

Chapman Highway Implementation Plan: Final Report Summary

Purpose

The Chapman Highway Implementation Plan, led by the City of Knoxville and Knoxville-Knox County Planning, identifies and prioritizes improvements for the six-mile section of Chapman Highway within the Knoxville city limits that runs from Blount Avenue to just south of Governor John Sevier Highway. The purpose of this effort was to not just complete another study, but instead create an actionable strategy for transforming Chapman Highway into a safer, more livable corridor.

Study Area and Corridor Segments

A need was identified to divide the 6+ mile corridor into five independent segments since many characteristics vary along the route such as the presence of a center turn lane, adjoining land use, and density of traffic signals.

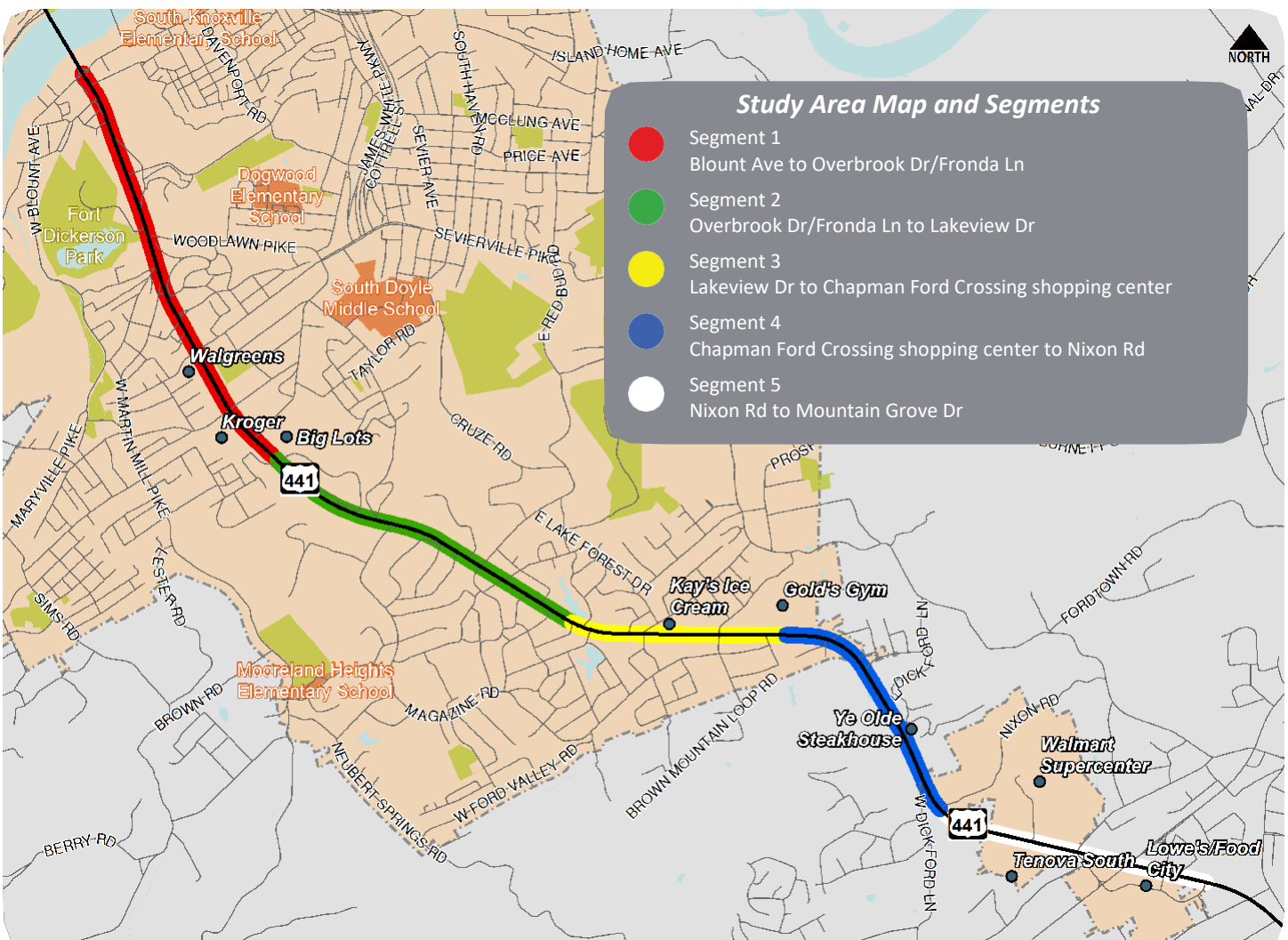
Plan Development Process

The Chapman Highway Implementation Plan began in Spring 2018 and the Final Report was completed in Summer 2019. A review of existing conditions was completed, followed by a list of projects to address identified needs and deficiencies in each segment. Those projects were then scored and ranked in priority order with estimated costs for implementation also provided.

Public and Stakeholder Involvement

There was a significant effort made to reach out to key stakeholder agencies, such as TDOT and Knoxville Area Transit, as well as community members to inform project selection and recommendations, including:

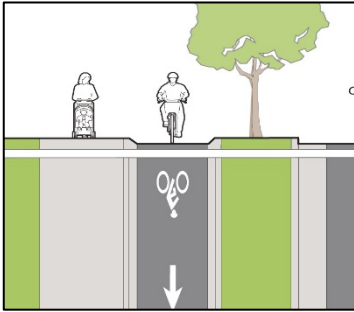
- 4 Steering Committee meetings
- 2 Stakeholder Workshops
- 2 Community Workshops and Online Surveys



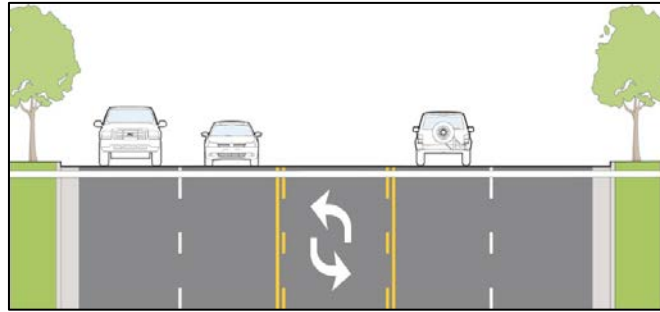
Major Recommendations

In the Chapman Highway Implementation Plan, 47 projects were analyzed based on both community input and technical data. Three tiers of projects were identified to indicate their overall priority.

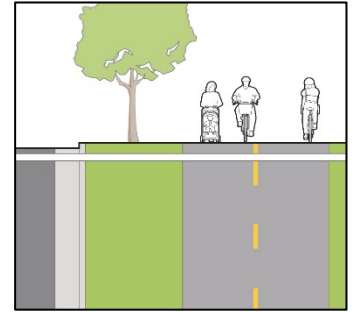
As anticipated, safety for all commuters factored heavily in setting priorities. A primary focus is adding center turn lanes or medians in all sections of Chapman Highway that do not currently have one as well as providing places for people to bike and walk safely.



**SEPARATED BIKE LANE
AND SIDEWALK**



CENTER TURN LANE



SHARED USE TRAIL (GREENWAY)

The Tier 1 (highest priority) projects are listed below by category.

Center turn lane / median projects:

- Lakeview Drive to Chapman Ford Crossing – widen for a center left-turn lane or landscaped median
- Nixon Road to Mountain Grove Dr – maintain a center left-turn lane or convert to a landscaped median
- Overbrook Drive to Lakeview Drive – widen for a center left-turn lane or landscaped median
- Chapman Ford Crossing to Nixon Road – widen for a center left-turn lane or landscaped median
- Blount Avenue to Fort Dickerson Road – widen for landscaped median

Bike and pedestrian improvement projects (sidewalk / bike lane additions):

- Blount Ave to Fort Dickerson Road – provide landscaped buffer, separated bike lanes and sidewalks
- Fort Dickerson Road to Moody Ave – provide landscaped buffer, separated bike lanes and sidewalks
- Moody Avenue to Young High Pike – provide landscaped buffer, separated bike lanes and sidewalks
- Young High Pike to Overbrook Drive – provide landscaped buffer, sidewalk and shared use trail

Spot intersection improvement projects:

- Maryville Pike and Martin Mill Pike Intersections – possibly realign or consolidate the two intersections
- Stone Road Intersection – construct left-turn lanes on Chapman Highway

Transit improvement project:

- Between Moody Avenue and Young High Pike – transit super stop, for improved transfers

Next Steps

As a state highway, improvements to Chapman Highway require partnership with and approval from the Tennessee Department of Transportation (TDOT). The City of Knoxville has worked with TDOT and invested local funds to improve key points along the Chapman Highway corridor, but a comprehensive approach to making the entire road safer will require resources beyond those available to local government acting alone. The report calls on the City of Knoxville and other funding partners to seek out opportunities for collaboration and to combine small projects to maximize efficiency.

The City will actively pursue funding for projects prioritized in the Implementation Plan and will engage with TDOT as the state determines specific projects that will be funded through \$45 million in state IMPROVE Act funds. The IMPROVE Act will fund projects on a 10.3-mile section of Chapman Highway between Blount Avenue and Seymour.

*The final report and all background information are available at
<https://knoxtpo.org/plans-studies/corridor-and-area-studies/chapman-highway>*

Project Priority Rankings and Maps of All Projects from Final Report

Prioritized Projects

	Project Code	Location	Description	Segment	Total Score	Anticipated Cost
Tier 1	I-12	Maryville Pk, Martin Mill Pk	Evaluate Realignment/Consolidation of Two Intersections	1	157	N/A*
	I-26	Stone Rd	Construct Left-Turn Lanes (interim project)	2	144	\$750,000
	M-30	Lakeview Dr to Chapman Ford Crossing	Widen for Center Left-Turn Lane (or Landscaped Median)	3	140	\$7,700,000
	M-43	Nixon Rd to Mountain Grove Dr	Maintain Center Left-Turn Lane (or Convert to Landscaped Median)	5	139	\$7,800,000
	M-24	Overbrook Dr to Lakeview Dr	Widen for Center Left-Turn Lane (or Landscaped Median)	2	136	\$12,800,000
	M-39	Chapman Ford Crossing to Nixon Rd	Widen for Center Left-Turn Lane (or Landscaped Median)	4	132	\$10,500,000
	BP-2	Blount Ave to Fort Dickerson Rd	Provide Landscaped Buffer, Separated Bicycle Lanes, Sidewalks	1	132	\$8,900,000
	T-19	Between Moody Ave and Young High Pk	Transit Super Stop (for Improved Headways and Transfers)	1	132	\$100,000
	M-1	Blount Ave to Fort Dickerson Rd	Widen for Landscaped Median	1	123	\$7,800,000
	BP-10	Fort Dickerson Rd to Moody Ave	Provide Landscaped Buffer, Separated Bicycle Lanes, Sidewalks	1	121	\$6,800,000
	BP-16	Moody Ave to Young High Pk	Provide Landscaped Buffer, Separated Bicycle Lanes, Sidewalks	1	121	\$4,400,000
	BP-17	Young High Pk to Overbrook Dr	Provide Landscaped Buffer, Sidewalk, Shared Use Trail	1	115	\$3,400,000
Tier 2	A-29	Red Bud Rd to Lakeview Dr	Evaluate Vehicle Access at Eight Intersections	2	107	N/A*
	A-7	E Martin Mill Pk	Close Two Intersections to Vehicles; Provide Bike/Ped Connection	1	101	N/A*
	I-34	Lindy Dr	Realign Lindy Drive and Install Traffic Signal	3	100	\$1,500,000
	N-21	Young High Pk to Woodlawn Pk (south)	Create Backage Road to Shopping Center	1	99	\$1,500,000
	T-23	Blount Ave to Young High Pk	Enhance Bus Stops and Provide Bus Shelters	1	94	\$320,000
	I-32	E Lake Forest Dr (south)	Realign across from Colonial Drive at Existing Traffic Signal	3	91	\$1,000,000
	I-36	Fort Valley Rd	Install Traffic Signal	3	89	\$500,000
	BP-31	Lakeview Dr to Chapman Ford Crossing	Provide Landscaped Buffer, Sidewalk, Shared Use Trail	3	83	\$1,300,000
	I-42	W Dick Ford Ln	Install Traffic Signal	4	83	\$500,000
	A-15	Childress St	Convert to Right-In/Right-Out	1	82	N/A*
	BP-25	Overbrook Dr to Lakeview Dr	Provide Landscaped Buffer, Sidewalk, Shared Use Trail	2	82	\$2,000,000
Tier 3	A-41	Longvale Dr to Little Switzerland Rd	Close Three Intersections to Vehicles; Provide Bike/Ped Connection	4	74	N/A*
	N-6	Fort Ave	Create Backage Road to Shopping Center	1	73	\$750,000
	N-22	Overbrook Dr	Extend Overbrook Drive to Shopping Center	1	69	\$750,000
	A-14	Druid Dr (east)	Close One Intersection to Vehicles; Provide Bike/Ped Connection	1	67	N/A*
	T-45	Nixon Rd to Mountain Grove Dr	Enhance Bus Stops and Provide Bus Shelters	5	65	\$80,000
	A-28	Judith Dr to Larry Dr	Evaluate Vehicle Access at Two Intersections	2	63	N/A*
	BP-44	Nixon Rd to Mountain Grove Dr	Provide Landscaped Buffer, Sidewalk, Shared Use Trail	5	63	\$3,200,000
	BP-40	Chapman Ford Crossing to Nixon Rd	Provide Landscaped Buffer, Sidewalk, Shared Use Trail	4	61	\$1,400,000
	A-33	Eastwood Dr	Close One Intersection to Vehicles; Provide Bike/Ped Connection	3	53	N/A*
	N-13	W Blount Ave at Maryville Pk	Single Lane Roundabout	1	52	\$750,000
	BP-47	W Norton Rd/Mountain Grove Dr	Shared Use Path (alternative to Chapman Highway)	5	47	\$1,000,000
	N-46	Quaker Way	Extend Quaker Way to West Dick Ford Lane	5	40	\$1,500,000
	N-38	West Ford Valley Rd at Old Valley Rd	Single Lane Roundabout	3	18	\$750,000
	N-5	Hawthorne Ave at Augusta Ave	Intersection Redesign/Consolidation	1	-2	\$500,000

M Median
 A Access Management
 BP Bicycle/Pedestrian
 I Intersection
 N Non-Chapman
 T Transit

*Costs not provided; further evaluation needed to determine scope

Prioritized Projects - Ranked within Category

	Project Code	Location	Description	Segment	Total Score	Anticipated Cost
Median (M)	M-30	Lakeview Dr to Chapman Ford Crossing	Widen for Center Left-Turn Lane (or Landscaped Median)	3	140	\$7,700,000
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	M-1	Blount Ave to Fort Dickerson Rd	Widen for Landscaped Median	1	123	\$7,800,000
Access Management (A)	A-29	Red Bud Rd to Lakeview Dr	Evaluate Vehicle Access at Eight (8) Intersections	2	107	N/A*
	A-7	E Martin Mill Pk	Close Two (2) Intersections to Vehicles; Provide Bike/Ped Connection	1	101	N/A*
	A-15	Childress St	Convert to Right-In / Right-Out	1	82	N/A*
	A-41	Longvale Dr to Little Switzerland Rd	Close Three (3) Intersections to Vehicles; Provide Bike/Ped Connection	4	74	N/A*
	A-14	Druid Dr (east)	Close One (1) Intersection to Vehicles; Provide Bike/Ped Connection	1	67	N/A*
	A-28	Judith Dr to Larry Dr	Evaluate Vehicle Access at Two (2) Intersections	2	63	N/A*
	A-33	Eastwood Dr	Close One (1) Intersection to Vehicles; Provide Bike/Ped Connection	3	53	N/A*
Bicycle/Pedestrian (BP)	BP-2	Blount Ave to Fort Dickerson Rd	Provide Landscaped Buffer, Separated Bicycle Lanes, Sidewalks	1	132	\$8,900,000
	BP-10	Fort Dickerson Rd to Moody Ave	Provide Landscaped Buffer, Separated Bicycle Lanes, Sidewalks	1	121	\$6,800,000
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Non-Chapman (N)	N-21	Young High Pk to Woodlawn Pk (south)	Create Backage Road to Shopping Center	1	99	\$1,500,000
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Transit (T)	T-19	Between Moody Ave and Young High Pk	Transit Super Stop (for Improved Headways and Transfers)	1	132	\$100,000
	T-23	Blount Ave to Young High Pk	Enhance Bus Stops and Provide Bus Shelters	1	94	\$320,000
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