Environmental Impact Statement for Pellissippi Parkway (State Route 162) Extension From SR-33 to US 321 (SR-73), Blount County, Tennessee

COORDINATION PLAN FOR

AGENCY AND PUBLIC INVOLVEMENT

Federal Highway Administration (Tennessee Division)

and

Tennessee Department of Transportation, Environmental Division

Revised April 2013

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1.0 PURPOSE OF COORDINATION PLAN

This Coordination Plan is intended to define the process by which the Tennessee Department of Transportation (TDOT) will communicate information about the Pellissippi Parkway (Route 162) Extension Environmental Impact Statement (EIS) project to the lead, cooperating, participating and other agencies and to the public. The plan also identifies how input from agencies and the public will be solicited and considered.

Since the Federal Highway Administration (FHWA) is expected to provide funding for this project, FHWA serves as the lead federal agency for the project. TDOT, as the direct recipient of Federal funds for the project, is the joint lead agency.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users of 2005 (SAFETEA-LU) requires that the lead agencies establish a plan for coordinating public and agency participation and comment during the environmental review process.

In accordance with TDOT's current Public Involvement Plan, this project requires a Level Four Public Involvement Process, a level of participation designed for projects that would require an Environmental Impact Statement (EIS) to be completed. This plan also outlines the process by which the required level of public involvement will be accomplished.

This Coordination Plan:

- Identifies the early coordination efforts;
- Identifies cooperating and participating agencies to be involved in agency coordination;
- Establishes the timing and form for agency involvement in defining the project's purpose and need and study area, the range of alternatives to be investigated, and methodologies, as well as in reviewing the DEIS draft and the selection of the preferred alternative and mitigation strategies.
- Establishes the timing and form for public opportunities to be involved in defining the project's purpose and need and study area and the range of alternatives to be investigated, providing input on issues of concern and environmental features, and commenting on the findings presented in the DEIS.
- Describes the communication methods that will be implemented to inform the community about the project.

The Coordination Plan is updated periodically to reflect any changes to the project schedule and other items that typically require updating over the course of the project.

2.0 PROJECT DESCRIPTION

TDOT is preparing an Environmental Impact Statement to investigate the extension of Pellissippi Parkway (State Route 162) from State Route 33 (SR-33) to U.S. Highway 321/SR-73 or East Lamar Alexander Parkway in Alcoa and Maryville, Tennessee, a distance of approximately 4.4 miles. (See Figure 1.)

2.1 Project Background

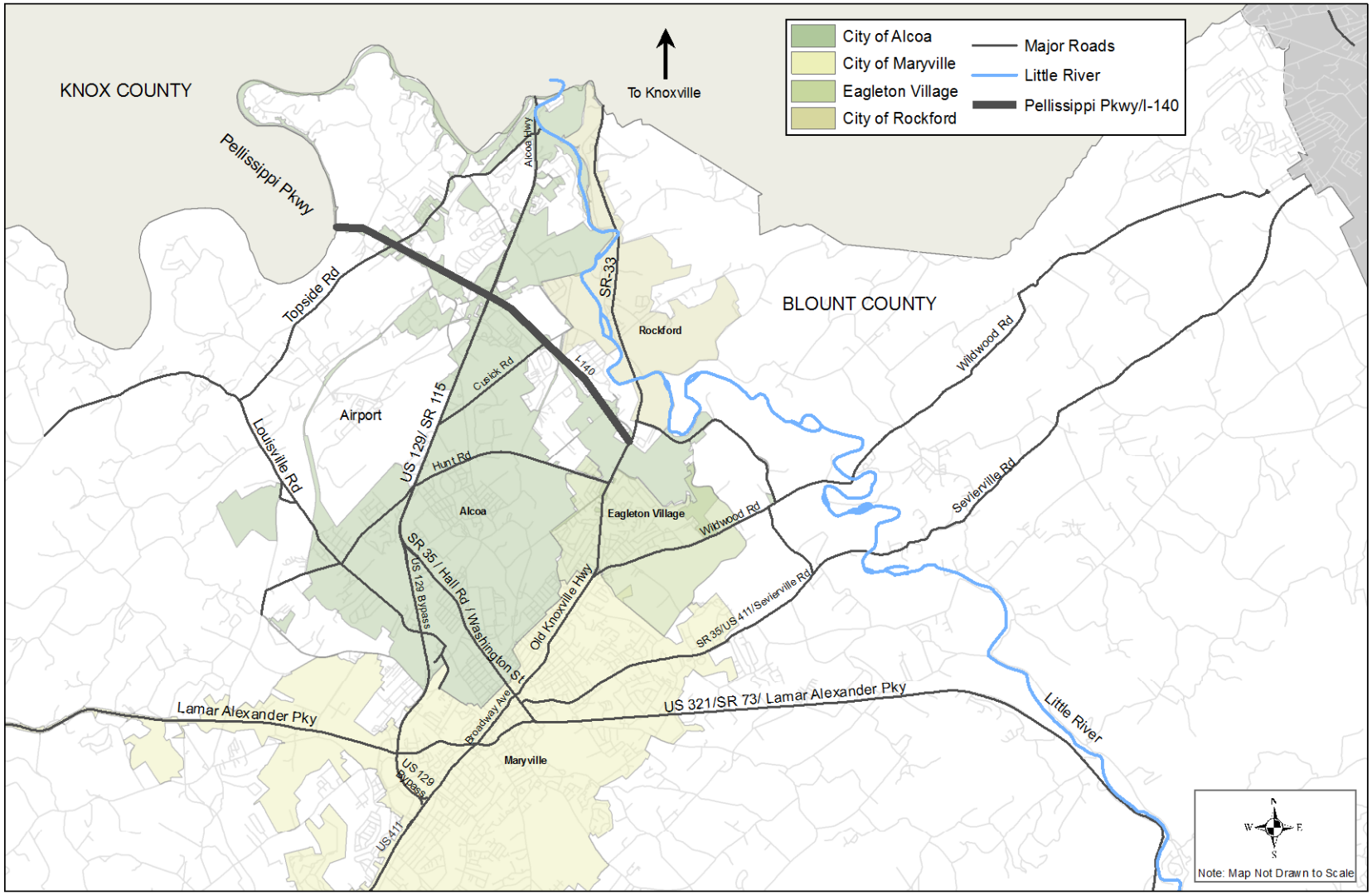
An Environmental Assessment (EA) for the project was prepared between 1999 and 2001; the EA was approved by the Federal Highway Administration (FHWA) on October 3, 2001. On March 5, 2002, TDOT announced the selection of Alternative A as the preferred alignment for the project and on April 24, 2002, FHWA issued a Finding of No Significant Impact (FONSI) for the project. Prior to the initiation of acquisition of right-of-way, however, on July 17, 2002 a Federal Court order was issued and imposed a preliminary injunction halting continued planning, financing, contracting, land acquisition, and construction of the project. The group, Citizens against the Pellissippi Parkway Extension (CAPPE), had filed a lawsuit in U.S. District Court in Nashville against officials of TDOT, the U.S. Department of Transportation, and FHWA.

The lawsuit contended that FHWA should have prepared an EIS in compliance with National Environmental Policy Act (NEPA) regulations, and that FHWA did not properly document their decision not to prepare an EIS. FHWA rescinded the right-of-way authorization after the court order was issued. On September 5, 2002, FHWA filed a motion in U.S. District Court in Nashville to allow FHWA to voluntarily remand the EA/FONSI. That request was rejected by the court.

In early 2003, the new TDOT Commissioner requested an independent assessment of the Pellissippi Parkway Extension project. The independent assessment was conducted by the University of Tennessee's Center for Transportation Research. The findings of the assessment, published in August 2003, recommended that if the project was restarted, TDOT should ask for additional input from affected land owners and interest groups as the project moves forward.

In July 2004, a federal appeals court reversed the decision of the Nashville District Court, thus allowing FHWA to withdraw the 2002 FONSI and revisit the environmental evaluation of the project. TDOT then announced its intention to conduct an EIS for the extension of Pellissippi Parkway. In 2006, TDOT contracted with a consultant team, led by PB Americas, Inc (Parsons Brinckerhoff), to conduct environmental and engineering studies as part of the preparation of the EIS.

Figure 1 Project Area Map



2.2 Purpose and Need

The proposed action is intended to address the following transportation needs in the study area. These needs were identified during the public and agency coordination activities conducted for the project between April 2006 and February 2008, as well as through prior planning efforts and review of current transportation and community plans.

- Limited mobility options in Blount County and Maryville because of the county's primarily radial roadway network;
- Poor local road network with substandard cross sections (with narrow lanes, sharp curves and insufficient shoulders) in the eastern portion of the county;
- Lack of a northwest/east connection east of Alcoa and Maryville to help serve:
  - Expanding residential development occurring in eastern Alcoa and Maryville and northeastern 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 (approximately 50,000 vehicles-per-day) and SR 33 (approximately 6,000 vehicles-per-day).
- Safety issues on roadways in the area, including roads in the Maryville core. People traveling between the north and western portions of the county and the eastern portions of the county must pass through the Maryville core. 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 (LOS) on major arterial roads in the study area (in particular US 129, SR 33, and US 411).

The transportation objectives or purposes listed below were also developed based on input received from local officials and the public, and reviews of previous planning studies and current plans.

- Provide travel options for motorists to the existing radial roadway network;
- Enhance regional transportation system linkages;
- Enhance roadway safety on the roadway network, including the Maryville core; and
- Assist in achieving acceptable traffic flows (LOS) on the transportation network or not adversely affect traffic flows on the existing transportation network.

Other objectives of the proposed action include:

- Support community goals and plans; and

- Minimize adverse impacts to neighborhoods and businesses, farmlands, and the natural and cultural environment.

2.3 Alternatives Considered

An initial range of alternatives and corridors were developed as a result of public input and input from local and regional agencies, including the Knoxville Regional Transportation Planning Organization (TPO). The alternatives and corridors were refined based on windshield reviews and reviews of existing data sources including Geographic Information Systems (GIS) information from local, state and federal agencies.

Based on the results of a screening analysis and application of evaluation criteria, public input during the 2007 and 2008 public meetings and comment periods, and participating agency comments and concurrence, TDOT has determined the following alternatives that will be carried forward, refined and evaluated in the DEIS.

- No-Build
- Build Alternative
  - Corridor A
  - Corridor C
- Upgraded 2-Lane Network (Corridor D)

These alternatives are described briefly below and shown on Figure 2.

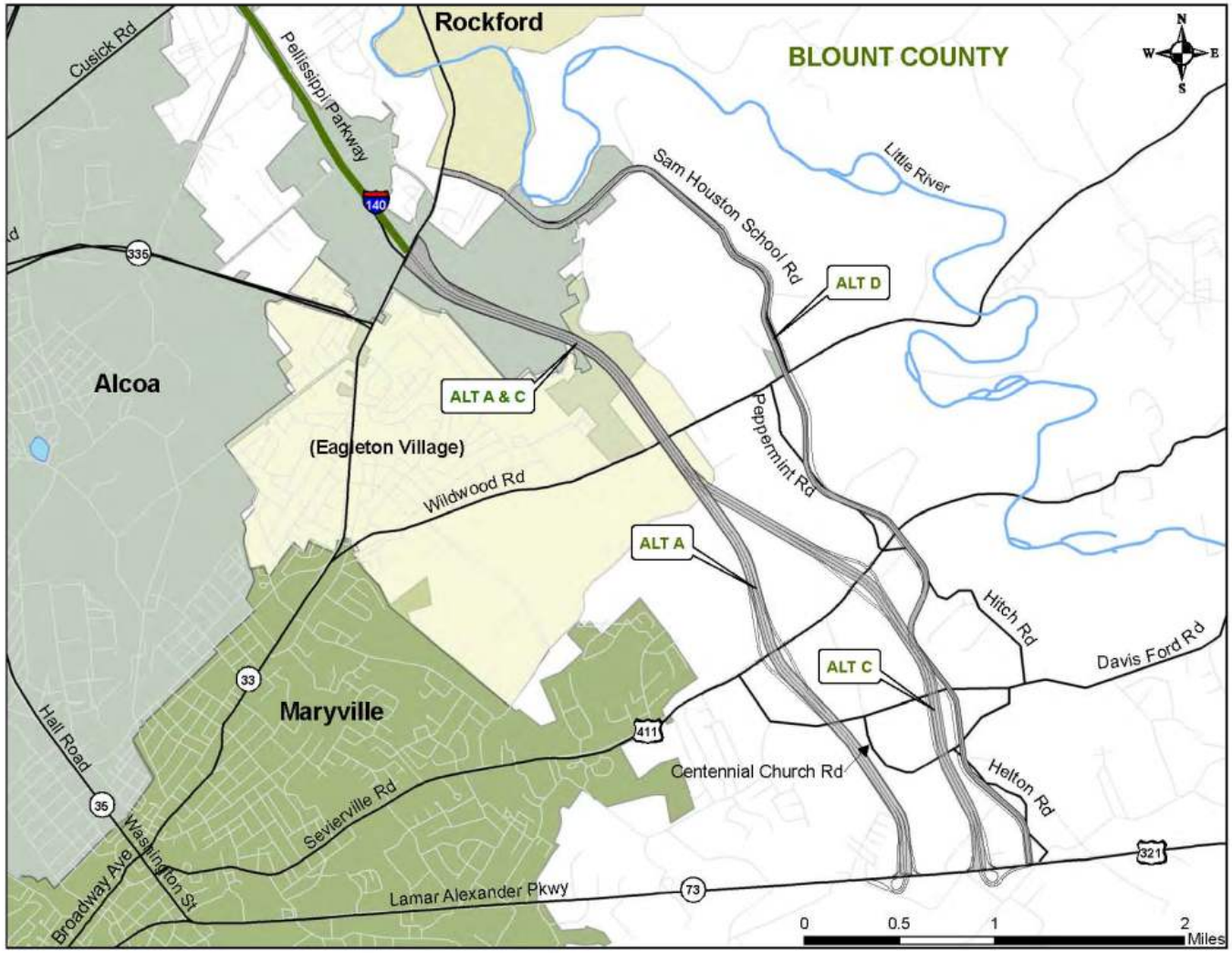
2.3.1 No-Build Alternative

The No-Build Alternative would not extend Pellissippi Parkway beyond its existing terminus at SR 33. Traffic would continue to enter and exit Pellissippi Parkway at the existing terminal interchange with SR 33.

The No-Build Alternative assumes that other projects in the study area that are identified in the 2009 to 2034 Knoxville Regional Mobility Plan would be constructed or implemented. Several capacity-enhancing and safety-related projects are highlighted below:

- Improvements to SR 33, including widening the existing roadway from two to four lanes between Hunt Road and Pellissippi Parkway, improving the intersection at Brown School Road, and reconstructing substandard two-lane sections to bring them up to modern standards in terms of lane widths and geometric design (chiefly to enhance the safety of the roadway);
- Improvements to sections of US 411/Sevierville Road that include adding center turn lanes and reconstructing substandard two-lane sections;
- Improvements to existing substandard two-lane sections of Peppermint Road, Sam Houston School Road, Wildwood Road, Brown School Road and Ellejoy Road;

Figure 2 Alternatives Evaluated in the DEIS



- Construction of the proposed Alcoa Highway Bypass;
- Improvements to US 129/Alcoa Highway by adding turn lanes and traffic signals, and widening four-lane sections to six lanes; and
- Construction of an access road to serve the Pellissippi Place Research and Technology Park.

2.3.2 Extend Pellissippi Parkway on New Location

Under the Build Alternative, existing Pellissippi Parkway would be extended from SR-33 to US 321/SR-73 (Lamar Alexander Parkway), as a four-lane divided roadway, with a proposed interchange at SR-33, US 411 and US 321. Each alternate alignment under consideration for the DEIS, Alternative A and Alternative C, are described below:

Alternative A:

This alternative alignment generally follows the corridor identified and investigated in the 2002 Environmental Assessment (EA) and selected as the preferred alternative. This alternative starts on the east side of SR-33, opposite the existing half interchange of Pellissippi Parkway and SR-33. From this terminus, the route follows a generally easterly and southeasterly path to Wildwood Road, passing through former farmlands that are now the site of the proposed Pellissippi Center Research and Development Park. Alternative A also runs west of Mount Lebanon Road in this area. After crossing Wildwood Road, the alignment continues in a generally southerly direction, crossing Brown School Road, US 411 east of the Davis Ford Road intersection with US 411, and Davis Ford Road, and then passing along the northeastern edge of the Kensington Place mobile home park. The alignment intersects with US 321 just east of Flag Branch. The total length of Alternative A is approximately 4.38 miles.

Alternative C:

This alternative shares the route of Alternative A from SR-33 to the vicinity of Brown School Road, at which point Alternative C diverges to the east. Alternative C then runs in a southeasterly direction, crossing US 411 about 0.6 miles east of Alternative A. It continues southeasterly to cross Davis Ford Road and proceeds southerly, crossing Centennial Church Road about 500 feet west of Helton Road, crossing John Helton Road and terminating with US 321 at Hubbard School Road. The total length of this alternative is approximately 4.68 miles.

2.3.3 Upgrade Existing Two-Lane Network – Alternative D

The concept of upgrading a two-lane network of existing roads to serve as a two-lane connection between SR-33 and US 321 emerged during a study based on discussions with the public about travel needs and environmental concerns. This upgraded network was seen as a way to improve some of the currently deficient two-lane roads in the study area and provide a more direct connection between SR-33 and US 321/SR-73 (Lamar Alexander Parkway)

east of Maryville without constructing a completely new facility. Therefore the route utilizing portions of existing Sam Houston Road, Peppermint Road, Hitch Road and Helton Road was identified. Under this alternative, referred to as Alternative D, an improved two-lane roadway with shoulder upgrades would be constructed utilizing both the existing roadway alignment where possible and using new location portions. In addition, several curves will be straightened and several intersections will be realigned to allow for a continuous route with a 50 mile per hour design speed. The total length of this corridor is approximately 5.77 miles.

3.0 INITIAL COORDINATION

On April 17, 2006, in conformance with the requirements of SAFETEA-LU, TDOT formally notified FHWA in writing of its intent to initiate the NEPA EIS process for this project. The initial coordination/scoping process was initiated in order to obtain comments and input from agencies and the public to help determine the purpose and need for the project, alternatives to be evaluated and the issues that will be examined as part of the EIS process.

3.1 Notice of Intent

Following the project initiation, FHWA with assistance from TDOT prepared a Notice of Intent (NOI) to Prepare an Environmental Impact Statement, as required by CEQ regulations 40 CFR 1501.7. The NOI was published in the *Federal Register* on April 25, 2006.

Notification of the preparation of the EIS was published in project area newspapers (Knoxville News Sentinel and Maryville Daily Times), along with the announcement of two public Scoping Meetings.

3.2 Coordination Package

TDOT prepared a Coordination Package that was distributed to approximately 58 agencies, officials, and organizations on May 1, 2006. The packages included a transmittal letter, a project summary and a project vicinity map. The project summary identified the preliminary purpose and need for the project, potential alternatives to be considered, traffic counts on specified roadways and examples of environmental concerns that will be considered throughout the course of the EIS process.

Five groups of agencies and organizations received the coordination packages:

- Cooperating Agencies
- Participating Agencies
- Non-Participating Agencies and Organizations
- Local Agencies and Organizations
- Section 106 Consulting Parties

3.2.1 Cooperating Agencies

Cooperating Agencies are those governmental agencies specifically requested by the lead agency to participate during the environmental evaluation process for the project. FHWA's NEPA regulations (23 CFR 771.111(d)) require that those federal agencies with jurisdiction by law (with permitting or land transfer authority) be invited to be Cooperating Agencies for an EIS. Cooperating Agencies for this project are the US Army Corps of Engineers, Nashville District (Corps of Engineers) and the Tennessee Valley Authority (TVA). These Cooperating Agencies were also invited to be participating agencies.

If new information reveals the need to request another agency to serve as a Cooperating Agency, TDOT will issue that agency an invitation.

3.2.2 Participating Agencies

SAFETEA-LU (Section 6002) created a new category of agencies to participate in the environmental review process for EISs. These are federal and non-federal governmental agencies that may have an interest in the project because of their jurisdictional authority, special expertise and/or statewide interest. These participating agencies are formally invited to participate in the environmental review of the project. In addition to TVA and the Corps of Engineers, thirteen other federal, state and regional agencies/divisions have been designated as participating agencies for this project. The designated Participating Agencies are shown in Table 1.

If, during the progress of the project, new information indicates that an agency not previously requested to be a Participating Agency does indeed have authority, jurisdiction, acknowledged expertise or information relevant to the project, then TDOT, in consultation with FHWA, will promptly extend an invitation to that agency to be a Participating Agency. TDOT and FHWA will consider whether this new information affects any previous decisions on the project.

3.2.3 Non-Participating Agencies and Organizations

Coordination Packages were also sent to Non-Participating agencies. This group includes federal and state agencies and organizations with statewide interests. A complete list of the agencies receiving this package is included in Appendix A.

3.2.4 Local Agencies and Organizations

Local agencies and organizations received the Initial Coordination Package. A listing of those agencies is also included in Appendix A.

Table 1 Lead, Cooperating and Participating Agencies

Agency Name	Point of contact
Lead Agencies	
Tennessee Division FHWA	Leigh Ann Tribble, Environmental Program Engineer
TDOT	Mike Russell, Project Manager
Cooperating & Participating Agencies	
US Army Corps of Engineers, Nashville District	J. Rubin Hernandez, Project Manager, Operations Division
Tennessee Valley Authority	Charles P. Nicholson
Participating Agencies	
U.S. Fish and Wildlife Service	Mary Jennings, Field Supervisor
Great Smoky Mountains National Park	Dale Ditmanson, Superintendant
Environmental Protection Agency, Region 4	Heinz J. Mueller, Chief, Environmental Assessment Office, EIS Review Section
Tennessee Department of Environment and Conservation (TDEC)	Saya Qualls, Chief Engineer
Tennessee Wildlife Resources Agency	Robert Todd, NEPA Contact
Knoxville Regional Transportation Planning Organization (TPO)	Jeffrey A. Welch, Transportation Planning Coordinator ,
U.S. Department of the Interior	Director, Office of Environmental Policy and Compliance
Water Resources Division, U.S. Geological Survey. U.S. Department of the Interior	District Engineer
Federal Energy Regulatory Commission	
Department of Housing and Urban Development	Harry Walls, Environmental Officer
Forest Service, U.S. Department of Agriculture	Tom Chappell, Regional Engineer
Memphis Airport District Office, Federal Aviation Administration	Laverne F. Reid, Manager
Natural Resources Conservation Service, US Department of Agriculture	Kevin Brown, State Conservationist (TN)

3.2.5 Section 106 Early Coordination

The National Historic Preservation Act requires the federal agency or its designee (in this case TDOT) identify the appropriate parties that need to be involved in the process of identifying effects of a proposed project to historic resources and working through the process with such parties. This "involvement" is referred to as "consultation." As a part of the consultation requirements for Section 106, a separate initial coordination package was sent to seven parties with interests in historical and archaeological issues.

The Blount County Mayor was invited to request status as a Section 106 consulting party, as were six Native American Tribes:

- Cherokee Nation;
- Eastern Band of Cherokee Indians;
- Eastern Shawnee Tribe of Oklahoma;
- Shawnee Tribe; and
- United Keetoowah Band of Cherokee Indians

If new information reveals the need to request another agency or organization to serve as a consulting party, TDOT will issue that agency an invitation.

4.0 AGENCY COORDINATION

The participating agencies for this project have roles and responsibilities that include, but are not limited to:

- Participating in the NEPA process starting at the earliest possible time, especially with regard to the development of the purpose and need statement, range of alternatives, and methodologies;
- Identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts. Participating agencies are also allowed to participate in the issue resolution process; and
- Providing meaningful and timely input on unresolved issues.

The participating agencies will have defined opportunities for meaningful participation in the decision-making process for the project. Specific opportunities are provided via the Tennessee Environmental Streamlining Agreement (TESA) for agency concurrence points that have been defined for this project. Participating agencies that are not a part of the formal TESA process received the Purpose and Need, Alternatives to be Considered, Preliminary Draft document, and Preferred Alternative and Preliminary Mitigation Packages, but are not asked to concur with any decisions included within the package. Non-TESA participating agencies are instead requested to provide input and/or comments on any issues or concerns.

4.1 Tennessee Environmental Streamlining Agreement Concurrence Points

TDOT has developed the Tennessee Environmental Streamlining Agreement for the Environmental and Regulatory Coordination of Major Transportation Projects, referred to as TESA or the Agreement. In addition to TDOT and FHWA, signatories to the TESA will include eight federal agencies and authorities, two state agencies, and 23 Metropolitan Planning Organizations and Rural Planning Organizations in the state. Signatory agencies are not

required to participate in every project; they are expected participate only in those specific projects that affect their area of jurisdiction, expertise, or interest.

The TESA participating agencies that are participating in this project are:

- US Army Corps of Engineers
- Tennessee Valley Authority
- US Fish and Wildlife Service
- Great Smokey Mountains National Park
- Environmental Protection Agency (Region 4)
- Tennessee Department of Environment and Conservation
- Tennessee Wildlife Resources Agency
- Knoxville Region Transportation Planning Organization

The Agreement establishes a single decision-making process to identify and address agency issues at four key points (referred to as concurrence points), during the planning and NEPA process. The agencies listed above will be participating in the concurrence point points at the following four major milestones in the environmental review process for the Pellissippi Parkway Extension EIS:

1) Purpose and Need and Study Area;

2) Project Alternatives to be Evaluated in the DEIS and Methodologies for Conducting Evaluation;

3) Adequacy of the Preliminary DEIS;

4) Designation of Preferred Alternative and Preliminary Mitigation;

The process for coordination associated with each of the major milestones (concurrence points) for this project is discussed below.

4.1.1 Concurrence Point 1 - Purpose and Need and Study Area

Based upon comments received during the scoping period from agencies and the public, a draft purpose and need for the project was prepared and submitted by TDOT to FHWA for internal review. Upon incorporation of comments from FHWA, TDOT prepared and forwarded to the TESA agencies the purpose and need study area package. The package included a history of the project, this coordination plan, and a summary of public and agency input received to date. TESA participating agencies were asked to concur with the concurrence point document. Non -TESA participating agencies were asked to provide input and/or comments on any issues or concerns related to the project; they were not asked to concur.

Concurrent Point 1 was completed on February 4, 2008. All agencies concurred.

4.1.2 Concurrence Point 2 – Project Alternatives to be Evaluated

Based on the output of Concurrence Point 1 as well as input from the public meeting, and any general alternatives analysis conducted during the project development process, TDOT prepared a Project Alternatives to be Evaluated package to be distributed to the TESA agencies. TESA participating agencies were asked to concur with the concurrence point document. Non - TESA participating agencies were asked to provide input and/or comments on any issues or concerns related to the project; they were not asked to concur.

Concurrent Point 2 was concluded on July 28, 2008 deadline. All agencies concurred with the recommendation of the alternatives to carry forward in the DEIS.

4.1.3 Concurrence Point 3 – Preliminary Draft DEIS Document

Based on the output of Concurrence Point 2 and the subsequent detailed investigation of alternatives and analysis of impacts, TDOT will prepare and forward the Draft DEIS document to the TESA agencies for their concurrence and to other participating agencies for their review and comment. Non-participating agencies will be provided the opportunity to review and comment on the DEIS when the document is published and distributed to the public for comment.

Concurrent Point 3 was completed on January 6, 2010. All agencies concurred.

4.1.4 Concurrence Point 4 – Preferred Alternative and Preliminary Mitigation

Based on the output of Concurrence Point 3, along with TDOT and FHWA's consideration of any issues, concerns and/or opportunities identified during the public hearings and comment period for the DEIS, TDOT will prepare a Preferred Alternative and Preliminary Mitigation package. TESA participating agencies will be asked to concur with the concurrence point document. Non-TESA participating agencies will be provided the opportunity to review the FEIS when it is made available for public review.

4.2 Other Opportunities for Agency Involvement

Those agencies that are not "Participating Agencies" as defined in SAFETEA-LU will also have opportunities to provide input and comments on the project as it moves forward. The database of agencies developed as part of the Initial Coordination efforts will be maintained and updated throughout the EIS process. Those agencies that responded to the initial coordination/scoping and those that participated in public meetings and/or provided input/comment

during the preparation of the DEIS received notification of the availability of the DEIS.

Comments may be received at any point during the development of the EIS analysis.

Following FHWA's approval of the FEIS, the FEIS will be made available for public and agency review for a minimum of 30 days. Upon addressing comments received in the comment period, the FEIS will be forwarded by TDOT to FHWA with a request for a Record of Decision (ROD).

5.0 OPPORTUNITIES FOR PUBLIC INPUT

As required by NEPA and by TDOT's Public Involvement Plan, a project specific plan for public input has been developed and is documented in this overall coordination plan. This plan describes strategies for encouraging public input and describes the opportunities to be provided to the public to encourage early and ongoing involvement in the project development process. As required by SAFETEA-LU Section 6002, the public was provided opportunities to provide specific input on the Purpose and Need and the range of alternatives.

5.1 Strategies for Encouraging Public Involvement

5.1.1 Database of Names

TDOT's Environmental Division maintains an initial coordination list that includes the names of federal, state and other agencies (such as regional planning agencies) and local governments that TDOT will coordinate with for this project. The list also includes private entities that have requested to be included in initial coordination. The entities on the list were sent copies of the initial coordination package, and will be sent notices of public meetings, copies of project mailings and newsletters, and notice of the availability of the approved DEIS for review and comment. As appropriate, persons, organizations, and agencies on this list will also receive other correspondence related to the project.

The Environmental Division's current database was supplemented by the Knoxville Regional Transportation Planning Organization (Knoxville TPO) contact and mailing list for the Blount County area. The database has been expanded as the project has moved forward. Names of persons and organizations attending public meetings or requesting additional information are added.

5.1.2 Community Groups Briefings

Briefings with community/civic groups, business groups, or other interested groups or organizations over the course of the EIS process may be used as an opportunity to introduce the project, provide project updates, and receive public input on the project.

5.1.3 Local Government Officials Briefings

Briefings with local government officials may be used as an opportunity to introduce the project to city/county/local officials, provide updates at project milestones, and facilitate the flow of information between the officials, TDOT and FHWA. Briefings for local government officials would be held in the project area throughout the development of the EIS.

Local officials expected to be invited to these briefings include:

- Blount County Mayor and County Engineer;
- Mayors of Maryville, Alcoa, Rockford, and Townsend and City Managers;
- East Tennessee Development District;
- Knoxville Area Transportation Planning Organization (Knoxville TPO);
- East Tennessee Rural Planning Organization (RPO) South; and
- Representatives of area Chambers of Commerce.

The first local government officials briefing was held during the scoping period. The other briefings would occur at various milestones during the project, to be determined by the Project Team and as requested by local officials.

5.1.4 Identification of Special Outreach Areas

Populations in the project area requiring special outreach to ensure they have access to information and the opportunity to make comments, regardless of their race, religion, age, income or disability will be identified. Identification of these populations will include using Census data or information obtained from groups or organizations known to have knowledge of these populations.

5.1.5 Media Relations

Local newspapers, radio and television stations have been identified for use in disseminating information about the project. Minority media outlets will be included, as available. TDOT will send notices and reminders of project meetings/hearings to these media outlets in advance.

Specific newspapers to be used are the Knoxville News-Sentinel and The Daily Times (Maryville).

5.1.6 Project Newsletters

Project newsletters will be prepared to keep the project area residents, business and property owners, interested citizens, civic groups, schools, local agency officials, and local public officials informed of the status of the project.

Milestones for newsletters may include the following, and/or as deemed necessary by the Project Team;

- Following the selection of alternatives to be carried forward in the DEIS;
- Once the Preferred Alternative has been selected; and
- To announce the availability of the FEIS.

The first project newsletter was published on the project website in October 2008. Copies were mailed to those persons and organizations on the project database. That newsletter presented the refined purpose and need for the project and identified the alternatives that are being carried forward in the DEIS.

5.1.7 Project Website Content

The website for the project, http:// www.tn.gov/tdot/pellissippii/, will be updated with newsletters, public meeting announcements and transcripts, and other project information as needed.

5.1.8 Frequently Asked Questions

To provide direct answers to some of the most frequently asked questions (FAQs) posed by the public, FAQ sheets may be prepared and distributed via TDOT's project website, and hardcopies would be available at briefings, public meetings and other public involvement events. These questions / answers will be updated as new information becomes available.

5.1.9 Comment Forms and Other Forms of Written Comments

Comment forms will be provided at all public meetings and smaller group meetings to encourage participants to provide their comments on the project. The comment form will also be available on the project website. TDOT-provided comment forms are not required for persons to submit comments.

Comments may be submitted by mail or electronically. Comments will be accepted at any time during the EIS process. All comments will be reviewed and incorporated as appropriate.

5.1.10 Notice of Availability of DEIS and FEIS

A notice of availability of the DEIS document was published on June 18, 2010 in the Maryville Daily Times. The notice identifies where the DEIS is available for public review, how the public can provide input, and who to contact with comments or for additional information. Copies of the DEIS were made available for public inspection at the Blount County Library, at the Blount County Chamber of Commerce, and at the TDOT Region 1 Office in Knoxville. The DEIS and the notice of availability are available on TDOT's website. Appendix B contains a listing of those agencies and organizations receiving a copy of the DEIS.

Following the approval of the FEIS by FHWA, a notice will be published in local newspapers to announce that the FEIS is available for public and agency review for a minimum of 30 days. This period is the last period during which comments on the environmental evaluation process will be received from the public and agencies. Upon addressing the comments received in the comment period, the FEIS will be forwarded by TDOT to FHWA with a request for a Record of Decision (ROD).

5.2 Public Meetings and Hearings

Several public meetings and hearings have been or will be held during the EIS process to provide information on the project, to solicit public input. The meetings and hearings will be conducted in conformance with NEPA requirements and TDOT's most current Public Involvement Plan. The latest plan is found at http://www.tdot.state.tn.us/documents/pip.pdf.

5.3 Scoping Meetings

Two public scoping meetings were held in the project area in June 13, 2006. At those meetings, TDOT updated the public on the status of the project to date (since the last public hearing on the EA) with a short overview presentation. Information stations were staffed around the room with hard copies of project area maps for the public to use to present ideas for alternatives and to identify transportation problems. Comment forms and a court reporter were available at the meetings.

The public was specifically asked to provide input on the transportation needs for the project, the range of alternatives that should be considered, and issues of concern to be addressed in the EIS.

During the official scoping period (April 25 through July 5, 2006), 211 public comments were received by letters, emails, completed comment forms distributed at the scoping meetings, and statements to a court report at the scoping meetings. These comments have been reviewed and are being used by TDOT to define the type of issues of public concern and to develop and refine the purpose and need for the project.

Following the close of the scoping period, TDOT continued to accept comments on the project, posting a comment form on the website that can be used to provide comments or as a guide to encourage ongoing input on the project.

5.4 Public Meetings

5.4.1 October 25, 2007 Public Alternatives Workshop

On October 25, 2007, a public alternatives workshop was held in the project area to give the public another early opportunity to provide their input on the draft Purpose and Need Statement and alternatives to be evaluated in the DEIS. As a part of this workshop, the public was asked to review the draft Purpose and Need statement, to help identify preliminary alternatives that

would address the purpose and need, and confirm or identify additional issues of concern. The workshop included a formal presentation, breakout groups, and a wrap-up with the full group. Approximately 156 people attended the three-hour session.

Meeting participants provided input on the draft purpose and need statement and potential project corridors and alternatives.

5.4.2 February 19, 2008 Public Meeting

At the October 25, 2007 public alternatives workshop, attendees provided TDOT with input on the refined purpose and need and potential project corridors and alternatives. Some of the public comments at that meeting focused on Blount County's future growth and infrastructure needs. TDOT determined that it would be beneficial to the community to hold a second public meeting at which local public officials would be present to help address questions related to these local issues.

The meeting was also held to continue to present the revised purpose and need statement and to continue to gather public input on potential project corridors and alternatives.

Following this meeting, the comments received were reviewed and used to help refine the alternatives to be studied in the Draft EIS. The TDOT project team refined preliminary alternatives that meet the purpose and need of the project and avoid and/or minimize impacts to identified environmental resources. Participating agencies were asked to concur with the project alternatives to be evaluated in the Draft EIS, as a part of the TESA Concurrence Point #2.

5.5 DEIS Public Hearing

FHWA approved the DEIS for public and agency review on April 14, 2010. , 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. The intent of the hearing was to receive comments from the public on the official findings presented in the DEIS and on the project. The format of the hearing included formal and informal sessions. Approximately 400 members of the public and local officials attended the hearing.

The hearing was advertised in local newspaper. Flyers advertising the hearing were mailed to organizations and individuals on the database, and notices were included on the project website.

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.

During the comment period (May 7, 2010 through August 30, 2010), 621 total public comments were received. Because there were a variety of ways in

which people were able to respond (e.g., comment forms, court reporter, letters, emailed comments, postcards, comments during hearing), some individuals commented in multiple formats; 561 individuals or organizations provided separate comments.

Input from the public hearing and public comment period will be used by TDOT to make a decision on the preferred alternative and preliminary mitigation measures. TDOT is currently reviewing and addressing the comments and determining whether supplemental analysis is necessary prior to the consideration of a preferred alternative.

6.0 SCHEDULE

Table 2 presents the revised tentative schedule for the completion of the EIS and issuance of a ROD for this project. This schedule will be revised or updated as the project moves forward and new information is revealed that may result in schedule adjustments.

Table 2 Tentative Project Schedule

Milestone	Time Frame
EIS Initiation	May 2006
NEPA Scoping with Scoping Meetings	May through mid July 2006
Development of Purpose and Need (delayed by need for expanded Traffic Study)	July 2006 through December 2007
Public Workshop on Purpose & Need and Alternatives	October 25, 2007
TESA Concurrence Pt. #1, Purpose & Need	December 2007 – January 2008
2nd Public Workshop on Alternatives	February 19, 2008
Agency Field Review	April 10, 2008
TESA Concurrence Pt. #2, Alternatives	June - July 2008 – concluded July 28, 2008
Alternatives Evaluation & Impact Assessment	September 2008 through June 2009
Prepare DEIS	February 2009 to August 2009
TESA Concurrence Point #3, Preliminary DEIS	February 2010
FHWA Approves DEIS	April 14, 2010
DEIS Public Hearing	July 20, 2010
TESA Concurrent Point #4, Preferred Alternative	Winter 2011
Complete and Circulate FEIS	Fall 2011
Record of Decision	Winter 2012

Appendix A
List of Agencies and Organizations Receiving Coordination Packages

Type: Participating and Cooperating Agency

Mr. Charles P. Nicholson, Environmental Manager
Environmental Policy and Planning
Tennessee Valley Authority
400 West Summit Hill Drive, Suite WT 11B
Knoxville, TN 37902-1499

District Engineer
Regulatory Branch (CELRN -OP-F)
U.S. Army Corps of Engineers
3701 Bell Road
Nashville, TN 37214-2660
Attention: J. Rubin Hernandez, Project Manager, Operations Division

Type: Participating Agency

Commissioner James H. Fyke
TN Department of Environment and Conservation
L & C Tower, 20th Floor
401 Church Street
Nashville, TN 37243-0454
Attn: Saya Qualls, Chief Engineer

Mr. Heinz J. Mueller, Chief
Environmental Assessment Office
EIS Review Section
Environmental Protection Agency
61 Forsyth Street, SW
Atlanta, GA 30303

Mr. Lee A. Barclay, Field Supervisor
U.S. Fish and Wildlife Service
U.S. Department of the Interior
446 Neal Street
Cookeville, TN 38501

Mr. Dale Ditmanson, Superintendent
Great Smoky Mountains National Park
U.S. Department of the Interior
107 Park Headquarters Road
Gatlinburg, TN 37738

Mr. Jeffrey A. Welch, AICP
Knoxville Regional Transportation Planning Organization
Metro Planning Commission of Knoxville and Knox County
City/County Building, Suite 403
400 Main Street
Knoxville, TN 37902

Mr. Robert Todd, NEPA Contact
Tennessee Wildlife Resources Agency
Ellington Agricultural Center
P.O. Box 40747
Nashville, TN 37204

Ms. Laverne F. Reid, Manager
Memphis Airport District Office
Federal Aviation Administration
2862 Business Park Drive, Bldg G
Memphis, TN 38118-1555

Mr. Tom Chappell, Regional Engineer
Forest Service - R-8
U.S. Department of Agriculture
1720 Peachtree Road, NW
Atlanta, GA 30309

Kevin Brown
State Conservationist
U.S. Department of Agriculture
Natural Resources Conservation Service
U.S. Courthouse,
Room 675, 801 Broadway
Nashville, Tennessee 37203

District Chief, Water Resources Division
U.S. Geological Survey
U.S. Department of the Interior
630 Grassmere Park, Suite 100
Nashville, TN 37211

Federal Energy Regulatory Commission
888 First Street, N.E.
Washington, D.C. 20426

Director, Office of Environmental Policy and Compliance
U.S. Department of the Interior
Main Interior Building, MS 2342
1839 C Street, NW
Washington, DC 20240

Mr. Harry Walls, Environmental Officer
U. S. Department of Housing and Urban Development
Five Points Plaza Building,
4th Floor
40 Marietta Street
Atlanta, GA 30303

Type: Non-Participating Agency or Organization

Office of Economic Analysis (RRP-32)
Federal Railroad Administration
400 Seventh Street, SW
Washington, D.C. 20590

Advisory Council on Historic Preservation
The Old Post Office Building,
Suite 809
1100 Pennsylvania Avenue, NW
Washington, D.C. 20004

Ms. Pearl Young
Office of Federal Activities, EIS Filing Section
U.S. Environmental Protection Agency
Mail Code 2252-A, Room 7241
Ariel Rios Building (South Oval Lobby) 1200 Pennsylvania Avenue, NW
Washington, D.C. 20460

Cherokee National Forest
U.S. Department of Agriculture
P.O. Box 2010
Cleveland, TN 37320

Ms. Susan Fruchter
Coordinator, National Oceanic and Atmospheric Administration
Department of Commerce
14th and Constitution Avenue, N.W., Room 5805
Washington, D.C. 20230

Mr. Tim Dieringer, Director
Office of Surface Mining
U.S. Department of the Interior
530 Gay Street, S.W., Suite 500
Knoxville, TN 37902

Office of Environmental Affairs
U.S. Geological Survey
U.S. Department of the Interior
USGS National Center, MS-423
12201 Sunrise Valley Drive
Reston, VA 20192

Mr. William R. Straw
Regional Environmental Officer
Federal Emergency
Management Agency
3003 Chamblee Tucker Road
Atlanta, GA 30341-4148

Federal Energy Regulatory
Commission
888 First Street, N.E.
Washington, D.C. 20426

Senior Transportation Advisor
Appalachian Regional
Commission
166 Connecticut Avenue, NW
Washington, D.C. 20235

Patrick McIntyre
TN Historical Commission
Clover Bottom Mansion
2941 Lebanon Road
Nashville, TN 37243-0442

Mr. Mike Atchison, Director of
Special Projects
TDECD NEPA Contact
Department of Economic and
Community Development
W.R. Snodgrass Tower, 11th
Floor
312 8th Avenue North
Nashville, TN 37243

Mr. Reggie Reeves, Director
Tennessee Division of Natural
Heritage
Tennessee Department of
Environment and Conservation
L & C Tower, 14th Floor
401 Church Street
Nashville, TN 37243-0447

Mr. Kent Taylor, Director
Division of Ground Water
Protection
Tennessee Department of
Environment and Conservation
L & C Tower, 10th Floor
401 Church Street
Nashville, TN 37243-1540

Mr. David Draughon, Director
Division of Water Supply
Tennessee Department of
Environment and Conservation
L & C Tower, 6th Floor, 401
Church Street
Nashville, TN 37243-1549

Mr. Mike Apple, Director
Division of Solid/Hazardous
Waste Management
Tennessee Department of
Environment and Conservation
L & C Tower, 5th Floor
401 Church Street
Nashville, TN 37243-1535

Terry Oliver, Deputy
Commissioner
NEPA Contact
Tennessee Department of
Agriculture
Ellington Agricultural Center
Nashville, TN 37204

Mr. Barry Stephens, Director
Division of Air Pollution Control
Tennessee Department of
Environment and Conservation
L & C Annex, 9th Floor
401 Church Street
Nashville, TN 37243-1531

Deborah Boshears-Davis
Director of Operations
TN Department of Education
Andrew Johnson Tower,
6th Floor
710 James Robertson Parkway
Nashville, TN 37243-0376

Tennessee State Library and Archives
403 7th Avenue North
Nashville, TN 37243-0312

Ms. Sheryl Ely, Regional Director
Dept. of Economic & Community Development
East Tennessee Section
Local Planning Assistance Office
5401 Kingston Pike
Suite 210
Knoxville, TN 37919

Type: Local Agencies and Organizations

Ms. Cindy McGinnis
General Manager
Knoxville Area Transit
1135 East Magnolia Avenue
Knoxville, TN 37917

Mr. Terry Bobrowski
East Tennessee Development District
P.O. Box 19806
Knoxville, TN 37939-2806

Blount County Executive
Blount County Courthouse
341 Court Street
Maryville, TN 37804-5906

Mr. John Lamb, Director of Planning
Blount County Planning Department
327 Court Street
Maryville TN 37804-5906

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

Mr. Dewey Roberts
President
NAACP-Knoxville Chapter
P.O. Box 14096
Knoxville TN 37914

Glenn Cardwell, President
Smoky Mountain Historical Society
P.O. Box 5078
Sevierville, TN 37864-5078

Amanda Wild, Historic Preservation Planner
East Tennessee Development District
P.O. Box 19806
Knoxville, TN 37939-2806

Mrs. Inez Burns
Blunt County Historian
1308 Brannon Drive
Maryville, TN 37801

Blount County Historic Society
P.O. Box 4986
Maryville, TN 37802-4986

Tennessee Environmental Council
One Vantage Way, Suite D-105
Nashville, TN 37212-4348

Ms. Wendy Smith
World Wildlife Fund
2021 21st Ave., South, Ste 200
Nashville, TN 37212-4348

Mr. Michael Butler
Tennessee Wildlife Federation
300 Orlando Avenue
Nashville, TN 37209-3257

Ms. Gabby Call
The Nature Conservancy
2021 21st Avenue South, Suite C-400
Nashville, TN 37212

Tennessee Chapter of the Sierra Club
2021 21st Ave. South, Suite 436
Nashville, TN 37212

Ms. Liz Dixon, Sierra Club
10417 Victoria Drive, #C
Knoxville, TN 37922

Tennessee Trails Association
P.O. Box 41446
Nashville, TN 37204

James D. Hoskins Library
University of Tennessee
Serials Department
1401 Cumberland Avenue
Knoxville, TN 37996-4000

Ms. Nina Gregg
Citizens Against Pellissippi Parkway Extension
PO Box 494
Alcoa, TN 37701

Appendix B
List of Agencies and Organizations Receiving Copies of the DEIS

List of DEIS Recipients

The following agencies and organizations received copies of the DEIS.

Federal Agencies

Appalachian Regional Commission
Federal Aviation Administration, Memphis Airport District Office
Federal Railroad Administration
National Oceanic and Atmospheric Administration
Tennessee Valley Authority, Environmental Policy and Planning
U.S. Army Corps of Engineers, Nashville District
U.S. Department of Agriculture, Natural Resources Conservation Service
U.S. Department of Housing and Urban Development
U.S. Department of the Interior:

- Office of Environmental Policy and Compliance
- National Park Service, Great Smoky Mountains National Park
- National Park Service, Planning and Compliance Division
- U.S. Fish and Wildlife Service

U.S. Environmental Protection Agency:

- Environmental Assessment Office
- Office of Federal Activities, EIS Filing Section

State Agencies

Tennessee Department of Agriculture
Tennessee Department of Economic and Community Development
Tennessee Department of Education
Tennessee Department of Environment and Conservation
Tennessee Historical Commission, State Historic Preservation Office
Tennessee Wildlife Resources Agency
Tennessee State Library and Archives

Local/Regional Government Agencies

Knoxville Transit Authority
Knoxville Regional Transportation Planning Organization
Blount County Planning Department
East Tennessee Development District
NAACP – Knoxville Chapter
James D. Hoskins Library, University of Tennessee
Blount County Public Library

Local Officials

Blount County Mayor

Mayor of City of Maryville
Mayor of City of Alcoa
Mayor of City of Rockford
Mayor of City of Townsend

Local/Regional Organizations

Tennessee Chapter of the Sierra Club
Sierra Club, Harvey Broome Group
Tennessee Trails Association
Tennessee Environmental Council
The Nature Conservancy
Tennessee Wildlife Federation
World Wildlife Fund, Southeast Rivers and Streams Project
Citizens Against Pellissippi Parkway Extension (CAPPE)
Blount County Chamber of Commerce