

MULTIMODAL ACCESS CLOSURE EXCEPTION APPLICATION FORM AND CHECKLIST

Submittal Date: November 6, 2024 New Submittal Re-Submittal No: _____

Related Building Permit No: _____

Project Name: Modera Germantown

Street Name Location: 2nd Avenue North

Between: Van Buren Street And: Taylor Street

Applicant Name: Tiffany Reid

Address: 315 Woodland Street, Nashville

Phone: 615-244-8591 Fax: _____ Contact: _____

Email: treid@ragansmith.com

Project Description: Close sidewalk to install traffic signal interconnect

Start Date: 11/14/24 End Date: 12/5/24 Project Length: 21 days

Describe Type of Closure: Sidewalk only closure

Provide Reasons why Project cannot be completed without closures and what other options were considered (attach documents as needed): _____

interconnect cable needs to be installed under sidewalk. Cannot trench sidewalk without a closure.

PROJECT INFORMATION CHECKLIST:

Included Not Applicable

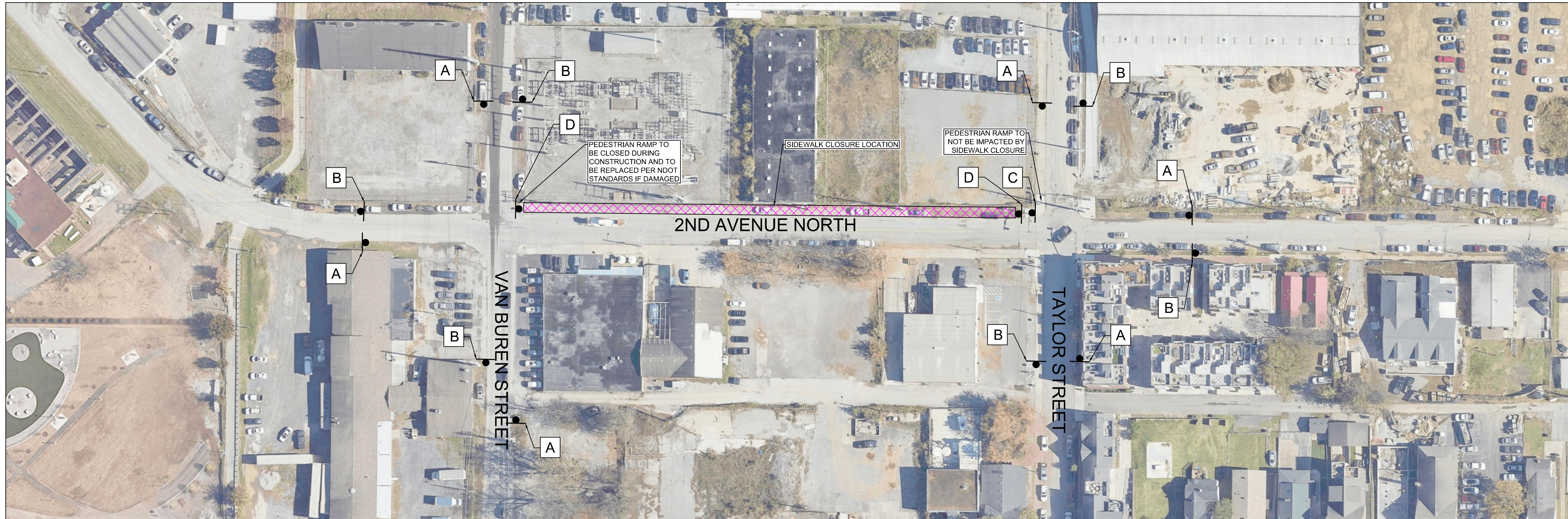
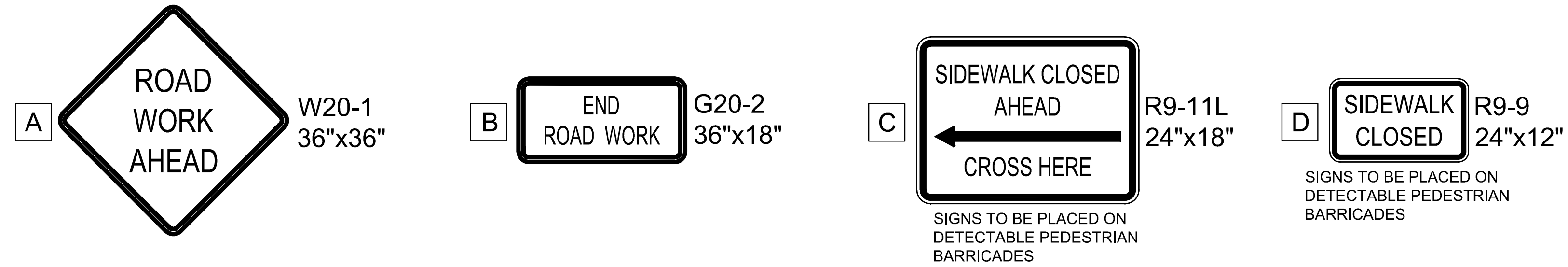
- | | | |
|-------------------------------------|-------------------------------------|--|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Project Vicinity Map with Project Area shown, street names, property information, existing pavement and striping, gutter and building locations, north arrow, and scale. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Planned work hours included. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Exact location and dimensions of the construction work zone shown. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | If multiple phases are necessary, include perimeter impact of each phase, phase number, anticipated work hours and phase duration. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Details on construction activity and equipment being used as part of construction included for each phase. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Specify if any on-street parking, and/or metered parking, is to be restricted and if bus zone will need to be relocated. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Specify if trash pickup will be impacted. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Provide information on all utility work and utility connections. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | List all affected residents, businesses, agencies, and schools and any conversations/agreements taken place. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Show ongoing construction projects within vicinity of proposed project impact. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Provide plan to address conflicts with other nearby projects. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Provide traffic control plan for each phase of construction (see traffic control checklist for more information). |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Provide information on work vehicle parking locations. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Show construction trucks ingress/egress to project location. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Provide information on any traffic signals, traffic signal loops, and traffic signal cabinets in close proximity to project. |

TRAFFIC CONTROL PLAN CHECKLIST:

Included Not Applicable

- | | | |
|-------------------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | All temporary traffic control plans shall be designed in accordance with the most recent ADA regulations and requirements of the Manual of Uniform Traffic Control Devices. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Clearly show the locations of all existing signs (including speed limit) as well as the proposed signs for each construction phase. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Show the location of all existing pedestrian paths and pedestrian detour route of each stage of construction. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Show dimensions of travel lane width, shoulder width, sidewalk of each phase, and overall roadway width along the length of affected area. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Show all existing striping and markings to remain, to be removed, and all proposed striping and markings for each construction stage. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Provide detour plan clearly showing detour route for any roadway or pedestrian/bike path closures. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Specify placement of all temporary traffic control devices. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Specify spacing of all temporary traffic control devices. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Show all existing traffic signals and streetlights in the work zone location. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Lighting provided for all pedestrian detour routes. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Provide minimum eleven (11) foot travel lanes at all times. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Show size, height, and location of all channelizing devices, warning lights, flag trees, barriers, etc. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Label all taper lengths and widths. |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Provide locations of police officers for each phase as needed. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Temporary Traffic Control Plan has been stamped and signed by a TN licensed Civil Engineer. |

SIDEWALK CLOSURE AND DETOUR TRAFFIC CONTROL PLAN



TRAFFIC CONTROL NOTES

- T1. THIS SET OF PLANS IS NOT INTENDED TO SUPERSEDE OR RELIEVE THE CONTRACTOR OF ANY RESPONSIBILITY TOWARD MOTORIST OR PROPERTY OWNERS WITHIN THE CONSTRUCTION LIMITS.
- T2. THE CONSTRUCTION SIGNING PLAN IS TO SERVE AS A GUIDE ONLY. OTHER SIGNS MAY BE REQUIRED DURING CONSTRUCTION.
- T3. THE TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES."
- T4. THE APPROPRIATE TRAFFIC CONTROL SHALL BE INSTALLED AT THE INCEPTION OF EACH PHASE OF CONSTRUCTION AND SHALL BE PROPERLY MAINTAINED AND/OR OPERATED DURING THE TIME SUCH SPECIAL CONDITIONS EXIST. THEY SHALL REMAIN IN PLACE AS LONG AS THEY ARE NEEDED AND SHALL BE IMMEDIATELY REMOVED THEREAFTER. THEY SHALL REMAIN IN PLACE AS LONG AS THEY ARE NEEDED AND SHALL BE IMMEDIATELY REMOVED THEREAFTER.
- T5. WHILE MAINTAINING TRAFFIC, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE INGRESS AND EGRESS TO PROPERTY OWNERS AT ALL TIMES DURING THE COURSE OF THE CONSTRUCTION.
- T6. AT ALL TIMES THE ROADWAY MUST BE MAINTAINED IN A CONDITION TO ALLOW THE PASSAGE OF EMERGENCY VEHICLES AND THEIR ACCESS TO RESIDENCES AND BUSINESSES THROUGH THE CONSTRUCTION.
- T7. WHERE TRAFFIC IS SHIFTED OR DETOURED ONTO EXISTING SHOULDERS, THE CONTRACTOR WILL ENSURE THAT THE PAVED SHOULDERS ARE IN GOOD CONDITION PRIOR TO SHIFTING THE TRAFFIC. IF THE SHOULDERS NEED REPAIRING PRIOR TO, DURING OR AFTER ANY TRAFFIC HAS BEEN PLACED ON THEM, THEN THE SHOULDERS WILL BE REPAIRED AS DIRECTED BY THE ENGINEER. ALL COST TO BE PAID IN RESPECTIVE ITEMS.
- T8. PLANNED WORK HOURS: MONDAY - FRIDAY, 9AM - 3PM. NO WEEKENDS EXPECTED

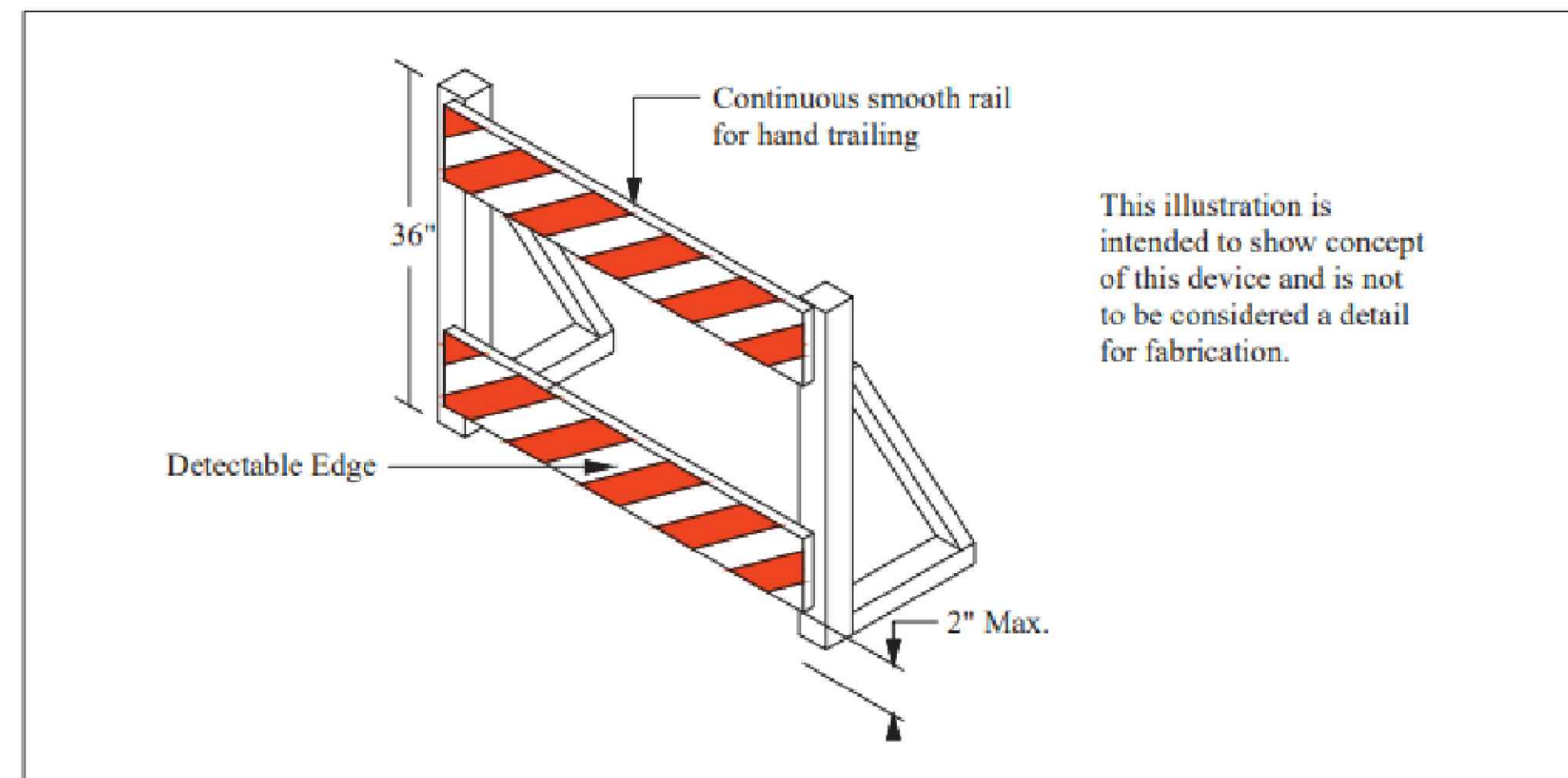


Figure E-2. Detectable Pedestrian Barricade



RaganSmith
a Pape-Dawson company



MODERA GERMANTOWN
TRAFFIC CONTROL
FOR
STANSELL ELECTRIC COMPANY
METROPOLITAN NASHVILLE, DAVIDSON COUNTY, TENNESSEE

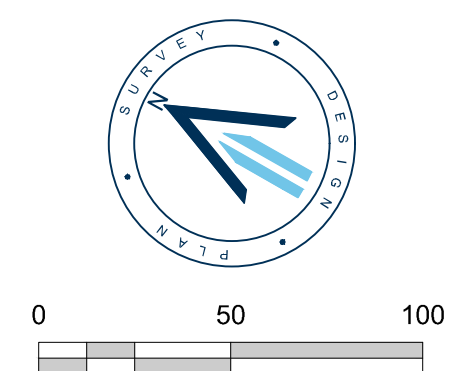
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Approved By: T. REID

Revisions:

Drawing Title:
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CLOSURE AND
DETOUR TRAFFIC
CONTROL PLAN

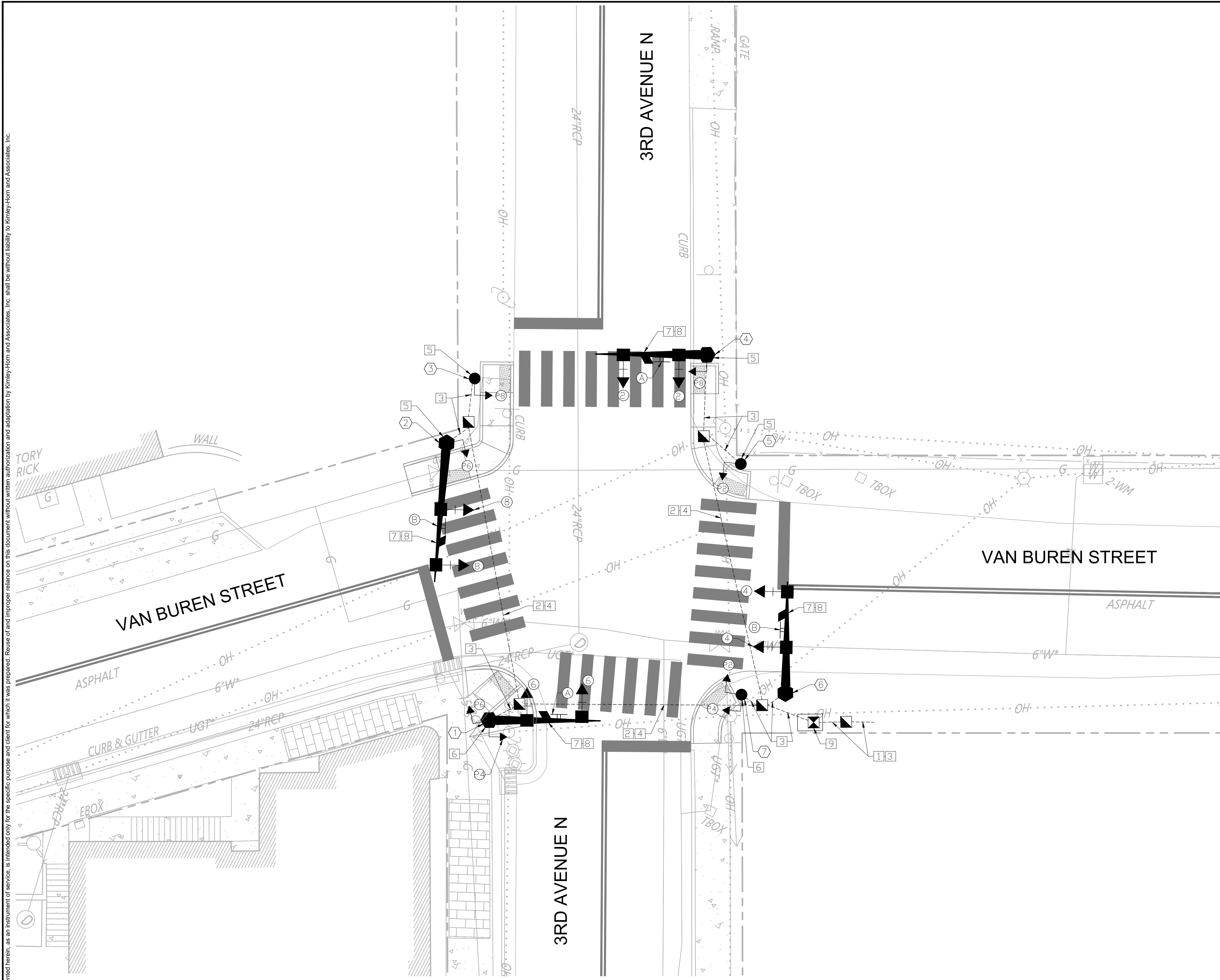
Drawing No.
T1.0

Project No.
24-0341



DRAWING: TRANSPORTATION AND TRAFFIC CONTROL PLANS
 PLOTTED BY: TIFFANY REID ON 11/05/24 3:29 PM
 LAST UPDATED BY: TERRY ON 11/05/24 3:29 PM

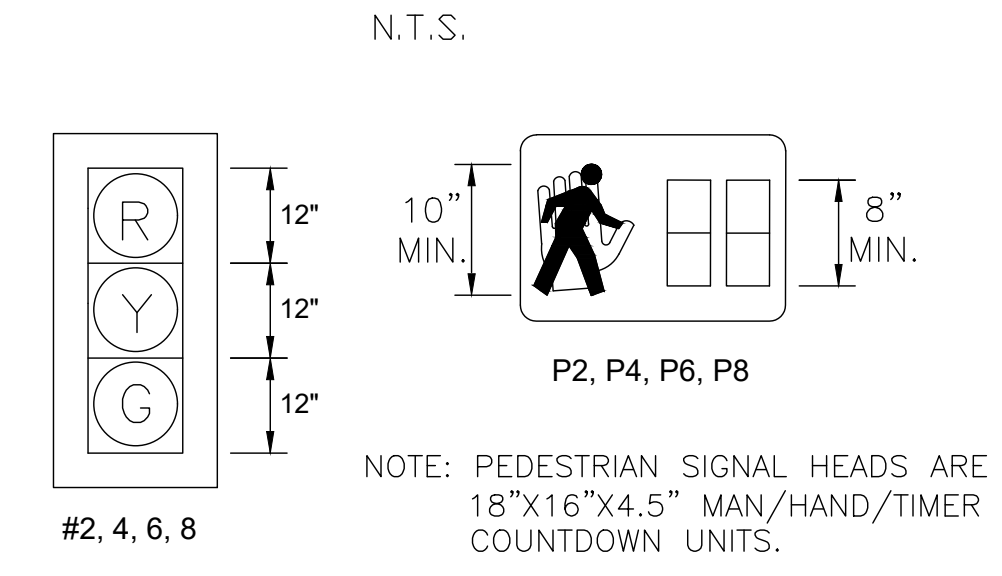
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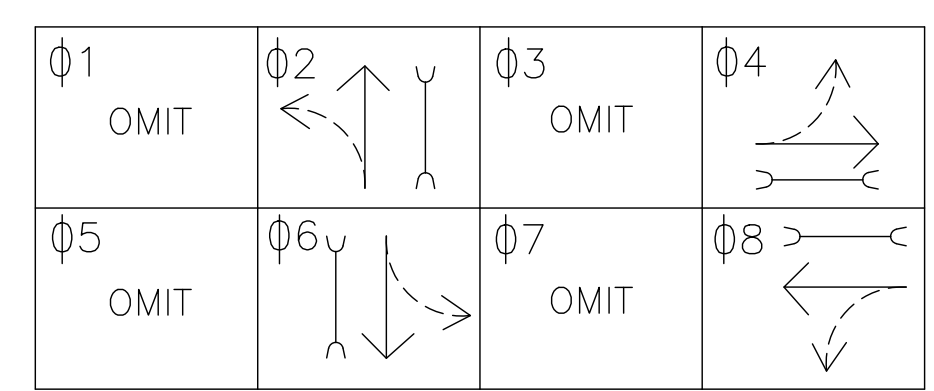
CONSTRUCTION NOTES

- 1 CONTRACTOR SHALL COORDINATE WITH NES TO PROVIDE ELECTRICAL SERVICE FEED AT THE BASE OF THE NEAREST POLE AS DETERMINED BY THE NES ENGINEER. THE RISER ASSEMBLY SHALL BE INSTALLED IN ACCORDANCE WITH NES STANDARDS.
- 2 ALL CONDUIT UNDER THE ROADWAY SHALL BE SCHEDULE 80 PVC AND DIRECTIONAL DRILLED UNLESS OTHERWISE NOTED. ALL PROPOSED CONDUIT SHALL CONTAIN TRACER WIRE.
- 3 ALL CONDUIT OUTSIDE OF ROADWAY SHALL BE SCHEDULE 80 PVC UNLESS OTHERWISE NOTED.
- 4 A SINGLE #6 BCW CABLE (#6 COPPER SOFT DRAWN BARE - GROUND) SHALL BE INSTALLED IN EVERY DIRECTIONAL DRILLED CONDUIT ROUTE ALONG WITH A 3/4 CW GROUND ROD AT THE BASE OF EACH SIGNAL POLE. A SEPARATE #6 BCW CABLE SHALL BE UTILIZED FOR THE CONTROLLER CABINET ALONG WITH A 3/4 CW GROUND ROD. THE SIGNAL POLES SHALL NOT BE BONDED TO THE CONTROLLER CABINET.
- 5 INSTALL ONE (1) PEDESTRIAN PUSHBUTTON WITH A POLARA BULLDOG III SURFACE, ONE (1) COUNTDOWN PEDESTRIAN SIGNAL HEAD, AND PEDESTRIAN GUIDANCE SIGNS C OR D ON PROPOSED SIGNAL POLES 2, 3, 4, 5, 6, AND 7 FOR P2, P6, AND P8.
- 6 INSTALL TWO (2) PEDESTRIAN PUSHBUTTONS WITH A POLARA BULLDOG III SURFACE, TWO (2) COUNTDOWN PEDESTRIAN SIGNAL HEADS, AND PEDESTRIAN GUIDANCE SIGNS C OR D ON PROPOSED SIGNAL POLES 1 AND 8 FOR P2, P4, AND P6.
- 7 ALL DETECTION SHALL BE WAVETRONIX SMARTSENSOR MATRIX. RADAR DETECTION UNITS SHALL BE PLACED IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS.
- 8 RADAR DETECTOR UNITS ON PLANS ARE SUGGESTED PLACEMENT. FINAL PLACEMENT SHALL BE BASED ON MANUFACTURER RECOMMENDATIONS.
- 9 CONTROLLER SHALL BE ECONOLITE COBALT "C". SEE SHEET T2-00 FOR INTERCONNECT REQUIREMENTS.
- 10 CURB RAMPS SHOWN ON PLANS SHALL BE CONSTRUCTED AS PART OF THIS PROJECT.

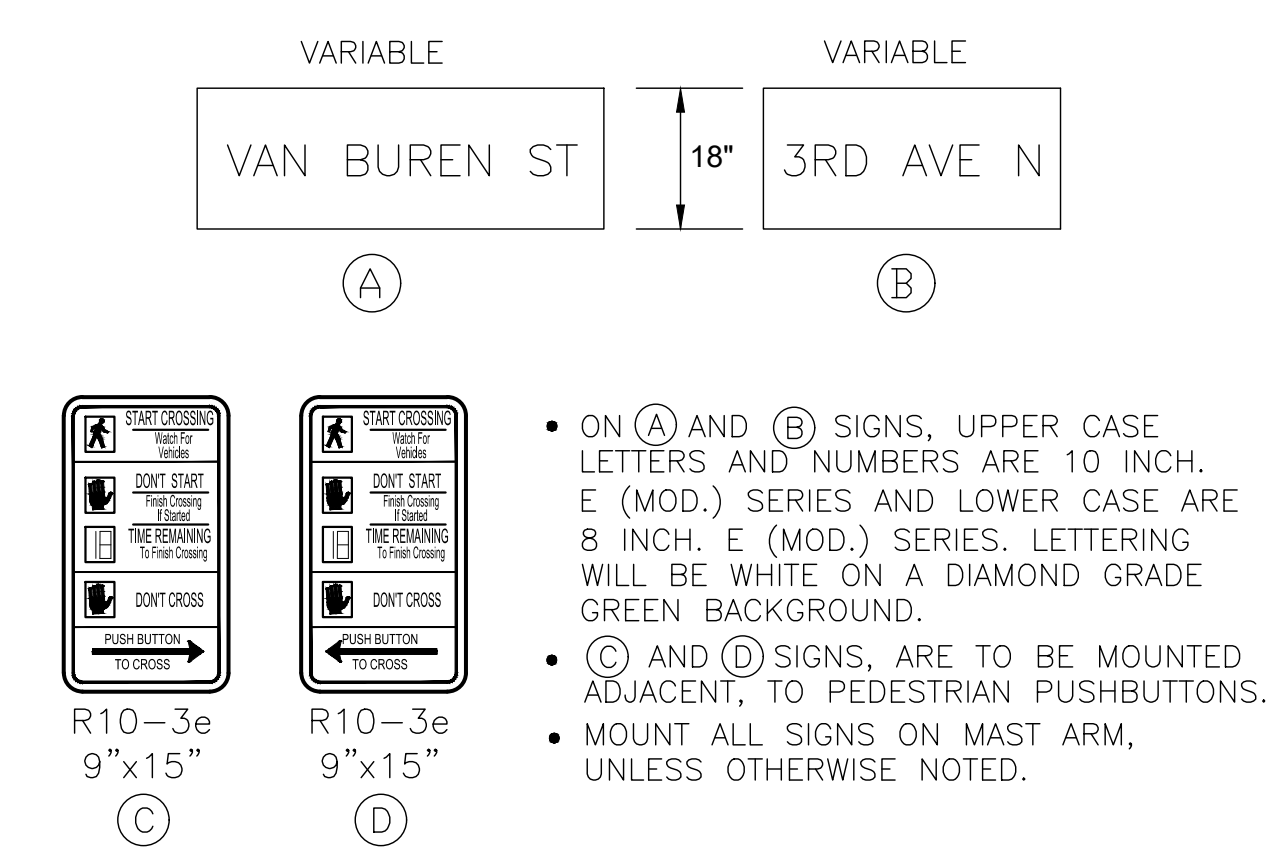
SIGNAL HEAD ASSEMBLIES



PHASING DIAGRAM

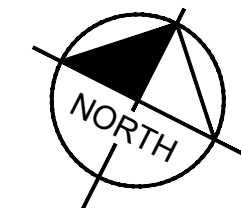
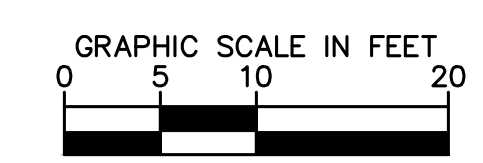


SIGN DETAIL



LEGEND

- PROPOSED SIGNAL SUPPORT POLE WITH MAST ARM
- PROPOSED PEDESTAL POLE
- PROPOSED SIGNAL HEAD
- PROPOSED PAD MOUNTED CONTROLLER CABINET
- PROPOSED PEDESTRIAN SIGNAL HEAD
- PROPOSED PULL BOX (TRAFFIC SIGNAL)
- PROPOSED OVERHEAD SIGN
- PROPOSED RADAR DETECTION
- PROPOSED CONDUIT



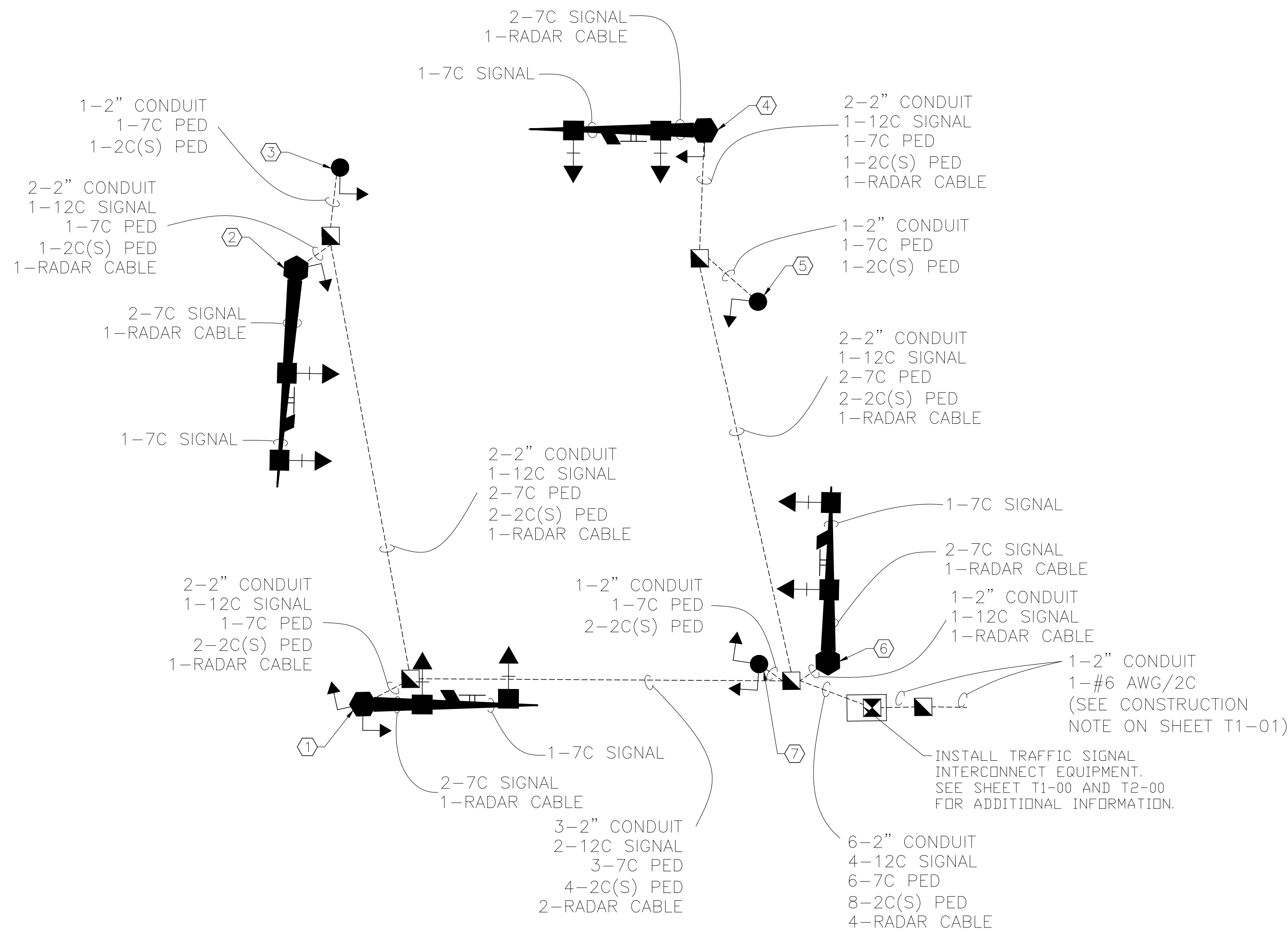
DATE	BY
10-01-2021	
12-10-2021	
01-07-2022	

NO.	REVISIONS	DESIGNED BY:	DATE:
1	SCHEMATIC DESIGN	RAP	09/11/2020
2	DESIGN DEVELOPMENT		
3	SHELL PERMIT		
4			
5			
6			
7			
8			

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WIRING DIAGRAM

N.T.S.



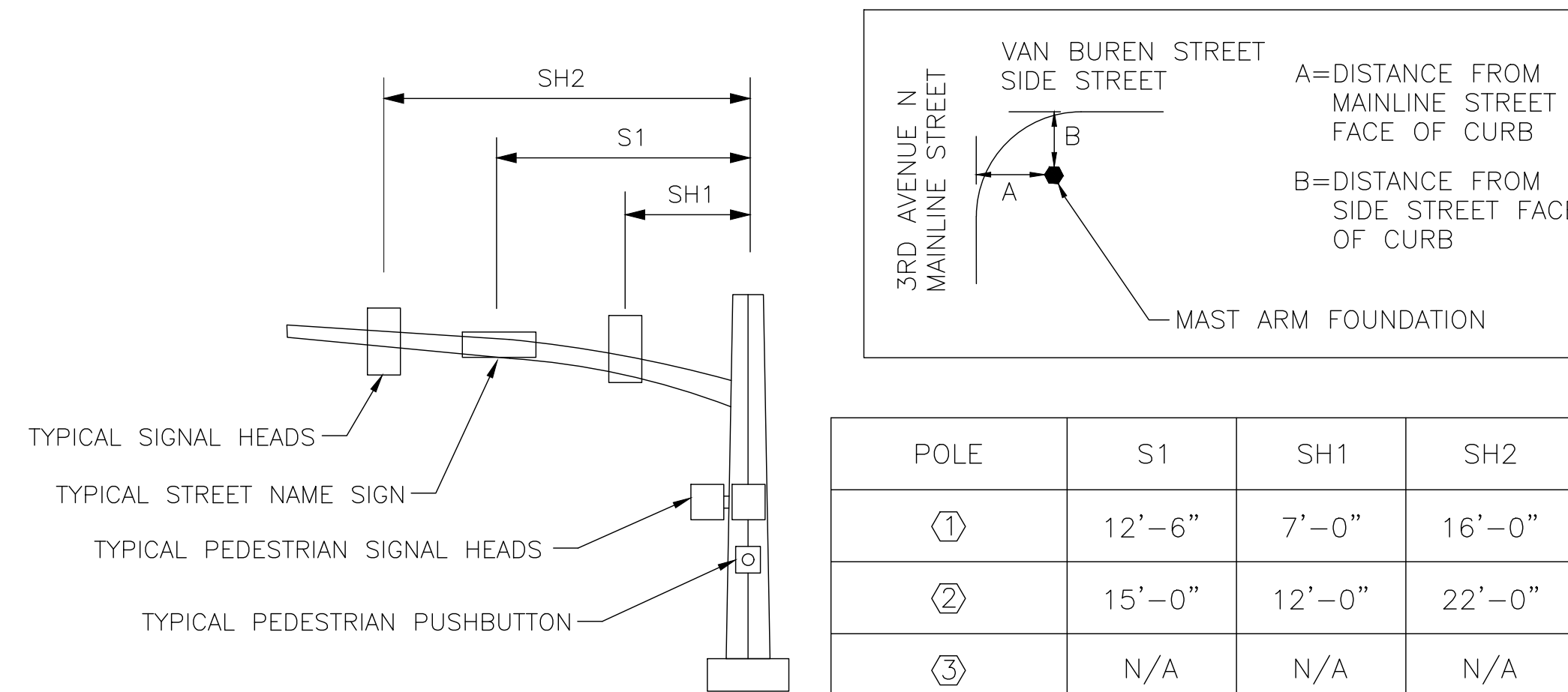
SIGNAL SUPPORT POLE DATA

POLE NO.	POLE TYPE	HEIGHT	MAST ARM LENGTH	ATTACH. HEIGHT *	FOOTING DEPTH **	FOOTING DESIGN MOMENT @ BASE OF POLE **
①	CANTILEVER	20'-0"	20'	X'-X"	X'-X"	X FT·LB
②	CANTILEVER	20'-0"	25'	X'-X"	X'-X"	X FT·LB
③	PEDESTAL	10'-0"	N/A	N/A	X'-X"	X FT·LB
④	CANTILEVER	20'-0"	20'	X'-X"	X'-X"	X FT·LB
⑤	PEDESTAL	10'-0"	N/A	N/A	X'-X"	X FT·LB
⑥	CANTILEVER	20'-0"	20'	X'-X"	X'-X"	X FT·LB
⑦	PEDESTAL	10'-0"	N/A	N/A	X'-X"	X FT·LB

* 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 2009 AASHTO LOADING AND DESIGN CRITERIA PUBLISHED IN THE LATEST EDITION OF "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS" (FATIGUE CATEGORY 2 IS REQUIRED). MAST ARMS AND POLES SHALL BE TRADITIONAL SUB-DISTRICT STYLE CAST STEEL MATERIAL WITH A BLACK POWDERCOAT FINISH.

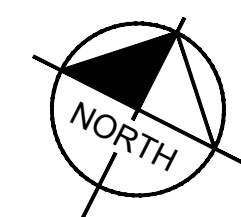
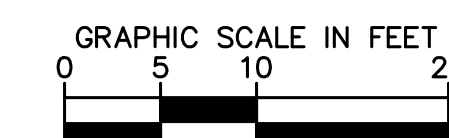
MAST ARM DETAILS

N.T.S.



POLE	S1	SH1	SH2	RADAR1	A	B
①	12'-6"	7'-0"	16'-0"	11'-0"	8'-6"	10'-0"
②	15'-0"	12'-0"	22'-0"	18'-0"	12'-0"	7'-6"
③	N/A	N/A	N/A	N/A	7'-0"	17'-6"
④	8'-0"	5'-0"	15'-0"	11'-0"	3'-0"	25'-6"
⑤	N/A	N/A	N/A	N/A	9'-0"	6'-6"
⑥	11'-6"	8'-6"	18'-6"	14'-6"	17'-6"	4'-0"
⑦	N/A	N/A	N/A	N/A	9'-6"	4'-6"

NOTE: ADDITIONAL SIGNS, S2, S3, ETC.
 ADDITIONAL SIGNAL HEADS, SH3, SH4, ETC.



NO.	DATE	BY	REVISIONS
1	10-01-2021		SCHEMATIC DESIGN
2	12-10-2021		DESIGN DEVELOPMENT
3	01-07-2022		SHELL PERMIT
4			
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
DESIGNED BY: **DRB**
 DRAWN BY: **DRB**
 CHECKED BY: **DRB**
 DATE: 09/11/2020
 KIMLEY-HORN PROJECT NO. 019947023

TRAFFIC SIGNAL PLAN - 3RD AVE & VAN BUREN ST
 SIGNAL ID # 1222
 SHEET NUMBER
T1-02

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LEGEND

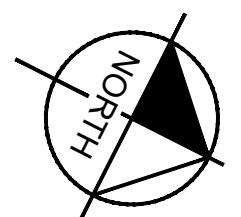
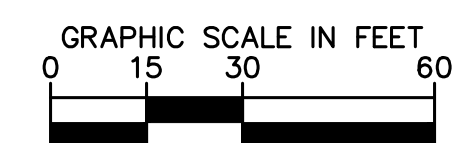
-  PROPOSED PAD MOUNTED CONTROLLER CABINET (SEE T1 SERIES SHEETS)
-  PROPOSED FIBER OPTIC PULL BOX (TYPE A)
-  PROPOSED FIBER OPTIC PULL BOX (TYPE B)
-  PROPOSED 2" HDPE CONDUIT

CONSTRUCTION NOTES

- A** TRENCH 2" CONDUIT.
- B** DIRECTIONAL DRILL 2" CONDUIT.
- C** INSTALL 72-STRAND FIBER OPTIC TRUNK CABLE.
- D** INSTALL 12-STRAND SINGLE MODE FIBER OPTIC DROP CABLE.
- E** FIBER OPTIC SPLICE FUSION
- F** INSTALL FIBER OPTIC SPLICE ENCLOSURE.
- G** INSTALL FIBER OPTIC PULL BOX TYPE "A".
- H** INSTALL FIBER OPTIC PULL BOX TYPE "B".
- I** INSTALL NETWORK EQUIPMENT IN CABINET. REFER TO SIGNAL NOTES FOR CABINET EQUIPMENT.

NOTE

CONTRACTOR SHALL COIL 25 FEET OF EACH FIBER OPTIC CABLE IN TYPE A PULL BOXES AND IN THE BASE OF EACH TRAFFIC SIGNAL CABINET, AND 200 FEET OF EACH FIBER OPTIC CABLE IN TYPE B PULL BOXES.



NO.	REVISIONS	DATE	BY
1	SCHEMATIC DESIGN	10-01-2021	
2	DESIGN DEVELOPMENT	12-10-2021	
3	SHELL PERMIT	01-07-2022	
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6			
7			
8			

DESIGNED BY: **DRB**
DRAWN BY: **DRB**
CHECKED BY: **DRB**
DATE: 09/11/2020
KIMLEY-HORN PROJECT NO. 019947023

**TRAFFIC SIGNAL
INTERCONNECT PLAN**
SIGNAL ID # 1222
SHEET NUMBER
T2-00