



TDOT Stakeholder Workshop

Knox to Oak Ridge Greenway Study

Workshop Notes – August 8, 2014, at TDOT Region 1 Headquarters

The following were in attendance at this workshop:

- TDOT Region 1 staff Kimberly Davis, Jordan Livesay, Andy Padgett, Jack Qualls, Nick Weander and Tim Webster
- TAC representatives Shauna Godlevsky and Ellen Zavisca
- Consultant team members Fred Grogan, Don Kostelec and Kim Williams

Solway Bridge Area

Use of attachment structures: Weight load / rating on Solway Bridge will drive the decision on if it can accommodate a cantilevered structure similar to what was constructed on Alcoa Highway's Buck Karnes Bridge. There is an underpass being constructed for the greenway on Alcoa Highway to Cherokee Farm that could serve as an example of how to cross under the Solway Bridge. This example includes a soon-to-be-built gabion wall ramp that goes under the bridge and connects with a ramp to the attachment structure.

Interchange ramps: TDOT would discourage tunneling under ramps, particularly near water, for several reasons (water table, safety, maintenance). If a tunnel option was pursued, specific design standards would need to be met such as any tunnel longer than 200-feet requiring lighting, and minimum height of 10 feet.

Land with TVA easements will require negotiations with property owners and additional easements to accommodate a greenway.

The Dutchtown Interchange

Use of attachment structures/ tunnels: It was indicated that it would likely be more feasible to utilize some form of attached pedestrian bridge as opposed to tunneling options for the Dutchtown crossing. Feasibility for an attachment would need to be determined by County engineering. Some form of physical separation on approaches was also recommended. Some TDOT staff believed that use of tunnels to cross through Dutchtown Road Interchange may be an allowable option.

Use of DOT ROW: Greenway along Sanctuary Road needs to be located on north side of roadway (outside boundary of the right-of-way).

Bridge Overpass: The Dutchtown Road bridge over the Parkway is inspected by TDOT but managed and maintained by Knox County. The sufficiency rating for the bridge is unknown but is unlikely in need of replacement. If a separate, free-standing bridge were to be added, design guidelines state that the bottom needs to be 6" higher than the bottom of the existing bridge.

The Pellissippi Parkway ROW

Future projects: Upgrades to Pellissippi Parkway are planned as an alternate to the Orange Belt bypass project that was ruled out several years ago. TDOT is entering a phase of system preservation rather than expansion that could inhibit conversion of Pellissippi Parkway to a six-lane, fully access controlled highway as envisioned in the Long-Range Regional Mobility Plan (horizon year 2034).

Oak Ridge Highway interchange (RMP-Project 09-649) has a preferred conceptual design that includes a flyover from westbound Oak Ridge Highway to southbound Pellissippi Parkway. No other reconfiguration options are being considered at this time. This design would likely expand the existing footprint of the interchange.

If the greenway was built before Pellissippi Parkway was upgraded, TDOT would replace the existing greenway if it is in the footprint of the future corridor (similar to if they had to relocate a frontage road abutting the corridor as a result of expansion).

Use of DOT ROW: All alignments within the right of way to be located along the outer boundary. TDOT is not opposed to structures (walls) in right-of-way for small sections to reduce impacts.

TDOT differentiates between how close a greenway can get to the highway based on its designation (interstate vs. parkway). The exterior fence can be broken to provide connectivity for neighborhoods, etc. If the greenway is placed within a section of the Parkway that has fencing, the fencing will need to be maintained or rebuilt, so that there is fencing on either side of the greenway. The Papermill Bluff Greenway in the I-40/75 ROW in Knoxville is a precedent.

Crossings of the Parkway and Waterways

Bridge overpass: The Bob Gray Road bridge over the Parkway is inspected by TDOT but managed and maintained by Knox County. The sufficiency rating for the bridge is 94.8, meaning no repair or replacement is needed. It will be up to the County to decide if lanes can be adjusted on the bridge to accommodate a dedicated pedestrian/ bike lane.

Solway Road Bridge over Beaver Creek: The Beaver Creek Bridge over Solway Road is at a 85.7 sufficiency rating, meaning no repairs or replacements are needed.

DOT Recommendations for Next Steps

- Any proposed projects affecting TDOT bridges would have to be reviewed by the Structures Division at TDOT headquarters in Nashville.
- Right-of-way representatives indicated to be conservative and cognizant of grading necessary when requesting right-of-way.
- Titles searches would be the only true way to determine ownership of many parcels, including the area of uncertainty around Solway Bridge. TDOT provided ROW maps that indicate TVA may have some ownership of land near the bridge.