

This document, together with the concepts and design presented herein, is an instrument of service. It is intended only for the specific purpose and client for which it was prepared. Review of and reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

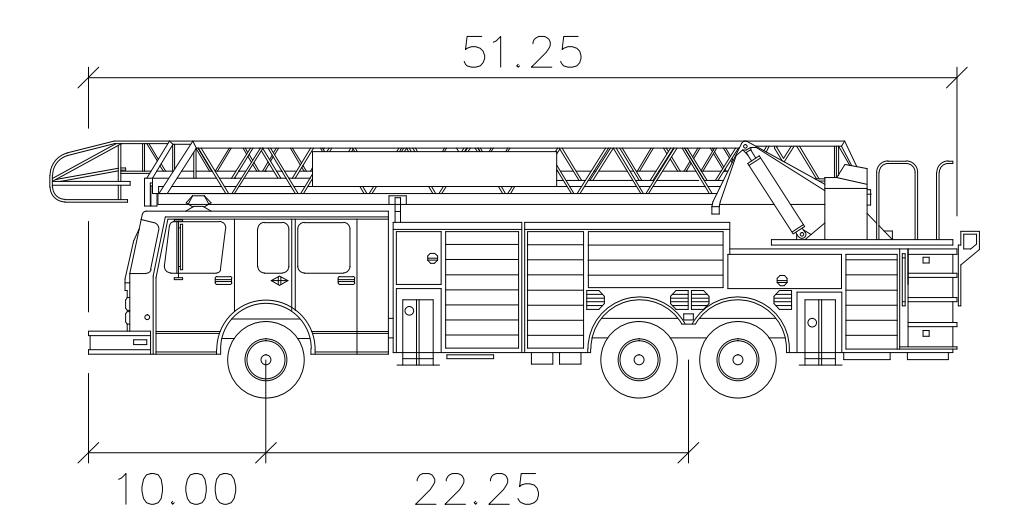
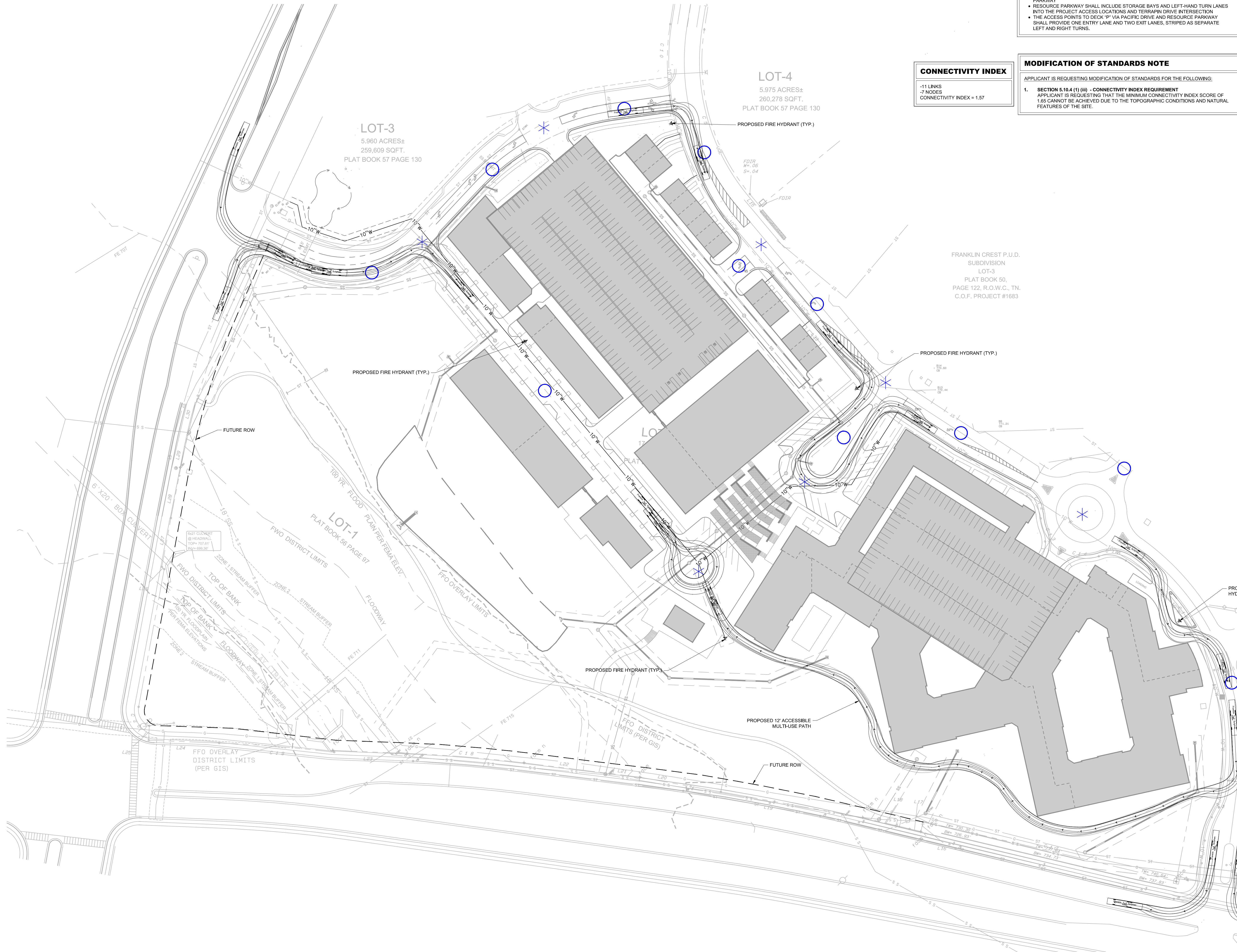
IMPACT STATEMENT
THIS SITE IS LOCATED ALONG E. MCEWEN DRIVE, A PART OF THE CITY OF FRANKLIN MAJOR THOROUGHFARE PROJECT #2. THIS EXISTING ROAD WAS COMPLETED PER THE RECOMMENDATIONS IN THE MAJOR THOROUGHFARE PLAN.

TRAFFIC IMPACT STUDY NOTE
THE FOLLOWING ITEMS OUTLINE RECOMMENDATIONS RELATED TO THE TRAFFIC IMPACT STUDY, PERFORMED BY FISCHBACH TRANSPORTATION, AND ADDITIONAL STAFF RECOMMENDATIONS PER THE THIRD PARTY REVIEW VIA VOLKERT INC. FOR IMPROVEMENTS RELATED TO THIS DEVELOPMENT:
• A TRAFFIC SIGNAL SHOULD BE INSTALLED AT THE INTERSECTION OF E. MCEWEN DRIVE AND RESOURCE PARKWAY AT THIS TIME. THIS IMPROVEMENT IS REQUIRED PER THE OLVATION DEVELOPMENT PLAN.
• A TRAFFIC SIGNAL SHOULD BE INSTALLED AT THE INTERSECTION OF CAROTHERS PARKWAY AND RESOURCE PARKWAY.
• THE STORAGE BAY ON THE EXISTING SOUTHBOUND LEFT-HAND TURN LANE FROM CAROTHERS PARKWAY TO PACIFIC DRIVE SHALL BE EXTENDED TO 150'.
• FUTURE RIGHT-OF-WAY RESERVATION SHOULD BE PROVIDED ALONG CAROTHERS PARKWAY AND E. MCEWEN DRIVE PER THE HYBRID EXHIBIT OF THE CAROTHERS INTEGRATED GROWTH PLAN. ROW IS TO BE RESERVED AND DEDICATED VIA FINAL SUBDIVISION PLAT AFTER SITE PLAN APPROVAL.
• PACIFIC DRIVE SHALL INCLUDE ONE THROUGH LANE IN EACH DIRECTION AND A CONTINUOUS CENTER TURN LANE FROM CAROTHERS PARKWAY TO RESOURCE PARKWAY.
• RESOURCE PARKWAY SHALL INCLUDE STORAGE BAYS AND LEFT-HAND TURN LANES INTO THE PROJECT ACCESS LOCATIONS AND TERRAPIN DRIVE INTERSECTION.
• THE ACCESS POINTS TO DECK "B" VIA PACIFIC DRIVE AND RESOURCE PARKWAY SHALL PROVIDE ONE ENTRY LANE AND TWO EXIT LANES, STRIPED AS SEPARATE LEFT AND RIGHT TURNS.

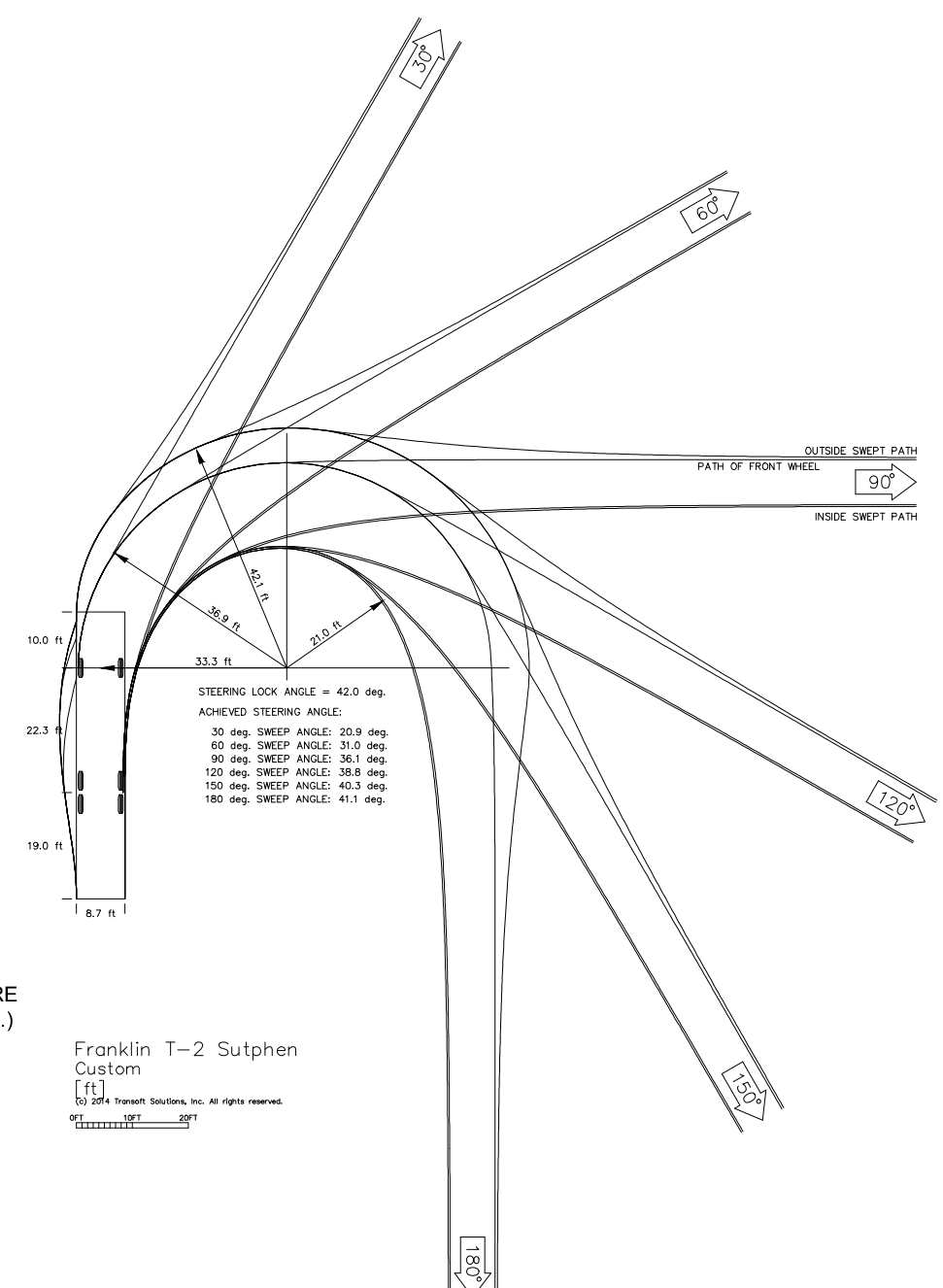
ROW & ACCESS GENERAL NOTES
1. PRIOR TO BEGINNING ANY CONSTRUCTION, THE DEVELOPER AND/OR CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AS REQUIRED BY LAW. SUCH PERMITS MAY INCLUDE, BUT ARE NOT LIMITED TO, THOSE REQUIRED BY STATE OF TENNESSEE, WILLIAMSON COUNTY AND OTHER CITY OF FRANKLIN AGENCIES.
2. ALL OFF-SITE WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL REQUIRE AN APPROVED TRAFFIC CONTROL PLAN WHICH COMPLES WITH THE MUTCD. NO OFF-SITE EXCAVATION MAY BE UNDERTAKEN IN ANY STREET, ROAD, ALLEY OR RIGHT-OF-WAY OF ANY UTILITY OR TEMPORARY CONSTRUCTION EASEMENT OF THE CITY OF FRANKLIN BY ANY ENTITY UNLESS 72-HOUR NOTICE HAS BEEN GIVEN TO THE CITY OF FRANKLIN TRAFFIC OPERATIONS CENTER. THE CONTRACTOR SHALL HAVE AN APPROVED TRAFFIC CONTROL PLAN ON-SITE DURING CONSTRUCTION.
3. CONSTRUCTION MATERIALS SHALL BE FULLY TESTED IN ACCORDANCE WITH THE DESIGNATIONS AND REQUIREMENTS WITHIN THE REFERENCED "TDOT STANDARD SPECIFICATIONS" SECTIONS UNLESS OTHERWISE NOTED WITHIN THE STANDARD SPECIFICATIONS' SECTION OF THE CITY OF FRANKLIN TRANSPORTATION & STREET TECHNICAL STANDARDS.
4. AN AUTHORIZED REPRESENTATIVE OF THE CITY SHALL MAKE A FINAL INSPECTION OF THE PROJECT AFTER COMPLETION TO DETERMINE ACCEPTABILITY OF THE WORK AND FOR RELEASE OF PERFORMANCE BONDS IF REQUIRED, BEFORE THE FINAL INSPECTION CAN BE MADE. THE ENGINEER RESPONSIBLE FOR THE PROJECT SHALL CERTIFY IN WRITING TO THE CITY ENGINEER THAT THE WORK HAS BEEN COMPLETED IN ACCORDANCE WITH APPROVED PLANS AND SPECIFICATIONS.
5. LOCATING AND COORDINATION FOR THE RELOCATION OF EXISTING UTILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR. TENNESSEE'S ONE-CALL AND THE CITY OF FRANKLIN UTILITY LOCATION SERVICE SHALL BE UTILIZED IN ADDITION TO COORDINATION WITH LOCAL UTILITY OWNERS. THE CONTRACTOR SHALL AT ALL TIMES PROTECT EXISTING UTILITIES AND WILL BE RESPONSIBLE FOR COSTS DUE TO DAMAGE CAUSED TO ANY UTILITY LINES.
6. ALL TEMPORARY STRIPING SHALL CONFORM TO "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION," PUBLISHED BY TDOT. THE LATEST REVISION EXCEPT AS HEREIN AMENDED, WHEN APPROVED. TEMPORARY STRIPING SHALL BE REQUIRED PRIOR TO THE OPENING OF A STREET FOR TRAVEL WHERE PAVEMENT AND/OR PERMANENT STRIPING CANNOT BE COMPLETED DUE TO WEATHER AND/OR TIME CONSTRAINTS.
7. THERMOPLASTIC PAVEMENT MARKINGS SHOULD BE USED ON ALL PUBLIC AND PRIVATE CITY STREET PROJECTS. THERMOPLASTIC TRAFFIC STRIPING AND PAVEMENT MARKINGS SHALL CONFORM TO SECTION 716.03 "THERMOPLASTIC PAVEMENT MARKINGS" OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS (TDOT), AND TO THE CITY OF FRANKLIN TRANSPORTATION & STREET TECHNICAL STANDARDS.

CONNECTIVITY INDEX
11 LINKS
17 NODES
CONNECTIVITY INDEX = 1.57

MODIFICATION OF STANDARDS NOTE
APPLICANT IS REQUESTING MODIFICATION OF STANDARDS FOR THE FOLLOWING:
1. SECTION 5.10.4 (1) (iii) - CONNECTIVITY INDEX REQUIREMENT
APPLICANT IS REQUESTING THAT THE MINIMUM CONNECTIVITY INDEX SCORE OF 1.55 CANNOT BE ACHIEVED DUE TO THE TOPOGRAPHIC CONDITIONS AND NATURAL FEATURES OF THE SITE.



Franklin T-2 Sutphen
Width : 8.66 feet
Track : 8.00
Lock to Lock Time : 6.0
Steering Angle : 42.0
NOTE: MINIMUM 5 MPH DESIGN SPEED



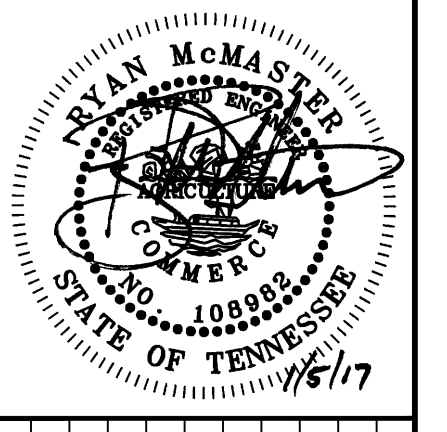
MULTI-USE PATH NOTE
AT SITE PLAN SUBMITTAL, GRASS PAVERS WILL BE DELINEATED WHERE THE DESIGN FIRE APPARATUS IS NOT ABLE TO MAKE THE TURNING RADIUS OF THE ACCESSIBLE PATH ALONG THE SOUTHERN EDGE OF BUILDING C.
GRASS PAVERS AS-NEEDED
12' MULTI-USE PATH

FRANKLIN CREST P.U.D.
SUBDIVISION
LOT-3
PLAT BOOK 50,
PAGE 122, R.O.W.C., TN,
C.O.F. PROJECT #1683

Kimley»Horn
214 Oceanside Drive, Nashville, TN 37204
Main: 615.564.2701 | www.kimley-horn.com
© 2017 Kimley-Horn and Associates, Inc.

EDGE
210 Twelfth Avenue South
Suite 402
Nashville, Tennessee 37203
P 615-256-6154 F 615-256-6155
Landscape Architecture Urban Design

APEX VILLAGE
PUD DEVELOPMENT PLAN
FRANKLIN, TENNESSEE



NO.	REVISIONS	DATE	BY

SCALE (H):
SCALE (V):
DESIGNED BY: JYB
DRAWN BY: JYB
CHECKED BY: RLM
DATE: 11/07/16
KHA PROJECT NO.: 018253064

OVERALL ROW & ACCESS PLAN
SHEET NUMBER
C4.0
COF #6305

