

CHAPMAN HIGHWAY IMPLEMENTATION PLAN - SUMMARY OF PROPOSED PROJECTS FOR ALL SEGMENTS

Project #	Roadway	Location	Description	Segment	Component of Proposed Section	Type
---	Chapman Highway	Blount Avenue to Mountain Grove Drive	Apply Access Management; TDOT Driveway Entrances Manual (2016)	ALL		Access Management
---	Chapman Highway	Blount Avenue to Mountain Grove Drive	Provide Bus Pull-Out Bays at Intersection Closures	ALL		Transit
---	Chapman Highway	Blount Avenue to Mountain Grove Drive	Provide Bike/Ped Neighborhood Connections at Intersection Closures	ALL		Transit
1	Chapman Highway	Blount Avenue to Woodlawn Pike North / Fort Dickerson Road	Widen for Landscaped Median	1	Yes	Median
2	Chapman Highway	Blount Avenue to Woodlawn Pike North / Fort Dickerson Road	Provide Landscaped Buffer, Separated Bicycle Lanes, and Sidewalks	1	Yes	Bike/Ped
3	Chapman Highway	Blount Avenue	Convert to Protected Intersection	1		Bike/Ped
4	Chapman Highway	KXHR Crossing -OR- Hawthorne Avenue	Midblock Crossing with Pedestrian Hybrid Beacon	1		Bike/Ped
5	Hawthorne Avenue	Hawthorne Avenue at Augusta Avenue	Intersection Redesign / Consolidation	1		Non-Chapman
6	Parallel Road	Fort Avenue to Private Development	Create a Backage Road to Shopping Center	1		Non-Chapman
7	Chapman Highway	a. East Martin Mill Pike (north) b. East Martin Mill Pike (south)	Close Intersection; Create Cul-de-sac with Bike/Ped Connectivity	1		Access Management
8	Chapman Highway	Lippencott Street	Convert to Protected Intersection	1		Bike/Ped
9	Chapman Highway	Woodlawn Pike North / Fort Dickerson Road	Convert to Protected Intersection	1		Bike/Ped
10	Chapman Highway	Woodlawn Pike North / Fort Dickerson Road to Moody Avenue	Provide Landscaped Buffer, Separated Bicycle Lanes, and Sidewalks	1	Yes	Bike/Ped
11	Chapman Highway	Woodlawn Pike North / Fort Dickerson Road to Moody Avenue	Restripe Roadway to Accommodate Interim Bike Lanes <i>(This would serve as an interim project)</i>	1		Bike/Ped
12	Chapman Highway	Maryville Pike, Martin Mill Pike	Evaluate Realignment/Consolidation of Two (2) Intersections	1		Intersection
13	W Blount Avenue	W Blount Avenue at Maryville Pike	Single Lane Roundabout	1		Non-Chapman
14	Chapman Highway	Druid Drive (east)	Close Intersection; Create Cul-de-sac with Bike/Ped Connectivity	1		Access Management
15	Chapman Highway	Childress Street	Right-in Right-Out Only	1		Access Management
16	Chapman Highway	Moody Avenue to Young High Pike	Provide Landscaped Buffer, Separated Bicycle Lanes, and Sidewalks	1	Yes	Bike/Ped
17	Chapman Highway	Young High Pike to Overbrook Drive / Fronda Lane	Provide Landscaped Buffer, Sidewalk, and Shared Use Trail <i>(A portion has been funded by a TDOT Multimodal Access Grant)</i>	1	Yes	Bike/Ped
18	Chapman Highway	Moody Avenue	Convert to Protected Intersection	1		Bike/Ped
19	Chapman Highway	Between Moody Avenue and Young High Pike	Transit Super Stop (for Improved Headways and Transfers)	1		Transit
20	Chapman Highway	Young High Pike	Convert to Protected Intersection	1		Bike/Ped
21	Parallel Road	Young High Pike to Woodlawn Pike South	Create a Backage Road to Shopping Center	1		Non-Chapman
22	Overbrook Drive	Overbrook Drive	Extend Overbrook Drive to Shopping Center	1		Non-Chapman
23	Chapman Highway	Blount Avenue to Young High Pike	Enhance Bus Stops; Convert to Bus Shelters	1		Transit
24	Chapman Highway	Overbrook Drive / Fronda Lane to Lakeview Drive	Widen for Center Left-Turn Lane (or Landscaped Median)	2	Yes	Median
25	Chapman Highway	Overbrook Drive / Fronda Lane to Lakeview Drive	Provide Landscaped Buffer, Sidewalk, and Shared Use Trail <i>(A portion has been funded by a TDOT Multimodal Access Grant)</i>	2	Yes	Bike/Ped
26	Chapman Highway	Stone Road	Construct Left-Turn Lanes <i>(This would serve as an interim project)</i>	2		Intersection
27	Chapman Highway	Stone Road	Convert to Protected Intersection	2		Bike/Ped
28	Chapman Highway	a. Judith Drive b. Larry Drive	Evaluate the Feasibility / Benefits if each Intersection: 1. Remains Full-Movement (Left-Turns Allowed) 2. Is Restricted to Right-In / Right-Out 3. Becomes Entirely Closed to Vehicles	2		Access Management
29	Chapman Highway	a. West Red Bud Road b. East Red Bud Road c. West Lake Forest Drive d. East Lake Forest Drive (north) e. Brandau Drive f. Lake Shore Road g. Mayflower Drive h. Lakeview Drive	Evaluate the Feasibility / Benefits if each Intersection: 1. Becomes Signalized (Install Traffic Signal) 2. Remains Full-Movement (Left-Turns Allowed) 3. Is Restricted to Right-In / Right-Out 4. Becomes Entirely Closed to Vehicles	2		Access Management
30	Chapman Highway	Lakeview Drive to Chapman Ford Crossing	Widen for Center Left-Turn Lane (or Landscaped Median)	3	Yes	Median
31	Chapman Highway	Lakeview Drive to Chapman Ford Crossing	Provide Landscaped Buffer, Sidewalk, and Shared Use Trail	3	Yes	Bike/Ped
32	Chapman Highway	East Lake Forest Drive (south)	Realign Across from Colonial Drive at Existing Traffic Signal	3		Intersection
33	Chapman Highway	Eastwood Drive	Close Intersection; Create Cul-de-sac with Bike/Ped Connectivity	3		Access Management
34	Chapman Highway	Lindy Drive	a. Realign Lindy Drive b. Install Traffic Signal	3		Intersection
35	Chapman Highway	Lindy Drive	Convert to Protected Intersection (in conjunction with Traffic Signal)	3		Bike/Ped
36	Chapman Highway	West Ford Valley Road / East Ford Valley Road	Install Traffic Signal	3		Intersection
37	Chapman Highway	West Ford Valley Road / East Ford Valley Road	Convert to Protected Intersection (in conjunction with Traffic Signal)	3		Bike/Ped
38	W Ford Valley Road	West Ford Valley Road at Old Valley Road	Single Lane Roundabout	3		Non-Chapman
39	Chapman Highway	Chapman Ford Crossing to Nixon Road	Widen for Center Left-Turn Lane (or Landscaped Median)	4	Yes	Median
40	Chapman Highway	Chapman Ford Crossing to Nixon Road	Provide Landscaped Buffer, Sidewalk, and Shared Use Trail	4	Yes	Bike/Ped
41	Chapman Highway	a. Longvale Drive b. Deva Drive c. Little Switzerland Road	Close Intersection; Create Cul-de-sac with Bike/Ped Connectivity	4		Access Management
42	Chapman Highway	West Dick Ford Lane	Install Traffic Signal	4		Intersection
43	Chapman Highway	Nixon Road to Mountain Grove Drive	Maintain Center Left-Turn Lane and Widen Under Gov. John Sevier Hwy. <i>(or Convert to Landscaped Median)</i>	5	Yes	Median
44	Chapman Highway	Nixon Road to Mountain Grove Drive	Provide Landscaped Buffer, Sidewalk, and Shared Use Trail	5	Yes	Bike/Ped
45	Chapman Highway	Nixon Road to Mountain Grove Drive	Enhance Bus Stops; Convert to Bus Shelters	5		Transit
46	Quaker Way	Quaker Way	Extend Quaker to West Dick Ford Lane	5		Non-Chapman
47	W Norton Road / Mountain Grove Drive	W Norton Road/Mountain Grove Drive	Shared Use Path (alternative to Chapman Highway)	5		Bike/Ped

Legend	#
Access Management	7
Bike/Ped	19
Intersection	6
Median	5
Non-Chapman	7
Transit	3
Total	47