APPENDIX O

TDOT REGION 1 MEETING

CHAPMAN HIGHWAY IMPLEMENTATION PLAN

Tennessee Department of Transportation – Region 1

7345 Region Lane – Conference Room

March 8, 2019 – 9:30 AM Eastern

SUMMARY

- There were 12 attendees:
  - Steve Borden, TDOT
  - Amanda Snowden, TDOT
  - Christie Brown, TDOT
  - Dexter Justis, TDOT
  - Andy Padgett, TDOT
  - Nathan Vatter, TDOT
  - Jeff Welch, Knoxville Regional TPO
  - Mike Conger, Knoxville Regional TPO
  - Jim Hagerman, City of Knoxville
  - Bryan Berry, City of Knoxville
  - Cindy Pionke, Knox County
  - Brad Waldschmidt, Kimley-Horn
- A presentation was delivered to TDOT. The content included:
  - Focus on City of Knoxville section of Chapman Highway (approx. 6.2 miles)
  - Segmentation of Chapman Highway – 5 segments with different 1) visions, 2) opportunities, and 3) challenges
  - Traffic Data
  - Crash Data; Crash Rates
  - Steering Committee involvement (Knoxville Regional TPO, City of Knoxville, TDOT, Knoxville Area Transit, Knox County)
  - Community Engagement
  - Proposed Typical Sections for Chapman Highway

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- TDOT shared that for a 1-mile section of Chapman Highway near Seymour, the anticipated costs are approximately $10,000,000 per mile. This particular 1-mile section does not include sidewalk.
- Without a curb/gutter, there would need to be a physical barrier between the vehicle traveled way and the bicyclist/pedestrian traveled way.
- The traffic data and traffic analysis from this Implementation Plan can be shared with TDOT to consider appropriate locations for right-turn lanes along Chapman Highway.
- TDOT communicated that for the full 10.3-mile section of Chapman Highway, as part of the IMPROVE Act, the planning document (being prepared by the Strategic Transportation Investments Division) should be completed around July/August 2019.
    - For the entire 10.3-mile section, TDOT is considering either a non-traversable center median or a traversable center two-way left-turn lane.
    - TDOT is leaning toward a traversable center two-way left-turn lane.
    - TDOT is OK if the public/community is aware that TDOT is considering these 2 options as part of the IMPROVE Act project.
    - TDOT typically does not promote fluctuating between these 2 median types along the same corridor.
    - TDOT will be able to incorporate access management retrofits such as 1) addressing open frontage access, 2) reducing the number of driveways in some locations, and 3) aligning skewed intersections.

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- **TDOT provided the following comments regarding the Proposed Typical Sections:**
  - **A center two-way left-turn lane should be a minimum width of 12 feet, but the travel lanes can have 11-foot widths.**
  - **If a non-traversable center median was considered, the minimum width would be 8 feet (4 feet minimum island, 2 feet of curb/gutter on each side). However, this would be wider at locations with left-turn lanes.**
  - **TDOT's paramount considerations for improvements are incorporating a median (traversable or non-traversable) to provide separation of traffic for safety, and maintaining adequate drainage.**
  - **To establish ROW boundaries, TDOT provides 4.5 feet for a utility easement beyond the back of sidewalk.**
  - **A paved shoulder is required with ditch, but not with curb/gutter.**
  - **It is possible that some segments may have curb/gutter on one side, and paved shoulder with ditch on the other side. This may be something to consider for Segment 4 (near Ye Olde Steak House).**
  - **While constructing curb/gutter typically has a higher construction cost compared to paved shoulder and ditch, the curb/gutter allows for a narrower ROW width compared to the ditch. Typically, a ditch extends the ROW width to approximately 21 feet from the edge of pavement.**

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- TDOT developed 3 typical sections on an exhibit:
  - The top represents the typical section that TDOT considers for 5-lane with curb/gutter and sidewalk on both sides, using TDOT design standards. The anticipated ROW is 80 feet. However, during the meeting, the addition of a 2.5-foot buffer between curb/gutter and sidewalk was mentioned. This would increase the anticipated ROW from 80 feet to 85 feet.
  - The middle represents the Proposed Typical Section with buffer-separated bicycle lanes and sidewalks on both sides, but with the incorporation of TDOT design standards. The anticipated ROW increases from 97 feet to 111 feet.
  - The bottom represents the Proposed Typical Section with a sidewalk on one side and a shared use trail on the other side, but with the incorporation of TDOT design standards. The anticipated ROW increases from 86 feet to 100 feet.
- During a 03/12/2019 phone call with Christie Brown and others from TDOT, the following topics were discussed regarding the typical sections:
  - Instructional Bulletin 19-05, which was distributed via e-mail on 03/11/2019, regarding multimodal design. The revised standard drawings MM-TS-1 and MM-TS-2 provide updates to TDOT's minimum and preferred lateral offset widths between the roadway and bike lanes, sidewalks, and shared use paths.
  - <u>These revised standards may override what was discussed during the meeting, specifically in regard to the lateral offset and buffer widths.</u>
  - Since Chapman Highway predominantly has a posted speed limit of 45 MPH or 50 MPH, it appears the minimum buffer width is 12.5 feet and the preferred buffer width is 16.5 feet. This width can consist of a paved shoulder, 2.5-foot curb/gutter, and a grass strip (that must be 2 feet minimum).
  - Some portions of Chapman Highway may require paved shoulder, even with the presence of curb/gutter. TDOT will contemplate and follow-up on this topic.
  - The City and TDOT will continue to coordinate on these typical section topics, so that the City's proposed typical sections along Chapman Highway can be revised accordingly.