

**REGIONAL SUBCOMMITTEE 2  
DESIGN SECTIONS 2 & 3  
MEETING #3 REPORT**

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**KNOXVILLE  
PARKWAY  
CONTEXT SENSITIVE  
SOLUTIONS**

**REGIONAL SUBCOMMITTEE 2**



**December 13, 2005**

**National Transportation Research Center  
Knoxville, TN**

# **Knoxville Parkway, Context Sensitive Solutions Subcommittee 2, Meeting #3**

## **INTRODUCTION**

The third Regional Subcommittee meeting for Regional Section 2 was held on December 13, 2005, at the National Transportation Research Center in Knoxville, Tennessee. David Lindeman, with Palmer Engineering, led the meeting.

Introduction by David Lindeman. Review of what has happened since the last meeting along with an explanation of the decision matrix and the process for recommending alternatives to the Resource Team.

## **DESIGN SECTION 2**

Both Alternatives are on the south side of the study corridor when crossing Everett Road. This avoids a church and the backwater of Melton Hill Lake.

Alternative 2A has the fewest curves and is straighter than Alternative 2B.

Alternative 2B has a more curved alignment. Alternative 2B would have the least amount of cuts/fills and lower ROW impacts.

## **RECOMMENDATIONS TO THE RESOURCE TEAM**

Subcommittee 2 preferred Alternative 2A for the following reasons:

- It was rated better for air and noise.
- It has a shorter length of impacted streams.
- It is estimated to be cheaper to construct.

## **DESIGN SECTION 3**

Earthwork is similar for all alternatives in Design Section 3.

Alternative 3C minimizes relocations in the western half by going outside the original study corridor with an alignment that runs roughly from the intersection of Hardin Valley and Marietta Church Roads to the intersection of Couch Mill and Sam Lee Roads.

Alternative 3D avoids Beaver Creek by running closer to the southeast side of the study corridor.

Alternative 3CD combines the west end of 3C with the east end of 3D.

## **RECOMMENDATIONS TO THE RESOURCE TEAM**

Subcommittee 2 prefers Alternative 3CD as their first choice with Alternative 3C second and Alternative 3D third. They prefer Alternative 3CD for the following reasons:

- It was rated better on most issues.
- It needs less right-of-way.
- It relocates fewer residences.
- It has fewer noise impacts.

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## ADJUNCT RECOMMENDATIONS

Subcommittee 2 has the following adjunct recommendations for the Resource Team to consider:

- Farmers need good access across corridor when their land is divided.
- The interconnection of side roads after the Parkway comes through needs to be addressed.
- Take the dogleg out of Hardin Valley Road/Gallaher Ferry Road/Hickory Creek Road.
- No SR 475 interchanges between the I-40/I-75 split and Pellissippi Parkway including Everett Rd.
- Take extra precautions to stay out of Beaver Creek.
- Display the decision matrix board in color at the public workshops along with a bulleted list of the main reasons the preferred alternative was chosen. The bulleted list could be included in the handout.
- Have good ways to maintain local traffic during construction.

## GOING FORWARD

In the final design phase, Subcommittee 2 would prefer to see separate teams for each regional area.

There should be some way to ensure design continuity from section to section.

The regional teams should have input on the interconnection of side roads and also on the maintenance of traffic during construction.

## ATTENDEES

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

### Regional Subcommittee 2 Organization

Nancy Bond	Regional Subcommittee 2
Edgar Faust	Hardin Valley Community
Steve Fritts	TN Technology Corridor Development Authority
Bob Morris	Regional Subcommittee 2
Clyde Ragle	Regional Subcommittee 2
Dale Roberto	Regional Subcommittee 2
Don Shell	Regional Subcommittee 2
Bruce Wuethrich	Knox County Government

### TDOT

	Title
Mike Russell	Transportation Manager, TDOT, Region 1, Project Management
Cliff Stewart	Transportation Manager 1, TDOT, Design

### Consultants

	Company
David Lindeman	Palmer Engineering - CSS Consultant
Eric Fischer	Palmer Engineering - CSS Consultant
Stephen Sewell	Palmer Engineering - CSS Consultant
Joel Budnik	Parsons – Environmental Consultant
Jon Meadows	TRC International – Design Consultant
Todd White	HW Lochner – Design Consultant