

Received by: _____

Date: _____

FYs 14-17 TRANSPORTATION IMPROVEMENT PROGRAM GRANT APPLICATION		Infrastructure	
PROJECT NAME			
LEAD AGENCY			
PROJECT TYPE	☐ On-Road Improvements ☐ Off-Road Improvements ☐ Amenities/ Enhancements		
ROADWAY OR NEAREST INTERSECTION		TERMINI (TO/FROM)	LENGTH (MILES)
COUNTIES	☐ Davidson ☐ Rutherford ☐ Sumner/Robertson ☐ Williamson/Maury ☐ Wilson		
BRIEF DESCRIPTION			
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# _____ ☐ Not in TIP, LRTP Project ID# _____ ☐ Existing Project, Not in TIP or Plan ☐ New Project ☐ Other: _____	
		GRANT FUNDING SUMMARY (NEW REQUESTS)	
		<i>Fiscal Year</i>	<i>Federal Requested</i>
		<i>Match</i>	
		2014	\$
		2015	\$
		2016	\$
		2017	\$
		Total	\$
		*Please complete the PROJECT BUDGET WORKSHEET form and include any funding from other sources of revenue.	
AGENCY CONTACT INFORMATION			
Name		E-mail	
Title		Phone	
Department			
Agency/ Organization			

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: • 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: • 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.



MEMORANDUM

RTP #126 Columbia Ave (SR 6/US 31) South between Downs Blvd and Mack Hatcher Memorial Parkway.

Section 1:

The Columbia Ave (SR 6/US 31) South project has been part of the Regional Transportation plan dating back to the 1990's. It has served as a primary arterial between Nashville and the Spring Hill/Columbia communities for over 150 years.

Project Description

This project is a 1.4 mile section of roadway that will include curb and gutter. The design for Columbia also includes four 12' lanes, a raised grassy median from Confederate Drive to Southeast Parkway, and no median north of Confederate Drive or south of Southeast Parkway. The project will provide for a sidewalk on the west side of Columbia Ave from Downs Blvd to Confederate Drive and sidewalk on the east side of Columbia from Carr Ave to Confederate Drive. Sidewalk will be installed to Mack Hatcher on both the east and west sides south from Confederate Drive.

There is a Bicycle lane that will be provided from Alpha Drive to Mack Hatcher with shared lanes throughout the remainder of the project. There will be bike bollards and racks installed at various points throughout the project. Transit will be provided for with transit stops and pull-outs for the Franklin Transit Authority's highly successful South Bound (Green) Route.

The area has changed dramatically during the past 10 years. Much of the industrial nature of the corridor is shifting to now include light industrial, retail, multi-family residential units and several

institutional and service/support businesses. The City of Franklin has its Solid Waste Handling Center and Fire Department Training Center on Century Court a key intersection in this corridor. The Williamson County Criminal Justice Center is also situated on Century Court. There continue to be several tracts ready for development.

Project Scope

The project had a Transportation Planning Report (TPR) completed in 2008 with TDOT concurrence in February of 2010. It has also been rendered as part of the Gateway Corridor and Connector Streets Economic Development Project.

Sections of the road have been modified to include curb and gutter on the west side from 200' north of Southeast Parkway to Parkway Commons as part of an early site development. There would be no need for ROW acquisition there, but would be required for the remainder of the project.

Storm Drainage improvements will also be required as current sections of Columbia have open drainage ditches on both sides of the roadway. These open ditches and culverts and the various driveway entrances have been the subject of several single vehicle crashes where a truck or car has driven off the edge of pavement into the ditch.

Utility relocation is typically required as part of these significant roadway projects. The City of Franklin's standard has been to relocate overhead utilities underground while infrastructure for water and wastewater may be up-sized to accommodate addition densities brought forth by new development.

Section 2:

Freight and Goods Movement

With the City's Solid Waste Center and the light industry in the area, there is a need for adequate access for freight and goods movement. This section of Columbia Ave between Mack Hatcher Memorial Parkway and Downs Blvd is the assigned Truck Route and Hazardous Cargo Route through the City of Franklin.

There is a factory located midway in the corridor that has remained vacant since 2004. The reasons for its closure are many, with limited access being among them. This manufacturing facility has remained effectively vacant since its closure in 2004 with small portions of the warehouse continues to be used for some mixed use retail and the office building on site being used as commercial office space.

Multi-Modal Choices

This project proposes sidewalks and shared bike lanes throughout the project. As indicated earlier, there are many multi-family units which are being developed at the Southeast Parkway location and Alpha Drive. The corridor has mixed use retail and entertainment at each end of the corridor. The parcels in between are businesses who have a portion of their employees walking or biking to work. One such individual was killed at the intersection of Downs Blvd and Columbia Ave in 2009.

The Franklin Transit Authority has recently (2011) begun operating the South Bound (Green) route that serves this corridor. Sections of low income housing is located in the area northeast of the Downs and Columbia intersection

Section 3:

Project Deliverables, Schedule and Milestones

Considering the project has an approved TPR from TDOT, the City is ready to engage in the Preliminary Engineering and NEPA process once an approved contract with TDOT is in force. The City has ranked this as a priority in the 2010 Major Thoroughfare Plan Update and it continues to be a corridor of interest with regard to activity from developers. The City had intended to fund the PE, NEPA and ROW process but has had to refocus city funding to other significant roadway projects such as Hillsboro Road and McEwen Phase 3. The City can fund the 20% match required for each stage of the project.

As for the project it is considered to be one of the “Gateways” into the Franklin community and we would expect some additional aesthetic treatments as part of the earlier mentioned Gateway Corridor and Connector Streets Economic Development Project.

If approved the City would manage the project and begin PE in 2014. This requires us to budget for the project in the FY 2013-2014 budget year that begins on July 1, 2013. We would engage a design consultant to start sometime after the federal FY 2014 budget year begins. NEPA and ROW would begin the following year with Construction starting as early as spring 2016. Completion of the 1.4 section would be anticipated by spring of 2017.

Section 4:

Budget Specifics:



MEMORANDUM

The City of Franklin Capital Improvements Program indicates the following estimated costs for PE and CEI at \$1,000,000. NEPA is estimated at \$1,000,000 also. Right of way procurement is estimated at \$4,000,000. Construction is estimated at \$15,000,000. The City will participate with its 20% local match in all phases of the project. The City would also manage the project.

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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
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
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		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
		\$	\$	\$	\$	\$	\$
TOTAL		\$	\$	\$	\$	\$	\$

Columbia Ave South (SR 6/US 31)



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