

MULTIMODAL ACCESS CLOSURE EXCEPTION APPLICATION FORM AND  
CHECKLIST

Submittal Date: 12/16/2025  New Submittal  Re-Submittal No: \_\_\_\_\_

Related Building Permit No: 2024062066

Project Name: SONG TELLER HOTEL

Street Name Location: 211 COMMERCE ST.

Between: 3<sup>RD</sup> AVE N And: ALLEY #11

Applicant Name: D & S BUILDERS (ED GOAN)

Address: 2656 DOUGLAS DAM RD SEVIERVILLE, TN 37876

Phone: 865-254-1929 Fax: \_\_\_\_\_ Contact: Ed Goan

Email: edgoan@dsbuilders.org

Project Description: REMOVE EXISTING SIDEWALK & UTILITIES TO  
CREATE A 11 FOOT LAG-BY LANE FOR PICK-UP, DROP OFF, & REWORK 15.5" WIDE  
SIDEWALK

Start Date: 1/19/2026 End Date: 4/19/2026 Project Length: 90 DAYS

Describe Type of Closure: COMPLETE SIDEWALK CLOSURE FROM  
ALLEY #11 TO CORNER 3<sup>RD</sup> AVE N. - INTERMITTENT LANE CLOSURE  
SOUTH SIDE OF COMMERCE FROM ALLEY #11 TO 3<sup>RD</sup> AVE N

Provide Reasons why Project cannot be completed without closures and what other options were considered (attach documents as needed): THE ENTIRE  
SIDEWALK WILL NEED REWORKED TO BLEND WITH  
THE CURB CUT AT THE PICK-UP DROP-OFF AREA AND  
TO ESTABLISH ADA COMPLIANCE

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## 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. |
| TBD <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.  |
| TBD <input checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/>     | <input type="checkbox"/>            | Show ongoing construction projects within vicinity of proposed project impact.   |
| <input checked="" type="checkbox"/>     | <input 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 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 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

- |                                     |                          |   |
|-------------------------------------|--------------------------|---|
| <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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> | Lighting provided for all pedestrian detour routes.   |
| <input checked="" type="checkbox"/> | <input 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 type="checkbox"/> | Label all taper lengths and widths.   |
| <input type="checkbox"/>            | <input 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.   |



# MEMORANDUM

**TO:** Nashville Department of Transportation (NDOT)  
**FROM:** Meghan Sigler, PE, PTOE, KCI Technologies, Inc.  
Layton Murphy, KCI Technologies, Inc.  
**DATE:** August 26, 2025  
**SUBJECT:** 211 Commerce Street – Site Circulation Memo  
KCI Job Order No. 000499335\_001

## INTRODUCTION

The proposed 211 Commerce Street development is located on the southeast corner of the intersection of 3<sup>rd</sup> Avenue North and Commerce Street in downtown Nashville, Tennessee. According to the developer, the proposed development includes the conversion of an existing 232,000 square foot office building into a hotel with approximately 245 rooms while maintaining the existing ground-floor restaurant space. Access to the development is planned to be provided by one existing driveway on 3<sup>rd</sup> Avenue North and a lay-by lane that will be utilized for pick-up/drop-off for valet and rideshare services. The purpose of this memo is to present information regarding the project site circulation for vehicles as well as pedestrians and cyclists.

As shown in Figure 1, the property is located on the east side of 3<sup>rd</sup> Avenue North between Commerce Street and Broadway in Downtown Nashville. The property is currently zoned Downtown Code (DTC). The proposed development is within an area that is characterized by high-density land uses. The property is generally bounded on the north by Commerce Street, on the east by Alley #11, on the south by commercial development, and on the west by 3<sup>rd</sup> Avenue North.

The current site plan for the 211 Commerce Street development is attached. Based on the site plan, proposed vehicular access to the site is planned to be provided by one existing driveway on 3<sup>rd</sup> Avenue North that is located approximately 315 feet south of the intersection of 3<sup>rd</sup> Avenue North and Commerce Street and one planned 11-foot lay-by lane on Commerce Street that will be located approximately 30 feet east of the intersection of 3<sup>rd</sup> Avenue North and Commerce Street. The lay-by lane is planned to provide a location for rideshare and valet pick-off/drop-off internal to the project site and will provide access to the parking garage for valet circulation. The detailed site plan can be found in Appendix A.

**FIGURE 1. LOCATION OF PROJECT SITE**



## EXISTING ROADWAY NETWORK

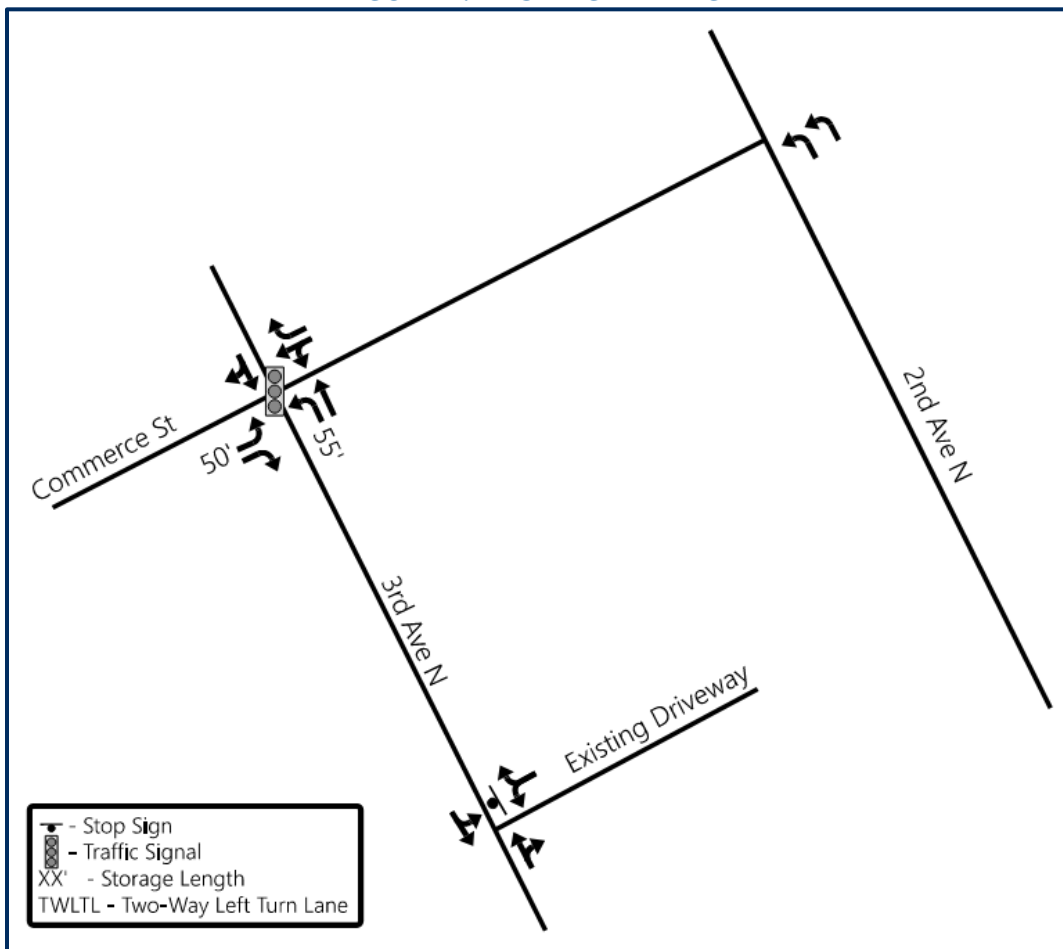
A field inventory of the existing roadway network within the study area was conducted. The direction, number of lanes, roadway classification, and posted speed limit associated with each of the roadways included within the study area is presented in Table 1. The roadway classifications were obtained from Metro Nashville's *Major and Collector Street Plan (MCSP)*. Per Nashville's current *Code of Ordinances*, in the absence of a posted speed limit the maximum speed limit for a road in an urban district is set at 25 mph.

**TABLE 1. DESCRIPTION OF STUDY ROADWAYS**

ROADWAY NAME	DIRECTION	NUMBER OF LANES			MCSP CLASSIFICATION	POSTED SPEED LIMIT (mph)
		EB/NB	WB/SB	TWLT		
2 <sup>nd</sup> Avenue North	North	2	0	0	Arterial-Boulevard (T6-M-AB2-IM)	Not Posted (25)
3 <sup>rd</sup> Avenue North	North-South	1	1	0	Arterial-Boulevard (T6-M-AB2)	Not Posted (25)
Commerce Street	West	0	2	0	Arterial-Boulevard (T6-M-AB4)	Not Posted (25)

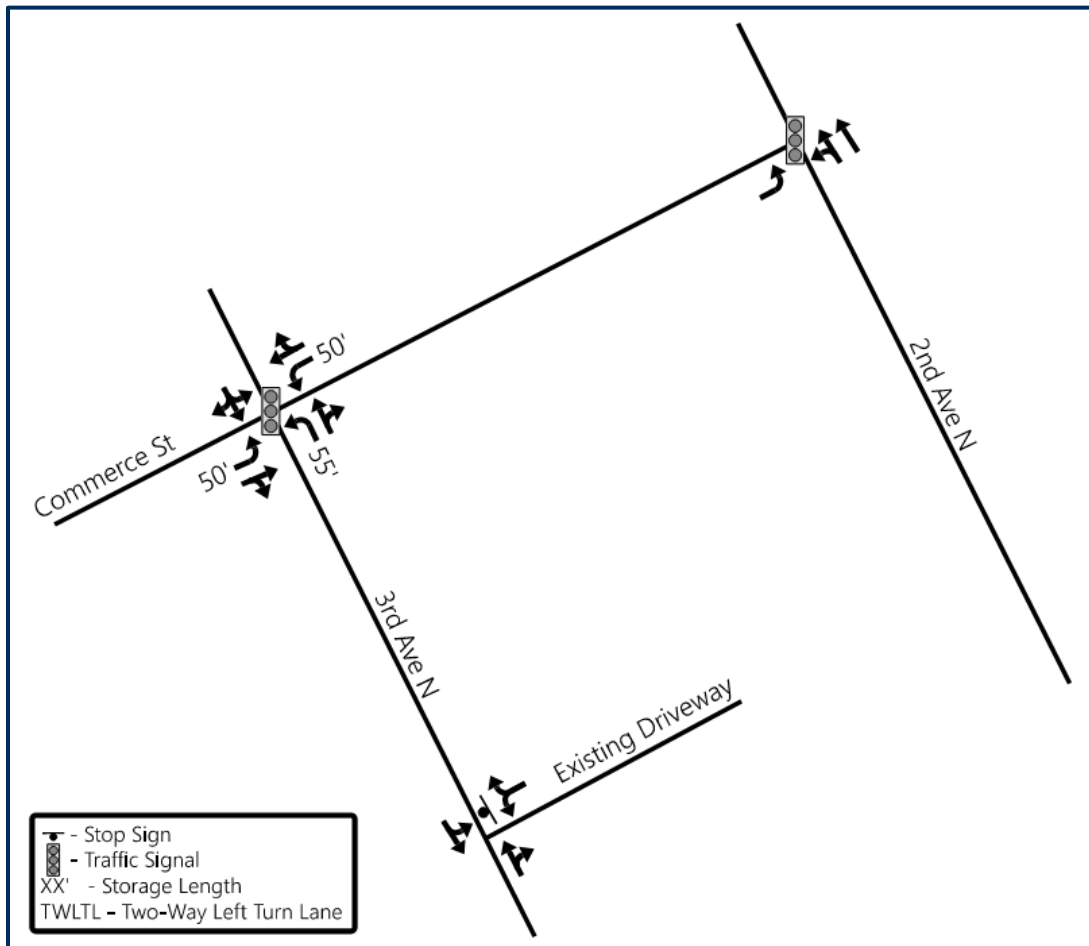
The existing lane configurations and traffic control for each of the study intersections is illustrated in Figure 2.

**FIGURE 2. EXISTING LANEAGE**



It should be noted that 2<sup>nd</sup> Avenue North between Commerce Street and Church Street is currently closed for construction. This road closure is why Commerce Street is operating as a one-way roadway in the eastbound direction. When that section of 2<sup>nd</sup> Avenue North reopens, Commerce Street is expected to revert back to a two-way roadway with one lane in either direction. This future lane configurations and traffic control for each study intersection is illustrated in Figure 3.

**FIGURE 3. FUTURE LANEAGE**



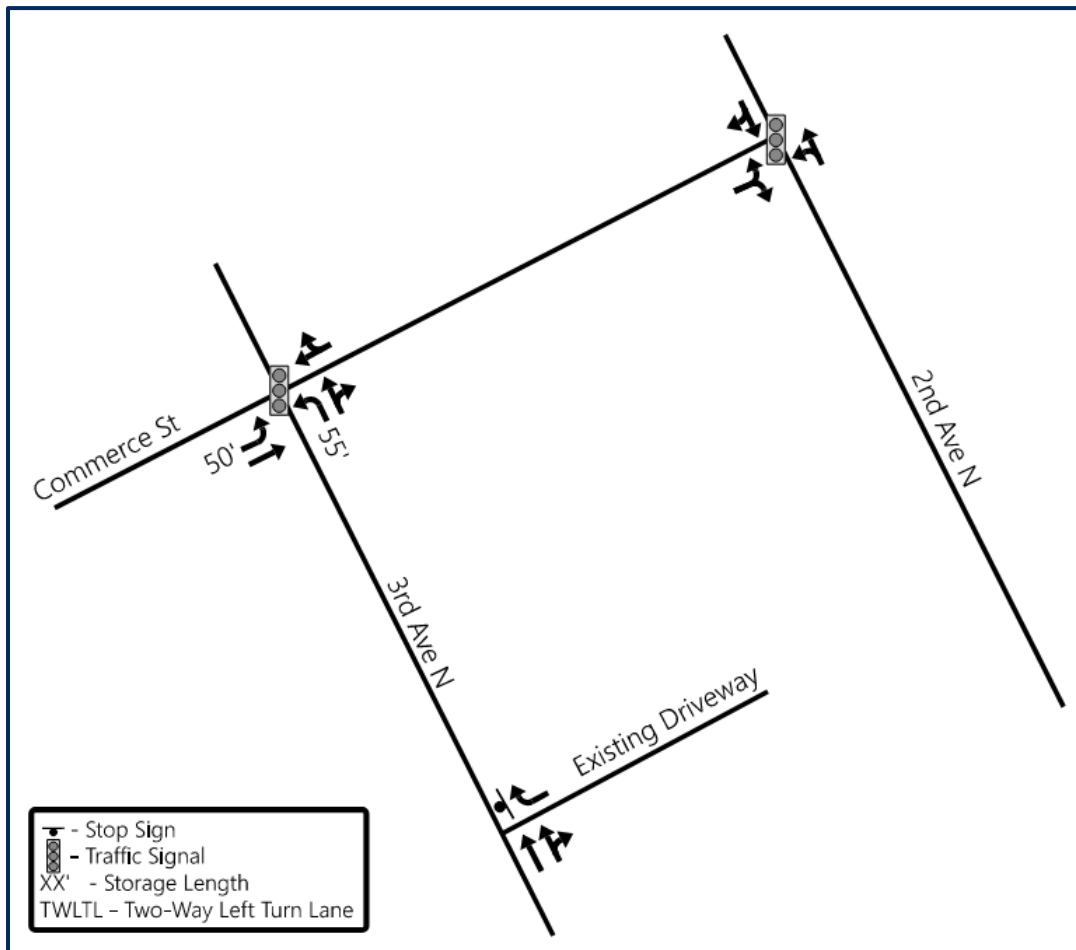
### CHOOSE HOW YOU MOVE & CONNECT DOWNTOWN

In November 2024, Nashville approved of the Choose How You Move referendum that aims to provide pedestrian, bicycle, and transit improvements throughout Davidson County. Included in Choose How You Move is the Connect Downtown Action Plan that focuses on improvement multimodal mobility in Downtown Nashville. The Connect Downtown Action Plan contemplates the

conversion of 2<sup>nd</sup> Avenue to a two-way street, and the conversion of 3<sup>rd</sup> Avenue to a one-way street in the northbound direction with a passenger and tour/charter bus loading between Commerce Street and Broadway.

The potential lane configurations and traffic control for each of the study intersections under the proposed Choose How You Move and Connect Downtown Plans is illustrated in Figure 4.

**FIGURE 4. POTENTIAL CONNECT DOWNTOWN LANEAGE**



## TRIP GENERATION

A traffic generation process was used to estimate the amount of traffic expected to be generated by the proposed 211 Commerce Street development. Factors for the trip generation were taken from ITE's *Trip Generation*, 11<sup>th</sup> Edition. According to the developer, the proposed development includes the conversion of an existing 232,000 square foot office building into a hotel with approximately 245 rooms while maintaining the existing ground-floor restaurant space.

The development is located in an urban setting with access to pedestrian, bicycle, and transit facilities. Therefore, it was assumed that 25% of the trips would utilize modes of transportation other than single-occupancy vehicles.

Based on the location of the proposed development, it was assumed that approximately 75% of the development's vehicular patrons are expected to utilize rideshare services. The remaining 25% of the development's vehicular patrons are expected to drive themselves. Additionally, the hotel is to operate as valet-only; therefore, of the 25% of patrons driving themselves, 100% are expected to use the valet service provided.

All valet operations are planned to be accommodated internally to the project site and not result in additional trips. There is also a kiosk that will be located near the lay-by lane for valet key exchange.

Table 2 presents the daily, AM, and PM peak hour trip generation for the adjacent street as well as for the hotel. As shown below in Table 2, the valet circulation based on the peak hour of the adjacent street is expected to be 21 vehicles in the AM and 27 vehicles in the PM for the peak hour with a maximum of 13 existing vehicles within one hour. This is approximately one vehicle exiting the valet every 4.5 minutes. Additionally, the valet circulation based on the peak hour of the hotel is expected to be 24 in the AM and 27 in the PM for the peak hour with a maximum of 11 exiting vehicles within one hour. This is approximately one vehicle exiting the valet every 5.5 minutes.

**TABLE 2. DEVELOPMENT TRIP GENERATION**

ITE CODE	LAND USE	SIZE	GENERATED TRAFFIC				
			DAILY TRAFFIC	AM PEAK		PM PEAK	
				Enter	Exit	Enter	Exit
<b>PEAK HOUR OF ADJACENT STREET</b>							
310	Hotel	245 rooms	2,232	64	51	74	71
<b>SUBTOTAL</b>			<b>2,232</b>	<b>64</b>	<b>51</b>	<b>74</b>	<b>71</b>
				115		145	
<i>Alternative Mode Reduction</i>			-558	-16	-13	-19	-18
<b>NEW TRIPS</b>			<b>1,674</b>	<b>48</b>	<b>38</b>	<b>55</b>	<b>53</b>
				86		108	
<b>RIDESHARE TRIPS</b>			<b>1,256</b>	<b>36</b>	<b>29</b>	<b>41</b>	<b>40</b>
				65		81	
<b>SELF DRIVE TRIPS</b>			<b>418</b>	<b>12</b>	<b>9</b>	<b>14</b>	<b>13</b>
				21		27	
<b>PEAK HOUR OF HOTEL</b>							
310	Hotel	245 rooms	1,958	69	61	85	62
<b>SUBTOTAL</b>			<b>1,958</b>	<b>69</b>	<b>61</b>	<b>85</b>	<b>62</b>
				130		147	
<i>Alternative Mode Reduction</i>			-490	-17	-15	-21	-16
<b>NEW TRIPS</b>			<b>1,468</b>	<b>52</b>	<b>46</b>	<b>64</b>	<b>46</b>
				98		110	
<b>RIDESHARE TRIPS</b>			<b>1,101</b>	<b>39</b>	<b>35</b>	<b>48</b>	<b>35</b>
				74		83	
<b>SELF DRIVE TRIPS</b>			<b>367</b>	<b>13</b>	<b>11</b>	<b>16</b>	<b>11</b>
				24		27	

Source: Trip Generation, 11<sup>th</sup> Edition

Analyses were conducted to determine the average queueing in drop-off/pick-up area. The analyses were conducted utilizing random number generation to estimate the arrival time between vehicles (average of one vehicle per 0.56 seconds) and the needed time to load/unload vehicles (between thirty seconds and two minutes). An iterative process was used to determine the average queue length which is expected to be approximately 3.9 vehicles.

It should be noted that the assumption above is conservative. According to similar hotels with valet services in the area, the actual percentage of patrons utilizing rideshare services is about 90% rather than 75%. Therefore, the remaining 10% would utilize the valet services.

Table 3 presents the daily, AM, and PM peak hour trip generation for the adjacent street as well as for the hotel. As shown below in Table 3, the valet circulation based on peak hour of the adjacent street is expected to be 9 vehicles in the AM and 10 vehicles in the PM for the peak hour with a maximum of 5 existing vehicles within one hour. This is approximately one vehicle exiting the valet every 12 minutes. Additionally, the valet circulation based on the peak hour of the hotel is expected to be 10 in the AM and 11 in the PM for the peak hour with a maximum of 5 existing vehicles within one hour. This is approximately one vehicle exiting the valet every 12 minutes.

**TABLE 3. DEVELOPMENT TRIP GENERATION**

ITE CODE	LAND USE	SIZE	GENERATED TRAFFIC				
			DAILY TRAFFIC	AM PEAK		PM PEAK	
				Enter	Exit	Enter	Exit
<b>PEAK HOUR OF ADJACENT STREET</b>							
310	Hotel	245 rooms	2,232	64	51	74	71
<b>SUBTOTAL</b>			<b>2,232</b>	<b>64</b>	<b>51</b>	<b>74</b>	<b>71</b>
<i>Alternative Mode Reduction</i>			<i>-558</i>	<i>-16</i>	<i>-13</i>	<i>-19</i>	<i>-18</i>
<b>NEW TRIPS</b>			<b>1,674</b>	<b>48</b>	<b>38</b>	<b>55</b>	<b>53</b>
				<b>86</b>		<b>108</b>	
<b>RIDESHARE TRIPS</b>			<b>1,507</b>	<b>43</b>	<b>34</b>	<b>50</b>	<b>48</b>
				<b>77</b>		<b>98</b>	
<b>SELF DRIVE TRIPS</b>			<b>167</b>	<b>5</b>	<b>4</b>	<b>5</b>	<b>5</b>
				<b>9</b>		<b>10</b>	
<b>PEAK HOUR OF HOTEL</b>							
310	Hotel	245 rooms	1,958	69	61	85	62
<b>SUBTOTAL</b>			<b>1,958</b>	<b>69</b>	<b>61</b>	<b>85</b>	<b>62</b>
<i>Alternative Mode Reduction</i>			<i>-490</i>	<i>-17</i>	<i>-15</i>	<i>-21</i>	<i>-16</i>
<b>NEW TRIPS</b>			<b>1,468</b>	<b>52</b>	<b>46</b>	<b>64</b>	<b>46</b>
				<b>98</b>		<b>110</b>	
<b>RIDESHARE TRIPS</b>			<b>1,321</b>	<b>47</b>	<b>41</b>	<b>58</b>	<b>41</b>
				<b>88</b>		<b>99</b>	
<b>SELF DRIVE TRIPS</b>			<b>148</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>5</b>
				<b>10</b>		<b>11</b>	

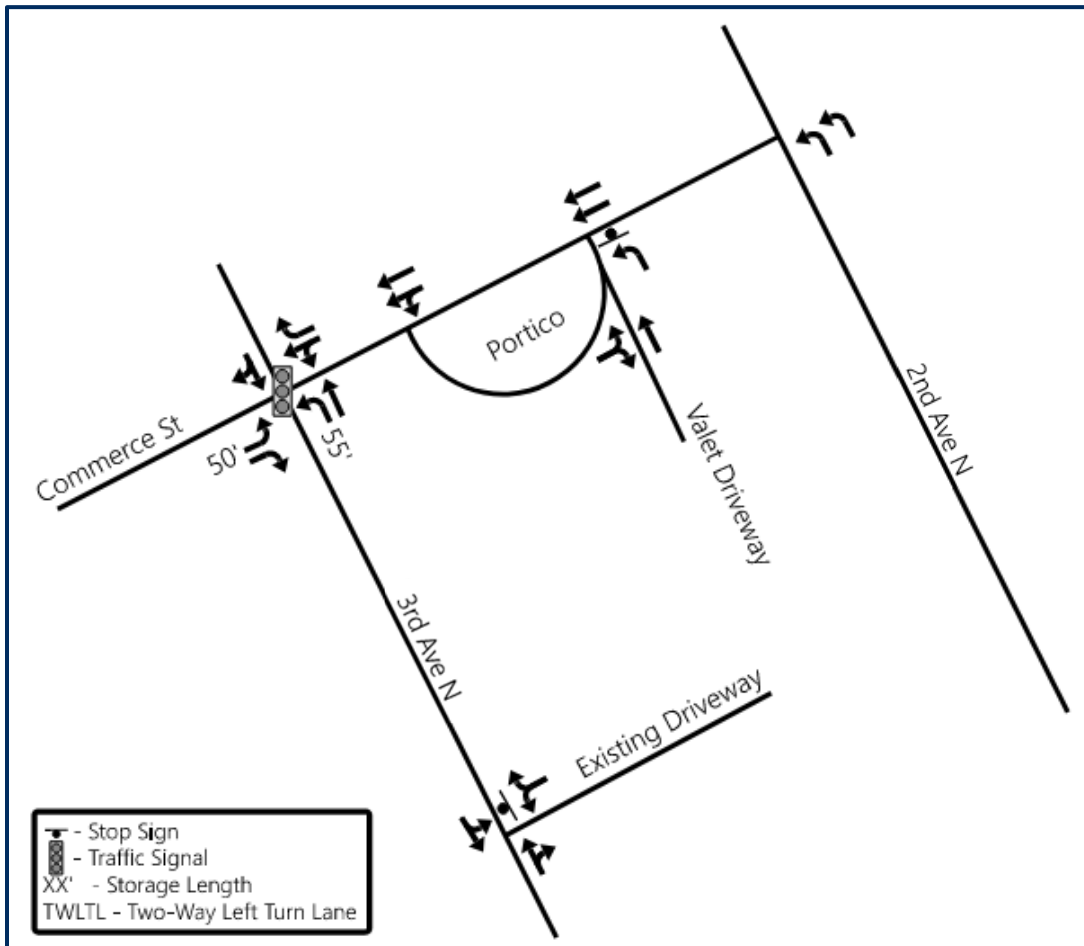
Source: Trip Generation, 11<sup>th</sup> Edition

## SITE CIRCULATION

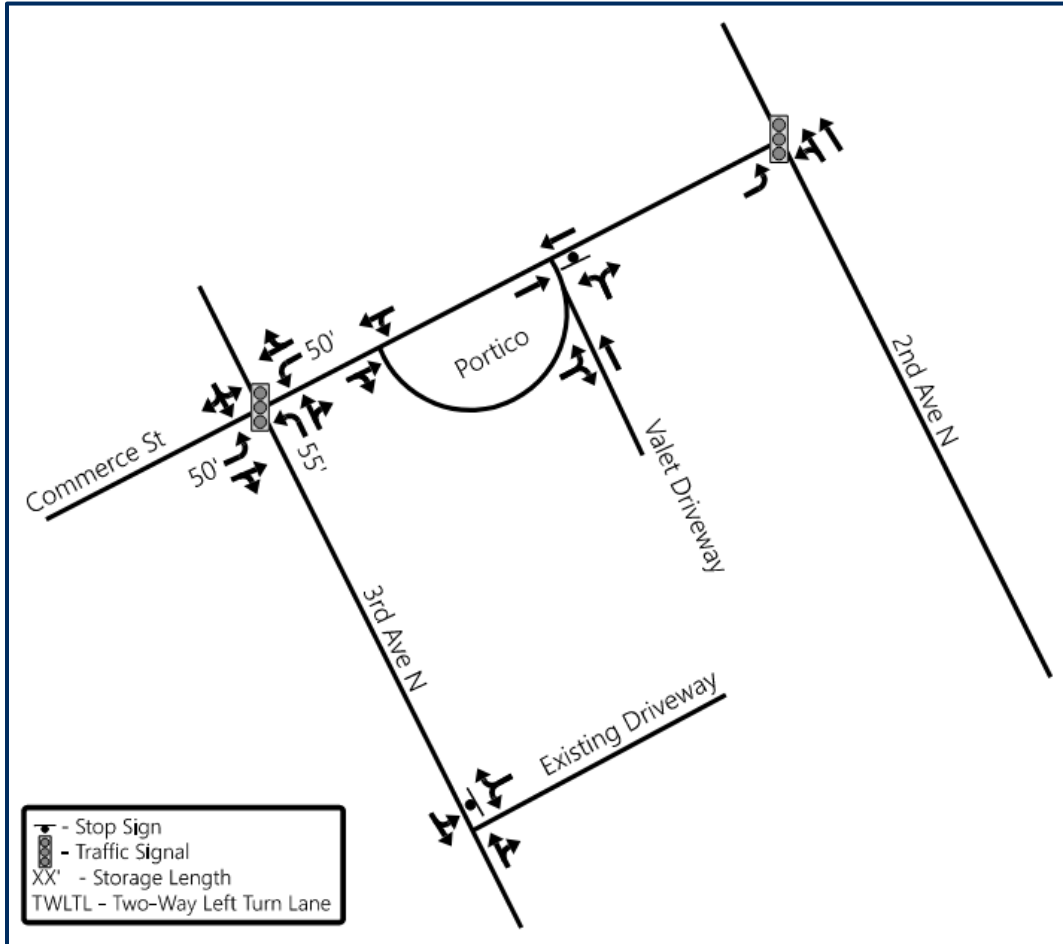
As mentioned above, the project site is planned to include one exiting driveway on 3<sup>rd</sup> Avenue North and a lay-by lane on Commerce Street with internal access to the parking garage for valet use only. The site plan indicates the 11-foot lay-by lane will be able to accommodate three vehicles with overflow space for three additional vehicles located within the existing on-street parking located along the property frontage on Commerce Street.

Figure 5, Figure 6, and Figure 7 show the site circulation for the proposed development under existing, future, and potential Connect Downtown conditions.

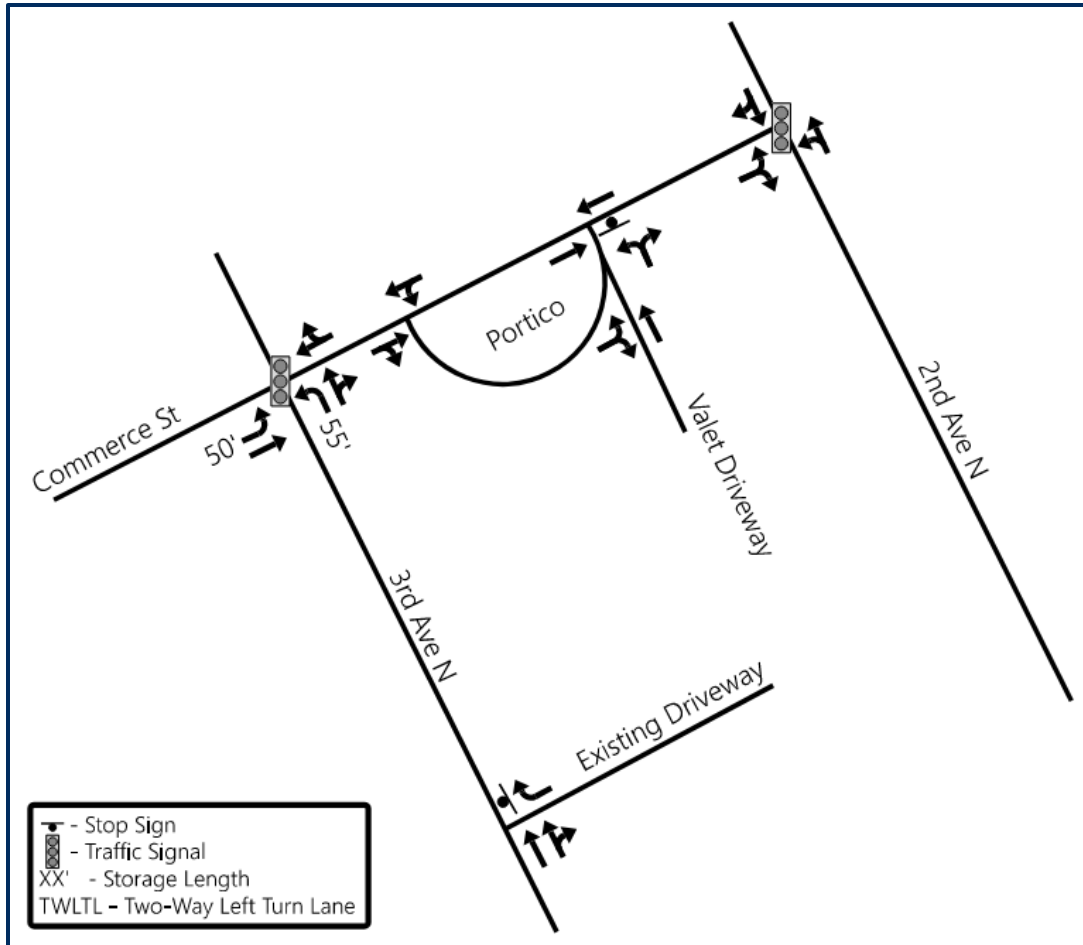
**FIGURE 5. SITE CIRCULATION WITH EXISTING LANEAGE**



**FIGURE 6. SITE CIRCULATION WITH FUTURE LANEAGE**



**FIGURE 5. SITE CIRCULATION WITH POTENTIAL CONNECT DOWNTOWN LANEAGE**



### PROJECT SITE CONSIDERATIONS

Due to the project site being the conversion of an existing building rather than a new build project, there is limited space available in the existing parking garage. Therefore, it is not anticipated that the existing parking garage along 3<sup>rd</sup> Avenue North will be able to accommodate valet services. While the parking garage does have access to the building, the access is located on the opposite side of the building in relation to the proposed hotel lobby, meaning that hotel patrons will have to transport their luggage across the entire site. It should also be noted that there is not adequate space within the garage for u-turning vehicles, such as valet and/or rideshare services, to enter and exit the garage and pick-up/drop-off patrons. Lastly, valet operations are being encouraged along Commerce Street in order to not block traffic flow along 3<sup>rd</sup> Avenue North and to create a more luxurious experience for the 211 Commerce Street patrons.

## MULTIMODAL CONSIDERATIONS

A detailed inventory of the existing and planned pedestrian infrastructure within the study area was conducted. There is currently a continuous, 8-foot sidewalk located along the entire property frontage of 3<sup>rd</sup> Avenue North and a continuous, 25-foot sidewalk located along the entire property frontage of Commerce Street.

According to the proposed site plan, with the incorporation of the 11-foot lay-by lane along Commerce Street the development will be able to maintain an approximately 15.5-foot-wide sidewalk along the entire property frontage of Commerce Street. There are no planned changes to the sidewalk along 3<sup>rd</sup> Avenue North.

A detailed inventory of the existing and planned bicycle infrastructure within the vicinity of the project site was also conducted. There is currently a two-way, separated bike path located on the north side of Commerce Street and a planned separated bike lane on 3<sup>rd</sup> Avenue North. B-cycle stations provide rentable bikes at stations across the city, popular with tourists and commuters, including a free first hour and affordable monthly rates. There is currently a B-cycle station in front of the parcel directly to the east on Commerce Street.

WeGo Public Transit (WeGo) provides 26 local bus routes and eight regional bus routes throughout Davidson County as well as to surrounding counties. The project site has access to WeGo Route #6 (Lebanon Pike), Route #52 (Nolensville Pike), Route #55 (Murfreesboro Pike), and Route #64 (Star Downtown Shuttle) within a half mile.

## CONCLUSION AND RECOMMENDATIONS

The proposed 211 Commerce Street development is located on the southeast corner of the intersection of 3<sup>rd</sup> Avenue North and Commerce Street in downtown Nashville, Tennessee. According to the developer, the proposed development includes the conversion of an existing 232,000 square foot office building into a hotel with approximately 245 rooms while maintaining the existing ground-floor restaurant space. The purpose of this memo was to present information regarding the project site circulation for vehicles as well as pedestrians and cyclists.

Vehicular access to the site is planned to be provided by one existing driveway on 3<sup>rd</sup> Avenue North that is located approximately 315 feet south of the intersection of 3<sup>rd</sup> Avenue North and Commerce Street and one planned lay-by lane on Commerce Street that will be located approximately 30 feet east of the intersection of 3<sup>rd</sup> Avenue North and Commerce Street. The lay-by lane is planned to provide a location for rideshare and valet pick-off/drop-off internal to the project site and will provide access to the parking garage for valet circulation.

With the incorporation of the 11-foot lay-by lane, the development is anticipated to maintain an approximately 15.5-foot-wide sidewalk along the entire property frontage of Commerce Street

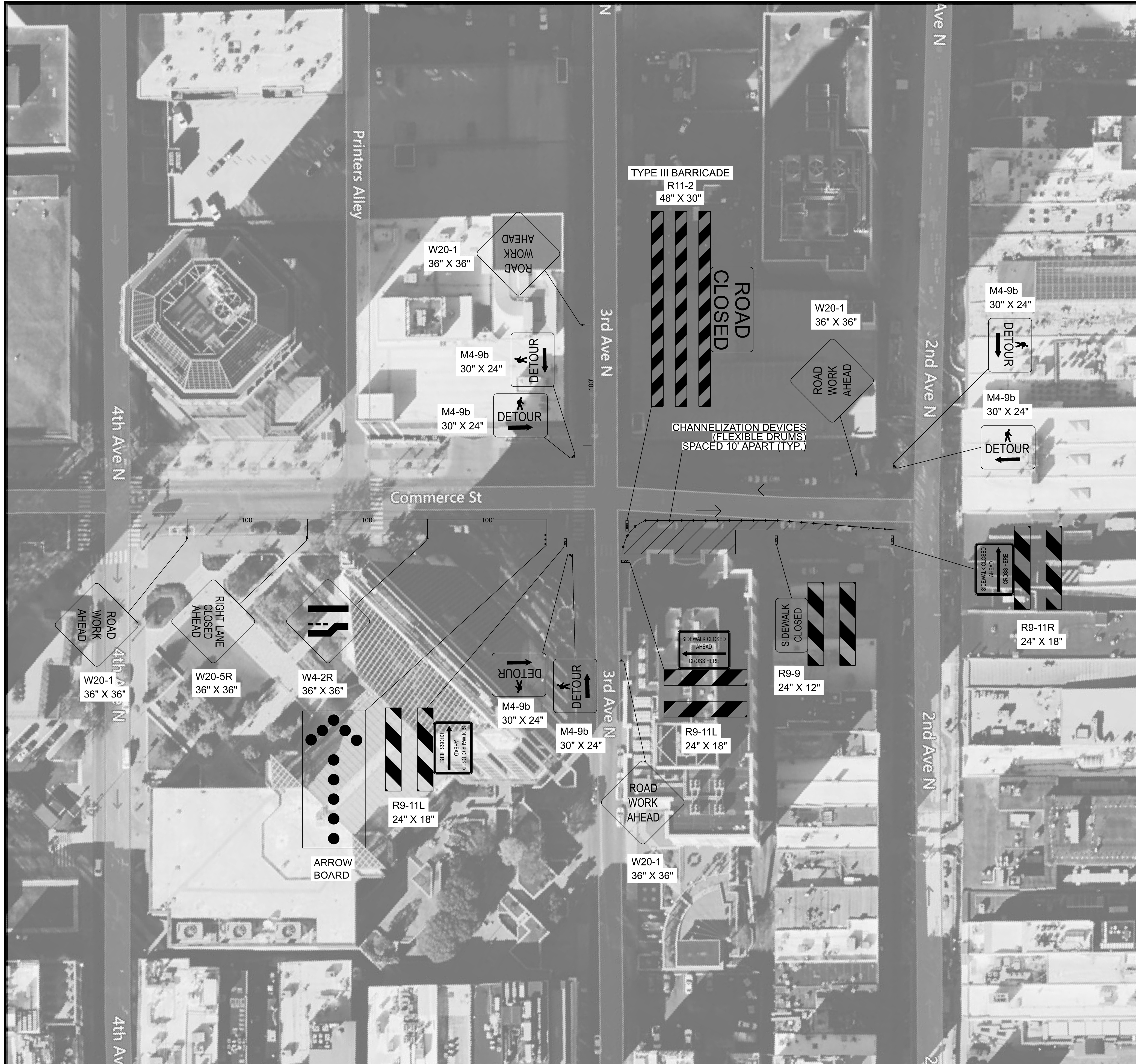
As mentioned above, this site is a conversion of an existing building rather than a new build. Due to existing conditions of the parking garage, there is limited space to be able to accommodate valet services. Additionally, the lay-by lane being located on Commerce Street rather than the existing parking garage cultivates a more luxurious experience to the 211 Commerce Street patrons.

It is recommended that the following improvements be made in order to increase pedestrian safety as well as driver compliance:

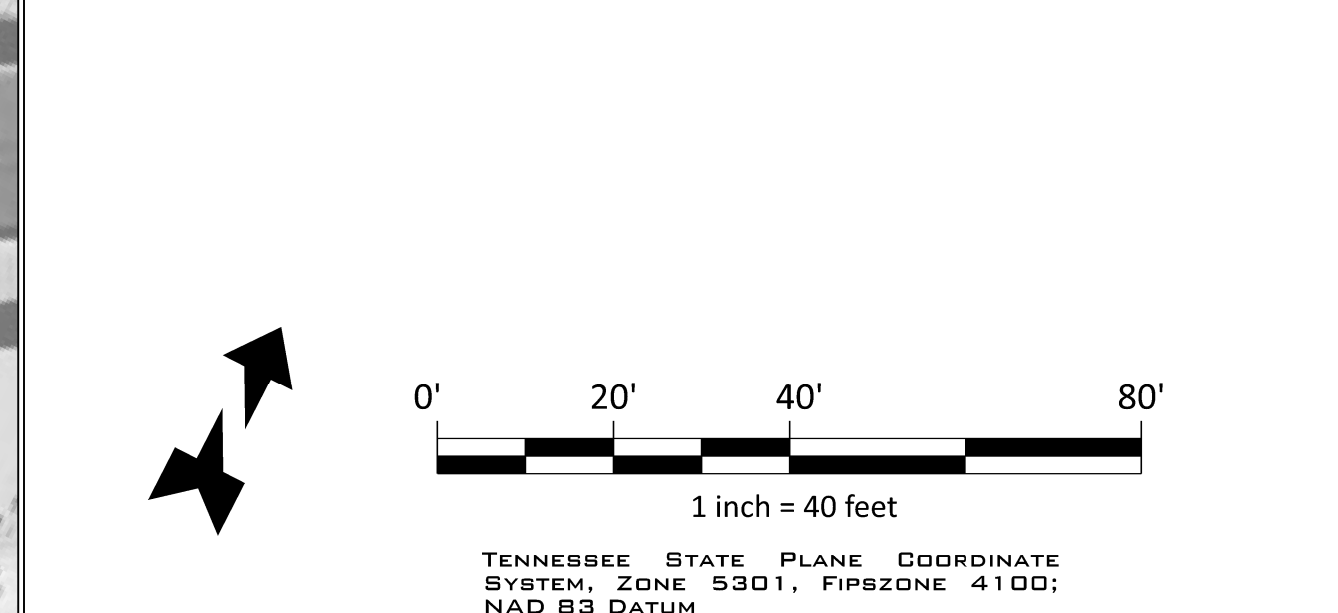
- 3<sup>rd</sup> Avenue North and Existing Driveway
  - Install “Stop for Pedestrians” signage on the egress of the driveway.
  - Install detectable warning mats on the sidewalk on each side of the driveway.
- Commerce Way and Lay-by lane
  - Install “Stop for Pedestrians” signage on the egress of the lay-by lane.
  - Install detectable warning mats on the sidewalk on each side of the lay-by lane accesses.

**APPENDIX A**

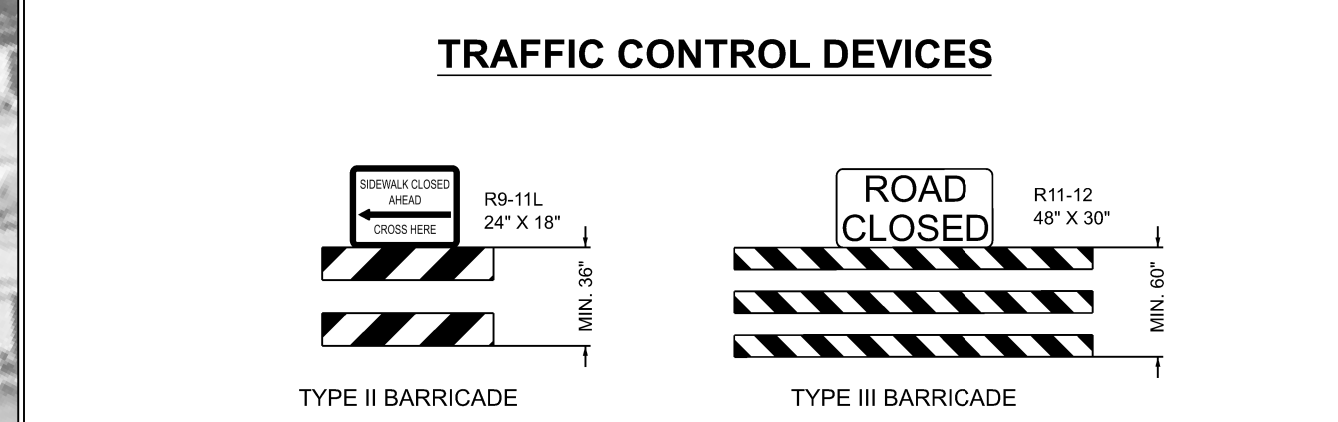




- DESCRIPTION:**  
 EB PARKING LANE AND SIDEWALK CLOSURES ALONG COMMERCE STREET IN NASHVILLE, TN.
- TRAFFIC CONTROL NOTES:**
1. EB PARKING LANE AND SIDEWALK CLOSURES TO OCCUR ALONG COMMERCE STREET FOR THE DURATION OF THE PROJECT.
  2. ALL TRAFFIC CONTROL DEVICES AND WARNING SIGNS SHOULD BE REMOVED OR 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 EASTBOUND APPROACH OF COMMERCE STREET.
  7. ADVANCE WARNING SIGNS TO BE PLACED 100 FEET FROM THE WORK ZONE ALONG THE WESTBOUND APPROACH OF COMMERCE STREET.
  8. ADVANCE WARNING SIGNS TO BE PLACED 100 FEET FROM THE WORK ZONE ALONG BOTH THE NORTHBOUND AND SOUTHBOUND APPROACHES OF 3RD AVENUE N.
  9. FLEXIBLE DRUMS WILL BE UTILIZED AS CHANNELIZATION DEVICES ALONG OF COMMERCE STREET.
  10. CHANNELIZATION DEVICES (FLEXIBLE DRUMS) WITHIN THE WORK ZONE TO BE SPACED TEN (10) FEET APART.
  11. 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.
  12. FLEXIBLE DRUMS SHOULD BE BALLASTED APPROPRIATELY ACCORDING TO THE MANUFACTURER'S STANDARDS.
  13. SPACING OF FLEXIBLE DRUMS NEAR DRIVEWAYS OF ADJACENT SITES TO BE ADJUSTED AS DETERMINED BY SITE CONTRACTOR.
  14. TRAFFIC CONTROL DEVICES SHOULD BE PLACED AS NOT TO IMPEDE ACCESS TO DRIVEWAYS LOCATED OUTSIDE OF THE WORK ZONE.
  15. TRAFFIC CONTROL DEVICES SHOULD BE PLACED AS NOT TO BLOCK VISIBILITY OF ANY REGULATORY SIGNS OUTSIDE OR WITHIN THE WORK ZONE.
  16. ALL SIGNS SHOULD BE MOUNTED ON POSTS (WHERE APPLICABLE) TO AVOID BLOCKING THE SIDEWALK.
  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 SOUTHSIDE OF COMMERCE STREET.
  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. TYPE 3 BARRICADES WITH A MOUNTED ROAD CLOSED (R11-2) SIGN TO BE PLACED ALONG COMMERCE STREET NEAR 3RD AVENUE N.
  21. 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.
  22. 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.
  23. 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.
  24. 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.
  25. THE PEDESTRIAN DETOUR WILL UTILIZE THE CROSSWALKS ALONG 3RD AVENUE N, COMMERCE STREET, AND 2ND AVENUE N.
  26. ACCESS TO/FROM THE SONGTELLER HOTEL GARAGE MUST REMAIN OPEN FOR THE DURATION OF THE PROJECT.
  27. 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.

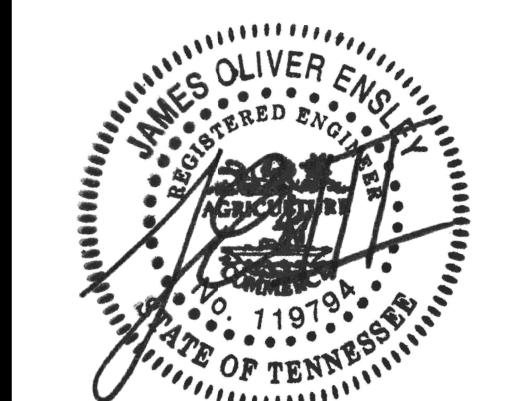


TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	SIGN (CONSTRUCTION)
	ARROW BOARD TYPE C
	TEMPORARY BARRICADE (TYPE II)
	TEMPORARY BARRICADE (TYPE III)
	WORK ZONE
	CHANNELIZATION DEVICES (DRUMS)
	TRAFFIC FLOW



NO.	DATE	REVISIONS
1	12/18/25	INITIAL SUBMITTAL

**TRAFFIC CONTROL PLAN**  
 COMMERCE STREET CLOSURE  
 NASHVILLE, TENNESSEE



12/18/25

**PROJECT**  
 25-1210

**SHEET**  
 T-1.0

**SONGETELLER HOTEL**