

Highvue Interface with Condos/Townhouses

As a resident of Highvue Acres we are very concerned about the development of the new proposed subdivision by Mr. Horobet which is located on land between Bob Gray Road and Pellissippi Parkway. The developer's original plan called for 94 condominiums to be built with the entrance to the subdivision to be accessed from Bob Gray Road. We were informed that Knox County engineering would not permit the proposed road at that intersection because of sight distance problems. Mr. Horobet's property is located on Pellissippi Parkway adjacent to Parkway Heights Subdivision which consists of 123 condominiums that exit via Pellissippi Parkway. Mr. Horobet's original plan to exit onto Bob Gray Road was evidently not accepted because of traffic safety issues with the line of sight onto Bob Gray Road. Since exits onto Pellissippi Parkway are being discouraged, the developer knew that he also probably would not get approval for his subdivision to also exit onto Pellissippi Parkway. That would add 903 trips per day to the Pellissippi exit. Therefore, the developer is now proposing to construct an exit road from his subdivision to Highvue Acres. Highvue Acres is an adjacent subdivision to his property and he proposes to cut through a forested area and connect his road to a dead end road in Highvue Acres. This road named Boyington Road would become the only entrance and exit from his development. Knox County planning also asked that Mr. Horobet include in his study a plan to connect the two subdivisions on Pellissippi Parkway together so that Boyington Road would become the only exit and entrance to both subdivisions. This would funnel the traffic of over two hundred homes through an existing subdivision's roads next door. Mr. Horobet's cutting through to a dead end street and using the roads of this neighborhood is not in anyone's best interest, not the people living in Highvue Acres, Parkway Heights, or Mr. Horobet's proposed Bob Gray subdivision. The roads in this neighborhood are not a straight routing to the exit on Bob Gray Road and are not constructed to handle that amount of daily traffic. These roads are only local streets and this proposal would add over 2000 trips per day to these roads. The study indicates that the exit will be from the new subdivision to Boyington to Rockley to Highvue Drive which has access to Bob Gray Road. The intersection of Highvue Drive and Bob Gray Road was not built to handle that amount of traffic. If the location of the original proposed road from Bob Gray Subdivision to Bob Gray Road was not acceptable because of sight problems, then the existing intersection at Highvue Drive and Bob Gray Road is certainly not any better. There is a major line of sight problem for drivers exiting Highvue to the west onto Bob Gray Road. A few hundred feet east of Highvue Drive is a blind hill on Bob Gray Road that does not allow a driver to see oncoming traffic from the east. If a car tops that hill going west, drivers will only have a few seconds to exit without getting hit. Adding over 2000 trips per day, 75% of which will exit to the west onto a two lane road with no turn lane either east or west will magnify travel woes for everyone. Bob Gray Road at Highvue Drive has a very limited right of way. Constructing a turn lane for the increased traffic would necessitate relocating fire hydrants, underground gas lines, as well as telephone poles.

Bob Gray is a heavily traveled road. It is classified as a major collector road with over three thousand trips per day. Highvue Drive on the other hand is classified as a local street. It is not constructed to handle the traffic from the addition two thousand more trips per day. Moving the proposed exit to Bob Gray Road to the west by 500 feet with the same poor sight conditions does not solve the problem. Creating traffic flow problems on local streets to the intersection of Bob Gray at Highvue only adds to the problem. Highvue Drive would have in excess of 2000 trips per day in addition to normal subdivision traffic. It is not a major collector road. It is a local street.

If the subdivision is going to be approved the developer needs to construct within his development a safe exit for the people that choose to live in that subdivision or find another use for his property. Mr. Horobet should not be allowed solve his problems by cutting through to another subdivision and using local subdivision roads. Since Mr. Horobet has included both subdivisions in his solution, then his solution should benefit both sets of Condo subdivisions. The solution to these subdivisions adjacent to Pellissippi Parkway is to construct a safe exit onto Dutchtown Road. Construct a connecting road from the developer's subdivision through Blinken Street or Nod Street in Parkway Heights to Discovery Lane which exits on Dutchtown Road. Dutchtown Road is built to handle larger volumes of traffic.