

PUBLIC HEARING

Pellissippi Parkway Extension (SR 162)

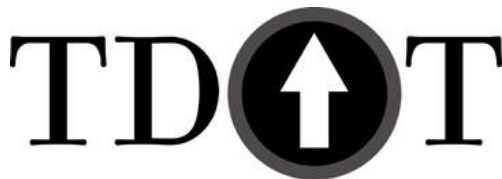
From
SR 33 (Old Knoxville Highway) to
US 321/SR 73/Lamar Alexander Parkway
Blount County, Tennessee

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
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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>
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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.

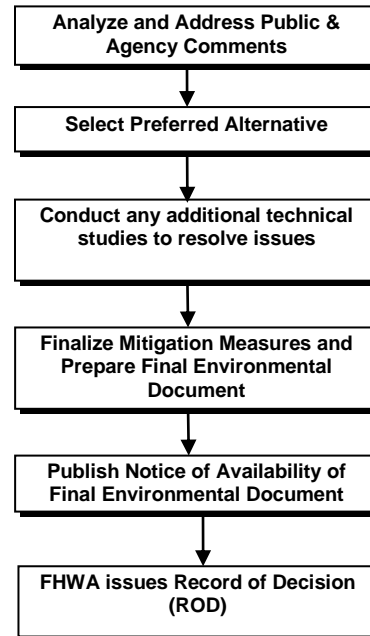
UNRESOLVED ISSUES

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

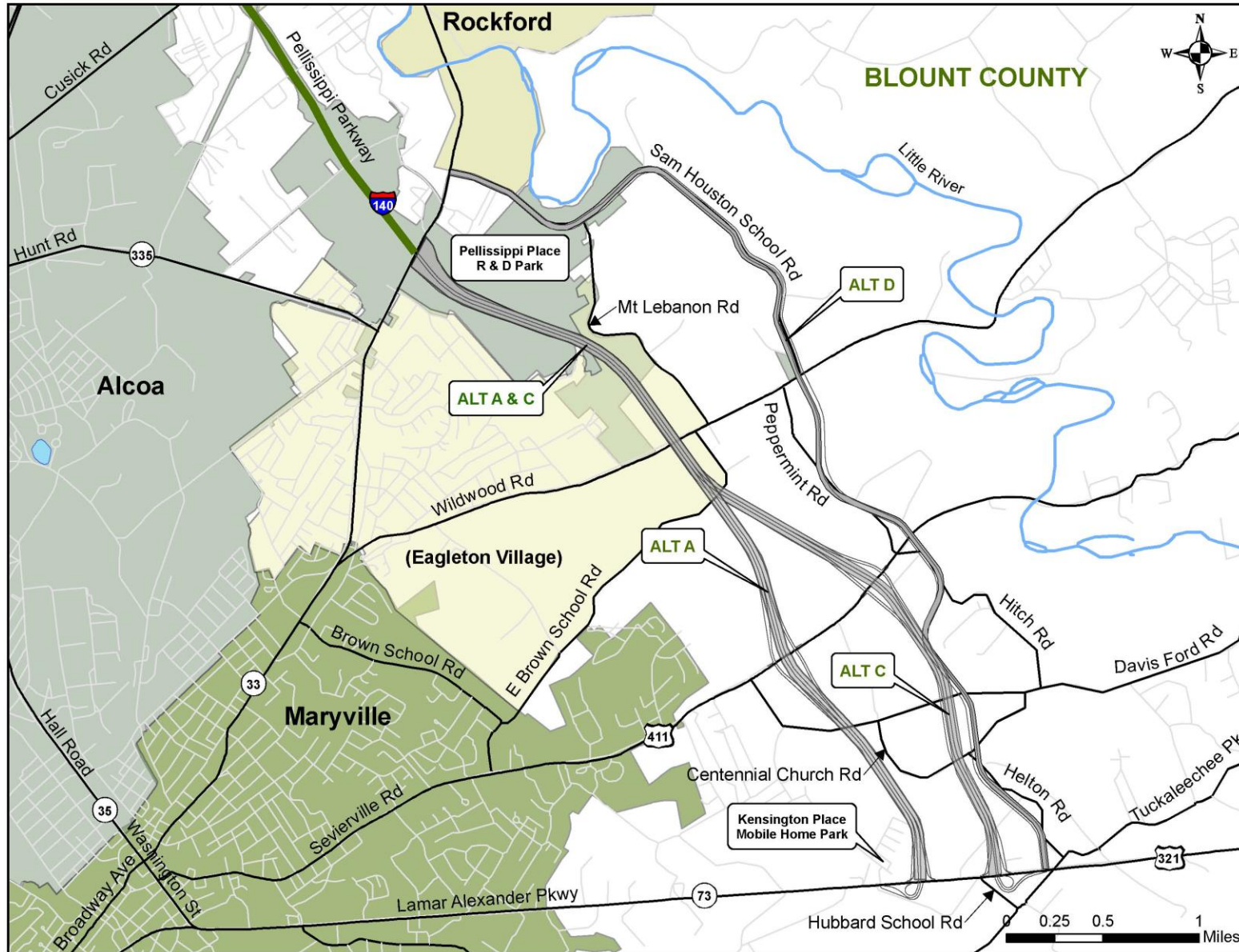


Table 1: Summary of Effects

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.