



HISTORIC
FRANKLIN
TENNESSEE

ITEM #7
CIP
08-12-10

MEMORANDUM

July 27, 2010

TO: Board of Mayor and Aldermen

FROM: Eric J. Gardner, P.E., Director of Engineering
David Parker, P.E., City Engineer
Eric S. Stuckey, City Administrator
Paul P. Holzen, P.E. Engineering Supervisor

SUBJECT: Carlisle Lane & Signal Design at HWY 96W

Purpose

The purpose of this memo is to obtain direction regarding the design for the Carlisle Lane & Signal Design at HWY 96W

Background

Staff is requesting that BOMA provide additional direction for the Carlisle Lane & Signal Design at HWY 96W Project. In June of 2008 Staff met with Neel Schaffer to review and select 1 of 6 alignment options. At the February 23, 2010 BOMA meeting staff was directed to conduct a public meeting to obtain design comments and public input for the project. A public meeting was held on March 30, 2010 to review the current design as approved by staff. At this public meeting staff was directed to develop 3 additional alignment options to review the ROW impacts to the Tomlinson Fort property and the Carlisle Home Owners Association property. A 2nd public meeting was held on July 8, 2010 to review the 3 alignment options and obtain additional public input. Both the Carlisle Home Owners Association and Mr. Tomlinson Fort have indicated they are in favor of changing the current alignment and moving forward with Concept Option #3. Below is a summary of the Pros and Cons for the Staff Approved Alignment and Concept Option #3.

Staff Approved Alignment Pros:

- No ROW take from the historic Tomlinson Fort property
- ROW impacts to the Carlisle Lane HOA is within the common area and located outside the existing security/privacy fence.
- Meets all current design standards
- No additional design cost
- No additional ROW cost

Staff Approved Alignment Cons:

- The Carlisle Lane HOA does not approve of the current alignment. ROW and easements acquisition would more than likely require condemnation.

Concept Option #3 Pros:

- Both Tomlinson Fort and the Carlisle Home Owners Association have verbally agreed and shown support for this option.
- Meets all current design standards



Concept Option #3 Cons:

- Changing the alignment will require additional design cost
- Changing the alignment will require additional ROW cost
- Changing the alignment will delay the ROW Acquisition and design phase of the project
- It's our understanding that the Carlisle Home Owners Association will require approval from all home owners to sell land within their common area. If 100% homeowner approval is not obtained condemnation will still be required.

In addition to shifting the alignment the Carlisle Home Owners Association has requested additional landscaping and a retaining wall be incorporated into the final design. The purpose of the landscaping and retaining wall would be to buffer their development from HWY 96 and Carlisle Lane.

Options/Financial Impact

Proposed Alignment

Option 1 - Approve the staff approved alignment and move forward with resolution 2010-15. This resolution will authorize condemnation. At this time the Carlisle Home Owners Association is the only property remaining to complete the ROW acquisition for this project. The financial impact would include payment of the appraised value for \$6,000 and any cost associated with condemnation.

Option 2 – Approve the alignment for Concept Option #3 shifting Carlisle Lane west. This option will require additional design and additional ROW acquisition on the Tomlinson Fort property. The financial impact could include an additional \$4,000 for ROW cost, additional \$13,000 for design cost and will delay the design phase of the project.

Additional Landscaping

Option 1 – Include no additional landscaping into the current design. No financial impact.

Option 2 – Approve additional landscaping in the Carlisle Home Owners Association common area. All landscaping should be on private property and outside all existing easements. At the completion of the project the landscaping will be owned and maintained by the Carlisle Home Owners Association. Financial impact would include additional landscaping design cost, construction cost and will delay the design phase of the project.

Retaining Wall

Option 1 – Approve the current design with 3:1 slopes graded up to the existing elevation located on the Carlisle Home Owners Association property.

Option 2 – Approve a retaining wall or outcropping along SR96 to act as a noise buffer for the Carlisle Home Owners Association. The financial impact would include an additional \$15,500 for geotechnical engineering services/design and additional construction cost. The additional construction cost was estimated to be around \$100,000 for the construction of a new retaining wall. This cost could be higher depending on the extent of the decorative face used and would delay the design phase of the project

Recommendation

Based on the financial impact alone staff would recommend moving forward with the current design and approving option 1 for the proposed alignment, additional landscaping and retaining wall.

Paul Holzen

From: Ron Franks [RFranks@hfrdesign.com]
Sent: Monday, August 02, 2010 10:08 AM
To: Paul Holzen
Cc: Fong, Mary Ann; doug.henry@comcast.net; 'Gooden, Anthony S'; 'Chuck Lanier'; Waldkirch, Bill
Subject: Carlisle & 96 Intersection
Attachments: color003175.pdf

Paul,

Over the last couple of weeks, we continue to work with the neighborhood committee spearheading the preferences of the homeowners for the Carlisle/96 intersection. The attached drawing indicates these preferences.

Thank you again for City Engineering's time and support as well as allowing us to speak directly with Neel-Schaffer regarding the various design options. We also understand that Mr. Fort now is agreeable to the proposed intersection alignment in Option No. 3.

The Carlisle Homeowner's Association also is recommending that the City adopt Option No. 3 but with modifications to the streetscape along Highway 96. The modifications to the streetscape are noted on the attached concept drawing with 3 different options, with Option A being the most desirable. Option A would locate the multi-use path to be located at street elevation with a 3 to 4 foot retaining wall built 4 feet off the multi-use path and a 3 to 1 grade applied to the remaining land to our property line. Option B would locate the multi-use path to be located at street elevation and a vertical cut be applied to the grade exposing the rock cropping as it exists today with a 3 to 1 slope applied to the remaining land to our property line. The rock cropping elevation would follow the existing contour. Option 3 would locate the multi-use path at street elevation and a 3 to 1 grade by applied to the remaining land to our property line. The Carlisle HOA has reviewed these modifications with Dana McLendon and he supports.

We recognize that our requested streetscape modifications will result in an increase in costs but overall, we believe it would address our homeowners' concerns regarding noise abatement and privacy. This also will benefit the City of Franklin esthetically by beautifying the intersection which will be the primary and first intersection tourists will drive through as the gateway to historic downtown Franklin once the Mack Hatcher Project is completed at Highway 96. We also understand that the increased costs when compared to the entire cost of this signalization project would be a small fraction.

Sincerely,

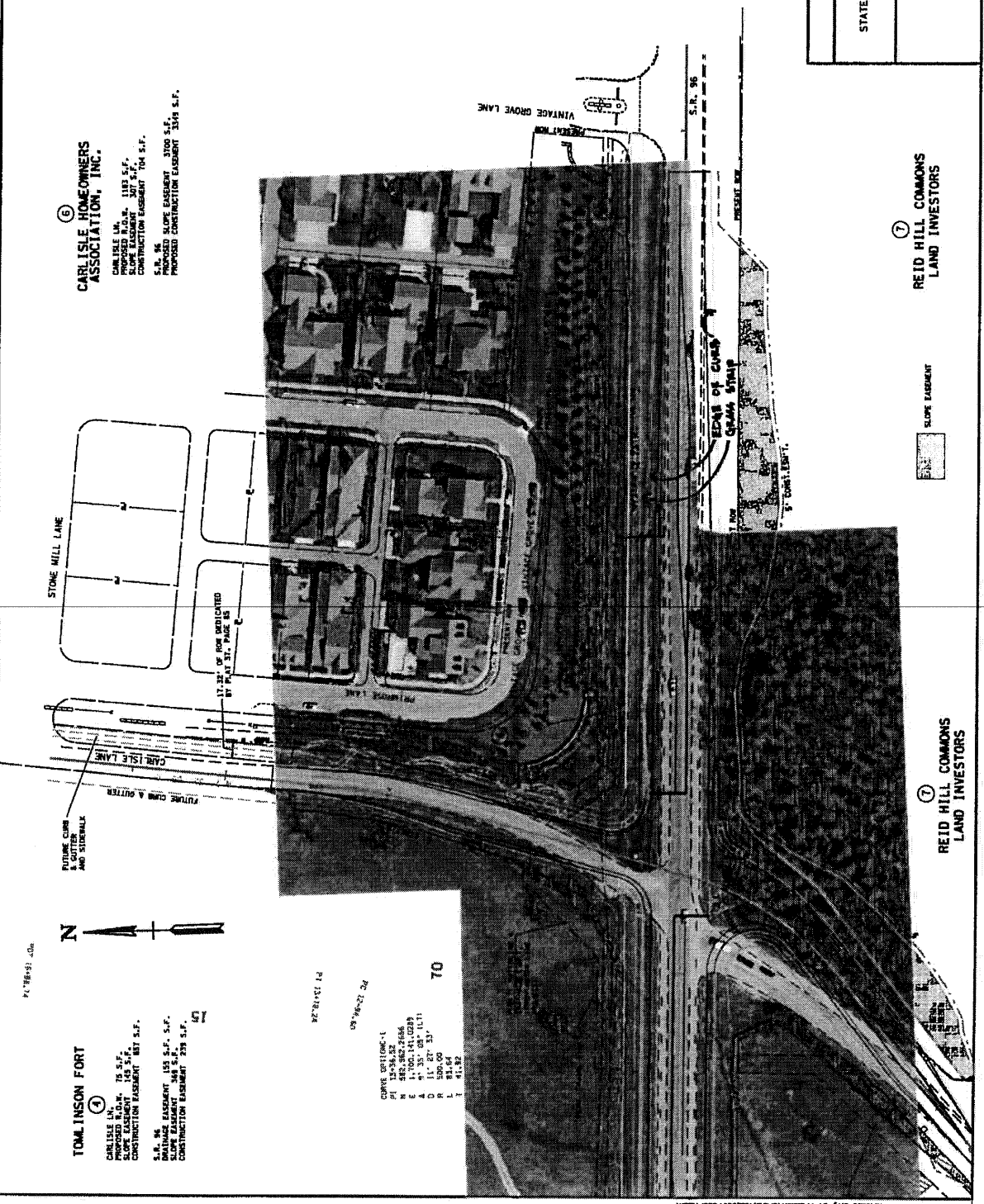
Ron Franks
President, Carlisle Homeowners Association

CITY	YEAR
FRANKLIN	2010
PROJECT	4

TOMLINSON FORT
 CARLISLE LN. 75 S.F.
 PROPOSED SLOPE 1.0%
 SLOPE EASEMENT 145 S.F.
 CONSTRUCTION EASEMENT 481 S.F.
 S.R. 96
 PROPOSED SLOPE EASEMENT 15 S.F., S.F.
 SLOPE 1.0%
 CONSTRUCTION EASEMENT 239 S.F.

CARLISLE HOMEOWNERS ASSOCIATION, INC.
 CARLISLE LN. 119 S.F.
 PROPOSED SLOPE 1.0%
 SLOPE EASEMENT 117 S.F.
 CONSTRUCTION EASEMENT 704 S.F.
 S.R. 96
 PROPOSED SLOPE EASEMENT 3700 S.F., S.F.
 PROPOSED CONSTRUCTION EASEMENT 3519 S.F.

- Option A**
 Most desirable with retaining wall
- Option B**
 Second most desirable with existing cut exposed outcropping in line of retaining wall.
- Option C**
 Third most desirable in line of retaining wall cut 5 to 1, slope up bank to tie into existing grade.



CONCEPT OPTION 5 (2010)
 INTERSECTION IMPROVEMENTS
 STATE ROUTE 96 AT BOTD MILL AVE/ CARLISLE LN
 FRANKLIN, TENNESSEE

DATE	BY	APP'D
10/15/10	JLS	JLS
10/15/10	JLS	JLS
10/15/10	JLS	JLS

SCALE: 1" = 40'
NEEL-SCHAFFER
 Registered Professional Engineer
 License No. 34888

REID HILL COMMONS LAND INVESTORS

REID HILL COMMONS LAND INVESTORS

Paul Holzen

From: TOMLINSON FORT [tomlinsonfort@bellsouth.net]
Sent: Tuesday, July 13, 2010 3:37 PM
To: Paul Holzen
Subject: Carlisle Lane/Boyd Mill intersection

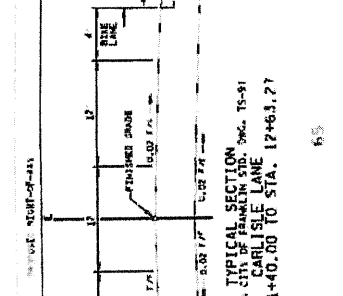
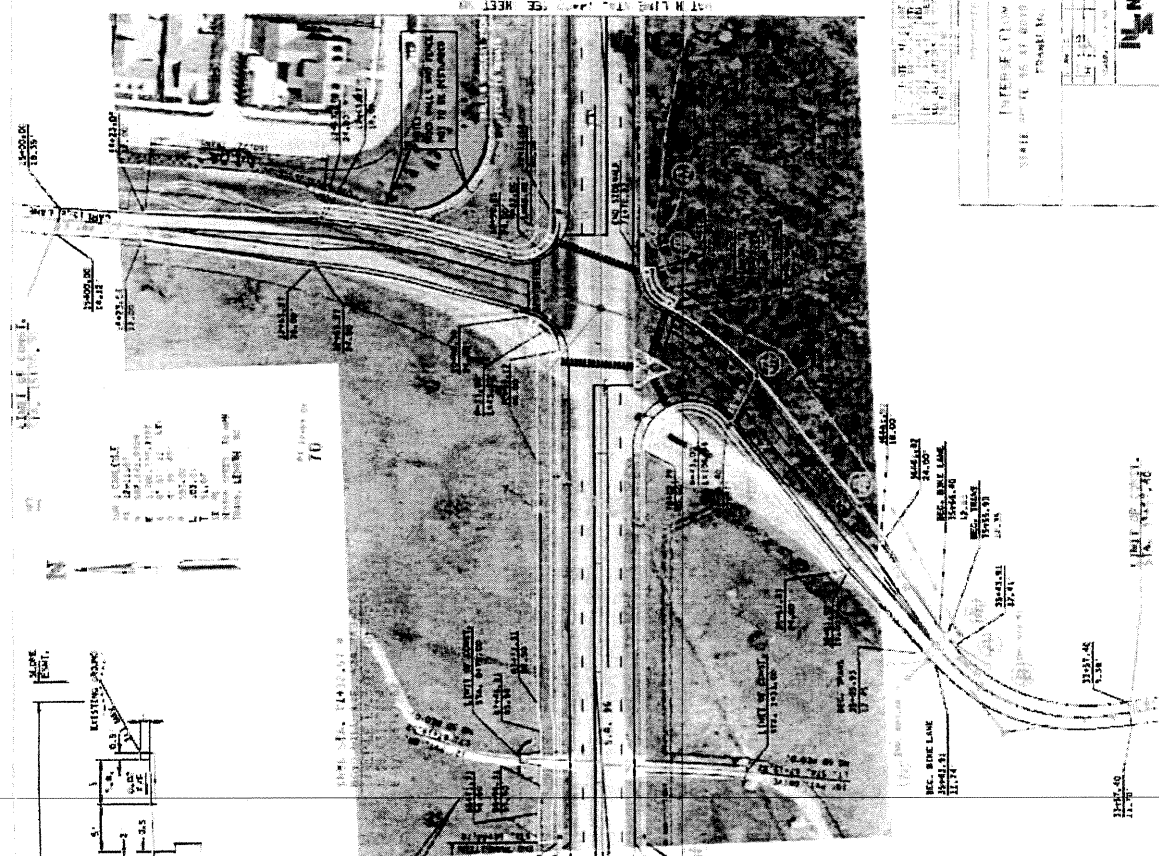
Dear Paul,

We have looked over the new concept options for the Carlisle Lane/Boyd Mill intersection and we would like to see Concept Option #3 used for the project.

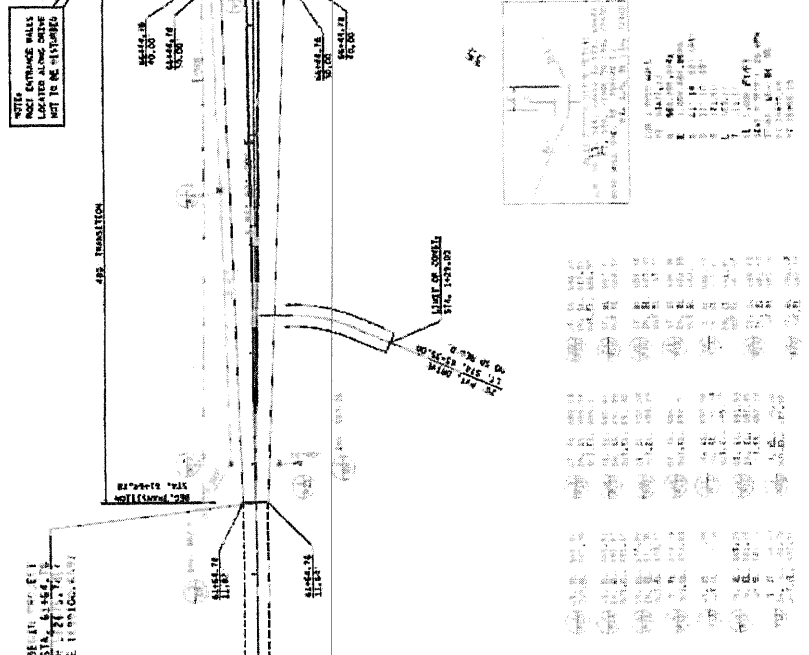
Thank you so much for your help and patience with us on this issue. We look forward to hearing about your department's recommendation to BOMA.

Sincerely,
Tomlinson Fort

NO.	DATE	BY	REVISION
1	10/1/00
2



TYPICAL SECTION
 BASED ON CITY OF FRANKLIN STD. 996-15-91
 CARLISLE LANE
 STA. 11+40.00 TO STA. 12+63.27



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INTEGRITY

REGISTERED PROFESSIONAL ENGINEER

STATE OF TENNESSEE

MEMBER NO. 12345

DATE: 10/1/00

PROJECT: CARLISLE LANE

LOCATION: FRANKLIN, TENNESSEE

SCALE: AS SHOWN

PROJECT NO. 12345

DATE: 10/1/00

BY: [Signature]

FOR: [Signature]

IN NEEL-SCHAFER

INTEGRITY

REGISTERED PROFESSIONAL ENGINEER

STATE OF TENNESSEE

MEMBER NO. 12345

DATE: 10/1/00

PROJECT: CARLISLE LANE

LOCATION: FRANKLIN, TENNESSEE

SCALE: AS SHOWN

PROJECT NO. 12345

DATE: 10/1/00

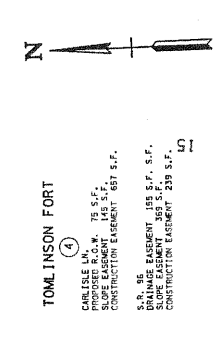
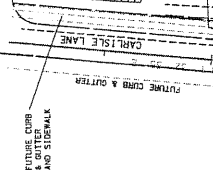
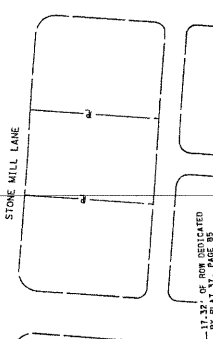
BY: [Signature]

FOR: [Signature]

IN NEEL-SCHAFER

CITY OF FRANKLIN	YEAR 2010	SHEET NO. 4
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CARLSLE HOMEOWNERS ASSOCIATION, INC.
 CARLSLE LN, 1185 S.F.
 PROPOSED S.C.M. CONSTRUCTION EASEMENT - 70M S.F.
 S.P. 96
 PROPOSED PAD & ACCESS EASEMENT 10271 S.F. (0.236 AC.)
 ACCESS CONSTRUCTION EASEMENT 3433 S.F.



④
TOM INSON FORT
 CARLSLE LN, 75 S.F.
 SLOPE EASEMENT 148 S.F.
 CONSTRUCTION EASEMENT 651 S.F.
 S.P. 96
 DRAINAGE EASEMENT 105 S.F. S.F.
 CONSTRUCTION EASEMENT 239 S.F.

STONE MILL LANE
 CARLSLE LANE
 FUTURE CURB & GUTTER AND SIDEWALK
 11.32' OF ROW DEDICATED BY PLAT 317, PAGE 95
 PROPOSED TRACKS
 VINTAGE GROVE
 VINTAGE GROVE LANE
 S.P. 96
 PROPOSED PAD & ACCESS EASEMENT 10271 S.F. (0.236 AC.)
 ACCESS CONSTRUCTION EASEMENT 3433 S.F.

⑦
 REID HILL COMMONS LAND INVESTORS
 SLOPE EASEMENT
 5' CONSTRAINT

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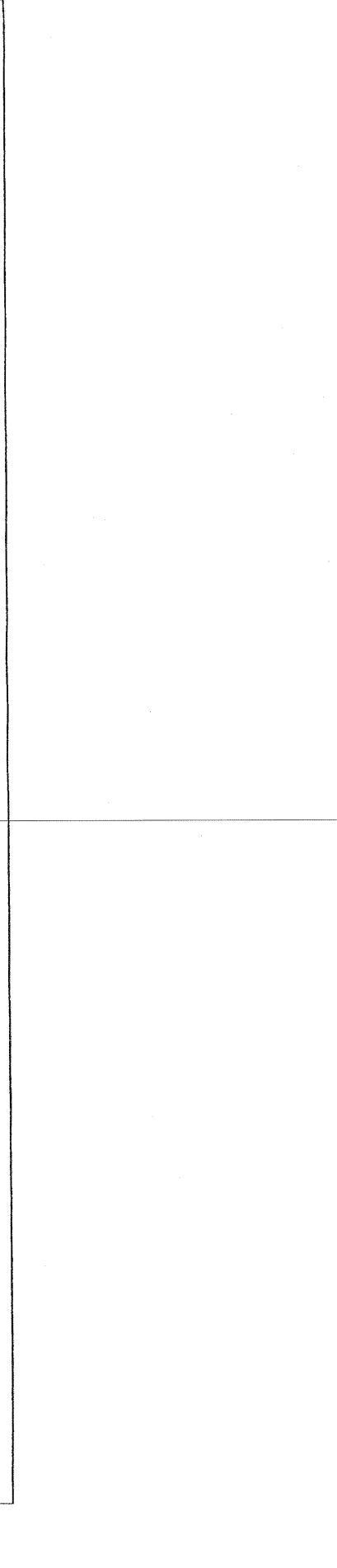
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 SLOPE EASEMENT
 5' CONSTRAINT

CONCEPT OPTION 3 (2010)
 INTERSECTION IMPROVEMENTS
 STATE ROUTE 96 AT BOYD HILL AVE/ CARLSLE LN
 FRANKLIN, TENNESSEE

DATE: 03/20/10	REVISION:
DRAWN: J.S.	
CHECKED: J.S.	
SCALE: 1" = 30'	

NEEL-SCHAFFER
 Surveyors and Engineers, Inc.
 1000 North Main Street, Franklin, TN 37067



5/20/2008 10:02 AM
 Project: City of Franklin/0910142008-4407C.DWG

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 REID HILL COMMONS LAND INVESTORS
 SLOPE EASEMENT
 5' CONSTRAINT

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