

MEMORANDUM

July 1, 2011

TO: Board of Mayor and Aldermen

FROM: Eric J. Gardner, P.E., Director of Engineering
Eric S. Stuckey, City Administrator
David Parker, P.E., City Engineer

SUBJECT: CIP Project Status – Street Projects

Purpose

The purpose of this memo is to update the Board of the status of some of the City's street projects.

Project Status

A. Mack Hatcher Parkway NW Extension

BOMA Priority Ranking: N/A (Highest Priority)

Key Dates: Design Start – August 14, 2007 (BOMA Approval); Design Completion – May 2011 (Estimated); ROW Start – December 2009 (ROW Meeting Scheduled); ROW Completion – May 2011 (Estimated); Construction Start – January 2012 (Estimated if Funding is In Place); Construction Completion – January 2014 (Estimated if Funding is in Place)

Cost: Design – \$3,502,501; ROW – \$13,397,520 (Provided by TDOT); Construction – \$58,700,000 (Provided by TDOT)

Funding Source: Design – Bond Issue; ROW – Partially funded by City (Bond Issue) and TDOT; Construction – Currently not funded but anticipated to be 100% TDOT and FHWA funded

Status Update: See separate memo.

B. Hillsboro Road Improvements

BOMA Priority Ranking: #1

Key Dates: Design Start – March 24, 2008 (BOMA Approval); Design Completion – August 2011 (Estimated); ROW Start – January 2011; ROW Completion – August 2012 (Estimated); Construction Start – November 2012 (Estimated); Construction Completion – December 2014 (Estimated)

Cost: Design – \$1,324,221; ROW – \$3,000,000; Construction – \$21,701,425 (\$1,875,000 in State Approved Funding)

Funding Source: Design – Bond Issue; ROW – Bond Issue; Construction – Partially funded by City (Bond Issue) and TDOT



Status Update: ROW Phase underway. Appraisals and review appraisals continuing. See separate memo for further discussion about properties.

C. McEwen Drive, Phase III Improvements

BOMA Priority Ranking: #3

Key Dates: Design Start – July 13, 2004 (BOMA Approval); Design Completion – May 2010; ROW Start – February 2009; ROW Completion – March 2010; Construction Start – February 15, 2011; Construction Completion – March 2012 (Estimated)

Cost: Design – \$544,000; ROW – \$1,200,000; Construction & CEI – \$7,926,620.60

Funding Source: Design – Capital Project Bonds and Street Aid; ROW – Approx. \$1,200,000 w/ Bond Fund, Remaining w/Road Impact Fee Offset Agreements; Construction – Capital Bonds and Road Impact Fees with TDOT reimbursement at 40/60

Status Update: Retaining wall #2 is complete. The footings for both bridges are complete. The contractor expects to begin setting bridge segment mid-July. The contractor continues with major grading operations, installation of storm sewer lines, and construction of retaining wall #1. Change Order #2 is expected to appear before the BOMA at the July 12TH regular meeting. This change order is to cover additional retaining wall rebar and erosion control blankets for stream banks.

D. 3rd Avenue Extension

BOMA Priority Ranking: #6

Key Dates: Design Start – April 11, 2006; Design Completion – February 2011; ROW Start – October 9, 2007; ROW Completion – January 26, 2010; Construction Start – October 2011 (Estimated); Construction Completion – October 2012 (Estimated)

Cost: Design \$65,725.00 (This number does not include design cost from the Bicentennial Park Project); ROW \$226,500.00; Construction \$5,138,000.00 (Based on Studio Eight Design's cost estimate dated 2/23/2009)

Funding Source: Design – Bond Issue; ROW – Bond Issue; Construction – Bond Issue/CMAQ Funding/TDEC Funding

Status Update: TDOT and FHWA have determined that the ROW was not purchased per TDOT standards and requirements. TDOT and the FHWA are requiring the City of Franklin to re-appraise all properties associated with the project to ensure all property owners have been paid fair market value. Staff will be required to offer the properties owner's additional compensation if the properties were purchased below fair market value. Once ROW has been approved by TDOT Staff will resubmit plans for approval.

E. South Carothers Parkway Extension

BOMA Priority Ranking: #5

Key Dates: Design Start – July 10, 2007; Design Completion – Four months after construction funding is approved (Estimated); ROW Start – May 26, 2009; ROW Completion – March 2011; Construction Start – Not Funded; Construction Completion – Not Funded

Cost: Design – \$1,569,620.00; ROW – \$500,000.00 (Estimated); Construction – \$16,257,000 (Estimated)

Funding Source: Design – Bond Issue; ROW – Bond Issue; Construction – Not Funded



Status Update: Staff has obtained all ROW or currently has agreements in place to obtain the ROW. Staff is currently waiting on construction funding prior to finalizing bid documents.

F. Columbia Avenue Streetscape Project

BOMA Priority Ranking: #2

Key Dates: Design Start – June 21, 2005 (BOMA Approval); Design Completion – October 5, 2009; ROW Start – August 2007; ROW Completion – October 2009; Construction Start – November 16, 2009; Construction Completion – October 23, 2010 (Except for punch list items)

Cost: Design – \$430,000; ROW – \$200,000; Construction – \$2,629,099.25

Funding Source: Design – Bond Issue; ROW – Bond Issue; Construction – Bond Issue with possible Buy America backing

Status Update: Construction is 99% complete. Streetlight issue is now corrected. The Final Change Order (including a time extension request) is currently being reconciled with the contractor.

G. Carlisle Lane/Boyd Mill @ SR 96 West Signalization

BOMA Priority Ranking: #4

Key Dates: Design Start – October 9, 2007; Design Completion – October 2011 (Estimated); ROW Start – June 23, 2009; ROW Completion July – 2011 (Estimated); Construction Start – Not Funded; Construction Completion – Not Funded

Cost: Design – \$157,155.00; ROW – \$28,725.00 (Estimated); Construction – \$1,995,000.00 (Estimated)

Funding Source: Design – Bond Issue; ROW – Bond Issue; Construction – Not Funded

Status Update: Staff has verbal agreements with all property owners. The Carlisle HOA will require 100% approval from all property owners and may require condemnation.

H. Nichol Mill Lane

BOMA Priority Ranking: N/A

Key Dates: Design Start 2002; Design Completion - November 2010; ROW Start - 2003; ROW Completion - November 2010; Construction Start – February 2011; Construction Completion October 2011;

Cost: Design – \$110,280.00; ROW - \$821,226.00; Construction - \$1,237,503.56

Funding Source: Design – Bond Issue; ROW – Bond Issue; Construction – Bond Issue

Status Update: Private utilities have been relocated. MVUD has relocated Academy Sports Meters and services. Phase I storm sewer is 80% complete and work has started on the signal.

I. Mallory Station and General George Patton/Duke Drive Signalization

BOMA Priority Ranking: N/A

Key Dates: Design Start – October, 2007 (BOMA Approval); Construction Completion – June 2011 (Estimated)

Cost: Design – completed Aug. 2009 (\$3,000 for Project Manual Requested) CSX Transportation Const: \$124,010; Construction of signal \$358,072

Funding Source: General fund with \$140,000 in Developer contributions

Status Update: Paving Completed. Pole delivery expected July 8th with completion by July 25th.



J. TOC Phase 3 Software Project

BOMA Priority Ranking: N/A

Key Dates: Implementation Start – August 14, 2007 (BOMA Approval); Implementation Completion – July 2011 (Estimated)

Cost: Design – \$432,155;

Funding Source: Implementation – General Fund with TDOT STP reimbursement at 80/20. TDOT STP funding at \$509,600

Status Update: TOC Staff continues working with vendor, Siemens, to resolve issues with traffic web page and cable TV components of new traffic management system. Full integration anticipated on July 31.

K. TOC Phase 3 Infrastructure and Upgrades Project

BOMA Priority Ranking: N/A

Key Dates: Design Start – October 14, 2008 (BOMA Approval); Design Completion – September 2009 ; ROW Start – N/A; ROW Completion – N/A; Construction Start – July 2011 (Estimated); Construction Completion – April 2012 (Estimated)

Cost: Design – \$238,531.00; ROW – N/A; Construction – \$425,000; CEI; \$153,003

Funding Source: Design – General Fund with TDOT reimbursement at 80/20; ROW – N/A ; Construction and CEI – General Fund with TDOT reimbursement at 80/20. TDOT STP funding for CEI of \$200,000 in current FY 2011 TIP.

Status Update: Design change necessitated by MIT for integration with the MIT fiber network required. Design to be completed by July 15th. Anticipated Bid advertisement by August 1st.

L. Franklin ITS (ARRA 2009) Project

BOMA Priority Ranking: N/A

Key Dates: Design Start – January 15, 2010 (TDOT NTP for Design); Design Completion – March 2010; ROW Start – N/A; ROW Completion – N/A; Construction Start – Sept. 2010; Construction Completion – August 2011

Cost: Design – \$250,000; ROW – N/A ; Construction – \$1,048,520.70

Funding Source: Design – General Fund with TDOT reimbursement at 100%; ROW – N/A; Construction – General Fund with TDOT reimbursement at 100%.

Status Update: Fiber Optic Cable being installed now. Fiber splicing to be completed by July 31. Testing of network to follow first of August. Anticipated completion set for August 15-31, 2011.

M. Bakers Bridge and Carothers Parkway Pedestrian Signal Project

BOMA Priority Ranking: N/A

Key Dates: Design Start – June 1, 2010 for modifications to I-65 SB ramp at Galleria Blvd. Construction Start – June 21, 2011 for Bakers Bridge & Carothers Pedestrian Traffic Signals (BOMA approval May 24, 2011); Construction Completion – October 18, 2011.

Cost: Design – \$75,000; Project Admin - \$5,300; Construction – \$25,647.50 for Bakers Bridge & Carothers Pedestrian Traffic Signals Contract, additional \$16,314 in Street Department work.

Funding Source: Design – General Fund; Construction – General Fund.



Status Update: Pre-construction meeting and Notice to Proceed for S & W Contracting Company, Inc. on COF Project 2011-0006 Bakers Bridge Avenue / Carothers Parkway Pedestrian Traffic Signalization occurred on June 21, 2011.

N. McEwen Drive at Wilson Pike Intersection Improvements Project

Key Dates: Design Start – October 2010; Design Completion – August 2011*; ROW Start – September 2011*; ROW Completion – March 2012*; Construction Start – July 2012*; Construction Completion – July 2014*

*Denotes Estimated Date

BOMA Priority Ranking: N/A

Cost: Design – \$180,000; ROW – TBD \$; Construction – \$2,410,000 (Estimate)

Funding Source: \$1,000,000 from Williamson County Board of Education; Remaining Funding to come from Williamson County Facility Tax Fund

Status Update: The BOMA unanimously passed Resolution 2011-31, which increases the City's portion of this project funding by an amount of \$240,000. This additional funding amount will allow the City to construct a "hybrid" version of the intersection improvement options that were presented in March of 2011. This hybrid design should be sufficient for several years to come, while still remaining upgradeable in the long-term. This design also allows the project to remain very close to the original estimate of \$2,000,000.



June 29, 2011

TO: Board of Mayor and Aldermen

FROM: Ben Worley Right of Way Agent/Project Manager
Eric J. Gardner, P.E., Director of Engineering
Eric S. Stuckey, City Administrator
David Parker, P.E., City Engineer

SUBJECT: Status Update for Mack Hatcher Parkway, NW Quad

Purpose

The purpose of this memo is to inform the Board of Mayor and Alderman on the status of Mack Hatcher Parkway Northwest Quadrant Project.

Background

There are 45 properties affected by the northwest extension of Mack Hatcher Parkway. Staff has worked with the affected property owners over the past few years. Right of Way began with the early acquisition of 1009 Hillsboro in 2008 and will continue until all properties have been closed or orders of possession have been granted through the condemnation process. At this time, we have closed or have agreement of sales with 41 property owners. All of the complete takes in Rebel Meadows have been closed, properties have been vacated and the houses removed. The remaining 4 properties went to condemnation and we expect to have all order of possessions on July 11, 2011.

Coordination for the closings of the last six properties is continuing. Mortgage companies and lenders must sign a partial release prior to the scheduling of closings. Staff has worked with the lenders by packaging the appraisals, offers, etc. and sending it to them so that they may review and sign the releases. We are hoping that the closings will be completed within the next two months. However, there is not much that staff can do at this time to speed up the process.

On May 10, 2011, Wilbur Smith Associates submitted Final Construction Plans and Permit Sketches. At this point, design is 100% complete and ROW acquisition is approximately 85% complete with 100% completion expected within a couple of months. It is now out of staffs control on completing the right of way phase and construction of the project.

Financial Impact

None

Recommendation

None