

MULTIMODAL ACCESS CLOSURE EXCEPTION APPLICATION FORM AND CHECKLIST

Submittal Date: _____ New Submittal Re-Submittal No: _____

Related Building Permit No: _____

Project Name: _____

Street Name Location: _____

Between: _____ And: _____

Applicant Name: _____

Address: _____

Phone: _____ Fax: _____ Contact: _____

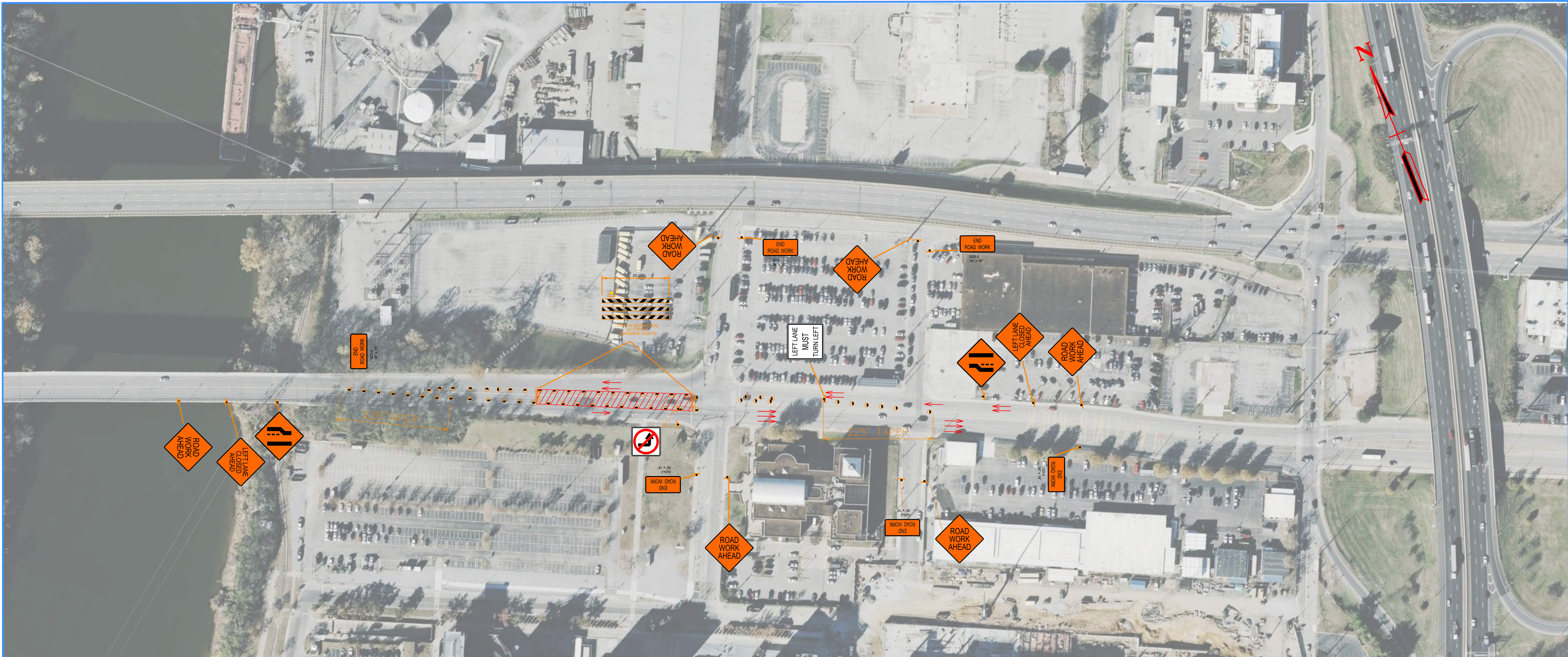
Email: _____

Project Description: _____

Start Date: _____ End Date: _____ Project Length: _____

Describe Type of Closure: _____

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



\$\$\$\$\$ TIME\$\$\$\$\$
 \$\$\$DGN\$PC\$\$\$\$\$

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
	UNIFORMED LAW ENFORCEMENT OFFICER

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, NASHVILLE DOT REQUIREMENTS, AND APPLICABLE PROJECT SPECIFICATIONS.
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. EXISTING SIGNS THAT CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL PLAN SHALL BE COVERED, REMOVED, OR RELOCATED AS DIRECTED BY THE ENGINEER. EXISTING SIGNS SHALL BE RESTORED WHEN THEY NO LONGER CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL CONDITION.
7. DRUM SPACING SHALL BE 30 FEET MAXIMUM, UNLESS OTHERWISE SHOWN OR DIRECTED BY THE ENGINEER.
8. THE CONTRACTOR SHALL FURNISH AND INSTALL APPROPRIATE POSTS, BRACKETS, BALLAST, OR OTHER APPROVED TEMPORARY MOUNTING HARDWARE FOR INSTALLING TEMPORARY TRAFFIC CONTROL SIGNS ON BRIDGE OR BARRIER-RAIL LOCATIONS WHERE STANDARD SIGN SUPPORTS CANNOT BE USED.
9. TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC WHEN THEY ARE NOT APPLICABLE TO THE ACTIVE TRAFFIC CONTROL OPERATION.
10. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ADJACENT PROPERTIES, DRIVEWAYS, AND BUSINESSES UNLESS OTHERWISE APPROVED BY THE ENGINEER AND THE AGENCY HAVING JURISDICTION.
11. A UNIFORMED LAW ENFORCEMENT OFFICER SHALL BE PROVIDED AT THE LOCATION SHOWN TO ASSIST WITH TRAFFIC CONTROL DURING NIGHTTIME OPERATIONS. THE CONTRACTOR SHALL COORDINATE THE FINAL LOCATION WITH THE ENGINEER, THE OFFICER, AND FIELD CONDITIONS.
12. SEGMENTS 2, 6, 7, 8, AND 9 SHALL BE NIGHTTIME TRAFFIC CONTROL OPERATIONS.
13. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS THROUGH OR AROUND THE WORK ZONE AT ALL TIMES. WHERE EXISTING PEDESTRIAN ROUTES ARE IMPACTED, THE CONTRACTOR SHALL PROVIDE AN ACCESSIBLE TEMPORARY PEDESTRIAN ROUTE OR DETOUR AS APPROVED BY THE ENGINEER AND THE AGENCY HAVING JURISDICTION.
14. ADVANCE WARNING SIGNS SHALL BE SPACED A MINIMUM OF 100 FEET APART AND SHALL BE PLACED A MINIMUM OF 100 FEET IN ADVANCE OF THE WORK ZONE, UNLESS OTHERWISE SHOWN IN THE PLANS OR DIRECTED BY THE ENGINEER.

SIGN DESCRIPTION	MUTCD NO.	SIZE
ROAD WORK AHEAD	W20-1	36" x 36"
LEFT LANE CLOSED AHEAD	W20-5L	36" x 36"
RIGHT LANE CLOSED AHEAD	W20-5R	36" x 36"
LANE ENDS / MERGE SYMBOL	W4-2	36" x 36"
END ROAD WORK	G20-2	36" x 18"
SPEED LIMIT	R2-1	24" x 30"
NO LEFT TURN / NO RIGHT TURN	R3-2 / R3-1	24" x 24"
RIGHT ONLY / LEFT ONLY	R3-5	30" x 36"
LEFT LANE MUST TURN LEFT	R3-7L	30" x 30"
RIGHT TURN ONLY / LEFT TURN ONLY	R4-21	24" x 30"
STAY IN LANE	R4-9	30" x 36"
TWO LANE SHIFT	W1-4b	36" x 36"

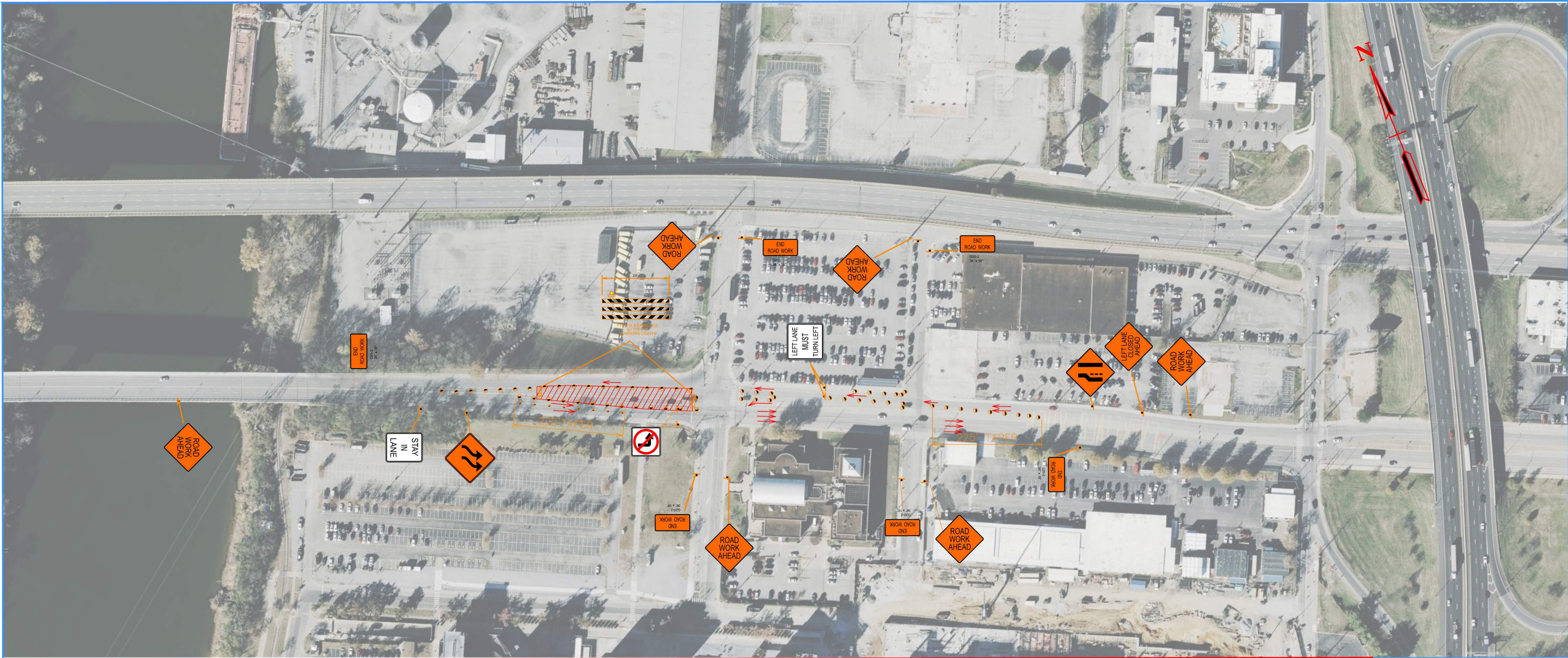
SEALED BY



GARNEY CONSTRUCTION

NASHVILLE
TRAFFIC CONTROL

WOODLAND STREET
TRAFFIC CONTROL
SEGMENT 1 (AM PEAK)



\$\$\$\$\$TIME\$\$\$\$\$
 \$\$\$DGN\$PEC\$\$\$

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
	UNIFORMED LAW ENFORCEMENT OFFICER

- 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, NASHVILLE DOT REQUIREMENTS, AND APPLICABLE PROJECT SPECIFICATIONS.
 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. EXISTING SIGNS THAT CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL PLAN SHALL BE COVERED, REMOVED, OR RELOCATED AS DIRECTED BY THE ENGINEER. EXISTING SIGNS SHALL BE RESTORED WHEN THEY NO LONGER CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL CONDITION.
 7. DRUM SPACING SHALL BE 30 FEET MAXIMUM, UNLESS OTHERWISE SHOWN OR DIRECTED BY THE ENGINEER.
 8. THE CONTRACTOR SHALL FURNISH AND INSTALL APPROPRIATE POSTS, BRACKETS, BALLAST, OR OTHER APPROVED TEMPORARY MOUNTING HARDWARE FOR INSTALLING TEMPORARY TRAFFIC CONTROL SIGNS ON BRIDGE OR BARRIER-RAIL LOCATIONS WHERE STANDARD SIGN SUPPORTS CANNOT BE USED.
 9. TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC WHEN THEY ARE NOT APPLICABLE TO THE ACTIVE TRAFFIC CONTROL OPERATION.
 10. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ADJACENT PROPERTIES, DRIVEWAYS, AND BUSINESSES UNLESS OTHERWISE APPROVED BY THE ENGINEER AND THE AGENCY HAVING JURISDICTION.
 11. A UNIFORMED LAW ENFORCEMENT OFFICER SHALL BE PROVIDED AT THE LOCATION SHOWN TO ASSIST WITH TRAFFIC CONTROL DURING NIGHTTIME OPERATIONS. THE CONTRACTOR SHALL COORDINATE THE FINAL LOCATION WITH THE ENGINEER, THE OFFICER, AND FIELD CONDITIONS.
 12. SEGMENTS 2, 6, 7, 8, AND 9 SHALL BE NIGHTTIME TRAFFIC CONTROL OPERATIONS.
 13. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS THROUGH OR AROUND THE WORK ZONE AT ALL TIMES. WHERE EXISTING PEDESTRIAN ROUTES ARE IMPACTED, THE CONTRACTOR SHALL PROVIDE AN ACCESSIBLE TEMPORARY PEDESTRIAN ROUTE OR DETOUR AS APPROVED BY THE ENGINEER AND THE AGENCY HAVING JURISDICTION.
 14. ADVANCE WARNING SIGNS SHALL BE SPACED A MINIMUM OF 100 FEET APART AND SHALL BE PLACED A MINIMUM OF 100 FEET IN ADVANCE OF THE WORK ZONE, UNLESS OTHERWISE SHOWN IN THE PLANS OR DIRECTED BY THE ENGINEER.

SIGN DESCRIPTION	MUTCD NO.	SIZE
ROAD WORK AHEAD	W20-1	36" x 36"
LEFT LANE CLOSED AHEAD	W20-5L	36" x 36"
RIGHT LANE CLOSED AHEAD	W20-5R	36" x 36"
LANE ENDS / MERGE SYMBOL	W4-2	36" x 36"
END ROAD WORK	G20-2	36" x 18"
SPEED LIMIT	R2-1	24" x 30"
NO LEFT TURN / NO RIGHT TURN	R3-2 / R3-1	24" x 24"
RIGHT ONLY / LEFT ONLY	R3-5	30" x 36"
LEFT LANE MUST TURN LEFT	R3-7L	30" x 30"
RIGHT TURN ONLY / LEFT TURN ONLY	R4-21	24" x 30"
STAY IN LANE	R4-9	30" x 36"
TWO LANE SHIFT	W1-4b	36" x 36"

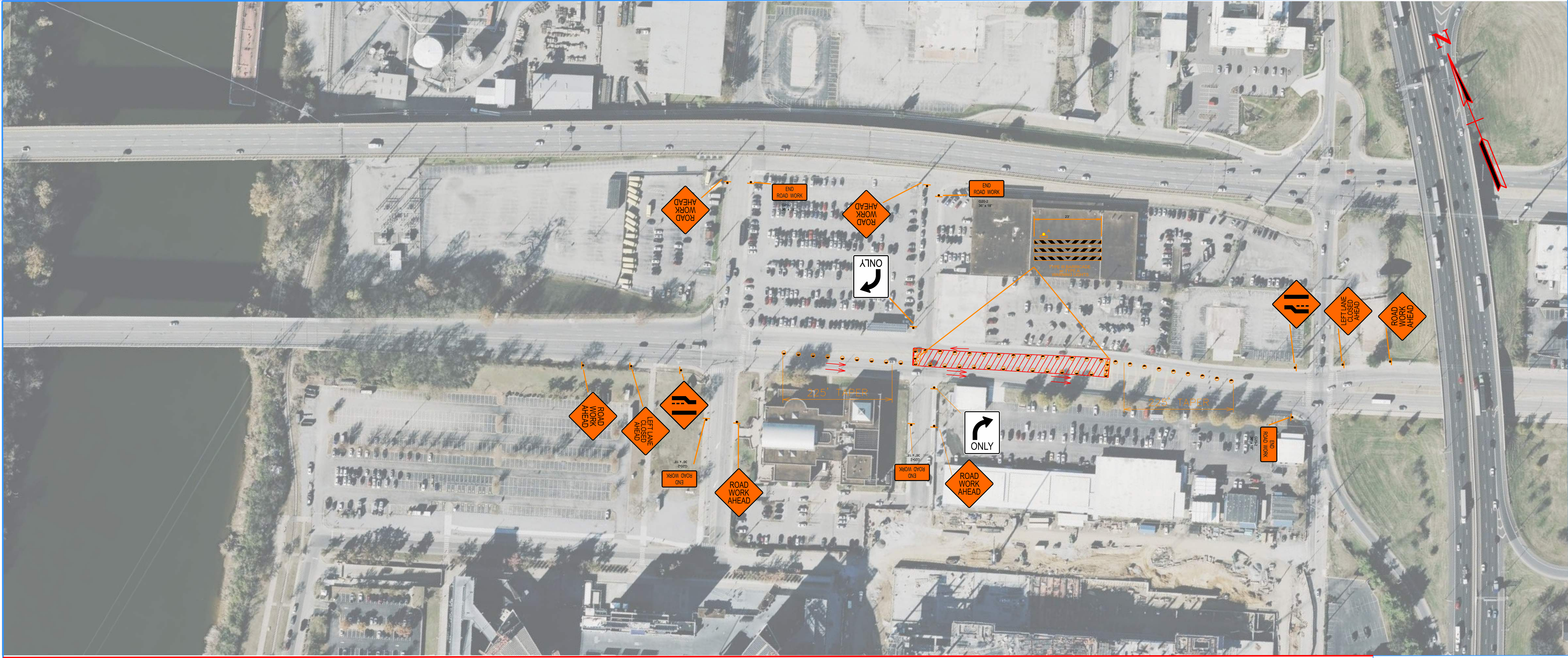
SEALED BY

thompson
ENGINEERING

GARNEY CONSTRUCTION

NASHVILLE
TRAFFIC CONTROL

**WOODLAND STREET
TRAFFIC CONTROL
SEGMENT 1 (PM PEAK)**



\$\$\$\$\$SYTIME\$\$\$\$\$
 \$\$\$DGN\$P\$C\$\$\$\$\$

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
	UNIFORMED LAW ENFORCEMENT OFFICER

- 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, NASHVILLE DOT REQUIREMENTS, AND APPLICABLE PROJECT SPECIFICATIONS.
 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. EXISTING SIGNS THAT CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL PLAN SHALL BE COVERED, REMOVED, OR RELOCATED AS DIRECTED BY THE ENGINEER. EXISTING SIGNS SHALL BE RESTORED WHEN THEY NO LONGER CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL CONDITION.
 7. DRUM SPACING SHALL BE 30 FEET MAXIMUM, UNLESS OTHERWISE SHOWN OR DIRECTED BY THE ENGINEER.
 8. THE CONTRACTOR SHALL FURNISH AND INSTALL APPROPRIATE POSTS, BRACKETS, BALLAST, OR OTHER APPROVED TEMPORARY MOUNTING HARDWARE FOR INSTALLING TEMPORARY TRAFFIC CONTROL SIGNS ON BRIDGE OR BARRIER-RAIL LOCATIONS WHERE STANDARD SIGN SUPPORTS CANNOT BE USED.
 9. TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC WHEN THEY ARE NOT APPLICABLE TO THE ACTIVE TRAFFIC CONTROL OPERATION.
 10. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ADJACENT PROPERTIES, DRIVEWAYS, AND BUSINESSES UNLESS OTHERWISE APPROVED BY THE ENGINEER AND THE AGENCY HAVING JURISDICTION.
 11. A UNIFORMED LAW ENFORCEMENT OFFICER SHALL BE PROVIDED AT THE LOCATION SHOWN TO ASSIST WITH TRAFFIC CONTROL DURING NIGHTTIME OPERATIONS. THE CONTRACTOR SHALL COORDINATE THE FINAL LOCATION WITH THE ENGINEER, THE OFFICER, AND FIELD CONDITIONS.
 12. SEGMENTS 2, 6, 7, 8, AND 9 SHALL BE NIGHTTIME TRAFFIC CONTROL OPERATIONS.
 13. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS THROUGH OR AROUND THE WORK ZONE AT ALL TIMES. WHERE EXISTING PEDESTRIAN ROUTES ARE IMPACTED, THE CONTRACTOR SHALL PROVIDE AN ACCESSIBLE TEMPORARY PEDESTRIAN ROUTE OR DETOUR AS APPROVED BY THE ENGINEER AND THE AGENCY HAVING JURISDICTION.
 14. ADVANCE WARNING SIGNS SHALL BE SPACED A MINIMUM OF 100 FEET APART AND SHALL BE PLACED A MINIMUM OF 100 FEET IN ADVANCE OF THE WORK ZONE, UNLESS OTHERWISE SHOWN IN THE PLANS OR DIRECTED BY THE ENGINEER.

SIGN DESCRIPTION	MUTCD NO.	SIZE
ROAD WORK AHEAD	W20-1	36" x 36"
LEFT LANE CLOSED AHEAD	W20-5L	36" x 36"
RIGHT LANE CLOSED AHEAD	W20-5R	36" x 36"
LANE ENDS / MERGE SYMBOL	W4-2	36" x 36"
END ROAD WORK	G20-2	36" x 18"
SPEED LIMIT	R2-1	24" x 30"
NO LEFT TURN / NO RIGHT TURN	R3-2 / R3-1	24" x 24"
RIGHT ONLY / LEFT ONLY	R3-5	30" x 36"
LEFT LANE MUST TURN LEFT	R3-7L	30" x 30"
RIGHT TURN ONLY / LEFT TURN ONLY	R4-21	24" x 30"
STAY IN LANE	R4-9	30" x 36"
TWO LANE SHIFT	W1-4b	36" x 36"

SEALED BY

thompson
ENGINEERING

GARNEY CONSTRUCTION

NASHVILLE
TRAFFIC CONTROL

WOODLAND STREET
TRAFFIC CONTROL
SEGMENT 4



\$\$\$\$\$\$ TIME \$\$\$\$\$\$
 \$\$\$\$\$\$ DGN \$\$\$\$\$\$
 \$\$\$\$\$\$ P \$\$\$\$\$\$
 \$\$\$\$\$\$ C \$\$\$\$\$\$
 \$\$\$\$\$\$ \$\$\$\$\$\$

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
	UNIFORMED LAW ENFORCEMENT OFFICER

- NOTES**
- 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, NASHVILLE DOT REQUIREMENTS, AND APPLICABLE PROJECT SPECIFICATIONS.
 - 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.
 - 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.
 - PROVISIONS SHALL BE MADE AT ALL TIMES TO EXPEDITE THE MOVEMENT OF EMERGENCY VEHICLES THROUGH THE WORK ZONE.
 - 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.
 - EXISTING SIGNS THAT CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL PLAN SHALL BE COVERED, REMOVED, OR RELOCATED AS DIRECTED BY THE ENGINEER. EXISTING SIGNS SHALL BE RESTORED WHEN THEY NO LONGER CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL CONDITION.
 - DRUM SPACING SHALL BE 30 FEET MAXIMUM, UNLESS OTHERWISE SHOWN OR DIRECTED BY THE ENGINEER.
 - THE CONTRACTOR SHALL FURNISH AND INSTALL APPROPRIATE POSTS, BRACKETS, BALLAST, OR OTHER APPROVED TEMPORARY MOUNTING HARDWARE FOR INSTALLING TEMPORARY TRAFFIC CONTROL SIGNS ON BRIDGE OR BARRIER-RAIL LOCATIONS WHERE STANDARD SIGN SUPPORTS CANNOT BE USED.
 - TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC WHEN THEY ARE NOT APPLICABLE TO THE ACTIVE TRAFFIC CONTROL OPERATION.
 - THE CONTRACTOR SHALL MAINTAIN ACCESS TO ADJACENT PROPERTIES, DRIVEWAYS, AND BUSINESSES UNLESS OTHERWISE APPROVED BY THE ENGINEER AND THE AGENCY HAVING JURISDICTION.
 - A UNIFORMED LAW ENFORCEMENT OFFICER SHALL BE PROVIDED AT THE LOCATION SHOWN TO ASSIST WITH TRAFFIC CONTROL DURING NIGHTTIME OPERATIONS. THE CONTRACTOR SHALL COORDINATE THE FINAL LOCATION WITH THE ENGINEER, THE OFFICER, AND FIELD CONDITIONS.
 - SEGMENTS 2, 6, 7, 8, AND 9 SHALL BE NIGHTTIME TRAFFIC CONTROL OPERATIONS.
 - THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS THROUGH OR AROUND THE WORK ZONE AT ALL TIMES. WHERE EXISTING PEDESTRIAN ROUTES ARE IMPACTED, THE CONTRACTOR SHALL PROVIDE AN ACCESSIBLE TEMPORARY PEDESTRIAN ROUTE OR DETOUR AS APPROVED BY THE ENGINEER AND THE AGENCY HAVING JURISDICTION.
 - ADVANCE WARNING SIGNS SHALL BE SPACED A MINIMUM OF 100 FEET APART AND SHALL BE PLACED A MINIMUM OF 100 FEET IN ADVANCE OF THE WORK ZONE, UNLESS OTHERWISE SHOWN IN THE PLANS OR DIRECTED BY THE ENGINEER.

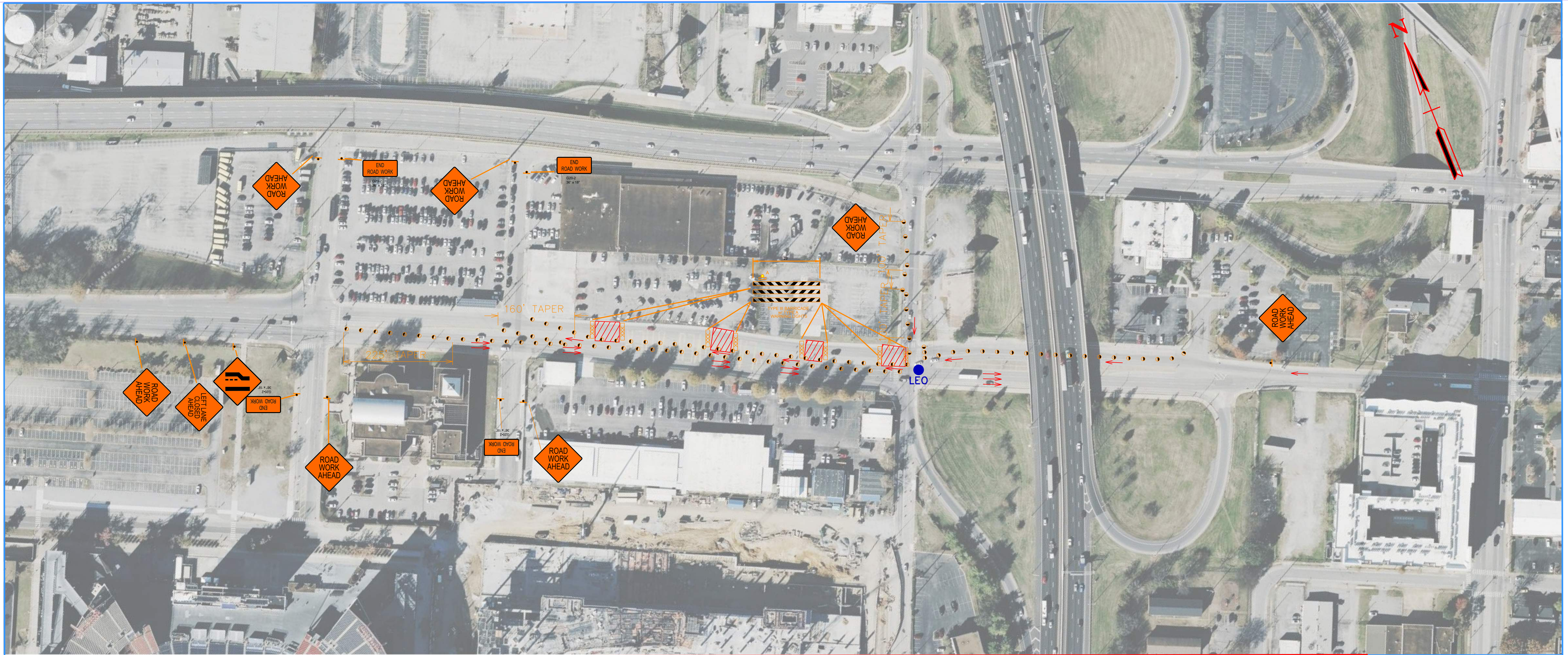
SIGN DESCRIPTION	MUTCD NO.	SIZE
ROAD WORK AHEAD	W20-1	36" x 36"
LEFT LANE CLOSED AHEAD	W20-5L	36" x 36"
RIGHT LANE CLOSED AHEAD	W20-5R	36" x 36"
LANE ENDS / MERGE SYMBOL	W4-2	36" x 36"
END ROAD WORK	G20-2	36" x 18"
SPEED LIMIT	R2-1	24" x 30"
NO LEFT TURN / NO RIGHT TURN	R3-2 / R3-1	24" x 24"
RIGHT ONLY / LEFT ONLY	R3-5	30" x 36"
LEFT LANE MUST TURN LEFT	R3-7L	30" x 30"
RIGHT TURN ONLY / LEFT TURN ONLY	R4-21	24" x 30"
STAY IN LANE	R4-9	30" x 36"
TWO LANE SHIFT	W1-4b	36" x 36"

SEALED BY

thompson
 ENGINEERING

GARNEY CONSTRUCTION
 NASHVILLE
 TRAFFIC CONTROL

**WOODLAND STREET
 TRAFFIC CONTROL
 SEGMENT 5**



\$\$\$\$\$\$SYTIME\$\$\$\$\$\$
 \$\$\$\$\$\$DCNSPE\$\$\$\$\$\$

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
	UNIFORMED LAW ENFORCEMENT OFFICER

- 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, NASHVILLE DOT REQUIREMENTS, AND APPLICABLE PROJECT SPECIFICATIONS.
 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. EXISTING SIGNS THAT CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL PLAN SHALL BE COVERED, REMOVED, OR RELOCATED AS DIRECTED BY THE ENGINEER. EXISTING SIGNS SHALL BE RESTORED WHEN THEY NO LONGER CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL CONDITION.
 7. DRUM SPACING SHALL BE 30 FEET MAXIMUM, UNLESS OTHERWISE SHOWN OR DIRECTED BY THE ENGINEER.
 8. THE CONTRACTOR SHALL FURNISH AND INSTALL APPROPRIATE POSTS, BRACKETS, BALLAST, OR OTHER APPROVED TEMPORARY MOUNTING HARDWARE FOR INSTALLING TEMPORARY TRAFFIC CONTROL SIGNS ON BRIDGE OR BARRIER-RAIL LOCATIONS WHERE STANDARD SIGN SUPPORTS CANNOT BE USED.
 9. TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC WHEN THEY ARE NOT APPLICABLE TO THE ACTIVE TRAFFIC CONTROL OPERATION.
 10. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ADJACENT PROPERTIES, DRIVEWAYS, AND BUSINESSES UNLESS OTHERWISE APPROVED BY THE ENGINEER AND THE AGENCY HAVING JURISDICTION.
 11. A UNIFORMED LAW ENFORCEMENT OFFICER SHALL BE PROVIDED AT THE LOCATION SHOWN TO ASSIST WITH TRAFFIC CONTROL DURING NIGHTTIME OPERATIONS. THE CONTRACTOR SHALL COORDINATE THE FINAL LOCATION WITH THE ENGINEER, THE OFFICER, AND FIELD CONDITIONS.
 12. SEGMENTS 2, 6, 7, 8, AND 9 SHALL BE NIGHTTIME TRAFFIC CONTROL OPERATIONS.
 13. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS THROUGH OR AROUND THE WORK ZONE AT ALL TIMES. WHERE EXISTING PEDESTRIAN ROUTES ARE IMPACTED, THE CONTRACTOR SHALL PROVIDE AN ACCESSIBLE TEMPORARY PEDESTRIAN ROUTE OR DETOUR AS APPROVED BY THE ENGINEER AND THE AGENCY HAVING JURISDICTION.
 14. ADVANCE WARNING SIGNS SHALL BE SPACED A MINIMUM OF 100 FEET APART AND SHALL BE PLACED A MINIMUM OF 100 FEET IN ADVANCE OF THE WORK ZONE, UNLESS OTHERWISE SHOWN IN THE PLANS OR DIRECTED BY THE ENGINEER.

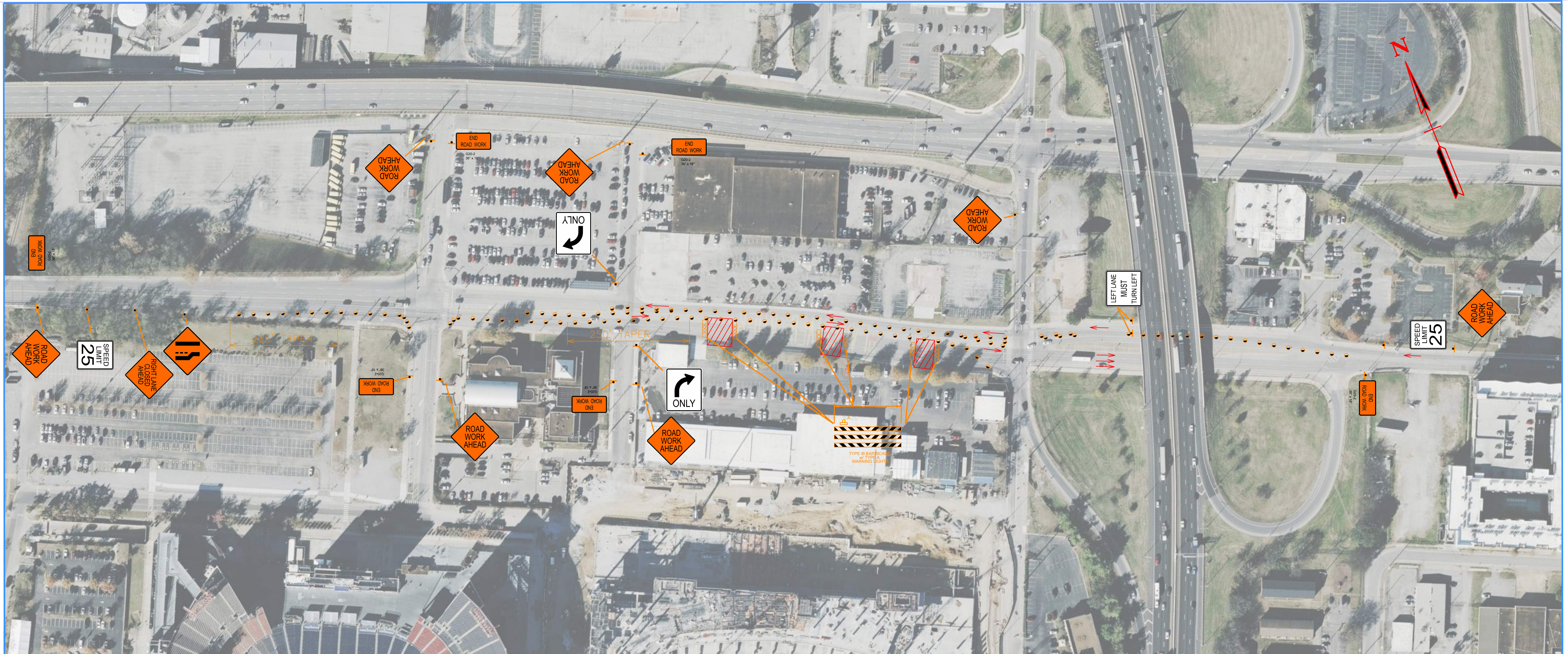
SIGN DESCRIPTION	MUTCD NO.	SIZE
ROAD WORK AHEAD	W20-1	36" x 36"
LEFT LANE CLOSED AHEAD	W20-5L	36" x 36"
RIGHT LANE CLOSED AHEAD	W20-5R	36" x 36"
LANE ENDS / MERGE SYMBOL	W4-2	36" x 36"
END ROAD WORK	G20-2	36" x 18"
SPEED LIMIT	R2-1	24" x 30"
NO LEFT TURN / NO RIGHT TURN	R3-2 / R3-1	24" x 24"
RIGHT ONLY / LEFT ONLY	R3-5	30" x 36"
LEFT LANE MUST TURN LEFT	R3-7L	30" x 30"
RIGHT TURN ONLY / LEFT TURN ONLY	R4-21	24" x 30"
STAY IN LANE	R4-9	30" x 36"
TWO LANE SHIFT	W1-4b	36" x 36"

SEALED BY

GARNEY CONSTRUCTION

NASHVILLE
TRAFFIC CONTROL

**WOODLAND STREET
TRAFFIC CONTROL
SEGMENT 6**



\$\$\$\$\$SYTIME\$\$\$\$\$
 \$\$\$DGN\$PC\$\$\$\$\$

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
	UNIFORMED LAW ENFORCEMENT OFFICER

- 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, NASHVILLE DOT REQUIREMENTS, AND APPLICABLE PROJECT SPECIFICATIONS.
 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. EXISTING SIGNS THAT CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL PLAN SHALL BE COVERED, REMOVED, OR RELOCATED AS DIRECTED BY THE ENGINEER. EXISTING SIGNS SHALL BE RESTORED WHEN THEY NO LONGER CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL CONDITION.
 7. DRUM SPACING SHALL BE 30 FEET MAXIMUM, UNLESS OTHERWISE SHOWN OR DIRECTED BY THE ENGINEER.
 8. THE CONTRACTOR SHALL FURNISH AND INSTALL APPROPRIATE POSTS, BRACKETS, BALLAST, OR OTHER APPROVED TEMPORARY MOUNTING HARDWARE FOR INSTALLING TEMPORARY TRAFFIC CONTROL SIGNS ON BRIDGE OR BARRIER-RAIL LOCATIONS WHERE STANDARD SIGN SUPPORTS CANNOT BE USED.
 9. TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC WHEN THEY ARE NOT APPLICABLE TO THE ACTIVE TRAFFIC CONTROL OPERATION.
 10. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ADJACENT PROPERTIES, DRIVEWAYS, AND BUSINESSES UNLESS OTHERWISE APPROVED BY THE ENGINEER AND THE AGENCY HAVING JURISDICTION.
 11. A UNIFORMED LAW ENFORCEMENT OFFICER SHALL BE PROVIDED AT THE LOCATION SHOWN TO ASSIST WITH TRAFFIC CONTROL DURING NIGHTTIME OPERATIONS. THE CONTRACTOR SHALL COORDINATE THE FINAL LOCATION WITH THE ENGINEER, THE OFFICER, AND FIELD CONDITIONS.
 12. SEGMENTS 2, 6, 7, 8, AND 9 SHALL BE NIGHTTIME TRAFFIC CONTROL OPERATIONS.
 13. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS THROUGH OR AROUND THE WORK ZONE AT ALL TIMES. WHERE EXISTING PEDESTRIAN ROUTES ARE IMPACTED, THE CONTRACTOR SHALL PROVIDE AN ACCESSIBLE TEMPORARY PEDESTRIAN ROUTE OR DETOUR AS APPROVED BY THE ENGINEER AND THE AGENCY HAVING JURISDICTION.
 14. ADVANCE WARNING SIGNS SHALL BE SPACED A MINIMUM OF 100 FEET APART AND SHALL BE PLACED A MINIMUM OF 100 FEET IN ADVANCE OF THE WORK ZONE, UNLESS OTHERWISE SHOWN IN THE PLANS OR DIRECTED BY THE ENGINEER.

SIGN DESCRIPTION	MUTCD NO.	SIZE
ROAD WORK AHEAD	W20-1	36" x 36"
LEFT LANE CLOSED AHEAD	W20-5L	36" x 36"
RIGHT LANE CLOSED AHEAD	W20-5R	36" x 36"
LANE ENDS / MERGE SYMBOL	W4-2	36" x 36"
END ROAD WORK	G20-2	36" x 18"
SPEED LIMIT	R2-1	24" x 30"
NO LEFT TURN / NO RIGHT TURN	R3-2 / R3-1	24" x 24"
RIGHT ONLY / LEFT ONLY	R3-5	30" x 36"
LEFT LANE MUST TURN LEFT	R3-7L	30" x 30"
RIGHT TURN ONLY / LEFT TURN ONLY	R4-21	24" x 30"
STAY IN LANE	R4-9	30" x 36"
TWO LANE SHIFT	W1-4b	36" x 36"

SEALED BY

thompson
ENGINEERING

GARNEY CONSTRUCTION

NASHVILLE
TRAFFIC CONTROL

**WOODLAND STREET
TRAFFIC CONTROL
SEGMENT 7**



\$\$\$\$\$\$SYTIME\$\$\$\$\$\$
 \$\$\$\$\$\$DGN\$PECC\$\$\$\$\$\$

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
	UNIFORMED LAW ENFORCEMENT OFFICER

- 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, NASHVILLE DOT REQUIREMENTS, AND APPLICABLE PROJECT SPECIFICATIONS.
 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. EXISTING SIGNS THAT CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL PLAN SHALL BE COVERED, REMOVED, OR RELOCATED AS DIRECTED BY THE ENGINEER. EXISTING SIGNS SHALL BE RESTORED WHEN THEY NO LONGER CONFLICT WITH THE TEMPORARY TRAFFIC CONTROL CONDITION.
 7. DRUM SPACING SHALL BE 30 FEET MAXIMUM, UNLESS OTHERWISE SHOWN OR DIRECTED BY THE ENGINEER.
 8. THE CONTRACTOR SHALL FURNISH AND INSTALL APPROPRIATE POSTS, BRACKETS, BALLAST, OR OTHER APPROVED TEMPORARY MOUNTING HARDWARE FOR INSTALLING TEMPORARY TRAFFIC CONTROL SIGNS ON BRIDGE OR BARRIER-RAIL LOCATIONS WHERE STANDARD SIGN SUPPORTS CANNOT BE USED.
 9. TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED, COVERED, OR TURNED AWAY FROM TRAFFIC WHEN THEY ARE NOT APPLICABLE TO THE ACTIVE TRAFFIC CONTROL OPERATION.
 10. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ADJACENT PROPERTIES, DRIVEWAYS, AND BUSINESSES UNLESS OTHERWISE APPROVED BY THE ENGINEER AND THE AGENCY HAVING JURISDICTION.
 11. A UNIFORMED LAW ENFORCEMENT OFFICER SHALL BE PROVIDED AT THE LOCATION SHOWN TO ASSIST WITH TRAFFIC CONTROL DURING NIGHTTIME OPERATIONS. THE CONTRACTOR SHALL COORDINATE THE FINAL LOCATION WITH THE ENGINEER, THE OFFICER, AND FIELD CONDITIONS.
 12. SEGMENTS 2, 6, 7, 8, AND 9 SHALL BE NIGHTTIME TRAFFIC CONTROL OPERATIONS.
 13. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS THROUGH OR AROUND THE WORK ZONE AT ALL TIMES. WHERE EXISTING PEDESTRIAN ROUTES ARE IMPACTED, THE CONTRACTOR SHALL PROVIDE AN ACCESSIBLE TEMPORARY PEDESTRIAN ROUTE OR DETOUR AS APPROVED BY THE ENGINEER AND THE AGENCY HAVING JURISDICTION.
 14. ADVANCE WARNING SIGNS SHALL BE SPACED A MINIMUM OF 100 FEET APART AND SHALL BE PLACED A MINIMUM OF 100 FEET IN ADVANCE OF THE WORK ZONE, UNLESS OTHERWISE SHOWN IN THE PLANS OR DIRECTED BY THE ENGINEER.

SIGN DESCRIPTION	MUTCD NO.	SIZE
ROAD WORK AHEAD	W20-1	36" x 36"
LEFT LANE CLOSED AHEAD	W20-5L	36" x 36"
RIGHT LANE CLOSED AHEAD	W20-5R	36" x 36"
LANE ENDS / MERGE SYMBOL	W4-2	36" x 36"
END ROAD WORK	G20-2	36" x 18"
SPEED LIMIT	R2-1	24" x 30"
NO LEFT TURN / NO RIGHT TURN	R3-2 / R3-1	24" x 24"
RIGHT ONLY / LEFT ONLY	R3-5	30" x 36"
LEFT LANE MUST TURN LEFT	R3-7L	30" x 30"
RIGHT TURN ONLY / LEFT TURN ONLY	R4-21	24" x 30"
STAY IN LANE	R4-9	30" x 36"
TWO LANE SHIFT	W1-4b	36" x 36"

SEALED BY

thompson
ENGINEERING

GARNEY CONSTRUCTION

NASHVILLE
TRAFFIC CONTROL

**WOODLAND STREET
TRAFFIC CONTROL
SEGMENT 9**