

Received by: \_\_\_\_\_

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

FYs 14-17 TRANSPORTATION IMPROVEMENT PROGRAM GRANT APPLICATION		Infrastructure	
<b>PROJECT NAME</b>			
<b>LEAD AGENCY</b>			
<b>PROJECT TYPE</b>	<input type="checkbox"/> On-Road Improvements <input type="checkbox"/> Off-Road Improvements <input type="checkbox"/> Amenities/ Enhancements		
<b>ROADWAY OR NEAREST INTERSECTION</b>		<b>TERMINI (TO/FROM)</b>	<b>LENGTH (MILES)</b>
<b>COUNTIES</b>	<input type="checkbox"/> Davidson <input type="checkbox"/> Rutherford <input type="checkbox"/> Sumner/Robertson <input type="checkbox"/> Williamson/Maury <input type="checkbox"/> Wilson		
<b>BRIEF DESCRIPTION</b>			
PROPOSED ELEMENTS		PROJECT HISTORY	
<input type="checkbox"/> Sidewalks <input type="checkbox"/> Curb Ramps <input type="checkbox"/> Crosswalk <input type="checkbox"/> Signalization/ Traffic Control <input type="checkbox"/> Intelligent Transportation System <input type="checkbox"/> Signage <input type="checkbox"/> Bus/ Transit Stop <input type="checkbox"/> Transit Service <input type="checkbox"/> Transit Capital <input type="checkbox"/> Pedestrian Amenities <input type="checkbox"/> Bicycle Parking (Rack, Locker) <input type="checkbox"/> Shared Lane <input type="checkbox"/> New Greenway <input type="checkbox"/> Greenway Extension <input type="checkbox"/> Greenway Amenities <input type="checkbox"/> Connection to School <input type="checkbox"/> Connection to Transit Stop	<input type="checkbox"/> Project in TIP   ID# _____ <input type="checkbox"/> Not in TIP, LRTP Project   ID# _____ <input type="checkbox"/> Existing Project, Not in TIP or Plan <input type="checkbox"/> New Project <input type="checkbox"/> Other: _____		
		GRANT FUNDING SUMMARY (NEW REQUESTS)	
		<i>Fiscal Year</i>	<i>Federal Requested</i>
		<i>Match</i>	
		2014	\$
		2015	\$
		2016	\$
		2017	\$
		<b>Total</b>	\$
		<i>*Please complete the PROJECT BUDGET WORKSHEET form and include any funding from other sources of revenue.</i>	
AGENCY CONTACT INFORMATION			
Name		E-mail	
Title		Phone	
Department			
Agency/ Organization			

<b>PROPOSAL NARRATIVE</b>	
(Provide no more than 5 pages, responding to each of the following sections)	
<p><b>Section 1.</b> <b>Project Description, Purpose, Need, and Objectives</b></p>	<p>Please provide a detailed description of the proposed transportation project including its purpose, need, and main objectives. Applicants also must describe the following:</p> <ul style="list-style-type: none"> <li>• Project History</li> <li>• Intended users</li> <li>• Anticipated number of users</li> <li>• Expected scope of work</li> <li>• Major tasks/ activities</li> <li>• Final deliverables / products</li> </ul>
<p><b>Section 2.</b> <b>Benefits to Region and Local Community</b></p>	<p>Describe how the proposed project will benefit the region and affected local communities. Specifically, consider how the project helps to promote:</p> <ul style="list-style-type: none"> <li>• MPO’s four guiding principles</li> <li>• 2035 Plan’s policy Initiatives, regional goals, and major objectives</li> <li>• Local neighborhood or community plans</li> </ul>
<p><b>Section 3.</b> <b>Project Deliverables, Schedule, &amp; Milestones</b></p>	<p>Provide a detailed schedule for the completion of the proposed project. Identify and describe key milestones, major tasks and activities, and the final deliverables/ products. Include a description of how the project will be managed and how progress will be tracked to ensure timely and efficient implementation.</p> <p>Include a description of the lead agency’s recent experience in successfully implementing similar projects. This description should include the project or projects that were implemented and sufficient detail to demonstrate the project was successfully completed on time and within budget.</p>
<p><b>Section 4.</b> <b>Budget Narrative</b></p>	<p>Provide a descriptive narrative about the funds needed to complete the proposed project or program. Describe the source of matching funds. Applicants must provide documentation to validate that matching funds are secured and available.</p>

**Section 1 – Project Description, Purpose, Need and Objectives**

This intersection improvement project is needed to alleviate current recurring congestion along Franklin Road and Battery Lane / Harding Place. Currently, the intersection operates at failing (level of service (LOS) F during the PM peak hour) or near failing (LOS E during the AM peak hour) conditions during peak traffic periods. These conditions are present even after recent signal timing optimization efforts were completed a couple of years ago via Metro Nashville's Signal Timing Optimization Program.

Currently the eastbound (Battery Lane) approach has substandard lane widths (approx. 9 feet), storage bays, and taper lengths, thus causing this approach to experience sizeable, recurring delay on a daily basis. There are also sizeable westbound left-turn movements along Harding Place, which currently warrants a second left-turn lane. Lane widths for the westbound approach are also substandard (approx. 10 feet) and would be improved with this project. Furthermore, the southbound left-turn movement experiences large PM peak hour volumes, and routinely queues outside of the existing single lane storage bay, thereby causing sight distance and operational constraints for the upstream intersection of S. Curtiswood Lane at Franklin Road. This movement warrants a second left-turn lane as well. With these intersection improvements, traffic conditions are expected to improve as follows: AM peak hour: From LOS E (61.5 sec of delay / vehicle, volume-to-capacity ratio (v/c) = 1.04) to LOS C (34.5 sec of delay / vehicle, v/c = 0.83), and for the PM peak hour: from LOS F (80.9 sec of delay / vehicle, v/c = 1.15) to LOS D (42.5 sec of delay / vehicle, v/c = 0.86).

The intended users for this project span a large footprint. This intersection provides access to I-65 which many travelers utilize to get to Franklin Road Academy, Father Ryan, Oak Hill School, Glendale School, and John Overton High School. It would make a positive impact on thousands of drivers from Williamson and Davidson County and also could better be utilized as an alternative route to I-65 (North or South) due to accidents or other backups.

The project has received Preliminary Engineering (NEPA), Right of Way, and Preliminary Engineering (Design) funds in April of 2011. The preliminary engineering is currently underway. The project is currently slated to be included with the May 2014 TDOT contract letting. This new TIP application is only for the construction funds.

## **Section 2 – Benefits to Regional and Local Community**

This project will improve the most congested and most heavily traveled intersection within Oak Hill. It will also improve travel times for thousands of Davidson and Williamson County commuters who travel through this intersection for work-related trips, to gain access to I-65, and to access a number neighboring schools and residential neighborhoods within the area.

This project also improves congestion along Franklin Pike as this intersection is typically the ‘chokepoint’ for congestion along this corridor during peak hour periods. Franklin Pike is typically the most heavily traveled north-south corridor in the area outside of I-65. Franklin Pike typically serves as the primary alternate route for I-65 when it is experiencing a freeway incident or non-recurring congestion outside of the typical peak hour traffic congestion.

Part of the MPO’s 2035 Plan Initiative is to preserve and enhance strategic roadway corridors. This intersection has consistently been the most-congested intersection within the City of Oak Hill for well over a decade. Therefore, it is easily categorized as a strategic corridor, not just for the City of Oak Hill, but for the entire county as well. This project will remove a channelized right-turn lane on the westbound approach, which provides drivers with a false sense of right-of-way as they approach northbound Franklin Pike. The channelized right-turn lane is not free flow, rather it is still yield-controlled. By removing the channelized right-turn, an existing island with nonstandard guardrail will be removed and the signal pole and signal controller cabinet will be removed from the intersection as well, thus improving driver safety. The improved design will place both the signal pole and the controller cabinet on the shoulder of the intersection outside of the clear zone.

From a diversity perspective (i.e. promoting a range of transportation choices), the project will accommodate planned bicycle routes identified in the MPO’s Regional Bicycle and Pedestrian Plan. Paved shoulders wide enough to accommodate future bicycle lanes along Franklin Pike and Battery Lane / Harding Place are currently being designed as part of the intersection improvements. Franklin Pike is part of the regional bicycle network, whereas Battery Lane / Harding Place is considered a planned local bicycle facility within Davidson County.

From a livability perspective, the improvements at this intersection will improve travel times and reduce congestion for nearly 48,000 vehicles that travel through this intersection on a daily basis. These improvements will decrease rush hour commute times for each of these 48,000 motorists, thus providing additional time for these motorists to spend elsewhere and not at a congested intersection.

## **Section 3 – Project Deliverables, Schedule and Milestones**

The project is currently scheduled to be advertised in April 2014 and will be included in the May 2014 TDOT contract letting. Construction could begin as early as June 2014, following the review and approval of the bid documents and issuance of a notice to proceed to the contractor. Construction of the project is anticipated to take 12 months, and will be in accordance with the latest edition of TDOT’s *Standard Specifications for Road and Bridge Construction*. TDOT will provide full construction engineering and inspection services, which will include regular coordination meetings with the contractor to ensure that the project remains on schedule and is completed by the contract date.

The lead agency for this project application is the City of Oak Hill. The City of Oak Hill has a small full time staff and does not have a full time professional engineer on staff. Therefore, when the funds were awarded for the preliminary engineering and right of way for this project, Oak Hill reached out and requested that TDOT administer and manage the project. TDOT agreed and is currently administering the project through the Design Division. TDOT has hired Kimley-Horn and Associates, Inc. through one of their on-call contracts for the Survey, Preliminary Engineering, and Final Design of the Construction Documents. TDOT will administer and manage the construction of the project as well.

## **Section 4 – Budget Narrative**

The funding for the PE-NEPA, ROW and PE-Design has already been awarded through the MPO as part of Project 2011-014-042. The City of Oak Hill has partnered with TDOT to administer and manage this project due to the size and staff availability of City of Oak Hill

staff. TDOT has agreed to provide the 20% match for this project since three of the four approaches are on State Routes. See attached letter from Mr. Paul Degges agreeing to provide the match for the project. The budget spreadsheet below shows the funding that has already been awarded in 2011 and also shows the construction funding request that has not yet been awarded. Also attached is a construction budget breakdown spreadsheet.

Received by: \_\_\_\_\_

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

FYs 14-17 TIP PROJECT <i>BUDGET WORKSHEET</i>   PROPOSAL NAME:							
FISCAL YEAR	PROPOSED PHASE/ TASK/ ACTIVITY	GRANT FUNDS	LOCAL MATCH	OTHER FEDERAL	OTHER LOCAL	OTHER SOURCE	TOTAL FUNDING
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
<b>TOTAL</b>		\$	\$	\$	\$	\$	\$





Kimley-Horn  
and Associates, Inc.

KHA Project No.: 118028000  
Date: 2/17/2010

Electronic File:

K:\NSH\_LDEV\118028000 - Oak Hill\TRAFFIC\Granny White-Tyne.xls\Signal

**Franklin Road and Battery Lane / Harding  
Place Intersection Improvements**

**Opinion of Probable Cost**

		Kimley-Horn and Associates, Inc.		
Item Description	Unit	Unit Price	Quantity	Amount
<b>Misc. Items</b>				
Mobilization	EA	\$ 50,000.00	1	\$ 50,000.00
Construction Layout	LS	\$ 25,000.00	1	\$ 25,000.00
Traffic Control	LS	\$ 50,000.00	1	\$ 50,000.00
Relocation of Utilities <sup>(1)</sup>	LS	\$ 200,000.00	1	\$ 200,000.00
<b>Subtotal</b>				<b>\$ 325,000</b>
<b>Demolition</b>				
Removal of Rigid Pavement	CY	\$ 25.00	0	\$ -
Removal of Asphalt Pavement	SY	\$ 15.00	2000	\$ 30,000.00
Saw Cutting Asphalt Pavement	LF	\$ 4.00	3500	\$ 14,000.00
Removal of Curb (Concrete)	LF	\$ 10.00	0	\$ -
Excavation	CY	\$ 20.00	2000	\$ 40,000.00
Removal of Pipe (RCP)	LF	\$ 20.00	200	\$ 4,000.00
Demo Existing Traffic Control Features	LS	\$ 20,000.00	1	\$ 20,000.00
Misc Demo	LS	\$ 15,000.00	1	\$ 15,000.00
<b>Subtotal</b>				<b>\$ 123,000</b>
<b>Asphalt/Concrete</b>				
Aggregate Base Stone	TON	\$ 30.00	1850	\$ 55,500.00
Binder Course BM-2	TON	\$ 95.00	1250	\$ 118,750.00
Surface Course	TON	\$ 120.00	350	\$ 42,000.00
Mill and Overlay 411E Mix <sup>(1)</sup>	SF	\$ 3.00	138000	\$ 414,000.00
<b>Subtotal</b>				<b>\$ 630,250</b>
<b>Landscaping/Amenities</b>				
Entry Sign/Retaining Wall	LS	\$ 50,000.00	1	\$ 50,000.00
Landscaping	LS	\$ 50,000.00	1	\$ 50,000.00
<b>Subtotal</b>				<b>\$ 100,000.00</b>
<b>Storm Drainage</b>				
Catch Basins 0' -4' Depth	EA	\$ 2,750.00	0	\$ -
Endwalls	EA	\$ 2,500.00	4	\$ 10,000.00
12" Concrete Pipe Culvert (Class IV)	LF	\$ 50.00	150	\$ 7,500.00
15" Concrete Pipe Culvert (Class IV)	LF	\$ 60.00	200	\$ 12,000.00
<b>Subtotal</b>				<b>\$ 29,500</b>
<b>Erosion and Sediment Control</b>				
Erosion Control	LS	\$ 20,000.00	1	\$ 20,000.00
<b>Subtotal</b>				<b>\$ 20,000</b>
<b>Traffic Signals/Signage/Marking</b>				
Plastic Pavement Marking (4" Line)	LM	\$ 8,000.00	1.5	\$ 12,000.00
Plastic Pavement Marking (Stop Line)	LF	\$ 3.00	200	\$ 600.00
Plastic Pavement Marking (Turn Lane Arrow)	EA	\$ 300.00	20	\$ 6,000.00
Signage	LS	\$ 10,000.00	1	\$ 10,000.00
Traffic Signal / Installation	LS	\$ 170,000.00	1	\$ 170,000.00
<b>Subtotal</b>				<b>\$ 198,600</b>
<b>Earthwork</b>				
Excavation for Ditches	CY	\$ 20.00	750	\$ 15,000.00
Seed and Straw Ditches and disturbed area	AC	\$ 7,500.00	1.5	\$ 11,250.00
<b>Subtotal</b>				<b>\$ 26,250</b>
<b>Property Acquisition</b>				
0.03 Acres	AC	\$ 300,000.00	0.03	\$ 9,000.00
0.03 Acres	AC	\$ 300,000.00	0.03	\$ 9,000.00
0.04 Acres	AC	\$ 300,000.00	0.04	\$ 12,000.00
0.04 Acres	AC	\$ 300,000.00	0.04	\$ 12,000.00
0.03 Acres	AC	\$ 300,000.00	0.03	\$ 9,000.00
0.09 Acres	AC	\$ 300,000.00	0.09	\$ 27,000.00
<b>Subtotal</b>				<b>\$ 78,000</b>
<b>SUBTOTAL</b>				<b>\$ 1,452,600</b>
Engineering (12%)				\$ 174,312
Survey (2.5%)				\$ 36,315
CEI (10%)				\$ 145,260
<b>Total \$</b>				<b>1,810,000</b>

(1) - Utility relocation is an unknown portion of this project at this point. It is assumed that there will be a certain amount of underground utility relocation as well as overhead utility line and utility pole relocation.

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.



NASHVILLE AREA

# Metropolitan Planning Organization

May 16, 2011

Mayor Austin McMullen  
City of Oak Hill  
5548 Franklin Pike, Suite 102  
Nashville, Tennessee 37220

**RE: NOTICE OF AWARD, LOCAL MATCHING REQUIREMENTS FOR FY 2011 & 2012 PROJECTS**

Dear Mayor McMullen:

On behalf of the Nashville Area MPO, I am writing to congratulate you on the *MPO Surface Transportation Program* grant awards announced for projects in your area (list attached).


Your grant award(s) has been included in the **FYs 2011-2015 Transportation Improvement Program (TIP)**, adopted by the MPO Board on December 15, 2010. The TIP includes a detailed listing of all projects scheduled to receive federal grant funds through September 30, 2015. Grant funds are programmed based on the anticipation of funding levels set by the U.S. Congress. The TIP may be amended or modified, as necessary, to reflect actual annual budgeted amounts.

In order to keep projects moving and to prevent the lapse of federal funding allocated to the region, the MPO Board has adopted a set of policies to ensure increased accountability and transparency for regional transportation projects funded by the MPO. A copy of those policies is included with this letter.

Per MPO policy, **proof of local matching funds for MPO federal grants must be presented to the MPO at least three (3) months prior to the October 1 start of the program year.** Local proof may be provided in the form of a resolution from the local legislative body or a signed letter from the principal elected official or chief executive of the jurisdiction or agency. Failure to provide the requested documentation will lead to a delay in funding and may result in the loss of award funds.

Please contact me at (615) 862-7186 if you have questions or need additional information. We look forward to working with you on these critical infrastructure investments!

Best,

  
Michael Skipper, AICP  
Executive Director

CC: Mr. Kevin Helms, City Manager

enclosures



Nashville Area Metropolitan Planning Organization  
**FYs 2011-2015 TRANSPORTATION IMPROVEMENT PROGRAM**

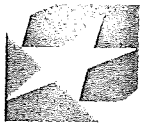
**MPO Surface Transportation Program Awards and Local Matching Requirements**

Oak Hill

TIP ID#	Project/Route	Program Year	Project Phase	Federal Award	LOCAL MATCH
2011-14-042	Battery Lane / Harding Place and Franklin Road Improvements	2011	PE-D	\$67,200	\$16,800
2011-14-042	Battery Lane / Harding Place and Franklin Road Improvements	2011	ROW	\$62,400	\$15,600
2011-14-042	Battery Lane / Harding Place and Franklin Road Improvements	2011	PE-N	\$100,800	\$25,200

NOTICE: Proof of local matching funds must be presented to the MPO at least three (3) months prior to the start of the program year, which begins October 1. Local proof may be provided in the form of a budget resolution or a signed letter from the mayor, county executive, or chief executive officer of the recipient jurisdiction/ agency. Failure to submit proper documentation may result in the loss of award funds.

Deadlines for proof of matching funds:	Program Year	Deadline
	2011	July 1, 2011* Extended to reflect the TIP's adoption on December 15, 2010.
	2012	July 1, 2011
	2013	July 1, 2012
	2014	July 1, 2013
	2015	July 1, 2014



NASHVILLE AREA

**Metropolitan Planning Organization**

## **2035 Regional Transportation Plan Transportation Improvement Programming Policies**

Adopted by the MPO Executive Board, December 15, 2010

### **Introduction**

In order to demonstrate compliance with federal transportation planning requirements, and to ensure that state and local agencies have access to federal transportation funding for roadways, bridges, transit, and facilities for non-motorized modes, the MPO's Transportation Improvement Program must include all projects that are funded wholly or in part with federal funds, or are determined to be regionally significant. Though the TIP is developed in its entirety every four or five years, routine maintenance is required to accurately reflect anticipated federal expenditures, and to provide transparency to the public interested in short-term transportation improvements in the area.

The MPO has identified the following policies to provide guidance for the development and maintenance of the regional work program, and to assist in the effective administration of MPO-managed federal grant funds. Currently, the MPO manages federal grant funding appropriated by the U.S. Congress through the Federal Highway Administration and Federal Transit Administration to local government and agencies within the MPO planning area. Specifically, the MPO manages grant funds from the FHWA Surface Transportation Program (STP) and FTA Section 5307 grant programs set-aside for urbanized areas. From time to time, the MPO may receive a suballocation of revenues from other funding sources (e.g., FHWA Congestion Mitigation Air Quality, Economic Recovery, etc.), for which spending discretion also is provided.

### **Policy 1. Compliance with Regional Plan**

For a project to be eligible for the TIP, it first must be included in the adopted regional transportation plan. Large capital projects, roadway capacity, and/or general purpose roadway projects must be individually listed or clearly part of a larger project included in the fiscally-constrained component of the plan. Certain projects seeking to improve safety, increase multi-modal opportunities, or enhance the existing transportation system may be programmed in the TIP without individual identification in the regional plan, so long as they are consistent with the established goals and objectives of the plan, are funded with revenue identified by the plan, and are included in the assumptions of the air quality conformity determination (if required).

### **Policy 2. Compliance with Air Quality Standards**

Prior to the adoption of a TIP or the approval of any subsequent amendment or modification to the TIP, the MPO shall ensure that the collection of projects comprising the work program conform to applicable air quality standards and/ or meet state and federal air quality regulations or requirements. Such regulations or requirements may necessitate that members of the MPO submit to the MPO detailed information about any project that adds vehicular capacity to the major roadway system -- whether funded with federal grants or not.

### **Policy 3. Compliance with State Transportation Work Program**

No TIP project may assume the receipt of state revenues or state-managed federal grant funds unless those funds are included in the state's three-year work program presented annually to the Tennessee General Assembly, or unless otherwise authorized in writing by the Tennessee Commissioner of Transportation. Valid contractual agreements between the State of Tennessee and a local grant recipient may serve as sufficient proof of the State's commitment.

#### **Policy 4. Fiscal Constraint Limitations**

The MPO shall not program in the TIP any MPO-managed federal grant funds for which funding cannot be identified, either as part of unobligated amounts appropriated by Congress in the current or previous federal fiscal years, or as part of the MPO's adopted financial forecast for the corresponding TIP year(s).

#### **Policy 5. Illustrative Priorities**

Upon adoption of the TIP and in each year thereafter, the MPO shall endorse or reaffirm its commitment to seeking resources for regional priority projects not funded by grants provided by the TIP. The endorsed list of priorities shall be used to identify next-in-line projects to receive additional funding available to the MPO, either through higher-than-expected appropriations or new federal grant programs, or from funding that is returned to the MPO general fund from any project not able to use its award. The list also shall be used to communicate the region's top priorities for other funding opportunities to TDOT, state legislators, the U.S. Congressional delegation, and other interested parties.

#### **Policy 6. Eligibility for MPO-Managed Federal Grant Funds**

At minimum, any proposed project to improve the safety, capacity, operations, or physical condition of roadways identified on the MPO's federal-aid network are eligible for MPO-managed federal grant funds. In addition, projects that improve safety or multi-modal opportunities on routes not identified on the federal-aid system (e.g., sidewalks on local roads, greenways, transit routes, etc.) also are eligible as long as they meet any applicable federal codes and regulations. Certain MPO-managed federal grant funds may require additional conditions be met in order to be considered eligible (e.g., CMAQ funds require an air quality benefit).

In general, MPO-managed federal grant funds should be awarded to projects that serve locations contained within the geographic area of the associated grant program (e.g., urbanized area Surface Transportation Program funds), but exceptions may be granted in cases where an MPO priority project located outside of the area is shown to have benefit to the region as a whole, and where that project has no other opportunity for funding within the desired implementation schedule.

#### **Policy 7. MPO Commitment to Projects**

With the adoption of the TIP, or its subsequent amendment, the MPO formally commits to ensuring that MPO-managed federal grant funds identified for a project are provided as programmed unless such funding is not available due to changes in law or federal regulations, or if funding is not appropriated at anticipated levels, or is lost to the periodic rescission of unobligated balances. Should MPO-managed federal grant funding be removed from a project as a result of a decrease in funding levels, that project shall remain a top priority for funding once revenues are identified or restored.

Any project programmed in the TIP with MPO-managed federal grant fund, which continues to meet all eligibility requirements while maintaining the proper support of the project sponsor, shall continue to be a priority for the MPO as the region develops a new TIP. Projects with federal funding already obligated shall automatically have unobligated programmed funds carried forward to the new TIP, along with the appropriate increase in funding to cover inflation (see Policy 11) unless that project is proven to have a fatal flaw, loses support from the project sponsor, or is estimated to cost more than 10% beyond previous cost estimates provided to the MPO (see Policy 12).

#### **Policy 8. Project Sponsor Commitment to Projects**

Project sponsors hold ultimate responsibility for ensuring that project information contained in the TIP is correct, that it accurately represents the scope of work being performed, and the amount of funding being requested. The sponsor is responsible for providing to the MPO an honest accounting of project details including: costs, implementation schedules, and local matching fund sources, at the time of the application for federal funds and anytime such details change, or at the request of the MPO.

For a project funded with MPO-managed federal funds to remain eligible for those funds, the project's sponsor must provide proof of stated local matching funds at least 3-months prior to the beginning of the federal fiscal year for which the funds are programmed for use. Should a sponsor fail to satisfy the requirement, the project may be allowed a one-year grace period (see Policy 10).

### **Policy 9. Construction Funding**

To facilitate the timely delivery of projects and to prevent the lapse of obligation authority provided by Congress to the state and MPO, the construction phase of projects shall not be formally programmed with MPO-managed federal grant funds until all preliminary engineering (PE) work is completed. This approach assists in the management of federal funds by providing a realistic construction cost estimate and implementation schedule, thus preventing large amounts of funding from being held up on delayed projects.

In order to ensure the availability of MPO-managed federal grant funds for projects ready for construction, the MPO will reserve at least 80% of the amount of funding needed for construction on projects programmed in the TIP (which have not completed PE) as unprogrammed funds. Funding will be programmed on projects in the TIP after the completion of the PE phase on a first-come, first-serve basis as funding is made available.

In order to be eligible for MPO-managed federal grant funds for a construction phase, the project sponsor must submit a construction cost estimate at the time of the MPO's call-for-projects associated with the development of a new TIP. If the project is selected for funding, the MPO's federal share of construction costs will be shown as "illustrative," until the PE phase has been completed.

Should the construction cost estimate identified after the completion of PE exceed the original estimate by 10% or more, the project sponsor must find an alternative source of revenue, make a special request to the MPO Executive Board for additional funding, or compete for the additional funding as part of the MPO's next call-for-projects. In such competition, priority will be given to viable projects previously programmed in the TIP (see Policy 7).

### **Policy 10. Dormant or Inactive Projects**

Project sponsors are given a one-year grace period to obligate funding on projects beyond the originally programmed year of work. Failure to do so may cause federal funds to be returned to the MPO general fund and re-programmed to the next highest eligible MPO priority as identified by the MPO's annual list of priorities (see Policy 5).

Project phases which have been obligated, but have not realized any activity within a 12-month timeframe, may be subject to de-obligation and grant funds returned to the MPO general fund. Returned funds will be re-programmed to the next-highest eligible MPO priority, as identified by the MPO's annual list of priorities.

### **Policy 11. Inflation Adjustments**

Whenever a project is deferred or carried over from one TIP to another, the MPO shall automatically increase the project award by 5% and up to 10%, unless evidence suggests that such adjustment is not necessary. Should evidence show that project cost estimates have increased by more than 10% on a project in a previous TIP, the project sponsor must compete for the additional funding. In such competition, priority will be given to viable projects previously programmed in the TIP (see Policy 7).

### **Policy 12. Cost Increases/ Cost Over-Runs**

In cases where a project that is awarded MPO-managed federal grant funds does not have sufficient funding to fulfill the scope of the project as originally programmed, the project sponsor may be granted the flexibility to shift funding across phases and/or years (pending the availability of funding) to cover increased cost estimates for the affected phase. Should additional funding be required to implement the phase, the project sponsor will be responsible for securing that additional funding from an alternative source of revenue or compete for

additional funds at the next available MPO call-for-projects. In such competition, priority will be given to viable projects previously programmed in the TIP (see Policy 7).

The responsibility for any cost over-run on a project already under contract shall be determined by the prevailing contractual agreement between TDOT and the project sponsor. Such contractual agreement shall not bind the MPO to pay for cost-overruns with MPO-managed federal grant funds. The project sponsor may shift funding across phases and/or years (pending the availability of funding) to cover increased costs, however, should additional funding be required to conduct the programmed phase, the project sponsor will be responsible for securing that additional funding from an alternative source of revenue or compete for additional funds at the next available MPO call-for-projects. In such competition, priority will be given to viable projects previously programmed in the TIP (see Policy 7).

### **Policy 13. Changes in the Scope of Work**

All changes to the scope of work for projects programmed in the TIP with MPO-managed federal grant funds must first be approved by the MPO. Projects are evaluated, scored, ranked, and prioritized, and selected based on the benefits and costs of the project as proposed at the time the TIP is developed. Any changes that significantly depart from the original scope may require that project to compete for federal funds during the next MPO call-for-projects.

### **Policy 14. Project Tracking**

In order to facilitate the implementation of the TIP policies, the MPO will work with TDOT and project sponsors to present to MPO members, at least quarterly, a full accounting of the funds obligated for each project and any changes in the status of those projects.

### **Policy 15. TIP Amendment Cycles**

MPO will consider amendments to the TIP on a quarterly basis. The annual schedule of amendment cycles shall be adopted by the MPO prior to the beginning of each federal fiscal year (October 1). Any project sponsor requesting an amendment not deemed to be an emergency must wait for the next amendment cycle or reimburse the MPO for the direct costs incurred to pay for the required public noticing.



**STATE OF TENNESSEE**  
**DEPARTMENT OF TRANSPORTATION**  
SUITE 700, JAMES K. POLK BUILDING  
505 DEADERICK STREET  
NASHVILLE, TN 37243-0349  
(615) 741-2848

**JOHN C. SCHROER**  
COMMISSIONER

**BILL HASLAM**  
GOVERNOR

June 23, 2011

Mr. Kevin L. Helms  
Oak Hill City Manager  
5548 Franklin Road, Suite 102  
Nashville, Tennessee 37220

Dear Mr. Helms:

This is in response to your letter of June 22, 2011 requesting that the Tennessee Department of Transportation pay the 20% match for the proposed improvements to the intersection of Franklin Road and Harding Place/Battery Lane.

The Department is pleased to be able to partner with the City of Oak Hill and to provide the 20% match for this improvement. We agree the proposed improvements will allow the intersection to operate in its most efficient manner. Your willingness to use Federal STP funds, available through the Nashville MPO, emphasizes your agency's commitment to improving our transportation network.

Please contact Ms. Teresa Estes, Manager of our Local Programs Office, to have the appropriate contract initiated between our agencies. Ms. Estes can be reached at (615) 741-5329 or by email at [Teresa.Estes@tn.gov](mailto:Teresa.Estes@tn.gov).

Sincerely,

A handwritten signature in black ink that reads "Paul D. Degges".

Paul D. Degges, P.E.  
Chief Engineer

PDD/JM/jc

cc: Ms. Teresa Estes w/attachment  
Mr. Michael Skipper w/attachment

All the following will receive attachments

Bcc: Mr. Chris Christianson  
Mr. Jeff Jones  
Mr. Jim Moore  
Mr. Ronnie Porter

*City of* **Oak Hill**, *Tennessee*

CITY OFFICE, 5548 FRANKLIN ROAD SUITE 102, NASHVILLE, TENNESSEE 37220  
TELEPHONE (615) 371-8291 FAX (615) 373-6886  
EMAIL: [OAKHILLTN@BELLSOUTH.NET](mailto:OAKHILLTN@BELLSOUTH.NET)

Austin McMullen, Mayor  
Kyle Feils, Commissioner  
M. C. Sparks, Assistant City Manager  
Bill Burdette, Chief Building Official  
Patrick Steiner, Administrative Assistant

Jennifer Claxton, Vice-Mayor  
Kevin L. Helms, City Manager  
Tom Lawless, Chair, Board of Zoning Appeals  
Art McWilliams, Chair, Planning Commission  
J. Todd Moore, City Attorney

June 22, 2011

Mr. Paul Degges  
Tennessee Department of Transportation  
Chief Engineer  
James K. Polk Building, Suite 700  
Nashville, Tennessee 37243

Re: **Surface Transportation Project at Franklin Road and Harding Place  
Oak Hill, Tennessee**

Dear Mr. Degges:

Thank you for taking the time to meet with Mayor Austin McMullen, Chris Rhodes, Zac Dufour and I today at your office. We appreciate your time and the willingness of the Department to work with the City of Oak Hill on this upcoming project.

As we discussed the improvements at the intersection of Franklin Road (State Route 6) and Harding Place (State Route 255) / Battery Lane consist of adding turn lanes, widening existing lanes, lengthening turn lane storage bays and tapers, a new traffic signal, and minor geometric modifications.

The vast majority of the proposed improvements are on State Routes with the exception being Battery Lane, which is a functionally classified route. It is our opinion that the proposed improvements on Battery Lane are necessary to allow the entire intersection to operate in its most efficient manner. The purpose of our meeting today was to request the 20 percent matching funds for the Design, Environmental, Right-of-Way and Construction phases of the project be provided by the Department of Transportation. Attached to this letter are a preliminary proposed layout of the intersection, preliminary cost estimate, 2035 Long Range Transportation Plan (LRTP) application, Transportation Improvement Plan (TIP) application and the MPO TIP page. The City also plans to manage this project locally according to the Local Government Guidelines for the Management of Federal and State Funded Transportation Projects.



Thanks again for your willingness to work with the City and help us move forward with the first MPO funded project within the City of Oak Hill.

Sincerely,



Kevin L. Helms  
City Manager

Enclosures: Preliminary Proposed Layout  
Preliminary Cost Estimate  
2035 LRTP application  
TIP application  
MPO TIP page

Cc: Mayor Austin McMullen  
Zac Dufour, P.E. – Kimley-Horn and Associates, Inc.  
Michael Skipper – Nashville Area Metropolitan Planning Organization

The mission of the City of Oak Hill is to preserve its natural resources and residential environment; to offer an enhanced level of services to its citizens; and to provide a strong sense of community pride with historical awareness all within close proximity to a world class metropolitan area.

Received by: \_\_\_\_\_  
Date: \_\_\_\_\_

**CANDIDATE PROJECT APPLICATION FORM**

**INTERSECTIONS**

<b>PROJECT NAME</b>	Battery Lane / Harding Place and Franklin Road Improvements	
<b>LEAD AGENCY</b>	City of Oak Hill	
<b>2030 LRTP ID# (If Available)</b>		
<b>COUNTIES</b>	Davidson	
<b>ROADWAY NAME</b>	Battery Lane / Harding Place and Franklin Road	
<b>If an INTERSTATE INTERCHANGE, has an INTERCHANGE JUSTIFICATION STUDY been completed?</b>	CIRCLE: <input type="checkbox"/> COMPLETED <input type="checkbox"/> REQUESTED <input type="checkbox"/> NO	
<b>GENERAL DESCRIPTION</b>	Capacity improvements for the eastbound, westbound, and southbound approaches to the intersection consisting of lane additions, lane extensions, and lane widening to meet current standards and current traffic demands.	

**SCOPE OF WORK**

**Intersecting Roads:**

- @ Franklin Road \_\_\_\_\_
- @ Battery Lane/Harding Place \_\_\_\_\_
- @ \_\_\_\_\_
- @ \_\_\_\_\_
- @ \_\_\_\_\_
- @ \_\_\_\_\_

**Proposed Improvements:**

- New Road/ Roadway extension
- Roadway Widening (# lanes: 1 left-turn )
- Realignment
- Wayfinding/ Signage
- ITS Improvements
- Curb & Drainage
- Streetscaping
- Other Intersection Capacity Improvements

**Proposed Features:**

- Sidewalks
- Marked Crosswalks
- Bicycle Lane
- Shared-Lane
- HOV Lane

**Transit Accommodations:**

- Mixed-Traffic Transit Route
- Transit-Only Lanes
- Signal Prioritization
- Transit Pullouts
- Transit Shelters

**PURPOSE & NEED**

**Primary Objective (SELECT ONE):**

- Mitigate Current Congestion
- Mitigate Future Congestion
- Support Economic Development
- Improve Safety
- Increase Access to Multi-Modal Options
- Increase Network Connectivity
- System Preservation (Maintenance)
- Improve System Efficiency (Operations)
- Other \_\_\_\_\_

**Other Objectives (SELECT ALL THAT APPLY):**

- Mitigate Current Congestion
- Mitigate Future Congestion
- Support Economic Development
- Improve Safety
- Increase Access to Multi-Modal Options
- Increase Network Connectivity
- System Preservation (Maintenance)
- Improve System Efficiency (Operations)
- Other \_\_\_\_\_

**CANDIDATE PROJECT APPLICATION FORM FOR \_\_\_\_\_**

**Purpose & Need Statement:**

This intersection improvement project is needed to alleviate current recurring congestion along Franklin Road and Battery Lane / Harding Place. Currently, the intersection operates at failing (level of service (LOS) F during the PM peak hour) or near failing (LOS E during the AM peak hour) conditions during peak traffic periods. These conditions are present even after recent signal timing optimization efforts were completed a couple of years ago via Metro Nashville's Signal Timing Optimization Program.

Currently the eastbound (Battery Lane) approach has substandard lane widths (approx. 9 feet), storage bays, and taper lengths, thus causing this approach to experience sizeable, recurring delay on a daily basis. There are also sizeable westbound left-turn movements along Harding Place, which currently warrants a second left-turn lane. Lane widths for the westbound approach are also substandard (approx. 10 feet) and would be improved with this project. Furthermore, the southbound left-turn movement experiences large PM peak hour volumes, and routinely queues outside of the existing single lane storage bay, thereby causing sight distance and operational constraints for the upstream intersection of S. Curtiswood Lane at Franklin Road. This movement warrants a second left-turn lane as well. With these intersection improvements, traffic conditions are expected to improve as follows: AM peak hour: From LOS E (61.5 sec of delay / vehicle, volume-to-capacity ratio (v/c) = 1.04) to LOS C (34.5 sec of delay / vehicle, v/c = 0.83), and for the PM peak hour: from LOS F (80.9 sec of delay / vehicle, v/c = 1.15) to LOS D (42.5 sec of delay / vehicle, v/c = 0.86).

This project will improve the most congested and most heavily traveled intersection within Oak Hill. It will also improve travel times for thousands of Davidson and Williamson County commuters who travel through this intersection for work-related trips, to gain access to I-65.

**PROJECT COSTS, FUNDING, & TIMING**

**PROJECT COST ESTIMATE IN 2010 DOLLARS:** \$1,810,000

**Source of Cost Estimate:**

- No Estimate Available
- Rough Planning Estimate
- Detailed Planning Report
- Preliminary Design & Engineering
- TDOT Estimate
- Other \_\_\_\_\_

**Federal Funding Requested:**

- YES, 100% of Cost
- YES, 80% of Cost
- YES, Some % of Cost
- NO
- NOT SURE

**By when should this project be completed:**

- 2015
- 2025
- 2035
- NOT SURE

**Are Matching Funds Available:**

- YES, Funds are locally programmed
- YES, Funds will be locally programmed
- NO
- NOT SURE

**ABOUT YOU**

Name	<u>Kevin Helms</u>	E-mail	<u>khoakhill@bellsouth.net</u>
Title	<u>City Manager</u>	Phone	<u>615-371-8291</u>
Department	_____		
Agency/ Organization	<u>City of Oak Hill</u>		

**INSTRUCTIONS**

Please submit this application along with any additional supporting documentation to the Nashville Area MPO.

**ATTN: Matt Meservy, PE**

By e-mail: [meservy@nashvillempo.org](mailto:meservy@nashvillempo.org)

By mail: 800 Second Avenue South | PO Box 196300 | Nashville, TN 37219

By fax: 615.880.2450

This form can be completed online at: <http://www.surveymonkey.com/s/2035Projects>

More information available at: [http://www.nashvillempo.org/plans\\_programs/rtp/2035\\_call.aspx](http://www.nashvillempo.org/plans_programs/rtp/2035_call.aspx)

**Deadline: February 19, 2010**



KHA Project No.: 118028000  
Date: 2/17/2010

Electronic File:

K:\NSH\_LDEVA118028000 - Oak Hill\TRAFFIC\Granny White Type.xls\Signed

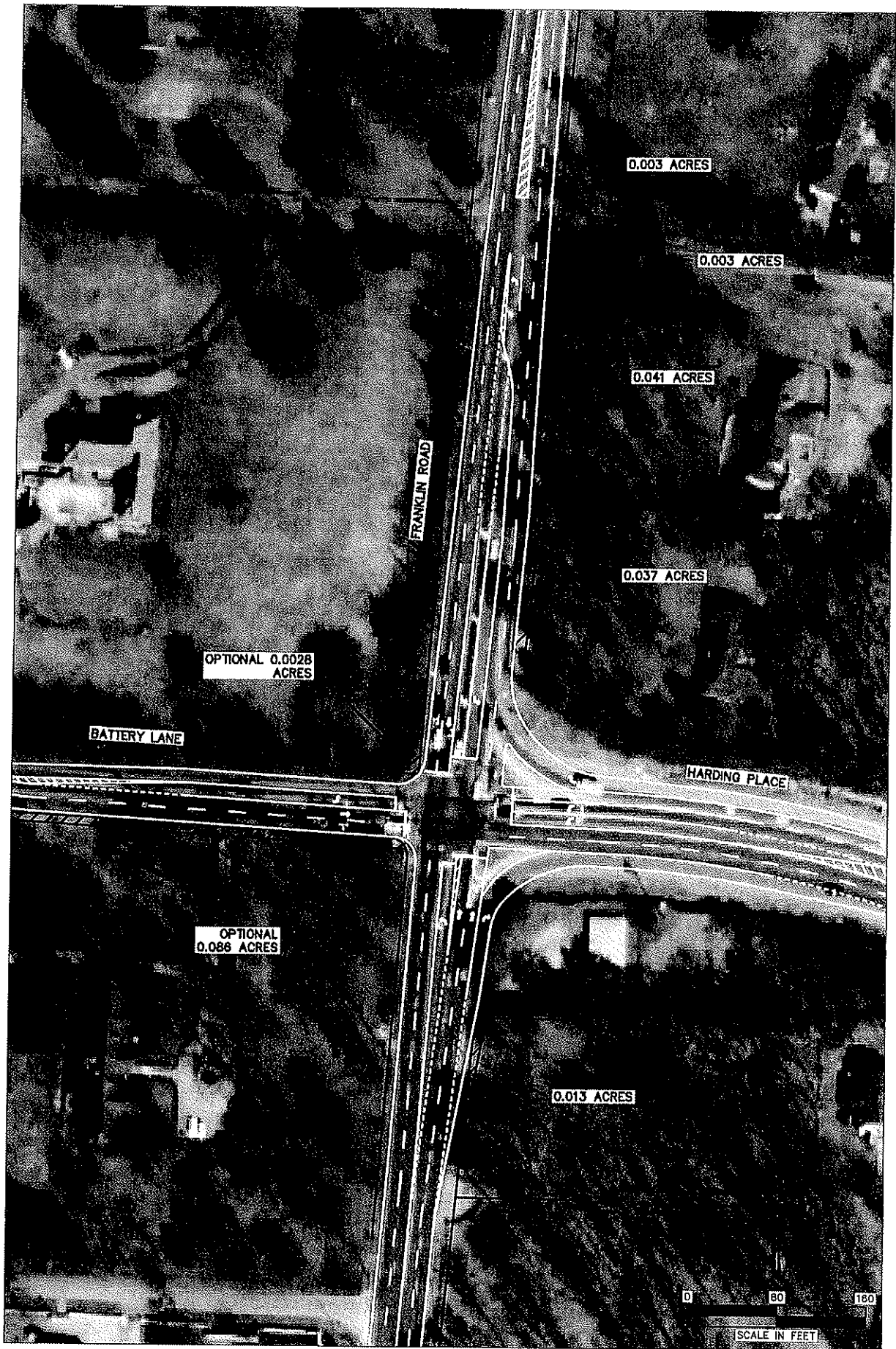
Franklin Road and Battery Lane / Harding  
Place Intersection Improvements

Opinion of Probable Cost

			Kimley-Horn and Associates, Inc.		
Misc. Items	Item Description	Unit	Unit Price	Quantity	Amount
	Mobilization	EA	\$ 50,000.00	1	\$ 50,000.00
	Construction Layout	LS	\$ 25,000.00	1	\$ 25,000.00
	Traffic Control	LS	\$ 50,000.00	1	\$ 50,000.00
	Relocation of Utilities <sup>(1)</sup>	LS	\$ 200,000.00	1	\$ 200,000.00
	<b>Subtotal</b>				<b>\$ 325,000</b>
<b>Demolition</b>					
	Removal of Rigid Pavement	CY	\$ 25.00	0	\$ -
	Removal of Asphalt Pavement	SY	\$ 15.00	2000	\$ 30,000.00
	Saw Cutting Asphalt Pavement	LF	\$ 4.00	3500	\$ 14,000.00
	Removal of Curb (Concrete)	LF	\$ 10.00	0	\$ -
	Excavation	CY	\$ 20.00	2000	\$ 40,000.00
	Removal of Pipe (RCP)	LF	\$ 20.00	200	\$ 4,000.00
	Demo Existing Traffic Control Features	LS	\$ 20,000.00	1	\$ 20,000.00
	Misc Demo	LS	\$ 15,000.00	1	\$ 15,000.00
	<b>Subtotal</b>				<b>\$ 123,000</b>
<b>Asphalt/Concrete</b>					
	Aggregate Base Stone	TON	\$ 30.00	1850	\$ 55,500.00
	Binder Course BM-2	TON	\$ 95.00	1250	\$ 118,750.00
	Surface Course	TON	\$ 120.00	350	\$ 42,000.00
	Mill and Overlay 411E Mix <sup>(1)</sup>	SF	\$ 3.00	138000	\$ 414,000.00
	<b>Subtotal</b>				<b>\$ 630,250</b>
<b>Landscaping/Amenities</b>					
	Entry Sign/Retaining Wall	LS	\$ 50,000.00	1	\$ 50,000.00
	Landscaping	LS	\$ 50,000.00	1	\$ 50,000.00
	<b>Subtotal</b>				<b>\$ 100,000.00</b>
<b>Storm Drainage</b>					
	Catch Basins 0' -4' Depth	EA	\$ 2,750.00	0	\$ -
	Endwalls	EA	\$ 2,500.00	4	\$ 10,000.00
	12" Concrete Pipe Culvert (Class IV)	LF	\$ 50.00	150	\$ 7,500.00
	15" Concrete Pipe Culvert (Class IV)	LF	\$ 60.00	200	\$ 12,000.00
	<b>Subtotal</b>				<b>\$ 29,500</b>
<b>Erosion and Sediment Control</b>					
	Erosion Control	LS	\$ 20,000.00	1	\$ 20,000.00
	<b>Subtotal</b>				<b>\$ 20,000</b>
<b>Traffic Signs/Signage/Marking</b>					
	Plastic Pavement Marking (4" Line)	LM	\$ 8,000.00	1.5	\$ 12,000.00
	Plastic Pavement Marking (Stop Line)	LF	\$ 3.00	200	\$ 600.00
	Plastic Pavement Marking (Turn Lane Arrow)	EA	\$ 300.00	20	\$ 6,000.00
	Signage	LS	\$ 10,000.00	1	\$ 10,000.00
	Traffic Signal / Installation	LS	\$ 170,000.00	1	\$ 170,000.00
	<b>Subtotal</b>				<b>\$ 198,600</b>
<b>Earthwork</b>					
	Excavation for Ditches	CY	\$ 20.00	750	\$ 15,000.00
	Seed and Straw Ditches and disturbed area	AC	\$ 7,500.00	1.5	\$ 11,250.00
	<b>Subtotal</b>				<b>\$ 26,250</b>
<b>Property Acquisition</b>					
	0.03 Acres	AC	\$ 300,000.00	0.03	\$ 9,000.00
	0.03 Acres	AC	\$ 300,000.00	0.03	\$ 9,000.00
	0.04 Acres	AC	\$ 300,000.00	0.04	\$ 12,000.00
	0.04 Acres	AC	\$ 300,000.00	0.04	\$ 12,000.00
	0.03 Acres	AC	\$ 300,000.00	0.03	\$ 9,000.00
	0.09 Acres	AC	\$ 300,000.00	0.09	\$ 27,000.00
	<b>Subtotal</b>				<b>\$ 78,000</b>
	<b>SUBTOTAL</b>				<b>\$ 1,452,600</b>
			Engineering (12%)	\$	174,312
			Survey (2.5%)	\$	36,315
			CEI (10%)	\$	145,280
			<b>Total \$</b>		<b>1,810,000</b>

(1) - Utility relocation is an unknown portion of this project at this point. It is assumed that there will be a certain amount of underground utility relocation as well as overhead utility line and utility pole relocation.

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.



Kimley-Horn  
and Associates, Inc.

FRANKLIN ROAD AT BATTERY LANE / HARDING PLACE INTERSECTION  
 PROPOSED WIDENING AND TURN LANE INSTALLATION  
 CITY OF OAK HILL, TENNESSEE

## NASHVILLE AREA METROPOLITAN PLANNING ORGANIZATION

**FY 2008-11 TIP Amendment:**

**TIP #:**

**LRTP Project #:**

**Project:** Battery Lane / Harding Place and Franklin Road Improvements

**Requested By:** City of Oak Hill

**Phase:** PE, ROW, CONST

**Fiscal Year(s):** 2011, 2012

**Proposed Changes:** Intersection improvements including additional lanes and signalization upgrades.

**Total Project Cost:** \$ 1,810,000

**From:**

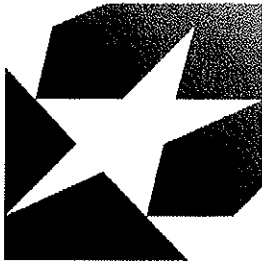
FY	Type of Work	Funding	Total	Federal	State	Local

**To:**

FY	Type of Work	Funding	Total	Federal	State	Local
2011	PE	STP	\$ 210,000	\$ 168,000		\$ 42,000
2011	ROW	STP	\$ 78,000	\$ 62,400		\$ 15,600
2012	CONST	STP	\$ 1,522,000	\$ 1,217,600		\$ 304,400

**Description:** Capacity improvements for the eastbound, westbound, and southbound approaches to the intersection consisting of lane additions, lane extensions, and lane widening to meet current standards and current traffic demands.

**Background:** This project will improve the most congested and most heavily traveled intersection within Oak Hill. It will also improve travel times for thousands of Davidson and Williamson County commuters who travel through this intersection for work-related trips, to gain access to I-65, and to access a number neighboring schools within the area.

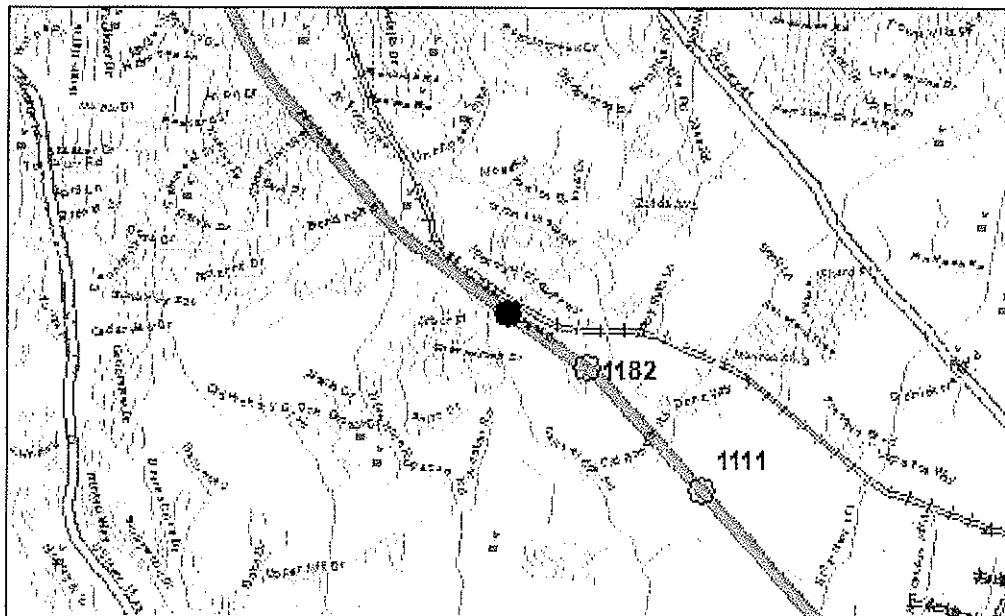


## Nashville Area MPO Fiscal Years 2011-2015 Transportation Improvement Program

TIP #	2011-14-042	TDOT PIN #		Improvement Type	Intersection	Lead Agency	Oak Hill
County	Davidson	Length	0.0 mi	RTP#	1014-259	Conformity Status	Non-Exempt
Route/Project Name	Battery Lane / Harding Place and Franklin Road Improvements					Total Project Cost	\$1,810,000
Terminal or Intersection	Battery Lane / Harding Place						
Project Description	Capacity Improvements for the eastbound, westbound, and southbound approaches to the intersection consisting of lane additions, lane extensions, and lane widening to meet current standards and current traffic demands.						

Fiscal Year	Type of Work	Funding Type	Total Funds	Fed Funds	State Funds	Local Funds
2011	PE	U-STP	\$210,000	\$168,000		\$42,000
2011	ROW	U-STP	\$78,000	\$62,400		\$15,600
2012	CONST	U-RSV	\$1,522,000	\$1,217,600		\$304,400

Amendment 1 #		Adjustment 1 #		Remarks
Amended on		Adjusted on		
Amendment 2 #		Adjustment 2 #		
Amended on		Adjusted on		



This map is for illustrative purposes only. Drawings depict conceptual project corridors and areas, not approved alignments.