

Multimodal Access Closure Advisory Committee Meeting Minutes 12/14/23 (1:30 pm – 3:00 pm)

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

1) 311 3rd Ave S Motto Hotel

- **Applicant:** Mortenson LLC. – Nick Pfenning (nick.pfenning@mortenson.com)
- **Location:** 3rd Ave S. and Almond Street between North of Korean Veterans Blvd and South of Molloy St.
- **Time Frame:** February 2024 – August 2025 (18 months)
- **Project Description:** The construction of a new hotel, including utility work within the roads, ROW's, and construction of a new sidewalk along Almond St.
- **Type of Closure:**
 - This project will involve the diversion of the sidewalk in front of the property along 3rd Ave S. and closure of a portion of Almond St.
 - A short full closure of 3rd Ave S. and the sidewalk in front of the property is required to install utilities in the road.
- **Why Closure is Needed:**
 - The required NES transformer vault will impact the sidewalk to the back of the curb.
 - New utility work in the roads will not allow room for traffic flow during the utility installations.
 - Almond St. is the least impactful location to receive deliveries, stage dumpsters, and pump concrete. 3rd Ave S. is too busy to allow for this to be safely performed without resulting in larger disruptions for the public.
 - Since they do not have sidewalks in building blueprint, they plan to close one section of Almond St. to allow for a 25ft wide pump truck. Contractor originally wanted a full lane closure, but they worked with the permits team to adjust down to just the one lane.
 - At some point during construction, they will need to connect the powerline in the street. This will require an 16ft square structure of open trench down the center of 3rd to allow for the connection.
 - NDOT added Almond St. is 2-way traffic, but it is only 2-way for the hotel.

- They do have a detour plan in place and will have detour signage for the closure. They also have a note to coordinate with property owners for detour signage.
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- **Public Comment:**
 - There was no public comment at this time.
- **Suggestions:**
 - Developer representative stated the primary egress and ingress into the parking lot is located on 3rd Ave. Has a curb cut in this location been considered or what is the timeline for the full street closure.
 - The full street closure should last 3 weeks or less and they are looking to do this work around March, depending on how quickly they can finish the rest of the work. The only time you will not be able to enter from one end of 3rd is during the actual connection of the vault.
 - Looking to get all the excavation work done on that side first and then work as much as you can to get the work in the street completed quickly.
 - Building between two already existing hotels limits their ability to work at night as to not upset sleeping guest. Developer stated it is better for the hotels to comp rooms than to restrict parking.
 - NDOT stated since the manhole tie-in is right in front of the parking access, they could investigate a temporary curb cut. Developer is less concerned if it is truly just a 3-week timeline. Circulation of lot is the main concern. NDOT could look to add police presence to help the flow of this lot. Willing to work with development on access to the parking lot when this work in the street begins.
 - Fire asked about the fire connection access on the Northeast side of the Hyatt. Will there be a 24 ft travel lane for them to get through in-case of an emergency.
 - During standard construction they can plate and allow access the concern comes into play when the street work is being conducted. Fire suggests the contractor buys a hose that can be rolled out to where fire can get to and marked as temporary fire connection if unable to keep open.
 - Fire should be able to enter on the North end of 3rd to access this connector even during the street work. Project gains no benefit to placing hard barricades.
 - Fire also asked if they could update them on detour route once the timeline is confirmed so they can pass along the information to their dispatch team rather than having to hand out maps.
 - It is encouraged to maintaining a minimum of 2 – 12 ft lanes on 3rd Ave for traffic flow. They are only closing the unofficial parking lane on 3rd. This parking lane was never actually intended to be a parking lane per the NDOT Director. Would like to see the lane dimensions listed on the traffic control plan for clarity.
 - Who will make decision on if work hours need to be adjusted due to events. Permits will look at Bridgestone schedule and decide if these need to be adjusted. The road can always be plated except for when the manhole is being worked on.
 - MWS asked if they will have to offset the water line as this will significantly delay their 3-week timeline. They shouldn't have to offset the water line. MSW is willing to work with them to help expedite if they do end up needed to offset.

- Looking at 9 ½ - 12 ft for the manhole. Developer stated there was 8- 10 ft of dirt at the curb cut. This will expedite the closure timeline if this is the case.
 - Developer sent the contractor the geo tag for this location.
 - NDOT asked how much paving will the contractor need to do?
 - The permits team will evaluate the condition of the roads prior to construction and whatever they trigger during construction they will be on hook for replacing. NDOT will review once they start demolition.
 - Hotel's parking plan is to use a valet company to find offsite parking.
- **Conclusion:** Approve with the below recommendations.
 - Mortenson must ensure Fire always has access to the FDC location during the project. If at any point during the project a 24 ft lane is not accessible a hose should be added to the FDC, marked as a temporary connection point, and communicated with Fire. Additional coordination with the Fire team may be required.
 - Recommending they dig the hole over the weekend when there is less activity in the area. Extended work hours during this time will also be encouraged to help get the work done as quickly as possible to help limit the full street closure timeframe.
 - (2) 12 ft travel lanes on 3rd should be maintained when they aren't actively working in the street. Add lane dimensions to the traffic control plan for additional clarity.
 - Increased monitoring on the area by the NDOT permits team to make sure the traffic control plan is being followed and working efficiently. Will evaluate traffic impact on 3rd. Will need to make sure they are out of the road by 4 pm. Work hours may need to be adjusted during big events.

2) 110 20th Ave N

- **Applicant:** D.F. Chase – Ted Davidson (tdavidson@dfchase.com)
- **Location:** Midtown 20th Ave N between West End Ave and Hayes Street
- **Time Frame:** December 2023 – July 2025
- **Project Description:** New building construction of a 12-Story Temp Hotel with a 5-Story parking garage
- **Type of Closure:**
 - Closure of traffic lane on 20th Ave.
 - Closure of sidewalk on 20th Ave with full pedestrian detours.
- **Why Closure is Needed:**
 - Limited setback and building height make closures a safer alternative to driving or walking adjacent to construction activities on the site. Excess capacity on 20th Ave. makes lane closure of limited impact.
 - A lot of the lighting has been moved to the other side of the hotel. There is also brand-new infrastructure on the other side of the street making it an easy detour.
 - NES has a vault where they are chipping mostly rock.
 - The water line in this area has been completed and they should be pulling road plates soon. Don't intend for civil to back in the area.
 - They are excavating the site and must mostly go down to rock. Everything must be removed from site.
 - Will be using a temporary transformer to power the site.

- **Public Comment:**
 - There was no public comment at this time.
- **Suggestions:**
 - Project may be a required to add temporary lighting.
 - Will need to have detour signage posted on permanent pole to keep sidewalk open for surrounding businesses.
 - May need to angle fence to be able to see better as to not create a sightline problem.
 - Need to put together a detail plan for their manhole plan. This will require a separate traffic control plan and they will need to get a separate permit for this work as it is not currently address on their exception application.
 - Should have this plan put together in January for the Network switch needed by NES.
 - NDOT won't let them dig the until the infrastructure is physically in the area.
 - When this area is closed off, they will have to do something with the valet/ parking lane. NDOT suggest temporarily opening a lane.
 - NDOT asked if the greenery in the rendering is in the ROW. Contractor stated this was not approved and therefor will not be place. The picture shown is an old rendering.
 - Recommending adding a physical cross walk at Hayes and 20th. This crosswalk would be at Hayes to help guide pedestrians across 20th.
 - There currently is not a one-way sign that says to go North when exiting the alley. Want to ensure this signage gets added to make sure people know it is a one-way street when they are exiting the alley.
 - WeGo noticed there is currently a midblock crossing on Hayes but there is not one on 20th. Recommending they also add a midblock crossing on 20th with a flashing button.
- **Conclusion:** Approve with the below recommendations.
 - Utility permits are pulled separately and in coordination with on-going work.
 - Addition of temporary lighting my be required if determined it is needed.
 - Detour signage must be posted on permanent poles as to keep the sidewalks clear.
 - Site fence may need to be angled to allow for better sightlines.
 - Ensure one-way signage is placed at the exit point of the alley.
 - Addition of crosswalk with piano keys and flashing pedestrian signs crossing 20th Ave North on the north side of the Hayes Street intersection.