

# **Magnolia Avenue / Rutledge Pike / Asheville Highway Interchange Study Technical Memorandum #3 ADA Assessment**

Knoxville, TN

## Executive Summary

The Magnolia Avenue / Rutledge Pike / Asheville Highway Interchange Study Area is generally not accessible to those with disabilities due to the following reasons:

- Curb ramps with truncated domes are missing at over half of the roadway / driveway intersections in the study area.
- The Prosser Road Intersection does not have pedestrian signal heads nor push buttons.
- Vegetation is overgrown in areas, creating a less-than four-foot passable width along the sidewalk.
- Sidewalks are in disrepair in areas and do not meet slope / condition criteria.

For  
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## **1.0 ADA ASSESSMENT**

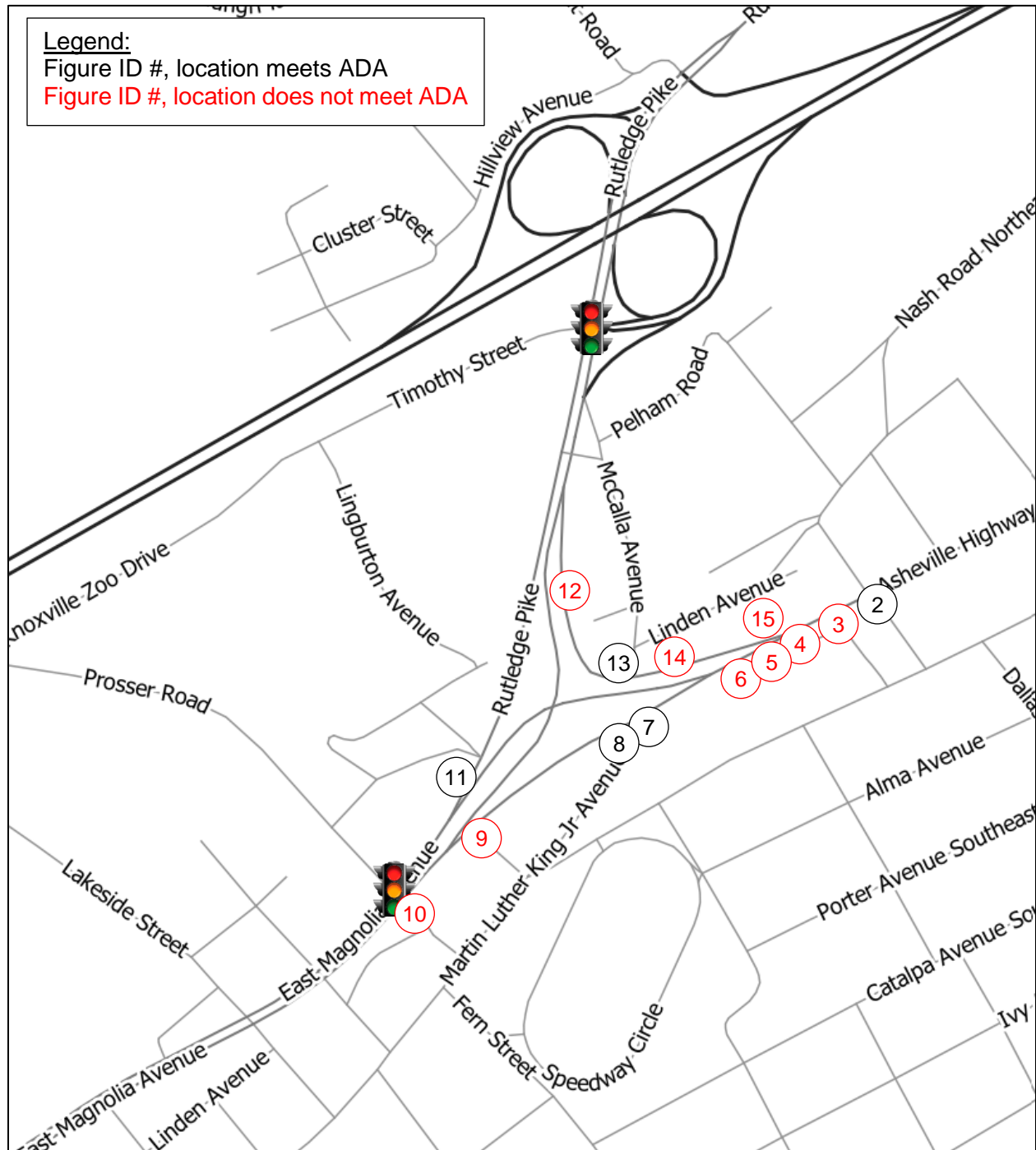
Sidewalks, curb ramps, and signalized intersections were field reviewed on Monday February 3, 2020 within the Magnolia Avenue / Rutledge Pike / Asheville Highway Interchange Study Area to investigate compliance with the Americans with Disabilities Act (ADA). The review was based upon visual inspection. Measurements were not taken. The review included Magnolia Avenue, Rutledge Pike, and Asheville Highway. These three routes are all State Routes (SR), under jurisdiction of the Tennessee Department of Transportation (TDOT). Magnolia Avenue is designated as SR 1, Rutledge Pike as SR 1, and Asheville Highway as SR 168. Magnolia Avenue (SR 1) was reviewed from Prosser Road to Rutledge Pike (SR 1) at the I-40 Interchange Ramps and Asheville Highway (SR 168) at Park Street.

A location map noting relevant field observations is provided in Figure 1. The locations labeled in red do not meet ADA guidance. The numbers correspond with site photographs in Figure 2 through Figure 15 on following pages. While sidewalks are provided throughout the study area, the study area is generally not accessible to those with disabilities due to the following reasons:

- Curb ramps with truncated domes are missing at over half of the roadway / driveway intersections in the study area.
- The Prosser Road Intersection does not have pedestrian signal heads or push buttons.
- Vegetation is overgrown in areas, creating a less-than four-foot passable width.
- Sidewalks are in disrepair in areas and do not meet slope / condition criteria.

Interim improvements in the study area should include upgrading pedestrian facilities to standards that meet ADA requirements. These improvements should be coordinated with the City's ongoing ADA Transition Planning and signal upgrade efforts. It should be noted that several intersections were recently upgraded with curb ramps and truncated domes, which demonstrates the City's efforts to meet ADA requirements. Lastly, the truncated domes are not uniform in color within the study area. TDOT's standard is to provide yellow truncated domes. For a consistent appearance yellow truncated domes should be specified with any streetscape improvements along these State Routes.

**Magnolia Avenue / Rutledge Pike / Asheville Highway Interchange Study  
Knoxville, Knox County**



**FIGURE 1: PHOTOGRAPH LEGEND (FOR FIGURES 2 THROUGH 15)**



**FIGURE 2: ASHEVILLE HIGHWAY (SR 168) AT PARK STREET**  
Demonstrates curb ramps



**FIGURE 3: ASHEVILLE HIGHWAY (SR 168) AT SEAHORN AVENUE**  
Demonstrates no curb ramps



**FIGURE 4: ASHEVILLE HIGHWAY (SR 168) AT SEAHORN AVENUE**  
Demonstrates deficient sidewalk condition



**FIGURE 5: ASHEVILLE HIGHWAY (SR 168) AT SEAHORN AVENUE**  
Demonstrates no curb ramps



**FIGURE 6: ASHEVILLE HIGHWAY (SR 168)**  
Demonstrates deficient sidewalk condition and obstruction



**FIGURE 7: ASHEVILLE HIGHWAY (SR 168) AT MARTIN LUTHER KING JR. AVENUE**  
Demonstrates curb ramps



**FIGURE 8: ASHEVILLE HIGHWAY (SR 168) AT MARTIN LUTHER KING JR. AVENUE**  
Demonstrates curb ramps



**FIGURE 9: MAGNOLIA AVENUE (SR 1) AT SHELBY STREET**  
Demonstrates no curb ramps



**FIGURE 10: MAGNOLIA AVENUE (SR 1) AT PROSSER ROAD**  
Demonstrates no pedestrian signal heads or push buttons, crosswalk markings faded



**FIGURE 11: RUTLEDGE PIKE (SR 1)**  
Demonstrates curb ramps and sidewalk repairs



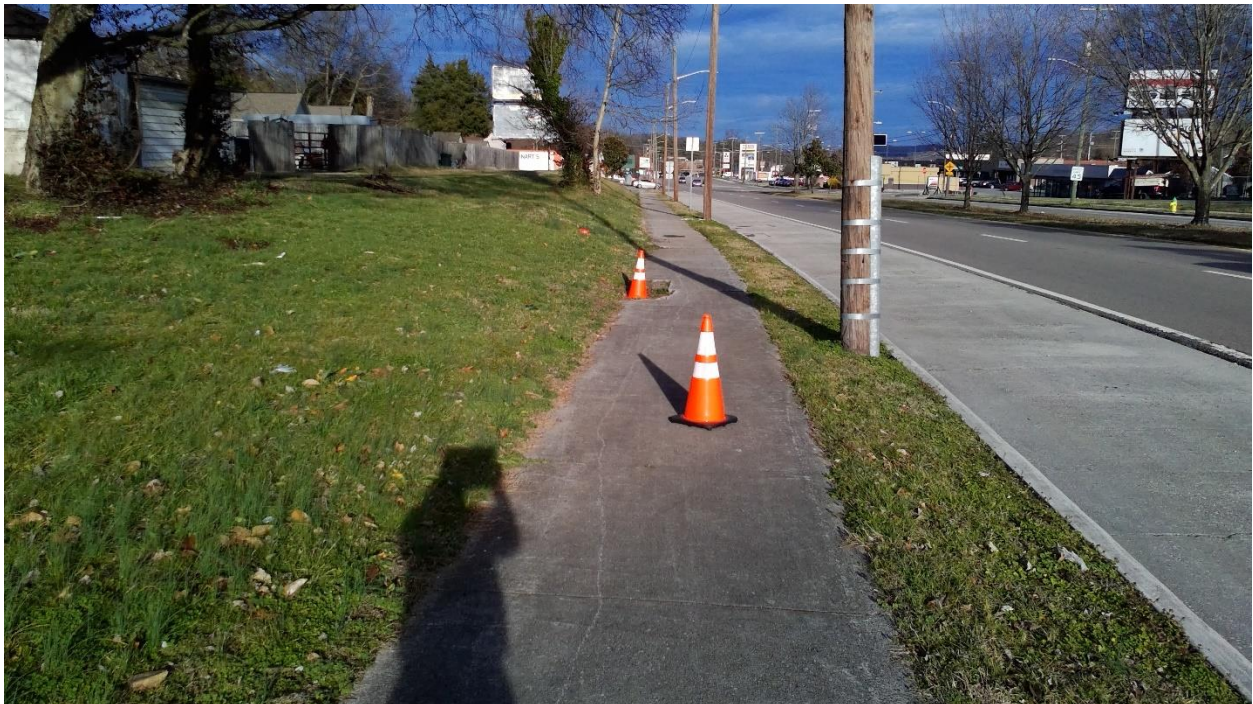
**FIGURE 12: RUTLEDGE PIKE (SR 1)**  
Typical sidewalk



**FIGURE 13: RUTLEDGE PIKE (SR 1) AT MCCALLA AVENUE**  
Demonstrates new curb ramps



**FIGURE 14: MAGNOLIA AVENUE (SR 1)**  
Demonstrates missing curb ramps



**FIGURE 15: MAGNOLIA AVENUE (SR 1)**  
Demonstrates deficient sidewalk condition