

**ISSUE GROUP  
MEETING #1 REPORT**

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**KNOXVILLE  
PARKWAY  
CONTEXT SENSITIVE  
SOLUTIONS**

**INTERCHANGE AND LAND USE  
ISSUE GROUP**



**October 18, 2004**

**Cedar Bluff Holiday Inn Select  
Knoxville, TN**

**Gary Bates, Facilitator**

## **INTRODUCTION**

Gary Bates opened the meeting by introducing himself and then asking presenters and issue group members to introduce themselves. Steve Allen, Tennessee Department of Transportation, narrated a PowerPoint presentation, which gave a general overview of traffic forecasting and then explained how traffic volumes were developed and validated. Mike Carberry, Knoxville-Knox County MPC, narrated a PowerPoint presentation highlighting Land-Use throughout the corridor. He explained how potential development could occur within the surrounding area and how that development can be regulated. He also described some Smart Growth principles that are being employed in upcoming local developments.

Following the presentations the group began discussing the different interchange locations within the parkway corridor. An issue group member raised the question of whether an additional interchange should be studied in Regional Section 1 to access an area with large potential for development. David Lindeman explained that he would have to discuss the matter with TDOT and that if an interchange was considered it would be difficult to meet the minimum spacing between I-75 and I-40. Steve Allen, of TDOT, added that normally interchanges are only considered if an existing crossroad accesses the development site.

The Issue Group recommended that the Resource Team eliminate the Hardin Valley Interchange due to the comments gathered from the public meeting and a previous recommendation from the Section 2 Regional Subcommittee.

It was recommended that the Pellissippi Parkway Interchange be kept due to the ability to provide access to Oak Ridge. A concern raised by the group was that the footprint was too large and should be minimized. The group recommended studying a multilevel interchange in attempt to reduce the footprint, which could minimize the impacts to the environment and local residents.

The interchange group recommended that Oak Ridge Highway (SR 62) remain a possible interchange location. There are mixed feelings about having the interchange near the caves but since other alignments away from the caves are being studied then it should remain an option.

The Issue Group agreed with the Section 4 Regional Subcommittee that Clinton Highway should have an interchange. The group felt that it could fix a problem area and eliminate some congestion along Clinton Highway. It was also noted that Pellissippi Parkway and Clinton Highway are the only two cross roads that cross the Clinch River to access areas to the north.

The group recommended that Raccoon Valley remain an interchange option to consider due to some public support for this location, but that upgrades to the existing road would need to be made if an interchange was built. The group strongly felt that the upgrades to the existing road were more important than the construction of an interchange. The group felt that more public input would be needed regarding alternatives presented both with and without an interchange at this location.

## **INTERCHANGE SCHEMES**

The Issue Group recommended that four different interchange schemes be looked at when forecasting the future traffic volumes. Each of the different schemes will include an interchange at I-75 and I-40/I-75 but the five interchanges within the corridor can change. The group included the Pellissippi Parkway and Clinton Highway interchanges in all of the alternative schemes. Steve Allen will provide alternative traffic forecasts for SR 475 and local crossroads, based on the following interchange combinations:

1. I-40/75, Pellissippi Parkway, Clinton Hwy, and I-75
2. I-40/75, Pellissippi Parkway, Oak Ridge Hwy (SR 62), Clinton Hwy, Raccoon Valley Road, and I-75
3. I-40/75, Pellissippi Parkway, Clinton Hwy, Raccoon Valley Road, and I-75
4. I-40/75, Pellissippi Parkway, Oak Ridge Hwy (SR 62), Clinton Hwy, and I-75

Traffic forecasts for these combinations will be provided following the completion of the Knoxville TPO's new TRANSCAD model in the late winter or spring.

## **ATTENDEES**

16 people attended the meeting. The names and organizations of the people who attended the meeting are presented as follows.

<b>Issue Group</b>	<b>Organization</b>
John Benditz	Resource Team – Institute of Transportation Engineers
Chip Miller	Resource Team – Loudon County
Raynella Dossett	Section 3 - Sub-Committee Member
Don Madgett	Section 4 - Sub-Committee Member
Bob Morris	Section 2 - Sub-Committee Member
Joe Parker	Section 1 - Sub-Committee Member
Harvey Sproul	Section 1 - Sub-Committee Member
Cheryl Travis	Section 1 - Sub-Committee Member
Tom Tucker	Section 3 - Sub-Committee Member
Michael Agnew	TDOT- Design
Steve Allen	TDOT- Traffic
Tony Armstrong	TDOT- Traffic
Chris Jenkins	TDOT- Project Management
Jeff Welch	Knoxville Regional Transportation Planning Organization
Mike Carberry	Knoxville-Knox Co Metropolitan Planning Commission
David Lindeman	Palmer Engineering
Stephen Sewell	Palmer Engineering