

## **RESOLUTION 2015-01**

### **RESOLUTION TO THE TENNESSEE STATE LEGISLATURE TO SUPPORT TDOT PROPOSAL TO RAISE THE TN. WALTZ PKWY. TO ALLOW ACCESS FOR A.O. SMITH WATER PRODUCTS COMPANY LOCATED IN ASHLAND CITY, TN.**

WHEREAS, the Tennessee Waltz Pkwy. requires elevation for the purpose of access to the A.O. Smith Plant in order to place the roadway above the 500-year flood level of 407 feet.

WHEREAS, since January of 2014 leaders from Cheatham County and the Town of Ashland City, the State and Federal Government along with A.O. Smith have worked consistently toward solution of raising the access road to the A.O. Smith Plant; and

WHEREAS, said correspondence from TDOT dated September 4, 2014 (see attached) offered 4 alternatives to meet said goal; and

WHEREAS, TDOT alternative 3 is the preferred option of A.O. Smith Water Products Company and their Engineer, Mr. Neal Westerman P.E. with James C. Hailey & Co; and

WHEREAS, A.O. Smith employs 1504 associates at the plant located in Ashland City with a payroll of \$60,198,102.00; and

WHEREAS, this Ashland City Council and the City Mayor implores the State Legislature to encourage TDOT's alternative 3 to allow continued growth at the A.O. Smith plant located in Ashland City; and

WHEREAS, A.O. Smith is a major contributor and a vital part of the local and regional economy in the great state of Tennessee.

NOW, THEREFORE, BE IT RESOLVED, That the Ashland City Council and City Mayor Richard Johnson meeting in Regular Session this the 13<sup>th</sup> day of January 2015 in the Municipal Courtroom at City Hall in Ashland City, does hereby submit this resolution and asks every consideration be given by the Tennessee State Legislative Body to ensure that TDOT's proposal, specifically alternative 3, is supported and realized.

READ, ADOPTED, AND APPROVED IN OPEN SESSION THIS 13<sup>TH</sup> OF JANUARY, 2015.



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Richard Johnson, Mayor

Attest:



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Phyllis Schaeffer, City Recorder



STATE OF TENNESSEE  
DEPARTMENT OF TRANSPORTATION  
STRATEGIC TRANSPORTATION INVESTMENTS DIVISION  
SUITE 1000, JAMES K. POLK BUILDING  
505 DEADERICK STREET  
NASHVILLE, TENNESSEE 37243-1402  
(615) 741-2208

JOHN C. SCHROER  
COMMISSIONER

BILL HASLAM  
GOVERNOR

**MEMORANDUM**

TO: Mr. Reggie Mudd, Northern Middle Tennessee Regional Director  
Tennessee Department of Economic and Community Development

FROM: Mr. Steve Allen, Director  
TDOT Strategic Transportation Investments Division

DATE: September 4, 2014

SUBJECT: A.O. Smith Water Products Company  
SR-455 (Tennessee Waltz Parkway) Improvements  
Cheatham County

The following memorandum provides a planning level evaluation of four (4) alternatives which addresses a proposal submitted by A.O. Smith Water Products Company to raise the elevation of State Route 455 (Tennessee Waltz Parkway) in Ashland City, TN. A.O. Smith's primary concerns with elevating SR-455 are to provide flood protection from the Cumberland River and to maintain property access during high flood events. None of the alternatives described below are intended to be used as a flood prevention measure. The cost estimate presented for each alternative does not reflect any flood prevention items that A.O. Smith would need to investigate and install independently of any improvements made by the Department.

In regards to the existing facility, SR-455, from SR-49 (Cumberland Street) to west of SR-12 (S. Main Street / Lindahl Parkway), is composed of two (2) twelve (12) foot lanes with shoulders ranging from 0 to 6 feet, and the right-of-way varies along the route from 50 to 80 feet. The route has a 2013 Annual Average Daily Traffic (AADT) of 4,860 with a posted speed of 30 MPH.

Alternative 1 involves elevating the grade of SR-455 approximately 6 to 10 feet at the intersection of SR 49 to a short distance past the second driveway entrance, where the majority of trucks enter/exit the facility in order to place the roadway above the 100-year flood level of 402 feet. The proposed typical section will consist of two (2) twelve (12) foot travel lanes with six (6) foot shoulders. The approximate length of improvements totals 2130 feet. The existing centerline of SR-455 will be shifted to the west approximately ten (10) feet, for a total of approximately twenty (20) feet away from A.O. Smith Water Products Co., to accommodate new fill slopes. Utility relocation, both overhead and underground, will be required to accommodate

the road widening. It should be noted that this alternative will impact wetlands and the Riverbluff Park. In addition, the proposed alternative will require widening or replacing an existing bridge structure along the route. Alternative 1 could potentially impact A.O. Smith's parking facilities and may result in a loss of parking spaces. The total estimated project cost for Alternative 1 is approximately \$2,328,000 and does not account for right-of-way expenditures; however, it is feasible to assume that right-of-way will be required for the proposed improvements. This alternative would require A.O. Smith to implement some method of flood proofing in addition to flood storage on their property.

Alternative 2 involves elevating the grade of SR-455 approximately 6-10 feet in two locations adjacent to the A.O. Smith Facility in order to place the roadway above the 100-year flood level of 402 feet. The first location begins just south of the intersection of SR-49 and extends a short distance past the first driveway entrance. The second location begins just before the third entrance to the plant and ends near the old railroad bed. The proposed typical section will consist of two (2) twelve (12) foot travel lanes with six (6) foot shoulders. The approximate length of improvements totals 2575 feet. The existing centerline of SR-455 will be shifted to the south approximately ten (10) feet, for a total of approximately twenty (20) feet away from A.O. Smith Water Products Co., to accommodate new fill slopes. Utility relocation, both overhead and underground, will be required to accommodate the road widening. It should be noted that this alternative will impact wetlands and the Riverbluff Park. In addition, the proposed alternative will require widening or replacing an existing bridge structure along the route. Alternative 2 will require a modification to the internal circulation and flow of traffic within the facility property in order to allow trucks to enter and exit at the third entrance. The total estimated project cost for Alternative 2 is approximately \$2,211,000 and does not account for right-of-way expenditures; however, it is feasible to assume that right-of-way will be required for the proposed improvements. This alternative would require A.O. Smith to implement some method of flood proofing in addition to flood storage on their property.

Alternative 3 involves elevating the grade of SR-455 approximately 11-15 feet along the entire roadway adjacent to the A.O. Smith Facility in order to place the roadway above the 500-year flood level of 407 feet. The proposed typical section will consist of two (2) twelve (12) foot travel lanes with six (6) foot shoulders. The approximate length of improvements totals 4,700 feet. The existing centerline of SR-455 will be shifted to the south approximately twenty-five (25) feet, for a total of approximately thirty-five (35) feet away from A.O. Smith Water Products Co., to accommodate new fill slopes. Utility relocation, both overhead and underground, will be required to accommodate the road widening. It should be noted that this alternative will impact wetlands and the Riverbluff Park. In addition, the proposed alternative will require widening or replacing an existing bridge structure along the route. Alternative 3 will require a modification to the internal circulation and flow of traffic within the facility property in order to allow trucks to enter and exit at the third entrance. Alternative 3 could potentially impact A.O. Smith's parking facilities and may result in a loss of parking spaces. The total estimated project cost for Alternative 3 is approximately \$7,603,000 and does not account for right-of-way expenditures; however, it is feasible to assume that right-of-way will be required for the proposed improvements. Despite raising the elevation of the entire roadway, A.O. Smith should still explore appropriate flood mitigation measures as this alternative does not provide adequate prevention.

Mr. Mudd  
September 5, 2014  
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Alternative 4 involves elevating the grade of SR-455 approximately 6-10 feet along the entire roadway adjacent to the A.O. Smith Facility in order to place the roadway above the 100-year flood level of 402 feet. The proposed typical section will consist of two (2) twelve (12) foot travel lanes with six (6) foot shoulders. The approximate length of improvements totals 4,700 feet. The existing centerline of SR-455 will be shifted to the south approximately fifteen (15) feet, for a total of approximately twenty-five (25) feet away from A.O. Smith Water Products Co., to accommodate new fill slopes. Utility relocation, both overhead and underground, will be required to accommodate the road widening. It should be noted that this alternative will impact wetlands and the Riverbluff Park. In addition, the proposed alternative will require widening or replacing an existing bridge structure along the route. Alternative 4 will require a modification to the internal circulation and flow of traffic within the facility property in order to allow trucks to enter and exit at the third entrance. Alternative 4 could potentially impact A.O. Smith's parking facilities and may result in a loss of parking spaces. The total estimated project cost for Alternative 4 is approximately \$6,095,000 and does not account for right-of-way expenditures; however, it is feasible to assume that right-of-way will be required for the proposed improvements. Despite raising the elevation of the entire roadway, A.O. Smith should still explore appropriate flood mitigation measures as this alternative does not provide adequate prevention.

Compared to the improvements described as Alternatives 1 and 2, the cost estimates for Alternatives 3 and 4 are more than double. Due to the high cost and lack of utility in flood prevention provided by the roadway improvements proposed for Alternatives 3 and 4, the Department does not recommend or provide additional financial commitment beyond either Alternative 1 or 2.

If you need further assistance or you have any questions, please feel free to contact Mr. Steve Allen, Strategic Transportation Investments Director, at (615) 741-2208 or email at [Steve.Allen@tn.gov](mailto:Steve.Allen@tn.gov).

SA/PH

Cc: Ms. Lyndsay Botts  
Mr. Paul Degges  
Ms. Danielle Hagewood  
Mr. Jim Waters