

Part F

TN Department of Transportation Correspondence





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November 30, 2015

Mr. David Tuch
President of Equinox
37 Haywood Street, Suite 100
Asheville, North Carolina 28801

Dear Mr. Tuch:

Thank you for your e-mail and letter regarding the Turkey Creek Greenway study. This letter is to address the questions related to pedestrian access on Lovell Road as the Greenway Study is reviewing options to provide connections of existing and future greenways as well as other parks in Knoxville's Turkey Creek, Cedar Bluff and Pellissippi Parkway areas.

Questions Related to the I-40/75 Interchange at Lovell Road

- 1) **Would a bridge attachment on the west side of the Lovell Road Bridge overpass on the interstate be considered feasible?** The addition of a bridge attachment is probably physically feasible; however the concept would require a detailed bridge engineering study and funding for construction. This project would be similar in nature to the pedestrian facility added in 2005 to the Buck Karnes Bridge over the Tennessee River in Knoxville with a cost of \$3,772,564.00. This project was developed by the Knoxville TPO using local Surface Transportation Program funds.
- 2) **Could an emergency shoulder on the Lovell Road bridge overpass be reduced or eliminated to allow for a separated sidewalk or separated path? Based on AASHTO guidelines, and anticipated high level of usage, we would need a minimum of 8-feet for the pathway. This separation could occur by elevation, with curb separation, or separating the path with a jersey barrier (or similar).**
 - a. **If there was enough room to allow for an 8-foot path, would there be a preference for using a curb separation or a jersey barrier**
Currently the bridge has ten (10) foot shoulders which are level with the travel lanes. Sidewalks leading up to the Lovell Road Bridge are located on both sides of the roadway that are six (6) feet in width. The addition of an eight (8) foot wide path that is either separated by jersey barrier or raised by curbing with the addition of a sidewalk is not feasible without further modifications based on existing shoulder width, drainage and hydraulic requirements along with roadway design standards for turning vehicles.

b. Would TDOT safety funds be available to make these improvements?

Safety projects are recommended and justified based on crash experience alone. While safety funds may not be available for this project, there are several funding programs and grants to assist with the delivery of pedestrian projects including: Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), Multimodal Access Grants and Transportation Alternative Grants.

3) Would a separate but adjacent pedestrian bridge that shared Lovell Road Bridge's abutments be feasible?

The concept would require a detailed bridge engineering study and funding for construction. The existing abutment would likely not support a separate bridge.

4) Would the planned I-40 auxiliary lane improvement (west bound only from Lovell Road to the Pellissippi Parkway) have any impact on future design of this interchange? This project is listed in the Knoxville Regional TPO Transportation Improvement Program (2014-2017).

The project did not affect the geometry of Lovell Road. The bid letting on the project took place in April of 2014, and was completed in November 2014.

5) Can physically defined (not just striped) pedestrian refuges be incorporated at the intersections associated with either bridge options?

The shoulders are currently ten (10) feet wide. There would not be enough space for a buffer and drainage area, with a physical divider and an eight (8) foot wide pedestrian travel path.

Another option for pedestrian improvements on Lovell Road would be to consider the construction of a raised sidewalk that matches the same width as connecting sidewalks. This would leave a shoulder width of four (4) to five (5) feet which may be used for bicycle traffic if they choose to use the roadway shoulder instead of the travel lane.

The Department appreciates the Knoxville TPO and city's vision in planning for the future needs in the community. Thank you for the opportunity to be part of this planning process and please contact me if I may be of further assistance.

Sincerely,



Steven M. Borden, P.E.
Director/Assistant Chief Engineer

SMB/NV/jmh

c: Ellen Zavisca, Knoxville MPC
Shauna Godlevsky, Knox County Parks and Recreation
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