

3RD AVENUE N BIKEWAY

NASHVILLE, TN.
3RD AVENUE N
FROM JAMES ROBERTSON PARKWAY TO BROADWAY

INDEX OF SHEETS CONSTRUCTION

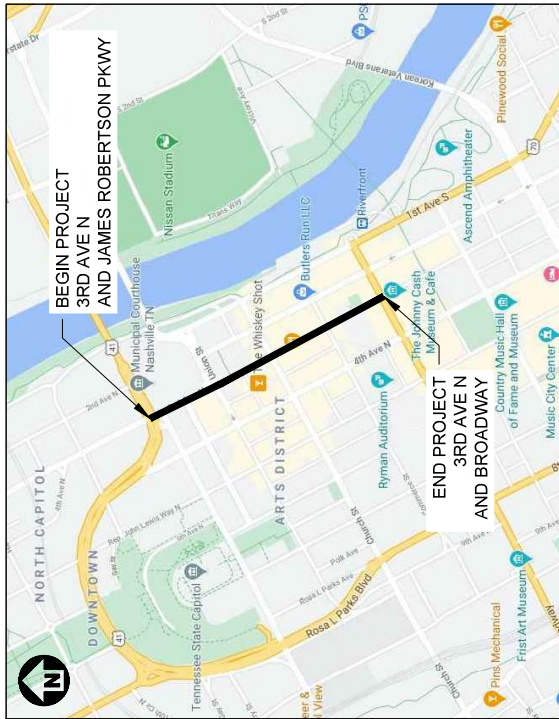
- | SHEET NO. | DESCRIPTION |
|-----------|--|
| 1 | TITLE SHEET |
| 2 | ESTIMATED QUANTITIES AND SIGN SCHEDULE |
| 2A-2B | DETAIL SHEET |
| 3-5 | 3RD AVENUE N BIKEWAY PROPOSED PAVEMENT MARKING & SIGNING PLAN |
| 6 | TRAFFIC SIGNAL MODIFICATION PLAN (3RD AVENUE N AND DEADERICK STREET) |
| 7-7A | TRAFFIC SIGNAL MODIFICATION PLAN (3RD AVENUE N AND UNION STREET) |
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SPECIAL NOTE

THIS PROJECT TO BE CONSTRUCTED UNDER THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION DATED: JANUARY 1, 2021 AND ADDITIONAL SPECIFICATIONS AND SPECIAL PROVISIONS CONTAINED IN THE PLANS AND THE PROPOSAL CONTRACT.

SPECIAL NOTE:
THE BASE SURVEY AND DESIGN INFORMATION FOR ROADWAY AND UTILITIES PRESENTED ON THIS PLAN WERE PROVIDED TO KCI TECHNOLOGIES, INC BY METRO PUBLIC WORKS. WHERE AVAILABLE, METRO PUBLIC WORKS AND FIELD OBSERVATIONS BY THE ENGINEER, FROM KCI TECHNOLOGIES, INC MAKES NO CLAIMS AS TO THE COMPLETENESS OR ACCURACY OF THE PROVIDED BASE INFORMATION.

DESIGNED BY KCI TECHNOLOGIES, INC.
DESIGNER JOSH GREEN, P.E.
P.E. NO. 118284



LOCATION MAP

NOT TO SCALE
APPROX. PROJECT LENGTH = 2,200 L.F. (0.42 L.M.)
*3RD AVENUE NORTH SPEED LIMIT IS NOT POSTED WITHIN PROJECT LIMITS
*NASHVILLE'S CURRENT CODE OF ORDINANCES SETS THE MAXIMUM SPEED LIMIT FOR A ROADWAY IN AN URBAN DISTRICT AS 30 M.P.H. IN THE ABSENCE OF A POSTED SPEED LIMIT.

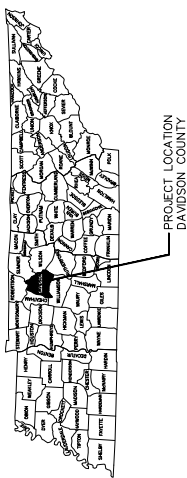
T.D.O.T. STANDARD DRAWINGS

- RD-M-1 STANDARD OBSERVATIONS
- RD-L-1 STANDARD LEGEND FOR UTILITY INSTALLATIONS
- RD-L-2 STANDARD LEGEND FOR SIGNALIZATION AND LIGHTING
- RD-L-3 STANDARD LEGEND FOR SIGNIFICATION AND LIGHTING
- RD-L-4 STANDARD LEGEND FOR SIGNIFICATION AND LIGHTING
- T-M-1 MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
- T-M-2 MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
- T-M-3 MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
- T-M-4 MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
- T-M-5 MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
- T-M-6 MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
- T-M-7 MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
- T-M-8 MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
- T-M-9 MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
- T-M-10 MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
- T-M-11 MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
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- T-M-15 MARKING STANDARDS FOR TRAFFIC ISLANDS, MEDIANS & PAVED SHOULDERS ON CONVENTIONAL ROADS
- T-S-1 STANDARD MOUNTING DETAILS - FLAT SHEET SIGNS
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- T-S-3 STANDARD MOUNTING DETAILS - FLAT SHEET SIGNS
- T-S-4 STANDARD MOUNTING DETAILS - FLAT SHEET SIGNS
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- T-S-100 STANDARD MOUNTING DETAILS - FLAT SHEET SIGNS

METRO STANDARD DRAWINGS

- ST-321 ALTERATION CONST. CURB RAMP W/ SIDEWALK LESS THAN 8 FEET
- ST-502 BIKE LANES WITH ON-STREET PARKING PROHIBITED
- ST-503 BIKE LANES WITH ON-STREET PARKING PROHIBITED
- ST-504 PAVEMENT MARKINGS AND SIGNS FOR BIKE LANES

PROJECT RECONSTRUCTION - NOTE: METRO HAS ROADWAY IMPROVEMENTS FOR TEMPORARY BELONGING TO THE PURPOSES ONLY. METRO PUBLIC WORKS SHALL BE RESPONSIBLE FOR THE RECONSTRUCTION OF THE ROADWAY REMOVED AT ANY TIME. PROPOSED SIGNAL MODIFICATION PLANS SHOULD ONLY BE IMPLEMENTED IF IMPROVEMENTS REMAIN PERMANENT.



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ALL CONSTRUCTION ACTIVITIES SHALL BE COMPLETED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS OF THE TENNESSEE DEPARTMENT OF TRANSPORTATION AND THE PROPOSAL CONTRACT. THE ENGINEER HAS CONDUCTED VISUAL INSPECTIONS OF THE PROJECT AREA AND HAS FOUND NO OBVIOUS DEFICIENCIES. THE ENGINEER HAS CONDUCTED VISUAL INSPECTIONS OF THE PROJECT AREA AND HAS FOUND NO OBVIOUS DEFICIENCIES. THE ENGINEER HAS CONDUCTED VISUAL INSPECTIONS OF THE PROJECT AREA AND HAS FOUND NO OBVIOUS DEFICIENCIES.

ACCEPTED BY: _____
DATE: _____

METROPOLITAN GOVERNMENT
OF NASHVILLE & DAVIDSON COUNTY, TENNESSEE
PLANNING DEPARTMENT

3RD AVENUE N
BIKEWAY

Title Sheet
SCALE: N.T.S.
SHEET 1

FILE NO.	80704370/13
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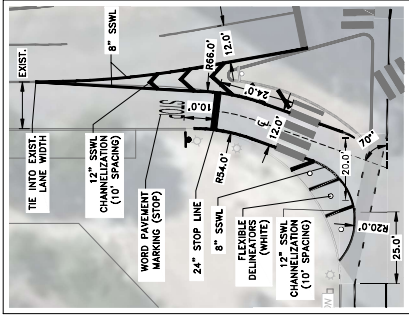
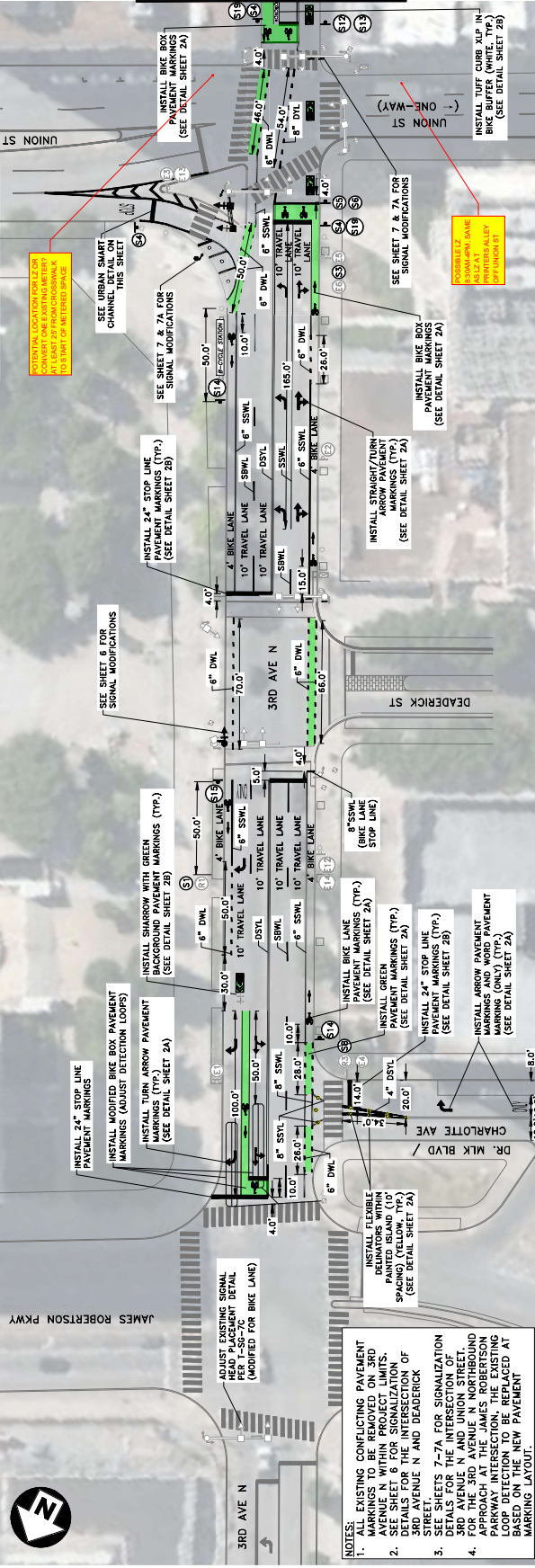
METROPOLITAN GOVERNMENT
OF NASHVILLE & DAVIDSON COUNTY, TENNESSEE
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

3RD AVENUE N
BIKEWAY

Proposed Pavement Marking
and Signing Plan

SCALE: 1"=30'

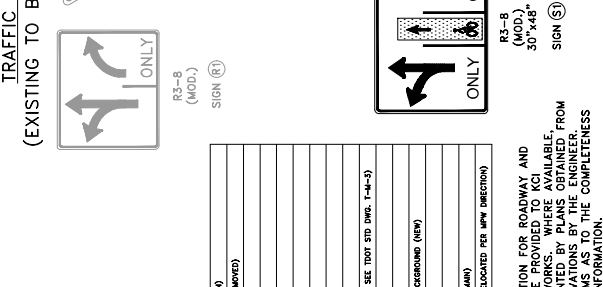
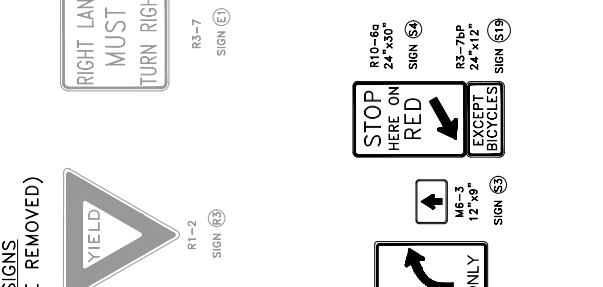
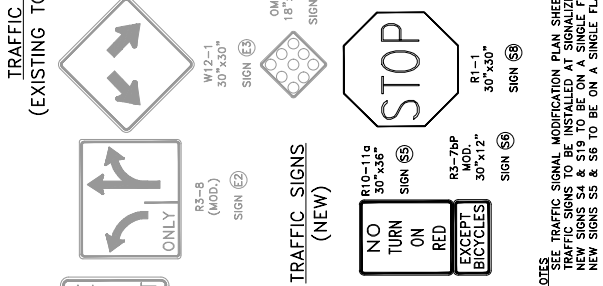
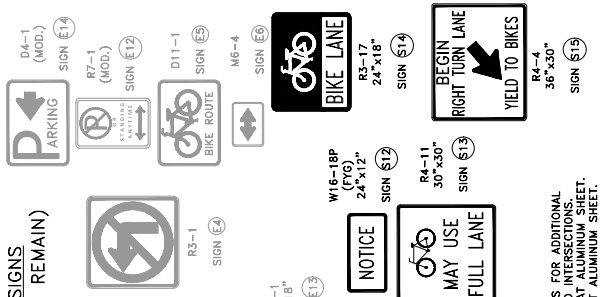
SHEET 3



URBAN SMART CHANNEL DETAIL
SCALE: 1"=20'

NOTE:
COMPOUND CURVE AND CHANNELIZATION
WILL BE INSTALLED AT THE INTERSECTION
OF 3RD AVENUE N AS SHOWN IN THE DETAIL.

GRAPHIC SCALE
0 15' 30' 60' 90'



MARKING ABBREVIATIONS

- SSWL - SINGLE SOLID WHITE LINE
- SSWL - SINGLE BROKEN WHITE LINE
- DWL - DOTTED YELLOW LINE
- DWL - DOTTED WHITE LINE
- DWL - DOTTED YELLOW LINE
- * UNLESS OTHERWISE SPECIFIED

LEGEND

(Symbol)	GROUND MOUNTED SIGN (EXISTING TO REMAIN)
(Symbol)	GROUND MOUNTED SIGN (EXISTING TO BE REMOVED)
(Symbol)	GROUND MOUNTED SIGN (NEW)
(Symbol)	24 INCH WIDE STOP LINE (EXISTING)
(Symbol)	24 INCH WIDE STOP LINE (NEW)
(Symbol)	CROSSWALK PAVEMENT MARKINGS (EXISTING)
(Symbol)	CROSSWALK PAVEMENT MARKINGS (NEW)
(Symbol)	WORD PAVEMENT MARKINGS (NEW)
(Symbol)	CHANNELIZATION PAVEMENT MARKINGS (NEW, SEE TYPED STOP DWG. F-44-3)
(Symbol)	BIKE LANE PAVEMENT MARKINGS (NEW)
(Symbol)	BIKE LANE PAVEMENT MARKINGS (NEW)
(Symbol)	BIKE LANE PAVEMENT MARKINGS (NEW)
(Symbol)	SHOULDER PAVEMENT MARKINGS (NEW)
(Symbol)	SHOULDER PAVEMENT MARKINGS (NEW)
(Symbol)	YIELD TO BICYCLES PAVEMENT MARKINGS (NEW)
(Symbol)	YIELD TO BICYCLES PAVEMENT MARKINGS (NEW)
(Symbol)	WEDGE STOP LOCATION (EXISTING TO REMAIN)
(Symbol)	WEDGE STOP LOCATION (NEW)
(Symbol)	PAVE-IT SHUTTLE STOP LOCATION (TO BE RELOCATED PER NEW DIRECTION)

SPECIAL NOTE:
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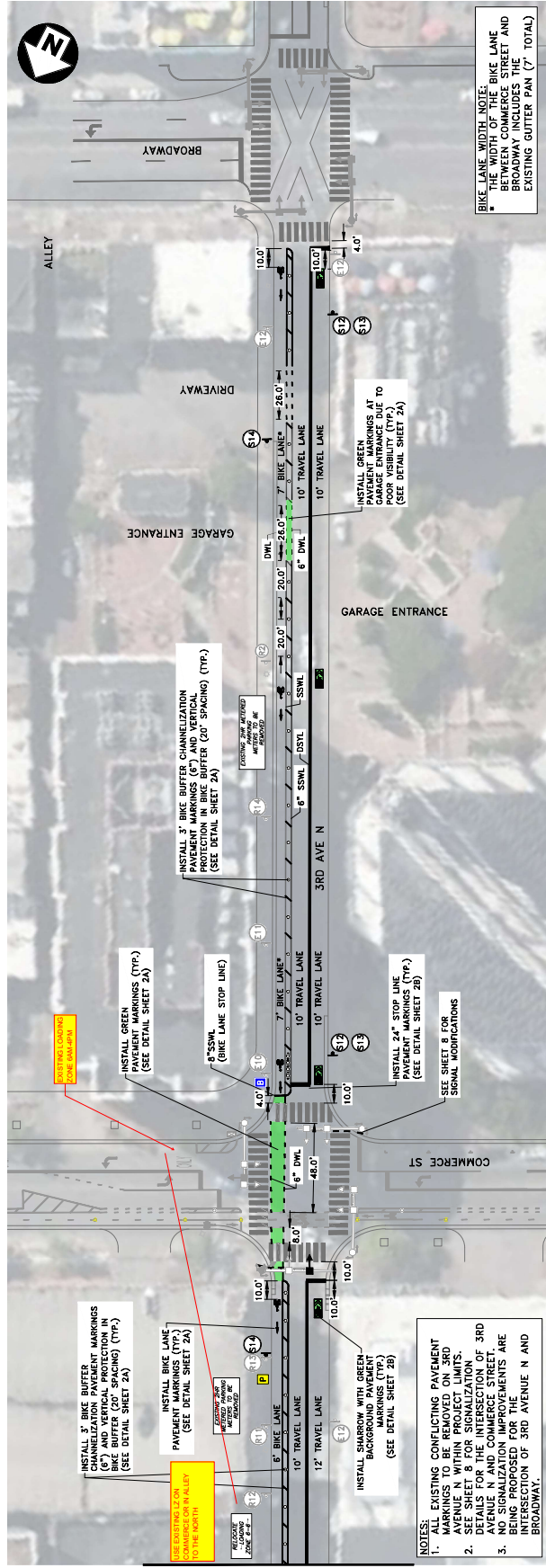
METROPOLITAN GOVERNMENT
OF NASHVILLE & DAVIDSON COUNTY, TENNESSEE
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION

3RD AVENUE N
BIKEWAY

Proposed Pavement Marking
and Signing Plan

SCALE: 1"=30'

SHEET 5



BIKE LANE WIDTH NOTE:
* THE WIDTH OF THE BIKE LANE BETWEEN COMMERCE STREET AND BROADWAY INCLUDES THE EXISTING BUTTER PAN (7' TOTAL)

INSTALL GREEN PAINT MARKINGS AT GARAGE ENTRANCE DUE TO POOR VISIBILITY (TYP.) (SEE DETAIL SHEET 2A)

INSTALL 3\"/>

INSTALL GREEN PAINT MARKINGS (TYP.) (SEE DETAIL SHEET 2A)

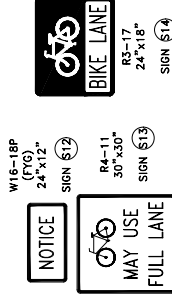
INSTALL 3\"/>

INSTALL BIKE LANE PAINT MARKINGS (TYP.) (SEE DETAIL SHEET 2A)

INSTALL SHARROW WITH GREEN BACKGROUND PAINT MARKINGS (TYP.) (SEE DETAIL SHEET 2B)

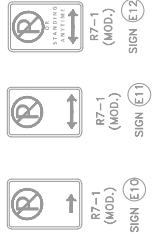
NOTES:
1. ALL EXISTING CONFLICTING PAVEMENT MARKINGS TO BE REMOVED ON 3RD AVENUE N AND COMMERCE STREET.
2. SEE SHEET 8 FOR SIGNALIZATION DETAILS FOR THE INTERSECTION OF 3RD AVENUE N AND COMMERCE STREET.
3. BEING PROPOSED FOR THE INTERSECTION OF 3RD AVENUE N AND BROADWAY.

TRAFFIC SIGNS (NEW)

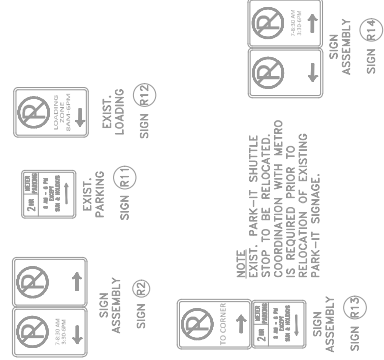


NOTE: SEE TRAFFIC SIGNAL MODIFICATION PLAN SHEETS FOR ADDITIONAL TRAFFIC SIGNS TO BE INSTALLED AT SIGNALIZED INTERSECTIONS.

TRAFFIC SIGNS (EXISTING TO REMAIN)



TRAFFIC SIGNS (EXISTING TO BE REMOVED)



NOTE: EXIST. PARK-IT SHUTTLE STOP TO BE RELOCATED. COORDINATION WITH METRO IS REQUIRED PRIOR TO RELOCATION OF EXISTING PARK-IT SIGNAGE.

MARKING ABBREVIATIONS

SSWL	- SINGLE SOLID WHITE LINE
BSWL	- SINGLE BROWN WHITE LINE
SSWL	- SINGLE SOLID YELLOW LINE
DWL	- DOTTED WHITE LINE
DYL	- DOTTED YELLOW LINE

LEGEND

Ⓜ	GROUND MOUNTED SIGN (EXISTING TO REMAIN)
Ⓝ	GROUND MOUNTED SIGN (EXISTING TO BE REMOVED)
Ⓟ	GROUND MOUNTED SIGN (NEW)
24	24 INCH WIDE STOP LINE (EXISTING)
24	24 INCH WIDE STOP LINE (NEW)
▬	CROSSWALK PAVEMENT MARKINGS (EXISTING)
▬	CROSSWALK PAVEMENT MARKINGS (NEW)
▬	ARROW PAVEMENT MARKINGS (NEW)
▬	WORD PAVEMENT MARKINGS (NEW)
▬	CHANNELIZATION PAVEMENT MARKINGS (NEW, SEE TYPED DIM. F-44-3)
▬	BIKE LANE PAVEMENT MARKINGS (NEW)
▬	BIKE LANE PAVEMENT MARKINGS (NEW)
▬	SHARROW PAVEMENT MARKING w/ GREEN BACKGROUND (NEW)
▬	SHARROW PAVEMENT MARKING (NEW)
▬	WEDGE STOP LOCATION (EXISTING TO REMAIN)
▬	WEDGE STOP LOCATION (EXISTING TO BE RELOCATED PER NEW DIRECTION)

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