

MULTIMODAL ACCESS CLOSURE EXCEPTION APPLICATION FORM AND CHECKLIST

Submittal Date: 3/27/25 New Submittal Re-Submittal No: _____

Related Building Permit No: CACN T2024088902

Project Name: Roberts Academy at Vanderbilt University

Street Name Location: 1200 18th Ave S

Between: 17th Ave S & 18th Ave S And: Edgehill Ave & DeFord Bailey Ave

Applicant Name: Layton Construction

Address: 700 12th Ave S, Unit 304, Nashville, TN 37208

Phone: 615-663-6170 Fax: N/A Contact: Adam Sinnard

Email: asinnard@laytonconstruction.com

Project Description: _____
An academy for K-5 primary school students with dyslexia and a innovative center focused on outreach and dyslexia research.

Start Date: 2-01-25 End Date: 6-31-26 Project Length: 17 months

Describe Type of Closure: _____
- Full street closures of 18th Ave and Edgehill Ave
- Single lane and sidewalk closures in 17th Ave, 18th Ave, and Edgehill

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

- Full street closures in 18th Ave and Edgehill require the whole road to be opened in order to miss existing utilities while installing new stormwater piping.

- Single lane and sidewalk closures in 17th Ave, 18th Ave, and Edgehill are needed to set upgraded storm structures and piping, as well as upgrade existing sidewalk to new metro standard. Sidewalks will be poured from within site.

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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | Provide information on all utility work and utility connections. |
| <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | Provide traffic control plan for each phase of construction (see traffic control checklist for more information). |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Provide information on work vehicle parking locations. |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Show construction trucks ingress/egress to project location. |
| <input checked="" type="checkbox"/> | <input 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

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

PHASE 1

19TH AVENUE S

18TH AVENUE S

17TH AVENUE S

EDGEHILL AVENUE

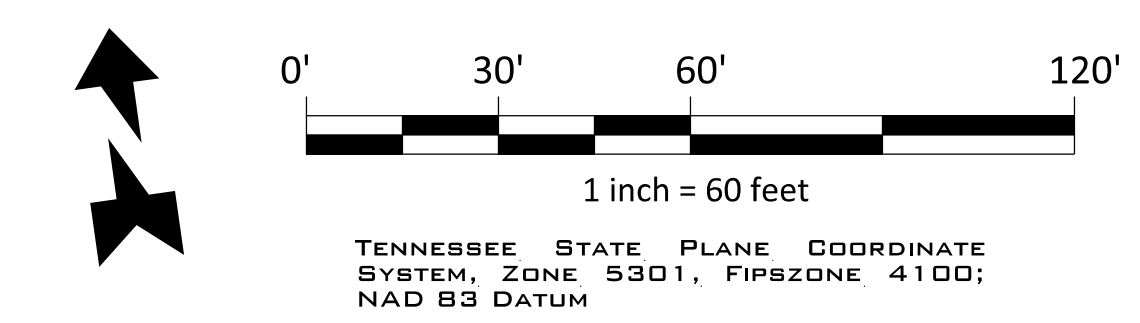
EDGEHILL AVENUE

17TH AVENUE S

18TH AVENUE S

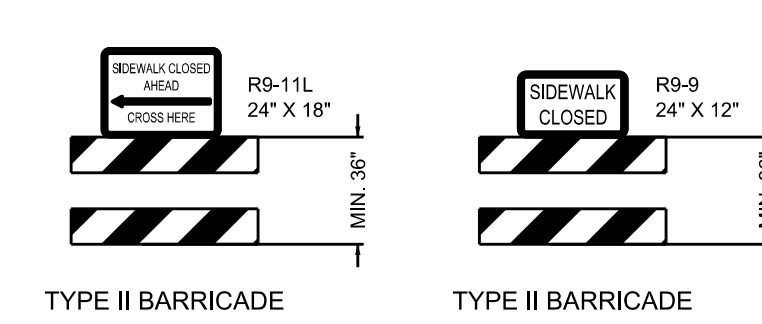
PHASE 1 - SB 18TH AVE S AND EB EDGEHILL AVE CLOSURE

- DESCRIPTION:**
SIDEWALK AND LANE CLOSURES ALONG 18TH AVENUE S AND EDGEHILL AVENUE IN NASHVILLE, TN.
- TRAFFIC CONTROL NOTES:**
- SIDEWALK CLOSURES AND LANE CLOSURES TO OCCUR ALONG 18TH AVENUE S AND EDGEHILL AVENUE FOR THE DURATION OF THE PROJECT.
 - ALL TRAFFIC CONTROL DEVICES AND WARNING SIGNS SHOULD BE REMOVED OR COVERED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED OR IN USE.
 - ALL TRAFFIC CONTROL DEVICES, BARRICADES, BALLAST SYSTEMS, AND SIGN SUPPORT STRUCTURES USED ON ANY ROADWAY OPEN TO PUBLIC TRAVEL SHALL BE CRASHWORTHY WHEN INSTALLED FACING TRAFFIC OR TURNED AWAY FROM TRAFFIC.
 - ALL WARNING SIGNS IN TEMPORARY TRAFFIC CONTROL ZONES SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND.
 - ALL REGULATORY SIGNS IN TEMPORARY TRAFFIC CONTROL ZONES SHALL HAVE A BLACK LEGEND AND BORDER ON A WHITE BACKGROUND.
 - ADVANCE WARNING SIGNS TO BE PLACED 100 FEET APART ALONG THE NORTHBOUND AND SOUTHBOUND APPROACHES OF 18TH AVENUE S NEAR THE INTERSECTION WITH EDGEHILL AVENUE.
 - ADVANCE WARNING SIGNS TO BE PLACED 100 FEET APART ALONG THE EASTBOUND AND WESTBOUND APPROACHES OF EDGEHILL AVENUE NEAR THE INTERSECTION WITH 18TH AVENUE S.
 - THE WESTBOUND TRAVEL LANE ALONG EDGEHILL AVENUE NEAR 18TH AVENUE S WILL REMAIN OPEN AND MUST REMAIN A MINIMUM OF TEN (10) FEET AS MEASURED FROM THE NEAR FACE OF THE TRAFFIC CONTROL DEVICES.
 - THE NORTHBOUND TRAVEL LANE ALONG 18TH AVENUE S NEAR EDGEHILL AVENUE WILL REMAIN OPEN AND MUST REMAIN A MINIMUM OF TEN (10) FEET AS MEASURED FROM THE NEAR FACE OF THE TRAFFIC CONTROL DEVICES.
 - FLEXIBLE DRUMS WILL BE UTILIZED AS CHANNELIZATION DEVICES WITHIN THE WORK ZONE ALONG EDGEHILL AVENUE AND 18TH AVENUE S.
 - CHANNELIZATION DEVICES (FLEXIBLE DRUMS) WITHIN THE WORK ZONE TO BE SPACED TEN (10) FEET APART UNLESS OTHERWISE SHOWN ON THE PLANS.
 - FLEXIBLE DRUMS MUST BE A MINIMUM OF THIRTY-SIX (36) INCHES HIGH AND EIGHTEEN (18) INCHES WIDE WITH A MINIMUM OF TWO (2) ORANGE AND TWO (2) WHITE RETRO-REFLECTIVE HORIZONTAL STRIPES WITH THE TOP STRIPE BEING ORANGE ACCORDING TO MUTCD SECTION 6F.
 - FLEXIBLE DRUMS SHOULD BE BALLASTED APPROPRIATELY ACCORDING TO THE MANUFACTURER'S STANDARDS.
 - SPACING OF FLEXIBLE DRUMS NEAR DRIVEWAYS OF ADJACENT SITES TO BE ADJUSTED AS DETERMINED BY SITE CONTRACTOR.
 - TYPE 2 BARRICADES WITH A SIDEWALK CLOSED (R9-9) SIGN TO BE PLACED ALONG BOTH APPROACHES OF THE SIDEWALK ON THE SOUTH SIDE OF EDGEHILL AVENUE PRIOR TO THE SIDEWALK CLOSURE.
 - TYPE 2 BARRICADES WITH A SIDEWALK CLOSED (R9-9) SIGN TO BE PLACED ALONG BOTH APPROACHES OF THE SIDEWALK ON THE WEST SIDE OF 18TH AVENUE S PRIOR TO THE SIDEWALK CLOSURE.
 - TYPE 2 BARRICADES WITH A SIDEWALK CLOSED AHEAD CROSS HERE (R9-11) SIGN TO BE PLACED ALONG BOTH APPROACHES OF THE SIDEWALK ON THE WEST SIDE OF 18TH AVENUE S NEAR THE INTERSECTION OF 18TH AVENUE S AND THE INTERSECTION OF 18TH AVENUE S.
 - TYPE 2 BARRICADES WITH A SIDEWALK CLOSED AHEAD CROSS HERE (R9-11) SIGN TO BE PLACED ALONG BOTH APPROACHES OF THE SIDEWALK ON THE WEST SIDE OF 18TH AVENUE S NEAR THE INTERSECTION OF 18TH AVENUE S AND THE INTERSECTION OF 18TH AVENUE S.
 - TYPE 2 BARRICADES MUST BE A MINIMUM LENGTH OF THIRTY-SIX (36) INCHES ACCORDING TO TDOT STANDARDS. EACH BARRICADE RAIL MUST BE EIGHT (8) TO TWELVE (12) INCHES WIDE.
 - THE STRIPES ON TYPE 2 BARRICADE RAILS SHALL BE ALTERNATING ORANGE AND WHITE RETRO-REFLECTIVE STRIPES SLOPING DOWNWARD AT AN ANGLE OF 45 DEGREES. THE STRIPES SHOULD BE POSITIONED TO SLOPE DOWNWARD TOWARD THE CENTER OF THE BARRICADE OR BARRICADES.
 - PEDESTRIAN DETOUR SIGNS WILL BE PLACED IN ADVANCE OF THE SIDEWALK CLOSURES.
 - TEMPORARY CROSSWALK TO BE INSTALLED ON 18TH AVENUE S ON THE SOUTH END OF THE WORK ZONE.
 - THE TEMPORARY CROSSWALK TO BE CONSTRUCTED BASED ON MUTCD TYPICAL APPLICATION 29.
 - THE TEMPORARY CROSSWALK MUST MAINTAIN A MINIMUM OF FIVE (5) FEET AND IT MUST BE ACCESSIBLE TO PEDESTRIANS WITH DISABILITIES AND SHOULD BE CONSTRUCTED ACCORDING TO NDOT AND TDOT STANDARDS.
 - THE TEMPORARY CROSSWALKS WILL INCLUDE TEMPORARY CURB RAMP TO TRANSITION FROM THE SIDEWALK INTO THE CLOSED TRAVEL LANE WITH A MINIMUM WIDTH OF FIVE (5) FEET AND NO MORE THAN A TWO PERCENT (2%) GRADE.
 - RECTANGULAR RAPID FLASHING BEACONS TO BE ATTACHED TO THE PEDESTRIAN SYMBOL SIGNS (W11-2) NEAR THE CROSSWALKS ALONG HILLSIDE AVENUE.
 - THE BICYCLE TRAFFIC ALONG EDGEHILL AVENUE WILL MERGE INTO THE TRAVEL LANES FOR THE DURATION OF THE PROJECT.
 - FLAGGERS SHOULD BE UTILIZED TO OPERATE TRAFFIC CONTROL ALONG EDGEHILL AVENUE AND 18TH AVENUE S, AND ON THE EASTBOUND APPROACH OF EDGEHILL AVENUE, AND THE NORTHBOUND APPROACH OF 18TH AVENUE S.
 - FLAGGERS SHOULD BE AWARE OF TRAFFIC CONDITIONS AT ADJACENT INTERSECTIONS AND SHOULD COORDINATE THEIR OPERATIONS TO MINIMIZE TRAFFIC BACKUPS AND TO ELIMINATE CONFLICTS.
 - FLAGGERS SHOULD BE CLEARLY VISIBLE TO TRAFFIC AND MUST BE EQUIPPED WITH STOP/SLOW PADDLES AND COMMUNICATION DEVICES WHILE MAINTAINING TRAFFIC FLOW THROUGH THE WORK ZONE.
 - TRAFFIC CONTROL DEVICES SHOULD BE PLACED AS NOT TO IMPEDE ACCESS TO DRIVEWAYS LOCATED OUTSIDE OF THE WORK ZONE.
 - TRAFFIC CONTROL DEVICES SHOULD BE PLACED AS NOT TO BLOCK VISIBILITY OF ANY REGULATORY SIGNS OUTSIDE OR WITHIN THE WORK ZONE.
 - ALL SIGNS SHOULD BE MOUNTED ON POSTS TO AVOID BLOCKING THE SIDEWALK.
 - ENSURE ALL NECESSARY CROSSWALKS HAVE ADA COMPLIANT RAMPS WITH DETECTABLE SURFACES.
 - REFER TO TDOT STANDARD DRAWINGS, TDOT WORK ZONE FIELD ZONE MANUAL, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR ADDITIONAL DETAILS RELATED TO WORK ZONE DEVICES.



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE II)

TRAFFIC CONTROL DEVICES



NO.	DATE	REVISIONS
1	03/20/25	INITIAL SUBMITTAL

TRAFFIC CONTROL PLAN
EDGEHILL AVE & 18TH AVE S CLOSURES
NASHVILLE, TENNESSEE



3/20/25

PROJECT
25-0226

SHEET
T-1.1

PHASE 2



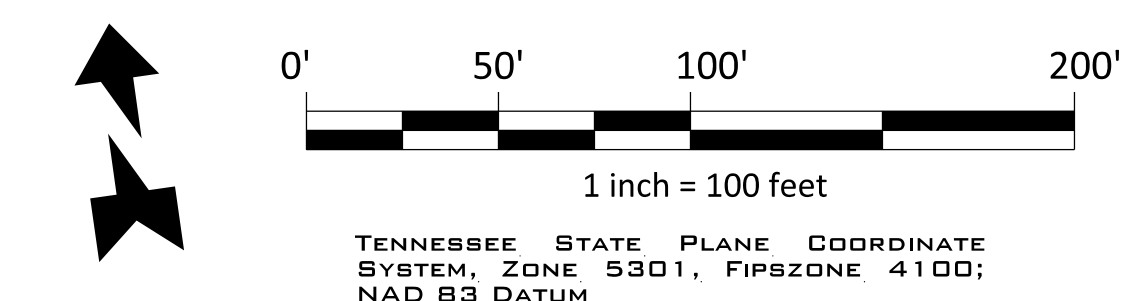
PHASE 2 - 18TH AVENUE S CLOSURE

DESCRIPTION:

FULL ROADWAY CLOSURE ALONG 18TH AVENUE S NEAR THE INTERSECTION OF EDGEHILL AVENUE IN NASHVILLE, TN.

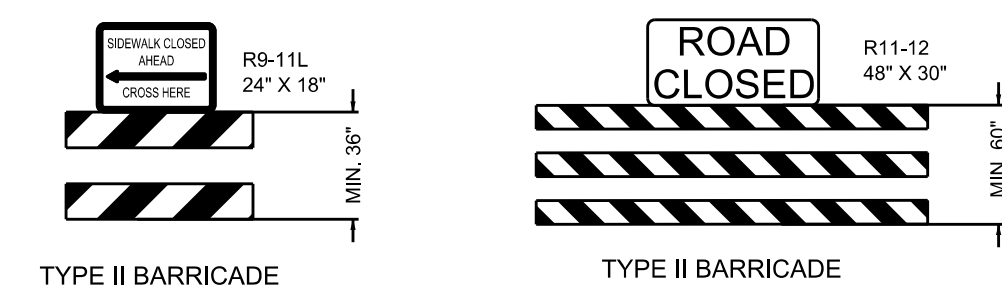
TRAFFIC CONTROL NOTES:

1. FULL ROADWAY CLOSURE TO OCCUR ALONG 18TH AVENUE S NEAR THE INTERSECTION OF EDGEHILL AVENUE FOR THE DURATION OF THE PROJECT.
2. ALL TRAFFIC CONTROL DEVICES AND WARNING SIGNS SHOULD BE REMOVED OR COVERED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED OR IN USE.
3. ALL TRAFFIC CONTROL DEVICES, BARRICADES, BALLAST SYSTEMS, AND SIGN SUPPORT STRUCTURES USED ON ANY ROADWAY OPEN TO PUBLIC TRAVEL SHALL BE CRASHWORTHY WHEN INSTALLED FACING TRAFFIC OR TURNED AWAY FROM TRAFFIC.
4. ALL WARNING SIGNS IN TEMPORARY TRAFFIC CONTROL ZONES SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND.
5. ALL REGULATORY SIGNS IN TEMPORARY TRAFFIC CONTROL ZONES SHALL HAVE A BLACK LEGEND AND BORDER ON A WHITE BACKGROUND.
6. ADVANCE WARNING SIGNS TO BE PLACED 100 FEET APART ALONG THE SOUTHBOUND APPROACH OF 18TH AVENUE S NEAR THE INTERSECTION WITH EDGEHILL AVENUE.
7. ADVANCE WARNING SIGNS TO BE PLACED 100 FEET APART ALONG THE NORTHBOUND APPROACH OF 18TH AVENUE S NEAR THE INTERSECTION WITH DEFORD BAILEY AVENUE.
8. TYPE 2 BARRICADES WITH A SIDEWALK CLOSED AHEAD CROSS HERE (R9-11) SIGN TO BE PLACED ALONG BOTH APPROACHES OF THE SIDEWALK ON THE SOUTH SIDE OF EDGEHILL AVENUE NEAR THE INTERSECTION OF 18TH AVENUE S.
9. TYPE 2 BARRICADES MUST BE A MINIMUM LENGTH OF THIRTY-SIX (36) INCHES ACCORDING TO TDOT STANDARDS. EACH BARRICADE RAIL MUST BE EIGHT (8) TO TWELVE (12) INCHES WIDE.
10. THE STRIPES ON TYPE 2 BARRICADE RAILS SHALL BE ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES SLOPING DOWNWARD AT AN ANGLE OF 45 DEGREES. THE STRIPES SHOULD BE POSITIONED TO SLOPE DOWNWARD TOWARD THE CENTER OF THE BARRICADE OR BARRICADES.
11. THE SOUTHBOUND DETOUR FOR THE 18TH AVENUE S ROADWAY CLOSURE WILL UTILIZE EDGEHILL AVENUE, 17TH AVENUE S, AND DEFORD BAILEY AVENUE.
12. THE NORTHBOUND DETOUR FOR THE 18TH AVENUE S ROADWAY CLOSURE WILL UTILIZE DEFORD BAILEY AVENUE, 16TH AVENUE S, AND EDGEHILL AVENUE.
13. ALL DETOUR (M4-9) SIGNS SHOULD BE PLACED IN ADVANCE OF A TURN WITH A STREET NAME SIGN PLACED ABOVE TO INDICATE THE NAME OF THE STREET BEING DETOURED.
14. ALL END DETOUR (M4-8A) SIGNS TO BE PLACED ON ALONG THE APPROACH OF THE ROADWAY AFTER THE COMPLETION OF THE DETOUR.
15. TYPE 3 BARRICADES WITH A MOUNTED ROAD CLOSED (R11-2) SIGN TO BE PLACED ACROSS ALL LANES OF 18TH AVENUE S NEAR EDGEHILL AVENUE.
16. TYPE 3 BARRICADES WITH A MOUNTED ROAD CLOSED AHEAD LOCAL TRAFFIC ONLY (R11-3A) SIGN TO BE PLACED ACROSS THE NORTHBOUND LANES OF 18TH AVENUE S NEAR THE INTERSECTION WITH DEFORD BAILEY AVENUE.
17. TYPE 3 BARRICADES MUST BE A MINIMUM LENGTH OF SIXTY (60) INCHES ACCORDING TO TDOT STANDARDS. EACH BARRICADE RAIL MUST BE EIGHT (8) TO TWELVE (12) INCHES WIDE.
18. THE STRIPES ON TYPE 3 BARRICADE RAILS SHALL BE ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES SLOPING DOWNWARD AT AN ANGLE OF 45 DEGREES. THE STRIPES SHOULD BE POSITIONED TO SLOPE DOWNWARD TOWARD THE CENTER OF THE BARRICADE OR BARRICADES.
19. SIGNS MOUNTED ON TYPE 3 BARRICADES SHOULD NOT COVER MORE THAN 50 PERCENT OF THE TOP TWO RAILS OR 33 PERCENT OF THE TOTAL AREA OF THE THREE RAILS.
20. TYPE 3 BARRICADE RAILS SHOULD BE SUPPORTED IN A MANNER THAT WILL ALLOW THEM TO BE SEEN BY THE ROAD USER AND PROVIDE A STABLE SUPPORT THAT IS NOT DISPLACED.
21. PEDESTRIAN DETOUR SIGNS WILL BE PLACED IN ADVANCE OF THE SIDEWALK CLOSURES.
22. TRAFFIC CONTROL DEVICES SHOULD BE PLACED AS NOT TO IMPEDE ACCESS TO DRIVEWAYS LOCATED OUTSIDE OF THE WORK ZONE.
23. TRAFFIC CONTROL DEVICES SHOULD BE PLACED AS NOT TO BLOCK VISIBILITY OF ANY REGULATORY SIGNS OUTSIDE OR WITHIN THE WORK ZONE.
24. ALL SIGNS SHOULD BE MOUNTED ON POSTS TO AVOID BLOCKING THE SIDEWALK.
25. ENSURE ALL NECESSARY CROSSWALKS HAVE ADA COMPLIANT RAMPS WITH DETECTABLE SURFACES.
26. REFER TO TDOT STANDARD DRAWINGS, TDOT WORK ZONE FIELD ZONE MANUAL, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR ADDITIONAL DETAILS RELATED TO WORK ZONE DEVICES.



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE II)
	TRAFFIC FLOW
	TEMPORARY BARRICADE (TYPE III)

TRAFFIC CONTROL DEVICES



TRAFFIC CONTROL PLAN 18TH AVENUE S CLOSURE NASHVILLE, TENNESSEE	ROBERTS ACADEMY PROJECT
	3/20/25 PROJECT 25-0226 SHEET T-1.2

PHASE 3



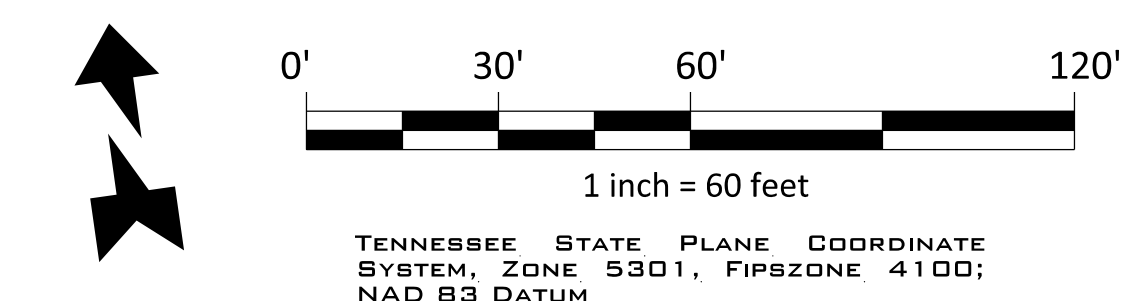
PHASE 3 - EDGEHILL AVENUE CLOSURE

DESCRIPTION:

FULL ROADWAY CLOSURE ALONG EDGEHILL AVENUE IN NASHVILLE, TN.

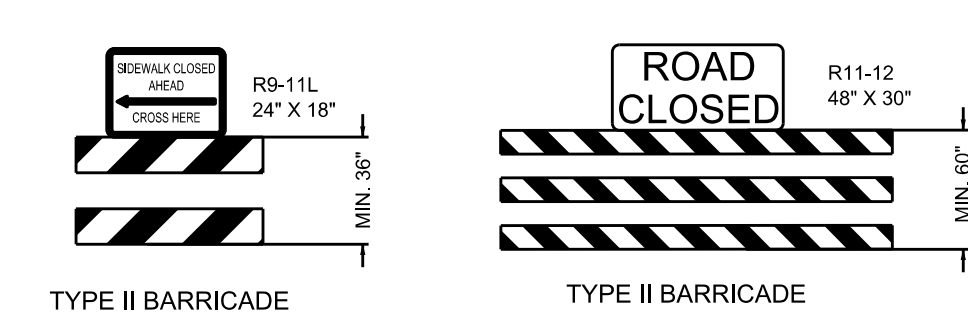
TRAFFIC CONTROL NOTES:

- FULL ROADWAY CLOSURE TO OCCUR ALONG EDGEHILL AVENUE NEAR 18TH AVENUE S FOR THE DURATION OF THE PROJECT.
- ALL TRAFFIC CONTROL DEVICES AND WARNING SIGNS SHOULD BE REMOVED OR COVERED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED OR IN USE.
- ALL TRAFFIC CONTROL DEVICES, BARRICADES, BALLAST SYSTEMS, AND SIGN SUPPORT STRUCTURES USED ON ANY ROADWAY OPEN TO PUBLIC TRAVEL SHALL BE CRASHWORTHY WHEN INSTALLED FACING TRAFFIC OR TURNED AWAY FROM TRAFFIC.
- ALL WARNING SIGNS IN TEMPORARY TRAFFIC CONTROL ZONES SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND.
- ALL REGULATORY SIGNS IN TEMPORARY TRAFFIC CONTROL ZONES SHALL HAVE A BLACK LEGEND AND BORDER ON A WHITE BACKGROUND.
- ADVANCE WARNING SIGNS TO BE PLACED 100 FEET APART ALONG THE EASTBOUND APPROACH OF EDGEHILL AVENUE NEAR THE INTERSECTION WITH 19TH AVENUE S.
- ADVANCE WARNING SIGNS TO BE PLACED 100 FEET APART ALONG THE WESTBOUND APPROACH OF EDGEHILL AVENUE NEAR THE INTERSECTION WITH 18TH AVENUE S.
- TYPE 2 BARRICADES WITH A SIDEWALK CLOSED AHEAD CROSS HERE (R9-11) SIGN TO BE PLACED ALONG BOTH APPROACHES OF THE SIDEWALK ON THE WEST SIDE OF 18TH AVENUE S NEAR THE INTERSECTION OF EDGEHILL AVENUE S.
- TYPE 2 BARRICADES MUST BE A MINIMUM LENGTH OF THIRTY-SIX (36) INCHES ACCORDING TO TDOT STANDARDS. EACH BARRICADE RAIL MUST BE EIGHT (8) TO TWELVE (12) INCHES WIDE.
- THE STRIPES ON TYPE 2 BARRICADE RAILS SHALL BE ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES SLOPING DOWNWARD AT AN ANGLE OF 45 DEGREES. THE STRIPES SHOULD BE POSITIONED TO SLOPE DOWNWARD TOWARD THE CENTER OF THE BARRICADE OR BARRICADES.
- THE EASTBOUND DETOUR FOR THE EDGEHILL AVENUE ROADWAY CLOSURE WILL UTILIZE 19TH AVENUE S, GRAND AVENUE, AND 18TH AVENUE S.
- THE WESTBOUND DETOUR FOR THE EDGEHILL AVENUE ROADWAY CLOSURE WILL UTILIZE 18TH AVENUE S, GRAND AVENUE, AND 19TH AVENUE S.
- ALL DETOUR (M4-9) SIGNS SHOULD BE PLACED IN ADVANCE OF A TURN WITH A STREET NAME SIGN PLACED ABOVE TO INDICATE THE NAME OF THE STREET BEING DETOURED.
- ALL END DETOUR (M4-8A) SIGNS TO BE PLACED ON ALONG THE EXITING APPROACH OF THE ROADWAY AFTER THE COMPLETION OF THE DETOUR.
- TYPE 3 BARRICADES WITH A MOUNTED ROAD CLOSED (R11-2) SIGN TO BE PLACED ACROSS ALL THE LANES OF EDGEHILL AVENUE NEAR 18TH AVENUE S.
- TYPE 3 BARRICADES WITH A MOUNTED ROAD CLOSED AHEAD LOCAL TRAFFIC ONLY (R11-3A) SIGN TO BE PLACED ACROSS THE EASTBOUND LANES OF EDGEHILL AVENUE NEAR THE INTERSECTION WITH 19TH AVENUE S.
- TYPE 3 BARRICADES MUST BE A MINIMUM LENGTH OF SIXTY (60) INCHES ACCORDING TO TDOT STANDARDS. EACH BARRICADE RAIL MUST BE EIGHT (8) TO TWELVE (12) INCHES WIDE.
- THE STRIPES ON TYPE 3 BARRICADE RAILS SHALL BE ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES SLOPING DOWNWARD AT AN ANGLE OF 45 DEGREES. THE STRIPES SHOULD BE POSITIONED TO SLOPE DOWNWARD TOWARD THE CENTER OF THE BARRICADE OR BARRICADES.
- SIGNS MOUNTED ON TYPE 3 BARRICADES SHOULD NOT COVER MORE THAN 50 PERCENT OF THE TOP TWO RAILS OR 33 PERCENT OF THE TOTAL AREA OF THE THREE RAILS.
- TYPE 3 BARRICADE RAILS SHOULD BE SUPPORTED IN A MANNER THAT WILL ALLOW THEM TO BE SEEN BY THE ROAD USER AND PROVIDE A STABLE SUPPORT THAT IS NOT DISPLACED.
- PEDESTRIAN DETOUR SIGNS WILL BE PLACED IN ADVANCE OF THE SIDEWALK CLOSURES.
- TRAFFIC CONTROL DEVICES SHOULD BE PLACED AS NOT TO IMPEDE ACCESS TO DRIVEWAYS LOCATED OUTSIDE OF THE WORK ZONE.
- TRAFFIC CONTROL DEVICES SHOULD BE PLACED AS NOT TO BLOCK VISIBILITY OF ANY REGULATORY SIGNS OUTSIDE OR WITHIN THE WORK ZONE.
- ALL SIGNS SHOULD BE MOUNTED ON POSTS TO AVOID BLOCKING THE SIDEWALK.
- ENSURE ALL NECESSARY CROSSWALKS HAVE ADA COMPLIANT RAMPS WITH DETECTABLE SURFACES.
- REFER TO TDOT STANDARD DRAWINGS, TDOT WORK ZONE FIELD ZONE MANUAL, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR ADDITIONAL DETAILS RELATED TO WORK ZONE DEVICES.



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE II)
	TEMPORARY BARRICADE (TYPE III)

TRAFFIC CONTROL DEVICES



NO.	DATE	REVISIONS
1	03/20/25	INITIAL SUBMITTAL

TRAFFIC CONTROL PLAN
EDGEHILL AVENUE CLOSURE
NASHVILLE, TENNESSEE



3/20/25

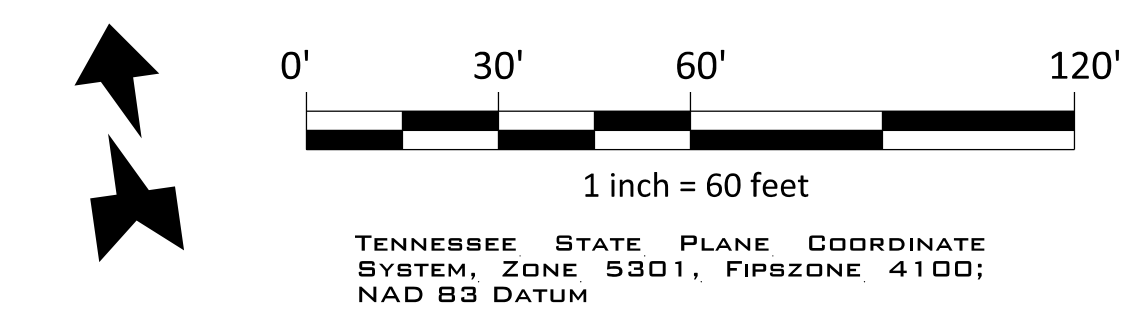
PROJECT
25-0226

SHEET
T-1.3

PHASE 4

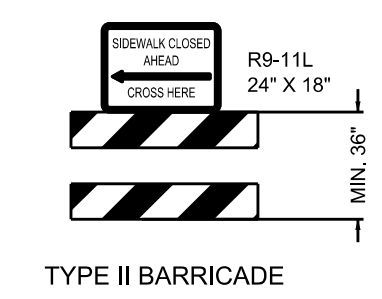


- PHASE 4 - SB 18TH AVENUE S AND WB EDGEHILL AVENUE CLOSURE**
- DESCRIPTION:**
LANE CLOSURES ALONG EDGEHILL AVENUE AND 18TH AVENUE S IN NASHVILLE, TN.
- TRAFFIC CONTROL NOTES:**
- LANE CLOSURE TO OCCUR ALONG EDGEHILL AVENUE AND 18TH AVENUE S FOR THE DURATION OF THE PROJECT.
 - ALL TRAFFIC CONTROL DEVICES AND WARNING SIGNS SHOULD BE REMOVED OR COVERED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED OR IN USE.
 - ALL TRAFFIC CONTROL DEVICES, BARRICADES, BALLAST SYSTEMS, AND SIGN SUPPORT STRUCTURES USED ON ANY ROADWAY OPEN TO PUBLIC TRAVEL SHALL BE CRASHWORTHY WHEN INSTALLED FACING TRAFFIC OR TURNED AWAY FROM TRAFFIC.
 - ALL WARNING SIGNS IN TEMPORARY TRAFFIC CONTROL ZONES SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND.
 - ALL REGULATORY SIGNS IN TEMPORARY TRAFFIC CONTROL ZONES SHALL HAVE A BLACK LEGEND AND BORDER ON A WHITE BACKGROUND.
 - ADVANCE WARNING SIGNS TO BE PLACED 100 FEET APART ALONG THE NORTHBOUND AND SOUTHBOUND APPROACHES OF 18TH AVENUE S NEAR THE INTERSECTION WITH EDGEHILL AVENUE.
 - ADVANCE WARNING SIGNS TO BE PLACED 100 FEET APART ALONG THE EASTBOUND AND WESTBOUND APPROACHES OF EDGEHILL AVENUE NEAR THE INTERSECTION WITH 18TH AVENUE S.
 - THE WESTBOUND TRAVEL LANE ALONG EDGEHILL AVENUE WILL REMAIN OPEN AND MUST REMAIN A MINIMUM OF TEN (10) FEET AS MEASURED FROM THE NEAR FACE OF THE TRAFFIC CONTROL DEVICES.
 - THE SOUTHBOUND TRAVEL LANE ALONG 18TH AVENUE S WILL REMAIN OPEN AND MUST REMAIN A MINIMUM OF TEN (10) FEET AS MEASURED FROM THE NEAR FACE OF THE TRAFFIC CONTROL DEVICES.
 - FLEXIBLE DRUMS WILL BE UTILIZED AS CHANNELIZATION DEVICES WITHIN THE WORK ZONE ALONG EDGEHILL AVENUE AND 18TH AVENUE S.
 - CHANNELIZATION DEVICES (FLEXIBLE DRUMS) WITHIN THE WORK ZONE TO BE SPACED TEN (10) FEET APART UNLESS OTHERWISE SHOWN ON THE PLANS.
 - FLEXIBLE DRUMS MUST BE A MINIMUM OF THIRTY-SIX (36) INCHES HIGH AND EIGHTEEN (18) INCHES WIDE WITH A MINIMUM OF TWO (2) ORANGE AND TWO (2) WHITE RETRO-REFLECTIVE HORIZONTAL STRIPES WITH THE TOP STRIPE BEING ORANGE ACCORDING TO MUTCD SECTION 6F.
 - FLEXIBLE DRUMS SHOULD BE BALLASTED APPROPRIATELY ACCORDING TO THE MANUFACTURER'S STANDARDS.
 - SPACING OF FLEXIBLE DRUMS NEAR DRIVEWAYS OF ADJACENT SITES TO BE ADJUSTED AS DETERMINED BY SITE CONTRACTOR.
 - TYPE 2 BARRICADES WITH A SIDEWALK CLOSED AHEAD CROSS HERE (R9-11) SIGN TO BE PLACED ALONG BOTH APPROACHES OF THE SIDEWALK ON THE NORTH SIDE AND SOUTH SIDE OF EDGEHILL AVENUE NEAR THE INTERSECTION OF 18TH AVENUE S.
 - TYPE 2 BARRICADES MUST BE A MINIMUM LENGTH OF THIRTY-SIX (36) INCHES ACCORDING TO TDOT STANDARDS. EACH BARRICADE RAIL MUST BE EIGHT (8) TO TWELVE (12) INCHES WIDE.
 - THE STRIPES ON TYPE 2 BARRICADE RAILS SHALL BE ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES SLOPING DOWNWARD AT AN ANGLE OF 45 DEGREES. THE STRIPES SHOULD BE POSITIONED TO SLOPE DOWNWARD TOWARD THE CENTER OF THE BARRICADE OR BARRICADES.
 - PEDESTRIAN DETOUR SIGNS WILL BE PLACED IN ADVANCE OF THE SIDEWALK CLOSURES.
 - THE BICYCLE TRAFFIC ALONG EDGEHILL AVENUE WILL MERGE INTO THE TRAVEL LANES FOR THE DURATION OF THE PROJECT.
 - FLAGGERS SHOULD BE UTILIZED TO OPERATE TRAFFIC CONTROL ALONG EDGEHILL AVENUE AND 18TH AVENUE S. REFER TO MUTCD SECTION 6E FOR MORE INFORMATION REGARDING FLAGGERS AND FLAGGING OPERATIONS.
 - FLAGGERS SHOULD BE LOCATED WITHIN THE INTERSECTION OF EDGEHILL AVENUE AND 18TH AVENUE S, AND ON THE EASTBOUND APPROACH OF EDGEHILL AVENUE, AND THE SOUTHBOUND APPROACH OF 18TH AVENUE S.
 - FLAGGERS SHOULD BE AWARE OF TRAFFIC CONDITIONS AT ADJACENT INTERSECTIONS AND SHOULD COORDINATE THEIR OPERATIONS TO MINIMIZE TRAFFIC BACKUPS AND TO ELIMINATE CONFLICTS.
 - FLAGGERS SHOULD BE CLEARLY VISIBLE TO TRAFFIC AND MUST BE EQUIPPED WITH STOP/SLOW PADDLES AND COMMUNICATION DEVICES WHILE MAINTAINING TRAFFIC FLOW THROUGH THE WORK ZONE.
 - TRAFFIC CONTROL DEVICES SHOULD BE PLACED AS NOT TO IMPEDE ACCESS TO DRIVEWAYS LOCATED OUTSIDE OF THE WORK ZONE.
 - TRAFFIC CONTROL DEVICES SHOULD BE PLACED AS NOT TO BLOCK VISIBILITY OF ANY REGULATORY SIGNS OUTSIDE OR WITHIN THE WORK ZONE.
 - ALL SIGNS SHOULD BE MOUNTED ON POSTS TO AVOID BLOCKING THE SIDEWALK.
 - ENSURE ALL NECESSARY CROSSWALKS HAVE ADA COMPLIANT RAMPS WITH DETECTABLE SURFACES.
 - REFER TO TDOT STANDARD DRAWINGS, TDOT WORK ZONE FIELD ZONE MANUAL, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR ADDITIONAL DETAILS RELATED TO WORK ZONE DEVICES.



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE II)

TRAFFIC CONTROL DEVICES



NO.	DATE	REVISIONS
1	03/20/25	INITIAL SUBMITTAL

TRAFFIC CONTROL PLAN
18TH AVE S & EDGEHILL AVE CLOSURES
NASHVILLE, TENNESSEE

ROBERTS ACADEMY PROJECT



3/20/25

PROJECT
25-0226

SHEET
T-1.4

PHASE 5

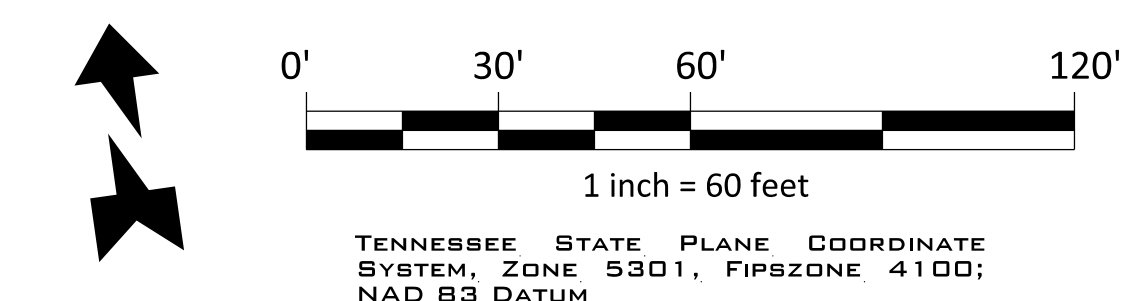


DESCRIPTION:

SIDEWALK AND LANE CLOSURES ALONG 17TH AVENUE S IN NASHVILLE, TN.

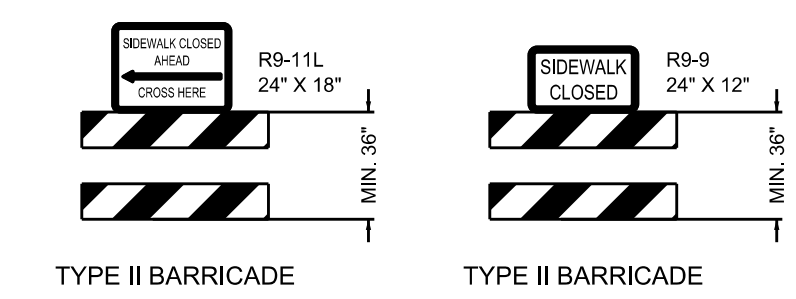
TRAFFIC CONTROL NOTES:

- SIDEWALK CLOSURE AND LANE CLOSURE TO OCCUR ALONG 17TH AVENUE S FOR THE DURATION OF THE PROJECT.
- ALL TRAFFIC CONTROL DEVICES AND WARNING SIGNS SHOULD BE REMOVED OR COVERED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED OR IN USE.
- ALL TRAFFIC CONTROL DEVICES, BARRICADES, BALLAST SYSTEMS, AND SIGN SUPPORT STRUCTURES USED ON ANY ROADWAY OPEN TO PUBLIC TRAVEL SHALL BE CRASHWORTHY WHEN INSTALLED FACING TRAFFIC OR TURNED AWAY FROM TRAFFIC.
- ALL WARNING SIGNS IN TEMPORARY TRAFFIC CONTROL ZONES SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND.
- ALL REGULATORY SIGNS IN TEMPORARY TRAFFIC CONTROL ZONES SHALL HAVE A BLACK LEGEND AND BORDER ON A WHITE BACKGROUND.
- ADVANCE WARNING SIGNS TO BE PLACED 100 FEET APART ALONG THE SOUTHBOUND APPROACH OF 17TH AVENUE S NEAR THE INTERSECTION WITH EDGEHILL AVENUE.
- ADVANCE WARNING SIGNS TO BE PLACED ALONG THE EASTBOUND AND WESTBOUND APPROACHES OF EDGEHILL AVENUE NEAR THE INTERSECTION WITH 17TH AVENUE S.
- THE SOUTHBOUND TRAVEL LANE ALONG 17TH AVENUE S WILL REMAIN OPEN AND MUST REMAIN A MINIMUM OF TEN (10) FEET AS MEASURED FROM THE NEAR FACE OF THE TRAFFIC CONTROL DEVICES.
- TYPE 2 BARRICADES WITH A SIDEWALK CLOSED AHEAD CROSS HERE (R9-11) SIGN TO BE PLACED ALONG BOTH APPROACHES OF THE SIDEWALK ON THE WEST SIDE OF 17TH AVENUE S NEAR THE INTERSECTION OF EDGEHILL AVENUE.
- TYPE 2 BARRICADES MUST BE A MINIMUM LENGTH OF THIRTY-SIX (36) INCHES ACCORDING TO TDOT STANDARDS. EACH BARRICADE RAIL MUST BE EIGHT (8) TO TWELVE (12) INCHES WIDE.
- THE STRIPES ON TYPE 2 BARRICADE RAILS SHALL BE ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES SLOPING DOWNWARD AT AN ANGLE OF 45 DEGREES. THE STRIPES SHOULD BE POSITIONED TO SLOPE DOWNWARD TOWARD THE CENTER OF THE BARRICADE OR BARRICADES.
- PEDESTRIAN DETOUR SIGNS WILL BE PLACED IN ADVANCE OF THE SIDEWALK CLOSURES.
- FLEXIBLE DRUMS WILL BE UTILIZED AS CHANNELIZATION DEVICES ALONG DIVISION STREET WITHIN THE TAPERS TO THE WORK ZONE.
- CHANNELIZATION DEVICES (FLEXIBLE DRUMS) WITHIN THE WORK ZONE TO BE SPACED TEN (10) FEET APART.
- FLEXIBLE DRUMS MUST BE A MINIMUM OF THIRTY-SIX (36) INCHES HIGH AND EIGHTEEN (18) INCHES WIDE WITH A MINIMUM OF TWO (2) ORANGE AND TWO (2) WHITE RETROREFLECTIVE HORIZONTAL STRIPES WITH THE TOP STRIPE BEING ORANGE ACCORDING TO MUTCD SECTION 6F.
- FLEXIBLE DRUMS SHOULD BE BALLASTED APPROPRIATELY ACCORDING TO THE MANUFACTURER'S STANDARDS.
- SPACING OF FLEXIBLE DRUMS NEAR DRIVEWAYS OF ADJACENT SITES TO BE ADJUSTED AS DETERMINED BY SITE CONTRACTOR.
- TRAFFIC CONTROL DEVICES SHOULD BE PLACED AS NOT TO IMPEDE ACCESS TO DRIVEWAYS LOCATED OUTSIDE OF THE WORK ZONE.
- TRAFFIC CONTROL DEVICES SHOULD BE PLACED AS NOT TO BLOCK VISIBILITY OF ANY REGULATORY SIGNS OUTSIDE OR WITHIN THE WORK ZONE.
- ALL SIGNS SHOULD BE MOUNTED ON POSTS TO AVOID BLOCKING THE SIDEWALK.
- ENSURE ALL NECESSARY CROSSWALKS HAVE ADA COMPLIANT RAMPS WITH DETECTABLE SURFACES.
- REFER TO TDOT STANDARD DRAWINGS, TDOT WORK ZONE FIELD ZONE MANUAL, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR ADDITIONAL DETAILS RELATED TO WORK ZONE DEVICES.



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE II)

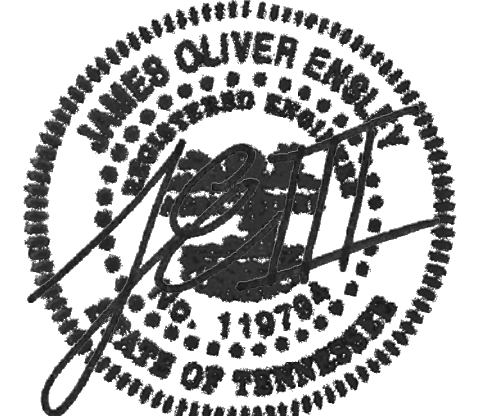
TRAFFIC CONTROL DEVICES



NO.	DATE	REVISIONS
1	03/20/25	INITIAL SUBMITTAL

TRAFFIC CONTROL PLAN
17TH AVENUE S CLOSURE
NASHVILLE, TENNESSEE

ROBERTS ACADEMY PROJECT



3/20/25

PROJECT
25-0226

SHEET
T-1.5

PHASE 6



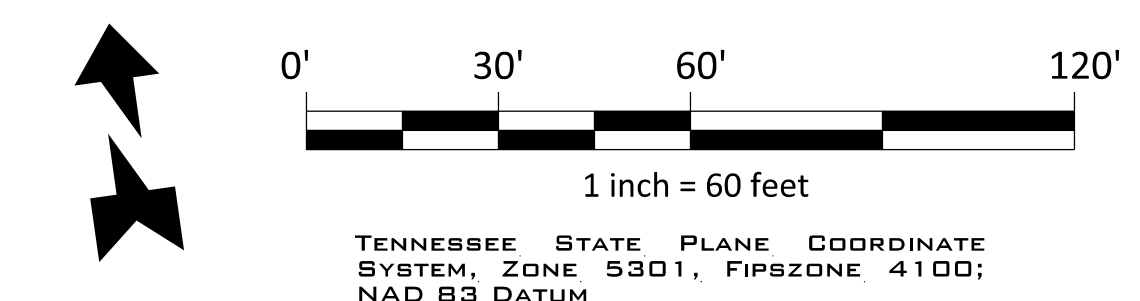
PHASE 6 - EB EDGEHILL AVENUE CLOSURE

DESCRIPTION:

SIDEWALK AND LANE CLOSURES ALONG EDGEHILL AVENUE BETWEEN 17TH AVENUE S AND 18TH AVENUE S IN NASHVILLE, TN.

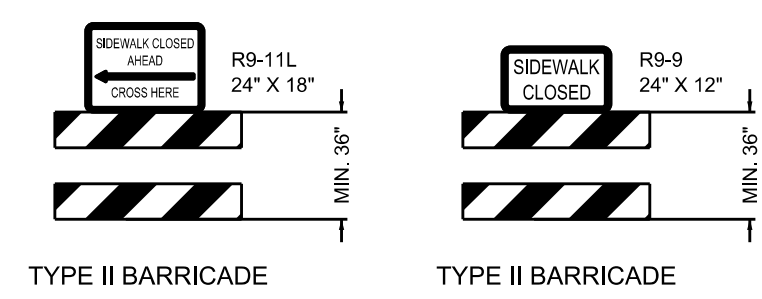
TRAFFIC CONTROL NOTES:

1. SIDEWALK CLOSURE AND LANE CLOSURE TO OCCUR ALONG EDGEHILL AVENUE BETWEEN 17TH AVENUE S AND 18TH AVENUE S FOR THE DURATION OF THE PROJECT.
2. ALL TRAFFIC CONTROL DEVICES AND WARNING SIGNS SHOULD BE REMOVED OR COVERED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED OR IN USE.
3. ALL TRAFFIC CONTROL DEVICES, BARRICADES, BALLAST SYSTEMS, AND SIGN SUPPORT STRUCTURES USED ON ANY ROADWAY OPEN TO PUBLIC TRAVEL SHALL BE CRASHWORTHY WHEN INSTALLED FACING TRAFFIC OR TURNED AWAY FROM TRAFFIC.
4. ALL WARNING SIGNS IN TEMPORARY TRAFFIC CONTROL ZONES SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND.
5. ALL REGULATORY SIGNS IN TEMPORARY TRAFFIC CONTROL ZONES SHALL HAVE A BLACK LEGEND AND BORDER ON A WHITE BACKGROUND.
6. ADVANCE WARNING SIGNS TO BE PLACED 100 FEET APART ALONG THE NORTHBOUND AND SOUTHBOUND APPROACHES OF 18TH AVENUE S NEAR THE INTERSECTION WITH EDGEHILL AVENUE.
7. ADVANCE WARNING SIGNS TO BE PLACED 100 FEET APART ALONG THE SOUTHBOUND APPROACH OF 17TH AVENUE S NEAR THE INTERSECTION WITH EDGEHILL AVENUE.
8. ADVANCE WARNING SIGNS TO BE PLACED 100 FEET APART ALONG THE EASTBOUND APPROACH OF EDGEHILL AVENUE NEAR THE INTERSECTION WITH 18TH AVENUE S.
9. ADVANCE WARNING SIGNS TO BE PLACED 100 FEET APART ALONG THE WESTBOUND APPROACH OF EDGEHILL AVENUE NEAR THE INTERSECTION WITH 17TH AVENUE S.
10. THE WESTBOUND TRAVEL LANE ALONG EDGEHILL AVENUE FROM 17TH AVENUE S TO 18TH AVENUE S WILL REMAIN OPEN AND MUST REMAIN A MINIMUM OF TEN (10) FEET AS MEASURED FROM THE NEAR FACE OF THE TRAFFIC CONTROL DEVICES.
11. FLEXIBLE DRUMS WILL BE UTILIZED AS CHANNELIZATION DEVICES WITHIN THE WORK ZONE ALONG EDGEHILL AVENUE.
12. CHANNELIZATION DEVICES (FLEXIBLE DRUMS) WITHIN THE WORK ZONE TO BE SPACED TEN (10) FEET APART UNLESS OTHERWISE SHOWN ON THE PLANS.
13. FLEXIBLE DRUMS MUST BE A MINIMUM OF THIRTY-SIX (36) INCHES HIGH AND EIGHTEEN (18) INCHES WIDE WITH A MINIMUM OF TWO (2) ORANGE AND TWO (2) WHITE RETRO-REFLECTIVE HORIZONTAL STRIPES WITH THE TOP STRIPE BEING ORANGE ACCORDING TO MUTCD SECTION 6F.
14. FLEXIBLE DRUMS SHOULD BE BALLASTED APPROPRIATELY ACCORDING TO THE MANUFACTURER'S STANDARDS.
15. SPACING OF FLEXIBLE DRUMS NEAR DRIVEWAYS OF ADJACENT SITES TO BE ADJUSTED AS DETERMINED BY SITE CONTRACTOR.
16. TYPE 2 BARRICADES WITH A SIDEWALK CLOSED (R9-9) SIGN TO BE PLACED ALONG THE EASTBOUND AND WESTBOUND APPROACHES OF THE SIDEWALK ON THE SOUTH SIDE OF EDGEHILL AVENUE PRIOR TO THE SIDEWALK CLOSURE.
17. TYPE 2 BARRICADES WITH A SIDEWALK CLOSED AHEAD CROSS HERE (R9-11) SIGN TO BE PLACED ALONG BOTH APPROACHES OF THE SIDEWALK ON THE SOUTH SIDE OF EDGEHILL AVENUE NEAR THE INTERSECTION OF 18TH AVENUE S AND THE INTERSECTION OF 17TH AVENUE S.
18. TYPE 2 BARRICADES MUST BE A MINIMUM LENGTH OF THIRTY-SIX (36) INCHES ACCORDING TO TDOT STANDARDS. EACH BARRICADE RAIL MUST BE EIGHT (8) TO TWELVE (12) INCHES WIDE.
19. THE STRIPES ON TYPE 2 BARRICADE RAILS SHALL BE ALTERNATING ORANGE AND WHITE RETROREFLECTIVE STRIPES SLOPING DOWNWARD AT AN ANGLE OF 45 DEGREES. THE STRIPES SHOULD BE POSITIONED TO SLOPE DOWNWARD TOWARD THE CENTER OF THE BARRICADE OR BARRICADES.
20. PEDESTRIAN DETOUR SIGNS WILL BE PLACED IN ADVANCE OF THE SIDEWALK CLOSURES.
21. THE BICYCLE TRAFFIC ALONG EDGEHILL AVENUE WILL MERGE INTO THE WESTBOUND TRAVEL LANE FOR THE DURATION OF THE PROJECT.
22. FLAGGERS SHOULD BE UTILIZED TO OPERATE TRAFFIC CONTROL ALONG EDGEHILL AVENUE. REFER TO MUTCD SECTION 6E FOR MORE INFORMATION REGARDING FLAGGERS AND FLAGGING OPERATIONS.
23. FLAGGERS SHOULD BE LOCATED WITHIN THE INTERSECTION OF EDGEHILL AVENUE AND 18TH AVENUE S AND THE INTERSECTION OF EDGEHILL AVENUE AND 17TH AVENUE S.
24. FLAGGERS SHOULD BE AWARE OF TRAFFIC CONDITIONS AT ADJACENT INTERSECTIONS AND SHOULD COORDINATE THEIR OPERATIONS TO MINIMIZE TRAFFIC BACKUPS AND TO ELIMINATE CONFLICTS.
25. FLAGGERS SHOULD BE CLEARLY VISIBLE TO TRAFFIC AND MUST BE EQUIPPED WITH STOP/SLOW PADDLES AND COMMUNICATION DEVICES WHILE MAINTAINING TRAFFIC FLOW THROUGH THE WORK ZONE.
26. TRAFFIC CONTROL DEVICES SHOULD BE PLACED AS NOT TO IMPEDE ACCESS TO DRIVEWAYS LOCATED OUTSIDE OF THE WORK ZONE.
27. TRAFFIC CONTROL DEVICES SHOULD BE PLACED AS NOT TO BLOCK VISIBILITY OF ANY REGULATORY SIGNS OUTSIDE OR WITHIN THE WORK ZONE.
28. ALL SIGNS SHOULD BE MOUNTED ON POSTS TO AVOID BLOCKING THE SIDEWALK.
29. ENSURE ALL NECESSARY CROSSWALKS HAVE ADA COMPLIANT RAMPS WITH DETECTABLE SURFACES.
30. REFER TO TDOT STANDARD DRAWINGS, TDOT WORK ZONE FIELD ZONE MANUAL, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR ADDITIONAL DETAILS RELATED TO WORK ZONE DEVICES.



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE II)

TRAFFIC CONTROL DEVICES

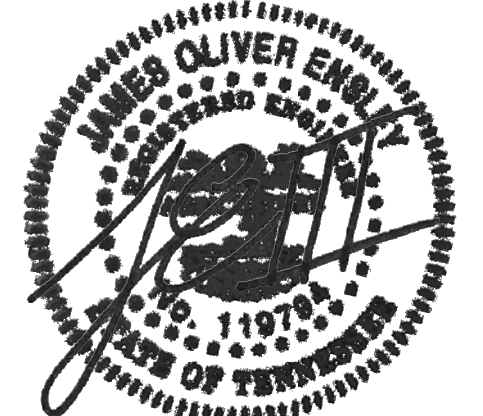


REVISIONS	
NO.	DATE
1	03/20/25
	INITIAL SUBMITTAL

DATE: 03/20/2025	SCALE: AS SHOWN	DRAWN BY: T-SQUARE	REVIEWER: JDE
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TRAFFIC CONTROL PLAN
EDGEHILL AVENUE CLOSURE
NASHVILLE, TENNESSEE

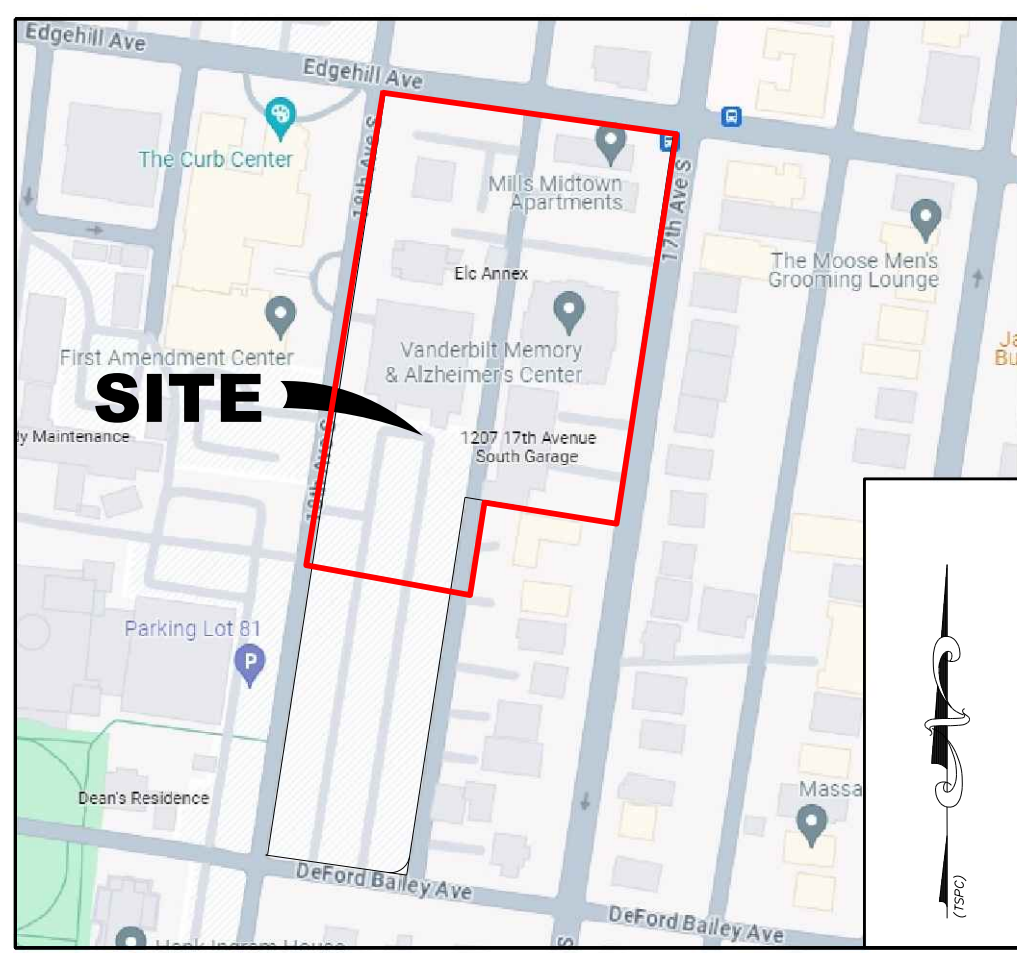
ROBERTS ACADEMY PROJECT



3/20/25

PROJECT
25-0226

SHEET
T-1.6

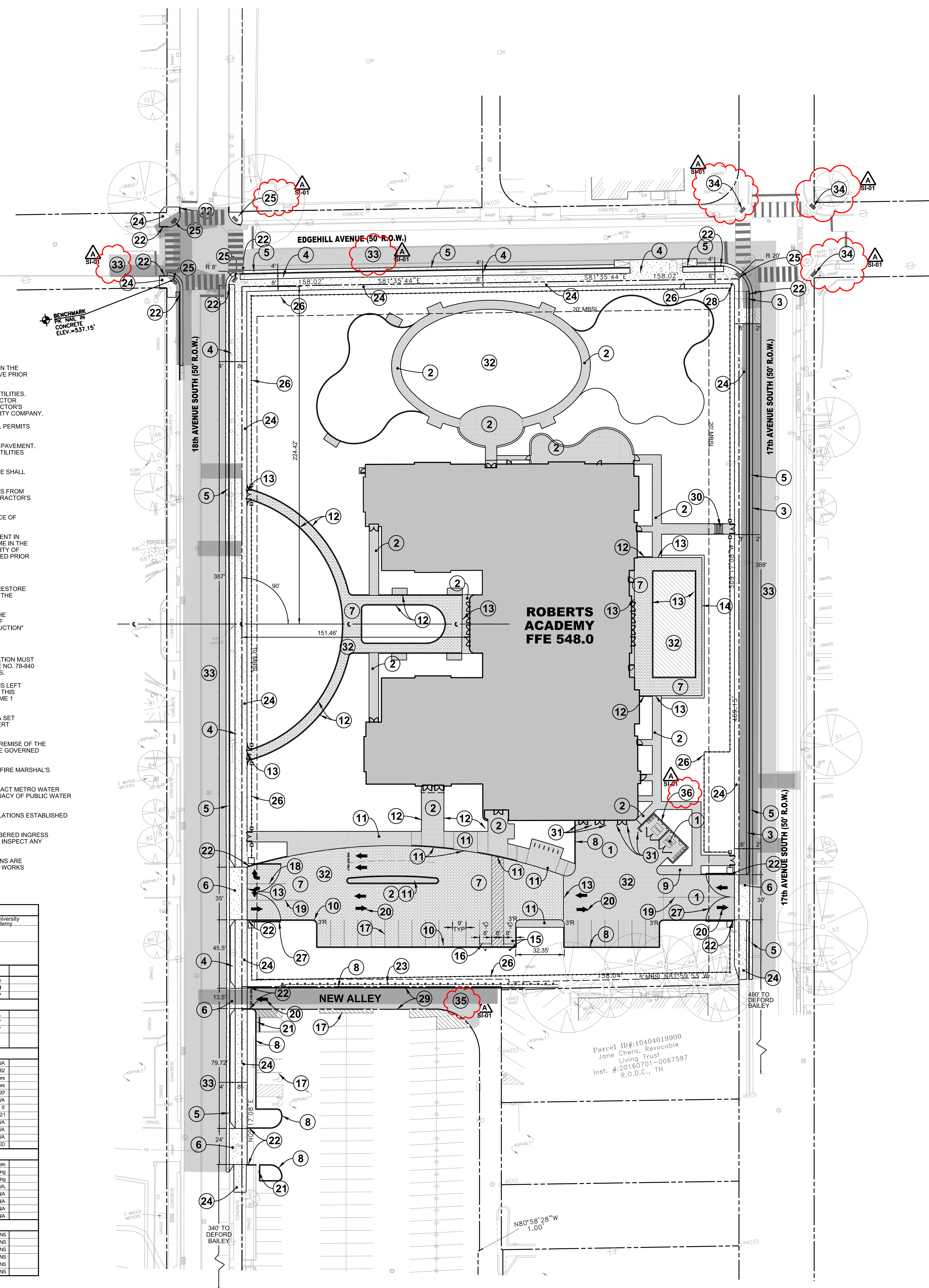


VICINITY MAP
N.T.S.

GENERAL CIVIL NOTES:

- THE CONTRACTOR SHALL CHECK ALL FINISHED GRADES AND DIMENSIONS IN THE FIELD AND REPORT ANY DISCREPANCIES TO THE OWNER'S REPRESENTATIVE PRIOR TO BEGINNING WORK.
- THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL EXISTING UTILITIES. TAKE CARE TO PROTECT UTILITIES THAT ARE TO REMAIN. REPAIR CONTRACTOR CAUSED DAMAGE ACCORDING TO LOCAL STANDARDS AND AT THE CONTRACTOR'S EXPENSE. COORDINATE ALL CONSTRUCTION WITH THE APPROPRIATE UTILITY COMPANY.
- THE CONTRACTOR SHALL CONFORM TO ALL LOCAL CODES AND OBTAIN ALL PERMITS PRIOR TO BEGINNING WORK.
- PROVIDE A SMOOTH TRANSITION BETWEEN EXISTING PAVEMENT AND NEW PAVEMENT. FIELD ADJUSTMENT OF FINAL GRADES MAY BE NECESSARY. INSTALL ALL UTILITIES PRIOR TO INSTALLATION OF PAVEMENT.
- CONCRETE WALKS AND PADS SHALL HAVE A BROOM FINISH. ALL CONCRETE SHALL BE CLASS "A" (4,000 P.S.I.), UNLESS OTHERWISE NOTED.
- ALL DAMAGE TO EXISTING ASPHALT PAVEMENT TO REMAIN, WHICH RESULTS FROM NEW CONSTRUCTION, SHALL BE REPLACED WITH LIKE MATERIALS AT CONTRACTOR'S EXPENSE.
- DIMENSIONS ARE TO THE FACE OF CURBS, EDGE OF CONCRETE, OR TO FACE OF BUILDING, UNLESS OTHERWISE NOTED.
- CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN THE USE OF EQUIPMENT IN AND AROUND OVERHEAD ELECTRICAL WIRES AND SERVICES. IF AT ANY TIME IN THE PURSUIT OF THIS WORK, THE CONTRACTOR MUST WORK IN CLOSE PROXIMITY OF THE ABOVE NOTED WIRES, THE ELECTRICAL COMPANY SHALL BE CONTACTED PRIOR TO SUCH WORK AND THE PROPER SAFETY MEASURES TAKEN.
- SEE ARCHITECTURAL DRAWINGS FOR EXACT BUILDING DIMENSIONS.
- IN EASEMENTS AND RIGHTS-OF-WAY, CONTRACTOR SHALL PROTECT AND RESTORE SAID PROPERTY TO A CONDITION SIMILAR OR EQUAL TO THAT EXISTING AT THE COMMENCEMENT OF CONSTRUCTION EXCEPT AS NOTED.
- THE CONTRACTOR SHALL COMPLY WITH ALL PERTINENT PROVISIONS OF THE "MANUAL OF ACCIDENT PREVENTION IN CONSTRUCTION" ISSUED BY AOC OF AMERICA, INC. AND THE "SAFETY AND HEALTH REGULATIONS FOR CONSTRUCTION" ISSUED BY THE U.S. DEPARTMENT OF LABOR.
- BUILDING SETBACKS SHALL BE PER THE METRO ZONING CODE.
- ANY EXCAVATION, FILL OR DISTURBANCE OF THE EXISTING GROUND ELEVATION MUST BE DONE IN ACCORDANCE WITH STORM WATER MANAGEMENT ORDINANCE NO. 78-840 AND APPROVED BY THE METROPOLITAN DEPARTMENT OF WATER SERVICES.
- THE BUFFER ALONG WATERWAYS WILL BE AN AREA WHERE THE SURFACE IS LEFT IN A NATURAL STATE AND IS NOT DISTURBED BY CONSTRUCTION ACTIVITY. THIS IS IN ACCORDANCE WITH THE STORMWATER MANAGEMENT MANUAL, VOLUME 1 REGULATIONS.
- WHERE APPLICABLE, SIZE DRIVEWAY CULVERTS PER THE DESIGN CRITERIA SET FORTH BY THE METRO STORMWATER MANUAL. (MINIMUM DRIVEWAY CULVERT IN METRO R.O.W. IS 18" CMP).
- THIS DRAWING IS FOR ILLUSTRATION PURPOSES TO INDICATE THE BASIC PREMISE OF THE DEVELOPMENT. THE FINAL LOT COUNT AND DETAILS OF THE PLAN SHALL BE GOVERNED BY THE APPROPRIATE REGULATIONS AT THE TIME OF FINAL APPLICATION.
- THE REQUIRED FIRE FLOW SHALL BE DETERMINED BY THE METROPOLITAN FIRE MARSHAL'S OFFICE, PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.
- NOTE TO PROSPECTIVE OWNERS: YOU ARE STRONGLY ADVISED TO CONTRACT METRO WATER SERVICES ENGINEERING (DEVELOPMENT SERVICES) TO DETERMINE ADEQUACY OF PUBLIC WATER AND SEWER UTILITIES FOR INTENDED DEVELOPMENT OF PROPERTY.
- FINAL CONSTRUCTION DRAWINGS SHALL COMPLY WITH THE DESIGN REGULATIONS ESTABLISHED BY THE DEPARTMENT OF PUBLIC WORKS (RAMPS & SIDEWALKS)
- METRO WATER SERVICES SHALL BE PROVIDED SUFFICIENT AND UNENCUMBERED INGRESS AND EGRESS AT ALL TIMES IN ORDER TO MAINTAIN, REPAIR, REPLACE, AND INSPECT ANY STORMWATER FACILITIES WITHIN THE PROPERTY.
- NO BUILDING PERMIT MAY BE ISSUED ON ANY LOT UNTIL STREET NAME SIGNS ARE INSTALLED AND VERIFIED BY THE METROPOLITAN DEPARTMENT OF PUBLIC WORKS ON ALL STREETS ON WHICH THE LOT DEPENDS FOR ACCESS.

ZONING REVIEW CHECKLIST	
APPLICATION #:	PROJECT NAME: Vanderbilt University Roberts Academy
APPLICATION DATE:	ZONING EXAMINER:
MAP/PARCEL #:	104-04.191, 207, 205
USE	"A-Approved, D-Denied, I-Intermittent, P-Pending, C-Conditional"
Determine the use	Educational Institute
Property zoning: Surrounding zoning	OR20, ORI, OR20, ORI
Use chart: P, PC, SE, A	P
ACCESS	
Ramp location & number	EXISTING 18TH 4-17TH 3 / PROPOSED 18TH 2 - 17TH 1
Distance to nearest existing ramp (30' min)	87, 45, 5'
Distance to fire hydrant	347, 387, 497, 388'
50' minor street / 185' arterial street	
100' collector / 250' controlled access ramp	
SITE CRITERIA	
Subdivision Plat	N/A
Lot size	4.86 DISTURBING USE
FAR	3.00 See overall Vanderbilt numbers
ISR - Adjustments/Slopes over 15% Flood Plain	See overall Vanderbilt numbers
Street Sidewalk / Street Type (S)	10, 20'
Side yard	N/A
Rear yard	5'
Height planes	1.5:1, 2:1
Required buffer yards	N/A
Opaque fence adjacent to residential in parking area	N/A
Buffer yard adjustment	N/A
Screening around dumpsters	PROVIDED
PARKING STANDARDS	
Required parking based on use	See Overall Vanderbilt Numbers
Required loading based on use	Existing
Surfacing over 5 spaces - 2,100 sq. ft.	Existing
Spaces: size, aisle widths, angle data	N/A
Queueing lanes	N/A
Over 10 spaces 20' queueing at exit	N/A
Number of compact spaces %	N/A
Number of tandem spaces	N/A
LANDSCAPING STANDARDS	
Perimeter landscaping (can't be over 50% R.O.W.)	SEE LANDSCAPE PLANS
Standard for 4 or more lanes	SEE LANDSCAPE PLANS
Standard for less than four lanes	SEE LANDSCAPE PLANS
Side free adjacent to parking spaces 5' minimum	SEE LANDSCAPE PLANS
width without tree islands 2.5' with tree islands	SEE LANDSCAPE PLANS
Interior landscaping minimum 5% area	SEE LANDSCAPE PLANS



FEMA NOTE
THIS PROPERTY DOES NOT LIE WITHIN AN AREA DESIGNATED AS A SPECIAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY. THE AREA IS UNMAPPED AND LABELED ZONE "X".

FEDERAL COMPLIANCE NOTE:
ALL DEVELOPMENT WITHIN THE BOUNDARIES OF THIS PLAN MEETS THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT AND THE FAIR HOUSING ACT. ADA: <http://www.ada.gov/> U.S. JUSTICE DEPT.: http://www.justice.gov/crt/housing/about_fairhousingact.htm

ADA NOTE:
ALL CONSTRUCTION ACTIVITIES SHALL BE COMPLETED IN FULL COMPLIANCE WITH THE AMERICAN DISABILITIES ACT (ADA) AND ARCHITECTURAL AND TRANSPORTATION BARRIERS COMPLIANCE BOARD, FEDERAL REGISTER 36 CFR PARTS 1190 AND 1191. ACCESSIBILITY GUIDELINES: PROPOSED RULE, PUBLISHED IN THE FEDERAL REGISTER ON JULY 23, 2004.
ALL ADA CONCRETE RAMPS SHALL HAVE A MINIMUM 5' X 5' LEVEL (MAXIMUM 2% SLOPE IN ANY DIRECTION) LANDING AT TOP AND BOTTOM OF RAMP.
ALL SIDEWALKS ON SITE SHALL BE ADA COMPLIANT IN ACCORDANCE WITH LOCAL CODE. ALL SIDEWALKS SHALL HAVE 5% OR LESS RUNNING SLOPE. RAMPS, AND LANDINGS REQUIRED IF SLOPE IS OVER 5%. MAXIMUM CROSS SLOPE ALLOWED IS 2%.

- KEYNOTES:**
- VANDERBILT STANDARD 8" THICK CONCRETE PAVEMENT, SEE DETAIL SHEET C4.0
 - VANDERBILT STANDARD 6" THICK SIDEWALK, SEE DETAIL SHEET C4.0
 - MAINTAIN EXISTING 2" +/- GRASS STRIP ALONG 17TH AVENUE, WITH 8" SIDEWALK
 - 4" GRASS STRIP AND 8" WALK ALONG EDGEHILL AVENUE AND 18TH AVENUE
 - METRO STANDARD CURB WITH GUTTER, ST-200
 - METRO STANDARD RAMP, ST-324, SEE DETAIL SHEET, C4.0
 - METRO STANDARD LEVEL 2 PERVIOUS PAVERS, GIP-03, SEE DETAIL SHEET C4.0
 - 6" POST CURB, SEE DETAIL SHEET C4.0
 - INTEGRAL CURB AND WALK, SEE DETAIL SHEET C4.0
 - 18" DEEP POST CURB AT PAVERS, SEE DETAIL SHEET C4.0
 - INTEGRAL CURB AND WALK, CURB 18" DEEP AT PAVERS
 - FLUSH RIBBON CURB AT PAVERS, SEE DETAIL SHEET C4.0
 - TURN DOWN CONCRETE 18" TO ACT AS PAVEMENT CURB
 - SEE LANDSCAPE PLANS FOR SEAT WALL
 - ACCESSIBLE PARKING SPACE AND SIGN, TYP. SEE DETAIL SHEET C4.2
 - CONCRETE WHEEL STOP, TYP. SEE DETAIL SHEET C4.0
 - 4" WIDE, WHITE PAINTED STRIPING, TYP.
 - 4" SOLID WHITE PAINTED LINE
 - 4" SOLID YELLOW PAINTED LINE
 - WHITE PAINTED DIRECTIONAL ARROWS, TYP.
 - 2" WIDE CURB CUT
 - CURB TAPER, SEE DETAIL SHEET C4.0
 - TDOT STANDARD GALVANIZED VEHICULAR GUARDRAIL, S-GR31-1
 - METRO STANDARD SIDEWALK, TYP. SEE DETAIL SHEET C4.0
 - METRO STANDARD CURB RAMP: ST330 AND ST329 CURB RETURNS AS NECESSARY AND DETECTABLE WARNING STRIP PER NDOT 2523-2.5
 - SECURITY FENCING, SEE LANDSCAPE PLANS
 - GATE, SEE LANDSCAPE PLANS
 - VANDERBILT BLUE-LIGHT PHONE. SEE ELECTRICAL FOR SPECIFICATIONS, POWER / TELECOM
 - INDICATES NEW ALLEY R.O.W. LINES
 - STEPS, SEE LANDSCAPE PLANS
 - CONCRETE BOLLARD, SEE DETAIL SHEET C4.2
 - SEE LANDSCAPE PLANS FOR DIMENSIONAL LAYOUT AND PLAYGROUND SURFACES
 - NEW ASPHALT PAVEMENT, SEE DETAIL SHEET C4.2
 - INSTALL NEW NDOT 02523-2.5 DETECTABLE WARNING STRIPS ON EXISTING RAMP
 - REMOVE EXISTING ASPHALT AND BASE TO INSTALL NEW SECTION OF NDOT ST-236 ALLEY
 - OPAQUE TRASH AND RECYCLING ENCLOSURE, SEE ARCHITECTURAL PLANS FOR DETAIL TRASH AND RECYCLING MANAGED BY VANDERBILT UNIVERSITY

OWNER
VANDERBILT UNIVERSITY
CAPITAL PROJECTS FACILITIES
CONTACT: BOB GRIMMOND
615-417-7755

SURVEYOR
CHERRY LAND SURVEYING
822 WEST IRIS DRIVE
NASHVILLE, TENNESSEE 37204
CONTACT: MIKE CHARLETTE
615-268-3972

SITE AND GRADING ENGINEER
BARGE CAUTHERN & ASSOCIATES, INC.
6606 CHARLOTTE PIKE, SUITE 210
NASHVILLE, TENNESSEE 37205
CONTACT: SHELLEY LOWE
615-356-9911

MAP 104-04 PAR 191 PAR 207 & PAR 205 ZONED ORI, OR20 COUNCIL DISTRICT: 17 COUNCIL MEMBER: TERRY VO

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CACN T2024088902
SWGR 2024102658
TNR 247943
WATER 2024108227 24WL0081
SEWER 2024107559 24SL0262



ROBERTS ACADEMY & DYSLEXIA CENTER AT VANDERBILT UNIVERSITY
1200 18TH AVENUE (NASHVILLE) TN | 37212

REVISIONS

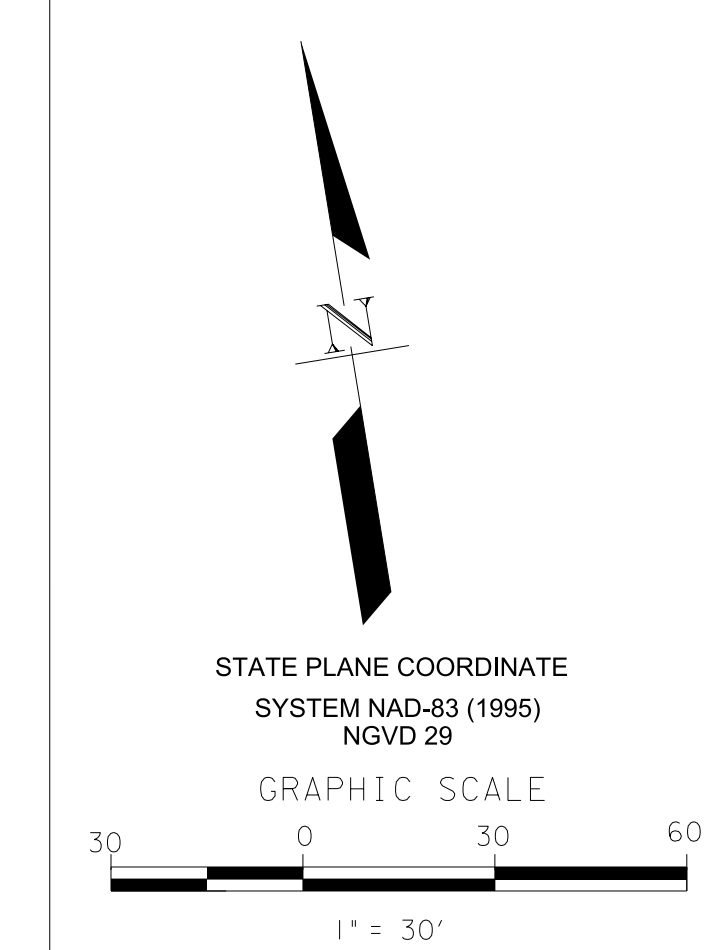
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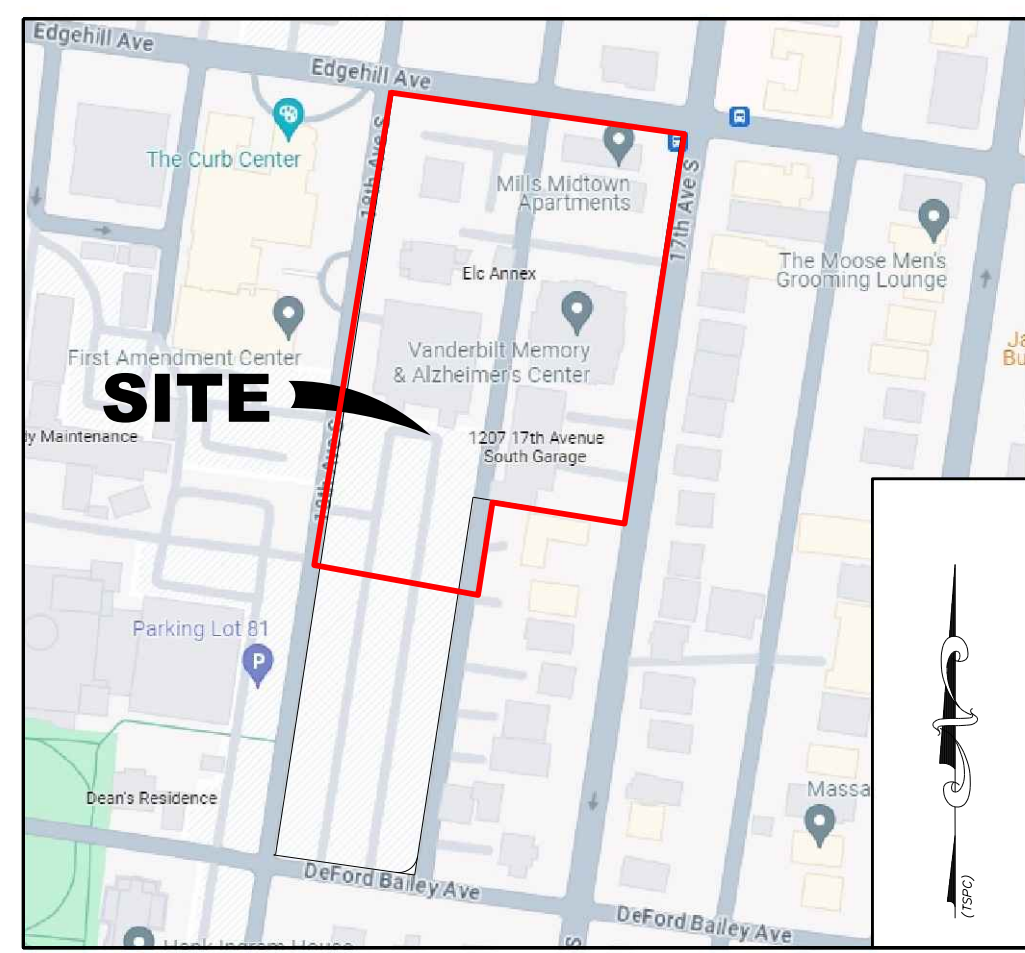
CIVIL PERMIT SET
11-20-2024

SITE PLAN

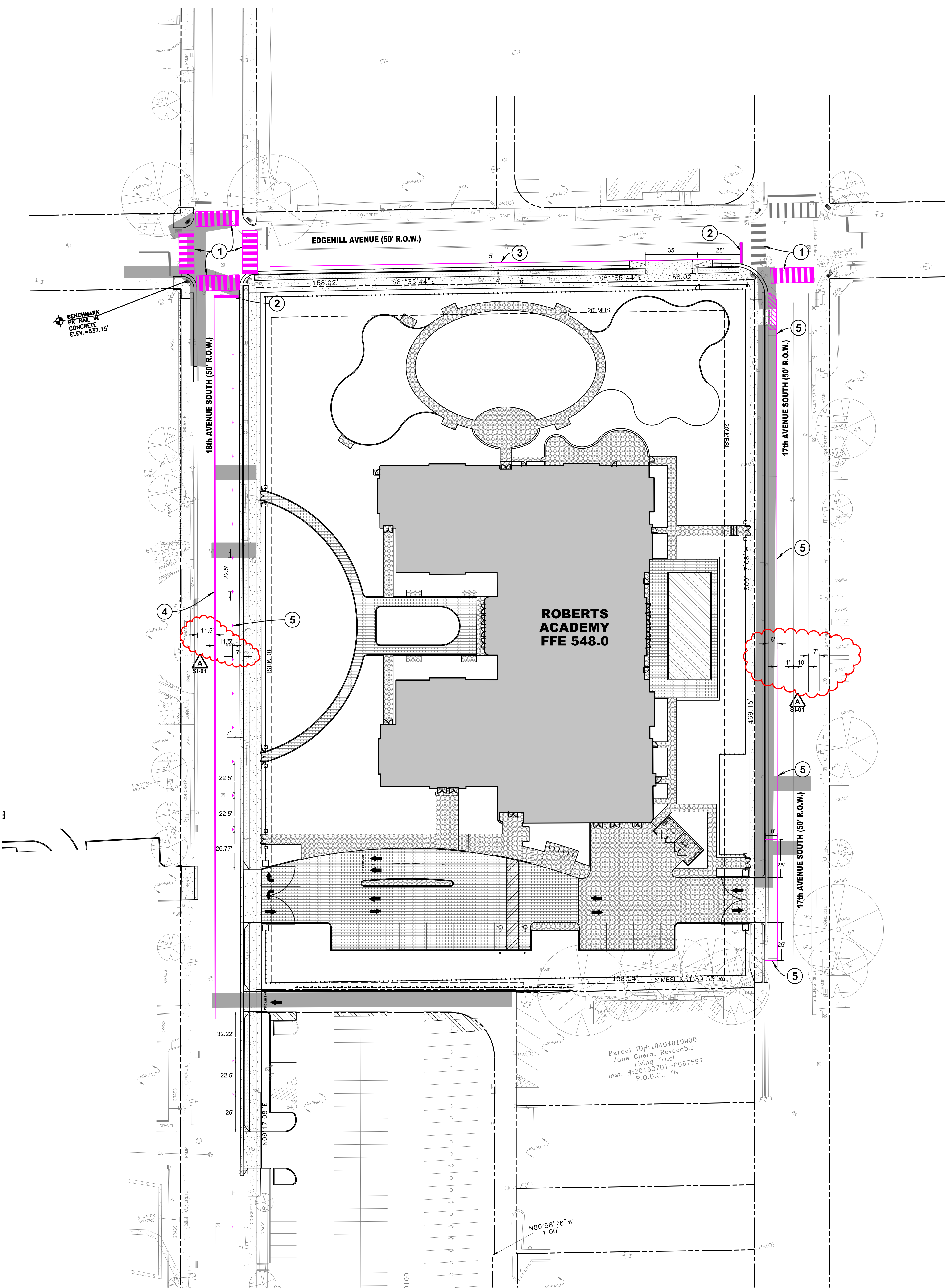
C1.0

08/30/2024
Project # 23023





VICINITY MAP
N.T.S.



FEMA NOTE
THIS PROPERTY DOES NOT LIE WITHIN AN AREA DESIGNATED AS A SPECIAL FLOOD HAZARD AREA ACCORDING TO FEDERAL EMERGENCY MANAGEMENT AGENCY. THE AREA IS UNMAPPED AND LABELED ZONE 'X'.

FEDERAL COMPLIANCE NOTE:
ALL DEVELOPMENT WITHIN THE BOUNDARIES OF THIS PLAN MEETS THE REQUIREMENTS OF THE AMERICANS WITH DISABILITIES ACT AND THE FAIR HOUSING ACT. ADA: <http://www.ada.gov/> U.S. JUSTICE DEPT.: http://www.justice.gov/eo13676/about_fairhousingact.htm

ADA NOTE:
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ALL ADA CONCRETE RAMPS SHALL HAVE A MINIMUM 5' X 5' LEVEL (MAXIMUM 2% SLOPE IN ANY DIRECTION) LANDING AT TOP AND BOTTOM OF RAMP.
ALL SIDEWALKS ON SITE SHALL BE ADA COMPLIANT IN ACCORDANCE WITH LOCAL CODE. ALL SIDEWALKS SHALL HAVE 5% OR LESS RUNNING SLOPE. RAMPS, AND LANDINGS REQUIRED IF SLOPE IS OVER 5%. MAXIMUM CROSS SLOPE ALLOWED IS 2%.

- KEYNOTES:**
- 1 METRO STANDARD, WHITE PAINTED CROSSWALK
 - 2 METRO STANDARD WHITE PAINTED STOP BAR
 - 3 REPAINT BIKE LINE TO MATCH EXISTING, WITH METRO STANDARD 4" WIDE WHITE PAINTED STRIPING
 - 4 METRO STANDARD 4" DOUBLE, SOLID YELLOW PAINTED LINE
 - 5 REPAINT ONSTREET PARKING BOX TO MATCH EXISTING, WITH NEW LIMITS AS SHOWN WITH DIMENSIONS, METRO STANDARD 4" WIDE WHITE PAINTED STRIPING

OWNER
VANDERBILT UNIVERSITY
CAPITAL PROJECTS FACILITIES
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**MAP 104-04 PAR 191
PAR 207 & PAR 205
ZONED ORI, OR20
COUNCIL DISTRICT: 17
COUNCIL MEMBER: TERRY VO**

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**CACN T2024088902
SWGR 2024102658
TNR 247943
WATER 2024108227 24WL0081
SEWER 2024107559 24SL0262**



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REVISIONS

SI-01	NOI COMMENTS RESPONSES	01-14-2025
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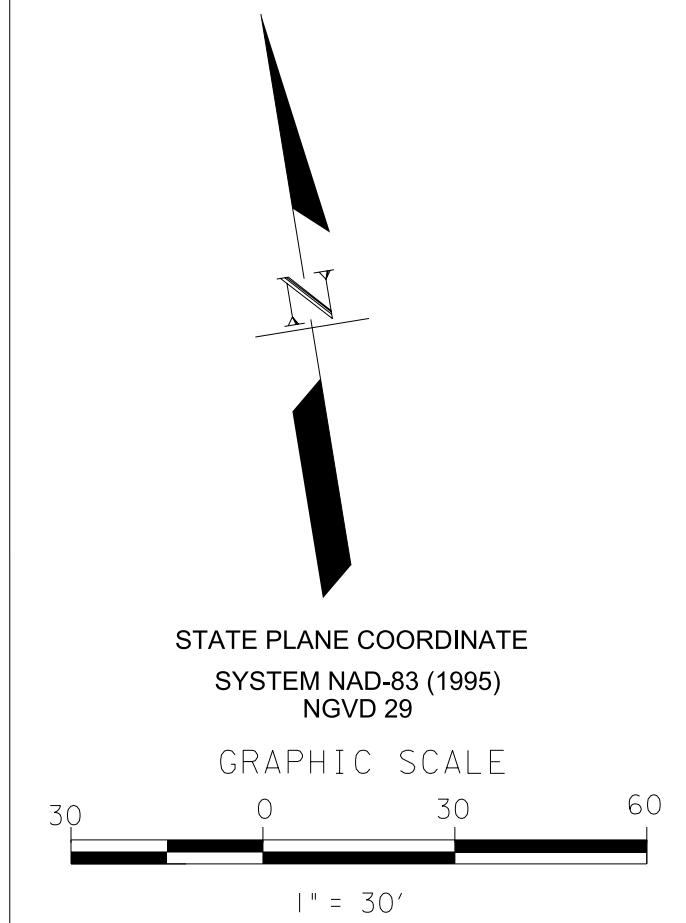
No.	DESCRIPTION	DATE
	CIVIL PERMIT SET	11-20-2024



PUBLIC STRIPING PLAN

C1.1

08/30/2024
Project # 23023



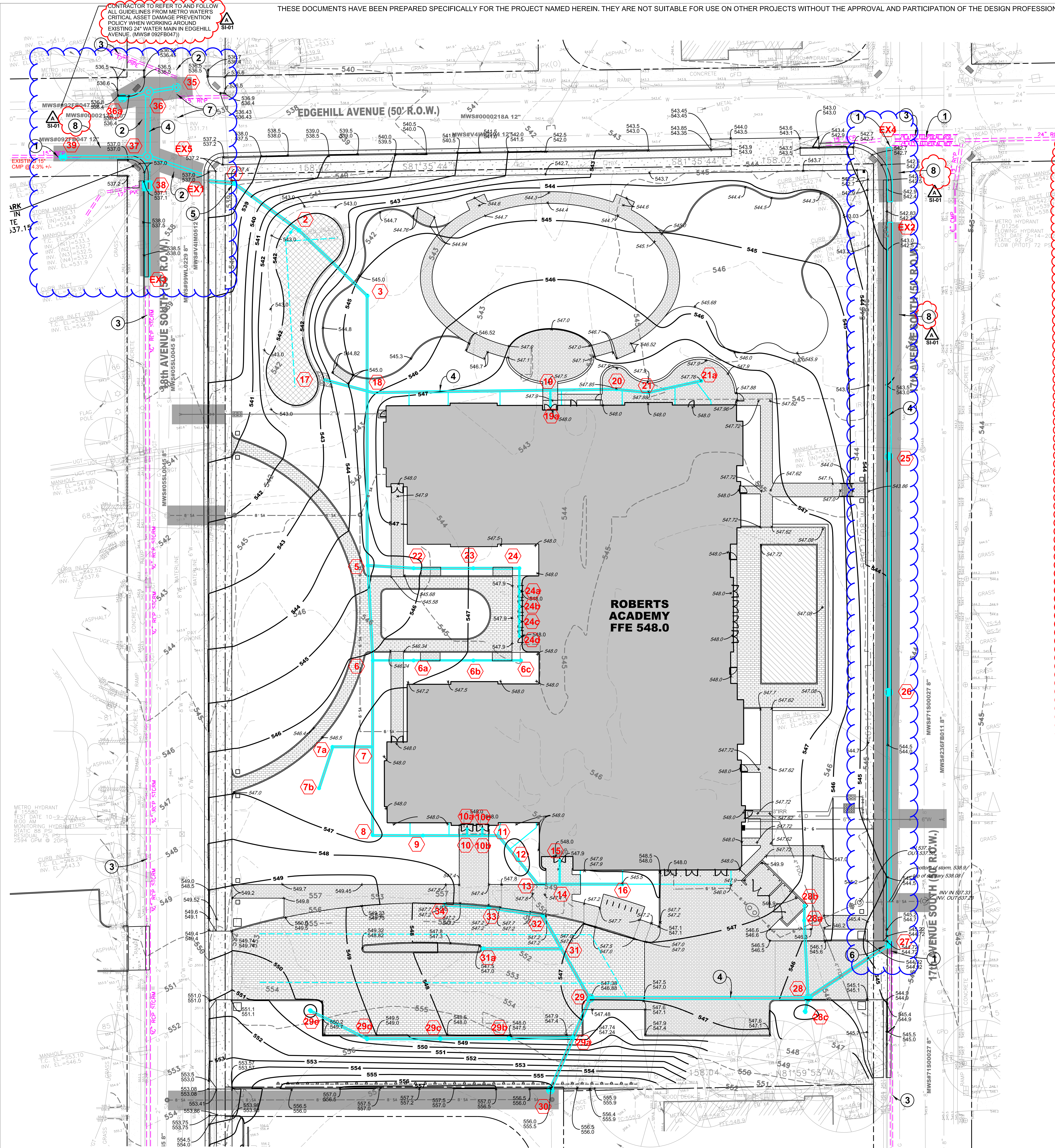
- KEYNOTES**
- 1 VERIFY ELEVATION OF EXISTING STORM LINE PRIOR TO INSTALLING NEW STORM LINE - COORDINATE DISCREPANCIES WITH ENGINEER
 - 2 VERIFY ELEVATION OF EXISTING SANITARY SEWER LINE PRIOR TO INSTALLING NEW STORM LINE - COORDINATE DISCREPANCIES WITH ENGINEER
 - 3 - - - - - INDICATES EXISTING STORM PIPES TO REMAIN
 - 4 - - - - - INDICATES PROPOSED STORM DRAINS, PRIVATE WITHIN SITE, PUBLIC
 - 5 INSTALL 18" TIDEFLEX CHECK VALVE - DOWNSTREAM PIPE, UPSTREAM CLAMP
 - 6 INSTALL 18" TIDEFLEX CHECK VALVE - UPSTREAM PIPE, DOWNSTREAM CLAMP
 - 7 REPLACE 18" CLAY LINE WITH 18" ELLIPTICAL ZYPEX LINED RCP AS NECESSARY TO REPLACE MANHOLE AND WORK AROUND EXISTING CLAY LINE
 - 8 REPAIR UTILITY CUT PER PDOT ST-270 THROUGH ST-275 TRENCH REPAIRS

STRUC #	TYPE	CASTING	T.O.C.	L.E. (IN)	From L.E. (FOOT)
EX3	Existing Double Catch Basin	existing to remain	538.9	538.95	EXIST
38	DR 305	IBS 3101 V	537.21	534.06	533.96
39	DR 305	IBS 3101 V	537.21	534.06	534.34
EX1	Existing Double Catch Basin	existing to remain	537.00	534.44	EXIST
37	Metro Storm Manhole	IBS 2110	536.00	533.84	38
36a	DR 305	IBS 3101 V	536.5	534.06	EX1
36	Metro Storm Manhole	IBS 2110	536.70	533.18	37
35	DR 305	IBS 3101 V	537.00	531.52	36a
35	DR 305	IBS 3101 V	537.00	531.52	EX1
34	Nyloplast 15"	15" Standard	547.20	543.73	35
33	Nyloplast 15"	15" Standard	547.20	543.52	34
32	Nyloplast 15"	15" Standard	547.20	543.30	33
31a	Blind Connection		547.00	544.08	32
30	DR 105	IBS 3101	555.5	545.50	31a
29	DR 105	IBS 3101	546.88	542.40	31
29a	Nyloplast 12"	12" Standard	549.80	542.70	30
29b	Nyloplast 12"	12" Standard	549.40	542.52	29a
29c	Nyloplast 12"	12" Standard	548.30	542.18	29b
29d	Nyloplast 12"	12" Standard	547.80	541.80	29c
29e	Nyloplast 12"	12" Standard	545.50	543.30	29d
28b	Nyloplast 10"	10" Standard	546.70	543.80	29e
28a	Nyloplast 12"	12" Standard	546.70	543.50	28b
28	DR 105	IBS 3101	545.70	543.00	28a
27	DR 305	IBS 3101 V	544.72	540.00	28
26	DR 130	IBS 3101 V	543.85	538.14	EXIST
25	DR 105	IBS 3101 V	543.47	537.86	537.76
EX2	Existing Double Catch Basin	existing to remain	542.33	536.90	536.90
EX4	Existing 60" Manhole	existing to remain	542.73	536.28	536.78
24d	Nyloplast 8"	8" Pedestrian	547.07	545.70	24c
24b	Nyloplast 8"	8" Pedestrian	547.07	545.54	24d
24a	Nyloplast 8"	8" Pedestrian	547.07	545.40	24b
24	Nyloplast 12"	12" Standard	547.20	544.00	24a
23	Nyloplast 12"	12" Standard	546.80	543.00	24
22	Nyloplast 12"	12" Standard	545.40	542.00	23
21a	Nyloplast 8"	8" Pedestrian	547.88	544.68	21
21	Nyloplast 8"	8" Pedestrian	547.88	544.48	21a
20	Nyloplast 8"	8" Pedestrian	547.07	544.26	20
19	Blind Connection		545.90	543.62	21
18	Fitting with Cleanout Riser	grass cleanout	545.90	542.30	19
17	Fitting with Cleanout Riser	grass cleanout	545.90	542.00	18
16	Nyloplast 8"	8" Pedestrian	547.95	545.50	15
15	Blind Connection		547.80	544.20	16
14	Fitting with Cleanout Riser	grass cleanout	547.80	543.00	15
13	12" Standard		546.50	543.81	14
12	Fitting with Cleanout Riser	grass cleanout	547.80	543.77	13
11	Blind Connection		547.05	543.60	12
10c	Nyloplast 8"	8" Pedestrian	547.07	543.60	10b
10b	Blind Connection		547.07	543.60	10c
10	Blind Connection		547.07	543.44	10b
9	Nyloplast 12"	12" Standard	546.80	543.21	10
8	28b	Nyloplast 12"	546.00	542.90	9
7b	Nyloplast 12"	12" Standard	546.40	542.89	7a
7a	Nyloplast 12"	12" Standard	547.50	542.87	7b
7	Nyloplast 12"	12" Standard	547.20	542.47	7a
6c	Nyloplast 12"	12" Standard	547.20	542.76	6b
6b	Nyloplast 12"	12" Standard	546.80	542.52	6c
6a	Nyloplast 12"	12" Standard	546.00	542.21	6b
5	Nyloplast 12"	12" Standard	545.80	542.01	6a
4	NO/USED		544.80	539.00	5
3	Nyloplast 15"	15" Standard	545.14	536.52	4
2	Demol		542.62	535.20	3
1	DR 105	IBS 7514	537.30	534.64	2

THE NYLOPLAST DRAIN TO TOP OF 18" RCP
 ALL DRAINS IN PEDESTRIAN AREAS TO HAVE ADA GRATES
 PAINT ALL VISIBLE GREEN BASINS BLACK (INSIDE AND OUT)
 CONTRACTOR TO VERIFY ELEVATIONS OF EXISTING SEWER LINES BEING CROSSED BY STORM PRIOR TO INSTALLATION - COORDINATE DISCREPANCIES WITH ENGINEER PRIOR TO STORM INSTALLATION

UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	PIPE SIZE (INCHES)	PIPE MATERIAL	LENGTH (L.F.)	SLOPE (%)
EX3	38	30" equ. Elliptical	RCP	44	1.00%
39	37	18"	RCP	39	1.03%
44	37	30" equ. Elliptical	RCP	12	1.00%
EX1	37	18" equ. Elliptical	RCP	27	1.04%
36a	36	18"	RCP	9	1.11%
37	36	30" equ. Elliptical	RCP	28	1.00%
36	35	30" equ. Elliptical	RCP	11	1.00%
34	33	15"	ADS N-12	21	1.00%
33	32	15"	ADS N-12	26	1.00%
31a	31	15"	ADS N-12	38	1.00%
31	29	15"	ADS N-12	40	2.55%
30	29	18"	RCP	50	5.60%
29a	29d	12"	ADS N-12	32	1.00%
29d	29c	12"	ADS N-12	34	1.00%
29c	29b	12"	ADS N-12	37	1.00%
29b	29a	12"	ADS N-12	31	1.00%
29	28	18"	RCP	108	1.00%
28c	28	12"	ADS N-12	5	2.00%
28b	28a	12"	ADS N-12	6	5.00%
28a	28	12"	ADS N-12	38	1.32%
28	27	18"	RCP	46	1.00%
27	26	30"	RCP	124	1.00%
26	25	30"	RCP	116	1.02%
25	EX2	30"	RCP	118	0.73%
EX2	EX4	30"	RCP	27	0.44%
24d	24c	8"	ADS N-12	7.5	1.07%
24c	24a	8"	ADS N-12	7.5	1.07%
24a	24a	8"	ADS N-12	7.5	1.07%
24a	24	8"	ADS N-12	12	12.37%
24	23	12"	ADS N-12	23	4.30%
23	22	12"	ADS N-12	30	3.33%
22	5	12"	ADS N-12	23	13.04%
21a	21	10"	ADS N-12	26	1.00%
21	20	10"	ADS N-12	16	1.00%
20	19	12"	ADS N-12	34	1.00%
19	18	12"	ADS N-12	30	1.50%
18	17	12"	ADS N-12	26	1.92%
16	14	12"	ADS N-12	32	4.48%
15	13	12"	ADS N-12	12	1.00%
14	13	12"	ADS N-12	12	1.25%
13	12	12"	ADS N-12	15	1.07%
12	11	12"	ADS N-12	16	1.00%
11	10b	12"	ADS N-12	8	1.00%
10c	10b	8"	ADS N-12	3.5	2.29%
10b	10	8"	ADS N-12	3.5	4.57%
10	9	12"	ADS N-12	23	1.00%
9	8	12"	ADS N-12	26	1.00%
8	7	12"	ADS N-12	44	1.00%
7b	7a	12"	ADS N-12	22	1.00%
7a	7	12"	ADS N-12	20	1.00%
7	6	12"	ADS N-12	44	1.05%
6c	6b	12"	ADS N-12	24	1.00%
6b	6c	12"	ADS N-12	30	1.00%
6a	6	12"	ADS N-12	21	1.00%
6	5	12"	ADS N-12	50	6.02%
24	23	12"	ADS N-12	24	2.92%
23	22	12"	ADS N-12	30	6.27%
22	21	12"	ADS N-12	23	11.50%
5	3	12"	ADS N-12	137	1.81%
3	2	15"	ADS N-12	50	2.64%
2	1	15"	ADS N-12	39	1.44%
1	EX1	18"	RCP	12	1.67%

Indicates ADS N-12 perforated pipe in filter sock or securely wrapped in filter fabric



OWNER
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 CAPITAL PROJECTS FACILITIES
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 CONTACT: SHELLEY LOWE
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**MAP 104-04 PAR 191
 PAR 207 & PAR 205
 ZONED ORI, OR20
 COUNCIL DISTRICT: 17
 COUNCIL MEMBER: TERRY VO**

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 WATER 2024108227 24WL0081
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CENTRIC ARCHITECTURE
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 6606 CHARLOTTE PIKE, STE 210,
 NASHVILLE, TN 37209
 615.366.9911 • BCA@vul.com
 BCA FILE NO. 2013-46

ROBERTS ACADEMY & DYSLEXIA CENTER AT VANDERBILT UNIVERSITY
 1200 18TH AVENUE (NASHVILLE) TN | 37212

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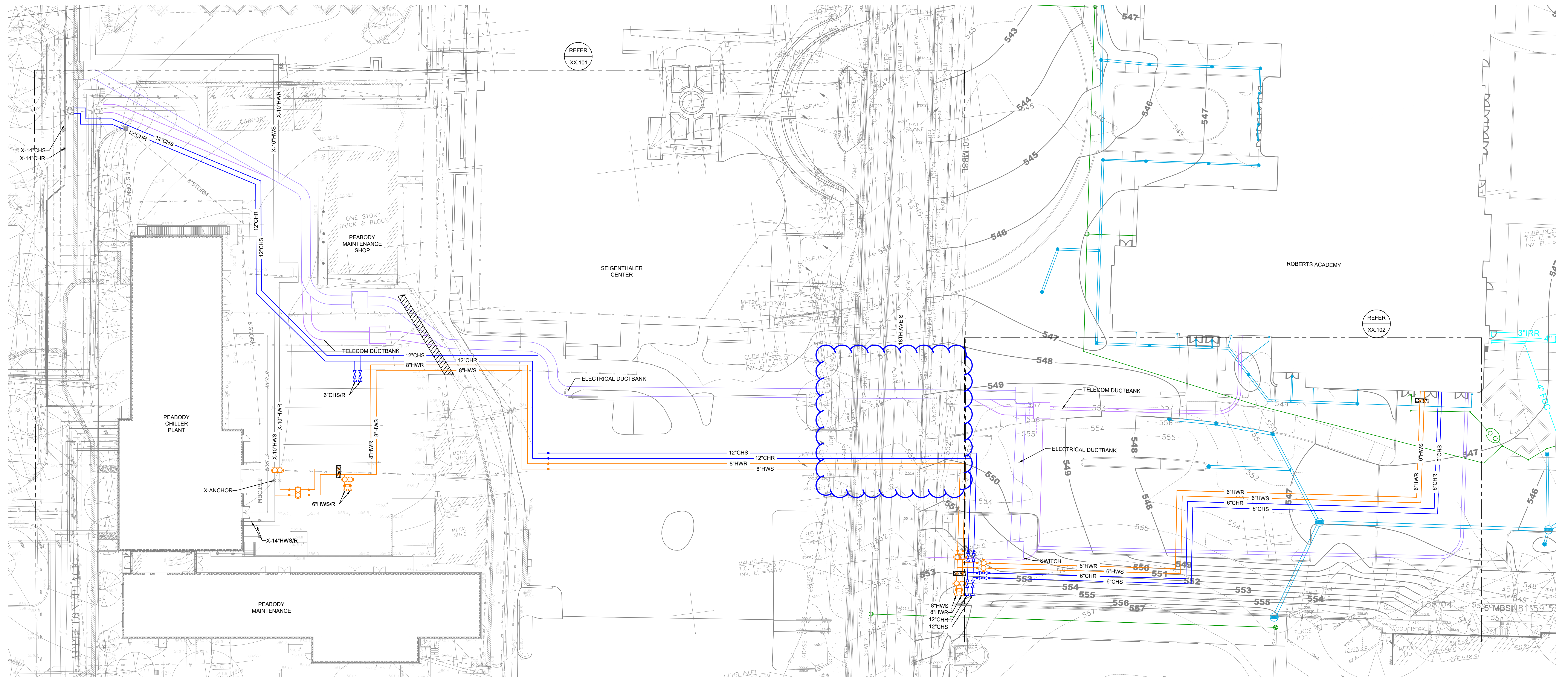
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SI-01	NOT MMS RESPONSES	01-14-2025

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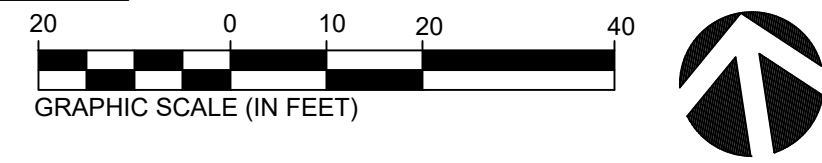
SITE DRAINAGE PLAN

GRAPHIC SCALE
 20 0 20 40
 1" = 20'

C2.1
 08/30/2024
 Project # 23023



1 OVERALL UTILITY SITE PLAN
SCALE: 1" = 20'-0"



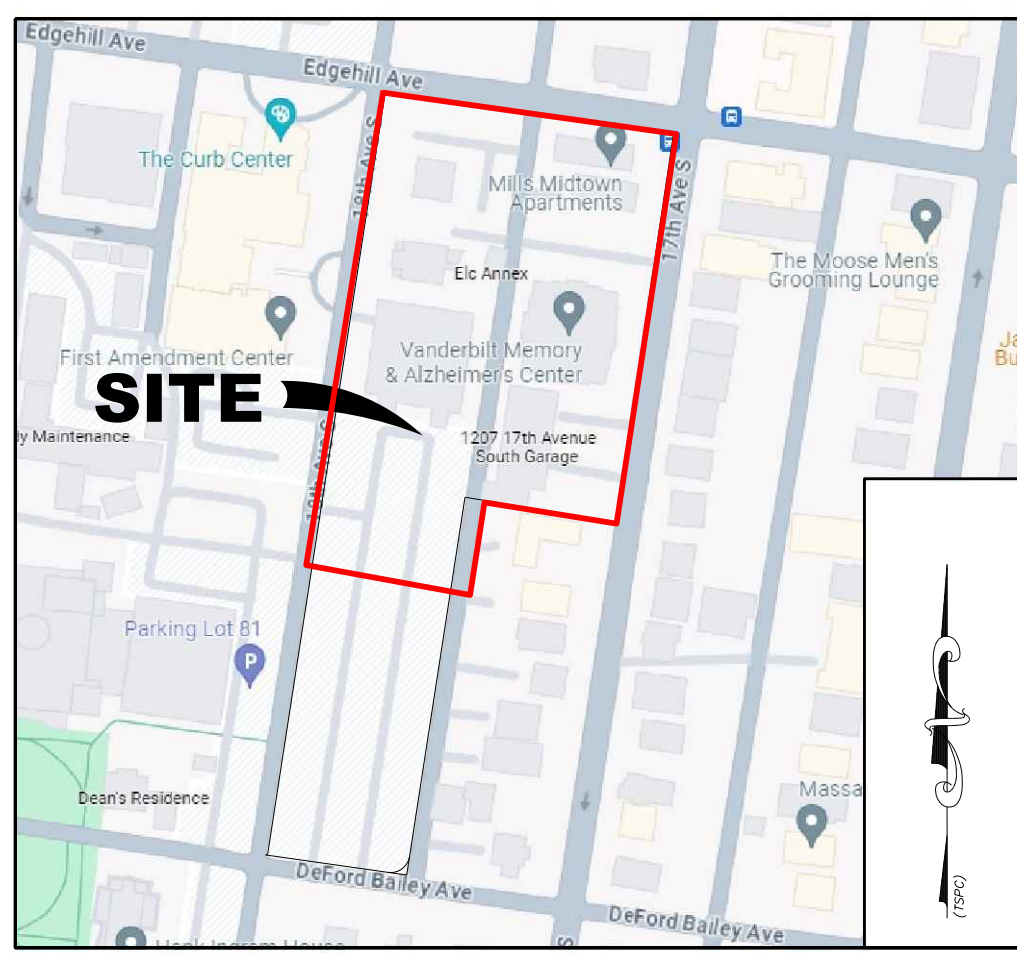
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REVISIONS

No.	DESCRIPTION	DATE
CONSTRUCTION DOCUMENTS		
		
10/18/24		
OVERALL UTILITY SITE PLAN		

SU.100

10/18/2024
Project # 23023



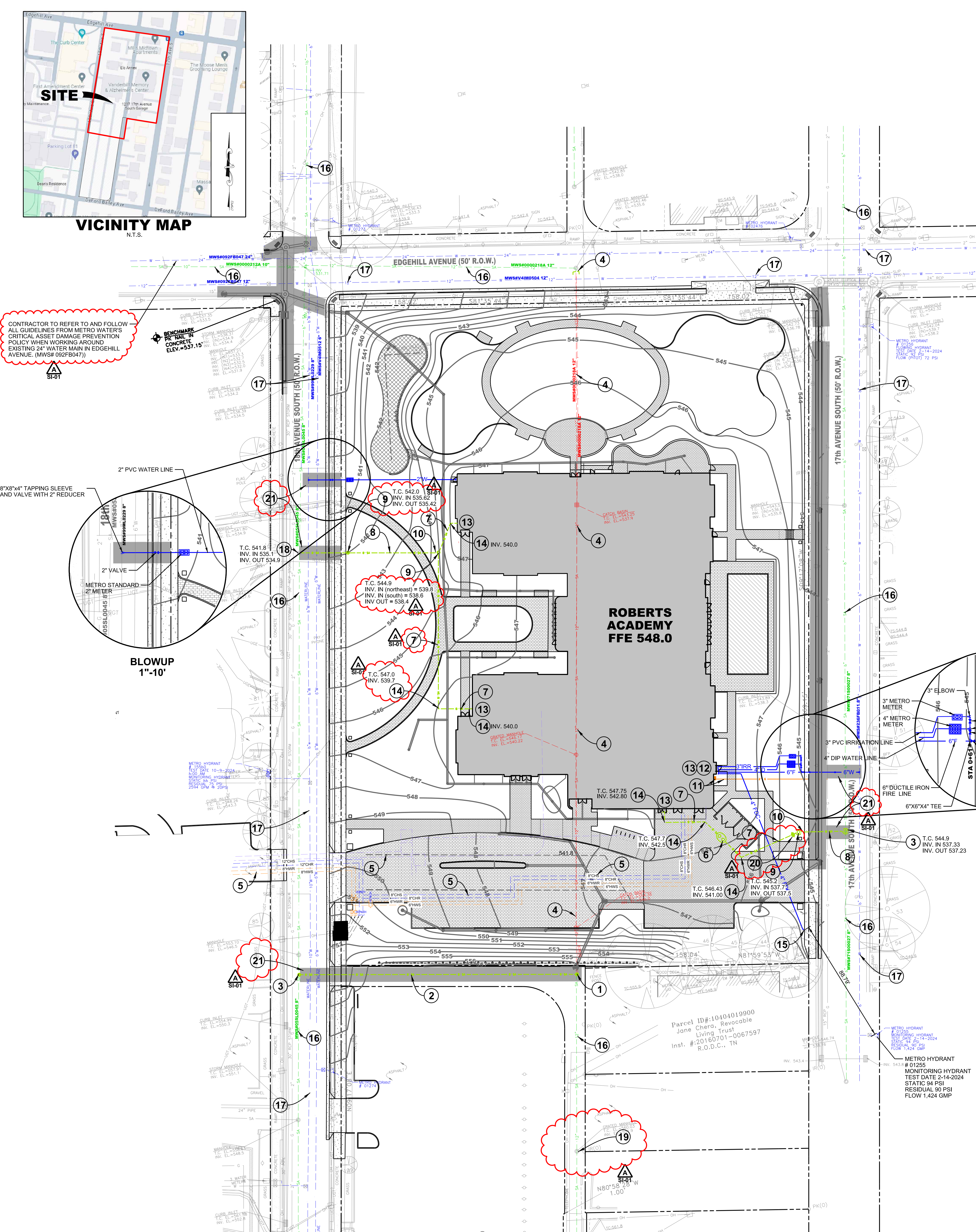
VICINITY MAP
N.T.S.

CONTRACTOR TO REFER TO AND FOLLOW ALL GUIDELINES FROM METRO WATER'S CRITICAL ASSET DAMAGE PREVENTION POLICY WHEN WORKING AROUND EXISTING 24" WATER MAIN IN EDGEHILL AVENUE. (MWS# 092FB047)

8"x8"x4" TAPPING SLEEVE AND VALVE WITH 2" REDUCER

BLOWUP 1"=10'

BLOWUP 1"=10'



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- KEYNOTES:**
- INTERCEPT EXISTING, CLAY, 12" COMBINATION SEWER WITH NEW METRO STANDARD MANHOLE, SEE SHEET C3.1 FOR PLAN AND PROFILE OF PUBLIC LINE
 - NEW 12" SDR-35 PUBLIC SANITARY SEWER, SEE SHEET C3.1 FOR PLAN AND PROFILE
 - TIE TO EXISTING COMBINATION SEWER WITH NEW METRO STANDARD MANHOLE, SEE SHEET C3.2 FOR PLAN AND PROFILE
 - RED LINES INDICATE EXISTING PUBLIC COMBINATION SEWER TO BE REMOVED, REMOVE AT MANHOLE, PATCH MANHOLE PER METRO STANDARDS (498 LF OF SEWER LINE AND 3 CATCH BASINS BEING REMOVED)
 - SEE MPE PLANS FOR THERMAL, TELECOM AND ELECTRICAL
 - GREASE TRAP, SEE PLUMBING PLANS
 - 6" SDR-35 SANITARY SEWER LINE FROM BUILDING AT 1% MINIMUM
 - 8" SDR-35 SANITARY SEWER LINE
 - NEW METRO STANDARD MANHOLE
 - INSTALL 8" TIDEFLEX CHECK VALVE - DOWNSTREAM PIPE, UPSTREAM CLAMP
 - NEW 2" GAS WITH METER / REGULATOR, SEE PLUMBING AND COORDINATE WITH PEIDMONT GAS
 - DOUBLE DETECTOR CHECK VALVE AND BACKFLOW PREVENTERS LOCATED INSIDE BUILDING WITH DIRECT ACCESS TO OUTSIDE, SEE PLUMBING PLANS
 - SEE PLUMBING PLANS FOR SEWER AND GAS CONTINUATION INSIDE BUILDING
 - VANDERBILT CLEANOUT, SEE DETAIL SHEET C4.0
 - YARD STYLE, REMOTE FIRE DEPARTMENT CONNECTION WITHIN 100' OF EXISTING HYDRANT
 - INDICATES EXISTING PUBLIC SEWER
 - INDICATES EXISTING PUBLIC WATER
 - NEW SEWER LINE TO EXISTING MANHOLE
 - REPLACE EXISTING CASTINGS ON SANITARY SEWER LINE WITH SOLID MANHOLE CASTING
 - METRO STANDARD CHECK DAM ON SEWER LINE, SEE DETAIL SHEET C4.2
 - REPAIR UTILITY CUT PER NDOT ST-270 THROUGH ST-275 TRENCH REPAIRS

- METRO STANDARD PRIVATE UTILITY PLAN NOTES:**
- ALL WATER AND/OR SEWER SERVICES, ALONG WITH APPURTENANCES, SHALL BE IN ACCORDANCE WITH SPECIFICATIONS AND STANDARD DETAILS OF THE METRO WATER SERVICES.
 - ALL CONNECTIONS TO EXISTING MANHOLES SHALL BE BY CORING AND RESILIENT CONNECTOR METHOD.
 - VERTICAL DOUBLE CHECK VALVE ASSEMBLIES, THAT ARE LOCATED IN INTERIOR ROOMS, CAN ONLY BE USED FOR FIRE SERVICES.
 - ALL WATER METERS SHALL BE A MINIMUM OF 24" NOT TO EXCEED A MAXIMUM OF 28" BELOW FINISHED GRADE.
 - IRRIGATION LINE SHALL BE COPPER FROM THE METER TO THE BACKFLOW PREVENTER.
 - THE MINIMUM FEES OUTLINED IN THE CAPACITY LETTER MUST BE PAID BEFORE COMMERCIAL CONSTRUCTION PLANS CAN BE REVIEWED.
 - ALL SEWER SERVICES SHALL BE A MINIMUM 6 INCHES IN DIAMETER, FROM CONNECTION AT THE MAIN UNTIL THE FIRST CLEAN OUT ASSEMBLY.
 - BACKFLOW DEVICE TO REMAIN ACCESSIBLE AT ALL TIMES.
 - PLAN SIZE SHALL BE 24"x36", AND SHOW CONTOURS AROUND THE METER BOXES.
 - ANY UNUSED EXISTING WATER METERS MUST BE CUT AND CAPPED AT THE PUBLIC MAIN.
 - ALL LEAD OR GALVANIZED WATER SERVICE LINES ENCOUNTERED WITH THIS PROJECT SHALL BE REINSTATED WITH COPPER OF LIKE SIZE FROM THE WATER MAIN TO METER BOX.
 - DOMESTIC AND IRRIGATION WATER METERS AND ASSOCIATED APPURTENANCES SHALL NOT BE PLACED IN OR UNDER A PAVED OR IMPROVED SURFACE OTHER THAN THE PORTION OF THE SURFACE LOCATED WITHIN THE RIGHT OF WAY.
 - SANITARY SEWER TAPS SHALL BE PLACED AT THE LOWEST ADJACENT SEWER MAIN ELEVATION FOR EACH PREMISES AND SHALL NOT BE LOCATED IN OR UNDER A PAVED ROAD OR IMPROVED SURFACE OTHER THAN THE PORTION WITHIN THE RIGHT OF WAY.

- METRO WATER SERVICES PUBLIC UTILITY NOTES:**
- ALL WATER AND SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH SPECIFICATIONS AND STANDARD DETAILS OF THE METRO WATER SERVICES.
 - THE CONTRACTOR IS RESPONSIBLE FOR REIMBURSING THE METRO WATER SERVICES THE COST OF INSPECTION.
 - THE CONTRACTOR IS TO PROVIDE AND MAINTAIN THE CONSTRUCTION IDENTIFICATION SIGN FOR PRIVATE DEVELOPMENT APPROVED.
 - AFTER COMPLETION OF THE SANITARY SEWER, THE DEVELOPER IS RESPONSIBLE FOR THE TELEVISIONING OF THE LINES PRIOR TO FINAL ACCEPTANCE. THE VIDEO TAPING MUST BE COORDINATED WITH THE METRO WATER SERVICES INSPECTION SECTION. ALL COSTS WILL BE BORNE BY THE DEVELOPER.
 - ALL CONNECTIONS TO EXISTING MANHOLES SHALL BE CORING AND RESILIENT CONNECTOR METHOD.
 - REDUCED PRESSURE BACKFLOW PREVENTION DEVICES (RPBP) OR DUAL CHECK VALVE WILL BE REQUIRED ON ALL TEST AND FILL LINES (JUMPER) NEEDED FOR WATER MAIN CONSTRUCTION AND MUST BE APPROVED BY THE METRO WATER SERVICES.
 - ALL WATER METERS SHALL BE A MINIMUM OF 24" NOT TO EXCEED MAXIMUM OF 28" BELOW FINISHED GRADE.
 - UPON COMPLETION OF CONSTRUCTION OF WATER AND/OR SEWER, THE ENGINEER SHALL PROVIDE THE DEPARTMENT WITH A COMPLETE SET OF AS-BUILT PLANS IN DIGITAL (DWG AND PDF) FORMAT. ALL DRAWINGS MUST BE COMPLETED AND SUBMITTED PRIOR TO ACCEPTANCE OF THE SEWERS AND WATER MAINS INTO THE PUBLIC SYSTEM AND ANY CONNECTION BEING MADE.
 - SEWER PLANS SHALL BE SEALED BY A LICENSED PROFESSIONAL ENGINEER OR A REGISTERED LAND SURVEYOR AND SHALL INCLUDE ACTUAL FIELD ANGLES BETWEEN LINES, ALL ACTUAL SERVICE LINES AND TEE LOCATIONS. THE DISTANCE OF THE END OF THE SERVICE LINE TO PROPERTY CORNERS AND LINES AND/OR STATION AND OFF SET FROM SEWER CENTERLINE TO END OF SERVICE LINE, AND THE DEPTH TO THE TOP OF THE END OF THE SERVICE LINE, AND SHALL REFLECT ALL ALIGNMENT AND GRADE CHANGES.
 - WATER LINE PLANS SHALL BE SEALED BY A LICENSED PROFESSIONAL ENGINEER OR A REGISTERED LAND SURVEYOR AND SHALL INCLUDE OFFSET DISTANCE FROM THE ROADWAY CENTERLINE, OR PROPERTY LINE RIGHT OF WAY, LINE DEPTH, LOCATIONS OF HYDRANTS, VALVES, REDUCERS, TEES AND PRESSURE REDUCING DEVICES WHERE APPLICABLE. ALL DRAWINGS MUST BE COMPLETED AND SUBMITTED PRIOR TO ACCEPTANCE OF THE SEWERS OR WATER MAINS INTO THE PUBLIC SYSTEM AND CONNECTIONS BEING MADE.
 - PRESSURE REGULATING DEVICES WILL BE REQUIRED ON THE CUSTOMER SIDE OF THE METER WHEN PRESSURES EXCEED 100 PSI.
 - PRESSURE REGULATING DEVICES WILL BE REQUIRED ON THE STREET SIDE OF THE METER WHEN PRESSURES EXCEED 150 PSI.
 - ALL WATER MAINS MUST BE LOCATED WITHIN THE PAVED AREA INCLUDING ALL BLOW-OFF ASSEMBLIES.
 - ALL LEAD OR GALVANIZED WATER LINE SERVICE LINES ENCOUNTERED WITH THIS PROJECT SHALL BE REINSTATED WITH COPPER OF LIKE SIZE FORM WATER MAIN TO METER BOX.
 - DOMESTIC AND IRRIGATION WATER METERS AND ASSOCIATED APPURTENANCES SHALL NOT BE PLACED IN OR UNDER A PAVED OR IMPROVED SURFACE OTHER THAN THE PORTION OF THE SERVICE LOCATED WITHIN THE RIGHT OF WAY.
 - SANITARY SEWER TAPS SHALL BE PLACED AT THE LOWEST ADJACENT SEWER MAIN ELEVATION FOR EACH PREMISES AND SHALL NOT BE LOCATED IN OR UNDER A PAVED OR IMPROVED SURFACE OTHER THAN THE PORTION WITHIN THE RIGHT OF WAY.

OWNER
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MAP 104-04 PAR 191 PAR 207 & PAR 205 ZONED ORI, OR20 COUNCIL DISTRICT: 17 COUNCIL MEMBER: TERRY VO

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1200 18TH AVENUE | NASHVILLE | TN | 37212

REVISIONS

NO.	DESCRIPTION	DATE
SI-01	NOT MWS RESPONSES	01-14-2025

CIVIL PERMIT SET 11-20-2024



SITE UTILITIES PLAN

C3.0

08/30/2024
Project # 23023