

APPENDIX B

PUBLIC AND AGENCY COMMENTS SINCE THE DEIS

PELLISSIPPI PARKWAY EXTENSION (SR 162)
BLOUNT COUNTY, TN
TDOT PROJECT No. # 05097- 1226-04
PIN 101423.00
DRAFT ENVIRONMENTAL IMPACT STATEMENT

SUMMARY OF DEIS PUBLIC HEARING AND
COMMENTS RECEIVED

FEDERAL HIGHWAY ADMINISTRATION, TENNESSEE DIVISION
AND
TENNESSEE DEPARTMENT OF TRANSPORTATION

REVISED APRIL 2011

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1.0 INTRODUCTION

The Tennessee Department of Transportation (TDOT) is preparing an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) to identify and evaluate the environmental effects of alternatives for the proposed Pellissippi Parkway Extension (SR 162) from SR 33 to SR 73 /US 321 in Blount County.

The Federal Highway Administration (FHWA) approved the Draft EIS (DEIS) for circulation and public comment on April 14, 2010. The Notice of Availability (NOA) of the DEIS was published in the *Federal Register* (Volume 75, Number 88, page 25238-25339) on May 7, 2010. Notices of the availability of the DEIS and of the public hearing were placed in the *Maryville Daily Times*. The combined public hearing notice and NOA was published on Friday, June 18, 2010, and Tuesday, July 13, 2010. In addition, the publication in the *Maryville Daily Times*, approximately 687 notices were mailed and 404 notices were emailed to citizens included in the project's public participation database. Some residents received the notices in multiple formats. TDOT also placed the notice on the project website. Following the mailing of notices to all names on the public participation database, a follow-up distribution was made to the residents of the Kensington Mobile Home Community. Public notices were mailed to the management office located in the mobile home community for distribution to the residents of this community. Copies of the DEIS were:

- Mailed to 40 federal, state and local agencies, organizations and individuals.
- Placed at the Blount County Public Library, the Blount County Chamber of Commerce and the TDOT Region 1 offices.
- Posted on the project website, <http://www.tdot.state.tn.us/pellissippi/>.

The DEIS Public Hearing was held on July 20, 2010. The comment period for the public hearing and the DEIS closed on August 30, 2010. The comment period, originally scheduled to close on August 10, 2010, was extended to the August 30 deadline due to several requests from citizens.

This report briefly summarizes the public involvement and agency coordination activities conducted during the period from the publication of the NOA in the Federal Register through the close of the DEIS comment period. The report also summarizes the comments submitted by agencies and those received from the public at the hearing and during the comment period.

2.0 PUBLIC HEARING

TDOT held the public hearing at the Heritage High School on East Lamar Alexander Parkway on Tuesday, July 20, 2010, from 5:00 to 8:00 PM, with approximately 400 members of the public and local officials in attendance.

The format of the hearing included formal and informal sessions was:

- Informal session - 5:00 to 5:45 PM - Attendees had the opportunity to look at exhibits of the alternative concepts, talk with the TDOT and consultant project team, and sign up to speak during the formal portion of the hearing.
- Formal session - 5:45 to 7:30 PM – Introductions and a brief PowerPoint presentation of the project and the DEIS findings were given, followed by a Comment and Question session. In order to speak on the record during the Comment / Question Session, speakers had to register ahead of time and the moderator called each speaker to the microphone the order that they had registered. During the allotted time, 28 speakers were able to make their comment or ask questions within the 3-minute time limit. Speakers were not screened ahead of time, so those who signed up first were the speakers. Several people who signed up were not able to speak due to the limited time.
- Informal session – 7:30 to 8:00 PM – Attendees were able to view exhibits and talk with TDOT and consultant representatives.

Throughout the hearing time, court reporters were available to take oral comments of individuals.

Handouts provided information on the hearing format as well as a summary of the need and purpose of the project, alternatives evaluated in the Draft Environmental Impact Statement (DEIS), potential environmental impacts of the project, the relocation assistance program, and the next steps in the environmental review process. TDOT also provided a comment forms for use in providing comments.

On July 9, 2010, at the request of the Citizens Against Pellissippi Parkway Extension (CAPPE), TDOT extended the comment period by 20 days, from August 11 to August 30, 2010.

3.0 AGENCY COMMENTS ON DEIS

Copies of the DEIS were mailed to 29 federal, state, regional and local agencies. Seven agencies provided written responses to the DEIS: Federal Aviation Administration (FAA), US Environmental Protection Agency (US EPA), US Fish and Wildlife Service (USFWS), US Army Corps of Engineers (USCOE), Tennessee Wildlife Resources Agency (TWRA), City of Alcoa, Tennessee, and City of Maryville, Tennessee. Table 1 summarizes the comments received and the disposition of comments.

Table 1: Summary of Agency Comments on DEIS

Agency	Date	Summary of Comments	Disposition
FAA	June 2, 2010	Requests that TDOT submit available drawings for review as the project moves forward if the chosen alignment is within six miles of the nearest airport facility.	Once design plans are prepared for the chosen Alternative, TDOT will submit to FAA.
US EPA	June 17, 2010	Rated document EC-2 (Environmental concerns with additional information requested – to be included in FEIS)	Additional information will be included in the FEIS for the Preferred Alternative.
		TDOT had not adequately documented the purpose and need for the project, given its contentious and controversial background. Concerned that the level of service for existing roadways would not be substantially improved with the project. Need to forecast the LOS for local roads. EPA would like to see more data and discussion on east/west volumes of traffic toward I0-40 and how will the build alternatives improve safety?	<p>For this project, improving traffic flow is not the primary transportation purpose.</p> <p>The level of service is one measure of traffic analysis. Intersection delay and travel time savings are another. Intersection delay analysis shows improvement for the build over the no-build for several key intersections. That point will be explained in more detail in the FEIS.</p> <p>Additional discussion of traffic and safety will be included in the FEIS.</p>
		Concerned with impacts to the rural farming community- TDOT needs to offer mitigation measure to lessen impacts on farming community and conduct aggressive outreach to farming community to solicit their input.	Following the determination of the Selected Alternative, TDOT will conduct a CSS design approach. This may include outreach to the farming community to determine how to minimize the impacts on remaining farmlands in the corridor TDOT will investigate measures to minimize damages, such as locate the project as close to property lines as possible and consider machinery and livestock underpasses as needed..

Table 1: Summary of Agency Comments on DEIS (con't)

Agency	Date	Summary of Comments	Disposition
US EPA	June 17, 2010 (continued)	Noise impacts – requests that TDOT commit to provide noise abatement measures in the green pages.	Once final design details are developed for the selected alternative, the noise analysis and associated feasibility and reasonableness determinations will be updated. Final decisions regarding the construction of noise barriers will be made during final project design and following the public involvement process.
		DEIS discussion of MSATS is not consistent with many air quality studies. A discussion should be included regarding near-roadway health impacts. Recommends a more thorough consideration of air toxics.	In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. FHWA has "standard" guidance concerning MSATs, which TDOT has been using since February 2006. EPA disagrees with parts of the FHWA guidance, and discussions between the agencies have taken place to attempt to resolve the differences.
USFWS	July 30, 2010	Section 7 Endangered Species Act requirements fulfilled for three species. No longer believes that a timeframe restriction on tree cutting properly addresses indirect and cumulative impacts to Indiana bat. Further coordination is required under Section 7 prior to removal of trees for this project.	For the Preferred Alternative, TDOT will coordinate with the USFWS and provide documentation in the FEIS about suitable habitat for the Indiana bat, conduct bat surveys, and discuss potential mitigation.
USCOE	July 8, 2010	Incorporate stream and or wetland commitments in the summary section of DEIS. Recommends practicable alternatives based on the alignment that would impact and/or minimize impacts on aquatic resources.	Stream and wetland commitment will be incorporated in the summary section of the FEIS for the Preferred Alternative.

Table 1: Summary of Agency Comments on DEIS (con't)

Agency	Date	Summary of Comments	Disposition
TWRA	August 9, 2010	Suggest further coordination with USFWS on methods to minimize impacts to Indiana Bat. Will work with TDOT on further avoiding, minimizing and mitigating potential impacts to streams, wetlands and floodplains.	TDOT will continue to coordinate with USFWS on impacts to the Indiana bat.
City of Alcoa	August 27, 2010	Reaffirmed its support for the extension of Pellissippi Parkway. Identified several corrections needed to DEIS. Questioned traffic forecasts on US 129 and Hall Road. Identified recent developments and planned redevelopments that would demonstrate traffic growth on Hall Road by 2035.	The corrections identified will be made to the FEIS. Figure 1-4 of DEIS showing forecasts will be revised to better illustrate the forecasts of individual sections. If the Hall Road segment were to be changed to include the City's recent redevelopment plan, the model would need to be re-run for the entire project. Re-running the model would not be appropriate at this time.
City of Maryville	September 14, 2010	Reiterated its continued support of the completion of the Pellissippi Parkway Extension. Indicated preference for Alternative A.	No response needed
Blount County Mayor	September 17, 2010	Reiterated its continued support of the completion of the Pellissippi Parkway Extension.	No response needed

4.0 PUBLIC COMMENTS

The public had several ways in which to register comments on the DEIS:

- As a speaker during the formal comment session as a part of the Public Hearing
- Making a oral statement to the Court Reporters at the Public Hearing
- Completing the TDOT-provided comment form included in the Public Hearing handout and posted on the project website.
- Sending in letters, postcard and emails.

During the comment period (May 7, 2010 through August 30, 2010), 621 total public comments were received. Because there were a variety of ways to respond, some individuals commented in multiple formats; 561 individuals or organizations provided

separate comments. Table 2 provides a summary of the comments received by means of response and preference of alternative.

Table 2: Summary of Public Hearing Comments – Alternative Preference

	No Build	Build	Alt A	Alt C	Alt D	Other	No Preference	Total
Comments from Formal Portion of Hearing	25	1	0	0	0	0	2	28
Oral Comments to Court Reporter	17	8	4	2	1	0	3	28
TDOT Supplied Comment Forms	62	171	126	32	20	4	0	233
Individual Letters	53	11	4	1	4	0	7	71
Emails	4	6	1	1	0	0	5	15
Preprinted Postcards*	245	0	0	0	0	0	0	245
Minus Duplicates	-50	-6	-2	0	0	0	-4	-60
Total Responses	356	191	132	35	24	4	14	561

*Postcards – a preprinted statement with individuals writing in their names and address

*No Preference- no preference in build alternative

*Other- Improve existing roads, Not Alternative D

*Some voters chose more than one alternative or No Build and Alternative D

4.1.1 Public Comments Made During Formal Portion of Hearing

During the formal portion of the hearing, after the PowerPoint presentation on the alternatives evaluated in the DEIS and a summary of potential impacts, the floor was opening for speakers to make a comment or ask questions. Twenty-eight people were able to speak during this time; six others who had signed up to speak were unable to due to the time. Of the 28 speakers, 25 expressed their preference for the No-Build Alternatives or expressed their opposition to the proposed build alternatives. One speaker simply said that his questions would be answered by reading the DEIS. One speaker spoke in support of the project. The third speaker stated that his non-profit organization (Little River Watershed Association) wanted to be an active community partner with TDOT if a build alternative is selected, to ensure that protective measures of water quality are met.

4.1.2 Oral Comments to Court Reporter

Twenty-eight individual statements were made to the court reporter after the formal portion of the hearing. Eight people made statements supporting the extension of

Pellissippi Parkway Extension as Alternative A or C. Seventeen people made a statement opposing the project; two of the 17 people also made a similar statement during the formal session. Three of the people making a statement to the court reporter did not indicate their position for or against the build alternatives or were unclear in their statement.

4.1.3 TDOT Supplied Comment Forms

Public comments were received in a structured comment form that was distributed by TDOT at the public meeting and posted on TDOT's website. In total, 233 completed comment forms were returned. The majority of the comment forms received (171) indicated support for the project; 126 of those supported Alternative A.

On July 26, 2010, CAPPE, through its attorney, sent a letter to TDOT asserting that the TDOT comment form was misleading and inaccurate in regard to the description of the No-Build Alternative and by not including "economic and fiscal impacts" in the list of issues that people could check to indicate their concerns. CAPPE insisted that TDOT correct and reissue the form, sending it to everyone who attended the meeting, and discarding completed forms already received. On July 30, 2010, TDOT responded to CAPPE that the form was provided as a courtesy and was not intended to limit comment, be the sole vehicle for written comments, or be a representation of the contents of the DEIS. People may choose to disregard the form and submit written comments concerning any aspect of the DEIS.

4.1.4 Emails and Letters

TDOT received 71 letters and 15 emails during the comment period. The majority of the letters (53 letters) expressed opposition to the Build Alternatives.

4.1.5 Pre-Printed Post Cards

TDOT received post cards from 245 people addressed to Commissioner Nicely, stating a preference for the No-Building Alternative. The statement was pre-printed on the card, and people signed their name and provided contact information. Some of those sending the post card also submitted completed comment forms, letters or emails.

4.1.6 Resolutions

During this comment period, the Blount County Chamber of Commerce submitted a signed resolution dated July 12, 2010 in support of the completion of the Pellissippi Parkway from SR 33 to US 321. The City of Alcoa also expressed support for the project in a letter to TDOT dated August 27, 2010.

4.1.7 Summary of Comments

Table 3 summarized the comments made in the letters, emails, and comment forms and during the Public Hearing, by those persons opposed to the Build Alternatives.

Table 3: Summary of DEIS Public Comments

Comment	Response
The project is too expensive and the county cannot afford it.	Comment noted.
The project is needed for the public welfare and economic development. It is important for the future.	Comment noted.
Use the \$100 million set aside for the project to fix existing roads that are deficient and unsafe (i.e. US 411, SR 33, US 129, and other local roads).	<p>The extension of Pellissippi Parkway from SR 33 to SR 321 in Blount County was designated a High Priority Project (HPP) in the Transportation Equity Act for the 21st Century (TEA-21) in 1998. According to the Knoxville TPO, there may be some flexibility in modifying an HPP project within a corridor if the modifications still met the intent of the HPP project as approved by Congress. Final decisions on any changes related to the HPP project are made by TDOT and the FHWA with input from the TPO, and likely with input from the U.S. Representative from that district. In many cases, it may require approval of Congress.</p> <p>The <i>Regional Mobility Plan</i> includes other projects that would address improvements to US 411, SR 33, US 129 and other roads in the vicinity.</p>
None of the proposed Build Alternatives will independently achieve the purpose and need for the project.	<p>The project's Build Alternatives would address the need to improve the county's road network that radiates out of Maryville by implementing a non-radial alternative in the northeastern quadrant of the county, and would complete the originally envisioned road link between Oak Ridge and eastern Blount County. They would also provide a new connection east of Alcoa and Maryville for motorists to travel between SR 33 and US 321, and thus substantially reduce their travel times. The alternatives would address safety concerns by allowing motorists the option of using a new four-lane, controlled-access roadway instead of traveling through the Maryville urban core or using substandard local roads as a bypass to the east of Maryville and Alcoa. They would also improve the level of delay experiences at key intersections.</p> <p>FEIS Section 2.4.1 will provide more detailed discussion of how the Preferred Alternative achieves the purpose and need statement.</p>
The No-Build Alternative is compatible with the plan to maintain the rural nature of Blount County.	<p>The <i>Blount County Policies Plan</i> (2008) focuses largely on preserving the rural and suburban residential nature of the larger part of Blount County. The Plan also includes a policy objective that encourages the location of development in areas where adequate utilities and infrastructure already exist or can be economically extended. This Plan further indicates that the area surrounding the proposed Pellissippi Parkway Extension is expected to develop given its proximity to Maryville and Alcoa. The construction of Pellissippi Parkway is envisioned in the Plan.</p>
Keep the "quiet side of the Smokies" quiet – the project would encourage more traffic and development in Townsend and Walland.	<p>Traffic forecasts for the project indicate that by 2035, the amount of traffic that would be expected along US 321 near Walland and the Foothills Parkway would only be about 4 percent higher with the project in place than without it. The roadway by itself would not bring more development; the communities would have to decide whether to provide the necessary services for the development.</p>

Table 3: Summary of DEIS Public Comments, continued

Comment	Response
<p>The extension would not substantially improve traffic congestion and levels of service on the existing road network.</p>	<p>The traffic operations analyses conducted for this project identified both corridor and intersection level of service (LOS) evaluations. While the corridor LOS does not appear to show substantial improvements in LOS with the project's Build Alternatives, the analysis shows reductions in the amount of delay experienced at key existing intersections along the north/south corridors for Alternatives A and C. This includes reducing the delay at the following intersections: SR 33/Wildwood Road; SR 33/E. Broadway Avenue; Washington Street/High Street; Washington Street/US 73 & US 321; and US 129/US 321.</p> <p>The reductions in delay are documented in more detail in the 2011 <i>Addendum to the Traffic Operations Technical Report</i>, which is discussed in the FEIS.</p>
<p>Safety analysis is contradictory and inadequate; offers no finding as to the level of improvement in safety.</p>	<p>In order to address the comments made during the DEIS review period, TDOT has developed the exposure factor for each of the five highest critical crash rate sections using the No-Build and Build Alternatives' volumes, as the impact of volume varies directly with the exposure to a crash. Shown below are the percentage changes between the No-Build Alternative and Alternatives A and C for 2035. As shown, several sections—particularly two on SR 33 (between Henry Street and Everett High)—have a substantial reduction in exposure:</p> <ul style="list-style-type: none"> • US 321 from US 321 Bypass to SR 33 – 0.3% decline. • US 321 from Montvale Rd to Washington Street – 1.3% increase. • SR 33 from Henry St. to Washington St. – 35% decline. • SR 33 from Washington St. to Everett High – 35% decline. • SR 33 from Hunt Rd. to Pellissippi Pkwy. – 14% increase (substantial increase in traffic volumes due to the R&D Park and its construction). <p>TDOT prepared an updated crash analysis for the FEIS, using the latest available data. The crash analysis discussed in the FEIS provides additional interpretation of the crash data and analysis.</p>
<p>It is irresponsible to spend \$10 million per minute saved when other roads remain dangerous, even with the proposed extension. The small travel time savings (11 minutes) is not worth the cost to the county budget or to community resources.</p>	<p>Comment noted.</p>
<p>The costs of project are underestimated because of mitigation required for karst, rising costs of materials, and costs of land within Pellissippi Place Research and Development Park.</p>	<p>The cost estimates for the Build Alternatives were developed based on functional level plans, using standard TDOT cost estimating methodologies, including those that account for constructability constraints and known bridge and interchange locations. Right-of-way costs were determined using Blount County property assessment data and averages of square-footage costs. The cost estimates will be refined as more detailed design is conducted. The functional level plans do not anticipate a below grade and tunneled section through the R&D Park.</p>

Table 3: Summary of DEIS Public Comments, continued

Comment	Response
<p>The project would bypass Maryville and Alcoa, affecting businesses' livelihood and tax revenue.</p>	<p>For the DEIS, no quantitative analysis of potential impacts to existing commercial enterprises in Maryville and Alcoa was conducted. Existing studies of the effects of highway bypasses on local economies were consulted, and the consensus is that in most communities highway bypasses have no significant adverse impact on overall economic activity in the community.</p>
<p>The project would cause adverse impacts to streams and state/federally listed species due to sedimentation during construction and with new developments.</p>	<p>Potential impacts to water quality would be offset by the roadway design and by the federal, state and local regulations that require erosion and sediment control plans, the implementation of Best Management Practices (BMPs), and various water quality permits that require water quality monitoring. The construction contractor is required to develop and implement a comprehensive erosion and sediment control plan. The sediment control plan must be formulated in accordance with the TDOT <i>Standard Specifications for Road and Bridge Construction</i>.</p>
<p>The project would destroy prime farmlands, removing land from agricultural production.</p>	<p>The Preferred Alternative would convert about 34 acres of prime farmland to a transportation use. During the design of the project, TDOT will work with affected farm owners to reduce the impact on farmlands as much as possible based on available design solutions. TDOT will seek to minimize the amount of division of farms and ensure that remnants are viable.</p>
<p>The economic and fiscal impact analysis underestimates the degree to which the project will lead to growth and its resulting fiscal impact; assumptions of the study are "flawed." The project will encourage urban sprawl and uncontrolled growth that will tax the county's budget to provide new services for new residents and destroy the valuable rural scenery.</p>	<p>The Economic and Fiscal Impact Study conducted for the project was based on methodologies that have been used across the country. The study does not assume that the project will help (or hinder) the County's ability to limit growth to areas already identified for suburbanization. Instead, the study estimates the fiscal effects of two future land use scenarios. The "Business As Usual" scenario assumes that 20 percent of development would take place inside the limits of designated growth areas (incorporated lands and lands within urban growth boundaries), and 80 percent of development would be concentrated outside of designated growth areas. In contrast, the "Smart Growth" case assumes that 80 percent of new residential development would take place in designated growth areas, and the remaining 20 percent of new development would occur outside of these areas. This method was selected to illustrate a range of potential fiscal outcomes associated with the proposed project. The fiscal effect of growth that is forecast to occur irrespective of the proposed project is not evaluated in the study.</p> <p>Local governments can use a number of planning tools to control development patterns and to preserve open space and agricultural land uses. Land use ordinances, purchase of development rights, and transfer of development rights are some of the tools available. TDOT encourages Blount County officials to use Smart Growth techniques when considering local growth policies following completion of the proposed project (regardless of the alternative selected).</p> <p>The study states that a four-lane Build Alternative has moderate to strong potential to spur land use changes in the study area. However, the study found that the range of new residential and non-residential-induced development would not be extensive. The study predicted a range of 68 to 123 new residences along with 33,400 – 60,500 square feet of commercial development as the total induced development from this project to 2020. Other factors are anticipated to contribute to residential and non-residential development in this portion of the county. This portion of Blount County is already experiencing growth with the conversion of farmland to new subdivisions.</p>

Table 3: Summary of DEIS Public Comments, continued

Comment	Response
<p>The role of karst geology (sinkholes) is not adequately addressed.</p>	<p>The <i>Ecology Report</i> (revised January 2010) identified the presence of numerous sinkholes within the proposed alignments and concluded that, at the time of the 2008 field surveys, the sinkholes did not appear to be associated with any watercourses. The <i>Ecology Report</i> also noted that sinkholes are often associated with underground streams, and a potential to introduce pollutants through these streams may result from the proposed project and related land development. The <i>Preliminary Geotechnical Report</i> (February 2009) recommended that a subsurface program with auger drilling be conducted upon the selection of an alignment and prior to construction. The subsurface program will allow for further assessment of surface water and groundwater connectivity to the area streams.</p>
<p>The project would cause substantial noise impacts to persons now living in the rural area.</p>	<p>An updated noise abatement analysis in compliance with TDOT’s new (July 2011) Noise Policy has been conducted. Once final design details are developed, the noise analysis and associated feasibility and reasonableness determinations will be updated again. Final decisions regarding the construction of noise barriers will be made during final project design. TDOT will continue a public involvement process during design and construction that will encourage input from affected property owners. The public involvement process will include outreach with the affected residents and a design public hearing at which residents and the public will be encouraged to provide input.</p>
<p>DEIS fails to address impacts from the proposed Southern Loop and Alcoa Highway Bypass [Relocated Alcoa Highway].</p>	<p>The Southern Loop and the Relocated Alcoa Highway are separate projects from the Pellissippi Parkway Extension. It is unknown at this time whether these projects will eventually be constructed. Alcoa Highway Bypass has been evaluated in an Environmental Assessment/Finding of No Significant Impact (EA/FONSI). If the Southern Loop is determined to be needed, a NEPA-level evaluation will be conducted later. The new <i>Regional Mobility Plan</i> (2040) does not include the Southern Loop.</p>
<p>The indirect and cumulative impact assessment in the DEIS is inadequate in terms of the Southern Loop and the Relocated Alcoa Highway, as well as economic and fiscal impact analysis (unrealistic time and distance limits), terrestrial and aquatic resources, water quality, safety, and quality of life).</p>	<p>The <i>Indirect and Cumulative Effects Analysis Methodology and Background Information Technical Report</i> (May 2009) was prepared as part of the study and was made available for public review during the DEIS comment period. The Southern Loop and the Relocated Alcoa Highway would not be considered as part of the indirect impacts of this project since they are separate projects and it is unknown at this time whether these projects will actually be constructed. The Relocated Alcoa Highway is identified as a reasonably foreseeable future project for the cumulative impact assessment since it is part of the region’s current Transportation Improvement Program . The Southern Loop was not specifically addressed in the cumulative impact assessment since it is not envisioned until the 2025 to 2034 timeframe of the Regional Mobility Plan, which is beyond the time limits for the cumulative impact assessment. The geographic limits (a 5-mile impact area) for the economic and fiscal impact analysis was selected, in part, based on a review of forecast travel time savings for selected Transportation Analysis Zones in the region under the Build Alternatives, and on land markets research. The methods used to delineate the impact area were in accordance with national best practices as outlined by the Oregon Department of Transportation’s <i>A Guidebook for Evaluating the Indirect Land Use and Growth Impacts of Highway Improvements</i> (2001). The time limit of analysis was determined based on empirical findings that the time between when transportation capacity is actually added and when induced development occurs would likely be 2 to 3 years. The source of these findings is “Road Expansion, Urban Growth, and Induced Travel: A Path Analysis,” by Robert Cervero, in the <i>Journal of the American Planning Association</i>; spring 2003. The discussions of the indirect and cumulative effects for the Preferred Alternative have been reviewed and updated as appropriate in the FEIS.</p>

Table 3: Summary of DEIS Public Comments, continued

Comment	Response
<p>The public input process was flawed: Technical memoranda were not posted early. The comment form was seriously flawed by an incorrect description of the No-Build Alternative and did not include Economic and Fiscal Impacts as a choice for concerns.</p>	<p>The DEIS that was distributed to the public as early as May 7, 2010, lists on page 3-1 the technical reports prepared for the project and states that they are on file with the TDOT Environmental Division Office. Upon request, copies of technical reports (with the exception of the Archaeology Report) have been provided. Following a request at the public hearing on July 20, 2010, TDOT placed the technical reports on the TDOT website on July 21, 2010. The comment period for the DEIS was extended to August 30, 2010.</p> <p>The comment form made available to the public at the hearing was intended to provide the public with a format to register their comments. It was not the only way members of the public could provide input. The handout and the PowerPoint presentation at the hearing clearly listed several ways a person could register comments, including use of a comment form, oral comments to the court reporter, comment during the hearing, and in a letter or email to TDOT. The questions on the comment form were intended to solicit the commenter's opinions but were not intended to be the only source of information about the project. These questions assumed that the commenter had read the DEIS and/or the handout and/or had listened to the presentation. The description of the No-Build Alternative was not intentionally misleading or inaccurate. There would be no action to improve the local roadways or to extend Pellissippi Parkway. Separate projects have been planned to improve other roadways.</p> <p>The comment form listed as examples several types of environmental impacts that might be of concern, but the list of issues provided was not intended to be comprehensive, and space was provided for the commenter to enter other issues of concern.</p>

Appendix A
Notice of Availability

cooperation with Federal agencies, State and local governments, and federally-recognized Indian tribes with jurisdiction by law or special expertise (see final rule § 6.202); and (2) the public participation process associated with actions other than those categorically excluded (see final rule § 6.203). When the environmental information is provided by the applicant, the Responsible Official is responsible for the statements, analyses, and conclusions of the EA or EIS and any supporting documents. The information compiled is a one-time submission in narrative text format (see final rule §§ 6.205 and 6.207) rather than computerized compilations of data and information. There are no forms, checklists, or ongoing reporting, recordkeeping or file-maintenance requirements for applicants. EPA maintains file records for each action.

The information submitted by applicants would be consistent with the guidelines of the Office of Management and Budget (OMB) in 5 CFR 1320.6. There are no schedule requirements or requirements on the number of copies of the documentation to be submitted or requirements for ongoing reporting or recordkeeping or to conduct statistical surveys.

Burden Statement: The annual public reporting and recordkeeping burden for this collection of information is estimated to average 123 hours per response. Burden means the total time, effort, or financial resources expended by persons to generate, maintain, retain, or disclose or provide information to or for a Federal agency. This includes the time needed to review instructions; develop, acquire, install, and utilize technology and systems for the purposes of collecting, validating, and verifying information, processing and maintaining information, and disclosing and providing information; adjust the existing ways to comply with any previously applicable instructions and requirements which have subsequently changed; train personnel to be able to respond to a collection of information; search data sources; complete and review the collection of information; and transmit or otherwise disclose the information.

For purposes of this ICR, the total annual public reporting and recordkeeping burden for this collection of information is estimated at 38,472 hours and \$3,503,245 for contractor hours and costs, direct labor hours and costs, and O&M costs. This burden reflects the annual submission of documentation for an anticipated 312 applicant-proposed project that may be documented with a CE, or an EA/

FONSI, or an EIS/ROD. For any specific project, only one of these levels of documentation is generally prepared.

The ICR provides a detailed explanation of the Agency's estimate, which is only briefly summarized here:

Estimated total number of potential respondents: 312.

Frequency of response: On occasion.

Estimated total average number of responses for each respondent: 1.

Estimated total annual burden hours: 38,472 hours.

Estimated total annual costs: \$3,503,245.

Are there changes in the estimates from the last approval?

There is a decrease of 9,675 hours in the total estimated respondent burden compared with that identified in the ICR currently approved by OMB. This decrease reflects the increasing number of projects that are documented with a categorical exclusion (CE) rather than an environmental assessment (EA). Under the current ICR, approximately 60% of the annual 300 grant projects were documented with a CE, and 40% with an EA. However, we estimate that out of the 300 annual grant projects, 75% will be documented with a CE and 25% will be documented with an EA. Annually, then, the burden would shift to 10,125 hours and \$3,825 for CE documentation, and 19,500 hours and \$3,000 for EA documentation. With the current ICR, the total annual burden is 48,147 hours and \$8,673.34. Under the renewal ICR, the total annual burden is 38,472 hours and \$7,638.34. The renewal ICR reduces the total annual burden by 9,675 hours and \$1,035. This reflects EPA's respondents anticipated during the 3-year ICR renewal period and the level of environmental documentation EPA anticipates the respondents will submit.

What is the next step in the process for this ICR?

EPA will consider the comments received and amend the ICR as appropriate. The final ICR package will then be submitted to OMB for review and approval pursuant to 5 CFR 1320.12. At that time, EPA will issue another **Federal Register** notice pursuant to 5 CFR 1320.5(a)(1)(iv) to announce the submission of the ICR to OMB and the opportunity to submit additional comments to OMB. If you have any questions about this ICR or the approval process, please contact the technical person listed under **FOR FURTHER INFORMATION CONTACT.**

Dated: April 30, 2010.

Susan E. Bromm,

Director, Office of Federal Activities.

[FR Doc. 2010-10868 Filed 5-6-10; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-8990-2]

Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564-1399 or <http://www.epa.gov/compliance/nepa/>.

Weekly receipt of Environmental Impact Statements

Filed 04/26/2010 through 04/30/2010 Pursuant to 40 CFR 1506.9.

Notice

In accordance with Section 309(a) of the Clean Air Act, EPA is required to make its comments on EISs issued by other Federal agencies public. Historically, EPA has met this mandate by publishing weekly notices of availability of EPA comments, which includes a brief summary of EPA's comment letters, in the **Federal Register**. Since February 2008, EPA has been including its comment letters on EISs on its Web site at: <http://www.epa.gov/compliance/nepa/eisdata.html>. Including the entire EIS comment letters on the Web site satisfies the Section 309(a) requirement to make EPA's comments on EISs available to the public. Accordingly, after March 31, 2010, EPA will discontinue the publication of this notice of availability of EPA comments in the **Federal Register**.

EIS No. 20100157, Draft EIS, USFS, NV, Mountain City, Ruby Mountains, and Jarbidge Ranger Districts, Combined Travel Management Project, Implementation, Humboldt-Toiyabe National Forest, Elko and White Pine Counties, NV, Comment Period Ends: 06/21/2010, Contact: James Winfrey, 775-355-5308.

EIS No. 20100158, Final EIS, USFS, CA, Sierra National Forest Travel Management Plan, To Prohibit Motorized Vehicle Travel Off Designated National Forest Transportation System (NFIS) Roads, Trails and Area, Fresno, Mariposa, Madera Counties, CA, Wait Period Ends: 06/07/2010, Contact: Judith Tapia, 559-297-0706 Ext. 4938.

EIS No. 20100159, Draft EIS, NOAA, WA, Clark Springs Water Supply Habitat Conservation Plan,

Application for Incidental Take Permits, City of Kent, Maple Valley, King County, WA, Comment Period Ends: 06/28/2010, Contact: Kelly Peterson, 253-856-5547.

EIS No. 20100160, Draft EIS, FHWA, TN, Pellissippi Parkway Extension (TN-162) Project, From TN-33 (Old Knoxville Highway) to US-321/TN-73/Larmar Alexander Parkway, Blount County, TN, Comment Period Ends: 06/21/2010, Contact: Charles J. O'Neill, 615-781-5770.

EIS No. 20100161, Final EIS, BLM, ID, Pocatello Resource Management Plan, To Provide Direction for Managing Public Lands in the Idaho Falls Districts, Pocatello Field Office (PFO), Implementation, Several Counties, ID, Wait Period Ends: 06/07/2010, Contact: Terry Lee Smith, 208-478-6347.

EIS No. 20100162, Draft EIS, USN, ME, Brunswick Naval Air Station, Disposal and Reuse, Implementation, Brunswick, ME, Comment Period Ends: 06/28/2010, Contact: Thomas H. Stephan, 215-897-4916.

EIS No. 20100163, Final EIS, BOP, 00, District of Columbia—III Project, Proposal for Contractor-Owned/Operated Facility to House Felons and Criminal Aliens, Possible Sites: Winton Site, Hertford County, NC and Princess Anne Site, Somerset County, MD, Wait Period Ends: 06/07/2010, Contact: Richard A. Cohen, 202-514-6470.

EIS No. 20100164, Draft EIS, BLM, 00, Southern California Edison's Eldorado-Ivanpah Transmission Line Project, Construction and Operation, Right-of-Way Application, Clark County, NV and San Bernardino County, CA, Comment Period Ends: 06/21/2010, Contact: Tom Hurshman, 970-240-5345.

EIS No. 20100165, Draft EIS, USFS, CA, Two Bit Vegetation Management Project, To Provide a Programmed Flow of Timber Products and to Sustain Diverse, Fire Resilient Ecosystems in Keeping with Historic Conditions, Happy Camp Ranger District, Klamath National Forest, Siskiyou County, CA, Comment Period Ends: 06/21/2010, Contact: John Allen, 530-493-1741.

EIS No. 20100166, Final EIS, USA, NM, Fort Bliss Army Growth and Force Structure Realignment Project, Implementing Land Use Changes and Improving Training Infrastructure to Support the Growth the Army (GTA) Stationing Decision, El Paso Country, TX and Dona Ana and Otero Counties, NM, Wait Period Ends: 06/07/2010, Contact: Jennifer Shore, 703-602-4238.

EIS No. 20100167, Final EIS, FHWA, AR, Conway Western Arterial Loop Construction, from South and West Sides of Conway, Faulkner County, AR, Wait Period Ends: 06/07/2010, Contact: Randal J. Looney, 501-324-6430.

Dated: May 4, 2010.

Robert W. Hargrove,
Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2010-10861 Filed 5-6-10; 8:45 am]

BILLING CODE 6560-50-P

ENVIRONMENTAL PROTECTION AGENCY

[FRL-9148-6; Docket ID No. EPA-HQ-ORD-2007-0664]

Integrated Risk Information System (IRIS); Announcement of Availability of Literature Searches for IRIS Assessments

AGENCY: Environmental Protection Agency.

ACTION: Notice; Announcement of availability of literature searches for IRIS assessments; request for information.

SUMMARY: The U.S. Environmental Protection Agency (EPA) is announcing the availability of literature searches for four IRIS assessments and requesting scientific information on health effects that may result from exposure to these chemical substances. EPA's IRIS is a human health assessment program that evaluates quantitative and qualitative risk information on effects that may result from exposure to specific chemical substances found in the environment.

DATES: EPA will accept information related to the specific substances included herein as well as any other compounds being assessed by the IRIS Program. Please submit any information in accordance with the instructions provided below.

ADDRESSES: Please submit relevant scientific information identified by docket ID number EPA-HQ-ORD-2007-0664, online at www.regulations.gov (EPA's preferred method); by e-mail to ord.docket@epa.gov; mailed to Office of Environmental Information (OEI) Docket (Mail Code: 2822T), U.S. Environmental Protection Agency, 1200 Pennsylvania Ave., NW., Washington, DC 20460-0001; or by hand delivery or courier to EPA Docket Center, EPA West, Room 3334, 1301 Constitution Ave., NW., Washington, DC, between 8:30 a.m. and 4:30 p.m. Monday through Friday, excluding legal holidays. Information on

a disk or CD-ROM should be formatted in Word or as an ASCII file, avoiding the use of special characters and any form of encryption, and may be mailed to the mailing address above.

FOR FURTHER INFORMATION CONTACT: For information on the IRIS program, contact Dr. Abdel-Razak Kadry, IRIS Program Director, National Center for Environmental Assessment, (mail code: 8601D), Office of Research and Development, U.S. Environmental Protection Agency, Washington, DC 20460; telephone: (703) 347-8545, facsimile: (703) 347-8689; or e-mail: kadry.abdel@epa.gov.

For general questions about access to IRIS, or the content of IRIS, please call the IRIS Hotline at (202) 566-1676 or send electronic mail inquiries to hotline.iris@epa.gov.

SUPPLEMENTARY INFORMATION:

Background

EPA's IRIS is a human health assessment program that evaluates quantitative and qualitative risk information on effects that may result from exposure to specific chemical substances found in the environment. Through the IRIS Program, EPA provides the highest quality science-based human health assessments to support the Agency's regulatory activities. The IRIS database contains information for more than 540 chemical substances that can be used to support the first two steps (hazard identification and dose-response evaluation) of the risk assessment process. When supported by available data, IRIS provides oral reference doses (RfDs) and inhalation reference concentrations (RfCs) for chronic noncancer health effects and cancer assessments. Combined with specific exposure information, government and private entities use IRIS to help characterize public health risks of chemical substances in a site-specific situation and thereby support risk management decisions designed to protect public health.

This data call-in is a new step in the IRIS process. As literature searches are completed, the results will be posted on the IRIS Web site (<http://www.epa.gov/iris>). The public is invited to review the literature search results and submit additional information to EPA.

Request for Public Involvement in IRIS Assessments

EPA is soliciting public involvement in assessments on the IRIS agenda, including new assessments starting in 2010. While EPA conducts a thorough literature search for each chemical

Appendix B
Public Notices

**Notice of Public Hearing and Notice of Availability of the Approved
Pellissippi Parkway Extension (SR 162) Draft Environmental Impact Statement**

The Tennessee Department of Transportation (TDOT) announces the availability of the Draft Environmental Impact Statement (DEIS) for the proposed Pellissippi Parkway Extension (SR-162) in Blount County. The DEIS addresses the purpose and need, alternatives considered, and environmental impacts and potential mitigation measures for the proposed extension of Pellissippi Parkway from SR-33 (Old Knoxville Highway) to SR-73 (US-321, Lamar Alexander Parkway), a distance of about 4.4 miles.

A National Environmental Policy Act (NEPA) Public Hearing will be held on Tuesday, July 20, 2010, at the Heritage High School, 3741 E. Lamar Alexander Parkway, Maryville TN 37804, from 5:00 to 7:00 PM. The purpose of the hearing is to provide the public an opportunity to comment on the findings of the DEIS and the proposed project prior to completion of the final environmental document. A formal presentation will be followed by a question and answer period. Representatives from TDOT will be present to address questions pertaining to the general location of the alternatives, and the social, economic, and environmental impacts of the proposed improvements. TDOT will also have representatives available to answer questions on the relocation assistance program, the tentative schedule for right-of-way acquisition and construction.

The DEIS on this project was approved for circulation by the Federal Highway Administration on April 14, 2010. Copies of the document are available for public inspection at the locations listed below. Comments on the DEIS should be submitted by August 10, 2010 to Mr. Mike Russell at the below address.

Blount County Public Library
508 N. Cusick Street
Maryville, TN 37804

Blount County Chamber of
Commerce
201 S. Washington Street
Maryville, TN 37804

Michael W. Russell
TDOT Region 1
7345 Region Lane
Knoxville, TN 37914

An electronic copy of the DEIS is also available at <http://www.tn.gov/tdot/pellissippi>

The public is invited to ask questions and make comments during the hearing and will be given the opportunity to make their opinions known concerning this project. Questions regarding the public hearing or this project should be directed to:

Michael W. Russell, P.E.
TDOT Project Management Office
P.O. Box 58, Knoxville, TN 37901
Phone: (865) 594-2334
Mike.Russell@tn.gov

Persons with a disability, who require aids or services to participate at the meeting, may contact Ms. Margaret Mahler at the following address no later than ten (10) days prior to the date of the meeting.

Ms. Margaret Mahler
ADA Compliance
Tennessee Department of Transportation
Suite 400, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243

or by email: Margaret.Z.Mahler@tn.gov
615/741-4984 (phone)
615/532-5995 (fax)
615/253-8311 TTY Relay

A court reporter will be available to receive oral statements to be included in the project transcript. In addition, comment sheets are available for those who prefer to make written statements. Written statements and other exhibits to be included in the project transcript may be submitted within 21 days after the meeting date to the following address:

Project Comments-Attn: Pellissippi Parkway Extension
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332
Tdot.comments@tn.gov

TDOT is an Equal Opportunity Employer and does not discriminate on the basis of race, age, sex, religion, color, disability or national origin.

Appendix C
Public Hearing Handout and Comment Form

PUBLIC HEARING

Pellissippi Parkway Extension (SR 162)

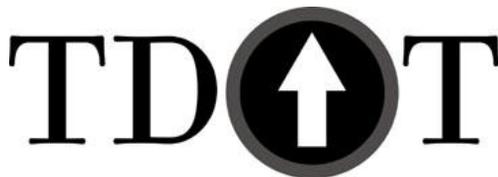
From
SR 33 (Old Knoxville Highway) to
US 321/SR 73/Lamar Alexander Parkway
Blount County, Tennessee

TDOT PIN # 101423.00

July 20, 2010

5:00 p.m. to 8:00 p.m.
Heritage High School
3741 E. Lamar Alexander Parkway
Maryville, Tennessee 37804

TDOT Project Manager
Michael W. Russell, P.E.
(865) 594-2334
Mike.Russell@tn.gov



Tennessee Department of Transportation

WELCOME!

Thank you for attending this hearing. This handout package provides information on the hearing format as well as a summary of the need and purpose of the project, alternatives evaluated in the Draft Environmental Impact Statement (DEIS), potential environmental impacts of the project, the relocation assistance program, and the next steps in the environmental review process. It also explains how to make your comments about this project known to TDOT.

The agenda for this evening is as follows:

<p>5:00 to 5:45 PM – View Displays and Talk with TDOT/Project Team <i>Cafeteria</i></p> <p>5:45 to 7:30 PM – Formal Presentation on DEIS and Comment / Question Session <i>Theater</i></p> <p>In order to speak on the record during the Comment / Question Session, you will need to register at the Speaker Registration table in the Cafeteria before the session begins. After the formal presentation, speakers will be called to the microphone by the moderator in the order that they are registered.</p> <p>Comments and questions will be limited to 3 minutes per speaker.</p> <p>7:30 to 8:00 PM – View Displays and Talk with TDOT/Project Team <i>Cafeteria</i></p>
--

During the first 45 minutes of the hearing, you will be able to view displays illustrating the proposed alternatives that were evaluated in the DEIS. These displays will be set up in the Cafeteria as you enter the hearing site and sign in. Representatives from the TDOT Project Team will be available to discuss the project with you individually.

At 5:45 PM, the formal portion of the hearing will commence in the theater. During this time, there will be a brief presentation on the project and its potential impacts. Following the presentation will be the Comment / Question Session. In order to be recognized to speak during this session, you will need register ahead of time in the Cafeteria at the Speaker Registration table. Speakers will be called to the microphone to make a comment or ask a question in front of the audience, in the order that they registered. **The time limit to make a comment or ask a question will be 3 minutes.**

In the interest of time, TDOT Project Team members will provide brief responses to questions – more in-depth responses may be available both before and after the Formal Comment/Question Session. The formal session will close at 7:30 PM; if you registered but were not able to speak during that time, you will be able to make an oral comment to the court reporter or to provide a written comment.

After the formal portion of the hearing ends at 7:30, TDOT Project Team members will be available in the Cafeteria to talk with you individually. The hearing will be concluded at promptly at 8 PM.

You will have several opportunities to make known your comments about this project and have them included in the official transcript:

- Court reporters will record the hearing's formal Comment / Question session and will be available during the entire hearing to record your individual oral comments.
- A comment form is included in this handout for your use. You may deposit your completed form in the box by the door before you leave the hearing or you may submit written comments to:

Project Comments – Pellissippi Parkway Extension DEIS
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243

Written comments must be postmarked no later than **August 30, 2010** (and include your name and address) in order to be included in the official transcript of this hearing.

PROJECT BACKGROUND

The Tennessee Department of Transportation (TDOT), in cooperation with the Federal Highway Administration (FHWA), has prepared a Draft Environmental Impact Statement (DEIS) to evaluate alternatives to extend the Pellissippi Parkway (SR 162) from its current terminus at SR 33 (Old Knoxville Highway) to SR 73 (US 321 or Lamar Alexander Highway) in Blount County. FHWA approved the DEIS on April 14, 2010.

WHERE TO VIEW THE DEIS

Printed copies of the DEIS are available for public review at:

- Blount County Public Library, 505 N. Cusick Street, Maryville, TN
- Blount County Chamber of Commerce, 201 S. Washington Street, Maryville, TN
- TDOT Region 1, 7345 Region Lane, Knoxville, TN

The DEIS, along with other project materials, is also available on the Web.

Please visit www.tdot.state.tn.us/pellissippi/.

REQUIREMENTS FOR ENVIRONMENTAL REVIEW

The National Environmental Policy Act (NEPA) requires that projects receiving federal funding or requiring major federal actions (e.g., permits) undergo an environmental review process. Design, right-of-way acquisition, and construction of a project cannot proceed until this requirement has been successfully completed.

NEED AND PURPOSE OF THE PROJECT

The transportation needs of the proposed action were identified during the public and agency coordination activities conducted for the project between April 2006 and March 2008, as well as through prior planning efforts and review of current transportation and community plans:

- Limited mobility options in Blount County and Maryville due to the primarily radial roadway network that now exists;
- Poor local road network with substandard cross sections;
- Lack of an adequate northwest/east connection east of Alcoa and Maryville to help serve:
 - Expanding residential development occurring in eastern Alcoa and Maryville and northern Blount County; and
 - Demand for trips between Maryville and Alcoa and the Knoxville area to the north as shown by high traffic volumes between the areas on US 129 and SR 133.
- Safety issues on roadways in the area, including roads in the Maryville core that through travelers must pass. Numerous rear-end crashes and angle crashes have been reported due to high volumes of traffic and lack of access management along the roadways; and
- Traffic congestion and poor levels of service on the major arterial roads in the study area (US 129/Alcoa Highway, SR 33, US 411/SR 35, and US 321/SR 73).

The proposed action is intended to develop and implement a transportation solution in the northern portion of Blount County, east of Alcoa and Maryville that would:

- Enhance regional transportation system linkages;
- Improve mobility by providing travel options to the existing radial roadway network in Blount County, Maryville, and Alcoa;
- Enhance roadway safety on the roadway network, including Maryville core; and
- Assist in achieving acceptable traffic flows on the transportation network or not adversely affect traffic flows on existing transportation network.

ALTERNATIVES EVALUATED IN DEIS

- **No-Build Alternative** – would not extend Pellissippi Parkway east beyond its existing terminus at SR 33. Traffic would continue to enter and exit Pellissippi Parkway at the existing interchange with SR 33.
- **Build Alternatives A and C** – would extend Pellissippi Parkway as a new four-lane divided roadway, with interchanges at SR 33 (Old Knoxville Highway), SR 35/US 411 (Sevierville Road), and SR 73/US 321 (Lamar Alexander Parkway). Alternatives A and C would share a common alignment from SR 33 to the vicinity of Brown School Road. At that point Alternative C would diverge to the east of Alternative A.

Alternative A would be approximately 4.38 miles in length, while Alternative C would be about 4.68 miles in length. The proposed right-of-way for either alignment would be a minimum of 300 feet and would be designed for traffic traveling 60 miles per hour.

- **Build Alternative D** – would use portions of existing Sam Houston School Road, Peppermint Road, Hitch Road, and Helton Road. An improved two-lane roadway would be constructed using the existing roadway alignment where possible, while straightening curves and realigning intersections and using new locations to provide a continuous route with a 50 mile per hour design speed. The length of this corridor would be approximately 5.77 miles. The proposed typical section for the upgraded two-lane network would consist of one travel lane in each direction with wide outside shoulders, and a center turn lane at major intersections.

Build Alternatives A, C and D are illustrated in Figure 1.

SELECTION OF PREFERRED ALTERNATIVE

Once comments from the public hearing have been received and analyzed, TDOT will review the public input and the project impacts as reported in the DEIS. The TDOT Commissioner will select the alternative to be implemented based on the results of the analysis.

ENVIRONMENTAL EFFECTS

The No-Build Alternative would have minimal environmental impacts, but it would not address many of the problems that have created the need for the proposed roadway. The No-Build Alternative would:

- Not improve the regional transportation system;
- Not provide travel options to the existing radial roadway network in Blount County or address the need for circumferential mobility;
- Not provide improved transportation services in the northeastern section of the county to serve the needs of existing land use trends;
- No address roadway safety within the existing roadway network, including the Maryville core;
- Not be consistent with local and regional plans; and
- Not address traffic congestion within the existing local transportation network by providing other travel options.

The primary benefits of the Build Alternatives would include:

- Completion of Pellissippi Parkway (SR 162) as a part of the regional network (by Alternative A or C but not D);
- Adding a non-radial route on the east side of Alcoa and Maryville, thus contributing to circumferential mobility;

- Reducing the potential for crashes in the Maryville core by allowing through traffic to bypass the city core;
- Contributing to the implementation of local and regional community and transportation plans; and
- Creation of jobs related to the construction of the proposed project.

The primary adverse impacts of the Build Alternatives would be:

- Residential and business relocations;
- Acquisition of active farmland;
- Impacts to archaeological sites;
- Noise impacts to nearby residences;
- Impacts to streams, wetlands, and floodplains; and
- Temporary construction impacts.

Table 1 summarizes the potential impacts of each Build Alternative.

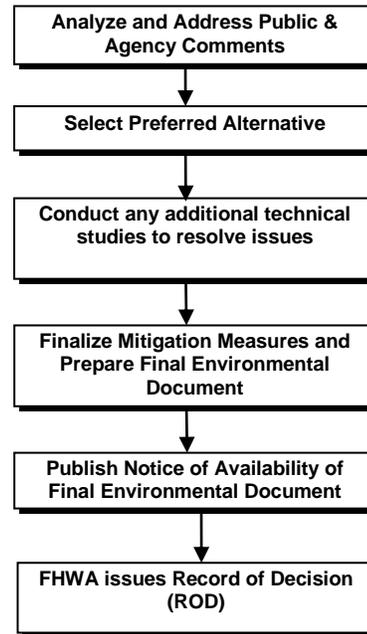
UNRESOLVED ISSUES

Archaeology: Build Alternatives A and C would each affect five archaeological sites that are potentially eligible for the National Register of Historic Places, while Alternative D would affect one potentially eligible archaeological site. Once a Preferred Alternative is selected, more detailed archaeological and engineering studies will be conducted to resolve these issues prior to approval of the Final Environmental Impact Statement (FEIS).

Hazardous Materials: Build Alternatives A and D would each affect one potentially contaminated site, while Alternative C would affect two potentially contaminated sites. Once a Preferred Alternative is selected, a Phase II Contamination Assessment will be conducted on the site(s) within that alternative to verify or refute potential contamination concerns. The result will be reported in the FEIS.

NEXT STEPS

The next steps in the environmental process for this project after this public hearing are illustrated below.



A Record of Decision must be issued prior to final design, right-of-way acquisition, purchase of construction materials, and the beginning of construction. Because of the 2002 federal court injunction on this project, FHWA must apply to the federal court to lift the injunction before design and right-of-way acquisition may commence.

The following federal and state actions will also be required for the implementation of the project:

- U.S. Corps of Engineers (COE): Section 404 permit under the Clean Water Act.
- Tennessee Valley Authority (TVA): Section 26a permit.
- Tennessee Department of Environment and Conservation (TDEC): Aquatic Resources Alteration Permit (ARAP).

RIGHT-OF-WAY ACQUISITION AND RELOCATION

In order to minimize unavoidable effects of right-of-way acquisition and the displacements of people, TDOT will carry out a right-of-way relocation program in accordance with Tennessee's Uniform Relocation Assistance Act of 1972, and the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (P.L. 91646).

An information pamphlet "*Relocation Assistance Program*" is available and outlines the services offered and any payments for which you may be eligible, such as moving expenses and replacement housing benefits for owners and tenants. The brochure also outlines the eligibility requirements for receiving these payments.

TDOT will provide advance notification of impending right-of-way acquisition. The Right-of-Way Office has the responsibility, once a project is approved, of appraising, purchasing and, if required, assisting individuals, families or businesses in relocating.

Before acquiring property, all properties are appraised on the basis of comparable sales and land use values in the areas. In some instances, for values of \$10,000 or less, this process might not be done. The value will be established by using real estate appraisers who will prepare, for TDOT's use, written appraisals using actual sales data in the surrounding community.

When an appraisal is necessary, the appraiser will contact each property owner and offer the owner the opportunity to accompany him on an inspection of the property. After the appraisal is complete, the Right-of-Way Appraisal staff will review and field check the findings for accuracy to insure that everything relating to value has been considered in establishing the amount to be offered.

Owners of property will be offered fair market value for their property rights, as it is TDOT's desire to pay fair market value for the necessary property.

REGISTER YOUR COMMENTS

You are encouraged to make a formal comment that will be incorporated into the official project summary in one of four ways:

- 1) Make an oral statement to the court reporter.
- 2) Submit your written comments tonight before you leave.
- 3) Make a comment and/or ask questions tonight during the formal portion of the hearing.
- 4) Mail your comments to the Department (postmarked by August 30, 2010) to:

**Project Comments – Pellissippi
Parkway Extension
Tennessee Department of
Transportation
505 Deaderick Street
Suite 700, James K. Polk Building
Nashville, TN 37243-0332**

* Please make sure to include **your name and address** on your submitted comment form or letter so that it will be included in the official record.

FOR MORE INFORMATION

Please contact:

Michael W. Russell, P.E.
TDOT Project Manager:
(865) 594-2334
Mike.Russell@tn.gov

Figure 1: Project Alternatives

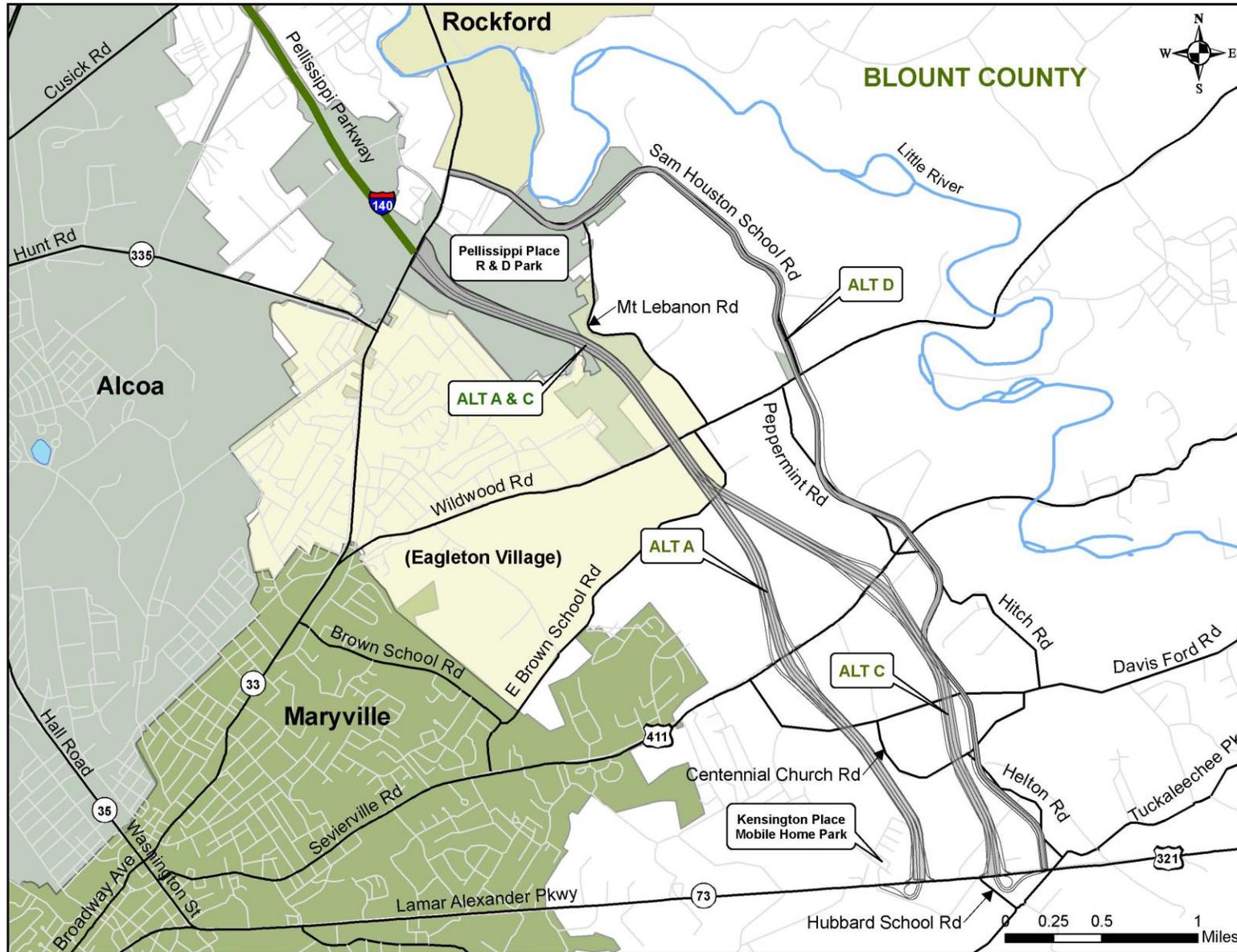


Table 1: Summary of Effects

Impact Category	No-Build Alternative	Build Alternative A	Build Alternative C	Build Alternative D
PROJECT FEATURES				
Total Project Length (Miles)	0.00	4.38	4.68	5.77
Estimated Cost	\$0.00	\$96,920,000	\$104,550,000	\$59,500,000
Estimated new ROW (acres)	None	172	187	120
TRANSPORTATION IMPACTS				
2035 Level-of-Service (LOS)	Several sections operate below LOS D	Several sections operate below LOS D	Several sections operate below LOS D	Several sections operate below LOS D
Travel Time Savings from North (minutes)	0	11	11	8
Travel Time Savings from West (minutes)	0	11	11	7
Transit	No effect	Project may have a positive impact on existing bus service and improve travel times for paratransit vans	Same as Alternative A	Same as Alternative A
Pedestrian and Bicycle Facilities	No effect	During design, TDOT will investigate the provision of bicycle and pedestrian facilities within the ROW, as part of a CSS design process.	Same as Alternative A	Widened shoulders could accommodate pedestrians/bicyclists
LAND USE				
Consistency with Local Plans	Not consistent with local/regional plans	Compatible with local and regional land use plans, transportation plans, growth plans, and other public objectives.	Same as Alternative A	Not incompatible with local and regional land use plans and transportation plans, but is not the level of roadway anticipated in local plans.

Table 1 Continued: Summary of Effects

Impact Category	No-Build Alternative	Build Alternative A	Build Alternative C	Build Alternative D
SOCIAL AND ECONOMIC				
Social/Community Cohesion	No effect	No adverse effects	No adverse effects	No adverse effects
Community Services	No effect	Improved response time for emergency vehicles and school buses	Improved response time for emergency vehicles and school buses. Substantial noise impacts to cemetery and church on Centennial Church Rd.	Improved response time for emergency vehicles and school buses. A minimal amount of ROW required from Eagleton Elementary School – no adverse impacts. Substantial noise impacts to cemetery and church on Centennial Church Rd.
Environmental Justice	No effect	No disproportionately high and adverse effect to low-income or minority persons	Same as Alternative A	Same as Alternative A
Residential Relocations	0	5	26	24
Business Displacements	0	1	2	0
Economic – new jobs created in Blount County/Statewide	0	816 / 1,392	854 / 1,457	307 / 524
FARMLAND				
Acres of Farmland in ROW	0	128	74	45
Farmland as percent of total land in ROW	0	74%	40%	38%
Acres of prime farmland in ROW	0	39	44	23
Total Corridor Assessment Score	0	134	122	127

Table 1 Continued: Summary of Effects

Impact Category	No-Build Alternative	Build Alternative A	Build Alternative C	Build Alternative D
CULTURAL RESOURCES				
Architectural/Historic	No effect	No effect on historic resources	No effect on historic resources	No adverse effect on NRCP-listed Sam Houston Schoolhouse
Archaeological	No effect	5 potentially eligible sites, requiring Phase II investigation	5 potentially eligible sites, requiring Phase II investigation	1 potentially eligible site, requiring Phase II investigation
Recreational Resources	No effect	No effect	No effect	No effect
Section 4(f) and Section 6(f) Resources	No effect	No effect	No effect	No effect
Aesthetics and Visual	No effect	Moderate effect	Moderate effect	Minimal to moderate effect
AIR QUALITY				
Vehicle Miles Travelled	4,119,455	4,226,278	4,226,278	4,139,386
% Change in Regional Pollutant Emissions Burden over No-Build	--	1 to 4%	1 to 4%	0 to 1%
Violations of NAAQS	none	none	none	none
TRAFFIC NOISE				
Receptors Approaching or Exceeding Noise Abatement Criteria	33	39	46	46
Receptors with Substantial Increase over Existing Levels	0	56	86	25
Total Receptors Affected	33	83	110	64

Table 1 Continued: Summary of Effects

Impact Category	No-Build Alternative	Build Alternative A	Build Alternative C	Build Alternative D
PHYSICAL ENVIRONMENT				
Geology	No effect	Sinkholes present – Subsurface investigation recommended	Same as Alternative A.	Same as Alternative A.
Hazardous Materials	No effect	Two potential contamination sites – one site would require Level 2 Contamination Assessment	Two potential contamination sites that would require a Level 2 Contamination Assessment	Three potential contamination sites – one site would require a Level 2 Contamination Assessment
Floodplains (acres)	No effect	6.9	9.0	8.1
Energy	No effect	No adverse effect	No adverse effect	No adverse effect
NATURAL RESOURCES				
Perennial Streams (Linear Feet)	0	1,760	1,520	506
Intermittent Streams (Linear Feet)	0	1,458	1,074	377
Wet Weather Conveyances (Linear Feet)	0	841	415	1,424
Ponds (Acres)	0	0.4	0.4	0.1
303(d) listed streams (number)	0	3	3	2
Wetlands (Acres)	0	1.0	0.9	0
Federally Threatened or Endangered Species and State-Listed Species	No effect	Not likely to adversely affect six species, No effect on two species	Same as Alternative A.	Same as Alternative A.
Construction	No effect	Minor and temporary construction related impacts include traffic detours, utility disruptions, and increased noise levels. Use of BMPs would avoid or minimize potential adverse impacts.	Same as Alternative A.	Same as Alternative A.
Permits	None required	NPDES, ARAP, Section 404, TVA 26a permit	Same as Alternative A.	Same as Alternative A.

**Pellissippi Parkway Extension (SR 162) from SR 33 to US 321
Public Hearing, July 20, 2010
Public Comment Form**

The Tennessee Department of Transportation (TDOT) has prepared a Draft Environment Impact Statement (DEIS) for the proposed extension of Pellissippi Parkway (SR 162/I-140) from SR 33 to US 321. TDOT is interested in your comments regarding the alternatives presented in the DEIS and in any areas of concern you may have regarding the environmental analysis of the alternatives. Please return comment form postmarked no later than **August, 30 2010.**

Of the alternatives presented, which alternative do you prefer: (CHECK ONLY ONE)

- No Build (no improvements to existing roadways and no extension of Pellissippi Parkway east of SR 33).
- Build Alternative A - extend Pellissippi Parkway as a four-lane divided highway to US 321/SR 73.
- Build Alternative C - extend Pellissippi Parkway as a four-lane divided highway to US 321/SR 73.
- Build Alternative D – upgrade an existing two-lane network.

Please list reasons for choosing your preferred alternative (Please Print Clearly).

What issues/concerns do you have about the proposed Build Alternatives and are there any changes you would make to the project? If so, please explain.

What concerns do you have about the environmental impacts of the project as addressed in the DEIS? Are there any issues or concerns that you feel were not addressed in the DEIS? If so, please explain.

- | | |
|---|---|
| <input type="checkbox"/> Impacts to Natural Resources | <input type="checkbox"/> Noise Impacts |
| <input type="checkbox"/> Impacts to Communities/Neighborhoods | <input type="checkbox"/> Impacts to Historic/Archaeological Resources |
| <input type="checkbox"/> Impacts to Farmlands | <input type="checkbox"/> Other(s) – Please described below |
| <input type="checkbox"/> Air Quality Impacts | |

Your Name: _____

Date: _____

Mailing Address: _____

County of Residence: _____

Phone Number (optional): _____

E-mail Address (optional): _____ *Please make sure to include your name and/or address on your submitted comment form in order to be included in the official record.

Please return comment form postmarked no later than **August 30, 2010**

Fold at this line first

Project Comments
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

PLACE
STAMP
HERE

Project Meeting Comments
Attn: Pellissippi Parkway Extension
Tennessee Department of Transportation
Suite 700, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0332

Fold at this line second

Which describes your primary interest in the project?

____ Affected resident ____ Affected landowner ____ Affected business ____ Concerned citizen

For additional project information:

Visit the TDOT website at <http://www.tdot.state.tn.us/pellissippi/>
Or contact Michael Russell, PE, TDOT Project Management Division at Mike.Russell@tn.gov
or (865) 594-2334

Appendix D
Public Hearing Transcript

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STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PELLISSIPPI PARKWAY EXTENSION (SR 162)
FROM SR 33 TO US 321

BLOUNT COUNTY PUBLIC HEARING, JULY 20, 2010

HERITAGE HIGH SCHOOL
3741 E. LAMAR ALEXANDER PARKWAY
MARYVILLE, TENNESSEE 37804

Barringer Court Reporting
P.O. Box 8035, Gray, TN - 423-477-7844

ORIGINAL

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1 WELCOME BY MS. MARTINEZ

2

3 MS. MARTINEZ: Okay, if I could ask

4 everyone to go ahead and have a seat and get

5 comfortable. We are going to start our presentation

6 here in just a few moments, but I do want to welcome

7 you. Thank you so much for coming out here tonight

8 for our meeting. My name is Yvette Martinez, and I am

9 the Community Relations Officer for the Tennessee

10 Department of Transportation. On behalf of Governor

11 Phil Bredesen and Commissioner Gerald Nicely, we want

12 to welcome you tonight. Thank you for coming, and we

13 look forward to getting your feed-back and hearing

14 from you tonight. We want to recognize our public

15 officials and first off, I am going to recognize

16 City of Maryville Mayor Tom Taylor, thank you. City

17 of Alcoa Mayor, Don Mull, City of Alcoa City manager,

18 Greg McClane. Also we have some County Commissioners

19 with us, Bill Proffitt, Commissioner Bill Proffitt,

20 Commissioner Ron French, right there in the back,

21 Commissioner Bob Proffitt and also Commissioner Steve

22 Samples. Is there anybody we have missed? Mike

23 Lewis? There you go, alright, and County Planner

24 John Land, and Alcoa City Manager Mark Johnson.

25 I also want to introduce some TDOT

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1 personnel. Many of you may have questions, you are
2 looking for answers, and we want you to get those
3 answers tonight. Joe Carpenter with TDOT. He is our
4 Assistant Chief of Environment and Planning. Steve
5 Allen, Director of Project Planning, Tom Love,
6 Environmental Transportation Manger I, Steve Borden,
7 Regional Director, Amanda Snowden, Assistant Regional
8 Director, and Mike Russell is our Project Manager.

9 Now many of you may have noticed from the
10 newspaper, as you are looking at that ad, that we
11 have extended the time. Typically our public
12 meetings are two hours long, but with this public
13 meeting we knew that there would be some people that
14 wanted to make their comments, that had to ask some
15 question, and we want you to be able to ask those
16 questions. And so we have extended the comment
17 period, TDOT saw fit to go ahead and add one more
18 hour to give you more time to submit your feed-back.
19 The thing that we want to ask you do to, though, is
20 although we've extended by one hour, we want to also
21 ask you to please keep in mind that several other
22 people also want to make their comments, so we are
23 going to ask that you just be cognizant about,
24 remember that, and try to limit your feed-back, your
25 questions, to about two to three minutes, so that

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1 that way everybody gets an opportunity to ask their
2 questions or to make their comments.

3 We have also extended our comment period
4 for you to send those comment cards in. Those
5 comment cards that you received when you came in, we
6 typically would have those back post-marked within 21
7 days, but we have extended that to 41 days to give
8 you more time to get your comments in, and you will
9 be able to get those comments also on our web site.
10 And now you will need to have those comments
11 postmarked by August 30th. So please take note of
12 that date, have your comments in to us by that date
13 so they will be part of the process as we continue to
14 analyze this.

15 Now for tonight, we are going to have, I
16 want to introduce to you Arney Block, and Arney Block
17 is with Howard Stine Hudson, and he will be
18 facilitating our event for tonight, and so I am going
19 to turn it over to Arney. If you will give him a
20 welcome.

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PRESENTATION BY MR. BLOCK

MR. BLOCK: Thank you, Yvette. I also want to welcome you and thank you for coming to this Public Hearing for the Draft Environmental Impact Statement which is also known as a DEIS, that evaluates alternatives to extend the Pellissippi Parkway, also known as State Route 162, from its current terminace as State Route 33 or Old Knoxville Highway to State Route 73, also known as US Route 321 and the Lamar Alexander Parkway.

Again, my name is Arney Block. I work for Howard Stine Hudson Associates, and I have been hired by the Tennessee Department of Transportation to moderate this formal comment/question session of the Public Hearing. I hope you've had a chance to review the boards and the maps and to speak to project team members.

I want to briefly tell you how the rest of the meeting will go. First, after I speak for a few minutes, Nancy Skinner of Parsons Brinkerhoff, the firm that is preparing the DEIS for the Tennessee Department of Transportation will make a brief, 10 to 15 minute presentation about the project, about the DEIS, and about the environmental review process.

1 PRESENTATION BY MS. SKINNER

2
3 MS. SKINNER: Thank you. Hello, everyone.
4 We are back again. It's been a couple of years, but
5 we are back with the Environmental Impact Statement
6 for your review. The purpose, the reason we are here
7 tonight is because the DEIS has been signed. It's a
8 part, a requirement of NEPA, the Counsel of
9 Environmental Quality and also Federal Highways
10 Regulations that we come back to you for an DEIS,
11 give you the opportunity for, we hold a public
12 hearing to give you the opportunity to ask questions,
13 make comments, and so that is why we are here
14 tonight. We want to know what you have to say.

15 I will tell you very quickly that all of
16 the materials that you've received tonight, the
17 comment form, the handout, a copy of this
18 presentation will be posted on TDOT's, the project
19 web site, on TDOT's web site before the end of this
20 week.

21 A little bit about the background of the
22 project. I am sure many of you are familiar with
23 this. This project has been around for quite a
24 while. In 1977, local officials made the first
25 request to the General Assembly to request that

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1 Pellissippi Parkway, at that point a two lane road
2 north of I-40, to ask that it be extended from I-40
3 to, at that point they called it New Walland Road.
4 It's Lamar Alexander Parkway, it used to be Lamar
5 Alexander Parkway now. By 1986, after several
6 requests had been made, Pellissippi Parkway had, this
7 section from I-40 to Lamar Alexander Parkway had been
8 placed and included in the Better Roads
9 Program/Urgent Highway Needs Program by the General
10 Assembly. In 1995 the Knoxville Transportation
11 Planning Organization included this project in its
12 Regional Long Range Transportation Plan, and it's
13 been included in subsequent updates including the
14 current Regional Mobility Plan.

15 Also in 1998, it was in the Federal
16 Transportation Legislation known as T21. It was
17 included as a high priority project, in the high
18 priority projects program. Sorry, I am getting used
19 to this little gadget. Okay. So with this
20 particular segment, I'll go back real quick to the
21 previous light, and it's very hard to see on this
22 graphic. It is in the DEIS. But this one shows the
23 segments of Pellissippi Parkway that have been built.
24 Several sections, it was built in several sections
25 since 1977. The remaining segment, which is the

1 subject of this DEIS, is that section shown in dash
2 lines between State Route 33 and US 321.

3 In 1999 TDOT undertook an environmental
4 assessment, under NEPA, to evaluate possible
5 alternatives for that connection, that project, from
6 33 to Lamar Alexander Parkway. In 2002 the EA was
7 completed and a finding of no significant impact was
8 issued. But at that time, shortly after that before
9 right of way could be started, Citizens Against
10 Pellissippi Parkway filed suit in Federal Court, and
11 the Federal Court issued an injunction against
12 Federal Highway for no further activities.

13 Finally in 2005, Federal Highway was
14 successful in getting the Appeals Court to lift the
15 injunction in order, to lift the injunction portion
16 specifically related to the environmental assessment,
17 and they were able to prepare an EIS. That EIS was
18 started in 2006 during which time scoping meetings
19 were held here in the community in June of 2006. In
20 October 2007 and February 2008, we came back for
21 public information meetings. Since that time we have
22 been working on the technical studies and preparing
23 the environmental impact statement, and in February
24 of 2010 the DEIS was signed and was sent out in May,
25 in April and May for public comments.

1 Transportation needs, part of the process,
2 a key element in an environmental study is that we
3 identify transportation needs, and then purposes for
4 the project. The transportation needs, as are listed
5 in the DEIS and explained, relate to, the current
6 needs are related to the existing radial road network
7 with a poor connectivity for a roadway system in
8 northeastern Blount County. All the roads, most of
9 the major roads seem to radiate out of Maryville, and
10 there is not much, as you see in this, this road that
11 is highlighted on this map is actually the roads that
12 are included in alternative D. But there are no
13 major arterials that connect the eastern side of the
14 county with the middle section without having to go
15 into Maryville.

16 There is also an incomplete regional road
17 network, and by that I mean the vision was that there
18 would be Pellissippi Parkway extended all the way
19 from I-40 to US 321, and that remains incomplete.

20 Another need identified were the high
21 traffic incidents, crash incidents in the Maryville
22 core, and also level of service, poor levels of
23 service, traffic congestion on the major arterial
24 roads in the county.

25 Now the purpose of the project, let me get

1 that right later, the purpose of the project is,
2 therefore, to improve the mobility for travelers in
3 Blount County by providing some alternatives to the
4 existing radial roadway network. We have used the
5 term before, circumferential roads. That term was
6 actually used in Blount County's growth management
7 plan and also in the City of Maryville's growth plan
8 that that was a need for the community. In addition,
9 the project, one of the purposes of the project is to
10 complete this missing link in the regional road
11 network as well as to help improve safety on roadways
12 of the existing network and to help to achieve
13 acceptable traffic flows, traffic operations on local
14 roadway network.

15 Other project objectives are related to
16 meeting community and growth management goals. Now
17 the Blount County growth strategy of 2005 had five
18 guiding principals, and the fourth guiding principal
19 stated that county roads should be improved and
20 maintained to serve current and expected future
21 development. It also recommended that the county
22 collaborate with Maryville to build an arterial road
23 network that created a connective system of major
24 roads to serve developed and developing areas.

25 We also looked at part of the objective of

1 this project is to minimize the impacts on
2 neighborhoods, businesses, farmlands and cultural and
3 natural resources. Now what alternative did we
4 study? There was a no build, that's always required,
5 that you evaluate these build alternatives against
6 what would happen if you did not build this project.
7 We looked at alternative A, alternative C and
8 Alternative D. Alternative A and C are, would extend
9 Pellissippi Parkway from the existing half
10 interchange at State Route 33 on a new four lane
11 divided road on a new location. There would be
12 interchanges at the existing State Route 33 as well
13 as at US 411 and US 321 at the end of the project.
14 So there would be limited access on these roads.

15 The other alternative is a separate type of
16 roadway that would be an improved two lane roadway
17 network, that would be wide, paved shoulders, turn
18 lanes at the major intersections, and it would also
19 use, it would use portions of some existing county
20 roads, that would be Sam Houston School Road,
21 Peppermint Road, Hitch Road and Helton Road. It
22 would use parts of them, not all of them, part of it
23 would, indeed, be on a new location.

24 This chart basically compares the
25 alternatives in terms of their length. Alternative A

1 is a shorter road segment, and alternative D which is
2 farther out is longer. Estimated right of way, you
3 can tell that the right of way for alternative A and
4 C is actually more than for alternative D, the reason
5 being is that we looked at a 300 foot right of way
6 for the four lane divided roadway segment, and a 150
7 feet for the improved two lane which is alternative
8 D. The costs range from 60 million for alternative D
9 to 105 million for alternative C. And we would, for
10 alternative A and C, it would be a 60 mile per hour
11 speed limit whereas on alternative D it would be 50.

12 We did look at and we evaluated what would
13 happen with the no build alternative. You would have
14 no direct impacts to many of the resources that would
15 be affected by alternatives A, C and D. However, you
16 would not have any road improvements, major road
17 improvements to the county's arterial network, and
18 you wouldn't have improved options for travel in the
19 northeastern part of the county. It's also not
20 consistent with the county and with the community's
21 regional plans, both community plans and long range
22 transportation plans. And not only, there is
23 development occurring in this area. It's been
24 occurring since the 1970s. It's expected to continue
25 even if this road, Pellissippi Parkway, is not

1 extended. So there would be indirect effects such as
2 the conversion of farm lands and increased
3 residential and some commercial development with the
4 no build.

5 With the build alternatives, what you get,
6 especially with alternative A and C is the completion
7 of Pellissippi Parkway as a part of the regional
8 network. You would also get an enhanced road network
9 that would serve the current and expected growth, and
10 it would be an option to the radial, existing radial
11 network. It would reduce the potential for crashes
12 on the existing roads because it would allow traffic,
13 it would help to separate through and local traffic
14 on the existing roads in the Maryville core. It's
15 consistent with the long range transportation plan
16 and the community plans to build an extension, or to
17 build a route in the northeastern corridor, and it
18 would also, short term, help with, provide more jobs
19 in the county with the construction.

20 Now there are, as always with a build
21 project there are going to be adverse consequences,
22 and those we have listed here, and I'll show you in
23 just a moment, some of these, I will talk a little
24 bit about some of the specific impacts, but there are
25 also residential and business relocations, farmlands

1 would be affected, noise impacts. There would be
2 impacts to natural features such as streams and
3 wetlands and also to flood plains. And there would
4 be some temporary construction that would occur for
5 those homes and other types of opportunities, excuse
6 me, other types of enterprises nearby.

7 I hope you can see this. What this shows
8 you, it compares the alternatives in terms of the
9 residences that it would displace, more would be
10 displaced along alternative C and D because the
11 alternative A actually goes through an areas that's
12 relatively undeveloped. It would, however,
13 alternative A, would take more farmland because as I
14 said, it's through a relatively undeveloped or
15 non-residential area. It would take 128 acres
16 of farmland while the others would take 45 to 74
17 acres. There would be noise impacts because along
18 these routes there have been residential
19 neighborhoods that have grown up. So you would,
20 unfortunately, have houses nearby that would be
21 affected by or have increased noise that they don't
22 have today.

23 There are some archeological sites that we
24 in our preliminary phase went and studied. We
25 identified the potential for some sites that are,

1 identified several sites that might have the
2 potential for significant archeological features. We
3 do not know that at this point, and we won't know
4 that until an alternative is selected as the
5 preferred alternative, and at that time more detailed
6 studies will be done to determine whether or not
7 these sites have actually potential for national
8 register eligibility.

9 This slide really talks about some of the
10 natural resources that would be affected. You would
11 have more flood plains with alternative D because
12 it's closer to the Little River, and as you get
13 closer, the flood plains broaden out. In terms of
14 perennial and intermittent streams, there would be
15 more impacts with alternative A and then C and lastly
16 D, but TDOT has actually gone out and taken a look at
17 the streams. They reviewed our ecology report, and
18 they stated that while alternative A has the greatest
19 impact to streams in terms of linear feet, the
20 majority of these impacts would affect headwaters as
21 opposed to the more ecologically diverse downstream
22 reaches.

23 Wetlands that would be about an acre with
24 alternative A and just a little less than an acre
25 with alternative C, impaired streams would be crossed

1 and there would certainly have to be consideration in
2 how the project is built to not, to not cause further
3 damage to those impaired streams which are Peppermint
4 Branch and Flag Branch, they include those two. And
5 sinkholes are present throughout this area, and there
6 would certainly have to be design considerations for
7 those sinkholes if one of the alternatives moved
8 forward.

9 Now I know that one of the aspects that
10 many people have talked about is the level of
11 service, is what, the traffic operations. Well,
12 level of service is one of the factors that's looked
13 at as a performance measure. It's used to determine
14 if a roadway will provide acceptable traffic for the
15 peak 15 minute period. It is not an all day measure,
16 and it's generally looking at what would be the
17 effect on uninterrupted traffic flow. Alternative,
18 excuse me, level of service A being the best, where
19 people can pretty much move unrestricted along the
20 roadway, down to level of service F which is where
21 traffic is, where there is a lot of interruption in
22 the traffic flow. Okay, so level of service F is
23 worse and yes, we do have some segments of
24 Pellissippi, of the proposed Pellissippi Parkway or
25 the alternative D that would be at level of service

1 F, E or F by 2035. And the reason they would be at
2 that is because there is traffic, substantial traffic
3 being attracted to those roads.

4 Now the thing about that level of service
5 is one way of looking at traffic operations, but
6 there are other measures that we can look at and
7 help, can give us some view of what traffic
8 operations will be. One of those is travel time
9 savings, and this is a measure to evaluate the
10 benefits to travelers, that is how quickly can a
11 person get from point A to point B, what is the
12 difference in the time frame of what their normal
13 route compared to the new route that would be
14 offered.

15 The blue line going across right now is the
16 existing route that a person could take if they were
17 coming from the Rockford vicinity, coming into the
18 Maryville core to Washington and then going out east
19 on Lamar Alexander Parkway to the vicinity of Helton.
20 This is an 11 minute, excuse me, an 11 mile trip. It
21 would take about 19 minutes. There are a number of
22 stop lights that we'd have to go through and also the
23 speeds are relatively low as having to go through the
24 Maryville core. With alternative A or C, that travel
25 time, the travel miles is reduced to 7 miles and the

1 travel time is 8 minutes, so there is a savings of 11
2 minutes or 56 percent travel time savings for that
3 trip.

4 Now alternative D is a little bit longer,
5 so it takes, it's 8 miles, it would take about 11
6 minutes because the travel speed is lower on
7 alternative D than is on A or C. So that's about a
8 44 percent savings in time. Now that's an 11 minute
9 savings or an 8 minute saving for people, and that
10 doesn't, may not sound like much, that's a trip, one
11 trip. But people could be making that trip twice a
12 day, home and back, so you think of, that doubles
13 that. But then what does that mean over the course
14 of a month? A person who travels that five days a
15 week, over the course of a month is going to save six
16 hours a month, six hours that you could do something
17 else with that time. Think of it also in terms of,
18 it's fuel savings, so, you know, you are paying less
19 for fuel, you are also putting less emissions into
20 the atmosphere because of that travel time, and also
21 this is, with alternatives A and C in particular, you
22 have three locations at which there would be
23 interchanges, otherwise you are not having to stop at
24 traffic lights. So that does also have an effect on
25 air quality.

1 And another measure that we looked at that
2 talks about traffic operations is delay, the delay
3 and interceptions. This is something that's used to
4 compare different degrees of congestion. How are
5 people sitting, going through these intersections
6 going to benefit by this proposed project? In here
7 we are looking at existing intersections. The pill
8 shaped box that you see, or the pill shape that you
9 see has morning and afternoon. AM is morning, PM is
10 peak period. And we are showing you the percent
11 change from the no build. Those in green are
12 actually improvements of alternatives A and C over
13 the no build, and red is a decrease, is alternative A
14 and C operating slightly worse than the no build.
15 You can tell that there are a few locations in which
16 the travel time savings would be slightly below, for
17 A and C would be, excuse me, not travel times, delay
18 at intersections would be slightly lower, about 7
19 percent, 3 percent, 4 percent. But where you see
20 some substantial changes are here along the Maryville
21 core at Broadway and Knoxville, Old Knoxville Highway
22 at Hall Road, Washington Street, there is a
23 substantial savings in the morning and the afternoon
24 improvement in those people having to go through that
25 light, 135 percent in the afternoon going up Old

1 Knoxville Highway to Wildwood Road, there is a fairly
2 substantial improvement there in the morning if
3 people are traveling in that area. They are saving,
4 I mean there is 159 percent improvement in the delay
5 at that intersection.

6 So there are several, it's not just looking
7 at one single measure level of service, there are
8 other ways to look at traffic operations that do
9 actually tend to show that there is some improvement,
10 there is improvement from this project.

11 The next steps in this process after
12 tonight, we are going to receive, TDOT will receive
13 your comments by the 30th of August. We will analyze
14 those comments, figure out how to address them. All
15 that goes into play into the selection of the
16 preferred alternative. That will then be used, and
17 we will prepare the Final Environmental Impact
18 Statement or DEIS. Following that will be the
19 issuance of a rod, but after the rod is issued there
20 can be no further action until Federal Highway goes
21 back to Court to ask for the injunction to be lifted.
22 Once, if that is done, once it's done, then TDOT can
23 move forward with final design, right of way
24 acquisition and construction.

25 Now we have a project schedule for the next

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1 steps to get us to the rod. Right now we are looking
2 at the close of comment period on August 30th, and
3 then into the fall we will be reviewing those
4 comments received, looking at the alternatives,
5 weighing all the various comments that have been
6 received as well as the environmental analysis, and
7 TDOT will make a recommendation for the preferred
8 alternative, and will announce that. Then there will
9 be the preparation of the Final Environmental Impact
10 Statement going from the fall of this year into the
11 summer of next year. That Final Environmental Impact
12 Statement will be circulated, notices will be placed
13 that it is available. That will be in the summer,
14 next summer, 2011 and then by the fall of 2011, we
15 should have the record of decision. So if you have
16 any comments or questions, I am going to actually
17 turn this over to Arney.

1 PRESENTATION BY MR. BLOCK

2
3 MR. BLOCK: Thank you very much. The first
4 thing I want to say is pay no attention to that clock
5 over there. It's said quarter of seven since about
6 3:00 o'clock this afternoon, so it's not that late.

7 Let me just quickly go over some of the
8 rules, how we are going to run this session. If you
9 want to speak, as I mentioned before, you need to
10 sign up. If you have already signed up, that's fine.
11 If you'd like to sign up at any point while we are
12 still having this session, just leave the auditorium
13 and there is a table there, and they will bring that
14 sheet to me.

15 I am going to ask speakers to come to, up
16 here to the microphone which is located at the front
17 of the isle to your right. Cathy, the court reporter
18 in the auditorium, will take down your comments. You
19 will have up to three minutes to speak. I'll tell
20 you when you have 30 seconds left. When three
21 minutes are up, I'll please ask you to stop speaking
22 so that we can allow as many as we can to speak
23 tonight.

24 If you have a written document to hand in,
25 please give it to the court reporter or put it in one

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1 of the boxes that you'll see outside, or you can give
2 it to any one of the people who represent the project
3 team.

4 If you do have a written statement, I would
5 appreciate that you not read it to the group as part
6 of your comments. By submitting it, the document
7 will become part of the formal record, and the same
8 as your spoken words. If as part of your comments
9 you have a question for the Tennessee Department of
10 Transportation, please feel free to ask it. If it
11 can be answered briefly, a project team member who is
12 here tonight will try to do so. The answer will not
13 count toward your 3 minutes. If the answer requires
14 a very long response, however, I'll ask you to ask
15 the question afterwards when we've adjourned this
16 session and we move back into the cafeteria. If I
17 think that the question that you are asking has
18 already been asked and answered, I'll take the
19 liberty of telling you to please finish up your
20 comments.

21 I'll do my best to give everyone a chance
22 to speak, but if we run out of time, if it gets to be
23 7:30 and not everyone has had that opportunity, I'll
24 be adjourning this part of the meeting. Let me
25 assure you, as I've said before and others have said,

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1 there are many other ways to get your comments or
2 questions put into the formal record if you don't get
3 a chance to speak here tonight. One of those is, you
4 can drop off a written comment or document tonight.
5 You can mail a comment or document, as has been
6 mentioned before. The address is, to where to mail
7 that is located in this Public Hearing document that
8 you picked up tonight, and you have until August 30th
9 to do so, and at 7:30 or at any time tonight, if
10 you'd like to go out to the court reporter outside
11 and leave a statement, you can do that.

12 So in closing, at 7:30, no, in closing I
13 have just two additional points to make. I am going
14 to call up two speakers at a time so that when one is
15 finished we can hear the next person speak without
16 waiting for him or her to have to walk up to the
17 microphone. I'll do my best to pronounce your name
18 correctly, so please forgive me in advance if I don't
19 do so, and when you speak, please start off by
20 introducing yourself and your address.

21 And finally, you need to know that I will
22 not be recognizing any speaker who either is raising
23 his hand, his or her hand, or is calling out. I'll
24 only call upon people who have, to make comments from
25 the list of those who have signed up. I know that

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1 there are people in this room who have very strong
2 feelings about this project, and I appreciate that.
3 However, I want you to know that any loud or long
4 reactions for or against any particular speaker will
5 only take time away from those in this room who would
6 like to speak.

7 Okay. So thank you for being so patient,
8 and let me start off by asking our first two speakers
9 to come over here to the microphone at the right.
10 The first one, I believe, is Johnny Suttles, did I
11 pronounce that correctly? Johnny, I don't know if
12 you'd like, Mr. Suttles, if you'd like to come up?
13 If not, then I am going to go to the next one, Linda
14 King and that, Linda will be followed by Victor
15 Varady. Please go ahead.

1 FORMAL COMMENT/QUESTION PERIOD

2
3 LINDA KING

4 3311 LAWS CHAPEL ROAD

5 MARYVILLE, TN 378003
6

7 MS. KING: Good evening. My name is Linda
8 King. I am a Blount County resident at 3311 Laws
9 Chapel Road, and I am for the no build alternative.
10 I believe we need to save valuable farmland and not
11 affect people who would live along these existing
12 routes with the noise that you yourself have talked
13 about. I don't believe in eminent domain, especially
14 for a road that you yourself have said will cause the
15 same amount of traffic within a short period of time.
16 Because as we all know the old saying, Build it, and
17 they will come. We will have uncontrolled growth
18 around this road, and from what we understand, the
19 City of Maryville will probably annex any businesses
20 that are put along this route, and the county people
21 will be responsible for the infrastructure that will
22 be necessary to take care of this additional growth.
23 I think if there is any money available, we need to
24 spend that on our existing roads where our highway
25 department doesn't have the money to do that at this

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time. That would also add construction jobs to
Blount County. Thank you.

MR. BLOCK: Thank you very much. Before I
ask Mr. Varady to speak, John Templeton, please come
to the microphone, John Templeton? Okay. Go ahead.

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VICTOR VARADY
3902 FIELDVIEW ROAD
MARYVILLE, TN 37809

MR. VARADY: Alright. My name is Victor Varady, and I live at 3902 Fieldview Road. Most of the questions that I have will be answered by reviewing the draft environmental impact study at the Library. That's all I have to say.

MR. BLOCK: Okay. Thank you very much. Now before Mr. Templeton speaks, would Gail Harris please come to the microphone? Okay. Please start.

1 JOHN TEMPLETON
2 1601 BRAHMAN LANE
3 SEYMOUR, TN 38865
4

5 MR. TEMPLETON: Thank you. Your
6 environmental study in several places either says
7 directly or suggests that levels of service or the
8 ability of the road to carry a certain level of
9 traffic will not get any better by spending one
10 hundred million dollars or so to drive this
11 interstate down to connect it to 321. What it seems
12 to say instead is that the level of services will
13 continue to get worse, "due to traffic volumes that
14 exceed the given capacity." I have attended county
15 meetings, at which our County Road Commissioner has
16 virtually begged for enough money, for enough
17 funding, just to repair and maintain our roads in
18 their current condition. Whether that will happen is
19 still up in the air. If the existing roadways of
20 Blount County are just not up to the job now, then it
21 just seems common sense to improve the existing
22 roadways. So I would encourage our elected
23 officials, the Chamber of Commerce and the other
24 boosters for this project to direct their efforts
25 toward working with state and federal agencies to

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1 come up with a hundred million dollars, or even fifty
2 million dollars to be applied where it is most
3 needed. To improving existing roads and highways in
4 Blount County, not to creating a new set of problems.
5 So my questions are these, how much could be done on
6 existing roads and infrastructure with a hundred
7 million dollars? Is any of the hundred million
8 dollars you are asking us to spend dedicated to
9 dealing with the inevitable increase in the traffic
10 at and around these intersections, and why would the
11 leaders of the City of Maryville endorse this project
12 when it could well put the long feared final nail in
13 the coffin of downtown Maryville. There is a lot
14 about the information in this study that just doesn't
15 make sense, and I think these questions and many
16 others need to be answered before another shovel of
17 dirt is moved. Thank you.

18 MR. BLOCK: Thank you. I am going to ask,
19 before Ms. Harris speaks, would Bob Proffitt please
20 come up to the microphone, Bob Proffitt? Okay, go
21 ahead.

1 GAIL HARRIS
2 3404 ANDY HARRIS ROAD
3 ROCKFORD, TN 37853
4

5 MS. HARRIS: My name is Gail Harris, and I
6 live at 3404 Andy Harris Road. I have lived in
7 Blount County since 1970, and during that time I
8 have, I guess, been actively involved in trying to
9 preserve farmland in the area. I know the
10 Pellissippi Parkway extension is a topic of
11 controversy with people on both sides. As you
12 presented the analysis tonight, I thought there was
13 some, a few positive aspects that would appeal to
14 people, but on the whole, I could not see that there
15 was much to justify the tremendous expenditure of
16 this highway especially in regard to the accumulative
17 effects, particularly on farmland. I think the
18 highway will open up pristine areas of Blount County,
19 take farmland out of production at a time when all
20 over the country we see a resurgence of interest in
21 Farmer's Markets and farmland. I think this would be
22 a very irresponsible action to take to build this
23 road given the minimal benefits as described in this
24 Environmental Impact.

25 There were a couple of things that I

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1 disagreed with. You said that the no build
2 alternative was not compatible with community
3 standards, and yet, it is directly compatible with
4 the first guiding principle of the Blount County's
5 policy plan which is to keep the rural nature of
6 Blount County intact. You also seem to imply that
7 the Pellissippi Parkway would address potential crash
8 incidents, and yet, from what my understanding of the
9 DEIS is that at least five of the most hazardous
10 crash sites, the most hazardous...

11 MR. BLOCK: You have 30 seconds.

12 MS. HARRIS: Okay. The most hazardous
13 intersections would actually receive more traffic and
14 actually be worse by the year 2035. So all in all, I
15 think this is a very irresponsible and illogical
16 thing to do, to continue with this project. Thank
17 you.

18 MR. BLOCK: Thank you. Before Mr. Proffitt
19 speaks, I am going to call Brad Ansley to come up to
20 the microphone, and thank you. Go ahead.

1 BOB PROFFITT
2 400 INDIANA
3 MARYVILLE, TN 37817
4

5 MR. PROFFITT: Mr. Chairman, theoretically
6 I should have six minutes. I was introduced twice,
7 but for clarification, I am on the County Commission
8 and my brother is on the Board of Zoning Appeals, so
9 it's not a power grab. I do appreciate coming and
10 giving my comments about this project. I would, I
11 had some concerns about it initially, and I even have
12 more concerns about it as I've looked at it. It's a,
13 in effect, it's a Maryville by-pass and I think that
14 it disallows a lot of people who are in our area to
15 see what's going on in Maryville, including all
16 structures and our businesses and professions and
17 Maryville College.

18 The extension would disrupt, indeed, some
19 of the most beautiful open farmland in our county,
20 and even in our state. It certainly would increase,
21 it would increase commercialization through that
22 area. I would...

23 MR. BLOCK: Could you just speak closer to
24 the microphone?

25 MR. PROFFITT: Sure. Is that better?

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1 While the extension would, it certainly would, it
2 would open up and it has access to secondary roads,
3 but basically it also feeds into two lanes between
4 West Miller's Cove and Townsend. And I think that
5 should be a consideration. The cost of the extension
6 is such that I think that to say 11 minutes time, or
7 18 minutes time, it doesn't, it's not worthy of that,
8 and would not serve that much benefit. I appreciate
9 it, thank you.

10 MR. BLOCK: Thank you very much. Before
11 Mr. Ansley speaks, can Terry Nichols please come to
12 the microphone? Terry Nichols, thank you. Go ahead.

1 BRAD ANSLEY
2 7360 HAPPY VALLEY ROAD
3 TALLASGEE, TN 37878
4

5 MR. ANSLEY: Yeah, I agree with what some
6 of the people have said already. My name is Brad
7 Ansley, I live in Happy Valley. To me this is a road
8 to nowhere. I mean, it's as big as I-95 going
9 through New York City, it's going to Townsend, and
10 there is not a four lane road that goes into
11 Townsend, so it's going to dump, if there is as much
12 traffic as they say, it's going to dump it all out
13 right here. There is nothing here but a high school.
14 So to spend tax payers money at the phenomenal amount
15 of a hundred million dollars, I find absurd. And it
16 does nothing to address these roads we have, like
17 Montville Road, like Sevierville Road where they are
18 just building a new school. There are telephone
19 poles this close to the side of the road, there are
20 culverts at every sidewalk, there are trees growing
21 right next to the side of the road. If you catch a
22 tire on the edge of Sevierville Road or Morganton
23 Road or Montville Road, it will pitch you over into
24 the other lane and believe me, there are death
25 markers all up and down all of these secondary roads.

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1 We need to take that hundred million dollars and put
2 it into a fixed, put it into fixing what we have. It
3 seems to me that this, that this an example, a
4 perfect example. They've got the, I-40 comes out and
5 just stops. That just annoys people that build
6 roads. They don't want it to stop, they see it as a
7 half finished job, and they just want to finish it.
8 Well, it is a half baked job, I'll say that, and it
9 probably should have stopped up at 129 and never gone
10 any further, but I just, I just think that this is
11 money that's going to be spent by, tax money that's
12 going to be spent for a road to nowhere, and that we
13 need to concentrate on fixing the infrastructure that
14 we have that's crumbling all around us right now
15 before we take on anything as ambitious as this.
16 Thank you very much.

17 MR. BLOCK: Thank you. Before Mr. Nichols
18 speaks, I am going to ask Mark Whited, I am not sure
19 how to pronounce this correctly, come up to the
20 microphone. You can actually adjust the microphone
21 to raise it a little if you like, by pushing in
22 there.

23 MR. NICHOLS: I am afraid I'll break it.

24 MR. BLOCK: Alright. Go ahead.
25

1 TERRY NICHOLS
2 3035 EAGLE DRIVE
3 MARYVILLE, TN 37803
4

5 MR. NICHOLS: My name is Terry Nichols. I
6 live at 3035 Eagle Drive. Kind of like the ham and
7 egg breakfast, you know, I am committed like the pig
8 is because I own property in the path of one of these
9 alternatives. I just wanted to have my say. I think
10 it's a great idea. It's a long time coming. Blount
11 County needs some help with our infrastructure, and I
12 certainly travel the existing Pellissippi Parkway a
13 lot. I was a police officer for 30 years in this
14 town, and a police chief for 13, and I can tell you
15 better than probably anybody in this room, except
16 traffic engineers, that Blount County needs some help
17 with our infrastructure, and anyone that thinks this
18 road is not going to help with the infrastructure has
19 not gone out there and seen how the other part of
20 Pellissippi Parkway is working.

21 I would also like to say that the no build
22 option, in my opinion, is not an option at all
23 because we are going to revisit that thing. It's
24 kind of like going to the doctor's office and getting
25 a good report. It ain't going to last forever, and

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1 if we say we are not going to build it today, four,
2 five years down the road when a new administration
3 comes in, we may change our mind, and as a property
4 owner affected by this, if the guillotine is hanging
5 over my head, I'd rather it just go ahead and fall
6 instead of keeping us at bay for so long a period of
7 time. Let's build this thing, it's time to do it.
8 Thank you.

9 MR. BLOCK: Thank you.

10
11 (APPLAUSE)

12
13 MR. BLOCK: Thank you. I would like to
14 call, before Mr. Whited, Susan Keller. Please come
15 to the microphone. Ms. Keller? Alright, go ahead.
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1 MARK WHITED

2 1006 EAST LAMAR ALEXANDER PARKWAY

3 MARYVILLE, TN 37804

4
5 MR. WHITED: My name is Mark Whited. I am
6 the Executive Director with the Little River Water
7 Shed Association. The Little River Water Shed
8 Association is dedicated to protect and preserve and
9 restore the Little River water shed located in Blount
10 County. Our goals include engaging the citizens to
11 take action on behalf of the river, provide an
12 education and information for our neighbors, friends,
13 business partners, and helping our leaders to
14 understand the vital importance of protecting our
15 vital natural resources which we depend on. We are
16 following with keen interest in all the identifying
17 mitigation, environmental impacts to Little River and
18 its tributaries in this proposed parkway extension.

19 In 2006 as part of the draft EIS scoping
20 process, the Little River Water Shed Association
21 requested specific inclusion and valuation of key
22 environmental impacts to potential, to affect both
23 the river and the water shed. We commend TDOT for
24 including these impacts in the draft EIS. If one of
25 the build options is chosen, the project will be

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1 subject to the constraints of the National Pollutant
2 Discharge Elimination System, storm water pollution
3 protection plan, the Aquatic Resource Alteration
4 Permit and TVA 26A along with other appropriate
5 environmental permits. These permits will minimize
6 and reduce the development of implementation planned
7 to control erosion and sedimentation, determination
8 of the best management practice and a constructed
9 generated waste, and also a provision to sufficiently
10 regulate the oversight and ensure that protective
11 measures are effectively implemented. As an
12 interested party LRWA would like to be an active
13 community partner with TDOT to ensure that these
14 protective measures have been met. Thank you.

15 MR. BLOCK: Thank you.

16
17 (APPLAUSE)

18
19 MR. BLOCK: Before Ms. Keller speaks, I'd
20 ask Michele Neal to come to the microphone. Michele
21 Neal.

22 MS. NEAL: I am right here.

23 MR. BLOCK: Oh, great, okay. Go ahead.
24
25

1 SUSAN KELLER
2 1565 E. BROWN SCHOOL ROAD
3 MARYVILLE, TN 37804
4

5 MS. KELLER: My name is Susan Keller. I
6 live at 1565 East Brown School Road. Page S2 of the
7 DEIS says, and I quote, "The proposed transportation
8 solution should support community goals and plans to
9 minimize adverse impacts on the neighborhoods and
10 business, to farmland, and to the natural and
11 cultural environment." How can a road that destroys
12 homes and farmland ever be thought of minimizing
13 impacts? The impacts are major and life changing.
14 Once destroyed, we could never get them back. Across
15 the nation, people are being urged to buy their food
16 locally. This helps the local farmers, cuts the
17 transportation and fuel cost, is more nutritious and
18 certainly is safer. However, that farmer selling at
19 the Farmers Market has to have land in order to raise
20 crops and animals. Agriculture contributes over 17
21 million dollars to the Blount County budget each
22 year. We are 13th in the state in the value of ag
23 products sold directly to consumers. Even with these
24 contributions, TDOT does not recognize farming as a
25 business. The four to four and a half miles of the

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1 Pellissippi Parkway Extension will take 128 acres,
2 most of that being productive farmland. My husband's
3 son and I are full time farmers. We must have land
4 in order to raise our crops and animals. All three
5 of your proposed routes take some of our land. Two
6 of the routes take land that has been in my family
7 for six generations.

8 The DEIS recognizes that the impacts on
9 farmland would be substantial. This road along with
10 other transportation projects such as the southern
11 loop and the development of the Pellissippi Place R&D
12 Park could, and I quote from your DEIS, "Spur a
13 greater increase in growth than anticipated resulting
14 in increased demand for developable land." That word
15 simply is another way of saying farmland. I want
16 each of you to ask yourself, "What, if it were me?"
17 Many of you here tonight live in close proximity to
18 one or more of the proposed routes.

19 MR. BLOCK: Let me just tell you, you have
20 30 seconds.

21 MS. KELLER: Would you be willing tonight
22 to tell TDOT that you feel this road is so important
23 that you are willing to have them change the route
24 and come across your property and through your home,
25 or is the road only vital because it comes through my

1 property and not yours? The road is going to cost a
2 hundred million dollars, 20 percent of that is state
3 funds and 80 percent is federal funds who are both in
4 financial crisis. It's possibly ten minutes saved by
5 some people which calculates to ten million dollars
6 per minute.

7 MR. BLOCK: You need to finish up right
8 now.

9 MS. KELLER: Is it worth the price?

10 MR. BLOCK: Thank you.

11
12 (APPLAUSE)

13
14 MR. BLOCK: Before Michele Neal speaks,
15 would Howard Beckwith please come up to the
16 microphone? Mr. Beckwith, okay. Go ahead.

1 MICHELLE NEAL
2 1529 ABERDEEN DRIVE
3 ALCOA, TN 37701
4

5 MS. NEAL: I don't think there is a real
6 need for an interstate through this part of the
7 county. As other people have said, the money could,
8 a lot of money could be spent on existing roads that
9 need to be modified and upgraded, specifically 411,
10 Sevierville Road. It's just going to contribute to
11 sprawl. Blount County already needs better growth
12 planning. The one hundred million dollars could be
13 better spent to pursue alternative methods of travel
14 in that in the near future we will need to be
15 separating ourselves from dependencies on oil that
16 fuels these autos expected to use these roads. Mass
17 transit would be a better use for these funds to get
18 cars off the road. Thank you.

19
20 (APPLAUSE)
21

22 MR. BLOCK: Thank you. Before Mr. Beckwith
23 speaks, I'd like to ask Tim Davidson to please come
24 to the microphone. (Inaudible) Okay. Then Kathleen
25 Skinner, will Kathleen Skinner come to the

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microphone? Okay. Go ahead.

1 HOWARD BECKWITH
2 223 SIMS ROAD
3 MARYVILLE, TN 37804
4

5 MR. BECKWITH: Yes, my name is Howard
6 Beckwith. I live at 223 Sims Road, Maryville, which
7 is just right across the road in Lambert Estates. I
8 am in favor of using this money to improve the roads
9 in this part of the county. I think by
10 straightening, re-aligning and widening some of these
11 county roads we could have a good system to take care
12 of this situation. I really don't think we need
13 super highways 60 miles an hour, which means most
14 people go 65 and some of them go 70, and there is
15 going to be a lot of noise from that, and I don't
16 think we need it to save some people ten minutes.

17 Now this is going to be beneficial to
18 people who do not live around here who are in a hurry
19 to get to the mountains. They will not take the time
20 to stop elsewhere in our county and spend some money
21 which would help raise some county tax, from sales,
22 which would be helpful. It will also expedite people
23 who live in this part of the county going over to
24 Knox County to do their shopping. Once again, we
25 lose sales tax revenue, and I don't think our county

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1 can afford that. This will also bring large growth
2 to this area, and living in this area, I can tell
3 you, I live in a subdivision which back in the
4 seventies, the land perked. But then they found out
5 about five years ago it didn't perk, and they had to
6 put in a septic sewer system. So all of us have
7 septic tanks with pumps in them which pumps our
8 sewage over here to Heritage High School and then it
9 is pumped into Maryville, to their system. Now the
10 last one of these meetings, Maryville and Alcoa both
11 said it would be many, many years before they will
12 put a sewer system out in this area. So with the
13 growth that will be there, you are going to have a
14 lot of land that is going to be developed, and you
15 are going to have a lot of run-off from both the
16 septic tanks and other things, going into the Little
17 River. And I think most of you folks do drink out of
18 the Little River. So anyway, that's my feelings,
19 that this is not going to be beneficial to most of
20 the people who live in this part of the county. It
21 may be beneficial to those of you who live in other
22 parts who are just passing through.

23 MR. BLOCK: Okay, thank you.

24
25 (APPLAUSE)

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MR. BLOCK: Before Ms. Skinner speaks, and before I call the next speaker, I just want to remind you, we have about 20 other speakers. So I'll appreciate the feelings you may have, but the longer we take applauding, the more difficult it is to get everybody to speak. So before Ms. Skinner speaks, will the next speaker, Ingrid Haun...

MS. HAUN: Haun.

MR. BLOCK: Haun, sorry, please come up to the microphone. Go right ahead.

1 KATHLEEN SKINNER
2 1158 MARTIN MILL PIKE
3 ROCKFORD, TN 37853
4

5 MS. SKINNER: My name is Kathleen Skinner,
6 no relation to Nancy. I live at 1158 Martin Mill
7 Pike in Rockford. Nancy, you said that traffic is
8 attracted to new roads, and that the level of service
9 would be at an F in just a few years, and that
10 relates to the comments that I want to make. That is
11 that the experience of communities throughout the
12 nation is that building more highways almost always
13 motivated by concerns for traffic, does nothing to
14 reduce it. In fact, in the long run, it actually
15 makes the problem worse. This is a paradox that was
16 discovered in the 1940s. It's called induced
17 traffic. Engineers who built the highways around new
18 York City discovered in about 1942 that the highways
19 they had built a few years earlier, in fact, were
20 generating more traffic than, they were generating
21 traffic problems in greater quantity than the
22 problems they had originally been built to solve. So
23 the phenomenon of induced traffic has been well
24 documented around the country, most notably right
25 next door in Atlanta. The more roads you build, the

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1 more traffic you have, and the more people will use
2 the roads. Again, as Nancy said, traffic is
3 attracted to roads, and so is growth. So according
4 to TDOT's own studies, the DEIS, the Pellissippi
5 Parkway Extension will not improve regional mobility.
6 It will not reduce traffic congestion, and it will
7 not improve levels of service on our own roads. So
8 why, why do we want to build it? What the
9 Pellissippi Parkway will do is to considerably
10 accelerate residential growth and generate
11 consequently more and more traffic in this area. I
12 suggest the money would be better spent to fix our
13 existing roads. Thank you.

14 MR. BLOCK: Thank you.

15
16 (APPLAUSE)

17
18 MR. BLOCK: Our next speaker is Ms. Haun,
19 and the next speaker after her will be Stephanie
20 Burr. Okay. Go ahead.
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1 INGRID HAUN
2 3135 LITTLE DUG GAP ROAD
3 LOUISVILLE, TN
4

5 MS. HAUN: Hi, my name is Ingrid Haun. I
6 live at 3135 Little Dug Gap Road in Louisville. I
7 brought a little fan that says, I am a fan of Blount
8 farmlands because that's how I feel. I am opposed to
9 the extension of the Parkway for a number of reasons.
10 It's almost hard to know where to start after reading
11 the DEIS. I will say that it was gratifying that
12 there was so little in here that could just justify
13 building this road. If you've actually looked at it,
14 it's amazingly thin. One thing that I noticed that I
15 thought was pretty amazing was that in the section on
16 visually sensitive resources, the TDOT seems to feel
17 that Blount County is not visually, does not merit
18 protection. In spite of the fact that they note in
19 this chapter 3 that these views of the Smokey
20 Mountains, which they refer to as panoramic, are
21 valuable to the citizens and that the generally open
22 rural landscape is considered valuable by members of
23 the community.

24 At the same time, they dismiss our
25 landscape by saying the view showed is not unique to

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1 the study area and visible in almost all areas of the
2 region of Tennessee, that there are no officially
3 designated scenic areas along the corridor, and the
4 corridor does not have a scenic by-way designation.
5 Well, I don't know, you all must not spend much time
6 around here, but everyone in Blount County is very
7 proud of the scenery we have and it's one of the best
8 selling points of the county. We are a gateway to
9 the Smokey Mountains, and from the area that this
10 roadway would pass through, it's some of the most
11 scenic land in the county. I don't know how anyone
12 could say that this is, and I quote, "Does not
13 indicate visual sensitivity or unique visual
14 importance."

15 MR. BLOCK: You have 30 seconds.

16 MS. HAUN: It talks about the agricultural
17 land, open fields used for pastures, row crops and
18 hayfields. In terms of vividness, the landscape
19 scores lower since the components are relatively
20 common in rural areas and do not generally combine in
21 striking and distinctive visual patterns. Another
22 quote, "The landscape is considered low in
23 vividness."

24 MR. BLOCK: I need to ask you to conclude.

25 MS. HAUN: Okay. Well, I think Blount

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County is beautiful.

(APPLAUSE)

MR. BLOCK: Okay. Before Ms. Burr speaks,
I am going to ask Marian Fitzgerald to please come
up. Ms. Fitzgerald, okay. Go ahead.

1 STEPHANIE BURR
2 101 THOMAS DRIVE
3 MARYVILLE, TN 37804
4

5 MS. BURR: My name is Stephanie Burr, and I
6 live on Thomas Drive. I am a native Blount Countian,
7 and I am for the no build option for many reasons.
8 First of all, I don't think cutting seven to eleven
9 minutes off a commute is a huge savings, and that
10 that doesn't matter for all those negative impacts is
11 very misleading. That's ridiculous is what it is. I
12 am for the no build because of economic reasons, to
13 protect farmland because tourists and travelers will
14 bypass Maryville's small businesses, because it will
15 encourage exponential and irresponsible growth with
16 no respect for the small town character of Blount
17 County, and I am afraid it will look like
18 (Inaudible), and the roads will be overly congested
19 before long, too, the new roads, proposed roads.
20 You've said that yourself and most people have
21 repeated that, and it will have a negative,
22 irreversible agricultural impact. Don't build.

23 MR. BLOCK: Okay. Thank you.
24

25 (APPLAUSE)

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MR. BLOCK: Our next speaker will be Ms. Fitzgerald, and I'll ask Richard, is it Hilton, Richard Hilton, yes. Go ahead, Ms. Fitzgerald.

1 MARIAN FITZGERALD
2 1123 HAVENWOOD DRIVE
3 MARYVILLE, TN 37804
4

5 MS. FITZGERALD: My name is Marian
6 Fitzgerald, and I live at 1123 Havenwood Drive,
7 that's in the 13th curve off 411 in Maryville. I am
8 opposed to, I am in favor of the no build option for
9 about 150 reasons. But I am just going to bring up
10 one point here about air quality. The DEIS has only
11 devoted two, three, maybe four pages it was to air
12 quality. They say that this, building this highway
13 just isn't going to have a significant impact, it
14 won't hurt the air at all. But I wonder. Blount
15 County is a non-attainment area for ozone and
16 particulate matter. The table 3-17 in the DEIS
17 predicts a very modest increase in particulate
18 emissions if they build the four lane Pellissippi
19 Parkway Extension. Only a 3 percent increase, based
20 on a projection of just very slight increases in
21 vehicle miles traveled and speed. This doesn't
22 really seem realistic to me in view of the 60 mile an
23 hour speed limit and the amount of traffic expected
24 to use the new highway according to the map in the
25 DEIS Figure 3-2 which shows the level of service in

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1 2035 where the Pellissippi Parkway Extension itself,
2 the brand new road, will be congested at or beyond
3 capacity just 20 years after it is built. The level
4 of traffic, it seems to me, that much traffic would
5 generate significant emissions and there is no
6 analysis in the DEIS of ozone emissions, none at all.
7 Will that be addressed in the final DEIS? I don't
8 understand why ozone was not even discussed. Can
9 anybody answer that?

10 MR. BLOCK: Okay. Would anybody like to
11 take that question?

12 MS. LANCY: I believe ozone was, we
13 addressed the matters that were required under the
14 TPO and for TDOT, we looked at particulate matter, we
15 looked at carbon monoxide. Are you talking
16 specifically about green house gas emissions or...

17 MS. FITZGERALD: I am talking about ozone.

18 MS. LANCY: Ozone.

19 MS. FITZGERALD: Which is one of the, we
20 are in an area of non-attainment for ozone, and ozone
21 is a matter of extreme concern to the people in the
22 Great Smokey Mountains...

23 MS. LANCY: Well, let me go back and take a
24 look, and I will get back to you on that.

25 MS. FITZGERALD: ...and it wasn't

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addressed. It just wasn't there.

MS. LANCY: Okay? Thank you.

MS. FITZGERALD: Thank you.

(APPLAUSE)

MR. BLOCK: Okay. Mr. Hilton will be the next speaker, and may I call Jay Clark to come to the microphone? Jay Clark, in the back, is that Jay Clark? Oh, okay, alright, good. I always seem to lose them, okay, good. Mr. Hilton, go ahead.

1 RICHARD HILTON
2 PO BOX 386
3 WALLAND, TN 37886
4

5 MR. HILTON: Yes. My name is Richard
6 Hilton. I live on East Meadows Cove Road and as a
7 citizen, I am grateful to have the opportunity to
8 have a comment here tonight, and I hope that this is
9 a Hearing in good faith, that we are not just going
10 through an exercise. As a driver who does commute in
11 and out of Blount County every day, I am aggravated
12 driving through Maryville and the red lights and stop
13 lights and turns. It does take a little bit of my
14 time, but as a tax payer, wow. Our country is
15 trillions of dollars in debt. How much deficit for
16 the Federal Government, for the State Government and
17 for the County Government, how deep do we go until we
18 finally say, when we have a credit card debt that's
19 insurmountable, we go shopping? So I am certainly
20 for the no build alternative. I think we've spent
21 enough money that we don't have, and I'd like to ask
22 is this just a piece of the puzzle, are there more
23 roads to go from here?

24
25 (APPLAUSE)

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MR. BLOCK: Is that a question you wanted answered this evening?

MR. HILTON: Yes, Sir.

MR. BLOCK: Can I ask you to take that?

MR. STEVE ALLEN: My name is Steve Allen, Director of Project Planning at TDOT. I would like for you to talk to the TPO and us after this meeting about the other projects in the area.

LADY: What about the...

MR. BLOCK: Excuse me, this is not the time.

LADY: Isn't it...

MR. BLOCK: Excuse me, this is not the time. Excuse me, this is not the time for questions from the audience. Okay, this will be after 7:30. Okay. Mr. Clark is next, but the next speaker after Mr. Clark will be Nina Gregg. Nina Gregg, okay, good. Okay. Go ahead.

1 JAY CLARK
2 603 SELF HOLLOW ROAD
3 ROCKFORD, TN 37853
4

5 MR. CLARK: Thank you. My name is Jay
6 Clark. I live at 603 Self Hollow Road in Rockford.
7 I came to Maryville College back in 1992 and have had
8 to leave, unfortunately, a couple of times, and my
9 wife and I have tried hard to move back to this
10 beautiful area for quite some time, and we finally
11 were able to do so. And I am very proud to be here.
12 That said, I am a land owner in Blount County. I
13 would have dressed up a little bit today, but I was
14 canning beans and, unfortunately, there is a lot of
15 folks that won't be able to do that if these roads
16 are built, and I find that very unfortunate and sad.
17 I also, in coming from Rockford, I do not come to
18 propose the route that was shown today for an
19 example, a minute saved. I came the back roads and
20 gave myself more than sufficient time to get here,
21 and can't imagine hundred million dollars being spent
22 in order for me to get here a few minutes quicker.
23 Thirdly, I noticed on the alternative A and C, it
24 looked like there was only one exit, and that would
25 have been Highway 411, and I am not real sure how

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1 that's going to increase mobility for the bulk of
2 folks that live on this side of the county and
3 commuting to Knoxville, if they can only access it
4 here 411, Highway 33. Fourthly, in response to the
5 gentleman that spoke earlier about needed
6 improvements to the infrastructure of Blount County,
7 I am sure that some of those infrastructure
8 improvements need to be made. However, building an
9 interstate through some of the most rural aspects of
10 this county outside the Great Smokey Mountains
11 National Park seems like a lot of overkill, and
12 borrowing a phrase from my good friend and fellow
13 Blount Countian Billy Minzer, it's like using a
14 nuclear bomb to take out a fox hole when all you had
15 to do was throw a grenade in it. And fifthly, as a
16 tax payer, I find it extremely appalling that we
17 would even be standing here today having to consider
18 such a large amount of money being spent on a project
19 to save just a matter of a few minutes. If you want
20 a closer drive to Knoxville, then I would suggest
21 maybe moving a little closer to that large city.

22
23 (APPLAUSE)

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25 MR. BLOCK: Thank you. Okay, thank you.

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Again, I'd like to mention that we still have a
number of speakers, so I'd like to be able to move
ahead. After Ms. Gregg, Richard Henigham, Mr.
Henighan, okay, good. Go ahead.

1 NINA GREGG
2 4210 SEVIERVILLE ROAD
3 MARYVILLE, TN 37804
4

5 MS. GREGG: My name is Nina Gregg. I live
6 at 4210 Sevierville Road on US 411 in Blount County.
7 I have read all 1300 plus pages of the Draft
8 Environmental Impact Statement Study and the
9 supporting technical memoranda. As someone said
10 earlier, it's hard to know where to begin. I guess
11 one point I'd like to make, and make sure that
12 everyone here understands this who may not have read
13 all that material. All the traffic analyses assume
14 not only that 4.4 miles of the Pellissippi Parkway
15 Extension will be built, every single one of those
16 projections also assumes the southern loop is built.
17 Every one of those projections assumes the relocated
18 Alcoa Highway would be built. So those of you who
19 think the southern loop is dead, it's not. It is in
20 the TPO's long range plan, and I hope that three or
21 four or ten years from now, you are not standing
22 here. Second, for a number of years we've been
23 hearing from lots of different bodies, TDOT, the
24 Chamber of Commerce, the Mayors of Alcoa and Blount
25 County, our State Representatives that this project

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1 will improve traffic congestion in Blount County.
2 The DEIS states without question that these costly
3 new highways will not address our traffic congestion
4 problems. I am not going to say chapter and verse,
5 but over and over and over again in those 1300 pages,
6 that's what TDOT's own analysis says. This will not
7 address our traffic congestion problems. Are we
8 really expected to go along with a project that will
9 spend sixty to a hundred million dollars when it will
10 not change traffic volumes and will not improve
11 levels of service? What will we get for a hundred
12 million dollars? We will get 4.4 miles of pavement
13 through some of our county's remaining active
14 farmland and green space. And I want to point out
15 that just about a year from now, we are about to have
16 the one year anniversary of the Blount County
17 Planning Commission adopting a green infrastructure
18 plan under the guidance of our Planning Director,
19 John Lamb. How is paving over farmland consistent
20 with preserving green space and view scapes?

21 I have a few observations about the
22 economic and fiscal impact analysis which may have
23 been done at our request, I am not sure we did ask
24 for this. The DEIS does state we will see increased
25 residential development from the extension. The

1 economic and fiscal impact analysis says that
2 commercial tax revenue will pay for increased public
3 services in the county, but as someone mentioned
4 earlier, the areas where commercial development is
5 likely either are already inside the City of Alcoa,
6 like Pellissippi Place...

7 MR. BLOCK: You have 30 seconds.

8 MS. GREGG: ...or will soon be annexed by
9 the City of Maryville. What I want to say now is
10 really directed to our elected officials. Why do you
11 persist in something you know is not good for our
12 community? Are you unwilling to face the reaction of
13 colleagues and business associates if you change your
14 mind based on this analysis? Do you think we have
15 invested so much that we must proceed? This is why
16 we invested in analysis so we don't make big
17 mistakes. I want to challenge our elected leaders.
18 We want to, we don't want to say, "I told you so,"
19 ten years from now.

20 MR. BLOCK: I have to ask you to close.

21 MS. GREGG: I am almost done, thank you.

22 MR. BLOCK: You have just five seconds
23 left.

24 MS. GREGG: Thank you. Leadership is not
25 holding a position of power, leadership is doing the

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right thing for the community. If you do the right thing and if you say, "You know, this is not such a good idea," we will applaud you. Thank you.

MR. BLOCK: Thank you.

(APPLAUSE)

MR. BLOCK: Okay. Mr. Henighan is the next speaker, and after him Elaine Kant. Ms. Kant, is that Ms. Kant? Okay. Go ahead.

1 RICHARD HENIGHAN
2 619 MOUNTAIN VIEW DRIVE
3 SEYMOUR, TEN 37685
4

5 MR. HENIGHAN: My name is Richard Henighan,
6 and I am a neighbor to most of the people who are
7 here. I live in Sevier County, I live in Seymour,
8 and I hope you'll bear with my neighborly concerns.
9 I drive on 411 many, many times a month, and I am
10 concerned about the impact that this road will have
11 on 411. I think it's a perfect example of a road
12 that needs upgrading and improvement and safety
13 improvements, and it's my understanding that these
14 plans do not include any, anything like that for 411.
15 I am wondering what impact the, has been looked at as
16 far as the increased use of 411 going over toward
17 Sevier County and Seymour. It seems to me that it
18 would create another passageway for people coming
19 from the west to come off I-40 and come down and then
20 come across on 411 to go down Chapman Highway to get
21 into the Sevierville Area. And none of that sounds
22 to me like it's going to improve safety or
23 convenience or lower travel time. So those are my
24 concerns. Thank you.

25 MR. BLOCK: Thank you very much.

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(APPLAUSE)

MR. BLOCK: Ms. Kant will be the next speaker, and after her Mr. Robinson, Mr. Tom Robinson. Okay. Here you go.

1 ELAINE KANT

2 646 SAM HOUSTON SCHOOL ROAD

3
4 ELAINE KANT: My name is Elaine Kant, and I
5 have lived in Blount County for 35 years, beautiful
6 Blount County. And I live at 646 Sam Houston School
7 Road. A lot of what I wanted to say was already said
8 about the roads. I think there is so many people who
9 are for the road to be built are under the
10 misunderstanding that it's going to solve their
11 problems. And I just wanted to remind them that they
12 really not, if they can plow through the many pages
13 of the ESE, the report that just got finished by the
14 Tennessee Transportation Group, they won't understand
15 that this is not going to happen. There is just,
16 they are not going to solve the problems. That
17 money, again, would be better spent trying to solve
18 the local roads already built. I do not want to
19 dwell on that because it's already been spoken about,
20 but I do think ten million dollars is a lot of money
21 to save ten minutes. I just can't understand that.
22 Blount County is too beautiful to go that fast.

23 But I also want to do another little spin.
24 I know a lot of, the concern is economics, and
25 tourism is a huge economic force in Blount County.

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1 And the tourists come here because of what is here,
2 open spaces, beautiful green mountains, good streams,
3 green, they don't have that perhaps in their own home
4 towns, and that's why they come. Let's keep it for
5 those tourists to enjoy. They don't want a change.
6 I work in a tourist related business, and I hear from
7 those tourists. They want it beautiful as it is. No
8 build.

9 MR. BLOCK: Okay. Thank you very much.

10
11 (APPLAUSE)

12
13 MR. BLOCK: Mr. Robinson is our next
14 speaker, and after him Kenneth Kant. Mr. Kant?
15 Okay, good. Go ahead.

1 TOM ROBINSON
2 2120 CHAS WAY BLVD.
3 3118 WILDWOOD ROAD
4 MARYVILLE, TN 37803
5

6 MR. ROBINSON: Tom Robinson, Chas Way
7 Boulevard, Maryville. I have a question actually
8 that you guys should be able to answer, probably Mike
9 Russell from TDOT. Pellissippi Parkway Extension
10 would take 50 acres of Pellissippi Place. If you are
11 not familiar with Pellissippi Place, it is the 30
12 million dollar skate board park at the end of the
13 current Pellissippi Parkway Extension, and I say it's
14 a skateboard park because you can't call it's an R&D
15 park because there are no businesses in there. We've
16 already spent 30 million dollars on that facility,
17 and we've been told by the Economic Development Board
18 of Blount County that that property is worth
19 \$300,000.00 an acre. So my question is, if you guys
20 are going to pay, are going to take 50 acres of that,
21 are you going to give us \$300,000.00 an acre, 15
22 million dollars for a park, a research and
23 development park that is not even close to bringing a
24 business? We have already wasted 30 million on that.
25 I know you want to waste another hundred million, but

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1 I want to know, how much are you going to pay our
2 county for those 50 acres, for the people who have
3 invested as a tax payer in Maryville, Alcoa,
4 Knoxville, Blount County, how many dollars per acre
5 are you going to pay for those 50 acres?

6 MR. BLOCK: Is this a question you'd like
7 to have answered?

8 MR. ROBINSON: That is a question, yes, it
9 should be answered now and it should be easy to
10 answer now.

11 MR. BLOCK: Okay. Hold on. Is there
12 someone who would like to respond to this? Thank
13 you. If you will tell us your name?

14 MR. RUSSELL: My name is Mike Russell. I
15 am the Project Manager, and to be honest with you, we
16 can't answer that question right now. We would have
17 to go ahead and have a design done on the project and
18 then go through the right of way process with
19 appraisers.

20 MR. ROBINSON: Mike, I disagree with that.

21 MR. RUSSELL: Right now there is no way I
22 could answer that.

23 MR. BLOCK: Excuse me. We are not going to
24 do a back and forth in this room.

25 MR. RUSSELL: I apologize. I don't know

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the answer.

MR. ROBINSON: That's fine, Mike. I have one other question.

MR. RUSSELL: Yes, Sir.

MR. ROBINSON: How can you say the estimated cost is a hundred million dollars if you can't answer that question? How can you say that? How can you say that?

(APPLAUSE)

MR. ROBINSON: I do have, I have additional time. I have additional time, Sir, since you won't answer that question.

MR. RUSSELL: Alright, you do have some additional time. I do want to, go ahead?

MR. ROBINSON: Greg McClain, Maryville City Manager is sitting right there. He said the Pellissippi Place Park, this is in the February 20th edition of Blount Today, he said it is a wonderfully position to be successful whether or not your road, because I don't want the road, goes through or not. I would tell you this, we will not spend that money on a road in Blount County that we don't need. We will fight it. The people who have money, unlike

1 maybe Terry Nichols who came up and said he would
2 sell his land, the people who have money will fight
3 you for our property till the end. Tonight is a good
4 starting point, and we look forward to seeing you in
5 Court for an ongoing period of time. Thank you.

6 MR. BLOCK: Thank you.

7

8 (APPLAUSE)

9

10 MR. BLOCK: Mr. Kent is our next speaker,
11 and after Mr. Kent, will Kim Henry make her way to
12 the microphone, Kim Henry? Okay. Go ahead.

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1 KENNETH KANT

2 646 SAM HOUSTON SCHOOL ROAD

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4 MR. KANT: Alright. My name is Dr., I am
5 so sorry. My name is Dr. Kenneth Kant. I live at
6 646 Sam Houston School Road which is part of the D
7 alternate, and I would like to speak to that first.
8 We have lived there, as my wife has already said,
9 since 1975. When we moved there, it was a nice rural
10 area. In the last ten years, give or take, it has
11 become quite busy traffic-wise. It probably fits
12 your level E and F at this point, not in 2035. The
13 school that's there brings in a lot of traffic in the
14 morning and in the afternoon, such as it's very
15 difficult to even get out of our driveway. And if
16 it's going to get worse by widening the road or
17 increasing the speed limit, excuse me, by the way,
18 they are already going 50 miles an hour. So that
19 doesn't make any difference either. We are on the
20 straight away, and it has been used as a drag strip,
21 usually at night, but that gets a little scary. So I
22 really think that the alternative D is really not a
23 good choice.

24 I would also like to speak a little bit
25 about A and C. As I see it, the only real benefit to

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1 either of those is to the developers and to the
2 convenience store builders. The influx of more
3 people will obviously, it has been pointed out, bring
4 more students for the schools, increase our tax
5 burden, and if you pay any attention to the
6 newspaper, we are already in dire straights
7 financially in this county. So I would say that none
8 of the alternatives are really viable choices. Thank
9 you.

10 MR. BLOCK: Thank you.

11
12 (APPLAUSE)

13
14 MR. BLOCK: Our next speaker is Kim Henry,
15 and after her will be Audra Walker. Can Ms. Walker
16 make her way, good, okay. Go ahead.

1 KIM HENRY

2 2919 DAVIS FORD ROAD

3
4 KIM HENRY: Thank you. My name is Kim
5 Henry. I live at 2919 Davis Ford Road. I have to
6 say, I have not had the honor of living my whole life
7 here in Blount County, but I can tell you from being
8 in many other places, this is one of the most
9 beautiful places I have ever seen. The people that I
10 deal with business-wise, we have a non-profit called
11 Main Support, where we deal with children and
12 families who have experienced loss, be it death, be
13 it whatever. The loss that you are hearing here
14 tonight, wow, you know, that really ranks right up
15 there with what I hear every day from people. People
16 losing their livelihoods, people losing their land,
17 understanding that yes, progress is going to happen,
18 in the grief world we call that progress, but I just
19 would like to say one thing that Susan Keller said,
20 and that is, "Really, is it worth it?" Is it worth
21 it to take the serenity out of our already too busy
22 lives that we don't even have time to stop to hear
23 when someone is hurting? And aside from that, I do
24 have a question. With where we are and what we do
25 every day with the horses and with people who we have

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1 to be able to hear their experiences of grief, are
2 there plans in place to not only put sound barriers
3 if this proposed road goes through, but natural sound
4 barriers that allows the beauty to still be there,
5 are we going to take that away as well? May I have
6 that question answered, please?

7 MR. BLOCK: Is there someone who can answer
8 that? Thank you.

9 MS. SKINNER: I'll try to. Well, we at
10 this point for the noise analysis, it's a preliminary
11 noise analysis, is that right, it's a preliminary
12 noise analysis that conducted a barrier, a study of
13 the barriers, and at this level, with the information
14 that we have on the conceptual plans, there was a
15 cost benefit analysis, and it was determined that
16 they would not be cost feasible. However, this is
17 not the last time the noise issue is revisited. It
18 will be revisited when, when or if a build
19 alternative is selected as the preferred alternative,
20 and it moves forward into design. They would go back
21 and look at that noise analysis again. We also
22 haven't gotten into the mitigation measures of
23 landscaping. That will be considered as we move
24 forward past this step. So your comments are
25 certainly, you know, would be considered as it moves

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forward.

MS. HENRY: May I ask one more quick question? Do I have some more time, please, Sir?

MR. BLOCK: Yes. One more question.

MS. HENRY: Okay. Shoot, of course I had two. When you, if you build, will you take into consideration then the noise level that's going to be right at the edge of where we try to hear what's going on with people and their losses in their life, much less what the losses that other people are experiencing as you are tearing up their land, are you going to be able to do something with that noise as well during that period of time, with construction, sorry, to being clear?

MS. SKINNER: Do you mean construction noise?

MS. HENRY: Yes.

MS. SKINNER: Well, there will be construction, there are mitigation measures that we look at for construction noise. Certain things about the construction equipment that's used, and that will be part of the process and the input that is received. So that construction mitigation plan is, will still be developed.

MR. BLOCK: Okay. And I am afraid, we have

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about seven other speakers, so I'd like to, well,
okay, thank you. Our next speaker is Audra Walker...

(APPLAUSE)

MR. BLOCK: ...and after her, would John
Rush please come up to the microphone? Okay. Go
ahead, Ms. Walker.

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AUDRA WALKER
4774 NEBO ROAD
WALLAND, TN 37886

MS. WALKER: Thank you. My name is Audra Walker. I live at 4774 Nebo Road, about a mile down the road, in Walland. There is a lot of concerns tonight about noise and landscaping and cost, and air quality and just a multitude of things. I am here because my parents are here, and my concern is the quality of my life. I know where I live. I know how long it takes to get from my house to Maryville, to Alcoa, to Pellissippi, to West Knoxville. And I knew that when I moved here that it would be a long drive regardless of where I was going to work. I think Pellissippi Parkway is a mixed blessing. Yes, I can get to West Knoxville quicker. I am not sure if everything that is involved with this is worth uprooting the quality of life that the people in this area, as well as in Walland have. We are not Pigeon Forge, we are not Knoxville, but we are a small community. I am also concerned about losing tourist dollars in the cities of Maryville and Alcoa. The Parkway is going to bring more traffic, more campers, more out of state vehicles. These are also people

1 that are not going to pull over and buy gas and
2 groceries and those things that they need on their
3 way to Townsend. Where or when or how will the
4 powers that be take into consideration a lost
5 opportunity to develop Alcoa and Maryville into a
6 place that everybody wants to go to? The airport
7 motor mile is disappearing. I don't want this area
8 of Blount County to fill up with strip malls,
9 McDonald's, gas stations and a lot of the other
10 things that I can't even think of, just to get to
11 West Knoxville a little faster. So I'd just ask that
12 the powers that be take in great consideration with
13 these projects regarding the lives...

14 MR. BLOCK: You have 30 seconds.

15 MS. WALKER: ...and the quality of life
16 that everyone who lives here has. Thank you.

17
18 (APPLAUSE)

19
20 MR. BLOCK: Okay. Our next speaker will be
21 Mr. Rush, and after him Geoff Riggan. Are you Mr.
22 Riggan, okay. Go ahead, Mr. Rush.

1 JOHN RUSH
2 631 DIXON FARM ROAD
3 WALLAND, TN 37886
4

5 MR. RUSH: Thank you for the opportunity to
6 speak, and I'd first like to say that's a very cute
7 kid. I kept waiting for a picture to come up, and I
8 said like, oh, something could have happened, but
9 anyway, I'd like to say, my name is John Rush. We
10 have a 20 acre horse farm off Ellejoy Road in
11 beautiful Walland, Tennessee. I have experience, I
12 have a Masters Degree in City and Urban Planning, and
13 I have worked with NEPA documents, environmental
14 impact statements and environmental assessments. I
15 am very familiar and I have lots of comments to
16 submit later on. But the first thing I would like to
17 talk about is a basis for a lot of justification for
18 this road as a level of service, but I would like to
19 see somebody talk about a level of common sense.

20
21 (APPLAUSE)
22

23 MR. RUSH: We are talking about spending a
24 hundred million dollars to extend a road to Highway
25 321. I would like to ask, what's at the end of the

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1 road at Highway 321? A mobile home park, a church, a
2 gas station? There is no population center there
3 that's going to be served by this road. It just
4 doesn't make common sense to spend a hundred million
5 dollars to run a road to Highway 321 when there is
6 nothing there. It's purely to be through traffic for
7 tourists and for people coming from businesses in
8 Townsend and Walland. I'd like to say that I have a
9 big concern, and I would like to see it addressed in
10 the EIS as far as the development that will occur
11 from around the Pellissippi Parkway Extension where
12 it terminates in Highway 321, and how that
13 development will go up toward Walland and how it will
14 go down to, back toward Maryville. This road, the
15 Pellissippi Parkway Extension will be a stimulus for
16 massive growth on Highway 321. Of course, the
17 Chamber of Commerce and the City of Maryville love
18 this because there is going to be tax revenues and
19 businesses that will be generated through here, but
20 that's going to create a traffic nightmare through
21 there, there is going to be more stop lights, more
22 traffic, it is going to be more congestion from the
23 City of Maryville out to the Pellissippi Parkway
24 Extension and out further from there because of the
25 creation of the Pellissippi Parkway Extension.

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1 I'd also like to say that Highway 411 is a
2 nightmare. That's been addressed by plenty of people
3 before. It's already a nightmare, they are building
4 a new school. Anybody that drives that road in the
5 morning knows, especially peak traffic hour, that
6 it's packed. You cannot take a left turn, turn off
7 many roads. And guess what? A lot of traffic from
8 downtown Maryville is going to funnel right out 411,
9 go right to Pellissippi Parkway, you are going to
10 double the amount of traffic because of that. We
11 have seen that on that Old Knoxville Highway. I
12 heard a public official say back at another public
13 meeting that when asked why wasn't 411 considered to
14 be widened and made safer, and he said, "Well, back
15 in the 1980s TDOT told us that it's too expensive."

16 MR. BLOCK: You have 30 seconds.

17 MR. RUSH: Shoot, they want to spend a
18 hundred million dollars to build a road now, and
19 that's a lot of money, too. I'd like to have a few
20 things addressed first. Now in 1977 you say local
21 officials said that they wanted to have a, this road
22 created, then nine years later was added to the 1996
23 better roads program. I want to see documentation of
24 that in the final EIS. I want to see it documented
25 that that is true. I've been told that the

1 Pellissippi Parkway Extension should have stopped at
2 Alcoa Highway. Commissioner Saulsman, he built a
3 state road without federal environmental
4 regulations...

5 MR. BLOCK: I have to ask you to conclude.

6 MR. RUSH: ...to the end of the road, and
7 he did that without any environmental documentation.
8 That needs to be noted as well.

9 MR. BLOCK: Could you conclude, please?
10 Excuse me, this is not the way we are doing it. You
11 are here at the end of three minutes. I am not
12 recognizing the speaker. Okay. We have...

13
14 (APPLAUSE)

15
16 MR. BLOCK: Mr. Riggin is next, and our
17 next speaker after Mr. Riggin is Russell Happerly.
18 Is Mr. Happerly here?

19 MR. HAPPERLY: My question has been
20 answered.

21 MR. BLOCK: Okay. And after Mr. Happerly,
22 Howard Kerr. Is Howard Kerr here? Are you Mr. Kerr?
23 Okay, alright, go ahead, Mr. Riggin.

1 GEOFF RIGGIN
2 1129 SALEM CHURCH ROAD
3 GREENBACK, TN 37742
4

5 MR. RIGGIN: Hi, my name is Geoff Riggin,
6 1129 Salem Church Road, which is about 13 miles
7 removed from any alternative. I agree with TDOT's
8 own data that has determined that there is going to
9 be little help in fulfilling one of the purpose and
10 need criteria of the Pellissippi Parkway Extension,
11 that of relieving road congestion. I was supposed to
12 be speaking of some specific issues in the draft and
13 EIS, which I have read. The traffic data shows that
14 the vast majority of increase in traffic is going to
15 be, one location or area is along East Lamar
16 Alexander Parkway close to Blount Memorial Hospital,
17 and also a little bit farther west on 321, but if you
18 look at what contributes to that, TDOT has projected
19 no increase in their design year of 2035 of Alcoa
20 Highway contributing traffic or traffic being
21 contributed along Hall Road, and there is also no
22 increase from the south on 411. So apparently this
23 increase in traffic count is locally generated, and
24 how the Pellissippi Parkway Extension would benefit
25 that increase is a question. And TDOT also conducted

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1 an origin and destination study, actually looking at
2 license plates and traveling back and forth from 321
3 and Alcoa Parkway. Of all the traffic on 321 or East
4 Lamar Alexander Parkway and all the traffic on Alcoa
5 Highway, only 4 percent went from East Lamar
6 Alexander Parkway to Alcoa Highway. Presumably that
7 would, that's traffic that the Pellissippi Parkway
8 Extension would benefit. Four percent of that
9 traffic came up to about 3,000 vehicles per day. Of
10 the traffic going from Broadway or State Route 33 to
11 Alcoa Highway, it was about 2 percent, and that
12 turned out to be about 120 cars a day. As far as the
13 no build option, there is actually...

14 MR. BLOCK: You have 30 seconds.

15 MR. RIGGIN: ...there is actually, is, and
16 that assumes that there is not going to be any
17 improvement, that the no build option actually
18 assumes that there is going to be other capacity
19 enhancing and safety related projects that are in the
20 process, in progress or plan. That includes
21 upgrading Broadway, upgrading Highway 411, Peppermint
22 Road, Sam Houston Road, Wildwood and Ellejoy. And...

23 MR. BLOCK: Mr. Riggin, your time is up.
24 Thank you. Thank you very much.

25 MR. RIGGIN: Thank you.

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MR. BLOCK: Okay. Our next speaker is Mr. Kerr, and then I am going to call Doug Gamble after him. Is Doug Gamble here? No? Okay. Go ahead, Mr. Kerr.

1 HOWARD KERR
2 1728 BIG SPRINGS ROAD
3 MARYVILLE, TN 37804
4

5 MR. KERR: Thank you very much. I welcome
6 the opportunity to speak to this group. My name is
7 Howard Kerr. I live at 1728 Big Springs Road in
8 Maryville. Lifelong resident of Blount County. And
9 also, I think it's important, everybody in this room,
10 I believe, knows that I am a candidate for County
11 Mayor, and I think, I want to speak tonight because I
12 think it's very important for people in this room and
13 across the county to understand why I am here, what
14 my position is on this issue. I could have easily
15 ducked this and avoided that, but I think it's
16 important for people to know where I stand on issues
17 and the logic I use in those positions.

18 My primary reason for interest in this
19 project is that I am mainly concerned about the
20 safety and convenience of people using the roads in
21 Blount County. We have a lot of roads that are very
22 substandard for the traffic volume already on those
23 roads. I personally had an accident March 6th on 411
24 North because we were the third accident that week at
25 that intersection, on that road. That's a very

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1 substandard road. That's not uncommon in a lot of
2 our roads in the county. The secondary reason is our
3 roads bring tourists into this area, and if you are
4 not aware of the importance of tourism in this
5 county, you are not aware of our county economy. Our
6 current situation is that these existing roads are
7 terribly inadequate, and improvements in existing
8 roads are terribly badly needed. Unfortunately, our
9 county is in a financial situation where we don't
10 have the resources to make a lot of those
11 improvements, and we are not going to for many more
12 years. Tourists already have a four lane access if
13 they come on existing Pellissippi Parkway through
14 Alcoa and Maryville, they have a four lane road to
15 the mountains, if that's where they are going.
16 Another consideration is, there is a lot of
17 businesses along those four lanes that might enjoy
18 some transactions with some of those tourists as they
19 come through. Another thought to consider, when you
20 are looking at the idea of tourists and streaming
21 them through the countryside as opposed to bringing
22 them through Maryville and Alcoa, we have a new
23 facility recently open, called the Clayton Center.
24 That facility should be a magnet for a lot of people
25 coming here from various parts or the country, for

1 various entertainment. So my personal preferences
2 and my position on this Pellissippi Parkway
3 Extension, I personally feel that we must try to find
4 as much of this hundred million dollars as is
5 possibly available for improving the existing roads.
6 That's my position. I want to see the road
7 infrastructure improved in this community. If there
8 is a decision made, one of the primary considerations
9 we have to realize is the beauty of this county
10 brings an awful lot of tourists here. They are not
11 going to come here to sit around...

12 MR. BLOCK: You have 30 seconds.

13 MR. KERR: ...so my preference and my
14 position would be, let's use as much money as we can
15 to improve the existing roads, and I believe that
16 translates to option D. If you have to build
17 something, improve those existing roads and provide
18 that necessary convenience for the tourists coming
19 through. Thank you.

20 MR. BLOCK: Thank you.

21
22 (APPLAUSE)

23
24 MR. BLOCK: Mr. Gamble, Mr. Gamble, you are
25 the last speaker for this evening.

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1 DOUG GAMBLE
2 4210 SEVIERVILLE ROAD
3 MARYVILLE, TEN 37804
4

5 MR. GAMBLE: I will make this quick. When
6 we were here a couple of years ago, a prominent local
7 official said that highways don't cause growth, they
8 follow growth. If you read the DEIS that we are here
9 to talk about tonight, you will discover that TDOT
10 disagrees with this assumption and states
11 categorically that this highway will induce
12 residential growth in the county. Then the DEIS says
13 that this can keep us from having a sprawl problem
14 if, if we use smart growth policies. And the DEIS
15 then says that we will use smart growth policies
16 because we have them, that is there is the Hunter
17 Growth Strategy, there is the Blount County Policies
18 Plan, there is the Green Infrastructure Plan, all of
19 which is true, but none of those is binding. None of
20 those has force of law, none of those is enforceable.
21 So to base the assumption that we won't have sprawl
22 because we have policies that we have adopted, that
23 are smart growth policies, it flies in the face of
24 reality. And those of us who live here and pay
25 attention know that the political situation in this

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1 county in the last four or five years has not been
2 one that would give you great confidence that the
3 principles of smart growth will be adhered to by the
4 County Commission and the County Planning Commission.
5 So I think it's disingenuous to say that we won't
6 have sprawl with the growth that we will have because
7 we have policies that we have adopted which we won't
8 enforce.

9 Now I just think it's important that this
10 be clear to you all and to other people who think
11 about this. The road will induce growth, there will
12 be sprawl. Sprawl will cost the county money. The
13 cost of residential growth outside the Urban Growth
14 Boundaries, which is the plan, is the policy that we
15 have had in the last six or seven years, will dictate
16 that this is going to be an expensive proposition,
17 and I think that before we embrace it, we ought to
18 consider that sprawl is not our friend if we want to
19 maintain the quality of this county that we all love.
20 Thank you.

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22 (APPLAUSE)
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MR. BLOCK: Thank you. And I need to let you know that the formal comments/question session is now over. I apologize to those who did sign up and didn't have a chance to speak, but let me remind you that for the next half hour you can make a public statement to the court reporter in here or to the court reporter outside in the cafeteria, and you can do that. You can also drop off a formal comment as we've mentioned, or mail one in as we've talked about before. So you now have the next half hour to take a look at the boards and talk to any of the TDOT Project Members. Thank you very much for coming.

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1 AFTER THE MEETING COMMENTS

2
3 MARY GREGORY

4 1271 OLD CADE'S COVE ROAD

5 TOWNSEND, TN
6

7 COURT REPORTER: May I have your name and
8 address, please?

9 MS. GREGORY: Yes, my name is Mary Gregory.
10 I live at 1271 Old Cade's Cove Road, and that is
11 Townsend, Tennessee, and I would like to say that I
12 am in favor of the Pellissippi Parkway because of the
13 simple fact, my daddy always said, "Any time a poor
14 man is getting a road built, he is getting his money
15 from the government." And I'd also like to point out
16 that my family has been moved several times, I've had
17 different members of my family that have been moved
18 from some of the existing roads in the county now,
19 and I would like to say that I would hate to think
20 that we would not have done this, would not have
21 built the interstate highway system if this was the
22 same thing. Now I am a historian in this county, and
23 I work to preserve the county, and my family has been
24 here since the county was formed, and I do believe I
25 have a right to say that I am looking out not for

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1 myself, because I do drive back roads, so it's not
2 for me that I am doing this. I am saying this is for
3 my grandchildren and great-grandchildren, for their
4 benefit. And if anybody that has moved here in the
5 past few years thinks that they should shut the door
6 so nobody else can move here, well, honey, we should
7 have shut the door before you moved here. So again,
8 I would like to say that I appreciate everything
9 about this county. You can't find anybody that loves
10 this county any more than me, but we've got to think
11 of the future and what other people need besides what
12 my own personal needs are. Again, I drive back roads
13 all the time, but this is not for me. This is for my
14 grandchildren and my great-grandchildren, and I
15 appreciate the opportunity, and I don't appreciate
16 the cost of this road, but that's, that's reality,
17 and it's only going to get worse, but we do need, we
18 do need roads, and we do need them in Blount County
19 today. So thank you so very much for allowing me to
20 have my comments.

21 COURT REPORTER: Thank you.
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COURT REPORTER: May I have your name and address, please?

JACK SPRATT
3907 WILDWOOD ROAD
MARYVILLE, TN

MR. SPRATT: My name is Jack Spratt. I live at 3907 Wildwood Road in Maryville, and I have several points to make. The first is that new roads don't necessarily equal progress, and I say that as a member of the Chamber of Commerce for many years. The other thing is, you can always find a place to put a new road, but you can't easily find a place to put a new farm, and thirdly, I'd like to say that it is unconsciable, in my view, for TDOT to set up an agenda in which they have unlimited time and tax payers have very limited time with continued interruptions from the moderator who I, quite honestly, thought was a little rude. And I would be happy to speak to somebody at TDOT about all that, if a telephone number was available. And that is the end of my comments.

COURT REPORTER: Thank you.

MR. SPRATT: You are welcome.

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1 COURT REPORTER: May I have your name and
2 address for the record, please?

3
4 WILLIAM B. MILLER
5 2153 JERICHO ROAD
6 MARYVILLE, TN 37803
7

8 MR. MILLER: My comments, I think, are a
9 little bit changed from what I started to say earlier
10 because everybody else spoke about some of the things
11 I wanted to speak about as well. But a couple of
12 things that I did want to talk about were listed in
13 the purposes, and they are on page S2 of the DEIS,
14 and I wanted to say, first of all, that I was really
15 happy to find that the DEIS is on the internet. I
16 thought that was a good lick. In discussing the
17 purposes for the proposed action and transportation
18 needs, like on page S2 of that summary, I was kind of
19 pricked by a couple of things. One thing, the first
20 one said that the purpose of this proposed action was
21 to enhance regional transportation system linkages.
22 And I worried about that in that somebody else is
23 telling Blount County, "You have to do this in order
24 to link up with us."

25 My other point had to do with the second

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1 one, and the second one says, Improved
2 circumferential mobility by providing travel options
3 to the existing radial roadway networks in Blount
4 County, Maryville and Alcoa. I assume what that
5 means is by circumferential, going around. So I read
6 further into the DEIS and it did come out that it's
7 not just this leg of the Pellissippi Parkway
8 Extension we are talking about, but it's also about
9 the southern loop, and about a section that's called
10 the Alcoa Throughway. Now the DEIS speaks about the
11 Pellissippi Parkway Extension, and it discusses a lot
12 of the aspects that are in this study including, and
13 I'll read these, "Home displacements, noise levels at
14 schools and churches, crash rates, loss of farm
15 property that will be condemned and other adverse
16 effects in the community. However, none of the
17 adverse effects are presented for the southern loop
18 or the Alcoa Throughway." And my point is, is that
19 if it's all going to be tied together, we should be
20 talking about all of the adverse effects of all three
21 of those.

22 In pervious releases, the southern loop was
23 described and a map was exhibited at one time that
24 showed a 26 mile loop around Maryville and Alcoa and
25 Blount County. Now how many adverse effects are

1 included in that 26 mile loop, if you have all of
2 those that are listed in the four or five mile
3 extension here, and if the project is to be tied to
4 the others, to obtain that noted circumferential
5 mobility in the same information. It should be given
6 out at the same time for all components. This will
7 be better, would better inform the citizens of Blount
8 County. I wonder if Blount County can afford to have
9 this huge amount of Blount County placed in four lane
10 highway reserves. Thanks much. I hope I've covered
11 my points and at least I'll have a letter to you and
12 you can get them out of that.

13 COURT REPORTER: Thank you.
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GLENN MCMAHAN
3303 E. L.A. PARKWAY
MARYVILLE

MR. MCMAHAN: Yeah, this is Glenn McMahan,
3303 East L.A. Parkway, Maryville. My comment about
the deal on the road is it's just not feasible, it's
not going to help nothing improve, nobody is going to
pad their pockets, it's ignorant. Thank you.

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ASHLEY MARCUM
3303 E. LAMAR ALEXANDER PARKWAY
MARYVILLE, TN 37804

MS. ASHLEY MARCUM: This is Ashley Marcum,
3303 E. Lamar Alexander Parkway, Maryville, TN
37804. I think your road is stupid, and this is
where I grew up, and I want to know why you take it
away.

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GINGER MARCUM
3303 E. LAMAR ALEXANDER PARKWAY
LOT 15
MARYVILLE, TN 37804

MS. GINGER MARCUM: The highway is a waste
of time, a waste of money. It is stupid, and you
need to forget it.

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NANCY PETERSON
1941 COCHRAN ROAD
MARYVILLE, TN 37803

MS. PETERSON: Nancy Peterson, 1941 Cochran Road, Maryville, TN 376803. I feel this road is an integral part of our infrastructure in Maryville, and it has been stopped far too long by a local minority. Thank you.

1 HAYDEN ANDERSON
2 2772 TUCKALEECHEE PIKE
3 MARYVILLE, TN 37803
4

5 MR. ANDERSON: I am for the Pellissippi
6 Parkway completion. This is a situation where the
7 Alcoa Highway is extended beyond its capacity, and
8 the traffic situation is becoming intolerable through
9 the City of Maryville and Alcoa. The number of stop
10 lights that you have in both directions, this will be
11 advantageous to people living in the south end of
12 Blount County and those people coming from the
13 Sevierville, Sevier County Area with access to the
14 airport. I have a feeling it will be a help for
15 economic opportunities within the area, and it will
16 also limit the growth that would, that we would
17 encounter if roads like 411 were widened and some of
18 the other roads, I don't want to see it turned into
19 mobile home parks and fireworks stands.
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1 DON HEADRICK
2 307 E. CHESTNUT HILL ROAD
3 TOWNSEND, TN 37882
4

5 MR. HEADRICK: My name is Don Hedrick. I
6 live at 307 E. Chestnut Hill Road in Townsend,
7 Tennessee. I want to make a comment about the
8 extension of the Pellissippi Parkway. I am in favor
9 of the extension of the parkway. I am either in
10 favor of the route A or C. I'll leave that
11 discretion up to the higher powers than me. But the
12 reasons I would like to see the parkway built is
13 because of, I think that road building needs to keep
14 ahead of the curve as demand comes in the future. We
15 have a Foothills Parkway that is partially completed
16 near the Smokey Mountains in the southern end of the
17 county. I think it's important that we tie this
18 network together. As you know, also there has been a
19 big increase in construction to complete that parkway
20 around, in the foothills of the Smokeys. So I think
21 it's going to enhance the county on this end, and
22 provide the tourists good views, and I think all this
23 needs to be tied together. Also, as far as the local
24 traffic goes, it's beginning to be pretty crowded
25 down as you go through the cities of Alcoa and

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Maryville, because you know a lot of people work in
Knoxville that live in these areas, and we don't need
to be wasting their fuel sitting at traffic lights
and wasting their time and cutting into our
productivity. We need to be moving along. So I
guess that's about it. Also, the safety aspect of
the roads needs to be taken into consideration. The
newer roads are much safer, much better designed.

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JEANNIE HILTON
PO BOX 386
WALLAND, TN 37886

MS. HILTON: My name is Jeannie Hilton, PO
Box 386, Walland, Tennessee, 37886. And I am opposed
to the Pellissippi Parkway Extension. I think that
it will cause sprawl, destroy farmland resources,
other resources, contribute to the destruction of
habitat, destruction of scenic views, and contribute
to the kind of unregulated destructive growth that we
don't want here in East Tennessee.

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WILLIAM ROBINSON, SR.
3042 WILDWOOD ROAD
MARYVILLE, TN 37804

MR. ROBINSON: My name is William Robinson Senior. Address, 3042 Wildwood Road, Maryville, 37804. Is this a formality or does it amount to anything, does the rich people of the area take precedence of whose property is taken for the proposed road? I am for no build. Thank you.

1 WILLIAM B. MILLER
2 2153 JERICHO ROAD
3 MARYVILLE, TN 37803
4

5 MR. MILLER: Well, my name is William B.
6 Miller. My address is 2153 Jericho Road, Maryville,
7 TN 37803. And for a comment, I'd like to say that I
8 oppose building the Pellissippi Parkway Extension,
9 and one of my reasons is that in the purpose
10 statement in the DEIS, it says that, to improve
11 circumnavigation or circumferential travel around
12 Blount County. In order to do that, it has to be
13 tied to the southern loop, and the Alcoa Throughway,
14 I guess they call it. Well, the southern loop in
15 itself is not spoken to, and the DEIS, in the DEIS it
16 talks about all the adverse situations occurring with
17 the extension, but if it's going to be tied to the
18 southern loop, then they should have told us also
19 about disadvantages to the southern loop. I
20 understand from before when they had the southern
21 loop exposed, I guess, it was a 26 mile loop that
22 went all the way around Blount County, and I feel
23 like that was a major thing, so I protested the loop
24 at the time and I think if they are going to say that
25 we are going to go around Blount County and we are

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going to include the southern loop, they ought to be
making that known to all of these people. That's
about it.

1 ELAN LLOYD
2 5070 OLD WALLAND HIGHWAY
3 WALLAND, TN 37886
4

5 MS. LLOYD: My name is Elan Lloyd. My
6 address is 5070 Old Walland Highway, that's in
7 Walland, Tennessee 37886. And I would like to
8 register a comment against the extension of
9 Pellissippi for the reasons primarily of water, air
10 and noise. I am concerned about water quality and
11 the facts that the highway will cross 14 streams or
12 creeks, two of which are on the state's list as out
13 of compliance with minimum standards for water
14 quality. The proposed interstate highway is also
15 going to increase air pollution which in this area is
16 a very bad problem for people with asthma and can't
17 even go to the Great Smokey Mountains National Park
18 without having episodes.

19 I think that the farmland is a tangible
20 value to not just the people who own it, but to the
21 surrounding community. It's part of the culture and
22 part of the beauty of this area, and will be
23 devastating to see sprawl take place, and to displace
24 those farmers. People in this area, by and large,
25 will not be benefitted from that, and it would

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detract from the special beauty of this place.

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GARY WYNN
1822 MORGANTON ROAD
MARYVILLE, TEN

MR. WYNN: Gary Wynn, 1822 Morganton Road.
Unless the state's sales tax revenues have rebounded
overnight, wouldn't it be selfish to commit precious
resources to pouring asphalt while laying off
teachers and raising tuition across the state?

1 ELAINE KANT
2 646 SAM HOUSTON SCHOOL ROAD
3 MARYVILLE, TN
4

5 MS. KANT: My name is Elaine Kant. I live
6 on 646 Sam Houston School Road. I think the roads
7 should not be built for a variety of reasons, and I
8 will state just two right now. The DEIS report
9 states that the traffic congestion and levels of
10 service will not be improved if the extension is
11 going to be built. A lot of people think that will
12 solve the problems, but the DEIS suggests that it
13 will not, and that's a lot of money to spend on
14 something that will not improve the roads. The money
15 would be better spent to the existing improvement of
16 the roads that are needing repair now, the current
17 roads.

18 And there is one other comment. Tourism is
19 a large economy in our area, and I work in a tourist
20 related business. Tourists like the way our county
21 is now. They like the green spaces and the
22 mountains. They do not want to see any more strip
23 malls or suburbs. They have that at home. They come
24 to our area for something different and beautiful,
25 and we need to keep it that way.

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WILLIAM T. BRICKEY
PO BOX 177
TOWNSEND, TN

MR. BRICKEY: I am William T. Brickey, Post Office Box 177, Townsend, Tennessee. I am for the completion of the plan A of the Pellissippi Parkway because that is the most economical and this is, I live in a part of the county that the residents will benefit from the completion of this highway. And we have given up property right of ways for highways through our community, and I think we are due a shorter route into Knoxville, passing the red lights, getting into hospitals and the west end of Knox County.

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TOM CLINDQUIST
1716 WESTCLIFF DRIVE
MARYVILLE, TENNESSEE

MR. CLINDQUIST: Okay. My name is Tom
Clindquist. I live at 1716 Westcliff Drive,
Maryville, Tennessee. I would like to see the
Pellissippi Parkway completed from Old Knoxville
Highway to Lamar Alexander Parkway. I feel that
terminating a four lane interstate at a city street,
Old Knoxville Highway, is an inappropriate decision.
Also I feel that the completed facility will reduce
traffic congestion in the City of Alcoa and
Maryville, particularly along Alcoa Highway,
Washington Street and Paul Road and the motor way. I
think that's it.

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JUSTIN FLYNN
302 W. MILLER'S COVE ROAD
WALLAND, TN 37886

MR. FLYNN: My name is Justin Flynn.
Address is 302 West Miller's Cove Road, Walland,
Tennessee, 37886. I live approximately five minutes
from all three alternates, and my office is
approximately five minutes from all three alternates,
and I am all for all three alternates, as soon as
possible. That's it.

1 KENNETH KANT, M.D.
2 646 SAM HOUSTON SCHOOL ROAD
3 MARYVILLE, TN
4

5 DR. KANT: My name is Dr. Kenneth Kant,
6 K-A-N-T. I live at 646 Sam Houston School Road in
7 Maryville, 37804. I have two points I'd like to
8 make. First, on plan D. I live on Sam Houston
9 School Road, as I just said, and I've lived there
10 since 1975. Our traffic now is getting worse, it has
11 been over the last several years, especially since
12 the new school was built. And so it's especially bad
13 in the morning and afternoon during school time.
14 It's so bad that it's difficult to get across the
15 road, to get our mail, newspaper or whatever. The
16 only quiet time is on Sunday mornings for some
17 reason. Any changes to the road that might occur, I
18 think will only make matters worse and I am concerned
19 about that. Dragsters tend to use the straight away
20 where we live, and they might just find it more fun
21 with a wider road.

22 The second point has to do with both A and
23 C alternates. To me, the only benefit to those two
24 are for the developers and the convenience store
25 owners. I think merchants in Maryville and Alcoa

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1 along the main roads, Paul, Washington, Route 33 have
2 a chance of losing some business because of the
3 by-pass being built. Also an increase in homes,
4 families will increase the county's expenditures and
5 we are right now already in dire straits financially.
6 So that will greatly influence the future for Blount
7 County. Basically I don't see where any of the three
8 options will help our county. Okay.

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THOMAS FITZGERALD
1123 HAVENWOOD DRIVE
MARYVILLE, TN 37804

MR. FITZGERALD: Thomas Fitzgerald, 1123
Havenwood Drive, Maryville, Tennessee, 370804. Our
state finances are a mess. Our federal deficit is
over one trillion dollars. Don't spend money we
don't have for a road we don't need. Thank you.

1 SHERRIE SHOFFNER
2 211 SILVER BELL DRIVE
3 MARYVILLE, TN
4

5 MS. SHOFFNER: My name is Sherrie Shoffner.
6 I live at 211 Silver Bell Drive. I would like to
7 make a comment about the road coming through. People
8 is talking about more people coming into this area
9 which is fine for the economy, but they've got to
10 also realize this is our homes that we have lived in
11 all our lives. I have children that I want to grow
12 up in the mountains, not in the city. If we all
13 wanted to live in Knoxville, we'd all move to
14 Knoxville. We don't want Knoxville moving to us. We
15 are just trying to keep what's ours, and our waters
16 clean and, you know, and people not coming in
17 hollering, "This is ours now." This, you know, this
18 is what I am trying, I am not trying to be mean to
19 nobody. I am just trying to say they, that pops up
20 and hollers, "Well, you've got to sell your house,
21 you've got to do this," that's not right to us
22 because we've lived here all our lives and, you know,
23 they need to stay in Knoxville, if they want to move,
24 that's the reason people is coming here is to see our
25 mountains, to enjoy our, you know, our inheritance

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and our lives here, not to drive on interstates and
come here and just pollute our air just, I don't know
how to make it more clear that, you know, I've got
grandkids, and they are going to have kids, and I
want them to enjoy Townsend and the waters, and I
want them to stay clean for them and not have all
this mineral stuff coming around. I appreciate your
time, and thank you.

1 LISA MISOSKY
2 204 SPRUCE STREET
3 ALCOA, TN
4

5 MS. MISOSKY: My name is Lisa Misosky,
6 M-I-S-O-S-K-Y. I live at 204 Spruce Street in Alcoa,
7 Tennessee. My comment and my questions are the
8 following: I own a small business in Maryville, and
9 which currently the present four lane highway passes
10 within a block of my business. My primary concern is
11 if this route is built, it will definitely impact my
12 business and my ability to attract customers, being
13 as the tourists that we receive, they spend money and
14 dollars which generate tax dollars for the, not just
15 for the county but for the city and the state as
16 well. If this highway is built, by my personal
17 estimation it will definitely impact my business by
18 at least 20 to 25 percent during the summer months,
19 and the spring and fall months, which would be about
20 six to seven months out of the year. Seeing how the
21 economy has already taken a tremendous hit, a further
22 loss of revenues, or the opportunity to generate
23 those revenues would definitely potentially put my
24 business, my small business out of business. That's
25 it.

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1 ROBERT A. BENNETT
2 402 JACKSON HILL DRIVE
3 MARYVILLE, TN
4

5 MR. BENNETT: Robert A. Bennet, 402 Jackson
6 Hill Drive, Maryville, 37804. My comment is, it is
7 my reaction from this well meaning group of people in
8 this auditorium, that it's a put-up job, that it's a,
9 it is a what, a foregone conclusion that every
10 speaker, or everyone that speaks on the microphone on
11 the floor is against the completion of the
12 Pellissippi for their own personal reasons, whatever
13 those reasons are. I didn't hear one speaker say
14 that the Pellissippi Boulevard has a good purpose. I
15 didn't hear one speaker say that. It appears to me
16 that the last four miles of the Pellissippi Corridor
17 is being held up because people are now tired of the
18 waste of money. That's about the sum of what I feel
19 about what this meeting is. I don't think, I think
20 it's going to be a political decision, so whether
21 this Pellissippi is completed or leaves, stays right
22 where it is now on the Old Knoxville Highway. That's
23 all I have to say.
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DIGIT MOLLISH
611 OVERLAND DRIVE
MARYVILLE, TN

MS. MOLLISH: My name is Digit Mollish. I live at 611 Overland Drive, Maryville, Tennessee. I would like to say that I am not for this extension. I would like to take the money that we will have to spend and improve the infrastructure of what we already have. I don't think it will bring any good or any growth to Blount County other than a lot of problems, and I am not for it.

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JANE MCGUIRE
3700 RIVERTRACE LANE
KNOXVILLE, TN

MS. MCGUIRE: I am Jane McGuire, at 3700 Rivertrace Lane, Knoxville, but it is Blount County, and I am just saying that I am very positively for either Plan A or Plan B, because we have property that will be affected greatly by those two routes, and it would definitely improve the property, it would improve our access and being able to build on it, and we hope that every consideration will be given to getting either Plan A or Plan B.

1 WENDELL POOLE
2 3312 SEVIERVILLE ROAD
3 MARYVILLE, TN
4

5 MR. POOLE: Okay. My name is Wendell
6 Poole. I live at 3312 Sevierville Road. I'd just
7 like to say that I am for the no build option. We
8 have issues going on within the county, specifically
9 around here, specifically in terms of the roads
10 within the county that need to be repaired. Making
11 this highway go across 411 over here is only going to
12 cause more congestion on 411. I myself have
13 witnessed several accidents on 411, right in front of
14 my own home, several accidents. I believe that
15 adding a new highway over here will cause more
16 accidents. I've seen nothing in the bills that will
17 do anything to repair 411. I think a hundred million
18 dollars could be better spent adding some shoulders
19 on these roads that are being used, primarily 411,
20 Ellerjoy, Sam Houston.

21 I am also concerned about the income tax
22 that they were talking about just recently, or a few
23 years ago, that we may have to start paying a state
24 income tax because the state itself is in turmoil.
25 There is another, I guess the term is called

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1 boonedockle (phonetically) where we are going to
2 create jobs for the sake of creating jobs or laying
3 down concrete for suppliers. This is just, this is
4 almost ridiculous in my mind that they are doing
5 this. I'd just like to see a better use of the
6 money, and once again, I'd like to say that I am for
7 the no build option. Thank you.

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RICKY HARRILL
4335 US 321
MARYVILLE, TN

MR. HARRILL: My name is Ricky Harrill. I own property on Highway 321 in Maryville, Tennessee. Right at the end of A and C where it comes out on Highway 321. Now the route I have looked at, your exchange will take all my property on Highway 321. I'd agree to that, all that I'd ask is you pay me a fair price for it, and I am so tired of hearing about Pellissippi Parkway that I want it done or shut up about it. Just pay me a fair price for my property, and we will be done. That's my comment. Get it over with.

1 FRANK AMBRISTER
2 722 BROWN SCHOOL ROAD
3 MARYVILLE, TN
4

5 MR. AMBRISTER: Okay. My name is Frank
6 Ambrister. I live at 722 Brown School Road,
7 Maryville, Tennessee. And my comment is, if the
8 Pellissippi Parkway does not build out, I would
9 recommend they use a by-pass from Alcoa Highway, spot
10 to be determined, along the general lines of Kusik
11 Road, and then it would intersect, it would bypass
12 the motor mile which would eliminate some traffic
13 there, and it would reconnect at a point near 129
14 intersection and Hall Road. This entire section as
15 far as easements or whatever, most of the property is
16 either owned by the University of Tennessee or, and
17 it would just serve very few individuals. University
18 of Tennessee, maybe Alcoa Aluminum Company and make a
19 four way bypass there, and if Pellissippi becomes a
20 no build, that that intersection be the end of
21 Pellissippi Road and that it end at Alcoa Highway.
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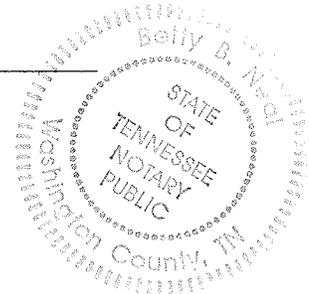
CERTIFICATE

I, Betty B. Neal, Notary Public and Court Reporter, hereby certify that the foregoing is a true and complete transcript of the Public Hearing of the Tennessee Department of Transportation held on July 20th, 2010 at Heritage High School in Maryville, Tennessee.

WITNESS my hand and official seal at office at Gray, Tennessee, this the 28th of July, 2010.

BARRINGER COURT REPORTING

BY: Betty Neal
NOTARY PUBLIC



My commission expires: January 25, 2012

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BLOUNT COUNTY MAYOR

Ed Mitchell

341 Court Street, Maryville, TN 37804-5906

Phone: (865) 273-5700

Fax: (865) 273-5705

Email: emitchell@blounttn.org



November 7, 2011

Mr. John Schroer
TDOT Commissioner
James K. Polk Building
505 Deaderick St., Suite 700
Nashville, TN 37243

Re: Pellissippi Parkway Extension (SR 162)
Blount County, PIN 101423.00

Dear Mr. Schroer:

Please be advised that the Blount County Board of Commissioners passed a Resolution at their October 20, 2011, meeting endorsing Route A relative to the above referenced project. I have attached a copy of that Resolution hereto for your records.

Please feel free to contact me if you have any questions or need further information. My office number is (865) 273-5700. My e-mail address is emitchell@blounttn.org. I look forward to receiving updates or further instruction on the status of this matter from your office.

Thank you for your assistance in this matter.

With kindest regards,

A handwritten signature in black ink, appearing to read 'Ed Mitchell'.

Ed Mitchell
Blount County Mayor

/amc

cc: Nancy Skinner (via email)



BLOUNT COUNTY MAYOR

Ed Mitchell

341 Court Street, Maryville, TN 37804-5906

Phone: (865) 273-5700

Fax: (865) 273-5705

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Thank you for your assistance in this matter.

With kindest regards,

A handwritten signature in black ink, appearing to read 'Ed Mitchell'.

Ed Mitchell
Blount County Mayor

/amc

cc: Nancy Skinner (via email)

IN RE: RESOLUTION RECOMMENDING ALTERNATIVE "A" CONCERNING PELLISSIPPI PARK-WAY EXTENSION (SR 162) BLOUNT COUNTY, PIN 101423.00.

Commissioner Farmer made a motion to approve the resolution. Commissioner Lambert seconded the motion.

Commissioner Murrell made a motion to postpone until representatives from the Tennessee Department of Transportation can answer questions. Commissioner French seconded the motion.

A vote was taken on the motion to postpone:

Burchfield – absent	French – yes	Kirby – no	Murrell – yes
Burkhalter – yes	Gamble – no	Laird – no	Samples – yes
Carver – yes	Greene – yes	Lambert – yes	Wright – no
Caylor – no	Harrison – no	Lewis – no	
Farmer – no	Hasty – yes	Melton – no	
Folts – no	Helton – no	Moon – no	

There were 8 voting yes, 12 voting no, and 1 absent. Chairman Moon declared the motion to postpone to have failed.

Commissioner Folts made a motion to lay the resolution on the table. Commissioner Murrell seconded the motion.

A vote was taken on the motion to table:

Burchfield – absent	French – yes	Kirby – no	Murrell – yes
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Burkhalter - no	Gamble - no	Lail - no	Samples - no
Carver - no	Greene - yes	Lambert - no	Wright - no
Caylor - no	Harrison - no	Lewis - no	
Farmer - no	Hasty - no	Melton - no	
Folts - yes	Helton - no	Moon - no	

There were 4 voting yes, 16 voting no, and 1 absent. Chairman Moon declared the motion to table to have failed.

Commissioner Farmer called for the previous question. Commissioner Wright seconded.

A vote was taken on the call for the previous question:

Burchfield - absent	French - no	Kirby - yes	Murrell - no
Burkhalter - yes	Gamble - yes	Lail - yes	Samples - no
Carver - yes	Greene - yes	Lambert - yes	Wright - yes
Caylor - yes	Harrison - yes	Lewis - yes	
Farmer - yes	Hasty - yes	Melton - yes	
Folts - no	Helton - yes	Moon - yes	

There were 16 voting yes, 4 voting no, and 1 absent. Chairman Moon declared the motion to have passed.

A vote was taken on the call for the original motion:

Burchfield - absent	French - no	Kirby - yes	Murrell - no
Burkhalter - yes	Gamble - no	Lail - yes	Samples - yes
Carver - yes	Greene - no	Lambert - yes	Wright - yes
Caylor - yes	Harrison - yes	Lewis - yes	
Farmer - yes	Hasty - yes	Melton - yes	
Folts - no	Helton - yes	Moon - yes	

There were 15 voting yes, 5 voting no, and 1 absent. Chairman Moon declared the motion to have passed.

RESOLUTION NO. 11-10-009

SPONSORED BY COMMISSIONERS JEROME MOON, GARY FARMER, GERALD KIRBY, AND GORDON WRIGHT

A RESOLUTION RECOMMENDING ALTERNATIVE "A" CONCERNING PELLISSIPPI PARKWAY EXTENSION (SR 162) BLOUNT COUNTY, PIN 101423.00.

WHEREAS, John C. Schroer, Commissioner of the State of Tennessee Department of Transportation, has made a request to the Blount County Mayor and other local officials, for input and opinions regarding the preferred alternative of one of four alternatives concerning the Pellissippi Parkway Extension (SR 162) Blount County, PIN 101423.00; and

WHEREAS, the Blount County Mayor has forwarded to the Blount County Legislative Body a recommendation of Alternative "A" as the preferred alternative; and

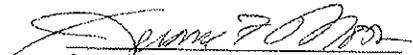
WHEREAS, the officials of the City of Alcoa, Tennessee, and the City of Maryville, Tennessee, in Blount County, Tennessee, have given support and recommendations of Alternative "A".

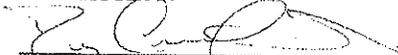
NOW, THEREFORE, BE IT RESOLVED by the Blount County Board of Commissioners, meeting in regular session on this the 20th day of October, 2011, that the recommendation of Alternative "A", concerning the Pellissippi Parkway Extension (SR 162) Blount County, PIN 101423.00, is hereby endorsed.

Duly authorized and approved the 20th day of October, 2011.

CERTIFICATION OF ACTION:

ATTEST:


Commission Chairman


County Clerk

Approved:
Vetoed:


County Mayor

10-24-11
Date

RESOLUTION NO. 2011-11

**A RESOLUTION IN REGARD TO THE PREFERRED
PELLISSIPPI PARKWAY EXTENSION ROUTE**

WHEREAS, the construction and completion of the Pellissippi Parkway is a priority for the State of Tennessee and the City of Maryville, and;

WHEREAS, the completion of the Parkway will provide economic growth for Blount County and the surrounding region, and;

WHEREAS, The Tennessee Department of Transportation has put in place a process to expedite environmental and regulatory review of the proposed extension, and;

WHEREAS, said process does not preempt or ignore any identification, evaluation, and resolution of any environmental and regulatory issue associated with the project, and;

WHEREAS, federal, state and local agencies have been invited to provide input on the development of the purpose and need statement and alternatives considered in the Draft Environmental Impact Statement, and;

WHEREAS, the City of Maryville has been requested to declare it's preference as to which alternative route it supports, as part of this process.

NOW, THEREFORE BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MARYVILLE, TENNESSEE, the following;

SECTION 1. That the City Council of the City of Maryville, Tennessee supports and recommends the construction of the Pellissippi Parkway Extension's Alternative "A".

SECTION 2. That this resolution take effect immediately upon it's passage, the public welfare requiring it.

ADOPTED this 4th day of Oct., 2011.



Mayor

Attest:

Neberah P. Caughion

City Recorder

Approved as to form:

Quay Blak

City Attorney

RESOLUTION NO. R11-199

A RESOLUTION SELECTING THE PREFERRED ALTERNATE FOR THE
PELLISSIPPI PARKWAY EXTENSION

WHEREAS, the Tennessee Department of Transportation has issued a Draft Environmental Impact Statement for the extension of the Pellissippi Parkway from its current terminus at SR 33, the Old Knoxville Highway, to US 321, Lamar Alexander Parkway; and

WHEREAS, the Draft Environmental Impact Statement examined numerous options which have been narrowed down to four alternates, including:

1. No build
2. Alternate A, new four-lane controlled-access highway
3. Alternate C, new four-lane controlled-access highway
4. Alternate D, geometric and width improvements to existing two-lane roadways;

and

WHEREAS, the Commissioner has determined that a build alternative is necessary to meet the needs of the citizens of Blount County and the state of Tennessee and that a preferred route must be determined prior to expending additional funds for completing the archeological and other environmental studies; and

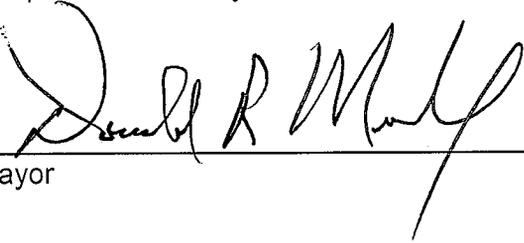
WHEREAS, the Commissioner has indicated that the apparent preferred route is Alternate A; however, he has requested input into this decision from the governments of Blount County and the cities of Alcoa and Maryville prior to making a final determination.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of the City of Alcoa, Tennessee, as follows:

SECTION 1. That Build Alternative A as depicted in the Draft Environmental Impact Statement is the preferred alternate of the City of Alcoa, Tennessee.

SECTION 2. That this resolution shall take effect from and after its adoption, the public welfare requiring it.

Adopted this 11th day of October, 2011.



Mayor

ATTEST:



Recorder

APPROVED AS TO FORM:



City Attorney



SUMMARY OF COMMENTS

Tennessee Environmental Streamlining Agreement (TESA)

Concurrence Point # 4
Preferred Alternative and Preliminary Mitigation Package

**Pellissippi Parkway Extension (SR 162)
From SR 33 (Old Knoxville Highway) to SR 73 (US 321/Lamar
Alexander Parkway)
Blount County, Tennessee**

**Prepared by:
Tennessee Department of Transportation**



July 2012

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1.0 INTRODUCTION

On April 2, 2012, the Tennessee Department of Transportation (TDOT), pursuant to the *Tennessee Environmental Streamlining Agreement (TESA)*, distributed copies of the *Concurrence Point #4 Preferred Alternative and Preliminary Mitigation Package* to the following TESA signatory agencies:

- U.S. Army Corps of Engineers (COE)
- U.S. Environmental Protection Agency (EPA)
- Tennessee Valley Authority (TVA)
- U.S. Department of the Interior, Fish and Wildlife Service (FWS)
- Tennessee Department of Environment and Conservation (TDEC)
- Tennessee Wildlife Resources Agency (TWRA)

In addition, the Federal Highway Administration (FHWA) and four non-TESA participating agencies (Tennessee State Historic Preservation Office, Knoxville Regional Transportation Planning Organization, Great Smoky Mountain National Park, and U.S Department of the Interior, National Park Service) received a copy of the TESA Concurrence Point #4 package. FHWA also received a copy of the letters mailed to the TESA agencies.

The package included materials and information required for TESA Concurrence Point #4. The deadline for agencies to submit comments and/or indicate concurrence or non-concurrence was May 18, 2012. The review period consisted of 45 days. Concurrence with TESA Concurrence Point #4 is assumed for any agency not responding in writing by that date.

A follow-up letter reminding the agencies to return their comments and/or concurrence signature pages by May 18 was sent by email on May 4, 2012.

2.0 AGENCY CONCURRENCE

All six TESA agencies concurred with the *TESA Concurrence Point #4: Preferred Alternative and Mitigation Package* for the SR 162 Pellissippi Parkway Extension Project. Four agencies (TDEC, TWRA, EPA and FWS) signed and returned the concurrence signature page. The COE did not respond with the 45-day period, but provided a signed concurrence form and comments on June 29, 2012. The TVA did not return a signed concurrence signature page, but their concurrence is assumed under the provisions of TESA. Of the non-TESA participating agencies, only the Great Smoky Mountains National Park sent a letter to acknowledge the receipt of the package; the Park stated that it had no further comments.

In addition to concurring or nonconcurring based on its statutory or regulatory authority, a participating agency has the option to provide written advisory comments. The four responding TESA agencies provided written comments. TDOT's disposition of the agency comments is described below in Section 3.0.

Copies of the signed Concurrence Point 4 forms and agency comments are included in Appendix A.

3.0 COMMENTS RECEIVED

This section identifies the substantial comments received from each responding TESA agency, and describes the disposition of those comments by TDOT. Full comments are included in Appendix A.

3.1 U.S. Environmental Protection Agency (EPA), Letter dated May 15, 2012.

Comment: A number of EPA's comments were addressed in the CP 4 package by TDOT as saying that the issue(s) will be addressed in the FEIS. EPA requests that TDOT provide draft responses prior to the issuance of the FEIS. This process will allow EPA to provide comments to TDOT based on a collaborative approach.

Disposition: Prior to the issuance of the FEIS, TDOT will provide draft responses and the appropriate draft FEIS content to the EPA to review. TDOT is happy to discuss the project with the EPA as the project moves forward.

Comment: The title of the concurrence point is Preferred Alternative and Preliminary Mitigation Package. The document does not provide a mitigation package as outlined in the Department of the Army, Corps of Engineers 33 CFR Parts 325 and 332, Environmental Protection Agency 40 CFR Part 230, 2008 Compensatory Mitigation for losses to Aquatic Resources, Final Rule. The document provided TDOT's response to comments from EPA and provides a one and a half page summary. The mitigation summary does not address Water Resource or Wetland Mitigation. The mitigation summary defers to the FEIS or Record of Decision (ROD) after the preferred alternative is selected. The preferred alternative is designated in this document as being Alternative A. Note that the preferred Alternative A also contains the most impacts to water resources, with 1,760 linear feet of perennial streams, 1,458 linear feet of intermittent streams, and 841 linear feet of ephemeral stream or wet weather conveyances. It would be more informative if the mitigation package provided a more in-depth mitigation plan specific to each resource. Early discussion of a more in-depth plan would help streamline the permitting process and work with permitting agencies such as the COE in permitting agencies, which could run concurrent with the COE Least Environmental Damaging Practicable Alternative (LEDPA) process.

Disposition: The level of project design during the NEPA phase is not sufficient to develop an in-depth mitigation plan for each water resource. Following the issuance of the ROD, TDOT will prepare preliminary and right-of-way plans, which will provide the level of detail necessary to initiate the applications for permits.

3.2 U.S. DOI, Fish and Wildlife Service (FWS), Letter dated May 17, 2012

Comment: FWS requests that TDOT make a determination as to whether removal of forested habitat along the preferred alignment (Alignment A) would have an adverse effect on the Indiana bat and submit the assessment and findings to the FWS Cookeville office for review and concurrence.

Disposition: During the preparation of the FEIS, TDOT will conduct studies to determine whether the removal of forested habitat along the preferred alternative will have an adverse effect on the Indiana bat. TDOT will submit the assessment and findings to FWS for review and concurrence prior to the approval of the FEIS.

Comment: The Best Management Practices (BMP) language used in the Preliminary Mitigation Summary is generic referring to TDOT's guidance document Standard Specifications for Road and Bridge Construction. Section 107.08-Protection of Stream, Lakes, and Reservoirs of this document provides "The Contractor shall exercise every reasonable precaution throughout the life of the project to prevent silting of rivers, streams, and impoundments (lakes, reservoirs, etc.)", but falls short of specifying BMPs that the contractor would be responsible for implementing. FWS requests assurances that project-specific water quality commitment will be included in the [FEIS] and that these commitments will be presented to the contractor(s) at the time of bid.

Disposition: The project-specific water quality commitments will be developed during the design and permit application stages, and will be included in the bid documents and on construction plans. Environmental commitments will be entered into the commitments page of TDOT's Program, Project and Resource Management (PPRM) tracking system, and commitments developed during the NEPA, design and permitting stages will be placed on final construction plans. A representative from the Permits Section attends pre-construction meeting to discuss all permit requirements and commitments.

Comment: BMPs in proximity to Exceptional Tennessee Waters (ETWs) are designed to withstand a five-year rain event and that streams without this designation receive protection for up to a two-year rain event. While the Little River is designated as an ETW, the tributaries that would be impacted by the project are not. FWS asks that TDOT commit to implementation of water quality BMPs designed to withstand a 10-year event on all streams associated with this project.

Disposition: According to the regulations (EPA and TDEC), TDOT must design to a two-year or five-year storm event; however TDOT is designing all projects to meet a five-year storm event regardless of the stream's standing. In addition, the cost vs. benefit ratio does not justify a 10-year storm event for all projects. If there are specific concerns to specific streams, TDOT will consider increasing the erosion control measures at that site if a higher standard is justified.

Comment: FWS withholds its Section 7 concurrence for this project until TDOT has satisfied FWS's concerns for the protection of aquatic species and has fully addressed potential impacts to the Indiana bat from removal of suitable summer roosting habitat.

Disposition: Comment noted and understood. See responses to FWS comments above.

3.3 Tennessee Department of Environment and Conservation (TDEC), Letter dated May 17, 2012

Comment: Division of Air Pollution Control notes that as of April 30, 2012, EPA has designated Blount County (as well as other counties in the Knoxville area) as nonattainment for the 2008 ozone National Ambient Air Quality Standards (NAAQS). This action will trigger the need for a new transportation conformity determination within a year of the effective date as published in the Federal Register.

Disposition: The new ozone standard has triggered a requirement for a conformity determination within 1 year from the effective date of July 20, 2012 - so it will be due by July 20, 2013. This is a "regional" conformity determination based on the entire set of projects in the Long Range Plan rather than on an individual project-level basis. The Knoxville TPO has a deadline of June 1, 2013 to have an updated Long Range Plan and conformity determination. The TPO will address the 1-year trigger for the new ozone standard at the same time as the Long Range Plan conformity trigger; an approved conformity determination is expected around May/June 2013.

Comment: Division of Underground Storage Tanks completed its review and identified UST facilities for the three possible routes [A, C and D]. For area A (Preferred Alternative) A, no facilities were identified.

Disposition: The Phase I Preliminary Assessment Study (2009) conducted for this project identified one UST facility for the Preferred Alternative, A and M American Gas. A Phase II Environmental Site Assessment (ESA) for this site will be conducted during the preparation of the FEIS, and the results will be reported in the FEIS documentation. TDOT will provide TDEC with the Phase II ESA during preparation of FEIS for pre-FEIS collaboration.

Comment: The Division of Water Pollution Control notes that, although avoidance of the larger streams is appreciated, please understand that higher order (larger) streams are completely dependent upon healthy headwaters and watersheds. Impacts to headwaters are no less destructive to aquatic systems than impacts to ecologically diverse streams. Impacts to headwaters often cause adverse stream responses throughout the entire stream system. An argument may be made that permanent impacts to a watershed's integrity may be greater with the alteration of headwater streams that are less resilient than higher order streams.

Impacts to headwater streams should be avoided and lessened by way of design to the greatest extent possible by reducing cuts and fills and spanning whenever possible. Relocations should be avoided as they seldom replace lost functions and crossings should be designed with aquatic life passage, sediment transport, and stream morphology in mind.

Disposition: During the design and permitting of the project, TDOT will seek to minimize cuts and fills near headwater streams. Where possible streams will be spanned and crossings will be designed with aquatic life passage, sediment transport, and stream morphology in mind.

Comment: TDOT should work with the local MS4(s) to address stream impacts caused by increases in stormwater runoff due to increases in impervious surfaces and steps that will be taken to lessen those impacts.

Disposition: TDOT will work with Blount County to develop strategies to ensure that the rate of stormwater runoff will not be increased by the project.

Comment: Non-assessed streams need to be assessed as early in the process as possible. Section 303(d) listed streams or any other streams assessed as impaired for habitat alteration, riparian vegetation removal, siltation, etc. will need to be mitigated in system.

Disposition: TDOT will provide the Environmental Boundaries Study and Mitigation Memorandum to TDEC as early as possible so that TDEC can assess the non-assessed streams. TDOT will mitigate impaired streams as necessary.

3.4 Tennessee Wildlife Resources Agency (TWRA), Letter dated May 18, 2012

Comment: TWRA requests that TDOT initiate a subsurface program designed to assess surface and groundwater connectivity to area streams, which may require dye-tracing studies, and commit to the protection of these unique resources, which may be inhabited by species yet to be determined. TWRA request that this commitment be include in the project's FEIS.

Disposition: TDOT will commit to protect these resources if species are identified by TWRA or other resources agencies.

Comment: TWRA also requests that TDOT commit to further coordination regarding methods to minimize potential impacts to terrestrial and aquatic species under TWRA's authority. It is TWRA's intent to perform aquatic species surveys near all proposed stream crossings in the near future in order to assess potential habitat and listed species that may or may not occur along the project corridor in order to provide site-specific recommendations to minimize potential impacts to species under their authority. TWRA request that this commitment be include in the project's FEIS.

Disposition: TDOT will commit to coordination with the TWRA in the event species of concern are discovered during TWRA's upcoming surveys.

3.5 Army Corps of Engineers, Nashville District, Letter dated June 29, 2012

Comment: Please be aware that although TDEC uses the term "wet weather conveyance," the Corps may consider these resources to be ephemeral streams. Please include a note indicating which "wet weather conveyance" could be considered ephemeral streams possible subject to Corps jurisdiction. Section 3.2 [of the CP4 package] should indicate the linear footage of perennial, intermittent and wet weather conveyances /ephemeral that would be impacted by the project.

Disposition: The determination of ephemeral versus wet weather conveyance will be made during the development of the Environmental Boundaries Study and Mitigation Memorandum, prior to proceeding to permits.

Comment: The information in Table 6 Summary of Comments by CAPPE in the CP4 package indicates that TDOT will conduct more detailed field investigations prior to applying for permits. A commitment should be added in the document that a jurisdictional determination would be provided for any waters of the US (streams and wetlands) that would be impacted from the project. The stream and wetland jurisdictional determination would need to be verified by the Corps prior to or upon submittal of the DA permit application.

Disposition: TDOT will provide the Corps with a copy of the Environmental Boundaries Study and Mitigation Memorandum prior to submitting the permit application. Prior to submitting a permit application, TDOT will invite the Corps to participate in a field review to make a jurisdiction determination for any of the streams and wetlands that will be impacted by the project, at the Corps' discretion. This commitment will be included in the commitments section of the FEIS.

Comment: The information in Table 7 Summary of Public Comments Opposing the Project states, "The project would cause adverse impacts to streams and state/federally listed species due to sedimentation during construction and with new developments." A commitment should be added in the document that would state impacts to streams and wetlands would be reviewed during the DA permit process along with any required mitigation for the jurisdictional stream and wetland impacts.

Disposition: TDOT will provide an explicit discussion in the FEIS Section 3.14.2, Aquatic Resources and Water Quality, that impacts to stream and wetlands will be reviewed during the Corps of Engineers permit process and TDOT will carry out any required mitigation for jurisdictional stream and wetland impacts, which is a condition of the permit. This is a standard commitment and as such is not included on the green sheet.

Comment: Under CP4's Outstanding Project Issues section, there is no discussion of permits from the Corps of Engineers, Water Quality Certification from TDEC, and/or of the remaining permits and approvals from other agencies, such as Section 404/10 Section 26a from TVA. Another outstanding project issue is the requirement of a jurisdictional determination for all potentially impacted streams and wetlands and verification of this determination by the Corps of Engineers.

Disposition: The DEIS summary and DEIS Section 3.14.4 Permits in the DEIS identified the permits that would required for the project, including those from the Corps of Engineers (404), TVA (26a) and TDEC (ARAP, NPDES, and Class V injection well). This information will also be included in the FEIS.

Comment: The document should address that proper streams and wetland mitigation would be provided to offset the impacts to jurisdictional streams and wetlands resulting from the project. The proposed stream and wetland mitigation would be reviewed for approval during the agencies' permit review process.

Disposition: DEIS Sections 3.14.2 (Aquatic Resources and Water Quality) and 3.14.3 (Wetlands) discuss the requirements to provide mitigation for impacts to streams and wetlands. Applicable sections of the FEIS will address the requirements for mitigation of these impacts and indicate that stream and wetland mitigation will be reviewed for approval during the agencies' review process.

Comment: Since DA permits would be required for the proposed work, you should submit applications, plans of work, location of the crossings, stream and jurisdictional determinations, proposed impacts to jurisdictional streams and wetlands, proposed mitigation to offset impacts, the Final EIS and any additional supporting environmental documentation in a timely manner to obtain the necessary permits for work.

Disposition: During the permitting phase of the project, the requested materials will be submitted to the Corps of Engineers as part of the permit application.

APPENDIX
AGENCY RESPONSES



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

**U.S. Environmental Protection Agency Detailed Comments:
NEPA Office Mitigation issues of concern**

1. Narrative of how comments were addressed from prior concurrences.

A number of EPA's comments were addressed by TDOT as saying that the issue(s) will be addressed in the FEIS. EPA request that TDOT provide draft responses prior to the issuance of the FEIS. This process will allow EPA to provide comments to TDOT based on a collaborative approach.

2. Preliminary Mitigation Package

The title of the concurrence point is Preferred Alternative and Preliminary Mitigation Package. The document does not provide a mitigation package as outlined in the Department of the Army, Corps of Engineers 33 CFR Parts 325 and 332, Environmental Protection Agency 40 CFR Part 230, 2008 Compensatory Mitigation for losses to Aquatic Resources, Final Rule. The document provided TDOT's response to comments From EPA and provides a one and a half page summary. The mitigation summary does not address Water Resource or wetland mitigation. The mitigation summary defers to the FEIS or ROD after the preferred alternative is selected. The preferred alternative is designated in this document as being Alternative A. Note that the preferred alternative A also contains the most impacts to water resources, with 1,760 linear feet of perennial streams, 1,458 linear feet of intermittent streams and 841 linear feet of ephemeral stream or wet weather conveyances. It would be more informative if the mitigation package provided a more in-depth mitigation plan specific to each resource. Early discussion of a more in-depth plan would help to streamline the permitting process and work with permitting agencies such as the COE in permitting of water resource permits which could run concurrent with the COE LEPDA process.

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**Tennessee Environmental Streamlining Agreement
Concurrence Point #4, Concurrence Form
Pellissippi Parkway Extension, From State Route 33 (Old Knoxville
Highway) to State Route 73 (US 321/Lamar Alexander Parkway), Blount
County, Tennessee, TDOT Pin # 101423.00, TDOT Project #05097-1226-04**

The Tennessee Department of Transportation (TDOT) is preparing an Environmental Impact Statement (EIS) for the Pellissippi Parkway Extension from State Route 33 (Old Knoxville Highway) to State Route 73 (US 321/Lamar Alexander Parkway), Blount County, Tennessee. The EIS is being developed by TDOT to document the impacts of the subject project, in accordance with the *National Environmental Policy Act (NEPA)* and the *Tennessee Environmental Streamlining Agreement (TESA)*. In accordance with TESA, we are requesting your review and concurrence on Concurrence Point #4, Preferred Alternative and Preliminary Mitigation Package.

The Preferred Alternative and Preliminary Mitigation Package was sent to you on April 2, 2012 for a 45-day review period. Once you have had the opportunity to review the above referenced document, please sign the attached form. In signing this document, you are indicating your concurrence of the preferred alternative to be evaluated in the Final Environmental Impact Statement (FEIS) as well as preliminary mitigation measures.

Please sign and return this form to Ann Andrews at the address below by **May 18, 2012**.

Ms. Ann Andrews
TDOT Environmental Division
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

If you feel all provisions of TESA Concurrence Point #4 have been satisfied, please acknowledge concurrence with the Preferred Alternative and Preliminary Mitigation.

AGENCY: EPA

CONCURRENCE: Harry Long

DATE: 5/15/12

Comment
Attachment:



United States Department of the Interior

FISH AND WILDLIFE SERVICE
446 Neal Street
Cookeville, TN 38501

May 17, 2012

Ms. Ann Andrews
Tennessee Department of Transportation
Environmental Planning and Permits Division
Suite 900, James K. Polk Building
505 Deadrick Street
Nashville, Tennessee 37243-0334

Subject: FWS #12-CPA-0521. Concurrence Point 4. Pellissippi Parkway Extension from State Route 33 (Old Knoxville Highway) to State Route 73 (U.S. Highway 321/Lamar Alexander Parkway), Blount County, Tennessee.

Dear Ms. Andrews:

The Tennessee Department of Transportation (TDOT) has prepared a Draft Environmental Impact Statement (DEIS) for the extension of Pellissippi Parkway from State Route 33 (Old Knoxville Highway) to State Route 73 (U.S. Highway 321/Lamar Alexander Parkway) in Blount County, Tennessee. An Environmental Assessment was originally prepared for this project, but litigation prompted TDOT to reevaluate potential impacts and upgrade the document to an EIS. The DEIS was developed by TDOT to document the impacts of the subject project in accordance with the National Environmental Policy Act and the Tennessee Environmental Streamlining Agreement (TESA). In accordance with TESA, TDOT has requested that the U.S. Fish and Wildlife Service (Service) review and provide concurrence (or non-concurrence) on Concurrence Point 4, *Preferred Alternative and Preliminary Mitigation Package*.

Concurrence Point 4 considered four alternatives under the NEPA process, the No-Build Alternative and three build alternatives. The No-Build Alternative was determined to be inadequate to achieve the stated purpose and need, as documented in the approved NEPA DEIS. Alternative A has been selected as the preferred alternative. We note that the majority of public comments received (356) were in favor of the no-build alternative.

In previous correspondence, our office provided four federally listed species that are documented to occur within the study area and may be impacted by this project. These species include the federally endangered Indiana bat (*Myotis sodalis*), duskytail darter (*Etheostoma percnurum*), and fine-rayed pigtoe (*Fusconaia cuneolus*), and the federally threatened snail darter (*Percina*

tanasi). In sections 3.14.3.2 and 3.14.3.3 of the *Preliminary Draft Environmental Impact Statement*, TDOT committed to implementation of a cutting timeframe restriction for the removal of trees to avoid direct impacts to the Indiana bat. For protection of aquatic species, TDOT would implement stringent best management practices (BMPs), including erosion and siltation control measures.

Under the Outstanding Project Issues section of the *Preferred Alternative and Preliminary Mitigation Package*, TDOT cited our July 30, 2010 letter referring to the change in Indiana bat guidance and committed to further coordination for potential impacts to this species. We request that TDOT make a determination as to whether removal of forested habitat along the preferred alignment (Alternate A) would have an adverse effect on the Indiana bat and submit the assessment and findings to our office for our review and concurrence.

Sediment releases associated with the construction of the State Route 52 (Rugby Bypass) project in Morgan County, Tennessee, have likely resulted in impacts to the federally endangered Laurel dace (*Phoxinus phoxinus*). This raises concerns as to whether standard BMPs are adequate on any project to ensure protection of aquatic species. The BMP language used in the Preliminary Mitigation Summary is generic referring to TDOT's guidance document *Standard Specifications for Road and Bridge Construction*. Section 107.08-Protection of Streams, Lakes and Reservoirs of this document provides "The Contractor shall exercise every reasonable precaution throughout the life of the project to prevent silting of rivers, streams and impoundments (lakes, reservoirs, etc.).", but falls short of specifying BMPs that the contractor would be responsible for implementing. We request assurances that project-specific water quality commitments will be included in the DEIS and that these commitments will be presented to the contractor(s) at the time of bid.

It is our understanding that BMPs in proximity to Exceptional Tennessee Waters (ETWs) are designed to withstand a five-year rain event and that streams without this designation receive protection for up to a two-year rain event. While the Little River is designated as an ETW, the tributaries that would be impacted by the project are not. This transportation project would likely take years to complete and would almost certainly experience a two-year rain event or greater during that time period. Therefore, we ask that TDOT commit to implementation of water quality BMPs designed to withstand a 10-year event on all streams associated with this project.

We have reviewed this document and believe that the provisions of TESA Concurrence Point 4 have been satisfied, and we concur with the *Preferred Alternative and Preliminary Mitigation Package*. However, we withhold our section 7 concurrence for this project until TDOT has satisfied our concerns for the protection of aquatic species and has fully addressed potential impacts to the federally endangered Indiana bat from removal of suitable summer roosting habitat. The signed TESA Concurrence Point 4 form for this project is attached.

Thank you for the opportunity to participate in this process. If you have any questions regarding our comments, please contact John Griffith of my staff at 931/528-6481 (ext. 228) or by email at john_griffith@fws.gov.

Sincerely,

A handwritten signature in cursive script that reads "Mary E. Jennings".

Mary E. Jennings
Field Supervisor

Enclosure

**Tennessee Environmental Streamlining Agreement
Concurrence Point #4, Concurrence Form
Pellissippi Parkway Extension, From State Route 33 (Old Knoxville
Highway) to State Route 73 (US 321/Lamar Alexander Parkway), Blount
County, Tennessee, TDOT Pin # 101423.00, TDOT Project #05097-1226-04**

The Tennessee Department of Transportation (TDOT) is preparing an Environmental Impact Statement (EIS) for the Pellissippi Parkway Extension from State Route 33 (Old Knoxville Highway) to State Route 73 (US 321/Lamar Alexander Parkway), Blount County, Tennessee. The EIS is being developed by TDOT to document the impacts of the subject project, in accordance with the *National Environmental Policy Act (NEPA)* and the *Tennessee Environmental Streamlining Agreement (TESA)*. In accordance with TESA, we are requesting your review and concurrence on Concurrence Point #4, Preferred Alternative and Preliminary Mitigation Package.

The Preferred Alternative and Preliminary Mitigation Package was sent to you on April 2, 2012 for a 45-day review period. Once you have had the opportunity to review the above referenced document, please sign the attached form. In signing this document, you are indicating your concurrence of the preferred alternative to be evaluated in the Final Environmental Impact Statement (FEIS) as well as preliminary mitigation measures.

Please sign and return this form to Ann Andrews at the address below by **May 18, 2012**.

Ms. Ann Andrews
TDOT Environmental Division
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

If you feel all provisions of TESA Concurrence Point #4 have been satisfied, please acknowledge concurrence with the Preferred Alternative and Preliminary Mitigation.

AGENCY: U.S. Fish and Wildlife Service

CONCURRENCE: Mary E. Jennings

DATE: 5/17/12



STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
DIVISION OF WATER POLLUTION CONTROL
7TH FLOOR, L&C ANNEX
401 CHURCH STREET
NASHVILLE, TENNESSEE 37243-1534

May 17, 2012

Ms. Ann Epperson
TDOT
Environmental Division
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, Tennessee 37243-0334

RE: TESA Concurrence Point 4
Preferred Alternative and Preliminary Mitigation Package
Pellissippi Parkway Extension (SR-162) From SR 33 to SR 73, Blount County TN
PIN # 101423.00, Project # 05097-1226-04

Dear Ms. Epperson:

The Tennessee Department of Environment and Conservation (TDEC) has reviewed the Concurrence Point 4 document, for the above referenced project. Provisions of Concurrence Point 4 have been satisfied.

The following advisory comments were received from TDEC Divisions/Offices and should be considered during development of the Environmental Impact Statement and design of the project to avoid, minimize, and mitigate impacts to the natural environment. Where environmental impacts cannot be avoided, information needed to complete the appropriate TDEC permit applications should be composed during project development. A summary of TDEC environmental permit requirements is available on the TDEC website, <http://state.tn.us/environment/permits>.

DIVISION OF AIR POLLUTION CONTROL:

It should be noted that the EPA Administrator, Lisa P. Jackson, signed a notice on April 30th, 2012, for publication in the *Federal Register*, ozone designations for the 2008 ozone National Ambient Air Quality Standard (NAAQS). EPA is designating Blount County (as well as others in the Knoxville area) as nonattainment for the 2008 ozone NAAQS. This action will trigger the need for a new transportation conformity determination within a year from the effective date as published in the *Federal Register*.

TDOT, PIN 1014432
Page 2 of 3
May 17, 2012

DIVISION OF UNDERGROUND STORAGE TANKS:

Steven T. Wilson

The Division of Underground Storage Tanks (UST) has completed its review for this request. The following UST facilities were identified for the three possible routes.

For Area D the following facilities could be effected:

2-050114 Hackney Aztex Food Shop #110

For Area C:

2-050272 Tennessee Mountain Market and Hitches (This actually looks to be in between area A and C)

2-050284 A and M American Gas

For Area A there were no facilities.

DIVISION OF WATER POLLUTION CONTROL:

Although avoidance of the larger streams is appreciated, please understand that higher order (larger) streams are *completely dependent* upon healthy headwaters and watersheds. Impacts to headwaters are no less destructive to aquatic systems than impacts to ecologically diverse streams. Impacts to headwaters often cause adverse stream responses throughout the entire stream system. An argument may be made that permanent impacts to a watershed's integrity may be greater with the alteration of headwater streams that are less resilient than higher order streams.

Impacts to headwater streams should be avoided and lessened by way of design to the greatest extent possible by reducing cuts and fills and spanning whenever possible. Relocations should be avoided as they seldom replace lost functions and crossings should be designed with aquatic life passage, sediment transport, and stream morphology in mind.

TDOT should work with the local MS4(s) to address stream impacts caused by increases in stormwater runoff due to increases in impervious surfaces and steps that will be taken to lessen those impacts.

Non-assessed streams need to be assessed as early in the process as possible. 303(d) listed streams or any other streams assessed as impaired for habitat alteration, riparian vegetation removal, siltation, etc. will need to be mitigated in system.

TDOT, PIN 1014432
Page 3 of 3
May 17, 2012

Thank you for the opportunity to participate in the planning of this project. If you have any questions regarding the information provided, please email TDEC.TESA@tn.gov or contact Randall Phillips, Acting TDEC TESA Coordinator, at 615.532-2334.

Sincerely,



Daniel C. Eager, Manager
WPC Natural Resources Section

**Tennessee Environmental Streamlining Agreement
Concurrence Point #4, Concurrence Form
Pellissippi Parkway Extension, From State Route 33 (Old Knoxville
Highway) to State Route 73 (US 321/Lamar Alexander Parkway), Blount
County, Tennessee, TDOT Pin # 101423.00, TDOT Project #05097-1226-04**

The Tennessee Department of Transportation (TDOT) is preparing an Environmental Impact Statement (EIS) for the Pellissippi Parkway Extension from State Route 33 (Old Knoxville Highway) to State Route 73 (US 321/Lamar Alexander Parkway), Blount County, Tennessee. The EIS is being developed by TDOT to document the impacts of the subject project, in accordance with the *National Environmental Policy Act (NEPA)* and the *Tennessee Environmental Streamlining Agreement (TESA)*. In accordance with TESA, we are requesting your review and concurrence on Concurrence Point #4, Preferred Alternative and Preliminary Mitigation Package.

The Preferred Alternative and Preliminary Mitigation Package was sent to you on April 2, 2012 for a 45-day review period. Once you have had the opportunity to review the above referenced document, please sign the attached form. In signing this document, you are indicating your concurrence of the preferred alternative to be evaluated in the Final Environmental Impact Statement (FEIS) as well as preliminary mitigation measures.

Please sign and return this form to Ann Andrews at the address below by **May 18, 2012**.

Ms. Ann Andrews
TDOT Environmental Division
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

If you feel all provisions of TESA Concurrence Point #4 have been satisfied, please acknowledge concurrence with the Preferred Alternative and Preliminary Mitigation.

AGENCY: TDEC

CONCURRENCE: Randall Phelps for Dan Eggar

DATE: 5/17/12



TENNESSEE WILDLIFE RESOURCES AGENCY

ELLINGTON AGRICULTURAL CENTER
P. O. BOX 40747
NASHVILLE, TENNESSEE 37204

May 18, 2012

Ann Andrews
State of Tennessee
Department of Transportation
Environmental Division
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

Re: **Concurrence Points 4**, Preferred Alternative and Preliminary Mitigation for Pellissippi Parkway Extension from SR 33 (Old Knoxville Highway) to SR 73 (US 321/Lamar Alexander Highway), Blount County, Tennessee

Dear Ms. Andrews:

The Tennessee Wildlife Resource Agency has received and reviewed the information your office provided to us regarding the proposed project listed above. We concur on Concurrence Point 4 regarding the preferred alternative and preliminary mitigation for the Preferred Alternative and Preliminary Mitigation for Pellissippi Parkway Extension from SR 33 (Old Knoxville Highway) to SR 73 (US 321/Lamar Alexander Highway), Blount County, Tennessee. We have completed the requested concurrence form, which is attached.

The Tennessee Wildlife Resources Agency requests that the Tennessee Department of Transportation initiate a subsurface program designed to assess surface and groundwater connectivity to area streams, which may require dye-tracing studies, and commit to the protection of these unique resources which may be inhabited by species yet to be determined. We also request that the Tennessee Department of Transportation commit to further coordination regarding methods to minimize potential impacts to terrestrial and aquatic species under our authority. It is the intention of the Tennessee Wildlife Resources Agency to perform aquatic species surveys near all proposed stream crossings in the near future in order to assess potential habitat and listed species that may or may not occur along the project corridor in order to provide site specific recommendations to minimize potential impacts to species under our authority. We request that these commitments be included in the Final Environmental Impact Statement for this proposed project.

We thank you for the opportunity to participate during the coordination process for this proposed project.

The State of Tennessee

IS AN EQUAL OPPORTUNITY, EQUAL ACCESS, AFFIRMATIVE ACTION EMPLOYER

Sincerely,

Robert M. Todd

Robert M. Todd
Fish and Wildlife Environmentalist

cc: Vincent Pontello, Wildlife Biologist/East TN TDOT Liaison
Rob Lindbom, Region IV Habitat Biologist
Bart Carter, Region IV Fisheries Coordinator
Pete Wyatt, Region IV Wildlife Coordinator
John Gregory, Region IV Manager

**Tennessee Environmental Streamlining Agreement
Concurrence Point #4, Concurrence Form
Pellissippi Parkway Extension, From State Route 33 (Old Knoxville
Highway) to State Route 73 (US 321/Lamar Alexander Parkway), Blount
County, Tennessee, TDOT Pin # 101423.00, TDOT Project #05097-1226-04**

The Tennessee Department of Transportation (TDOT) is preparing an Environmental Impact Statement (EIS) for the Pellissippi Parkway Extension from State Route 33 (Old Knoxville Highway) to State Route 73 (US 321/Lamar Alexander Parkway), Blount County, Tennessee. The EIS is being developed by TDOT to document the impacts of the subject project, in accordance with the *National Environmental Policy Act (NEPA)* and the *Tennessee Environmental Streamlining Agreement (TESA)*. In accordance with TESA, we are requesting your review and concurrence on Concurrence Point #4, Preferred Alternative and Preliminary Mitigation Package.

The Preferred Alternative and Preliminary Mitigation Package was sent to you on April 2, 2012 for a 45-day review period. Once you have had the opportunity to review the above referenced document, please sign the attached form. In signing this document, you are indicating your concurrence of the preferred alternative to be evaluated in the Final Environmental Impact Statement (FEIS) as well as preliminary mitigation measures.

Please sign and return this form to Ann Andrews at the address below by **May 18, 2012**.

Ms. Ann Andrews
TDOT Environmental Division
Suite 900, James K. Polk Building
505 Deaderick Street
Nashville, TN 37243-0334

If you feel all provisions of TESA Concurrence Point #4 have been satisfied, please acknowledge concurrence with the Preferred Alternative and Preliminary Mitigation.

AGENCY: TENNESSEE WILDLIFE RESOURCES AGENCY

CONCURRENCE: Robert Jodan

DATE: 5-18-2012



REPLY TO
ATTENTION OF:

DEPARTMENT OF THE ARMY
NASHVILLE DISTRICT, CORPS OF ENGINEERS
3701 Bell Road
NASHVILLE, TENNESSEE 37214

June 29, 2012

Regulatory Branch

SUBJECT: File No. LRN -1999-03730; Concurrence Point #4 for the Proposed Pellissippi Parkway Extension (State Route 162) from State Route 33 (Old Knoxville Highway) to State Route 73 (US-321/Lamar Alexander Parkway), in Blount County, TN [TDOT PIN #101423.00, Project #05097-1226-04]

Ms. Ann Andrews
Tennessee Department of Transportation
Environmental Planning and Permits Division
Suite 900 – James K. Polk Building
505 Deaderick Sreet
Nashville, Tennessee 37243-0334

Dear Ms. Andrews:

This is in response to your request for U.S. Army Corps of Engineers comments for Concurrence Point (CP) #4 for the Preferred Alternative and Preliminary Mitigation Package prepared for the Pellissippi Parkway (SR-162) extension project in Blount County, Tennessee. Please refer to File No. LRN-1999-03730 in any future correspondence to this office concerning the subject project.

A Draft Environmental Impact Statement (DEIS) was approved by the Federal Highway Administration (FHWA) on April 14, 2010. The DEIS evaluated four alternatives to the proposed project. Of these four alignments, Alternative A was selected by FHWA as the preferred alternative which would extend Pellissippi Parkway as a new four-lane divided highway on new right-of-way. Based on the location maps and information provided, the preferred alternative would likely impact waters of the United States; thus, a Department of the Army (DA) permit would be required for any discharge of fill material into jurisdictional waters of the U.S. pursuant to Section 404 of the Clean Water Act (CWA). These waters of the U.S. include all jurisdictional streams (perennial, intermittent, and ephemeral) and jurisdictional wetlands that would be impacted from the proposed roadway project.

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Our review of the Preferred Alternative and Preliminary Mitigation package resulted in the following comments regarding the project:

1) Section 3.2, Alternative A. This section states that the preferred alternative would “have the greatest impact to streams in terms of linear feet (3,218) but the majority of these impacts would affect headwaters as opposed to more ecologically diverse downstream reaches”. However, Table 2 indicates that Alternative A would impact more perennial (1,760’) and intermittent (1,458’) streams than wet weather conveyances (usually associated with headwater streams) at 841’. The other alternatives indicate how many linear feet of perennial, intermittent or wet weather conveyances would be impacted. Please be aware that although the Tennessee Department of Environment and Conservation (TDEC) uses the term “wet weather conveyance”, this office may consider these resources ephemeral streams. Please include a note indicating which “wet weather conveyances” could be considered ephemeral streams possibly subject to Corps jurisdiction. Section 3.2 should indicate the linear footage of perennial, intermittent, and wet weather conveyances/ephemeral that would be impacted from the project.

2) Table 6, Summary of Comments by CAPPE. The information indicated that TDOT will conduct more detailed field investigation prior to applying for permits. A commitment should be added in the document that a jurisdictional determination would be provided for any waters of the U.S. (streams and wetlands) that would be impacted from the proposed roadway project. The stream and wetland jurisdictional determination would need to be verified by the Corps of Engineers prior to or upon submittal of the DA permit application.

3) Table 7, Summary of Public Comments Opposing Project, under “the project would cause adverse impacts to streams and state/federally listed species due to sedimentation during construction and with new developments”. A commitment should be added in the document that would state impacts to streams and wetlands would be reviewed during the DA permit process along with any required mitigation for the jurisdictional stream and wetland impacts.

4) Section 8.0, Outstanding Project Issues. There is no discussion of the remaining permits and/or approvals from other agencies, such as Section 404/10 permits from the Corps of Engineers, Water Quality Certification from TDEC, and/or Section 26a approval from Tennessee Valley Authority (TVA). These may be better referenced in another section in the document but should be addressed. Another outstanding project issue is the requirement of a jurisdictional determination for all potentially impacted streams and wetlands and verification of this determination by the Corps of Engineers (as discussed in section 2 above).

5) Section 9.0, Preliminary Mitigation Summary. The document should address that proper stream and wetland mitigation would be provided to offset the impacts to jurisdictional streams and wetlands resulting from the project. The proposed stream and wetland mitigation would be reviewed for approval during the agencies’ permit review processes.

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In addition, since DA permits would be required for the proposed work, you should submit applications, plans of the work, locations of the crossings, stream and wetland jurisdictional determinations, proposed impacts to jurisdictional streams and wetlands, proposed mitigation to offset impacts, the final EIS and any additional supporting environmental documentation in a timely manner to obtain the necessary permits for the work.

We are available to participate in any onsite inspections of the construction corridor in an effort to identify waters of the United States that would be subject to Corps regulatory authority. We are also available to attend pre-application meetings to discuss aquatic resource impact avoidance and minimization.

Thank you for coordinating the CP #4 document with this office for our comments. Please provide a final copy of this document to this office when available. If we can be of further assistance or if you have any questions regarding DA permit requirements, please contact Amy Robinson at the above address, telephone number 615-369-7509, or email at amy.m.robinson@usace.army.mil.

Sincerely,



Bradley N. Bishop
Chief, Western Regulatory Branch
Operations Division

Copy Furnished:

Ms. Nancy Skinner
Parsons Brinckerhoff
1900 Church Street, Suite 400
Nashville, TN 37203



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE
Great Smoky Mountains National Park
107 Park Headquarters Road
Gatlinburg, Tennessee 37738



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APR 20 2012

Ann Andrews
Environmental Division
Tennessee Department of Transportation
James K. Polk Building, Suite 900
505 Deaderick Street
Nashville, Tennessee 37243-0334

Dear Ms. Andrews:

My staff has reviewed the Preferred Alternative and Preliminary Mitigation package for the Pellissippi Parkway Extension Environmental Impact Statement (EIS) in Blount County, Tennessee.

We appreciate your consideration of our previous comments and the inclusion of specific text concerning the Foothills Parkway in the EIS. With regard to potential impacts to park resources and values, the staff has no further comments, concerns, or additional information relative to the Preferred Alternative and Preliminary Mitigation Package.

Thank you for the opportunity to participate in this project. If you have any questions or concerns, please contact Jeff Troutman, Chief of Resource Management and Science, at (865) 436-1245.

Sincerely,


Dale A. Ditmanson
Superintendent

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Community Briefing Meeting Summary Pellissippi Parkway Extension (SR 162) Thursday May 30, 2013

Meeting Participants

The Community Briefing was attended by approximately 136 people. Each person attending the community briefing was asked to sign-in for purposes of counting those in attendance. Thirteen Tennessee Department of Transportation (TDOT) representatives along with four Parsons Brinckerhoff employees were also in attendance.

Meeting Purpose

The purpose of the Community Briefing was for TDOT to provide the opportunity to discuss with the public two potential minor shifts in the route of the Preferred Alternative and the possible impacts of those shifts. In addition to providing updated project information, TDOT was interested in obtaining comments, interests, and concerns from those potentially affected by the shifts.

Meeting

The briefing was held from 5:00 to 7:00 pm EST at the Rio Revolution Church, in Maryville, TN. Prior to the Community Briefing, approximately 1,000 flyers were mailed out to residents making them aware of the meeting. In addition to the mailings, John Barrett (TDOT) stated that 97 handouts were distributed to residents located in the Kensington Place Mobile Home Community.

On site at the Rio Revolution Church, information tables were set at the main entrance lobby. Signs were placed at secondary entrances directing visitors to the front entrance. On the tables a community briefing handout, comment card, and facts sheet were available in both English and Spanish. Members of the public attending the meeting were also greeted and given a concise description of what to expect at the meeting and where information was located. No formal presentation was given, however a looped slideshow was provided to give the community information about the project. This presentation presented in both English and Spanish.

When people were finished watching the slideshow, signs directed them to breakout rooms where project location maps and TDOT representatives were available to answer questions. In total, three rooms were set up for this purpose. Each room contained a minimum of two project display maps and several ROW representatives, to answer questions.

For non-English speaking attendees, TDOT provided a Spanish translator to ensure full understanding of the concepts presented. It was noted at the meeting that the translator was utilized by two families in attendance.

Meeting Comments

The deadline for comments to be received by TDOT was originally set to be June 10, 2013. To provide the public additional time to respond to the information presented at the Community Briefing, TDOT extended the deadline to June 15, 2013. To make people aware of the comment period extension, TDOT posted a notice on the project website, mailed post cards to everyone who signed in to the briefing, and sent emails to person who had provided their email addresses to make people them aware of the extension.

As of June 17, 2013, TDOT has received 157 comments by mail (letter or comment card), e-mail, or comment cards submitted at briefing. All comments were noted in the project database. Several people submitted comments in various formats. A summary of the comments received is included in the following table.

Summary of Public Comments by Topic

Topic	Representative Comment	Response
Support for Extension	The county can use the extension. It serves the greater good with minimal impact to environment or persons displaced and/ or affected.	Comments noted.
Opposed to Project	This road project is not beneficial for Blount County and the East TN region. It will not solve problems, will lead to additional traffic issues, increased sprawl, and will harm long term resources of productive farmland, wildlife habitat, and watershed protection. We need other solutions that do not degrade the quality of life for a minimum of driving time saved.	Comments noted.
Prefer West Shift	The western shift will be more pleasing visually to property owners in Sweetgrass Plantation. The western shift will reduce the noise potential to property owners in Sweetgrass Plantation.	Comments noted.
Prefer East Shift	The east shift seems preferable in this situation and would have the least environmental impact on the surrounding community.	Comments noted.
Improve Current Roads	TDOT should maintain and improve existing roads.	Comments noted.
Traffic	The extension will not address the fundamental traffic challenges we face in Blount County and will in fact make some of them worse, especially on US 411 N. There have been too many fatal traffic accidents here lately and none of them would have been prevented if the project had existed. We have many dangerous highways and the project will not divert traffic from any of them or make it enough quicker to get anywhere to justify this expensive and destructive highway.	Comments noted.
Archaeology	What is the environmentally sensitive area? Is it an Indian burial ground?	The site is an archaeology site that has been determined eligible for the National Register. It does not contain human remains or burial sites. Based on the identification, testing, and coordination with the SHPO, it has been determined that the site contains information that has yielded or may be likely to yield information important in prehistory or history.

Summary of Public Comments by Topic, continued

Topic	Representative Comment	Disposition
Archaeology	What steps has TDOT taken to inform Native American Tribes and the SHPO of the identified site?	The Phase II Archaeological Report (2012), which documented one archaeological site as eligible for listing on the National Register, has been coordinated with the SHPO. The SHPO concurred with TDOT’s eligibility recommendation. Additional investigations of proposed avoidance shifts to avoid the site have been conducted and documented in two addenda to the 2012 Phase II report. The addenda are being coordinated with the SHPO, and the Native American tribes that have expressed an interest in the project. TDOT is following procedures defined in its own policies, as well as the requirements of Section 106 of the National Historic Preservation Act as amended.
Impacts to Mobile Home Community	I am one of the owners of the six mobile homes in Kensington Place. I am opposed to the west shift. This would create a financial worry and burden. I have no desire to have to be uprooted and pay for another home. Never heard back from an appraiser in 2002. I should have been informed prior to buying this house.	Owners of the mobile homes that would be relocated by the proposed project will receive relocation assistance, including assistance to secure a comparable residence that meets current standards for safe and decent housing. While mobile home owners will be able to chose where they want to live, there are numerous vacant parcels in this mobile home community,
	Everyone on my street is willing to sell their homes. People would like to be bought out. A lot of drugs and other activity that we don’t want our children around. We are asking you to choose the west route.	Comment noted.

Summary of Public Comments by Topic, continued

Topic	Representative Comment	Disposition
Impacts to Sweetgrass Plantation	<p>Homes in Sweetgrass Plantation are high value (\$400,000-\$600,000) and if these homes lose value due to visual and noise impact, that will result in a negative impact on tax revenue for Blount County. We were informed that sound barrier walls will not be constructed by Sweetgrass due to low population density. As the map is not up to date, we challenge this point and ask at what density levels does the noise mitigation wall become a requirement? The subdivision has 96 lots for homes with approximately 40 owners. These owners maintain the upkeep of this subdivision, it is not a subdivision owned by one or two developers. As of today there are ten homes in Sweetgrass Plantation. The map presented is not up to date [doesn't show all of the new homes in the Subdivision—now 9].</p>	<p>The preliminary noise analysis conducted for the two avoidance shifts was prepared in compliance with the requirements of FHWA guidance for the identification of highway traffic noise impacts and the TDOT Policy on Highway Traffic Noise Abatement. The results of the barrier analysis for the eastern shift demonstrated that the area does not qualify for a noise barrier based on the information currently available. The conclusions derived from the current noise analysis are preliminary, and final decisions regarding noise abatement measures will be based on a subsequent noise study that will be completed using the design plans for the project. The public will have the opportunity to comment on the results of that analysis at the design public hearing.</p>
Request extension for comments	<p>Because the links on the webpage were not updated to allow the public to gain access materials from the May 30, 2013 meeting as of June 1, we request that the comment deadline a minimum of two weeks after all the links are corrected and after we are notified that all the links are correct. How and when will you be informing people potentially affected by the two possible realignments about the extension and the new deadline?</p>	<p>The link to the website has been corrected and the deadline for comments was extended 5 days to June 15, 2013. A notice was placed on the website and postcards were mailed to persons who attended the community briefing. Emails were also sent to those persons who had provided email addresses.</p>
Release of Technical Studies	<p>More straight forward and detailed information about TDOT's updated technical studies, especially those pertaining to ecology and archaeology, might have enabled citizens to offer more useful answers when we were asked for input. Please release the technical studies and evaluation so that the decision is as transparent as possible.</p>	<p>The technical study updates for the Preferred Alternative and the proposed alignment shift are being finalized and most will be made available when the FEIS is circulated for public comment. TDOT is prohibited by the provisions of the National Historic Preservation Act of 1966 (16 U.S.C. 470), as amended, from releasing the archaeology reports to the public in order to protect the resource.</p>
Explain selection criteria	<p>What criteria will TDOT use to consider the results of the environmental screening and the comments provided in selecting the alignment shift?</p>	<p>As stated in the community briefing handout, TDOT will determine which minor alignment shift to incorporate into the previously selected Preferred Alternative based on the assessment of the environmental screening conducted for the east and the west shifts, and taking into consideration input received from the Community Briefing.</p>

Summary of Public Comments by Topic, continued

Topic	Representative Comment	Disposition
Need for Supplemental EIS	<p>Since the DEIS was circulated in 2010, TDOT has taken a number of actions that affect analysis of the impacts of the proposed PPE. In view of the actions and changes listed below, we believe a Supplemental Environmental Impact Statement is necessary:</p> <ul style="list-style-type: none"> a. Revised traffic forecasting, as evident in the Sept. 2011 Addendum to Traffic Operations Technical Report. b. Shift in emphasis from improvements in Level of Service to intersection delay. c. Community briefing on the possible change in alignment to avoid an environmentally sensitive area. d. Updated technical studies and evaluations as stated in the materials distributed at the May 30, 2013 community briefing: "Hazardous Materials, Noise, Ecology, Safety, Archaeology" and evaluations of the two 'avoidance' shifts: 	<p>TDOT is currently preparing a reevaluation to determine whether a supplement to the DEIS is necessary. It is TDOT's opinion that there are no major changes in the project and significant impacts not previously disclosed</p>
Need for a Written Reevaluation	<p>Before TDOT can decide not to prepare Supplement DEIS, a written reevaluation must be prepared due to the passage of time since the DEIS was circulated.</p>	<p>TDOT is currently preparing a reevaluation to determine whether a supplement to the DEIS is necessary. It is TDOT's opinion that there are no major changes in the project and significant impacts not previously disclosed</p>

In addition to the comments noted on comment cards turned in at the meeting, in emails or by mail, general comments and questions were made to TDOT representatives during the meeting. As with the comments submitted in written form, the questions and areas of interest encompassed a wide range of topics. Representatives answered numerous questions from those in attendance. Some of the topics included:

- How should I let my comments be known to TDOT?
- I live at this location, how will the project impact me?
- When will the project be built?
- What type of archaeological site did TDOT find?
- If my house is in the proposed right-of-way should I make improvements to it?
- How does the right-of-way purchasing process work, and what is the timeline for purchasing?
- When will I know how far the road is going to be from my house (when will right-of-way and design plans be complete)?
- What are the next steps in the environmental and design process?
- Why did right-of-way acquisition stop?

- Why is TDOT looking at Alternative D again?

Questions and comments to TDOT representatives came both from citizens in favor of the project and those against the project. Some comments and questions were answered by explaining the processes TDOT uses in project development since the design and right of way stages of the project are not complete.

Media

Following the meeting, both the *Knoxville News Sentinel* and *The Daily Times* ran articles discussing the meeting. Prior to the briefing, an article was also published in *The Daily Times* discussing the upcoming meeting. The author of the article incorrectly stated that previous alignments were now being considered and included information from prior meetings not related to the purpose of the scheduled community briefing. TDOT was made aware of this after the conclusion of the community briefing. This information better explained why some citizens had renewed concerns about locations outside the current study area.

Conclusion

The Community Briefing gave citizens an opportunity to discuss potential shifts to the Pellissippi Parkway extension project, to ask questions, to have questions/concerns answered, and to have local opinions of the project heard by TDOT. The briefing also gave citizens the opportunity to have factual, up-to-date information presented in a setting that allowed discussion by everyone in attendance.