staff recommends that the Board of Mayor and Aldermen approve COF Contract No. 2021-0203.

**CITY OF FRANKLIN, TENNESSEE  
PROFESSIONAL SERVICES AGREEMENT  
COF Contract No. 2021-0203**

THIS PROFESSIONAL SERVICES AGREEMENT ("Agreement") is by and between the City of Franklin, Tennessee ("City") and **LOSE DESIGN** ("Consultant"), who mutually agree as follows:

**DECLARATIONS.** The City desires to retain the Consultant to provide construction administration and related technical services in connection with the City's Freedom Ball Fields Project ("Project"). The Project is described as follows:

**Construction Administration (CA) Services for  
Freedom Ball Fields Project**

1. SCOPE OF SERVICES. The Consultant shall provide construction administration and related technical services for the Project in accordance with the Scope of Services ("Services") as found in Attachment A, which shall be considered as an integral part hereof.
2. The Consultant shall submit as a part of Attachment A an individual Fee Schedule and a Completion Schedule for the Project based on the detailed Scope of Services.
3. In event of a conflict between this Agreement and the attached document(s), this Agreement shall supersede conflicting terms and conditions.
4. The Consultant shall be paid on a monthly basis for work performed and as authorized by City staff based on the Fee Schedule as contained in Attachment A in the Amount Not to Exceed One Hundred One Thousand Five Hundred and No/100 Dollars (\$101,500.00).

**The Board of Mayor and Aldermen Approved this Agreement on the \_\_\_\_\_ Day of  
\_\_\_\_\_ 202\_\_.**

## **TERMS AND CONDITIONS FOR PROFESSIONAL SERVICES**

### **ARTICLE 1. SERVICES.** The Consultant will:

- 1.1 Act for the City in a professional manner, using that degree of care and skill ordinarily exercised by and consistent with standards of competent consultants using the standards in the industry:
- 1.2 Consider all reports to be confidential and distribute copies of the same only to those persons specifically designated by the City.
- 1.3 Perform all services under the general direction of a senior professional employee, licensed and/or registered in the State of Tennessee, when appropriate.
- 1.4 Designate, in writing, the sole Project representative to coordinate with the City the services to be provided, including all contact information.
- 1.5 Unless provided for in the Project's Scope of Services (Attachment A), the Consultant shall perform all Services with its own forces (employees). Should sub-consultants be proposed to be used on the Project, a listing of said sub-consultants with Services to be performed shall be provided. After approval of this Agreement, no substitute for sub-consultants shall be allowed unless approved by the City.
- 1.6 Retain pertinent records relating to the Services performed for a period of seven (7) years following the completion of the work; during this period the records shall be available for review by the City at all reasonable times.

### **ARTICLE 2. CITY'S RESPONSIBILITIES.** The City, or its authorized representative, will:

- 2.1 Provide the Consultant with all information regarding the Project, which is available to, or reasonably obtainable by, the City.
- 2.2 Furnish right-of-entry onto the Project site for the Consultant's necessary field studies and surveys. The Consultant will endeavor to restore the site to its original condition and shall remain solely liable for all damages, costs and expenses, including reasonable attorneys' fees, for failure to make such restoration.
- 2.3 Designate, in writing, the sole Project Representative to coordinate with and direct the Consultant, including all contact information.
- 2.4 Guarantee to the Consultant that it has the legal capacity to enter into this Agreement and that sufficient monies are available to fund the Consultant's compensation.

### **ARTICLE 3. GENERAL CONDITIONS.**

- 3.1 The Consultant, by the performance of Services covered hereunder, does not in any way assume, abridge or abrogate any of those duties, responsibilities or authorities customarily vested in other professionals or agencies participating in the Project.
- 3.2 The Consultant shall be responsible for the acts or omissions of any party involved in concurrent or subsequent phases of the Project acting upon written instruction issued by the Consultant.
- 3.3 Neither the City nor the Consultant may assign or transfer its duties or interest in this Agreement without written consent of the other party.
- 3.4 ALLOCATION OF RISK AND LIABILITY; GENERAL. Considering the potential liabilities that may exist during the performance of the services of this Agreement, the relative benefits and risks of the Project, and the Consultant's fee for the services rendered, and in consideration of the promises contained in this Agreement, the City and the Consultant agree to allocate and limit such liabilities in accordance with this Article.

- 3.5 INDEMNIFICATION. The Consultant agrees to indemnify and hold the City harmless from and against legal liability for all claims, judgments, losses, damages, and expenses to the extent such claims, judgments, losses, damages, or expenses are caused by the Consultant's negligent act, error or omission in the performance of the Services of this Agreement. In the event claims, judgments, losses, damages, or expenses are caused by the joint or concurrent negligence of the Consultant and the City, they shall be borne by each party in proportion to its own negligence.

3.5.1 SURVIVAL. The terms and conditions of this paragraph shall survive completion of this services agreement.

- 3.6 LIMITATIONS OF RESPONSIBILITY. The Consultant shall not be responsible for (a) construction means, methods, techniques, sequences, procedures, or safety precautions and programs in connection with the Project unless specifically undertaken in Attachment A, Scope of Services; (b) the failure of any contractor, subcontractor, consultant, or other Project participant, not under contract to the Consultant, to fulfill contractual responsibilities to the City or to comply with federal, state, or local laws, regulations, and codes; or (c) procuring permits, certificates, and licenses required for any construction unless such procurement responsibilities are specifically assigned to the Consultant in Attachment A, Scope of Services.

**ARTICLE 4. TERMINATION BY THE CITY.** The City may terminate this Agreement in accordance with the following terms and conditions:

- 4.1 TERMINATION FOR CONVENIENCE. The City may, when in the interests of the City, terminate performance under this Agreement with the Consultant, in whole or in part, for the convenience of the City. The City shall give written notice of such termination to the Consultant specifying when termination becomes effective. The Consultant shall incur no further obligations in connection with the work so terminated, other than warranties and guarantees for completed work and installed equipment, and the Consultant shall stop work when such termination becomes effective. The Consultant shall also terminate outstanding orders and subcontracts for the affected work. The Consultant shall settle the liabilities and claims arising out of the termination of subcontracts and orders. The City may direct the Consultant to assign the Consultant's right, title and interest under termination orders or subcontracts to the City or its designee. The Consultant shall transfer title and deliver to the City such completed or partially completed work and materials, equipment, parts, fixtures, information and Contract rights as the Consultant has in its possession or control. When terminated for convenience, the Consultant shall be compensated as follows:

- (1) The Consultant shall submit a termination claim to the City specifying the amounts due because of the termination for convenience together with costs, pricing or other data required by the City. If the Consultant fails to file a termination claim within one (1) year from the effective date of termination, the City shall pay the Consultant the amount the City deems the Consultant is due.
- (2) The City and the Consultant may agree to the compensation, if any, due to the Consultant hereunder.
- (3) Absent agreement to the amount due to the Consultant, the City shall pay the Consultant the following amounts:

- (a) Contract costs for labor, materials, equipment and other services accepted under this Agreement;
  - (b) Reasonable costs incurred in preparing to perform and in performing the terminated portion of the work, and in terminating the Consultant's performance, plus a fair and reasonable allowance for direct job site overhead and earned profit thereon (such profit shall not include anticipated profit or consequential damages); provided however, that if it reasonably appears that the Consultant would have not profited or would have sustained a loss if the entire Agreement would have been completed, no profit shall be allowed or included and the amount of compensation shall be reduced to reflect the anticipated rate of loss, if any;
- (4) The total sum to be paid the Consultant under this Section shall not exceed the total Agreement Price, as properly adjusted, reduced by the amount of payments otherwise made, and shall in no event include duplication of payment.

- 4.2 TERMINATION FOR CAUSE. If the Consultant does not perform the work, or any part thereof, in a timely manner, supply adequate labor, supervisory personnel or proper equipment or materials, or if it fails to timely discharge its obligations for labor, equipment and materials, or proceeds to disobey applicable law, or otherwise commits a violation of a material provision of this Agreement, then the City, in addition to any other rights it may have against the Consultant or others, may terminate the performance of the Consultant, in whole or in part at the City's sole option, and assume possession of the Project Plans and materials and may complete the work.

In such case, the Consultant shall not be paid further until the work is complete. After Completion has been achieved, if any portion of the Contract Price, as it may be modified hereunder, remains after the cost to the City of completing the work, including all costs and expenses of every nature incurred, has been deducted by the City, such remainder shall belong to the Consultant. Otherwise, the Consultant shall pay and make whole the City for such cost. This obligation for payment shall survive the termination of the Agreement.

In the event the employment of the Consultant is terminated by the City for cause pursuant to this Section and it is subsequently determined by a Court of competent jurisdiction that such termination was without cause, such termination shall thereupon be deemed a Termination for Convenience under this Section and the provisions of Section 4.1 shall apply.

- 4.3 TERMINATION FOR NON-APPROPRIATION. The City may also terminate this Agreement, in whole or in part, for non-appropriation of sufficient funds to complete or partially complete the Project, regardless of the source of such funds, and such termination shall be on the terms of Section 4.1.



- 4.4 The City's rights under this Section shall be in addition to those contained elsewhere herein or provided by law.

**ARTICLE 5. SCOPE OF SERVICES.** The Consultant shall provide the Services as described in Scope of Services attached hereto as Attachment A and incorporated herein by reference.

- 5.1 By mutual agreement, this Agreement and scope can be amended by the parties. The scope and fee for any additional tasks or services under such amendment shall be mutually negotiated and agreed to in writing prior to beginning such additional tasks or services.
- 5.2 ENVIRONMENTAL RESPONSIBILITY. Where drilling/sampling services are involved, the samples obtained from the Project site are the property of the City. Should any of these samples be recognized by the Consultant to be contaminated, the City shall remove them from the Consultant's custody and transport them to a disposal site, all in accordance with applicable government statutes, ordinances, and regulations. For all other samples, the Consultant shall retain them for a sixty (60)-day period following the submission of the drilling/sampling report unless the City directs otherwise; thereafter, the Consultant shall discard the samples in accordance with all federal, state and local laws.

**ARTICLE 6. SCHEDULE.**

- 6.1 TIME OF THE ESSENCE. The parties agree that time is of the essence with respect to the parties' performance of all provisions of the Agreement.
- 6.2 Before executing this Agreement, the Consultant shall have prepared and submitted for approval to the City a Completion Schedule for the Project with milestones for the various stages (tasks) of the Services as outlined in the Scope of Services. The Consultant shall submit and obtain the City's approval for any proposed changes to the logic, durations, sequences, or timing of tasks as approved in the Completion Schedule.
- 6.3 FORCE MAJEURE. Neither party will be liable to the other for any delay or failure to perform any of the services or obligations set forth in this Agreement due to causes beyond its reasonable control, and performance times will be considered extended for a period of time equivalent to the time lost because of such delay plus a reasonable period of time to allow the parties to recommence performance of their respective obligations hereunder. Should a circumstance of force majeure last more than ninety (90) days, either party may by written notice to the other terminate this Agreement. The term "force majeure" as used herein shall mean the following: acts of God; strikes, lockouts or other industrial disturbances; acts of public enemies; orders or restraints of any kind of the government of the United States or of the State or any of their departments, agencies or officials, or any civil or military authority; insurrections, riots, landslides, earthquakes, fires, storms, tornadoes, droughts, floods, explosions, breakage or accident to machinery, transmission pipes or canals; or any other cause or event not reasonably within the control of either party.
- 6.4 Should the City request changes in the scope, extent, or character of the Project, the fee and the time of performance of the Consultant's Services as indicated in Attachment A shall be adjusted equitably.

**ARTICLE 7. USE OF DOCUMENTS, DATA.**

- 7.1 All Documents, including, but not limited to, reports, drawings, specifications, and computer software prepared by the Consultant pursuant to this Agreement are

instruments of service in respect to the Project. The City shall retain an ownership and property interest therein whether or not the Project is completed.

7.1.1 USE OF DATA SYSTEMS. The City maintains all rights to data systems and data (including derivative or hidden data such as metadata) created and used by the Consultant through information supplied to the Consultant by the City.

7.1.2 DISCLOSURE OF DOCUMENTS/DATA. The City may be required to disclose documents or data under state or federal law. The City shall notify the Consultant if a request for data or documents has been made and shall give the Consultant a reasonable opportunity under the circumstances to respond to the request by redacting proprietary or other confidential information. The Consultant waives any right to confidentiality of any document, e-mail, or file it fails to clearly mark on each page as confidential or proprietary. In exchange, the Consultant agrees to indemnify, defend, and hold harmless the City for any claims by third parties relating thereto or arising out of (i) the City's failure to disclose such documents or information required to be disclosed by law, or (ii) the City's release of documents as a result of City's reliance upon the Consultant's representation that materials supplied by the Consultant (in full or redacted form) do not contain trade secrets or proprietary information, provided that the City impleads the Consultant and the Consultant assumes control over that claim.

7.2 By execution of this Agreement, the Consultant and its sub-consultant(s) grant the City a royalty-free, perpetual, irrevocable, and assignable license to use any and all intellectual property interest the Consultant or its sub-consultant(s) possess to any drawings, details, specifications, documents, and other information created before each of their first involvement with the Project and subsequently incorporated into the Project's documents. City-furnished data that may be relied upon by the Consultant is limited to the printed copies that are delivered to the Consultant pursuant to Article 2 of this Agreement. Any copyrighted electronic files furnished by the City shall be used by the Consultant only for the Project as described herein. The City's posting or publication of such documents created by the Consultant for the City shall constitute fair use and shall not constitute an infringement of the Consultant's copyright, if any.

7.3 Documents that may be relied upon by the City are limited to the printed copies (also known as hard copies) that are signed or sealed by the Consultant. Files in electronic media format of text, data, graphics, or of other types that are furnished by the Consultant to the City are only for convenience of the City, unless the delivery of the Project in electronic media format has been dictated in the Scope of Services attached hereto as Attachment A. Any conclusion or information obtained or derived from electronic files provided for convenience will be at the user's sole risk.

7.4 Because data stored in electronic media format can deteriorate or be modified inadvertently or otherwise without authorization of the data's creator, the party receiving electronic files agrees that it will perform acceptance tests or procedures within sixty (60) days, after which the receiving party shall be deemed to have accepted the data thus transferred. Any errors detected within the 60-day acceptance period will be corrected by the party delivering the electronic files. Unless stated otherwise herein, the Consultant shall not be responsible to maintain documents stored in electronic media format after acceptance by the City.

7.5 When transferring documents in electronic media format, the Consultant makes no representations as to long term compatibility, usability, or readability, of the documents

resulting from the use of software application packages, operating systems, or computer hardware differing from that as required of, and used by, the Consultant at the beginning of this Project.

- 7.6 The City may make and retain copies of documents for information and reference in connection with use on the Project by the City, or its authorized representative. Such documents are not intended or represented to be suitable for reuse by the City or others on extensions of the Project or on any other project. Any such reuse or modifications without written verification or adaptation by the Consultant, as appropriate for the specific purpose intended, will be at the City's sole risk and without liability or legal exposure to the Consultant or to the Consultant's sub-consultants.
- 7.7 If there is a discrepancy between the electronic files and the hard copies, the hard copies govern.
- 7.8 Any verification or adaptation of the documents for extensions of the Project or for any other project will entitle the Consultant to further compensation at rates to be agreed upon by the City and the Consultant.

#### **ARTICLE 8. INSURANCE.**

- 8.1 During the performance of the Services under this Agreement, the Consultant shall maintain the following minimum insurance:
  - a) General Liability Insurance with a combined single limit of \$1,000,000 per occurrence and \$2,000,000 annual aggregate.
  - b) Automobile Liability Insurance with a combined single limit of \$1,000,000 for each person and \$1,000,000 for each accident.
  - c) Workers' Compensation Insurance Coverage A in accordance with statutory requirements and Coverage B, Employer's Liability Insurance, with a limit of \$500,000 for each occurrence.
  - d) Professional Liability Insurance with a limit of \$1,000,000 annual aggregate.
- 8.2 The Consultant shall add the City an additional insured on all policies unless otherwise prohibited.
- 8.3 The Consultant shall, upon execution of this Agreement, furnish the City with certificates of insurance, which shall include a provision that such insurance shall not be canceled without at least thirty (30) days' written notice to the City.
- 8.4 No insurance, of whatever kind or type is to be considered as in any way limiting other parties' responsibility for damages resulting from their activities in the execution of the Project. The City agrees to include, or cause to be included, in the Project's construction contract, such requirements for insurance coverage and performance bonds by the Project's construction contractor as the City deems adequate to indemnify the City, the Consultant, and other concerned parties against claims for damages and to insure compliance of work performance and materials with Project requirements.

#### **ARTICLE 9. PAYMENT.**

- 9.1 The City will pay the Consultant for services and expenses in accordance with the Fee Schedule proposal submitted for the Project as part of the Scope of Services. The Consultant's invoices will be presented at the completion of the work or monthly and will be payable upon receipt. Payment is due upon presentation of invoice and is past due thirty (30) days from invoice date. The City shall give prompt written notice of any disputed amount and shall pay the remaining amount.

## **ARTICLE 10. MISCELLANEOUS PROVISIONS**

- 10.1 EQUAL EMPLOYMENT OPPORTUNITY. In connection with this Agreement and the Project, the City and the Consultant shall not discriminate against any employee or applicant for employment because of race, age, religion, color, gender, national origin, disability or marital status. The City and the Consultant will take affirmative action to ensure that the contractor used for the Project does not discriminate against any employee and employees are treated during employment without regard to their race, age, religion, color, gender, national origin, disability or marital status. Such action shall include, but not be limited to, the following: employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship.
- 10.1.1 The Consultant shall insert the foregoing provision in all contracts relating to this Project.
- 10.2 TITLE VI – CIVIL RIGHTS ACT OF 1964. The City and the Consultant shall comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d), 49 C.F.R., Part 21, and related statutes and regulations.
- 10.2.1 The Consultant shall insert the foregoing provision in all contracts relating to this Project.
- 10.3 NO THIRD-PARTY RIGHTS CREATED. The City and the Consultant each binds itself and its successors, executors, administrators, permitted assigns, legal representatives and, in the case of a partnership, its partners, to the other party to this Agreement and to their successors, executors, administrators, permitted assigns, legal representatives and partners of such other party in respect to all provisions of this Agreement. The Services provided for in this Agreement are for the sole use and benefit of the City and the Consultant. Nothing in this Agreement shall be construed to give any rights or benefits to anyone other than the City and the Consultant.
- 10.4 WARRANTIES/LIMITATION OF LIABILITY/WAIVER. The City reserves all rights afforded to local governments under law for all general and implied warranties. The City does not waive any rights it may have to all remedies provided by law and therefore any attempt by the Consultant to limit its liability shall be void and unenforceable.

## **ARTICLE 11. EXTENT OF AGREEMENT:**

- 11.1 APPLICABLE LAW/CHOICE OF FORUM AND VENUE. This Agreement is made under and will be construed in accordance with the laws of the State of Tennessee without giving effect to that state's choice of law rules. The parties' choice of forum and venue shall be exclusively in the courts of Williamson County, Tennessee. Any provision of this Agreement held to violate a law or regulation shall be deemed void, and all remaining provisions shall continue in force.
- 11.2 ENTIRE AGREEMENT. This Agreement, including these terms and conditions, represent the entire Agreement between the City and the Consultant for this Project and supersedes all prior negotiations, representations, or agreements, written or oral. This Agreement may be amended only by written instrument signed by the City and the Consultant.

**ARTICLE 12. DISPUTE RESOLUTION, BREACH.**

- 12.1 If a dispute should arise relating to the performance of or payment for the Services under this Agreement, the aggrieved party shall notify the other party of the dispute within a reasonable time after such dispute arises. During the pendency of any dispute, the parties shall continue diligently to fulfill their respective obligations hereunder. No arbitration or mediation shall be required as a condition precedent to filing any legal claim arising out of or relating to this Agreement. No arbitration or mediation shall be binding.
- 12.2 BREACH. Upon deliberate breach of the Agreement by either party, the non-breaching party shall be entitled to terminate the Agreement with notice, with all of the remedies it would have in the event of termination, and may also have such other remedies as it may be entitled to in law or in equity.

**ARTICLE 13. SURVIVAL.**

The provisions contained in this Professional Services Agreement shall survive the completion of or any termination of the Agreement, contract or other document to which it may accompany or incorporate by reference or which subsequently may be modified, unless expressly excepted from this Article upon consent of both parties.

**CITY OF FRANKLIN, TENNESSEE:**

**LOSE DESIGN:**

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Signature)

Name: Dr. Ken Moore

Name: \_\_\_\_\_

Title: Mayor

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Date: \_\_\_\_\_

**Approved as to Form:**

\_\_\_\_\_  
Maricruz R. Fincher, Staff Attorney



June 28, 2021

Ms. Lisa Clayton, Director of Parks  
City of Franklin Parks  
P.O. Box 305  
Franklin, TN 37065

RE: Ball Field Construction Administration - Franklin, TN

Dear Lisa,

Lose Design is pleased to offer its professional services for the Freedom Ball Fields project in Franklin, Tennessee. Services required include Construction Administration for Architecture, Electrical Engineering, Mechanical Engineering, Structural Engineering and Landscape Architecture. We look forward to helping move this project forward and support the partnership between Parks and Recreation and Franklin Special School District.

If this proposal is acceptable, please provide your authorization on the space provided on the attached signature page and return one signed copy to our office. Once the agreement is received, a fully executed contract will be forwarded for your files.

Sincerely,

LOSE DESIGN

A handwritten signature in black ink, appearing to read "J. Gulick", is written over a faint, circular, dotted-line stamp.

Joshua A. Gulick, PLA  
Associate Vice President

Attachments:  
Professional Services Agreement  
--Scope of Services/Fees



## PROFESSIONAL SERVICES AGREEMENT

### SCOPE OF SERVICES/FEES

#### *Freedom Ball Fields – Construction Administration*

#### *Franklin, Tennessee*

#### **Project Description**

Lose Design (Lose) understands that the City of Franklin, Parks and Recreation Department (Client, FPR) desires Lose to provide Construction Administration services during the anticipated twelve-month construction period for the new baseball and softball facilities at Freedom Middle School. The site is located at 2959 Del Rio Pike, Franklin, TN 37064 (parcel ID 063 05400 00109063, 063 05400 00009063). Lose understands that this project will be in conjunction with the Franklin Special School District, City of Franklin Parks and City of Franklin Engineering. Lose further understands that Engineering will be providing Construction Administration services and will be engaging Lose Design as required within scope and budget for this agreement.

#### **Task 1 - Project Management and Consultant Coordination**

This task will consist of the following:

- Coordination with sub consultants for deliverables, schedules, and coordinated site visits.
- Coordination with Engineering, Parks, and FSSD throughout the construction period for project updates, schedules, document requests of contractors.
- Project management services expected for task 1 - 6.

#### **Task 2 – Architecture Construction Administration**

This task will consist of the following:

- Attend one (1) pre-construction meeting
- Review shop drawings as requested by Contractor for Architectural elements.
- Perform one (1) substantial completion review walk-through and create a punch-list for the contractor.
- Perform construction closeout review and coordinate with the contractor to collect occupancy certificates.

#### **Task 2.1 – Architecture Construction Administration (As Requested)**

- Attend up to (1) Owner-Architect-Contractor meeting per month for up to 12 months of construction with one (1) staff member.
- Provide updates for construction progress after each meeting.
- Review of potential change orders.
- Up to five (5) site visits and observation for building permit requirements.

#### **Task 3 –Landscape Architecture Construction Administration**

This task will consist of the following:

- Attend one (1) pre-construction meeting with one (1) staff.
- Review of potential change orders.
- Review shop drawings as requested by Contractor for Landscape





- Architecture elements.
- Perform one (1) substantial completion review walk-through and create a punch-list for the contractor.
- Perform construction closeout review and coordinate with the contractor to collect occupancy certificates.

**Task 3.1 –Landscape Architecture Construction Administration (As Requested)**

- Attend up to (1) Owner-Architect-Contractor per month for up to 12 months of construction with one (1) staff member.

**Task 4–Electrical Engineering – Construction Administration**

This task will consist of the following:

- Lose will engage a registered electrical engineer to provide coordination and review of submittals and requests for information.

**Task 5–Mechanical and Plumbing Engineer – Construction Administration**

This task will consist of the following:

- Lose will engage a registered mechanical and plumbing engineer to provide coordination and review of submittals and requests for information.

**Task 6–Structural Engineering – Construction Administration**

This task will consist of the following:

- Lose will engage a registered structural engineer to provide coordination and review of submittals and requests for information.

**Exclusions**

- Attend monthly site visits. (unless requested by Client)
- Provide updates for construction progress after each site visit.
- Coordination with Parks and with Contractor for signage allowance allocation, and design of regulatory and directional signage.
- Coordination of Client and consultant meetings on site as requested by Client.
- Structural Engineer Site visits
- Electrical Engineer Site Visits
- Civil Engineering shop drawing review
- Provide updates for construction progress after each meeting.
- Professional Services other than those listed in the above Scope of Services
- Record Drawings and Calculations
- As-built drawings including stormwater as-builts
- Specialized environmental services other than those listed in the above Scope of Services
- Traffic Engineering Services
- Detailed Construction Inspections other than those listed in the above Scope of Services
- Attending FMPC and BOMA Meetings

**Client Responsibilities**

- General Conditions of this Agreement
- Providing Access to the Subject Parcel
- Traffic Engineering



- Bidding and contractor selection

### **Proposed Schedule**

- Services outlined above are for an anticipated construction period of up to 12 months.

### **Fees**

The services described herein will be provided on a Lump Sum (LS) or Hourly, Not to Exceed (H) basis as follows:

| <b><u>Description of Services</u></b>                    | <b><u>Fee Amount</u></b> |
|----------------------------------------------------------|--------------------------|
| 1 – Project Mgmt. and Consultant Coordination .....      | \$12,000.00 (H)          |
| 2 – Architecture Const. Admin.....                       | \$28,000.00 (H)          |
| 2.1 – Owner / Contractor meeting... (\$1,000/meeting)    | \$12,000.00 (H)*         |
| 2.1 – Building Permit site visits..... (\$1,000/meeting) | \$5,000.00 (H)*          |
| 3 –Landscape Const. Admin. ....                          | \$12,200.00(H)           |
| 3.1 –Landscape Const. Site Visits... (\$1,000/meeting)   | \$12,000.00 (H)*         |
| 4 – Electrical Engineering CA.....                       | \$3,600.00 (LS)          |
| 5 – Mechanical Engineering CA.....                       | \$5,500.00 (LS)          |
| 6 – Structural Engineering CA.....                       | \$11,200.00 (LS)         |
| Total .....                                              | <u>\$101,500.00</u>      |

Note: All submittal and application fees will be paid by Lose and reimbursed by the City.

(H)\* – Allowances will be billed hourly and performed on an as needed basis and as requested by City Engineering and within allotted budget.

#### **Remit Payment To:**

Lose Design  
Attn: Accounts Receivable  
2809 Foster Avenue  
Nashville, TN 37210

#### **Questions May Be Directed to:**

Tammy Boyte  
Controller  
[tboyte@lose.design](mailto:tboyte@lose.design)  
615-767-5811



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**File #: 21-02329**

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**DATE:** August 5, 2021

**TO:** Board of Mayor and Aldermen

**FROM:** Eric Stuckey, City Administrator  
Michelle Hatcher, Director of Water Management  
Patricia McNeese, Utilities Engineer  
Brian Goodwin, Asst. Director of Water Management

**SUBJECT:**

\*Consideration Of COF Contract No. 2021-0228, Utility Relocation Contract With TDOT For Lewisburg Pike Culvert Replacement.

**PURPOSE:**

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning the Utility Relocation Contract with TDOT for the Lewisburg Pike Culvert Replacement project.

**BACKGROUND/STAFF COMMENTS:**

The City and TDOT are participating in a project to replace a culvert on Lewisburg Pike near Flank Circle. During the review of the plans for the project it was discovered that a 12-inch water line would need to be relocated as it would interfere with the new culvert. This water line relocation is proposed to be part of the State move-in contract for the project. If the contract is not signed, the work will be excluded from the State move-in contract and the City of Franklin will be financially responsible for relocating the water line during the project.

The design of the waterline is being performed by the consultant performing the design of the culvert replacement. The WMD has a capital project planned for future improvement of this line by raising it up in elevation from it's current depth. This improvement will raise the depth of the line to that point, in anticipation of the full project occurring in the future.

**FINANCIAL IMPACT:**

The estimated cost as determined by the design engineer is \$139,250.00. This will be funded from the Water Distribution Operating Fund and was not included in the current approved budget.

**RECOMMENDATION:**

Staff recommends that the Board of Mayor and Aldermen approve COF Contract No. 2021-0228.



94014-4239-04

Contract No. 9106

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## UTILITY RELOCATION CONTRACT

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THIS CONTRACT made and entered into by and between the **State of Tennessee** acting through its Department of Transportation, hereinafter called "TDOT", and **City of Franklin (Water)**, hereinafter called the "Utility".

### WITNESSETH:

WHEREAS, TDOT plans to construct PIN Number **128227.00, SR-106 Bridge – Culvert Replacement** located in **Williamson County**, Tennessee (hereinafter called the "Project"), and for said Project to be constructed it will be necessary for the Utility to relocate certain of its facilities, **100** percent of which are located on public highway right-of-way and **0** percent of which are located on private utility right-of-way; and

WHEREAS, the Utility has furnished TDOT with an estimate, plans, and specifications showing the cost and manner of relocating these facilities, which estimate is in the amount of **\$139,250.00**, including the amount of **\$0.00** for the cost of engineering, which may be inclusive of preliminary engineering authorized on **December 2, 2020**; including the amount of **\$0.00** for the cost of inspection provided by the Utility; including the amount of **\$0.00** for the cost of betterment to the Utility's facilities (hereinafter called the "Betterment Cost"), and including the amount of **\$139,250.00** for deposit for the utility work in the State contract, and of which **0** percent represents the pro-rata share to which the Utility is entitled to reimbursement for relocation of utility facilities located on private utility right-of-way, and **100** percent represents the pro-rata share for relocation of utility facilities located on public highway right-of-way, reimbursement being for the cost of construction, engineering, and inspection on private utility right-of-way, but excluding inspection on public highway right-of-way, betterment, and the cost over the maximum TDOT reimbursement amount; and

WHEREAS, TDOT is liable for the relocation of utility facilities located on private utility right-of-way but is not liable for adjustment of the facilities located on publicly owned right-of-way or for any utility betterment costs; and

WHEREAS, the parties want to enter into a contract to provide for the relocation of the Utility's facilities in conjunction with this highway construction project, and the Utility has requested TDOT to undertake the hereinafter described utility relocation work in its highway construction contract; and

WHEREAS, it is in the mutual interest of the parties that this utility relocation work be performed together with the proposed highway construction;

NOW, THEREFORE, in consideration of these premises and the mutual promises contained herein, it is agreed by and between the parties as follows:

**1. (a)** TDOT will show the proposed relocation of the Utility's facilities on TDOT's highway construction plans as project cost items and will receive bids for same by its highway contractor as a part of the contract for construction of the above mentioned Project. TDOT will be responsible for having its contractor perform the aforesaid utility relocation work in accordance with TDOT's construction contract, including the project plans, standard specifications, special provisions, and the utility relocation plans and specifications heretofore agreed upon by and between the parties hereto, all of which are incorporated herein by reference.

**(b)** The Utility agrees to reimburse TDOT for the Utility's Cost. Reimbursement shall be based on the agreed percentage of the actual cost of the Utility's Cost items as shown on the project plans incorporated herein by reference. It is further agreed that the Utility will make payment to TDOT in the amount of the estimated cost of the Utility's Cost items prior to advertisement for bids. The Utility may provide these funds by one of the following means:

A. A check made payable to the order of and sent to TDOT; or

B. Documentation of a deposit made only by wire or by immediate credit transfer with the Treasurer of the State.

In the event said deposit exceeds the aggregate amount of the Utility's Cost charges, the difference will be refunded to the Utility. In the event said Utility's Cost charges exceed the deposit, the Utility agrees to reimburse TDOT for such additional amount.

**(c)** The Utility agrees that TDOT may advertise for and receive bids for the construction of the Project, including the proposed relocation of the Utility's facilities, and award and enter into contract with the lowest responsible bidder.

**(d)** The Utility agrees that any memoranda or other information concerning the estimated cost of the proposed relocation of the Utility's facilities will not directly or indirectly be released or disclosed to potential bidders except to the extent that the utility may otherwise be required to do so by law.

**(e)** Neither the Utility nor any affiliate or subsidiary thereof shall participate directly or indirectly as a bidder for any part of the Utility's relocation work to be performed under a contract to be awarded by TDOT. The Utility further agrees that no employee, officer, or agent of the Utility shall participate in the selection or in the award or administration of a contract for the performance of any part of the Utility's relocation work if a real or apparent conflict of interest would be involved. Such a conflict of interest would arise when the employee, officer, or agent, or any member of his or her immediate family, or his or her partner, or an organization which employs or is about to employ any of the above, has a substantial financial interest, such as five-percent (5%) or greater ownership interest, or other interest in the firm selected for a subcontract to perform the Utility's relocation work for this Project. Neither the Utility nor any affiliate, subsidiary, employee, officer, or agent of the Utility shall solicit or accept gratuities, favors, or anything of monetary value, except an unsolicited gift having nominal monetary value, from contractors or bidders.

- (f) It is also understood and agreed that TDOT, in its sole discretion, may reject any and all bids submitted for the construction of said Project without any liability whatsoever to the Utility.
2. It is further agreed that in letting the contract with respect to the proposed relocation of the Utility's facilities, TDOT is acting solely in accommodation of the Utility and shall have no liability to the Utility for any damages or claims arising out of acts or omissions on the part of TDOT's contractor. The Utility agrees that it will not hold TDOT responsible for any claims arising out of the inclusion of the Utility's items of work in TDOT's highway construction contract. Under this contract, "TDOT" shall include any and all officers and employees of the State of Tennessee acting within the scope of their employment with the State of Tennessee.
3. (a) The Utility has acquired or shall acquire all utility rights-of-way outside of the proposed public highway right-of-way as may be needed to relocate its utility facilities, including any betterment, and the Utility shall provide TDOT and its contractor with the rights to use these utility rights-of-way for construction purposes. The Utility further agrees that it has acquired or will acquire these rights-of-way at no cost to TDOT except insofar as TDOT may be liable to reimburse the Utility for the replacement of previously owned private utility rights-of-way as may be provided in a separate contract between the parties.
- (b) The Utility agrees to transfer to TDOT that portion of the previously owned private utility rights-of-way being vacated by the Utility and within the Project proposed right-of-way as needed for highway purposes.
4. The Utility agrees that:
- (a) The Utility will perform the utility engineering work provided for in this Contract by its own forces and/or consultant engineering services approved by TDOT.
- (b) It will develop the utility engineering costs in accordance with the current provisions of 23 CFR §645.117.
5. The Utility shall have the right and responsibility to inspect and approve, prior to TDOT's release of its highway contractor's bond, all items of utility relocation work, including betterment, to be performed under the proposed highway construction contract to ensure that the relocation is completed in accordance with this Contract and all applicable specifications and safety codes. The Utility shall provide progressive inspection reports to TDOT in accordance with the current TDOT Construction Circular Letter section 105.07 "Utilities Diaries and Inspection Procedures" incorporated herein by reference. TDOT agrees that it will reimburse the Utility the pro-rata share for the inspection of utility facilities on private utility right-of-way when the utility relocation is completed in accordance with the approved relocation plans, incorporated herein by reference. The inspection of utility facilities on public highway right-of-way shall be performed at no cost to TDOT.
6. The Utility agrees to comply with all current, applicable provisions of 23 CFR Subpart 645A, which are incorporated herein by reference; provided, however, that provisions for review, approval, authorization and participation by the Federal Highway Administration set forth in 23 CFR Subpart 645A shall not apply to the



extent that the Project is not a federal-aid project. The Utility acknowledges possession of 23 CFR Subpart 645A.

7. The Utility agrees to comply with all current, applicable provisions of the Guidelines for Governmentwide Debarment and Suspension of 2 CFR §180.355 through §180.365 which are incorporated herein by reference. The Utility acknowledges possession of 2 CFR Part 180 and the requirements of the attached FHWA Form 1273, Section X – Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion.
8. The Utility agrees to comply with all current, applicable provisions of the Buy America requirements established under 23 USC § 313 and 23 CFR § 635.410. In accordance with guidance provided by the Federal Highway Administration, the Utility agrees that all products used in the Utility's relocation work that are manufactured of steel or iron shall be manufactured in the United States. For the purposes of applying this Buy America requirement and determining whether a product is a steel or iron manufactured product, the job site includes any sites where precast concrete products that are incorporated into the Utility's relocation work are manufactured.
9. Subject to the provisions of this paragraph and as otherwise provided in this Contract, TDOT agrees to reimburse the Utility for the Utility's reimbursable costs associated with the relocation of the Utility's facilities, as follows:
  - (a) The Utility shall perform any work in accordance with the estimate of cost and plans as approved by TDOT and incorporated herein by reference. The estimate of cost and schedule of work are attached hereto as Exhibit "A".
  - (b) The Utility may perform preliminary engineering to generate the schedule of calendar days, color coded relocation plans and estimate of cost as needed for TDOT to generate the this agreement. Costs incurred for preliminary engineering prior to the execution date of this agreement are eligible for reimbursement as long as they were incurred after the preliminary authorization date. Any costs for consultant engineering shall also be eligible for reimbursement as long as they are incurred after consultant authorization.
  - (c) Any change in the approved estimate of cost or plans shall require the prior written approval of TDOT. TDOT agrees to review and, if acceptable, approve such requests for change in a timely manner, and TDOT agrees to cooperate with the Utility to resolve, if possible, any objections TDOT may have to such requested changes.
  - (d) TDOT shall reimburse the Utility for such direct and indirect costs as are allowable under the current provisions of 23 CFR Subpart 645A. Any claim for costs that would be ineligible for Federal reimbursement under 23 CFR Subpart 645A on a federal-aid project shall be ineligible for reimbursement by TDOT on this Project, whether it is or is not a federal-aid project.

- (e) The Utility shall develop and record all costs in a manner consistent with the current provisions of 23 CFR §645.117 as of the effective date of this Contract and as approved by TDOT.
- (f) The Utility shall submit all requests for payment by invoice, in form and substance acceptable to TDOT, with all necessary supporting documentation, prior to any reimbursement of allowable costs. Such invoices shall indicate, at a minimum, the amount charged by allowable cost line-item for the period invoiced, the amount charged by line-item to date, the total amount charged for the period invoiced, and the total amount charged under the Contract to date.
- (g) The Utility may submit invoices for interim payments during the progress of the work; provided, however, that such interim payments may be approved only up to a maximum of eighty percent (80%) of the approved estimate of cost attached hereto as Exhibit “A” to this Contract, and any remaining reimbursable costs must be submitted on the final bill. Such invoices for interim payments shall be submitted no more often than monthly.
- (h) TDOT shall, unless it has good faith and reasonable objections to the Utility’s invoice for interim payment, use its best efforts to issue payment based on the Utility’s invoice within forty-five (45) days after receipt. If, however, TDOT has good faith and reasonable objections to the Utility’s invoice(s) or any part thereof, TDOT shall specifically identify those objections in writing to the Utility so as to allow the parties to address them in a prompt manner. If the invoice is otherwise acceptable, TDOT shall only withhold payment(s) as to those cost items it has specified in its written notice of objections to the Utility. All other reimbursable cost items set out in the Utility’s invoice shall be paid by TDOT.
- (i) Subject to the Utility’s right to bill on an interim basis as described above, the Utility shall by invoice provide one final and complete billing of all costs incurred within one year following the completion of the Utility relocation work in its entirety. Otherwise, any previous payments to the Utility may be considered final, and the Utility may be deemed to have waived any claim for additional payments, except as TDOT and Utility may have agreed otherwise in writing before the end of that year.
- (j) The Utility’s invoice(s) shall be subject to reduction for amounts included in any invoice or payment theretofore made which are determined by TDOT, on the basis of audits or monitoring conducted in accordance with the terms of this Contract, not to constitute allowable costs. The payment of an invoice shall not prejudice TDOT’s right to object to or question any invoice or matter in relation thereto. Such payment by TDOT shall neither be construed as acceptance of the work nor as final approval of any of the costs invoiced therein.
- (k) The Utility’s invoice(s) shall include a Buy America certification attesting that all products used in the Utility’s relocation work that are manufactured of steel or iron comply with the Buy America requirements set forth in 23 USC § 313 and 23 CFR § 635.410 and as further described in paragraph 8 of this Contract.

- 10.** The Utility agrees that its cost records will be subject to inspection at any reasonable time by representatives of TDOT before or after final payment for reimbursable work. In the event any costs are determined not to be allowable under provisions of this Contract, the Utility agrees to repay TDOT such amount of ineligible costs included within payments made by TDOT.
- 11.** The Utility shall keep and maintain accurate records by which all invoices can be verified. The books, records, and documents of the Utility, insofar as they relate to work performed or money received under this Contract, shall be maintained for a period of three (3) full years after final payment has been received by the Utility and shall be subject to audit at any reasonable time and upon reasonable notice by TDOT, the Comptroller of the Treasury, or their duly appointed representatives during this three year period. The financial statements shall be prepared in accordance with generally accepted accounting principles.
- 12.** In the event that funds are not appropriated or are otherwise unavailable, TDOT reserves the right to terminate this Contract upon written notice to the Utility. Said termination shall not be deemed a breach of Contract by TDOT. Upon receipt of the written notice, the Utility shall cease all work associated with the Contract, except as may be reasonably necessary to return the Utility's facilities to safe operation. Should such an event occur, the Utility shall be entitled to compensation for all costs of relocation reimbursable under 23 CFR Subpart 645A (in accordance with paragraph 9 of this Contract) for work completed as of the termination date or in accordance with this provision. Upon such termination, the Utility shall have no right to recover from TDOT any actual, general, special, incidental, consequential, or any other damages whatsoever of any description or amount.
- 13.** The Utility agrees, to the extent provided by law, that it will be solely responsible for any and all claims, liabilities, losses, and causes of action which may arise, accrue, or result to any person, firm, corporation, or other entity which may be injured or damaged as a result of acts, omissions, or negligence on the part of the Utility, its employees, its contractors, or any person acting for or on its or their behalf in the performance of the Utility's relocation work relating to this Contract. The Utility further agrees that it will not hold TDOT responsible for any such claims. Under this Contract, "TDOT" shall include any and all officers and employees of the State of Tennessee acting within the scope of their employment.

In the event that TDOT is sued for damages arising from acts, omissions, or negligence by the Utility or its employees, the Utility shall cooperate in TDOT's defense. TDOT shall give the Utility written notice of any such claim or suit, and the Utility shall have full right and obligation to conduct the Utility's own defense thereof. Nothing contained herein shall be deemed to accord to the Utility, through its attorney(s), the right to represent TDOT in any legal matter, such rights being governed by Tennessee Code Annotated, Section 8-6-106.

- 14.** TDOT shall have no liability except as specifically provided in this Contract.
- 15.** This Contract may be modified only by a written amendment executed by the parties hereto.

- 16.** Failure by any party to this Contract to insist in any one or more cases upon the strict performance of any of the terms, covenants, conditions, or provisions of this Contract shall not be construed as a waiver or relinquishment of any such term, covenant, condition, or provision. No term, covenant, condition or provision of this Contract shall be held to be waived, modified, or deleted except by written amendment signed by the parties hereto.
- 17.** The Utility hereby agrees that no person shall be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination in the performance of this Contract or in the employment practices of the Utility on the grounds of disability, age, race, color, religion, sex, national origin, or any classification protected by the Constitution or statutes of the United States or the State of Tennessee. The Utility shall post in conspicuous places, available to all employees and applicants, notices of nondiscrimination.
- 18.** The Utility shall comply with all applicable federal and state laws and regulations in the performance of its duties under this Contract. The Utility agrees that failure of the Utility to comply with this provision may subject the Utility to the repayment of all State funds expended, under this Contract.
- 19.** This Contract shall be binding upon and shall inure to the benefit of the parties hereto, their respective heirs, legal representatives, successors and assigns. Time is of the essence of this Contract.
- 20.** The parties hereto, in the performance of this contract, shall not act as employees, partners, joint ventures, or associates of one another. It is expressly acknowledged by the parties hereto that such parties are independent contracting entities and that nothing in this contract shall be construed to create an employer/employee relationship or to allow either to exercise control or direction over the manner or method by which the other transacts its business affairs or provides its usual services. The employees or agents of one party shall not be deemed or construed to be the employees or agents of the other party for any purpose whatsoever.
- 21.** This Contract shall be governed by and construed in accordance with the laws of the State of Tennessee. The Utility acknowledges and agrees that any rights or claims against the State of Tennessee or its employees hereunder, and any remedies arising therefrom, shall be subject to and limited to those rights and remedies, if any, available under Tennessee Code Annotated, Sections 9-8-101 through 9-8-407.
- 22.** If any terms, covenants, conditions or provisions of this Contract are held to be invalid or unenforceable as a matter of law, the other terms, covenants, conditions and provisions hereof shall not be affected thereby and shall remain in full force and effect. To this end, the terms and conditions of this Contract are declared severable.
- 23.** TDOT and the Utility agree that any notice provided for in this Contract or concerning this Contract shall be in writing and shall be made by personal delivery, by certified mail (return receipt requested), by nationally recognized overnight delivery service (such as FedEx or UPS), or by facsimile transmission (provided that notice shall also be given in one of the other methods prescribed herein) addressed

to the respective party at the appropriate facsimile number or address as set forth below or to such other party, facsimile number, or address as may be hereafter specified by written notice.

To TDOT:

Tennessee Department of Transportation  
Attention: State Utility Coordinator  
Suite 600, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0329  
Facsimile Number: (615) 532-1548

With a copy if requested by TDOT to:

John H. Reinbold, General Counsel  
Suite 300, James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0326  
Facsimile Number: (615) 532-5988

To the Utility:

Attention: \_\_\_\_\_

Facsimile Number: \_\_\_\_\_

With a copy if requested by Utility to:

Attention: \_\_\_\_\_

Facsimile Number: \_\_\_\_\_

**IN WITNESS WHEREOF**, the parties have executed this contract.

UTILITY

**City of Franklin (Water)**

STATE OF TENNESSEE  
DEPARTMENT OF  
TRANSPORTATION

BY: \_\_\_\_\_

TITLE: \_\_\_\_\_

DATE: \_\_\_\_\_

BY: \_\_\_\_\_

Clay Bright  
Commissioner

DATE: \_\_\_\_\_

Approved as to form:

APPROVED AS TO FORM AND  
LEGALITY:

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

BY: \_\_\_\_\_  
John H. Reinbold  
General Counsel

**REQUIRED CONTRACT PROVISIONS  
FEDERAL-AID CONSTRUCTION CONTRACTS**

**X. Compliance with Governmentwide Suspension and Debarment Requirements**

**X. CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION**

This provision is applicable to all Federal-aid construction contracts, design-build contracts, subcontracts, lower-tier subcontracts, purchase orders, lease agreements, consultant contracts or any other covered transaction requiring FHWA approval or that is estimated to cost \$25,000 or more – as defined in 2 CFR Parts 180 and 1200.

**1. Instructions for Certification – First Tier Participants:**

a. By signing and submitting this proposal, the prospective first tier participant is providing the certification set out below.

b. The inability of a person to provide the certification set out below will not necessarily result in denial of participation in this covered transaction. The prospective first tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective first tier participant to furnish a certification or an explanation shall disqualify such a person from participation in this transaction.

c. The certification in this clause is a material representation of fact upon which reliance was placed when the contracting agency determined to enter into this transaction. If it is later determined that the prospective participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the contracting agency may terminate this transaction for cause or default.

d. The prospective first tier participant shall provide immediate written notice to the contracting agency to whom this proposal is submitted if any time the prospective first tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

e. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

f. The prospective first tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

g. The prospective first tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transactions," provided by the department or contracting agency, entering into this covered

transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

h. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

i. Nothing contained in the foregoing shall be construed to require the establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of the prospective participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

j. Except for transactions authorized under paragraph (f) of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

**2. Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – First Tier Participants:**

a. The prospective first tier participant certifies to the best of its knowledge and belief, that it and its principals:

(1) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;

(2) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(3) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in paragraph (a)(2) of this certification; and

(4) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

b. Where the prospective participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**2. Instructions for Certification - Lower Tier Participants:**

(Applicable to all subcontracts, purchase orders and other lower tier transactions requiring prior FHWA approval or estimated to cost \$25,000 or more - 2 CFR Parts 180 and 1200)

a. By signing and submitting this proposal, the prospective lower tier is providing the certification set out below.

b. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department, or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

c. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous by reason of changed circumstances.

d. The terms "covered transaction," "debarred," "suspended," "ineligible," "participant," "person," "principal," and "voluntarily excluded," as used in this clause, are defined in 2 CFR Parts 180 and 1200. You may contact the person to which this proposal is submitted for assistance in obtaining a copy of those regulations. "First Tier Covered Transactions" refers to any covered transaction between a grantee or subgrantee of Federal funds and a participant (such as the prime or general contract). "Lower Tier Covered Transactions" refers to any covered transaction under a First Tier Covered Transaction (such as subcontracts). "First Tier Participant" refers to the participant who has entered into a covered transaction with a grantee or subgrantee of Federal funds (such as the prime or general contractor). "Lower Tier Participant" refers any participant who has entered into a covered transaction with a First Tier Participant or other Lower Tier Participants (such as subcontractors and suppliers).

e. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

f. The prospective lower tier participant further agrees by submitting this proposal that it will include this clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all

solicitations for lower tier covered transactions exceeding the \$25,000 threshold.

g. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that is not debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any lower tier prospective participants, each participant may, but is not required to, check the Excluded Parties List System website (<https://www.epls.gov/>), which is compiled by the General Services Administration.

h. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

i. Except for transactions authorized under paragraph e of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

**Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion--Lower Tier Participants:**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.



**CIRCULAR LETTER****Section: 105.07 Cooperation with Utilities****Number: 105.07-04****Subject: Utility Diaries and Inspection Procedures****Date: December 15, 2007**

On all projects requiring utility relocations, Form DT-0667 "Project Utility Diary" is to be used to document said relocations whether the work is reimbursable or not. When a utility is relocating at its own expense or under a lump sum reimbursement contract, the "Description of Work Performed" section will be the only notation required. The notation shall indicate if the relocation is a non reimbursable or lump sum reimbursable contract. Form DT-0667 fulfills the requirements for documentation detailed in Section 109.05 of the Department of Transportation Construction Manual and Section 18-7 of the Standard Utility Procedures Manual.

- 1 Form DT-0667 is to be completed in the field by the utility inspector.
- 2 The original or white sheet is to be transmitted to the TDOT Project Supervisor's office and bound.
- 3 The first copy or yellow sheet is to be transmitted to the utility company on reimbursable relocations.
- 4 The second copy or pink sheet is to be retained in the utility diary.

If the utility relocation is included in the state contract, the utility will be responsible for inspecting all phases of the relocation, per TCA 54-5-804, 2003 Public Chapter 86. The TDOT inspector shall document the utility work activities performed in the daily project diaries. The inspector provided by the utility company will:

- 1 Complete Form DT-0667 as described above and submit it each estimate period, as directed by the TDOT Project Supervisor. Along with the item descriptions, the inspector will include the quantities and stations of installed items.
- 2 Complete "Installed Item Certification" portion of Form DT-1716 and submit it each estimate period, as directed by the TDOT Project Supervisor. This form will be signed to certify that the items installed during that estimate period met all applicable specifications.
- 3 Complete and attach Form DT-1716A to DT-1716 and submit it each estimate period, as directed by the TDOT Project Supervisor. This form will be used to summarize, by project number, the utility items installed during that estimate period. The TDOT inspector shall sign Form DT-1716A after ensuring it is consistent with the utility diaries and daily project diaries. The completed Form DT-1716A shall be referenced in the progress pay quantity documentation.
- 4 Complete "Final Acceptance of Work" portion of Form DT-1716 and submit it to the TDOT Project Supervisor's office when the utility relocation work is complete.

## LABOR

UTILITY REPRESENTATIVE:

(For "Work Order" Reimbursable Projects)

MATERIALS REMOVED

[illegible]

**Distribution of copies:**  
**White:** Reg. Eng.  
**Yellow:** Utility Co.  
**Pink:** Field

DT-0667  
Rev. 4-90

**UTILITY ITEM CERTIFICATION/FINAL ACCEPTANCE****Contract Number:** \_\_\_\_\_ **Utility Company:** \_\_\_\_\_**Project Number(s):** \_\_\_\_\_ **Utility Inspector:** \_\_\_\_\_

Print

**County(ies):** \_\_\_\_\_

**Instructions:** Please check appropriate box (or boxes) and fill out required information. For **Installed Item Certification**, attach **Summary of Installed Utility Items** sheet(s) for each project number and submit each estimate period as directed by the TDOT Project Supervisor.

☐ **Installed Item Certification**

On behalf of the above utility company, I certify that the materials used for the item(s) listed on the following page(s) meet and were installed in accordance with all applicable specifications. Any pertinent shop drawings or engineering changes have been approved.

**Estimate Period:** \_\_\_\_\_ **to** \_\_\_\_\_\_\_\_\_\_  
**Utility Inspector Signature**\_\_\_\_\_  
**Date**☐ **Final Acceptance of Work**

I certify that the utility relocation work is complete and is accepted by the above utility company.

\_\_\_\_\_  
**Utility Inspector Signature**\_\_\_\_\_  
**Date**

**Estimate Period:** \_\_\_\_\_ to \_\_\_\_\_

[illegible]

Page 64 of 350



## Buy America

Rev. 12-23-2013

The Tennessee Department of Transportation (TDOT) in compliance with Federal Highway Administration (FHWA) directive **Effective February 29, 2016**

All utility and railroad relocation construction must comply with 23 U.S.C. 313 and 23 CFR 635.410 **Buy America requirements**

All Utility / Railroad invoices submitted to TDOT for Payment  
**MUST ATTACH THIS CERTIFICATION.**

---

Utility / Railroad Name

---

Street Address

---

City

---

State

---

Zip

**Certification:** All products used in the relocation construction and identified in the attached invoice that are manufactured of steel or iron for permanent installation meet or exceed the requirements set forth in 23 USC 313 and 23 CFR 635.410 Buy America requirements.

Certification documentation is available for review that includes but is not limited to, if available, the Mill Test Report (MTR) for ALL steel products that have the certification statement (or similar) that the steel/iron was "melted and manufactured in the United States." All manufacturing processes and coatings applied thereon have occurred in the United States.

Per the Utility / Railroad Relocation Contract:

The Utility / Railroad agrees to comply with all current, applicable provisions of 23 CFR 645A / 23 CFR 140 and 23 CFR 646.

The Utility acknowledges possession of 23 CFR 645A / The Railroad acknowledges possession of 23 CFR 140 and 23 CFR 646.

The Utility / Railroad is subject to audit for a period of three (3) full years after final payment has been received.

The Utility / Railroad shall comply with all applicable federal and state laws and regulations in the performance of its duties under this Contract. The Utility / Railroad agrees that remedies for non-compliance are set out in the applicable regulations and the Contract.

**I have reviewed the material provided herein and attached and hereby certify ALL material on the attached invoice is in compliance with Buy America requirements.**

---

Signature of representative Authorized for financial obligations

---

Title

---

Date

# Code of Federal Regulations

## *Title 23 United States Code, Section 313*

### **§ 313. Buy America**

- (a) Notwithstanding any other provision of law, the Secretary of Transportation shall not obligate any funds authorized to be appropriated to carry out the Surface Transportation Assistance Act of 1982 (96 Stat. 2097) or this title and administered by the Department of Transportation, unless steel, iron, and manufactured products used in such project are produced in the United States.
- (b) The provisions of subsection (a) of this section shall not apply where the Secretary finds--
- (1) that their application would be inconsistent with the public interest;
  - (2) that such materials and products are not produced in the United States in sufficient and reasonably available quantities and of a satisfactory quality; or
  - (3) that inclusion of domestic material will increase the cost of the overall project contract by more than 25 percent.
- [(4) Redesignated (3)]
- (c) For purposes of this section, in calculating components' costs, labor costs involved in final assembly shall not be included in the calculation.
- (d) The Secretary of Transportation shall not impose any limitation or condition on assistance provided under the Surface Transportation Assistance Act of 1982 (96 Stat. 2097) or this title that restricts any State from imposing more stringent requirements than this section on the use of articles, materials, and supplies mined, produced, or manufactured in foreign countries in projects carried out with such assistance or restricts any recipient of such assistance from complying with such State imposed requirements.
- (e) Intentional violations.--If it has been determined by a court or Federal agency that any person intentionally--
- (1) affixed a label bearing a "Made in America" inscription, or any inscription with the same meaning, to any product used in projects to which this section applies, sold in or shipped to the United States that was not made in the United States; or
  - (2) represented that any product used in projects to which this section applies, sold in or shipped to the United States that was not produced in the United States, was produced in the United States;
- that person shall be ineligible to receive any contract or subcontract made with funds authorized under the Intermodal Surface Transportation Efficiency Act of 1991 pursuant to the debarment, suspension, and ineligibility procedures in subpart 9.4 of chapter 1 of title 48, Code of Federal Regulations.
- (f) Limitation on applicability of waivers to products produced in certain foreign countries.--If the Secretary, in consultation with the United States Trade Representative, determines that--
- (1) a foreign country is a party to an agreement with the United States and pursuant to that agreement the head of an agency of the United States has waived the requirements of this section, and
  - (2) the foreign country has violated the terms of the agreement by discriminating against products covered by this section that are produced in the United States and are covered by the agreement,
- the provisions of subsection (b) shall not apply to products produced in that foreign country.

[(g) Redesignated (f)]

Updated: 04/07/2011

**The following link is the current FHWA site for Buy America compliance and shall be reviewed:**

**<http://www.fhwa.dot.gov/construction/cqit/buyam.cfm>**

# Code of Federal Regulations

## Title 23 – Highways

Volume: 1

Date: 2001-04-01

Original Date: 2001-04-01

Title: Section 635.410 - Buy America requirements.

Context: Title 23 - Highways.

CHAPTER I - FEDERAL HIGHWAY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION.

SUBCHAPTER F - TRANSPORTATION INFRASTRUCTURE MANAGEMENT.

PART 635 - CONSTRUCTION AND MAINTENANCE.

Subpart D - General Material Requirements.

### § 635.410 Buy America requirements.

(a) The provisions of this section shall prevail and be given precedence over any requirements of this subpart which are contrary to this section. However, nothing in this section shall be construed to be contrary to the requirements of § 635.409(a) of this subpart.

(b) No Federal-aid highway construction project is to be authorized for advertisement or otherwise authorized to proceed unless at least one of the following requirements is met:

(1) The project either: (i) Includes no permanently incorporated steel or iron materials, or (ii) if steel or iron materials are to be used, all manufacturing processes, including application of a coating, for these materials must occur in the United States. Coating includes all processes which protect or enhance the value of the material to which the coating is applied.

(2) The State has standard contract provisions that require the use of domestic materials and products, including steel and iron materials, to the same or greater extent as the provisions set forth in this section.

(3) The State elects to include alternate bid provisions for foreign and domestic steel and iron materials which comply with the following requirements. Any procedure for obtaining alternate bids based on furnishing foreign steel and iron materials which is acceptable to the Division Administrator may be used. The contract provisions must (i) require all bidders to submit a bid based on furnishing domestic steel and iron materials, and (ii) clearly state that the contract will be awarded to the bidder who submits the lowest total bid based on furnishing domestic steel and iron materials unless such total bid exceeds the lowest total bid based on furnishing foreign steel and iron materials by more than 25 percent.

(4) When steel and iron materials are used in a project, the requirements of this section do not prevent a minimal use of foreign steel and iron materials, if the cost of such materials used does not exceed one-tenth of one percent (0.1 percent) of the total contract cost or \$2,500, whichever is greater. For purposes of this paragraph, the cost is that shown to be the value of the steel and iron products as they are delivered to the project.

(c)(1) A State may request a waiver of the provisions of this section if;

(i) The application of those provisions would be inconsistent with the public interest; or

(ii) Steel and iron materials/products are not produced in the United States in sufficient and reasonably available quantities which are of a satisfactory quality.

(2) A request for waiver, accompanied by supporting information, must be submitted in writing to the Regional Federal Highway Administrator (RFHWA) through the FHWA Division Administrator. A request must be submitted sufficiently in advance of the need for the waiver in order to allow time for proper review and action on the request. The RFHWA will have approval authority on the request.

(3) Requests for waivers may be made for specific projects, or for certain materials or products in specific geographic areas, or for combinations of both, depending on the circumstances.

(4) The denial of the request by the RFHWA may be appealed by the State to the Federal Highway Administrator (Administrator), whose action on the request shall be considered administratively final.

(5) A request for a waiver which involves nationwide public interest or availability issues or more than one FHWA region may be submitted by the RFHWA to the Administrator for action.

(6) A request for waiver and an appeal from a denial of a request must include facts and justification to support the granting of the waiver. The FHWA response to a request or appeal will be in writing and made available to the public upon request. Any request for a nationwide waiver and FHWA's action on such a request may be published in the **Federal Register** for public comment.

(7) In determining whether the waivers described in paragraph (c)(1) of this section will be granted, the FHWA will consider all appropriate factors including, but not limited to, cost, administrative burden, and delay that would be imposed if the provision were not waived.

(d) Standard State and Federal-aid contract procedures may be used to assure compliance with the requirements of this section.

[48 FR 53104, Nov. 25, 1983, as amended at 49 FR 18821, May 3, 1984; 58 FR 38975, July 21, 1993]

**Editorial Note:** For a waiver document affecting § 635.410, see 60 FR 15478, Mar. 24, 1995.

Updated: 04/26/2012



**City of Franklin, Water, PIN 128227.00**

## UTILITY ENGINEERING AND RELOCATION ESTIMATE

### UTILITY INFORMATION

Utility Name: City of Franklin Water Management Department

Utility Address: 109 3rd Avenue South

City, State: Franklin, TN Zip Code: 37064

Phone: 615-794-4554 Fax:

Contact Name: Brian Goodwin

Email: [brian.goodwin@franklinTN.gov](mailto:brian.goodwin@franklinTN.gov)

### CONSULTANT INFORMATION

Consultant Name: Alfred Benesch and Co.

Consultant Address: 574 Franklin Rd., Suite 300

Franklin, TN Zip Code: 37069

Phone: 615-988-2882 Fax:

Contact Name: Brian Ralstin, PE

Email: [bralstin@benesch.com](mailto:bralstin@benesch.com)

### TDOT PROJECT INFORMATION

Project Description: SR 106 Culvert Replacement at L.M. 13.65

Federal Project No.:

State Project No.: 94014-4240-04

County(ies): Williamson

**Revision 07/03/2015**





Project No: 94014-4240-04  
 County: Williamson  
 Date: April 20, 2021

## EXHIBIT A

**\*\*Submittal and completion of this form is required for consideration of reimbursement on this project.\*\***

**Primary Contact:** Brian Goodwin  
**E-mail:** brian.goodwin@franklin.tn.gov **Phone:** 615-794-4554  
**Secondary Contact:**  
**E-mail:** **Phone:**  
**Utility Name:** City of Franklin Water Management Department  
**Address:** 109 3rd Avenue South  
**City, State:** Franklin, TN **Zip:** 37064  
 Percent On Private: 0% Private ROW - #Poles / Length of facility: 0  
 Percent On Public: 100% Public ROW - #Poles / Length of facility: 100  
 Total Percentage: 100% Total #Poles / Length of facility: 100

Is Utility Chapter 86 Certified (Obtained from Certification Sheet)? ☒ N

(If project does not qualify for Chapter 86 Reimbursement, then "Percent on Private" will be used to calculate total amount due to Utility)

**NO COST / NO REIMBURSEMENT (STOP HERE, REMAINDER OF FORM IS NOT REQUIRED)** ☐

## CHAPTER 86

**REIMBURSEMENT** MOVE PRIOR ☐  
**REQUESTED** MOVE IN State Contract ☐  
 (Please check ONE) Other ☐

## NON-CHAPTER 86

% Private / Public Relocation ☐  
 % Private / Public MOVE IN State Contract ☒ 100% Utility's Cost  
 Utility Replacement Easement Reimbursement ☐

## ENGINEERING

| Description                     | Amount      |
|---------------------------------|-------------|
| Pre-Construction                | \$ -        |
| Construction                    | \$ -        |
| Construction Inspection Private | \$ -        |
| Construction Inspection Public  | \$ -        |
| Reimbursable Expenses           | \$ -        |
| <b>ENGINEERING COST:</b>        | <b>\$ -</b> |

## CONSTRUCTION (LABOR &amp; MATERIAL)

| Description                         | Amount               |
|-------------------------------------|----------------------|
| Installation Labor                  | \$ 139,250.00        |
| Installation Materials              | \$ -                 |
| Removal Labor                       | \$ -                 |
| Site Costs                          | \$ -                 |
| Material Provided to State          | \$ -                 |
| Salvage Materials                   | \$ -                 |
| Non-Usable Materials                | \$ -                 |
| <b>ESTIMATED CONSTRUCTION COST:</b> | <b>\$ 139,250.00</b> |

## BETTERMENT

| Description                                 | Amount      |
|---------------------------------------------|-------------|
| Installation Labor                          | \$ -        |
| Installation Materials                      | \$ -        |
| <b>ESTIMATED UTILITY BETTERMENT COST:</b>   | <b>\$ -</b> |
| <b>ESTIMATED REPLACEMENT EASEMENT COST:</b> | <b>\$ -</b> |

If cost is listed above, separate Easement Contract is needed

**ESTIMATED TOTAL CONSTRUCTION COST:** **\$ 139,250.00**

## UTILITY REIMBURSEMENT

|                                  |      |
|----------------------------------|------|
| CHAPTER 86 MOVE-IN CONTRACT:     | \$ - |
| CHAPTER 86 MOVE PRIOR:           | \$ - |
| NON-CHAPTER 86 MOVE-IN CONTRACT: | \$ - |
| NON-CHAPTER 86 % PUBLIC/PRIVATE: | \$ - |

Does Estimate Exceed \$1.75M Cap? - N

Does Estimate Require 75% Cap? - N

## UTILITY DEPOSIT (IF APPLICABLE)

|                                     |                     |
|-------------------------------------|---------------------|
| RELOCATION EXCEEDS \$1.75M CAP:     | \$0.00              |
| AMOUNT OVER 75% REIMBURSEMENT:      | \$0.00              |
| ESTIMATED UTILITY BETTERMENT COST:  | \$0.00              |
| NON-CHAPTER 86 MOVE-IN CONS'T COST: | \$139,250.00        |
| <b>TOTAL UTILITY DEPOSIT:</b>       | <b>\$139,250.00</b> |

The Utility will reference the page number where designated on the form when other Detail Cost Estimate sheets are attached.

## LABOR

TOTAL INSTALLATION COSTS

(To Page 4.1; F44)

(To Page 4.1; F44)

( To Page 4.1; F48)

(To Page 4.1; F45)

(To Page 4.1; F56)

( To Page 4.1; F57)

## SITE COSTS

|  |                     |        |
|--|---------------------|--------|
|  | TOTAL REMOVAL COSTS | \$0.00 |
|--|---------------------|--------|

(To Page 4.1; F46)

(To Page 4.1; F46)

(To Page 4.1; F49)

(To Page 4.1; F50)

**Clearing & Grubbing:**

TOTAL SITE COST

(To Page 4.1; F47)



# Chapter 86 Certification

In accordance with Tennessee Department of Transportation policy number 340-07, the following information is provided with regards to required compliance documentation for utility relocation reimbursement in accordance with TCA 54-5-804 and TCA 54-5-854.

PROJECT #/S: 94014-4240-04 COUNTY/S: Williamson

FEDERAL: \_\_\_\_\_ PIN: 128227

- The utility is seeking reimbursement under provisions of TCA 54-5-804 as amended by Public Acts 2003, Chapter number 86.
- To the best of my knowledge the utility is in compliance with TCA § 54-5-804(a)(1) and this policy in that the utility has returned its relocation plan, schedule, and cost estimate to the Department within 120 days after receipt of the Department's project plans, or within such additional time as may be allowed in accordance with TCA § 54-5-854(b).
- To the best of my knowledge the utility is in compliance with TCA 54-5-804(b) in that the utility has a valid permit to locate its utility facility on the public highway right-of-way.
- The utility is eligible for reimbursement in accordance with the Limitation provisions of the TDOT Policy 340-07 in that it is:  
Municipally Owned ☒ Utility District ☐ Utility Cooperative ☐
- The utility is considered to be a specific utility category listed in accordance with the Limitation provisions of the TDOT Policy 340-07:  
☒ Water  
☐ Waste Water  
☐ Gas ☐ Distribution ☐ Transmission  
☐ Electric ☐ Distribution ☐ Transmission  
☐ Communication ☐ CATV ☐ Phone ☐ Fiberoptic ☐ Broadband  
☐ Street Lighting  
☐ Other \_\_\_\_\_

**Signature indicates this individual has the legal authority to sign contracts and agreements to obligate the utility.**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Print Name: Eric Stuckey

Title: City Administrator

Utility Name: City of Franklin Water Management Department

Utility Address: 109 3rd Avenue South

City, State, Zip: Franklin, TN 37065

Phone Number: 615-794-4554

Fax Number: \_\_\_\_\_

Email Address: eric.stuckey@franklintn.gov



# Declaration of Scheduled Calendar Days

**Project Number:** 94014-4240-04
**Date:** April 20, 2021
**Description:** SR 106 Culvert Replacement at L.M. 13.65
**County:** Williamson
**Utility Name:** City of Franklin Water Management Department
**Address:** 109 3rd Avenue South
**City, State:** Franklin, TN
**Zip Code:** 37064
**Phone Number:** 615-794-4554
**Fax Number:** \_\_\_\_\_

**Type of Facilities:** ☒ Water ☐ Sewer ☐ Gas ☐ Telephone ☐ Electric  
☐ CATV ☐ Fiberoptic ☐ Other

**Required Period services cannot be interrupted:** Services will not be interrupted without authorization from City

All estimated days should be expressed in "Calendar" days to complete installation, relocation or adjustment of the utility facilities on the above referenced project. The utility can as an option submit an "On or Before" date all work will be completed. In accordance with provisions set forth in TCA 54-5-854.

| Task                                                        | Days to Complete | Special Conditions          |
|-------------------------------------------------------------|------------------|-----------------------------|
| Stock Pile Material (Including ordering material)           | 40               | See Notes 1, 2, 3 & 4 Below |
| Mobilize Work Force (including Bidding process if Required) | 10               | See Notes 1, 2, 3 & 4 Below |
| Complete Relocation                                         | 10               | See Notes 1, 2, 3 & 4 Below |
| Total Days To Complete                                      | 60               | See Notes 1, 2, 3 & 4 Below |

## Special Conditions:

Note 1: Prior to any work on the water line, the contractor shall contact the City of Franklin Water Management Department a minimum of 7 days prior to scheduling the work.

Note 2: The Water Management Department will review and approve shop drawings for all components of the water system. The shop drawings need to be submitted prior to ordering materials.

Note 3: The Water Management Department will be responsible for the operation of all valves within the water system.

Note 4: All work shall be done in accordance with the City of Franklin Standard Water Line Construction Specifications

*Bum C. Gordon* 06/04/2021

Signature of submitting  
Utility Representative

Date

*I. Z. Egle*

Signature of submitting  
State Representative

6/4/2021

Date

**Subject to provisions of the TDOT Utility Office Maintenance of Traffic Procedures.**

## TDOT Utility Office Maintenance of Traffic Procedures.

Except in emergencies, no lane closures will be permitted on any state routes with 30,000 or greater Average Daily traffic or any interstate routes, without the explicit consent of the TDOT Project Engineer. On projects where work is required in traffic lane(s) or where a lane closure is necessary for public safety, the Utility must submit a request to the Department at least seven (7) working days prior to the date of the anticipated lane closure(s). All requests for lane closure(s) must list the exact location, the time that the closure will begin, the estimated duration and reasons for the proposed lane closure(s).

If all lanes in one or both directions on an interstate route are to be closed for any length of time, the Utility must submit their request at least fourteen (14) calendar days before the anticipated event.

No lane closures or traffic restrictions will be allowed on the following days

### **Good Friday**

### **Easter**

After 6:00 pm on the Thursday preceding Good Friday through and including Easter Sunday

### **Memorial Day**

After 12:00 noon on the preceding Friday through Memorial Day

### **July 4**

The observed holiday and preceding day plus weekend days either preceding or following these two days

### **Labor Day**

After 12:00 noon on the preceding Friday through Labor Day

### **Thanksgiving**

After 12:00 noon on Wednesday before Thanksgiving through Sunday following Thanksgiving

### **Christmas/New year's Day**

December 24 through January 1 and any preceding and/or following days that fall on a weekend

Offroad work will be allowed but only to the extent that NO impact will be caused to the highway users.

During any suspension of work, the Utility shall make passable and shall open to traffic such portions of the project and temporary roadways or portions thereof as may be directed by the TDOT Project Engineer for the temporary accommodation of necessary traffic during the anticipated period of suspension. Thereafter, and until issuance of an order for the resumption of construction operations, the maintenance of the temporary route or line of travel will be by the Utility. When work is resumed, the Utility will replace or renew any work or materials lost or damaged because of such temporary use of the project; shall remove, to the extent directed by the TDOT Project Engineer, any work or materials used in the temporary maintenance, and shall complete the project in every respect as though its prosecution had been continuous.



**STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION**

**RIGHT OF WAY DIVISION**  
SUITE 600, JAMES K. POLK BUILDING  
NASHVILLE, TENNESSEE 37243-1402  
(615) 741-3196

**CLAY BRIGHT**  
COMMISSIONER

**BILL LEE**  
GOVERNOR

June 4, 2021

**FINAL NOTICE**

**Attention : Brian Goodwin**  
**Utility Name : City of Franklin**  
**Utility address: 109 3<sup>rd</sup> Avenue South, Franklin, TN 37064**  
**Type : Water**

**PROJECT# : 94014-4240-04**

**COUNTY/S: Williamson**

**FEDERAL# :**

**PIN #: 128227.00**

**DESCRIPTION: SR-106 Culvert Replacement at LM 13.65**

Dear Sir/Madame:

On **6/14/21**, utility reimbursement contract number **9106** was sent which included work in the State contract for which the utility is responsible for and is obligated to pay the State the estimated amount of **\$139,250.00**. The Utility must provide these funds as instructed below:

- A. A check payable to the order of "Department of Transportation".
- B. Please, write **project #** and **contract #** on the check for proper credit.
- C. Mail check to address on top of this page, to attention of "Ms. Monica Cromer".

**All deposits should be finalized and received no later than ASAP. Original signed utility relocation contracts, utility relocation construction plans (pdf format), electronic specifications, and excel quantities file must also be received on or prior to this date.** Our records indicate that you have either not made the required deposit yet or have another previously mentioned item missing. Under State law, the deposit must be received by this date or the utility work will be removed from the State contract which may result in the utility being ineligible for reimbursement for costs under provisions of TCA 54-5-804 if applicable. Failure to submit any of these items may result in your work being excluded from the State contract and the utility being put to work at their own cost.

Should you have any questions, contact me immediately.

Sincerely,

A handwritten signature in blue ink that reads "Monica Cromer".

**Monica Cromer** | Asst. State Utility Coordinator  
Right of Way Division  
James K. Polk Bldg, 6<sup>th</sup> Floor  
505 Deaderick Street, Nashville, TN 37243  
p. 615-741-3331

CC: File





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**File #: 21-02340**

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**DATE:** August 5, 2021  
**TO:** Board of Mayor and Aldermen  
**FROM:** Eric Stuckey, City Administrator  
Michelle Hatcher, Director of Water Management  
Shauna Billingsley, City Attorney

**SUBJECT:**

Consideration Of COF Contract No. 2021-0218 With The City Of Brentwood For An Interlocal Agreement For Provision Of Sanitary Sewer Service For 1852 Wilson Pike (Map 061 Parcel 00800).

**PURPOSE:**

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning an interlocal agreement with the City of Brentwood regarding sanitary sewer service to 1852 Wilson Pike.

**BACKGROUND/STAFF COMMENTS:**

The property located at 1852 Wilson Pike lies within the City of Franklin limits and is currently not served by the City's sanitary sewer collection system and cannot feasibly be served by the City's system. This property is adjacent to an existing development in the City of Brentwood, in which sanitary sewer service is available to naturally flow by gravity.

In 2008, the City of Brentwood acknowledged they could provide sewer service to this property and would like to formally receive approval from the Board of Mayor and Alderman that Brentwood can provide service to this property.

**FINANCIAL IMPACT:**

N/A

**RECOMMENDATION:**

Staff recommends that the Board of Mayor and Aldermen approve COF Contract No. 2021-0218 with the City of Brentwood to allow Brentwood to provide sanitary sewer service to 1852 Wilson Pike.

**INTERLOCAL AGREEMENT FOR  
PROVISION OF SANITARY SEWER SERVICE**

COB Contract No. 2021-114

COF Contract No. 2021-0218

**THIS INTERLOCAL AGREEMENT**, (“Agreement”), is entered into by and between the CITY OF FRANKLIN, TENNESSEE (“Franklin”), and the CITY OF BRENTWOOD, TENNESSEE (“Brentwood”), pursuant to the Interlocal Cooperation Act, Tenn. Code Ann. §§ 12-9-101, et. seq.

**WITNESSETH:**

**WHEREAS**, both Franklin and Brentwood are authorized to own, acquire, construct, extend, equip, operate, and maintain sewer systems within or without their corporate limits pursuant to Tenn. Code Ann. § 7-35-401; and

**WHEREAS**, Tenn. Code Ann. § 12-9-108 authorizes any public agency to contract with another public agency to perform any governmental service, activity, or undertaking, including the provision of utility service, which each public agency is authorized by law to perform; and

**WHEREAS**, the property (“Property”) located at 1852 Wilson Pike (Map 061 Parcel 00800) is within the corporate boundaries of Franklin and does not have sanitary sewer service; and

**WHEREAS**, the Property is adjacent to existing development served by Brentwood sewer and naturally drains into Brentwood’s sewer basin; and

**WHEREAS**, it is not logistically feasible for Franklin to provide sanitary sewer service to the Property, and the Franklin Board of Mayor and Aldermen has denied a request for such service; and

**WHEREAS**, in 2008, pursuant to Resolution 2008-26, Brentwood acknowledged its commitment to provide sanitary sewer service to the Property; and

**WHEREAS**, the cities desire to formally acknowledge that Brentwood may provide sanitary sewer service to the Property within Franklin’s corporate limits.

**NOW THEREFORE**, pursuant to Tenn. Code Ann. §§ 12-9-101, et. seq., and in consideration of the mutual covenants contained herein, the parties agree as follows:

1. The foregoing recitals are incorporated as if fully restated herein.
2. Franklin grants Brentwood permission to serve Property with sanitary sewer:
3. The allowance for Brentwood to serve Property with sanitary sewer is permissive and not mandatory.
4. Nothing in this Agreement shall be deemed to modify the corporate boundaries of either Brentwood or Franklin.



5. This Agreement shall be effective between the parties when their respective mayors execute same.
6. If any provision of this Agreement is held illegal or unenforceable in a judicial proceeding, such provision shall be severed and shall be inoperative, and, provided that the fundamental terms and conditions of this Agreement remain legal and enforceable, the remainder of this Agreement shall remain operative and binding on the parties.
7. The rights and obligations of this Agreement are not assignable.

**IN WITNESS WHEREOF**, the parties hereto have executed this Agreement.

**CITY OF FRANKLIN, TENNESSEE:**

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

Date: \_\_\_\_\_

Attest:

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

Date: \_\_\_\_\_

Approved as to form:

By: \_\_\_\_\_  
Shauna R. Billingsley  
Franklin City Attorney

**CITY OF BRENTWOOD, TENNESSEE:**

By: \_\_\_\_\_  
Rhea E. Little, III  
Mayor

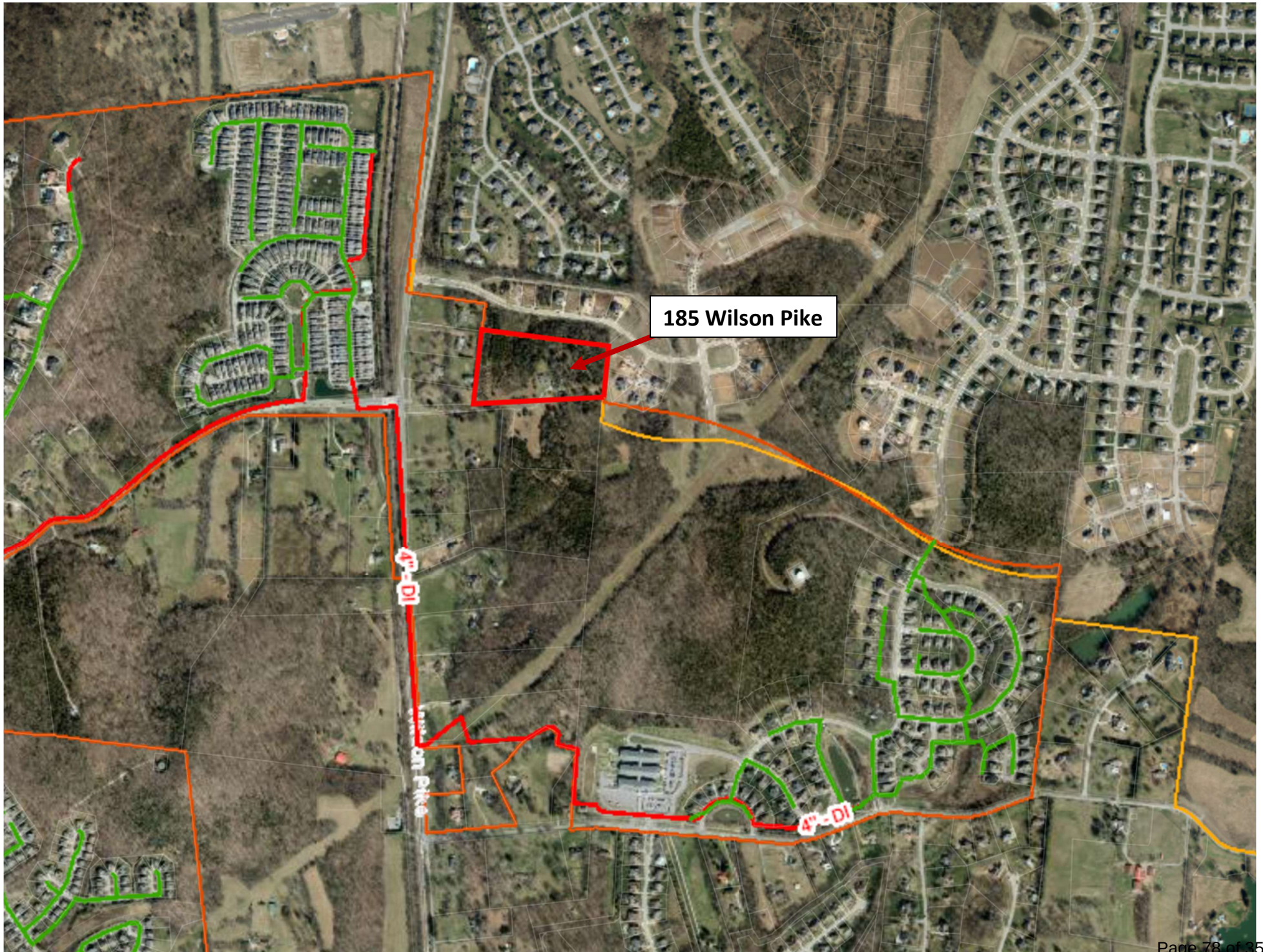
Date: \_\_\_\_\_

By: \_\_\_\_\_  
Holly Earls  
City Recorder

Date: \_\_\_\_\_

By: \_\_\_\_\_  
Kristen L. Corn  
Brentwood City Attorney

# LOCATOR MAP (Neighborhood view on next page)





Neighborhood View





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**File #: 21-02154**

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**DATE:** August 11, 2021  
**TO:** Board of Mayor and Aldermen  
**FROM:** Eric Stuckey, City Administrator  
Paul Holzen, Director of Engineering

**SUBJECT:**

\*Consideration Of Resolution 2021-112, A Resolution To Accept And Recommend Approval Of Amendment 4 To The Comprehensive Transportation Network Plan (Major Thoroughfare Plan) To The Franklin Municipal Planning Commission.

WS 7/13/21

BOMA 8/10/21, deferred to 8/24/21

**PURPOSE:**

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning Resolution 2021-112.

**BACKGROUND/STAFF COMMENTS:**

Over the past month, city staff has worked to update the Comprehensive Transportation Network Plan. Below is a summary of the proposed changes:

- The roadway network in the West Harpeth area has been updated based on feedback from property owners and developers. In late 2020/early 2021, property owners provided city staff with proposed densities and proposed a network of high-volume roadways. This additional information has allowed staff to update the planned roadway network in the West Harpeth area. Specifically, staff removed two minor collector roadways and changed the classification of Old Charlette Pike East from a minor collector to a local roadway.
- The roadway network in the Seward Hall area has been updated based on feedback from property owners and developers. Specifically, staff revised the Market Street proposed alignment and its connection with North Chapel Road. These proposed changes will allow future development to build Market Street while reducing impacts to adjacent property owners.
- City staff has updated the typical section within the Cool Springs area based on the final recommendations associated with the Cool Springs Transportation Network Study. The existing transportation facilities in the Cool Springs area reflect a more suburban development pattern with a focus on personal vehicles. As redevelopment continues and densities increase in the Cool Springs area, the study recommended that we revise our standard cross sections to accommodate various forms of travel that are commonly seen in a more urban

environment. Specifically, staff increased the minimum sidewalk width from 6' to 8' in the Cool Springs area.

- Liberty Pike (Turning Wheel Lane - Wilson Pike) was reclassified from a minor arterial to a Minor Collector. It is not feasible to widen Liberty Pike through McKay's Mill to a 5 lane or median divided roadway.
- Clovercroft Road was reclassified from a Minor Collector to a Major Collector based on projected development. This will allow for a higher design speed and additional lanes / right-of-way reservations. The final cross section will need to be evaluated in the future with a traffic study.
- Project sheets have been updated to include estimated right-of-way width, cost, pedestrian improvements, etc.

#### **FINANCIAL IMPACT:**

No Financial Impact at this time.

#### **RECOMMENDATION:**

Staff recommends approval and requests input from the Board of Mayor and Aldermen.

**RESOLUTION 2021-112**

**A RESOLUTION TO ACCEPT AND RECOMMEND APPROVAL OF AMENDMENT 4 TO THE  
COMPREHENSIVE TRANSPORTATION NETWORK PLAN (MAJOR THOROUGHFARE PLAN) TO THE  
FRANKLIN MUNICIPAL PLANNING COMMISSION**

**WHEREAS**, pursuant to Tennessee Code Annotated (T.C.A) 13-4-201, it is the function and duty of the Franklin Municipal Planning Commission (FMPC) to adopt an official general plan for the physical development of the City of Franklin; and

**WHEREAS**, the FMPC may from time to time amend, extend, or add to the plan or carry any part of subject matter into greater detail; and

**WHEREAS**, City staff has updated the proposed roadway network in the West Harpeth Area based on feedback and proposed development densities provided to the City of Franklin from existing property owners and developers; and

**WHEREAS**, City staff has updated the proposed roadway network in the Seward Hall Area based on feedback and proposed development densities provided to the City of Franklin from existing property owners and developers; and

**WHEREAS**, City staff has updated the Comprehensive Transportation Network Plan based on the final recommendations associated with the Cool Springs Transportation Study completed in the Spring of 2021; and

**WHEREAS**, the Board of Mayor and Aldermen finds that it is in the best interest of the City of Franklin to accept and recommend approval of Amendment 4 to the Comprehensive Transportation Network Plan (Major Thoroughfare Plan) to the FMPC.

**NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE CITY OF FRANKLIN, TENNESSEE, AS FOLLOWS:** Amendment 4 to the Comprehensive Transportation Network Plan (Major Thoroughfare Plan) is hereby recommended to the City of Franklin Planning Commission, along with the accompanying maps, and proposed projects listing as shown on Exhibit A.

**IT IS SO RESOLVED AND DONE** on this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

**ATTEST:**

**CITY OF FRANKLIN, TENNESSEE:**

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

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

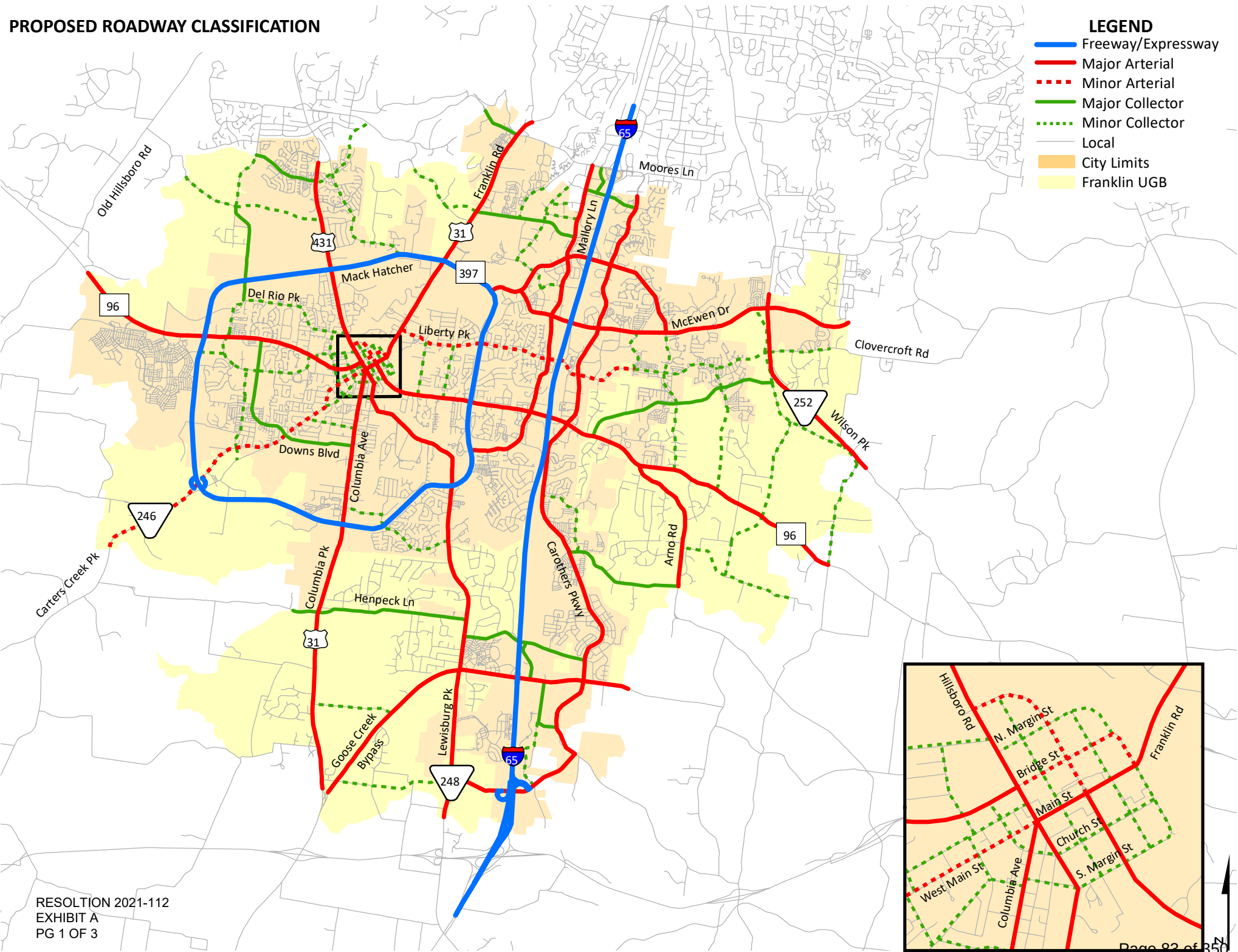
**Approved as to Form:**

By: \_\_\_\_\_  
**Sauna R. Billingsley**  
**City Attorney**



PROPOSED ROADWAY CLASSIFICATION

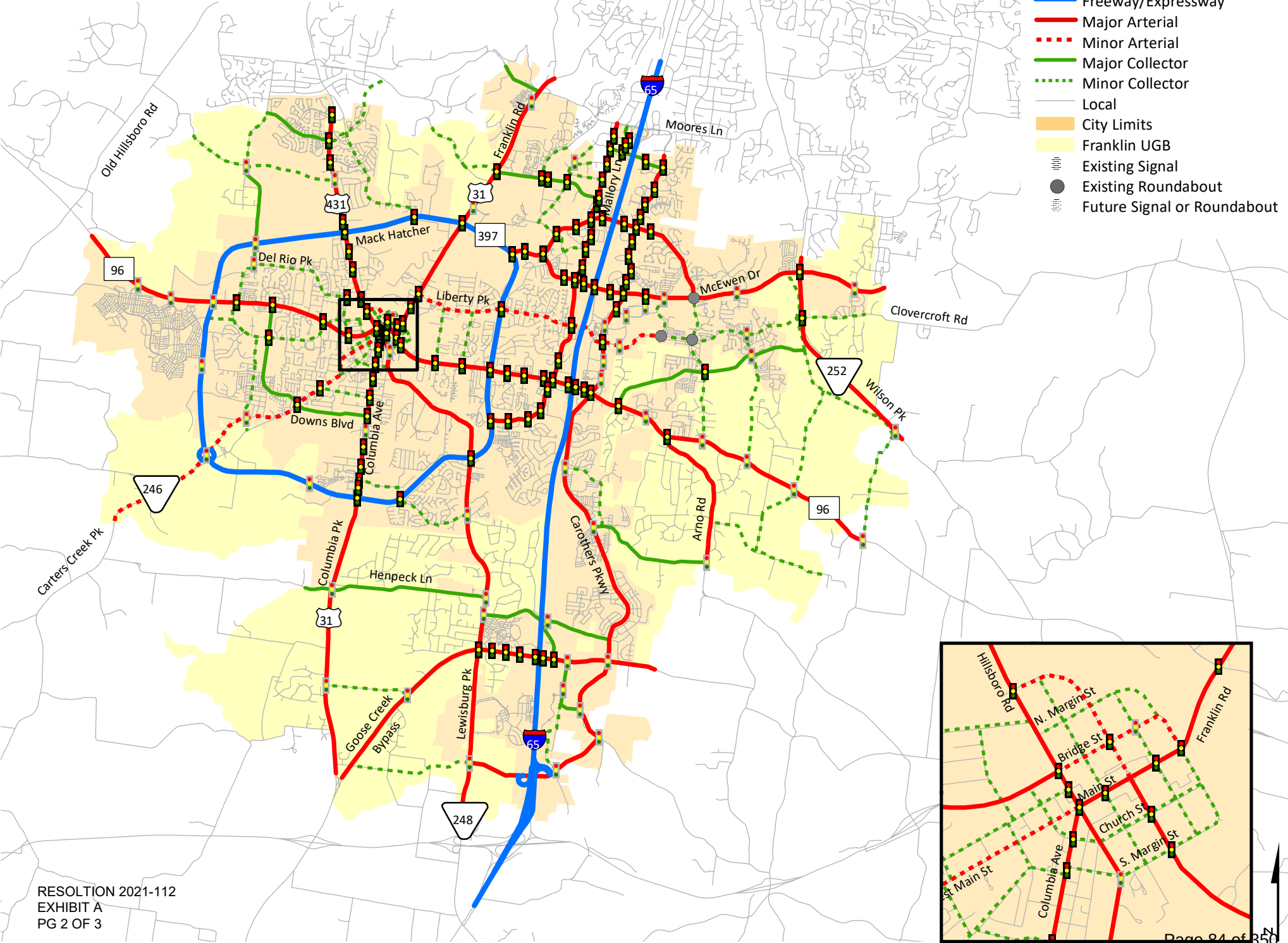
- LEGEND**
- Freeway/Expressway
  - Major Arterial
  - Minor Arterial
  - Major Collector
  - Minor Collector
  - Local
  - City Limits
  - Franklin UGB



PROPOSED TRAFFIC SIGNAL MASTER PLAN

LEGEND

- Freeway/Expressway
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- City Limits
- Franklin UGB
- Existing Signal
- Existing Roundabout
- Future Signal or Roundabout

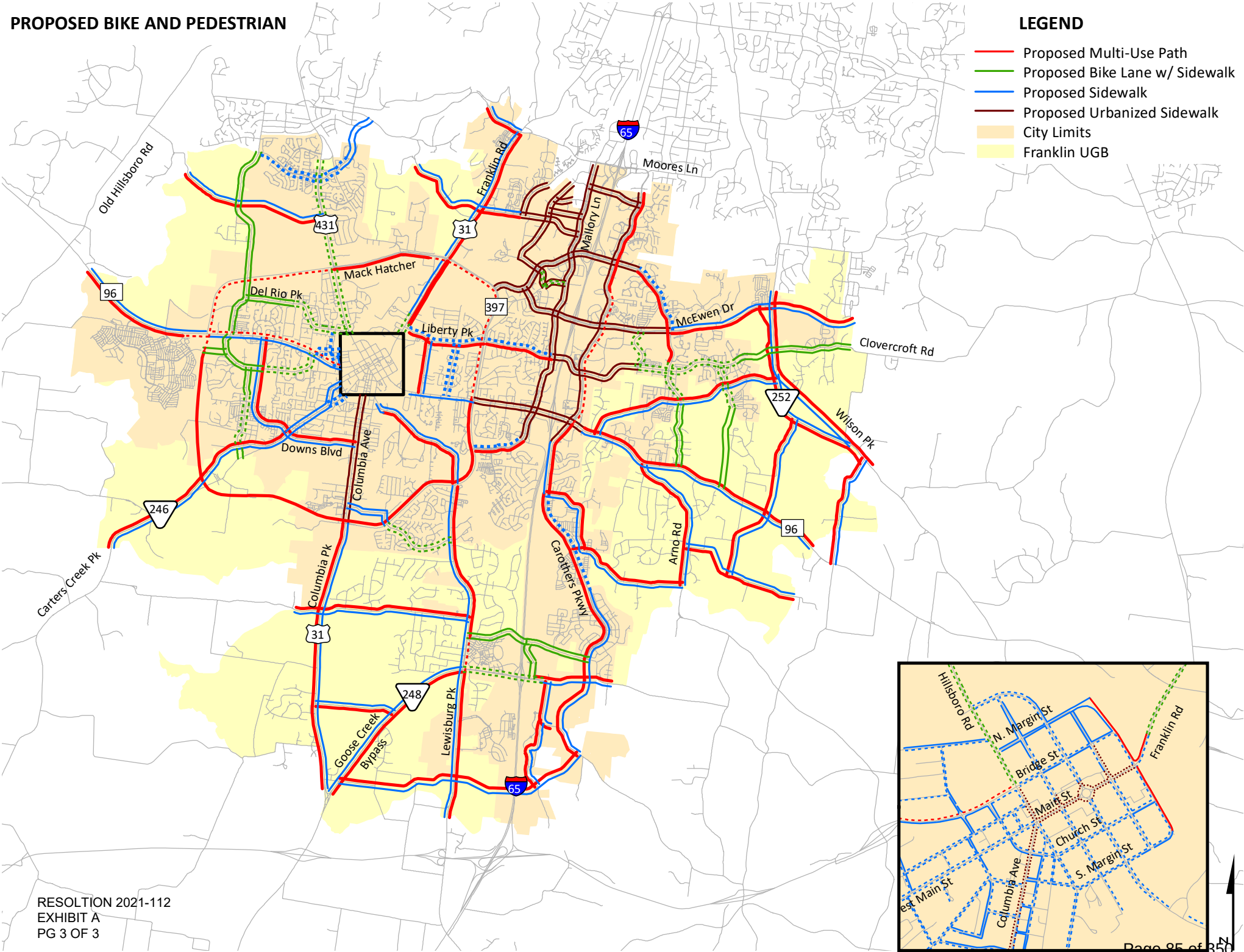




PROPOSED BIKE AND PEDESTRIAN

LEGEND

- Proposed Multi-Use Path
- Proposed Bike Lane w/ Sidewalk
- Proposed Sidewalk
- Proposed Urbanized Sidewalk
- City Limits
- Franklin UGB

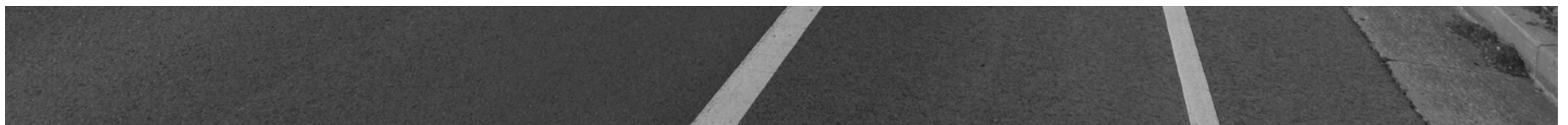




# CONNECT FRANKLIN

A COMPREHENSIVE TRANSPORTATION NETWORK PLAN

**AMENDED AUGUST 2021**



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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.

## 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 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 83,097 people in 2019. 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

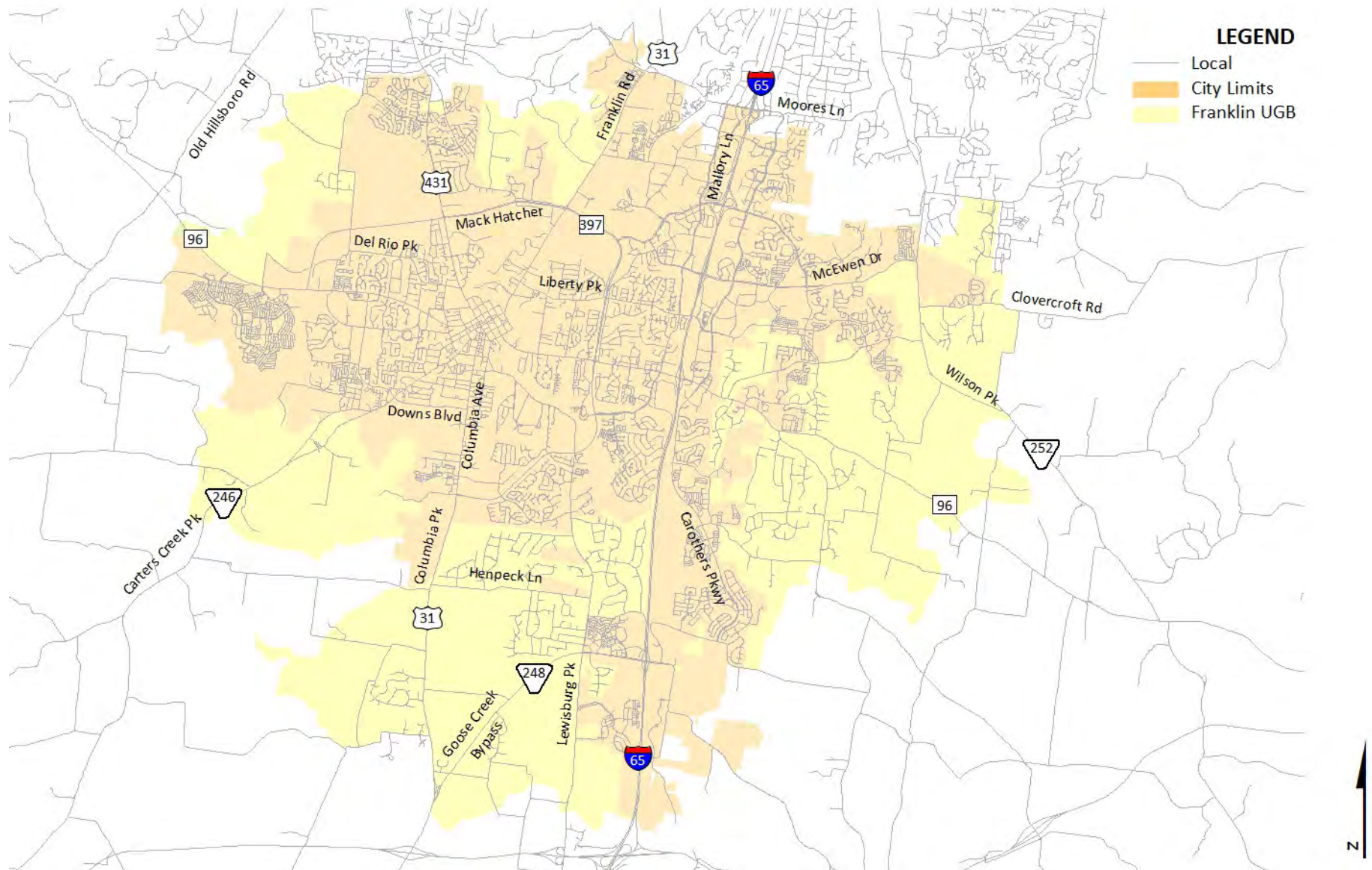
transportation investments. The recommended investments in this plan total approximately 1.9 Billion dollars (in current dollars). The investment priorities in the 2040 CTNP are based on conservative estimates of construction over the next twenty-five years. The projects have been allocated by priority, 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 83,097, according to the US Census Bureau. 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: 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.

# 1 INTRODUCTION

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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.



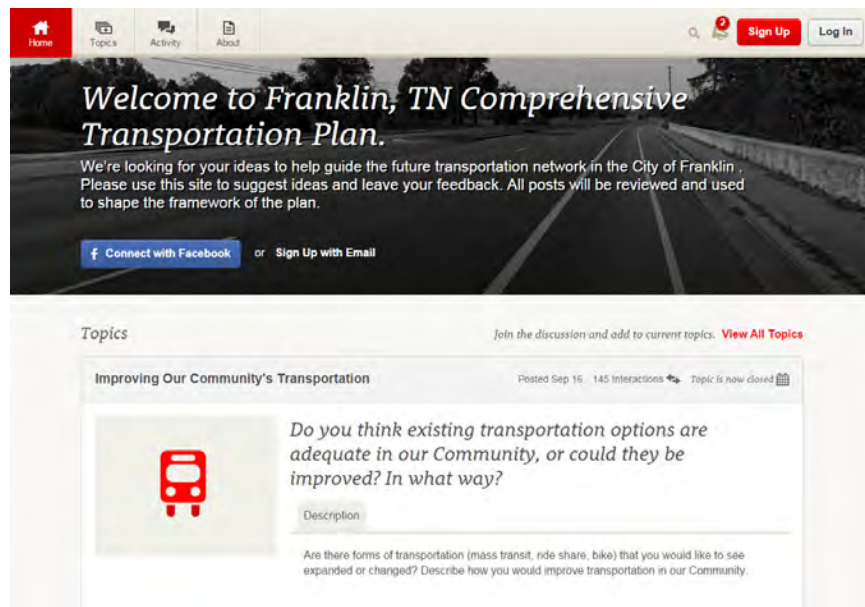
*Attendees of the Community Workshop, held on October 22, 2014, participated in issue identification and visioning exercises.*



## 2 PUBLIC INVOLVEMENT

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

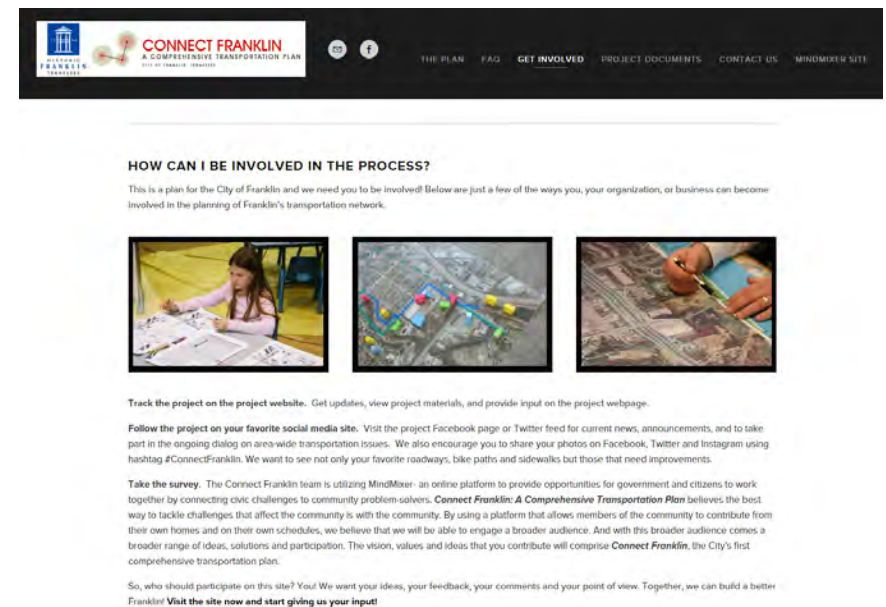
The stakeholder interviews were used to gather information on land use, growth, transit systems, bicycle and pedestrian amenities, roadway infrastructure and future transportation projects. Interviews were held in May and June of 2014. Each stakeholder meeting lasted approximately 45 minutes and was 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 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 engagement activities, including Facebook and



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.*

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, suggestions and ideas.



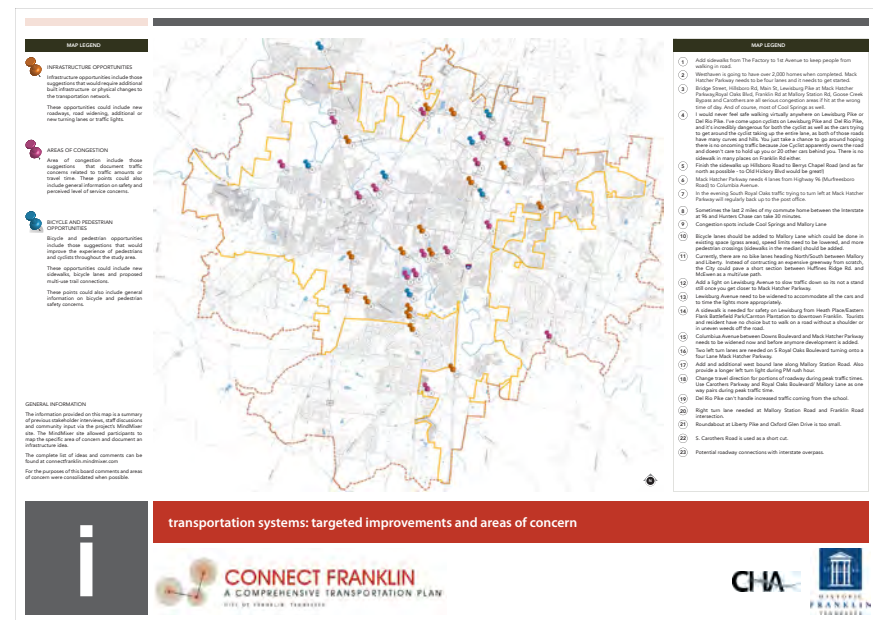
*Attendees could sign up and create a MindMixer account at the workshop.*

## 2 PUBLIC INVOLVEMENT

## 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 MindMixer 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 this bicycle and pedestrian infrastructure is developed, residents have advocated that safety and aesthetic factors be considered to ensure a



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

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.



**RESOLUTION 2021-113**

**A RESOLUTION TO ADOPT AMENDMENT 4 TO THE COMPREHENSIVE TRANSPORTATION NETWORK PLAN (MAJOR THOROUGHFARE PLAN)**

**WHEREAS**, pursuant to Tennessee Code Annotated (T.C.A) 13-4-201, it is the function and duty of the Franklin Municipal Planning Commission (FMPC) to adopt an official general plan for the physical development of the City of Franklin; and

**WHEREAS**, the FMPC may from time to time amend, extend, or add to the plan or carry any part of subject matter into greater detail; and

**WHEREAS**, with development potential in the southeast part of the city, Staff has completed some preliminary transportation planning to help guide future development should these areas be annexed into the City of Franklin, TN; and

**WHEREAS**, City staff has updated the proposed roadway network in the West Harpeth Area based on feedback and proposed development densities provided to the City of Franklin from existing property owners and developers; and

**WHEREAS**, City staff has updated the proposed roadway network in the Seward Hall Area based on feedback and proposed development densities provided to the City of Franklin from existing property owners and developers; and

**WHEREAS**, City staff has updated the Comprehensive Transportation Network Plan based on the final recommendations associated with the Cool Springs Transportation Study completed in the Spring of 2021; and

**WHEREAS**, the FMPC finds that it is in the best interest of the City of Franklin to adopt Amendment 4 to the 2016 Comprehensive Transportation Network Plan (Major Thoroughfare Plan).

**NOW THEREFORE, BE IT RESOLVED BY THE CITY OF FRANKLIN MUNICIPAL PLANNING COMMISSION, TENNESSEE, AS FOLLOWS:** Amendment 4 to the Comprehensive Transportation Network Plan (Major Thoroughfare Plan) is hereby adopted as recommended by the City of Franklin Board of Mayor and Aldermen, along with the accompanying maps and proposed projects listing as shown on Exhibit A.

**IT IS SO RESOLVED AND DONE** on this \_\_\_\_\_ day of \_\_\_\_\_, 2021.

**ATTEST:**

**FRANKLIN MUNICIPAL PLANNING COMMISSION:**

By: \_\_\_\_\_  
Emily Hunter  
Planning Director

By: \_\_\_\_\_  
Roger Lindsey  
Franklin Municipal Planning Commission Chair

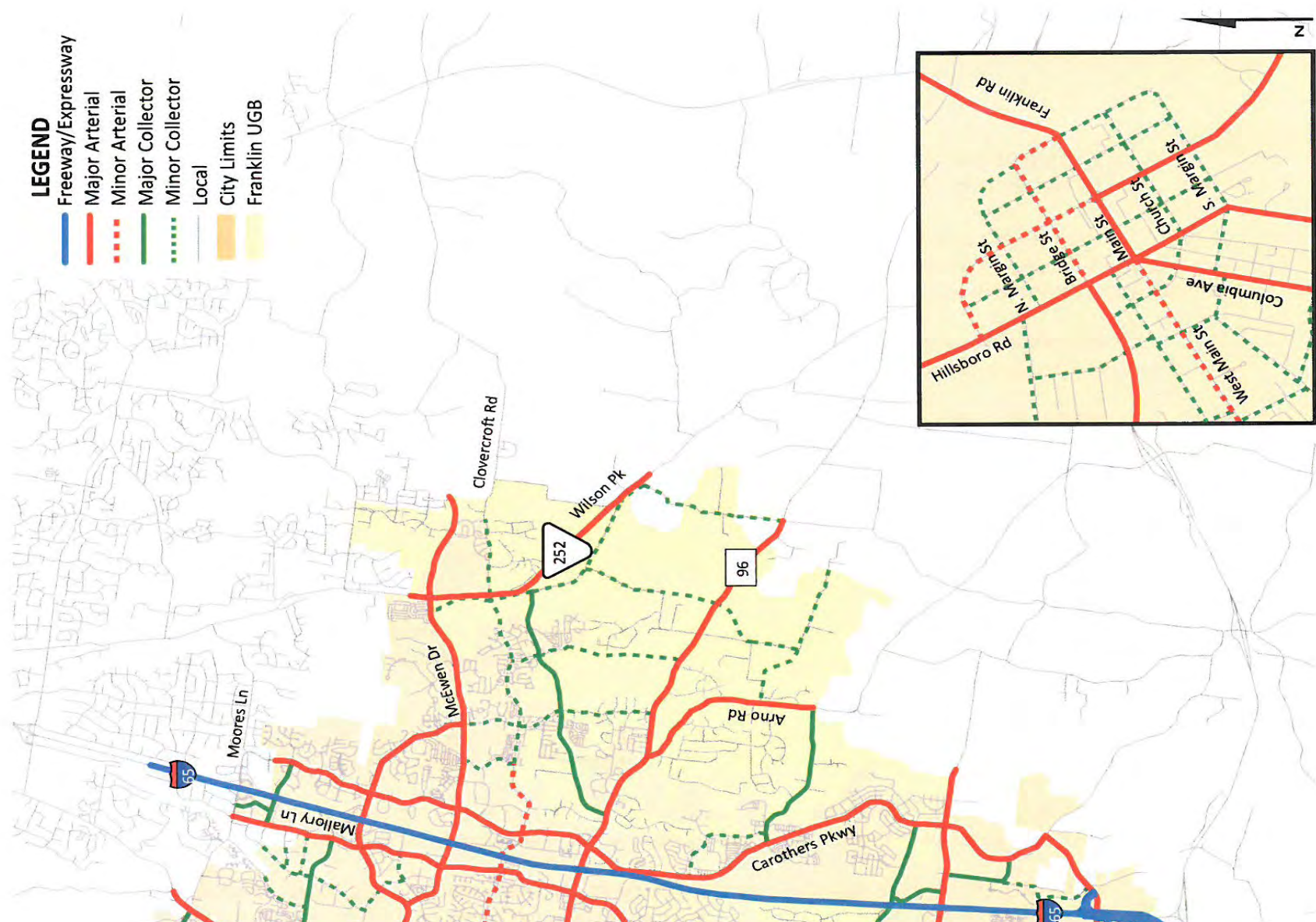
**Approved as to Form:**

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

PG 1 of 1

Law Dept. approved (3) 07.02.21

## 2 PUBLIC INVOLVEMENT

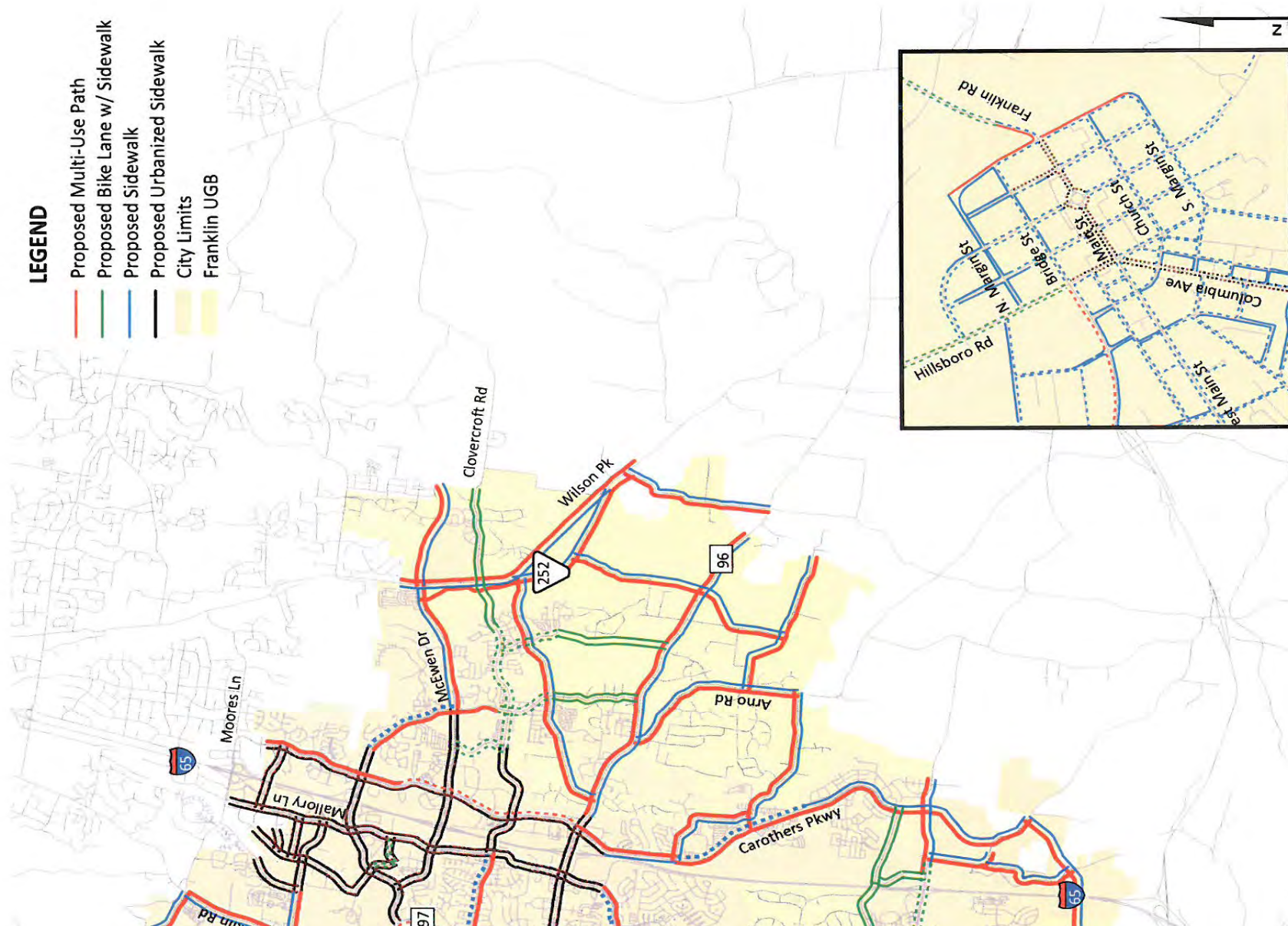




# PUBLIC INVOLVEMENT 2



# 2 PUBLIC INVOLVEMENT





# 3 STREETS ELEMENT

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 was 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 owned and designed by the Tennessee Department of Transportation (TDOT). Interstate 65 functions as the only freeway 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 property access.

# 3 STREETS ELEMENT

## 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 other collectors and arterials and some access to abutting properties and local streets. Collector streets should provide both land access service, traffic circulation and connectivity to other arterial and collector roadways. 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 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 provide access to abutting lands and connections to the higher street classifications. Local streets are to be planned so that future urban



East McEwen Drive is an example of a Major Arterial Street.

expansion will not require the conversion 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.

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 amenities 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.

## DEFICIENCIES AND CAPACITY ANALYSIS

Understanding the role each street plays in the overall transportation system allows for an evaluation of those 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 and travel time, freedom to maneuver, traffic interruptions, and 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 agree 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.

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

The 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.

"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.

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

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

"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.

"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 high. Vehicles are close together and speeds can fluctuate quickly. Very long traffic delays are experienced at intersections.

"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 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 also allows the City to achieve an improved connection to the regional model; and provides for streamlined incorporation of the City's projects into the federally adopted regional travel model.

The NAMPO 2040 regional model began development in the summer of 2013 and will be one of the tools used to update the MPO's 2040 Regional Transportation Plan. The model will also be used to support many of the MPO's sub-regional studies and other planning initiatives. As is usually the case with model updates, the MPO'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:

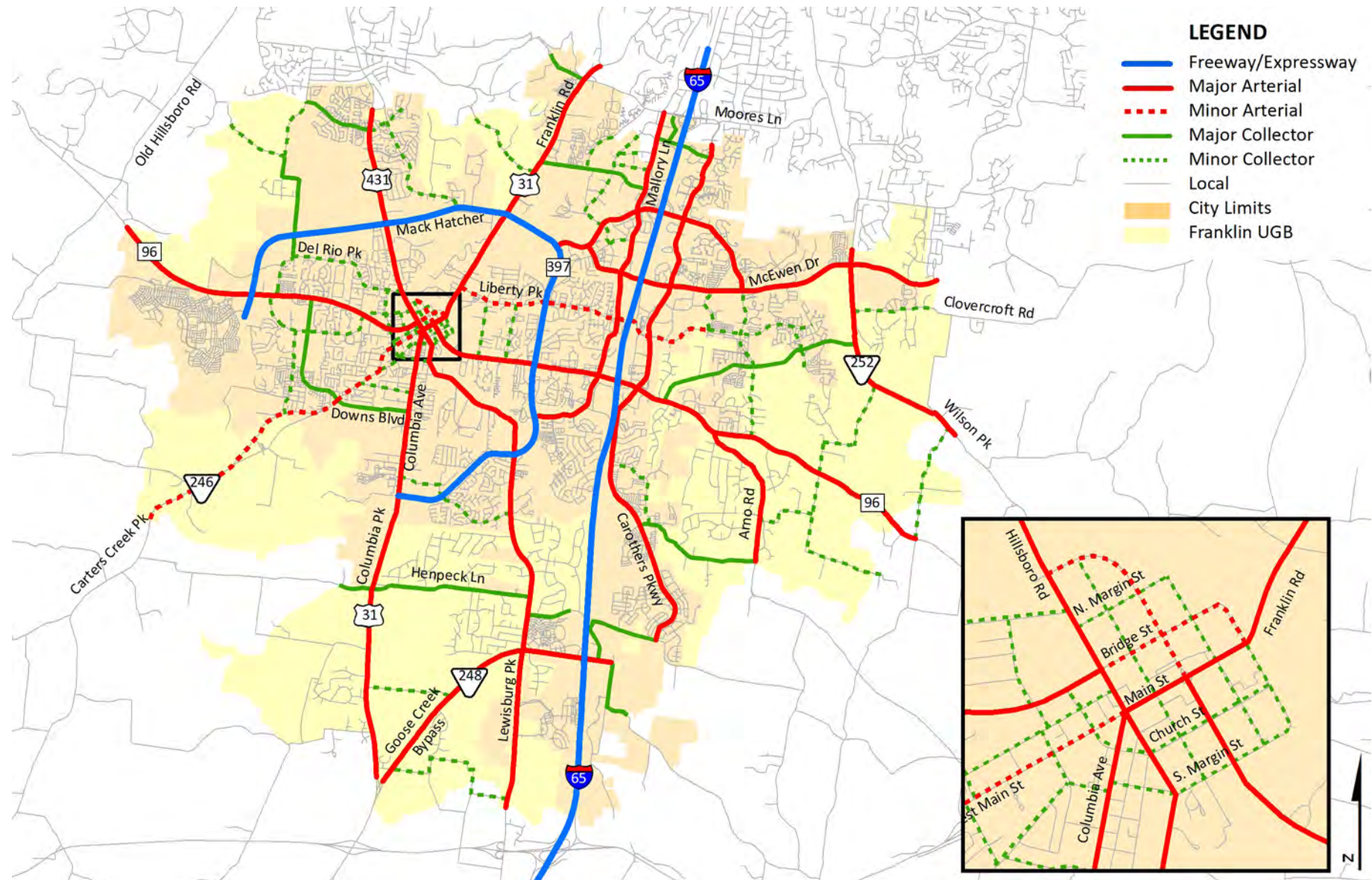
- An all-road network;
- A population synthesizer;
- A vehicle-ownership model;
- New trip purposes;
- An integrated mode-choice model;
- A destination-choice model for passenger trips;
- A freight model

# 3 STREETS ELEMENT

It should be noted that at the time the City's Comprehensive Network Transportation Plan commenced, MPO 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 Nashville MPO staff.



FIGURE 3.1: EXISTING FUNCTIONAL CLASSIFICATION



# 3 STREETS ELEMENT

## 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 2030

Medium Term – Proposed for Completion by 2035

Long Term – Proposed for Completion by 2040

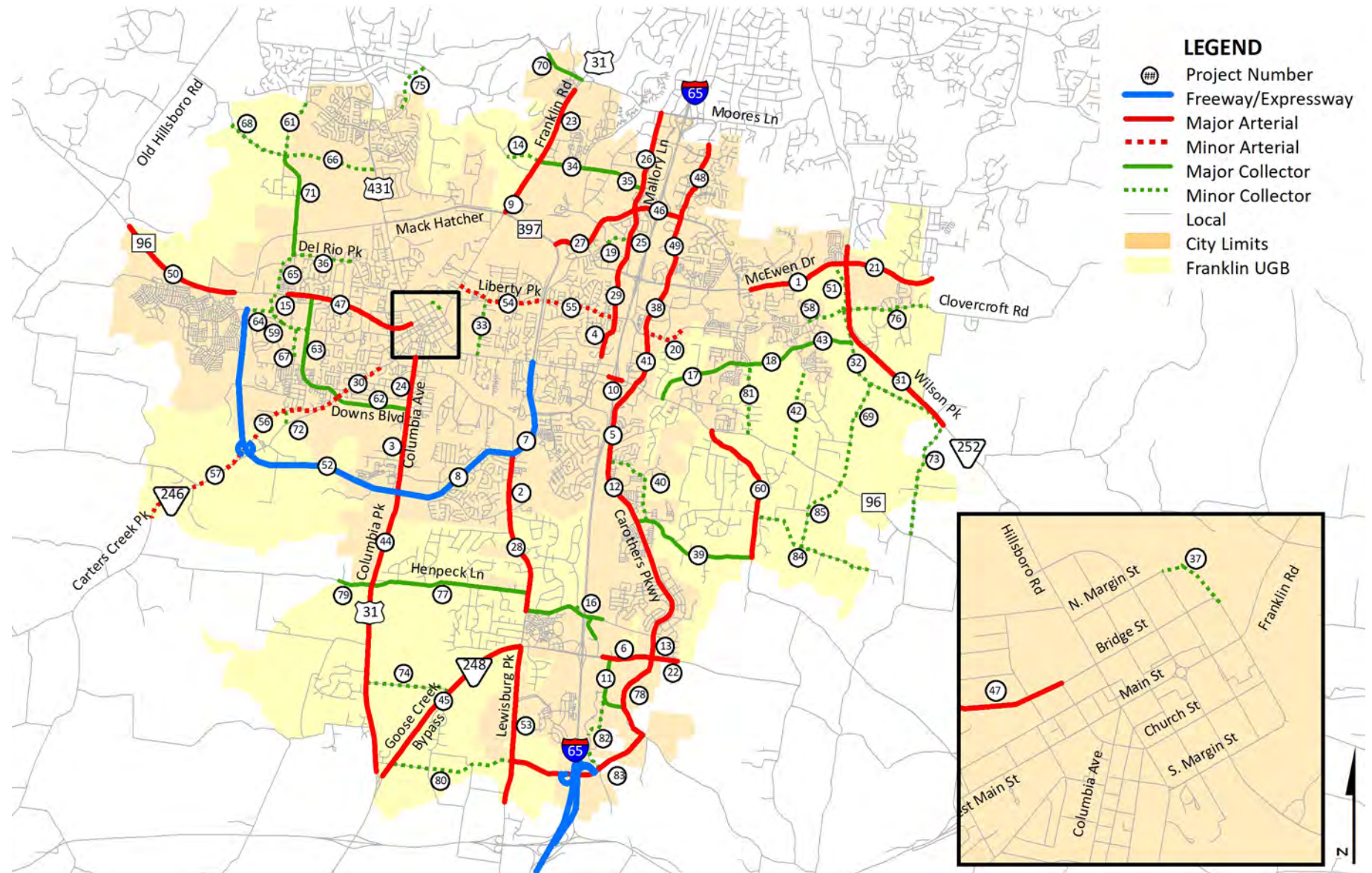
These improvements are recommended as a result of discussions with City staff, input gathered from the public engagement process, existing conditions data, and analysis of the traffic model. The projects are meant to address existing traffic deficiencies in the short term and additional traffic volumes as a result of continued population and employment growth within the City of Franklin Urban Growth Boundary.

A summary table is included for each timeframe, short, medium, and long, respectively 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.



# STREETS ELEMENT 3

**FIGURE 3.2: PROPOSED ROADWAY PROJECTS REFERENCE MAP** (SHORT, MEDIUM, AND LONG TERM)



# 3 STREETS ELEMENT

**TABLE 3.1: 2030 (SHORT TERM) PROPOSED PROJECTS**

| Project Number | Roadway                               | To                                             | From                                           | Length (Miles) |
|----------------|---------------------------------------|------------------------------------------------|------------------------------------------------|----------------|
| 1              | East McEwen Drive                     | Wilson Pike (SR-252)                           | Cool Springs Boulevard                         | 1.38           |
| 2              | Lewisburg Pike (SR-106/US-431)        | Holly Hill Drive                               | Mack Hatcher Parkway (SR-397)                  | 0.86           |
| 3              | Columbia Avenue (SR-6/US-31)          | Mack Hatcher Parkway (SR-397)                  | Downs Boulevard                                | 1.15           |
| 4              | North Royal Oaks Boulevard            | Lakeview Drive                                 | Liberty Pike                                   | 0.60           |
| 5              | Carothers Parkway                     | South Carothers Road                           | Murfreesboro Road (SR-96)                      | 1.14           |
| 6              | Goose Creek Bypass (SR-248) Extension | Carothers Parkway (Future Extension)           | Existing Peytonsville Road                     | 0.68           |
| 7              | Mack Hatcher Parkway (SR-397)         | Polk Place Drive                               | Murfreesboro Road (SR-96)                      | 1.74           |
| 8              | Mack Hatcher Parkway (SR-397)         | Polk Place Drive                               | Columbia Avenue (SR-6/US-31)                   | 1.46           |
| 9              | Franklin Road (SR-6/US-31)            | Mack Hatcher Parkway (SR-397)                  | Mallory Station                                | 0.84           |
| 10             | Murfreesboro Road (SR-96)             | Eastern I-65 Ramp                              | Western I-65 Ramp                              | 0.25           |
| 11             | Peytonsville Road                     | Carothers Parkway (Future Extension)           | Goose Creek Bypass (SR-248) (Future Extension) | 0.87           |
| 12             | Carothers Parkway                     | Long Lane                                      | South Carothers Road                           | 2.73           |
| 13             | Carothers Parkway                     | Goose Creek Bypass (SR-248) (Future Extension) | Long Lane                                      | 0.31           |
| 14             | South Berrys Chapel Road Realignment  | Mallory Station Road                           | South Berrys Chapel Road                       | 0.47           |
| 15             | Boyd Mill Avenue                      | Franklin Green Parkway                         | Highway 96 West (SR-96W)                       | 0.48           |
| 16             | Long Lane Overpass                    | Long Lane                                      | Lewisburg Pike (SR-106/US-431)                 | 0.88           |
| 17             | Clovercroft Road                      | Oxford Glen Drive                              | Murfreesboro Road (SR-96)                      | 1.40           |
| 18             | Clovercroft Road                      | Market Street                                  | Oxford Glen Drive                              | 0.72           |
| 19             | Jordan Road                           | Mallory Lane                                   | Aspen Grove Drive                              | 0.32           |
| 20             | Liberty Pike                          | Carothers Parkway                              | Columbia State Community College               | 0.50           |

TABLE 3.2: 2035 (MEDIUM TERM) PROPOSED PROJECTS

| Project Number | Roadway                               | To                                    | From                                 | Length (Miles) |
|----------------|---------------------------------------|---------------------------------------|--------------------------------------|----------------|
| 21             | East McEwen Drive                     | Eastern City Limits                   | Wilson Pike (SR-252)                 | 1.25           |
| 22             | Goose Creek Bypass (SR-248) Extension | Long Lane                             | Carothers Parkway (Future Extension) | 0.36           |
| 23             | Franklin Road (SR-6/US-31)            | Mallory Station                       | Davenport Blvd                       | 1.10           |
| 24             | Columbia Avenue (SR-6/US-31)          | Downs Boulevard                       | Fowlkes Street                       | 0.73           |
| 25             | Mallory Lane                          | West McEwen Drive                     | Mallory Station Road                 | 1.22           |
| 26             | Mallory Lane                          | Mallory Station Road                  | Moore's Lane (SR-441)                | 1.08           |
| 27             | Cool Springs Boulevard                | Mallory Lane                          | Mack Hatcher Parkway (SR-397)        | 1.31           |
| 28             | Lewisburg Pike (SR-106/US-431)        | Old Peytonsville Road                 | Holly Hill Drive                     | 1.37           |
| 29             | Mallory Lane                          | Liberty Pike                          | West McEwen Drive                    | 0.64           |
| 30             | West Main Street (SR-246)             | Downs Boulevard                       | Natchez Street                       | 0.72           |
| 31             | Wilson Pike (SR-252) Realignment      | Trinity Road                          | East McEwen Drive                    | 2.98           |
| 32             | (Old/Existing) Wilson Pike            | Trinity Road                          | Liberty Pike (Future Extension)      | 2.29           |
| 33             | Eddy Lane                             | Murfreesboro Road (SR-96 Liberty Pike | Liberty Pike                         | 0.78           |
| 34             | Mallory Station Road                  | Seaboard Lane                         | Franklin Road (SR-6/US-31)           | 0.99           |
| 35             | Mallory Station Road                  | Mallory Lane                          | Seaboard Lane                        | 0.52           |
| 36             | Del Rio Pike                          | Poplar Grove Elementary School        | Carlisle Lane                        | 0.81           |
| 37             | 1st Avenue North                      | Bridge Street                         | North Margin Street                  | 0.17           |
| 38             | Carothers Parkway                     | Liberty Pike                          | East McEwen Drive                    | 0.76           |
| 39             | South Carothers Road                  | Arno Road                             | Carothers Parkway                    | 1.79           |
| 40             | South Carothers Road                  | South Carothers Road / Longpoint Way  | Carothers Parkway                    | 1.16           |
| 41             | Carothers Parkway                     | Murfreesboro Road (SR-96)             | Liberty Pike                         | 0.75           |
| 42             | Market Street Extension               | Murfreesboro Road (SR-96)             | Amelia Park Subdivision              | 1.17           |
| 43             | Clovercroft Road                      | (Old/Existing) Wilson Pike            | Market Street                        | 0.77           |

# 3 STREETS ELEMENT

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

| Project Number | Roadway                              | To                                                 | From                                               | Length (Miles) |
|----------------|--------------------------------------|----------------------------------------------------|----------------------------------------------------|----------------|
| 44             | Columbia Pike (SR-6/US-31)           | Goose Creek Bypass (SR-248)                        | Mack Hatcher Parkway (SR-397)                      | 3.89           |
| 45             | Goose Creek Bypass (SR-248)          | Columbia Pike (SR-6/US-31)                         | Lewisburg Pike (SR-106/US-431)                     | 2.66           |
| 46             | Cool Springs Boulevard               | Carothers Parkway                                  | Mallory Lane                                       | 0.63           |
| 47             | Highway 96 West (SR-96W)             | 7th Avenue North                                   | Carlisle Lane                                      | 1.80           |
| 48             | Carothers Parkway                    | Cool Springs Boulevard                             | Bakers Bridge Avenue                               | 1.11           |
| 49             | Carothers Parkway                    | East McEwen Drive                                  | Cool Springs Boulevard                             | 0.96           |
| 50             | Highway 96 West (SR-96W)             | Mack Hatcher Parkway (SR-397)                      | WEstern UGB                                        | 1.79           |
| 51             | (Old/Existing) Wilson Pike Extension | Liberty Pike Extension                             | East McEwen Drive                                  | 0.71           |
| 52             | Mack Hatcher Parkway (SR-397)        | Columbia Avenue (SR-6/US-31)                       | Highway 96 West (SR-96W)                           | 4.17           |
| 53             | Lewisburg Pike (SR-106/US-431)       | Goose Creek Bypass (SR-248)                        | McLemore Road                                      | 2.13           |
| 54             | Liberty Pike                         | Mack Hatcher Parkway (SR-397)                      | Franklin Road (SR-6/US-31)                         | 1.20           |
| 55             | Liberty Pike                         | Mallory Lane                                       | Mack Hatcher Parkway (SR-397)                      | 0.97           |
| 56             | Carters Creek Pike (SR-246)          | Mack Hatcher Parkway (SR-397) (Future SW Quadrant) | Downs Boulevard                                    | 1.54           |
| 57             | Carters Creek Pike (SR-246)          | Southwest Urban Growth Boundary                    | Mack Hatcher Parkway (SR-397) (Future SW Quadrant) | 1.66           |
| 58             | Liberty Pike Extension               | Wilson Pike (SR-252)                               | Terminus of Existing Liberty Pike                  | 0.60           |
| 59             | Boyd Mill Avenue                     | Franklin Green Parkway                             | Downs Boulevard                                    | 0.38           |
| 60             | Arno Road                            | South Carothers Road                               | Murfreesboro Road (SR-96)                          | 2.04           |
| 61             | Cotton Lane                          | Del Rio Pike                                       | Fieldstone Parkway                                 | 0.84           |
| 62             | Downs Boulevard                      | West Main Street (SR-246)                          | Columbia Avenue (SR-6/US-31)                       | 1.01           |
| 63             | Downs Boulevard                      | Murfreesboro Road (SR-96)                          | West Main Street (SR-246)                          | 1.70           |
| 64             | Boyd Mill Avenue Connector           | Mack Hatcher Parkway (SR-397)                      | Boyd Mill Avenue                                   | 0.34           |
| 65             | Carlisle Lane / Del Rio Pike         | Stone Mill Lane                                    | Mack Hatcher Parkway (SR-397)                      | 0.55           |
| 66             | New Roadway                          | Cotton Lane                                        | Hillsboro Road (SR-106/US-431)                     | 1.27           |
| 67             | Horton Lane                          | North of Willowsprings Blvd.                       | Boyd Mill Avenue                                   | 0.4            |
| 68             | Del Rio Pike                         | Western UGB                                        | Cotton Lane                                        | 0.88           |

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

| Project Number | Roadway                             | To                                             | From                           | Length (Miles) |
|----------------|-------------------------------------|------------------------------------------------|--------------------------------|----------------|
| 69             | North Chapel Road                   | Murfreesboro Road (SR-96)                      | Wilson Pike (SR-252)           | 1.49           |
| 70             | Lynnwood Way                        | Northwest Urban Growth Boundary                | Franklin Road (SR-6/US-431)    | 0.61           |
| 71             | Del Rio Pike                        | Mack Hatcher Parkway (SR-397)                  | Cotton Lane                    | 1.45           |
| 72             | Horton Lane Extension               | Old Carters Creek Pike (SR-246)                | West Main Street (SR-246)      | 0.17           |
| 73             | Trinity Road                        | Murfreesboro Road (SR-96)                      | Wilson Pike (SR-252)           | 1.64           |
| 74             | Snowbird Hollow Road                | Goose Creek Bypass (SR-248)                    | Columbia Pike (SR-6/US-31)     | 1.26           |
| 75             | Fieldstone Parkway Extension        | South Berrys Chapel Road                       | Bexley Park Drive              | 0.71           |
| 76             | Clovercroft Road                    | Eastern City Limits                            | Wilson Pike (SR-252)           | 1.11           |
| 77             | Henpeck Lane                        | Lewisburg Pike (SR-106/US-431)                 | Columbia Pike (SR-6/US-431)    | 2.16           |
| 78             | Carothers Parkway (South Extension) | Goose Creek Bypass (SR-248) (Future Extension) | Peytonsville Road              | 1.32           |
| 79             | Coleman Road                        | Columbia Pike (SR-6/US-31)                     | Western Urban Growth Boundary  | 0.47           |
| 80             | McLemore Road                       | Lewisburg Pike (SR-106/US-431)                 | Goose Creek Bypass (SR-248)    | 1.71           |
| 81             | Oxford Glen Drive                   | Murfreesboro Road (SR-96)                      | Clovercroft Road               | 0.97           |
| 82             | Pratt Lane Improvements             | New Roadway (Project 83)                       | Peytonsville Road              | 0.54           |
| 83             | New Roadway                         | Peytonsville Road                              | Lewisburg Pike (SR-106/US-431) | 2.03           |
| 84             | Pate Road                           | Trinity Road                                   | Eastern UGB                    | 1.84           |
| 85             | North Chapel Road                   | Pate Road (Future Alignment)                   | Murfreesboro Road (SR-96)      | 1.1            |



# 3 STREETS ELEMENT

FIGURE 3.3: PROPOSED ROADWAY CLASSIFICATION

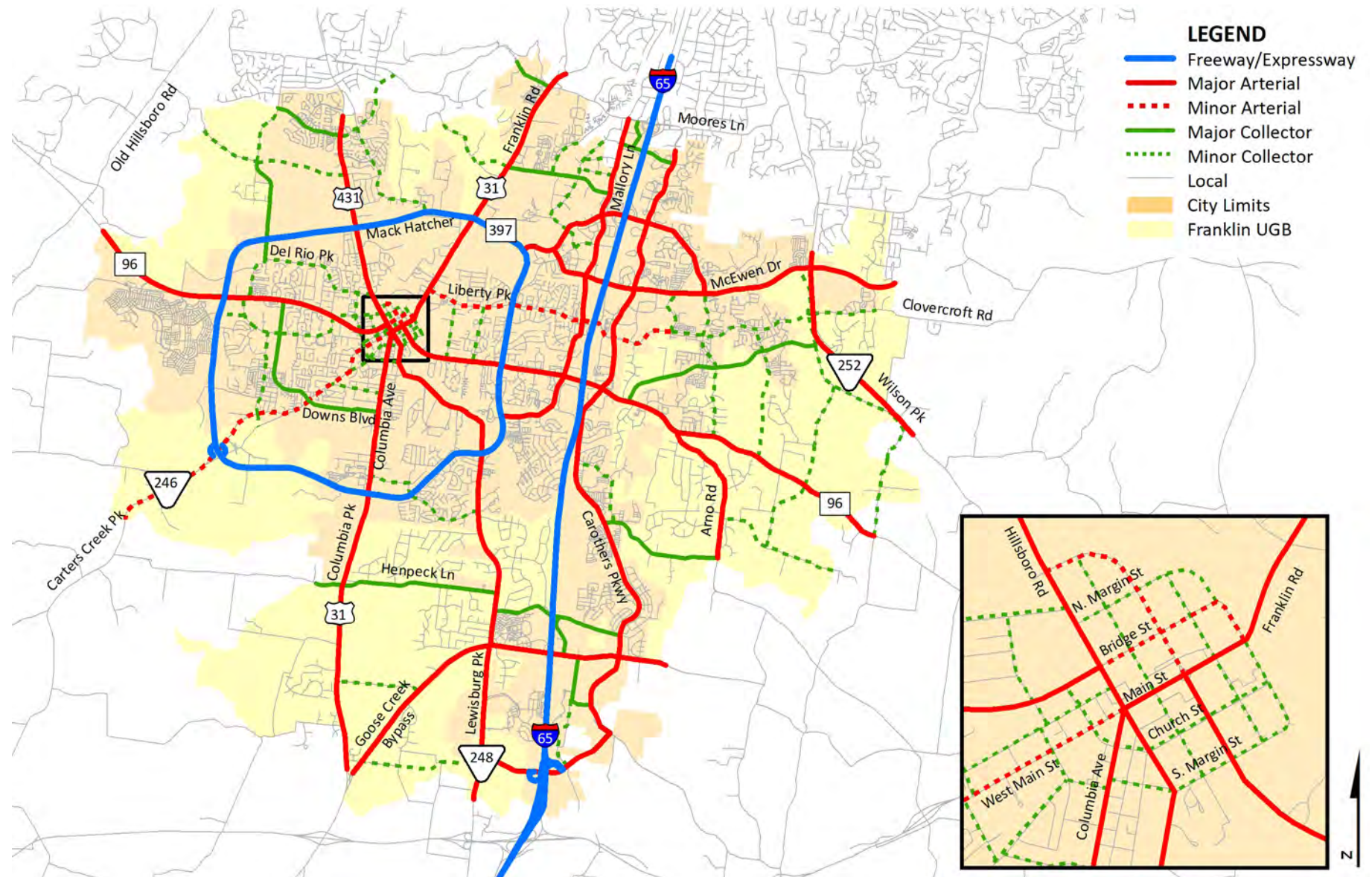
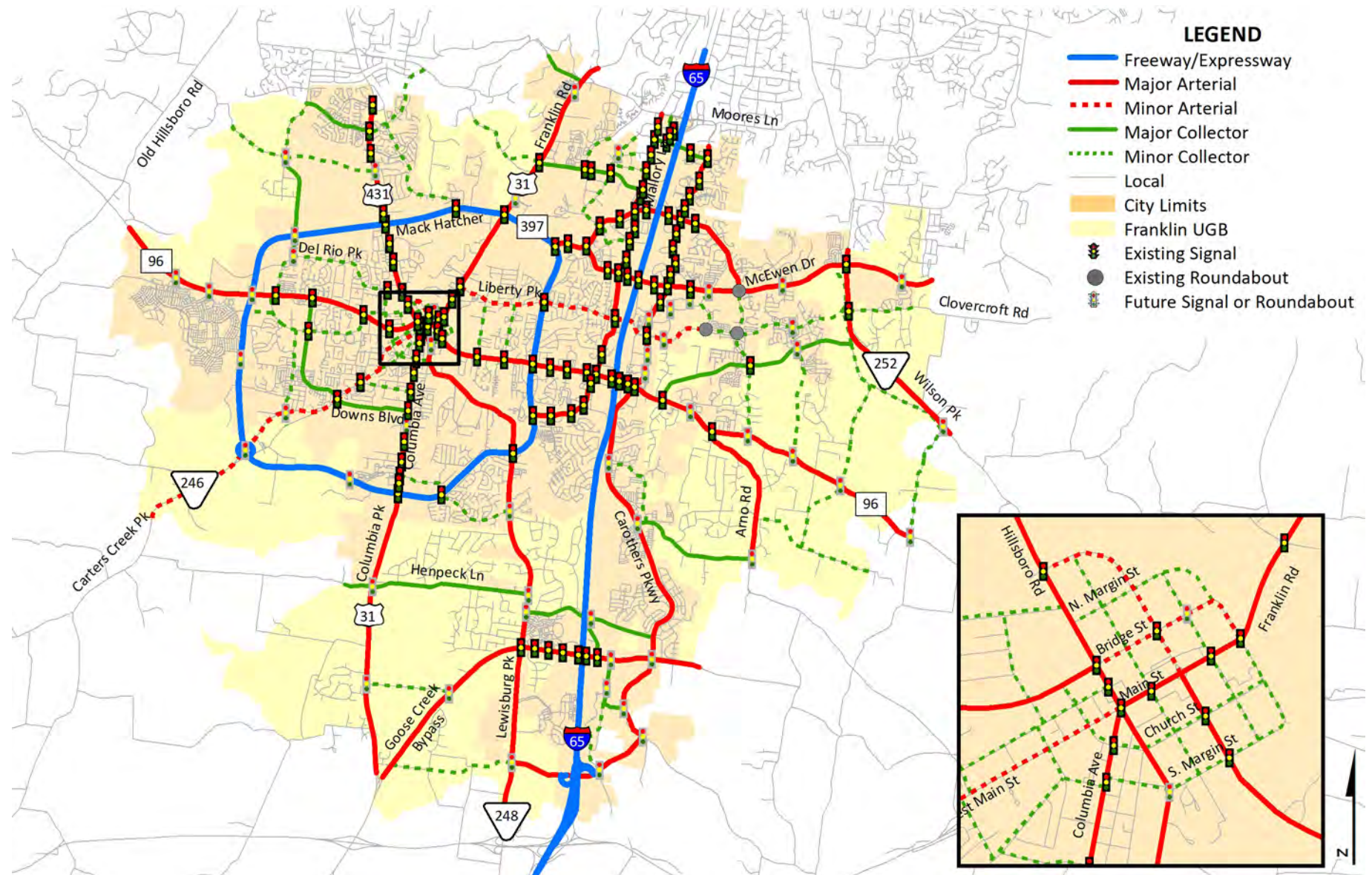




FIGURE 3.4: PROPOSED TRAFFIC SIGNAL MASTER PLAN



# 3 STREETS ELEMENT

## 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. However, 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. Adequate right-of-way shall be protected or acquired for along all roadways to accommodate future growth of the City. The project summary sheets, located in appendix A1, the Franklin Transportation & Street Technical Standards and any recent studies should be used as a guide for determining proposed number of lanes, lane widths, right-of-way width, and size/location of pedestrian facilities for all proposed projects. The final determination shall be made by the City of Franklin Department Review Team and approved by the Board of Mayor and Aldermen.

## 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 one-lane tunnels and the Carters Creek Pike 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 model.

## WILSON PIKE ONE-LANE TUNNELS

### Projects 31, 32 and 51

The Wilson Pike Local Network Plan involves improvements to Wilson Pike (TN 252), which is located in the far eastern portion of Franklin. This section of Wilson Pike parallels a CSX railroad line; however in

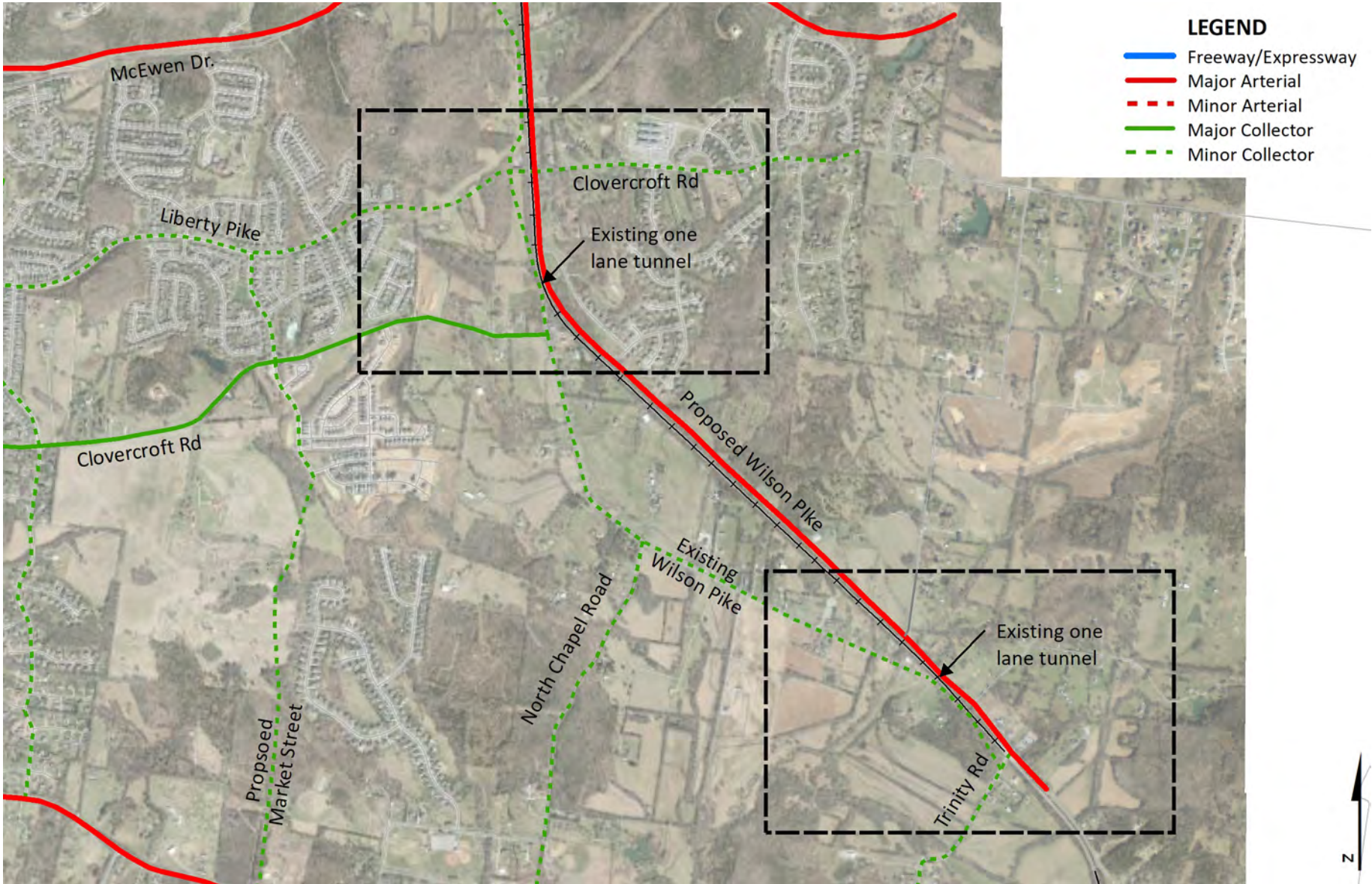
two locations a one-lane tunnel under the railroad is utilized for Wilson Pike traffic. This situation is not ideal from an operations or safety standpoint, and will only worsen as development continues to push east away from the center of Franklin.

The proposed solution is to construct a new roadway between the two tunnels, eliminating the need for the tunnels completely. This new roadway (Project 31) 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 purchasing.

In addition to the new roadway, two other projects are proposed to connect the existing network to the new Wilson Pike location. Project 51 would extend existing Wilson Pike west of the railroad tracks to the north to intersect with Liberty Pike Extension and East McEwen Drive. Project 32 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.



FIGURE 3.5: WILSON PIKE LOCAL NETWORK PLAN





# 3 STREETS ELEMENT

FIGURE 3.6: WILSON PIKE DETAIL 1

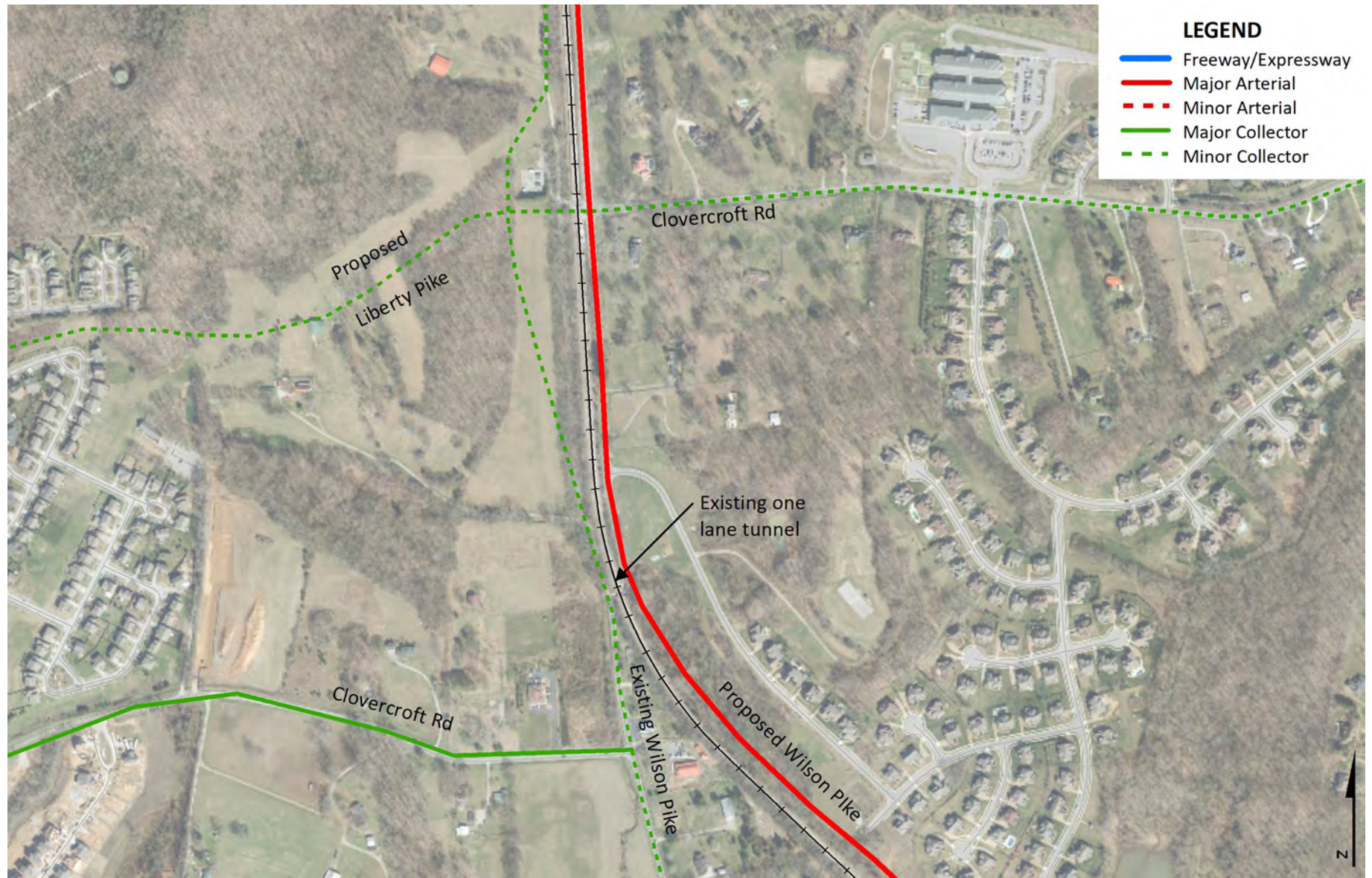




FIGURE 3.7: WILSON PIKE DETAIL 2



# 3 STREETS ELEMENT

## COLUMBIA AVENUE LOCAL NETWORK PLAN

Along Columbia Avenue between Downs Boulevard and Mack Hatcher Parkway, several local roadways exist that only enter onto Columbia Avenue. These roadways intersect relatively closely to each other, creating safety issues with vehicles turning from the side streets to 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 paralleling Columbia Avenue, connecting the existing local roadways and creating 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 instance, the Century Court intersection with Columbia Avenue is signalized, while the parallel Beasley Drive is stop-controlled. Constructing a short access drive between these two roadways would allow vehicles from Beasley Drive to safely and efficiently exit the area via the signal at Century Court.



FIGURE 3.8: COLUMBIA AVENUE LOCAL NETWORK PLAN



# 3 STREETS ELEMENT

## CARTERS CREEK PIKE AND OLD CARTERS CREEK PIKE

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

The proposed solution is to construct a new roadway between the two roadways, connecting from Old Carters Creek Pike to Carters Creek Pike at Horton Lane. This new roadway would only extend approximately 1000 feet, but would also include a cul-de-sac at the eastern intersection between the two Carters Creek Pikes as well as the removal of a segment of Old Carters Creek Pike.

In addition to the new roadway and eastern cul-de-sac, an additional project would construct a cul-de-sac at the western intersection between 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.



FIGURE 3.9: CARTERS CREEK PIKE AND OLD CARTERS CREEK PIKE LOCAL NETWORK PLAN





# 3 STREETS ELEMENT

FIGURE 3.10: CARTERS CREEK PIKE AND OLD CARTERS CREEK PIKE DETAIL 1





FIGURE 3.11 : CARTERS CREEK PIKE AND OLD CARTERS CREEK PIKE DETAIL 2





# 3 STREETS ELEMENT

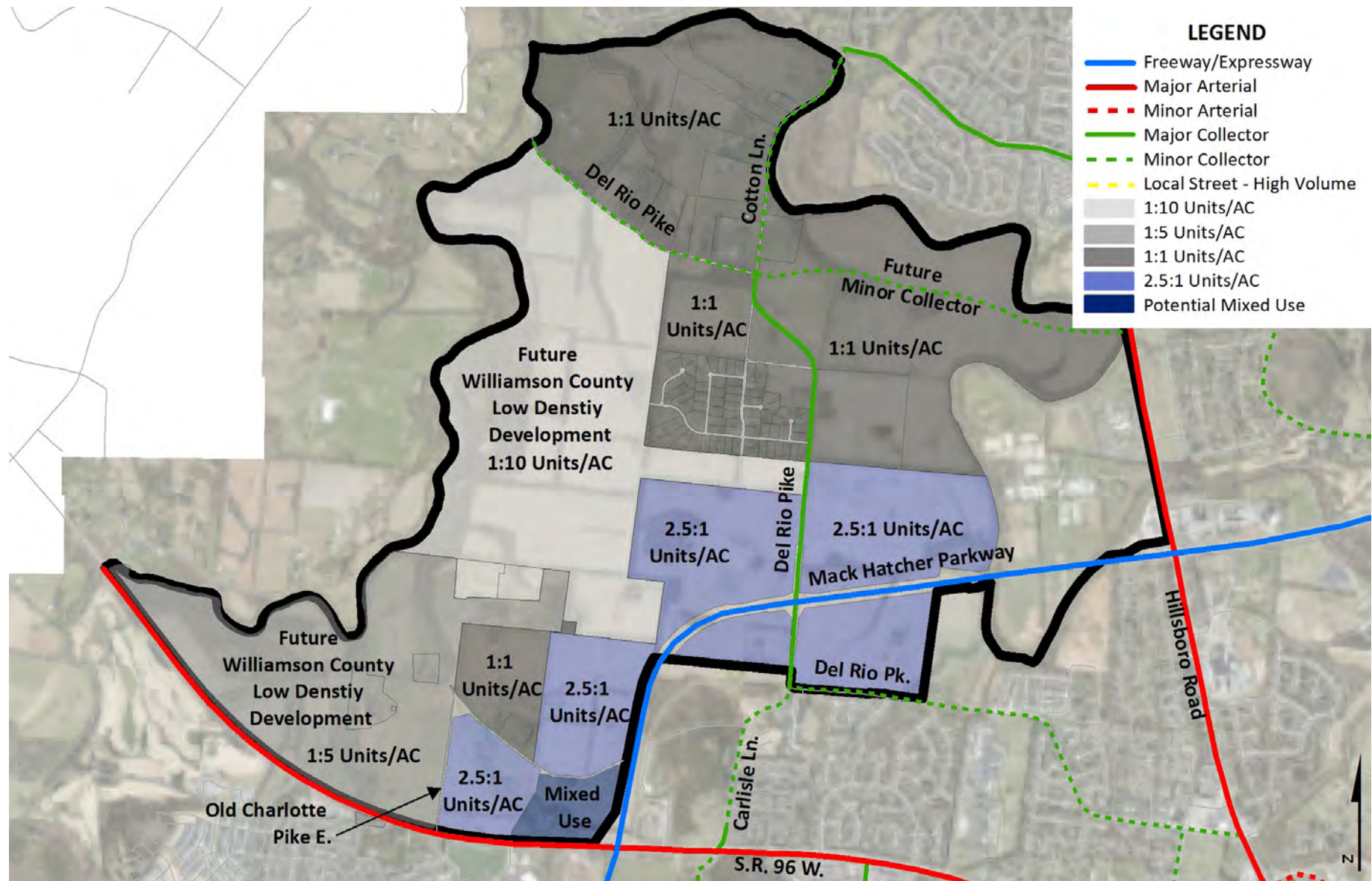
## WEST HARPETH AREA LOCAL NETWORK PLAN

In late 2020 and early 2021, City of Franklin staff hosted multiple meetings with both elected officials, development consultants and property owners in the West Harpeth Area. The purpose of the meetings was to evaluate development potential and required infrastructure. Figure 3.12 shows the projected development densities in the West Harpeth Area. This information was provided by the property owners and their development consultants.

Recognizing the need for connectivity, the property owners proposed a network of high volume roadways. These roadways are conceptual and shown for potential connectivity and planning. Final layout and location shall be determined by city staff with FMPC and/or BOMA approval. These high volume local roadways can be constructed as development occurs in the area.

Most of the existing roadways within the West Harpeth Area are rural and require major upgrades as development occurs in the area. As properties develop in the West Harpeth Area, it will be necessary for development to upgrade these existing roadways to meet city standards. These roadways generally include S.R. 96 West, Old Charlotte Pike E., Del Rio Pike, Carlisle Ln. and Cotton Ln.

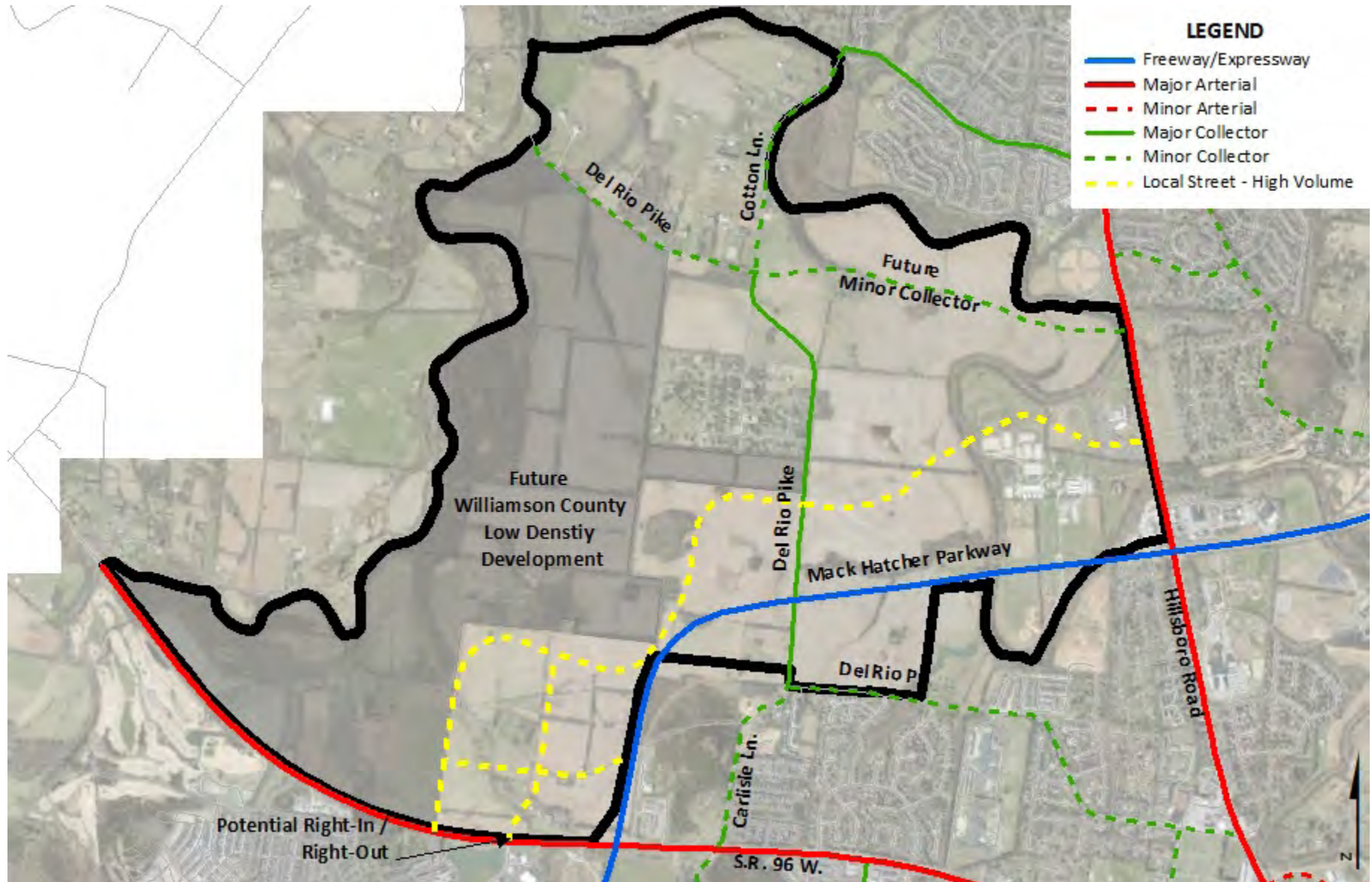
FIGURE 3.12: WEST HARPETH AREA - DENSITY PROJECTIONS





### 3 STREETS ELEMENT

FIGURE 3.13: WEST HARPETH AREA - PROPOSED ROADWAY NETWORK



# 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.

# 4 BICYCLE AND PEDESTRIAN



*Urbanized wide sidewalk in commercial district*

## URBANIZED SIDEWALK

Urbanized sidewalks shall be required in downtown / commercialized areas of the City and shall include an 8' min pedestrian through zone. The pedestrian zone shall be obstruction free. In addition to the pedestrian through zone, it shall include a 6' minimum street furnishing/green zone between the curb and the pedestrian through zone. This area can be used for street furniture, trees, planters, poles, fire hydrants and other items that are not allowed to protrude into the pedestrian through zone.



*Buffered bike lane on Goose Creek Bypass (SR-248)*

## 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.

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



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

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



# 4 BICYCLE AND PEDESTRIAN

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.

## 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 CNTP. 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 CNTP and the GTMP.

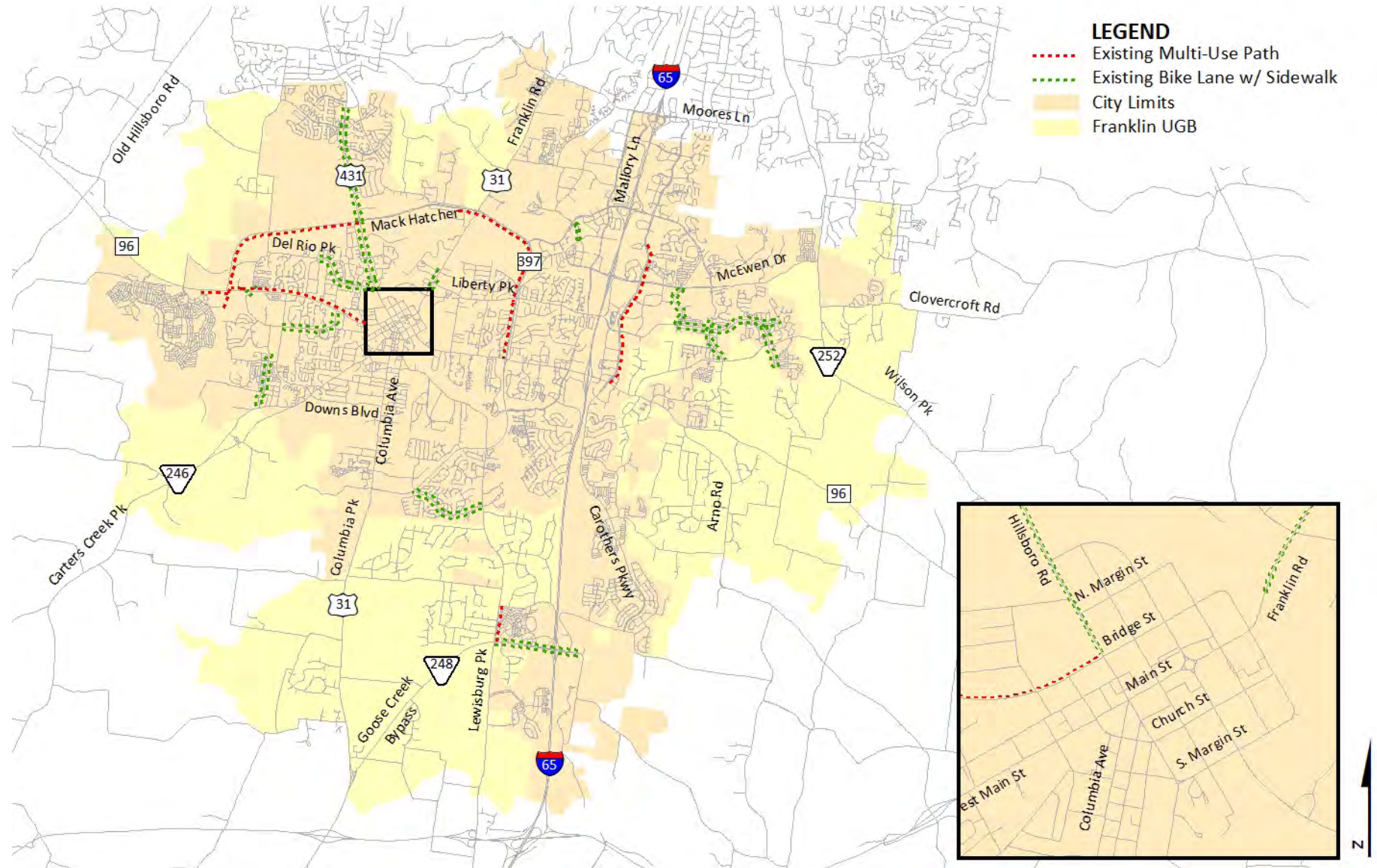
The GTMP focused mainly on off-street facilities but does include some on-street facilities, such as on-street bikeways and multi-use paths adjacent to roadways. The assessment included a review of the GTMP to identify on-street facilities and, where needed, to include them for programming in the CNTP.

The CNTP 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.

**FIGURE 4.1: EXISTING BIKE LANES AND MULTI-USE PATHS**





# 4 BICYCLE AND PEDESTRIAN

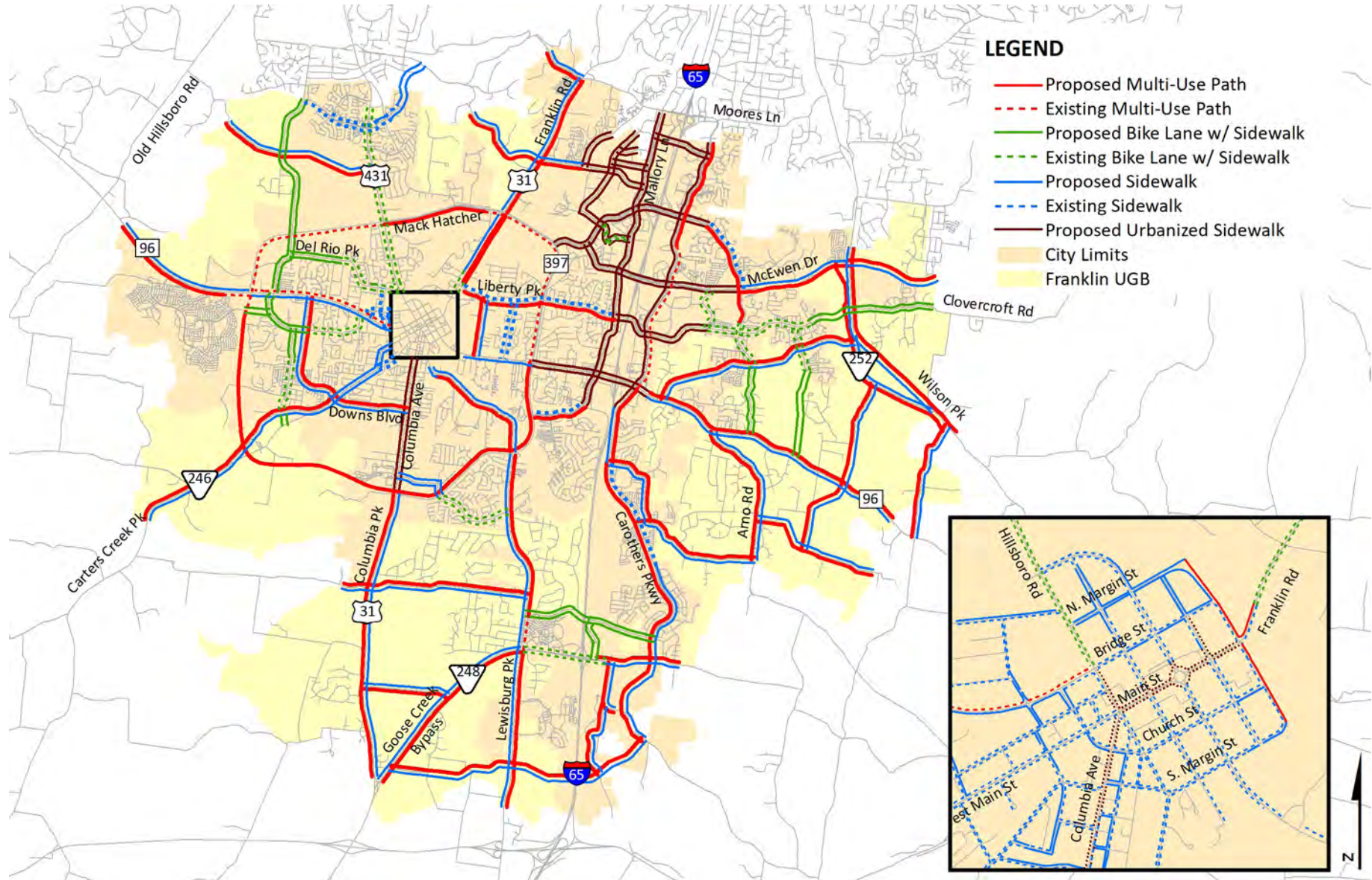
## PROPOSED FACILITIES

Based on the assessment of available information, City staff identified the appropriate bicycle and pedestrian improvements on all major roadways throughout the City. 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. 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.

*“Share the Road” signage along a bicycle route.*

FIGURE 4.2: PROPOSED BIKE AND PEDESTRIAN



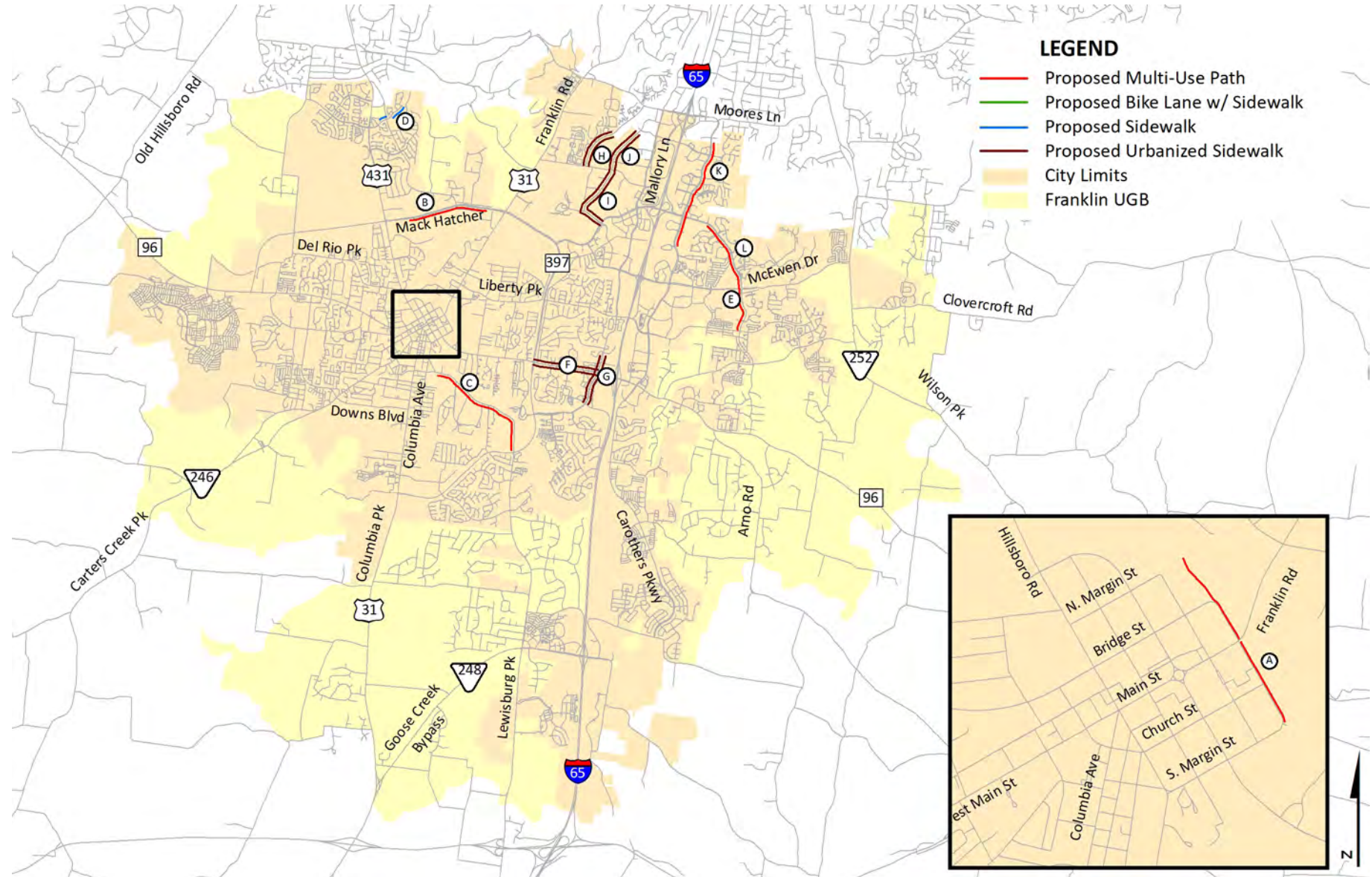
# 4 BICYCLE AND PEDESTRIAN

## RECOMMENDED PROJECTS

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 have the ability to move forward as stand alone projects and don't necessary require a larger roadway project that may include curb and gutter, storm drainage and major utility relocations.



## FIGURE 4.3: PROPOSED BICYCLE AND PEDESTRIAN PROJECTS



# 4 BICYCLE AND PEDESTRIAN

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

|        | Project Number | Roadway                            | From                            | To                                     | Length (Miles) |
|--------|----------------|------------------------------------|---------------------------------|----------------------------------------|----------------|
| SHORT  | A              | 1st Ave North and South            | South Margin Street             | Bridge Street                          | 0.38           |
|        | B              | Lewisburg Pike (SR-106/US-431)     | Mack Hatcher Parkway (SR-397)   | East Fowlkes Street                    | 1.89           |
|        | C              | Mack Hatcher Parkway (SR-397)      | Daniel McMahon Lane             | East of Hillsboro Road (SR-106/US-431) | 1.20           |
|        | D              | Fieldstone Parkway                 | Spencer Creek Road              | Bexley Park Drive                      | 0.38           |
|        | E              | Oxford Glen Drive                  | Liberty Pike                    | East McEwen Drive                      | 0.50           |
| MEDIUM | F              | Murfreesboro Road (SR-96)          | Mack Hatcher Parkway (SR-397)   | Interstate 65                          | 2.27           |
|        | G              | North / South Royal Oaks Boulevard | Oak Meadow Drive                | Holiday Court                          | 1.52           |
|        | H              | General George Patton Drive        | Mallory Station Road            | Northern City Limits                   | 1.52           |
|        | I              | Aspen Grove / Seaboard Lane        | Cool Springs Boulevard          | Mallory Station Road                   | 2.08           |
|        | J              | Seaboard Lane                      | Mallory Station Road            | Northern City Limits                   | 1.33           |
| LONG   | K              | Carothers Parkway                  | South of Cool Springs Boulevard | Northern City Limits                   | 1.61           |
|        | L              | Cool Springs Boulevard             | Billingsly Court                | East McEwen Drive                      | 1.04           |

+



# 5 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 roadmap 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,

# 5 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 CNTP, 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

# 5 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,



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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.

## 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

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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 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

## 1

## EAST MCEWEN DRIVE

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

This project is a widening of 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.



| PROJECT OVERVIEW                         |                                                                |
|------------------------------------------|----------------------------------------------------------------|
| OVERALL COST:                            | \$37,000,000                                                   |
| TIME FRAME:                              | Short                                                          |
| PROJECT DRIVER:                          | City of Franklin                                               |
| PROJECT CHARACTER                        |                                                                |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                 |
| SEGMENT LENGTH:                          | 1.38 miles                                                     |
| EXISTING LANES:                          | 2                                                              |
| PROPOSED TRAVEL LANES:                   | 4                                                              |
| PROPOSED RIGHT OF WAY:                   | 132 feet                                                       |
| PROJECT SPECIFICS                        |                                                                |
| MEDIAN:                                  | Median Required For Access Control                             |
| CURB & GUTTER:                           | Yes                                                            |
| ON STREET PARALLEL PARKING:              | Prohibited                                                     |
| ON STREET BICYCLE FACILITY               | None Required                                                  |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                |
| PEDESTRIAN TRAVELWAY                     | 12' Multi-Use Path w/ 6' Green or Furnishing Zone (South Side) |
|                                          | 6' Sidewalk w/ 6' Green or Furnishing Zone (North Side)        |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                    |

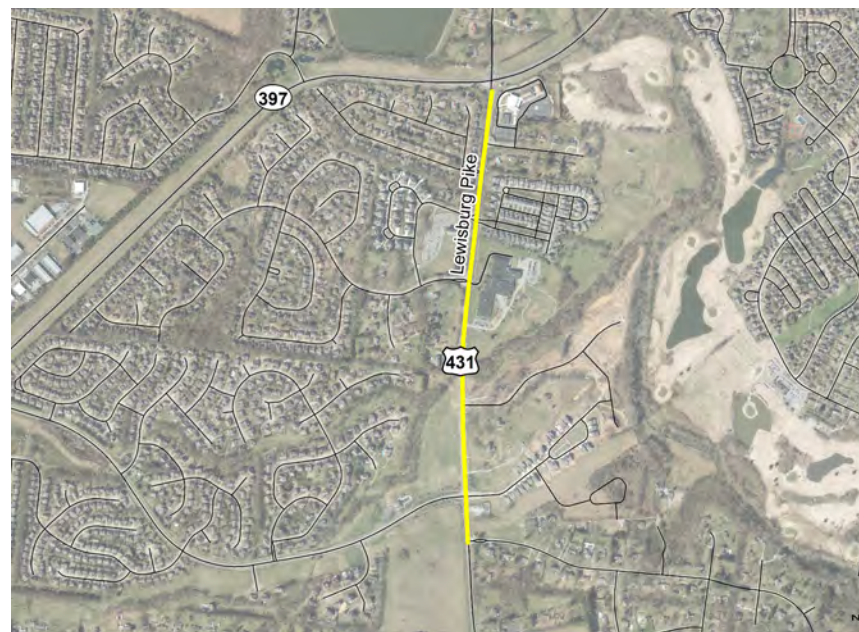


## LEWISBURG PIKE (SR-106/US-431) HOLLY HILL DRIVE TO MACK HATCHER PARKWAY (SR-397)

2

| PROJECT OVERVIEW                         |                                                            |
|------------------------------------------|------------------------------------------------------------|
| OVERALL COST:                            | \$15,000,000                                               |
| TIME FRAME:                              | Short                                                      |
| PROJECT DRIVER:                          | TDOT / City of Franklin                                    |
| PROJECT CHARACTER                        |                                                            |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                             |
| SEGMENT LENGTH:                          | 0.86 miles                                                 |
| EXISTING LANES:                          | 2                                                          |
| PROPOSED TRAVEL LANES:                   | 4                                                          |
| PROPOSED RIGHT OF WAY:                   | 132 feet                                                   |
| PROJECT SPECIFICS                        |                                                            |
| MEDIAN:                                  | Median Required For Access Control                         |
| CURB & GUTTER:                           | Yes                                                        |
| ON STREET PARALLEL PARKING:              | Prohibited                                                 |
| ON STREET BICYCLE FACILITY               | None Required                                              |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                            |
| PEDESTRIAN TRAVELWAY                     | 12' Multi-Use Path w/ 6' Green Furnishing Zone (East Side) |
|                                          | 6' Sidewalk w/ 6' Green or Furnishing Zone (West Side)     |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                |

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 roadway is necessary to continue to support access to Mack Hatcher from surrounding neighborhoods.



# 3 COLUMBIA AVENUE (SR-6/US-31) MACK HATCHER PARKWAY (SR-397) TO DOWNS BOULEVARD

Columbia Avenue (SR-6/US-31) is proposed to be widened from 2-3 lanes to 5 lanes from Downs Boulevard to Mack Hatcher Parkway (SR-397). This projects 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.



| PROJECT OVERVIEW                         |                                                   |
|------------------------------------------|---------------------------------------------------|
| OVERALL COST:                            | \$27,000,000                                      |
| TIME FRAME:                              | Short                                             |
| PROJECT DRIVER:                          | TDOT / City of Franklin                           |
| PROJECT CHARACTER                        |                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                    |
| SEGMENT LENGTH:                          | 1.15 miles                                        |
| EXISTING LANES:                          | 2-3                                               |
| PROPOSED TRAVEL LANES:                   | 4 (5 w/ TWLTL)                                    |
| PROPOSED RIGHT OF WAY:                   | 97 feet                                           |
| PROJECT SPECIFICS                        |                                                   |
| MEDIAN:                                  | Median Required For Access Control                |
| CURB & GUTTER:                           | Yes                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                        |
| ON STREET BICYCLE FACILITY               | None Required                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                   |
| PEDESTRIAN TRAVELWAY                     | 8' Min Sidewalk W/ 6' Furnishing Zone (East Side) |
|                                          | 8' Min Sidewalk W/ 6' Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)       |

## NORTH ROYAL OAKS BOULEVARD LAKEVIEW DRIVE TO LIBERTY PIKE

4

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.

| PROJECT OVERVIEW                         |                                                   |
|------------------------------------------|---------------------------------------------------|
| OVERALL COST:                            | \$16,000,000                                      |
| TIME FRAME:                              | Short                                             |
| PROJECT DRIVER:                          | City of Franklin                                  |
| PROJECT CHARACTER                        |                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                    |
| SEGMENT LENGTH:                          | 0.60 miles                                        |
| EXISTING LANES:                          | 2                                                 |
| PROPOSED TRAVEL LANES:                   | 4                                                 |
| PROPOSED RIGHT OF WAY:                   | 121 feet                                          |
| PROJECT SPECIFICS                        |                                                   |
| MEDIAN:                                  | Median Required For Access Control                |
| CURB & GUTTER:                           | Yes                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                        |
| ON STREET BICYCLE FACILITY               | None Required                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                   |
| PEDESTRIAN TRAVELWAY                     | 8' Min Sidewalk W/ 6' Furnishing Zone (East Side) |
|                                          | 8' Min Sidewalk W/ 6' Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)       |





# 5

## CAROTHERS PARKWAY

### SOUTH CAROTHERS ROAD TO MURFREESBORO ROAD (SR-96)

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.



| PROJECT OVERVIEW                         |                                                                                                                  |
|------------------------------------------|------------------------------------------------------------------------------------------------------------------|
| OVERALL COST:                            | \$25,000,000                                                                                                     |
| TIME FRAME:                              | Short                                                                                                            |
| PROJECT DRIVER:                          | City of Franklin                                                                                                 |
| PROJECT CHARACTER                        |                                                                                                                  |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                                                                   |
| SEGMENT LENGTH:                          | 1.14 miles                                                                                                       |
| EXISTING LANES:                          | 2                                                                                                                |
| PROPOSED TRAVEL LANES:                   | 4                                                                                                                |
| PROPOSED RIGHT OF WAY:                   | 134 feet                                                                                                         |
| PROJECT SPECIFICS                        |                                                                                                                  |
| MEDIAN:                                  | Median Required For Access Control                                                                               |
| CURB & GUTTER:                           | Yes                                                                                                              |
| ON STREET PARALLEL PARKING:              | Prohibited                                                                                                       |
| ON STREET BICYCLE FACILITY               | None Required                                                                                                    |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                                                                  |
| PEDESTRIAN TRAVELWAY                     | 8' Min Sidewalk W/ 6' Furnishing Zone (East Side)<br>12' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 8' Min Sidewalk W/ 6' Furnishing Zone (West Side)<br>6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)  |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                                                                      |

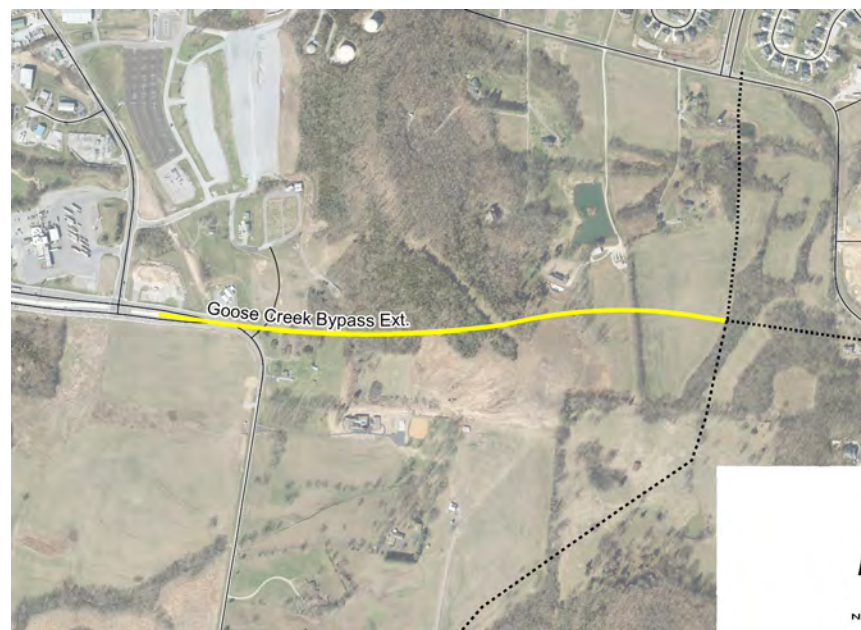
# GOOSE CREEK BYPASS (SR-248) EXTENSION

## CAROTHERS PARKWAY (FUTURE EXTENSION) TO EXISTING PEYTONSVILLE ROAD

6

| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$17,000,000                                                       |
| TIME FRAME:                              | Short                                                              |
| PROJECT DRIVER:                          | Development / City of Franklin                                     |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                     |
| SEGMENT LENGTH:                          | 0.68 miles                                                         |
| EXISTING LANES:                          | 0                                                                  |
| PROPOSED TRAVEL LANES:                   | 4                                                                  |
| PROPOSED RIGHT OF WAY:                   | 132 feet                                                           |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Median Required For Access Control                                 |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                                         |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |

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.





# 7 MACK HATCHER PARKWAY (SR-397) POLK PLACE DRIVE TO MURFREESBORO ROAD (SR-96)

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.



| PROJECT OVERVIEW                         |                                                     |
|------------------------------------------|-----------------------------------------------------|
| OVERALL COST:                            | \$44,000,000                                        |
| TIME FRAME:                              | Short                                               |
| PROJECT DRIVER:                          | TDOT                                                |
| PROJECT CHARACTER                        |                                                     |
| FUNCTIONAL CLASSIFICATION:               | Expressway                                          |
| SEGMENT LENGTH:                          | 1.74 miles                                          |
| EXISTING LANES:                          | 2                                                   |
| PROPOSED TRAVEL LANES:                   | 4                                                   |
| PROPOSED RIGHT OF WAY:                   | 250 feet                                            |
| PROJECT SPECIFICS                        |                                                     |
| MEDIAN:                                  | Median Required For Access Control                  |
| CURB & GUTTER:                           | Yes                                                 |
| ON STREET PARALLEL PARKING:              | Prohibited                                          |
| ON STREET BICYCLE FACILITY               | Prohibited                                          |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                     |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green Zone (West Side) |
| TRANSIT STOPS                            | Prohibited                                          |

# MACK HATCHER PARKWAY (SR-397) POLK PLACE DRIVE TO COLUMBIA AVENUE (SR-6/US-31)

8

| PROJECT OVERVIEW                         |                                                      |
|------------------------------------------|------------------------------------------------------|
| OVERALL COST:                            | \$21,000,000                                         |
| TIME FRAME:                              | Short                                                |
| PROJECT DRIVER:                          | TDOT                                                 |
| PROJECT CHARACTER                        |                                                      |
| FUNCTIONAL CLASSIFICATION:               | Expressway                                           |
| SEGMENT LENGTH:                          | 1.46 miles                                           |
| EXISTING LANES:                          | 2                                                    |
| PROPOSED TRAVEL LANES:                   | 4                                                    |
| PROPOSED RIGHT OF WAY:                   | 250 feet                                             |
| PROJECT SPECIFICS                        |                                                      |
| MEDIAN:                                  | Median Required For Access Control                   |
| CURB & GUTTER:                           | Yes                                                  |
| ON STREET PARALLEL PARKING:              | Prohibited                                           |
| ON STREET BICYCLE FACILITY               | Prohibited                                           |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                      |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green Zone (North Side) |
| TRANSIT STOPS                            | Prohibited                                           |

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.



# 9

## 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.



| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$15,000,000                                                      |
| TIME FRAME:                              | Short                                                             |
| PROJECT DRIVER:                          | TDOT/City of Franklin                                             |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                    |
| SEGMENT LENGTH:                          | 0.84 miles                                                        |
| EXISTING LANES:                          | 2                                                                 |
| PROPOSED TRAVEL LANES:                   | 4                                                                 |
| PROPOSED RIGHT OF WAY:                   | 132 feet                                                          |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Median Required For Access Control                                |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                                        |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)        |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                       |



## MURFREESBORO ROAD (SR-96) EASTERN I-65 RAMP TO WESTERN I-65 RAMP

10

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.

| PROJECT OVERVIEW                         |                                                    |
|------------------------------------------|----------------------------------------------------|
| OVERALL COST:                            | \$51,000,000                                       |
| TIME FRAME:                              | Short                                              |
| PROJECT DRIVER:                          | TDOT                                               |
| PROJECT CHARACTER                        |                                                    |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                     |
| SEGMENT LENGTH:                          | 0.25 miles                                         |
| EXISTING LANES:                          | 6                                                  |
| PROPOSED TRAVEL LANES:                   | 10                                                 |
| PROPOSED RIGHT OF WAY:                   | 250 feet                                           |
| PROJECT SPECIFICS                        |                                                    |
| MEDIAN:                                  | Median Required For Access Control                 |
| CURB & GUTTER:                           | Yes                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                         |
| ON STREET BICYCLE FACILITY               | None Required                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                    |
| PEDESTRIAN TRAVELWAY                     | 8' Min Sidewalk w/ 6' Furnishing Zone (South Side) |
|                                          | 8' Min Sidewalk w/ 6' Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Prohibited                                         |



# 11 PEYTONSVILLE ROAD

## CAROTHERS PARKWAY (FUTURE EXTENSION) 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 future Carothers Parkway. 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.



| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$20,000,000                                                      |
| TIME FRAME:                              | Short                                                             |
| PROJECT DRIVER:                          | Development / City of Franklin                                    |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Collector                                                   |
| SEGMENT LENGTH:                          | 0.87 miles                                                        |
| EXISTING LANES:                          | 2                                                                 |
| PROPOSED TRAVEL LANES:                   | 4                                                                 |
| PROPOSED RIGHT OF WAY:                   | 122 feet                                                          |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Median Required For Access Control                                |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                                        |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                       |



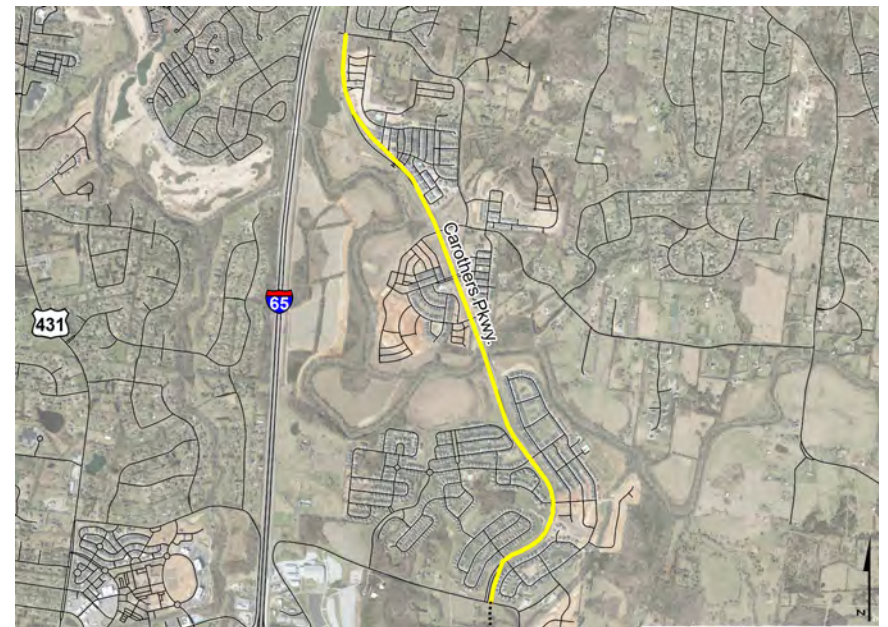
# CAROTHERS PARKWAY

## LONG LANE TO SOUTH CAROTHERS ROAD

# 12

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.

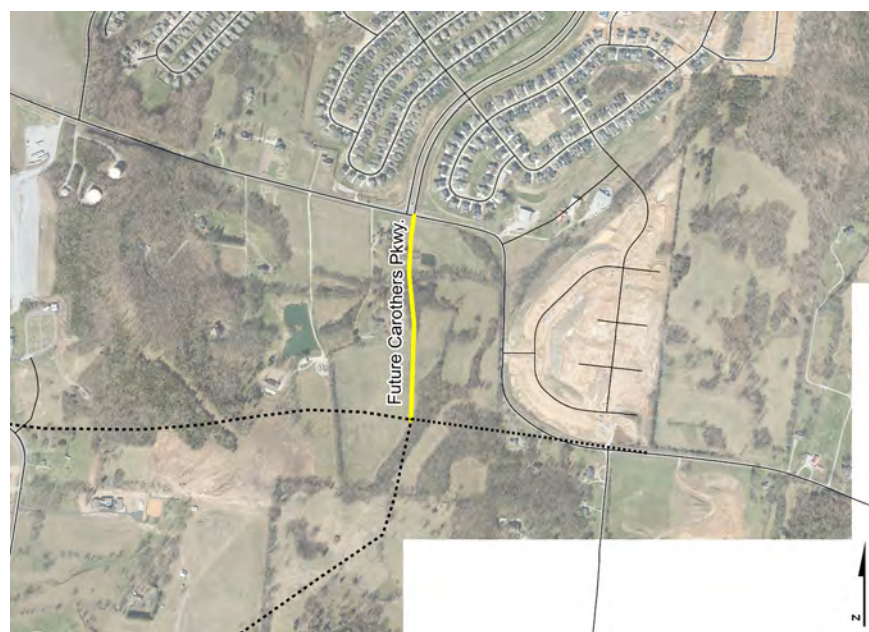
| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$25,000,000                                                      |
| TIME FRAME:                              | Short                                                             |
| PROJECT DRIVER:                          | City of Franklin                                                  |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                    |
| SEGMENT LENGTH:                          | 2.73 miles                                                        |
| EXISTING LANES:                          | 2                                                                 |
| PROPOSED TRAVEL LANES:                   | 4                                                                 |
| PROPOSED RIGHT OF WAY:                   | 132 feet                                                          |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Median Required For Access Control                                |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                                        |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                       |



# 13 CAROTHERS PARKWAY

## GOOSE CREEK BYPASS (SR-248) (FUTURE EXTENSION) TO LONG LANE

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.



| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$8,000,000                                                       |
| TIME FRAME:                              | Short                                                             |
| PROJECT DRIVER:                          | Development / City of Franklin                                    |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                    |
| SEGMENT LENGTH:                          | 0.31 miles                                                        |
| EXISTING LANES:                          | 0                                                                 |
| PROPOSED TRAVEL LANES:                   | 4                                                                 |
| PROPOSED RIGHT OF WAY:                   | 132 feet                                                          |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Median Required For Access Control                                |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                                        |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                       |

# SOUTH BERRYS CHAPEL ROAD REALIGNMENT

## MALLORY STATION ROAD TO SOUTH BERRYS CHAPEL ROAD

14

| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$8,000,000                                                        |
| TIME FRAME:                              | Short                                                              |
| PROJECT DRIVER:                          | City of Franklin                                                   |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                                    |
| SEGMENT LENGTH:                          | 0.47 miles                                                         |
| EXISTING LANES:                          | 2                                                                  |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                                     |
| PROPOSED RIGHT OF WAY:                   | 75 feet                                                            |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Not Required                                                       |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Allowed                                                            |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)        |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |

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.





# 15 BOYD MILL AVENUE

## FRANKLIN GREEN PARKWAY TO HIGHWAY 96 WEST (SR-96W)

Boyd Mill Avenue is a minor 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.



| PROJECT OVERVIEW                         |                                                            |
|------------------------------------------|------------------------------------------------------------|
| OVERALL COST:                            | \$5,000,000                                                |
| TIME FRAME:                              | Short                                                      |
| PROJECT DRIVER:                          | City of Franklin                                           |
| PROJECT CHARACTER                        |                                                            |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                            |
| SEGMENT LENGTH:                          | 0.48 miles                                                 |
| EXISTING LANES:                          | 2                                                          |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                             |
| PROPOSED RIGHT OF WAY:                   | 79 feet                                                    |
| PROJECT SPECIFICS                        |                                                            |
| MEDIAN:                                  | Not Required                                               |
| CURB & GUTTER:                           | Yes                                                        |
| ON STREET PARALLEL PARKING:              | Allowed                                                    |
| ON STREET BICYCLE FACILITY               | 5' Bike Lanes Required                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                            |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                |

# LONG LANE OVERPASS

## LONG LANE TO LEWISBURG PIKE (SR-106/US-431)

16

| PROJECT OVERVIEW                         |                                                             |
|------------------------------------------|-------------------------------------------------------------|
| OVERALL COST:                            | \$32,000,000                                                |
| TIME FRAME:                              | Short                                                       |
| PROJECT DRIVER:                          | City of Franklin                                            |
| PROJECT CHARACTER                        |                                                             |
| FUNCTIONAL CLASSIFICATION:               | Major Collector                                             |
| SEGMENT LENGTH:                          | 0.88 miles                                                  |
| EXISTING LANES:                          | 2                                                           |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                              |
| PROPOSED RIGHT OF WAY:                   | 79 feet                                                     |
| PROJECT SPECIFICS                        |                                                             |
| MEDIAN:                                  | Not Required                                                |
| CURB & GUTTER:                           | Yes                                                         |
| ON STREET PARALLEL PARKING:              | Prohibited                                                  |
| ON STREET BICYCLE FACILITY               | 5' Bike Lanes Required                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                             |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                 |

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.





# 17 CLOVERCROFT ROAD

## OXFORD GLEN DRIVE TO MURFREESBORO ROAD (SR-96)

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.



| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$26,000,000                                                       |
| TIME FRAME:                              | Short                                                              |
| PROJECT DRIVER:                          | City of Franklin                                                   |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Major Collector                                                    |
| SEGMENT LENGTH:                          | 1.40 miles                                                         |
| EXISTING LANES:                          | 2                                                                  |
| PROPOSED TRAVEL LANES:                   | 4 (5 w/ TWLTL)                                                     |
| PROPOSED RIGHT OF WAY:                   | 99 feet                                                            |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Not Required                                                       |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                                         |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |

# CLOVERCROFT ROAD 18

## MARKET STREET TO OXFORD GLEN DRIVE

Major 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.

| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$10,000,000                                                       |
| TIME FRAME:                              | Short                                                              |
| PROJECT DRIVER:                          | City of Franklin                                                   |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Major Collector                                                    |
| SEGMENT LENGTH:                          | 0.72 miles                                                         |
| EXISTING LANES:                          | 2                                                                  |
| PROPOSED TRAVEL LANES:                   | 4 (5 w/ TWLTL)                                                     |
| PROPOSED RIGHT OF WAY:                   | 99 feet                                                            |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Not Required                                                       |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                                         |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |



# 19 JORDAN ROAD

## MALLORY LANE TO ASPEN GROVE DRIVE

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.



| PROJECT OVERVIEW                         |                                                    |
|------------------------------------------|----------------------------------------------------|
| OVERALL COST:                            | \$3,000000                                         |
| TIME FRAME:                              | Short                                              |
| PROJECT DRIVER:                          | City of Franklin                                   |
| PROJECT CHARACTER                        |                                                    |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                    |
| SEGMENT LENGTH:                          | 0.32 miles                                         |
| EXISTING LANES:                          | 2                                                  |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                     |
| PROPOSED RIGHT OF WAY:                   | 83 feet                                            |
| PROJECT SPECIFICS                        |                                                    |
| MEDIAN:                                  | Not Required                                       |
| CURB & GUTTER:                           | Yes                                                |
| ON STREET PARALLEL PARKING:              | Allowed                                            |
| ON STREET BICYCLE FACILITY               | 5' Bike Lanes Required                             |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                    |
| PEDESTRIAN TRAVELWAY                     | 8' Min Sidewalk w/ 6' Furnishing Zone (South Side) |
|                                          | 8' Min Sidewalk w/ 6' Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)        |



# LIBERTY PIKE 20

## CAROTHERS PARKWAY TO COLUMBIA STATE COMMUNITY COLLEGE

| PROJECT OVERVIEW                         |                                                    |
|------------------------------------------|----------------------------------------------------|
| OVERALL COST:                            | \$10,000,000                                       |
| TIME FRAME:                              | Short                                              |
| PROJECT DRIVER:                          | City of Franklin                                   |
| PROJECT CHARACTER                        |                                                    |
| FUNCTIONAL CLASSIFICATION:               | Minor Arterial                                     |
| SEGMENT LENGTH:                          | 0.50 miles                                         |
| EXISTING LANES:                          | 2                                                  |
| PROPOSED TRAVEL LANES:                   | 4                                                  |
| PROPOSED RIGHT OF WAY:                   | 136 feet                                           |
| PROJECT SPECIFICS                        |                                                    |
| MEDIAN:                                  | Median Required For Access Control                 |
| CURB & GUTTER:                           | Yes                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                         |
| ON STREET BICYCLE FACILITY               | 5' Bike Lanes Required                             |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                    |
| PEDESTRIAN TRAVELWAY                     | 8' Min Sidewalk w/ 6' Furnishing Zone (South Side) |
|                                          | 8' Min Sidewalk w/ 6' Furnishing Zone (South Side) |
| TRANSIT STOPS                            | Required (Coordinate with Franklin Transit)        |

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.



# 21 EAST MCEWEN DRIVE

## EASTERN CITY LIMITS TO WILSON PIKE (SR-252)

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.



| PROJECT OVERVIEW                         |                                                                |
|------------------------------------------|----------------------------------------------------------------|
| OVERALL COST:                            | \$22,500,000                                                   |
| TIME FRAME:                              | Medium                                                         |
| PROJECT DRIVER:                          | City of Franklin / City of Brentwood                           |
| PROJECT CHARACTER                        |                                                                |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                 |
| SEGMENT LENGTH:                          | 1.25 miles                                                     |
| EXISTING LANES:                          | 0                                                              |
| PROPOSED TRAVEL LANES:                   | 4                                                              |
| PROPOSED RIGHT OF WAY:                   | 132 feet                                                       |
| PROJECT SPECIFICS                        |                                                                |
| MEDIAN:                                  | Median Required For Access Control                             |
| CURB & GUTTER:                           | Yes                                                            |
| ON STREET PARALLEL PARKING:              | Prohibited                                                     |
| ON STREET BICYCLE FACILITY               | None Required                                                  |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)    |
|                                          | 12' Multi-Use Path w/ 6' Green or Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                    |



# GOOSE CREEK BYPASS (SR-248) EXTENSION

## LONG LANE TO CAROTHERS PARKWAY (FUTURE EXTENSION)

22

| PROJECT OVERVIEW                         |                                                                |
|------------------------------------------|----------------------------------------------------------------|
| OVERALL COST:                            | \$8,000,000                                                    |
| TIME FRAME:                              | Medium                                                         |
| PROJECT DRIVER:                          | Development / City of Franklin                                 |
| PROJECT CHARACTER                        |                                                                |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                 |
| SEGMENT LENGTH:                          | 0.36 miles                                                     |
| EXISTING LANES:                          | 0                                                              |
| PROPOSED TRAVEL LANES:                   | 4                                                              |
| PROPOSED RIGHT OF WAY:                   | 132 feet                                                       |
| PROJECT SPECIFICS                        |                                                                |
| MEDIAN:                                  | Median Required For Access Control                             |
| CURB & GUTTER:                           | Yes                                                            |
| ON STREET PARALLEL PARKING:              | Prohibited                                                     |
| ON STREET BICYCLE FACILITY               | None Required                                                  |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)    |
|                                          | 12' Multi-Use Path w/ 6' Green or Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                    |

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.



## 23 FRANKLIN ROAD (SR-6/US-31) MALLORY STATION ROAD 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.



| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$21,000,000                                                      |
| TIME FRAME:                              | Medium                                                            |
| PROJECT DRIVER:                          | TDOT / City of Franklin                                           |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                    |
| SEGMENT LENGTH:                          | 1.10 miles                                                        |
| EXISTING LANES:                          | 2                                                                 |
| PROPOSED TRAVEL LANES:                   | 4                                                                 |
| PROPOSED RIGHT OF WAY:                   | 132 feet                                                          |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Median Required For Access Control                                |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                                        |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)        |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                       |

# COLUMBIA AVENUE (SR-6/US-31) 24

## DOWNS BOULEVARD TO FOWLKES STREET

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.

| PROJECT OVERVIEW                         |                                                   |
|------------------------------------------|---------------------------------------------------|
| OVERALL COST:                            | \$9,000,000                                       |
| TIME FRAME:                              | Medium                                            |
| PROJECT DRIVER:                          | City of Franklin                                  |
| PROJECT CHARACTER                        |                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                    |
| SEGMENT LENGTH:                          | 0.73 miles                                        |
| EXISTING LANES:                          | 2                                                 |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                    |
| PROPOSED RIGHT OF WAY:                   | 73 feet                                           |
| PROJECT SPECIFICS                        |                                                   |
| MEDIAN:                                  | Not Required                                      |
| CURB & GUTTER:                           | Yes                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                        |
| ON STREET BICYCLE FACILITY               | None Required                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                   |
| PEDESTRIAN TRAVELWAY                     | 8' Min Sidewalk w/ 6' Furnishing Zone (East Side) |
|                                          | 8' Min Sidewalk w/ 6' Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)       |





# 25 MALLORY LANE

## WEST MCEWEN DRIVE TO MALLORY STATION ROAD

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.



| PROJECT OVERVIEW                         |                                                   |
|------------------------------------------|---------------------------------------------------|
| OVERALL COST:                            | \$30,000,000                                      |
| TIME FRAME:                              | Medium                                            |
| PROJECT DRIVER:                          | City of Franklin                                  |
| PROJECT CHARACTER                        |                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                    |
| SEGMENT LENGTH:                          | 1.22 miles                                        |
| EXISTING LANES:                          | 4                                                 |
| PROPOSED TRAVEL LANES:                   | 6                                                 |
| PROPOSED RIGHT OF WAY:                   | 154 feet                                          |
| PROJECT SPECIFICS                        |                                                   |
| MEDIAN:                                  | Median Required For Access Control                |
| CURB & GUTTER:                           | Yes                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                        |
| ON STREET BICYCLE FACILITY               | None Required                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                   |
| PEDESTRIAN TRAVELWAY                     | 8' Min Sidewalk w/ 6' Furnishing Zone (East Side) |
|                                          | 8' Min Sidewalk w/ 6' Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Required (Coordinate with Franklin Transit)       |



# MALLORY LANE 26

## MALLORY STATION ROAD TO MOORES LANE (SR-441)

| PROJECT OVERVIEW                         |                                                   |
|------------------------------------------|---------------------------------------------------|
| OVERALL COST:                            | \$27,000,000                                      |
| TIME FRAME:                              | Medium                                            |
| PROJECT DRIVER:                          | City of Franklin                                  |
| PROJECT CHARACTER                        |                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                    |
| SEGMENT LENGTH:                          | 1.08 miles                                        |
| EXISTING LANES:                          | 4                                                 |
| PROPOSED TRAVEL LANES:                   | 6                                                 |
| PROPOSED RIGHT OF WAY:                   | 154 feet                                          |
| PROJECT SPECIFICS                        |                                                   |
| MEDIAN:                                  | Median Required For Access Control                |
| CURB & GUTTER:                           | Yes                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                        |
| ON STREET BICYCLE FACILITY               | None Required                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                   |
| PEDESTRIAN TRAVELWAY                     | 8' Min Sidewalk w/ 6' Furnishing Zone (East Side) |
|                                          | 8' Min Sidewalk w/ 6' Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Required (Coordinate with Franklin Transit)       |

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.



# 27 COOL SPRINGS BOULEVARD

## MALLORY LANE TO MACK HATCHER PARKWAY (SR-397)

Cool 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.



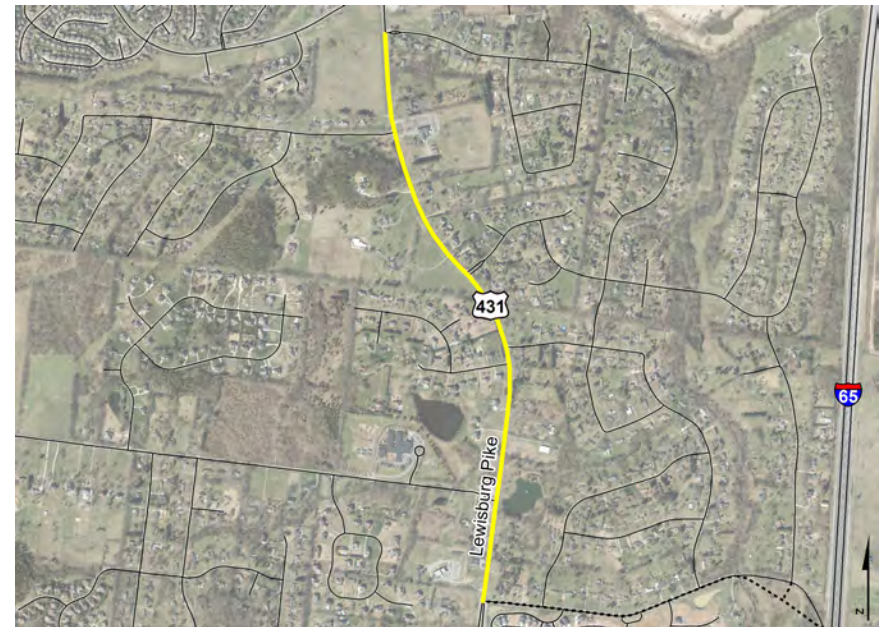
| PROJECT OVERVIEW                         |                                                   |
|------------------------------------------|---------------------------------------------------|
| OVERALL COST:                            | \$32,000,000                                      |
| TIME FRAME:                              | Medium                                            |
| PROJECT DRIVER:                          | City of Franklin                                  |
| PROJECT CHARACTER                        |                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                    |
| SEGMENT LENGTH:                          | 1.31 miles                                        |
| EXISTING LANES:                          | 4                                                 |
| PROPOSED TRAVEL LANES:                   | 6                                                 |
| PROPOSED RIGHT OF WAY:                   | 154 feet                                          |
| PROJECT SPECIFICS                        |                                                   |
| MEDIAN:                                  | Median Required For Access Control                |
| CURB & GUTTER:                           | Yes                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                        |
| ON STREET BICYCLE FACILITY               | None Required                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                   |
| PEDESTRIAN TRAVELWAY                     | 8' Min Sidewalk w/ 6' Furnishing Zone (East Side) |
|                                          | 8' Min Sidewalk w/ 6' Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)       |

## LEWISBURG PIKE (SR-106/US-431) OLD PEYTONSVILLE ROAD TO HOLLY HILL DRIVE

28

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.

| PROJECT OVERVIEW                         |                                                                  |
|------------------------------------------|------------------------------------------------------------------|
| OVERALL COST:                            | \$31,000,000                                                     |
| TIME FRAME:                              | Medium                                                           |
| PROJECT DRIVER:                          | TDOT / City of Franklin                                          |
| PROJECT CHARACTER                        |                                                                  |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                   |
| SEGMENT LENGTH:                          | 1.37 miles                                                       |
| EXISTING LANES:                          | 2                                                                |
| PROPOSED TRAVEL LANES:                   | 4                                                                |
| PROPOSED RIGHT OF WAY:                   | 132 feet                                                         |
| PROJECT SPECIFICS                        |                                                                  |
| MEDIAN:                                  | Median Required For Access Control                               |
| CURB & GUTTER:                           | Yes                                                              |
| ON STREET PARALLEL PARKING:              | Prohibited                                                       |
| ON STREET BICYCLE FACILITY               | None Required                                                    |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                  |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/6' Green or Furnishing Zone (East Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)       |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                      |





# 29 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.



| PROJECT OVERVIEW                         |                                                   |
|------------------------------------------|---------------------------------------------------|
| OVERALL COST:                            | \$16,000,000                                      |
| TIME FRAME:                              | Medium                                            |
| PROJECT DRIVER:                          | City of Franklin                                  |
| PROJECT CHARACTER                        |                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                    |
| SEGMENT LENGTH:                          | 0.64 miles                                        |
| EXISTING LANES:                          | 4                                                 |
| PROPOSED TRAVEL LANES:                   | 6                                                 |
| PROPOSED RIGHT OF WAY:                   | 154 feet                                          |
| PROJECT SPECIFICS                        |                                                   |
| MEDIAN:                                  | Median Required For Access Control                |
| CURB & GUTTER:                           | Yes                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                        |
| ON STREET BICYCLE FACILITY               | None Required                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                   |
| PEDESTRIAN TRAVELWAY                     | 8' Min Sidewalk w/ 6' Furnishing Zone (East Side) |
|                                          | 8' Min Sidewalk w/ 6' Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)       |



## WEST MAIN STREET (SR-246) DOWNS BOULEVARD TO NATCHEZ STREET

30

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.

| PROJECT OVERVIEW                         |                                                            |
|------------------------------------------|------------------------------------------------------------|
| OVERALL COST:                            | \$10,000,000                                               |
| TIME FRAME:                              | Medium                                                     |
| PROJECT DRIVER:                          | City of Franklin                                           |
| PROJECT CHARACTER                        |                                                            |
| FUNCTIONAL CLASSIFICATION:               | Minor Arterial                                             |
| SEGMENT LENGTH:                          | 0.72 miles                                                 |
| EXISTING LANES:                          | 2                                                          |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                             |
| PROPOSED RIGHT OF WAY:                   | 69 feet                                                    |
| PROJECT SPECIFICS                        |                                                            |
| MEDIAN:                                  | Not Required                                               |
| CURB & GUTTER:                           | Yes                                                        |
| ON STREET PARALLEL PARKING:              | Prohibited                                                 |
| ON STREET BICYCLE FACILITY               | None Required                                              |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                            |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Required (Coordinate with Franklin Transit)                |



# 31 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.



| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$66,000,000                                                      |
| TIME FRAME:                              | Medium                                                            |
| PROJECT DRIVER:                          | TDOT                                                              |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                    |
| SEGMENT LENGTH:                          | 2.98 miles                                                        |
| EXISTING LANES:                          | 2                                                                 |
| PROPOSED TRAVEL LANES:                   | 4                                                                 |
| PROPOSED RIGHT OF WAY:                   | 132 feet                                                          |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Median Required For Access Control                                |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                                        |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)        |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                       |

## (OLD/EXISTING) WILSON PIKE 32

### TRINITY ROAD TO LIBERTY PIKE (FUTURE EXTENSION)

| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$29,000,000                                                      |
| TIME FRAME:                              | Medium                                                            |
| PROJECT DRIVER:                          | City of Franklin                                                  |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                                   |
| SEGMENT LENGTH:                          | 2.29 miles                                                        |
| EXISTING LANES:                          | 0                                                                 |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                                    |
| PROPOSED RIGHT OF WAY:                   | 75 feet                                                           |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Not Required                                                      |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Allowed                                                           |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                       |

This project would enhance connections on the west side of the railroad tracks. 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.





# 33 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.



| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$10,000,000                                                      |
| TIME FRAME:                              | Medium                                                            |
| PROJECT DRIVER:                          | City of Franklin                                                  |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                                   |
| SEGMENT LENGTH:                          | 0.78 miles                                                        |
| EXISTING LANES:                          | 2                                                                 |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                                    |
| PROPOSED RIGHT OF WAY:                   | 75 feet                                                           |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Not Required                                                      |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Allowed                                                           |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                       |

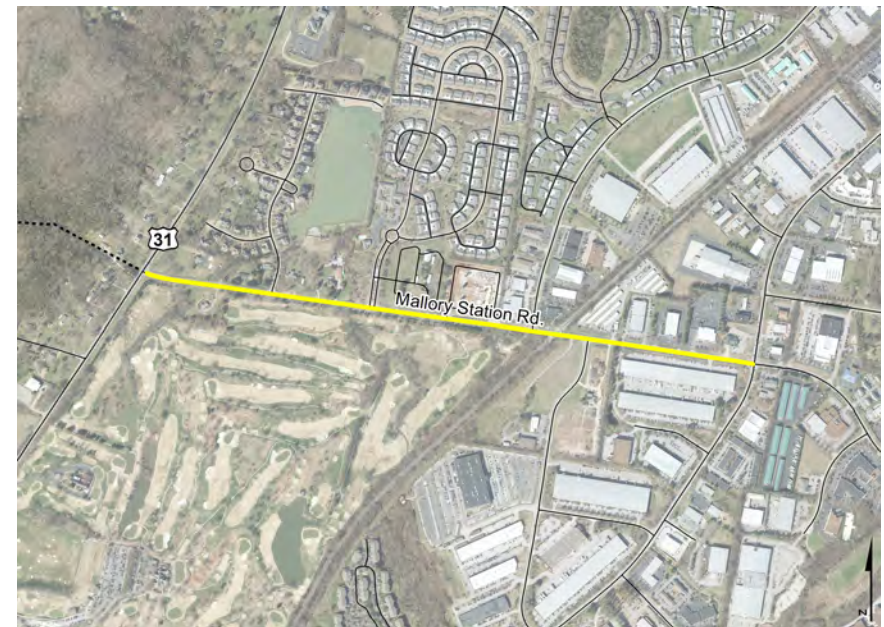


# MALLORY STATION ROAD 34

## SEABOARD LANE TO FRANKLIN ROAD (SR-6/US-31)

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.

| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$19,000,000                                                       |
| TIME FRAME:                              | Medium                                                             |
| PROJECT DRIVER:                          | City of Franklin                                                   |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Major Collector                                                    |
| SEGMENT LENGTH:                          | 0.99 miles                                                         |
| EXISTING LANES:                          | 3                                                                  |
| PROPOSED TRAVEL LANES:                   | 4 (5 w/ TWLTL)                                                     |
| PROPOSED RIGHT OF WAY:                   | 99 feet                                                            |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Not Required                                                       |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                                         |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side) |
|                                          | 8' Min Sidewalk w/ 6' Furnishing Zone (South Side)                 |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)        |
|                                          | 8' Min Sidewalk w/ 6' Furnishing Zone (North Side)                 |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |



# 35 MALLORY STATION ROAD

## MALLORY LANE TO SEABOARD 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.



| PROJECT OVERVIEW                         |                                                    |
|------------------------------------------|----------------------------------------------------|
| OVERALL COST:                            | \$12,000,000                                       |
| TIME FRAME:                              | Medium                                             |
| PROJECT DRIVER:                          | City of Franklin                                   |
| PROJECT CHARACTER                        |                                                    |
| FUNCTIONAL CLASSIFICATION:               | Major Collector                                    |
| SEGMENT LENGTH:                          | 0.52 miles                                         |
| EXISTING LANES:                          | 3                                                  |
| PROPOSED TRAVEL LANES:                   | 5 (4 w/ TWLTL)                                     |
| PROPOSED RIGHT OF WAY:                   | 97 feet                                            |
| PROJECT SPECIFICS                        |                                                    |
| MEDIAN:                                  | Not Required                                       |
| CURB & GUTTER:                           | Yes                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                         |
| ON STREET BICYCLE FACILITY               | None Required                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                    |
| PEDESTRIAN TRAVELWAY                     | 8' Min Sidewalk w/ 6' Furnishing Zone (South Side) |
|                                          | 8' Min Sidewalk w/ 6' Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)        |

# DEL RIO PIKE 36

## POPLAR GROVE ELEMENTARY SCHOOL TO CARLISLE LANE

| PROJECT OVERVIEW                         |                                                             |
|------------------------------------------|-------------------------------------------------------------|
| OVERALL COST:                            | \$10,000,000                                                |
| TIME FRAME:                              | Medium                                                      |
| PROJECT DRIVER:                          | City of Franklin                                            |
| PROJECT CHARACTER                        |                                                             |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                             |
| SEGMENT LENGTH:                          | 0.81 miles                                                  |
| EXISTING LANES:                          | 2                                                           |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                              |
| PROPOSED RIGHT OF WAY:                   | 79 feet                                                     |
| PROJECT SPECIFICS                        |                                                             |
| MEDIAN:                                  | Not Required                                                |
| CURB & GUTTER:                           | Yes                                                         |
| ON STREET PARALLEL PARKING:              | Allowed                                                     |
| ON STREET BICYCLE FACILITY               | 5' Bike Lanes Required                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                             |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                 |

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.





# 37 1ST AVENUE NORTH EXTENSION 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.



| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$3,000,000                                                        |
| TIME FRAME:                              | Medium                                                             |
| PROJECT DRIVER:                          | City of Franklin                                                   |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                                    |
| SEGMENT LENGTH:                          | 0.17 miles                                                         |
| EXISTING LANES:                          | 0                                                                  |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                                     |
| PROPOSED RIGHT OF WAY:                   | 69 feet                                                            |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Not Required                                                       |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Allowed                                                            |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Trail w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)         |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |



# CAROTHERS PARKWAY 38

## LIBERTY PIKE TO EAST MCEWEN DRIVE

Carothers Parkway, a major arterial, will be widened to 6 lanes between Liberty Pike and East McEwen Drive. Carothers Parkway is a major arterial 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.

| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$17,000,000                                                      |
| TIME FRAME:                              | Medium                                                            |
| PROJECT DRIVER:                          | City of Franklin                                                  |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                    |
| SEGMENT LENGTH:                          | 0.76 miles                                                        |
| EXISTING LANES:                          | 4                                                                 |
| PROPOSED TRAVEL LANES:                   | 6                                                                 |
| PROPOSED RIGHT OF WAY:                   | 158 feet                                                          |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Median Required For Access Control                                |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                                        |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 8' Min Sidewalk w/ 6' Furnishing Zone (West Side)                 |
| TRANSIT STOPS                            | Required (Coordinate with Franklin Transit)                       |



# 39 SOUTH CAROTHERS ROAD

## ARNO ROAD TO CAROTHERS PARKWAY

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.



| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$34,000,000                                                       |
| TIME FRAME:                              | Medium                                                             |
| PROJECT DRIVER:                          | City of Franklin                                                   |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Major Collector                                                    |
| SEGMENT LENGTH:                          | 1.79 miles                                                         |
| EXISTING LANES:                          | 2                                                                  |
| PROPOSED TRAVEL LANES:                   | 4                                                                  |
| PROPOSED RIGHT OF WAY:                   | 122 feet                                                           |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Median Required For Access Control                                 |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                                         |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |
|                                          |                                                                    |

# SOUTH CAROTHERS ROAD

## SOUTH CAROTHERS ROAD / LONGPOINT WAY TO CAROTHERS PARKWAY

40

| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$15,000,000                                                      |
| TIME FRAME:                              | Long                                                              |
| PROJECT DRIVER:                          | Development / City of Franklin                                    |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                                   |
| SEGMENT LENGTH:                          | 1.16 miles                                                        |
| EXISTING LANES:                          | 2                                                                 |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                                    |
| PROPOSED RIGHT OF WAY:                   | 75 feet                                                           |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Not Required                                                      |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Allowed                                                           |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)        |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                       |
|                                          |                                                                   |





# 41 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 arterial 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.



| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$18,000,000                                                      |
| TIME FRAME:                              | Medium                                                            |
| PROJECT DRIVER:                          | City of Franklin                                                  |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                    |
| SEGMENT LENGTH:                          | 0.75 miles                                                        |
| EXISTING LANES:                          | 4                                                                 |
| PROPOSED TRAVEL LANES:                   | 6                                                                 |
| PROPOSED RIGHT OF WAY:                   | 134 feet                                                          |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Median Required For Access Control                                |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                                        |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 8' Min Sidewalk w/ 6' Furnishing Zone (West Side)                 |
| TRANSIT STOPS                            | Required (Coordinate with Franklin Transit)                       |
|                                          |                                                                   |



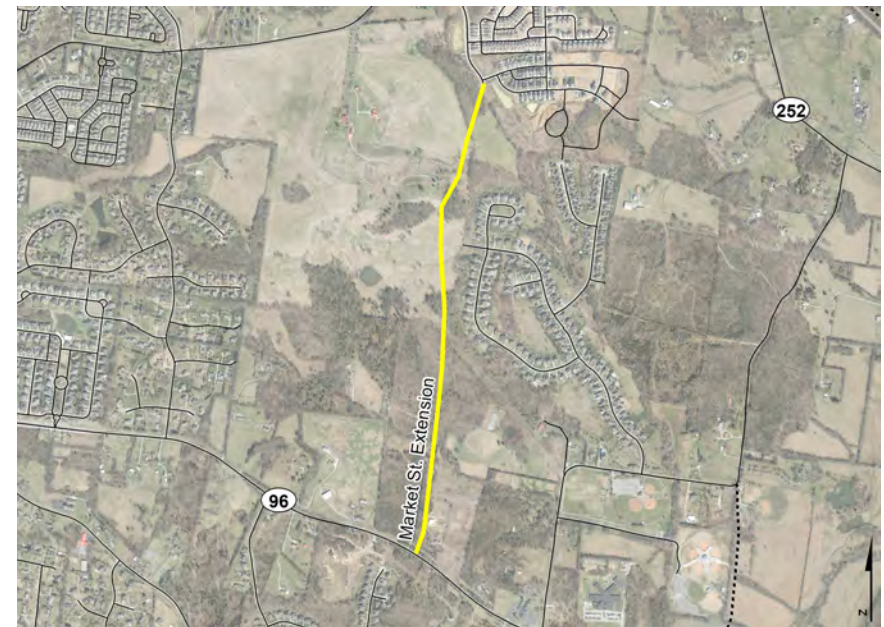
# MARKET STREET EXTENSION

## MURFREESBORO ROAD (SR-96) TO AMELIA PARK SUBDIVISION

42

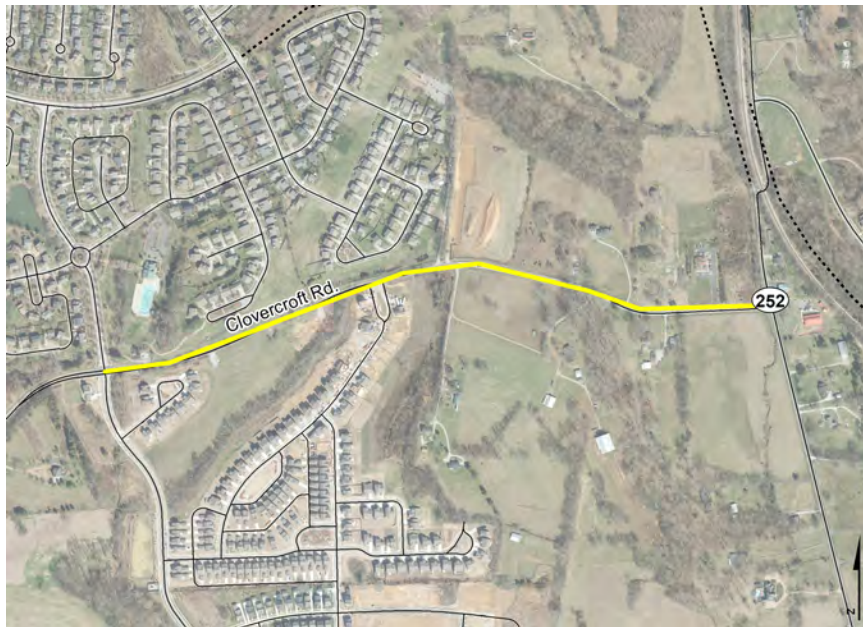
| PROJECT OVERVIEW                         |                                                            |
|------------------------------------------|------------------------------------------------------------|
| OVERALL COST:                            | \$17,000,000                                               |
| TIME FRAME:                              | Medium                                                     |
| PROJECT DRIVER:                          | Development                                                |
| PROJECT CHARACTER                        |                                                            |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                            |
| SEGMENT LENGTH:                          | 1.17 miles                                                 |
| EXISTING LANES:                          | 0                                                          |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                             |
| PROPOSED RIGHT OF WAY:                   | 79 feet                                                    |
| PROJECT SPECIFICS                        |                                                            |
| MEDIAN:                                  | Not Required                                               |
| CURB & GUTTER:                           | Yes                                                        |
| ON STREET PARALLEL PARKING:              | Allowed                                                    |
| ON STREET BICYCLE FACILITY               | 5' Bike Lanes Required                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                            |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                |
|                                          |                                                            |

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.



# 43 CLOVERCROFT ROAD (OLD/EXISTING) WILSON PIKE TO MARKET STREET

Clovercroft, a major 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.



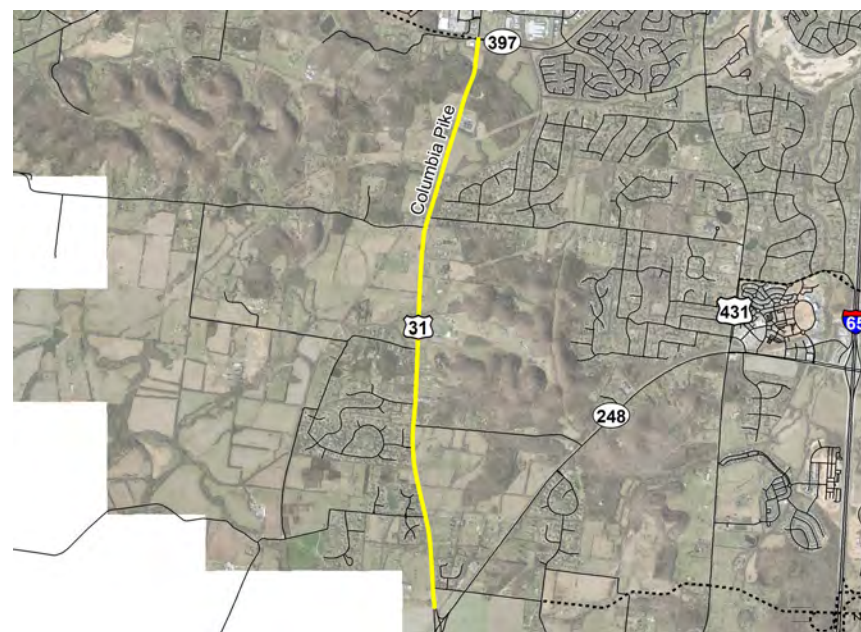
| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$11,000,000                                                       |
| TIME FRAME:                              | Medium                                                             |
| PROJECT DRIVER:                          | City of Franklin                                                   |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Major Collector                                                    |
| SEGMENT LENGTH:                          | 0.77 miles                                                         |
| EXISTING LANES:                          | 2                                                                  |
| PROPOSED TRAVEL LANES:                   | 4 (5 w/ TWLTL)                                                     |
| PROPOSED RIGHT OF WAY:                   | 99 feet                                                            |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Not Required                                                       |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Allowed                                                            |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |
|                                          |                                                                    |

# COLUMBIA PIKE (SR-6/US-31) GOOSE CREEK BYPASS (SR-248) TO MACK HATCHER PARKWAY (SR-397)

44

| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$64,000,000                                                      |
| TIME FRAME:                              | Medium                                                            |
| PROJECT DRIVER:                          | TDOT                                                              |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                    |
| SEGMENT LENGTH:                          | 3.89 miles                                                        |
| EXISTING LANES:                          | 2                                                                 |
| PROPOSED TRAVEL LANES:                   | 4                                                                 |
| PROPOSED RIGHT OF WAY:                   | 132 feet                                                          |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Median Required For Access Control                                |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                                        |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                       |
|                                          |                                                                   |

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





# 45 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.



| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$43,000,000                                                       |
| TIME FRAME:                              | Long                                                               |
| PROJECT DRIVER:                          | TDOT                                                               |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                     |
| SEGMENT LENGTH:                          | 2.66 miles                                                         |
| EXISTING LANES:                          | 2                                                                  |
| PROPOSED TRAVEL LANES:                   | 4                                                                  |
| PROPOSED RIGHT OF WAY:                   | 132 feet                                                           |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Median Required For Access Control                                 |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                                         |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)        |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |
|                                          |                                                                    |

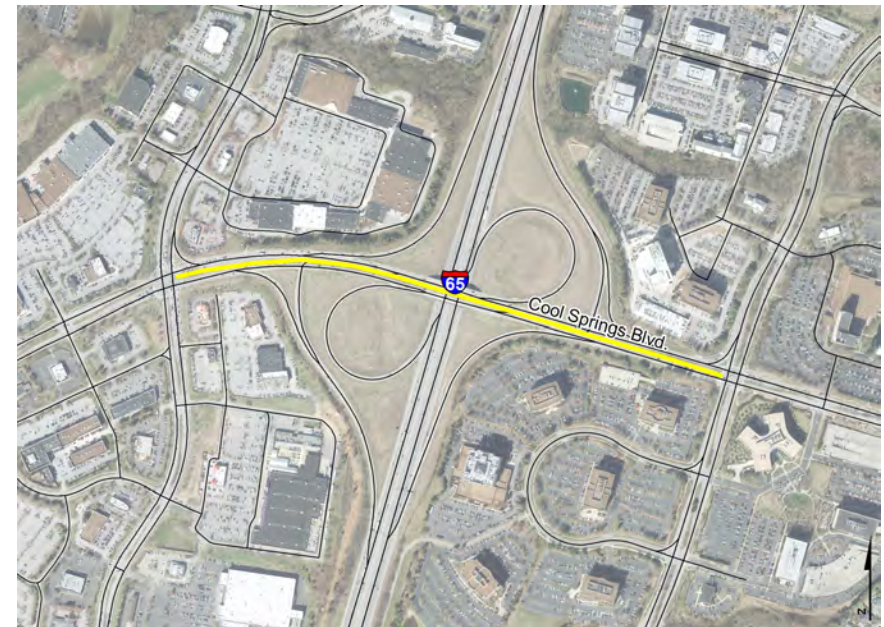


## COOL SPRINGS BOULEVARD CAROTHERS PARKWAY TO MALLORY LANE

46

Widening of Cool Springs Boulevard from Mallory Lane to Carothers Parkway. This major arterial will be widened from 4 to 10 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.

| PROJECT OVERVIEW                         |                                                    |
|------------------------------------------|----------------------------------------------------|
| OVERALL COST:                            | \$20,000,000                                       |
| TIME FRAME:                              | Long                                               |
| PROJECT DRIVER:                          | TDOT / City of Franklin                            |
| PROJECT CHARACTER                        |                                                    |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                     |
| SEGMENT LENGTH:                          | 0.63 miles                                         |
| EXISTING LANES:                          | 4-6                                                |
| PROPOSED TRAVEL LANES:                   | 6-10                                               |
| PROPOSED RIGHT OF WAY:                   | 158 feet                                           |
| PROJECT SPECIFICS                        |                                                    |
| MEDIAN:                                  | Median Required For Access Control                 |
| CURB & GUTTER:                           | Yes                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                         |
| ON STREET BICYCLE FACILITY               | None Required                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                    |
| PEDESTRIAN TRAVELWAY                     | 8' Min Sidewalk w/ 6' Furnishing Zone (South Side) |
|                                          | 8' Min Sidewalk w/ 6' Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Prohibited                                         |
|                                          |                                                    |



# 47 HIGHWAY 96 WEST (SR-96W) 7TH AVENUE NORTH TO CARLISLE LANE

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.



| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$28,000,000                                                       |
| TIME FRAME:                              | Long                                                               |
| PROJECT DRIVER:                          | TDOT/City of Franklin                                              |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                     |
| SEGMENT LENGTH:                          | 1.80 miles                                                         |
| EXISTING LANES:                          | 2                                                                  |
| PROPOSED TRAVEL LANES:                   | 4 (5 w/ TWLTL)                                                     |
| PROPOSED RIGHT OF WAY:                   | 99 feet                                                            |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Median Required For Access Control                                 |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                                         |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |
|                                          |                                                                    |

# CAROTHERS PARKWAY 48

## COOL SPRINGS BOULEVARD TO BAKERS BRIDGE AVENUE

| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$28,000,000                                                      |
| TIME FRAME:                              | Long                                                              |
| PROJECT DRIVER:                          | City of Franklin                                                  |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                    |
| SEGMENT LENGTH:                          | 1.11 miles                                                        |
| EXISTING LANES:                          | 4                                                                 |
| PROPOSED TRAVEL LANES:                   | 6                                                                 |
| PROPOSED RIGHT OF WAY:                   | 158 feet                                                          |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Median Required For Access Control                                |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                                        |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 8' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)        |
| TRANSIT STOPS                            | Required (Coordinate with Franklin Transit)                       |
|                                          |                                                                   |

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. 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.





# 49 CAROTHERS PARKWAY

## EAST MCEWEN DRIVE TO COOL SPRINGS BOULEVARD

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 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.



| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$24,000,000                                                      |
| TIME FRAME:                              | Long                                                              |
| PROJECT DRIVER:                          | City of Franklin                                                  |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                    |
| SEGMENT LENGTH:                          | 0.96 miles                                                        |
| EXISTING LANES:                          | 4                                                                 |
| PROPOSED TRAVEL LANES:                   | 6                                                                 |
| PROPOSED RIGHT OF WAY:                   | 158 feet                                                          |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Median Required For Access Control                                |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                                        |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 8' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)        |
| TRANSIT STOPS                            | Required (Coordinate with Franklin Transit)                       |
|                                          |                                                                   |

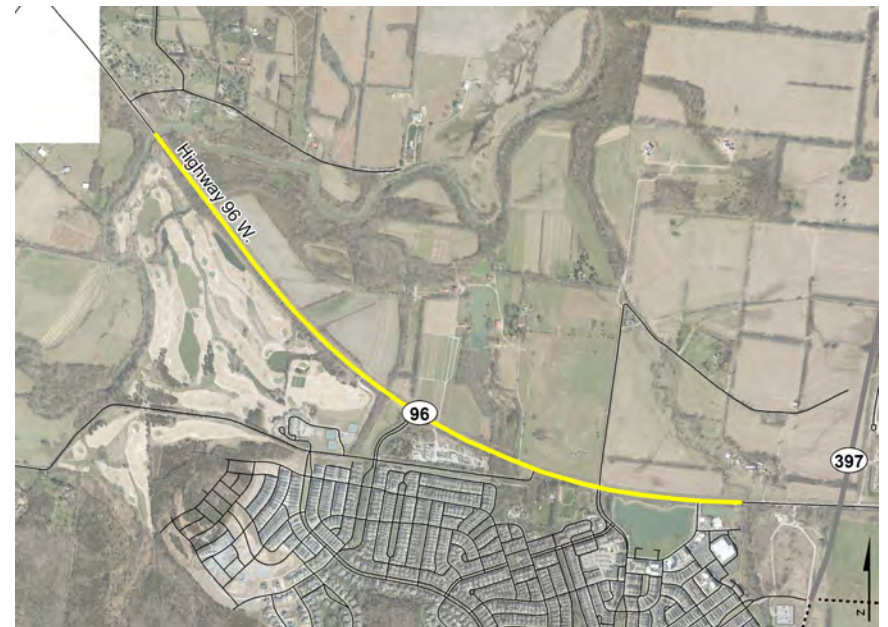


# HIGHWAY 96 WEST (SR-96W) 50

## MACK HATCHER PARKWAY (SR-397) TO WESTERN UGB

| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$30,000,000                                                       |
| TIME FRAME:                              | Long                                                               |
| PROJECT DRIVER:                          | TDOT/City of Franklin                                              |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                     |
| SEGMENT LENGTH:                          | 1.79 miles                                                         |
| EXISTING LANES:                          | 2                                                                  |
| PROPOSED TRAVEL LANES:                   | 4                                                                  |
| PROPOSED RIGHT OF WAY:                   | 132 feet                                                           |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Median Required For Access Control                                 |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                                         |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)        |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |
|                                          |                                                                    |

Highway 96 West (SR-96W) will be widened to 4 lanes from the western UGB 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.



# 51 (OLD/EXISTING) WILSON PIKE EXTENSION

## LIBERTY PIKE EXTENSION TO EAST MCEWEN DRIVE

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.



| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$9,000,000                                                       |
| TIME FRAME:                              | Long                                                              |
| PROJECT DRIVER:                          | City of Franklin                                                  |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                                   |
| SEGMENT LENGTH:                          | 0.71 miles                                                        |
| EXISTING LANES:                          | 0                                                                 |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                                    |
| PROPOSED RIGHT OF WAY:                   | 75 feet                                                           |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Not Required                                                      |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Allowed                                                           |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                       |
|                                          |                                                                   |

# MACK HATCHER PARKWAY (SR-397) COLUMBIA AVENUE (SR-6/US-31) TO HIGHWAY 96 WEST (SR-96W)

52

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.

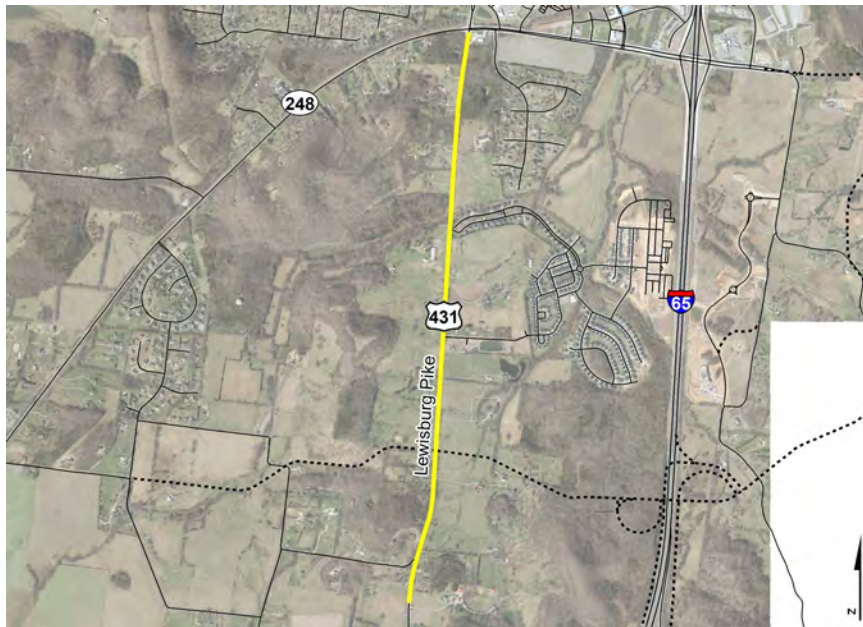
| PROJECT OVERVIEW                         |                                                                         |
|------------------------------------------|-------------------------------------------------------------------------|
| OVERALL COST:                            | \$100,000,000                                                           |
| TIME FRAME:                              | Long                                                                    |
| PROJECT DRIVER:                          | TDOT                                                                    |
| PROJECT CHARACTER                        |                                                                         |
| FUNCTIONAL CLASSIFICATION:               | Expressway                                                              |
| SEGMENT LENGTH:                          | 4.17 miles                                                              |
| EXISTING LANES:                          | 0                                                                       |
| PROPOSED TRAVEL LANES:                   | 4                                                                       |
| PROPOSED RIGHT OF WAY:                   | 250 feet                                                                |
| PROJECT SPECIFICS                        |                                                                         |
| MEDIAN:                                  | Median Required For Access Control                                      |
| CURB & GUTTER:                           | Yes                                                                     |
| ON STREET PARALLEL PARKING:              | Prohibited                                                              |
| ON STREET BICYCLE FACILITY               | None Required                                                           |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                         |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North/East Side) |
|                                          |                                                                         |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                             |
|                                          |                                                                         |





# 53 LEWISBURG PIKE (SR-106/US-431) GOOSE CREEK BYPASS (SR-248) TO MCLEMORE ROAD

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.



| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$44,000,000                                                      |
| TIME FRAME:                              | Long                                                              |
| PROJECT DRIVER:                          | TDOT/City of Franklin                                             |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                    |
| SEGMENT LENGTH:                          | 2.13 miles                                                        |
| EXISTING LANES:                          | 2                                                                 |
| PROPOSED TRAVEL LANES:                   | 4                                                                 |
| PROPOSED RIGHT OF WAY:                   | 132 feet                                                          |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Median Required For Access Control                                |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                                        |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)        |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                       |
|                                          |                                                                   |



# LIBERTY PIKE 54

## MACK HATCHER PARKWAY (SR-397) TO FRANKLIN ROAD (SR-6/US-31)

| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$20,000,000                                                       |
| TIME FRAME:                              | Long                                                               |
| PROJECT DRIVER:                          | City of Franklin                                                   |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Minor Arterial                                                     |
| SEGMENT LENGTH:                          | 1.20 miles                                                         |
| EXISTING LANES:                          | 3                                                                  |
| PROPOSED TRAVEL LANES:                   | 4 (5 w/ TWLTL)                                                     |
| PROPOSED RIGHT OF WAY:                   | 99 feet                                                            |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Not Required                                                       |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                                         |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)        |
| TRANSIT STOPS                            | Required (Coordinate with Franklin Transit)                        |
|                                          |                                                                    |

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.



# 55 LIBERTY PIKE

## MALLORY LANE TO MACK HATCHER PARKWAY (SR-397)

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.



| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$16,000,000                                                       |
| TIME FRAME:                              | Long                                                               |
| PROJECT DRIVER:                          | City of Franklin                                                   |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Minor Arterial                                                     |
| SEGMENT LENGTH:                          | 0.97 miles                                                         |
| EXISTING LANES:                          | 3                                                                  |
| PROPOSED TRAVEL LANES:                   | 4 (5 w/ TWLTL)                                                     |
| PROPOSED RIGHT OF WAY:                   | 99 feet                                                            |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Not Required                                                       |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                                         |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)        |
| TRANSIT STOPS                            | Required (Coordinate with Franklin Transit)                        |
|                                          |                                                                    |

## CARTERS CREEK PIKE (SR-246) MACK HATCHER PARKWAY (SR-397) (FUTURE SW QUADRANT) TO DOWNS BOULEVARD

56

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.

| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$30,000,000                                                       |
| TIME FRAME:                              | Long                                                               |
| PROJECT DRIVER:                          | TDOT/City of Franklin                                              |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Minor Arterial                                                     |
| SEGMENT LENGTH:                          | 1.54 miles                                                         |
| EXISTING LANES:                          | 2                                                                  |
| PROPOSED TRAVEL LANES:                   | 4                                                                  |
| PROPOSED RIGHT OF WAY:                   | 128 feet                                                           |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Median Required For Access Control                                 |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                                         |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Required (Coordinate with Franklin Transit)                        |
|                                          |                                                                    |





# 57 CARTERS CREEK PIKE (SR-246)

## SOUTHWEST URBAN GROWTH BOUNDARY TO MACK HATCHER PARKWAY (SR-397) (FUTURE SW QUADRANT)

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 in the southwest area of the City.



| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$32,000,000                                                       |
| TIME FRAME:                              | Long                                                               |
| PROJECT DRIVER:                          | TDOT/City of Franklin                                              |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Minor Arterial                                                     |
| SEGMENT LENGTH:                          | 1.66 miles                                                         |
| EXISTING LANES:                          | 2                                                                  |
| PROPOSED TRAVEL LANES:                   | 4                                                                  |
| PROPOSED RIGHT OF WAY:                   | 128 feet                                                           |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Median Required For Access Control                                 |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                                         |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |
|                                          |                                                                    |



# LIBERTY PIKE EXTENSION 58

## WILSON PIKE (SR-252) TO TERMINUS OF EXISTING LIBERTY PIKE

| PROJECT OVERVIEW                         |                                                             |
|------------------------------------------|-------------------------------------------------------------|
| OVERALL COST:                            | \$10,000,000                                                |
| TIME FRAME:                              | Long                                                        |
| PROJECT DRIVER:                          | Development / City of Franklin                              |
| PROJECT CHARACTER                        |                                                             |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                             |
| SEGMENT LENGTH:                          | 0.60 miles                                                  |
| EXISTING LANES:                          | 0                                                           |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                              |
| PROPOSED RIGHT OF WAY:                   | 79 feet                                                     |
| PROJECT SPECIFICS                        |                                                             |
| MEDIAN:                                  | Not Required                                                |
| CURB & GUTTER:                           | Yes                                                         |
| ON STREET PARALLEL PARKING:              | Allowed                                                     |
| ON STREET BICYCLE FACILITY               | 5' Bike Lanes Required                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                             |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                 |
|                                          |                                                             |

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 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.



# 59 BOYD MILL AVENUE

## FRANKLIN GREEN PARKWAY TO DOWNS BOULEVARD

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 Ave from Highway 96 West to Downs Bluelevards.



| PROJECT OVERVIEW                         |                                                             |
|------------------------------------------|-------------------------------------------------------------|
| OVERALL COST:                            | \$4,000,000                                                 |
| TIME FRAME:                              | Long                                                        |
| PROJECT DRIVER:                          | City of Franklin                                            |
| PROJECT CHARACTER                        |                                                             |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                             |
| SEGMENT LENGTH:                          | 0.38 miles                                                  |
| EXISTING LANES:                          | 2                                                           |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                              |
| PROPOSED RIGHT OF WAY:                   | 79 feet                                                     |
| PROJECT SPECIFICS                        |                                                             |
| MEDIAN:                                  | Not Required                                                |
| CURB & GUTTER:                           | Yes                                                         |
| ON STREET PARALLEL PARKING:              | Allowed                                                     |
| ON STREET BICYCLE FACILITY               | 5' Bike Lanes Required                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                             |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                 |
|                                          |                                                             |

# ARNO ROAD 60

## SOUTH CAROTHERS ROAD TO MURFREESBORO ROAD (SR-96)

| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$43,000,000                                                      |
| TIME FRAME:                              | Long                                                              |
| PROJECT DRIVER:                          | City of Franklin                                                  |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                    |
| SEGMENT LENGTH:                          | 2.04 miles                                                        |
| EXISTING LANES:                          | 2                                                                 |
| PROPOSED TRAVEL LANES:                   | 4                                                                 |
| PROPOSED RIGHT OF WAY:                   | 132 feet                                                          |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Median Required For Access Control                                |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                                        |
| ON STREET BICYCLE FACILITY               | Non Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                       |
|                                          |                                                                   |

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.





# 61 COTTON LANE

## DEL RIO PIKE TO FIELDSTONE PARKWAY

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.



| PROJECT OVERVIEW                         |                                                            |
|------------------------------------------|------------------------------------------------------------|
| OVERALL COST:                            | \$9,000,000                                                |
| TIME FRAME:                              | Long                                                       |
| PROJECT DRIVER:                          | City of Franklin                                           |
| PROJECT CHARACTER                        |                                                            |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                            |
| SEGMENT LENGTH:                          | 0.84 miles                                                 |
| EXISTING LANES:                          | 2                                                          |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                             |
| PROPOSED RIGHT OF WAY:                   | 79 feet                                                    |
| PROJECT SPECIFICS                        |                                                            |
| MEDIAN:                                  | Not Required                                               |
| CURB & GUTTER:                           | Yes                                                        |
| ON STREET PARALLEL PARKING:              | Allowed                                                    |
| ON STREET BICYCLE FACILITY               | 5' Bike Lanes Required                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                            |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                |
|                                          |                                                            |



# DOWNS BOULEVARD

## WEST MAIN STREET (SR-246) TO COLUMBIA AVENUE (SR-6/US-31)

62

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 connector between W Main Street and Columbia Avenue.

| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$16,000,000                                                      |
| TIME FRAME:                              | Long                                                              |
| PROJECT DRIVER:                          | City of Franklin                                                  |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Collector                                                   |
| SEGMENT LENGTH:                          | 1.01 miles                                                        |
| EXISTING LANES:                          | 2                                                                 |
| PROPOSED TRAVEL LANES:                   | 4 (5 w/ TWLTL)                                                    |
| PROPOSED RIGHT OF WAY:                   | 99 feet                                                           |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Not Required                                                      |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                                        |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)       |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (NorthSide) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                       |
|                                          |                                                                   |



# 63 DOWNS BOULEVARD

## MURFREESBORO ROAD (SR-96) TO WEST MAIN STREET (SR-246)

This project is a widening of Downs 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 and commercial traffic to Highway 96 West and Columbia Ave.



| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$27,000,000                                                       |
| TIME FRAME:                              | Long                                                               |
| PROJECT DRIVER:                          | City of Franklin                                                   |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Major Collector                                                    |
| SEGMENT LENGTH:                          | 1.70 miles                                                         |
| EXISTING LANES:                          | 2                                                                  |
| PROPOSED TRAVEL LANES:                   | 4 (5 w/ TWLTL)                                                     |
| PROPOSED RIGHT OF WAY:                   | 99 feet                                                            |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Not Required                                                       |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                                         |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |
|                                          |                                                                    |

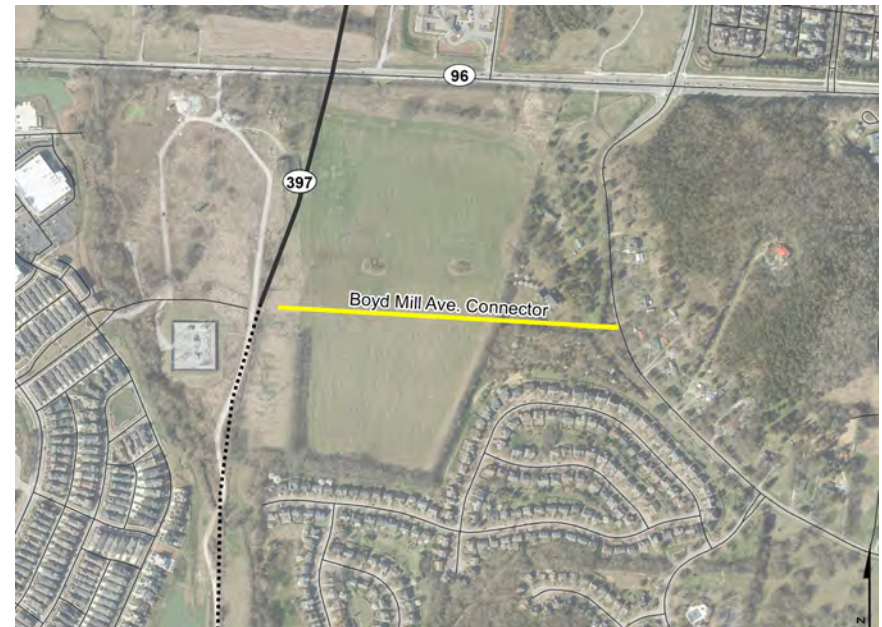
# BOYD MILL AVENUE CONNECTOR

## MACK HATCHER PARKWAY (SR-397) TO BOYD MILL AVENUE

64

| PROJECT OVERVIEW                         |                                                             |
|------------------------------------------|-------------------------------------------------------------|
| OVERALL COST:                            | \$3,000,000                                                 |
| TIME FRAME:                              | Long                                                        |
| PROJECT DRIVER:                          | Development                                                 |
| PROJECT CHARACTER                        |                                                             |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                             |
| SEGMENT LENGTH:                          | 0.34 miles                                                  |
| EXISTING LANES:                          | 0                                                           |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                              |
| PROPOSED RIGHT OF WAY:                   | 79 feet                                                     |
| PROJECT SPECIFICS                        |                                                             |
| MEDIAN:                                  | Not Required                                                |
| CURB & GUTTER:                           | Yes                                                         |
| ON STREET PARALLEL PARKING:              | Allowed                                                     |
| ON STREET BICYCLE FACILITY               | 5' Bike Lanes Required                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                             |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                 |
|                                          |                                                             |

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.





# 65 CARLISLE LANE/DEL RIO PIKE

## STONE MILL LANE TO MACK HATCHER PARKWAY (SR-397)

This is an upgrade to an existing 2 lane roadway. This new road will start at Mack Hatcher Parkway (SR-397) and end at Stone Mill Lane. This road provides an additional connection for several neighborhoods to access Highway 96 West.



| PROJECT OVERVIEW                         |                                                            |
|------------------------------------------|------------------------------------------------------------|
| OVERALL COST:                            | \$8,000,000                                                |
| TIME FRAME:                              | Long                                                       |
| PROJECT DRIVER:                          | City of Franklin                                           |
| PROJECT CHARACTER                        |                                                            |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                            |
| SEGMENT LENGTH:                          | 0.55 miles                                                 |
| EXISTING LANES:                          | 0                                                          |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                             |
| PROPOSED RIGHT OF WAY:                   | 79 feet                                                    |
| PROJECT SPECIFICS                        |                                                            |
| MEDIAN:                                  | Not Required                                               |
| CURB & GUTTER:                           | Yes                                                        |
| ON STREET PARALLEL PARKING:              | Allowed                                                    |
| ON STREET BICYCLE FACILITY               | 5' Bike Lanes Required                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                            |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                |
|                                          |                                                            |



# NEW ROADWAY 66

## 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.

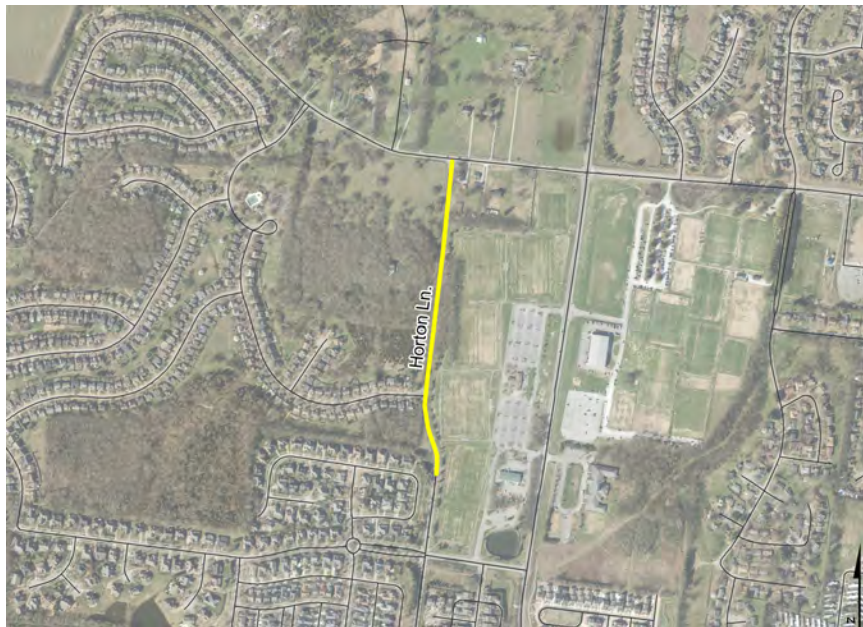
| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$35,000,000                                                       |
| TIME FRAME:                              | Long                                                               |
| PROJECT DRIVER:                          | Development / City of Franklin                                     |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                                    |
| SEGMENT LENGTH:                          | 1.27miles                                                          |
| EXISTING LANES:                          | 0                                                                  |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                                     |
| PROPOSED RIGHT OF WAY:                   | 75 feet                                                            |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Not Required                                                       |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Allowed                                                            |
| ON STREET BICYCLE FACILITY               | Not Required                                                       |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side)         |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |
|                                          |                                                                    |



# 67 HORTON LANE

## NORTH OF WILLOWSPRINGS BLVD TO BOYD MILL AVENUE

Horton Lane will be upgraded to City standards between Boyd Mill Avenue and North of Willowsprings Blvd. This roadway provides several residential neighborhoods a north-south connection for the neighborhoods west of Columbia Avenue and to the east of future Mack Hatcher.



| PROJECT OVERVIEW                         |                                                            |
|------------------------------------------|------------------------------------------------------------|
| OVERALL COST:                            | \$7,000,000                                                |
| TIME FRAME:                              | Long                                                       |
| PROJECT DRIVER:                          | City of Franklin                                           |
| PROJECT CHARACTER                        |                                                            |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                            |
| SEGMENT LENGTH:                          | 0.4 miles                                                  |
| EXISTING LANES:                          | 2                                                          |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                             |
| PROPOSED RIGHT OF WAY:                   | 79 feet                                                    |
| PROJECT SPECIFICS                        |                                                            |
| MEDIAN:                                  | Not Required                                               |
| CURB & GUTTER:                           | Yes                                                        |
| ON STREET PARALLEL PARKING:              | Allowed                                                    |
| ON STREET BICYCLE FACILITY               | 5' Bike Lanes Required                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                            |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                |
|                                          |                                                            |

# DEL RIO PIKE 68

## WESTERN UGB TO COTTON LANE

Del Rio Pike will be upgraded to City standards between the western UGB to Cotton Lane.

| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$9,000,000                                                        |
| TIME FRAME:                              | Long                                                               |
| PROJECT DRIVER:                          | City of Franklin                                                   |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                                    |
| SEGMENT LENGTH:                          | 0.88 miles                                                         |
| EXISTING LANES:                          | 2                                                                  |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                                     |
| PROPOSED RIGHT OF WAY:                   | 75 feet                                                            |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Not Required                                                       |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Allowed                                                            |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)        |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |
|                                          |                                                                    |

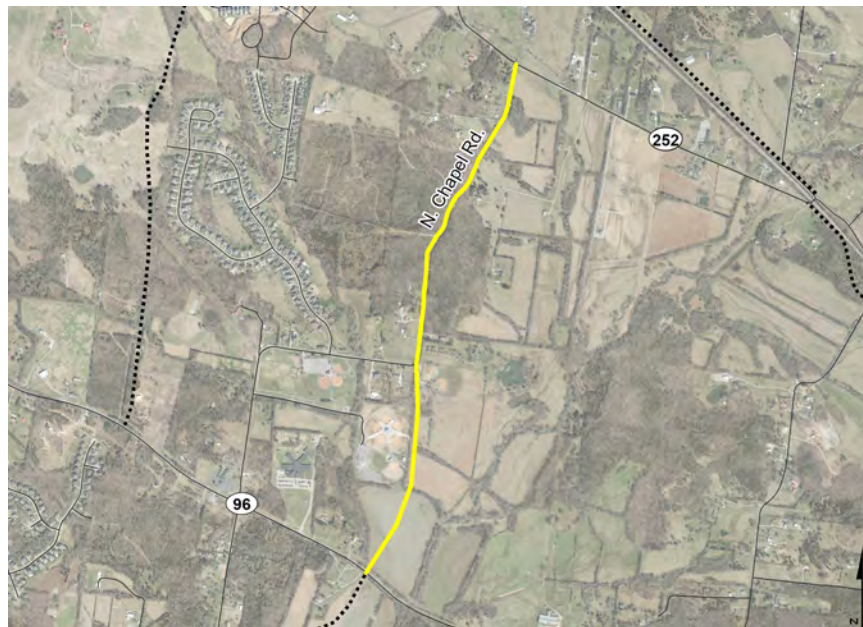




# 69 NORTH CHAPEL ROAD

## 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 will be required. 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).



| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$18,000,000                                                      |
| TIME FRAME:                              | Long                                                              |
| PROJECT DRIVER:                          | Development / City of Franklin                                    |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                                   |
| SEGMENT LENGTH:                          | 1.49 miles                                                        |
| EXISTING LANES:                          | 0-2                                                               |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                                    |
| PROPOSED RIGHT OF WAY:                   | 75 feet                                                           |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Not Required                                                      |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Allowed                                                           |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                       |
|                                          |                                                                   |



# LYNNWOOD WAY

## NORTHWEST URBAN GROWTH BOUNDARY TO FRANKLIN ROAD (SR-6/US-431)

70

Lynnwood Way will be widened to 4 lanes from the northwest urban growth boundary to Franklin Road (SR-6/US-431).

| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$9,000,000                                                        |
| TIME FRAME:                              | Long                                                               |
| PROJECT DRIVER:                          | City of Franklin                                                   |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Major Collector                                                    |
| SEGMENT LENGTH:                          | 0.61 miles                                                         |
| EXISTING LANES:                          | 2                                                                  |
| PROPOSED TRAVEL LANES:                   | 4 (5 w/ TWLTL)                                                     |
| PROPOSED RIGHT OF WAY:                   | 99 feet                                                            |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Not Required                                                       |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                                         |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)        |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |
|                                          |                                                                    |



# 71 DEL RIO PIKE

## MACK HATCHER PARKWAY (SR-397) TO COTTON LANE

A new Del Rio Pike road extension will be constructed. This roadway will be a 4 lane road from Carlisle Lane to Cotton Lane. This new road will complete the transportation network in the northwest quadrant that will have increased development in the area.



| PROJECT OVERVIEW                         |                                                            |
|------------------------------------------|------------------------------------------------------------|
| OVERALL COST:                            | \$29,000,000                                               |
| TIME FRAME:                              | Long                                                       |
| PROJECT DRIVER:                          | Development / City of Franklin                             |
| PROJECT CHARACTER                        |                                                            |
| FUNCTIONAL CLASSIFICATION:               | Major Collector                                            |
| SEGMENT LENGTH:                          | 1.45 miles                                                 |
| EXISTING LANES:                          | 2                                                          |
| PROPOSED TRAVEL LANES:                   | 4                                                          |
| PROPOSED RIGHT OF WAY:                   | 126 feet                                                   |
| PROJECT SPECIFICS                        |                                                            |
| MEDIAN:                                  | Median Required for Access Control                         |
| CURB & GUTTER:                           | Yes                                                        |
| ON STREET PARALLEL PARKING:              | Prohibited                                                 |
| ON STREET BICYCLE FACILITY               | 5' Bike Lanes Required                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                            |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                |
|                                          |                                                            |

## HORTON LANE EXTENSION OLD CARTERS CREEK PIKE TO WEST MAIN STREET (SR-246)

72

| PROJECT OVERVIEW                         |                                                            |
|------------------------------------------|------------------------------------------------------------|
| OVERALL COST:                            | \$2,500,000                                                |
| TIME FRAME:                              | Long                                                       |
| PROJECT DRIVER:                          | Development / City of Franklin                             |
| PROJECT CHARACTER                        |                                                            |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                            |
| SEGMENT LENGTH:                          | 0.17 miles                                                 |
| EXISTING LANES:                          | 0                                                          |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                             |
| PROPOSED RIGHT OF WAY:                   | 79 feet                                                    |
| PROJECT SPECIFICS                        |                                                            |
| MEDIAN:                                  | Not Required                                               |
| CURB & GUTTER:                           | Yes                                                        |
| ON STREET PARALLEL PARKING:              | Allowed                                                    |
| ON STREET BICYCLE FACILITY               | 5' Bike Lanes Required                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                            |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                |
|                                          |                                                            |

Horton Lane Extension is a new 2 lane roadway. The new road will start at Carter's Creek Pike (SR-246) to Old Carter's Creek Pike. 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 development.



# 73 TRINITY ROAD

## MURFREESBORO ROAD (SR-96) TO WILSON PIKE (SR-252)

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.



| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$15,000,000                                                      |
| TIME FRAME:                              | Long                                                              |
| PROJECT DRIVER:                          | City of Franklin                                                  |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                                   |
| SEGMENT LENGTH:                          | 1.64 miles                                                        |
| EXISTING LANES:                          | 2                                                                 |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                                    |
| PROPOSED RIGHT OF WAY:                   | 75 feet                                                           |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Not Required                                                      |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Allowed                                                           |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                       |
|                                          |                                                                   |



# SNOWBIRD HOLLOW ROAD

## GOOSE CREEK BYPASS (SR-248) TO COLUMBIA PIKE (SR-6/US-31)

74

| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$16,000,000                                                       |
| TIME FRAME:                              | Long                                                               |
| PROJECT DRIVER:                          | City of Franklin                                                   |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                                    |
| SEGMENT LENGTH:                          | 1.26 miles                                                         |
| EXISTING LANES:                          | 2                                                                  |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                                     |
| PROPOSED RIGHT OF WAY:                   | 75 feet                                                            |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Not Required                                                       |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Allowed                                                            |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |
|                                          |                                                                    |

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.



# 75 FIELDSTONE PARKWAY EXTENSION

## SOUTH BERRYS CHAPEL ROAD TO BEXLEY PARK DRIVE

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.



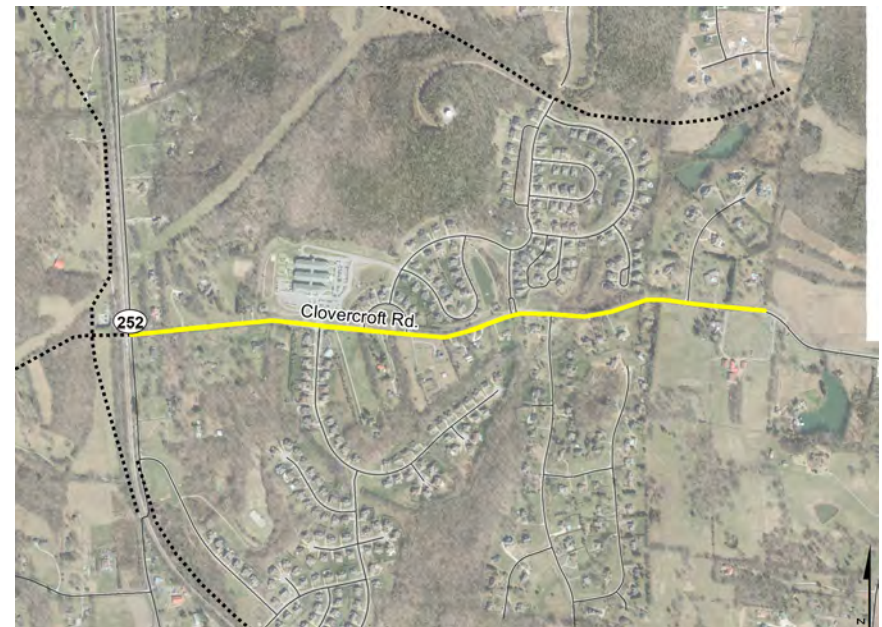
| PROJECT OVERVIEW                         |                                                            |
|------------------------------------------|------------------------------------------------------------|
| OVERALL COST:                            | \$12,000,000                                               |
| TIME FRAME:                              | Long                                                       |
| PROJECT DRIVER:                          | Development / City of Franklin                             |
| PROJECT CHARACTER                        |                                                            |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                            |
| SEGMENT LENGTH:                          | 0.71 miles                                                 |
| EXISTING LANES:                          | 0                                                          |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                             |
| PROPOSED RIGHT OF WAY:                   | 69 feet                                                    |
| PROJECT SPECIFICS                        |                                                            |
| MEDIAN:                                  | Not Required                                               |
| CURB & GUTTER:                           | Yes                                                        |
| ON STREET PARALLEL PARKING:              | Allowed                                                    |
| ON STREET BICYCLE FACILITY               | None Required                                              |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                            |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                |
|                                          |                                                            |

# CLOVERCROFT ROAD 76

## EASTERN CITY LIMITS TO WILSON PIKE (SR-252)

Clovercroft Road will be increased to 3 lanes from Wilson Pike (SR-252) to the Eastern City limits. This minor collector serves as key east-west connection into and out of the City.

| PROJECT OVERVIEW                         |                                                             |
|------------------------------------------|-------------------------------------------------------------|
| OVERALL COST:                            | \$19,000,000                                                |
| TIME FRAME:                              | Long                                                        |
| PROJECT DRIVER:                          | City of Franklin                                            |
| PROJECT CHARACTER                        |                                                             |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                             |
| SEGMENT LENGTH:                          | 1.11 miles                                                  |
| EXISTING LANES:                          | 2                                                           |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                              |
| PROPOSED RIGHT OF WAY:                   | 99 feet                                                     |
| PROJECT SPECIFICS                        |                                                             |
| MEDIAN:                                  | Not Required                                                |
| CURB & GUTTER:                           | Yes                                                         |
| ON STREET PARALLEL PARKING:              | Allowed                                                     |
| ON STREET BICYCLE FACILITY               | 5' Bike Lanes Required                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                             |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                 |
|                                          |                                                             |





# 77 HENPECK LANE

## LEWISBURG PIKE (SR-106/US-431) TO COLUMBIA PIKE (SR-6/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.



| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$28,000,000                                                       |
| TIME FRAME:                              | Long                                                               |
| PROJECT DRIVER:                          | City of Franklin                                                   |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Major Collector                                                    |
| SEGMENT LENGTH:                          | 2.16 miles                                                         |
| EXISTING LANES:                          | 2                                                                  |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                                     |
| PROPOSED RIGHT OF WAY:                   | 75 feet                                                            |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Not Required                                                       |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                                         |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)        |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |
|                                          |                                                                    |



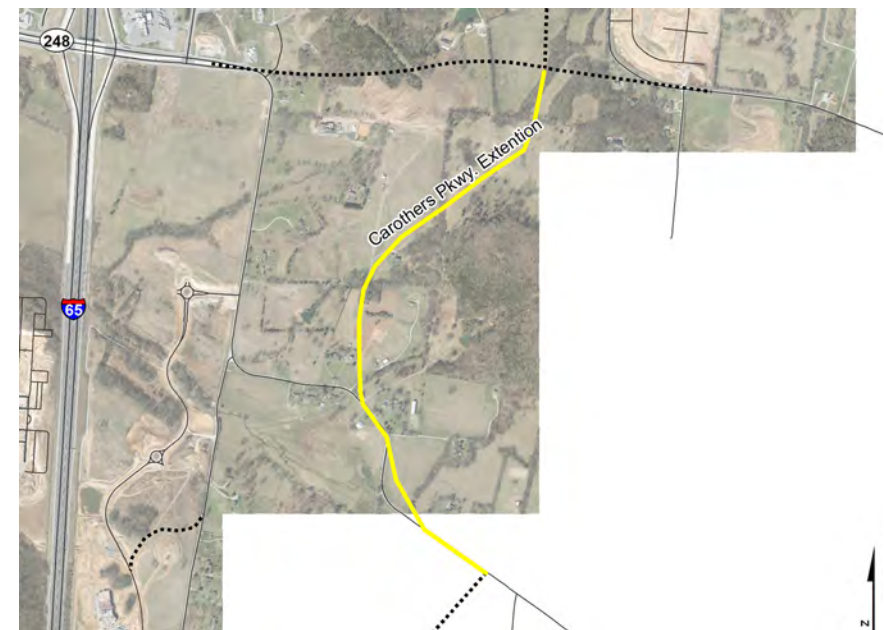
# CAROTHERS PARKWAY (SOUTH EXTENSION)

## GOOSE CREEK BYPASS (SR-248) (FUTURE EXTENSION) TO PEYTONSVILLE ROAD

78

| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$33,000,000                                                      |
| TIME FRAME:                              | Long                                                              |
| PROJECT DRIVER:                          | Development / City of Franklin                                    |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                    |
| SEGMENT LENGTH:                          | 1.32 miles                                                        |
| EXISTING LANES:                          | 0                                                                 |
| PROPOSED TRAVEL LANES:                   | 4                                                                 |
| PROPOSED RIGHT OF WAY:                   | 132 feet                                                          |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Median Required For Access Control                                |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Prohibited                                                        |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                       |
|                                          |                                                                   |

Carothers Parkway (South Extension), a new 4 lane road, from Goose Creek Bypass (SR-248) (future extension) to Peytonsville Road. This roadway is a key connection of this southeast quadrant transportation network.



# 79 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, this small section needs to be upgraded.



| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$5,000,000                                                        |
| TIME FRAME:                              | Long                                                               |
| PROJECT DRIVER:                          | City of Franklin                                                   |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Major Collector                                                    |
| SEGMENT LENGTH:                          | 0.47 miles                                                         |
| EXISTING LANES:                          | 2                                                                  |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                                     |
| PROPOSED RIGHT OF WAY:                   | 75 feet                                                            |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Not Required                                                       |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                                         |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |
|                                          |                                                                    |

# MCLEMORE ROAD 80

## LEWISBURG PIKE (SR-106/US-431) TO GOOSE CREEK BYPASS (SR-248)

| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$18,000,000                                                       |
| TIME FRAME:                              | Long                                                               |
| PROJECT DRIVER:                          | Development / City of Franklin                                     |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                                    |
| SEGMENT LENGTH:                          | 1.71 miles                                                         |
| EXISTING LANES:                          | 0-2                                                                |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                                     |
| PROPOSED RIGHT OF WAY:                   | 75 feet                                                            |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Not Required                                                       |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Allowed                                                            |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |
|                                          |                                                                    |

A new 2 lane road, McLemore Road, will be constructed from Goose Creek Bypass (SR-248) to Lewisburg Pike (SR-106/US431). The minor collector provides a valuable connection between Columbia Pike and Lewisburg Pike in the south part of the City.



# 81 OXFORD GLEN DRIVE

## MURFEESBORO ROAD (SR-96) TO CLOVERCROFT ROAD

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.



| PROJECT OVERVIEW                         |                                                            |
|------------------------------------------|------------------------------------------------------------|
| OVERALL COST:                            | \$8,000,000                                                |
| TIME FRAME:                              | Long                                                       |
| PROJECT DRIVER:                          | City of Franklin                                           |
| PROJECT CHARACTER                        |                                                            |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                            |
| SEGMENT LENGTH:                          | 0.97 miles                                                 |
| EXISTING LANES:                          | 2                                                          |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                             |
| PROPOSED RIGHT OF WAY:                   | 79 feet                                                    |
| PROJECT SPECIFICS                        |                                                            |
| MEDIAN:                                  | Not Required                                               |
| CURB & GUTTER:                           | Yes                                                        |
| ON STREET PARALLEL PARKING:              | Allowed                                                    |
| ON STREET BICYCLE FACILITY               | 5' Bike Lanes Required                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                            |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                |
|                                          |                                                            |



# PRATT LANE IMPROVEMENTS 82

## NEW ROADWAY (PROJECT 83) TO PEYTONSVILLE ROAD

| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$7,000,000                                                       |
| TIME FRAME:                              | Long                                                              |
| PROJECT DRIVER:                          | Development / City of Franklin                                    |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                                   |
| SEGMENT LENGTH:                          | 0.54 miles                                                        |
| EXISTING LANES:                          | 2                                                                 |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                                    |
| PROPOSED RIGHT OF WAY:                   | 75 feet                                                           |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Not Required                                                      |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Allowed                                                           |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                       |
|                                          |                                                                   |

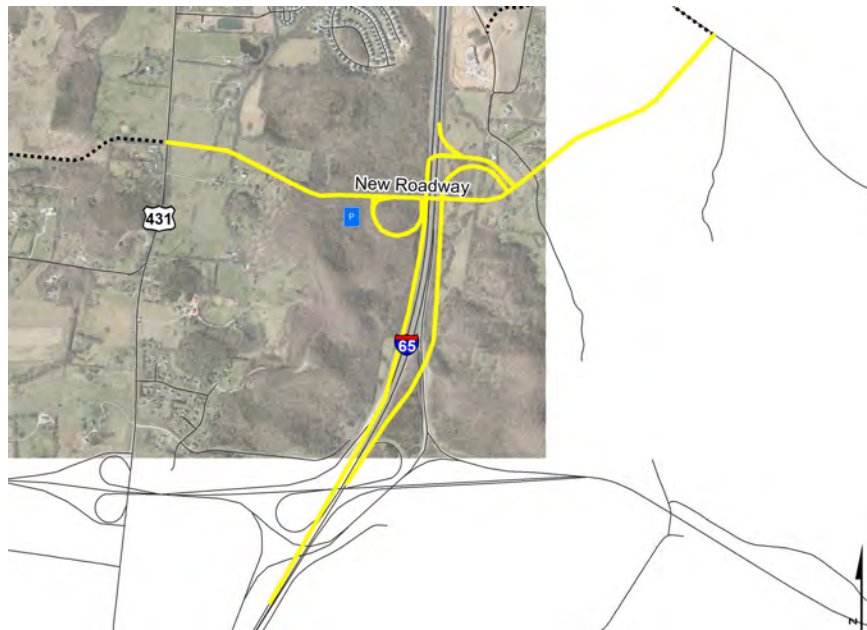
This project includes the extension of Reams Fleming Blvd to Project 83. Currently Pratt Lane is a long dead-end street with limited ability to provide redundant transportation network connections. This Project and Project 83 would provide that redundant access and regional connectivity.



# 83 NEW ROADWAY

## PEYTONSVILLE RD TO LEWISBURG PIKE (SR-106/US-431)

This project includes an I-65 overpass and the necessary connectivity between land east and west of I-65. As annexation happens in this area we should strongly evaluate the need for an additional interchange and the possibility of a future park and ride lot / transit hub to provide service for the area. This area should be further evaluated prior to development and entitlement of land. The project cost does not include the necessary improvements for the interchange or park and ride lot.



| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$45,000,000                                                       |
| TIME FRAME:                              | Long                                                               |
| PROJECT DRIVER:                          | TDOT / Development / City of Franklin                              |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Major Arterial                                                     |
| SEGMENT LENGTH:                          | 2.03 miles                                                         |
| EXISTING LANES:                          | 0                                                                  |
| PROPOSED TRAVEL LANES:                   | 4-10                                                               |
| PROPOSED RIGHT OF WAY:                   | 158 feet                                                           |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Median Required For Access Control                                 |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Prohibited                                                         |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (South Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (North Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |
|                                          |                                                                    |

# PATE ROAD 84

## TRINITY ROADY TO EASTERN UGB

This project will be driven by development and will improve the alignment and number of lanes associated with Pate Road.

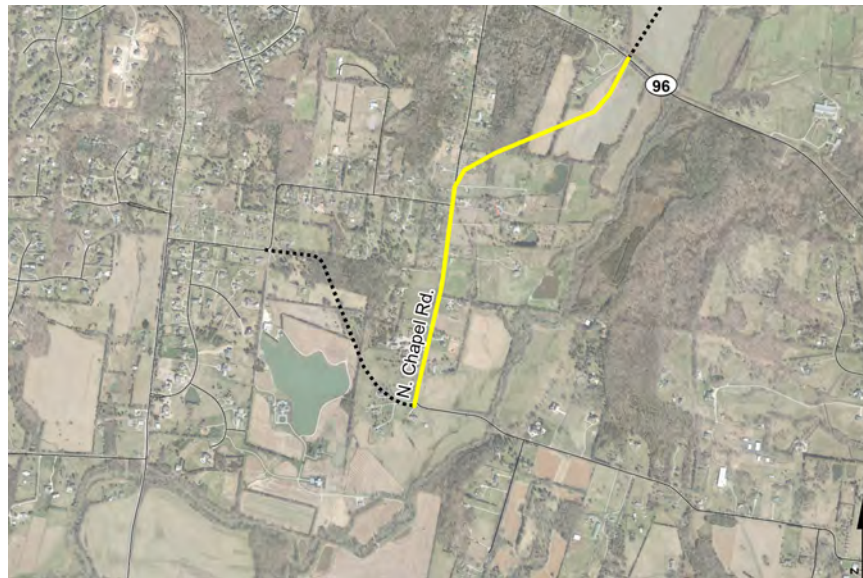
| PROJECT OVERVIEW                         |                                                                    |
|------------------------------------------|--------------------------------------------------------------------|
| OVERALL COST:                            | \$17,000,000                                                       |
| TIME FRAME:                              | Long                                                               |
| PROJECT DRIVER:                          | Development / City of Franklin                                     |
| PROJECT CHARACTER                        |                                                                    |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                                    |
| SEGMENT LENGTH:                          | 1.84 miles                                                         |
| EXISTING LANES:                          | 2                                                                  |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                                     |
| PROPOSED RIGHT OF WAY:                   | 75 feet                                                            |
| PROJECT SPECIFICS                        |                                                                    |
| MEDIAN:                                  | Not Required                                                       |
| CURB & GUTTER:                           | Yes                                                                |
| ON STREET PARALLEL PARKING:              | Allowed                                                            |
| ON STREET BICYCLE FACILITY               | None Required                                                      |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                    |
| PEDESTRIAN TRAVELWAY                     | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (South Side) |
|                                          | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (North Side)        |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                        |
|                                          |                                                                    |



# 85 NORTH CHAPEL ROAD

## PATE ROAD (FUTURE ALIGNMENT) TO MURFREESBORO ROAD (SR-96)

This project will be driven by development and will improve the alignment and number of lanes associated with North Chapel Road.



| PROJECT OVERVIEW                         |                                                                   |
|------------------------------------------|-------------------------------------------------------------------|
| OVERALL COST:                            | \$20,000,000                                                      |
| TIME FRAME:                              | Long                                                              |
| PROJECT DRIVER:                          | Development / City of Franklin                                    |
| PROJECT CHARACTER                        |                                                                   |
| FUNCTIONAL CLASSIFICATION:               | Minor Collector                                                   |
| SEGMENT LENGTH:                          | 1.1 miles                                                         |
| EXISTING LANES:                          | 2                                                                 |
| PROPOSED TRAVEL LANES:                   | 2 (3 w/ TWLTL)                                                    |
| PROPOSED RIGHT OF WAY:                   | 75 feet                                                           |
| PROJECT SPECIFICS                        |                                                                   |
| MEDIAN:                                  | Not Required                                                      |
| CURB & GUTTER:                           | Yes                                                               |
| ON STREET PARALLEL PARKING:              | Allowed                                                           |
| ON STREET BICYCLE FACILITY               | None Required                                                     |
| RECOMMENDED SIDE STREET PROJECT ELEMENTS |                                                                   |
| PEDESTRIAN TRAVELWAY                     | 6' Min Sidewalk w/ 6' Green or Furnishing Zone (East Side)        |
|                                          | 12' Min Multi-Use Path w/ 6' Green or Furnishing Zone (West Side) |
| TRANSIT STOPS                            | Allowed (Verify Need with Franklin Transit)                       |
|                                          |                                                                   |



**Bicycle / Pedestrian Improvement Only**

| PROJECT OVERVIEW |                                |
|------------------|--------------------------------|
| OVERALL COST:    | \$4,000,000                    |
| TIME FRAME:      | Short                          |
| PROJECT DRIVER:  | Development / City of Franklin |

| PROJECT CHARACTER            |                          |
|------------------------------|--------------------------|
| FUNCTIONAL CLASSIFICATION:   | Minor Arterial/Collector |
| OVERALL SIDEWALK LENGTH:     | 0.38 miles               |
| SIDEWALK WIDTH               | 12' Min (East Side)      |
| FURNISHING /GREEN ZONE WIDTH | 6' Min                   |

**1ST AVENUE**  
SOUTH MARGIN STREET TO BRIDGE STREET



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.



# B

## LEWISBURG PIKE

### MACK HATCHER PARKWAY (SR-397) TO EAST FOWLKES STREET

*Bicycle / Pedestrian Improvement Only*

This project will construct an open ditch multi-use trail from West of the Rail Road Tracks to Mack Hatcher Parkway. This trail system will eventually connect into the proposed trail system associated with Mack Hatcher Parkway and Lewisburg Pike.

#### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$7,500,000      |
| TIME FRAME:     | Short            |
| PROJECT DRIVER: | City of Franklin |

#### PROJECT CHARACTER

|                              |                      |
|------------------------------|----------------------|
| FUNCTIONAL CLASSIFICATION:   | Major Arterial       |
| OVERALL SIDEWALK LENGTH:     | 1.89 miles           |
| SIDEWALK WIDTH               | 12' Min (South Side) |
| FURNISHING /GREEN ZONE WIDTH | 6' Min               |



# MACK HATCHER PARKWAY (SR-397)

## DANIEL MCMAHON LANE TO EAST OF HILLSBORO RD (SR-106/US-431) )



| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$4,200,000      |
| TIME FRAME:      | Short            |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER            |                      |
|------------------------------|----------------------|
| FUNCTIONAL CLASSIFICATION:   | Expressway           |
| OVERALL SIDEWALK LENGTH:     | 1.2 miles            |
| SIDEWALK WIDTH               | 12' Min (South Side) |
| FURNISHING /GREEN ZONE WIDTH | 6' Min               |

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.





# D FIELDSTONE PARKWAY

## SPENCER CREEK ROAD TO BEXLEY PARK DRIVE

***Bicycle / Pedestrian Improvement Only***

This project will fill in existing sidewalk gaps along Fieldstone Parkway.

### PROJECT OVERVIEW

|                 |                  |
|-----------------|------------------|
| OVERALL COST:   | \$200,000        |
| TIME FRAME:     | Short            |
| PROJECT DRIVER: | City of Franklin |

### PROJECT CHARACTER

|                              |                                |
|------------------------------|--------------------------------|
| FUNCTIONAL CLASSIFICATION:   | Minor Collector                |
| OVERALL SIDEWALK LENGTH:     | 0.38 miles                     |
| SIDEWALK WIDTH               | 5' Min (Both Sides of Roadway) |
| FURNISHING /GREEN ZONE WIDTH | 6' Min                         |





**Bicycle / Pedestrian Improvement Only**

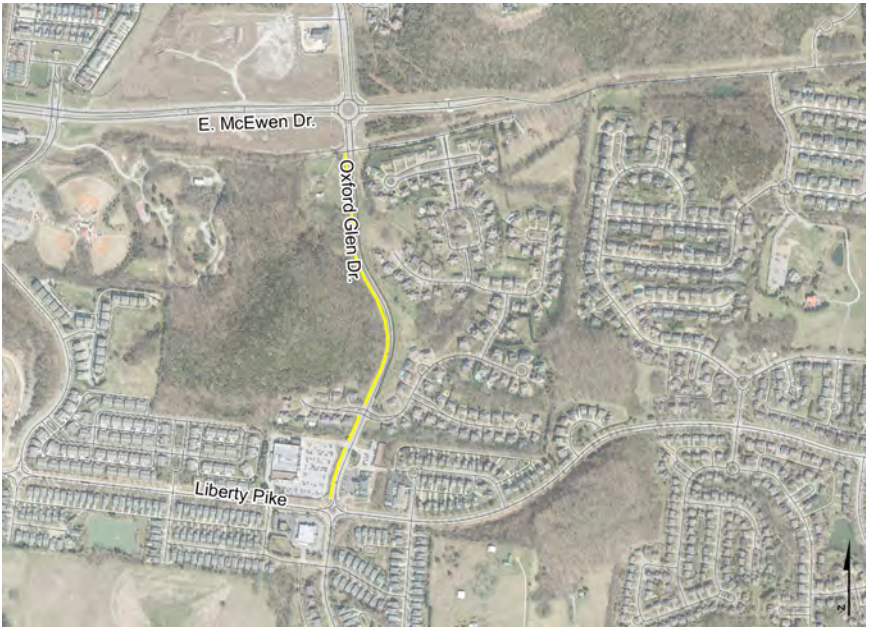
| PROJECT OVERVIEW |                  |
|------------------|------------------|
| OVERALL COST:    | \$500,000        |
| TIME FRAME:      | Short            |
| PROJECT DRIVER:  | City of Franklin |

| PROJECT CHARACTER            |                     |
|------------------------------|---------------------|
| FUNCTIONAL CLASSIFICATION:   | Minor Collector     |
| OVERALL SIDEWALK LENGTH:     | 0.50 miles          |
| SIDEWALK WIDTH               | 12' Min (West Side) |
| FURNISHING /GREEN ZONE WIDTH | 6' Min              |

**OXFORD GLEN DRIVE**  
LIBERTY PIKE TO EAST MCEWEN DRIVE



This project will construct a 12’ wide Multi-Use Trail on the West side of Oxford Glen Drive.



# F MURFREESBORO ROAD (SR-96)

## MACK HATCHER PARKWAY (SR-397) TO INTERSTATE 65

***Bicycle / Pedestrian Improvement Only***

This project includes the construction of an 8' wide urbanized sidewalks with a 6' green / furnishing zone along the roadway. The improvement should be on both the north and south side of the roadway.

| PROJECT OVERVIEW |                                |
|------------------|--------------------------------|
| OVERALL COST:    | \$4,000,000                    |
| TIME FRAME:      | Medium                         |
| PROJECT DRIVER:  | Development / City of Franklin |

| PROJECT CHARACTER            |                                |
|------------------------------|--------------------------------|
| FUNCTIONAL CLASSIFICATION:   | Major Arterial                 |
| OVERALL SIDEWALK LENGTH:     | 2.27 miles                     |
| SIDEWALK WIDTH               | 8' Min (Both Sides of Roadway) |
| FURNISHING /GREEN ZONE WIDTH | 6' Min                         |



# NORTH/SOUTH ROYAL OAKS BOULEVARD

## OAK MEADOW DRIVE TO HOLIDAY COURT



| PROJECT OVERVIEW |                                |
|------------------|--------------------------------|
| OVERALL COST:    | \$2,500,000                    |
| TIME FRAME:      | Medium                         |
| PROJECT DRIVER:  | Development / City of Franklin |

| PROJECT CHARACTER            |                                |
|------------------------------|--------------------------------|
| FUNCTIONAL CLASSIFICATION:   | Major Arterial                 |
| OVERALL SIDEWALK LENGTH:     | 1.52 miles                     |
| SIDEWALK WIDTH               | 8' Min (Both Sides of Roadway) |
| FURNISHING /GREEN ZONE WIDTH | 6' Min                         |

This project includes the construction of an 8' wide urbanized sidewalks with a 6' green / furnishing zone along the roadway. The improvement should be on both the east and west side of the roadway.





# H GENERAL GEORGE PATTON DRIVE

## MALLORY STATION ROAD TO NORTHERN CITY LIMITS

***Bicycle / Pedestrian Improvement Only***

This project includes the construction of an 8' wide urbanized sidewalks with a 6' green / furnishing zone along the roadway. The improvement should be on both the east and west side of the roadway.

### PROJECT OVERVIEW

|                 |                                |
|-----------------|--------------------------------|
| OVERALL COST:   | \$2,200,000                    |
| TIME FRAME:     | Medium                         |
| PROJECT DRIVER: | Development / City of Franklin |

### PROJECT CHARACTER

|                              |                                |
|------------------------------|--------------------------------|
| FUNCTIONAL CLASSIFICATION:   | Major Collector                |
| OVERALL SIDEWALK LENGTH:     | 1.52 miles                     |
| SIDEWALK WIDTH               | 8' Min (Both Sides of Roadway) |
| FURNISHING /GREEN ZONE WIDTH | 6' Min                         |





# ASPEN GROVE DRIVE AND SEABOARD LANE

## COOL SPRINGS BLVD TO MALLORY STATION ROAD

| PROJECT OVERVIEW |                                |
|------------------|--------------------------------|
| OVERALL COST:    | \$3,000,000                    |
| TIME FRAME:      | Medium                         |
| PROJECT DRIVER:  | Development / City of Franklin |

| PROJECT CHARACTER            |                                |
|------------------------------|--------------------------------|
| FUNCTIONAL CLASSIFICATION:   | Minor Collector                |
| OVERALL SIDEWALK LENGTH:     | 2.08 miles                     |
| SIDEWALK WIDTH               | 8' Min (Both Sides of Roadway) |
| FURNISHING /GREEN ZONE WIDTH | 6' Min                         |

This project includes the construction of an 8’ wide urbanized sidewalks with a 6’ green / furnishing zone along the roadway. The improvement should be on both sides of the roadway.



# J SEABOARD LANE

## MALLORY STATION ROAD TO NORTHERN CITY LIMITS

***Bicycle / Pedestrian Improvement Only***

This project includes the construction of an 8' wide urbanized sidewalks with a 6' green / furnishing zone along the roadway. The improvement should be on both sides of the roadway.

| PROJECT OVERVIEW |                                |
|------------------|--------------------------------|
| OVERALL COST:    | \$2,000,000                    |
| TIME FRAME:      | Medium                         |
| PROJECT DRIVER:  | Development / City of Franklin |

| PROJECT CHARACTER            |                                |
|------------------------------|--------------------------------|
| FUNCTIONAL CLASSIFICATION:   | Minor Collector                |
| OVERALL SIDEWALK LENGTH:     | 1.33 miles                     |
| SIDEWALK WIDTH               | 8' Min (Both Sides of Roadway) |
| FURNISHING /GREEN ZONE WIDTH | 6' Min                         |



## CAROTHERS PARKWAY SOUTH OF COOL SPRINGS BOULEVARD TO NORTHERN CITY LIMITS

K

| PROJECT OVERVIEW |                                |
|------------------|--------------------------------|
| OVERALL COST:    | \$4,500,000                    |
| TIME FRAME:      | Long                           |
| PROJECT DRIVER:  | Development / City of Franklin |

| PROJECT CHARACTER            |                     |
|------------------------------|---------------------|
| FUNCTIONAL CLASSIFICATION:   | Major Arterial      |
| OVERALL SIDEWALK LENGTH:     | 1.61 miles          |
| SIDEWALK WIDTH               | 12' Min (East Side) |
| FURNISHING /GREEN ZONE WIDTH | 6' Min              |

This project would add onto the existing 5' sidewalk and convert the sidewalk into a 12' wide multiuse trail. The trail shall be on the east side of Carothers Parkway.





# L COOL SPRINGS BLVD

## BILLINGSLY COURT TO EAST MCEWEN DRIVE

This project would add onto the existing 5' sidewalk and convert the sidewalk into a 12' wide multi-use trail. The Trail shall be on the west side of Cool Springs Blvd.



### Bicycle / Pedestrian Improvement Only

| PROJECT OVERVIEW |                                |
|------------------|--------------------------------|
| OVERALL COST:    | \$3,000,000                    |
| TIME FRAME:      | Long                           |
| PROJECT DRIVER:  | Development / City of Franklin |

| PROJECT CHARACTER            |                     |
|------------------------------|---------------------|
| FUNCTIONAL CLASSIFICATION:   | Major Arterial      |
| OVERALL SIDEWALK LENGTH:     | 1.04 miles          |
| SIDEWALK WIDTH               | 12' Min (West Side) |
| FURNISHING /GREEN ZONE WIDTH | 6' Min              |



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West Harpeth Area Existing

- LEGEND**
- Freeway/Expressway
  - Major Arterial
  - Minor Arterial
  - Major Collector
  - Minor Collector
  - Local
  - City Limits
  - Franklin UGB

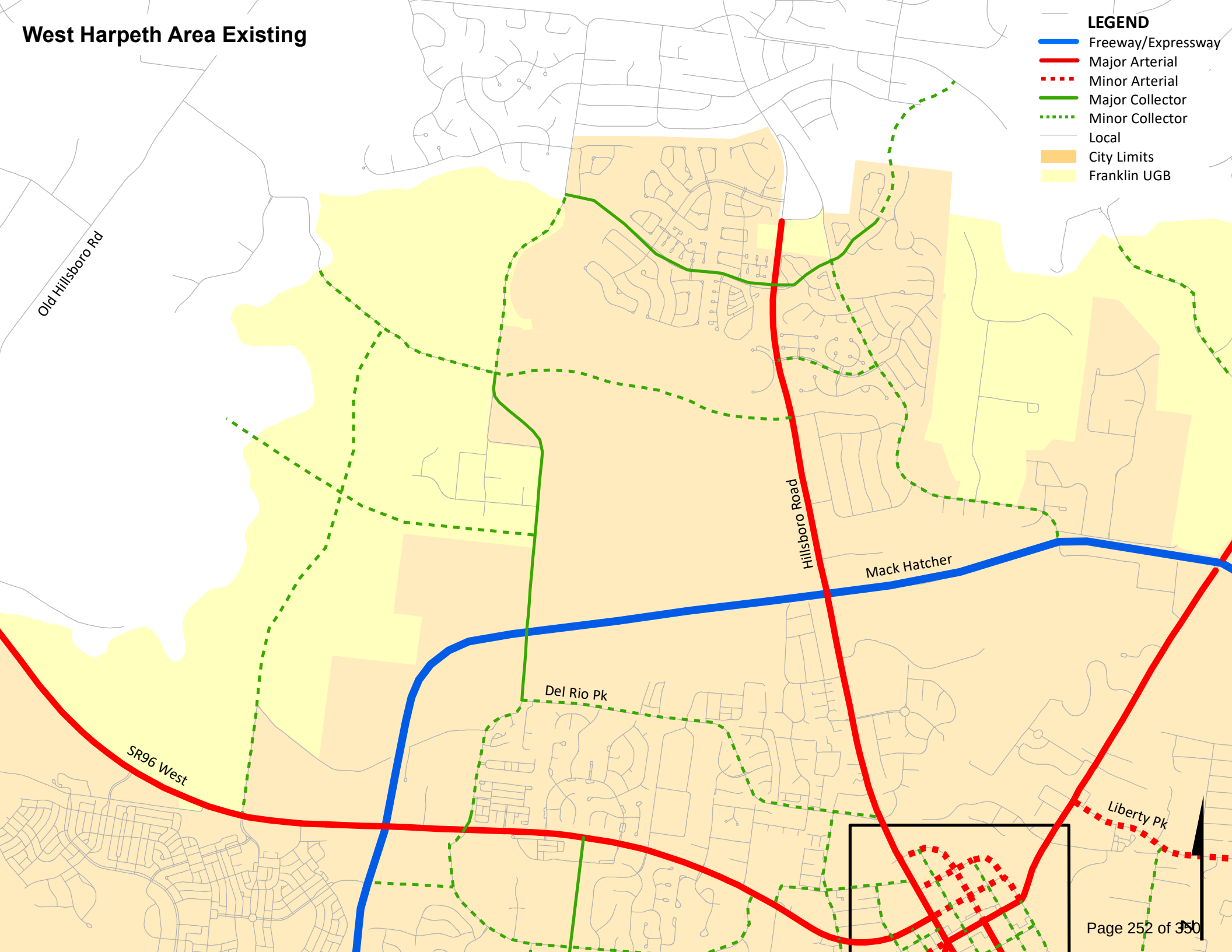
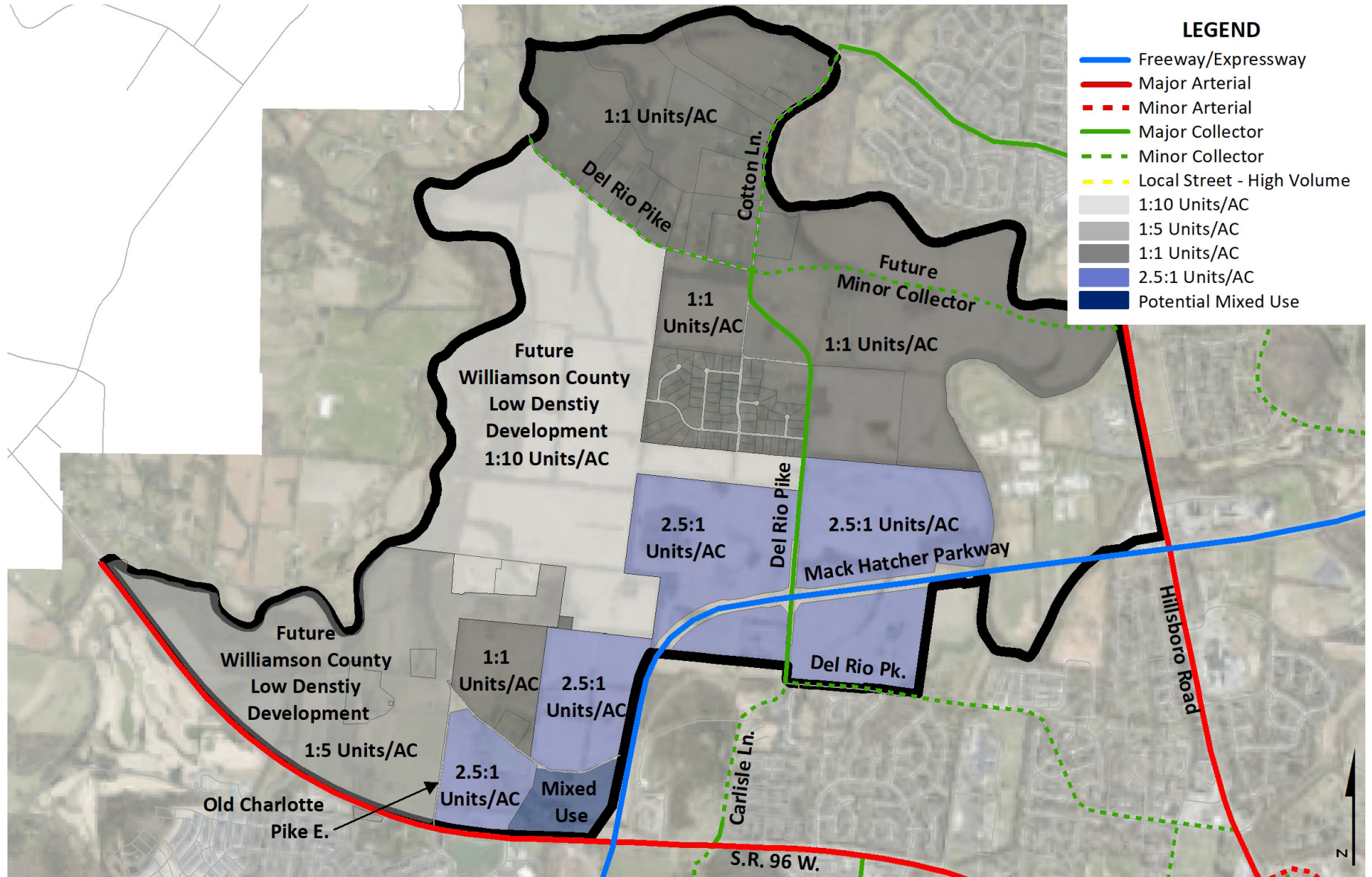


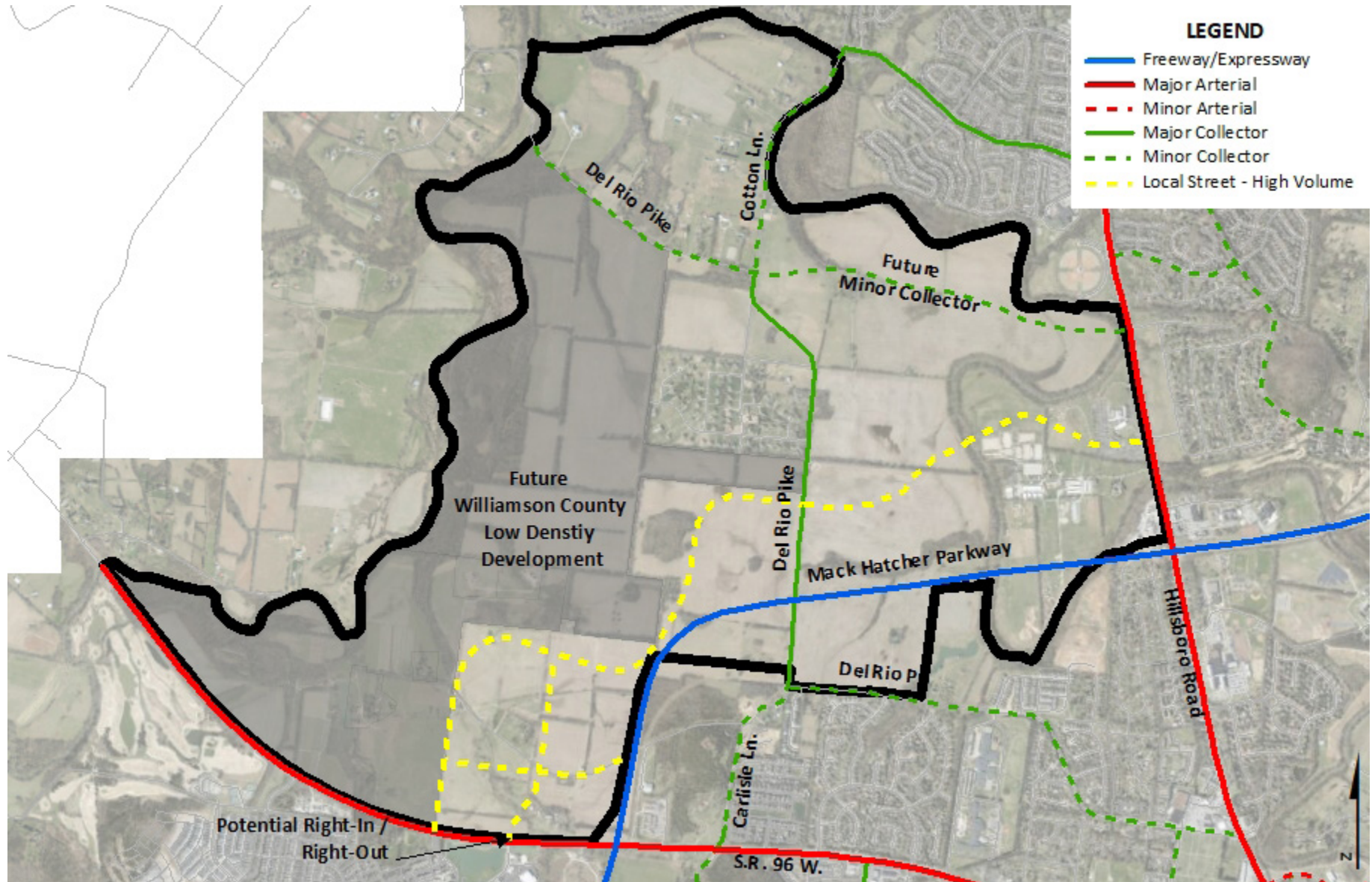
FIGURE 3.12: WEST HARPETH AREA - DENSITY PROJECTIONS





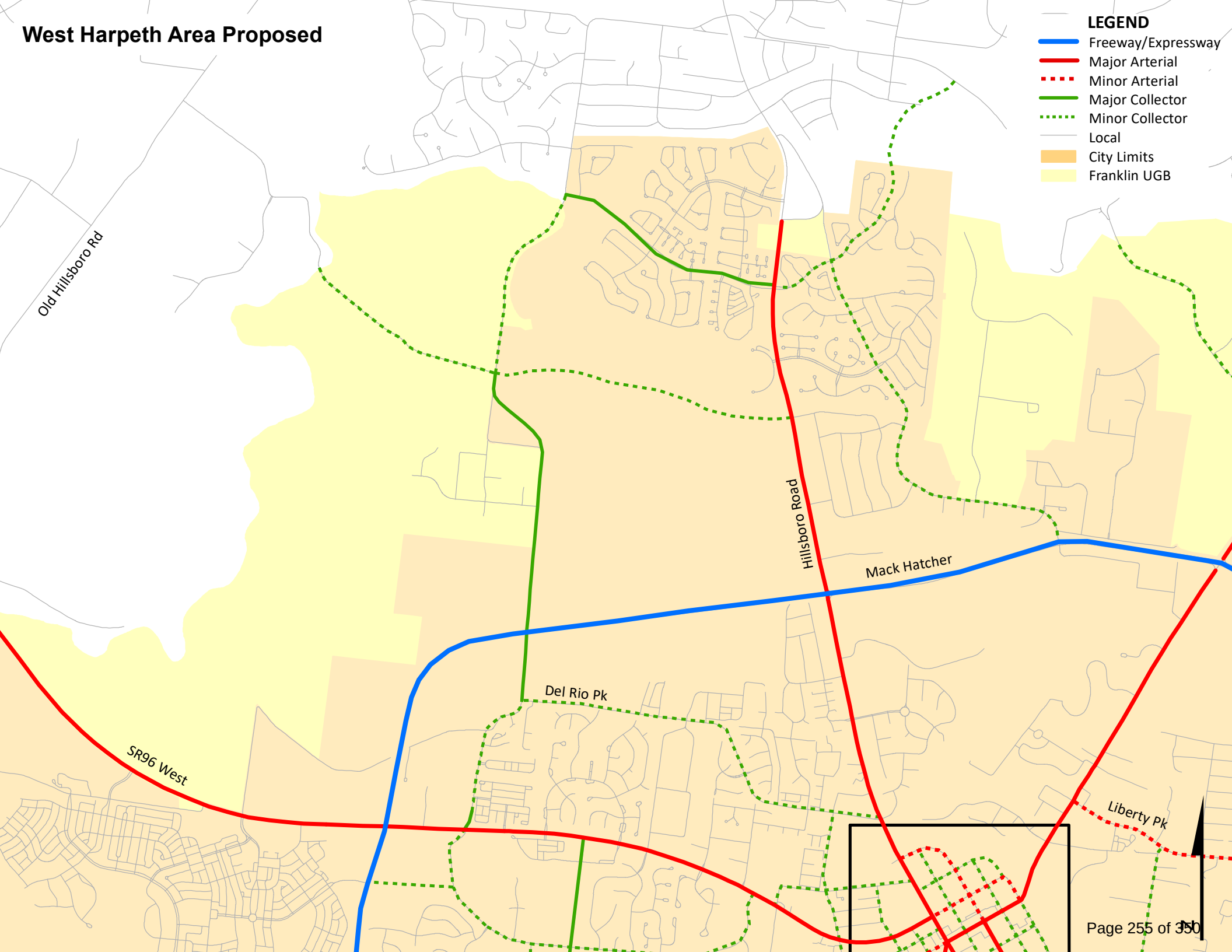
# 3 STREETS ELEMENT

FIGURE 3.13: WEST HARPETH AREA - PROPOSED ROADWAY NETWORK



# West Harpeth Area Proposed

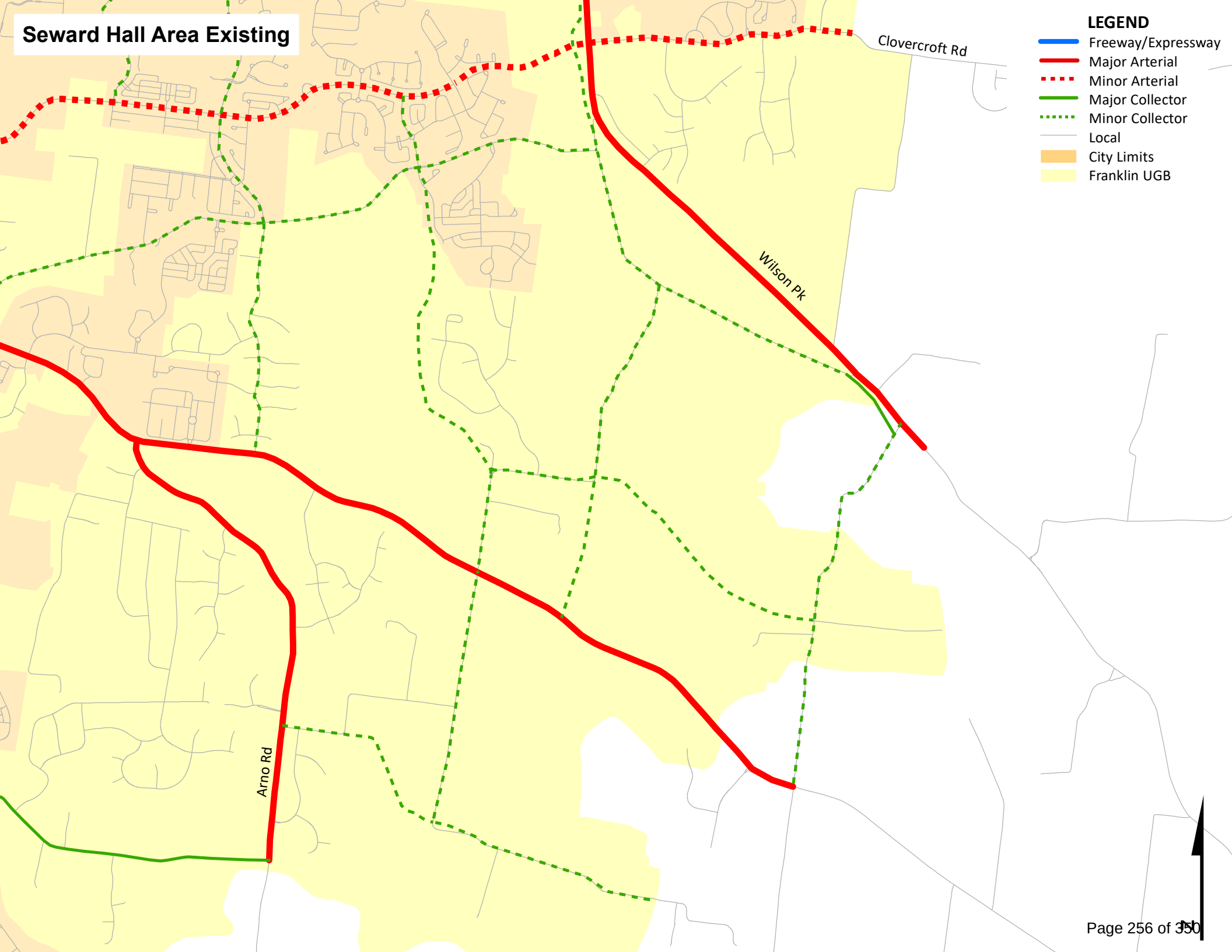
- LEGEND
- Freeway/Expressway
  - Major Arterial
  - Minor Arterial
  - Major Collector
  - Minor Collector
  - Local
  - City Limits
  - Franklin UGB



**Seward Hall Area Existing**

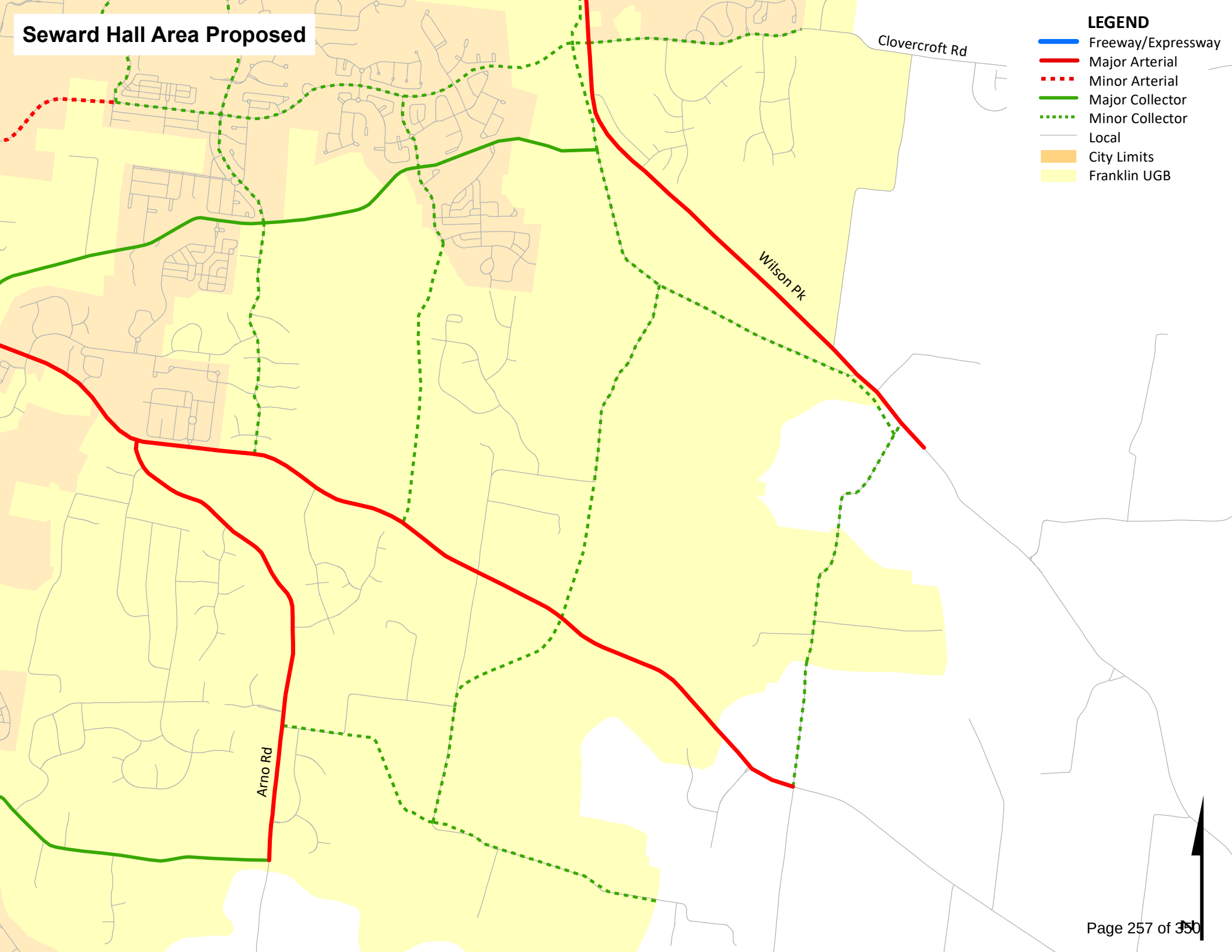
**LEGEND**

- Freeway/Expressway
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- City Limits
- Franklin UGB



Seward Hall Area Proposed

- LEGEND**
- Freeway/Expressway
  - Major Arterial
  - Minor Arterial
  - Major Collector
  - Minor Collector
  - Local
  - City Limits
  - Franklin UGB







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**File #: 21-02279**

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**DATE:** July 14, 2021

**TO:** Board of Mayor and Aldermen

**FROM:** Eric Stuckey, City Administrator  
Tom Marsh, Director of BNS  
Kathleen Sauseda, Housing Development Coordinator

**SUBJECT:**

Consideration Of COF Contract No. 2021-0197 Between The City Of Franklin And Columbia State Community College For The Reimbursement Of Up To \$81,000 In Community Development Block Grant Coronavirus (CDBG-CV) Funds In Consideration Of Expenses Incurred To Prevent, Prepare For And Respond To The Coronavirus (COVID-19).

**PURPOSE:**

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning COF Contract No. 2021-0197, with Columbia State Community College for the use of Community Development Block Grant Coronavirus (CDBG-CV) funds to reimburse them for expenses incurred to prevent, prepare for, and respond to the Coronavirus (COVID-19).

**BACKGROUND/STAFF COMMENTS:**

The Department of Housing and Urban Development (HUD) was authorized by the Coronavirus Aid, Relief, and Economic Security Act (CARES Act), to respond to the crisis stemming from the Coronavirus. HUD authorized the funds to be used for pandemic recovery providing the activity is carried out to prepare for, prevent, or respond to Coronavirus. The latest guidelines from HUD about how the funds could be used included job training to revitalize the affected labor force and business sectors or to help workers re-train for expanding sectors.

Per Contract No. 2021-0197, the City will utilize CDBG-CV funds to reimburse Columbia State Community College (CSCC) up to Eighty-One Thousand Dollars (\$81,000.00) toward the costs incurred while assisting with the pandemic recovery. Specifically, Columbia State will use the funds to provide their Certified Clinical Medical Assistant Program to students in the Franklin area. The program consists 140 hours of classroom lecture and labs to train students to assist physicians by performing functions related to the clinical responsibilities of a medical office. The tuition per student is \$2,600 and per this agreement the City will reimburse CSCC for up to 10 students per session in 3 sessions. Upon successful completion of the program, the students are eligible to sit for the National Healthcareer Association (NHA) Certified Clinical Medical Assistant (CCMA) national examination.

**FINANCIAL IMPACT:**

The City of Franklin has received a special allotment of Community Development Block Grant funds to be used to prevent, prepare for, and respond to the Coronavirus.

**RECOMMENDATION:**

Staff recommends that the Board of Mayor and Aldermen approve Contract No. 2021-0197.

**CONTRACT BETWEEN THE CITY OF FRANKLIN AND COLUMBIA STATE COMMUNITY COLLEGE FOR THE  
RECEIPT OF COMMUNITY DEVELOPMENT BLOCK GRANT CORONAVIRUS (CDBG-CV) FUNDS TO  
REIMBURSE FOR EXPENSES INCURRED TO PREVENT, PREPARE FOR,  
AND RESPOND TO THE CORONAVIRUS (COVID-19)  
Contract Number 2021-0197**

This Contract is by and between the City of Franklin, Tennessee (hereinafter "CITY") and **COLUMBIA STATE COMMUNITY COLLEGE** (hereinafter "ORGANIZATION").

**WHEREAS**, CITY has identified a need to prevent, prepare for, and respond to the Coronavirus utilizing Community Development Block Grant CV (CDBG-CV) funding; and

**WHEREAS**, the Department of Housing & Urban Development (HUD) has been authorized by Coronavirus Aid, Relief, and Economic Security Act (CARES Act), to respond to the growing effects of the public health crisis stemming from the Coronavirus; and

**WHEREAS**, the City of Franklin has been designated to receive a special allotment of Community Development Block Grant funds to be used to prevent, prepare for, and respond to the Coronavirus (CDBG-CV funds); and

**WHEREAS**, the Board of Mayor and Aldermen approved the third phase of disbursement of CDBG-CV funds to appropriate entities through the adoption of Resolution 2021-37.

**NOW, THEREFORE**, in consideration of the mutual promises as contained herein, the parties hereto have agreed and hereby enter into this Contract according to the provisions as set forth herein.

**SECTION 1 - SCOPE OF SERVICES**

ORGANIZATION will carry out, or has carried out, activities necessary to prevent, prepare for, and respond to the Coronavirus (COVID-19) as outlined in the Coronavirus Aid, Relief, and Economic Security Act (CARES Act). The City has received notification that the third phase of these funds may be used to support pandemic recovery. This includes a provision to revitalize affected labor forces and business sectors or to help workers re-train for expanding sectors. The City encourages the Organization to consider approaches that prioritize the unique needs of low- and moderate-income persons.

CDBG-CV grants are subject to oversight, reporting, and requirements that ensure each grantee has adequate procedures to prevent the duplication of benefits.

Incorporated into this contract is Exhibit A, the proposal by ORGANIZATION, which is attached hereto and made a part hereof.

**SECTION 2 - RESPONSIBILITIES OF PARTIES**

- A. ORGANIZATION will perform or has performed the duties described above and in Exhibit A and take other actions necessary to accomplish the spirit of this agreement.
- B. ORGANIZATION will submit invoices and detailed receipts, as directed by THE CITY detailing the progress of their project.

- C. ORGANIZATION will provide a self certification indicating that they have not received a duplicative benefit from another source, and that they will not pursue or obtain duplicative funding from another source, before CDBG-CV funding is provided, as stated in section Q8 of the July 10, 2020 CDBG-CV COVID-19 Fact sheet.
- D. CITY will provide reimbursement funding for the program from the Community Development Block Grant (CDBG-CV) program as set forth in Section 3 of this contract.

### **SECTION 3 - COMPENSATION**

For the services outlined above and contained in Exhibit A, ORGANIZATION will be paid an amount up to, but not exceeding, the agreed upon reimbursement of up to Twenty-Seven-Thousand and 00/100 Dollars (\$27,000) for each certificate program term, lasting three program terms, for a total of up to Eight-One Thousand and 00/100 Dollars (\$81,000).

### **SECTION 4 - TIME OF PERFORMANCE**

- A. This Contract shall commence upon execution, and shall expire by December 28, 2023.
- B. This Contract and all options are based on and subject to the availability of Community Development Block Grant Coronavirus (CDBG-CV) funds
- C. Services shall be deemed complete and subject to payment under this Contract only upon verification of receipts and proper invoices.
- D. Requests for payment must be submitted to the CITY under this Contract, including all necessary invoices and receipts, no later than December 28, 2023.
- E. This Agreement may be terminated upon thirty (30) days written notice by either party.

### **SECTION 5 - PAYMENT TERMS AND CONDITIONS**

- A. CITY shall reimburse ORGANIZATION for services rendered and goods purchased based on submittal of valid invoices and receipts for costs with a description and documentation of work performed or expenditures made. The CITY reserves the option of inspecting the completed work and confirming all claimed expenditures prior to making any payments.
- B. Based on the work write-up prepared by ORGANIZATION and CITY per Exhibit A, CITY may accept and reimburse for completed work product or other expenditures made that are a phase or portion of an overall project.
- C. Final payment will be subject to receipt of a final report that is satisfactory to CITY.

### **SECTIONS 6 - NOTICES**

All notices under this Agreement shall be in writing and sent by mail to the address listed below for each party.



Kathleen Sauseda  
c/o Housing Development Coordinator  
City of Franklin  
109 3<sup>rd</sup> Avenue South  
Franklin, TN 37064

Dr. Dearl Lampley  
Columbia State Community College  
1665 Hampshire Pike  
Columbia, TN 38401

## **SECTION 7 - STANDARD TERMS AND CONDITIONS**

### **1. COMPLIANCE WITH FEDERAL LAWS/REGULATIONS**

ORGANIZATION shall comply with all applicable Federal, State and City of Franklin laws and regulations in the performance of this Contract.

### **2. ANTIDISCRIMINATION/AFFIRMATIVE ACTION AND EQUAL EMPLOYMENT OPPORTUNITY**

No person on the grounds of disability, age, race, color, religion, sex, national origin, disability, or marital/familial status or any other classification protected by Federal and/or State of Tennessee constitutional and/or statutory law shall be excluded from participation in, or be denied benefits of, or be otherwise subjected to discrimination in the performance of this Contract.

### **3. AUDIT REQUIREMENTS**

- A. This Contract, as well as any sub-agreement made with other participating agencies, is subject to all of the administrative requirements in OMB Circulars A-110 and A-122.
- B. CITY hereby notifies ORGANIZATION that a single audit is required for non-profit agencies receiving \$300,000.00 or more in federal funds in any single fiscal year. This requirement is in accordance with OMB Circulars A-110 and A-133. If required, a copy of the single audit report will be kept on file and made available to the CITY staff during sub-recipient monitoring visits and appropriate officials as requested.

### **4. CONFLICT OF INTEREST**

ORGANIZATION agrees to abide by the following requirements with respect to conflicts of interest, and covenants that it presently has no interest, direct or indirect, and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of services required under this Agreement. ORGANIZATION further covenants that in the performance of this Agreement no person having such an interest, direct or indirect, shall be employed or retained by ORGANIZATION hereunder. These conflict of interest provisions apply to any person who is an employee, agent, consultant, officer, or elected official or appointed official of ORGANIZATION or of any designated public agencies or sub-recipients that are receiving funds under this program.

### **5. PROCUREMENT STANDARDS AND METHODS**

ORGANIZATION shall comply with CITY's current policy concerning the purchase of equipment, and shall maintain inventory records of all non-expendable personal property as defined by such policy that may be procured with funds herein.

ORGANIZATION shall procure all materials, property, or services in accordance with the requirements of Attachment O of OMB Circular A-110, Procurement Standards.

**6. VENUE**

In the event of a dispute or litigation arising out of said Contract, it is understood and agreed that this Contract was executed and performed in Williamson County, Tennessee, and as such, it is agreed by both parties that venue of said litigation, including an action for Declaratory Judgment, will be in Williamson County, Tennessee, or in the federal courts for the Middle District of Tennessee, as applicable.

**7. NON-ASSIGNMENT**

Neither CITY nor ORGANIZATION may assign its rights or delegate its responsibilities under this contract.

**8. ENTIRE CONTRACT AND MODIFICATION**

This is the entire Contract between the parties and supersedes any prior or contemporaneous communications, representations, or agreements between the parties, whether oral or written, regarding the subject matter of the entire Contract. The terms and conditions of this Contract may not be changed except by an amendment expressly referencing this Contract by section number and signed by an authorized representative of each party.

If seeking any addition or modification to the Contract, the parties agree to reference the specific paragraph number sought to be changed on any future document or purchase order issued in furtherance of the Contract; however, an omission of the reference to same shall not affect its applicability. In no event shall either party be bound by any terms contained in any purchase order, acknowledgement, or other writings unless: (a) such purchase order, acknowledgement, or other writings specifically refer to the Contract or to the specific clause they are intended to modify; (b) clearly indicate the intention of both parties to override and modify the Contract; and (c) such purchase order, acknowledgement, or other writings are signed, with specific material clauses separately initialed, by authorized representatives of both parties.

**9. SEVERABILITY**

If any provision of this Contract is held invalid, the remainder of the Contract shall not be affected thereby and all other parts of this Contract shall nevertheless be in full force and effect.

**10. TIME OF THE ESSENCE**

The parties agree that TIME IS OF THE ESSENCE with respect to the parties' performance of all provisions of the Agreement.

**11. NO TAXES, NO INTEREST PAYMENTS**

As a tax-exempt entity, CITY shall not be responsible for sales or use taxes incurred for products or services. CITY shall supply ORGANIZATION with its Sales and Use Tax Exemption Certificate upon ORGANIZATION's request. ORGANIZATION shall bear the burden of providing its suppliers with a copy of CITY's tax exemption certificate and shall assume all liability for such taxes, if any, that should be incurred. CITY does not agree to pay any interest or other fees for late payments.

**12. WAIVER**

Neither party's failure or delay to exercise any of its rights or powers under the Contract will constitute or be deemed a waiver or forfeiture of those rights or powers. For a waiver of a right or power to be effective, it must be in writing signed by the waiving party. An effective waiver of a right or power shall not be construed as either (a) a future or continuing waiver of that same right or power, or (b) the waiver of any other right or power.

**13. BREACH**

Upon deliberate breach of the Contract by either party, the non-breaching party shall be entitled to terminate the Contract without notice, with all of the remedies it would have in the event of termination, and may also have such other remedies as it may be entitled to in law or in equity.

**SECTION 8 - SIGNATURES**

**THE CITY OF FRANKLIN**

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

Date: \_\_\_\_\_

Approved as to Form:

\_\_\_\_\_  
William E. Squires, Assistant City Attorney

**COLUMBIA STATE COMMUNITY COLLEGE**

\_\_\_\_\_  
Authorized Signature

Date: \_\_\_\_\_

\_\_\_\_\_  
Print Name

\_\_\_\_\_  
Title



## **Certified Clinical Medical Assistant** **Program**

Program – 140 Course Hours; Tuition \$2,599

This program is intended for students who want to prepare for an exciting, challenging and rewarding career in healthcare. This program will train students to assist physicians by performing functions related to the clinical responsibilities of a medical office. Instruction includes among other things preparing patients for examination and treatment, routine laboratory procedures, diagnostic testing, technical aspects of phlebotomy and the cardiac life cycle. Students will review important topics including phlebotomy, pharmacology, the proper use and administration of medications, taking and documenting vital signs, cardiology including proper lead placements, a professional workplace behavior, ethics and the legal aspects of healthcare. This program includes 140 hours of classroom lecture and labs. After completion there is an optional clinical externship opportunity at a local healthcare provider.

Upon successful completion of this program, students would be eligible to sit for the National Healthcareer Association (NHA) Certified Clinical Medical Assistant (CCMA) national examination

Note: Optional Clinical Rotation available for additional charge. To be eligible for the clinical rotation, students must successfully complete the 140 hour program, submit to a thorough background check, drug screening and meet other requirements.

**For more information go email:**

**[WorkforceDev@ColumbiaState.edu](mailto:WorkforceDev@ColumbiaState.edu)**





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**File #: 21-02295**

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**DATE:** July 22, 2021

**TO:** Board of Mayor and Aldermen

**FROM:** Eric Stuckey, City Administrator  
Tom Marsh, Director of BNS  
Kathleen Sauseda, Housing Development Coordinator

**SUBJECT:**

Consideration Of COF Contract No. 2021-0209 Between The City Of Franklin And Mercy Community Healthcare For The Reimbursement Of Up To \$48,033.97 In Community Development Block Grant Coronavirus (CDBG-CV) Funds In Consideration Of Expenses Incurred To Prevent, Prepare For and Respond To The Coronavirus (COVID-19).

**PURPOSE:**

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning COF Contract No. 2021-0209, with Mercy Community Healthcare for the reimbursement of up to \$48,033.97 in Community Development Block Grant Coronavirus (CDBG-CV) Funds In consideration of expenses incurred to prevent, prepare for and respond to the Coronavirus (COVID-19).

**BACKGROUND/STAFF COMMENTS:**

The Department of Housing & Urban Development (HUD) was authorized by the Coronavirus Aid, Relief, and Economic Security Act (CARES Act), to respond to the growing effects of the public health crisis stemming from the Coronavirus. Per Resolution 2020-91 the Board of Mayor and Aldermen authorized staff to proceed to reimburse organizations for costs incurred in their effort to prevent, prepare for, or respond to the Coronavirus. With contract 2021-0209, the City will utilize CDBG-CV funds to reimburse Mercy Community Healthcare up to Forty-Eight Thousand Thirty-Three and 97/100 Dollars (\$48,033.97) toward the costs incurred while assisting with recovery from the pandemic.

**FINANCIAL IMPACT:**

The City of Franklin has received a special allotment of Community Development Block Grant funds to be used to prevent, prepare for, and respond to the Coronavirus.

**RECOMMENDATION:**

Staff recommends that the Board of Mayor and Aldermen approve COF Contract No 2021-0209.



**CONTRACT BETWEEN THE CITY OF FRANKLIN AND MERCY COMMUNITY HEALTHCARE FOR THE  
RECEIPT OF COMMUNITY DEVELOPMENT BLOCK GRANT CORONAVIRUS (CDBG-CV) FUNDS TO  
REIMBURSE EXPENSES INCURRED TO PREVENT, PREPARE FOR,  
AND RESPOND TO THE CORONAVIRUS (COVID-19)  
Contract Number 2021-0209**

This Contract is by and between the City of Franklin, Tennessee (hereinafter "CITY") and Mercy Community Healthcare (hereinafter "ORGANIZATION").

**WHEREAS**, CITY has identified a need to prevent, prepare for and respond to the Coronavirus utilizing Community Development Block Grant CV (CDBG-CV) funding; and

**WHEREAS**, the Department of Housing & Urban Development (HUD) has been authorized by Coronavirus Aid, Relief, and Economic Security Act (CARES Act), to respond to the growing effects of the public health crisis stemming from the Coronavirus; and

**WHEREAS**, the City of Franklin has been designated to receive a special allotment of Community Development Block Grant funds to be used to prevent, prepare for, and respond to the Coronavirus (CDBG-CV funds); and

**WHEREAS**, the Board of Mayor and Aldermen approved of the disbursement of CDBG-CV funds to appropriate entities through the adoption of Resolution 2020-91.

**NOW, THEREFORE**, in consideration of the mutual promises as contained herein, the parties hereto have agreed and hereby enter into this Contract according to the provisions as set forth herein.

**SECTION 1 - SCOPE OF SERVICES**

ORGANIZATION will carry out, or has carried out, activities necessary to prevent, prepare for, and respond to the Coronavirus (COVID-19) as outlined in the Coronavirus Aid, Relief, and Economic Security Act (CARES Act). The City encourages the Organization to consider approaches that prioritize the unique needs of low- and moderate-income persons.

CDBG-CV grants are subject to oversight, reporting, and requirements that ensure each grantee has adequate procedures to prevent the duplication of benefits.

Incorporated into this contract is Exhibit A, the proposal by ORGANIZATION, which is attached hereto and made a part hereof.

**SECTION 2 - RESPONSIBILITIES OF PARTIES**

- A. ORGANIZATION will perform or has performed the duties described above and in Exhibit A and take other actions necessary to accomplish the spirit of this agreement.
- B. ORGANIZATION will submit invoices and detailed receipts, as directed by THE CITY detailing the progress of their project.
- C. ORGANIZATION will provide a self certification indicating that they have not received a duplicative benefit from another source, and that they will not pursue or obtain

duplicative funding from another source, before CDBG-CV funding is provided, as stated in section Q8 of the July 10, 2020 CDBG-CV COVID-19 Fact sheet.

- D. CITY will provide reimbursement funding for the program from the Community Development Block Grant (CDBG-CV) program as set forth in Section 3 of this contract.

### **SECTION 3 - COMPENSATION**

For the services outlined above and contained in Exhibit A, ORGANIZATION will be paid an amount up to, but not exceeding, the agreed upon reimbursement of Forty-Eight Thousand Thirty-Three and 97/100 Dollars (\$48,033.97)

### **SECTION 4 - TIME OF PERFORMANCE**

- A. This Contract shall commence upon execution, and shall expire two (2) years from this effective date.
- B. This Contract and all options are based on and subject to the availability of Community Development Block Grant Coronavirus (CDBG-CV) funds
- C. Services shall be deemed complete and subject to payment under this Contract only upon verification of receipts and proper invoices.
- D. This Agreement may be terminated upon thirty (30) days written notice by either party.

### **SECTION 5 - PAYMENT TERMS AND CONDITIONS**

- A. CITY shall reimburse ORGANIZATION for services rendered and goods purchased based on submittal of valid invoices and receipts for costs with a description and documentation of work performed or expenditures made. The CITY reserves the option of inspecting the completed work and confirming all claimed expenditures prior to making any payments.
- B. Based on the work write-up prepared by ORGANIZATION and CITY per Exhibit A, CITY may accept and reimburse for completed work product or other expenditures made that are a phase or portion of an overall project.
- C. Final payment will be subject to receipt of a final report that is satisfactory to CITY.
- D. Any repairs completed under the provisions of this Agreement will be made with the understanding the work must be "... in compliance with Federal Code 2 CFR 200.318, 2CFR 200.236 and 2 CFR 200.318 (c) (1)."

### **SECTIONS 6 - NOTICES**

All notices under this Agreement shall be in writing and sent by mail to the address listed below for each party.



Kathleen Sauseda  
c/o Housing Development Coordinator  
City of Franklin  
City Hall  
109 3<sup>rd</sup> Avenue South  
Franklin, TN 37064

Debbie Davis  
Mercy Health Services, Inc.  
1113 Murfreesboro Road  
Franklin, TN 37064

## **SECTION 7 - STANDARD TERMS AND CONDITIONS**

### **1. COMPLIANCE WITH FEDERAL LAWS/REGULATIONS**

ORGANIZATION shall comply with all applicable Federal, State and City of Franklin laws and regulations in the performance of this Contract.

### **2. ANTIDISCRIMINATION/AFFIRMATIVE ACTION AND EQUAL EMPLOYMENT OPPORTUNITY**

No person on the grounds of disability, age, race, color, religion, sex, national origin, disability, or marital/familial status or any other classification protected by Federal and/or State of Tennessee constitutional and/or statutory law shall be excluded from participation in, or be denied benefits of, or be otherwise subjected to discrimination in the performance of this Contract.

### **3. AUDIT REQUIREMENTS**

- A. This Contract, as well as any sub-agreement made with other participating agencies, is subject to all of the administrative requirements in OMB Circulars A-110 and A-122.
- B. CITY hereby notifies ORGANIZATION that a single audit is required for non-profit agencies receiving \$300,000.00 or more in federal funds in any single fiscal year. This requirement is in accordance with OMB Circulars A-110 and A-133. If required, a copy of the single audit report will be kept on file and made available to the CITY staff during sub-recipient monitoring visits and appropriate officials as requested.

### **4. CONFLICT OF INTEREST**

ORGANIZATION agrees to abide by the following requirements with respect to conflicts of interest, and covenants that it presently has no interest, direct or indirect, and shall not acquire any interest, direct or indirect, which would conflict in any manner or degree with the performance of services required under this Agreement. ORGANIZATION further covenants that in the performance of this Agreement no person having such an interest, direct or indirect, shall be employed or retained by ORGANIZATION hereunder. These conflict of interest provisions apply to any person who is an employee, agent, consultant, officer, or elected official or appointed official of ORGANIZATION or of any designated public agencies or sub-recipients that are receiving funds under this program

### **5. PROCUREMENT STANDARDS AND METHODS**

ORGANIZATION shall comply with CITY's current policy concerning the purchase of equipment, and shall maintain inventory records of all non-expendable personal property as defined by such policy that may be procured with funds herein.

ORGANIZATION shall procure all materials, property, or services in accordance with the requirements of Attachment O of OMB Circular A-110, Procurement Standards.

**6. VENUE**

In the event of a dispute or litigation arising out of said Contract, it is understood and agreed that this Contract was executed and performed in Williamson County, Tennessee, and as such, it is agreed by both parties that venue of said litigation, including an action for Declaratory Judgment, will be in Williamson County, Tennessee, or in the federal courts for the Middle District of Tennessee, as applicable.

**7. NON-ASSIGNMENT**

Neither CITY nor ORGANIZATION may assign its rights or delegate its responsibilities under this contract.

**8. ENTIRE CONTRACT AND MODIFICATION**

This is the entire Contract between the parties and supersedes any prior or contemporaneous communications, representations, or agreements between the parties, whether oral or written, regarding the subject matter of the entire Contract. The terms and conditions of this Contract may not be changed except by an amendment expressly referencing this Contract by section number and signed by an authorized representative of each party.

If seeking any addition or modification to the Contract, the parties agree to reference the specific paragraph number sought to be changed on any future document or purchase order issued in furtherance of the Contract; however, an omission of the reference to same shall not affect its applicability. In no event shall either party be bound by any terms contained in any purchase order, acknowledgement, or other writings unless: (a) such purchase order, acknowledgement, or other writings specifically refer to the Contract or to the specific clause they are intended to modify; (b) clearly indicate the intention of both parties to override and modify the Contract; and (c) such purchase order, acknowledgement, or other writings are signed, with specific material clauses separately initialed, by authorized representatives of both parties.

**9. SEVERABILITY**

If any provision of this Contract is held invalid, the remainder of the Contract shall not be affected thereby and all other parts of this Contract shall nevertheless be in full force and effect.

**10. TIME OF THE ESSENCE**

The parties agree that TIME IS OF THE ESSENCE with respect to the parties' performance of all provisions of the Agreement.

**11. NO TAXES, NO INTEREST PAYMENTS**

As a tax-exempt entity, CITY shall not be responsible for sales or use taxes incurred for products or services. CITY shall supply ORGANIZATION with its Sales and Use Tax Exemption Certificate upon ORGANIZATION's request. ORGANIZATION shall bear the burden of providing its suppliers with a copy of CITY's tax exemption certificate and shall assume all liability for such taxes, if any, that should be incurred. CITY does not agree to pay any interest or other fees for late payments.

**12. WAIVER**

Neither party's failure or delay to exercise any of its rights or powers under the Contract will constitute or be deemed a waiver or forfeiture of those rights or powers. For a waiver of a right or power to be effective, it must be in writing signed by the waiving party. An effective waiver of a right or power shall not be construed as either (a) a future or continuing waiver of that same right or power, or (b) the waiver of any other right or power.

**13. BREACH**

Upon deliberate breach of the Contract by either party, the non-breaching party shall be entitled to terminate the Contract without notice, with all of the remedies it would have in the event of termination, and may also have such other remedies as it may be entitled to in law or in equity.

**SECTION 8 - SIGNATURES**

**THE CITY OF FRANKLIN**

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

Date: \_\_\_\_\_

**MERCY COMMUNITY HEALTHCARE**

\_\_\_\_\_  
Authorized Signature

\_\_\_\_\_  
Printed Name

Date: \_\_\_\_\_

\_\_\_\_\_  
Title

Approved as to Form:

\_\_\_\_\_  
William E. Squires, Assistant City Attorney



1115 Murfreesboro Road • Suite 310  
Franklin, TN 37067  
(615) 615-0567  
(615) 615-0568  
(615) 615-0569  
www.mercytn.org

July 15, 2021

City of Franklin  
109 3rd Avenue South  
Franklin, TN 37064

RE: CARES Act Reimbursement  
DUNS # 02-1181409

We Mercy Community Healthcare are requesting reimbursement in the amount of \$48,033.97 for costs expended in our efforts to prevent, prepare for and respond to the coronavirus (COVID-19).

Our scope of services included:

- Purchase of emergency medical kits, i.e. masks, gloves, wipes and disinfectant
- Marketing, meals, and labor associated with multiple vaccination clinics provided for the public.
- The purchase of a new server to support Telehealth services

Sincerely,

Debbie Davis  
Senior Accountant  
Mercy Health Services, Inc.  
615) 790-0567 x 270





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**File #: 21-02331**

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**DATE:** August 10, 2021  
**TO:** Board of Mayor and Aldermen  
**FROM:** Kristine Brock, Asst. City Administrator/CFO  
Mark Hilty, Asst. City Administrator Public Works  
Michelle Hatcher, Director of Water Management

**SUBJECT:**

Report Regarding The 2021 Financings For The Wastewater Treatment Plant Upgrade And Expansion Project.  
Finance 8/12/21

**PURPOSE:**

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning the issuance of the Series 2021 Water and Sewer Revenue Bonds and application for a 2021 State Revolving Fund Loan for funding, in part, the upgrade and expansion of the Wastewater Treatment Plant.

**BACKGROUND/STAFF COMMENTS:**

The Board of Mayor and Aldermen approved Resolution 2021-108, authorizing the issuance of Water & Sewer Revenue Bonds for an amount not to exceed \$22 million. Staff proposes issuing 2021 Water & Sewer Revenue Bonds under this resolution to fund a project deposit of \$13 million. The City is also applying for a State Revolving Fund Loan in the amount of \$19.5 million. Total project cost is \$153.8 million and scheduled for completion in mid 2022.

**FINANCIAL IMPACT:**

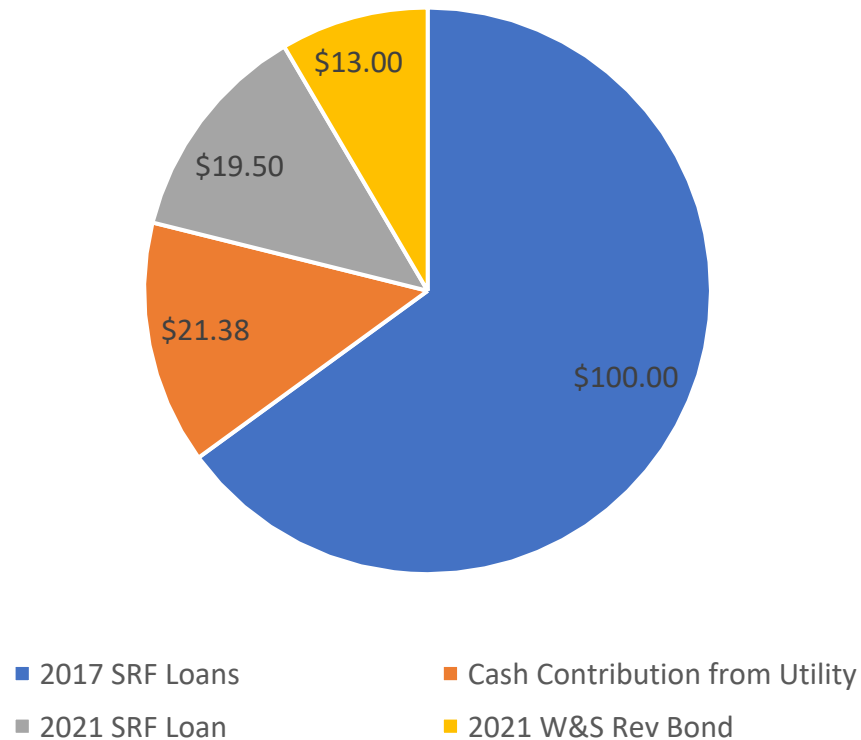
Debt service associated with the 2021 Water & Sewer Revenue Bonds and the 2021 SRF Loan will be budgeted within the self supporting Water & Sewer Utility Fund. No general tax revenues are used to support the Water & Sewer Utility.

**RECOMMENDATION:**

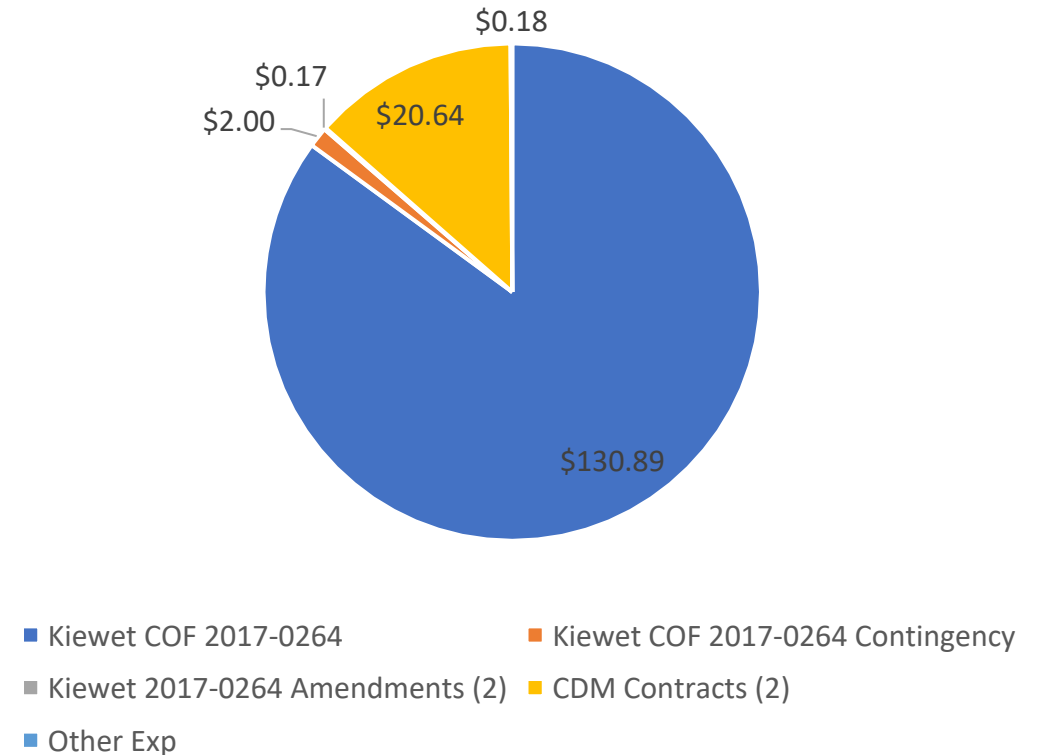
This report is for informational purposes only.

# Updated Sources & Uses for WWTP Project (in millions)

Sources of Funds



Uses of Funds



Total Sources and Uses of Funds- \$153,880,929 including Contract Contingency Balance as of 8/10/2021

# Sources of Funds- Detail

| Description                                                                 | Amount            | Interest Rate (est.) | Final Maturity |
|-----------------------------------------------------------------------------|-------------------|----------------------|----------------|
| 2017 State Revolving Fund Loans                                             | \$100,000,000     | 1.55%                | 2051           |
| Cash Contribution from Utility (May Reduce due to Final Use of Contingency) | 21,380,929        | NA                   | NA             |
| 2021 SRF Loan                                                               | 19,500,000        | 1.85% (est.)         | 2052           |
| 2021 Water & Sewer Revenue Bond                                             | <u>13,000,000</u> | 2.30% (est.)         | 2042           |
| Total Sources of Funds                                                      | \$153,880,929     |                      |                |

# Timeline for 2021 Financings

| Monday, August 16 <sup>th</sup>       | Received Moody's Rating- Upgrade from Aa3 to Aa2                                      |
|---------------------------------------|---------------------------------------------------------------------------------------|
| Wednesday, August 25 <sup>th</sup>    | Selection of Underwriter for W&S Revenue Bond by Competitive Lowest Interest Rate Bid |
| Thursday, September 2 <sup>nd</sup>   | Public Hearing for 2021 SRF Loan- 6pm in City Hall Training Room                      |
| Tuesday, September 14 <sup>th</sup>   | BOMA Consideration of 2021 SRF Loan Resolution                                        |
| Wednesday, September 15 <sup>th</sup> | Closing of 2021 W&S Revenue Bonds- Receipt of Bond Funds                              |
| October/November 2021                 | Consideration of 2021 SRF Loan by TN Local Development Authority (TLDA)               |
| January/February 2022                 | City Receives First Draw of Funds for 2021 SRF Loan                                   |
| August 2022 (est.)                    | Final Expenses Paid for WWTP Upgrade and Expansion Project                            |





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**File #: 21-02341**

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**DATE:** August 11, 2021  
**TO:** Board of Mayor and Aldermen  
**FROM:** Eric Stuckey, City Administrator  
Michelle Hatcher, Director of Water Management  
Mark Hilty, Asst. City Administrator Public Works

**SUBJECT:**

Discussion Regarding The 2021 Water And Sanitary Sewer Cost Of Service Study And Rate Plan.

**PURPOSE:**

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning the cost of service study performed by Jackson Thornton and a proposed increase to water and sewer rates.

**BACKGROUND/STAFF COMMENTS:**

The Water Management enlisted the help of Jackson Thornton to perform a cost of service study in 2020 to determine the sufficiency of water and sewer rates with respect to the current and proposed operation of the utility. This presentation will discuss revenue requirements for each utility in addition to identifying proposed rate structure.

The discussion will also include a presentation on the winter pricing model and the effects that can be seen from a move to this rate model.

**FINANCIAL IMPACT:**

N/A

**RECOMMENDATION:**

Staff recommends that the Board of Mayor and Aldermen provide direction to the Department on the proposed rate structures for both water and sanitary sewer.



Certified Public Accountants  
& Consultants

City of Franklin  
2021 Cost of Service Studies  
Presented August 24, 2021  
Sarah Chandler and Jim Marshall  
Jackson Thornton Utilities Consultants

# Typical Objectives of a Rate Study

1. Revenue Stability and Sufficiency
2. Fairness and Equity
  - Fair is related to cross subsidies
  - Equity is related to  $\text{Price} = \text{Cost}$
3. Ability to Pay
4. Simplicity (Admin & Cust Understanding)
5. Defensible

# Overview of Process

1. Determine Revenue Requirements
  - How much does the system need to recover?
2. Develop Revenue Requirements by Rate Class
  - How much does the utility need to recover by rate class?
3. Develop COS Rates and Design Acceptable Rates
  - How does the utility best recover the needed revenues?
4. Implement Rate Changes

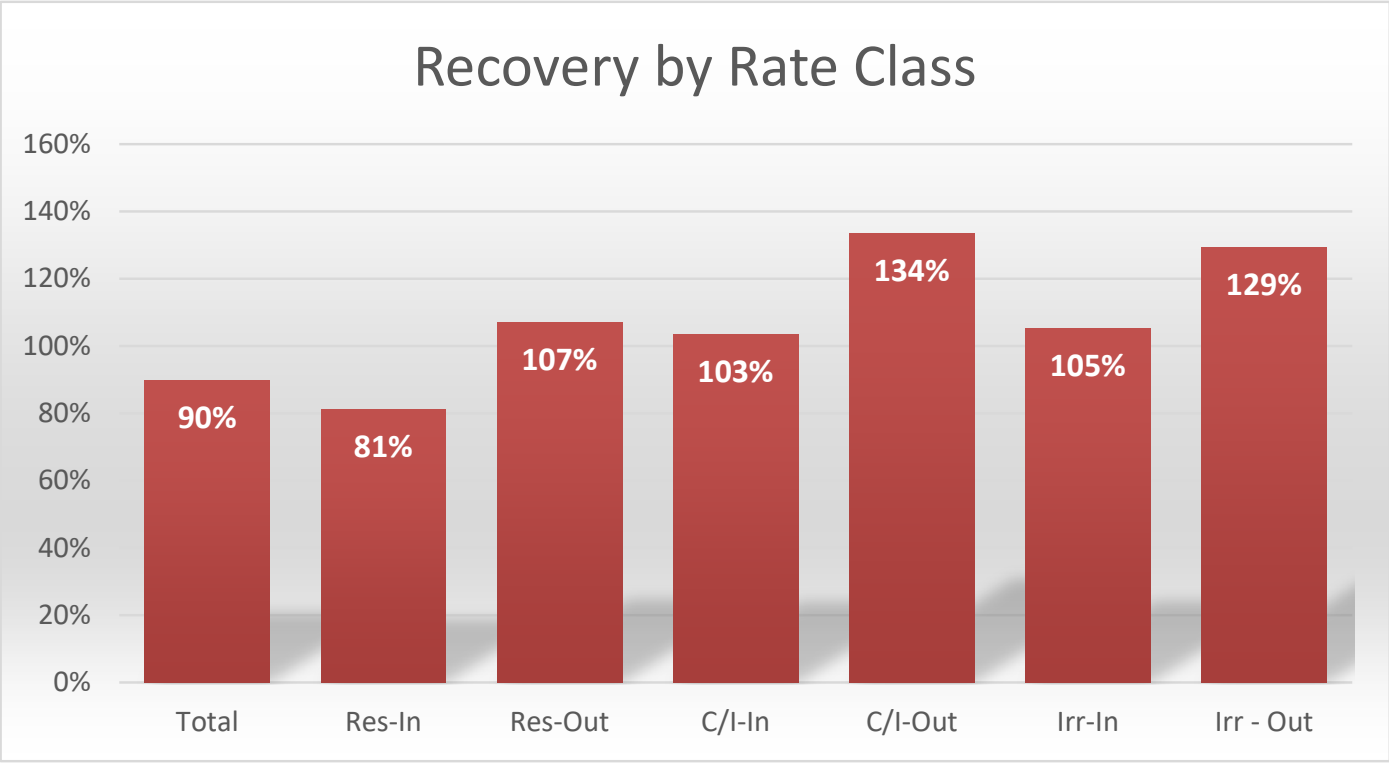




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# City of Franklin Water Cost of Service Study and Rate Recommendations

# Water – Cost of Service Results



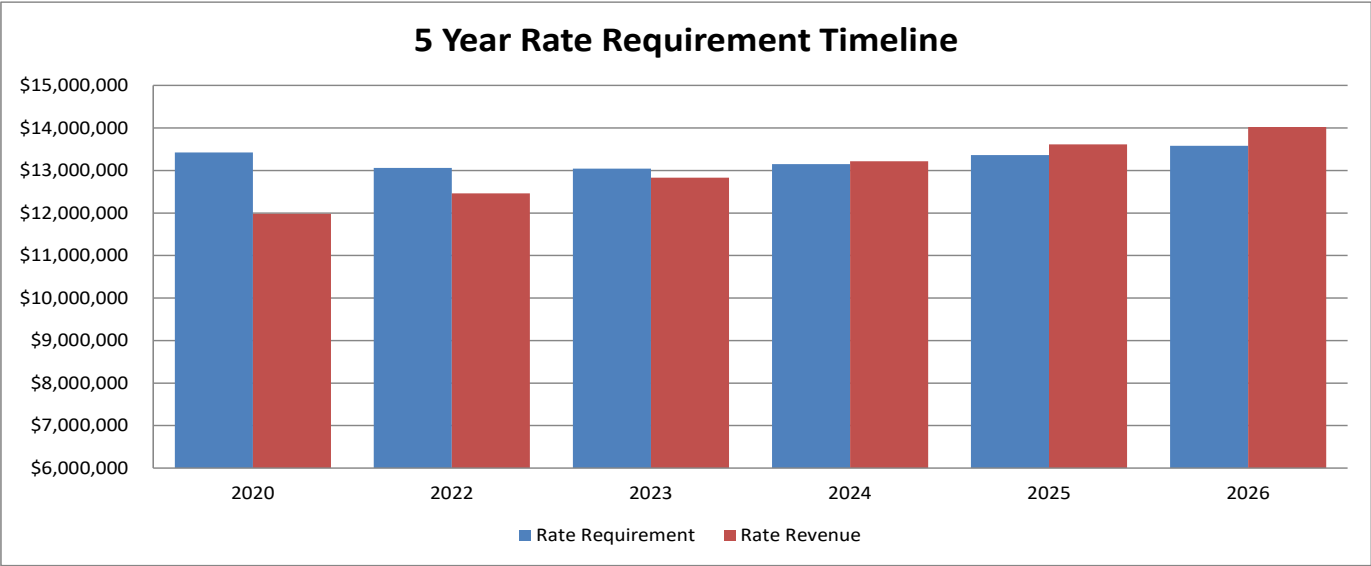
|                       | Total          | Res-In        | Res-Out      | C/I-In      | C/I-Out   | Irr-In    | Irr - Out |
|-----------------------|----------------|---------------|--------------|-------------|-----------|-----------|-----------|
| Current Rate Revenue  | \$11,980,395   | \$ 7,129,016  | \$ 1,659,119 | \$2,192,423 | \$182,885 | \$686,832 | \$130,119 |
| Over/(Under) Recovery | \$ (1,443,364) | \$(1,741,335) | \$ 112,153   | \$ 73,920   | \$ 46,661 | \$ 35,210 | \$ 30,027 |

# Water – Pro Forma Revenue Requirement

| Revenue Requirement       | 2020          | 2022          | 2023          | 2024          | 2025          | 2026          |
|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| O&M Expense               | \$ 10,933,935 | \$ 10,582,352 | \$ 10,570,629 | \$ 10,675,571 | \$ 10,889,082 | \$ 11,106,864 |
| Debt Service              | \$ 1,180,790  | \$ 1,168,592  | \$ 1,166,081  | \$ 1,167,509  | \$ 1,167,626  | \$ 1,166,781  |
| Rate Funded Capital       | \$ 1,856,150  | \$ 1,856,150  | \$ 1,856,150  | \$ 1,856,150  | \$ 1,856,150  | \$ 1,856,150  |
| Total Revenue Requirement | \$ 13,970,875 | \$ 13,607,094 | \$ 13,592,859 | \$ 13,699,230 | \$ 13,912,858 | \$ 14,129,795 |
| Less: Other Revenue       | \$ 547,116    | \$ 547,116    | \$ 547,116    | \$ 547,116    | \$ 547,116    | \$ 547,116    |
| Rate Requirement          | \$ 13,423,759 | \$ 13,059,978 | \$ 13,045,743 | \$ 13,152,113 | \$ 13,365,742 | \$ 13,582,679 |

# Water – Five Year Approach

|        |      | Rate          | %      |             | Rate         | Proposed    | Additional | Revenue -      |
|--------|------|---------------|--------|-------------|--------------|-------------|------------|----------------|
|        |      | Requirement   | Change | \$ Change   | Revenue      | Rate Change | Revenue    | Requirement    |
| Actual | 2020 | \$ 13,423,759 |        |             | \$11,980,395 |             |            | \$ (1,443,364) |
| Budget | 2022 | \$ 13,059,978 | 2.0%   | \$ 255,995  | \$12,459,610 | 4.00%       | \$479,216  | \$ (600,368)   |
| Budget | 2023 | \$ 13,045,743 | -0.1%  | \$ (14,235) | \$12,833,399 | 3.00%       | \$373,788  | \$ (212,344)   |
| Budget | 2024 | \$ 13,152,113 | 0.8%   | \$ 106,370  | \$13,218,401 | 3.00%       | \$385,002  | \$ 66,287      |
| Budget | 2025 | \$ 13,365,742 | 1.6%   | \$ 213,628  | \$13,614,953 | 3.00%       | \$396,552  | \$ 249,211     |
| Budget | 2026 | \$ 13,582,679 | 1.6%   | \$ 216,937  | \$14,023,401 | 3.00%       | \$408,449  | \$ 440,722     |





# Water Rate Option A – Customer Charge Increase

## Option A

### **Two Year Rate Plan:**

- Increase the Monthly Customer Charge for each Rate Class:

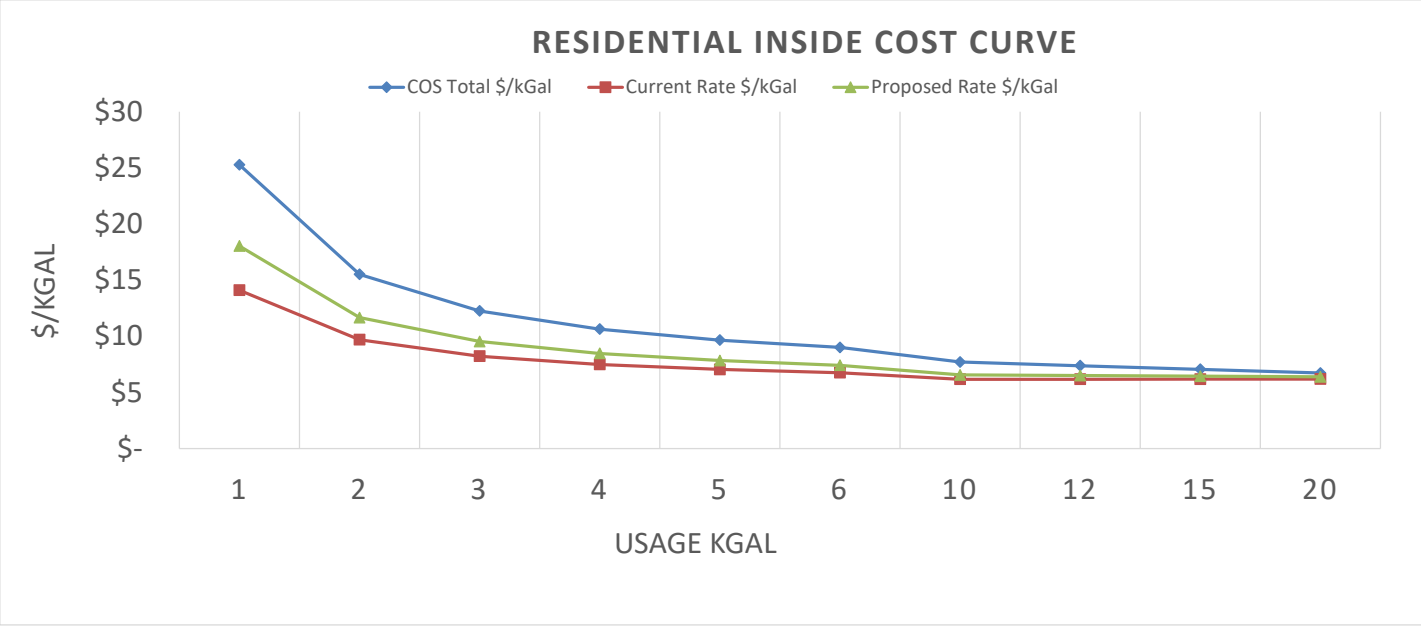
Year 1 - \$2.21

Year 2 - \$1.72

Option A would generate approximately \$853,000 in additional revenue over the two year period.

# Water - Option A Residential Inside Rate Curve

|                                      | Cost of Service | Current Rate | Proposed Rate | Difference |
|--------------------------------------|-----------------|--------------|---------------|------------|
| Customer Charge (includes 1,000 Gal) | \$ 19.51        | \$ 14.11     | \$ 18.04      | \$ 3.93    |
| Next 9,000 Gallons                   | \$ 5.76         | \$ 5.29      | \$ 5.29       | \$ -       |
| Next 15,000 Gallons                  |                 | \$ 6.22      | \$ 6.22       | \$ -       |
| All Additional Usage                 |                 | \$ 7.15      | \$ 7.15       | \$ -       |



# Water - Option A Residential Inside Rate Curve

| Usage         |    | COS Rates |    | Current Rates |    | Proposed Rates |    | Monthly Change |    | Daily Change |    | Current \$/kGal |    | Proposed \$/kGal |
|---------------|----|-----------|----|---------------|----|----------------|----|----------------|----|--------------|----|-----------------|----|------------------|
| 1             | \$ | 25.27     | \$ | 14.11         | \$ | 18.04          | \$ | 3.93           | \$ | 0.13         | \$ | 14.11           | \$ | 18.04            |
| 2             | \$ | 31.03     | \$ | 19.40         | \$ | 23.33          | \$ | 3.93           | \$ | 0.13         | \$ | 9.70            | \$ | 11.67            |
| 3             | \$ | 36.79     | \$ | 24.69         | \$ | 28.62          | \$ | 3.93           | \$ | 0.13         | \$ | 8.23            | \$ | 9.54             |
| 4             | \$ | 42.55     | \$ | 29.98         | \$ | 33.91          | \$ | 3.93           | \$ | 0.13         | \$ | 7.50            | \$ | 8.48             |
| 5             | \$ | 48.31     | \$ | 35.27         | \$ | 39.20          | \$ | 3.93           | \$ | 0.13         | \$ | 7.05            | \$ | 7.84             |
| 6             | \$ | 54.07     | \$ | 40.56         | \$ | 44.49          | \$ | 3.93           | \$ | 0.13         | \$ | 6.76            | \$ | 7.42             |
| 10            | \$ | 77.11     | \$ | 61.72         | \$ | 65.65          | \$ | 3.93           | \$ | 0.13         | \$ | 6.17            | \$ | 6.57             |
| 12            | \$ | 88.63     | \$ | 74.16         | \$ | 78.09          | \$ | 3.93           | \$ | 0.13         | \$ | 6.18            | \$ | 6.51             |
| 15            | \$ | 105.91    | \$ | 92.82         | \$ | 96.75          | \$ | 3.93           | \$ | 0.13         | \$ | 6.19            | \$ | 6.45             |
| 20            | \$ | 134.71    | \$ | 123.92        | \$ | 127.85         | \$ | 3.93           | \$ | 0.13         | \$ | 6.20            | \$ | 6.39             |
| Average Usage |    |           |    | 5,617         |    |                |    |                |    |              |    |                 |    |                  |

## Water Rate Option B – Customer Charge and Consumption Charge Increase

### Option B

#### **Two Year Rate Plan:**

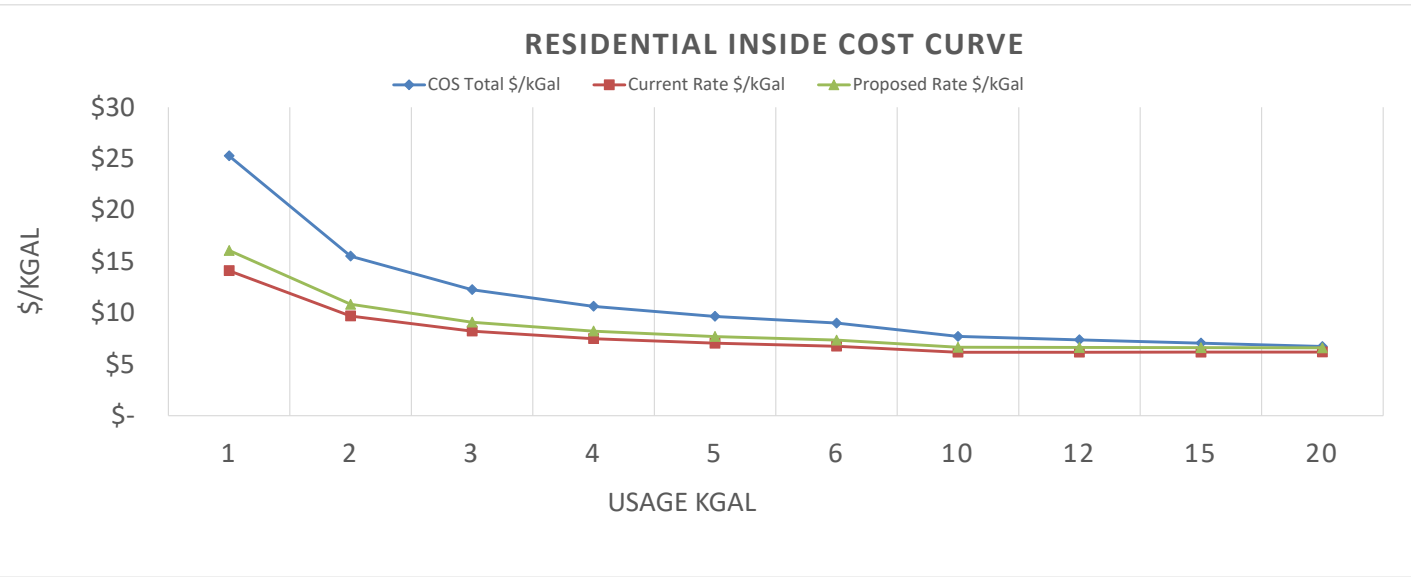
- Increase the monthly Customer Charge for each rate class:
  - Year 1 - \$1.10
  - Year 2 - \$0.86
- Increase the Volumetric Charge for each rate class:
  - Year 1 - \$0.18
  - Year 2 - \$0.14

Option B would generate approximately \$853,000 in additional revenue over the two year period.



# Water - Option B Residential Inside Rate Curve

|                                      | Cost of Service | Current Rate | Proposed Rate | Difference |
|--------------------------------------|-----------------|--------------|---------------|------------|
| Customer Charge (includes 1,000 Gal) | \$ 19.51        | \$ 14.11     | \$ 16.07      | \$ 1.96    |
| Next 9,000 Gallons                   | \$ 5.76         | \$ 5.29      | \$ 5.61       | \$ 0.32    |
| Next 15,000 Gallons                  |                 | \$ 6.22      | \$ 6.54       | \$ 0.32    |
| All Additional Usage                 |                 | \$ 7.15      | \$ 7.47       | \$ 0.32    |



# Water - Option B Residential Inside Rate Curve

| Usage         | COS Rates |        | Current Rates |        | Proposed Rates |        | Monthly Change | Daily Change | Current \$/kGal | Proposed \$/kGal |
|---------------|-----------|--------|---------------|--------|----------------|--------|----------------|--------------|-----------------|------------------|
| 1             | \$        | 25.27  | \$            | 14.11  | \$             | 16.07  | \$ 1.96        | \$ 0.07      | \$ 14.11        | \$ 16.07         |
| 2             | \$        | 31.03  | \$            | 19.40  | \$             | 21.68  | \$ 2.28        | \$ 0.08      | \$ 9.70         | \$ 10.84         |
| 3             | \$        | 36.79  | \$            | 24.69  | \$             | 27.29  | \$ 2.60        | \$ 0.09      | \$ 8.23         | \$ 9.10          |
| 4             | \$        | 42.55  | \$            | 29.98  | \$             | 32.90  | \$ 2.92        | \$ 0.10      | \$ 7.50         | \$ 8.23          |
| 5             | \$        | 48.31  | \$            | 35.27  | \$             | 38.51  | \$ 3.24        | \$ 0.11      | \$ 7.05         | \$ 7.70          |
| 6             | \$        | 54.07  | \$            | 40.56  | \$             | 44.12  | \$ 3.56        | \$ 0.12      | \$ 6.76         | \$ 7.35          |
| 10            | \$        | 77.11  | \$            | 61.72  | \$             | 66.55  | \$ 4.83        | \$ 0.16      | \$ 6.17         | \$ 6.66          |
| 12            | \$        | 88.63  | \$            | 74.16  | \$             | 79.63  | \$ 5.47        | \$ 0.18      | \$ 6.18         | \$ 6.64          |
| 15            | \$        | 105.91 | \$            | 92.82  | \$             | 99.25  | \$ 6.43        | \$ 0.21      | \$ 6.19         | \$ 6.62          |
| 20            | \$        | 134.71 | \$            | 123.92 | \$             | 131.94 | \$ 8.02        | \$ 0.27      | \$ 6.20         | \$ 6.60          |
| Average Usage |           | 5,617  |               |        |                |        |                |              |                 |                  |

# Water – Summary of Rate Options

| Option A |                                |                      |                               |
|----------|--------------------------------|----------------------|-------------------------------|
|          | Customer<br>Charge<br>Increase | Revenue<br>Generated | Total<br>Revenue<br>Generated |
| Year 1   | \$ 2.21                        | \$ 479,216           | \$ 479,216                    |
| Year 2   | \$ 1.72                        | \$ 373,788           | \$ 373,788                    |
|          |                                | <u>\$ 853,004</u>    | <u>\$ 853,004</u>             |

| Option B |                                |                      |                                  |                      |                               |
|----------|--------------------------------|----------------------|----------------------------------|----------------------|-------------------------------|
|          | Customer<br>Charge<br>Increase | Revenue<br>Generated | Volumetric<br>Charge<br>Increase | Revenue<br>Generated | Total<br>Revenue<br>Generated |
| Year 1   | \$ 1.10                        | \$ 239,608           | \$ 0.18                          | \$ 239,608           | \$ 479,216                    |
| Year 2   | \$ 0.86                        | \$ 186,894           | \$ 0.14                          | \$ 186,894           | \$ 373,788                    |
|          |                                | <u>\$ 426,502</u>    |                                  | <u>\$ 426,502</u>    | <u>\$ 853,004</u>             |

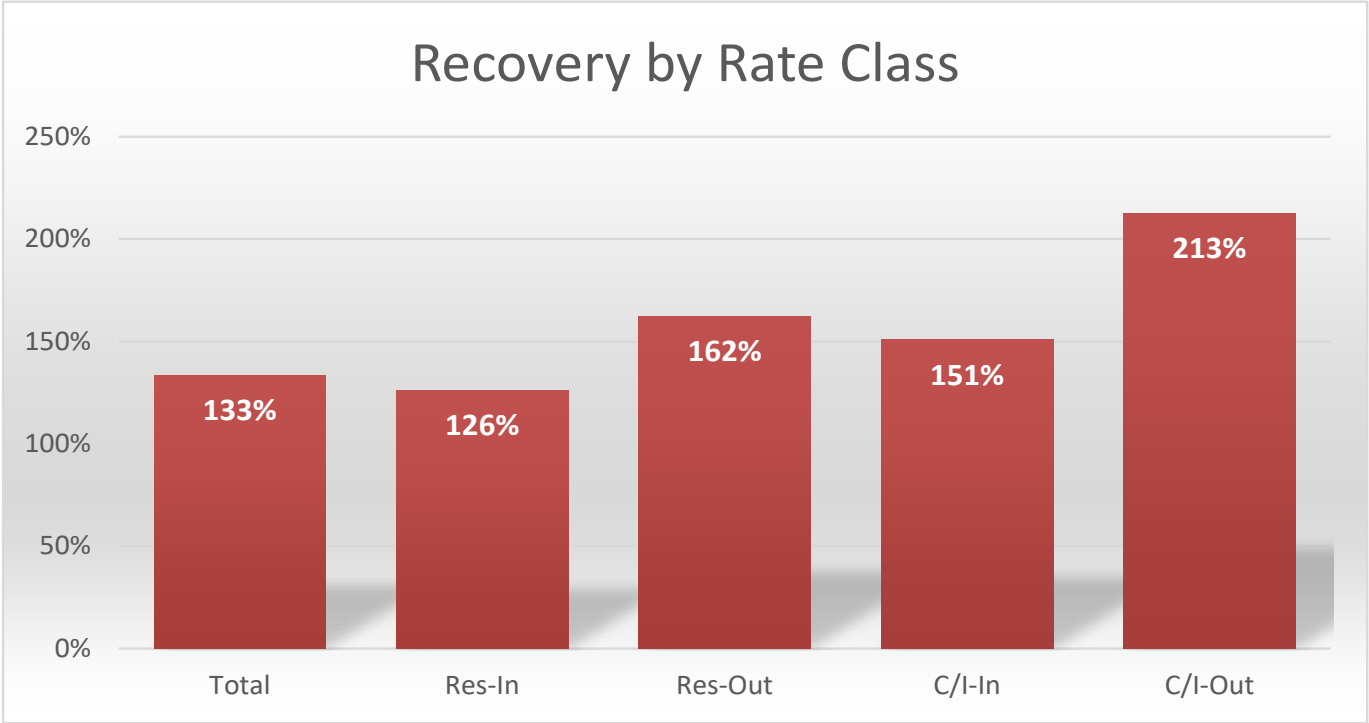


Certified Public Accountants  
& Consultants

# City of Franklin Sewer Cost of Service Study and Rate Recommendations



# Sewer – Cost of Service Results



|                       | Total        | Res-In       | Res-Out   | C/I-In      | C/I-Out   |
|-----------------------|--------------|--------------|-----------|-------------|-----------|
| Current Rate Revenue  | \$20,747,030 | \$14,476,266 | \$447,881 | \$5,428,874 | \$394,009 |
| Over/(Under) Recovery | \$ 5,314,784 | \$ 3,086,443 | \$176,551 | \$1,841,572 | \$210,218 |

# Sewer – Pro Forma Revenue Requirement

| Revenue Requirement       | 2020          | 2022          | 2023          | 2024          | 2025          | 2026          |
|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| O&M Expense               | \$ 10,585,119 | \$ 10,628,814 | \$ 10,815,361 | \$ 11,178,819 | \$ 11,402,396 | \$ 11,630,444 |
| Debt Service              | \$ 1,593,110  | \$ 4,905,238  | \$ 6,625,702  | \$ 6,552,592  | \$ 6,523,573  | \$ 5,918,945  |
| Rate Funded Capital       | \$ 3,744,508  | \$ 3,744,508  | \$ 3,744,508  | \$ 3,744,508  | \$ 3,744,508  | \$ 3,744,508  |
| Total Revenue Requirement | \$ 15,922,737 | \$ 19,278,560 | \$ 21,185,571 | \$ 21,475,919 | \$ 21,670,477 | \$ 21,293,897 |
| Less: Other Revenue       | \$ 490,491    | \$ 490,491    | \$ 490,491    | \$ 490,491    | \$ 490,491    | \$ 490,491    |
| Rate Requirement          | \$ 15,432,246 | \$ 18,788,068 | \$ 20,695,080 | \$ 20,985,428 | \$ 21,179,985 | \$ 20,803,405 |

# Sewer – Five Year Approach

|        |      | Rate Requirement | % Change | \$ Change    | Rate Revenue  | Proposed Rate Change | Additional Revenue | Revenue - Requirement |
|--------|------|------------------|----------|--------------|---------------|----------------------|--------------------|-----------------------|
| Actual | 2020 | \$ 15,432,246    |          |              | \$ 20,747,030 |                      |                    | \$ 5,314,784          |
| Budget | 2022 | \$ 18,788,068    | 20.9%    | \$ 3,253,414 | \$ 21,369,441 | 3.00%                | \$ 622,411         | \$ 2,581,372          |
| Budget | 2023 | \$ 20,695,080    | 10.2%    | \$ 1,907,012 | \$ 21,903,677 | 2.50%                | \$ 534,236         | \$ 1,208,597          |
| Budget | 2024 | \$ 20,985,428    | 1.4%     | \$ 290,348   | \$ 22,341,750 | 2.00%                | \$ 438,074         | \$ 1,356,322          |
| Budget | 2025 | \$ 21,179,985    | 0.9%     | \$ 194,557   | \$ 22,788,585 | 2.00%                | \$ 446,835         | \$ 1,608,600          |
| Budget | 2026 | \$ 20,803,405    | -1.8%    | \$ (376,580) | \$ 23,244,357 | 2.00%                | \$ 455,772         | \$ 2,440,952          |

5 Year Rate Requirement Timeline



# Sewer Rate Option A – Customer Charge Increase

## Option A

### **Two Year Rate Plan:**

- Increase the monthly Customer Charge for Res-In, Res-Out and C/I-In:

Year 1 - \$2.05

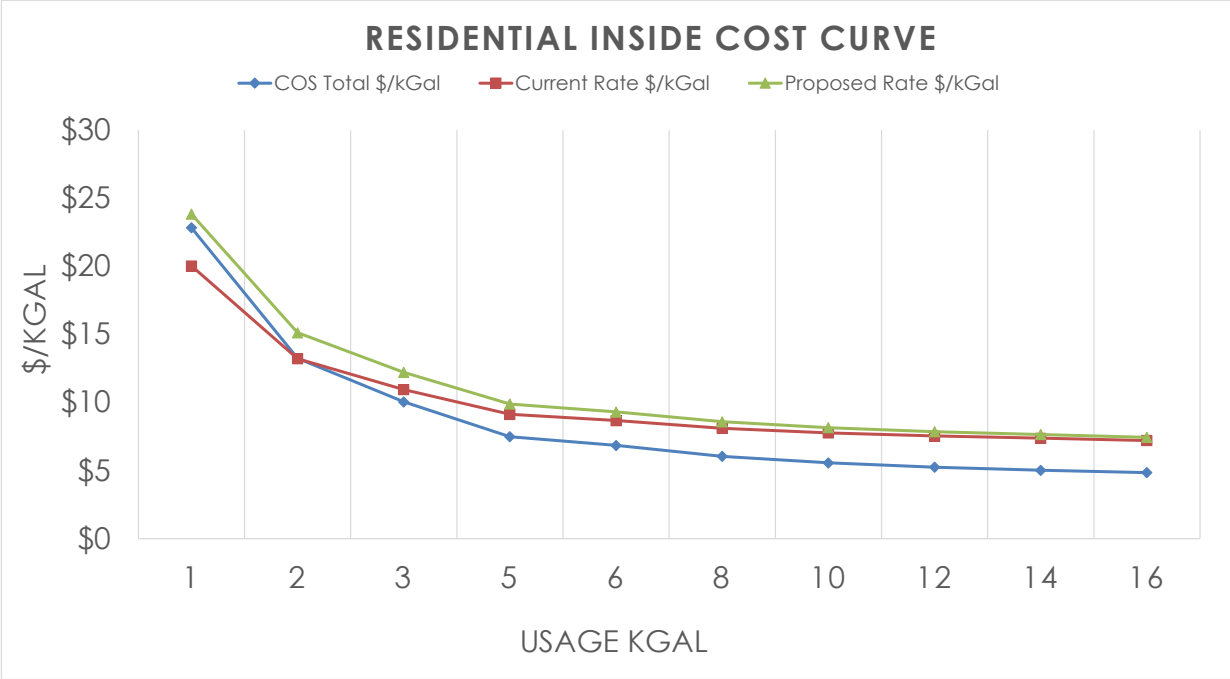
Year 2 - \$1.76

Option A would generate approximately \$1,157,000 in additional revenue over the two year period.



# Sewer - Option A Residential Inside Rate Curve

|                             | Cost of Service | Current Rate | Proposed Rate | Difference |
|-----------------------------|-----------------|--------------|---------------|------------|
| Customer Charge (1,000 Gal) | \$ 19.18        | \$ 20.03     | \$ 23.84      | \$ 3.81    |
| Next 14,000 Gallons         | \$ 3.66         | \$ 6.41      | \$ 6.41       | \$ -       |
| All Additional              |                 | \$ 5.62      | \$ 5.62       | \$ -       |



# Sewer - Option A Residential Inside Rate Curve

| Usage | COS Rates |       | Current Rates |        | Proposed Rates |        | Monthly Change | Daily Change | Current \$/kGal | Proposed \$/kGal |
|-------|-----------|-------|---------------|--------|----------------|--------|----------------|--------------|-----------------|------------------|
| 1     | \$        | 22.83 | \$            | 20.03  | \$             | 23.84  | \$ 3.81        | \$ 0.13      | \$ 20.03        | \$ 23.84         |
| 2     | \$        | 26.49 | \$            | 26.44  | \$             | 30.25  | \$ 3.81        | \$ 0.13      | \$ 13.22        | \$ 15.12         |
| 3     | \$        | 30.14 | \$            | 32.85  | \$             | 36.66  | \$ 3.81        | \$ 0.13      | \$ 10.95        | \$ 12.22         |
| 5     | \$        | 37.45 | \$            | 45.67  | \$             | 49.48  | \$ 3.81        | \$ 0.13      | \$ 9.13         | \$ 9.90          |
| 6     | \$        | 41.11 | \$            | 52.08  | \$             | 55.89  | \$ 3.81        | \$ 0.13      | \$ 8.68         | \$ 9.31          |
| 8     | \$        | 48.42 | \$            | 64.90  | \$             | 68.71  | \$ 3.81        | \$ 0.13      | \$ 8.11         | \$ 8.59          |
| 10    | \$        | 55.73 | \$            | 77.72  | \$             | 81.53  | \$ 3.81        | \$ 0.13      | \$ 7.77         | \$ 8.15          |
| 12    | \$        | 63.04 | \$            | 90.54  | \$             | 94.35  | \$ 3.81        | \$ 0.13      | \$ 7.55         | \$ 7.86          |
| 14    | \$        | 70.35 | \$            | 103.36 | \$             | 107.17 | \$ 3.81        | \$ 0.13      | \$ 7.38         | \$ 7.65          |
| 16    | \$        | 77.66 | \$            | 115.39 | \$             | 119.20 | \$ 3.81        | \$ 0.13      | \$ 7.21         | \$ 7.45          |

Sewer Rate Option B – Customer Charge and Consumption  
Charge Increase

**Option B**

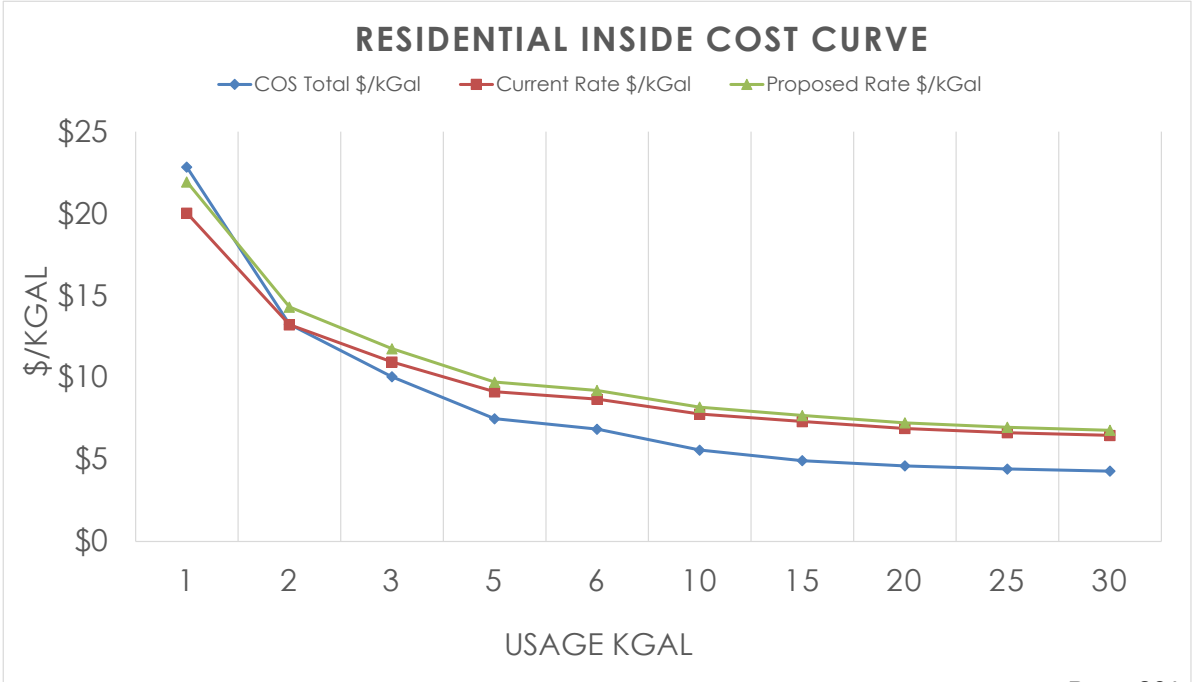
**Two Year Rate Plan:**

- Increase the monthly Customer Charge for Res-In, Res-Out and C/I-In:  
Year 1 - \$1.02  
Year 2 - \$0.88
- Increase the Volumetric Charge for Res-In, Res-Out and C/I-In:  
Year 1 - \$0.14  
Year 2 - \$0.12

Option B would generate approximately \$1,157,000 in additional revenue over the two year period.

# Sewer - Option B Residential Inside Rate Curve

|                             | Cost of Service |       | Current Rate | Proposed Rate | Difference |
|-----------------------------|-----------------|-------|--------------|---------------|------------|
| Customer Charge (1,000 Gal) | \$              | 19.18 | \$ 20.03     | \$ 21.93      | \$ 1.90    |
| Next 14,000 Gallons         | \$              | 3.66  | \$ 6.41      | \$ 6.67       | \$ 0.26    |
| All Additional              |                 |       | \$ 5.62      | \$ 5.88       | \$ 0.26    |





# Sewer - Option B Residential Inside Rate Curve

| Usage         | COS Rates |        | Current Rates |        | Proposed Rates |        | Monthly Change | Daily Change | Current \$/kGal | Proposed \$/kGal |
|---------------|-----------|--------|---------------|--------|----------------|--------|----------------|--------------|-----------------|------------------|
| 1             | \$        | 22.83  | \$            | 20.03  | \$             | 21.93  | \$ 1.90        | \$ 0.06      | \$ 20.03        | \$ 21.93         |
| 2             | \$        | 26.49  | \$            | 26.44  | \$             | 28.61  | \$ 2.17        | \$ 0.07      | \$ 13.22        | \$ 14.30         |
| 3             | \$        | 30.14  | \$            | 32.85  | \$             | 35.28  | \$ 2.43        | \$ 0.08      | \$ 10.95        | \$ 11.76         |
| 5             | \$        | 37.45  | \$            | 45.67  | \$             | 48.63  | \$ 2.96        | \$ 0.10      | \$ 9.13         | \$ 9.73          |
| 6             | \$        | 41.11  | \$            | 52.08  | \$             | 55.30  | \$ 3.22        | \$ 0.11      | \$ 8.68         | \$ 9.22          |
| 10            | \$        | 55.73  | \$            | 77.72  | \$             | 82.00  | \$ 4.28        | \$ 0.14      | \$ 7.77         | \$ 8.20          |
| 15            | \$        | 74.01  | \$            | 109.77 | \$             | 115.37 | \$ 5.60        | \$ 0.19      | \$ 7.32         | \$ 7.69          |
| 20            | \$        | 92.29  | \$            | 137.87 | \$             | 144.79 | \$ 6.92        | \$ 0.23      | \$ 6.89         | \$ 7.24          |
| 25            | \$        | 110.56 | \$            | 165.97 | \$             | 174.21 | \$ 8.24        | \$ 0.27      | \$ 6.64         | \$ 6.97          |
| 30            | \$        | 128.84 | \$            | 194.07 | \$             | 203.63 | \$ 9.56        | \$ 0.32      | \$ 6.47         | \$ 6.79          |
| Average Usage |           |        |               | 5,953  |                |        |                |              |                 |                  |

# Sewer – Summary of Rate Options

| Option A |                          |                     |  |                         |
|----------|--------------------------|---------------------|--|-------------------------|
|          | Customer Charge Increase | Revenue Generated   |  | Total Revenue Generated |
| Year 1   | \$ 2.05                  | \$ 622,411          |  | \$ 622,411              |
| Year 2   | \$ 1.76                  | \$ 534,236          |  | \$ 534,236              |
|          |                          | <u>\$ 1,156,647</u> |  | <u>\$ 1,156,647</u>     |

| Option B |                          |                   |                            |                   |                         |
|----------|--------------------------|-------------------|----------------------------|-------------------|-------------------------|
|          | Customer Charge Increase | Revenue Generated | Volumetric Charge Increase | Revenue Generated | Total Revenue Generated |
| Year 1   | \$ 1.02                  | \$ 311,205        | \$ 0.14                    | \$ 311,205        | \$ 622,411              |
| Year 2   | \$ 0.88                  | \$ 267,118        | \$ 0.12                    | \$ 267,118        | \$ 534,236              |
|          |                          | <u>\$ 578,323</u> |                            | <u>\$ 578,323</u> | <u>\$ 1,156,647</u>     |

## Reclaim System – Rate Recommendations

- For FY2020, the Reclaim System was under-recovered by \$99,000 on a \$207,000 Rate Requirement
- It is recommended that BOMA consider raising the Reclaim Rate by \$0.10 each of the next two years.
- This would generate approximately \$16,000 of additional revenue over the two year period.



# IRRIGATION METERING FEE/RATE DISCUSSION

AUGUST 24, 2021

MICHELLE HATCHER, PE,  
DIRECTOR WATER  
MANAGEMENT

MARK HILTY, ACA  
PUBLIC WORKS



# DISCUSSION OUTLINE

- Existing utility rate structure and irrigation meter impact fee
- Winter pricing evaluation methodology
- Winter pricing evaluation results
- Discussion

# UTILITY RATE STRUCTURE AND IRRIGATION METER IMPACT FEE

- Irrigation meter water rates (potable water)
  - Inclining rate structure to capture costs associated with large demands caused by irrigation and other uses
  - Impact fee, similar to domestic water meters, to pay for past and near-term future investments by the City
- Sewer revenues associated with irrigation
  - Declining rate structure - acknowledges that increased water consumption can be associated with irrigation and other uses that may not enter the wastewater stream
- Irrigation meter fee
  - Current Impact fee = \$3,150 (3/4" residential)
  - Complete tap installation fee: \$756 however code allows for recovery of full cost. Actual cost of typical installation is approximately \$3,350 (3/4" residential irrigation)
  - Current irrigation impact fee plus installation fee:  $\$3,150 + \$756 = \$3,906$  (plus additional installation costs, as necessary)

# POTENTIAL OPTIONS

- Continue existing practices
- Modify irrigation meter impact fees and evaluate effects on revenues
- Implement a winter pricing model

# WINTER PRICING MODEL – CONDITIONS OF EVALUATION

- 2018 through 2020 water usage data
- 2018-2019 sample size = 13,492; 2019-2020 sample size = 14,183
- Winter months: November – February
- Summer months for winter average billing: June – August
- Bill the minimum of winter average or actual usage
- Addition of 30% to winter average for variability
- Eliminated declining rate
- Rates used were effective January 1, 2021
- Applies to utilities outside of COF water district



## WINTER PRICING MODEL – EVALUATION RESULTS

- 2018-2019: Average sanitary sewer revenue loss per customer \$45.01/year (\$3.75/mo)
  - \$607,284 in reduced revenue over the customer sample size 13,492
- 2019-2020: Average sanitary sewer revenue loss per customer \$42.61/year (\$3.55/mo)
  - \$604,273 in reduced revenue over the customer sample size 14,183

# WINTER PRICING MODEL – EVALUATION RESULTS

- 2018-2019: Average sanitary sewer revenue loss per customer \$45.01/year (\$3.75/mo)
  - 50% of revenue loss associated with ~1,050 accts within customer sample (7%)
  - 75% of revenue loss associated with ~2,370 accts within customer sample
  - 90% of revenue loss associated with ~4,240 accts within customer sample
  - ~3,360 customers will pay less on combined water and sewer bill; over 10,100 customers will pay more on combined water and sewer bill

| Usage<br>(gallons) | Current Sanitary<br>Sewer Bill | Winter Pricing<br>Impact | Effective Rate<br>Increase* |
|--------------------|--------------------------------|--------------------------|-----------------------------|
| 1,000              | \$20.03                        | \$3.75                   | 18.7%                       |
| 6,000              | \$52.08                        | \$3.75                   | 7.2%                        |
| 10,000             | \$77.72                        | \$3.75                   | 4.8%                        |

\* % increase in addition to rate adjustment proposed in COS

# POTENTIAL OPTIONS

- Continue existing practices
- Modify irrigation meter impact fees and evaluate effects on revenues
- Implement a winter pricing model

## CUSTOMER PAYBACK PERIODS - SUMMARY

| Irrigation Meter Fee | Additional Irrigation Water* (gallons) | Return on Investment (months) | Return on Investment (years)** |
|----------------------|----------------------------------------|-------------------------------|--------------------------------|
| \$2,000              | 5,000                                  | 43.8                          | 8.8                            |
|                      | 10,000                                 | 25.7                          | 5.1                            |
|                      | 15,000                                 | 18.2                          | 3.6                            |
|                      | 20,000                                 | 14.6                          | 2.9                            |
| \$3,000              | 5,000                                  | 65.7                          | 13.1                           |
|                      | 10,000                                 | 38.6                          | 7.7                            |
|                      | 15,000                                 | 27.3                          | 5.5                            |
|                      | 20,000                                 | 21.8                          | 4.4                            |
| \$4,000              | 5,000                                  | 87.6                          | 17.5                           |
|                      | 10,000                                 | 51.5                          | 10.3                           |
|                      | 15,000                                 | 36.4                          | 7.3                            |
|                      | 20,000                                 | 29.0                          | 5.8                            |

\*Water used beyond domestic consumption

\*\*Assuming 5 irrigation months/year



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**File #: 21-02357**

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**DATE:** August 11, 2021  
**TO:** Board of Mayor and Aldermen  
**FROM:** Eric Stuckey, City Administrator  
Kevin Townsel, Director of Human Resources  
Kristine Brock, Asst. City Administrator/CFO

**SUBJECT:**

Discussion Regarding City Employee's One-Time Option To Sell Back Vacation Time.

**PURPOSE:**

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning the City offering a one-time option for employees to sell back 40 hours (54 hours for Fire shift personnel) of their vacation time.

**BACKGROUND/STAFF COMMENTS:**

Following the City's response to the COVID-19 pandemic, the City acknowledged that employees have not been able to take and use vacation days as they normally would have in years past. In response, the City updated the vacation rollover policy, which allowed employees to rollover additional vacation hours through 2022. Based on the employee's years of service, employees were able to rollover an additional 40% of their accruals into 2021. Then an additional 20% of their accrual maximum into 2022.

Due to the on-going pandemic, it is proposed that the City offer a one-time option for employees to "sell back" one work week (40 hours for regular employees and 54 hours for Fire shift personnel) of their vacation time. To qualify, employees must have at least 80 hours (108 hours for Fire shift personnel) of vacation accruals as of November 1, 2021. Employees will elect if they want to sell back 40 hours (54 hours for Fire shift personnel) of their vacation time via a form submitted to Human Resources. If employees elect to sell their time, it will be paid in December 2021. Employees cannot choose to sell back less than 40 hours (54 hours for Fire shift personnel). Under not circumstances would an employee be able to create a negative vacation balance by participating in this one-time program. A final decision by eligible employees to "sell back" a week of vacation must be made by November 1, 2021. This will allow for the processing of the additional payment through the payroll system.

**FINANCIAL IMPACT:**

Based on the City's timekeeping system, there are approximately 533 employees that as of November 1, 2021, will have at least 80 hours (108 hours for Fire shift personnel) of vacation time



accrued. The City's looking at a maximum cost of approximate \$679,000. This vacation time is considered an accrued liability of the City.

**RECOMMENDATION:**

Staff recommends that the Board of Mayor and Aldermen approve the City offering a one-time option for employees to sell back 40 hours (54 hours for Fire shift personnel) of their vacation time. A resolution approving this one-time program will be considered at the September 14th Board of Mayor and Aldermen meeting.

## UPDATED Vacation Leave – Accrual Rollover Policy

Employees have the option to rollover additional vacation hours through 2022 than what our current policy allows. Based on the employee's years of service, they have the option to rollover an additional 40% of their accrual maximum or minimum of 40 hours (whichever is greater) into 2021. Then, employees will have the option to rollover an additional 20% of their accrual maximum into 2022. Personal days remain the same. Employees must use personal days within the calendar year.

### Detailed Example Outlined Below

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Under the current policy, a 40-hour employee who has been employed with the City for 4 years, accrues 10.00 vacation hours per month or 120 vacation hours per year. At the end of the year, employees can rollover the amount of time they accrue in one year. In this case, 120 hours into vacation and 40 hours into sick time for the following year, if available. As an example, if an employee has 130 hours of accrued time available at the end of the year, 120 hours would rollover into vacation and 10 hours would rollover into sick time.

### Policy Update for Rollover into 2021

Employees can rollover an additional 40% of their vacation accrual maximum into 2021.



**Example:** If a 5-year 40-hr employee has 200 hours of unused time on December 31, 2020, they will rollover 168 hours into vacation and 32 hours into sick leave for 2021.

### Policy Update for Rollover into 2022

Employees can rollover an additional 20% of their vacation accrual maximum into 2022.



**Example:** If a 6-year 40-hr employee has 200 hours of unused time on December 31, 2021, they will rollover 144 hours into vacation, 40 hours into sick leave and lose 16 hours of time.

## UPDATED ACCRUAL ROLLOVER BASED ON YEARS OF SERVICE FOR 2021 AND 2022

| Years of Service   | Vacation Hours Accrued per Month (40-hour employee) | Vacation Hours Accrued per Month (Uniformed Fire Employees) | Current Accrual Rollover Policy                                                                           | Accrual Rollover into 2021 – 40% or minimum of 40 hours (whichever is greater)                            | Accrual Rollover into 2022 – 20%                                                                          |
|--------------------|-----------------------------------------------------|-------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|
| <b>0-3 years</b>   | 6.67                                                | 10.00                                                       | <u>40hr employee</u><br>80hrs vacation<br>40hrs sick<br><br><u>Fire</u><br>120hrs vacation<br>60hrs sick  | <u>40hr employee</u><br>120hrs vacation<br>40hrs sick<br><br><u>Fire</u><br>168hrs vacation<br>60hrs sick | <u>40hr employee</u><br>96hrs vacation<br>40hrs sick<br><br><u>Fire</u><br>144hrs vacation<br>60hrs sick  |
| <b>4-6 years</b>   | 10.00                                               | 15.00                                                       | <u>40hr employee</u><br>120hrs vacation<br>40hrs sick<br><br><u>Fire</u><br>180hrs vacation<br>60hrs sick | <u>40hr employee</u><br>168hrs vacation<br>40hrs sick<br><br><u>Fire</u><br>252hrs vacation<br>60hrs sick | <u>40hr employee</u><br>144hrs vacation<br>40hrs sick<br><br><u>Fire</u><br>216hrs vacation<br>60hrs sick |
| <b>7-9 years</b>   | 12.00                                               | 18.00                                                       | <u>40hr employee</u><br>144hrs vacation<br>40hrs sick<br><br><u>Fire</u><br>216hrs vacation<br>60hrs sick | <u>40hr employee</u><br>202hrs vacation<br>40hrs sick<br><br><u>Fire</u><br>302hrs vacation<br>60hrs sick | <u>40hr employee</u><br>173hrs vacation<br>40hrs sick<br><br><u>Fire</u><br>259hrs vacation<br>60hrs sick |
| <b>10-14 years</b> | 14.00                                               | 21.00                                                       | <u>40hr employee</u><br>168hrs vacation<br>40hrs sick<br><br><u>Fire</u><br>252hrs vacation<br>60hrs sick | <u>40hr employee</u><br>235hrs vacation<br>40hrs sick<br><br><u>Fire</u><br>353hrs vacation<br>60hrs sick | <u>40hr employee</u><br>202hrs vacation<br>40hrs sick<br><br><u>Fire</u><br>302hrs vacation<br>60hrs sick |
| <b>15+ years</b>   | 16.00                                               | 24.00                                                       | <u>40hr employee</u><br>192hrs vacation<br>40hrs sick<br><br><u>Fire</u><br>288hrs vacation<br>60hrs sick | <u>40hr employee</u><br>269hrs vacation<br>40hrs sick<br><br><u>Fire</u><br>403hrs vacation<br>60hrs sick | <u>40hr employee</u><br>230hrs vacation<br>40hrs sick<br><br><u>Fire</u><br>374hrs vacation<br>60hrs sick |



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**File #: 21-02291**

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**DATE:** July 21, 2021  
**TO:** Board of Mayor and Aldermen  
**FROM:** Eric Stuckey, City Administrator  
Paul Holzen, Director of Engineering  
Jonathan Marston, Asst. Director of Engineering  
William Banks, Staff Engineer

**SUBJECT:**

Status Update On The Columbia Avenue Widening And Improvements Project.

**PURPOSE:**

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning a status update on the Columbia Avenue Widening and Improvements Project.

**BACKGROUND/STAFF COMMENTS:**

On September 22, 2020, City staff received approval from the Tennessee Department of Transportation (TDOT) to proceed with the right-of-way acquisition phase for the Columbia Ave Widening and improvement project. Since that time, staff has been working to finalize the utility design and the necessary easements and legal descriptions. Prior to proceeding with the right-of-way acquisition phase of the project, staff wanted to provide an update to the BOMA.

Below are some key dates associated with the project:

- July 14, 2015 - BOMA unanimously approved the Local Agency Project Agreement which formally began the Columbia Ave Widening & Improvements Project.
- September 1, 2015 - City staff received approval from TDOT to start the environmental phase of the project.
- September 12, 2017 - BOMA approved Resolution 2017-43, "A Resolution to Select the Corridor Design Concept for the Columbia Ave Widening & Improvements Project". Option 1 - Five Lane Concept (with access management) was selected.
- April 26, 2018 - City staff received approval from TDOT to proceed with preliminary engineering for the final design.
- September 22, 2020 - City Staff received approval from TDOT to proceed with the right-of-way acquisition phase.

Prior to proceeding with the preliminary engineering phase of the project, City staff hosted meetings

with numerous property/business owners to address as many concerns as possible. The project generally includes a five-lane typical section with medians in some locations as originally proposed and approved via Resolution 2017-43. To limit impacts, staff has pushed as many utilities as possible into the roadway. The proposed sheets from the TDOT approved right-of-way plans and the original 5-lane concept are attached for BOMA review. Below is the estimated schedule associated with the project.

Estimated Schedule :

- Begin appraisals: November 2021
- Complete ROW acquisition: October 2023
- Final Deigns Approval: August 2024
- Construction: November 2024-November 2026

**FINANCIAL IMPACT:**

No additional costs at this time.

**RECOMMENDATION:**

Staff recommends that the Board of Mayor and Aldermen acknowledge the status update for the Columbia Avenue Widening and Improvements Project.





Property Owner Requests

- 5-LANE (WITH ACCESS MANAGEMENT)
- PRELIMINARY FUNCTIONAL EXHIBIT - 8/20/2018
  - ALIGNMENT AND EXISTING/PROPOSED RIGHT-OF-WAY IS CONCEPTUAL AND SUBJECT TO CHANGE.
  - NOT FOR CONSTRUCTION

CITY OF FRANKLIN  
COLUMBIA AVE



SCALE - 1:50





Property Owner Requests

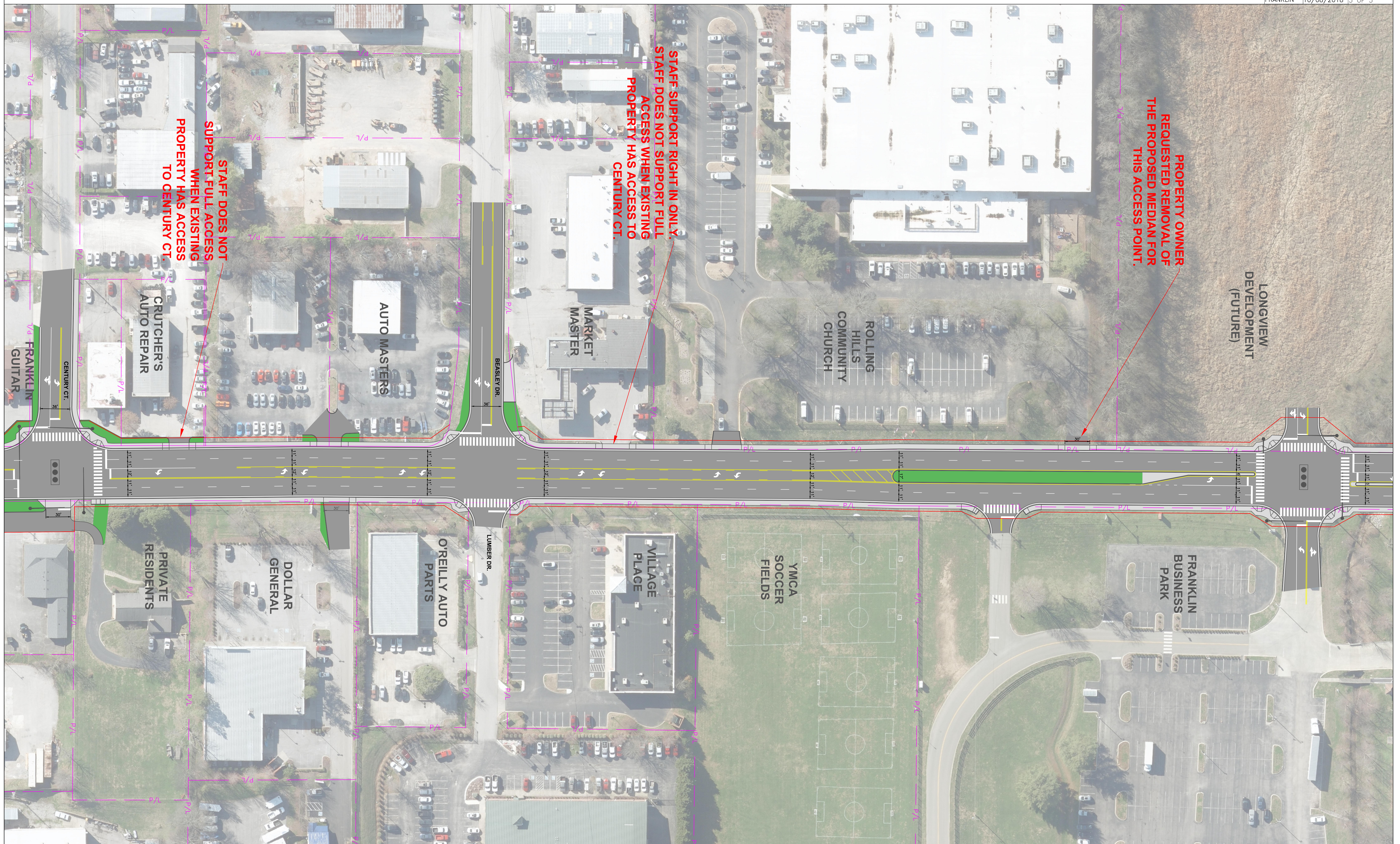
- 5-LANE (WITH ACCESS MANAGEMENT)
- PRELIMINARY FUNCTIONAL EXHIBIT - 8/20/2018
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  - NOT FOR CONSTRUCTION

CITY OF FRANKLIN  
COLUMBIA AVE



SCALE - 1:50





## Property Owner Requests

**5-LANE (WITH ACCESS MANAGEMENT)**

- PRELIMINARY FUNCTIONAL EXHIBIT - 8/20/2018
- ALIGNMENT AND EXISTING/PROPOSED RIGHT-OF-WAY IS CONCEPTUAL AND SUBJECT TO CHANGE.
- NOT FOR CONSTRUCTION

CITY OF FRANKLIN  
COLUMBIA AVE



SCALE — 1:50





Property Owner Requests

5-LANE (WITH ACCESS MANAGEMENT)

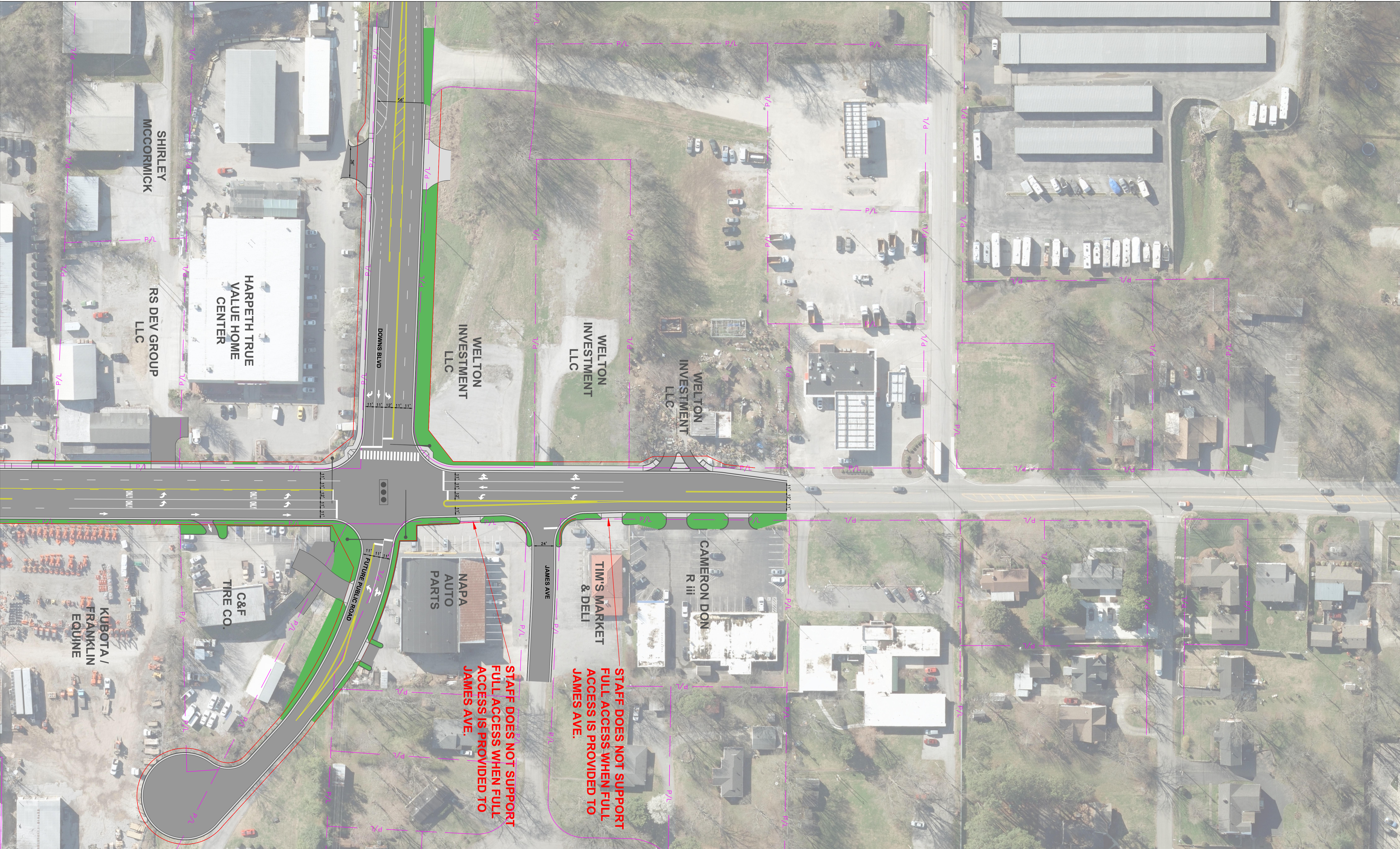
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CITY OF FRANKLIN  
COLUMBIA AVE



SCALE - 1:50





Property Owner Requests

- 5-LANE (WITH ACCESS MANAGEMENT)
- PRELIMINARY FUNCTIONAL EXHIBIT - 8/20/2018
  - ALIGNMENT AND EXISTING/PROPOSED RIGHT-OF-WAY IS CONCEPTUAL AND SUBJECT TO CHANGE.
  - NOT FOR CONSTRUCTION

CITY OF FRANKLIN  
COLUMBIA AVE

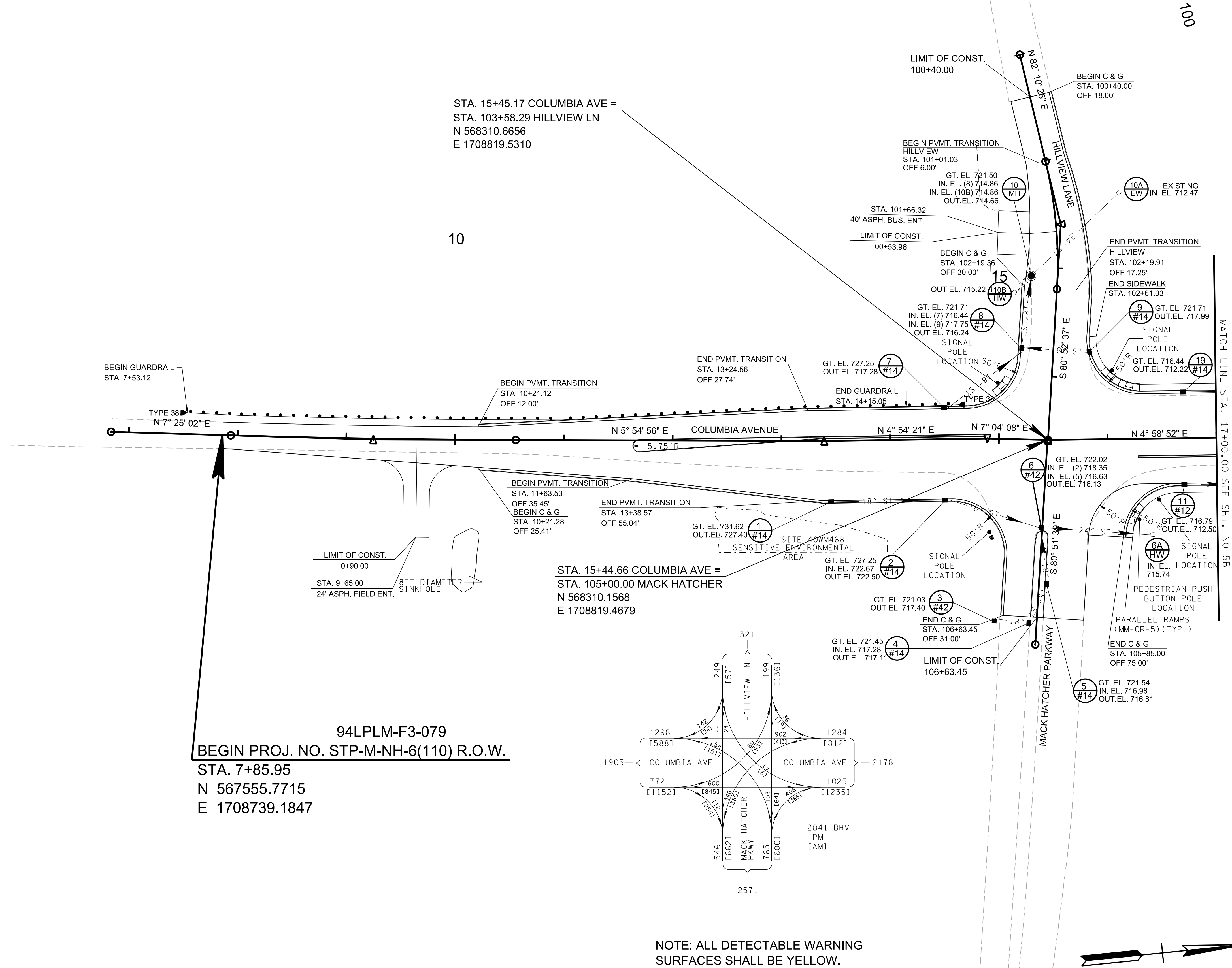


SCALE - 1:50



| TYPE   | YEAR | PROJECT NO.     | SHEET NO. |
|--------|------|-----------------|-----------|
| R.O.W. | 2021 | STP-M-NH-6(110) | 4B        |
|        |      |                 |           |
|        |      |                 |           |

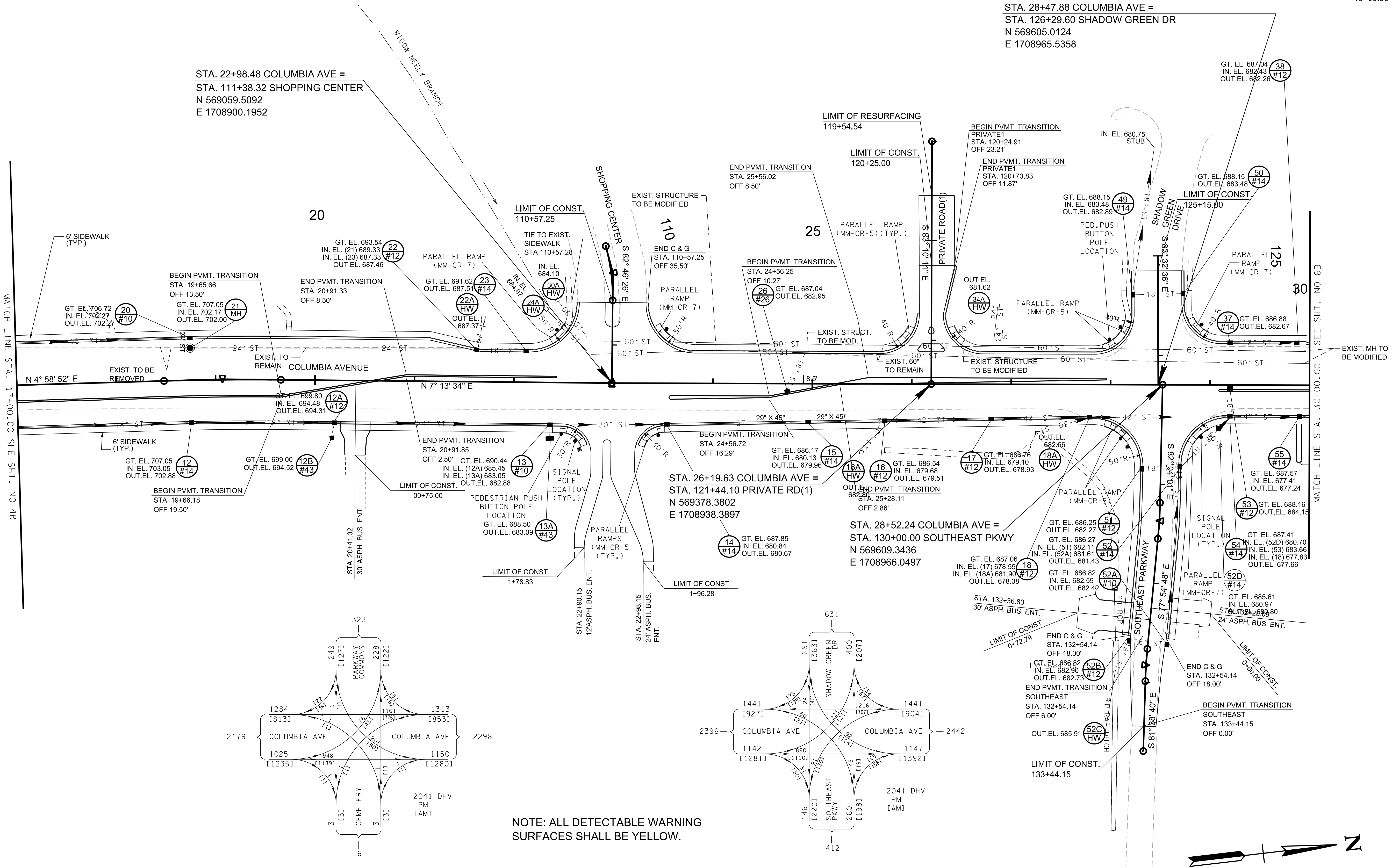
REV. 02-11-2021  
UPDATED PROPOSED GUARDRAIL AT BEGIN  
OF PROJECT AND ADDED DRIVEWAY AT  
9+65.00 RT.





| TYPE   | YEAR | PROJECT NO.     | SHEET NO. |
|--------|------|-----------------|-----------|
| R.O.W. | 2021 | STP-M-NH-6(110) | 5B        |
|        |      |                 |           |
|        |      |                 |           |

REV. 02-11-2021  
UPDATED STORM DRAINAGE PIPES AND  
STORM DRAINAGE ENDWALLS AND ADDED  
STORM DRAINAGE STRUCTURES FROM  
16+00.00 TO 29+50.00



## R.O.W. PLANS

SEALED BY

COORDINATES ARE NAD/83(1995).  
ARE DATUM ADJUSTED BY THE  
FACTOR OF 1.0000796593 AND TIED  
TO THE TGRN. ALL ELEVATIONS ARE  
REFERENCED TO THE NAVD 1988.

CITY OF FRANKLIN  
WILLIAMSON COUNTY, TN

COLUMBIA AVENUE

PROPOSED  
LAYOUT

STA. 17+00.00 TO STA. 30+00.00

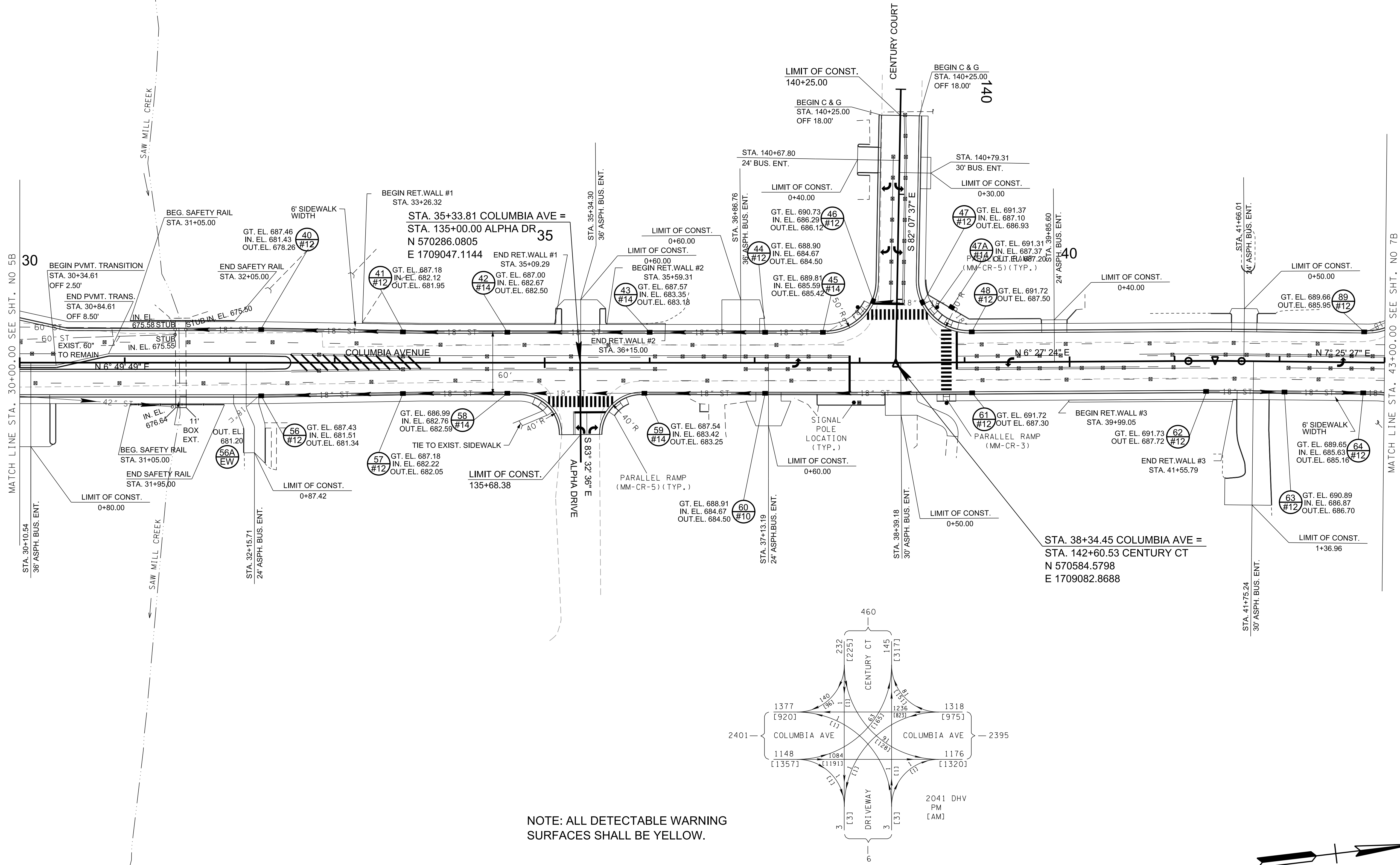
SCALE: 1"= 50'

**BARGE**  
DESIGN SOLUTIONS

6/29/2021  
\$TIME\$  
\$INSTR\$  
\$USER\$  
\$TBL\$



| TYPE   | YEAR | PROJECT NO.     | SHEET NO. |
|--------|------|-----------------|-----------|
| R.O.W. | 2021 | STP-M-NH-6(110) | 6B        |
|        |      |                 |           |
|        |      |                 |           |



NOTE: ALL DETECTABLE WARNING SURFACES SHALL BE YELLOW.

## R.O.W. PLANS

SEALED BY

COORDINATES ARE NAD/83(1995),  
ARE DATUM ADJUSTED BY THE  
FACTOR OF 1.0000796593 AND TIED  
TO THE TGRN. ALL ELEVATIONS ARE  
REFERENCED TO THE NAVD 1988.

CITY OF FRANKLIN  
WILLIAMSON COUNTY, TN

COLUMBIA AVENUE

PROPOSED  
LAYOUT

STA. 30+00.00 TO STA. 43+00.00

SCALE: 1"= 50'

**BARGE**  
DESIGN SOLUTIONS

3/23/2021  
\$TIME\$  
\$INSTR\$  
\$USER\$  
\$TBL\$





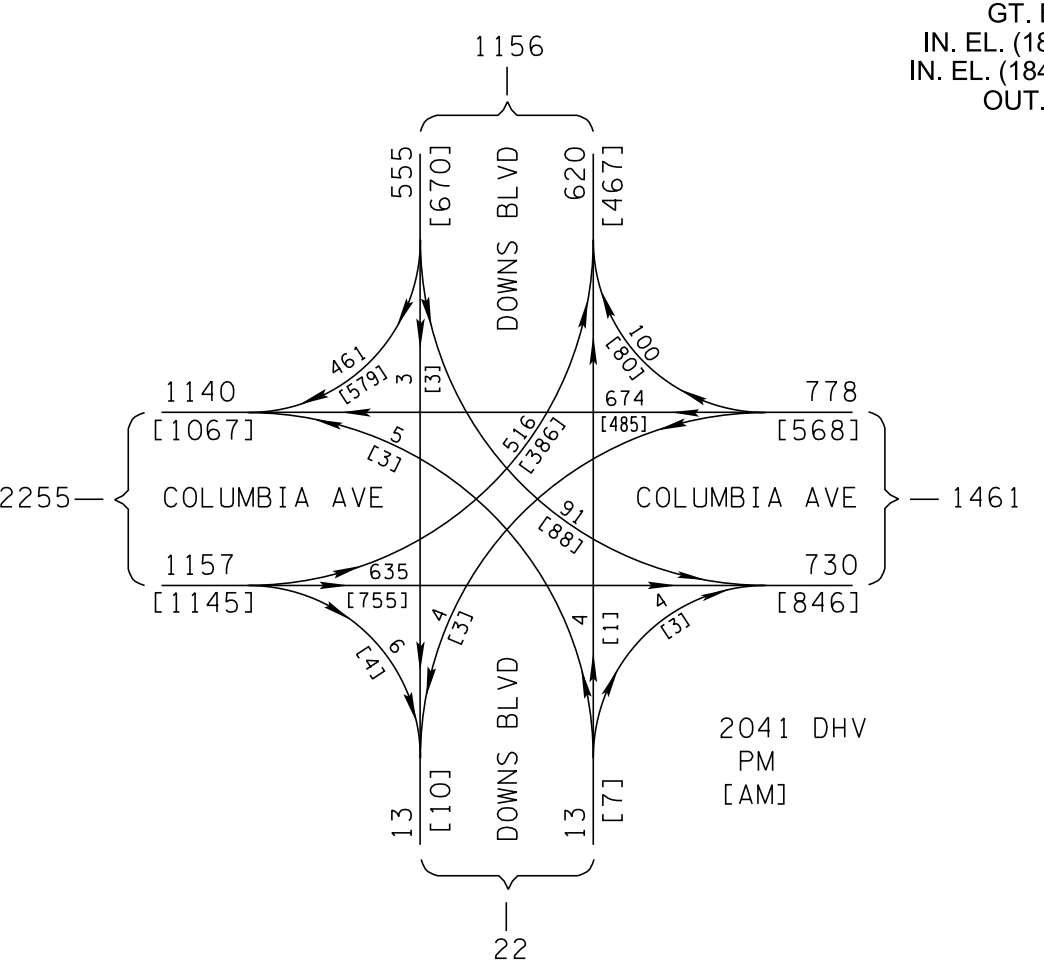
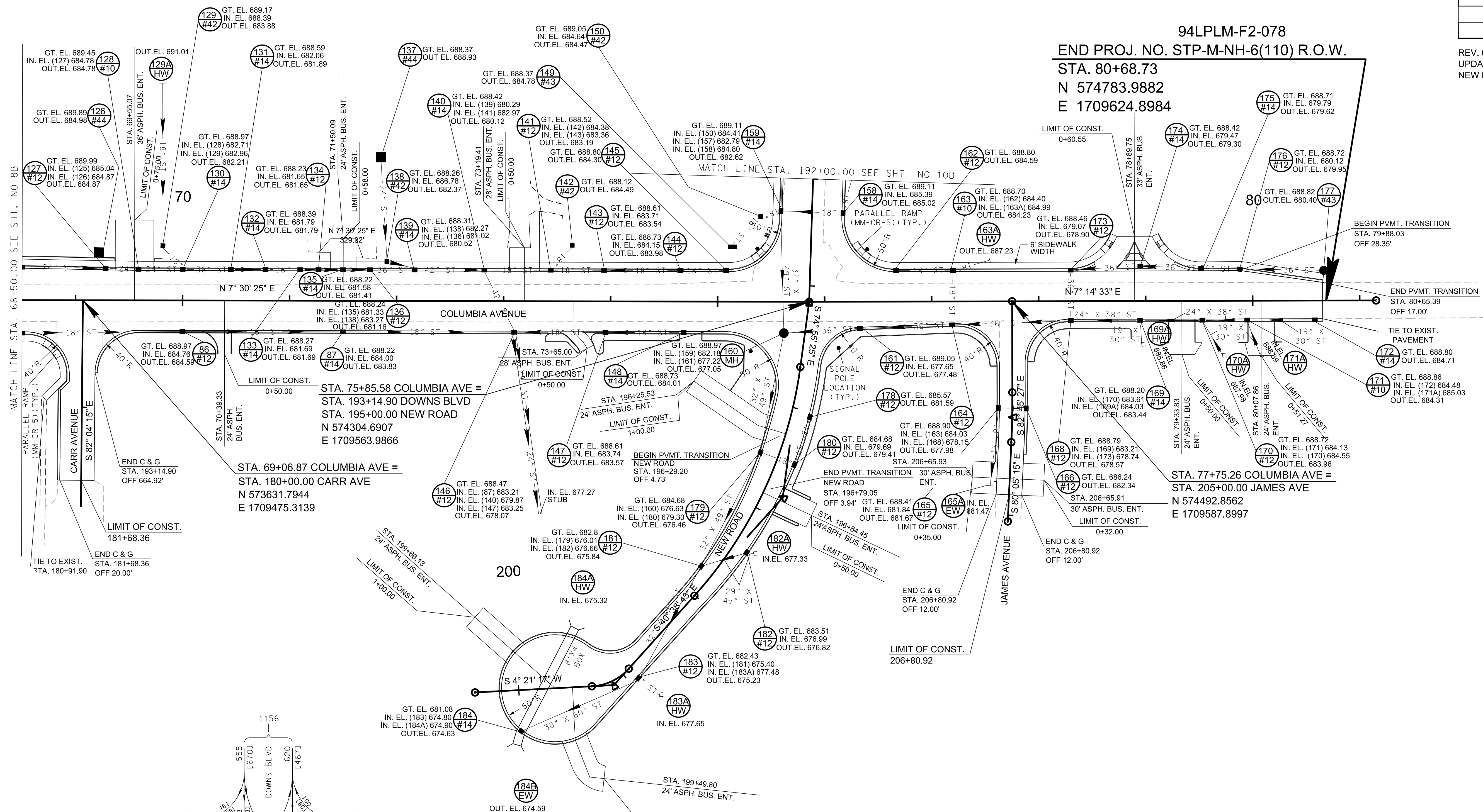






| TYPE   | YEAR | PROJECT NO.     | SHEET NO. |
|--------|------|-----------------|-----------|
| R.O.W. | 2021 | STP-M-NH-6(110) | 9B        |
|        |      |                 |           |
|        |      |                 |           |

REV. 02-11-2021  
UPDATED DRAINAGE STRUCTURES ALONG  
NEW ROAD FROM 199+00.00 TO 200+30.00



R.O.W.  
PLANS

SEALED BY

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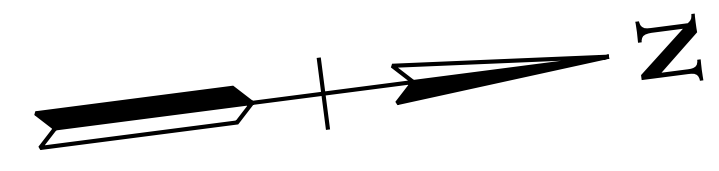
CITY OF FRANKLIN  
WILLIAMSON COUNTY, TN

COLUMBIA AVENUE

PROPOSED  
LAYOUT

STA. 68+50.00 TO STA. 80+68.74  
SCALE: 1"= 50'

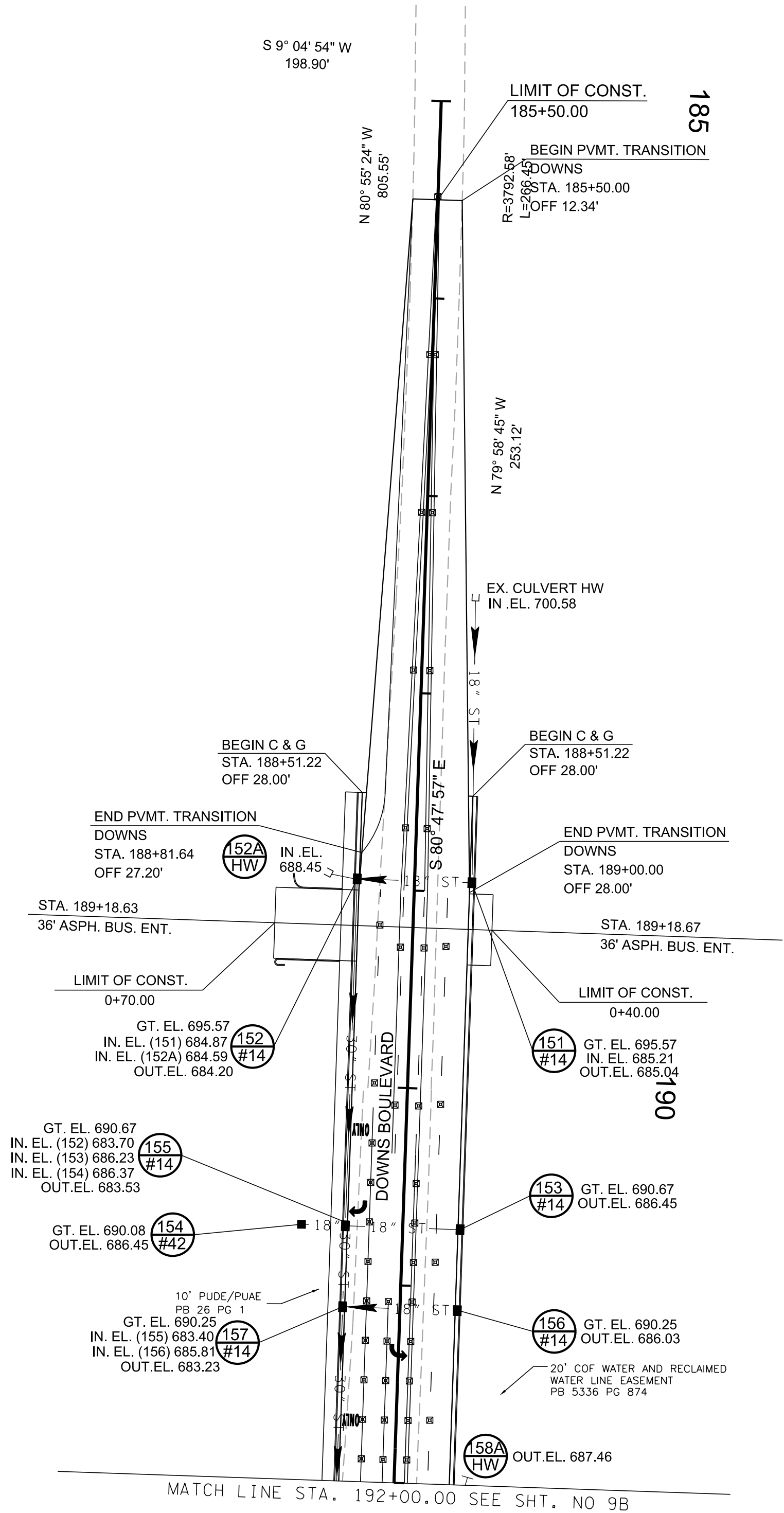
**BARGE**  
DESIGN SOLUTIONS



6/29/2021  
\$TIME\$  
\$INSTR\$  
\$USER\$  
\$TBL\$



| TYPE   | YEAR | PROJECT NO.     | SHEET NO. |
|--------|------|-----------------|-----------|
| R.O.W. | 2021 | STP-M-NH-6(110) | 108       |
|        |      |                 |           |
|        |      |                 |           |



# R.O.W. PLANS

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CITY OF FRANKLIN  
WILLIAMSON COUNTY, TN

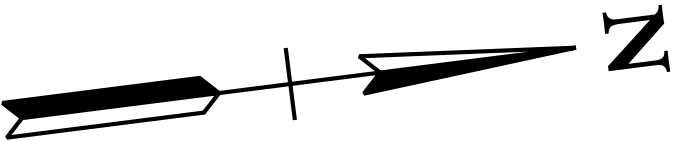
COLUMBIA AVENUE

PROPOSED  
LAYOUT

STA. 185+50.00 TO STA. 192+00.00

SCALE: 1"= 50'

**BARGE**  
DESIGN SOLUTIONS



3/23/2021  
\$TIME\$  
\$INSTR\$  
\$USER\$  
\$TBL\$



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**File #: 21-02292**

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**DATE:** July 21, 2021  
**TO:** Board of Mayor and Aldermen  
**FROM:** Eric Stuckey, City Administrator  
Paul Holzen, Director of Engineering  
Jonathan Marston, Asst. Director of Engineering  
William Banks, Staff Engineer

**SUBJECT:**

Discussion On The Main Street Sidewalk Repair Project.  
CIC 3/25/21, forwarded to BOMA 4-0 for further discussion without recommendation  
WS 4/13/21; 6/08/21

**PURPOSE:**

The purpose of this memorandum is to provide information to the Franklin Board of Mayor and Aldermen (BOMA) concerning discussion on the Main Street Sidewalk Repair Project.

**BACKGROUND/STAFF COMMENTS:**

The Streets Department currently spends a substantial amount of time and money annually removing and resetting pavers along Main Street and within the Square. The existing pavers are not installed on a concrete base, and staff is regularly removing & resetting them to eliminate known tripping hazards. During the last Capital Investment Program (CIP) prioritization process, staff requested a project that would simply remove the existing pavers and replace them with new pavers, which would be set on a concrete base, in an effort to reduce annual maintenance costs. Replacing the worn and damaged pavers would also provide a minor refresh to the streetscape along Main Street and in the Square. On August 13, 2019, the BOMA approved Resolution 2019-68, adopting the project list for the FY 2019-2028 CIP. The Main Street Sidewalk Repair Project was included at an estimated cost of \$2,200,000.

Prior to proceeding with the project, City staff, including representatives from the Planning, Parks, Engineering, and Streets Departments, had numerous internal meetings to discuss the project. During these meetings, the following items were discussed:

1. What should be done with the existing engraved pavers?
  - a. Should the existing engraved pavers be replaced in-kind?
  - b. Should the existing engraved pavers be replaced in-kind and relocated to the square?
  - c. Should the existing engraved pavers be replaced in-kind and relocated to an open space or plaza area of the new City Hall?
  - d. Should the existing engraved pavers be removed entirely and not replaced?

2. Should the existing tree wells be enlarged to allow for more mature trees?
3. Should bulb-outs be created to allow for a wide and more usable sidewalk?
4. Should staff expand the scope of work to include a full design and evaluate new streetscape concepts within the downtown?

Based on feedback from the June 8, 2021 work session, it seemed clear that the BOMA wanted to replace the existing engraved pavers in-kind and to generally keep them in the same areas. Staff seeks guidance from the BOMA on how to proceed with the project. Below are 4 options:

Concept A: As intended in the approved CIP, remove & replace the existing pavers within the sidewalks and crosswalks. All pavers would be new and installed on a concrete base to reduce long-term maintenance. Engraved pavers, if still legible or traceable via available documentation, would be replaced in-kind, and tree wells would be enlarged to allow for more mature trees.

Concept B: This concept is the same as Concept A with regard to the pavers. The street trees, however, would be moved out of the sidewalk area and into new bulb-out areas within the street, which would create a wider sidewalk and allow for more mature trees. NOTE: This option would result in the loss of approximately 1 on-street parking space per side, per block (i.e. 2 parking spaces per block).

Concept C: This concept is the same as Concepts A and B with regard to the pavers. The placement of street trees would be a hybrid of Concepts A and B. Bulb-outs would be created where there is already no room for parking or travel lanes (i.e. intersection approaches/departures), and some tree wells would be enlarged. These combined improvements would allow for more mature tree growth. NOTE: This option would have no impact on parking.

Concept D: Work with our streetscape consultant to evaluate additional alternative designs.

Concept E: Stop development of this capital project entirely and continue with current annual maintenance as-is.

It should be noted that Concepts B, C and D are all expanding the scope of the project and staff would need to hire a consultant to evaluate drainage, utilities, grading and prepare construction drawings for bidding purposes.

## **FINANCIAL IMPACT:**

Concept A – Concept A is estimated to cost around \$2,200,000.

Concept B and C - would require a survey / design and are estimated to cost between \$3,500,000-\$4,000,000.

Concept D – Staff would need to work on a revised scope and alternative designs prior to providing an estimate.

Concept E - Annual maintenance costs vary from year-to-year.

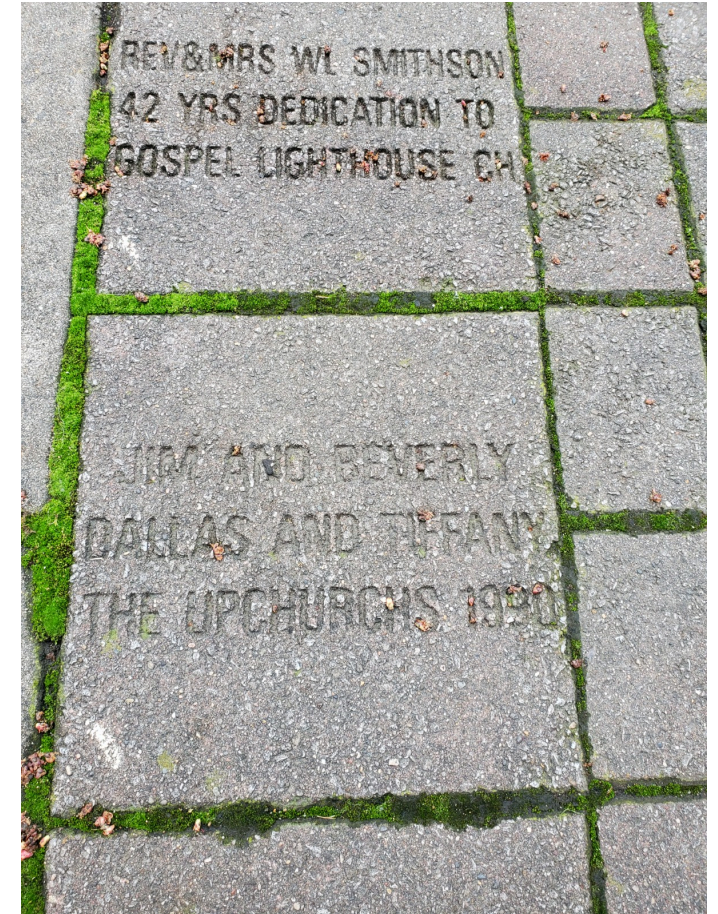
## **RECOMMENDATION:**



Staff seeks guidance to move this project forward.



# Existing Conditions









# Potential Replacement Bricks



# Paver Options

1. Re-engrave and replace in-kind, resized to 4x8 or 8x8 bricks
2. Re-engrave and relocate to Public Square in “border” locations that will allow for lesser wear and tear
3. Re-engrave and use in open space or plaza areas of new City Hall development
4. Remove entirely and do not replace



# Existing Conditions



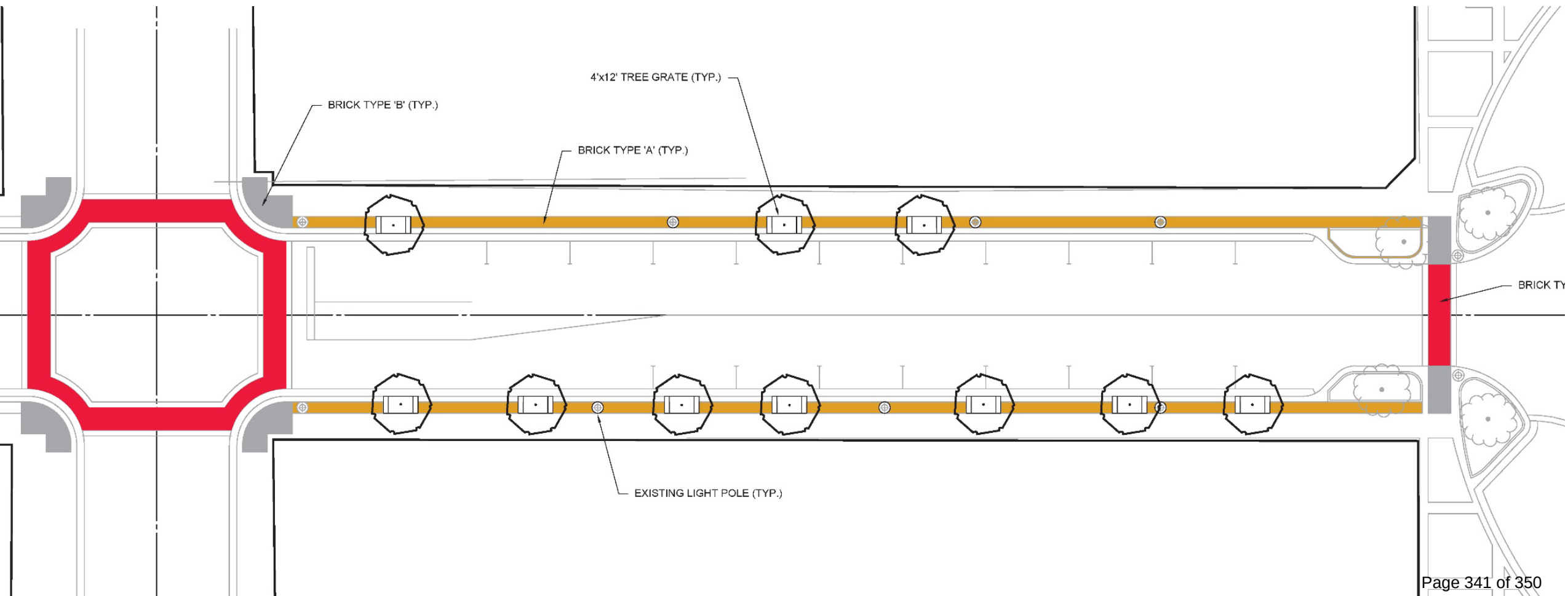






# Concept A

- Enlarges and lengthens existing tree pits to allow for tree root growth/mature trees
- Allows for longer tree growth/less paver maintenance
- Decreases length of sidewalk surface space (width remains the same)
- Results in no parking loss





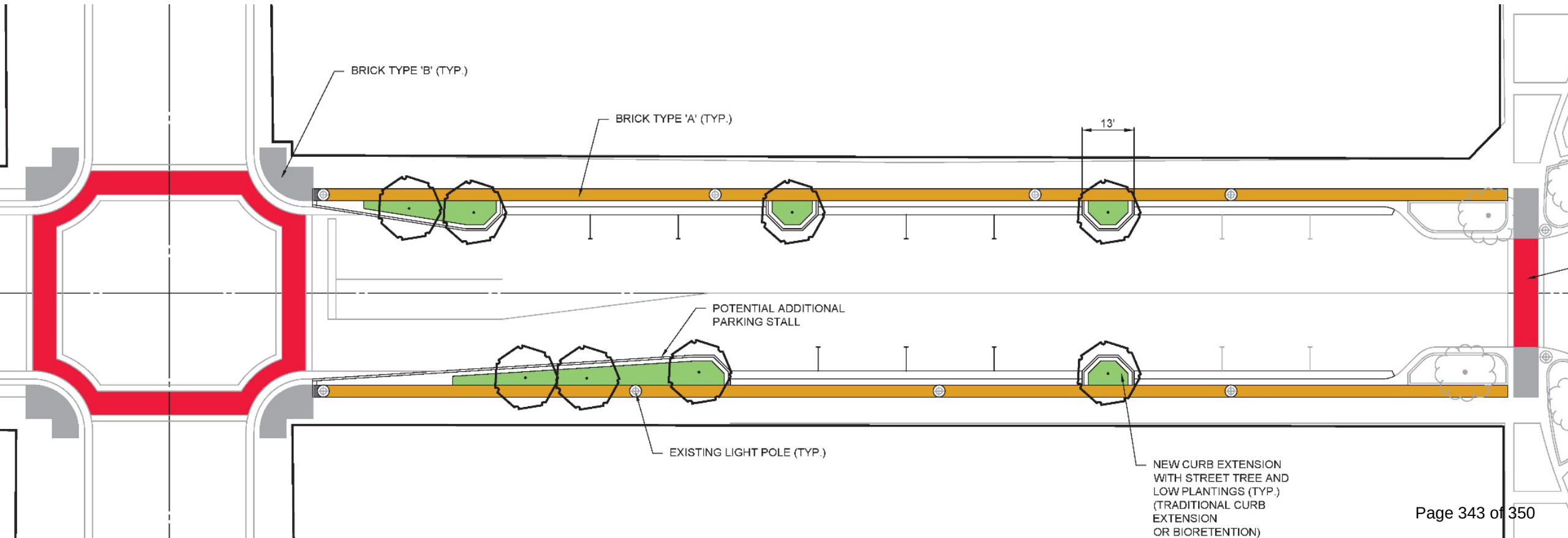
# Concept A: Existing Conditions + Rendering





# Concept B

- Allows for larger, mature trees
- Reduces one parking space on each block face
- Allows for wider sidewalk areas where bulb-outs exist

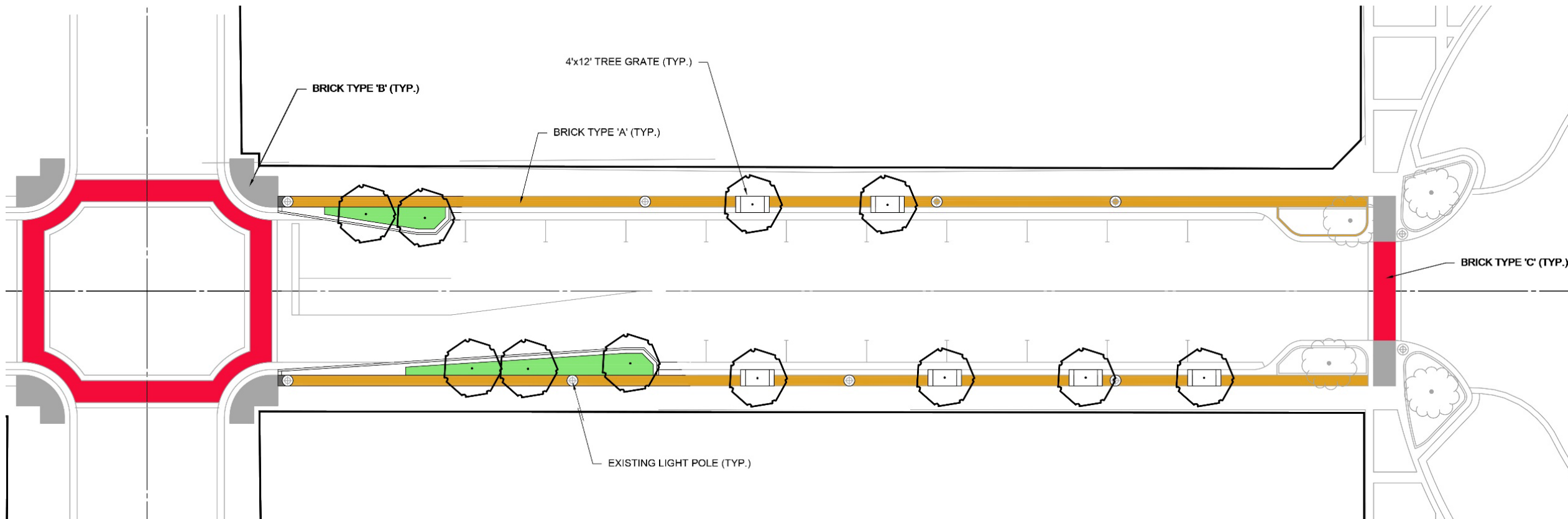


# Concept B – Rendering



# Concept C: Hybrid Approach

- Larger Tree Pits + Additional Bulb-outs in existing striped areas
- Results in no parking loss





# Existing Conditions





# Concept C – Rendering





# Bulb-out Example





# Bulb-out Example





# Bulb-out Example

