

**REGIONAL SUBCOMMITTEE 3
DESIGN SECTIONS 4 & 5
MEETING #3 REPORT**

**KNOXVILLE
PARKWAY
CONTEXT SENSITIVE
SOLUTIONS**

REGIONAL SUBCOMMITTEE 3



December 14, 2005

**National Transportation Research Center
Knoxville, TN**

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

INTRODUCTION

The third Regional Subcommittee meeting for Regional Section 3 was held on December 14, 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 4

Alternative 4A – tries to minimize the footprint of the Pellissippi interchange by stacking the ramps higher with bridges. The higher interchange has somewhat steeper grades on the ramps and at least one merging section that occurs on a bridge.

Alternative 4B – tries to minimize the height of the Pellissippi interchange by spreading the ramps and increasing the footprint.

Question: Can the 4A (higher and tighter) interchange be used with the ramps in the southeast quadrant shifted so that they merge on ground as with Alternative 4B (lower and spread out)?

Answer: Yes. The higher interchange could be used with that specific ramp junction shifted to occur on the ground.

RECOMMENDATIONS TO THE RESOURCE TEAM

Subcommittee 3 prefers a combination of the lower interchange of Alternative 4B with the alignment on the east end of Alternative 4A for the following reasons:

- We should put safety ahead of land area considerations. Because bridges freeze before roadways on the ground, the Alternative 4B interchange should be safer during icing conditions. The grades are flatter and there are fewer bridges.
- On the east end, the 4A alignment is further from Volunteer Village so there will be fewer residential relocations.
- Even though the alignment will be closer to Cherokee Caverns, it is not over the cave and the road is in a fill at this point so blasting probably won't be required near the cave.

Knoxville Parkway, Context Sensitive Solutions

Subcommittee 3, Meeting #3

DESIGN SECTION 5

Alternatives 5H & 5I – Cross the entrance road to Emory Vista in about the same place on the southeast edge of the original 1000 foot study corridor.

East of Emory Vista, Alternative 5I splits into independent roadways for the north and southbound lanes while Alternative 5H maintains a uniform 52 foot median. The independent roadway alternative allows trees in the median and is more visually aesthetic.

Both Alternatives 5H and 5I move outside the original study corridor between Mehaffey and Moody Hollow Roads to give a wide berth to Spring Hill Salt Peter Cave. Alternative 5I comes back in the corridor at Moody Hollow Road while 5H stays outside for a longer distance.

RECOMMENDATIONS TO THE RESOURCE TEAM

Subcommittee 3 prefers Alternative 5H up to Moody Hollow Road. Just west of Moody Hollow Road they prefer switching back into the original study corridor while keeping the normal 52 foot median. They gave the following reasons:

- While we really like the aesthetics of independent roadways, we don't like the additional impacts caused by the larger footprint.
- Alternative 5H needs less right-of-way.
- It relocates fewer residences.
- It was rated better for air and noise.
- It is estimated to be cheaper to construct.

ADJUNCT RECOMMENDATIONS

Subcommittee 3 has the following adjunct recommendations for the Resource Team to consider:

- Plant extra trees inside the right-of-way at the Pellissippi Parkway interchange in areas that are outside the clear zones.
- Construct frontage road from Solway to Guinn Roads.
- Extend control of access on Pellissippi Parkway north of the project to the bridge over Melton Hill Lake.
- Improve Rather Road to handle more traffic and connect it to US 62.
- During final design, a micro CSS process should be used to design local access in each section with input from the Knoxville Regional Transportation Planning Organization (TPO).
- Provide adequate lighting on the Parkway at interchanges.
- Use lighting that keeps the light on the intended roads and reduces stray light that pollutes the night sky and annoys neighbors.
- Design light system so the light levels transition gradually from light to dark areas giving eyes time to adjust and reduce night blindness.
- Provide safe pull-off areas for traffic enforcement and emergencies.

GOING FORWARD

In the final design phase, Subcommittee 3 recommends:

- Use regional teams for each area with special issue teams as needed such as the greenway group.
- Include the TPO in decisions about side roads.
- Keep most of the current team members for continuity.
- Allow people to participate on multiple teams if they live near two different sections.

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

ATTENDEES

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

Regional Subcommittee 3 Organization

Raynella Dossett	Regional Subcommittee 3
David Reister	Sierra Club
Robert Shaw	Citizens Against the Beltway Orange Location
Roland Terrell	Solway Area Residents' Association
Tom Tucker	Regional Subcommittee 3

TDOT

Title

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

Consultants

Company

David Lindeman	Palmer Engineering - CSS Consultant
Eric Fischer	Palmer Engineering - CSS Consultant
Stephen Sewell	Palmer Engineering – Design Consultant
Joel Budnik	Parsons Transportation – Environmental Consultant
John Moss	HNTB Corporation – Design Consultant
Bill Davis	Vaughn & Melton – Cave Surveys