

RESOLUTION NO. 97-5

**A RESOLUTION TO PROPOSE AND OFFER THE STATE OF TENNESSEE
A PARTICIPATION PARTNERSHIP TO THE EXTENT OF ONE-THIRD (1/3)
OF THE TOTAL COST, NOT TO EXCEED \$100,000.00,
OF CONSTRUCTION OF A GRADE SEPARATION AT THE
INTERSECTION OF STATE ROUTE 247 AND CSX RAILROAD
TRACKS, THE TOWN'S FUNDS TO BE DRAWN FROM BUDGET FUND
DEEMED MOST APPROPRIATE BY THE GOVERNING BOARD AT
THE TIME OF PAYMENT OF SAME**

Whereas, economic development is being stifled in the Town of Spring Hill because of two primary reasons:

1. The primary industrial park located along both sides of State Route 396 (Saturn Parkway) does not plan to recruit light industry, but instead save their land for major warehouse and distribution centers. This is a deliberate decision to take maximum advantage of the proximity of future State Route 840 and works for the benefit of the State of Tennessee; and
2. The inhibiting factor of constant and repetitive blockage of the CSX Railroad track crossing at the intersection of the railroad tracks with State Route 247. This is occasioned by the necessity of the Saturn Corporation's use of the railroad tracks (in near proximity to the loading yards of the Saturn plant) to use the tracks as a switching track to move back and forth into the Saturn yards to pull from separate loading tracks.

Whereas, the Town of Spring Hill realizes the traffic count on State Route 247 will continue to be low because of the rational inhibition against industrial growth west of the railroad tracks;

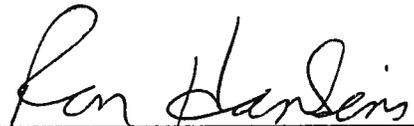
Whereas, the accident rate is too low (with credit to be given to the Spring Hill Police Department for their diligent attention to the problem) to qualify for a State safety grant, in spite of a very dangerous and potentially fatal sight obscuration condition located at the western approaches to the railroad tracks;

Whereas, this railroad track delay is fatal to the recruitment of small industry, to include Saturn Corporation support suppliers, since the only land available for such development already made ready with Town infrastructure, located in or near Spring Hill, is located west of the railroad tracks; and

Whereas, the problem has become so significant to the governing Board of Spring Hill as to cause them to make this most unusual offer (for a town of less than 5,000 population) to participate with the State of Tennessee in resolving this problem with the anticipation that the state legislature will view this partnering offer as an opportunity to solve an unavoidable problem with less cost to the state since the state eventually must otherwise have to pay all costs if this offer is rejected.

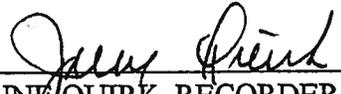
BE IT THEREFORE RESOLVED BY THE BOARD OF MAYOR AND ALDERMEN OF THE TOWN OF SPRING HILL, TENNESSEE that the Town agrees to pay one-third (1/3) of the total cost, not to exceed the sum of \$100,000.00, of a project to construct a grade separation at the intersection of CSX Railroad and State Route 247 within the Town limits of Spring Hill, with the State of Tennessee being responsible for the remaining two-thirds (2/3) of the total cost. "Total cost" includes all survey, engineering/design, bidding cost, construction, land and borrow pit acquisition, and any other costs reasonably defined as being part of the total project cost, with the Town's share of the cost to be paid from funds as determined by the Board of Mayor and Aldermen when payment is due. The Town is willing to provide the project administration, engineering design, and construction to State of Tennessee standards for projects of this type, subject to the sharing of costs stated herein.

Passed and adopted by the Board of Mayor and Aldermen of the Town of Spring Hill, Tennessee on the 20th day of January, 1997.



RON HANKINS, MAYOR

ATTEST:



JUNE QUIRK, RECORDER

LEGAL FORM APPROVED:



N. HOUSTON PARKS, ATTORNEY