

Multimodal Access Closure Advisory Committee Meeting Minutes 03/14/24 (1:30 pm – 3:30 pm)

Member	Department	Attended
Sam Phillips	Contractor Representative	No
Jeff Duncan	Metro Water Services	No
Rob Mortensen	Broadway Entertainment Association	Yes
Katie Freuberg	WeGo Representative	Yes
Sarah Fugate	TDOT Representative	Yes
David Kleinfelter	WalkBike Representative	No
Tommy Jones	NDOT Representative	Yes
James Williams	Metro Police Department	Yes
Wes Hamilton	Contractor Representative	Yes
Michael Hayes	Developer Representative	No
Lawrence Hutchison	Metro Fire Department	Yes
Steve Mishu	Metro Codes Department	Yes
Ronald Reasonover	Nashville Electrical Services	No
Ryan Woodson	Site Plan Engineer	Yes

1) New Titans Stadium

- **Applicant:** Tennessee Builders Alliance – David Dasal (ddasal@tnbuildersalliance.com)
- **Location:** 1 Titans Way between Shelby St and Woodland St
- **Time Frame:** March 2024 – February 2027
- **Project Description:** New Titans Stadium
 - Working form, the west side to the east, ETFB roof system
 - Majority of traffic coming in from the interstate
 - Southern portion becomes part of the East Bank Development
- **Type of Closure:** Street and Sidewalk closures on Russel St and S 2nd St
 - Russel closer becomes part of the development itself.
 - 2nd street closed all the way across to vehicular and bike traffic, however eastern plaza wide open to traffic.
 - Posting closure plans to TNBuilderAlliance.com, site is being updated to NashvilleStadiumConstruction.com users will be automatically redirect. Have also printed details plan and passed them out locally.
 - Shared map of bike routes through the city, ask that bikes follow detour.
- **Why Closure is Needed:** The building footprint is Russell St and S 2nd St. Russell St goes away and S 2nd St gets relocated with the new stadium building along with the East Bank development.
- **Public Comment:**
 - There was no public comment at this time.
- **Questions:**
 - Will there be handicap ramps where the sidewalk crosses onto the ramp of interstate drive?
 - Contractor is looking at closing the sidewalk ahead of crossing and having pedestrians cross in a safer location. They are thinking about keeping them on

- west sidewalk. There is already a curb ramp on Russel, but they may still need to add curb ramps to ensure ADA compliancy.
- Why is the sidewalk needing to be closed on the west side of interstate drive?
 - Contractor stated they need room for retention wall, 20 ft below grade loading dock to ensure pedestrian safety.
 - NDOT prefers they have an alternative pathway on the same side if they must close the sidewalk.
 - North of Russel open will remain open but need to consider how they will cross.
 - Pedestrians tend to not follow crossing suggestions and will just continue traveling along the road which is not safe. NDOT asked if they have enough space to install water barriers. Contractor stated they do not have enough space to keep open at all.
 - Interstate drive is a 3 lane, may need to consider using a traffic lane for pedestrian travel. Since this road is a state road, TDOT will need to be made aware and on-board of any closure plans.
 - Turning right on Russel has already gone down as a through road since starting.
- Second will be closed for the entirety of the project.
 - Open on the Nissan stadium side.
 - NFD has access through the fence and a 25 ft emergency access fence – will move the crane in during event days.
 - NFD asked how they will maintain emergency access on nonevent days – eastbound on Russel is open.
 - NFD should have access on the North and South end. NFD asked the contractor to mark all FDC locations on the fence make sure they can be accessed through the fence. Contractor stated they can mark all connections on their side of their fence and will make a removable panel for these connections.
 - Hydrant on 2nd is currently out of construction zone.
- Peak number of construction workers and where they are expected to park?
 - Peak manpower is between 1400-1600 and will be highest around 2026 and 2027. They will be peaking around 900-1000 for the end of this year until middle to late 2026.
 - They have procured parking lots E, N, and T for construction parking – will bus people in from outside during 2026 peak that exceed E, N, and T lot compacity.
- Have you talked with Fallon as they are planning to develop these lots?
 - Contractor stated they are in communication. They are also in works with Turner as this is a joint venture – development will happen, and they will adjust the plan prior, but it is just a matter of timing.
 - They are also highlighting to staff to not park on sidewalks.
 - Will probably need to secure a fallback lot prior to just peak years.
 - Contractor stated they are actively securing new parking opportunities with surrounding hotels. Looking to make sure parking plan will mirror construction schedule.
- Where are oversized loads and deliveries being received?

- Contractor stated they are receiving delivers directly from the interstate to the job site - noting will be stage on the road.
 - Concert pours will be conducted during the early hours. 300-500 yards per load and can que these withing the job site.
 - Utility moves out of parking lot are still in progress.
 - They do not have additional conduit plans currently but it is in design and should make it into the ground by 2027 providing East Bank development provides those utilities.
 - Need the traffic control plan for bike to include better signage.
 - 2nd is not open to bike traffic, but pedestrians can move to the west.
 - Have detour signage on Shelby – bikes can still get to the pedestrian bridge.
 - Suggesting they add additional bike detour signage to push bikes up around the north.
- **Suggestions:**
 - No available parking in the right of way that is outside of the construction site, large part of this area is already signed for no parking.
 - Recommending they secure offsite parking for the entire project and not just peak hours.
 - Will also look at restricting parking times to no parking during work hours.
 - Concerned multiple projects going at the same time, also a concern with these lots being developed. Where are they planning to park when being developed.
 - Recommending having an alternative pedestrian pathway on interstate drive rather than trying to cross pedestrians.
 - Ride share pickups start on Woodland and wraps around to Interstate.
 - Recommending using one lane of traffic for pedestrian traffic on Interstate Drive with water filled barriers between traffic.
 - Locate FDCs on the fence with a removable panel. Need to keep a 25ft path of travel available to NFD in case of emergency.
 - Add additional bike detour signage in traffic control plan.
- **Conclusion:** Approve with the condition that the project provides an alternate pedestrian path for the sidewalk closure. The committee is recommending that they use one lane of traffic on Interstate Drive for a pedestrian travel lane with water filled barriers to separate the pedestrians from traffic. They will also need to mark all FDC location and provide access to these along their fence line. Project will need to ensure that a clear 25ft path of travel can be made available to these locations in case of emergencies. The committee is also recommending they add additional bike detour signage to their traffic control plan to help eliminate confusion.

2) Hillside St.

- **Applicant:** Humerick Inc. – Jeremy Moody (jmoody@humerickinc.com)
- **Location:** Hillside Ave and 10th Ave S between Argyle Ave W and Reservoir Ct
- **Time Frame:** March 2024 – July 2024
- **Project Description:** Residential development including single family homes and townhomes.
- **Type of Closure:** Multiple long-term sidewalk closures and a partial lane closure.
 - Closing east side sidewalk as phase one for multiple retaining walls to be built.

- Will have to rib out sidewalk, but the retaining wall is off the right of way. This portion of the project is estimated to take 60 days.
- Will maintain access through construction entrance.
- A new public alley way is being created as part of this project. The retaining wall will run the length of the construction site between the two alleys.
- They are also extending Summit Ave Road as part of this project so they will have to take out the sidewalk to make the road – from 10th to 9th.
- Will need to make sure the new road is built to standard so they can accept embankments in the future – ADA compliant on both ends.
- **Why Closure is Needed:** The sidewalk closure on Hillside Ave will have to be done to install retaining walls and new sidewalks. They will have to remove sidewalks so the footing for the wall can be installed, and the sidewalk will tie-in to the wall once it is finished.
 - They will have two additional small sidewalk closures at the ends of the new public alley on the south side of the site. For these closures, the sidewalks will become crosswalks at each end of the alley.
 - On the north end of the site, they will have another two closures. Summit Ave will be extended across to Hillside Ave. The sidewalks on each end of what will become Summit Ave will be crosswalks.
 - They will be trying to keep sidewalks open as much as possible. However, for the alleys to be constructed the sidewalks will have to be closed and removed.
- **Public Comment:**
 - There was no public comment at this time.
- **Questions:**
 - Do you have a detail for the footing?
 - The footing will butt up against the sidewalk.
 - Not excavating the site, but they are building it up some for pads.
 - Right behind the wall there will be a drain that will drain to underground retentions.
 - The average retaining wall height is 2-3ft, max 4ft tall.
 - Is all their construction parking located on-site?
 - All is on-site except for the parking on the Summit Ave extension.
 - Assuming these are public then the pull off will also need to be public.
 - Contractor will investigate this to confirm if public or not.
 - Will be connected into the detour sidewalk.
 - Project consists of 14 townhomes and 32 single family homes with garages.
 - Will keep an access point for this alley.
 - What kind of stop controls do you anticipate for Summit Ave?
 - Their engineer was unable to make it, but they will follow up with them.
 - Project will have to allow for some off-site parking for subcontractors. Their plan is to utilize nearby site for parking as they also own this lot. When developing one they will park in the other and vice versa.
 - Need to ensure they get an inspector to inspect new road for future maintenance.
- **Suggestions:** There were not additional suggestions at this time.
- **Conclusion:** Approve.

3) 2825 West End

- **Applicant:** I/S Engineering & Utilities – Ilke Hanloser (ilkeh@isengineering.org)
- **Location:** 2825 West End Ave between 29th Ave S and 29th Ave N
- **Time Frame:** March 2024 – April 2024
- **Project Description:** Install public sanitary sewer main extension.
 - The Chase bank that is going in this location found all sanitary was running to an old line during the demo process. The pipe tied into was unrepairable, so Chase offered to go in and make a new tie in for sanitary.
- **Type of Closure:** Sidewalk closure – pedestrians to be detoured into lane closure(s).
- **Why Closure is Needed:** Sewer main is designed to be installed in the sidewalk, no other option for sewer location beside in the middle of the street.
 - First lane is being used for project logistics and sidewalk closure is being used to keep pedestrians safe from construction.
 - 5ft lane with water filled yodocks around the sidewalk to provide alternate travel path for pedestrians. This will side over at night but will be open during daytime.
 - Taper for closing of two lanes – only at night and will slide over into daytime to open a lane for traffic to travel.
- **Public Comment:**
 - There was no public comment at this time.
- **Questions:**
 - Is it possible to move the taper slightly so the bus stop can be shifted?
 - Suggesting shortening taper, project to reduce optional buffer down to 40 ft to allow space for the bus stop.
 - They are asking for 30 days but hoping it doesn't take that long.
 - Will also have to be in touch with NDOT curb management team because there are meters parking spaces involved. Will do this when the permit is pulled.
 - 8ft is the average dept of the exaction – will have to see how it digs to make sure the road doesn't undermine. Assuming there is rock but will just have to see how it digs.
 - Nighttime hours are from 6 pm – 7 am, Sunday thought Thursday.
 - Committee has them to be open for traffic by 6 am due to Vanderbilt traffic rush. Project will need to shift daytime hours to 6 am to 7 pm.
 - Will have police presence on each end to monitor and make sure there are not conflicts.
 - Construction parking will be the bank lots.
 - Taper will start just to the side of 31st for nighttime closures.
- **Suggestions:**
 - The committee is recommending the project reduce their optional buffer down to 40 ft to allow space for the bus stop to shift.
 - The committee is also recommending the project shift their daytime hours to 6 am – 7 pm to ensure the road is back open to traffic for Vanderbilt traffic rush.
- **Conclusion:** Approve with the condition that the project reduce the option buffer down to 40 ft to allow space for the bus stop to shift. The committee is also requesting the projects daytime hours be shifted to 6 am – 7 pm to allow the road to be open to traffic during peak hours.