

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

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

FYs 14-17 TRANSPORTATION IMPROVEMENT PROGRAM GRANT APPLICATION		Infrastructure	
<b>PROJECT NAME</b>	Re-alignment/Signalization, SR-106 (Hillsboro Road) and SR-46 (Old Hillsboro Road)		
<b>LEAD AGENCY</b>	Williamson County Government		
<b>PROJECT TYPE</b>	<input checked="" type="checkbox"/> On-Road Improvements <input type="checkbox"/> Off-Road Improvements <input type="checkbox"/> Amenities/ Enhancements		
<b>ROADWAY OR NEAREST INTERSECTION</b>	SR-106/SR-46	<b>TERMINI (TO/FROM)</b>	<b>LENGTH (MILES)</b>
		SR-106/SR-46	0.1
<b>COUNTIES</b>	<input type="checkbox"/> Davidson <input type="checkbox"/> Rutherford <input type="checkbox"/> Sumner/Robertson <input checked="" type="checkbox"/> Williamson/Maury <input type="checkbox"/> Wilson		
<b>BRIEF DESCRIPTION</b>	Re-align to create 90 degree alignment, with turn lanes of appropriate stacking length on both roadways. Engineering for this project is a part of the current TIP, scheduled for FY 13. Project based on TPR completed in 2007 (PIN#107914.00).		
PROPOSED ELEMENTS		PROJECT HISTORY	
<input type="checkbox"/> Sidewalks <input type="checkbox"/> Curb Ramps <input 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# 2008-64-037 <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 ROW		\$ 28,000	\$ 7,000
2015 Const.		\$ 839,200	\$ 209,800
2016		\$	\$
2017		\$	\$
<b>Total</b>		<b>\$</b>	<b>\$</b>
<i>*Please complete the PROJECT BUDGET WORKSHEET form and include any funding from other sources of revenue.</i>			
AGENCY CONTACT INFORMATION			
Name	<b>Joe Horne</b>	E-mail	<b>joeh@williamson-tn.org</b>
Title	<b>Director</b>	Phone	<b>615.790.5725</b>
Department	<b>Community Development Department</b>		
Agency/ Organization	<b>Williamson County Government</b>		

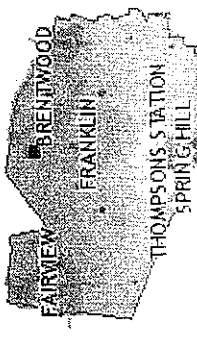
<b>PROPOSAL NARRATIVE</b> (Provide no more than 5 pages, responding to each of the following sections)	
<b>Section 1.</b> <b>Project Description, Purpose, Need, and Objectives</b>	Please provide a detailed description of the proposed transportation project including its purpose, need, and main objectives. Applicants also must describe the following: <ul style="list-style-type: none"> <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>
<b>Section 2.</b> <b>Benefits to Region and Local Community</b>	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"> <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>
<b>Section 3.</b> <b>Project Deliverables, Schedule, &amp; Milestones</b>	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.
<b>Section 4.</b> <b>Budget Narrative</b>	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.





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THIS MAP IS NOT TO BE USED FOR NAVIGATION

1: 5,487



**Legend**

- Parcels
- Notes
- Miscellaneous
- Easement
- Exemptions
- Conflicts
- Lines

- Limits
- MOOD
- W
- JN
- SVILLE
- HILL

Grassland School  
& Park Complex

- THOMPSON'S STATION
- Parks
- Centerlines
- <all other values>
- INTERSTATE
- ACCESS
- LOCAL STREETS
- MAJOR ARTERIAL
- MAJOR COLLECTOR
- MINOR ARTERIAL
- MINOR COLLECTOR
- NO NAME
- UNCLASSIFIED
- PRIVATE
- Rivers

**Notes**

# Tools & Features Demonstration Site



1:7,205

0.2 Miles

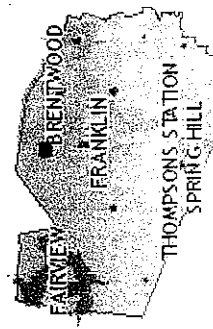
0.11

0

0.2

NAD\_1983\_StatePlane\_Tennessee\_FIPS\_4100\_Feet  
© Latitude Geographics Group Ltd.

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## Legend

- Parcels
- Notes
- Miscellaneous
- Easement
- Exemptions
- Conflicts
- Lines
- Corporate Limits
- BRENTWOOD
- FAIRVIEW
- FRANKLIN
- NOLANSVILLE
- SPRING HILL
- THOMPSONS STATION
- Parks
- Centerlines
- <all other values>
- INTERSTATE
- ACCESS
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## Notes



Rogers C. Anderson  
Williamson County Mayor

Community Development  
Joe Horne, Director

## WILLIAMSON COUNTY GOVERNMENT

RE: Proposal Narrative, Re-alignment of Intersection at SR-106 and SR-46  
DATE: 14 December '12

### Section 1. Project Description, Purpose, Need, and Objectives

- **Project History-** the re-alignment of this intersection was originally proposed in conjunction with the widening of SR-106, which was abandoned by TDOT as a result of public opposition in 2002. The abandoned project had completed its engineering phase by that time. The rights-of-way for this project (those on SR-46) were reserved via exaction in 1996 in conformance with these engineering plans. In 2007, a TPR was completed on behalf of TDOT for this project documenting the purpose and need for this re-alignment in 2007 (PIN#107914.00). Most recently, the engineering phase for this project is a part of the 2011-2014 TIP, but is not under contract at this writing. The intent of this proposal is to secure the funding to complete this project.
- **Intended Users-** SR-106 serves as a major commuter route between Nashville and Franklin. The most recent available traffic counts (2011) indicates an ADT of 16943 at Station #186 (north of project site) and an ADT of 18870 at Station #004 (south of project site) on SR-106. SR-46 serves a major tourist destination in Williamson County, the Leipers Fork Village. The 2011 traffic counts indicate an ADT of 4592 at Station # 005 (west of project site) on SR-46. Additionally, within a one-half mile radius of this site, two public and two private schools are located.
- **Anticipated Number of Users-** based on the TPR noted above, the ADTs were projected to be 36070 and 6780 for SR-106 and SR-46 respectively by 2031.
- **Expected Scope of Work-** once the engineering phase is complete (see 2011-2014 TIP), a truer picture of the project scope will be known. However, based on the above noted TPR, a new alignment for SR-46 is to be constructed to provide a skew of 90 degrees. This alignment is to be located in the ROW previously acquired by Williamson County. This new section of roadway would include two 12' left and right turn lanes in addition to 6' paved shoulder. On SR-106, a new 12' left turn lane is to be constructed, as well as a new 12' right turn lane (south approach). It is intended that intersection signalization be actuated with two phase operation due to the relatively low volumes on SR-46.
- **Major Tasks/Activities-** assuming completion of the engineering phase in FY-13, ROW phase should begin in FY14, and construction in FY-15.
- **Final Deliverables/Products-** N/A.





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### Section 2. Benefits to Region and Local Community

- **MPO's Four Guiding Principles-** a) Livability-this project will reduce congestion, thus improving access to the Grassland School complex and its attendant park and ballfields, as well as two private schools. Additionally, it will improve traffic operations for commuters (Franklin to Nashville corridor) as well as tourists (safer and improved access to the Leipers Fork Village). b) Sustainability- this project will support to growth and prosperity in this area by providing an interim, cost-efficient improvement to this major tourist and commuter route. The improvements to the operation and safety of this intersection will also re-align SR-46 further north of Cartwright Creek, listed on TDEC's 303D List of Impaired Streams. c) Prosperity- as noted above, these improvements will improve access the both the Nashville and Franklin job markets, as well as improve access to the four school located in the immediate area of this project. d) Diversity- N/A.
- **2035 RTP Initiatives, Goals and Objectives-** this project would "maintain and preserve the efficiency, safety and security of the region's existing transportation infrastructure (RTP Goal #1)" through its enhancement of the safety and operations at an intersection that is characterized by high traffic volumes, lack of turn lanes, and substandard alignment. This project, due the improved operation of this portion of SR-106 would "manage congestion to keep people and goods moving (RTP Goal #2)". This improvement will improve access to both the Franklin and Nashville job markets, thus "support(ing) the economic competition of the Greater Nashville Area (RTP Goal #5)". As this project attempts to address a regional issue (job commute between Nashville and Franklin), it "encourage(s) regional coordination, cooperation, and decision-making (RTP Goal #7)". As this project reflects "a 'fix-it first' mentality in directing transportation funding...(through its focus) on the maintenance or improvement of existing facilities." it satisfies RTP Objective #1.
- **Local Neighborhood and Community Plans-** This re-alignment was previously articulated in the Williamson County Major Thoroughfare Plan (1996), Williamson County Major Thoroughfare Plan (2012), and the Hillsboro Road Corridor Study (2001).





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### Section 3. Project Deliverables, Schedule, and Milestones

- Project Deliverables- see "Expected Scope of Work", Section 1.
- Schedule- assuming completion of the engineering phase previous funded in FY 2011-14 TIP in FY-13, ROW acquisition (if necessary) would commence in FY-14, and actual construction in FY-15.
- Milestones, et al- Williamson County Government has successfully managed a number of similar projects, including signalization at SR-106 and Murray Lane, SR-106 and Sneed Road (including left turn lane), SR 106 and Berrys Chapel Road, SR 106 and Battlewood Court, SR 46 and SR-96, and SR-106 and Manley Lane. These projects were developed and implemented from 1994 through 2009.







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### Section 4. Budget Narrative

- The source of this budget narrative is contained with 2007 TPR alluded to in Section 1 under "project history (PIN#107914.00). Alternative C, contained therein, is the basis for this budget.
- ROW costs have been fixed at \$35,000. This represents an annual inflation factor of 3% over the estimate articulated by the above noted TRP.
- Construction costs for this project have been fixed at \$1,049,000. This, too, reflects an annual inflation factor of 3% of the estimate articulated by the TRP noted above..
- The source of funding is to be U-STP, with Williamson County providing the total match of \$216,800 assuming an 80/20 matching formula. Previously, the match for this project was validated for the engineering component of this project; additional documentation, if necessary, will be provided upon request.
- As a final note, the proposed funding of this project through the sources noted above exposes a sub-regional problem in how MPO's (here and in other regions) and county jurisdictions such as Williamson County move projects forward. The project under consideration is located at the intersection of two state routes; moreover, the intersection is located on a major commuter route between a metropolitan area and one of the faster growing cities in Tennessee. The underlying irony is that generally, U-STP funds are unavailable to counties; this MPO has, however, been innovative to the extent they have made these funds available to Williamson County in the past. A topic that must be explored is how these types of congestion-related issues are mitigated. Such mitigation clearly will involve the partnering of local, MPO and State stakeholders.



