



---

## PROJECT INFORMATION CHECKLIST:

### Included Not Applicable

- Project Vicinity Map with Project Area shown, street names, property information, existing pavement and striping, gutter and building locations, north arrow, and scale.  
**See Attachment 1A project Vicinity Map**
- Planned work hours included.  
**Planned Work Hours are 6:00 AM -6:00 PM. Additional Night work is required for certain tie ins and will be coordinated with NDOT prior to doing so. Additional night work will be submitted**
- Exact location and dimensions of the construction work zone shown.
- If multiple phases are necessary, include perimeter impact of each phase, phase number, anticipated work hours and phase duration.
- Details on construction activity and equipment being used as part of construction included for each phase.  
**Trenching Equipment includes Cat 374 Excavator with Hoe Ram attachment, John Deere 644k Loader, 300 Class Skidsteer Loader, 335 Cat Excavator.**
- Specify if any on-street parking, and/or metered parking, is to be restricted and if bus zone will need to be relocated.  
**No Parking on street now. No metered parking is there now.**
- Specify if trash pickup will be impacted.  
**NO**
- Provide information on all utility work and utility connections.  
**Attached is Planned utilities-**
- List all affected residents, businesses, agencies, and schools and any conversations/agreements taken place.  
**Through traffic will be detoured.**
- Show ongoing construction projects within vicinity of proposed project impact.  
**None known.**
- Provide plan to address conflicts with other nearby projects.  
**Current proposed detours do not impede existing detours.**

- Provide traffic control plan for each phase of construction (see traffic control checklist for more information).  
*See Attached Traffic Control Plan for road closures*
- Provide information on work vehicle parking locations.  
*Worker's trucks will be parked onsite.*
- Show construction trucks ingress/egress to project location.  
*Access will come onto existing work site and through road closures.*
- Provide information on any traffic signals, traffic signal loops, and traffic signal cabinets in close proximity to project.  
*No Traffic loops or signal exist in road closure during beginning phases.*

## 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 workzone 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.  
**See Attachment 1E Channelizing Device plan**
- Label all taper lengths and widths.
- Provide locations of police officers for each phase as needed.  
**None**
- Temporary Traffic Control Plan has been stamped and signed by a TN licensed Civil Engineer.

1A: PROJECT VICINITY MAP shown, street names, property information, existing pavement and striping, gutter and building locations, north arrow, and scale.



There is a road crossing for storm that will require road closure -20' deep TBD-



Cowan Street  
closure  
11-12/2026  
TBD

Marine Drive  
Closed  
3/30/26-  
4/30/2027

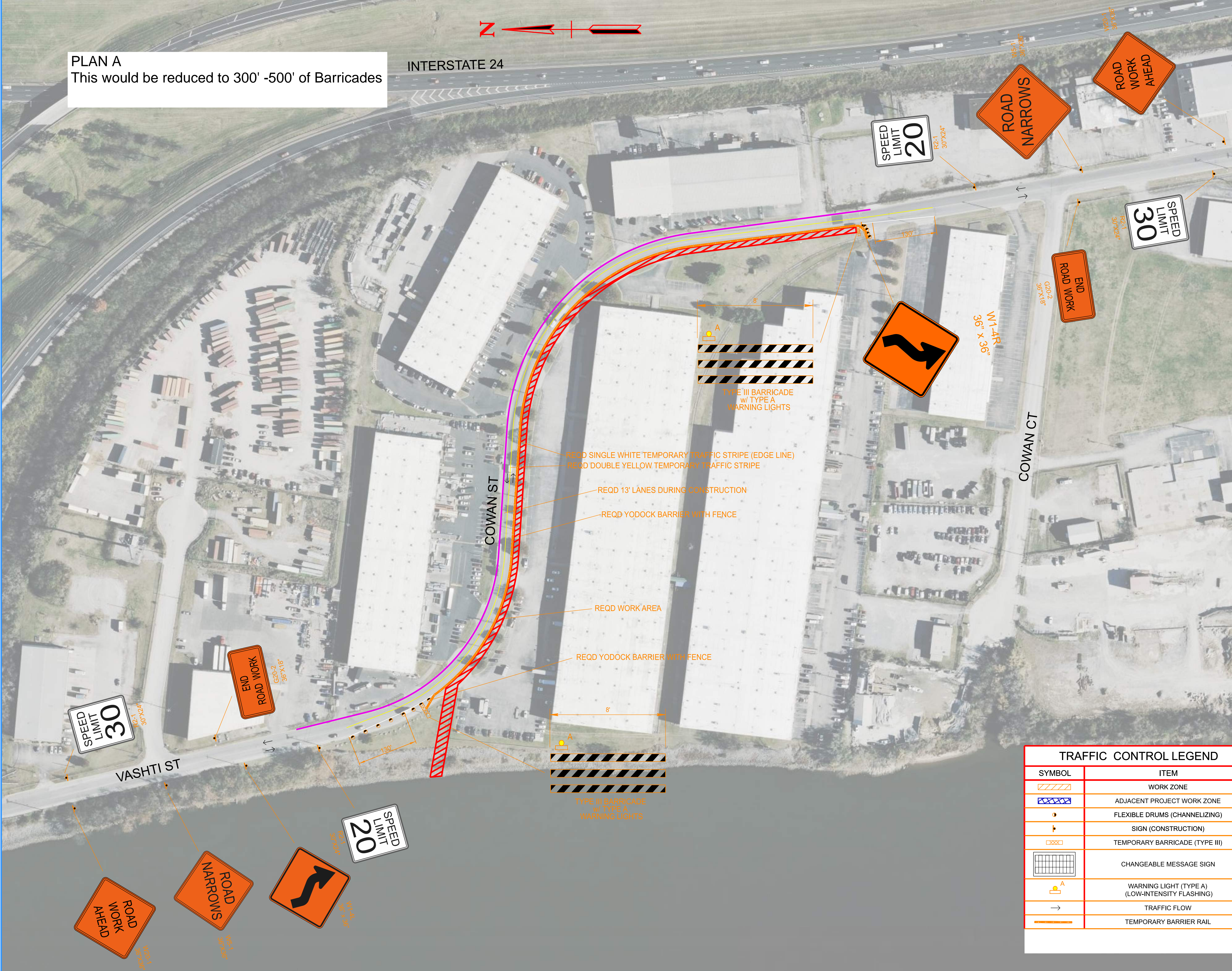
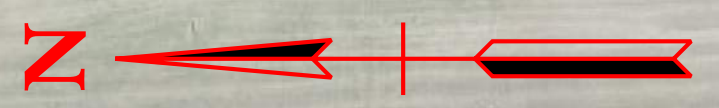
There is a road  
crossing for storm  
that will require road  
closure -20' deep  
TBD-

Existing layout of  
Oracle Property

Cowan Street  
2 -13' lanes  
6/30/26- 3/15/2027

**PLAN A**  
This would be reduced to 300' -500' of Barricades

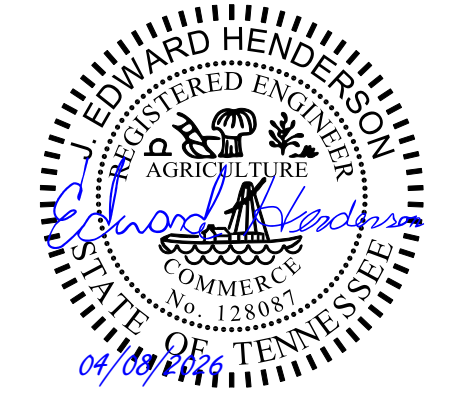
INTERSTATE 24



- NOTES:
1. THIS TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO INSTALL TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
  2. THIS TRAFFIC CONTROL PLAN IS INTENDED TO SERVE AS A GUIDE ONLY. ADDITIONAL SIGNS, CHANNELIZING DEVICES, AND OTHER TRAFFIC CONTROL DEVICES MAY BE REQUIRED DURING CONSTRUCTION.
  3. TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS THE RELATED CONDITIONS ARE PRESENT REQUIRING SUCH WARNING. DEVICES USED SPORADICALLY MAY REMAIN IN PLACE PROVIDED THE SIGN FACE IS COVERED.
  4. PROVISIONS SHALL BE MADE AT ALL TIMES TO EXPEDITE THE MOVEMENT OF EMERGENCY VEHICLES THROUGH THE WORK ZONE.
  5. THE CONTRACTOR SHALL COORDINATE WITH ANY ADJACENT CONSTRUCTION PROJECTS SO THAT CONFLICTING TRAFFIC CONTROL ROUTES OR SIGNAGE ARE NOT IN PLACE AT THE SAME TIME.
  6. BREAKS IN THE PORTABLE BARRIER AND WORK ZONE ACCESS TO ADJACENT BUSINESSES ARE NOT SHOWN ON THIS PLAN. THE CONTRACTOR SHALL CONTACT ADJACENT BUSINESSES TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS TO PARKING AREAS. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES UNLESS OTHERWISE APPROVED BY THE ENGINEER. ACCESS MANAGEMENT MAY REQUIRE ADDITIONAL TRAFFIC CONTROL DEVICES, INCLUDING TYPE III BARRICADES, ADDITIONAL PORTABLE BARRIER, TEMPORARY TRAFFIC CONTROL SIGNS, OR OTHER DEVICES AS REQUIRED.
  7. BARRIER AND FENCE SHALL NOT OBSTRUCT THE INTERSECTION SIGHT TRIANGLES AT DRIVEWAYS. SIGHT TRIANGLES SHALL BE ESTABLISHED IN ACCORDANCE WITH AASHTO GREEN BOOK, 7TH EDITION, CHAPTER 9 FOR A STOP-CONTROLLED INTERSECTION AT 20 MPH (LEFT SIGHT LEG = 225 FT, RIGHT SIGHT LEG = 195 FT, DECISION POINT = 15 FT FROM NEAR EDGE OF TRAVEL LANE). CONTRACTOR SHALL FIELD VERIFY SIGHT TRIANGLE CLEARANCE PRIOR TO INSTALLATION OF ANY BARRIER OR FENCE. IF A CLEAR LINE OF SIGHT CANNOT BE PROVIDED, THE DRIVEWAY SHALL BE CLOSED.
  8. EXISTING TRAFFIC CONTROL DEVICES AND MARKINGS WHICH CONFLICT WITH THE PROPOSED TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED DURING OPERATION.
  9. DRUM SPACING SHALL BE 30 FEET, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	ADJACENT PROJECT WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE III)
	CHANGEABLE MESSAGE SIGN
	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
	TRAFFIC FLOW
	TEMPORARY BARRIER RAIL

SEALED BY



**GARNEY CONSTRUCTION**

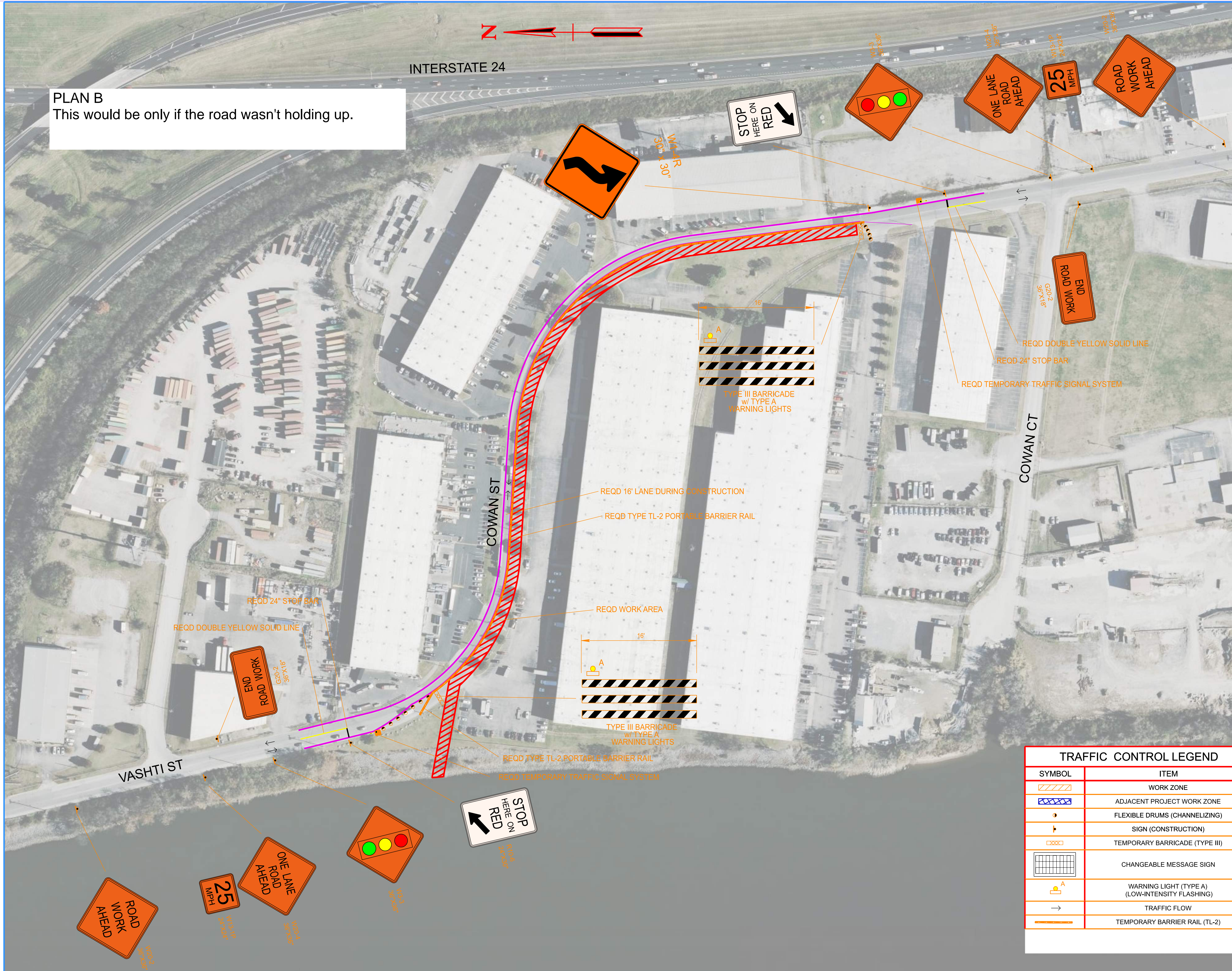
DOWNTOWN NASHVILLE TRAFFIC CONTROL

**COWAN STREET ROAD WORK**

\$\$\$\$\$TIMES\$\$\$\$\$  
\$\$\$\$\$DONSPEC\$\$\$\$\$

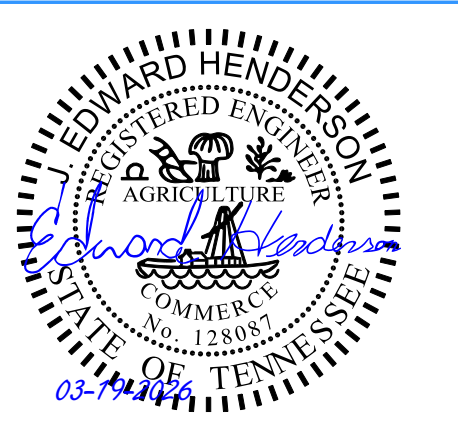
**PLAN B**  
This would be only if the road wasn't holding up.

INTERSTATE 24



- NOTES:
1. THIS TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO INSTALL TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
  2. THIS TRAFFIC CONTROL PLAN IS INTENDED TO SERVE AS A GUIDE ONLY. ADDITIONAL SIGNS, CHANNELIZING DEVICES, AND OTHER TRAFFIC CONTROL DEVICES MAY BE REQUIRED DURING CONSTRUCTION.
  3. TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS THE RELATED CONDITIONS ARE PRESENT REQUIRING SUCH WARNING. DEVICES USED SPORADICALLY MAY REMAIN IN PLACE PROVIDED THE SIGN FACE IS COVERED.
  4. PROVISIONS SHALL BE MADE AT ALL TIMES TO EXPEDITE THE MOVEMENT OF EMERGENCY VEHICLES THROUGH THE WORK ZONE.
  5. THE CONTRACTOR SHALL COORDINATE WITH ANY ADJACENT CONSTRUCTION PROJECTS SO THAT CONFLICTING TRAFFIC CONTROL ROUTES OR SIGNAGE ARE NOT IN PLACE AT THE SAME TIME.
  6. THE CONTRACTOR SHALL CONTACT ADJACENT BUSINESSES TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS TO PARKING AREAS. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES. ACCESS MANAGEMENT MAY REQUIRE ADDITIONAL TRAFFIC CONTROL DEVICES SUCH AS TYPE III BARRICADES, PORTABLE BARRIER (TL-2), TEMPORARY TRAFFIC CONTROL SIGNS, OR OTHER DEVICES AS NEEDED.
  7. THE CONTRACTOR SHALL PROVIDE DADS/RDTS AT ALL COMMERCIAL DRIVEWAYS LOCATED WITHIN THE TEMPORARY ONE-LANE, TWO-WAY TRAFFIC CONTROL SECTION. INSTALLATION AND OPERATION SHALL BE COORDINATED WITH THE TEMPORARY SIGNAL OPERATION.
  8. THE TEMPORARY SIGNAL TIMINGS SHOWN ARE INITIAL STARTING VALUES ONLY. THE CONTRACTOR SHALL FIELD ADJUST THE TEMPORARY SIGNAL TIMINGS AS NECESSARY TO PROVIDE SAFE AND EFFICIENT TRAFFIC OPERATIONS AND TO ENSURE THE ONE-LANE SECTION IS CLEAR OF TRAFFIC PRIOR TO RELEASING OPPOSING TRAFFIC. INITIAL TIMINGS SHALL BE AS FOLLOWS:  
  
GREEN A: 20 SECONDS  
YELLOW A: 4 SECONDS  
ALL-RED AFTER GREEN A: 75 SECONDS  
GREEN B: 20 SECONDS  
YELLOW B: 4 SECONDS  
ALL-RED AFTER GREEN B: 75 SECONDS
  9. THE TEMPORARY TRAFFIC SIGNAL SYSTEM SHALL BE THE HORIZON SQ2 SYSTEM, HORIZON SQ3TS SYSTEM, JOHN THOMAS PTS-2000, JOHN THOMAS SENTINEL PTS, OR APPROVED EQUAL. EACH ROADWAY APPROACH SHALL BE PROVIDED WITH A MINIMUM OF TWO THREE-SECTION SIGNAL HEADS. DADS/RDTS SHALL BE THE MANUFACTURER'S COMPATIBLE COMPANION DEVICE FOR THE SELECTED TEMPORARY TRAFFIC SIGNAL SYSTEM, OR AN APPROVED EQUAL THAT IS FULLY COMPATIBLE WITH AND CAPABLE OF COORDINATED OPERATION WITH THE SELECTED SYSTEM. ALL EQUIPMENT SHALL BE INSTALLED, OPERATED, AND MAINTAINED IN ACCORDANCE WITH THE PLANS AND APPLICABLE MUTCD REQUIREMENTS.
  10. DRUM SPACING SHALL BE 30 FEET, OR AS DIRECTED BY THE ENGINEER.

SEALED BY



**GARNEY CONSTRUCTION**

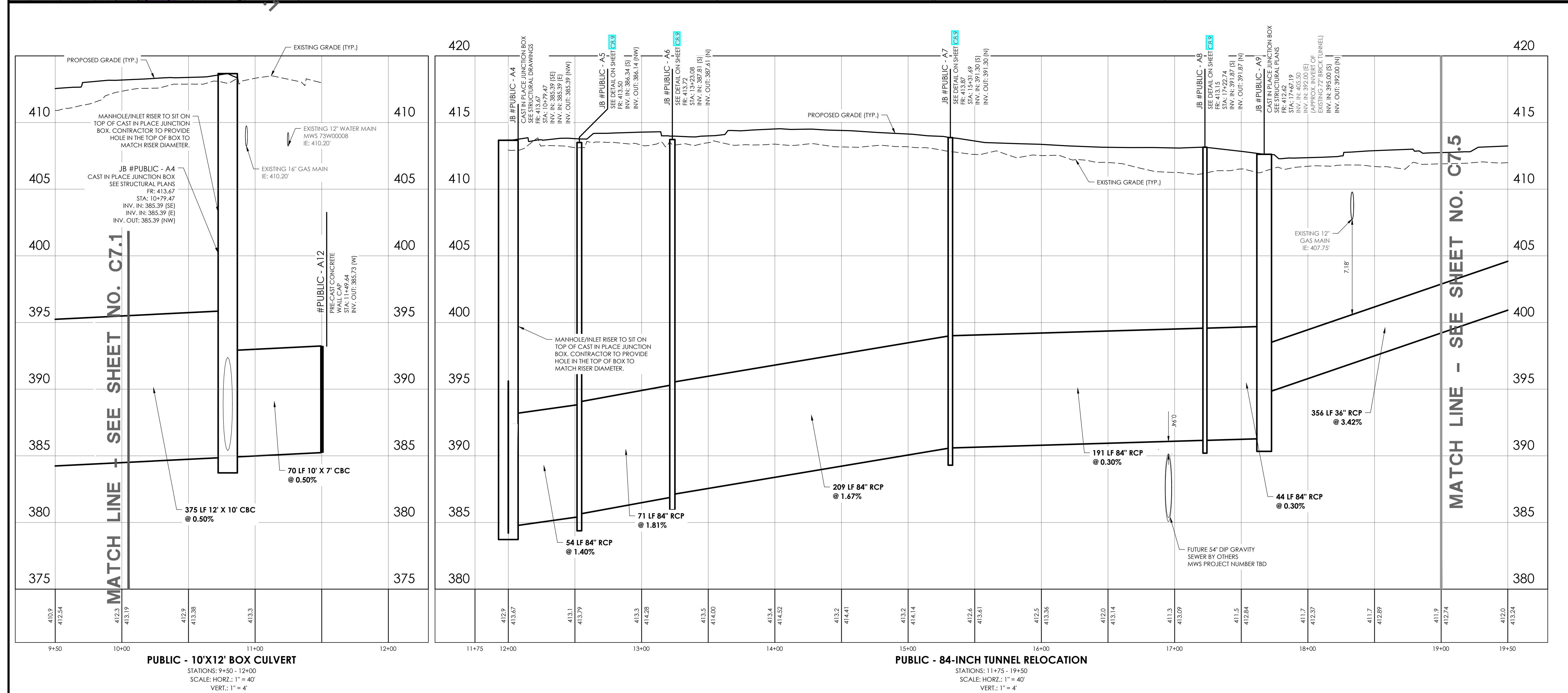
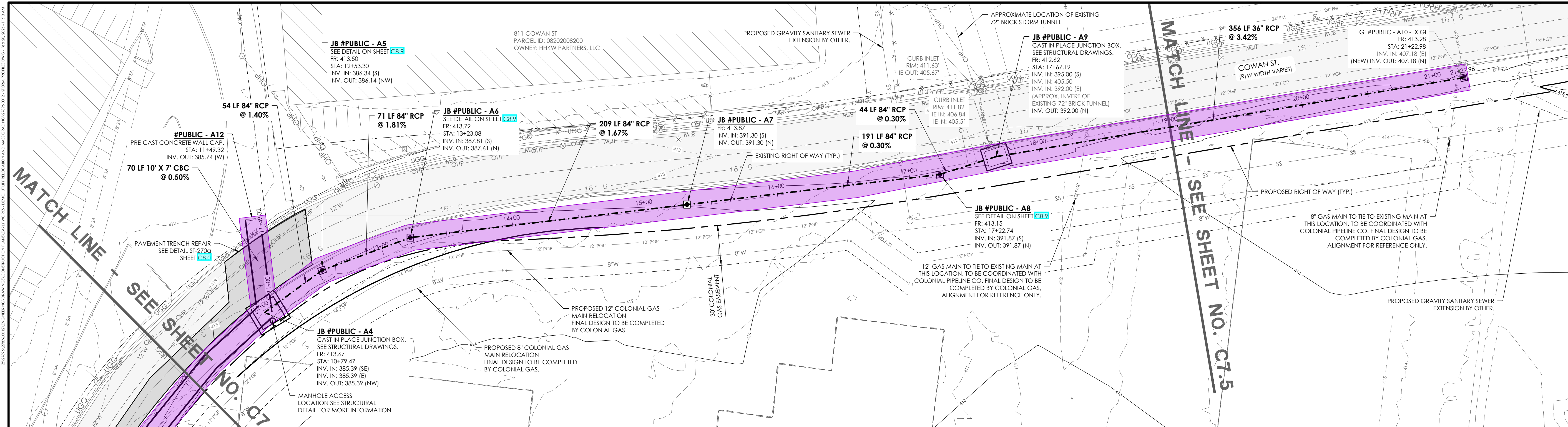
DOWNTOWN NASHVILLE  
TRAFFIC CONTROL

**COWAN STREET  
CLOSURE**

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	ADJACENT PROJECT WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE III)
	CHANGEABLE MESSAGE SIGN
	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
	TRAFFIC FLOW
	TEMPORARY BARRIER RAIL (TL-2)

\$\$\$\$\$TIMES\$\$\$\$\$  
\$\$\$\$\$DONSPEC\$\$\$\$\$





ISSUED FOR CONSTRUCTION

NO.	REVISIONS	BY	DATE



**THOMAS & HUTTON**

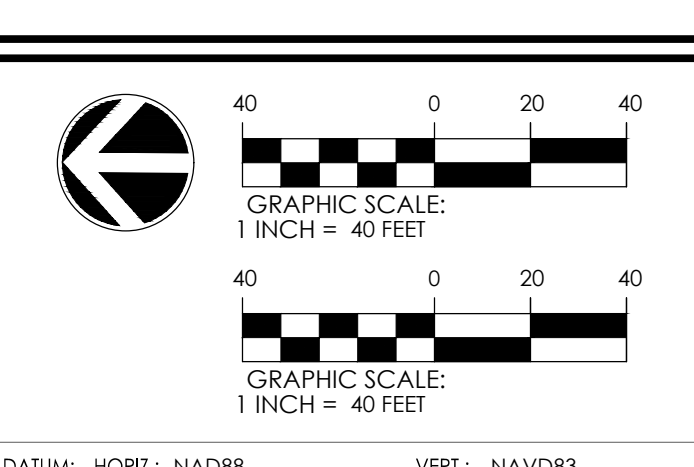
500 11th Avenue, N. • Suite 800  
Nashville, TN 37203 • 615.349.4990  
www.thomasandhutton.com

**PUBLIC DRAINAGE  
RELOCATION PLAN & PROFILE**

RIVER NORTH EARLY WORKS  
SITE DEMOLITION, GRADING, &  
UTILITIES

PROJECT LOCATION:  
DAVIDSON COUNTY  
NASHVILLE, TN

CLIENT/OWNER:  
ORACLE AMERICA INC.  
500 ORACLE PKWY  
REDWOOD CITY, CA 94065



DATUM: HORIZ.: NAD88      VERT.: NAVD83

JOB NO: 27896.0012  
DATE: 06/18/2025  
DRAWN: CBH & AGR  
DESIGNED: CSH & AGR  
REVIEWED: CG  
APPROVED: CG  
SCALE: SEE SCALE BAR

C7.2



# Relocated box culvert

CONNECT TO EXISTING SEWER MAIN

APPROXIMATE LOCATION OF  
EXISTING PUMP STATION

PROPOSED 54" GRAVITY SEWER  
TO PROPOSED LIFT STATION

Crossing

Crossing

Existing  
66" FM  
across  
the  
property

Existing  
72" SD  
across  
property

Talk about SD  
Culvert relocation

**COWAN STREET CLOSURE**  
12/03/26-12/14/26  
-66" FORCE MAIN TIE-IN  
02/23/27-03/01/27  
-12" WATER LINE TIE-IN

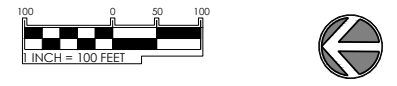
**MARINE DRIVE TOTAL CLOSURE**  
03/15/26-06/01/27  
-INSTALL 12" SANITARY SEWER  
-INSTALL 12" WATER LINE  
-INSTALL 30" SANITARY SEWER  
-INSTALL 66" FORCE MAIN  
-RECONSTRUCT RIGHT OF WAY TO FINAL CONDITION

**PARKING LOT CONNECTION**  
02/04/26-03/15/26

**RIVER NORTH BLVD & WATERSIDE DRIVE TOTAL CLOSURE**  
02/04/26-3/15/26  
-INSTALL 48" STORM CROSSING AND TIE-IN AT WATERSIDE DRIVE.  
-INSTALL CASING PIPE FOR FORCE MAIN CROSSING AT WATERSIDE DRIVE  
-INSTALL CASING PIPE FOR FORCE MAIN CROSSING AT RIVER NORTH BLVD

**LANE ENCROACHMENT BOWLINE AVE**  
04/08/26-05/27/26  
-INSTALL 54" AND 60" STORM LINE PARALLEL TO BOWLINE AVE.  
-POSSIBLE LANE ENCROACHMENT, NO TOTAL CLOSURE.

**WATERSIDE DRIVE CLOSURE**  
08/18/26-08/24/26  
-12" SANITARY SEWER TIE-IN  
02/23/27-03/01/27  
-12" WATER LINE TIE-IN



- ROADWAY CLOSURES**  
 MARINE DRIVE:  
 RIVER NORTH BLVD (INTERIM):  
 WATERSIDE DRIVE:  
 WATERSIDE/MARINE INTERSECTION:  
 RIVER NORTH BLVD (PERMANENT):  
 COWAN STREET @ MARINE:

PUBLIC UTILITY MASTER PHASING PLAN  
**RIVER NORTH**  
 NASHVILLE, TN  
 DECEMBER 22, 2025

**THOMAS & HUTTON**  
 500 11th Avenue, N. • Suite 800  
 Nashville, TN 37203 • 615.349.4990  
 www.thomasandhutton.com

This map illustrates a general plan of the development which is for discussion purposes only, does not limit or bind the owner/developer, and is subject to change and revision without prior written notice to the holder. Dimensions, boundaries and position locations are for illustrative purposes only and are subject to an accurate survey and property description.  
 COPYRIGHT © 2020 THOMAS & HUTTON

Cowan Street  
2 -13' lanes  
6/30/26- 3/15/2027

Existing layout of Oracle Property



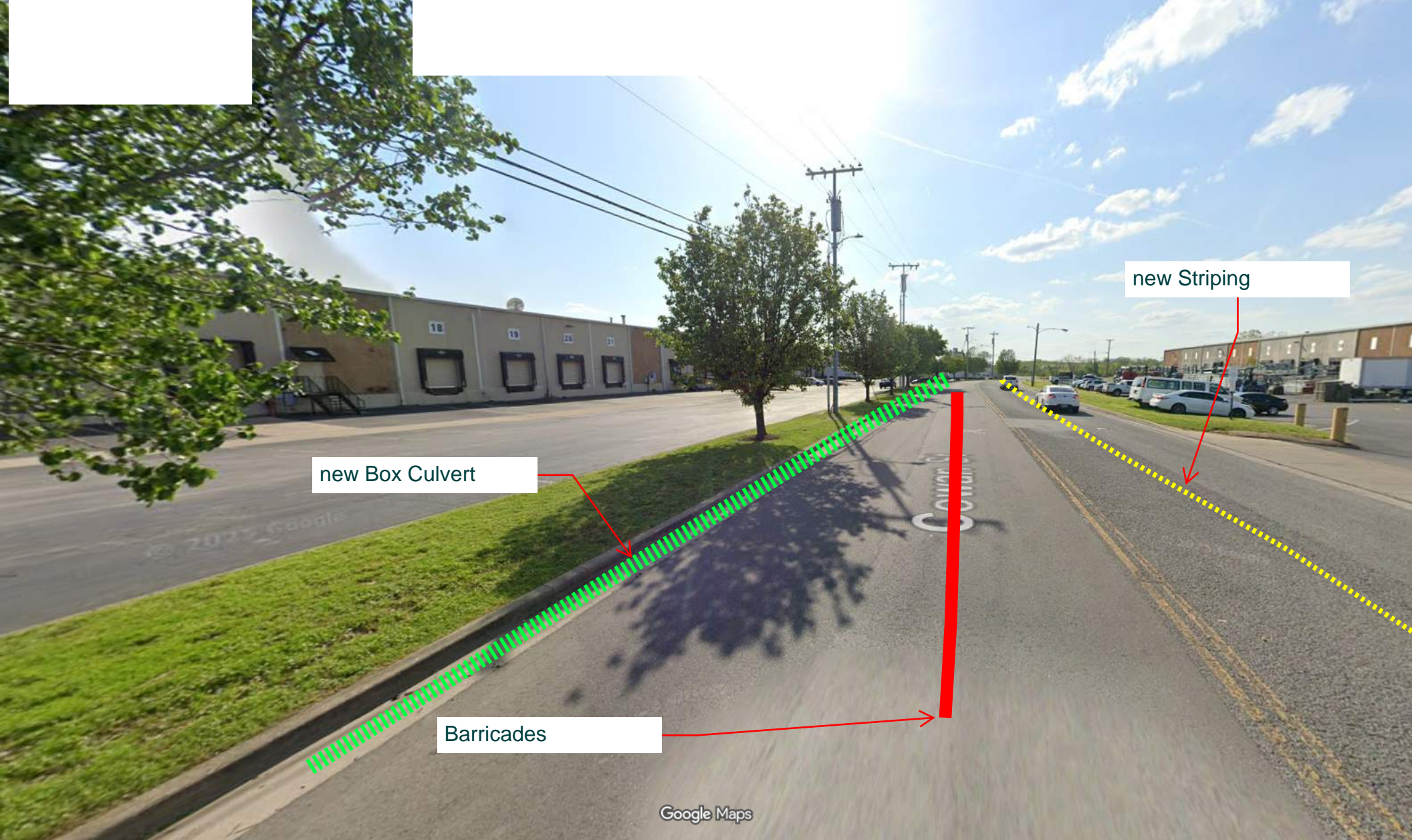
There is a road crossing for storm that will require road closure -20' deep TBD-

Cowan Street closure 11-12/2026 TBD

Marine Drive Closed 3/30/26- 6/2027



# Cowan Street



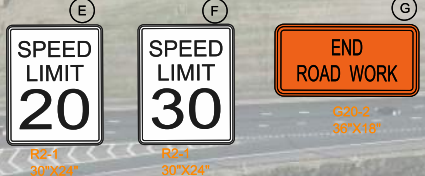
new Box Culvert

Barricades

new Striping

Google Maps





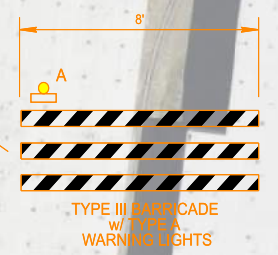
INTERSTATE 24

COWAN ST

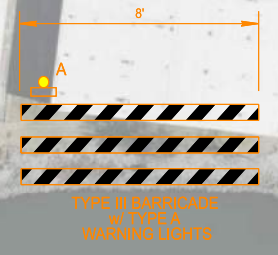
COWAN CT

VASHTI ST

REQD 13' LANES DURING CONSTRUCTION



- REQD SINGLE WHITE TEMPORARY TRAFFIC STRIPE (EDGE LINE)
- REQD DOUBLE YELLOW TEMPORARY TRAFFIC STRIPE
- REQD WORK AREA
- REQD YODOCK BARRIER WITH FENCE



- NOTES:
1. THIS TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO INSTALL TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
  2. THIS TRAFFIC CONTROL PLAN IS INTENDED TO SERVE AS A GUIDE ONLY. ADDITIONAL SIGNS, CHANNELIZING DEVICES, AND OTHER TRAFFIC CONTROL DEVICES MAY BE REQUIRED DURING CONSTRUCTION.
  3. TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS THE RELATED CONDITIONS ARE PRESENT REQUIRING SUCH WARNING. DEVICES USED SPORADICALLY MAY REMAIN IN PLACE PROVIDED THE SIGN FACE IS COVERED.
  4. PROVISIONS SHALL BE MADE AT ALL TIMES TO EXPEDITE THE MOVEMENT OF EMERGENCY VEHICLES THROUGH THE WORK ZONE.
  5. THE CONTRACTOR SHALL COORDINATE WITH ANY ADJACENT CONSTRUCTION PROJECTS SO THAT CONFLICTING TRAFFIC CONTROL ROUTES OR SIGNAGE ARE NOT IN PLACE AT THE SAME TIME.
  6. THE CONTRACTOR SHALL CONTACT ADJACENT BUSINESSES TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS TO PARKING AREAS. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES UNLESS OTHERWISE APPROVED BY THE ENGINEER. ACCESS MANAGEMENT MAY REQUIRE ADDITIONAL TRAFFIC CONTROL DEVICES, INCLUDING TYPE III BARRICADES, ADDITIONAL PORTABLE BARRIER, TEMPORARY TRAFFIC CONTROL SIGNS, OR OTHER DEVICES AS REQUIRED.
  7. PORTABLE BARRIER AND FENCE SHALL NOT OBSTRUCT DEPARTURE SIGHT TRIANGLES AT ACTIVE DRIVEWAYS. SIGHT DISTANCE SHALL BE PROVIDED FOR A STOP-CONTROLLED DRIVEWAY IN ACCORDANCE WITH AASHTO GREEN BOOK, 7TH EDITION, CHAPTER 9. PROVIDE A MINIMUM SIGHT DISTANCE ALONG COWAN ST OF 225 FT TO THE LEFT AND 195 FT TO THE RIGHT, MEASURED FROM THE STOPPED DRIVER POSITION AT THE DRIVEWAY. APPROXIMATE AREAS WHERE THE WORK ZONE CONFLICTS WITH DRIVEWAY SIGHT TRIANGLES ARE SHOWN IN MAGENTA. THE CONTRACTOR SHALL FIELD VERIFY SIGHT DISTANCE PRIOR TO INSTALLATION OF ANY BARRIER OR FENCE AND SHALL MAINTAIN THE REQUIRED SIGHT DISTANCE WHILE THE DRIVEWAY IS OPEN TO TRAFFIC. IF THE REQUIRED SIGHT DISTANCE CANNOT BE PROVIDED OR MAINTAINED, THE DRIVEWAY SHALL NOT OPERATE UNCONTROLLED. THE CONTRACTOR SHALL PROVIDE TRAINED FLAGGERS TO CONTROL MAINLINE AND DRIVEWAY TRAFFIC, INSTALL AN APPROVED TEMPORARY TRAFFIC SIGNAL, IMPLEMENT APPROVED TEMPORARY ALL-WAY STOP CONTROL, OR CLOSE THE DRIVEWAY AS APPROVED BY THE ENGINEER.
  8. EXISTING TRAFFIC CONTROL DEVICES AND MARKINGS WHICH CONFLICT WITH THE PROPOSED TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED DURING OPERATION.
  9. DRUM SPACING SHALL BE 30 FEET, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	ADJACENT PROJECT WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE III)
	CHANGEABLE MESSAGE SIGN
	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
	TRAFFIC FLOW
	TEMPORARY BARRIER RAIL
	APPROXIMATE DRIVEWAY SIGHT-DISTANCE CONFLICT AREA

SEALED BY

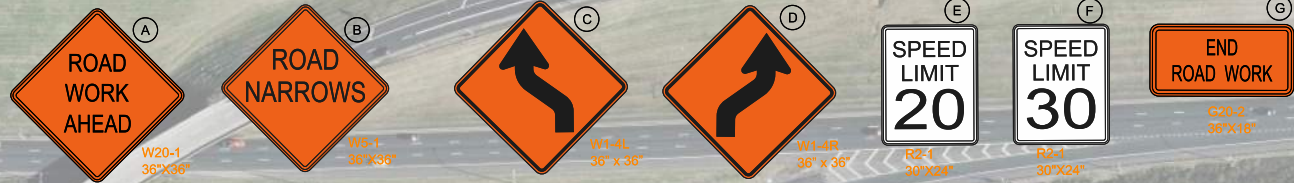


GARNEY CONSTRUCTION

DOWNTOWN NASHVILLE TRAFFIC CONTROL

COWAN STREET LANE NARROWING SEGMENT B

\$\$\$\$\$TIMES\$\$\$\$\$  
\$\$\$\$\$DGN\$PEC\$\$\$\$\$



INTERSTATE 24

\$\$\$\$\$TIMES\$\$\$\$\$  
 \$\$\$DGN\$PEC\$\$\$\$\$



- NOTES:
1. THIS TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO INSTALL TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
  2. THIS TRAFFIC CONTROL PLAN IS INTENDED TO SERVE AS A GUIDE ONLY. ADDITIONAL SIGNS, CHANNELIZING DEVICES, AND OTHER TRAFFIC CONTROL DEVICES MAY BE REQUIRED DURING CONSTRUCTION.
  3. TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS THE RELATED CONDITIONS ARE PRESENT REQUIRING SUCH WARNING. DEVICES USED SPORADICALLY MAY REMAIN IN PLACE PROVIDED THE SIGN FACE IS COVERED.
  4. PROVISIONS SHALL BE MADE AT ALL TIMES TO EXPEDITE THE MOVEMENT OF EMERGENCY VEHICLES THROUGH THE WORK ZONE.
  5. THE CONTRACTOR SHALL COORDINATE WITH ANY ADJACENT CONSTRUCTION PROJECTS SO THAT CONFLICTING TRAFFIC CONTROL ROUTES OR SIGNAGE ARE NOT IN PLACE AT THE SAME TIME.
  6. THE CONTRACTOR SHALL CONTACT ADJACENT BUSINESSES TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS TO PARKING AREAS. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES UNLESS OTHERWISE APPROVED BY THE ENGINEER. ACCESS MANAGEMENT MAY REQUIRE ADDITIONAL TRAFFIC CONTROL DEVICES, INCLUDING TYPE III BARRICADES, ADDITIONAL PORTABLE BARRIER, TEMPORARY TRAFFIC CONTROL SIGNS, OR OTHER DEVICES AS REQUIRED.
  7. PORTABLE BARRIER AND FENCE SHALL NOT OBSTRUCT DEPARTURE SIGHT TRIANGLES AT ACTIVE DRIVEWAYS. SIGHT DISTANCE SHALL BE PROVIDED FOR A STOP-CONTROLLED DRIVEWAY IN ACCORDANCE WITH AASHTO GREEN BOOK, 7TH EDITION, CHAPTER 9. PROVIDE A MINIMUM SIGHT DISTANCE ALONG COWAN ST OF 225 FT TO THE LEFT AND 195 FT TO THE RIGHT, MEASURED FROM THE STOPPED DRIVER POSITION AT THE DRIVEWAY. APPROXIMATE AREAS WHERE THE WORK ZONE CONFLICTS WITH DRIVEWAY SIGHT TRIANGLES ARE SHOWN IN MAGENTA. THE CONTRACTOR SHALL FIELD VERIFY SIGHT DISTANCE PRIOR TO INSTALLATION OF ANY BARRIER OR FENCE AND SHALL MAINTAIN THE REQUIRED SIGHT DISTANCE WHILE THE DRIVEWAY IS OPEN TO TRAFFIC. IF THE REQUIRED SIGHT DISTANCE CANNOT BE PROVIDED OR MAINTAINED, THE DRIVEWAY SHALL NOT OPERATE UNCONTROLLED. THE CONTRACTOR SHALL PROVIDE TRAINED FLAGGERS TO CONTROL MAINLINE AND DRIVEWAY TRAFFIC, INSTALL AN APPROVED TEMPORARY TRAFFIC SIGNAL, IMPLEMENT APPROVED TEMPORARY ALL-WAY STOP CONTROL, OR CLOSE THE DRIVEWAY AS APPROVED BY THE ENGINEER.
  8. EXISTING TRAFFIC CONTROL DEVICES AND MARKINGS WHICH CONFLICT WITH THE PROPOSED TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED DURING OPERATION.
  9. DRUM SPACING SHALL BE 30 FEET, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	ADJACENT PROJECT WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE III)
	CHANGEABLE MESSAGE SIGN
	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
	TRAFFIC FLOW
	TEMPORARY BARRIER RAIL
	APPROXIMATE DRIVEWAY SIGHT-DISTANCE CONFLICT AREA

SEALED BY

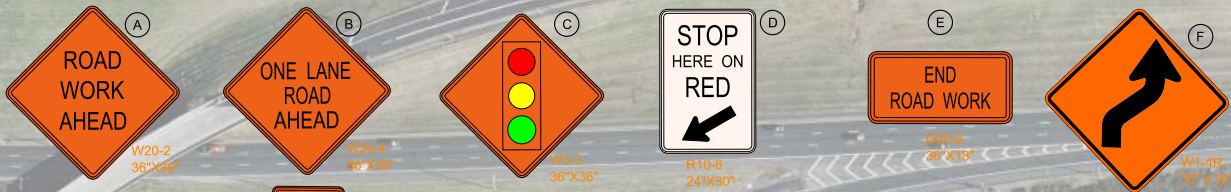
thompson ENGINEERING

GARNEY CONSTRUCTION

DOWNTOWN NASHVILLE TRAFFIC CONTROL

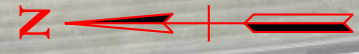
COWAN STREET LANE NARROWING SEGMENT C





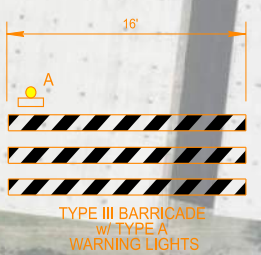
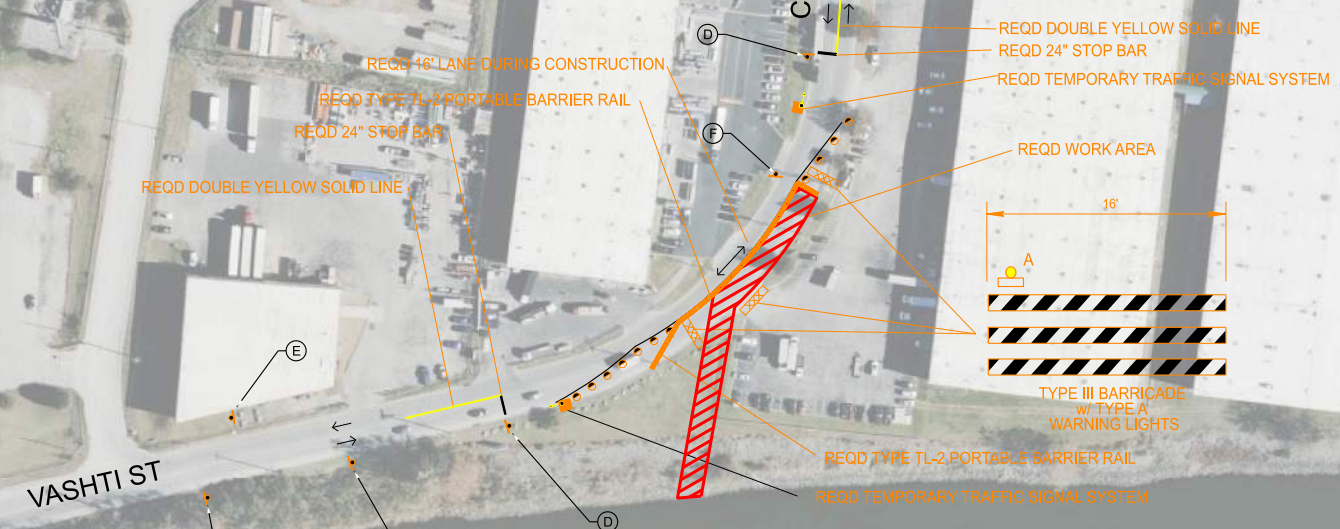
INTERSTATE 24

Plan B



- NOTES:
1. THIS TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO INSTALL TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
  2. THIS TRAFFIC CONTROL PLAN IS INTENDED TO SERVE AS A GUIDE ONLY. ADDITIONAL SIGNS, CHANNELIZING DEVICES, AND OTHER TRAFFIC CONTROL DEVICES MAY BE REQUIRED DURING CONSTRUCTION.
  3. TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS THE RELATED CONDITIONS ARE PRESENT REQUIRING SUCH WARNING. DEVICES USED SPORADICALLY MAY REMAIN IN PLACE PROVIDED THE SIGN FACE IS COVERED.
  4. PROVISIONS SHALL BE MADE AT ALL TIMES TO EXPEDITE THE MOVEMENT OF EMERGENCY VEHICLES THROUGH THE WORK ZONE.
  5. THE CONTRACTOR SHALL COORDINATE WITH ANY ADJACENT CONSTRUCTION PROJECTS SO THAT CONFLICTING TRAFFIC CONTROL ROUTES OR SIGNAGE ARE NOT IN PLACE AT THE SAME TIME.
  6. THE CONTRACTOR SHALL CONTACT ADJACENT BUSINESSES TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS TO PARKING AREAS. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES. ACCESS MANAGEMENT MAY REQUIRE ADDITIONAL TRAFFIC CONTROL DEVICES SUCH AS TYPE III BARRICADES, PORTABLE BARRIER (TL-2), TEMPORARY TRAFFIC CONTROL SIGNS, OR OTHER DEVICES AS NEEDED.
  7. THE CONTRACTOR SHALL PROVIDE DADS/RDTS AT ALL COMMERCIAL DRIVEWAYS LOCATED WITHIN THE TEMPORARY ONE-LANE, TWO-WAY TRAFFIC CONTROL SECTION. INSTALLATION AND OPERATION SHALL BE COORDINATED WITH THE TEMPORARY SIGNAL OPERATION.
  8. THE TEMPORARY SIGNAL TIMINGS SHOWN ARE INITIAL STARTING VALUES ONLY. THE CONTRACTOR SHALL FIELD ADJUST THE TEMPORARY SIGNAL TIMINGS AS NECESSARY TO PROVIDE SAFE AND EFFICIENT TRAFFIC OPERATIONS AND TO ENSURE THE ONE-LANE SECTION IS CLEAR OF TRAFFIC PRIOR TO RELEASING OPPOSING TRAFFIC. INITIAL TIMINGS SHALL BE AS FOLLOWS:  
 GREEN A: 20 SECONDS  
 YELLOW A: 4 SECONDS  
 ALL-RED AFTER GREEN A: 15 SECONDS  
 GREEN B: 20 SECONDS  
 YELLOW B: 4 SECONDS  
 ALL-RED AFTER GREEN B: 15 SECONDS
  9. THE TEMPORARY TRAFFIC SIGNAL SYSTEM SHALL BE THE HORIZON SQ2 SYSTEM, HORIZON SQ3TS SYSTEM, JOHN THOMAS PTS-2000, JOHN THOMAS SENTINEL PTS, OR APPROVED EQUAL. EACH ROADWAY APPROACH SHALL BE PROVIDED WITH A MINIMUM OF TWO THREE-SECTION SIGNAL HEADS, DADS/RDTS SHALL BE THE MANUFACTURER'S COMPATIBLE COMPANION DEVICE FOR THE SELECTED TEMPORARY TRAFFIC SIGNAL SYSTEM, OR AN APPROVED EQUAL THAT IS FULLY COMPATIBLE WITH AND CAPABLE OF COORDINATED OPERATION WITH THE SELECTED SYSTEM. ALL EQUIPMENT SHALL BE INSTALLED, OPERATED, AND MAINTAINED IN ACCORDANCE WITH THE PLANS AND APPLICABLE MUTCD REQUIREMENTS.
  10. DRUM SPACING SHALL BE 30 FEET, OR AS DIRECTED BY THE ENGINEER.

\$\$\$\$\$TIMES\$\$\$\$\$  
 \$\$\$DGN\$PEC\$\$\$



COWAN CT

VASHTI ST

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	ADJACENT PROJECT WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE III)
	CHANGEABLE MESSAGE SIGN
	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
	TRAFFIC FLOW
	TEMPORARY BARRIER RAIL (TL-2)

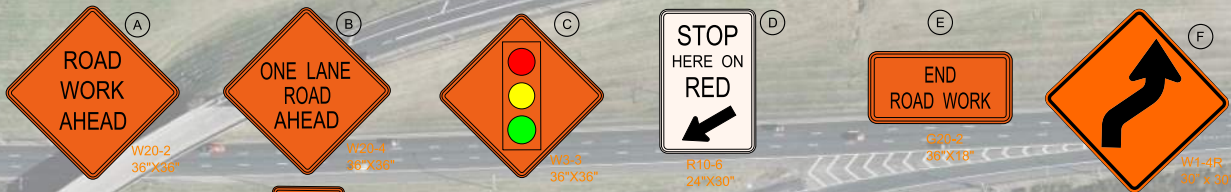
SEALED BY

thompson ENGINEERING

GARNEY CONSTRUCTION

DOWNTOWN NASHVILLE TRAFFIC CONTROL

COWAN STREET TEMPORARY SIGNAL SEGMENT A



INTERSTATE 24



- NOTES:
1. THIS TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO INSTALL TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
  2. THIS TRAFFIC CONTROL PLAN IS INTENDED TO SERVE AS A GUIDE ONLY. ADDITIONAL SIGNS, CHANNELIZING DEVICES, AND OTHER TRAFFIC CONTROL DEVICES MAY BE REQUIRED DURING CONSTRUCTION.
  3. TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS THE RELATED CONDITIONS ARE PRESENT REQUIRING SUCH WARNING. DEVICES USED SPORADICALLY MAY REMAIN IN PLACE PROVIDED THE SIGN FACE IS COVERED.
  4. PROVISIONS SHALL BE MADE AT ALL TIMES TO EXPEDITE THE MOVEMENT OF EMERGENCY VEHICLES THROUGH THE WORK ZONE.
  5. THE CONTRACTOR SHALL COORDINATE WITH ANY ADJACENT CONSTRUCTION PROJECTS SO THAT CONFLICTING TRAFFIC CONTROL ROUTES OR SIGNAGE ARE NOT IN PLACE AT THE SAME TIME.
  6. THE CONTRACTOR SHALL CONTACT ADJACENT BUSINESSES TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS TO PARKING AREAS. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES. ACCESS MANAGEMENT MAY REQUIRE ADDITIONAL TRAFFIC CONTROL DEVICES SUCH AS TYPE III BARRICADES, PORTABLE BARRIER (TL-2), TEMPORARY TRAFFIC CONTROL SIGNS, OR OTHER DEVICES AS NEEDED.
  7. THE CONTRACTOR SHALL PROVIDE DADS/RDTS AT ALL COMMERCIAL DRIVEWAYS LOCATED WITHIN THE TEMPORARY ONE-LANE, TWO-WAY TRAFFIC CONTROL SECTION. INSTALLATION AND OPERATION SHALL BE COORDINATED WITH THE TEMPORARY SIGNAL OPERATION.
  8. THE TEMPORARY SIGNAL TIMINGS SHOWN ARE INITIAL STARTING VALUES ONLY. THE CONTRACTOR SHALL FIELD ADJUST THE TEMPORARY SIGNAL TIMINGS AS NECESSARY TO PROVIDE SAFE AND EFFICIENT TRAFFIC OPERATIONS AND TO ENSURE THE ONE-LANE SECTION IS CLEAR OF TRAFFIC PRIOR TO RELEASING OPPOSING TRAFFIC. INITIAL TIMINGS SHALL BE AS FOLLOWS:  
 GREEN A: 20 SECONDS  
 YELLOW A: 4 SECONDS  
 ALL-RED AFTER GREEN A: 20 SECONDS  
 GREEN B: 20 SECONDS  
 YELLOW B: 4 SECONDS  
 ALL-RED AFTER GREEN B: 20 SECONDS
  9. THE TEMPORARY TRAFFIC SIGNAL SYSTEM SHALL BE THE HORIZON SQ2 SYSTEM, HORIZON SQ3TS SYSTEM, JOHN THOMAS PTS-2000, JOHN THOMAS SENTINEL PTS, OR APPROVED EQUAL. EACH ROADWAY APPROACH SHALL BE PROVIDED WITH A MINIMUM OF TWO THREE-SECTION SIGNAL HEADS, DADS/RDTS SHALL BE THE MANUFACTURER'S COMPATIBLE COMPANION DEVICE FOR THE SELECTED TEMPORARY TRAFFIC SIGNAL SYSTEM, OR AN APPROVED EQUAL THAT IS FULLY COMPATIBLE WITH AND CAPABLE OF COORDINATED OPERATION WITH THE SELECTED SYSTEM. ALL EQUIPMENT SHALL BE INSTALLED, OPERATED, AND MAINTAINED IN ACCORDANCE WITH THE PLANS AND APPLICABLE MUTCD REQUIREMENTS.
  10. DRUM SPACING SHALL BE 30 FEET, OR AS DIRECTED BY THE ENGINEER.

\$\$\$\$\$TIMES\$\$\$\$\$  
 \$\$\$DGN\$PEC\$\$\$

VASHTI ST

COWAN ST

COWAN CT



TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	ADJACENT PROJECT WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE III)
	CHANGEABLE MESSAGE SIGN
	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
	TRAFFIC FLOW
	TEMPORARY BARRIER RAIL (TL-2)

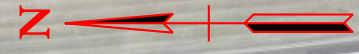
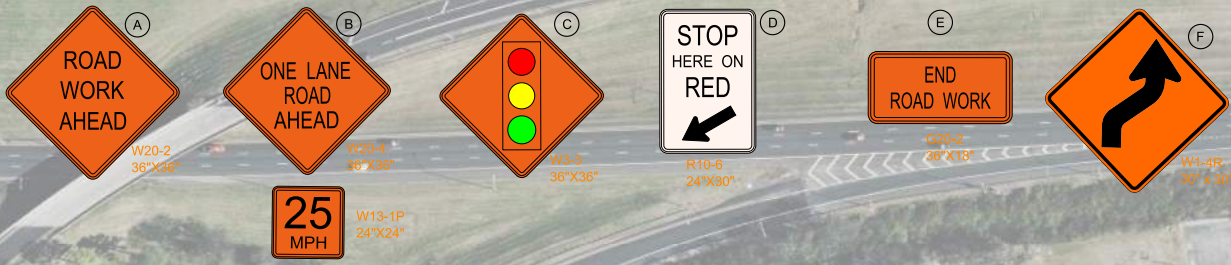
SEALED BY

thompson ENGINEERING

GARNEY CONSTRUCTION

DOWNTOWN NASHVILLE TRAFFIC CONTROL

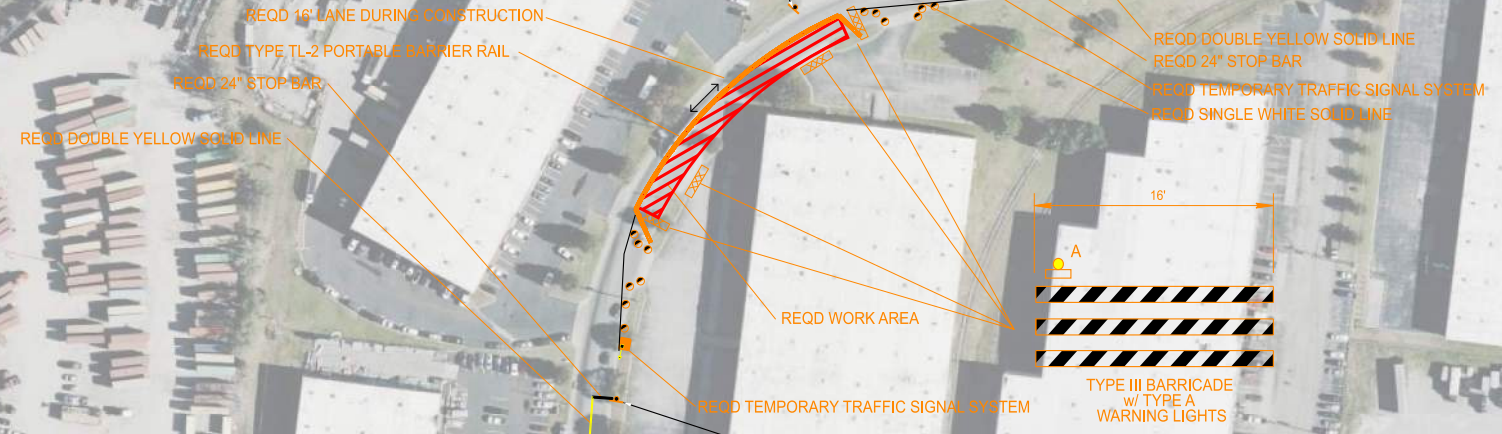
COWAN STREET TEMPORARY SIGNAL SEGMENT B



INTERSTATE 24

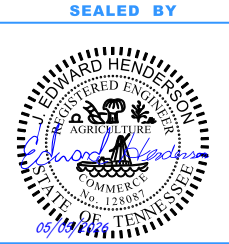
COWAN CT

VASHTI ST



- NOTES:
1. THIS TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY TO INSTALL TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
  2. THIS TRAFFIC CONTROL PLAN IS INTENDED TO SERVE AS A GUIDE ONLY. ADDITIONAL SIGNS, CHANNELIZING DEVICES, AND OTHER TRAFFIC CONTROL DEVICES MAY BE REQUIRED DURING CONSTRUCTION.
  3. TRAFFIC CONTROL DEVICES SHALL NOT BE DISPLAYED OR ERECTED UNLESS THE RELATED CONDITIONS ARE PRESENT REQUIRING SUCH WARNING. DEVICES USED SPORADICALLY MAY REMAIN IN PLACE PROVIDED THE SIGN FACE IS COVERED.
  4. PROVISIONS SHALL BE MADE AT ALL TIMES TO EXPEDITE THE MOVEMENT OF EMERGENCY VEHICLES THROUGH THE WORK ZONE.
  5. THE CONTRACTOR SHALL COORDINATE WITH ANY ADJACENT CONSTRUCTION PROJECTS SO THAT CONFLICTING TRAFFIC CONTROL ROUTES OR SIGNAGE ARE NOT IN PLACE AT THE SAME TIME.
  6. THE CONTRACTOR SHALL CONTACT ADJACENT BUSINESSES TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS TO PARKING AREAS. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES. ACCESS MANAGEMENT MAY REQUIRE ADDITIONAL TRAFFIC CONTROL DEVICES SUCH AS TYPE III BARRICADES, PORTABLE BARRIER (TL-2), TEMPORARY TRAFFIC CONTROL SIGNS, OR OTHER DEVICES AS NEEDED.
  7. THE CONTRACTOR SHALL PROVIDE DADS/RDTS AT ALL COMMERCIAL DRIVEWAYS LOCATED WITHIN THE TEMPORARY ONE-LANE, TWO-WAY TRAFFIC CONTROL SECTION. INSTALLATION AND OPERATION SHALL BE COORDINATED WITH THE TEMPORARY SIGNAL OPERATION.
  8. THE TEMPORARY SIGNAL TIMINGS SHOWN ARE INITIAL STARTING VALUES ONLY. THE CONTRACTOR SHALL FIELD ADJUST THE TEMPORARY SIGNAL TIMINGS AS NECESSARY TO PROVIDE SAFE AND EFFICIENT TRAFFIC OPERATIONS AND TO ENSURE THE ONE-LANE SECTION IS CLEAR OF TRAFFIC PRIOR TO RELEASING OPPOSING TRAFFIC. INITIAL TIMINGS SHALL BE AS FOLLOWS:  
 GREEN A: 20 SECONDS  
 YELLOW A: 4 SECONDS  
 ALL-RED AFTER GREEN A: 15 SECONDS  
 GREEN B: 20 SECONDS  
 YELLOW B: 4 SECONDS  
 ALL-RED AFTER GREEN B: 15 SECONDS
  9. THE TEMPORARY TRAFFIC SIGNAL SYSTEM SHALL BE THE HORIZON SQ2 SYSTEM, HORIZON SQ3TS SYSTEM, JOHN THOMAS PTS-2000, JOHN THOMAS SENTINEL PTS, OR APPROVED EQUAL. EACH ROADWAY APPROACH SHALL BE PROVIDED WITH A MINIMUM OF TWO THREE-SECTION SIGNAL HEADS, DADS/RDTS SHALL BE THE MANUFACTURER'S COMPATIBLE COMPANION DEVICE FOR THE SELECTED TEMPORARY TRAFFIC SIGNAL SYSTEM, OR AN APPROVED EQUAL THAT IS FULLY COMPATIBLE WITH AND CAPABLE OF COORDINATED OPERATION WITH THE SELECTED SYSTEM. ALL EQUIPMENT SHALL BE INSTALLED, OPERATED, AND MAINTAINED IN ACCORDANCE WITH THE PLANS AND APPLICABLE MUTCD REQUIREMENTS.
  10. DRUM SPACING SHALL BE 30 FEET, OR AS DIRECTED BY THE ENGINEER.

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	ADJACENT PROJECT WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TEMPORARY BARRICADE (TYPE III)
	CHANGEABLE MESSAGE SIGN
	WARNING LIGHT (TYPE A) (LOW-INTENSITY FLASHING)
	TRAFFIC FLOW
	TEMPORARY BARRIER RAIL (TL-2)



GARNEY CONSTRUCTION

DOWNTOWN NASHVILLE TRAFFIC CONTROL

COWAN STREET TEMPORARY SIGNAL SEGMENT C

\$\$\$\$\$TIMES\$\$\$\$\$  
 \$\$\$DGN\$PEC\$\$\$

