

POLICY ON WORK ZONE TRAFFIC CONTROL
CITY OF KNOXVILLE, TENNESSEE
May 2018

I. Introduction

- A. The proper use of warning devices in roadway construction and maintenance work areas must be planned in advance to meet the individual requirements of the job site. The objective of this policy is to provide maximum protection to employees, plants, equipment, and the public while causing minimum interference to vehicular, bicycle, and pedestrian traffic.
- B. When guarding work areas, always provide more protection than may appear necessary rather than under-protecting. Inadequate protection may promote accidents by presenting the driver, bicyclist, or pedestrian with a false impression of the extent of the work area and the deviations that the traveler must take from the original route in order to safely pass the work area.
- C. Early project planning for traffic control in construction and maintenance areas, as well as implementation and surveillance of the controls during construction are very important.

II. Need for Standards

- A. Problems of traffic control occur when traffic must be moved through, around, or adjacent to road or street construction, maintenance operations, and utility work. No one standard sequence of signs or other control devices can be set up as an inflexible arrangement for all situations due to the variety of conditions encountered.
- B. The *Manual on Uniform Traffic Control Devices* (MUTCD) has been adopted as Federal and Tennessee Law. The MUTCD established principles to be observed in the design, installation, and maintenance of traffic control devices.
- C. These principles and standards are directed to the safe and expeditious movement of traffic through work areas and to the safety of the work force performing those operations.

III. Responsibility

- A. Adequate public protection shall be provided by contractors, public utility companies, railroads, and state and city agencies performing any work on roadways or any work so closely adjacent to roadways as to create hazards or to restrict pedestrian, bicycle, or vehicular flow.
- B. It is important that the authorities having jurisdiction are able to require proper protection, that responsibility be clearly assigned, adequate training of personnel be provided, and that there be adherence to the provisions of the MUTCD.
- C. A temporary traffic control plan (TTCP) should include, but not be limited to, items such as signing; application and removal of pavement and markings; construction; scheduling; methods and devices for delineation and channelization; placement and maintenance of devices; roadway lighting; traffic regulations; and surveillance and inspection.

- D. A TTCP and permit form shall be prepared by the contractor, public utility company, or state or city agency proposing to do work on or adjacent to the roadway. The TTCP and permit form should be completed in detail, to the complexity of the work project, and note the date of planned beginning and the duration of construction.
- E. The TTCP shall be reviewed and approved by the Director of the Department of Engineering or an authorized representative. A minimum of 48 hours should be allowed for review of the TTCP. Contact the City of Knoxville Department of Engineering, 3131 Morris Avenue, Telephone 215-6100, for additional information and assistance
- F. When the TTCP and permit are approved, the City of Knoxville Department of Engineering will coordinate with the media and other agencies, as needed.
- H. Construction on or adjacent to local streets (traffic volumes of less than 1,000 vehicles-per-day) requiring one lane closures will only require implementation of adequate work zone traffic control procedures as outlined in the MUTCD.
- I. The blockage of a sidewalk, bicycle lane, or other public-use path shall be regarded with the same importance as the closure of a motor vehicle lane by applying temporary traffic control practices. The City may require accommodations for pedestrians and bicyclists that provide a safe, accessible and convenient route through, past, or around a work zone that provides sufficient capacity and is also likely to be followed by the pedestrians and cyclists.

IV. Road Closures

- A. Total road closures for construction and maintenance activities are typically not permitted on principal collector or arterial roadways. Total road closures on secondary collectors and local streets will be considered on a case-by-case basis. Traffic control plans for total road closures must be sealed by a Professional Engineer registered in the State of Tennessee.
- B. In the event of an emergency, and there is no alternative but to close the roadway, adequate work zone traffic control procedures as outlined in the MUTCD shall be implemented. Notification of proper authorities must be made as soon as possible by contacting the E-911 Dispatcher at 215-4010.

V. Sidewalk Closures

- A. The method for providing safe accommodation should be prioritized as follows:
 - 1. Protect the existing pedestrian route from the worksite.
 - 2. Provide a temporary pedestrian route in a parking lane and protect it from adjacent traffic.
 - 3. Provide a multi-use path in a bike lane, and protect it from traffic. The path width must be a minimum of eight feet wide.
 - 4. Provide a pedestrian route in an existing bike lane, protect it from traffic, and merge bicycles with traffic.
 - 5. Provide a pedestrian route in an existing traffic lane and protect it from traffic.
 - 6. Provide a pedestrian detour route.

- B. Closing a sidewalk on one side of the street and directing pedestrians to the sidewalk on the other side of the street is considered a pedestrian detour.
- C. In high pedestrian areas such as the Central Business Improvement District (CBID), Cumberland Ave, Fort Sanders, and other areas designated by the Director of the Department of Engineering or an authorized representative, a temporary pedestrian route should be given priority over vehicular traffic facilities, except when resulting in excessive delay to transit or creates excessive congestion.
- D. Both sidewalks on a block should not be closed simultaneously.
- E. A pedestrian route designated as an established detour route should not be closed.
- F. Signage intended only for pedestrians shall display the word “pedestrian” or the pedestrian symbol. A temporary route shall be clearly marked and include advanced notification of sidewalk closures, detours or diversions. Advanced notification to pedestrians of any detour or diversion shall be provided at the nearest crosswalk or intersection that meets minimum safety requirements on either side of the detour or diversion.
- G. If the work zone affects an accessible pedestrian route, the accessible features along the temporary route shall have accessibility features equivalent to or better than the features on the disturbed route. Where existing physical constraints make it impractical to have equivalent accessibility features, compliance is required to the maximum extent practicable. All physical constraints shall be documented and retained in the project’s file. Existing physical constraints include, but are not limited to, underlying terrain, limited right-of-way availability, underground structures, adjacent facilities, intersection geometry, maintaining positive drainage, or the presence of notable natural or historic features.
- H. The pedestrian route shall be free of obstructions and surface hazards, e.g. debris, holes, loose gravel, and mud.
- I. If accommodation for pedestrians must be closed intermittently due to conflicts with construction activities, flaggers must be posted on each end of the route during peak hours when closures are in place. Reasonable flow of pedestrian traffic must be maintained in preference to construction activities and the flow of construction vehicles.

VI. Bike Lane Closure

- A. The method for providing safe accommodation for bicyclists should be prioritized as follows:
 - 1. Provide a bicycle lane on the same roadway past the work zone by shifting and narrowing the adjacent travel lanes.
 - 2. Provide a bicycle lane in an existing travel lane.

3. Merge bicyclists and adjacent traffic into a shared travel lane; this method may not be appropriate for higher speed/volume roadways.
 4. Provide a bicycle detour route.
- B. Signage intended only for bicyclists shall display the word “bicycle” or the bicycle symbol. A temporary route shall be clearly marked and include advanced notification of lane closures, detours or diversions. Signage shall adequately warn bicyclists of any lane shift or shared lane condition.
 - C. The bicycle route shall be free of obstructions and surface hazards, e.g. drainage grates, debris, holes, loose gravel, and mud.
 - D. All traffic control plans that require bicyclists to merge with traffic shall post construction work zone speed limits of 35mph or less.
 - E. If accommodation for bicyclists must be closed intermittently due to conflicts with construction activities, flaggers must be posted on each end of the route during peak hours when closures are in place. Reasonable flow of bicycle traffic must be maintained in preference to construction activities and the flow of construction vehicles.

VII. Hours of Work

- A. When construction that will block one or more lanes of a principal collector or arterial roadway is required, the hours of work shall be limited on weekdays to avoid conflict with peak hour traffic movement. Work on weekdays is permitted before 6:00 A.M., from 9:00 A.M. to 3:00 P.M., and after 6:30 P.M. Work is permitted during off-peak conditions and on weekends except for unusual circumstances, i.e. parades, U.T. football games, etc. More liberal hours are typically allowed on local streets. Other arrangements may be approved on a case-by-case basis.
- B. When an emergency occurs that requires total road closure on a principal collector or arterial roadway, every effort should be made to make the repairs as soon as possible. Notification of proper authorities must be made as soon as possible by contacting the E-911 Dispatcher at 215-4010.

VIII. Street Cut Permits

- A. When the work requires that city streets be cut, a permit shall be required from the City of Knoxville Department of Engineering, 3131 Morris Avenue. On an emergency basis, these permits may be obtained by notifying the City of Knoxville Department of Engineering at 215-6100 and then following up with a written request as soon thereafter as practical. In routine situations, a written request outlining the need for cutting the street, the proposed location, the proposed date of work, and the contractor involved shall be supplied in writing to the City of Knoxville Department of Engineering at 3131 Morris Avenue. A minimum of two (2) working days are required for review and processing of permit; A minimum of four (4) working days are required for the CBID and UT/Fort Sanders Area.

- B. Construction standards are available at the City of Knoxville Department of Engineering offices at 3131 Morris Avenue and on the City's website: <http://www.knoxvilletn.gov>.

IX. Principal Collector and Arterial Roadways

For the purposes of this policy, the following shall be defined as principal collector or arterial roadways.

- A. All streets in the Central Business Improvement District (CBID). See map on page TS-34.0-15.

- B. Principal collectors, arterials and selected minor collectors:

Adair Drive, Bruhin Road to Sanders Drive
Ailor Avenue, Western Avenue to 21st Street
Alcoa Highway
Amherst Road, Middlebrook Pike to McKamey Road
Anita Drive, Sevier Avenue to Hillwood Drive
Asheville Highway
Atlantic Avenue, Central Street to Broadway
Ault Road, Buffat Mill Road to Hillview Avenue

Ball Camp Pike, Western Avenue to John May Road
Baxter Avenue, Beaumont Avenue to Central Street
Beaumont Avenue, Baxter Avenue to Keith Avenue
Bennington Drive, Corteland Drive to Vanosdale Road
Bernard Avenue, Elm Street to Central Avenue
Beverly Road, Tazewell Pike to Greenway Drive
Blount Avenue, Gay Street to Maryville Pike
Boyds Bridge Pike, Brooks Avenue to Holston River Bridge
Bradshaw Garden Drive, Pleasant Ridge Road to Clinton Highway
Bradshaw Road, Ball Camp Pike to Pleasant Ridge Road
Bridgewater Road, Cross Park Drive to Kingston Pike
Broadway
Brooks Avenue, Dandridge Avenue to Boyds Bridge Pike
Broome Road, N. Gallaher View Road to Middlebrook Pike
Bruhin Road, Inskip Drive to Heiskell Avenue
Buckingham Road, Kingston Pike to Vanosdale Road
Buffat Mill Road, Whittle Springs Road to Loves Creek Road

Cecil Avenue, Broadway to Cherry Street
Cedar Bluff Road, Kingston Pike to Cross Park Drive
Cedar Lane, Central Avenue Pike to Broadway
Central Avenue Pike, Murray Drive to Bruhin Road
Central Street, Bruhin Road to Neyland Drive
Chapman Highway
Cherokee Boulevard, Scenic Drive to Kingston Pike
Cherokee Trail, Alcoa Highway to Scottish Pike
Cherry Street, Cecil Avenue to Magnolia Avenue
Chilhowee Drive, Rutledge Pike to Holston Hills Drive
Clancy Avenue, Blount Avenue to Scottish Pike
Clinch Avenue, 22nd Street to 11th Street

Clinton Highway

Coleman Road, Lonas Drive to Papermill Drive

Concord Street, Kingston Pike to Sutherland Avenue

Copper Kettle Street, Western Avenue to Ed Shouse Drive

Cross Park Drive, Cedar Bluff Road to Bridgewater Road

Cumberland Avenue

Dale Avenue, 21st Street to Western Avenue

Dandridge Avenue, Hill Avenue to Brooks Avenue

Dandridge Avenue, Brooks Avenue to Riverside Drive

Davenport Road, Sevier Avenue to Moody Avenue

Deane Hill Drive, Morrell Road to Kingston Pike

Delrose Avenue, Dandridge Avenue to Boyds Bridge Pike

Downtown West Boulevard, Kingston Pike to Gleason Road

Dry Gap Pike, Central Avenue Pike to Rifle Range Road

Dutch Valley Drive, Bruhin Road to Old Broadway

Ed Shouse Drive, Western Avenue to Middlebrook Pike

11th Street, Western Avenue to Cumberland Avenue

Elm Street, Oldham Avenue to Bernard Avenue

Emory Road

Essary Drive, Broadway to Briarcliff Road

Fairmont Boulevard, Broadway to Whittle Springs Road

5th Avenue, University Avenue to Winona Street

Forest Glen Drive, Tobler Lane to Kingston Pike

Forest Park Boulevard, Sutherland Avenue to Kingston Pike

Fairway Road, Valley View Road to Washington Pike

Francis Road, Middlebrook Pike to Amherst Road

Gallaher View Road, Middlebrook Pike to Gleason Drive

Gap Road, I-640 to Wilson Road

Gleason Drive, Morrell Road to Gallaher View Road

Gov. John Sevier Highway

Greenway Drive, Broadway to Washington Pike

Hall of Fame Drive, E. Hill Avenue to Broadway

Haynes Sterchi Road, Dry Gap Pike to Cedar Lane

Heiskell Avenue, Texas Avenue to Central Street

Henley Street

Highland Avenue, 22nd Street to 16th Street

Highland Drive, Inskip Road to Broadway

Hillview Avenue, Ault Road to Rutledge Pike

Hinton Road, Third Creek Road to Western Avenue

Hollywood Drive, Lonas Drive to Sutherland Avenue

Hotel Road, Broadway to Holbrook Drive

Inskip Drive, Clinton Highway to Bruhin Road

Inskip Road, Cedar Lane to Adair Drive

Island Home Avenue, Sevier Avenue to Island Home Pike

Island Home Pike, Island Home Avenue to Sevierville Pike

Jacksboro Pike, Tazewell Pike to Broadway

Jackson Road, Amherst Road to Cecil Johnson Road
James White Parkway
Johnston Street, Heiskell Avenue to Tennessee Avenue
Keith Avenue, Beaumont Avenue to Sanderson Road
Kingston Pike
Knott Road, Middlebrook Pike to Tenwood Drive
Lake Loudoun Boulevard, Volunteer Boulevard to Neyland Drive
Liberty Street, Keith Avenue to Sutherland Avenue
Lonas Drive, Weisgarber Road to Middlebrook Pike
Loves Creek Road, Millertown Pike to Rutledge Pike
Lyons Bend Road, Northshore Drive to Glen Cove Drive
Lyons View Pike, Northshore Drive to Kingston Pike
Mabry Hood Road, Pellissippi Parkway to Kingston Pike
Magnolia Avenue
Mall Road N, Millertown Pike to Washington Pike
Mall Road S, Washington Pike to Millertown Pike
Martin Luther King, Jr. Avenue, Dandridge Avenue to Holston Drive
Martin Mill Pike, Chapman Highway to Ogle Avenue
Maryville Pike, Ogle Avenue to Caleb Avenue
McCalla Avenue, Jessamine Street to Martin Luther King, Jr. Avenue
McDonald Road, Boyds Bridge Pike to Sunset Road
McKamey Road, Amherst Road to Western Avenue
Merchant Drive, Pleasant Ridge Road to Central Avenue Pike
Middlebrook Pike
Millertown Pike, Washington Pike to Mill Road
Mineral Springs Road, Broadway to Whittle Springs Road
Montvue Road, Kingston Pike to Gleason Road
Moody Avenue, Chapman Highway to South Knoxville Boulevard
Morrell Road, Kingston Pike to Northshore Drive
Murray Drive, Pleasant Ridge Road to Central Avenue Pike
Neubert Springs Road, Martin Mill Pike to W. Ford Valley Road
Neyland Drive
Northshore Drive
Ogle Avenue, Maryville Pike to Martin Mill Pike
Oglewood Avenue, Harvey Street to Broadway
Old Broadway, Broadway to Mineral Springs Road
Palmetto Road, Western Avenue to Sullivan Road
Papermill Drive, Kingston Pike to Liberty Street
Parkdale Road, Rifle Range Road to Cedar Lane
Parkside Drive, City Limit to beginning of N. Peters Road
Pellissippi Parkway
N. Peters Road, Kingston Pike to beginning of Parkside Drive
Pleasant Ridge Road, Western Avenue to City Limit (N. of Murray Drive)
Proctor Street, Middlebrook Pike to Western Avenue
Prosser Road, Buffat Mill Road to Magnolia Avenue
Ray Mears Boulevard, Downtown West Boulevard to Montvue Road

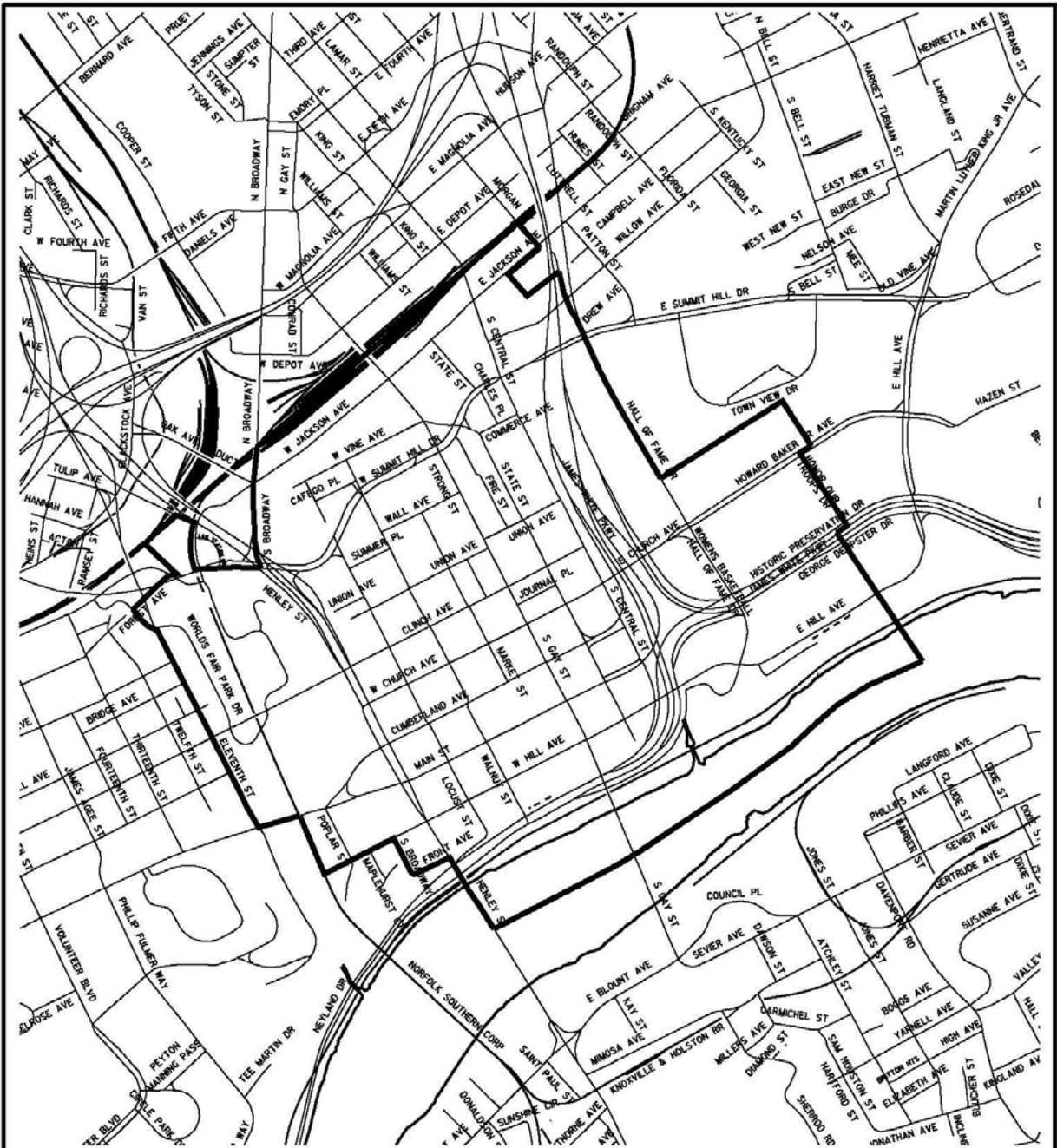
Riverside Drive, South Knoxville Boulevard to Delrose Drive
Riverside Drive, Delrose Drive to Holston Hills Road
Rutledge Pike

Sanders Drive, Adair Drive to Jacksboro Pike
Sanderson Road, Pleasant Ridge Road to Keith Avenue
Scenic Drive, Kingston Pike to Southgate
17th Street, Western Avenue to Cumberland Avenue
Sevier Avenue, Gay Street to Island Home Avenue
Sevier Avenue, Island Home Pike to Sevierville Pike
Sevierville Pike, Sevier Avenue to City Limit (E. of E. Ford Valley Road)
Shea Street, Western Avenue to College Street
Sisk Road, Hazelwood Road to Pleasant Ridge Road
South Knoxville Boulevard
Strawberry Plains Pike, Bell Lane to Huckleberry Springs Road
Stone Road, Chapman Highway to Magazine Road
Sullivan Road, Western Avenue to Pleasant Ridge Road
Sutherland Avenue, University Avenue to Westwood Drive

Tazewell Pike
Tennessee Avenue, Western Avenue to Johnston Street
Texas Avenue, Western Avenue to Heiskell Avenue
Third Creek Road, Hinton Road to Middlebrook Pike
Tillery Road, Wilson Road to Central Avenue Pike
Tobler Lane, Sutherland Avenue to Forest Glen Drive
21st Street, Dale Avenue to Leslie Avenue

University Avenue, Western Avenue to Bernard Avenue
Valley View Drive, Whittle Springs Road to Washington Pike
Vanosdale Road, Buckingham Road to Middlebrook Pike
Volunteer Boulevard, Cumberland Avenue to Cumberland Avenue

Walker Springs Road, Walbrook Drive to Kingston Pike
Walnoaks Road, Sullivan Road to Pleasant Ridge Road
Washington Pike, Broadway to Murphy Road
Weisgarber Road, Middlebrook Pike to Papermill Drive
Western Avenue
Westland Drive, Northshore Drive to Morrell Road
Westwood Drive, Sutherland Avenue to Papermill Drive
Whittle Springs Road, Mineral Springs Avenue to Cecil Avenue
Wilson Road, Pleasant Ridge Road to Clinton Highway
Winston Road, Kingston Pike to Corteland Drive
Woodland Avenue, I-75 to Broadway
Woodlawn Pike, Chapman Highway to Chapman Highway
Young High Pike, Martin Mill Pike to Woodlawn Pike



CITY OF KNOXVILLE
CENTRAL BUSINESS
IMPROVEMENT DISTRICT
(CBID)