



Legislation Details (With Text)

File #: 13-0386 **Version:** 1 **Name:** Northwest Connector
Type: Resolution **Status:** Other Business
File created: 10/31/2013 **In control:** City Council
On agenda: 11/12/2013 **Final action:** 11/12/2013
Title: Matters relative to Northwest Connector Sections II and III
Sponsors: City Manager
Indexes: Not Budgeted
Code sections:
Attachments: 1. NW Connector II Properties, 2. NW Connector III Properties, 3. Section II Engineering Proposal, 4. NW Connector 11-12-13, 5. NW Connector 12-10-13

Date	Ver.	Action By	Action	Result
11/12/2013	1	City Council	approved as recommended	Pass

Matters relative to Northwest Connector Sections II and III

SUMMARY:

Section II (Northside Drive) originally was considered from Hwy. 70N to Hwy. 127N. However, Section I was extended to cover approximately 1/3 of the Section II. Section III is from Hwy. 127N to Genesis Road (Interstate Drive)

The State and City signed an agreement (Contract #050205) that has been amended regarding the engineering and construction of all three phases. This contract provides the following:

- TDOT responsible for utility relocation, construction, construction engineering, construction inspection, contract administration
- City responsible for acquisition, engineering (STP monies used for Section III), maintenance of electrical devices

The environmental is complete and approved for all three sections

The engineering and design are complete on Section III and is ready for acquisition by the City to proceed. TDOT is awaiting word from the City to proceed and know how the utilities are going to be relocated.

Parcels involved:

Section II - 11

Section III - 25

An engineering proposal from Gresham Smith & Partners, who designed Section I and the preliminary design of Section II, with estimated construction costs is attached for Section II. As originally conceived, this is a 5 lane paved road, with sidewalks and bike paths. It also includes a significant bridge that is estimated at \$2.5M. The project could be reduced by about \$2M if it was reduced to 3 lane and mirrored Section I in construction details. It would still be recommended to

acquire the right-of-way for the 5 lane road, as was done for Section I.

BUDGET ACCOUNT:

NECESSARY COUNCIL ACTION: Provide direction on proceeding with acquisition on Section III and engineering on Section II.