ROAD IMPACT FEE OFFSET AGREEMENT COF CONTRACT No. 2018-0176

This agreement is entered into between THE CITY OF FRANKLIN, TENNESSEE ("<u>City</u>") and **MIDDLE TENNESSEE HEALTH REALTY, LLC.**, ("<u>Developer</u>"), on this the day of ______, 201____, pursuant to Title 16, Chapter 4 of the Franklin Municipal Code ("FMC").

WHEREAS, the Developer has previously submitted to the City of Franklin Design Review Team a Unified Site Plan for Medcore Medical Office Building Subdivision, Lot 3 and Lot 4 (the "<u>Development Project</u>"); and

WHEREAS, the City has required the Developer to design and construct certain roadway improvements to include the dedication of arterial right-of-way, the engineering design of non-site related arterial improvements and/or the construction of certain non-site related arterial improvements as a requirement of the Development Project; and

WHEREAS, the estimated Arterial Impact Fees to be generated by the development is \$540,578.00 (116,705 square feet of office space at \$4,632.00 per 1,000 square feet); and

WHEREAS, the Developer has made application to offset a portion of the costs of construction of these improvements against any Road Impact Fees due from the Development Project, and the estimated amount of such eligible costs, and potential offset, was determined by the Road Impact Fee Administrator (City Engineer) on May 31, 2018 to be \$462,954.00, as shown on Exhibit A.

NOW THEREFORE, the City and the Developer, their successors and assigns, do hereby agree as follows:

- 1. The foregoing recitals are incorporated into this Agreement and made a part thereof.
- 2. Developer has submitted reliable information, as shown in Exhibit A, related to the costs of construction of the following arterial roadway improvements and/or works:

Traffic Signal at Carothers Parkway and Physicians Way

The total estimated costs of engineering/design, right-of-way, and construction of the Improvements is Four Hundred Sixty-Two Thousand, Nine Hundred Fifty-Four and No/100 Dollars (\$462,954.00) for the Development Project, and the total reimbursement to the Developer is Four Hundred Sixty-Two Thousand, Nine Hundred Fifty-Four and No/100 Dollars (\$462,954.00). The following costs are specifically excluded: fiscal cost, including interest of money borrowed to finance the construction, cost for known utility relocations, turn lanes, internal management fees and signals improvements that benefit solely the development and not the arterial roadway. <u>At no time shall reimbursement exceed the Arterial Impact Fees collected as part of the Development Project.</u>

3. Pursuant to the Franklin Municipal Code, the eligible reimbursement shall not exceed the total of the Arterial Road Impact Fees due for the Development Project.

- 4. The Developer shall be responsible for obtaining all offsite right-of-way and easements associated with the offsite arterial improvements. Should negotiations fail, the city agrees to acquire the right-of-way and easements necessary for the Arterial Roadway Improvements as shown in Exhibit A.
- 5. The City Engineer shall review and approve all design contracts, ROW acquisition offers and construction bids prior to the spending of any funding in which the Developer is seeking reimbursement from the City. The Developer agrees that failure to obtain contract approval from the City Engineer may result in loss of City funding / reimbursement.
- 6. The Developer may submit periodic invoices to the City during the course of construction (not more frequently than every ninety (90) days), which invoices shall be payable within ninety (90) days after approval by the Road Impact Fee Administrator (City Engineer), subject to collected impact fees and paragraph 3 above. Invoices shall include copies of approved contracts and invoices associated with the arterial roadway improvements and partial lien waivers for all contracts and copies of checks to show proof of payment.
- 7. Within 60 days of completion and acceptance of the improvements, the Developer and the City shall settle on a final billing. The Developer will provide reasonable documentation for all such cost and provide notarized release of liens.
- 8. The City and Developer agree that the terms and conditions contained herein shall be binding on and shall inure to their heirs, representatives, successors, and assigns and that there are no understandings or agreements between them except as contained in this instrument.
- 9. The City shall have no liability except as specifically provided in this Agreement.
- 10. Applicable Law/Choice of Forum and Venue. This Agreement is made under and will be construed in accordance with the laws of the State of Tennessee without giving effect to that state's choice of law rules. The parties' choice for forum and venue shall be exclusively in the courts of Williamson County, Tennessee.
- 11. Entire Agreement. This Agreement together with its exhibit(s) constitutes the entire agreement between the parties and may not be modified except as by a written agreement by both parties.

Approved by the Franklin Board of Mayor and Aldermen on_____, 201___.

(Signatures on pages 3 and 4)

WITNESS our hands on the dates as indicated.

DEVELOPER

MIDDLE TENNESSEE HEALTH REALTY, LLC.

By:_____

Print Name:_____

Title:_____

STATE OF TENNESSEE)
COUNTY OF)

 Before me, _________, a Notary Public of said County and

 State, personally appeared ________, with whom I a m personally

 acquainted (or proved to me on the basis of satisfactory evidence), and who, upon oath,

 acknowledged ________ self to be ________ (or other officer

 authorized to execute the instrument) of ________, the within named

 bargainor, a _______, and that ______ as such _______ executed the

 foregoing instrument for the purposes therein contained.

Witness my hand and seal on this _____day of ______, 20____.

Notary Public My Commission Expires:_____

CITY

CITY OF FRANKLIN, TENNESSEE, a municipality

	DR. KEN MOORE Mayor
Date:	
By:	ERIC S. STUCKEY
	City Administrator
Date:	

STATE OF TENNESSEE)) COUNTY OF WILLIAMSON)

Before me, the undersigned Notary Public of said County and State, personally appeared DR. KEN MOORE and ERIC S. STUCKEY, with whom I am personally acquainted (or proved to me on the basis of satisfactory evidence), and who, upon oath, acknowledged themselves to be the Mayor and City Administrator, respectively, of the City of Franklin, Tennessee, the within named bargainor, a municipality, and that as such Mayor and City Administrator executed the foregoing instrument for the purposes therein contained, by signing the name of the municipality by themselves as Mayor and City Administrator.

Witness my hand and seal this _____ day of ______, 20____.

Notary Public My Commission Expires:_____

Approved as to form by:

Tiffani M. Pope, Staff Attorney

Kimley **»Horn**

May 31, 2018 Revised September 12, 2018 Revised October 2, 2018

Mr. Paul Holzen Director of Engineering City of Franklin, Tennessee 109 3rd Avenue South Franklin, Tennessee 37064

RE: Road Impact Fee Offset Agreement Request Medcore Medical Building Subdivision Lots 3 and 4 Carothers Parkway and Physicians Way

Dear Paul,

Please consider this formal request for a road impact fee offset for the Medcore Medical Building Subdivision development (Lots 3 and 4) at the southeast corner of Carothers Parkway and Physicians Way. This fee offset is estimated below and includes the costs associated with the design and construction costs associated with the addition of a traffic signal. In addition, costs associated with the right-of-way dedication associated with Carothers Parkway (Arterial roadway) right-of-way have been included with the estimate below. The need for a traffic signal was outlined in the project traffic impact study and City-requested Traffic Signal Warrant Analysis as a recommendation for the above-mentioned development at the southeast quadrant of this intersection and is also outlined in the COF Traffic Signal Masterplan. This request is on behalf of Middle Tennessee Health Realty, LLC.

The proposed development, Medcore Medical Building Subdivision Lots 3 and 4, includes two medical office buildings. Preliminary estimates of the anticipated Arterial Roadway Impact Fees for this development (Lots 3 and 4) have been provided by City of Franklin staff totaling \$540,578.00. It is our understanding that the fees required by the City of Franklin for the Road Impact fee have been paid in full to the City of Franklin by the development began March 2016 and is expected to conclude in January 2019. We propose to design and construct the traffic signal as part of development and are requesting a reimbursement against the previously paid arterial roadway traffic impact fees. The requested reimbursement amount is detailed below and within the attachments to this letter:

Signal Construction (S&W-Sub) -	\$372,106
Estimated Consultant Fees -	\$28,400
R.O.W. Dedication Fee (0.098 Acres) -	\$62,448
	\$462,954

TOTAL IMPACT FEE OFFSET ESTIMATE - \$462,954

Kimley **»Horn**

Page 2

The ROW dedication fee outlined above was based upon the purchase price of this property of \$7,391,857.50 for 11.6 acres with a ROW dedication area of .098 acres. See attached plat for the ROW dedication.

The total anticipated cost of these improvements to Carothers Parkway **does not** exceed the Arterial Roadway Impact Fee estimate, provided by City staff and previously paid by the developer. As a result, we are requesting reimbursement of the above costs required by this development for ROW dedication and traffic signal design and construction, shown at \$462,954.00.

For our planning purposes, we request that the resulting agreement be finalized as soon as practically possible. If you have any questions, please contact me at (615) 564-2701 or <u>ryan.mcmaster@kimley-horn.com</u>.

Sincerely,

Ryan McMaster, PE

Attachments: Signal Construction Bid Cost Estimate (Merit Construction as GC, S&W as signal installer) Estimated Consultant Design Fee Proposals (KHA for design and SME for survey) Property Purchase Closing Statement City of Franklin Road Impact Fee Outline Final Plat for Medcore Medical Building Subdivision Lots 3 and 4

SHEET INDEX

SHEET	SHEET TITLE
T1-00	TRAFFIC SIGNAL LAYOUT
T1-01	TRAFFIC SIGNAL DIAGRAMS
T1-02	TRAFFIC SIGNAL NOTES

EC-STR-39A 08-01-12

TDOT STANDARD ROADWAY DRAWINGS

ROADWAY D	ESIGN STAND	ARDS
RD-A-1	12-18-99	STANDARD ABBREVIATIONS
RD-L-3	10-26-94	STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
ROADWAY A		
RP-H-3	10-10-16	CURB RAMP AND TRUNCATED DOME SURFACE DETAIL
RP-H-7	10-10-16	PERPENDICULAR CURB RAMP IN CURVE
RP-S-7	07-05-17	DETAILS FOR CONCRETE SIDEWALKS
DESIGN - TR	AFFIC CONTRO)L
T-M-1	07-05-17	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS AND MARKING ABBREVIATIONS
T-M-2	07-05-17	DETAILS OF PAVEMENT MARKINGS FOR CONVENTIONAL ROADS
T-M-4	10-10-16	STANDARD INTERSECTION PAVEMENT MARKINGS
T-WZ-40	03-05-17	RIGHT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-41	03-05-17	LEFT LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-42	03-05-17	CENTER LANE CLOSURES AT NEAR SIDE OF INTERSECTIONS
T-WZ-53	04-02-17	TRAFFIC CONTROL FOR SIGNALS ONLY PROJECTS ON 4 OR MORE LANE DIVIDED MAJOR ROUTES
T-WZ-55	10-10-16	SIDEWALK TRAFFIC CONTROL
EROSION PR	EVENTION ANI	D SEDIMENT CONTROL
EC-STR-3B	03-16-17	SILT FENCE
EC-STR-3C	08-01-12	SILT FENCE WITH WIRE BACKING
EC-STR-3E	04-01-08	SILT FENCE FABRIC JOINING DETAILS
EC-STR-8	06-10-14	FILTER SOCK
EC-STR-19	04-01-08	CATCH BASIN PROTECTION
EC-STR-39	08-01-12	CURB INLET PROTECTION TYPE 1 & 2

TDOT STANDARD TRAFFIC OPERATIONS DRAWINGS

CURB INLET PROTECTION TYPE 3 & 4

SIGNS		
T-S-9	06-10-14	STANDARD LAYOUT GROUND MOUNTED SIGNS
T-S-10	04-04-12	STANDARD MOUNTING DETAILS FLAT SHEET SIGNS ALUMINUM-STEEL DESIGN
T-S-12	07-10-17	STANDARD STEEL GROUND MOUNTED SIGNS, BREAK-AWAY TYPE POST FOOTING DETAILS, SQUARE 1
T-S-16	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-16A	07-02-15	GROUND MOUNTED ROADSIDE SIGN PLACEMENT DETAILS
T-S-19	07-11-17	STANDARD STEEL SIGN SUPPORTS
T-S-20	07-11-17	SIGN DETAILS
SIGNALS		
T-SG-2	06-27-16	LOOP LEAD-INS, CONDUIT AND PULL BOXES
T-SG-5	06-27-16	CONTROLLER CABINET DETAILS
T-SG-6	06-27-16	PEDESTRIAN SIGNAL DETAILS
T-SG-7	07-11-17	SIGNAL HEAD ASSEMBLIES
T-SG-7C		TYPICAL SIGNAL HEAD PLACEMENT - ONE-LANE AND TWO-LANE APPROACHES
T-SG-7H		TYPICAL SIGNAL HEAD PLACEMENT - THREE-LANE AND FOUR-LANE APPROACHES
T-SG-7L		TYPICAL SIGNAL HEAD PLACEMENT - FOUR-LANE APPROACHES
T-SG-9	07-11-17	DETAILS OF CANTILEVER SIGNAL SUPPORT
T-SG-9A	07-12-17	MISCELLANEOUS SIGNAL DETAILS
T-SG-10	07-11-17	MAST ARM POLE AND STRAIN POLES FOUNDATION DETAILS
T-SG-12	07-12-17	TYPICAL WIRING FOR SIGNAL HEADS AND DETECTION LOOPS
LIGHTING AN	ID UTILITY POL	LES
T-FO-2		FIBER OPTIC UNDERGROUND ENTRANCE DETAILS
T-FO-4		FIBER OPTIC PULL BOX, CABINET & POLE DETAILS
T-L-1	12-04-13	STANDARD LIGHTING FOUNDATION DETAILS
T-L-3	04-15-96	STANDARD LIGHTING DETAILS PULL BOXES

STANDARD LIGHTING DETAILS CONDUIT, CABLE INSTALLATION

CITY OF FRANKLIN STANDARD DRAWINGS

RD-1	07-01-17	MAJOR AND MINOR ARTERIAL PAVEMENT SECTION
RD-4	07-01-17	MULTI-USE TRAIL (PUBLIC AND PRIVATE) PAVEMENT SECTION
RP-1	07-01-17	ARTERIAL AND COLLECTOR CURB AND GUTTER
RP-9	07-01-17	TYPICAL CONCRETE 10' - 12' MULTI-USE TRAIL
RP-10	07-01-17	TYPICAL SIDEWALK-TRAIL EXPANSION JOINT
RP-11	07-01-17	PERPENDICULAR CURB RAMP
RP-16	07-01-17	PERPENDICULAR RAMP LAYOUT
ITS-1	07-01-17	CITY OF FRANKLIN FIBER OPTIC EMBLEM
ITS-3	07-01-17	CONDUIT TRENCH BACKFILL DETAIL
ITS-4	07-01-17	UPS TRAFFIC SIGNAL CABINET FOUNDATION
ITS-5	07-01-17	ELECTRICAL SERVICE DETAILS TRAFFIC SIGNAL INSTALLATION



T-L-4

05-25-11

CITY OF FRANKLIN, TENNESSEE

WILLIAMSON COUNTY

CAROTHERS PARKWAY AT PHYSICIANS WAY TRAFFIC SIGNAL DESIGN





Main: 615.564.2701 | www.kimley-horn.com ©2018 Kimley-Horn and Associates, Inc.

CITY OF FRANKLIN PROJECT NUMBER:

COF6473





		REVISIONS				
NO.	DESCRIPTION DATE					
1	ADDED COF6473 AND	STREETS DEPT. DIRECTOR APPROVAL LINE	3/27/18			
OWN		LIN, TENNESSEE				
ENGI		IN AND ASSOCIATES, INC.				
LOCAT	ION: CAROTH	IERS PARKWAY AT PHYSICIANS WAY				
	FRA	NKLIN, TENNESSEE				
			50			
DRAW		DATE: _ <u>3/14/18</u> SCALE:ARI				
DESIG	N BY: <u>RBW</u>	DATE: _ <u>3/14/18</u> PROJECT: _ <u>SIG</u>	NAL DESIGN			
	APPROVED:	Carl Baughman	3-28-18			
	_	FRANKLIN CITY ENGINEER	DATE			
	APPROVED:	oseph Gork 3-28	-2018			
		FRANKLIN STREETS DEPARTMENT DIRECTO	DR DATE			



COF Contract No. 2018-0176





POLE	POLE TYPE	HEIGHT	MAST ARM LENGTH	ATTACH. HEIGHT*	FOOTING DEPTH**	FOOTING DESIGN MOMENT AT BASE OF POLE	S1	SH1	SH2	SH3	D1	D2	D3	A	В	Z***
1	CANTILEVER	20'-0"	35'-0"	*	**	**	26'-3"	20'-11"	31'-11"	N/A	25'-7"	N/A	N/A	6'-4"	31'-8"	737'-8"
2	CANTILEVER	20'-0"	75'-0"	*	**	**	51'-1"	45'-5"	57'-4"	70'-1"	62'-0"	63'-9"	75'-0"	37'-0"	11'-3"	739'-5"
3	CANTILEVER	20'-0"	50'-0"	*	**	**	37'-7"	31'-11"	43'-4"	N/A	34'-11"	N/A	N/A	9'-9"	28'-10"	737'-3"
4	CANTILEVER	20'-0"	40'-0"	*	**	**	18'-5"	12'-4"	24'-9"	36'-9"	29'-11"	30'-4"	40'-0"	6'-5"	44'-7"	736'-8"
5	PEDESTAL	8'-0"	N/A	*	**	**	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	737'-4"
6	POST	5'-0"	N/A	*	**	**	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	738'-1"
7	PEDESTAL	8'-0"	N/A	*	**	**	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	738'-6"
8	PEDESTAL	8'-0"	N/A	*	**	**	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	739'-2"
9	PEDESTAL	8'-0"	N/A	*	**	**	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	739'-3"
10	PEDESTAL	8'-0"	N/A	*	**	**	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	737'-4"
11	PEDESTAL	8'-0"	N/A	*	**	**	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	737'-4"
12	PEDESTAL	8'-0"	N/A	*	**	**	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	737'-4"
13	POST	5'-0"	N/A	*	**	**	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	736'-7"
14	PEDESTAL	8'-0"	N/A	*	**	**	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	737'-2"
15	PEDESTAL	20'-0"	N/A	*	**	**	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	749'-0"
16	PEDESTAL	20'-0"	N/A	*	**	**	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	****

NOTE: ADDITIONAL SIGNS: S2, S3, ETC.

ADDITIONAL SIGNAL HEADS: SH3, SH4, ETC.

TO BE PROVIDED BY THE CONTRACTOR CONTRACTOR SHALL SUBMIT SIGNAL POLE FOOTING DESIGN CALCULATIONS

ALONG WITH SHOP DRAWINGS FOR APPROVAL PRIOR TO FABRICATION. DESIGN SHALL BE BASED UPON AASHTO LOADING AND DESIGN CRITERIA PUBLISHED IN THE LATEST EDITION OF "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS"

*** REPRESENTS THE TOP OF FOUNDATION ELEVATION PER TDOT STANDARD DRAWING T-SG-10

SURVEY LIMITS DO NOT EXTEND TO THIS POLE LOCATION. REFER TO TDOT **** STANDARD DRAWING T-SG-10 FOR TOP OF FOUNDATION ELEVATION DESIGN.

POLE SUMMARY TABLE

PHYSICIANS WAY SIDE STREET

CAROTHERS PARK

A=DISTANCE FROM MAINLINE STREET FACE OF CURB

> B=DISTANCE FROM SIDE STREET FACE OF CURB

MAST ARM FOUNDATION PEDESTRIAN PUSH BUTTON LOCATED AT FLAT LANDING





C



TRAFFIC SIGNAL DIAGRAMS

SHEET NUMBER **T1-01**

CITY OF FRANKLIN GENERAL NOTES FOR TRAFFIC SIGNAL CONSTRUCTION

WORKMANSHIP:

- 1. ALL CONSTRUCTION, EQUIPMENT AND INSTALLATION PROCEDURES SHALL COMPLY WITH CU T.D.O.T. AND CITY OF FRANKLIN STANDARDS AND SPECIFICATIONS, WHERE APPLICABLE.
- 2. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH CURRENT T.D.O.T. SAI OF FRANKLIN STANDARDS AND SPECIFICATIONS, WHERE APPLICABLE
- 3. ALL TRAFFIC SIGNAL, SIGN, PAVEMENT MARKINGS AND TEMPORARY TRAFFIC CONTROL APP INSTALLATION, MAINTENANCE PROCEDURES, AND EQUIPMENT SHALL MEET THE CURRENT E OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.)
- 4. ALL TRAFFIC CONTROL DURING THROUGHOUT THE PROJECT SHALL BE IN STRICT ACCORDA THE CURRENT EDITION OF THE M.U.T.C.D. AND IS SUBJECT TO REVIEW AND APPROVAL BY T OF FRANKLIN'S ENGINEERING DEPARTMENT.
- 5. THE CONTRACTOR SHALL, AS DETERMINED BY THE CITY OF FRANKLIN EITHER:
 - CONSTRUCT THE CONTROLLER CABINET AND FOUNDATION IN ACCORDANCE WITH TDO IV CONTROLLER CABINET: OR
 - CONSTRUCT THE TDOT TYPE IV CONTROLLER CABINET AND FOUNDATION IN ACCORDA WITH CITY OF FRANKLIN TOC-04, A TDOT TYPE IV CABINET WITH BACKUP POWER SUPF FOUNDATION.
- ANY NON-OPERATIONAL SIGNAL HEADS, WHEN VISIBLE TO DRIVERS, SHALL BE COMPLETEL COVERED
- THE TRAFFIC SIGNAL, FOR NEWLY SIGNALIZED INTERSECTIONS, SHALL BE PLACED IN FLASH OPERATION FOR A MINIMUM OF SEVEN (7) DAYS PRIOR TO THE ACTIVATION OF THE SIGNAL TO NORMAL OPERATION.
- CONTRACTOR SHALL NOTIFY THE TENNESSEE ONE CALL SYSTEM, INC. AND ALL POSSIBLY EFFECTED 28. THE CONTRACTOR SHALL LABEL ALL NEW AND EXISTING CABLES IN THE CABINET, POLE/PEDESTAL INDIVIDUAL UTILITY OWNERS, INCLUDING THE CITY OF FRANKLIN, A MINIMUM OF THREE (3) DAYS BASES AND PULL BOXES USING THE CONVENTION OF DRAWING T-SG-12. EACH WIRE SHALL BE PRIOR TO COMMENCEMENT OF OPERATIONS, AND REQUEST THEM TO PROPERLY FIELD LOCATE AND IDENTIFIED BY A CIRCULAR PLASTIC TAG, 1 3/8" DIAMETER WITH PREPRINTED LETTERING DIES OF MARK RESPECTIVE UTILITIES ALONG THE GROUND. MINIMUM 1/4 " HEIGHT. TAGS SHALL BE PERMANENTLY FASTENED TO WIRE BY MEANS OF NYLON SELF CLINCHING STRAPS. MARKING SHALL INDICATE "GRD" FOR ALL GROUND AND GROUNDED NEUTRAL ALL UTILITY LOCATIONS, AS SHOWN ON PLAN SET, ARE APPROXIMATE. IT IS THE RESPONSIBILITY OF CONDUCTORS. COMPANION CIRCUIT CONDUCTORS SHALL BE MARKED "CKT" FOLLOWED BY THE THE CONTRACTOR TO VERIFY THE LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION. DESIGNATED CHARACTERS AS SHOWN ON THE PLANS.
- 9.

MATERIALS & INSTALLATION:

- 10. ALL CONDUIT SHALL BE SCHEDULE 40 P.V.C. UNLESS OTHERWISE NOTED. CONDUIT SHALL BE INSTALLED AT A MINIMUM DEPTH OF 24 " BELOW FINISHED GRADE AND SHALL COMPLY WITH THE CITY OF FRANKLIN'S TRENCHING DETAILS AND CONDUIT PLACEMENT PER CITY OF FRANKLIN STANDARD DETAIL TOC-03.
- 11. ALL SIGNAL HEADS SHALL BE FABRICATED FROM ALUMINUM. THE SIGNAL FACE SHALL BE BLACK, WHILE REMAINDER OF SIGNAL HEAD SHALL BE FEDERAL YELLOW IN COLOR. ALL SIGNAL HEADS SHALL BE LED TYPE IN ACCORDANCE WITH STANDARDS AND SPECIFICATIONS OF THE CITY OF FRANKLIN.
- 12. ALL VEHICLE SIGNAL HEADS SHALL HAVE A MULTI-PIECE, VACUUM-FORMED, BLACK PLASTIC, LOUVERED BACKPLATE.
- 13. ALL PEDESTRIAN PHASING SHALL BE MONITORED AS PEDESTRIANS AND NOT AS CHANNELS. PEDESTRIAN SIGNALS WITH PUSHBUTTONS SHALL BE WIRED SEPARATELY. PUSHBUTTONS SHALL BE 2" ADA COMPLIANT WITH LED INDICATOR AND TWO TONE AUDIO BEEP PER THE CITY OF FRANKLIN SPECIFICATIONS
- 14. THE TRAFFIC SIGNAL CONTROLLER FURNISHED BY THE CONTRACTOR SHALL BE COMPLETE WITH ALL INCIDENTAL AND AUXILIARY EQUIPMENT (CONFLICT MONITOR, HARDWARE AND CABINET) NECESSARY FOR INSTALLATION AND OPERATION EITHER AS A REMOTE LOCATION OR AS PART OF A SYSTEM OF INTERSECTIONS. ALL WIRING AND EQUIPMENT NECESSARY TO ACTIVATE THE SIGNAL HEADS AND OPERATE THE TRAFFIC SIGNAL AS SPECIFIED SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR.
- 15. DETECTOR LOOPS SHALL BE INSTALLED IN ACCORDANCE WITH T.D.O.T. STANDARD DRAWING T-SG-3 UNLESS OTHERWISE NOTED. LOOPS SHALL BE SEALED WITH APPROVED LOOP SEALANT AND INSTALLED WITHOUT FLEXIBLE TUBE OR BACKER ROD.
- 16. STOP BAR RADAR DETECTION ZONES SHALL MEASURE 6' X 45' UNLESS OTHERWISE NOTED. ZONES SHALL BE CENTERED IN PROPOSED LANES. ADVANCE RADAR DETECTION ZONES SHALL MEASURE 6' X 6' UNLESS OTHERWISE NOTED. ZONES SHALL BE CENTERED IN PROPOSED LANES.
- 17. LOOPS AND LEAD-IN CABLE SHALL BE CONTINUOUS LENGTH; SPLICES SHALL BE PERMITTED ONLY IN PULL BOXES OR CONTROLLER CABINETS.
- 18. LOOPS SHALL BE LABELED IN THE CABINET IN ACCORDANCE WITH T.D.O.T. STANDARD DRAWING T-SG-12. ALL WIRES SHALL BE LABELED IN PULL BOXES ON MULTI-LANE APPROACHES.
- 19. EACH RADAR DETECTION ZONE SHALL HAVE ITS OWN DISTINCT CIRCUIT (CHANNEL).
- 20. THE SIGNAL INSTALLATION SHALL MEET NATIONAL ELECTRICAL SAFETY CODE AND LOCAL UTILITY REQUIREMENTS FOR CLEARANCES AND ATTACHMENT HEIGHTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE LOCAL UTILITIES FOR ANY ADJUSTMENT OR **RELOCATION WORK REQUIRED.**
- 21. TRAFFIC SIGNAL SUPPORT POLE SHALL BE T.D.O.T. STANDARD ROUND TAPERED GALVANIZED STEEL POLES IN ACCORDANCE WITH T.D.O.T. STANDARD DRAWING T-SG-10. SUPPORT POLES, MAST ARMS AND LUMINAIRE ARMS SHALL BE BLACK OR FRANKLIN GREEN IN COLOR AS INDICATED IN PLAN SET.
- 22. THE PROPOSED LOCATIONS OF SIGNAL SUPPORT POLES AND CONTROLLER MAY BE SLIGHTLY ADJUSTED TO ACCOMMODATE FIELD CONDITIONS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING AND STAKING OPTIMUM LOCATIONS FOR POLES AND CONTROLLER. CONTRACTOR SHALL OBTAIN APPROVAL BY THE CITY OF FRANKLIN ENGINEERING DEPARTMENT PRIOR TO INSTALLATION

Drawing name: C:\Users\emily.widder\appdata\local\temp\AcPublish 18224\T1.0-Traffic Signal-118133001.dwg T1-02 Mar 27, 2018 1:16pm by: Emily.widder

SIGNAL NOTES

URRENT	23.	THE CONTRACTOR AND/OR THE POLE FABRICATOR SHALL DETERMINE THE SIZE AND DESIGN OF ALL STEEL SIGNAL SUPPORT POLES AND FOUNDATIONS. SHOP DRAWINGS FOR THE PROPOSED POLES SHALL BE SUBMITTED TO THE CITY OF FRANKLIN ENGINEERING DEPARTMENT FOR REVIEW AND APPROVAL. THE STEEL SUPPORTS SHALL BE FINISHED BY THE MANUFACTURER IN A BLACK GLOSS COLOR AND SHALL BE TOUCHED UP AS NEEDED BY THE CONTRACTOR.
ND CITY	24.	THE SIGNS SHALL BE FABRICATED ACCORDING TO THE CITY OF FRANKLIN STANDARDS FOR LED INTERNALLY ILLUMINATED STREET NAME SIGNS. THE CONTRACTOR SHALL REMOVE FUSE FROM SIGN
PARATUS EDITION		PIGTAIL AND REINSTALL ONE FUSE PER SIGN IN THE SERVICE PEDESTAL USING A DISTRIBUTION BLOCK.
	25.	CONTRACTOR SHALL COORDINATE WITH THE CITY OF FRANKLIN FOR REMOVAL OF THE EXISTING TRAFFIC CONTROL FACILITIES UPON ACTIVATION OF THE NEW SIGNAL SYSTEM.
	26.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ELECTRICAL SERVICE TO THE SITE. THE CONTRACTOR SHALL OBTAIN AN ELECTRICAL PERMIT FROM THE CITY OF FRANKLIN BUILDING AND NEIGHBORHOOD SERVICES DEPARTMENT PRIOR TO CONSTRUCTION.
OT TYPE	27.	THE CONTRACTOR SHALL PROVIDE AC SERVICE INSTALLATION TO SUPPLY THE FOLLOWING:
ANCE PLY AND		A. 100 AMP MAIN BREAKER WITH ONE (1) 50 AMP BREAKER FOR THE TRAFFIC SIGNAL INSTALLATION, THREE (3) 30 AMP BREAKERS, ONE EACH FOR THE ILLUMINATED SIGNS, SAFETY LIGHTING AND A SPARE WHICH MAY BE USED FOR PROJECT SPECIFIC ITS INFRASTRUCTURE.
Y		B. EACH 30 AMP BREAKER SHALL BE LABELED FOR ITS USE. LOCATE PHOTOCELL FOR

- ILLUMINATED STREET NAME SIGNS AND SAFETY LIGHTING AT THE SERVICE DISCONNECT WITH A TEST/BYPASS SWITCH. C. UNDERGROUND SERVICE CONNECTION SHALL BE INSTALLED PER THE CITY OF FRANKLIN'S
- ELECTRICAL SERVICE DRAWING TOC-05 FOR TRAFFIC SIGNAL INSTALLATION. THE SERVICE PEDESTAL SHALL BE A MILBANK MODEL NO. CP3B11110A22SL1 OR APPROVED EQUIVALENT
- 29. THE CONTRACTOR SHALL SEAL ALL OPEN CONDUIT ENTRANCE HOLES, WITH OR WITHOUT CABLES, WITH CONDUIT DUCT SEAL PUTTY. WHERE CABLES ENTER THE CONDUIT, THE SEALANT SHALL BE APPLIED AFTER INSTALLING THE CABLE. THESE LOCATIONS SHALL CONSIST OF CONDUIT ENDS IN PULL BOXES, CABINET BASES AND WEATHERHEADS.
- 30. THE TRAFFIC SIGNAL CONTROLLER AND CABINET SHALL BE AN 8-PHASED SIEMENS SEPAC M52 WITH BOTH ACTUATED AND COORDINATED CAPABILITY AND SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS OF T.D.O.T. AND THE CITY OF FRANKLIN. THE CABINET SHALL PROVIDE FOR A MINIMUM OF 16 SIGNAL CIRCUITS AND LOAD BAY POSITIONS.
- 31. THE CONTRACTOR SHALL SUPPLY ALL APPURTENANCES REQUIRED TO HAVE A COMPLETE AND OPERATING INTERCONNECTED SYSTEM TRAFFIC SIGNAL IF REQUIRED. FOR THE CITY OF FRANKLIN COMPATIBILITY THE EQUIPMENT SHALL BE AN SIEMENS SEPAC M52. A FIBER CONNECTIONS INC. "GATOR PATCH" PART NUMBER G420UOO8FRB-XX-0 FIBER OPTIC DISTRIBUTION PANEL AND DROP CABLE SHALL BE INSTALLED IN THE CABINET (XX IS THE CABLE LENGTH IN METERS). ITEM SHOULD BE ORDERED TO ALLOW FOR AN EXCESS OF 50 FEET OF CABLE INSIDE CONNECTING PULL BOX WHERE CABLE IS TO BE SPLICED.
- 32. THE CONTRACTOR SHALL INSTALL A DUAL-RECEIVER OPTICOM EMERGENCY VEHICLE PRIORITY CONTROL SYSTEM IN CONJUNCTION WITH THE TRAFFIC SIGNAL INSTALLATION. PRIORITY CONTROL SHALL BE PROVIDED ON THE DESIGNATED APPROACHES OF THE INTERSECTION AS INDICATED ON THE PLANS. INTERSECTION DETECTION EQUIPMENT WILL CONSIST OF A POLE-MOUNTED GPS RECEIVER AND RADIO TRANSCEIVER ALONG WITH AN INFRARED DETECTOR ALL CONNECTED TO A MULTIMODE PHASE SELECTOR LOCATED IN THE INTERSECTION CONTROL CABINET. DETECTOR CABLE MODEL 138 SHALL BE PROVIDED BY THE CONTRACTOR FOR WIRING THE INFRARED DETECTORS TO THE MULTIMODE PHASE SELECTOR. SHIELDED 10-CONDUCTOR DATA CABLE SHALL BE PROVIDED BY THE CONTRACTOR FOR WIRING THE GPS/RADIO UNIT TO THE MULTIMODE PHASE SELECTOR; THE USE OF COAX CABLE IS NOT PERMITTED. THE MULTIMODE PHASE SELECTOR FOR BOTH THE GPS AND INFRARED RECEIVER UNITS IS TO BE WIRED INTO THE SAME CARD RACK AS THE VEHICLE DETECTORS. AN AUXILIARY INTERFACE PANEL DESIGN SPECIFICALLY FOR THE PHASE SELECTOR BEING SUPPLIED SHALL BE PROVIDED AND WIRED IN THE CABINET.
- 33. AT A MINIMUM OF SEVEN (7) DAYS PRIOR TO TURN ON, THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF FRANKLIN TRAFFIC OPERATIONS CENTER (615) 550-6672 FOR THE OPERATIONAL TESTING OF ALL FIELD AND CABINET WIRING. UPON SUCCESSFUL COMPLETION OF THE OPERATIONAL TESTING THE CONTRACTOR WILL BE PROVIDED WITH THE APPROPRIATE TIMING PLAN TO BE PROGRAMMED INTO THE CONTROLLER. THESE TESTS SHALL OCCUR PRIOR TO THE FINAL OVERLAY COURSE ON THE PROJECT.
- 34. THE CONTRACTOR IS REQUIRED TO ATTEND A PRE-CONSTRUCTION MEETING WITH THE CITY OF FRANKLIN ENGINEERING AND STREETS DEPARTMENTS PRIOR TO THE COMMENCEMENT OF THE PROJECT. CALL (615) 791-3218 FOR MEETING SCHEDULE.
- 35. INSPECTIONS OF ALL ASPECTS OF THE TRAFFIC SIGNAL INSTALLATION AND OF THE INTELLIGENT TRANSPORTATION SYSTEMS (ITS) WILL BE PERFORMED. THE CONTRACTOR SHALL NOTIFY THE CITY DAILY OF THEIR INTENDED ACTIVITIES.

PAVEMENT MARKINGS:

- 36. ALL STOP LINES AND PAVEMENT ARROWS SHALL BE A PREFORMED PLIANT POLYMER MATERIAL OR THERMOPLASTIC MATERIAL. STOP LINES SHALL BE 24 INCHES WIDE.
- 37. NEW PAVEMENT MARKINGS SHALL BE OF A PREFORMED PLIANT POLYMER MATERIAL OR THERMOPLASTIC MATERIAL AND APPLIED TO AREAS NOT ALREADY MARKED. ALL CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED USING AN ACCEPTABLE METHOD AS SPECIFIED BY T.D.O.T. STANDARD SPECIFICATION SECTION 712 - TEMPORARY TRAFFIC CONTROL. EXISTING PAVEMENT SHALL BE REAPPLIED AS NEEDED.

SPECIAL NOTES

- TECHNICAL STANDARDS.
- 3.
- 4.



COF Contract No. 2018-0176



1. TRAFFIC SIGNAL DESIGN SHALL CONFORM TO THE REQUIREMENTS OF THE MUTCD, TDOT STANDARDS SPECIFICATIONS, SPECIAL PROVISION REGARDING SECTION 730F - TRAFFIC SIGNALS CITY OF FRANKLIN 730 GENERAL REQUIREMENTS, AND FRANKLIN TRANSPORTATION AND STREET

RADAR DETECTION SHALL BE WAVETRONIX SMARTSENSOR MATRIX, ADVANCE, AND HD. RADAR DETECTION UNITS ON PLANS ARE SUGGESTED PLACEMENT. FINAL PLACEMENT SHALL BE BASED ON MANUFACTURER RECOMMENDATIONS.

EMERGENCY VEHICLE PRIORITY UNITS ON PLANS ARE SUGGESTED PLACEMENT. FINAL PLACEMENT SHALL BE BASED ON MANUFACTURER RECOMMENDATIONS.

LUMINAIRES SHALL BE INSTALLED ON CANTILEVER POLES AS SHOWN ON PLANS. FINAL PLACEMENT SHALL BE PARALLEL TO THE CANTILEVER SIGNAL SUPPORT.

LIGHT POLES AND FOUNDATIONS TO BE REMOVED SHALL BE REMOVED 6 INCHES BELOW GROUND LINE. THE AREA SHALL THEN BE BACKFILLED WITH FILL MATERIAL THAT IS CONSISTENT WITH THE ADJACENT SURROUNDINGS. SODDING SHALL BE REQUIRED IN GRASSED AREAS.



NORTH