

Need more information?

For information regarding:

- ◆ upcoming public meetings
- ◆ to add your name to the mailing list
- ◆ to learn more about the context sensitive solutions process
- ◆ or for questions about the Parkway

Contact the Knoxville Parkway Hotline at
1-888-447-7475 (toll free)

or email us at

info@knoxvilleparkway.com

We look forward to hearing from you!

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Public Workshop Dates

The first public workshops are anticipated to be held in mid-August 2004.



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Knoxville Parkway News

The Process Begins

A group made up of stakeholders has embarked on the process that is to yield a recommended location for SR 475 by the summer of 2005. At the group's first meeting on April 5, 2004, in Knoxville, the members were

introduced to each other and the Context Sensitive Solutions Process.

The team members were proposed by the Knoxville TPO in January 2004 and approved by TDOT. Palmer Engineering has

been selected by TDOT to coordinate the CSS process for the project.

The group began by naming themselves the **Regional Parkway Design Resource Team**. The group chose the name Parkway instead of Beltway to reflect a collective vision for the project and Design Resource Team, and to better describe their role. They then reviewed the history of the project and the Design Parameters with which they will work. Team members made a list of questions they needed

answers for and materials they would need. The biggest item was current maps.

At the second meeting of the Regional Parkway Design Resource Team on April 28, 2004, the Team drafted a mission statement, reached consensus on a list of team goals, and discussed several issues critical to the success of the process.

Maps showing the study corridor were presented to the members at this meeting for their use in explaining the project parameters to their constituents.



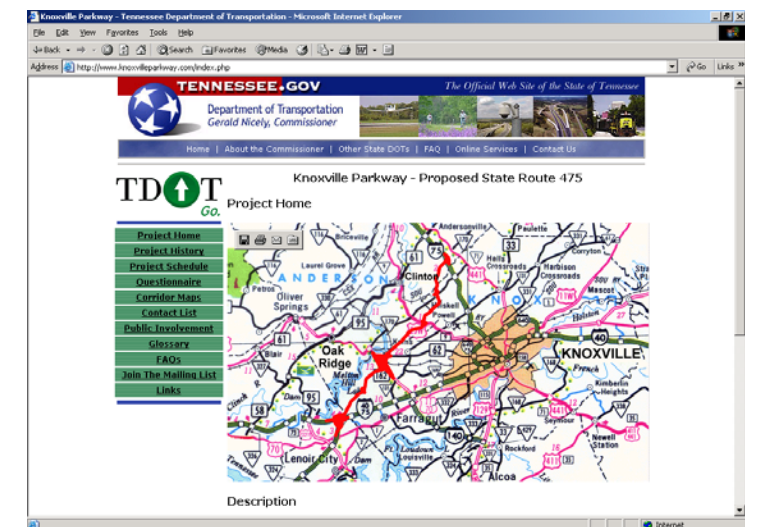
Interactive Website Launched

In March, TDOT launched a new interactive website for the Knoxville Parkway project. Maps of the study corridor for the proposed Parkway are available in two forms on the website — corridor limits are shown on either topographic maps or aerial photographs. The drawings are provided in a series of sheets with a key map to show the location of each sheet.

The corridor shown is the limit of the study area. Corridor limits appear on the aerial photographs as yellow dashed lines and on

the topographic maps as green dashed lines. The alignments to be studied will fall within this study corridor. The right of way to be purchased by TDOT will be a minimum of 300 feet wide and will occupy only a portion of the corridor. Some right of way may be required outside of the corridor limits shown.

Other features of the website include an interactive questionnaire, a contact list, project listing, and frequently asked questions.



We're on the web!
www.knoxvilleparkway.com

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Context Sensitive Solutions

“Context Sensitive Solutions are a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. It is an approach that considers the total context within which a transportation improvement project will exist.”

In response to the citizens of Tennessee, the Tennessee Department of Transportation (TDOT) is changing the way it does business. As a result, the department is requiring many new highway projects to adopt the principles of a transportation planning process known as Context Sensitive Solutions.

Context Sensitive Solutions is a term encompassing several related concepts. Thinking Beyond the Pavement, Context Sensitive Design, and Context Sensitive Solutions all refer to the same concept.

Highway projects are more than merely transportation. A highway or road by itself, by the way it is integrated within the fabric of the community, can have far-reaching impacts (positive and negative) beyond its

traffic or transportation function. Context Sensitive Solutions refers as much to an approach or process as it does to an actual outcome. The process equally addresses safety, mobility, and the preservation of scenic, aesthetic, historic, environmental, and other community values. It is a collaborative interdisciplinary approach in which citizens are part of the design team.

The Context Sensitive Solutions process for the Knoxville Parkway includes a Design Resource Team and Public Workshops. The **Regional Parkway Design Resource Team** is composed of 19 individuals representing various communities, local governments, and other organizations with an interest in the project. The team will meet with the

design consultants to discuss the various sections of the project. After reviewing information concerning the various issues facing each design section, the Regional Parkway Design Resource Team will work with the consultants to develop a solution that fits the local situation. Consultants will take team recommendations and develop design concepts that will be brought back to the team for further review and comment. This process is expected to take approximately 18 months.

The public may observe team meetings but opportunities for participation will come during Public Workshops. At various stages in the process, the Regional Parkway Design Resource Team will hold **Public Workshops** where everyone is encouraged to view the progress of the designs and provide input. The information gained from the workshops will be used by the Regional Parkway Design Resource Team to modify their concepts and recommendations to the design consultant. At any time during the process, individuals may contact a member of the Regional Parkway Design Resource Team to voice an opinion or ask a question. Additionally, groups may also request informational presentations.

Resource Team Members

- Edgar Faust, Hardin Valley Community
- Carolyn Greenwood, Karns Community
- Bill McMaster, Heiskell Community
- Mac Post, Powell Community
- Roland Terrell, Solway Area Residents Association (SARA)
- Sharon Todd, Claxton Community
- Brian Jenks, Anderson County Gov't
- Chip Miller, Loudon County
- Karen Nolt, Knox County Parks & Recreation Greenways
- Bruce Wuethrich, Knox County Gov't
- Roy Arthur, Beaver Creek Task Force
- David Orr, Sierra Club
- John Benditz, TN Section of the Institute of Transportation Engineers
- Greg Fay, East Tennessee Economic Development Agency
- Steve Fritts, Tennessee Technology Corridor Development Authority
- Robert Shaw, Citizens Against the Beltway Orange Location (CABOL)
- Wes Stowers, Knoxville Area Chamber Partnership
- Darcy Sullivan, Urban Transportation Issues Committee (UTIC)
- Carl Tindell, Better Roads in North Knoxville (BRINK)

Survey Operations Underway for Parkway

Survey operations have officially begun on the Knoxville Parkway (SR 475) project. These operations coincide with the Context Sensitive Solution (CSS) Process that is also underway.

The objective of the survey is simply to locate and identify existing features that occur along the project. Some of these features include the topography of the land, existing utilities, existing property lines & right-of-way, locations of existing roads and houses, and drainage features. All of these components are essential elements to be considered in the planning and design process.

Over the next few months, survey crews from each engineering consultant will gather and process this information. The information will then be provided to the Tennessee Department of Transportation (TDOT) and also be used by the Regional Parkway Design Resource Team, TDOT, and the engineering design consultants for the purposes of studying various alternate alignments. One will be chosen as the final alignment of SR 475.

TDOT's survey crews are finishing the preliminary work of setting random GPS (Global Positioning System) control points throughout the project corridor. This involves

using multiple satellites to determine the exact coordinates and elevations of specific points that are marked with a GPS monument and an orange stake. These GPS control points will be used as reference points for all other survey crews to set up and establish coordinates and elevations for every survey shot taken. This ensures that all survey information gathered can be meshed together. These GPS monuments are not indicative of the final center line for the new road.

Landowners will be contacted by the surveying firms for assistance in locating property lines and gathering other information that might not be easily visible, such as water wells, high water marks, springs, and unmarked cemeteries that might be on their property. The bulk of the survey work will be done this summer. However, as the CSS process moves along, it will be necessary to return at various times to pick up additional information that is needed by the resource team, TDOT, and consultants, as well as to update the previous survey with new information such as new houses, utilities, and other developments that may have occurred since the original survey was completed.

Once the Regional Parkway Design Resource Team and TDOT have studied the



corridor, recommended an alignment, and the engineering consultants have begun the final design, surveyors will be sent out at various times throughout the process to stake the alignment, stake core holes for geotechnical investigations, and to stake proposed right-of-way. So, as you can see, surveying is involved from the beginning to the end of a project in almost every phase of the planning, design and construction of a new road.

Speakers Bureau

In addition to the public workshops, groups may also request a speaker. We will come to your location to give an informational presentation on the project and answer questions.

To make an appointment, email us at info@knoxvilleparkway.com or call us on the Knoxville Parkway Hotline toll free 1-888-447-7475 between 7:30 AM – 4:30 PM Monday through Friday. Please contact us at least two weeks in advance.