PRESENTATION OUTLINE

• Better Utilizing Investments to Leverage Development (BUILD)

• BUILD Grant Application
  • Application Highlights
  • Buckner Interchange at I-65
  • Buckner Road Extension (Buckner Lane to Interchange)
  • Buckner Road Extension (Interchange to SR431)

• Process to Construction
  • NEPA/Preliminary Engineering
  • Right-of-way Design and Acquisition
  • Construction Plans and Bid/Procurement
  • Construction/CEI

• Next Steps
  • Notification of Grant Award
  • Adopt Local Programs Policy - BOMA
  • Meet w/ TDOT, FHWA, MPO

“This interchange will create a gateway into Spring Hill, result in major improvements to our local roadways and give us what’s needed to attract a wide range of new corporate office investment so that more of our residents can work where they live.”

Mayor Rick Graham
City of Spring Hill
BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

• Transportation Grant administered by the USDOT.
• $1.5 Billion available for surface transportation projects with emphasis on Rural projects.
• BUILD replaces the pre-existing TIGER grants program.
• BUILD Transportation Grants are for investments in surface transportation infrastructure and are awarded on a competitive basis for projects that have significant local or regional impact.
BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

- BUILD applications evaluated based on safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for infrastructure investments as well as demonstrated project readiness and project costs and benefits.

- No more than $150M will be awarded to a single state.
BETTER UTILIZING INVESTMENTS TO LEVERAGE DEVELOPMENT (BUILD)

- Maximum BUILD Grant project award is $25M.
- Spring Hill awarded maximum $25M!
- Award was classified as a “Rural” project.
- Spring Hill was the only project receiving a grant award in Tennessee.
- Spring Hill was one of only twelve communities nationwide to receive the full grant amount.
• Primary purpose and need for Interchange is to address regional mobility, accessibility and to encourage economic development for Spring Hill and Williamson and Maury County.

• Integral interchange connection serving the middle Tennessee region between SR 396 and I-840/US 31.

• Spring Hill has experienced significant growth and development over the past 20 years and is one of the fastest growing communities in Tennessee.
**The Challenge:**

- **251** crashes along I-65 between I-840 and SR396 (Saturn Parkway) in recent years.

- Heavily trafficked route with an Annual Average Daily Traffic (AADT) of **76,500** in 2017 resulting in daily congestion.

- Lack of interstate access threatens efficient movement of people and goods.

- Opportunity for significant economic development.

- Traffic congestion causes increased vehicle emissions and degrades quality of life.
• Design Solution – Diverging Diamond Interchange (DDI).
• Two-phase signals with short-cycle lengths which reduces delay times.
• Reduced horizontal curvature which lessens risk of off-road crashes.
• Increased turning movement capacity to and from ramps which improves operational efficiency and reduces vehicle emissions.
• Provides direct connection for Spring Hill to regional interstate system.
• Improves safety and levels of service.
• Encourages economic development.
Key components of the Interchange Project include:

- Extension of Buckner Road from Buckner Lane to Interchange
- Extension of Buckner Road from Interchange to Lewisburg Pike
- Construction of Interchange

Related key projects in support of interchange are the following:

- Widening of Buckner Road from Buckner Lane to US 31
- Widening of Buckner Lane from Buckner Road to Duplex Road including realignment of Buckner Lane at Thompsons Station Road
BUCKNER ROAD CORRIDOR
BUCKNER ROAD IMPROVEMENTS

TOTAL PROJECT COST
$12,450,000

- Five-lane roadway section from U.S. 31 to I-65 interchange
- Project expected to begin moving forward after Interstate Access Request (IAR) authorized by TDOT and FHWA

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BUCKNER LANE WIDENING

TOTAL PROJECT COST
$9,105,000

- This project widens Buckner Lane from Duplex Road to Thompson’s Station Road from a two-lane road to a four-lane road cross-section with sidewalks.

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## I-65 Interchange Project - Cost Summary

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| Buckner Road Extension (Buckner Lane to I-65) | $0 | $9,199,500 | $0 | $9,199,500 |
| ROW Acquisitions | $0 | $0 | $0 | $0 |
| Utility Relocation | $0 | $100,400 | $0 | $100,400 |
| Preliminary Engineer/CEI Services | $0 | $1,533,200 | $0 | $1,533,200 |
| Construction Costs | $0 | $7,565,900 | $0 | $7,565,900 |

| Buckner Road Extension (I-65 to US 431) | $0 | $9,646,800 | $400,000 | $10,046,800 |
| ROW Acquisitions | $0 | $264,800 | $11,000 | $275,800 |
| Utility Relocation | $0 | $80,400 | $3,300 | $83,700 |
| Preliminary Engineer/CEI Services | $0 | $1,607,700 | $66,700 | $1,674,400 |
| Construction Costs | $0 | $7,693,900 | $319,000 | $8,012,900 |

Total Project Cost | $25,000,000 | $21,722,900 | $1,556,200 | $48,279,100 |
Benefit Cost Analysis:

- Benefit-cost methodology follows USDOT Benefit-Cost Analysis guidelines.
- Project benefits focus on the travel time costs and vehicle expense incurred if the interchange is not constructed along with economic impacts if constructed.
- The total benefits for the I-65 Interchange Project is $2.68B versus a total project cost of $48,279,100 for a benefit-cost ratio of **55.52 to 1**.
Process Leading to Construction includes the following:

- Adoption of Local Programs Policy
- BUILD Grant Agreement with TDOT/FHWA
- NEPA/Preliminary Engineering or TEER/Preliminary Engineering
- Right-of-way Design and Acquisition
- Construction Plans and Bid/Procurement
- Construction/CEI
Tentative Schedule as Proposed in BUILD Grant Application (to be finalized with BUILD Agreement):

- **Buckner Road Extension (Buckner Ln to I-65)**
  - NEPA/Preliminary Design - July 2018 – April 2019
  - ROW Plans/Acquisition – April 2019 – August 2019
  - Construction Plans/Procurement – April 2019 – Dec 2019
  - Construction – Dec 2019 – July 2021

- **Buckner Road Extension (I-65 to Lewisburg Pike)**
  - NEPA/Preliminary Design - April 2019 – Jan 2020
  - ROW Plans/Acquisition – Jan 2020 – Oct 2021
  - Construction Plans/Procurement – Oct 2020 – Oct 2021
  - Construction – Oct 2021 – Sept 2023

- **I-65 Interchange**
  - NEPA/Preliminary Design - Dec 2018 – June 2020
  - ROW Plans/Acquisition – June 2020 – Dec 2022
  - Construction Plans/Procurement – Jan 2022 – Dec 2022
  - Construction – Jan 2023 – June 2025
NEXT STEPS

Next Steps:

• Notification of Grant Award from USDOT (Pending)
• Adopt Local Programs Policy – BOMA (Pending)
• Meet w/ TDOT, FHWA, MPO – (Pending)
• Prepare Local Programs Agreement with TDOT (if required)
• Utilizing local funding and the Local Programs process to select consultant(s) to prepare NEPA/Preliminary Engineering for Interchange and extension of Buckner Road (east and west of Interchange) (allowed while working through BUILD Grant agreement with FHWA/USDOT/TDOT)
• Engage consultant(s) for TEER or NEPA/Preliminary Engineering for widening of Buckner Lane from Duplex Road to Buckner Road and Buckner Road from US31 to Buckner Lane.
• Update to MPO Short and Long-Range Plans (if required)
• Deadline to enter into Agreement with TDOT/FHWA is September 20, 2020 (will require approval by USDOT central office in Washington DC) – Agreement will include final project schedule, scope, and costs/funding splits
• All funds to be expended by September 30, 2025
QUESTIONS?