

Received by: _____

Date: _____

FYs 14-17 TRANSPORTATION IMPROVEMENT PROGRAM GRANT APPLICATION		Infrastructure	
PROJECT NAME	Drakes Creek Rd Widening Project		
LEAD AGENCY	Hendersonville		
PROJECT TYPE	<input checked="" type="checkbox"/> On-Road Improvements <input type="checkbox"/> Off-Road Improvements <input type="checkbox"/> Amenities/ Enhancements		
ROADWAY OR NEAREST INTERSECTION	Drakes Creek Rd	TERMINI (TO/FROM)	LENGTH (MILES)
		SR 386/ Vietnam Veterans to Stop 30 Rd	0.25
COUNTIES	<input type="checkbox"/> Davidson <input type="checkbox"/> Rutherford <input checked="" type="checkbox"/> Sumner/Robertson <input type="checkbox"/> Williamson/Maury <input type="checkbox"/> Wilson		
BRIEF DESCRIPTION	Widen Drakes Creek Rd from SR 386/Vietnam Veterans Blvd from 2 lanes to 5 lanes, including left turn lanes in all 4 directions at the intersection of Drakes Creek Rd and Stop 30 Rd and signalization. This project also involves raising this intersection above the flood elevation and replacing a condemned bridge.		
PROPOSED ELEMENTS		PROJECT HISTORY	
<input checked="" type="checkbox"/> Sidewalks <input checked="" type="checkbox"/> Curb Ramps <input checked="" type="checkbox"/> Crosswalk <input checked="" type="checkbox"/> Signalization/ Traffic Control <input type="checkbox"/> Intelligent Transportation System <input checked="" 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 checked="" type="checkbox"/> Project in TIP ID# __99-New-28_____ <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	\$1,600,000
		2017	\$
		Total	\$1,600,000
			\$400,000
		<i>*Please complete the PROJECT BUDGET WORKSHEET form and include any funding from other sources of revenue.</i>	
AGENCY CONTACT INFORMATION			
Name	Fred Rogers	E-mail	frogers@hvilletn.org
Title	Director	Phone	615-264-5316
Department	Planning Department		
Agency/ Organization	City of Hendersonville		

PROPOSAL NARRATIVE (Provide no more than 5 pages, responding to each of the following sections)	
Section 1. Project Description, Purpose, Need, and Objectives	Please provide a detailed description of the proposed transportation project including its purpose, need, and main objectives. Applicants also must describe the following: <ul style="list-style-type: none"> • Project History • Intended users • Anticipated number of users • Expected scope of work • Major tasks/ activities • Final deliverables / products
Section 2. Benefits to Region and Local Community	Describe how the proposed project will benefit the region and affected local communities. Specifically, consider how the project helps to promote: <ul style="list-style-type: none"> • MPO's four guiding principles • 2035 Plan's policy Initiatives, regional goals, and major objectives • Local neighborhood or community plans
Section 3. Project Deliverables, Schedule, & Milestones	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. 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.
Section 4. Budget Narrative	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.

Section 1. Project Description, Purpose, Need and Objectives

Description: Widen Drakes Creek Road from SR386 to Stop 30 Road from 2-lanes to 5-lanes, including left turn lanes in all 4 directions at the intersection of Drakes Creek Road and Stop 30 Road and signalization. This project also involves raising this street above the flood elevation and replacing a condemned bridge. The project length is 0.25 mile.

Purpose, Need, Objectives: See attached Exhibit A.

Project History: This project is programmed in the current LRTP. This project is programmed in the current TIP. This project is Phase 3 of a multi-phase project. Phase 1 involved the construction of Indian Lake Boulevard from 386 southward to Main Street. Phase 2 (being completed in FY13) improved the intersection/interchange of Indian Lake Boulevard at SR386. This third phase will widen Indian Lake Boulevard/Drakes Creek Road from SR386 northward to Stop 30 Road.

Intended Users: Intended users include the residents of the rapidly growing north central part of the City and Urban Growth Boundary served by Drakes Creek Road, Stop 30 Road, Anderson Road and Jones Lane. Also served will be the residents and businesses of the proposed Durham Farms, a 1,000 unit mixed-use development, and other proposed large planned unit developments. The recently completed Drakes Creek Middle School and the proposed Drakes Creek Elementary School will also be users of this improved street. Other users include a proposed private K-12 school on Stop 30 Road, just west of Drakes Creek Road and Indian Lake Village, a 400-acre mixed-use development. This development includes the existing Streets of Indian Lake, a "lifestyle" commercial development, Sam's Club, numerous restaurants and retail shops, 3 proposed power centers, 2 existing apartment complexes with over 500 units, 600 proposed homes, and existing and proposed offices. Other users include employees and customers of the businesses in Indian Lake Market and Indian Lake Center including Wal-Mart, Home Depot and numerous retail stores and offices. The students and faculty at Union University located on Indian Lake Boulevard will also be users as will the residents of the northwest and northeast areas of the City and Urban Growth Boundary who will use Stop 30 Road and Drakes Creek Road to access Indian Lake Village, Indian Lake Market, Indian Lake Center and the other traffic generators listed above.

Anticipated Number of Users: 8,500

Expected Scope of Work: PE, ROW, Utilities and Construction to raise the intersection out of the flood zone, to replace the condemned Drakes Creek Bridge, to widen Drakes Creek Road from SR386 to the intersection at Stop 30 Road from 2 lanes to 5 lanes and to widen Stop 30 Road at the intersection with Drakes Creek Road to provide left and right turn lanes and to signalize if warranted.

Major Tasks, Activities: PE, ROW, Utilities, Construction, including new bridge or box bridge.

Final Deliverables/Products: See above "Expected Scope of Work".

Section 2. Benefits: This project addresses the following MPO Guiding Principles.

Livability: This project will increase quality of life by improving access to jobs at the existing office buildings and retail and service establishments and to educational institutions-Drakes Creek Middle School and Union University.

Sustainability: This project will improve access to the high growth areas of the City and the Urban Growth Boundary without sacrificing health, environment, natural and socio-cultural resources or financial stability.

Prosperity: This project will contribute to the continued economic well-being of the area by providing better and safer access to education (Drakes Creek Middle School, Davidson Academy and Union University) and to jobs (office buildings and businesses in Indian Lake Village). Access will also be provided to amenities within the area. In particular, a sidewalk connection will be provided to connect the bike/ped/greenway system within Indian Lake Village which connects to the Library and several parks in the area and to Old Hickory Lake. This project will also attract new investments into Indian Lake Village and the Indian Lake Boulevard corridor by enhancing the gateway into this area.

This project supports Objectives 1, 2, 7, 8, 9 and 10.

This project is consistent with the City's Land Use and Transportation Plan.

Section 3. Schedule:

Oct, 2013-Nov, 2013 Enter a contract with TDOT to allow the City to manage this project

Dec, 2013-Jan, 2014 Receive Notice To Proceed from TDOT for PE

Feb, 2014-Mar, 2014 Advertise for Proposals for Engineering Consultant

Apr, 2014 Hire Engineering Consultant

May, 2014-Apr, 2015 PE

May, 2015 Receive Notice To Proceed from TDOT for ROW and Utilities

Je, 2015-Dec, 2015 ROW and Utilities

Jan, 2016 Receive Notice to Proceed for Construction

Feb, 2016-Mar, 2016 Advertise for bids

Apr, 2016-Je, 2016 Award contract for construction and CEI

Jul, 2016-Je, 2017 Complete construction and closeout

The project will be managed by the City's Public Works Department and Engineering Consultant. All contracts (engineering, ROW acquisition and construction) will include schedules with milestones and dates. One of the main criteria in choosing the engineering consultant will be performance and proven knowledge of TDOT requirements and track record in working with TDOT.

The City has successfully managed the following projects:

1. Indian Lake Boulevard at 386 Bridge widening, ramps, signals
2. New Shackle Island Road
3. Traffic Signal Upgrade
4. ARRA Projects

While the City experienced some difficulty in getting through the TDOT process, once a Notice To Proceed with construction was received, the projects were completed on time and within budget.

Section 4: Budget Narrative

\$2,400,000 will be needed to complete this project. The PE is estimated to cost \$240,000. ROW and utilities is estimated to cost \$400,000. Construction and CEI is estimated to cost \$1,760,000. The City is requesting \$1,920,000 (80%) in U-STP Funds. The City will provide the difference from its general fund. \$320,000 is in the current TIP for PE and ROW and

Utilities. An additional \$800,000 is in Reserve, for a total of \$1,120,000. This is \$800,000 less than is needed. The City proposes to move the additional \$800,000 needed to complete this project from the City's Rockland Rd Project.

FYs 14-17 TIP PROJECT <i>BUDGET WORKSHEET</i> PROPOSAL NAME:				Drakes Creek Rd Widening Project			
FISCAL YEAR	PROPOSED PHASE/ TASK/ ACTIVITY	GRANT FUNDS	LOCAL MATCH	OTHER FEDERAL	OTHER LOCAL	OTHER SOURCE	TOTAL FUNDING
14	PE	\$192,000	\$48,000	\$	\$	\$	\$240,000
15	ROW & Utilities	\$320,000	\$80,000	\$	\$	\$	\$400,000
16	Construction	\$1,408,000	\$350,000	\$	\$	\$	\$1,760,000
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TOTAL		\$1,920,000	\$	\$	\$	\$	\$

EXHIBIT "A"
DRAKES CREEK ROAD WIDENING

The purposes of this project are:

1. To preserve and enhance the system:
 - a. Improves an existing old farm-to-market road which is highly substandard
 - b. Upgrades an existing route in a context sensitive manner
 - c. Addresses major maintenance of existing box bridge; replacement likely

2. To support quality growth principles:
 - a. Improves accessibility to SR 386, Indian Lake Village, Durham Farm (a proposed 1,000+-unit M.U.D.), approximately 1,000 other approved lots, a new middle school, a new K-12 private school (Davidson Academy) and a proposed elementary school. This project will also extend to SR174/Long Hollow Pike and thus connect SR 386 to SR 174.
 - b. Serves the most rapidly growing and most desired growth area in the City
 - c. Incorporates streetscape enhancement (street trees)
 - d. This project goes to and through Durham Farm (proposed 1,000+-unit M.U.D.). It also connects with Indian Lake Village.
 - e. Corrects a major flooding problem. The intersection of Drakes Creek Road at Stop 30 currently floods, placing the entire intersection under water for up to a day, blocking traffic in all 4 directions, requiring major detours and presenting a great hazard. (See attached photos)

3. To support existing and planned economic development:
 - a. Serves Indian Lake Village and planned/approved residential development including Durham Farm (1,000+-unit M.U.D.) and approximately 1,000 additional houses. Many jobs will be more accessible.
 - b. Indian Lake Village is planned as a high job growth development (offices and retail)
 - c. The planned bike/ped accommodations will improve multi-modal access to jobs and retail
 - d. Provides improved access to planned growth areas – Indian Lake Village, Durham, Davidson Academy
 - e. Endorsed by Chamber of Commerce

4. To provide/enhance multi-modal solutions:
 - a. Includes sidewalks
 - b. Includes bicycle lanes

5. To reduce congestion:
 - a. Congestion will be reduced on Drakes Creek Road, especially at the intersection with Stop 30, and at Jones Road and other intersections by removing substandard curves and by providing dedicated turn lanes and by connecting this street to SR 174.
 - b. Numerous geometric deficiencies will be eliminated
 - c. Traffic signals will be provided at Stop 30 Road (if/when warranted)
 - d. Dedicated turn lanes will be provided at intersections
 - e. The planned bike/ped facilities will provide additional non-motorized mode capacity

6. To increase safety:

- a. Numerous geometric deficiencies will be corrected
- b. Traffic signals will be provided at Stop 30 Road (if/when warranted)
- c. Bike/ped facilities will be provided
- d. Within 3 miles there are 10 schools plus a proposed K-12 private school

7. To improve health and the environment:

- a. This project, with its bike/ped facilities, will enhance health and the environment by providing a means for more exercise. It will also reduce motorized traffic and thus reduce pollution/improve health.
- b. VHT will be reduced by reducing congestion/increasing capacity
- c. Vehicle emissions will be reduced by reducing congestion and VHT



Drakes Creek Road / Stop 30 Road
Looking South on Drakes Creek
May 5, 2007



Drakes Creek Road / Stop 30 Road
Looking West on Stop 30
May 5, 2007



Drakes Creek Road / Stop 30 Road
Looking West on Stop 30
May 5, 2007



Drakes Creek Road / Stop 30 Road
Looking North on Drakes Creek Rd.
May 5, 2007