

TRANSPORTATION PLANNING REPORT

VA CONNECTOR

FROM: Veteran's Administration Medical Center (VAMC) Campus
TO: Approximately 299 feet north of SR-34 (W. Market Street)
Johnson City, Washington County, Tennessee

Project Length=approximately 0.371 miles (1958 feet)

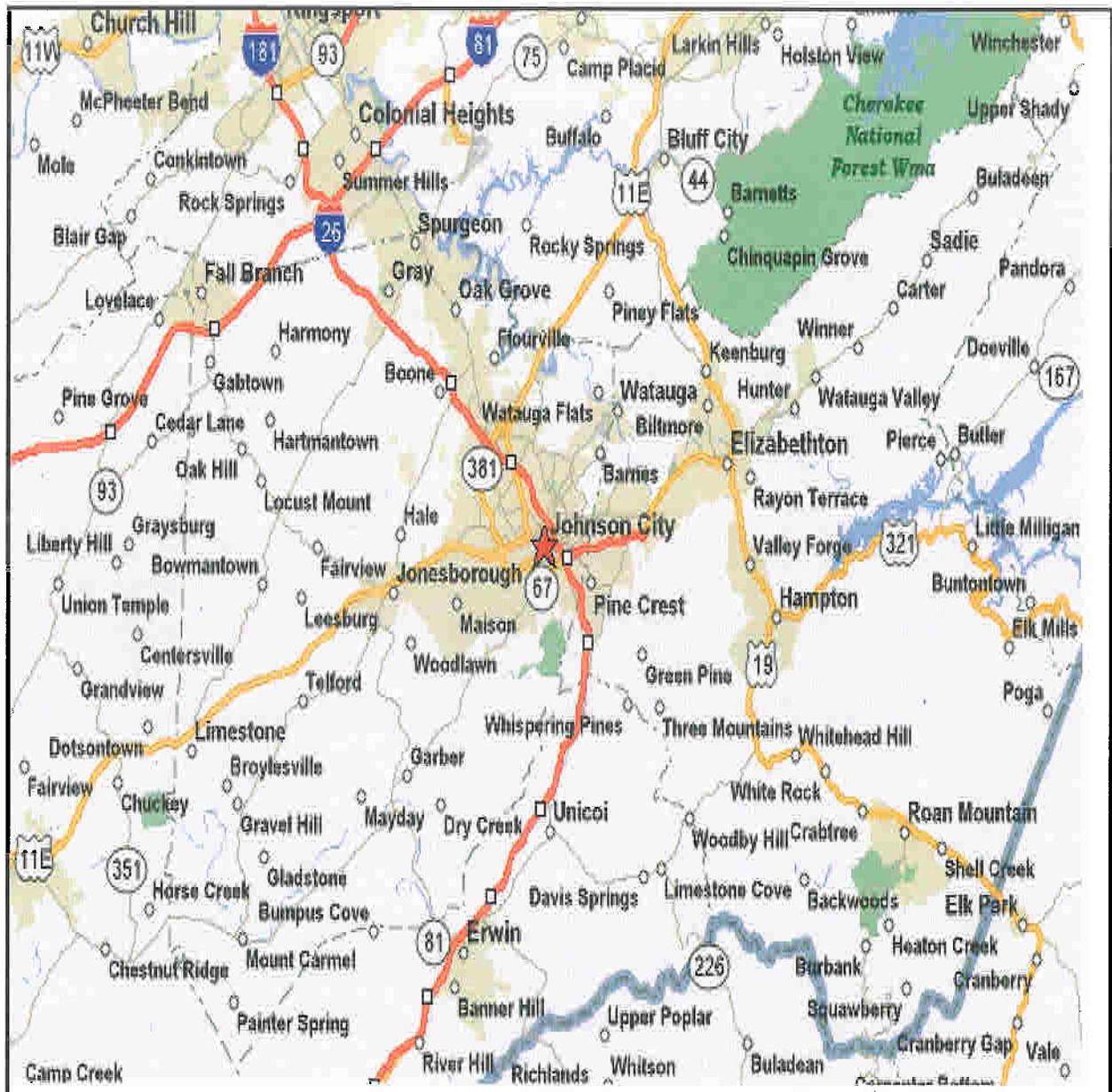
PREPARED BY
WILBUR SMITH ASSOCIATES

FOR THE
CITY OF JOHNSON CITY

IN COOPERATION WITH THE
TENNESSEE DEPARTMENT OF TRANSPORTATION
PROJECT PLANNING DIVISION

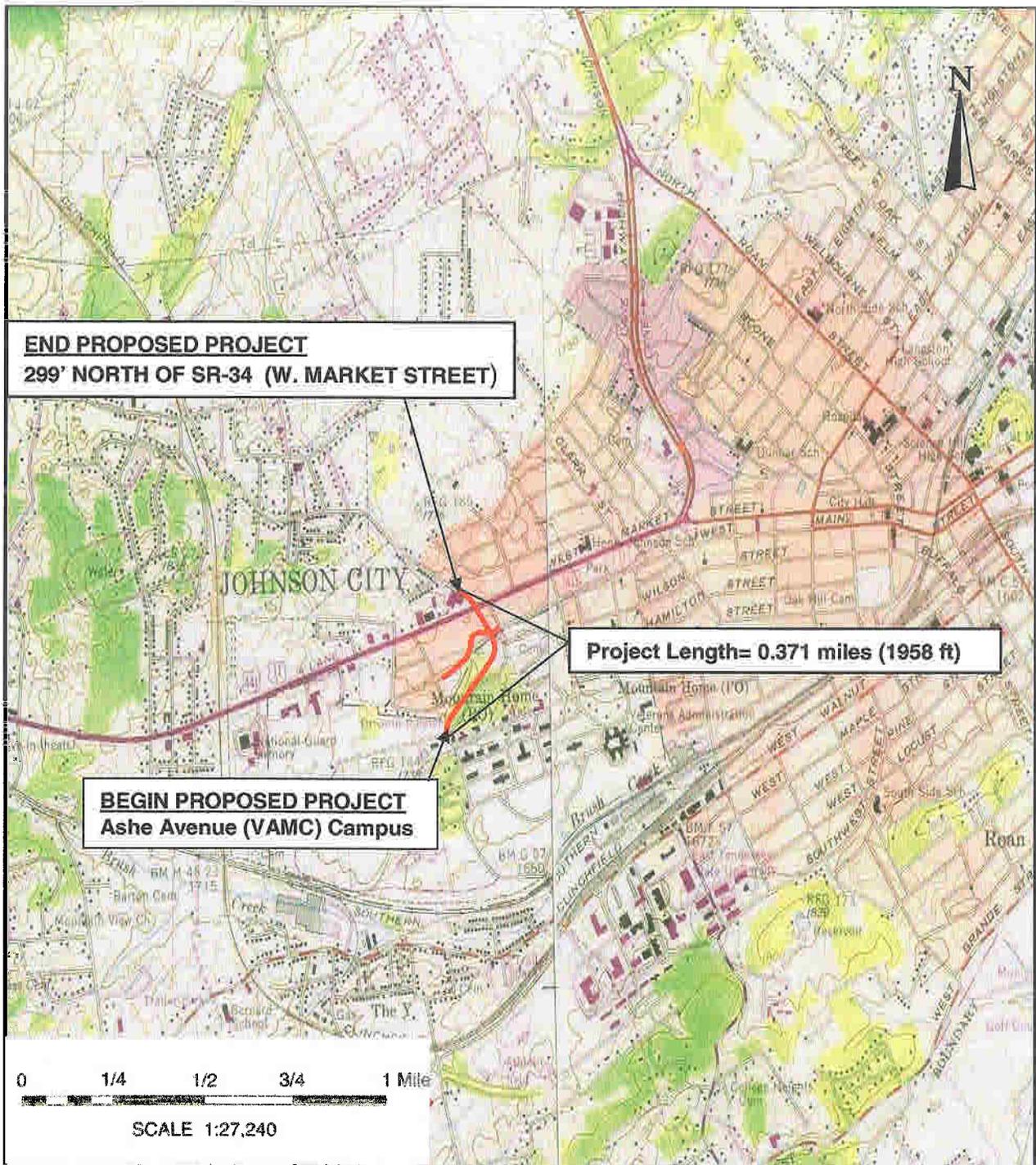
Recommended by:	Signature	DATE
CHIEF OF ENVIRONMENT AND PLANNING		1/12/07
TRANSPORTATION DIRECTOR PROJECT PLANNING DIVISION		1-12-07
TRANSPORTATION MANAGER PROJECT PLANNING DIVISION		1-05-07

This document is covered by 23 USC § and its production pursuant to fulfilling public planning requirements does not waive the provisions of §409.



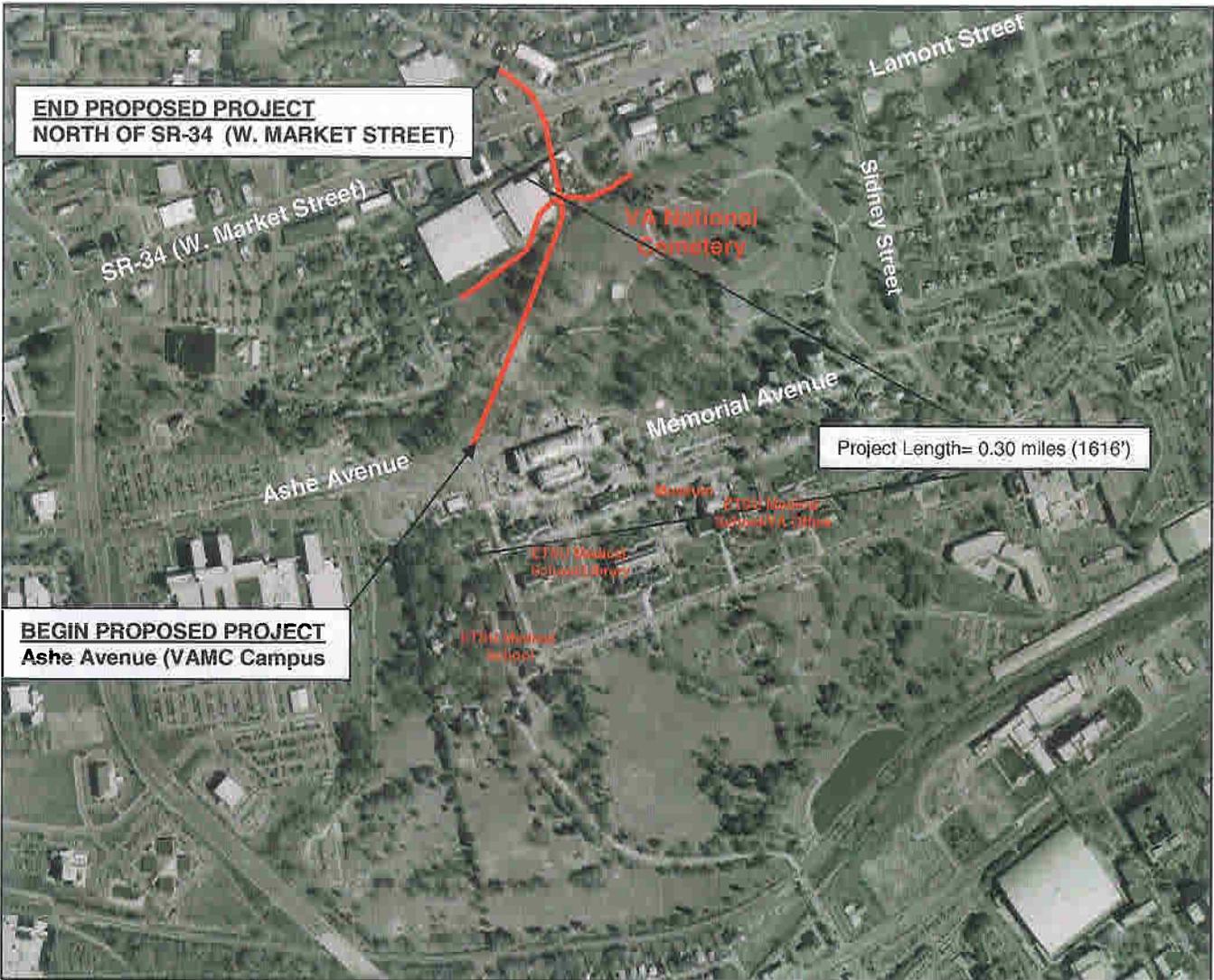
REGIONAL LOCATION MAP
VAMC Connector
Johnson City, Washington County, TN

FIGURE 1



PROJECT LOCATION MAP
VAMC Connector
Johnson City, Washington County, TN
(USGS Quadrangle: Johnson City, TN 198SE
Jonesboro, TN 198SW

FIGURE 2



PROJECT LOCATION MAP

VAMC Connector
Johnson City, Washington County, Tennessee

From: Veterans Administration Medical Center (VAMC) Campus
To: North of SR-34 (W. Market Street)

FIGURE 3

REPORT NARRATIVE

PURPOSE AND SCOPE OF STUDY

This Transportation Planning Report (TPR) was commissioned by the Tennessee Department of Transportation (TDOT) at the request of the City of Johnson City to evaluate the need for and feasibility of construction a 0.30-mile segment of a two-lane roadway corridor that would connect the Veterans Administration Medical Center (VAMC) campus to US 11E/State Route 34 (W. Market Street). The new roadway would extend from the intersection of Fifth Avenue at Ashe Avenue, inside the campus, to the intersection of SR-34 (W. Market Street) and Indian Ridge Road. SR 34, (W. Market Street), is a highly utilized urban principal arterial connecting the City of Johnson City with the Cities of Bristol to the north and Jonesborough and Greeneville to the west. During the last decade, all two lane portions of this route in Washington County were improved to four-lane or five-lane facilities.

This project is listed in the City of Johnson City's Long Range Transportation Plan Update 1995-2015 as well as being listed as a requested project in the Transportation Improvement Project (TIP) for fiscal years 2006-2008. The proposed improvement would result in a two-lane connector road with curb and gutter and sidewalks from the VA Hospital to SR-34 (W. Market Street). A boulevard type entrance from Market Street to the connector road would provide a four-lane section to facilitate the anticipated traffic at the W. Market Street intersection. This proposed improvement as envisioned by the City and VAMC would reduce traffic congestion, improve levels of service and enhance safety to pedestrians and motorists.

The proposed improvements would result in a minor collector roadway from the VAMC campus to SR-34 (W. Market Street). The objectives of this study are to determine the need for the improvement, develop a proposed plan for the project, analyze existing and projected future traffic conditions, estimate right-of-way and construction costs, and identify areas of potential environmental concern.

Figure 1 illustrates the regional setting. An Area Location Map is shown in Figure 2. An aerial photograph depicting the proposed project alignment within the environs of the VAMC Campus is shown in Figure 3. A Project Location Map (USGS Map Johnson City, Tennessee Quadrangle 198-SE and Jonesboro, TN 198-SW) depicting the proposed alignment is presented in Figure 3A.

PROJECT HISTORY AND BACKGROUND

The City of Johnson City is located primarily in Washington County, Tennessee with a small portion of the City in Carter County. Johnson City, along with Bristol and Kingsport make up the Tri-Cities metropolitan region in northeast Tennessee. According to the 2000 Census, the Johnson City Urbanized Area is the largest of the Tri-Cities TN-VA Metropolitan Statistical Area (MSA) with approximately 55,469 residents and is also the 4th largest metropolitan city in Tennessee. Washington County had a 2000 population of 107,198 and Carter County a 2000 population of 56,742. Washington County's population density and overall population are both second in the MSA region to Sullivan County, which includes both the Cities of Kingsport and Bristol. A comparison between

1990 and 2000 Census data reflects notable demographic trends are underway within the study area. Over the past decade, Washington County grew at a rate of 16.1 percent and Carter County's population grew at a rate of 10.2 percent. The City of Johnson City grew at a rate of 12.3 percent, slower than the State of Tennessee rate at 16.7 percent.

In 1999, the Tri-Cities area received the designation of "All American City", earning numerous accolades in published journals as one of the top 25-50 metropolitan areas and the "#1 place in North American to retire". Johnson City's regional setting along the foothills of the Appalachian Mountains locates it geographically, within a one day's drive of more than half of the country's population.

Johnson City is a regional educational, health, and employment center which make up the largest employers in the city including the East Tennessee State University (ETSU), Quillen College of Medicine, Johnson City Medical Center and the James H. Quillen Veteran's Administration Medical Center. THE ETSU College of Pharmacy tentatively plans to open in 2008. These major generators, all within a 0.5 mile radius, along State of Franklin Road (SR 381) are part of the Med-Tech Corridor, a planned medical, educational, and commercial area within the Johnson City city limits. The Med-Tech Corridor, initiated in 1990, provides the transportation network infrastructure necessary to unite Johnson City's diversified medical and educational facilities.

Over the years, numerous transportation planning studies have been conducted ranging from isolated intersection improvements, bikeway and pedestrian facilities, upgrading of the City's transit system to the expansion of the Interstate 26 corridor. These studies provide a historical analysis of Johnson City's transportation system and insight into the City's traffic management and operations of its existing transportation facilities. A substantial number of localized projects have been undertaken over the past several years as a result of the traffic impacts from the Medical Center, ETSU and the Veterans Hospital. In April 1991, the *Traffic Impact Study- Johnson City Medical Center-Med-Tech Corridor Environs* conducted by Wilbur Smith Associates (WSA) addressed the transportation impacts of the existing Medical Center Complex, future expansion plans for the facility and other development which might occur within the environs adjacent to the medical center. In June 1994, WSA conducted a parking study entitled, "*Parking Needs and Management Study, Mountain Home Veterans Administration Medical Center*". This study identified the affects of the displaced parking on the hospital campus as a result of expansion of the VA hospital. *The State of Franklin Road Traffic Study* conducted by WSA in 1998, evaluated the State of Franklin Road (SR-381) corridor and established recommendations to mitigate traffic congestion and its traffic operations. These studies identified the need for a transportation network that would service anticipated development growth and associated traffic demands within the medical, educational and commercial section of the city.

Roadway improvements began in the environs of the Med-Tech Corridor and along SR-34 (W. Market Street) and its environs nearly 20 years ago. In 1987, State of Franklin Road (SR-381) was opened from Buffalo Street to Tennessee Street and extended to the Johnson City Medical Center in 1988. In 1995, State of Franklin Road was constructed to extend to the north and northeast sections of the city, ultimately connecting to i-26 and US 11E. Further improvements included additional intersection improvements at the intersection of State of Franklin and Market Street in 1990, which was again modified with more lanes in 2000 when the section of State of Franklin Road was opened from Market to Sunset Drive. State of Franklin Road (SR-381) was

envisioned both as a beltway for traffic movement around the city and as a major new corridor for economic development. The southern section near the ETSU campus is now heavily developed and the middle section is almost completely built out as well. The northern section continues as a major economic growth area with medical, retail and education being the primary uses along most of this roadway.

To further support more anticipated development opportunities along the Med-Tech Corridor, Johnson City envisions that its transportation system will continue to include a variety of traffic management tools to alleviate and mitigate traffic congestion, facilitate safety and include necessary operational improvements needed to service this progressive medical and educational area.

PURPOSE AND NEED FOR PROJECT

Continued growth of Johnson City's medical and educational community will affect the existing transportation network within this regional corridor. In view of the vacant and potential development properties along the Med-Tech corridor many opportunities exist for other medical and educational uses. This TPR addresses the existing transportation impacts of the VAMC, ETSU Medical School, and the Veteran's Domiciliary. Future expansion plans for the campus are evident given the on-going construction of the ETSU School of Pharmacy which plans to open in 2008.

The existing main entrance to the VAMC campus is via Sidney Street from SR-34 (W. Market Street). Sidney Street is a two-lane facility from its signalized intersection at SR-34 (W. Market Street) to its terminus into the VAMC campus. The VAMC campus is also accessible via other service roads including the West Gate (Ashe Avenue) which serves the Johnson City Medical Center, the North Gate via Lamont Street, and the South Gate from State of Franklin Road (SR-381).

As a result of current traffic conditions, this TPR was commissioned by TDOT at the City's request to evaluate the need for and feasibility of constructing a connector road to service the anticipated development growth and associated traffic demand of the VAMC campus environs. The proposed facility would provide a convenient and direct connection for the VAMC campus, which includes the ETSU Medical School, Veteran's Hospital and Domiciliary, U.S. Post Office (Mountain Home), Memorial Hall Theater and the Mountain Home National Cemetery, to SR-34 (W. Market Street). Furthermore, City and VAMC officials envision that this connector road will provide a new "front door" to the VAMC Campus.

The City feels that this connector will also accomplish two other important objectives:

- Reduce thru traffic on Ashe Avenue which connects the VAMC campus to State of Franklin Road. Thru traffic is problematic because Ashe Avenue bisects the Johnson City Medical Center campus, being located between the main hospital building and the primary visitor parking lot.
- Improve traffic operations on State of Franklin Road especially at its intersections with Ashe Avenue (the Medical Center entrance) and at SR 34 (W. Market Street).

PROPOSED IMPROVEMENT

The proposed VAMC Connector corridor will begin at the intersection of Ashe Avenue and Fifth Street within the VAMC property and proceed in a northeasterly direction within an easement set aside by the VA. The street then leaves the VAMC property, crossing West Main Street, and terminating at SR-34 (W. Market Street) at its intersection of Indian Ridge Road. Presently, most streets on the VA campus provide 2-way traffic flow and vary in width from 20 to 30 feet wide.

The proposed improvements would result in construction of a minor collector roadway on new location from the VAMC campus to SR-34 (W. Market Street). The facility would be designed to a 30 MPH design standard and provide an urban section with enclosed drainage system and curb and gutter and sidewalks on both sides.

As proposed, the immediate approach to SR-34 (W. Market Street) would consist of a boulevard type roadway with additional right turn lanes eastbound and westbound on SR-34 (W. Market Street) at the expanded intersection. A short section of the existing Indian Ridge Road approach would be realigned and reconstructed a few feet to the west to mitigate a skew. The boulevard section would consist of 4@12' lanes with a 20' raised grass median tapering to a two-lane mainline within approximately 325 ft.. The proposed typical for the 4-lane section would include a 3-lane approach; one lane each for left, thru and right movement; plus one "away" southbound lane.

The balance of the new roadway would provide 2@12' lanes with curb and gutter and sidewalks on both sides. A separate left turn lane would be added on the approach to Ashe Avenue. A short section of existing W. Main Street would be relocated and reconstructed in order to provide an appropriate intersection.

A variable width right-of-way will be required for the project. In general, it is proposed that the right-of-way line be established at 16 ft. behind the face of curb. An exception is the westerly right-of-way line within the existing VAMC campus which is proposed to follow the existing VAMC westerly boundary line. The 16 ft. back of curb will accommodate a 3-foot grass strip and 5-foot sidewalk plus a utility berm.

The proposed construction will require the displacement of three businesses (a dry cleaners, an abandoned car wash and a vacant warehouse) and full or partial acquisition of five tracts. More detailed information on right-of-way and development costs are provided in the Data Table.

Following are several additional points of emphasis:

- The portion of the required right-of-way within the VAMC campus has been previously set aside for this purpose and will be donated to the City of Johnson City/TDOT as appropriate. Thus, the new facility will be a public street.
- By regulation, the VAMC must erect an access control gate at its boundary line which is the northerly right-of-way line of Ashe Avenue. VAMC staff indicated that the gate would only be closed in the event of a declared emergency but that provisions must be made for that eventuality. The proposed functional plan includes a "hammer-head" type turn-around for this purpose.

- The City and VAMC envision a “signature” entrance at SR 34 (W. Market Street). The entrance feature would include extensive landscaping of the median and outside margins of the roadway in the intersection area. It is likely that the margin landscaping would include some type of monument(s). This “signature” entrance would be handled locally as a separate project; however the City requests that additional right-of-way be obtained in the immediate intersection area for this purpose as a part of the current project.
- The existing SR 34 intersection with Indian Ridge Road is signalized and the expanded intersection would be as well. The new street intersections with W. Main Street and Ashe Avenue would not require traffic signals as a part of this project.

The baseline traffic condition (2011) is projected five years from the existing traffic count year, 2006. The future traffic condition (2031) is projected twenty years from the baseline year. The 2011 Average Daily Traffic (ADT) volumes along SR-34 (W. Market Street) are anticipated to range from approximately 29,900 to 42,400 vehicles per day (vpd). During the base year, approximately 25,800 to 30,900 vehicles will use State of Franklin Road (SR-381). These ADT projections will increase to 52,700 vpd on SR-34 and 40,000 vpd on State of Franklin Road by Year 2031. Overall, with the VA Connector in place it is anticipated that the nearby principal routes will continue to function at an acceptable level of service.

Traffic information gathered within the project area was submitted to TDOT Headquarters for review and met approval for use in this study. These figures are contained in the Traffic Schematics section of the Appendix.

DISPOSITION OF EXISTING ROUTE

The proposed VAMC Connector roadway will be under the jurisdiction of the local governing agency for future maintenance responsibility. No portion of SR-34 (West Market Street) or any VAMC campus streets are proposed to be closed or abandoned as a result of this construction.

NATURAL IMPACTS

The following information was obtained through a field review, discussions with local stakeholders, review of documentation provided by VAMC and City staff, and a preliminary field survey by TDOT Region I staff.

The Mountain Home VA Medical Center campus is situated on 207 acres with French Renaissance style buildings positioned on large beautiful lawns traversed by an east-west and north-south oriented street system. The medical facility is a comprehensive care center serving more than 32,500 veterans in its four state service area with nearly 300,000 annual outpatient visits. The Mountain Home VA facility, opened in 1903 to serve disabled Union veterans of the Civil War, is the country’s third largest VA center and contains a significant number of buildings that are eligible for listing on the National Register of Historic Places. The VA Mountain Home has its own beautifully landscaped cemetery. The recently expanded cemetery now includes approximately 95.5 acres (54

undeveloped) with approximately 12,100 graves. The cemetery is under the direction of VA's National Cemetery Administration. Among the other public facilities on campus are the ETSU Medical School, U.S. Post Office, chapel, museum, library and Memorial Hall Theater, which is leased to the City of Johnson City. The section of the proposed roadway corridor adjacent to the VAMC campus will abut the grounds of the National Cemetery.

There were no visible wetlands identified in the area of the proposed roadway corridor. Based on a drainage map for the cemetery, there are several pipe culverts extending from underneath a warehouse on Main Street into a 54" RCP. The 54" RCP spills into a storm water detention basin located within the National Cemetery. The proposed roadway will pass over this RCP. There is also a deep swale drainage way extending from the area of Fifth St/Ashe Avenue toward Main Street roughly paralleling the proposed roadway alignment. Other localized drainage issues were reported along W. Main Street which likely will also need to be dealt with in the detailed design phase.

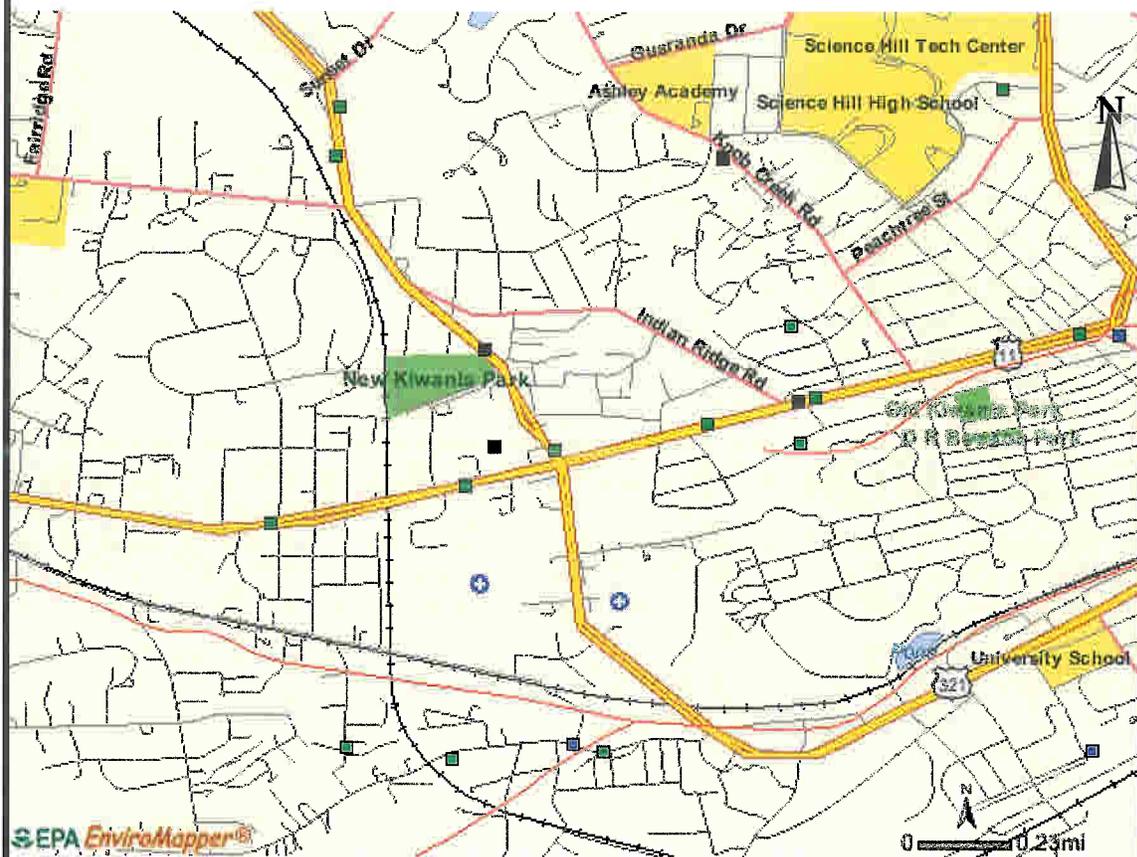
A "Project Area Enviro-Map" is shown in Figure 4 which was generated from the Environmental Protection Agency's Web-based mapping tool for viewing environmental information. A more comprehensive analysis of any potential impacts will be completed at a later date to comply with the National Environmental Policy Act (NEPA).

As noted, the project will require a few business displacements. Included are a two-story currently vacant warehouse on W. Main Street and an abandoned carwash and dry cleaners on W. Market Street. Underground storage tanks appear to still be in place at the carwash. Improvement of the Indian Ridge Road approach to W. Market Street will require relocation of a section of an approximate 10-15 ft. high retaining wall located on the property of a Kentucky Fried Chicken restaurant.

BICYCLE AND PEDESTRIAN ACCOMODATION

In keeping with the desires of VAMC and City of Johnson City representatives, the proposed roadway corridor will provide accommodations for pedestrians to enhance safety while promoting an alternative mode of travel. Bicyclists will share the roadway with vehicles in each direction of travel. Separate five-foot sidewalks on both sides of the roadway will be provided to accommodate pedestrian traffic.

**PROJECT AREA EPA ENVIRON-MAP
VA CONNECTOR
Johnson City, Washington County, Tennessee**



- Map Features**
- Regulated sites
 - Multi-activities
 - Superfund
 - Toxic releases
 - Water dischargers
 - Air emissions
 - Hazardous waste
 - Water features
 - Impaired water bodies
 - Impaired streams
 - Streams
 - Places
 - Schools
 - Churches
 - Hospitals
 - Shaded Relief

FIGURE 4

REVIEW TEAM - FIELD INVESTIGATIONS

A kick-off meeting was held on Thursday, 4 May 2006 at 10:30 AM in the VA Medical Center Administration Office to discuss the goals and objectives for the proposed VAMC Connector Roadway project. The representatives and stakeholders in attendance were:

Bob Bowers	Wilbur Smith Associates
Dawn Michelle Foster	Wilbur Smith Associates
Mike Clevenger	Wilbur Smith Associates
Carolyn M. Whaley	Mountain Home National Cemetery
Louis Sinclair	Mountain Home National Cemetery
Juan A. Morales	Veterans Administration Hospital
John McFadden	Veterans Administration Hospital
Frank Caluenala	Veterans Administration Hospital
Dan Snyder	Veterans Administration Hospital
Phil Pindzola	City of Johnson City
Mark Parrish	TDOT-Region 1
Jeff Turner	TDOT-Region 1

The items discussed during the course of the meeting and field investigation is summarized in the meeting minutes and is provided in the Project Information Log.

A meeting was held at Region 1 Headquarters on May 31, 2006 with Jeff Turner and Paul Beebe to discuss design alternatives. From guidance received at that meeting, a Functional Plan was developed

Bob Bowers (WSA) and Jeff Turner (TDOT) then met with the local stakeholder group in Johnson City on June 8, 2006. The minutes of those meetings are also provided in the Project Information Log.

TENNESSEE DEPARTMENT OF TRANSPORTATION
DESIGN CRITERIA FOR LOCATION AND DESIGN PHASE

ROUTE:	VAMC CONNECTOR	ALTERNATE:	
SECTION:		REGION:	1
COUNTY:	WASHINGTON	PROJECT #:	N/A

LOCATION

From:	VAMC Hospital Campus
To:	Approximately 299' North of SR-34 (W. Market Street)

PARAMETER	CRITERIA
2011 ADT	1,800
2031 ADT	2,400
PERCENT TRUCKS(DHV)	2
DHV(10% ADT 2031)	240
FUNCTIONAL CLASSIFICATION	Minor Collector
MINIMUM DESIGN SPEED	30 MPH
ACCESS CONTROL	N/A
MAXIMUM CURVE	300'
MAXIMUM GRADE	8.0%
MINIMUM STOPPING DISTANCE	200'
SURFACE WIDTH	Various**
NUMBER OF LANES	2* (4 at entrance)
USABLE SHOULDER WIDTH	N/A
MEDIAN WIDTH	20'(Raised Grass Median with Curb & Gutter)
MINIMUM RIGHT-OF-WAY	60' *
SIGNALIZATION	new signal at Indian Ridge Rd @ W. Market St & VAMC Connector Rd

REMARKS: *Easements will be required outside of Right-of-Way
 **Mainline width 2 lanes@12' plus 12' turn lanes as appropriate;
 At boulevard entrance 4 lanes@12'

DATA TABLE
VAMC CAMPUS CONNECTOR
Johnson City, Washington County, Tennessee

From: VA Campus
To: approximately 299 ft north of SR-34 (W. Market Street)

<u>Item</u>	<u>Existing</u>	<u>Proposed</u>
Functional Class		Urban Minor Collector
System Class		STP
Length - Miles		.371
Cross Section		24'/60' min
Feet		36'/72' min 48'/104' min
Baseline ADT(2011)		1,800
Projected Future ADT(2031)		2,400
Percent Trucks		2
Estimated Right-of-Way Acquisition(Acres)	N/A	4.7 acres; (2.8 acres donated by VAMC)
Estimated Right-of-Way Tracts Affected	N/A	6
Estimated Family Displacements	N/A	0
Estimated Business Displacements	N/A	3
Estimated Right-of-Way Cost	N/A	\$ 1,525,800
Estimated Utility Cost Reimbursable	N/A	\$ 250,000
Estimated Utility Cost Non-Reimbursable	N/A	\$ 0
Estimated Construction Cost	N/A	\$ 1,718,900
Estimated Preliminary Engineering Cost	N/A	\$ 171,900
Total Estimated Section Cost	N/A	\$ 3,666,600

COST DATA SHEET
VAMC Campus Connector
Johnson City, Washington County, Tennessee

Section: From: VAMC Campus To: approximately 299 ft north of SR-34 (W. Market Street)
 Length: approximately 0.371 miles (1,958 ft)

Right-of-Way

Land, (4.7 acres; 2.8 acres donated by VAMC) -----	\$	420,000
Improvements -----	\$	490,000
Damages -----	\$	80,000
Incidentals-----	\$	17,000
Relocation Payments (0 residences)-----	\$	60,000
(3 business)		
(0 non-profits)		
Subtotal of Right-of-Way Cost	\$	1,067,000
Total Right-of-Way Cost (1.43 factor)		\$ 1,525,800

Utility Relocation

Reimbursable -----	\$	250,000
Non-reimbursable -----	\$	0

Total Adjustment Cost----- \$ 1,775,800

Construction

Clear and Grubbing-----	\$	42,100
Earthwork -----	\$	319,000
Pavement Removal-----	\$	2,000
Drainage (Includes Erosion Control) -----	\$	225,000
Structures -----	\$	0
Railroad Crossing or Separation -----	\$	0
Paving -----	\$	563,000
Retaining Walls -----	\$	65,000
Maintenance of Traffic -----	\$	11,000
Topsoil -----	\$	0
Seeding -----	\$	3,000
Sodding -----	\$	21,500
Signing -----	\$	5,000
Lighting -----	\$	0
Signalization -----	\$	120,000
Fence -----	\$	2,000
Guardrail-----	\$	0
Rip Rap or Slope Protection-----	\$	0
Other Construction Items(8.5%)-----	\$	117,200
Mobilization -----	\$	66,800
Construction Cost -----	\$	1,562,600
10% Eng. And Cont. -----	\$	156,300
Total Construction Cost-----	\$	1,718,900
Preliminary Engineering (10%)-----	\$	171,900

Total Construction Cost----- \$ 1,890,800

Total Cost----- \$ 3,666,600

APPENDIX

TRAFFIC SCHEMATICS



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
PROJECT PLANNING OFFICE
SUITE 1000, JAMES K. POLK BUILDING
NASHVILLE, TENNESSEE 37243-0344**

November 2, 2006

Ms. Dawn Foster
Wibur-Smith Associates
Alexander Place
1100 Marion Street, Suite 200
Knoxville Tn. 37921

Subject: Traffic Figures for VA Connector
Johnson City, Washington County

Dear Dawn:

We have reviewed the revised traffic schematics you submitted on November 1, 2006 for the subject project. These figures have our approval for your use in the study.

Further coordination should be directed to Mr. Bill Hart's office. If I can be of further assistance, please advise.

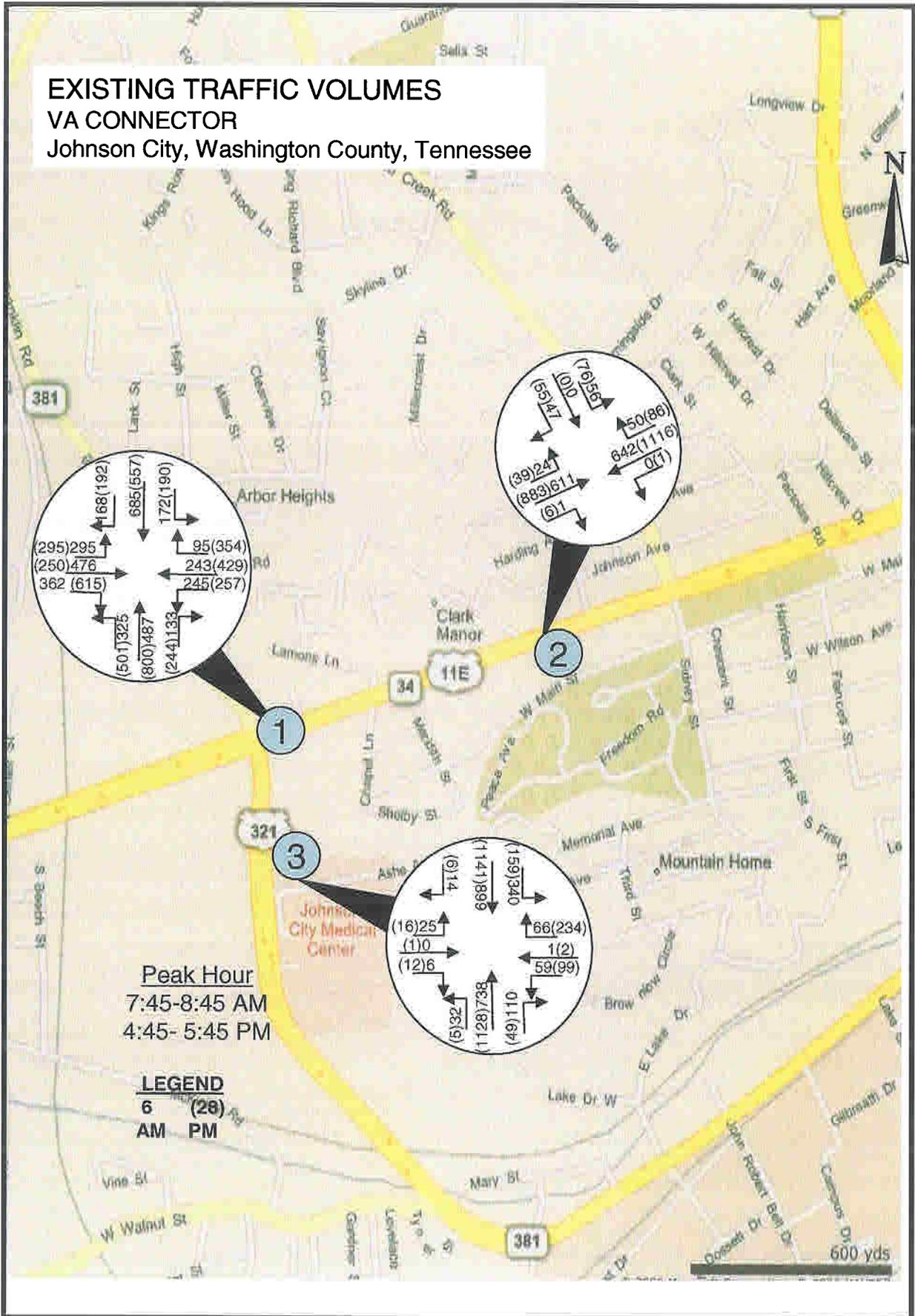
Sincerely,

A handwritten signature in black ink that reads "Tony Armstrong".

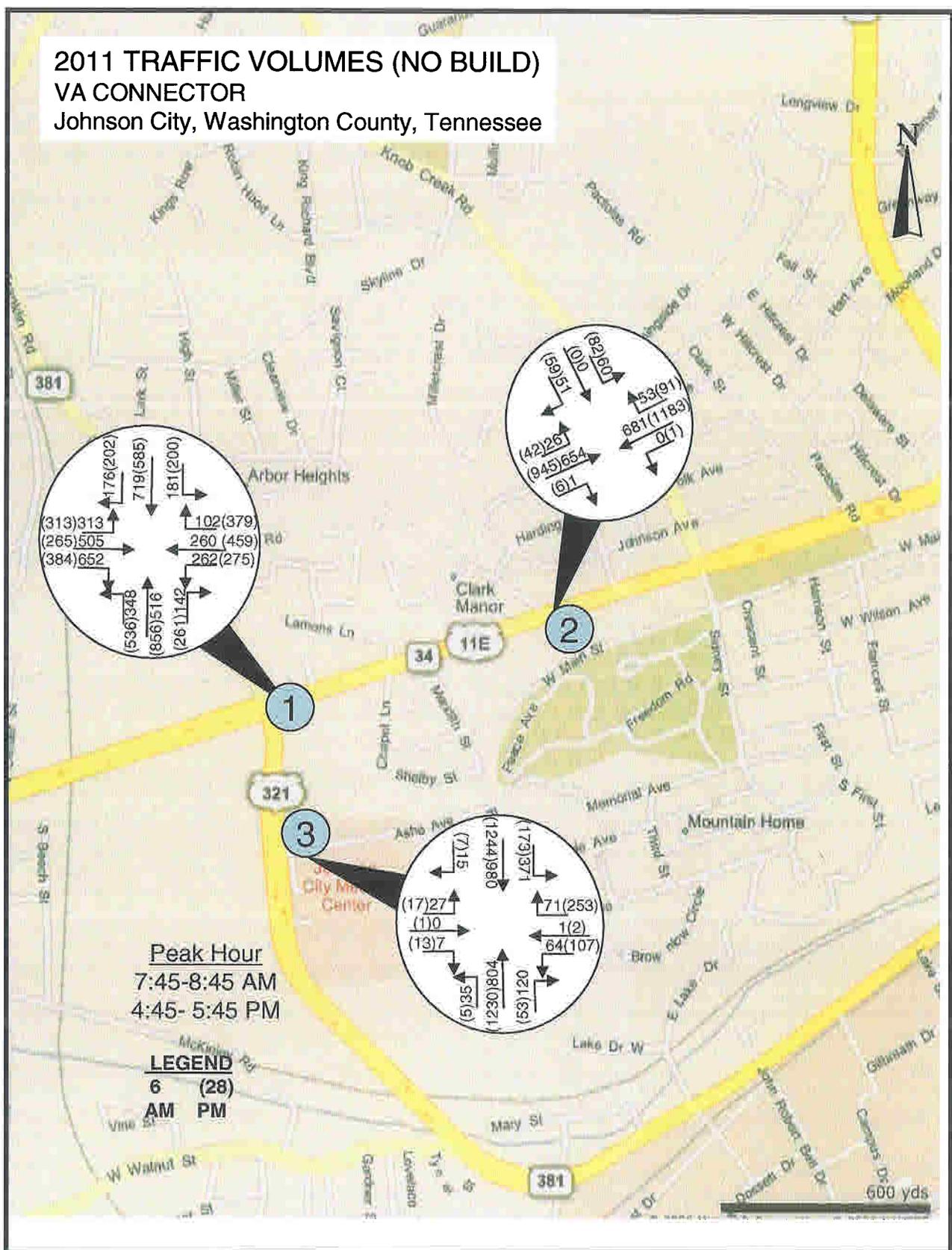
Tony Armstrong
Transportation Manager 1

Cc: Mr. Steve Allen
Mr. Terry Gladden

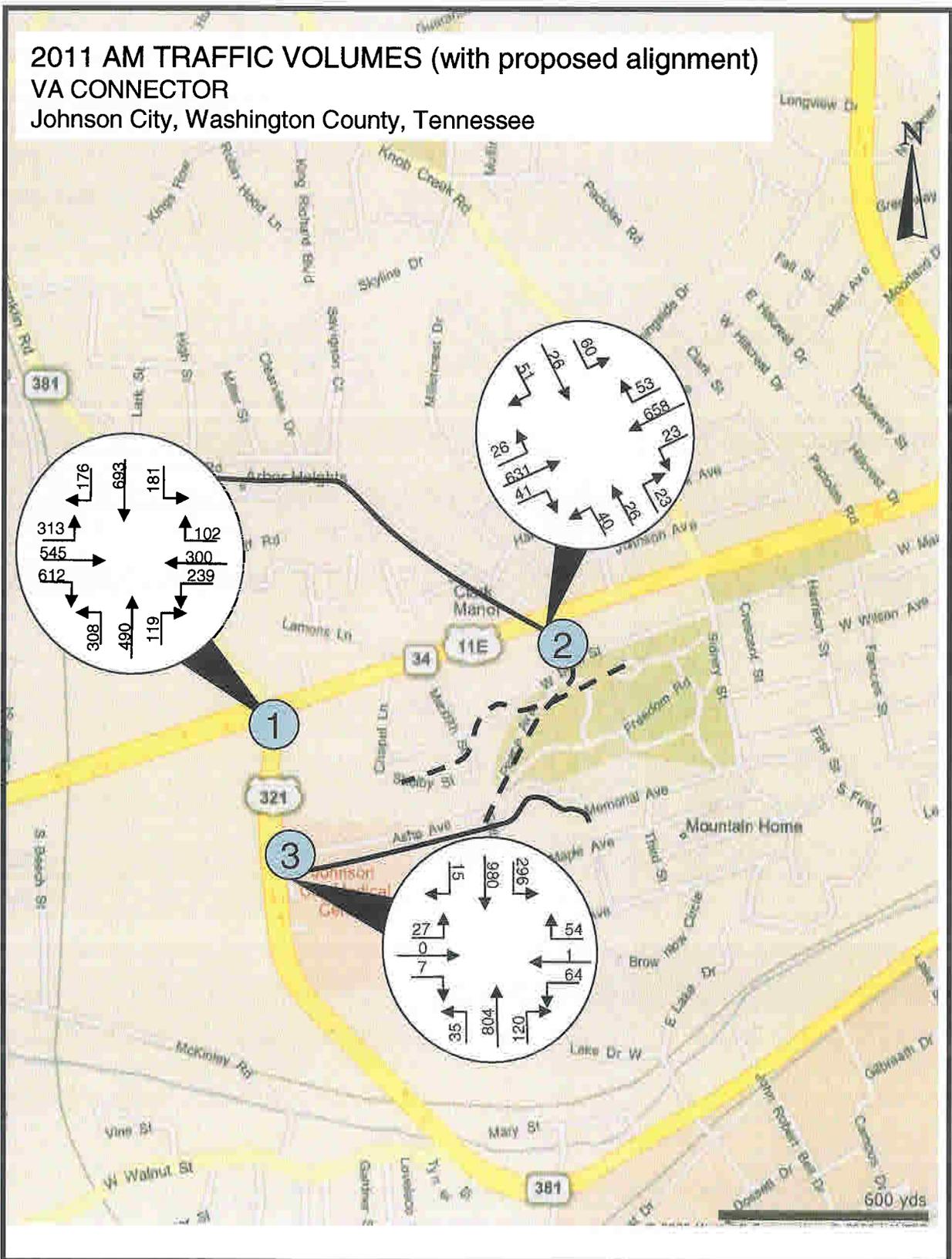
EXISTING TRAFFIC VOLUMES
VA CONNECTOR
 Johnson City, Washington County, Tennessee



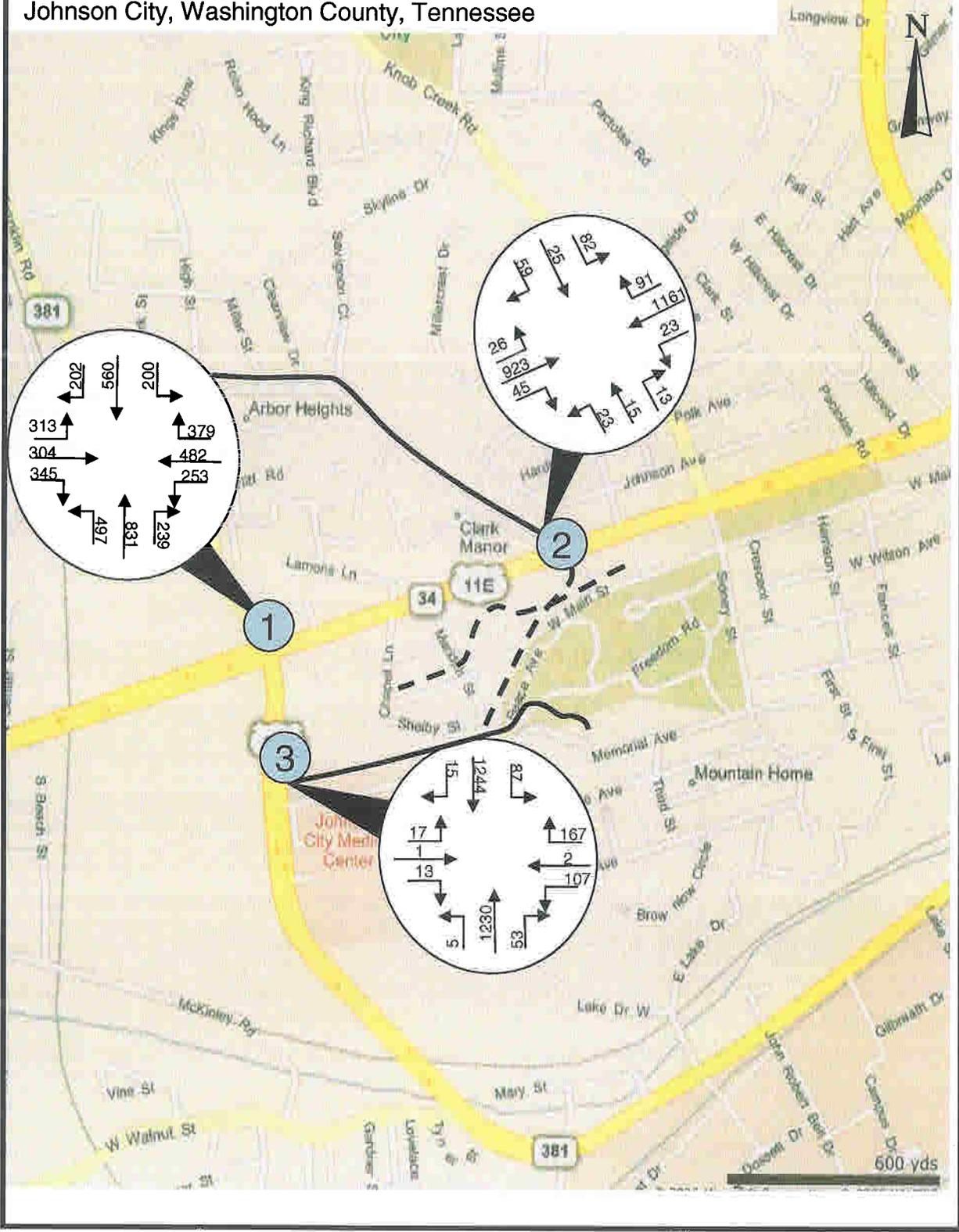
2011 TRAFFIC VOLUMES (NO BUILD)
VA CONNECTOR
 Johnson City, Washington County, Tennessee



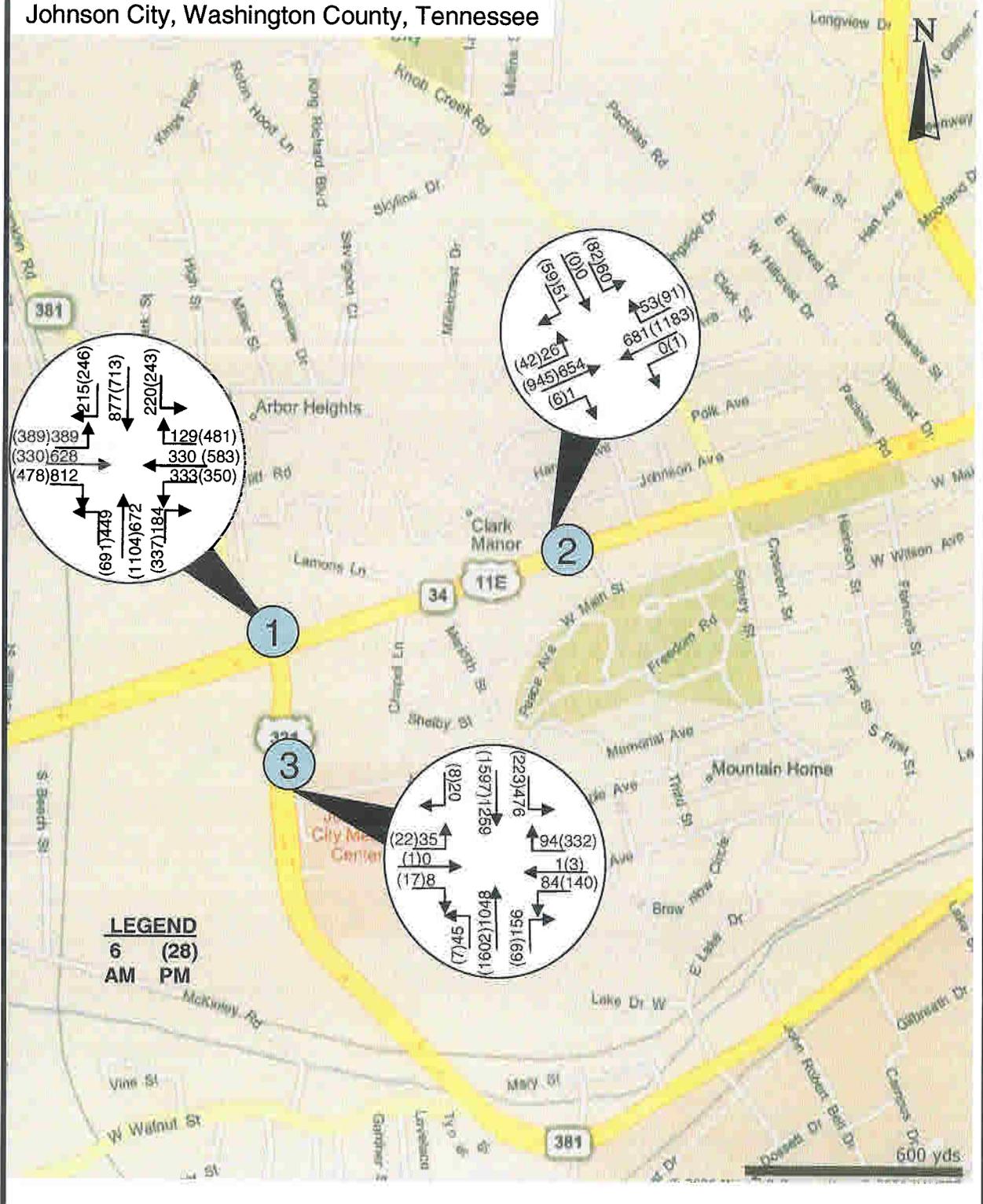
**2011 AM TRAFFIC VOLUMES (with proposed alignment)
VA CONNECTOR
Johnson City, Washington County, Tennessee**



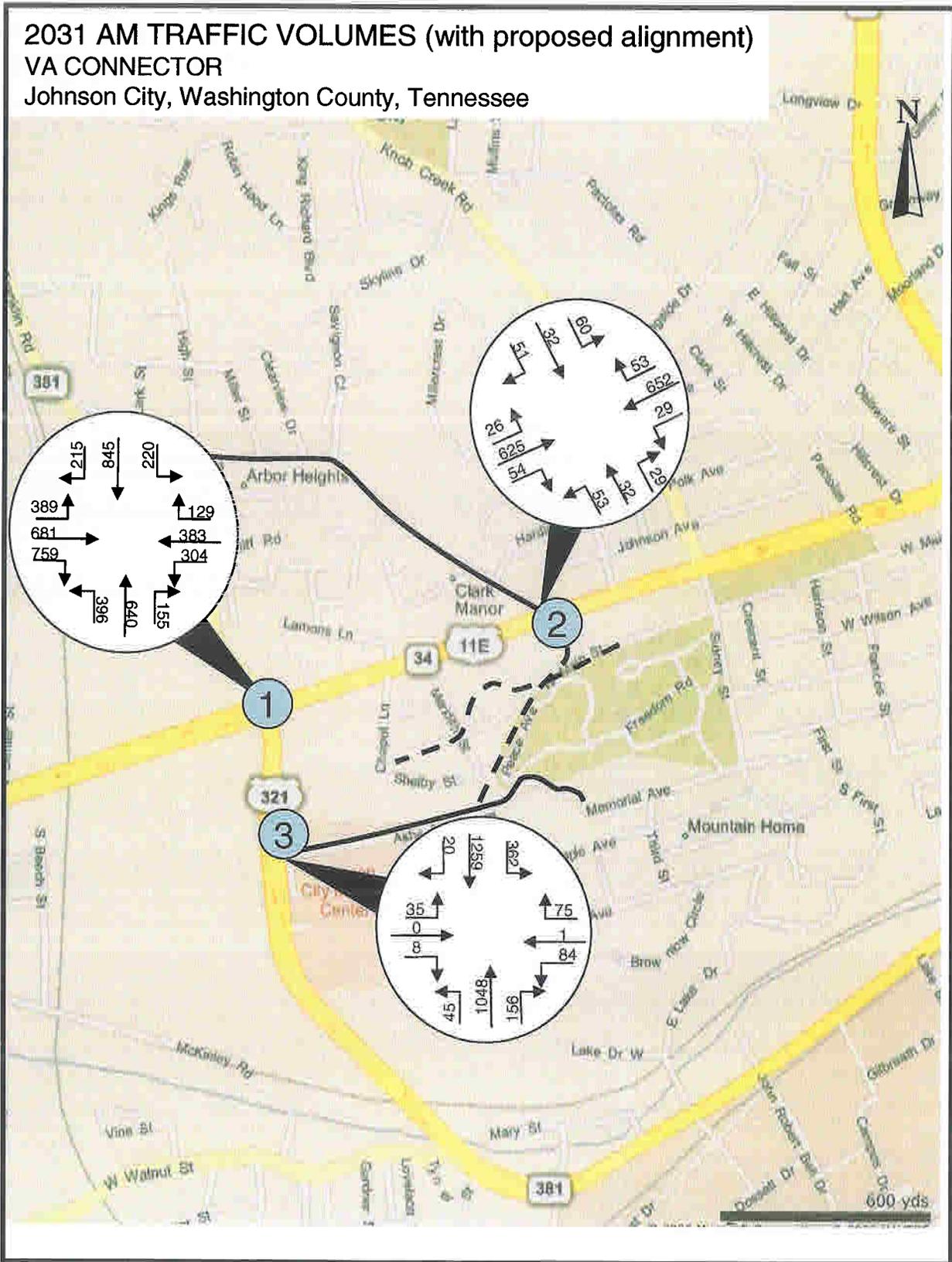
2011 PM TRAFFIC VOLUMES (with proposed alignment)
VA CONNECTOR
 Johnson City, Washington County, Tennessee



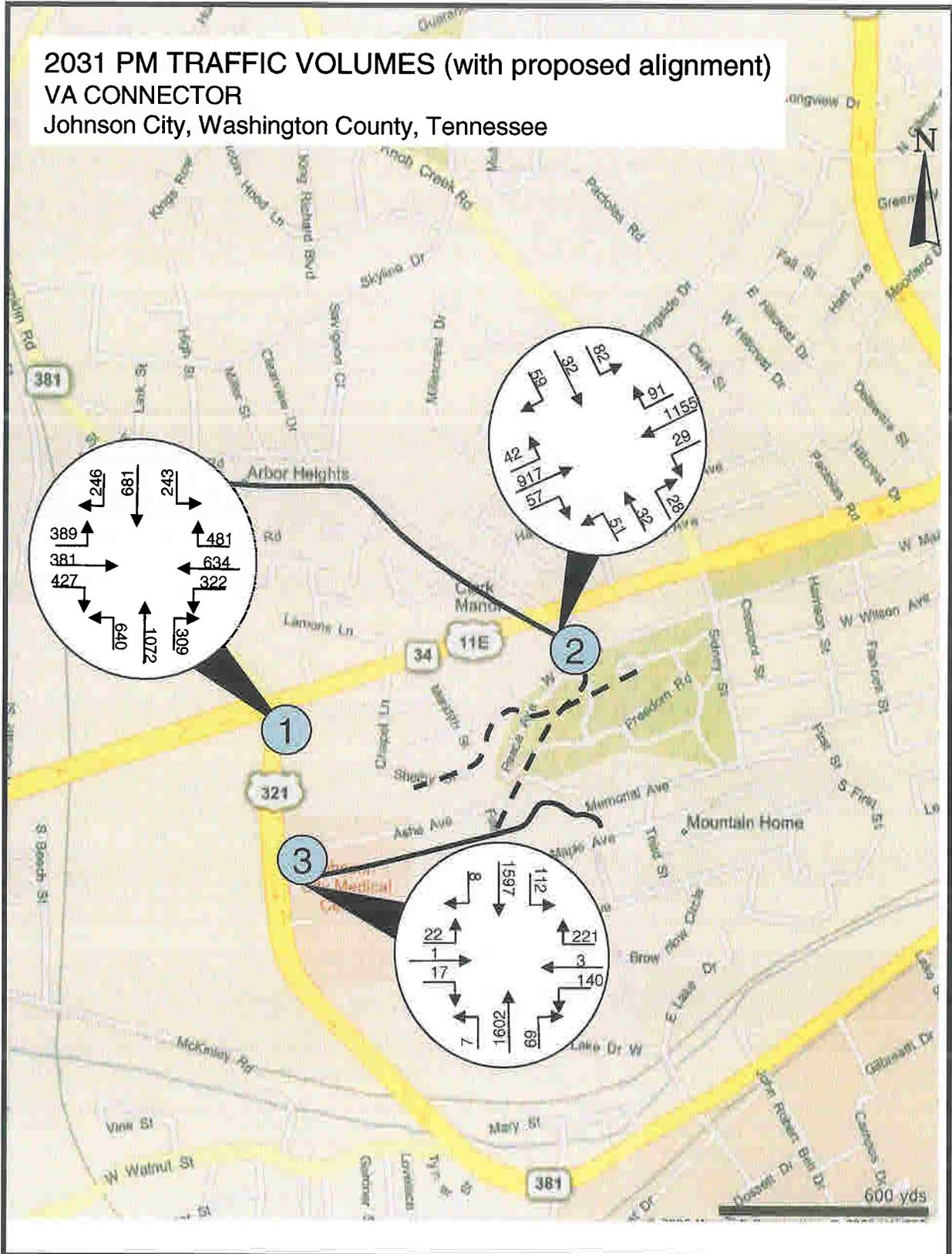
**2031 TRAFFIC VOLUMES (NO BUILD)
VA CONNECTOR
Johnson City, Washington County, Tennessee**



2031 AM TRAFFIC VOLUMES (with proposed alignment)
VA CONNECTOR
 Johnson City, Washington County, Tennessee

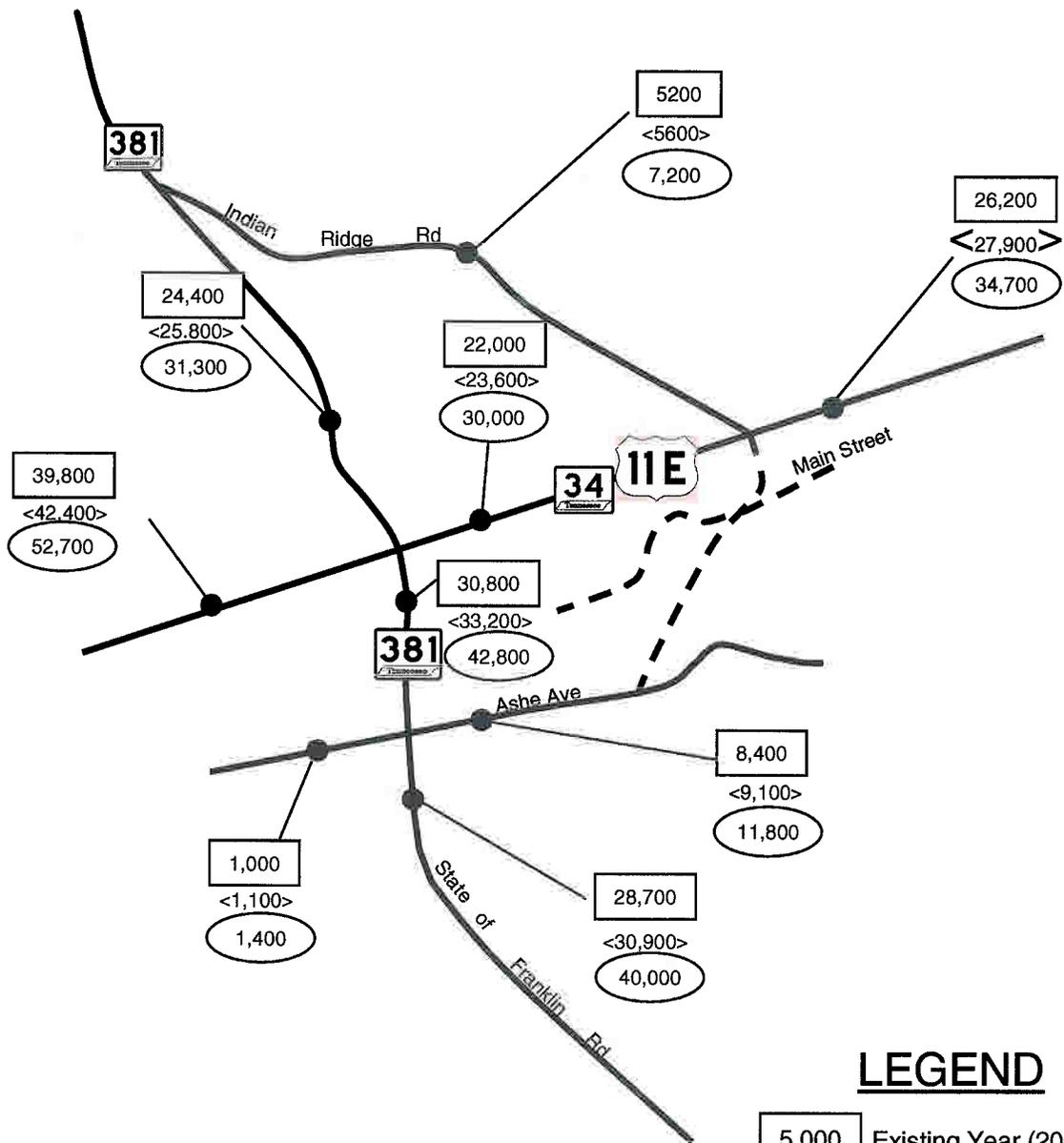


**2031 PM TRAFFIC VOLUMES (with proposed alignment)
VA CONNECTOR
Johnson City, Washington County, Tennessee**



AVERAGE DAILY TRAFFIC (ADT) VOLUMES WITHOUT VA CONNECTOR

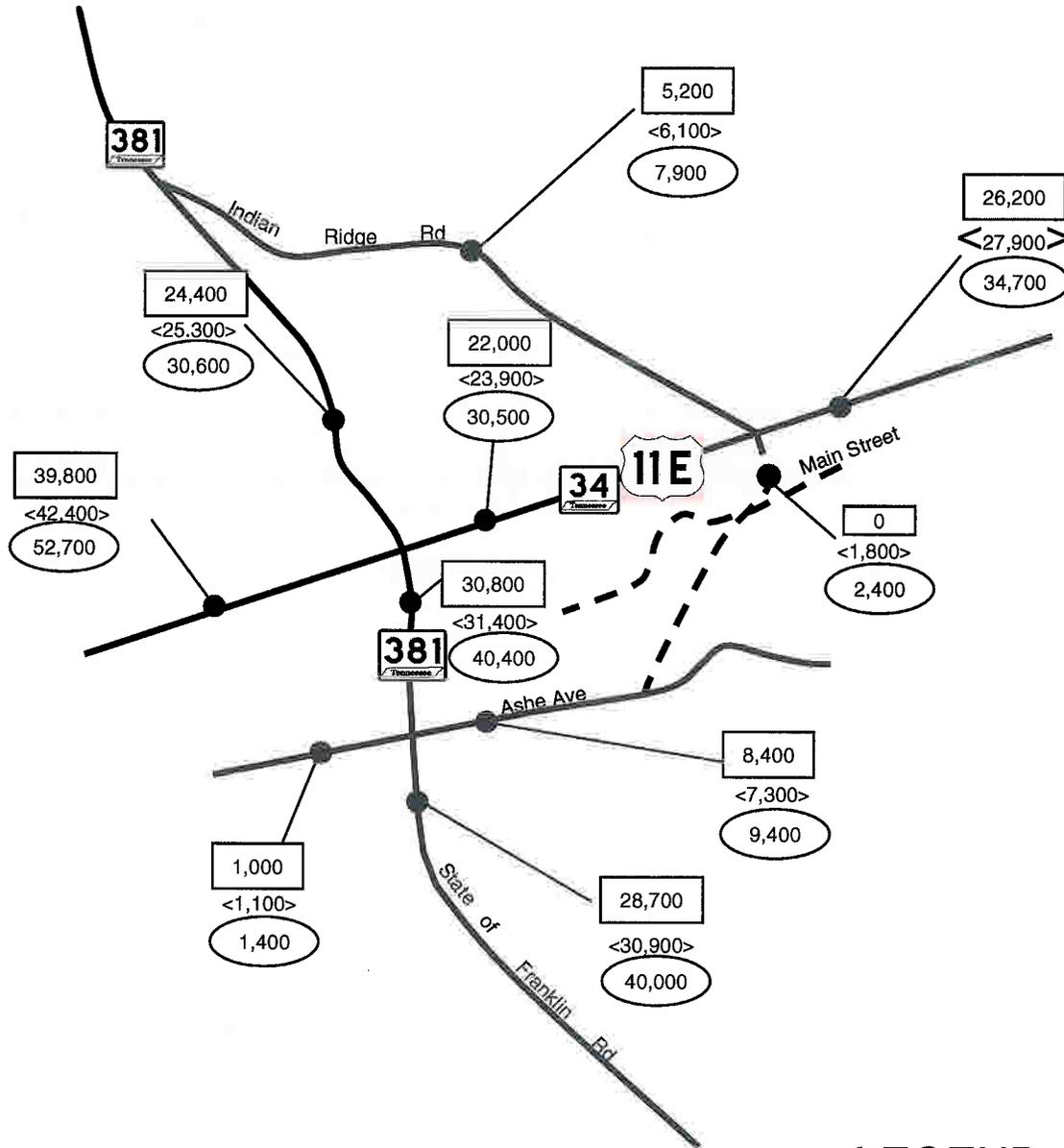
Johnson City, Washington County, Tennessee



LEGEND

- 5,000 Existing Year (2006)
- <5600> Base Year (2011)
- 5,000 Projected Year (2031)

**AVERAGE DAILY TRAFFIC (ADT) VOLUMES
WITH PROPOSED VA CONNECTOR**
Johnson City, Washington County, Tennessee



LEGEND

- 5,000 Existing Year (2006)
- <5600> Base Year (2011)
- 5,000 Projected Year (2031)

PROJECT INFORMATION LOG

To: Bob Bowers
From: Dawn Michelle Foster
Cc: Terry Gladden, Mike Clevenger, Hollis Loveday, Jeff Turner
Date: May 4, 2006

RE: VA Connector, Johnson City, Tennessee

A kick-off meeting was held on Thursday, May 4, 2006 at 10:30 AM in the VA Medical Center Administration Office to discuss the goals and objectives for the above referenced project. The representatives and stakeholders in attendance were:

Bob Bowers, Dawn Michelle Foster, Mike Clevenger- Wilbur Smith Associates
Carolyn M. Whaley- Mountain Home National Cemetery
Louis Sinclair- National Cemetery Association
Juan A. Morales, John McFadden, Frank Caluenala, Dan Snyder- VA Hospital
Phil Pindzola-City of Johnson City
Mark Parrish, Jeff Turner- TDOT

The meeting consisted of discussions relative to a proposed two-lane corridor that would connect the VA Campus to SR 34 (W. Market Street). As proposed, the new roadway would extend from the intersection of Fifth Avenue at Ashe Street inside the campus to the intersection of SR 34 and Indian Ridge Road. Representatives from the National Cemetery have requested that the proposed road stay near the existing fence line. The VA representatives noted that an easement for the roadway had previously been transferred to VA from the National Cemetery. The Cemetery shared a detailed map to show the proximity of the proposed project in regards to the burial sites. Also they revealed areas they will be utilizing for future gravesites.

The representatives for the cemetery also mentioned some drainage problems that they have encountered in the area near the proposed roadway corridor. Detail drainage maps were reviewed. Some of the drainage problems discussed were considered beyond the scope of this proposed project and may have to be further reviewed by Johnson City Public Works Department and City Engineering.

An illustration of the drainage map for the cemetery showed a 42"RCP extending from underneath a warehouse on Main Street and tying into a 54"RCP. The 54" RCP spills into a storm water detention pond. There is also a 24"RCP that ties into the 54"RCP that continues across Sidney Street to another detention pond. The new connector roadway will cross both the 54" and 24" RCP's. There is also a deep swale drainage way extending from the area of Fifth/Ashe toward Main St. roughly paralleling the new roadway alignment which must be considered in the roadway design.

MEMO

Phil Pindzola (City of Johnson City) stated that the current project budget is \$2 million with bidding scheduled for February 2008. Mr. Pindzola also emphasized his desire to create a significant streetscape presence on SR 34(W. Market St) for the VA Medical Center. The City will explore options for additional funding for this type of streetscape improvement.

Functional Design- Mapping is likely available from three sources: 1) an aerial photograph in .TIF format from TDOT; 2) Johnson City GIS mapping; and, 3) TDOT Region I is in the process of surveying and mapping the area.

Subject to further discussion, the design speed will likely be 30 MPH. Currently the speed limit on campus streets is 20MPH. The proposed plan should include sidewalks on both sides of the roadway. No bikeways or greenway (with the exception to the entrance at Market St) should be considered. The design will likely include a 4-lane, perhaps median divided approach to SR 34 and three lanes on the approach to Ashe at Fifth inside the campus.

Security Issues-The VA is concerned about having the capability to close the connector entrance at the VA fence line during emergencies. Although this connector access will be open except in emergencies, the design should consider options for maintaining campus security.

Traffic- VA representatives and the City of Johnson City are concerned about the traffic flow from ETSU Medical School, VA and the Pharmacy School. Plans are also being considered for another campus connector (Chapel Lane).

WSA will obtain traffic information from TDOT for analysis. WSA will also contact Johnson City MTPo and the City of Johnson City for any traffic information pertaining to the project.

Utilities- Construction is to begin soon on a new 4" natural gas line. Field stakes to identify the layout for the gas line are in place near the fence line. John McFadden (VA Hospital Interim Medical Director) will get WSA the proposed layout of the gas line and a contact person that represents the gas company.

The City of Johnson City can provide information on phone, electricity and other utilities. Detailed information on the storm sewer system is not available.

MEMO

To: Dawn Foster, Hollis Loveday, Mike Clevenger, File
CC: Terry Gladden, Jeff Turner (TDOT)
From: Bob Bowers

Re: VA Connector Projector, Johnson City, Tennessee

The following is a report of two meetings held on the subject project on 8 June 2006. The primary purpose of both meetings was to present the proposed functional plan which had been previously approved by Jeff Turner and Paul Beebe to the City and VA representatives for their review and comments.

The 11:00 AM meeting included Phil Pindzola, Public Works Director, Alan Cantrell, City Engineer and Anthony Todd, City Traffic Engineer of the City of Johnson City in addition to Jeff and me . The City staff approved the plan, offering the following comments and requests:

- Do not show the cul de sac of the one block section of Indian Ridge Road south of Market Street at this time. They do not necessarily object to it being added during design but are presently working with developers to consolidate property in this area which may result in the closure of this street.
- Add right turn lanes eastbound and westbound on Market St. at the new intersection (the existing shoulder/parking lane can be used for this).
- The typical section will show a basic 60 ft. right-of-way for the 2-lane roadway. This provides 15.5 ft back of curb to accommodate a 3 ft. grass strip and 5 ft. sidewalk plus a utility berm. In wider sections for turn lanes, etc. the constant would be the 15.5 ft back of curb to right-of-way line.
- There was some discussion about the City's view of the purpose and need for the project. Phil noted that the facility will provide a good direct connection from the Veterans Administration Medical Center (VAMC) which now includes both a medical school and a pharmacy school associated with ETSU to the regional highway system; will relieve traffic on both State of Franklin Road and Market Street , most importantly, at the intersection which has increasing V/C issues; will provide a new "front door" to the VA campus along with improved direct access to the med and pharmacy schools; and will reduce through traffic on Ashe Street which extends from State of Franklin Rd to the VA immediately in front of the Johnson City Medical Center (which also separates it from it associated visitor parking lot).

MEMO

- There was a considerable discussion about the cost of construction and the budget in general. Jeff indicated that TDOT was seeing process lately in the \$250 per lane per foot. Alan Cantrell said that the City had received bids the day previous on a 6,000 ft. which approximated \$320 per lane per foot.
- The City does not have any current plans to improve the section of Indian Ridge Road from the new Connector intersection with Market to State of Franklin Rd.

Jeff, Phil Pindzola and I then met at 1:30pm with VAMC staff including John McFadden, Juan Morales, Frank Caluenala, Lorraine Beard and Curtis Cannon. Comments from the meeting include:

- There was a good deal of discussion about the available "easement" or right-of-way area that was transferred to VAMC by the National Cemetery Association. WSA plotted the approximate boundary on the functional plan based on documentation provided by VAMC. It was generally agreed that the area appeared to be correct.
- It was agreed that the existing westernly VAMC property line would be the westerly right-of-way of the new roadway. The easterly right-of-way line will be established as described above.
- The City noted that the desired the VAMC property be transferred to the City as right-of-way, not as an easement.
- There was some discussion about whether the City of TDOT would handle the right-of-way process but agreement that the right-of-way would be in City ownership on completion of the project. The new street will be under City jurisdiction as well.
- There is a very strong desire on the part of both the City and VAMC that the street/right-of-way exhibit strong aesthetic qualities. This is especially and heavily landscaped areas (perhaps with monuments) outside the roadway is desired. It was noted that additional right-of-way will be needed at this intersection.
- The VAMC staff expressed general approval of the functional plan as presented.

8 JUNE MEETING

VA CONNECTOR PROJECT

Bob Bowers	WSA	865/963-4300
Jeff Turner	TDOT-Knoxville	865-594-2442
Frank Campbell	VA	
Lorraine Beard	VAMC	
Curtis Cannon	VAMC	
John McFadden	VAMC	
Phil Dziadosz	CITY OF J.C.	423 434-6080
Juan A. Morales	VAMC	

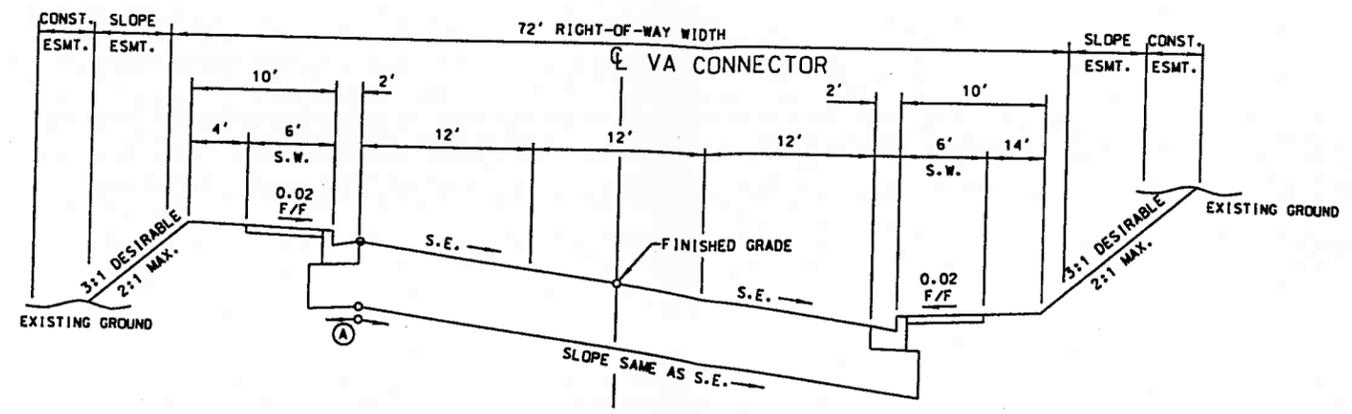
Jay Fowler
7/26

TYPICAL SECTION

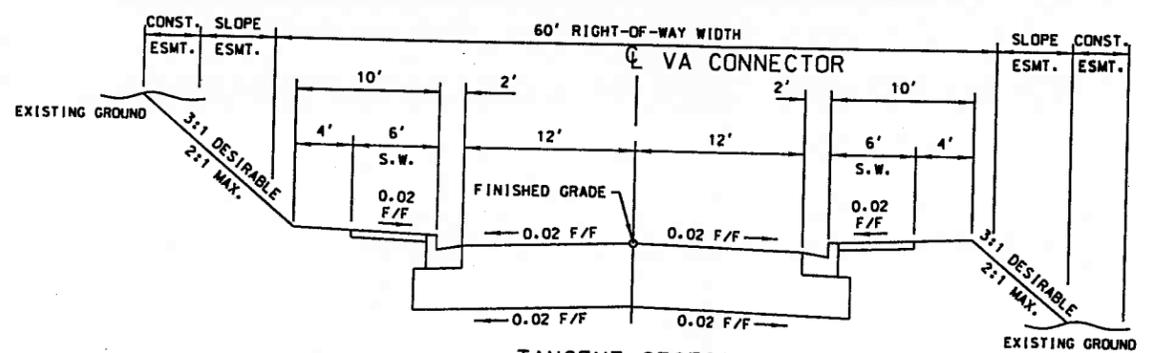
PROPOSED FUNCTIONAL LAYOUT

TENNESSEE D.O.T.
DESIGN DIVISION
FILE NO.

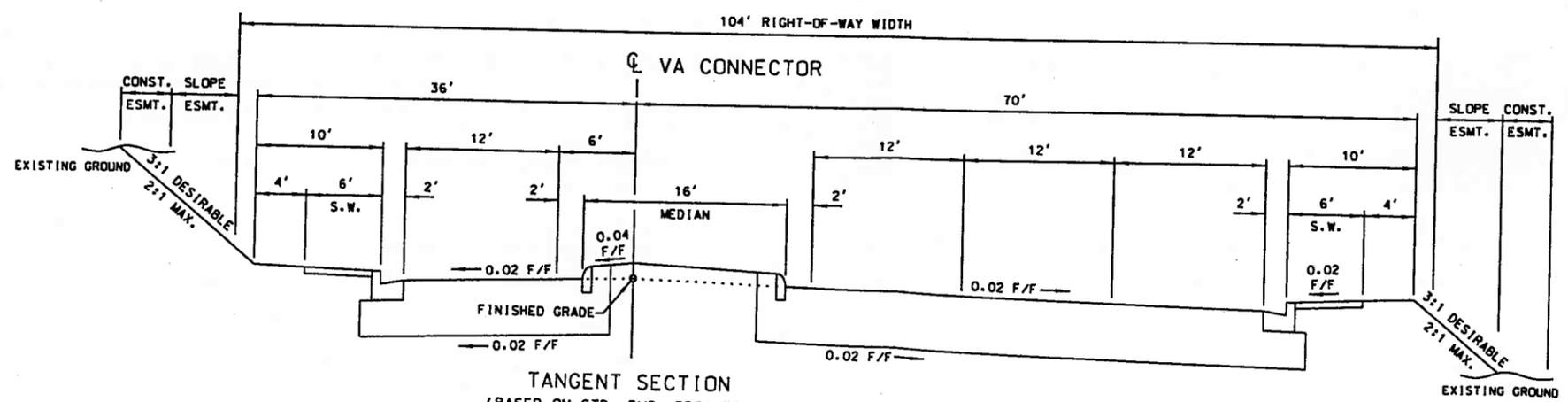
DATE	YEAR	PROJECT NO.	DWG. NO.
FUNCT.	2006	VA CONNECTOR	2



SUPERELEVATED SECTION
(BASED ON STD. DWG. RD01-TS-72)



TANGENT SECTION
(BASED ON STD. DWG. RD01-TS-2)

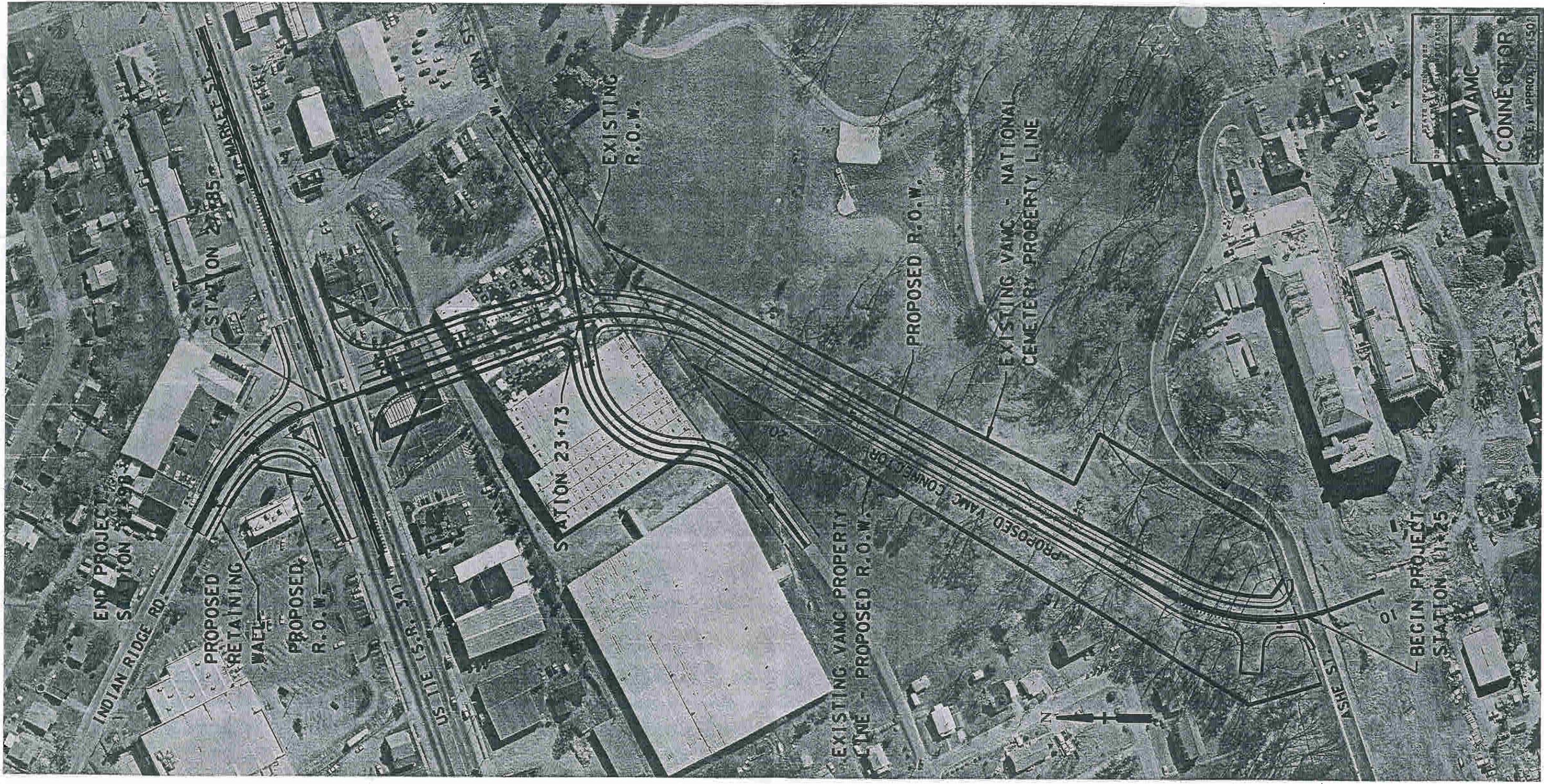


TANGENT SECTION
(BASED ON STD. DWG. RD01-TS-2)

DATE: 04/10/06
DRAWN BY: J. W. HARRIS
CHECKED BY: J. W. HARRIS
DESIGNED BY: J. W. HARRIS

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
SCALE: N.T.S.



END PROJECT STATION 23+73

PROPOSED RETAINING WALL

PROPOSED R.O.W.

STATION 21+25

US 11E

STATION 23+73

EXISTING R.O.W.

EXISTING VAMC PROPERTY LINE - PROPOSED R.O.W.

PROPOSED R.O.W.

EXISTING VAMC - NATIONAL CEMETERY PROPERTY LINE

PROPOSED VAMC CONNECTOR

BEGIN PROJECT STATION 21+25



STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
VAMC CONNECTOR
SCALE: APPROX. 1"=50'