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**MEETING MINUTES**  
**CAPITAL INVESTMENT COMMITTEE**  
**CITY OF FRANKLIN, TENNESSEE**  
**CITY HALL BOARDROOM**  
**THURSDAY, AUGUST 12, 2010, 4:00 PM**

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**Committee Members**

Alderman Dana McLendon, Chair P  
Alderman Clyde Barnhill, Vice Chair P  
Alderman Pearl Bransford P  
Alderman Margaret Martin P

**Other Attendees**

Eric Stuckey, City Administrator P  
Russell Truell, ACA Finance & Administration P  
David Parker, City Engineer/CIP Executive P  
Eric Gardner, Engineering Director P  
Mark Hilty, Water Management Director P  
Joe York, Streets Director P  
Mayor John Schroer P  
Alderman Ann Petersen P  
Alderman Mike Skinner P  
Lanaii Benne, Assistant City Recorder P  
Linda Fulwider, Board Recording Secretary P

**1. Call to Order**

Alderman Dana McLendon, Chair, called the meeting to order at 4:00 p.m.

**2. Approval of Minutes**

*Alderman Barnhill moved to approve the July 8, 2010 minutes as presented. Seconded by Alderman Bransford. Motion carried unanimously.*

**3. Presentation of the Goose Creek Area Traffic Study**

Brad Thompson and Hollis Loveday of Wilbur Smith Associates gave a presentation on the Traffic Impact of Reconstructing The Goose Creek Interchange. The study spawned from the Major Thoroughfare Plan for potential strategy to handle additional traffic feeding on local roads caused by the widening of I-65 and constructing the Goose Creek interchange.

Study Summary

- Data Collection – February through March 2010
  - Intersection Turning Movement Counts
  - Traffic Signal Timing and Phasing
  - Intersection Laneage
- Analysis Year: 2015
- Utilized Travel Demand Model to Predict Changes in Travel Patterns (it is unknown if TDOT will close the interchange; therefore, both scenarios were done)

Analysis Scenarios

- 2010 Existing
- 2015 Land Use with Goose Creek Interchange Open
- 2015 Land Use with Goose Creek Interchange Closed
- 2015 Land Use with Goose Creek Interchange and Carothers Parkway Extended

Maps of the area were displayed using the different scenarios as well as a peak hour level of service summary 2010 and 2015 with and without Goose Creek interchange.

## Summary and Conclusions

- Closing Goose Creek Interchange during construction will impact already congested roads
- Carothers Parkway Extended will improve congested areas
- If Carothers Parkway is extended its intersection with Murfreesboro Road will need to be improved
- Options to Consider:
  - Leave Goose Creek Interchange open during construction
  - Allow Goose Creek Interchange to close and make spot improvements
  - Information dissemination through ITS solutions like dynamic message signs, etc. (open or closed scenario)
  - Partnership with TDOT (open or closed scenario)
  - Travel demand management
  - Traffic signal optimization
  - Intersection modifications

David Parker noted a closed interchange would mean the ramps are closed, but cars could cross the Interstate via the bridge. Interstate 65 will have some open lanes. The bridge must be raised when the interchange is constructed. Eric Gardner added that the TDOT plan is to widen to just north of the interchange starting in early 2011: four lanes north and four lanes south. Brad Thompson said it has been confirmed that the first leg of widening north of Goose Creek will begin in September 2010.

The counts depicted on the maps were obtained from TDOT for the ramps and I-65, and most of the major intersections impacted by the construction.

If the interchange is closed, it is predicted most of the traffic will divert to Murfreesboro Road, Mack Hatcher, Columbia Avenue, Lewisburg Pike, and Royal Oaks. Cool Springs Boulevard traffic will be affected going south.

If Carothers were extended to the south, in 2015 it would get 2,000 plus cars a day. The extension would have a positive impact on Mack Hatcher and roads west of I-65. New development counts are included. The assumption is people who normally travel I-65 would cross the Interstate and travel on Carothers rather than Lewisburg. Without the Carothers extension, people would use Murfreesboro and then south on Lewisburg or Columbia. Delays and congestion on alternate routes discussed.

Does the City support closing the interchange during construction? TDOT would probably say it would allow faster completion. Traffic congestion worsens if the interchange is closed. If the interchange is closed, improvements to surrounding roads needed.

Mack Hatcher will require additional lanes. Signaled intersections at Highway 96 and Royal Oaks and Mack Hatcher and Lewisburg Pike need improvements prior. It will not take care of the problem entirely without widening, but will help minimize the problem. Whether the interchange is open or closed there will be an impact on traffic; therefore, it is important to work with TDOT and get spot improvements done. The spot improvements would fit into future improvements as well. The first portion of I-65 widening will probably take 14-18 months after

the start of construction. The committee requested updates be provided.

**4. Consideration of the Ownership and Maintenance Agreement (COF Contract 2010-0111) for Decorative Sign Frames and Posts for Traffic Control Signs on Spencer Creek Road with the Fieldstone Farms Homeowners Association**

**David Parker, City Engineer/CIP Executive**

*Alderman Bransford moved to forward the Agreement to BOMA for approval. Seconded by Alderman Barnhill. Motion carried unanimously.*

**5. Consideration of Requested Change Order No. 2 for the Columbia Avenue Phase I Project of Segment One of the Franklin Corridor and Connector Streets Economic Development Project for a Contract Time Extension of 26 Calendar Days (if approved new Contract Completion Date of September 13, 2010)**

**David Parker, City Engineer/CIP Executive**

*Alderman Barnhill moved to forward the Change Order to BOMA for approval. Seconded by Alderman Bransford. Motion carried unanimously.*

**6. Consideration of the Professional Services Agreement (COF Contract 2010-0110) with CDM for the Development of a Drought Management Plan in an Amount Not to Exceed \$38,000**

**David Parker, City Engineer/CIP Executive**

Mark Hilty stated during the drought of 2007-2008 TDEC identified over 100 municipalities and utility districts across Tennessee, including Franklin, as “water systems of concern” and required a stand-alone drought management plans be developed. Franklin’s Plan was started by staff; however, the plan requires refined analyses to evaluate the water system. Staff is currently unable to devote the time necessary and recommends BOMA approve the PSA with CDM.

*Alderman Barnhill moved to forward this request to BOMA for approval. Seconded by Alderman Bransford. Motion carried unanimously.*

**7. Review and Discussion Concerning the Planned Improvements for the Carlisle Lane & Signal Design at Highway 96 West Project**

**David Parker, City Engineer/CIP Executive**

Alderman McLendon related that at a recent Carlisle HOA meeting there was a request for options.

Staff Approved Alignment Pros

- No ROW taken from the historic Tomlinson Fort property
- ROW impacts to the Carlisle Lane HOA within the common area and located outside the existing security/privacy fence
- Meets all current design standards
- No additional design cost
- No additional ROW cost

Staff Approved Alignment Cons

- The Carlisle Lane HOA does not approve of the current alignment. ROW and easement acquisition would more than likely require condemnation

### Concept Option 3 Pros

- Both Tomlinson Fort and the Carlisle HOA have verbally agreed and shown support for this option
- Meets all current design standards

### Concept Option 3 Cons

- Changing the alignment will require additional design cost
- Changing the alignment will require additional ROW cost
- Changing the alignment will delay the ROW acquisition and design phase of the project
- It is our understanding the Carlisle HOA will require approval from all homeowners to sell land within their common area. If 100% homeowner approval is not obtained condemnation will still be required.

In addition, the Carlisle HOA requested additional landscaping and a retaining wall be incorporated into the final design. The purpose of the landscaping and retaining wall would be to buffer their development from Highway 96 and Carlisle Lane.

### Proposed Alignment

Option 1 – Approve the staff approved alignment and move forward with Resolution 2010-15 that authorizes condemnation. At this time, the Carlisle HOA is the only property remaining to complete the ROW acquisition for the project. Financial impact would include payment of the appraised value for \$6,000 and any cost associated with condemnation.

Option 2 – Approve the alignment for Concept Option #3 shifting Carlisle Lane west. This option will require additional design and additional ROW acquisition on the Tomlinson Fort property. The financial impact could include an additional \$4,000 for ROW cost, additional \$13,000 for design cost and will delay the design phase of the project.

### Additional Landscaping

Option 1 – Include no additional landscaping into the current design. No financial impact.

Option 2 – Approve additional landscaping in the Carlisle HOA common area. All landscaping should be on private property and outside all existing easements. At the completion of the project, the landscaping will be owned and maintained by the Carlisle HOA. Financial impact would include additional landscaping, design cost, construction cost, and delay the design phase of the project.

### Retaining Wall

Option 1 – Approve the current design with 3:1 slopes graded up to the existing elevation located on the Carlisle HOA property.

Option 2 – Approved a retaining wall or outcropping along SR 96 to act as a noise buffer for the Carlisle HOA. The financial impact would include an additional \$15,500 for geotechnical engineering services/design and additional construction cost. The additional construction cost was estimated to be around \$100,000 for the construction of a new retaining wall. This cost could be higher depending on the extent of the decorative face used and would delay the design phase of the project.

Based on financial impact alone staff recommends moving forward with the current design and approval of Option 1 for alignment, additional landscaping, and retaining wall.

Alderman McLendon thought adding a \$15,000 design change for a \$2 million project should not be a problem for the Board. Eric Stuckey stated the City has no problem if Option 3 is chosen.

### Discussion

- The shift in alignment would not impact the homes closest to the road as the shift would be at open space

- ROW is roughly a wash
- Cost of retaining wall a sticking point

*Alignment:* Alderman Barnhill moved to forward Option 2 alignment (Concept Option 3) to BOMA for approval. Seconded by Alderman Bransford. Motion carried unanimously.

*Additional Landscaping:* Alderman Bransford moved to forward Option 2 (Concept Option 3) for additional landscaping to BOMA for approval. Seconded by Alderman Barnhill. Motion carried unanimously.

*Retaining Wall:* Alderman Bransford moved to forward the matter of the retaining wall Option 2 (Concept Option 3) to BOMA without recommendation. Seconded by Alderman Barnhill. Motion approved unanimously.




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Alderman McLendon left the meeting at 4:58 p.m. Alderman Barnhill chaired the remainder of the meeting

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8. **Consideration of the Professional Services Agreement (COF Contract 2010-0120) with RPM Transportation Consultants, LLC for the Signal Design at the Intersection of Nichol Mill Lane and Mallory Lane for a Lump Sum Fee of \$27,000.00**

**David Parker, City Engineer/CIP Executive**

*Alderman Bransford moved to forward Agreement to BOMA for approval. Seconded by Alderman Martin. Motion carried unanimously.*

9. **Consideration of Change Order No. 1 for the ARRA Clean Water Project – Country Road Low Pressure Sewer, Boyd Mill Low Pressure Sewer, and Simmons Ridge Sanitary Sewer Project with W. L Hailey & Company, Inc. in the Amount of \$19,670.00 (Total Construction Amount After this Change Order is \$1,203,144.00**

**David Parker, City Engineer/CIP Executive**

This item is to add steel casing for interceptor sewer that must be completed prior to the road construction.

*Alderman Bransford moved to forward to BOMA for approval. Seconded by Alderman Martin. Motion carried unanimously.*

10. **Consideration of Change Order No. 1 for the Southeast Corridor Water System Improvements and Water Booster Station Project with Century Construction Company, Inc. for a Time Extension of the Contract**

**David Parker City Engineer/CIP Executive**

Problem experienced getting design of booster station. It is a complicated issue. Once settled, they will know when work can begin.

*Alderman Bransford moved to forward to BOMA for approval. Seconded by Alderman Martin. Motion carried unanimously.*

11. **Consideration of Change Order No. 1 for the ARRA Drinking Water Project – WTP Raw Water Reservoir Rehabilitation Project with Summit Constructors for a Time Extension of the Contract**

**David Parker, City Engineer/CIP Executive**

Recommend 14 days based on flooding delays and additional amount of sludge to be disposed of correctly. The extension may not be needed.

*Alderman Bransford moved to forward to BOMA for approval. Seconded by Alderman Martin. Motion carried unanimously.*

The aldermen expressed an interest in a field trip to the reservoir. Eric Stuckey said he would arrange for the trip. Mark Hilty noted that as of August 8, work on the reservoir was 40% complete. He indicated it would probably be October before the City could pump from the river.

12. **Street Projects Status Reports**

**a) Mack Hatcher Parkway Extension**

Per Eric Gardner: Continuing to meet with property owners. Making offers every day.

**b) Hillsboro Road Improvements**

Per David Parker: received contract from TDOT, approval contingent on language. Once the contract is signed, plans for the additional work can be submitted to TDOT for authorization of ROW acquisition. Some flooded properties may be acquired. One property owner requested acquisition.

**c) McEwen Drive, Phase III Improvements**

ROW certification from TDOT. Estimate it will take a month to get through the review process with TDOT. Over a million dollars for MTEMC relocations. Question on whether to kill the line during construction. Poles are in ROW and prevent grading. Perhaps temporary relocation.

**d) Third Avenue Extension**

Plans submitted to TDOT today

**e) South Carothers Parkway Extension**

No change until funded. There were questions on impact fee collection. David Parker noted impact fees from large subdivisions could be spent only on arterial roads within the City. Impact fees and debt service touched on as well. Road impact offset agreements were mentioned as well as new development in the area.

**f) Columbia Avenue Streetscape Project**

Progressing well

**g) Carlisle Lane/Boyd Mill @ SR 96 West Signalization**

**h) TOC Phase 3 Software Project**

**i) TOC Phase 3 Infrastructure and Upgrades Project**

**j) Franklin ITS (ARRA 2009) Project**

Proceeding to Notice to Proceed

- Mallory Station project - check sent to CSX with contract and awaiting execution of the contract.
- A telecom corporation wants to do work there. They must have a franchise agreement and come to the Board. Rent conduit space? They want to start right away.

13. **Water Management Projects Status Reports**

**a) ARRA Drinking Water Project – Raw Water Reservoir Rehabilitation**

Over 40% complete

- b) **ARRA Green Projects – West Reclaimed Water Line, Downs Boulevard Reclaimed Water Line**  
Progressing well
- c) **ARRA Clean Water Projects – Boyd Mill Low Pressure Sewer, Country Road Low Pressure Sewer**  
Boyd Mill and Country Road finished. Simmons Ridge end of August.
- d) **Southeast Water Line**  
Line work completed
- e) **Monticello Wastewater Collection**  
Lines and paving in place and awaiting final change order from contractor
- f) **Carter Street Wastewater Collection, Water Distribution all installed working on paving**
- g) **Downs Boulevard Water Line**
- h) **Franklin Integrated Water Resources Plan**  
Stakeholder meeting scheduled August 18
- i) **Water, Wastewater and Reclaimed Water Specifications**  
Reviewing draft from consultant. Slightly behind schedule but getting back on track.
- j) **Fieldstone Farms Wastewater Pump Station #2 Upgrade**  
Fencing up and driveway in. Will be finished soon.

**14. Stormwater Projects Status Reports**

- a) **Jackson Lake Dredging Improvements Project**  
Working on easement Christ United Church. Increased cost of project bridge across Dry Branch. Plans completed and could have started; however, plan with church worth the delay for savings.
- b) **Liberty Creek Watershed Improvements Projects**
- c) **Stream and Rainfall Gauging Stations**

**ADJOURN**

*Alderman Martin moved to adjourn with a second from Alderman Bransford. Motion carried unanimously.*

Meeting adjourned @ 5:36 p.m.

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Clyde Barnhill, Vice Chair

Minutes prepared by Linda Fulwider, Board Recording Secretary, City Administrator's Office - 8/27/2010 10:19 AM