

MULTIMODAL ACCESS CLOSURE EXCEPTION APPLICATION FORM AND  
CHECKLIST

Submittal Date: 4/27/2026  New Submittal  Re-Submittal No: \_\_\_\_\_  
Related Building Permit No: GRADING: #2025044328  
Project Name: STUDIO MUSIC ROW  
Street Name Location: 1009+1011 16<sup>TH</sup> AVE S NASHVILLE, TN 37203  
Between: GRAND AVE. And: TREMONT AVE.

Applicant Name: DUSTIN DICKSON  
Address: 6840 CAROTHERS PKWY.  
Phone: 615.648.7004 Fax: \_\_\_\_\_ Contact: \_\_\_\_\_  
Email: DUSTIND@FORTISBUILDERS.COM

Project Description: 18-UNIT PODIUM CONDOMINIUM

Start Date: 4/1/2026 End Date: 6/18/2027 Project Length: 318 DAYS

Describe Type of Closure: SIDEWALK, ROW, BIKE LANE, AND  
SINGLE LANE CLOSURES.

Provide Reasons why Project cannot be completed without closures and what other options were considered (attach documents as needed): LACK OF ACCESS FOR CONSTRUCTION RELATED EQUIPMENT, DELIVERIES AND HOISTING WHILE MAINTAINING PEDESTRIAN AND WORKER SAFETY.

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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. |
| <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 type="checkbox"/>            | <input checked="" type="checkbox"/> | Specify if any on-street parking, and/or metered parking, is to be restricted and if bus zone will need to be relocated.   |
| <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Specify if trash pickup will be impacted.  |
| <input 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 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 type="checkbox"/>            | <input checked="" 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

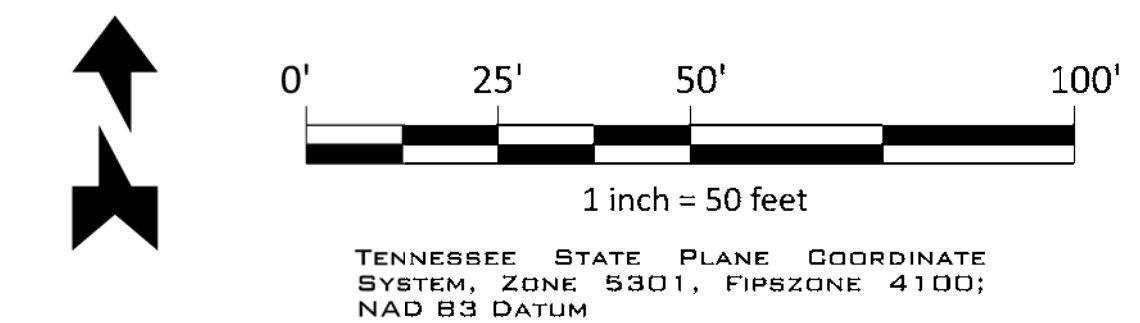


**DESCRIPTION:**

PHASE 1 - NB LANE CLOSURE ALONG 16TH AVENUE S IN NASHVILLE, TN.

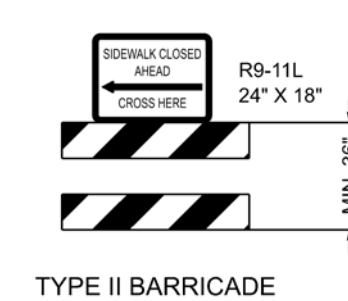
**TRAFFIC CONTROL NOTES:**

- NB LANE CLOSURE TO OCCUR ALONG 16TH AVENUE S FOR THE DURATION OF THE PROJECT.
- ALL TRAFFIC CONTROL DEVICES AND WARNINGS 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 A MINIMUM OF 100 FEET APART ALONG THE NORTHBOUND APPROACH OF 16TH AVENUE S.
- ADVANCE WARNING SIGNS TO BE PLACED ALONG THE WESTBOUND APPROACH OF TREMONT AVENUE.
- THE NORTHBOUND TRAVEL LANE (LANE 2) ALONG 16TH AVENUE S FROM EDGEHILL AVENUE TO GRAND AVENUE WILL REMAIN OPEN AND MUST REMAIN A MINIMUM OF TEN (10) FEET AS MEASURED FROM THE NEAR FACE OF THE TRAFFIC CONTROL DEVICES.
- PORTABLE WATER-FILLED BARRIERS WITH FENCES WILL BE UTILIZED ALONG 16TH AVENUE S TO SEPARATE THE WORK ZONE FROM THE TRAVEL LANES.
- PORTABLE WATER-FILLED BARRIERS MUST BE INTERLOCKED AND FILLED ACCORDING TO MANUFACTURER'S STANDARDS TO PROVIDE NECESSARY CRASHWORTHINESS.
- PORTABLE WATER-FILLED BARRIERS SHALL BE SUPPLEMENTED WITH STANDARD DELINEATION TO IMPROVE VISIBILITY DURING DAYTIME AND NIGHTTIME OPERATIONS.
- EACH PORTABLE WATER-FILLED BARRIER SECTION SHOULD BE MADE OF POLYETHYLENE PLASTIC MEASURING APPROXIMATELY 6.5 FEET IN LENGTH AND A MINIMUM OF 1.75 FEET IN WIDTH.
- FENCES USED WITHIN THE TRAFFIC CONTROL AREA SHOULD NOT CREATE SIGHT DISTANCE RESTRICTIONS AND SHOULD BE CONSTRUCTED OF MATERIALS THAT ARE CONSIDERED CRASHWORTHY ACCORDING TO THE MUTCD.
- TYPE 2 BARRICADES WITH A SIDEWALK CLOSED (R9-9) SIGN TO BE PLACED ALONG THE SIDEWALK ON THE WEST SIDE OF 16TH 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 16TH AVENUE S PRIOR TO THE SIDEWALK CLOSURE.
- 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.
- LANE CLOSURES AND ANY SIDEWALK CLOSURES WILL BE MANAGED BY A TRAFFIC SAFETY OFFICER.
- TRAFFIC SAFETY OFFICERS WILL BE UTILIZED TO MANAGE ANY PEDESTRIAN CROSSINGS ON BOTH SIDES OF THE CLOSURE.
- 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 (WHERE APPLICABLE) TO AVOID BLOCKING THE SIDEWALK.
- THE BICYCLE TRAFFIC ALONG 16TH AVENUE S WILL MERGE INTO THE NORTHBOUND TRAVEL LANE FOR THE LENGTH OF THE PROJECT.
- 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)
	ARROW BOARD TYPE C
	PORTABLE WATER-FILLED BARRIER W/FENCE

**TRAFFIC CONTROL DEVICES**



NO.	DATE	REVISIONS
1	05/04/26	INITIAL SUBMITTAL

**TRAFFIC CONTROL PLAN**  
 16TH AVENUE S - PHASE 1  
 NASHVILLE, TENNESSEE

**1009 16TH AVENUE S DEVELOPMENT**



5/4/26

**PROJECT**  
26-0330

**SHEET**  
T-1.1

**PHASE 2**

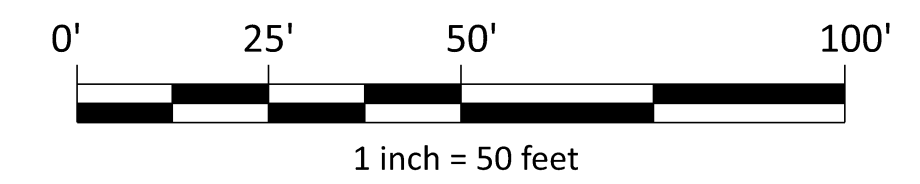


**DESCRIPTION:**

PHASE 2 - NB LANE CLOSURE ALONG 16TH AVENUE S IN NASHVILLE, TN.

**TRAFFIC CONTROL NOTES:**

- NB LANE CLOSURE TO OCCUR ALONG 16TH 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 A MINIMUM OF 100 FEET APART ALONG THE NORTHBOUND APPROACH OF 16TH AVENUE S.
- ADVANCE WARNING SIGNS TO BE PLACED ALONG THE WESTBOUND APPROACH OF TREMONT AVENUE.
- THE NORTHBOUND TRAVEL LANE (LANE 2) ALONG 16TH AVENUE S FROM EDGEHILL AVENUE TO GRAND AVENUE WILL REMAIN OPEN AND MUST REMAIN A MINIMUM OF TEN (10) FEET AS MEASURED FROM THE NEAR FACE OF THE TRAFFIC CONTROL DEVICES.
- PORTABLE WATER-FILLED BARRIERS WITH FENCES WILL BE UTILIZED ALONG 16TH AVENUE S TO SEPARATE THE WORK ZONE FROM THE PEDESTRIAN PATH.
- PORTABLE WATER-FILLED BARRIERS MUST BE INTERLOCKED AND FILLED ACCORDING TO MANUFACTURER'S STANDARDS TO PROVIDE NECESSARY CRASHWORTHINESS.
- PORTABLE WATER-FILLED BARRIERS SHALL BE SUPPLEMENTED WITH STANDARD DELINEATION TO IMPROVE VISIBILITY DURING DAYTIME AND NIGHTTIME OPERATIONS.
- EACH PORTABLE WATER-FILLED BARRIER SECTION SHOULD BE MADE OF POLYETHYLENE PLASTIC MEASURING APPROXIMATELY 6.5 FEET IN LENGTH AND A MINIMUM OF 1.75 FEET IN WIDTH.
- FENCES USED WITHIN THE TRAFFIC CONTROL AREA SHOULD NOT CREATE SIGHT DISTANCE RESTRICTIONS AND SHOULD BE CONSTRUCTED OF MATERIALS THAT ARE CONSIDERED CRASHWORTHY ACCORDING TO THE MUTCD.
- TYPE 2 BARRICADES WITH A SIDEWALK CLOSED (R9-9) SIGN TO BE PLACED ALONG THE SIDEWALK ON THE WEST SIDE OF 16TH 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 16TH AVENUE S NEAR THE INTERSECTION OF TREMONT AVENUE AND THE INTERSECTION OF GRAND 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.
- THE NORTHBOUND LANE (LANE 1) ALONG 16TH AVENUE S WILL BE UTILIZED AS A PEDESTRIAN PATHWAY FOR THE DURATION OF THE PROJECT.
- THE PEDESTRIAN PATH TO INCLUDE TEMPORARY CURB RAMPS TO TRANSITION TO/FROM THE SIDEWALK WITH A MINIMUM WIDTH OF FIVE (5) FEET AND NO MORE THAN A TWO PERCENT (2%) GRADE.
- 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 (WHERE APPLICABLE) TO AVOID BLOCKING THE SIDEWALK.
- THE BICYCLE TRAFFIC ALONG 16TH AVENUE S WILL MERGE INTO THE NORTHBOUND TRAVEL LANE FOR THE DURATION OF THE PROJECT.
- 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.



TENNESSEE STATE PLANE COORDINATE SYSTEM, ZONE 5301, FIPSZONE 4100; NAD 83 DATUM

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	SIGN (CONSTRUCTION)
	ARROW BOARD TYPE C
	PORTABLE WATER-FILLED BARRIER

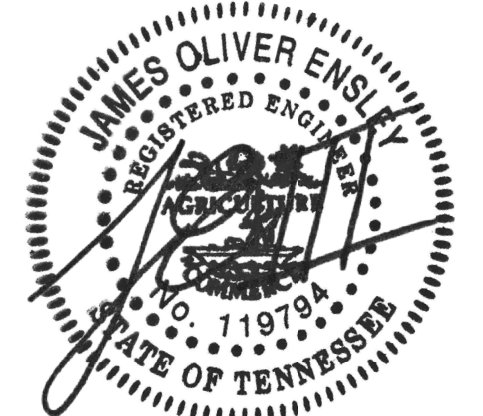
**TRAFFIC CONTROL DEVICES**

NO.	DATE	REVISIONS
1	05/04/26	INITIAL SUBMITTAL

**TRAFFIC CONTROL PLAN**

16TH AVENUE S - PHASE 2  
NASHVILLE, TENNESSEE

**1009 16TH AVENUE S DEVELOPMENT**



5/4/26

**PROJECT**  
26-0330

**SHEET**  
T-1.2

**GENERAL NOTES**

- All utility locations are approximate and based on location of utilities by local utility authorities, visible appurtenances, or maps prepared by others. These locations are no guarantee that there are no other utilities, either public or private, that are not shown on this drawing. All utilities shall be field verified before construction begins. Contractor shall be responsible for making the necessary arrangements with the governing utility company for utilities requiring relocation.
- All proposed utility construction shall be in accordance with the metro nashville water service requirements and/or madison suburban utility district.
- Contractor shall maintain 10' horizontal clearance and 18" vertical clearance between all domestic water and sanitary sewer lines. If clearance cannot be obtained, concrete encasement will be necessary (to be provided by contractor).
- All sanitary sewer pipe shall conform to astm 3034-sdr35 standards.
- All sanitary sewer cleanouts in concrete or pavement areas shall be in a brooks product, 12" with solid lid, or approved equivalent.
- Mechanical restraint shall be used on all fittings and valves.
- See mechanical drawings for exact location of utilities entering / exiting building.
- Contractor to ensure that all grading is to subgrade prior to installation of utility lines.
- Utility contractor responsible for testing & final approval of new sewer system per metro water requirements.
- Any existing or proposed valves, fire hydrants, meter vaults, manholes, sprinkler heads, electric meters/vaults, pull boxes, transformers (this shall include any pads, grates, lids, signs, posts, or any other items associated with such appurtenances), telephone pedestals, cable boxes, fiber optic vaults (boxes), remote fire department connections, cleanouts, spigots, light poles, flood lights, area drains, catch basins, or other such appurtenances located within the construction site shall be adjusted to match finished grades which are not specified to be removed.
- Gas and electrical lines to be designed and installed by respective providers. Design shown on plan for schematically purposes only.

**NES NOTES**

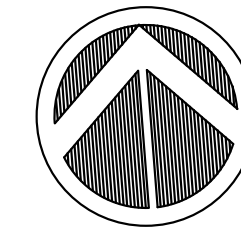
- Power for the development will come from creative way as there are no nes facilities along inspiration blvd.
- The riser pole should be placed on development property.
- Nes shall be placed in "pue" inside development for conduit runs and meter centers.
- Any additional easements required that are not part of this parcel must be obtained by the developer or the engineer for the developer.
- Postal plan is required before nes's final construction drawings can be approved.
- Nes needs any drawings that will cover any road improvements.
- Nes follows the national fire protection association rules; refer to nfp 70 article 450-27, and nesc section 15 - 152.A.2 for complete rules (see nes construction guidelines under "builders and contractors" tab @ www.Nespower.Com).
- Overhead electrical power lines are required to meet or exceed the conditions as specified in the national electrical safety code as adopted by the state of Tennessee in chapter 89, public acts. The existing overhead power lines are located in the public right-of-ways and will require an electrical safety clearance that must be maintained

during and after construction of any buildings. The national electrical safety code, 2012 edition, dictates the clearances in rule 234 c and g to provide the minimum horizontal and vertical clearances from live conductors. The overhead line must have a horizontal clearance of 7'-6" away from the nearest conductor to allow for blow-out conditions as it is configured today. It is the developer and his contractor's responsibility to ensure that they comply with osha regulations for working near energized conductors. Check with osha regulations for meeting clearances for construction near energized conductors for additional clearance requirements. Typically osha clearances will exceed what is required by the nesc. Often the locations of new buildings are impacted by the inability of de-energizing the circuits to meet cost and construction schedules. Proper clearances must be maintained from not only the building envelope, but also from scaffolding and other construction equipment.

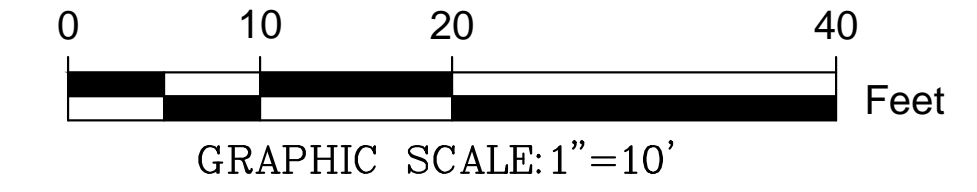
If porches or walls are allowed to be constructed beyond the minimum setback limits and into the public utility easements, then the easement will be considered reduced by that much of the easement. Such encroachments may increase the cost of electrical infrastructure to allow for reduced or limited access to equipment. Nes reserves the right to enter and to erect, maintain, repair, rebuild, operate and patrol electric power overhead and underground conductors and communications circuits with all necessary equipment reasonably incident thereto including the right to clear said easement and keep the same clear of brush, timber, flammable structures, buildings, permanent structures, and fire hazards; all over, under, upon, and

across the easement as granted on any plat.

- Final quantity and location of nes equipment to be determined by the nes engineer after receiving final plans and electrical load information. A preliminary exhibit 'b' design will be sent to the developer or representatives of the developer for review. Suggestions or requests to the design should be made during this review process. Any changes requiring re-design, after this document has been signed, will be at the developer's expense.
- Developer's vegetation design shall meet both metro requirements and nes vegetation management requirements/clearances.
- Nes facilities will not be allowed to sit in or to pass through retention areas including rain gardens, bio-retention, bio swales and the like. This includes primary duct between pad-mounted equipment, as well as service duct to a meter or meter center.
- Nes needs electrical load information.

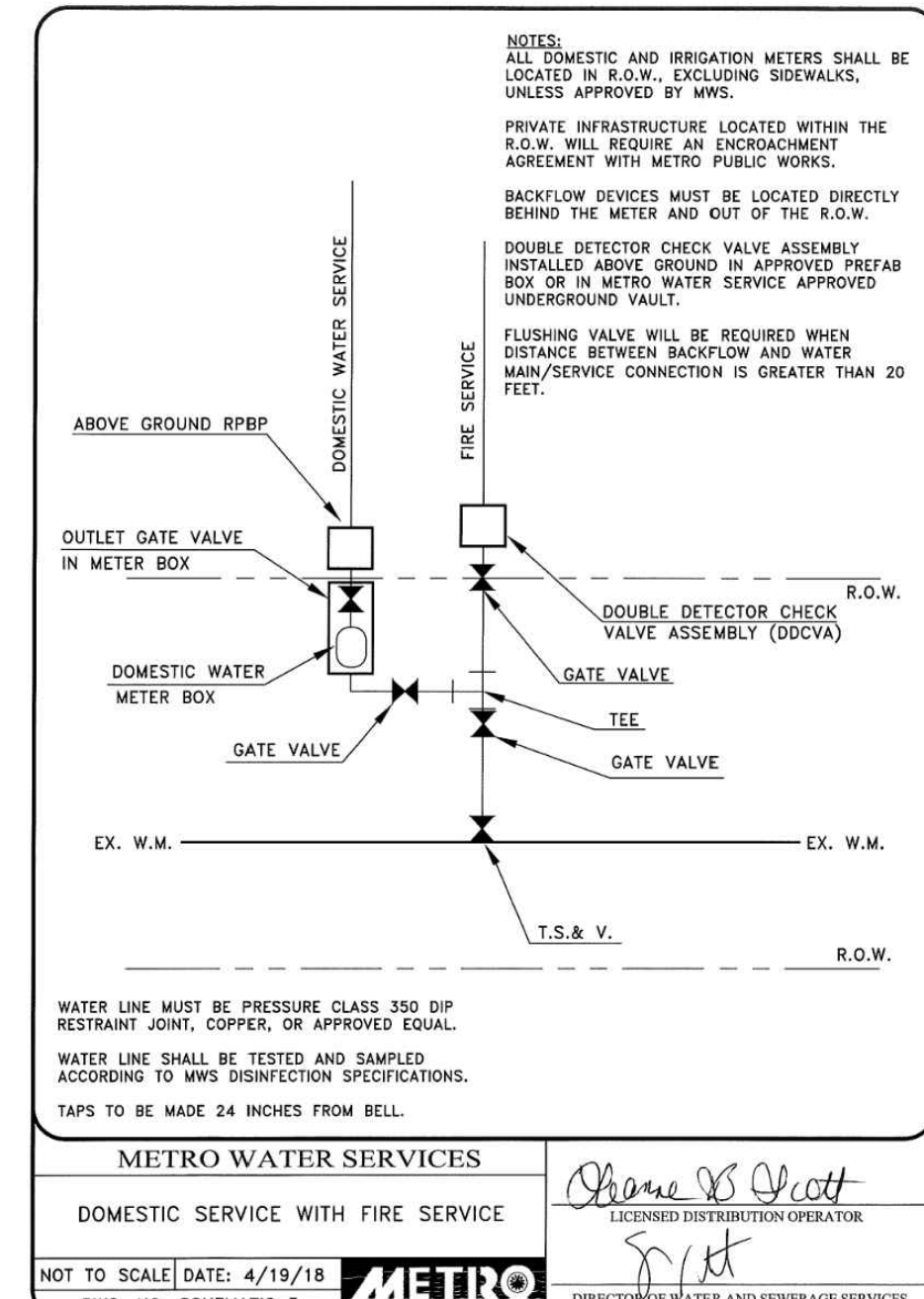
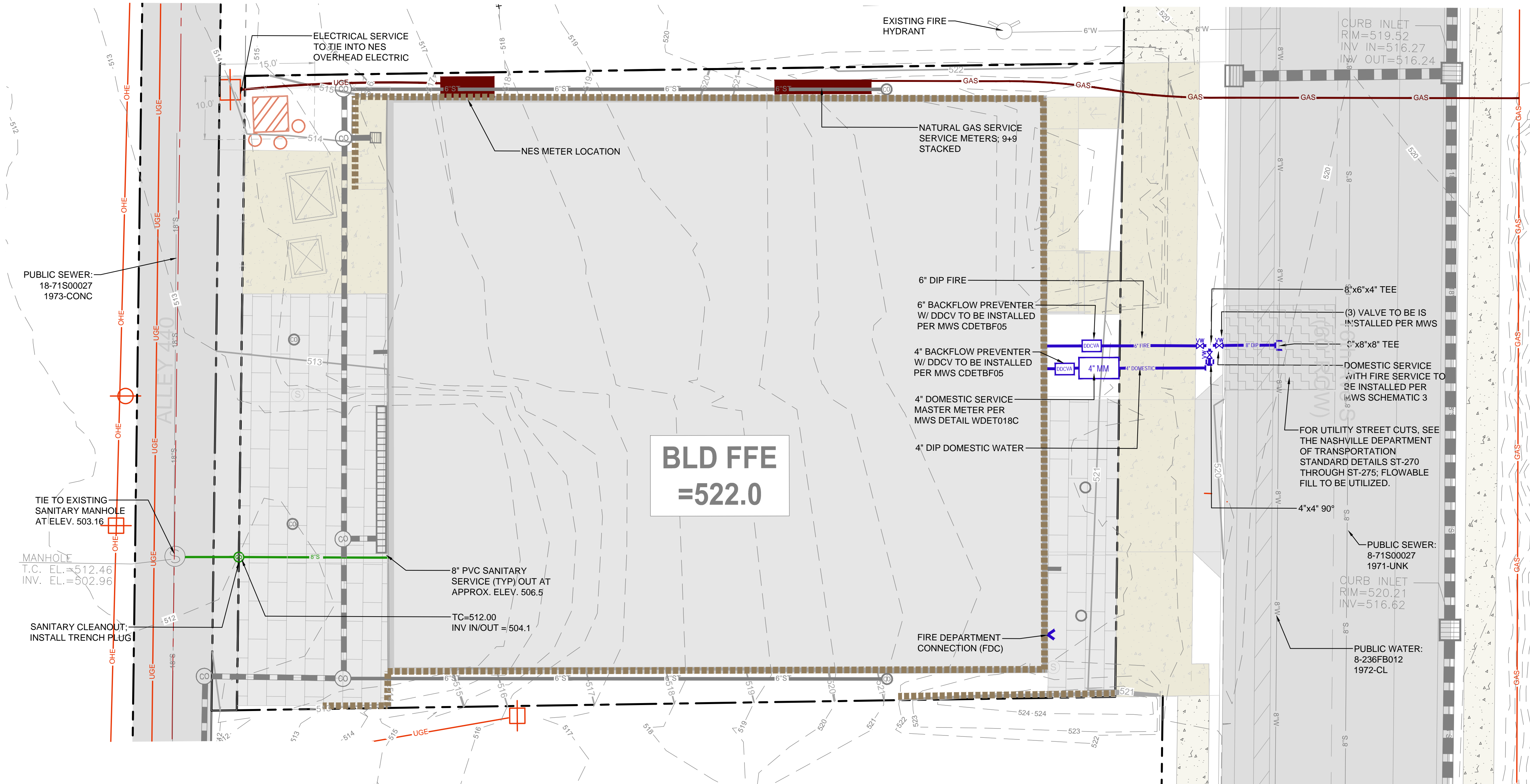


TENNESSEE STATE PLANE  
COORDINATE SYSTEM - NAD 1983  
VERTICAL DATUM - NAVD 1988



**LEGEND**

---	PROPERTY LINE
-X-X-	EXISTING FENCE
---OHE---	EXISTING OVERHEAD POWER LINE
---	EXISTING SANITARY SEWER
---	EXISTING STORM SEWER
---	EXISTING WATER LINE
---	EXISTING CONTOUR
---	PROPOSED CONTOUR
---	PROPOSED STORM SEWER
---	HEADWALL
---	ADS NYLOPLAST DOME INLET
---	CLEANOUT/OBSERVATION WELL
---	JUNCTION BOX
---	GRATE INLET
---	PROPOSED SANITARY SEWER
---	SANITARY MANHOLE
---	SANITARY CLEANOUT
---	PROPOSED WATER
---	FIRE HYDRANT
---	WATER VALVE
---	TAPPING TEE
---	UNDERGROUND ELECTRIC



**MWS Standard Private Utility Plan Notes**

- All water and/or sewer services, along with appurtenances, shall be installed in accordance with specifications and standard details of 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 minimum or 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 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 shall show contours around 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 the 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.

**MWS Standard Public Utility Plan 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 televising of the lines prior to final acceptance. The videotaping 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 by 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 minimum of 24" not to exceed a 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 or water mains into the public system and any connections being made.

- Sewer plans shall be sealed by a licensed professional engineer and/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 lines, and shall reflect all alignment and grade changes.
- Water lin plans shall be sealed by a licensed professional engineer and/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.
- Pressure regulation devices will be required on the customer side of the meter when pressures exceed 100 psi.
- Pressure regulation 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 service lines encountered with this project shall be reinstated with copper of like size from the water main to the 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.



**Williams Engineering**  
Plan - Design - Build  
Nashville: 865.679.5992 | mwilliams@cw-design.com



**THE STUDIO MUSIC ROW**  
FOR  
**WALKSTAR, LLC**  
1009 & 1011 16TH AVE S NASHVILLE, TN 37203

REVISIONS	DATE
-	-
-	-
-	-
-	-
-	-
-	-
-	-
-	-
-	-

DESIGNED BY: MLW  
DATE: 1/21/2026  
SCALE: 1"=10'  
JOB #: 20250102-1

UTILITY PLAN

**C5.0**

**SUP # 2025-044330**

C:\Users\mwilliams\OneDrive\Documents\Projects\2025\1009 & 1011 16TH AVE S NASHVILLE, TN 37203\DWG\20250102-1.DWG  
 PLOTTED BY MICHAEL WILLIAMS, T.E. ON 1/21/2026 5:41 AM. LAST UPDATED BY MICHAEL WILLIAMS ON 1/21/2026 5:41 PM

