



HISTORIC
FRANKLIN
TENNESSEE

ITEM #13
BOMA
11/26/13

MEMORANDUM

November 14, 2013

TO: Board of Mayor and Aldermen

FROM: Eric S. Stuckey, City Administrator *ES*
David Parker, P.E., City Engineer
Paul P. Holzen, P.E., Director of Engineering

SUBJECT: Consideration to install a new historical marker sign along Mack Hatcher and not fund the construction of a way-finding sign and kiosk as part of the Mack Hatcher NE Widening Project.

Purpose

The purpose of this memorandum is to provide the Board of Mayor and Aldermen (BOMA) with information to consider taking on elements of the Mack Hatcher signage (historical marker and way-finding) that the Tennessee Department of Transportation (TDOT) is removing from the Mack Hatcher widening project currently underway.

Background

The Transportation Commissioner for the State of Tennessee has determined that TDOT will not construct a way-finding sign and kiosk about Roper's Knob. The City is bringing this forward to the BOMA to consider reimbursement to TDOT for the construction of the way-finding sign and kiosk.

The City of Franklin has held conversations with the State's construction engineering and inspection (CEI) consultant and the TDOT Project Manager to determine if the City would be willing to pay for the installation of the way-finding sign and kiosk. Due to the contractual obligations of TDOT, the materials for this way-finding sign and kiosk structure have been paid for by TDOT. The cost of the structure and the installation is over \$75,000. TDOT is contractually responsible for \$14,000 for the materials leaving the installation at \$61,000. The way-finding sign and kiosk is to be located at location 1 as shown on Exhibit A.

In addition to the way-finding sign and kiosk, the project had to move and temporarily store the existing "Roper's Knob" historical marker. The intent is to relocate the historical marker to location 2 as shown on Exhibit A. Prior to starting construction TDOT documented that the historical marker was damaged. The estimate for a new historical marker is \$3,000.

Financial Impact

The installation of the way-finding sign and kiosk has a significant impact on the City's Capital Budget. Below are three options for consideration.

- Option 1 Install the sign and kiosk at location 1 as shown on Exhibit A. Location 1 has two distinct problems. First is that location 1 misrepresents where Roper's Knob is actually located. Of the two hilltops, Roper's Knob is the southeast hilltop and will not be visible.



The second problem is that to place the sign there requires the construction of a retaining wall that drives the cost of the installation to \$61,000.

Option 2 Install the **fractured** historical marker sign at location 2 and **do not fund** the installation of the sign and kiosk. Location 2 is at the arbor structure and the intersection of the spencer creek greenway and Mack Hatcher multi-use path. This option has no cost to the City of Franklin.

Option 3 Install a **new** historical marker sign at location 2 and **do not fund** the installation of the sign and kiosk. Location 2 is at the arbor structure and the intersection of the Spencer Creek greenway and Mack Hatcher multi-use path. The estimated cost of a new historical marker is \$3,000.

Recommendation

Staff recommends approval of Option 3 to install a new historical marker sign at location 2 as shown on Exhibit A and not fund the installation of the sign and kiosk. The estimated cost of the new historical marker is \$3,000.

Roper's Knob Wayfinding

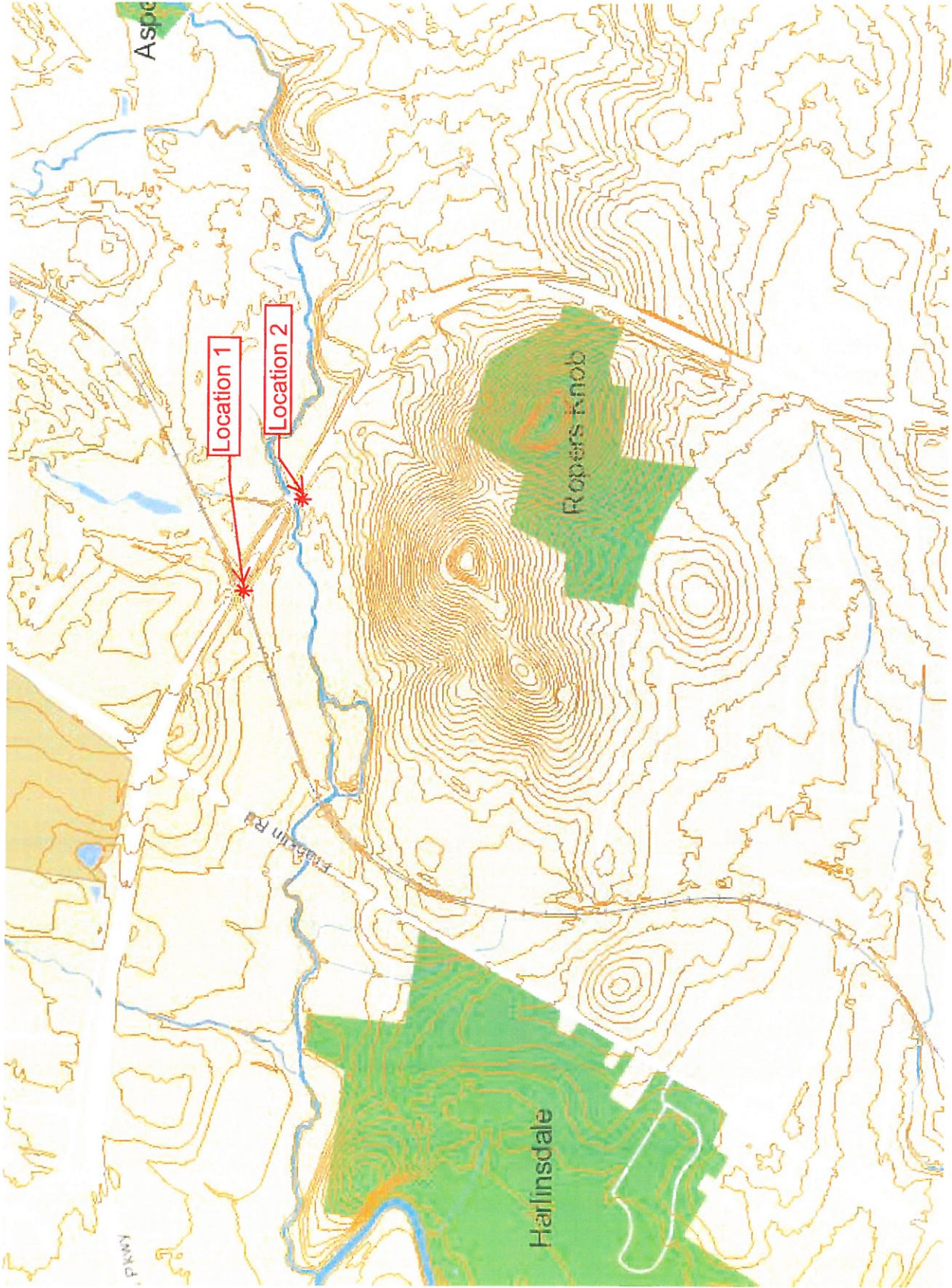
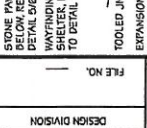
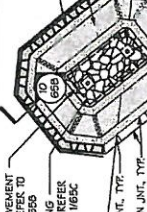
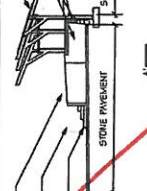
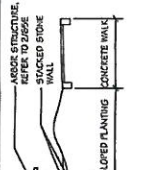


Exhibit B

PROJECT NO.	YEAR	TYPE
STP-397(7)	2009	R.O.W. CONST.
STA-397(7)	2011	CONSTR.

DESIGN DIVISION	FILE NO.



STONE PAVEMENT TO DETAIL 4/658
WAYFINDING SHELTER, REFER TO DETAIL 1/658
TOOLED JNT. TYP. REFER TO DETAIL 6/558
EXPANSION JNT. TYP. REFER TO ROADWAY DWGS

PLANTING, TYP. SEATWALL W/ RAILING, REFER TO DETAIL 1/658
CONCRETE PAVEMENT, REFER TO DETAIL 4/658
CONCRETE PAVEMENT, REFER TO DETAIL 4/658
STANDARD CONCRETE, REFER TO DETAIL 6/558
MULTI-USE PATH, TYP. REFER TO ROADWAY DWGS

PLANTING AREA SHADE TREE, TYP. PLANTING, TYP.

CONCRETE STRUCTURE COLUMN, REFER TO DETAIL 4/658

FLUSH, TYP.

FLUSH, TYP.

FLUSH, TYP.

FLUSH, TYP.

FLUSH, TYP.

FLUSH, TYP.

TOOLED JNT. TYP. REFER TO ROADWAY DWGS
MULTI-USE PATH, TYP. REFER TO DETAIL 3/658
SPECIALTY CONCRETE COLOR A, REFER TO DETAIL 3/658
SPECIALTY CONCRETE COLOR B, REFER TO DETAIL 3/658
CONCRETE STEPS, REFER TO DETAIL 7/658
STANDARD CONCRETE, REFER TO DETAIL 2/658

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS
MULTI-USE PATH, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS

AREOR STRUCTURE, REFER TO DETAIL 2/658
PLANTING, TYP. REFER TO ROADWAY DWGS



COORDINATE VALUES ARE INDICATED BY THE FACTOR 1.00000 & TIED TO THE TOTAL STATE OF TENNESSEE DEPARTMENT OF TRANSPORTATION BUREAU OF PLANNING & ENVIRONMENT (BP 397(7))

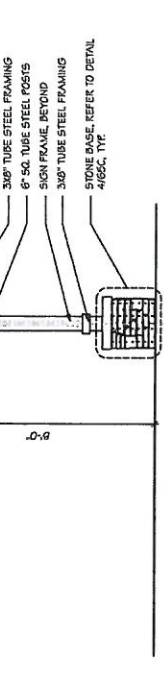
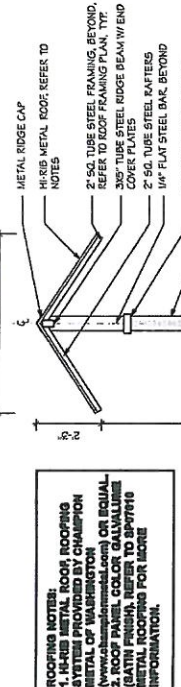
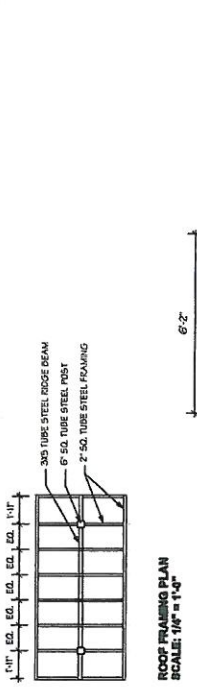
LANDSCAPE PLAN

SCALE AS SHOWN

NOTE: 1) PROVIDE EXTERIOR LIGHTING FOR THE TRAILHEAD WALL LIGHTING. LIGHTS ARE SYMMETRICAL ABOUT CENTERLINE UNLESS OTHERWISE NOTED.

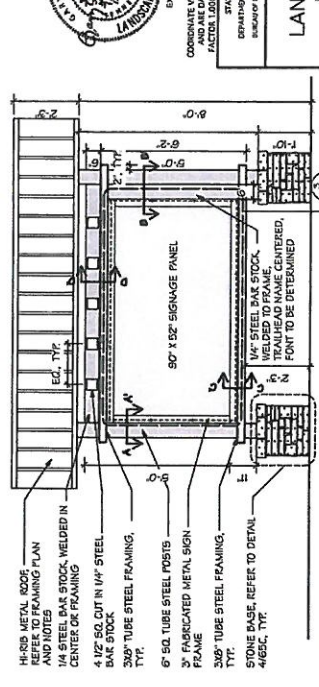
ORIGINAL LOCATION

YEAR	TYPE	PROJECT NO.	REV. NO.
2009	R.O.W.	STP-397(7)	65C
2011	CONSTR.	STP-397(7)	65C

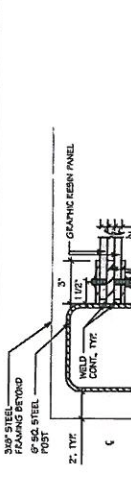


2 SECTION: TRAIL-HEAD SIGNAGE SHELTER
Scale: 1/2" = 1'-0"

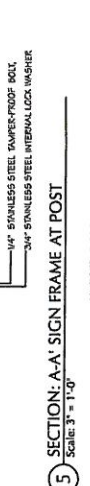
NOTES:
1. ALL METAL SURFACES TO BE POWDER COATED, COLOR BLACK
2. REFER TO SHEET 600 FOR SIGN FRAMING INFORMATION
3. REFER TO SPANZA METAL FABRICATION AND SPYRITO METAL ROOF FOR MORE INFORMATION.



1 ELEVATION: TRAIL-HEAD SIGNAGE SHELTER
Scale: 1/2" = 1'-0"



5 SECTION: A-A' SIGN FRAME AT POST
Scale: 3" = 1'-0"



6 SECTION: B-B' SIGN FRAME AT POST
Scale: 3" = 1'-0"



7 SECTION: C-C' SIGN FRAME AT POST
Scale: 3" = 1'-0"



8 SECTION: D-D' SIGN FRAME AT 3X8\"/>



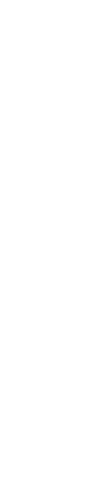
5 SECTION: A-A' SIGN FRAME AT POST
Scale: 3" = 1'-0"



6 SECTION: B-B' SIGN FRAME AT POST
Scale: 3" = 1'-0"



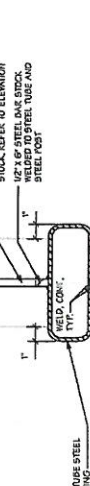
7 SECTION: C-C' SIGN FRAME AT POST
Scale: 3" = 1'-0"



8 SECTION: D-D' SIGN FRAME AT 3X8\"/>



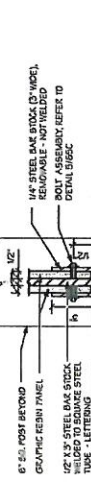
5 SECTION: A-A' SIGN FRAME AT POST
Scale: 3" = 1'-0"



6 SECTION: B-B' SIGN FRAME AT POST
Scale: 3" = 1'-0"



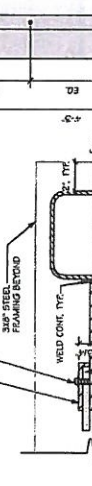
7 SECTION: C-C' SIGN FRAME AT POST
Scale: 3" = 1'-0"



8 SECTION: D-D' SIGN FRAME AT 3X8\"/>



5 SECTION: A-A' SIGN FRAME AT POST
Scale: 3" = 1'-0"



6 SECTION: B-B' SIGN FRAME AT POST
Scale: 3" = 1'-0"



7 SECTION: C-C' SIGN FRAME AT POST
Scale: 3" = 1'-0"



8 SECTION: D-D' SIGN FRAME AT 3X8\"/>

DESIGN DIVISION	FILE NO.
TENNESSEE D.O.T.	

CONSULTING ENGINEER (SINCE 1991)
AND AN ENGINEER REGISTERED IN THE STATE OF TENNESSEE
STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
DIVISION OF PLANNING & DEVELOPMENT
EXPIRES 12/31/2013

LANDSCAPE PLAN
SCALE: AS SHOWN





ROPER'S KNOB

The large hill immediately to the south, which rises more than 900 feet above sea level, played an important role in the Civil War. Used as a signal station by Union troops, Roper's Knob was a key communications link between Nashville and points south and between Franklin and Murfreesboro. After Middle Tennessee was occupied by Federal troops in early 1862, the hill was crowned with entrenchments and an octagonal log blockhouse. A sophisticated pulley system helped lift artillery to the summit. The knob, along with nearby Fort Granger, helped guard the Tennessee & Alabama Railroad. Roper's Knob was not occupied at the time of the Battle of Franklin, November 30, 1864.

TENNESSEE HISTORICAL SOCIETY 2007

Exhibit E

