



NASHVILLE AREA
Regional Transportation Plan

OFFICIAL USE:

Received by: _____

Date: _____

FYs 14-17 TRANSPORTATION IMPROVEMENT PROGRAM GRANT APPLICATION Infrastructure

PROJECT NAME	Main Street (US 41) Dorris Avenue to Shevel Drive		
LEAD AGENCY	City of Goodlettsville		
PROJECT TYPE	☒ On-Road Improvements ☐ Off-Road Improvements ☒ Amenities/ Enhancements		
ROADWAY OR NEAREST INTERSECTION	Main Street (US) 41	TERMINI (TO/FROM)	LENGTH (MILES)
		Dorris Ave-Shevel Drive	1.2 MI
COUNTIES	☒ Davidson ☐ Rutherford ☐ Sumner/Robertson ☐ Williamson/Maury ☐ Wilson		
BRIEF DESCRIPTION	Safety (ADA) Drainage and lighting improvements in the downtown area.		

PROPOSED ELEMENTS	PROJECT HISTORY																		
☒ Sidewalks ☒ Curb Ramps ☒ Crosswalk ☐ Signalization/ Traffic Control ☐ Intelligent Transportation System ☒ Signage ☒ Bus/ Transit Stop ☐ Transit Service ☐ Transit Capital ☒ Pedestrian Amenities ☒ Bicycle Parking (Rack, Locker) ☐ Shared Lane ☐ New Greenway ☐ Greenway Extension ☐ Greenway Amenities ☐ Connection to School ☐ Connection to Transit Stop	☒ Project in TIP ID# <u>2011-110-141</u> ☐ Not in TIP, LRTP Project ID# <u>1012-203</u> ☐ Existing Project, Not in TIP or Plan ☐ New Project ☒ Other: PE & Design in 2013 _____																		
GRANT FUNDING SUMMARY (NEW REQUESTS) <table border="1"> <thead> <tr> <th>Fiscal Year</th> <th>Federal Requested</th> <th>Match</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>\$3,000,000</td> <td>\$ 600,000</td> </tr> <tr> <td>2015</td> <td>\$3,325,000</td> <td>\$ 665,000</td> </tr> <tr> <td>2016</td> <td>\$3,000,000</td> <td>\$ 600,000</td> </tr> <tr> <td>2017</td> <td>\$</td> <td>\$</td> </tr> <tr> <td>Total</td> <td>\$9,325,000</td> <td>\$1,865,000</td> </tr> </tbody> </table> <i>*Please complete the PROJECT BUDGET WORKSHEET form and include any funding from other sources of revenue.</i>		Fiscal Year	Federal Requested	Match	2014	\$3,000,000	\$ 600,000	2015	\$3,325,000	\$ 665,000	2016	\$3,000,000	\$ 600,000	2017	\$	\$	Total	\$9,325,000	\$1,865,000
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AGENCY CONTACT INFORMATION

Name	Guy Patterson	E-mail	gpatterson@cityofgoodlettsville.org
Title	Public Services Director	Phone	615-859-2740
Department	Public Services		
Agency/ Organization	City of Goodlettsville		

PROJECT NARRATIVE

Main Street US 41 Downtown, Goodlettsville

INTRODUCTION

The City of Goodlettsville, home of the 2012 Little League World Series United States Champions, is located in the northeast corner of Davidson County and spans into southwestern Sumner County in middle Tennessee. Goodlettsville was incorporated in 1958 with City Hall being centrally located and stationed in Davidson County, at the intersection of Highway 31/41/SR 11 and Highway 174.

Efforts for the Goodlettsville downtown revitalization project are concentrated in a commercial district centralized within the City and is anchored by the City Hall building which houses Administration, Police, Codes and various departments. The downtown district is diverse encompassing residential, multi-use, commercial business, schools, churches, and City facilities.

The City of Goodlettsville takes pride in being a community that embraces its past and is aggressively planning for its future. Its success in maintaining a quality of life has been based on evolving into an adverse community since its incorporation. As the community has grown, so have its needs and expectations as it relates to the City's approach to planning for new development and revitalizing existing development. Goodlettsville want to succeed and grow its success as a livable, vibrant, family-oriented and healthy community!

A1: BROAD-BASED SUPPORT FOR A DOWNTOWN REVITALIZATION EFFORT

The main contact of the Steering Committee for the City of Goodlettsville is Mayor John Coombs. The committee is comprised of Guy Patterson – Public Services Director, Tom Tucker – Economic Development Director, Greg Waite – Codes Administration, Mary Laine Crawford – Public Information Officer, Phillip Gibson – Fire Chief, Charlie Morrow – Police Department, and Amy Murray – Public Works Superintendent.

With recent elections held in November 2012, the current elected body is comprised of five City Commissioners: John Coombs – Mayor, Jane Birdwell – Vice-Mayor, Zach Young – Commissioner, Harry Bell – Commissioner and Jeff Duncan – Commissioner.

In addition to the City Commission and staff, there are various community groups that also support downtown revitalization efforts such as existing local businesses which reside within the area, businesses interested in relocating to the downtown area, local corporations, charities, Chambers of Commerce, volunteer organizations and most importantly, the citizens

and visitors that are served. Groups are interested in protecting the City's natural character and growing it into current urbanization efforts that attract diverse housing, business, and community activities that provide and enhance the quality of life that Goodlettsville has to offer.

The City is proud to enlist the assistance of Gresham Smith and Partners to review and provide guidance on the utility infrastructure throughout the downtown area as well as the design and project implementation of fiber optics and signal synchronization along Long Hollow Pike.

City staff has extensively reviewed the EPA's Water Quality Scorecard to better incorporate green infrastructure into codes and ordinances. This process has allowed the opportunity for improvement of incorporation of green infrastructure into future development. The City welcomes green infrastructure practices with its current building and revitalization plans.

The City has also reviewed Smart Growth Planning from various cities across the US to better understand green infrastructure planning and development. The city has implemented land use strategies and water quality regulations to better protect the environment before, during, and after development and redevelopment.

B1: DESCRIPTION OF PROPOSED DOWNTOWN PROJECT AREA

Tennessee Downtowns will be sponsored by the City of Goodlettsville while being supported by various organizations throughout the community. The current steering committee (listed above) began meeting August 2012 to study, focus, and analyze the revitalization of the City's downtown community. The City's main goals are to continue to bring businesses to the downtown area, make the downtown a go-to place within the City for recreation, shopping, entertainment, and more, erect improvements within the non-traffic pedestrian flow of the area and have on-going beautification projects that reflect the pride and attractiveness of the community. The City has adopted a resolution endorsing participation in the Tennessee Downtowns program (see enclosed). Currently, there are four community development related agencies within Goodlettsville: Goodlettsville Chamber of Commerce, Sumner Tourism, Imagine Goodlettsville, and the Goodlettsville Industrial Development Board. There are also several sub-committees within these organizations that are interested in the revitalization of Goodlettsville's downtown area.

The proposed area is the City's main north/south connector road that flows through Goodlettsville (with the exception of Interstate 65) and consists of some sidewalks, but not all of the areas from one end to the other contain a constant flow of sidewalks.

Street furniture is non-existent and the downtown lighting consists of lighting attached to electric poles that help illuminate the streets. The newer sidewalks in the area are in good shape; however, the older sidewalks may need additional repair in the coming years and

months. There is scattered street lighting throughout this area. There is a multi-use commercial/residential building which contains the business located on the first floor and the other two floors serve as a residential unit. There are commercial businesses, restaurants, City facilities, etc. throughout the revitalization area.

Municipal services in the downtown area are City Hall which houses Police, Fire, Administration, Planning, Finance, and Economic Development. The Planning Commission is comprised of local volunteers from the City, a Commercial Business District (CBD) is recognized, and there is an historic district along Dickerson Road (Highway 31/41/State Route 11) from Depot Street to Shevel Street (which covers most of the revitalization area).

C1: COMMUNITY PROFILE

Goodlettsville has an active Planning Commission that meets monthly and as needed. The Planning Commission recognizes CBD and C1 uses. The City has mixed use provision in the zoning ordinance and the downtown area is considered our commercial core and is covered by the commercial core overlay district regulations.

The commercial core overlay helps establish an urban core with an identifiable city center and helps implement the City's Streetscape Plan. The design features and standards included in this district are not only to create a memorable and positive impression upon entering the core area, but also to establish an image and character that is uniquely Goodlettsville. Goodlettsville allows for a mixed-use development and has recently adopted and enacted design specifications (see enclosed).

Goodlettsville does not have a Community Facilities Plan but has adopted design and signage guidelines to provide a broader overview of standards for development within the City. Design guidelines are complementary to the City's codes, ordinances, and regulations. The City enacted Design Guidelines (see enclosed) and has completed the review of the EPA's Water Quality Scorecard to better implement green infrastructure in new development and redevelopment.

Goodlettsville has not participated in any courthouse square pilot projects since the City does not have a courthouse or a square area.

In 2009, the City enacted the assistance of Lose and Associates to help analyze and develop a Greenway and Open Space Master Plan (see enclosed). As part of the City's greenway system, it is our goal to include the downtown area to help draw pedestrian traffic and more to the downtown area.

BASELINE STATS/ECONOMIC DATA

There are approximately 35 different commercial buildings in the downtown area which contain a total of 31 store fronts. Businesses in this area have a 10% vacancy rate. There are no second or third floor store fronts in the area and less than five have upper story housing units. This community is not the county seat as the City is divided between Davidson and Sumner Counties. Nashville serves as Davidson County's seat and Gallatin serves as the Sumner county seat.

The downtown area is unique in that it is not located in a secluded or separate "square" type of layout, but it is highly visible and sits at the intersection of two main state highways. Goodlettsville has a good economic base with room to grow and the City is especially interested in further developing the downtown area and making it a go-to destination. The location of the downtown area is centrally located, easy to find, and has ample roadway access.

Main Street US 41

Project Deliverables

2014- Will consist of a Utility Relocation Study to underground or relocate current pole mounted utilities which are located in such a way that ADA sidewalks and curb ramps cannot be constructed. Once complete, design work will begin to address traffic flow, transit access and pedestrian safety issues.

2015- Construction relocating utilities, installation of drainage, curb and gutter and sidewalks.

2016- Reconstruct road, intersections and install new paving. Install irrigation and landscaping.

BUDGET NARRATIVE

The project will consist of several phases beginning with preliminary Engineering and Environmental work. A large part of this initial phase will be investigating the most prudent way of undergrounding or relocating the existing utility poles. The existing poles and alignment interfere with future sidewalk installation and in many cases do not meet ADA standards. We will also be addressing drainage issues which, currently has both no drainage and deficient drainage structures thru-out the project. We will also be looking at a Master Plan for the street design that will include improved Traffic flow, make the corridor pedestrian friendly, addressing Traffic Calming and pedestrian circulation. Once complete a TDOT approved lighting and signage plan will be included in the final design. The construction phase will face some interesting challenges. This route tends to be used as a by-pass to I-65 during peak hours and when accidents occur. In addition access to the many businesses will have to be maintained thru-out the construction phase in addition to the schools and Churches along the corridor.

Finally we are confident that the City of Goodlettsville working in co-operation with the Nashville area MPO and TDOT can meet the many challenges of this project which ultimately will improve Transportation issues including transit and pedestrian safety.

EXHIBIT A**SCOPE OF SERVICES**

**CONCEPTUAL STUDY FOR UTILITY RELOCATION
RELATED TO ROADWAY AND SAFETY IMPROVEMENTS
ALONG STATE ROUTE 11 (DICKERSON PIKE) FROM RIVERGATE PKWY
TO DORRIS AVENUE IN GOODLETTSVILLE, TN
October 22, 2012**

The City of Goodlettsville's Master Streetscape Plan recommends improvements to the "downtown" area which includes Dickerson Pike from Rivergate Parkway to Dorris Avenue along with sections of both Long Hollow Pike and Rivergate Parkway from I-65 to Dickerson Pike. The improvements include both aesthetic and functional strategies to improve both pedestrian and vehicular access to downtown Goodlettsville. The goals are to create defined gateway entrances to an identifiable center of the city and provide traffic and pedestrian friendly access to businesses along the route. Streetscape aesthetic treatments are desired by the City in order to make the area more attractive. These include common streetscape elements such as sidewalks, crosswalks, landscaped raised medians, and grass strips. This project is included in the current Transportation Improvement Plan (TIP) and Long Range Plan of the local Metropolitan Planning Organization (MPO).

As part of this proposed project, the City of Goodlettsville desires to improve both the safety and the viewscape along the Dickerson Pike corridor by moving the aerial lines and poles away from Dickerson Pike and in so doing reduce the visual clutter through the business district. In order to determine the anticipated cost to move the utility lines and poles either to side streets or underground, the City has requested that Gresham, Smith and Partners (GS&P) perform a conceptual study of the required aerial utility relocation along Dickerson Pike. GS&P has developed the following Scope of Services to accomplish this:

SECTION 1

Gresham, Smith and Partners will provide professional services in all phases of the Project to which this Agreement applies as hereinafter provided. Detailed breakdown of Tasks for this Exhibit are as follows:

Conceptual Design

A. After written authorization to proceed Gresham, Smith and Partners will:

1. In consultation with the Owner, develop Conceptual Plan drawings indicating the limits of the proposed project based on the City's Master Streetscape Plan developed in 2003, which has been provided to Gresham, Smith and Partners for the purposes of this project. The conceptual plan drawings will be plan view aerial layouts showing the present and proposed locations of the affected utilities.
2. Conduct a meeting with the Owner and the Tennessee Department of Transportation (TDOT) to discuss and gather information on the rights of the City concerning relocation of utility facilities along this state route and other safety considerations required for the proposed project. Some of the roadway improvements that will impact the poles supporting the existing aerial utilities include sidewalk, curb & gutter, and stormwater system construction and ADA

compliance.

3. Confirm the existing utilities along the project route with the affected Utility Companies and, if necessary, conduct a field observation to document these.
4. Conduct up to two meetings with the Owner and affected Utility Companies to discuss options for the relocation of existing facilities along Dickerson Pike with the proposed project limits.
5. Obtain and analyze existing utility maps in order to identify possible alternate routes for existing utilities to be relocated along the proposed project as well as identifying any potential conflicts and possible solutions. The potential routes will be designated on the Conceptual Plan drawings.
6. Prepare and review with the Owner a summary of findings for the project including conceptual utility relocation options and costs. The estimated cost will be a planning-level opinion of cost based on the conceptual layout and not based on final utility relocation design.

ADDITIONAL SERVICES

Services Requiring Authorization in Advance

- A. If authorized in writing by the Owner, Gresham, Smith and Partners will furnish or obtain from others Additional Services of the following types which are not included as part of the Basic Services at this time and will be paid for by Owner as Indicated in Section 2 of this Exhibit. These Additional Services include but are not limited to:
 1. Preparation or review of environmental assessments and impact statements.
 2. Preparation or review of Utility Relocation construction plans.
 3. Roadway and property surveys or related engineering services needed for preparation of preliminary and final design and construction plans.

Compensation for Additional Services

Owner will pay Gresham, Smith and Partners for Additional Services rendered by Gresham, Smith and Partners' principals and employees engaged directly on the Assignment as agreed at the time Additional Services are requested.

RESPONSIBILITIES OF THE OWNER

The following will be provided by the Owner under this Exhibit:

- A. Provide copies of documents related to any previously done work related to this project.
- B. Attend meetings with TDOT and the utility companies.

SECTION 2**COMPENSATION FOR SERVICES****Basic Services**

Owner will pay Gresham, Smith and Partners a Lump Sum fee of **\$16,895** for all Professional Services under this Exhibit as listed in Section 1.

SECTION 3**PERIODS OF SERVICE**

Upon written authorization from the City of Goodlettsville, Gresham, Smith and Partners will proceed with the Conceptual Study. GS&P anticipates submitting the Summary of Findings as designated in Section 1-A (Item #6) to the Owner within **60** days, dependent on the timeliness of the meetings to be scheduled with TDOT and the utility companies involved.

DESIGN PROJECT TASK BREAKDOWN

City of Goodlettsville
Dickerson Pike Roadway Improvements
Project No.:
10/22/2012

[illegible]

	DIRECT EXPENSES	
Transportation	1000 \$	0.550 \$
Lodging		550.00 \$
Meals		-
Reproduction		-
Supplies		150.00 \$
Subconsultants		-
TOTAL		-700.00 \$



OFFICIAL USE:

Received by:

Date:

FY 14-17 TIP PROJECT BUDGET WORKSHEET - PROPOSAL NAME:				MAIN STREET (US 41)			
FISCAL YEAR	PROPOSED PHASE/TASK/ACTIVITY	GRANT FUNDS	LOCAL MATCH	OTHER FEDERAL	OTHER LOCAL	OTHER SOURCE	TOTAL FUNDING
2014	PE-N	\$	\$ 50,000	\$	\$	\$	\$ 50,000
2014	PE-O	\$ 1.5 MIL	\$ 200,000	\$	\$	\$	\$ 1.7 MIL
2015	ROW / UTILITIES	\$1,488,000	\$ 372,000	\$	\$	\$	\$ 1,860,000
2015	CONSTRUCTION	\$3,325,000	\$ 665,000	\$	\$	\$	\$ 3,990,000
2016	CONSTRUCTION	\$ 3 MIL	\$ 600,000	\$	\$	\$	\$ 3,600,000
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TOTAL		\$9,313,000	\$1,887,000	\$	\$	\$	\$ 11.2 MIL