

**INFORMATIONAL
SEMINAR FAIR REPORT**

**KNOXVILLE
PARKWAY
CONTEXT SENSITIVE
SOLUTIONS**

“INFORMATIONAL SEMINAR FAIR”



November 15, 2004

**National Transportation Research Center
Knoxville, TN**

David Lindeman, PE, Facilitator

Knoxville Parkway, Context Sensitive Solutions Informational Seminar Fair

INTRODUCTION

The Informational Seminar Fair was held on November 15, 2004, at the National Transportation Research Center, in Knoxville, Tennessee. The facilitator, David Lindeman with Palmer Engineering, led the meeting.

AGENDA

- 8:45 AM** Sign-in
- 9:00 AM** Beaver Creek Green Infrastructure Plan – *Karen Nolt and Roy Arthur*
- 9:30 AM** Low Impact Development – *Chris Grandju, Knox Co. Gov't*
- 10:00 AM** Scenic/Parkway Design – *David Utley, TDOT*
- 10:30 AM** Break
- 10:45 AM** Historic Properties and the SHPO Process – *Martha Carver, TDOT*
- 11:15 AM** Archeology – *Alan Longmire, TDOT*
- 11:45 AM** Lunch – on your own
- 1:00 PM** The Right of Way Process – *Jeff Hoge, TDOT*
- 1:30 PM** Wildlife – *Joel Budnik, Parsons Transportation Group*
- 2:00 PM** The NEPA/EIS Process – *Scott McGuire, FHWA*
- 3:00 PM** Break
- 3:15 PM** Air and Noise Issue Group Follow-up Session – *Eric Fischer, Palmer Eng.*
- 4:30 PM** Adjourn

Because the time needed for the first Air and Noise Issue Group meeting was underestimated, they will continue their discussion following the end of the NEPA/EIS presentation.

PRESENTATION SUMMARIES

Beaver Creek Green Infrastructure Plan

The first presentation of the Informational Seminar Fair was Mark DeKay, UTK, he informed the group of the current findings in the Beaver Creek Infrastructure Plan. Following the presentation the group was given the opportunity for questions and comments. The following is a summary of those comments:

- The group asked when they could expect the plan to be completed and they were informed that funding is only thru phase one and that more funding would be needed to complete the plan. Possible funding sources could be County, TVA, and/or TDOT.
- The group asked how future changes within the watershed would be updated into the plan. It was explained that scenarios would be analyzed based on growth assumptions and other scenarios could be updated in the future.
- The group encouraged the Resource Team to recommend that TDOT explore ways to fund phase two study areas.

Low Impact Development

A presentation given by Chris Granju, Knox County Government, introduced the attending members to Low Impact Development Strategies that could be implemented within the project area. The presentation showed examples of projects that have been implemented in Knox County and in other cities. Following the presentation the group was given the opportunity for questions and comments. The following is a summary of those comments:

- The cost for permeable pavements is currently significantly more than the non-permeable pavements. As technology catches up, the cost should be reduced.
- The compatibility of low noise and permeable pavements was unknown at the time of the meeting.
- It was asked that since most of the examples shown were in a sandy soil environment, would that change the possibility of using a permeable pavement in clay soils? It was explained that clay soils could change the design of the product but could still be used.

Scenic/Parkway Design

The next speaker was David Utley, of TDOT. He discussed Scenic Parkway Design and the steps that could be taken to assure the visual quality of the parkway. Following are the points that came out in the question and answer session:

- Billboards are not permitted on a Scenic Highway unless the city codes permit billboards. If the city does permit billboards, then within the city limits that code would govern the placement of billboards.
- The most restrictive designation is a National Scenic By-way. Because SR-475 will operate as a bypass for I-75, it may be designated an Essential National Defense Route. If so, it will be ineligible for the By-way designation. The Parkway could still be designated a Tennessee Parkway by the Commissioner or a State Scenic Highway by the Tennessee Legislature.
- Pellissippi Parkway is not a State Scenic Highway, but is designated a Tennessee Parkway which has similar sign and building restrictions.

- State Scenic Highway and Tennessee Parkway are state designations. If SR 475 changes from a state route to an interstate, would the parkway lose a scenic designation that may be given now? The group was informed that there has never been a project in Tennessee that has changed from a state route designated as a Tennessee Parkway to an Interstate so the answer to this question will be researched. It was also explained that funding for the project would not change how the project is designated.
- The group was informed that currently there is not funding for visual assessments but could be added in the future by TDOT. The group was informed that the USDA is one potential source of funding.
- The members of the Resource Team that attended the meeting asked that the Resource Team, at its next meeting, make a recommendation that the Parkway be designated part of the Tennessee Parkway System. It was suggested that the group get backing from the County Executives.

Historic Properties and the SHPO Process

A presentation given by Martha Carver, TDOT, explained the process that Tennessee follows to determine if a property is eligible to have historic protection. The following is a summary of the questions or comments:

- To determine if a farm could be designated a century farm a contact would need to be made to Middle Tennessee State University.
- It was explained that caves could be considered historic but would need a human event to make them historic. An example provided to the team was a stop on the Underground Railroad.
- It was also explained to the team that the laws that govern the historic process do not apply to private owners and they can do as they want with the property.

Archeology

The presentation on Archeology was postponed due to confusion on the date with the scheduled speaker.

The Right of Way Process

After lunch Jeff Hoge, TDOT, explained the process that the Tennessee Department of Transportation follows to acquire land needed for state highway projects. Following the presentation the group was given the opportunity to ask questions. A summary of the questions and comments is listed below:

- It was explained that the owner would only receive a one-time compensation for the value of the land and would incorporate the value of what was grown or could be built on the land. The owner would also be reimbursed to replace any fence that would be removed due to the purchase of Right-of-Way.
- The question was raised of how close a residence could be to Right of Way be before purchase of the residence is required. It was explained the ROW could be as close as next to the house and not require purchasing the house, but that these decisions are made on a case-by-case basis.
- It was explained that there is no set time length between when the property is appraised and when the property would be purchased. It was also explained that an appraisal would be done to determine the before and after value for partial takes.

- A statement was made that your property has to be directly encroached on before the owner can receive any damages.
- It was explained that if TDOT and the owner cannot reach agreement on the value of the property, it would enter into condemnation, where the value is determined by a jury trial.

Wildlife

The next presentation by Joel Budnick, Parsons, detailed wildlife issues within the SR 475 corridor. The presentation gave insight into the process that identified what wildlife could be within the corridor and ways to decrease the disturbance to the wildlife habitat. Following the presentation the group was given the opportunity to ask questions.

- It was explained that after preliminary field investigations there were no endangered species located within the 500 foot wide SR 475 corridor.

The NEPA/EIS Process

The next presentation by Scott McGuire, FHWA, explained the National Environmental Policy Act (NEPA) process and which projects require this process. It was also explained to the group that SR 475 is currently in its draft form and will be finalized following the completion of the CSS Process. The following are comments from the group:

- The group was informed that a supplemental EIS would likely have to be completed following the CSS recommendation. The timeframe for the supplemental would be approximately 6 months to a year after the recommended alternative is selected.
- The group also asked if comments from the EPA had been published and where they could find those comments.

CONCLUSION

The next scheduled meeting will be a Resource Team Meeting at the National Transportation Research Center on December 13, 2004 at 1:00pm.

ATTENDEES

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

Resource Team

Roy Arthur
John Benditz

Edgar Faust
Carolyn Greenwood
Brian Jenks
Bill McMaster
Chip Miller
Karen Nolt
Mac Post
David Reister
Robert Shaw

Wes Stowers
Roland Terrell
Sharon Todd

Sub-Committee

P.J. Halvorsen
Nancy Bond
Clyde Ragle
Dale Roberto
Fred Young
Raynella Dossett
Marc Dunham
Tom Tucker
Dan Arp
Lola Curran
Stephen Doyle

Speakers

Joel Budnick
Martha Carver
Mark DeKay
Chris Granju
Jeff Hoge
Scott McGuire
David Utley

Stakeholder Group

Beaver Creek Task Force
Tennessee Section of the Institute of Transportation Engineers
Hardin Valley Community
Karns Community
Anderson County Government
Heiskell Community
Loudon County
Knox County Parks & Recreation Greenways
Powell Community
Sierra Club
Citizens Against the Beltway Orange Location (CABOL)
Knoxville Area Chamber Partnership
Solway Area Residents Association (SARA)
Claxton Community

Section

Subcommittee 1
Subcommittee 2
Subcommittee 2
Subcommittee 2
Subcommittee 2
Subcommittee 3
Subcommittee 3
Subcommittee 3
Subcommittee 4
Subcommittee 4
Subcommittee 4

Organization

Parsons
TDOT
University of Tennessee
Knox County Government
TDOT
FHWA
TDOT

TDOT

Tammy Allison
Travis Brickey
Tom Love
Shawn Rible
Mike Russell
Larry Smith
Bob Woodson

Title

TDOT
TDOT
TDOT
TDOT
TDOT
TDOT
TDOT

Consultants

David Lindeman
Eric Fischer
Stephen Sewell

Company

Palmer Engineering - CSS Consultant
Palmer Engineering - CSS Consultant
Palmer Engineering - CSS Consultant

Advisors

Mike Conger
Harold Draper
Mary English
Fred Frank
Mike Smart
Jeff Welch

Organization

Knoxville Regional TPO
TVA
University of Tennessee
Knoxville Regional TPO
FHWA
Knoxville Regional TPO

Observers

Kristan Dennis
Tray W. Moir-McClean
Andrew Winderlich

Organization

University of Tennessee
University of Tennessee
University of Tennessee