

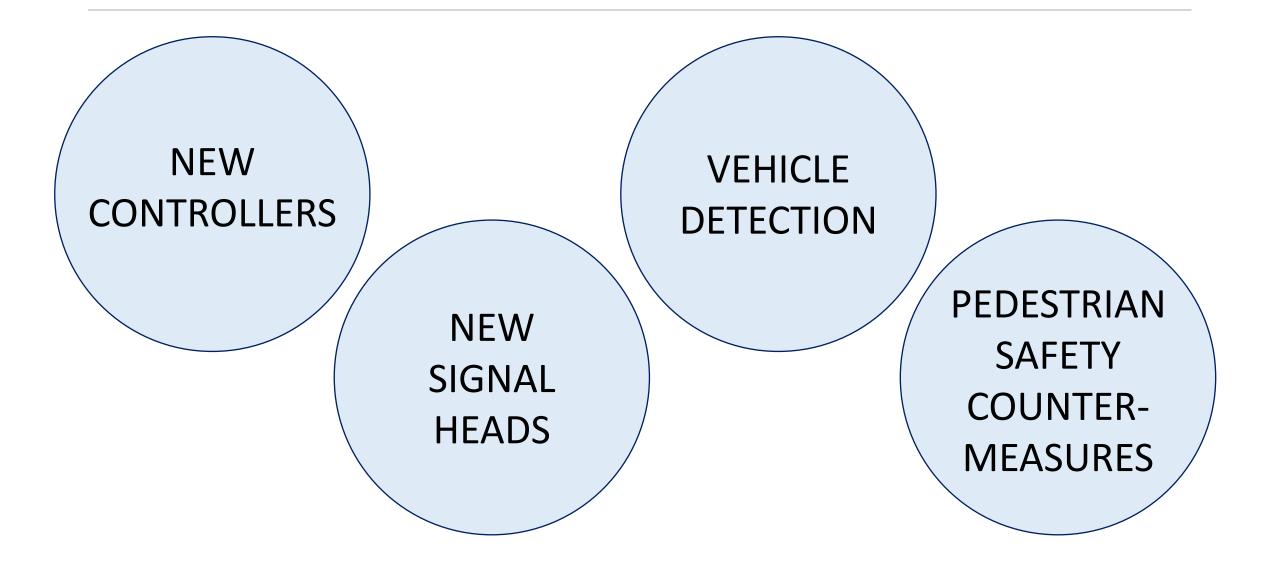
Paris Traffic Signal Upgrades

Project Update August 2024

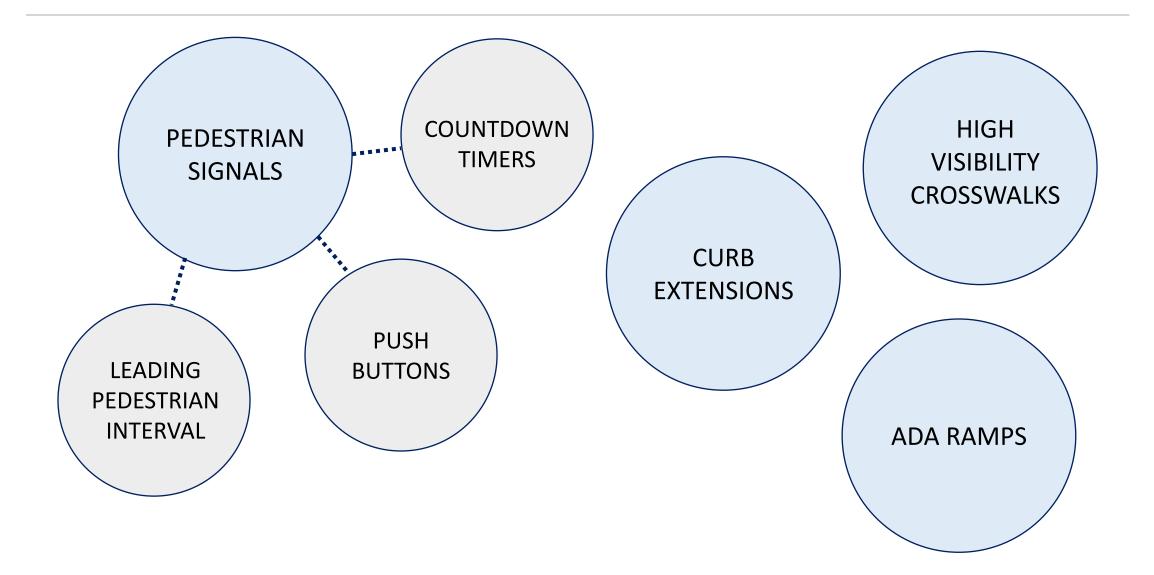
PROJECT SCHEDULE

Tentative Schedule	STBG	Multi Modal			
(Schedule is contingent on TDOT review times and row acquisition)					
Submit Preliminary Right of Way (ROW) Drawings	DONE	DONE			
Receive TDOT Comments on ROW Drawings	DONE	DONE			
Submit Final ROW Drawings	DONE	DONE			
Submit Excess Land Application	DONE	DONE			
Receive Notice to Proceed (NTP) to ROW	DONE	DONE			
Begin Final Utility Coordination	DONE	DONE			
Begin ROW Acquisition Process	James is sending title opinions as they are finished	Almost Complete			
Submit Preliminary Construction Plans	DONE	DONE			
Receive TDOT comments on Preliminary Construction Plans	Resubmitted July 2024	Resubmitted July 2024			
Complete Final Utility Coordination	DONE	DONE			
Submit Final Construction Plans & Preliminary Specifications & DBE Goal	All resubmitted July 2024	Plans - resubmitted July 2024, Specs - resubmitted July 2024, DBE Goal - N/A (because it's state \$)			
Submit Construction Estimate and Final Securitizations	Resubmitted July 2024	Decub mitted July 2024			
Submit Construction Estimate and Final Specifications Receive ROW Certification	2024 Dec-24	Resubmitted July 2024 Oct-24		 	
Receive NTP to Construction	Jan-24	Nov-24			
Bid Project	Feb-25	Feb-25			
Preconstruction Meeting	May-25	May-25			

PROPOSED IMPROVEMENTS



PEDESTRIAN SAFETY COUNTERMEASURES



COUNTDOWN TIMERS & PUSH BUTTONS



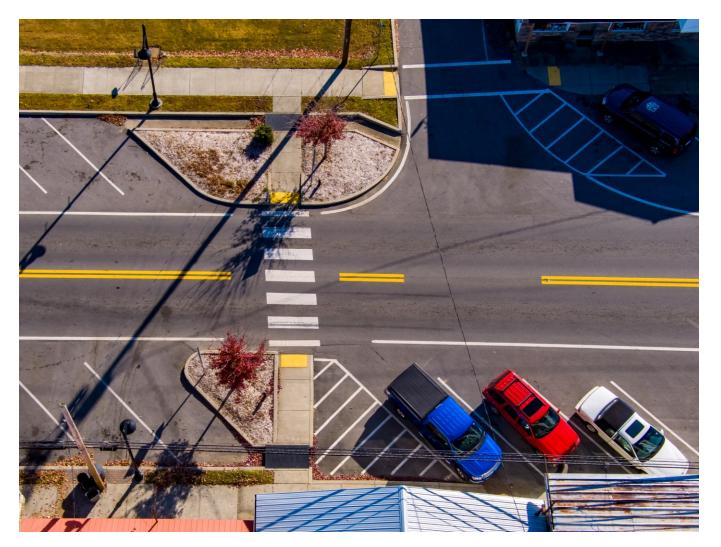
- EASILY UNDERSTOOD BY MOST PEOPLE
- HELP PEDESTRIANS JUDGE WHETHER THERE IS
 SUFFICIENT TIME TO CROSS
- ESPECIALLY HELPFUL TO MOBILITY-CHALLENGED,
 ELDERLY PEDESTRIANS AND THOSE
 ACCOMPANYING SMALL CHILDREN
- PUSH BUTTONS PROVIDE PEDESTRIANS WITH THE ABILITY TO ACTIVATE A PEDESTRIAN SIGNAL
- SUPPLEMENTAL SIGNAGE IDENTIFIES THE CROSSING DIRECTIONS AND SIGNAL INDICATIONS ASSOCIATED WITH EACH PUSH BUTTON
- PUSHBUTTONS PROVIDE SUPPLEMENTAL INFORMATION IN NON-VISUAL FORMATS (SUCH AS AUDIBLE TONES, SPEECH MESSAGES, AND/OR VIBRATING SURFACES)

LEADING PEDESTRIAN INTERVAL



- GIVES PEDESTRIANS THE OPPORTUNITY TO ENTER THE CROSSWALK AT AN INTERSECTION 3-7 SECONDS BEFORE VEHICLES ARE GIVEN A GREEN INDICATION.
- PEDESTRIANS CAN BETTER ESTABLISH THEIR PRESENCE IN THE CROSSWALK BEFORE VEHICLES HAVE PRIORITY TO TURN RIGHT OR LEFT.
- INCREASES VISIBILITY OF CROSSING PEDESTRAINS.
- REDUCES CONFLICTS BETWEEN PEDESTRIANS AND VEHICLES
- ENHANCES SAFETY FOR PEDESTRIANS WHO MAY BE SLOWER TO START INTO THE INTERSECTION.
- PROVIDES 13% REDUCTION IN PEDESTRIAN–VEHICLE CRASHES AT INTERSECTIONS

CURB EXTENSIONS & ADA RAMPS



- INCREASE VISIBILITY
- REDUCE SPEED OF TURNING VEHICLES
- ENCOURAGE PEDESTRIANS TO CROSS AT
 DESIGNATED LOCATIONS
- SHORTEN THE CROSSING DISTANCE
- PREVENT VEHICLES FROM PARKING AT CORNERS
- ADA RAMPS PROVIDE ACCESSIBILITY FOR ALL USERS
- DETECTABLE WARNINGS PROVIDE VISUAL, AUDIO AND TACTILE CUES THAT YOU ARE ENTERING A VEHICULAR WAY

HIGH VISIBILITY CROSSWALKS



- USE PATTERNS THAT ARE VISIBLE TO BOTH THE DRIVER AND PEDESTRIAN FROM FARTHER AWAY COMPARED TO TRADITIONAL TRANSVERSE LINE CROSSWALKS
- CAN REDUCE PEDESTRIAN INJURY CRASHES UP TO 40%

