



**STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
REGION 1 DESIGN OFFICE**

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September 21, 2022

Mr. Dexter Justis
Director of Project Development
TN Dept. of Transportation
7345 Region Lane
Knoxville, TN 37938

SUBJECT: Virtual Public Design Meeting Comments
Meeting held from April 15, 2021 to April 29, 2021
SR-162 (US-321): Pellissippi Parkway Extension. From SR-33 to SR-73
Project Nos.: HPP/NH-162(7); 05097-1233-14
PIN: 101423.00
Blount County

Dear Mr. Justis,

I have reviewed the transcript of the virtual Design Public Meeting held from April 15, 2021 through April 29, 2021. Comments and responses are:

- Mr. Jackson Hurst commented "The extension of Pellissippi Parkway will help relieve traffic congestion in eastern Blount County especially on 411 and 321 that occurs on a weekly basis. I highly support TDOT's extension of Pellissippi Parkway because I visit Blount County 5 or more times a year and I have to deal with traffic congestion every time I visit."

Response: General comment- No response needed.

- Mr. Joe Tipton commented "I am very much in support of the Pellissippi Parkway completion."

Response: General comment- No response needed.

- Mr. Robert Carter commented "I strongly support the completion of Pellissippi Parkway to Highway 321. Let's proceed with getting this final section completed as quickly as possible."

Response: General Comment- No response needed.

- Mr. Mike Swift commented "The extension of I-140 to US 321 is very important to our community. Thank you for your presentation and I look forward to seeing this project completed."

Response: General Comment- No response needed.

- Mr. Brent Golden commented "I am for these improvements."

Response: General comment- No response needed.

- Mr. Tim Manring commented "LOVE IT! I think it will be great for Blount County and the east side of town, tourism in Townsend, etc."

Response: General comment- No response needed.

- Mr. Jeffrey I Muir commented "I fully support this project and feel it is vital to continuing the economic growth in Blount County. The design is solid and the addition of the greenway is a plus for the community."

Response: General comment- No response needed.

- Mr. John Cherry commented "I enthusiastically support this plan. It will markedly alleviate traffic in downtown Maryville and in the Maryville College area. It will also significantly reduce the high speed cut-through traffic in the many small neighborhoods between 321 and 411. It is extremely dangerous to children, pets and walkers/joggers currently. Thank you for moving forward with this plan."

Response: General comment- No response needed.

- Mr. Stefan Wilson commented "I am very much in favor of this project; it will make trips easier for my business and my household."

Response: General comment- No response needed.

- Mr. Robert Haig commented "I fully support the project as proposed. This will be of great benefit for our community members, businesses and tourists."

Response: General comment- No response needed.

- Ms. Jeanne LeDoux-Hickman commented "NO to the EXTENSION! We do not need nor want it in Blount County!!"

Response: General Comment- No response needed.

- Mr. Stephen Deucker commented "I am very much in support of this extension. Cirrus Aircraft is located on the west aviation area of McGee Tyson area and we see it as an asset to our business

growth. This parkway makes it much easier for customers that support our airport as well as our employees and customers to gain access to the Vision Center campus. As a resident (and as a support for our hospitality/tourism community), I appreciate the access it gives us to Townsend and the Great Smoky Mountains.”

Response: General Comment- No response needed.

- Ms. Jennifer Utesch commented “I think it's great that this may finally be completed. I think it will make a big difference for tourism and for commuters.”

Response: General Comment- No response needed.

- Ms. Dawn Roark commented “I think the extension of Pellissippi Parkway will help with overcrowded roads in Maryville. The infrastructure in Maryville was not designed to carry the volume of traffic that currently uses it. This will hopefully alleviate some of these problems. The extension will also make Knoxville and the interstates easier to access for Blount County residents that live in Walland/Townsend and this side of Maryville. Obviously the downside is going to be the taking up of so much farm land but I think this is a necessary evil. Blount County can not sustain the growing traffic that it is experiencing. The Greenway will be a nice addition to this part of the county.”

Response: General Comment- No response needed.

- Mr. Brian Boone commented “I support this project. Please complete the work on the controlled access corridor that was started almost 40 years ago. The purpose and need statement accurately captures the reasons the road should be built. I was expecting to see a grade-separated interchange at U.S. 321, but if the work completed to date requires it to be an at-grade intersection, I would not back up to re-permit it at this point. Thank you TDOT for seeing this project through to completion.”

Response: Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Ms. Dana Dodd commented “I support the extension of Pellissippi Parkway to Highway 321. I live and work in Townsend. The extension will allow faster travel to and from Knoxville and will facilitate a more productive work schedule. The extension should also allow easier travel for those visiting the Great Smoky Mountains National Park and the businesses in Townsend, TN.”

Response: General Comment- No response needed.

- Ms. Kathy Hmielewski commented “I see strong benefits to this project; and wholly support the relief of current traffic routes as Blount Cy and surrounding areas continue to grow in population. Am hoping this

project gets thru the easements/right of way portion in short amount of time, less than 24 months; so that work can begin and residents can implement this direct route out to Alcoa Hwy and on to W Knoxville. Will help folks coming out from Knoxville o the GSMNP as well. Thank you for the commitment to this well planned improvement to Blount Cy and the entire Knoxville region. Thank you!!"

Response: General Comment- No response needed.

- Mr. William D Best commented on 04/16/21 "Thank you! We have been eagerly awaiting the completion of this project for over a decade and hope to see it resume construction shortly. You have our full support on this project."

Response: General Comment- No response needed.

- Mr. Robert Sakker commented "I strongly support this development to improve connectivity in the region, and road safety in the Maryville area, keeping transit traffic between the north west and the east away from the local road infrastructure."

Response: General Comment- No response needed.

- Mr. Isaac Staley commented "I hope the extension is completed. The existing portion of the parkway has greatly eased our travel to West Knoxville and Oak Ridge."

Response: General Comment- No response needed.

- Ms. Mary Celeste Beall commented "As a resident of Blount County, I am very much in support of the Pellissippi parkway extension for a number of reasons:
 1. makes access to Knoxville easier & faster - many Blount county residents attend events and their kids sporting activities which are in Knoxville
 2. makes access from Knoxville and other areas to the Smoky Mountain National Park easier for visitors who bring in out of county tourist dollars
 3. for those who commute from Blount County to Knox county daily, it removes the commuter traffic from the local school traffic thus improving the traffic situation for both parties
 4. makes Blount County easier to access for those working in Knox County who want to live in a more rural area but work in Knoxville

Response: General Comment- No response needed.

- Ms. Mary Celeste Beall commented:
 - 1) As an employer in Blount county of over 1000 people, this extension makes Blount County a more attractive location for employment. With continued growth in the area and the job market being more difficult to attract team members, it is important we appeal to a larger market. Faster and more efficient travel makes jobs in Blount County more appealing with easier access to 321 from Knoxville.
 - 2) Improves access for our guests flying in to TYS and those driving to Blackberry properties
 - 3) reduces traffic congestion through Maryville and Alcoa

4) Faster highway access for shipping and receiving to Blackberry's warehouse and fulfillment facilities

5) 30% of our over 1000 employees live in Knoxville so the Pellissippi extension would improve work life balance by reducing travel time and increase their recommendations of working at a Blackberry location.

Response: General Comment- No response needed.

- Mr. John Simonetto commented "Great to see this project moving along. Each year delayed just adds more cost to the project. This will help the traffic flow in Blount county which has increased in the 30 plus years I have lived here and will allow growth in a controlled manner."

Response: General Comment- No response needed.

- Ms. Katie Carnegie commented "I agree that it would help traffic flow, I do not agree with the extension of Pellissippi Parkway. I mainly do not think its need as it would take away allot of tourist income that drives through Maryville and Alcoa. Also, for the amount of money it takes to build you are only saving 5-10 min of driving. I have lived off Davis Ford rd and worked in Knoxville, it is not that bad of a drive. If you want an easier drive move into the city or Knoxville. That side of Maryville is the nice quit country side and should stay that way."

Response: General Comment- No response needed.

- Mr. Brian Tapp commented "The project looks great. I look forward to the project taking the next step."

Response: General Comment- No response needed.

- Mr. Brian Lee commented "I am resident of River Run Subdivision in Blount County and will greatly benefit by this project. It will provide safer and more efficient access to Knox County, I-40 and downtown Knoxville. In addition, I am also employed at Blackberry Farm and as a senior team member it is important to think of the long term needs of our company and community. Here are a few important points we have been discussing:

1) Makes Blount County a more attractive location for employment. With continued growth in the area and the job market being more difficult to attract team members, it is important we appeal to a larger market. Faster and more efficient travel makes jobs in Blount County more appealing with easier access to 321 from Knoxville.

2) Easier transportation for guests flying in and driving to Blackberry properties reducing congestion through Maryville and Alcoa.

3) Faster highway access for shipping and receiving to Blackberry's warehouse and fulfillment facilities.

4) 30% of our team lives in Knoxville so the Pellissippi extension would improve work life balance by reducing travel time and increase their recommendations of working at a Blackberry location.

I hope to see this project move forward and fully support all efforts to make it happen.

Response: General Comment- No response needed.

- Mr. Matthew Wilcoxon commented “As a Blackberry leader and community member, you support the continued progress of the Pellissippi Parkway for the following reasons:
 - 1) Makes Blount County a more attractive location for employment. With continued growth in the area and the job market being more difficult to attract team members, it is important we appeal to a larger market. Faster and more efficient travel makes jobs in Blount County more appealing with easier access to 321 from Knoxville.
 - 2) Easier transportation for guests flying in and driving to Blackberry properties reducing congestion through Maryville and Alcoa.
 - 3) Faster highway access for shipping and receiving to Blackberry’s warehouse and fulfillment facilities.
 - 4) 30% of our team lives in Knoxville so the Pellissippi extension would improve work life balance by reducing travel time and increase their recommendations of working at a Blackberry location.

Response: General Comment- No response needed.

- Mr. Michael Cole commented “As a Blackberry Leader and Community Member, I support the continued progress of the Pellissippi Parkway.
 1. It will make Blount County more attractive to for the location of businesses and employment.
 2. It will allow easier transportation routes for visitors coming in by Plane.
 3. Fasted highway access for shipping and receiving to Blackberry's warehouse.
 4. 30% of the team for Blackberry lives in knoxville and would improve work life balance with a more expedited route to travel to and from work.

Response: General Comment- No response needed.

- Mr. Nick J DiBartolomeo commented “This is going to be extremely helpful for our 300+ employees (living in Knoxville) that will be able to utilize this route to get to our hotels and other places of business. It will significantly reduce their commute as well as reduce congestion on Alcoa Highway and throughout Maryville/Blount County.”

Response: General Comment- No response needed.

- Mr. Matt Alexander commented “As a Blackberry leader and community member, you support the continued progress of the Pellissippi Parkway for the following reasons:
 - 1) Makes Blount County a more attractive location for employment. With continued growth in the area and the job market being more difficult to attract team members, it is important we appeal to a larger market. Faster and more efficient travel makes jobs in Blount County more appealing with easier access to 321 from Knoxville and keeps surrounding rural communities less developed.

- 2) Easier transportation for guests flying in and driving to Blackberry properties reducing congestion through Maryville and Alcoa.
- 3) Faster highway access for shipping and receiving to Blackberrys warehouse and fulfillment facilities.
- 4) 30% of our team lives in Knoxville so the Pellissippi extension would improve work life balance by reducing travel time and increase their recommendations of working at a Blackberry location.

Response: General Comment- No response needed.

- Ms. Vanessa Painter commented "This project has been needed for many years. Having lived near Heritage High School off HWY 321 from the years 2011-2020 and working in West Knoxville for much of that time, I am very familiar with the route of the planned parkway extension. Commuting traffic on the "backroads" between HWY 321 and Pellissippi Parkway at Knoxville Highway is heavy and dangerous. These roads were not designed to support the level of traffic that utilizes it. This extension will provide much improved safety for the surrounding area as well as improving traffic inside Alcoa and Maryville cities. It is unfortunate that the project has taken so long, but I personally look forward to it's completion. I also appreciate the inclusion of retaining walls in this design plan which will limit the impact to surrounding owners and the environment."

Response: General Comment- No response needed.

- Mr. Trevis Gardner commented "I think this is an important project for Blount County and is crucially needed to allow us to cope with the existing traffic and the transportation demands we have now and in the future. I support this initiative and think it is a positive benefit."

Response: General Comment- No response needed.

- Ms. Susan Braden commented "As a Blount County resident, this easy access to/from Knoxville along with the personal convenience for my Blackberry co-workers is very exciting. Mostly I am excited for the reduced congestion through downtown Maryville & Alcoa when shopping and dining out. This extension will also allow our Blackberry guests and local deliveries a safer, more direct route. Who doesn't want to cut time on their daily commutes?"

Response: General Comment- No response needed.

- Ms. Teri Trotter Brahams commented "I'm in favor of moving forward with this proposed design. Thank you."

Response: General Comment- No response needed.

- Mr. Michael Spangler commented "This wonderful project has been delayed way to long. I am all for completion of the extension."

Response: General Comment- No response needed.

- Mr. Charles Perry commented "I support the extension of SR-162. It is sorely needed."

Response: General Comment- No response needed.

- Mr. Mary Kay Polo commented "I was raised in Oak Ridge and remember when the Pellissippi Parkway was first built! I have family members still living in the area and I return to the Knoxville- Oak Ridge area 5-6 times a year. I have noticed how things have grown up along the Pellissippi Parkway between Oak Ridge and I-40. I have been glad to see that the development has not continued along the rest of the corridor in the same fashion. We have plenty of commercial space that has opened up recently, malls that have closed etc. and the last thing Knoxville and the surrounding communities need is to encourage sprawl instead of redevelopment! Please Do Not extend the Parkway!"

Response: General Comment- No response needed.

- Ms. Tracy Queen commented "I like the design and support the project."

Response: General Comment- No response needed.

- Mr. Adam Linsenbigler commented "This will have an ill effect on the countryside and will add too much traffic to 321 causing people to take backroads around traffic. How many rock slides have we had on 321 for people to be pushed to old Walland Highway. Now make it more convenient and people will choose this route instead of through Sevierville and PF to the mountains. That will cause more traffic in an area that doesn't want it or need it."

Response: General Comment- No response needed.

- Mr. David Poker commented "Yes! Yes! Yes! This has been needed for so long. We need another way to access the Smoky Mountains without going through the parking lot known as Highway 66."

Response: General Comment- No response needed.

- Mr. Jordan Gaut commented "I love this project. It will bring so much business to Maryville and Townsend. With Amazon building a center in Alcoa and the access from the airport to the mountains being that much easier, this is a no brainer. It minimally impacts actual landowners as well from what the designs show. Do it. Blount County needs it."

Response: General Comment- No response needed.

- Mr. Brian Best commented "Definitely needed to alleviate traffic congestion in Maryville proper. Good luck!"

Response: General Comment- No response needed.

- Mr. Keith Brackett commented "I support the extension. In all honesty I don't know why it hasn't already been completed. The extension won't ruin any scenic views and will actually give people an opportunity to see more of it. I don't see any loss of revenue for businesses along the current congested routes as

people will still stop or pass by as they feel like. The only difference after the extension is people who need/want to stop at a business will take the old route and those who have no intention of stopping will use the extension.”

Response: General Comment- No response needed.

- Mr. David Borden commented “Please finish the Pellissippi Parkway. Maryville is inundated with cars now having to drive through to get to the east side of Blount county from Knoxville. Build the Pellissippi Extension ASAP.”

Response: General Comment- No response needed.

- Ms. Kimberly McMahon-Weller commented “I do not support this extension of Pellissippi Parkway.”

Response: General Comment- No response needed.

- Mr. William Marrison commented “I believe that this project is necessary and provides many benefits to the citizens of. Alcoa, Maryville, and Blount County. This project will improve safety, convivence, and ease of access to Townsend and surrounding areas. This will also open up areas for development, that is needed for our Countys continued growth.”

Response: General Comment- No response needed.

- Jeff commented “Sounds awesome please get me off of that death trap we call Alcoa hwy.”

Response: General Comment- No response needed.

- Mr. Ty Hickman commented “This project would be too invasive to the local residents far and wide. We don’t need it.”

Response: General Comment- No response needed.

- Ms. Mary Everett commented “Please get this extension done! There is way too much traffic running through Alcoa and Maryville on narrow roads that are NOT designed for the amount of traffic funneled into a single area. It is so dangerous to travel through these roads of regular traffic. And emergency vehicles cannot get through. These are lives at risk!! Lives mean way more than someone cow field being taken over for a safer roadway. Lives!!”

Response: General Comment- No response needed.

- Ms. Rachel Buckner commented “I think this is a terrible idea, and I wish to voice my concerns with this project. I live in an area that will be impacted by this, and I hope that this project is discontinued. I believe the area of the county that you are hoping to connect with a highway prefers to stay disconnected. Townsend has built a whole industry around being a quaint mountain town, and in 20 years there are not going to be many quaint towns left. The long-term benefit of leaving this area alone

will definitely be worth it. Please reconsider this project and quit wrecking the smokies in the name of "progress."

Response: General Comment- No response needed.

- Mr. Daniel C. Weinand commented "I do not support this project. It will increase traffic into the Great Smoky Mountains Park, while also bypassing businesses within Maryville and Alcoa."

Response: General Comment- No response needed.

- Mr. Tanner Millican commented "I'm super in favor of this road extension. Live on this end of town and the roads to get from Sevierville road to pellissippi are way over taxed."

Response: General Comment- No response needed.

- Mr. John Barrow commented "I remain strongly in favor of completing this project. We moved to Maryville from out-of-state in 1984 and have always lived on the east /NE side of town, first in the Westfields subdivision until 2000 and since then in River Run subdivision. We need this project because a great deal of traffic is moving between Knoxville (whether downtown or points along I40 west) and this side of Maryville and it is so inefficient to route every bit of it through S. Washington /Hall Rds (35) to reach Alcoa Hwy and then turn north. We need this done yesteryear."

Response: General Comment- No response needed.

- Mr. George Shields commented "This proposed new 4.4 mile highway does not solve any of Blount County's existing transportation problems, wastes taxpayer dollars, does not help traffic congestion, and will increase dangerous conditions on Sevierville Road. In addition, this proposed new highway adds to sprawl; reduces farmland, residences, and businesses; negatively impacts water and air quality and noise; and threatens wildlife habitats. In summary, it would be a net loss, not gain, for Blount County."

Response: General Comment- No response needed.

- Ms. Meredith P Goins commented "As a Blount county resident since 1996, the traffic and population growth has been exponential. Addressing Maryville core traffic is imperative. I work in Oak Ridge and take Pellissippi home. I joke that I go through 3 rush hours, but that Maryville's is the worst. However, that really isn't a joke. Additionally, East Maryville deserves the greenways just as much as the rest of our community. It seems that all that type of attention always goes to West Maryville or Alcoa. I also really appreciate that lights will be on Sevierville Road and at 321. Folks already go to fast in these areas, so we need some better ways to slow them down. I understand that the farming community and others want to maintain Blount County's rural roots. That's fine, but with Amazon opening a center, and us being on the edge of the most visited National Park in the country, our infrastructure can't handle staying rural. Citizens deserve safe road ways and I believe the Pellissippi extension offers more safety promises than anything else."

Response: Traffic reports are updated as needed as design progresses for a project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the State

Route 162 (Pellissippi Parkway) and State Route 73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service utilizing the signalized intersection design. Due to the traffic increase, an interchange at State Route 73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Ms. Kathleen Skinner commented “This expensive, 4-lane DIVIDED highway is NOT NEEDED in NE Blount County. It will not help the County's traffic challenges because they are on the other side of the county. In fact, this highway will stimulate tremendous residential and commercial growth in this area that will cause more traffic issues than it solves -- i.e., induced demand especially from Sevier Co -- especially on the already overburdened and inadequate Sevierville Rd/411. This proposed highway will destroy and cut through fertile, productive farmland (and once it's gone, it's gone).”

Response: General Comment- No response needed.

- Mr. Byron Roland commented “I SUPPORT this proposed extension of Pellissippi Parkway. I think this is a great way to improve traffic and increase expansion viability of Blount County.”

Response: General Comment- No response needed.

- David commented “Great design! Looking forward to completion.”

Response: General Comment- No response needed.

- Ms. Deborah Nicholas commented “I live close to the end location on Hwy 321. I can't wait for the extension to be completed! I travel to West Knoxville at least twice a week and this extension will lessen my travel time considerably while reducing traffic on East Broadway which backs up in the mornings and afternoons due to through traffic going to and coming from work.”

Response: General Comment- No response needed.

- Mr. Timothy David commented “I am very excited to see the extension is moving forward for Pellissippi Parkway. This will bring much needed safety to area roads. I travel to where the road ends now in the Rockford area and go down many narrow, twisty and substandard roads to get to just west of Foothills Parkway on 321 in order to travel to Townsend and Great Smoky Mountains National Park v/s going through the highly congested areas of Alcoa and Maryville. I welcome the new roadway also for is access and potential for extended economic growth and growth of ecotourism to that area of Blount County. Thank you for your efforts. I hope to see this section finished in my lifetime.”

Response: General Comment- No response needed.

- Ms. Kelley Harris commented “Good morning. I am a resident of Blount County in Maryville, and I grew up in Townsend where my Mother still lives. Over the many years that this extension has been on the minds of Blount County residents, I have had mixed feelings about it, due to the breaking up of farmland and acquisitions necessary along the route. But when I look at the project based on benefits to our county and our residents, I must support it. I have noted a few items below regarding this.

- 1) Makes Blount County a more attractive location for employment. With continued growth in the area and the job market being more difficult to attract team members, it is important we appeal to a larger market. Faster and more efficient travel makes jobs in Blount County more appealing with easier access to 321 from Knoxville. I am a leader at Blackberry Farm, where I have worked since I was a high school student at Heritage High School. It is important to me that we can draw people into the community to enrich our job market.
- 2) Easier transportation for guests flying in and driving to Blackberry properties reducing congestion through Maryville and Alcoa. This also applies to travel to the Smoky Mountain National Park. As a resident of Maryville, the traffic and road safety is a huge concern for me in the city center due to the sheer volume of traffic coming through.
- 3) 30% of our team lives in Knoxville so the extension would improve work life balance by reducing travel time and increase their recommendations of working at a Blackberry location.

Again, as I noted earlier, I recognize where the concerns for this project would come from. I have tried to take my emotions for those families and farms along this proposed route out of my consideration, as so many residents of Blount County, as well as tourists and potential new residents, will be safer and better equipped to travel this area when this comes to fruition.

Response: General Comment- No response needed.

- Aaron commented "Please do not extend SR-162. We need the beauty of the farmland and fields. This will destroy family homes and their history. Blount County is overpopulated, find an alternative to improve existing roadways or better planning for population growth."

Response: General Comment- No response needed.

- Mr. Jason Smith commented "The extension is vitally needed to relieve traffic in Maryville/Alcoa and Knoxville areas for people traveling to the Townsend entrance of GSMNP. The end of the current parkway makes no sense and is extremely lightly traveled after Alcoa Hwy, due to it being a road to nowhere. Please complete the intention of the parkway."

Response: General Comment- No response needed.

- Mr. Tim Heaton commented "Rather absurd presentation. DOT would like you to believe all those green open spaces will remain after the connector is completed, with that oh so quaint green way alongside. Its obvious what will happen; developers will flood the newly accessed areas with homes packed in like sardines. What comes next? More traffic and congestion. Leave the green space as it is, and maybe some of the owners will keep it green, instead of seeing green. I want to know who's making the money. Follow it."

Response: General Comment- No response needed.

- Mr. Kevin Andrew Painter commented "Thank you for this great work. I am in favor of proceeding with these plans as presented."

Response: General Comment- No response needed.

- Mr. Vincent Barr commented "Time to build. Let's not waste anymore time."

Response: General Comment- No response needed.

- Ms. Angela Montoya commented "This proposed extension of the Pellissippi Parkway is a terrible plan all around, including a tremendous waste of money on a project that would benefit only a minute number of Blount County residents and will not even meet its stated goals (by TDOT's own assessment!) This money would be better spent on improving existing roadways, including Sevierville Road which is already too narrow and dangerous for most sane drivers. To construct an interchange at State Rte 35 (Sevierville Road) would be irresponsible and only add to the current congestion and dangers, creating an even more substandard and unsafe roadway by dumping more traffic into the area. It is already difficult to allow emergency vehicles to travel freely as motorists have no where to safely pull over. Please do not ruin the beautiful scenic drive, one of the few left in Blount County, with an ugly, unsafe, wasteful and unnecessary extension of the Parkway."

Response: General Comment- No response needed.

- Mr. Max Zachary Copeland commented "I DO NOT support the extension of the pellissippi parkway"

Response: General Comment- No response needed.

- Mr. Nate Williams commented "Please complete this project. It has been on hold for far too long. We need this in Blount County for traffic congestion control."

Response: General Comment- No response needed.

- Mr. G. Robert Smith commented:

1. First, could you have made the url to access this presentation any more obtuse? In fact, when I typed it in, I was told it didn't exist. I had to click still another button to access the presentation. Are you going to tell me that pellissippiextentioncomments.com was taken?
2. This project is taking far too long. Either get in high gear or forget the whole thing. I can't believe a concerted effort to acquire the necessary rights-of-way could take 2 to 2.5 years! That seems like a lot of unnecessary delay to me!
3. Every intersection from I-40/I-75 to the proposed intersection at Sevierville Road does not involve traffic lights. Now you propose to have the intersection with US 321 to be controlled by traffic lights. From my view, that is a DUMB move. The traffic flow here will be significant. This intersection demands flyover bridges to better integrate the traffic from Pellissippi Parkway to US 321. Otherwise, traffic is going to backup in all directions causing significant delays regardless of which road you are on. Anything less than flyover bridges is just stupid.
4. I'm an old soldier who wants to see action on this long-term project. Get off your you-know-whats and get in the game!

Response: Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Mr. Phil Snow commented “I cannot believe that TDOT is still trying to push this complete waste of funding through yet again. Do you have no shame? This project has been declined more times that I can keep up with. Yet, at every opportunity, (now in the middle of a global pandemic), our wonderful leaders have decided to try and sneak this project through yet again, when the communities impacted are simply trying to survive. What an embarrassment TDOT has become. How about you repair the many roads that are in such disrepair throughout this area first? How many environmental impact studies have to be completed and every time, proves this route is not sustainable for the wetlands and environments impacted. This project has been in the planning/working stages since the 1970s. Your timeline is not even correct. Are you intentionally trying to mislead the public? All this to gain, at most, an 8-minute advantage to get from west Knoxville to Townsend. While losing the potential income to businesses in Maryville from tourist and destroying our local farmlands and family businesses. Let's not forget to mention the financial gains to the politicians who bought up all those many acres of land in the Townsend area prior to approving the early stages of this project. Knowing the potential profit to be made once the extension was fully connected to I-40. A little insider trading sounds like to me. No wonder this ridiculous project keeps being put back on the agenda. Stop beating this dead horse. Repair and improve the current road system that is in place. Thank you for your time.”

Response: General Comment- No response needed.

- Mr. Tom Robinson commented “First, this was the worst virtual presentation I've ever been a part of. Titanic type navigation on this site. the Pellissippi Parkway Extension is a 1970s playbook in 2021. Times have changed, needs have changed, yet we still want to roll out Phil Fulmer against Nick Saban. If TDOT is remotely interested in "Fix it First," your new mantra, how about fixing the crater filled roads across the state, not to mention the local roads in Blount County. When you can't maintain the current infrastructure, how can you support new construction? The oddest thing about the desire to build this, is that spending on this road has estimates as high as \$194 million for 4.4 miles of pavement. Is this road being built with gold or other precious metals? Farmland being taken by this construction would increase urban sprawl, and seek to redefine the rural nature that has made Blount County a quality place to live. New sprawl that would spring up would create even more road construction, less traffic mobility, all of the "reasons" (see 1970s playbook) you list for this road being a necessity. As planned, the ongoing rationale for this road changes like the seasons. Now the season has come to stop this waste of taxpayer money, at a construction cost of unknown dollars...and unfortunately, I felt as though this road has targeted low income families at the terminus in the trailer park for relocation, an obvious targeting of the poor and disadvantaged economically in the Blount County community. I would request that someone from TDOT contact me to issue a written apology for this poorly constructed presentation. Citizens without some level of computer savvy will never find this comments page as it is "hidden" in the presentation instead of being at the forefront, a "public input" vehicle obviously "under construction.”

Response: General Comment- No response needed.

- Ms. Kayla Millsaps commented "My family and I are in support of the proposed Pellissippi Parkway extension."

Response: General Comment- No response needed.

- Ms. Donna Wiggins commented "As a former Oak Ridge commuter, I see the value in having Pellissippi Parkway completed all the way from Oak Ridge to Hwy. 73 and hope to see it completed in a timely manner."

Response: General Comment- No response needed.

- Ms. Janna Nash commented "Please move forward with this necessary project. Traffic through Maryville continues to increase and outpace the infrastructure. Those of us on the East side of Maryville/Walland area have small residential roads to travel to get to current Pellissippi Parkway entrance adding much time to a commute to work in Knoxville."

Response: General Comment- No response needed.

- Ms. Amanda Breeden commented "I think this is a great idea. I live in Eagleton Village off of Old Knoxville Hwy and traffic is becoming overwhelming from Pellissippi Parkway. This would give West Knoxville more access to the mountains. I'm all for this project. We are all afraid of change and progress but its needed."

Response: General Comment- No response needed.

- Mr. Robert D Taylor III commented "I have lived in Blount County almost all of my life and have been a driver here for over 18 years and I truly believe this project would be incredibly beneficial to Blount Countians. I think the true value lies in allowing commuters and tourists to bypass congested Maryville and Alcoa on their way to and from Knoxville. Our current road network is simply not sufficient for the number of cars that have been put upon it, let alone those who are simply "passing through." I have found that in order to reach a given destination (whether a grocery store, a bank, or even a restaurant) one is almost always forced to drive towards Maryville/Alcoa and then back out to their destination in a "dog-leg" route. Speaking from personal experience, I lived off of Chilhowee Road for many years and in order for me to go to the Food Lion grocery store on East Broadway Avenue, I first had to drive towards the core of Maryville and then back out towards my destination as there is no direct route. Local municipality zoning has further exacerbated this problem by concentrating development within the urban core. So for my opinion, I welcome the Pellissippi Parkway Extension as both necessary and long overdue!"

Response: General Comment- No response needed.

- Mr. Michael King commented "This project is long overdue. Maryville traffic is getting worse by the week. The PPE will provide a much needed alternative route to Townsend and the GSMNP. I'm all for it and the sooner the better."

Response: General Comment- No response needed.

- Mr. Dan Phillips commented "Living within two miles of this extension, I support this project and believe this will relieve much of the traffic congestion in Maryville and Alcoa. The video of this proposed extension really did a very nice job identifying where the improvements will be noted. Once again, I support this project 100%."

Response: General Comment- No response needed.

- Mr. Ray Barham commented "Barham LLP owns and operates a 300+ acre farm located off Sevierville Road. As co-owner of one of the larger farms left in North Blount County we strongly support completion of the Pellissippi Parkway Extension. For over 40 years I have driven the dangerous rural roads of Wildwood Road and Sevierville Road pulling trailers. The extension will give us much safer access to Knoxville, Airport and other areas using much safer roads and shorter drive times reducing greenhouse gas emissions. As farmers, we recognize the hat Blount County is growing and there can be a balance between agriculture, green space and development. This is best controlled by the county zoning board and not resistance to road development that is good for the masses. Please don't allow only a loud voice of a few directly impacted residents convince you that the community and many other large land owners don't support the extension. It is time to move this project to completion for the betterment of all Blount and South Sevier County residents!"

Response: General Comment- No response needed.

- Mr. Darrell Tipton commented "As someone who was born here and am now 72 years old, I completely support this project. I have watch travel continue to increase, particularly in the summer month, in Maryville with people going to the Townsend area. As traffic as increased, locals are traveling the county roads more to navigate around that traffic, creating additional cars on roads that are often void of width or shoulders to accommodate same."

Response: General Comment- No response needed.

- Ms. Lucy Henighan commented "I feel that the damage the PPE would do to the environment and farmland outweighs any benefit it would bring. It would not improve my life at all. In fact it might just add more traffic to 411 and that highway desperately needs attention. I wish TDOT would concentrate on improving existing roads. Highway 411 has NO SHOULDERS and lots of traffic."

Response: General Comment- No response needed

- Mr. Mark D. Hulsether commented "Dear friends, this seems to me a dubious priority-- assuming as I do that it must be in some zero-sum competition with other projects -- and something that is very likely to markedly increase suburban sprawl near the new right of way. I don't think the sprawl is good for our town and I don't see how this project really helps the flow from Knoxville and Townsend all that much -- won't it just create another bottleneck between the extension and Townsend? Surely it will increase problems on Sevierville Road. It seems like an unwise allocation of money compared to other projects. I would very much prefer better upkeep and smaller scale strategic improvements on existing roads. With

or without shifting money from this to other roads for cars, I further believe that aggressive expansion in our greenway systems would offer markedly more value added for the money. Thanks for listening.”

Response: General Comment- No response needed

- Mr. Garrett Hammonds commented “Please do not extend Pellissippi Parkway. Convenience and economic growth have been the justification for frequent mismanagement of land and natural resources. Farmers, families and communities that the extension will pass through will NOT be the ones to benefit from this extension. If we do not make wise decisions now on how we responsibly deal with growth we will become a sprawling suburban city like too many others throughout the country. Blount County is special and deserves to have its heritage and beauty preserved. The extension poses the real threat of taking away what is valuable in this community.”

Response: General Comment- No response needed.

- Ms. Elicia Hunt commented:
 - 1) Makes Blount County a more attractive location for employment. With continued growth in the area and the job market being more difficult to attract team members, it is important we appeal to a larger market. Faster and more efficient travel makes jobs in Blount County more appealing with easier access to 321 from Knoxville.
 - 2) Easier transportation for guests flying in and driving to Blackberry properties reducing congestion through Maryville and Alcoa.
 - 3) Faster highway access for shipping and receiving to Blackberrys warehouse and fulfillment facilities.
 - 4) 30% of our team lives in Knoxville so the Pellissippi extension would improve work life balance by reducing travel time and increase their recommendations of working at a Blackberry location.”

Response: General Comment- No response needed.

- Mr. Kent Minquit commented “I'm commenting in opposition to the Rte. 162 extension. There is no clear need for the extension and no way to accurately assess the cost. We're currently in experiencing a huge spike in the cost of construction materials, and there's no telling when it will stop or when it will recur. I like the TDOT motto "Fix It First." Let's improve the roads we have. Let's enhance mobility in a way that preserves the rural character of Blount County. And don't forget local business. The PPE would reroute traffic around Maryville, flying in the face of its multi-year effort to make itself a viable destination. We don't need more freeways.”

Response: General Comment- No response needed

- Ms. Darlene Abbott commented “This extension should have been completed years ago.”

Response: General Comment- No response needed

- Mr. Chad Smith commented “As a resident of Davis Acres for over 10 years. I fully support this project and extension. It will increase economic opportunities for my family. I do not feel that my perceived way of life will be altered in any form except to the positive. I anticipate that all the great qualities of living in

Blount County will only be enhanced with this extension. It will be shameful and disgusting should this project not happen to satisfy a very vocal minority.”

Response: General Comment- No response needed

- Ms. Julian Halloy commented “I oppose the PPE. Look at projects in Blount County now: We are already building another new 2.9 mile interstate (the Alcoa Highway By-Pass). We are also widening Alcoa Highway, fixing the Alcoa By-Pass, extending Robert C. Jackson, and building access roads for the Amazon distribution center. We are committed to finishing these projects. It is irresponsible to begin purchasing ROW for the PPE when transportation funding is inadequate to meet existing needs. Furthermore, the price tag of the PPE has fluctuated from \$60 million to \$194 million. This is unacceptable.”

Response: General Comment- No response needed

- Ms. Julian Halloy commented “I am opposed to the Pellissippi Parkway Extension. Regarding safety and congestion, TDOT's own studies, included in the final Environmental Impact Statement, clearly show that the PPE will NOT improve safety nor ease congestion on our road network. There are pressing road maintenance and improvement projects that WILL improve safety and traffic flow.”

Response: General Comment- No response needed

- Mr. Mark commented “Completion of the Pellissippi Parkway is vital to the long-term traffic needs as well as future economic prosperity of Blount County. A well organized opposition minority have successfully delayed the project for 20 years; it's time to move forward with construction.”

Response: General Comment- No response needed

- Gary and Sarah Russell commented “We feel like this parkway is unnecessary...! The money could be better spend on local roads, especially on this end of town. We feel it will be destroying the peaceful side of Blount County..this will create 411 north like it is on 411 south. In a short amount of time this will be like Kingston pike here on the peaceful side of Blount County!”

Response: General Comment- No response needed

- Ms. Sophia Morgan commented “TDOT has adopted has the motto of "Fix it first," when it comes to spending the limited dollars for transportation projects. I support this goal and I want to see existing roads in Blount County improved and maintained. Fixing what we already have will not only make our roads safer, but also improve mobility overall. I oppose the PPE.”

Response: General Comment- No response needed

- Mr. and Mrs. Don Haddox commented “We live at 850 Sam Houston School Rd ,1 miles from our cattle and crop farm, at 601 Sam Houston School RD. Causing us to travel frequently and several times a day on this road. This is a very dangerous situation which I, Don, have been on the road in my tractor usually pulling an implement, People pass on any stretch of the double lined road while speeding. I have been

hit by a vehicle while travelling down the straightest part of the road, pulling a rake with a tractor trying to harvest my hay crop at my home place. It is so dangerous we have nearly been hit trying to get out of either of the driveways. Sam Houston School Rd is a small two lane road and has an extreme amount of traffic which Pellissippi Parkway I-140 will help alleviate some of the traffic on the road. Please help us by completing Pellissippi Parkway I-140 as quickly as possible."

Response: General Comment- No response needed

- Ms. Ann Strange commented "No to the Pellissippi Parkway extension. Blount County is growing but it's because of its natural beauty which will be much diminished by this unnecessary and enormous road through farmland. I am sorry the local governments are so short-sighted as to promote development in spite of the need to curtail development in light of climate change. Keep Blount County peaceful."

Response: General Comment- No response needed

- Ms. Katie Lawson commented "I support the extension. Traveling on all these little winding, narrow roads to get to the Pellissippi Parkway is very unsafe."

Response: General Comment- No response needed

- Ms. Lauren Meiers commented "As a long-time resident of Blount County, and someone who frequently travels through the area where the proposed extension would be built, I would like to state that I am wholeheartedly against any further extension of Pellissippi parkway. As stated in this meeting, this project was proposed in 1986, and I believe that the needs of the area and county residents have changed in the last 30+ years. A project like this, that will impact many residents and communities, should not be undertaken simply because that was the original plan. My concerns include: increased traffic on Sevierville road that this road isn't currently designed to handle, worsening of urban sprawl in the communities along the extension, and routing of out-of-town traffic away from downtown Maryville (and soon-to-be Alcoa) businesses. Much of my family lives in this area, and a big part of its appeal is how rural it is- the farmland, the views of the mountains, the lack of jam-packed subdivisions (though several have popped up in recent years). I firmly believe that extending the parkway, therefore increasing traffic and access to this community, would ruin the very things we love about this area. Additionally, traffic that will be pulled away from businesses would result in negative economic impacts for many small businesses. I can't tell you how many times I've heard people say that they were driving through town to the mountains and decided to stop at one of our local small businesses on a whim. Based on many conversations over many years, I truly believe that the majority of the community is against the extension of Pellissippi parkway. In conclusion, I hope that the department of transportation will consider the long-term effects of extending this road, as well as the wishes of the community."

Response: General Comment- No response needed

- Mr. Austin Williams commented "For comments, I'd like to say that this extension is a necessity for Maryville. As more and more people move here, the strain on our local highways (411, 321, and 129) is getting to be too much. This extension could help ease traffic off those highways as people who live in Eastern Maryville and Blount County would have a way to commute to

Knoxville. Also, having a direct interstate/highway from Knoxville to the Smoky Mountains could also give more business to Blount County as a whole. “

Response: General Comment- No response needed

- Ms. Sandra Abel commented “Our family is adamantly opposed to the Pellissippi Parkway Extension. The PPE is an unnecessary road project and a waste of our tax dollars. The PPE will not greatly reduce drive time for traffic headed towards Townsend, especially since drivers will wait at the signal at the PPE/321 intersection. Alcoa/Maryville traffic is not a result of travelers heading to Townsend. High traffic volumes occur at peak driving times, such as 8:00 a.m., 3:30 p.m., and 5:00 p.m. due to local drivers. I drive 321 from home in Walland to Alcoa several days a week and it is quite obvious. Maryville and Alcoa businesses will lose the opportunity for sales to drivers using PPE. But most importantly, the PPE destroys our valuable farm land, natural resources, and beauty of the area. If constructed the PPE will increase noise pollution and further expand urban sprawl with needless gas stations and convenience stores that will no doubt follow road construction. Please stop this road project and allocate our tax dollars to existing roads.”

Response: General Comment- No response needed

- Mr. Trent Slagle commented “Please go forward with this. It has the potential to cut 10 minutes from my commute from maryville to Knoxville”

Response: General Comment- No response needed

- Mr. Ash McDaniel commented “This project would NOT alleviate any traffic issues, which I know you already know. Once built, it literally paves the way for more unchecked development (thank you, rubber stamping city council and county commission) which inevitably leads to more and more development, people, & traffic. Unregulated development is THE REASON there is traffic congestion in Maryville (west Maryville is a great example) and Blount County and more roads are NOT the solution. Whatever monetary gain there is IN THE SHORT RUN will benefit ONLY a very few people. Stop trying to fool everyone. I've lived in NYC and the Bay Area in CA and have witnessed numerous road projects that were going to purportedly alleviate congestion. None ever did. They just made way for more traffic. But, as I said, you already know this. What this project, if completed, WILL do (aside from the aforementioned increase in traffic & congestion and money in the hands of a few) is continue the ruination of the quality of life and beauty this county once had. It will ruin the lives of the folks whose property lies in the affected area. Everyone likes to say how much we love our land and mountains. DO we? Do YOU? I can't help but wonder if anyone on the decision-making team lives anywhere near the affected area. My guess is no. This project is not only unnecessary, it would be extremely damaging. Let.It.Go. & free up the moneys for improvement of existing infrastructure and non-vehicle greenways/trails. Step into the 21st century of city planning and stop returning to dead-end economics and projects. Think outside the box, people. Stop thinking in \$\$\$ and start thinking in terms of sustainability & quality of life.”

Response: General Comment- No response needed

- Ms. Renee Delong commented "You rarely hear of people wanting to move to an area to be closer to a highway.....Blount county's charm will be lost forever with all this development. I'm not looking forward to a highway in my backyard, where a beautiful farm now exists."

Response: General Comment- No response needed

- Mr. Dustin Park commented "It is hard to see any benefit to this project. It will destroy the beautiful farmland between Broadway and Lamar Alexander. If the extension were to be completed, undoubtedly there would be further residential and commercial development along the Parkway that would further eat away at that precious land and destroy the rural nature of that section of Blount County. The project would draw vital economic activity away from the Alcoa-Maryville corridor. While the project suggests it will alleviate congestion, it will do nothing to address the congestion needs on the West side of the county, which are more urgent than a quicker route to the Smokies. Furthermore, the resources and money needed to maintain and address those more pressing congestion concerns will be tied up with this boondoggle of a project. There is a reason this project has not been completed after decades of trying. It was a bad idea in the first place and remains a bad idea today. It should not happen and I urge you to kill the project once and for all."

Response: General Comment- No response needed

- Mr. Edwin Jones Best Jr. commented "I'm opposed to PPE. Blount county has grown excessively. Personally, I don't see positive return on this growth."

Response: General Comment- No response needed

- Mr. Carl Van Hoozier commented "Please build this road as soon as possible. The need is great and it has been a long time coming."

Response: General Comment- No response needed

- Ms. Sharon Howard commented "It's about time. I don't like change but we sure do need this."

Response: General Comment- No response needed

- Mr. Gary Bopp commented "Saved don't pave!"

Response: General Comment- No response needed

- Ms. Martha Robinson commented "There are many reasons NOT to continue the extension of Pellissippi Parkway further into Blount County. Our county is known for its rural beauty. This parkway extension would destroy much needed farmland thereby destroying its beauty as well as destroying the farmers' income and sustenance. We have numerous roads which could be improved upon and made safer, thereby making the need for a new highway unnecessary. There is already a direct route via Lamar Alexander Parkway for travelers wishing to go from Knoxville to Blount County. Safety issues on this existing highway could be addressed and corrected to improve upon traffic flow and lesson the number of crashes to which you refer in your material. The goal of TDOT should not be to provide convenience

to wealthy visitors coming to exclusive resorts one time a year or to favored politician's visiting their mountain get away. But rather, the focus should be on those individuals who live in the county 365 days a year. Taking away CENTURY FARMS from families is a ignominy. I implore you to reconsider this expansion for the benefit of all citizens of Blount County who wish to keep this THE PEACEFUL SIDE OF THE SMOKIES!"

Response: General Comment- No response needed

- Mr. Darrell Cuthbertson commented "I am a life long Blount county resident and I oppose the 140 extension. Blount county is already to crowded and an extension to 321 will only result in more development and even more local traffic. This will in turn lead to more highway projects and even more development till we don't have a nice place to live any more. If you have to spend my tax dollars on roads, then improving existing state roads first."

Response: General Comment- No response needed

- Ms. Gabriel Catherine Cole commented "I believe that shunting traffic around Maryville will not serve Maryville businesses. Many people enjoy travelling through small towns such as Maryville and taking time to stop and explore local shopping and restaurants. Besides, the Smoky Mountains already have major 4 lane roads accessing it, so this extension is unneeded and in fact will not reduce traffic in the city of Maryville according to TDOT's own report. It will increase traffic on Sevierville Rd, which is already unsafe. It will also slow traffic on 321, when a new traffic light is installed to accommodate traffic coming off of the PPE. I believe that we should spend this money on improving our existing roadways. The PPE will take a huge amount of tax dollars away from other needed projects and at the same time it will impact the rural character of Blount County by dividing many large family farms, leading to more urban sprawl. Please consider spending this money instead on improving existing roadways to make them safer as Blount County continues to grow and attracts new businesses and residents due to its small town charm, excellent schools, beautiful rural surroundings and proximity to the mountains."

Response: Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Ms. Katie Settlege commented "I think this is such a wasteful project that will do nothing to help traffic flow in Blount County, but will certainly make it more ugly and lose crucial rural character that makes Blount County so special. I wish our civic leaders would stop being so greedy and think about the FUTURE of this rural place. Once land is lost, it changes the character of a place forever. NO PELLISSIPPI EXTENSION!!!!!!!!!!!!!"

Response: General Comment- No response needed

- Ms. Kim Hurst Fuchs commented "I do not feel this extension is necessary. Access to 321 is not far away from where the road currently ends on Old Knoxville Hwy. Not only does this plan go through farmland

and property of homeowners, it diverts tourists and visitors from doing business in both Alcoa and Maryville and it's expensive. At what cost is a road being constructed for a short drive to a perfectly good access road to Townsend and the Smoky Mountains? It is just not worth it."

Response: General Comment- No response needed

- Mr. James Roy Fox commented "Please proceed with this project. The traffic between Heritage High School and the Airport is becoming very congested especially on Washington Street. There is no good way to divert this traffic to any good existing county or state roads. If the parkway is not completed Washington St will become impossible!"

Response: General Comment- No response needed

- Don commented "Please proceed with the project. This is greatly needed in our area. Traffic between Knoxville and Highway 321 is horrendous when you have to go through Alcoa and Maryville and it's dangerous when you have to take the back Country Roads to avoid the traffic."

Response: General Comment- No response needed

- Mr. Mark Sickle commented "I am for this expansion. We frequently visit parents in Sevierville and this will make access to 411 much more convenient and safe"

Response: General Comment- No response needed

- Ms. Anita Blatnik commented "I am opposed to the Pellissippi Parkway Extension for a number of reasons including the cost, the increased traffic that would be dumped onto Sevierville Rd (already a traffic hazard) and Rt 321, and the negative environmental impact. We are known as the Quiet Side of the Smokies for a reason. I've heard the argument that people from Nashville will be able to get to Townsend quicker. Well, that is like proposing to build a ski lift up Mt LeConte for a quick, effortless bit of amusement. It would ruin the experience of getting to the top of the mountain. Sometimes arriving at a peaceful place means getting away from just jumping on and off a highway. We would be giving up farmland and encouraging sprawl along the way. Look at what happened at the intersections of Northshore, Topside Rd, Alcoa Hwy, and Old Knoxville Hwy. Rather, please consider investing the vast amount of money this project would cost to improving the roads now present closer to the cities of Maryville, Alcoa, and Louisville. BTW: I do like the token environmental nod of incorporating a Greenway Trail. Unfortunately, it is at the expense of contaminating our Little River watershed, polluting our clean air with exhaust, and increasing traffic congestion which effects the both noise levels and wildlife. All of which negatively impact the core qualities of life that make living in Blount County a joy."

Response: General Comment- No response needed

- Mr. Bryan Daniels commented "Thank you for getting this project ready for completion. My family and I live adjacent to the project in Whittenburg Estates on Davis Ford Road. We are excited about the proposed improvements and hope TDOT will use every means possible to complete the project quickly. Our community is seeing explosive growth and there is too much traffic on our existing road systems that make it unsafe and dangerous. We are excited about the safety the proposed parkway extension

and walking trails will bring to our community. Please finish soon, it has been twenty years of waiting and danger. Thank you.”

Response: General Comment- No response needed

- Ms. Megan Brooks commented “This project is much needed to alleviate congestion issues on surrounding roadways in the area. I believe TDOT has done a great job taking all things into account. This roadway and greenway connection is much needed. Looking forward to seeing the benefits that this section of roadway will provide to safely and efficiently get the motoring public to the mountains via this newly constructed route. Well done!”

Response: General Comment- No response needed

- Terry Bunde commented “I have lived in Maryville for over 40 years and watches the sprawl growth along US 129, US 411S, and to the west along US 321. The PPE project will not address any of the congestion from this growth, by TDOT's own studies. What will happen is growth on the doorstep of the GSMNP. Our side is the so-called Peaceful side and NOT Gatlinburg or Sevierville. The ecological health of the park is already challenged by transportation and industries; allowing increased development next to the park will only lead to further ecological degradation. This road project is also sited to be over the recharge for the Little River watershed, the main water supply for Blount County. Taking Century Farms for such a waste of limited funds, is not a good stewardship of state money better spent on improving existing roads.”

Response: General Comment- No response needed

- Terry Bunde commented “I am opposed to the PPE because the rationale as it was first proposed 40 years ago is flawed and will not address the traffic problems in Maryville and Blount County. Much of the traffic in downtown Maryville comes from US 411 S. The increased traffic on 129 coming from new developments in Alcoa and from the new Amazon warehouse will not be relieved by this expensive road extension. I also have serious issues with a road that passes over wetlands and pasture lands that provide water for the city and county. Fixing the so-called "radial feeder roads" by providing wider lanes and safer intersections will be a far, far better use of limited funds. I don't know who the traffic design "genius" was who came up with a traffic light to end the PPE at 321, but that will be a horrible intersection with fall leaf peepers, home Heritage HS football games and normal traffic. To have a divided 4-lane road terminate in a traffic signal will back up traffic to the city of Maryville.”

Response: Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Mr. Joel Varnadore commented “I would encourage the implementation of this extension. It will be vital to keeping unnecessary traffic out of Maryville to reduce congestion. Currently the requirement to go

through Maryville in order to get to Townsend or the GSMP adds a lot of time and distance to the trip coming from Knoxville.”

Response: General Comment- No response needed

- Mr. Bruce K Kerr commented “Plan looks great. Please proceed.”

Response: General Comment- No response needed

- Mr. Greg Wilson commented “The Pellissippi Parkway extension will improve our traffic congestion and safety by providing an option to our pressured local roadway network.”

Response: General Comment- No response needed

- Ms. Katie Voyles commented “ I do not believe this is a necessary route for this project, and I don't support the destruction of so much of our beautiful farmland to build an unnecessary highway. Please reconsider at least the route so that those who live in this area do not suddenly live in the middle of a crowded, fast-paced stretch of highway, rather than a peaceful, quiet rural drive. Over the past 15 years, I've watched so much of our quiet, closely connected community grow into an area that is busy and congested. Please preserve this beautiful, peaceful part of Blount County! Do NOT build this extension. Thank you for listening as our community weighs in on this important issue.”

Response: General Comment- No response needed

- Mr. Tony Thompson commented “As a resident of Blount County and the manager of a local business, I am tremendously excited for the final piece of Pellissippi Parkway to be completed. This will mean a great deal to our community from both an economic development perspective, as well as a quality of life perspective. It is a win/win. It has been a long time coming, and I am thrilled that we are at the point of moving forward. Well done!!!”

Response: General Comment- No response needed

- Mr. Gregory McClain commented “My family and I are in support of this extension. We know that if we don't build this road the future traffic will be unbearable. We have grown up in Blount County and have seen the growth. Where would we be if we had not build the 129 bypass or the 321 bypass in downtown? We can not afford to miss this opportunity to alleviate future traffic congestion. If we don't build it now, we will forever regret that decision. So our family is very supportive of finishing this extension. Thank you.”

Response: General Comment- No response needed

- Mr. James Thomas commented “I am looking forward to this project completion that will allow me to travel on safer roads than traveling on back roads all the time. Thank You.”

Response: General Comment- No response needed

- Ms. Beverly Belz commented "I would like to see the project proceed forth without further delay. My primary reason is that I want my friends and family to drive SAFELY from the Davis Ford Road/Sweetgrass Subdivision, to Knoxville area, via the Parkway. Right now, they have to negotiate curvy dangerous country roads to get to the current Pellissippi Parkway, to get to Knoxville. Secondary reasons are that it would alleviate traffic congestion through the Maryville/Alcoa area and pave the way to further development of Blount County. Enough delays. Please get this project under way as soon as possible to serve many people rather than a selfish few. Thank you for the opportunity to speak."

Response: General Comment- No response needed

- Ms. Tina Carter commented "Not in favor of expansion".

Response: General Comment- No response needed

- Mr. Josh Walker commented "Build it!!"

Response: General Comment- No response needed

- Mr. Steve Kirtley commented "I think the design is great. Thanks for all the hard work that went into it. I hope the project will continue to move forward without delay."

Response: General Comment- No response needed

- Mr. James Fitzgerald commented "The PPE should not go any further than it already has. Fix It First comes to mind, as Tennessee can ill afford its share of the project and the US government has not allocated its funding as yet. Blount County and the East Tennessee region needs to prioritize its funding towards repairing our existing roadways. The PPE FEIS proven fact of the matter is that this project will INCREASE traffic congestion {on US 411 for example}: this will result in failing levels of service in future, failing to meet TDOT objectives. As the objectives have changed over the years for this project, one can only assume that the true objective is the untold desire to develop the quiet side of the Smokies, as that untold objective is the only foreseeable outcome. This will be more traffic and business than this area can withstand: Walland and Townsend are already straining the limits of water/sewage infrastructure as it is. The Little River is the water source for Maryville and Alcoa: expanded runoff from the PPE project and from the resultant increase in sprawl towards the national park is unsustainable. Please put this costly and ill conceived project on the trash heap of history along with the Anderson Turnpike {1830--now the Bote Mountain trail}, the mountain Skyway {1935--would have followed the Appalachian Trail along the peaks of the mountains}, and the Trans-Mountain Highway {1960's--Bryson City NC to Townsend}."

Response: General Comment- No response needed

- Ms. Mary Dodson commented "My family has owned land in the current alignment for Pellissippi Parkway for over 100 years. I have watched this wasteful expansion for decades. The destruction of family farms is most disheartening and extremely unnecessary. Your attempt at providing a bike route between two roads that are unsafe for cycling, given they have no shoulders on the roads and that makes it hazardous for cyclists and drivers as well. It seems like a feeble attempt to provide something

of worth to the community. I and my family are against this expansion and I wanted to express my disapproval for this, although you probably are soliciting comments merely as a formality, not a real concern by the landowners and taxpayers impacted by this project.”

Response: General Comment- No response needed

- Mr. Doug Gamble commented “The extension of the Pellissippi Parkway beyond SR 33 will not accomplish the core goals its proponents claim. Unlike probably all advocates of this project and most of TDOT staff and officials, I have read every word of every document and report generated by TDOT and its many contractors and consultants since the Environmental Assessment. Therefore, I know that the claims made by TDOT and the proponents of this project are inaccurate and misleading. The project will not alleviate current traffic delays and congestion. It will not solve delay issues in the core of Maryville. It will not make any current roads safer or less crowded. It will do nothing at all to address increasing congestion in the west part of Maryville. Tourists to the Smoky Mountains have no problems getting there. In the 1970s, there were no four lane highways connecting Knoxville or Lenoir City to the Park. Now there are. In the 1970s, people thought beltways and bypasses were a good idea. Now there is little support for them. This is a Legacy Project that politicians have not had the good sense to abandon. Much has changed in Maryville since the project was proposed 30 or more years ago. More to the point, much has changes since the traffic studies being used to support the project were done several years ago. And Sevierville Road, the most dangerous highway in Blount County, will have added traffic if this road is built. Claims to deal with that death trap eventually are tragic and will allow many more deaths and injuries. This is a waste of money which is destructive and callous. Read your own studies, not the spin put on them. Cancel this and spend money to fix real problems. Guests at Blackberry can just take a few more minutes.”

Response: General Comment- No response needed

- Ms. Phyllis Dukes commented “My husband and I purchased property at 3126 Davis Ford Road in September 2019. This piece of property was purchase after 2-3 years of looking for the perfect place to build our forever home. We received a letter in February 2020 from BFW Engineering & Testing, Inc. informing us that they had been subtracted by TDOT to do survey work on our property. This was the first that we knew of the situation. We were devastated to learn of this. The seller (also a Real Estate agent in Blount County) did not disclose any information concerning the Pellissippi Parkway Extension to us. From what I have read and heard from numerous people in Blount County, this will not help the traffic problem in Blount County. This proposal for the Extension will rob Blount County of such beauty and the serene surroundings that this part of the county provides. I am not in favor of the Extension coming through. This is such a major disappointment to my husband and I to purchase our property to build our forever home on, and then have it ripped away from us. I hope you will listen to what the people of this beautiful county have to say and how it will impact their lives. I guarantee you the city and county officials that are in favor of this project, do not have property being effected. If so, they would definitely be against it.”

Response: General Comment- No response needed

- Ms. Elizabeth Davis commented “I am opposed to the expansion of the Pellissippi Parkway. This extension is unnecessary and does not address traffic issues in the region. A parkway extension would

increase big-box corporate commercial development, which will run small, local, family-owned businesses out of business. Use the money to improve existing infrastructure to make it more walkable, bikeable, AND driveable, which will support healthy communities. The proposed greenway parallel to the parkway is a ridiculous gesture. No one wants to ride a bicycle next to what is actually an interstate highway. The impact on the rural character of Blount County sets it apart from the sprawl of Knox County. The Little River is a hot-spot of biodiversity, that should be protected, not developed. Blount County should prioritize supporting family-owned businesses, including working farms like the Keller Farm, by consolidating development to town and maintaining the rural character of the county. Please do not build this highway. Just watching the flyover video gave me a visceral feeling of grief for the loss of more of our wild and working rural lands.”

Response: General Comment- No response needed

- Mr. Stephen Charles Cole commented “Comment: I appreciate the hard work TDOT has completed to study traffic issues in Maryville and northern Blount County. However, I think the decision to build the PPE would be a bad one. Your own studies show that PPE would not achieve meaningful reductions in Maryville traffic, and show that traffic congestion in the core Maryville area will continue to deteriorate despite PPE. Further, most of the growth in this area is in west Maryville, far from the areas that PPE would affect. Providing better access to GSMNP without routing traffic through the central Maryville core area is given as one of the project needs, but much traffic to GSMNP from Tennessee does not go that route; much of it is via Highways 321 or 441, or via I-40 through Sevierville or Newport. PPE would have no effect on that traffic. Preserving rural lands is a great concern; small farms are a huge asset to this area, and PPE would destroy a jewel of a farm located just outside Maryville. PPE will bring suburban sprawl, which will diminish the qualities that our leaders tout as the character-defining characteristics of this area: natural beauty, wildlife habitat, clean air and water, peace and quiet. I am also concerned about what PPE and the development it brings (which is a cumulative effect) will have on water quality in the fragile Little Tennessee River watershed. This project simply has too little benefit and too many adverse impacts. Please use the funds on projects with greater need and fewer adverse environmental impacts.”

Response: General Comment- No response needed

- Mr. Brian Ostby commented “This is not a needed project. What we need is for our present road system to be updated to safe levels. Building a new road that will have to be maintained with the very limited funds that we have is ridiculous when we aren't even taking care of what we have. Finally, the growth of this area is to the west not east. This will only contribute to sprawl that we're seeing in west Maryville. This is an area that advertises itself as the quiet side of GSMNP and this road will not maintain this image. The park has struggled with air quality And added traffic won't help. There are so many negatives to this project that it's hard to believe that it still might be built.”

Response: General Comment- No response needed

- Ms. Carmen Simpher commented “I am in support of the project. Thank you for providing quality roads for transportation.”

Response: General Comment- No response needed

- Ms. Judith Ramos commented “The PPE presents concerns of health and safety. According to the ACS, 25% of the local population is 55 years or older, and living next to a main road increases the chances of lung cancer by 10%. Constructing an interstate in an area with a significant percentage of elderly folks could increase respiratory disease rates in the area especially in a post-pandemic world affected by a respiratory virus. If the PPE is built as designed with an interchange and traffic lights at Sevierville Road (US 411), much more traffic will be added to this narrow, shoulder-less, unsafe road. US 411 between Maryville and Seymour currently has an unacceptable LOS (level of service) and there are no plans or funds to improve US 411 beyond the imprint of the PPE for many years. The traffic on Sevierville Road is likely to increase and become even less safe.”

Response: Improvements to SR-35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include two (2) – twelve (12) foot travel lanes in each direction with a twelve (12) foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and totals approximately one (1) mile of roadway improvements on State Route-35 (US-411). Additional improvements to State Route-35 (US-411) outside the limits of the State Route 162 (Pellissippi Parkway) extension project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.

- Mr. Matthew Ramos commented “The PPE presents concerns of health and safety. According to the ACS, 25% of the local population is 55 years or older, and living next to a main road increases the chances of lung cancer by 10%. Constructing an interstate in an area with a significant percentage of elderly folks could increase respiratory disease rates in the area especially in a post-pandemic world affected by a respiratory virus. If the PPE is built as designed with an interchange and traffic lights at Sevierville Road (US 411), much more traffic will be added to this narrow, shoulder-less, unsafe road. US 411 between Maryville and Seymour currently has an unacceptable LOS (level of service) and there are no plans or funds to improve US 411 beyond the imprint of the PPE for many years. The traffic on Sevierville Road is likely to increase and become even less safe.”

Response: Improvements to SR-35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include two (2) – twelve (12) foot travel lanes in each direction with a twelve (12) foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and totals approximately one (1) mile of roadway improvements on State Route-35 (US-411). Additional improvements to State Route-35 (US-411) outside the limits of the State Route 162 (Pellissippi Parkway) extension project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.

- Ms. Jacqueline Ramos commented “TDOTs own studies contained in the Final EIS show that the PPE will not meet TDOTs objectives for the project. The PPE will not reduce congestion in the core of Maryville nor improve safety on our existing road network. Instead, conditions will continue to deteriorate. The addition of traffic lights on Sevierville Rd and at the end of the PPE where it would end at US321 will impede traffic flows. Over the years TDOT has changed its rationale for the PPE. The original proposal, a

beltway around the City of Maryville, was abandoned. The PPE is the remnant of that outdated 40-year-old idea. TDOT asserts benefits from the PPE, but their own studies demonstrate that this new highway will not change our Poor local road network with substandard cross sections, Improve roadway safety on the existing roadway network, including the Maryville core, Achieve acceptable traffic flows (level of service) on the transportation network or not adversely affect traffic flows on the existing network. In fact TDOTs studies show many area roadways will have failing levels of service by 2040 even with the PPE. Current Blount County transportation and infrastructure needs as identified by local leadership are overwhelmingly in the western part of the county, an area where the PPE will be of no assistance. The Relocated Alcoa Highway, the US 129 Bypass, new roadways to serve the massive Amazon distribution center, widening Alcoa Highway, Robert C. Jackson extension, investments by Denso and apartment-complex developers, and residential growth in west Blount County all point to evolving traffic patterns and needs. This is where we need to invest in road improvements.”

Response: Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Ms. Jacqueline Ramos commented “The PPE presents concerns of health and safety. According to the ACS, 25% of the local population is 55 years or older, and living next to a main road increases the chances of lung cancer by 10%. Constructing an interstate in an area with a significant percentage of elderly folks could increase respiratory disease rates in the area especially in a post-pandemic world affected by a respiratory virus. If the PPE is built as designed with an interchange and traffic lights at Sevierville Road (US 411), much more traffic will be added to this narrow, shoulder-less, unsafe road. US 411 between Maryville and Seymour currently has an unacceptable LOS (level of service) and there are no plans or funds to improve US 411 beyond the imprint of the PPE for many years. The traffic on Sevierville Road is likely to increase and become even less safe.”

Response: General Comment- No response needed

- Ms. Jacqueline Ramos commented “To the extent the PPE functions as a bypass around southeast Maryville, it would remove traffic from Hall Road, Washington St., US 321 and have a negative effect on existing local businesses there. It would divert drivers around the city of Maryville, which has been working for years to promote itself as a destination and is focused on developing the downtown. This makes no sense and stunts local economic growth. A number of farm parcels will either be taken entirely or impacted significantly if the PPE is built. These farms represent family businesses, some of which have been farmed by the same family for more than 100 years, and are the pillars of the character and community of Blount County. Great Smoky Mountains National Park, the crown jewel of the East, the most visited national park in the country and Blount Countys number one tourist attraction, is already accessible from the west and south via 4-lane highways (i.e. US 321 from Lenoir City, Alcoa Highway, and East Lamar Alexander Parkway). No tourist has trouble getting to the Smokies now and another 4 lane highway is unnecessary.”

Response: General Comment- No response needed

- Ms. Brenda Farmer commented “I strongly feel that it is past time for the Pellissippi Parkway to be completed. Properties for the project completed to date were acquired many years ago in anticipation of the completion of the project. Out of respect and fairness to those property owners, the entire project should be completed. The completion will make the traffic flows around Blount County much smoother and relieve some of the congestion on our current roadways. “

Response: General Comment- No response needed

- Mr. Brian Pennington commented “The PPE extension represents a tremendous waste of money for very little benefit, as TDOT's own report shows. This road would permanently alter the landscape for no conceivable equivalent good. It will tragically ruin family farms and negatively affect community life. The potential damage this could do to the Little River watershed is criminal. This is a truly stupid project.”

Response: General Comment- No response needed

- Mr. Steve Adair commented “As a person that Drives Alcoa highway daily and must go thru downtown Alcoa or Maryville, I welcome the opportunity to bypass this congested area by taking the extension to get to hwy 321.”

Response: General Comment- No response needed

- Ms. Marian Fitzgerald commented “Please do not build this project! It is not needed and will not fulfill its stated objectives of improving mobility and safety on the existing transportation network. It will add traffic to US 411, which is already over capacity and in need of safety improvements. The PPE could be less hazardous to the local populace if you built it with no interchange at Sevierville Road; that would also make it seem more like a "Parkway". The design feature of a median concrete barrier is unappealing; one would expect a Parkway to have a grass median, maybe even flowers. The traffic signals at the interchanges will slow down traffic (and probably create a big nuisance on 411), when your apparent aim is to improve mobility. The addition of a "greenway" along the highway between Wildwood & Davis Ford Roads sounds nice until you visualize what it would feel like to bike or walk beside whizzing interstate traffic, breathing exhaust fumes. Your virtual "meeting" leaves a great deal to be desired. It is difficult to navigate, annoyingly complex, and certainly does not feel like a meeting. I couldn't even get the videos to work. In short, just don't build this thing!! It will do more harm than good in countless ways. We love our farms, our greenspace, our clean drinking water, and the charm of living on the quiet side of the Smokies. Please use our transportation tax dollars to repair, improve, and maintain our existing roads! They sure need it.”

Response: Improvements to SR-35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include two (2) – twelve (12) foot travel lanes in each direction with a twelve (12) foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and totals approximately one (1) mile of roadway improvements on State Route-35 (US-411). Additional improvements to State Route-35 (US-411) outside the limits of the State Route 162 (Pellissippi Parkway) extension project if needed will need to be identified by either the rural or metropolitan planning organization

(RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.

- Mr. Robert Carris commented “I would like to be on the record as being in opposition to this parkway extension. I'm well aware of the government's power of eminent domain, but would still prefer not to see centuries old family farms divided into multiple parcels for a seemingly unnecessary cause. Though it was not included here, speculation that this project could also disrupt the Little River is of great concern to me and many other conservationists in the area. Please, do not extend the parkway.”

Response: General Comment- No response needed

- Ms. Sandra P Gann commented “I am in favor of the extension. I feel that it would help the traffic situation on the roads that lead to the existing part of Pellissippi Pkwy. I know it can't happen without someone losing something. I am not one of those people, and I feel badly for them. That being said, it needs to be finished or else it really accomplishes nothing.”

Response: General Comment- No response needed

- Ms. Susan Sneed commented “Dont build a road over family farms and our business development park! Thats a potential site for businesses and jobs! Dollars would be much better spent repairing existing roads in Blount County.”

Response: General Comment- No response needed

- Mr. Mark Oldham commented “Totally support this project! It is much needed to connect the Peaceful Side to I -40 and beyond! Completely in favor of immediate implementation.”

Response: General Comment- No response needed

- Ms. Lucy Henighan commented “I travel Hwy 411 between Seymour and Maryville regularly. It is very unsafe. It is windy; there are places where you have no view ahead, there are no shoulders, it has a lot of traffic. The PPE will just increase traffic on 411 so it will make my travel more unsafe. Please dont build it.”

Response: Improvements to SR-35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include two (2) – twelve (12) foot travel lanes in each direction with a twelve (12) foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and totals approximately one (1) mile of roadway improvements on State Route-35 (US-411). Additional improvements to State Route-35 (US-411) outside the limits of the State Route 162 (Pellissippi Parkway) extension project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.

- Ms. Brenda Bell commented “I do not see how this extension will benefit the people of Blount County. It takes traffic away from businesses in Maryville; it ruins the 'rural character' of our county, a feature which is often used to attract tourists; it creates an exit onto Highway 411/Sevierville Road, which is already a very unsafe road, with no shoulders; and it will dump traffic onto 321, creating even more congestion. TDOT needs to think and plan creatively, helping Blount County move into the rest of the 21st century with a sustainable and ecologically sound design that puts the focus on improving existing roads; supporting local businesses (not just the people who own the Industrial Park land); and safeguarding the remaining farmland in our area. I am opposed to the extension.”

Response: Improvements to SR-35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include two (2) – twelve (12) foot travel lanes in each direction with a twelve (12) foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and totals approximately one (1) mile of roadway improvements on State Route-35 (US-411). Additional improvements to State Route-35 (US-411) outside the limits of the State Route 162 (Pellissippi Parkway) extension project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.

- Mr. Dudley Leath commented “This project squanders precious transportation resources. The final cost is as yet unknown but money will be spent to start acquiring Right of Way properties before funding for construction is guaranteed! Please follow your motto to "Fix it First." Allocate available funding to make critical improvements for safety and mobility to Blount County's existing roadway network. The open-ended and unknown final cost of the PPE versus potential benefits cannot be justified. Assuming available transportation funding is properly allocated to the maintenance and improvement of existing roadways, PPE is not needed to basically cut across 129 to reach 321 when traffic will be able to flow down the improved 129 roadway reach 321 and access the Great Smoky Mountains National Park. Or you can improve the flow on Hall Road to reach 321. The cost of the PPE just cannot be justified when you consider the maintenance and improvement projects that can be accomplished with that amount of funding!”

Response: General Comment- No response needed

- Ms. Polly Murphy commented “I live close by off Maryville Pike near Pellissippi Parkway and Alcoa Hwy 3111 Foster Lane Knoxville TN 37920 I have watched your whole presentation and I'm afraid I strongly disagree with this. THERE IS ALREADY ALCOA HWY!! I take Old Knoxville Hwy to get to Maryville very often because I do not want the large fast road. Why would you do this?? PLEASE DO NOT PUT IN THIS EXTENTION!”

Response: General Comment- No response needed

- Mr. Geoffrey Riggan commented “As designed, the PPE will be a waste of \$100M and will do more harm and accomplish less than other available road improvement options. The EIS documents that there will virtually be no improvement in LOS on existing roads. In fact, the PPE will induce growth in the area and increase traffic on already inadequate intersecting roads, just as the existing Pellissippi Parkway has done (Northshore, Westland Dr.). Previous studies do not even support the utilization of the PPE. In the

original Environmental Assessment, an origination / destination study showed that only 2-6% of Blount County traffic travels in the direction that the PPE would be providing. That kind of compelling study was omitted from the EIS. One reason for rejection of the lower build options in the EIS was that they would not provide the capacity and mobility of an interstate design road. This interstate, as designed, is going to end as a stop light!! And this is what you're going to take prime farmland, sensitive wetland, and expensive industrial park land for? The PPE is not consistent with the long term visions expressed by Blount Countians in several studies and workshops over the last twenty years. The PPE is a thirty-five year-old outdated concept. The gloom and doom of not building the road has not materialized. The traffic problems and growth are in other portions of the County far removed from any benefit of a completed PPE. In 2010, the Knoxville Beltway, a project with similarly stated purpose as the PPE, was cancelled during the design phase because of "revised traffic numbers", cost, and because "the project would not meet purpose and need". Likewise, TDOT's evidence of the PPE fulfilling purpose and need is weak and cost estimates have been comical. It doesn't seem like anyone really knows. The PPE should be cancelled and the funds used for other low-build project solutions."

Response: General Comment- No response needed

- Ashley commented "Do not expand the Parkway. You are going to be taking people's homes. How would you like it if you lived somewhere for many years and you made your living off your land. Then someone comes along and takes your land and gives you much less than it is worth to you and makes you leave. Stop expanding so much. We don't need all these roads. You are destroying people's livelihood."

Response: General Comment- No response needed

- Ms. Christi Ridley commented "Hello, As an AP Environmental Science teacher, I am well aware of the habitat fragmentation which will occur from this project. While walking on the Maryville-Alcoa Greenway, for which I am very grateful, I see and hear many species of warblers, a group of birds that are very sensitive to human disturbance/development. Currently, we have many people visit Blount County to view the abundant biodiversity here. We have the highest biodiversity of aquatic species anywhere in the temperate zones of the world! I strongly oppose this project because of the habitat disruption that will result from this project. These sensitive species will either move elsewhere, be displaced by nonnative, edge-adapted species such as starlings, or will simply die out. One of the lessons taught in my class is that countries which have traditionally exploited nature are much better off financially and socially when they promote ecotourism, and protect their native fauna. We cannot continue to take for granted these species which call Blount County home. This includes the warblers, the synchronous fireflies, the salamanders, the many species of fish, and many others. We already have so much development proceeding in Blount County, and we do not need another habitat fragmentation project to deplete our species diversity. I propose that we adopt the motto, "If we don't build it, they (the tourists) will come." I strongly oppose this project; let's be part of the solution for conserving what nature we have left."

Response: General Comment- No response needed

- Ms. Michele DiDiego commented "I am opposed to the extension of the Pellissippi Parkway. I would like to see my tax dollars fund improvements to the existing roadways in Blount County. I would like to see smarter development in the county, including preserving farmland and wetlands along the proposed

route. I would like to see houses and businesses concentrated in the towns, and leave undeveloped spaces in rural areas. I'm concerned that the Parkway Extension would lead to more suburban sprawl. I would like to see tax dollars used by the state to offer incentives or make investments in grouped transportation options like busses or shuttles, to decrease our dependence on individual vehicles, rather than invest millions in a new stretch of highway."

Response: General Comment- No response needed

- Ms. Carmella Cole commented "Please improve and maintain existing roads in Blount County instead of spending money on the Pellissippi Parkway Extension. The PPE is unnecessary. What is necessary is having adequate transport infrastructure and improving safety of the existing road network in Blount County."

Response: General Comment- No response needed

- Hayden Anderson commented "This project is way past due and the citizens of Blount county deserve a modern, safe roadway. The traffic congestion is becoming ridiculous for the cities of Maryville and Alcoa."

Response: General Comment- No response needed

- Mr. Peter Womach commented "No issues, looking forward to having this extension. It will greatly improve our lives and our businesses in Townsend."

Response: General Comment- No response needed

- Ms. Sharon Oldham commented "I am in complete support of the project and for the extension of the Pellissippi Parkway. The road will benefit locals trying to get to the interstate and it will benefit travelers trying to get to the mountains. It's as simple as that!"

Response: General Comment- No response needed

- Ms. Christi Sciliman commented "I believe the extension of Pellissippi Parkway to 321 would be a positive addition to Blount County. Increasing traffic and ease of access from Knoxville to the Great Smoky Mountains and increasing tourism, park attendance and the business community of Townsend and Walland, TN. As a Townsend business, we welcome the new extension!"

Response: General Comment- No response needed

- Ms. Marion Hitch commented "Pellissippi extension completion would relieve excess traffic on Sam Houston School Road. It is extremely dangerous to enter Sam Houston School Road from our driveway with farm machinery being moved from one farm to another. Its also a very long wait to enter by auto and extremely dangerous during busy hours. Please complete ASAP!"

Response: General Comment- No response needed

- Ms. Emma Newman commented "I strongly support the Pellissippi Parkway initiative. As someone who often commutes from Townsend to Knoxville, this would be a HUGE benefit, cutting my commute time down."

Response: General Comment- No response needed

- Ms. Julie Crawford commented "There is a much need for this extension! I vote YES."

Response: General Comment- No response needed

- Pam commented "We desperately need this extension in Maryville. Traffic is getting so congested."

Response: General Comment- No response needed

- Ms. Aubrey Crawford commented "Did not attend any meeting, however other people have reached out wanting me to voice my concerns. My concerns... Please move forward with the extension asap. We in Maryville need this!!!"

Response: General Comment- No response needed

- Mr. Christopher Saywell commented "The proposed PPE doesn't seem to be particularly well thought out. And it doesn't appear to be overly concerned with the impact it will have on Blount County citizens. It will not bring positive growth to the region and is unlikely to solve any existing traffic or transportation problems."

Response: General Comment- No response needed

- Terry Hammonds commented "It is going to disrupt many farms and homes and some of those farms have been in the families for years. It is going to take away customers from local businesses. It is not needed!!"

Response: General Comment- No response needed

- Ms. Evelyn Hammonds commented "The impact to the environment is the number 1 concern. We can't keep destroying our farmlands and adding to pollution by encouraging more traffic. The runoff will be detrimental to the land and people. It is not needed by anyone. The population does not support the added extension. The pollution to air, land, and water is simply not worth the cost."

Response: General Comment- No response needed

- Dana Saywell commented "Several concerns: the PPE will not change the poor local road network with substandard cross sections. Safety on 411, a narrow, shoulderless road, that cannot accommodate increased traffic now is a big concern. Road/traffic improvement priority should be in western part of county to accommodate growth there. Let's prioritize fixing and maintaining and improving existing roadways and traffic patterns before undertaking PPE. The PPE does not solve Blount County's transportation problems. It is unsafe, destructive to the community, and a waste of tax payer dollars."

Response: Improvements to SR-35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include two (2) – twelve (12) foot travel lanes in each direction with a twelve (12) foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and totals approximately one (1) mile of roadway improvements on State Route-35 (US-411). Additional improvements to State Route-35 (US-411) outside the limits of the State Route 162 (Pellissippi Parkway) extension project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.

- Mr. James Coleman commented “I drive a school bus for Blount Co. Schools. I believe tax payer dollars would be better spent by upgrading existing roadways, widening narrow streets. Example, Dotson Memorial Drive, my full size 84 passenger barely fits by itself.”

Response: General Comment- No response needed

- Ms. Linda Spannaus commented “I oppose the PPExtension for the following reasons:
 1. The money would be better spent to upgrade our existing roads and make them safer.
 2. Businesses in Alcoa and Maryville need not to be bypassed by visitors and residents. They need visibility and traffic to see them.
 3. There is an existing 4 lane highway to the east (321)
 4. Overall the project is duplication and funds not directed toward the greatest need to impact greatest number of citizens.”

Response: General Comment- No response needed

- Ms. Penny Venard commented “You are taking away people’s homes. Ones that will struggle to find a way to find a new way to live or where to live. You are also taking away a part of history by removing the 100 year old farm.”

Response: General Comment- No response needed

- Dave and Amy Allend commented “My first issue is the cost. From my research originally the cost to complete this project was much less. The projections now are estimated over 100 million. This is not a good use of resources. The roads in Blount County/Maryville are in terrible shape. There are multiple pot holes and road that are eroding. It is truly an embarrassment. I also drive Pellissippi every day to work and it is in horrible condition as well! We know people who have blown tires due to the rough shape of the road. It’s truly irresponsible to spend that amount of money on a project that is not truly necessary. If TDOT’s mott is “fix it first: I think they should honor that commitment. Secondly, there are so many farms that would be affected by this unnecessary project. These farms are imperative to preserve the rural character of Blount County. The effect the construction would have on the natural habitat of animals as well as the Little River that could be contaminated. After reading all the information and proposals, I still can not see one good reason to move forward with this project. It seems it is only to satisfy certain people’s personal agendas. I also write this as someone who will be

personally affected by the construction, noise, and disruption of our beautiful land. My family lives all along East Brown School and we take pride in the sacrifice my grandfather made to purchase this land. We value this property and want to pass it along to our children. This proposed extension would destroy that. I realize this is a more personal reason, but important non-the less. Please consider how this will affect this area and what a terrible use of resources this is before proceeding.”

Response: General Comment- No response needed

- Mr. Aaron Clark commented “I own and maintain a business in the city of Alcoa and I feel like this will diminish and divert patrons away from my establishment. There are many other businesses that this would make people want to bypass also. This will also just add to the traffic on our surrounding roadways, many of which are already unsafe. TDOT’s own studies say that this will not improve congestion or safety.”

Response: General Comment- No response needed

- Mr. Aaron Clark commented “I feel like this extension is a waste of taxpayer dollars. The state is wanting to spend upwards of \$90 million to complete 4.2 miles of road when the can not take care of what they have already. The drive on Pellissippi at the current time is disastrous. It is one of the least taken care of highways around. Federal funding is uncertain and the cost could actually exceed \$90 million. It seems like we should fix and maintain existing roads in Blount.”

Response: General Comment- No response needed

- Dale Joy commented “I live close to this proposed extension and have major concerns about the Sevierville Road area.”

Response: General Comment- No response needed

- Ms. Janet McCullough commented “I am against the proposed Pellissippi Parkway Extension plan. The Little River and all the streams and wetlands that flow into it are a major resource to Blount Co. and surrounding areas. The Little River is one of the cleanest in the country and supports a multitude of species of flora and fauna. The watershed here must be protected from overdevelopment. We must be diligent stewards of what creation has provided us. I believe we should improve the roads we have, especially narrow and unsafe roads that people use to drive to school, work and shop throughout the county. Please follow the people’s wishes. Thank you.”

Response: General Comment- No response needed

- Ms. Carol E Green commented:
 1. Maintain and improve the safety of current roads, esp. U.S. 411
 2. Invest in improving roads in western Bl. Co; widening Alcoa Highway, complete Robert C. Jackson extension, handle DENSO growth and Amazon’s center
 3. Investing in Right of Way acquisition when funding is not guaranteed is irresponsible
 4. bypassing Alcoa-Maryville businesses will be pressing Townsend to no longer be the “PEACEFUL SIDE” of the Smokies

5. All the vision surveys I participated in in the past 2 years have placed as #1 preserving the rural character and natural beauty here
6. The Little River as an, "Exceptional Tennessee Waterway," needs to be protected from runoff and contamination inevitable from conversion to subdivisions and commercial developments. Let's show responsible SMART GROWTH!

Response: General Comment- No response needed

- Ms. Darlene Parton commented:
- 1) The cost – the government has unlimited funds, the people do not. Therefore, we end up paying for it one way or another. Especially when it is really not a necessity.
 - 2) We need to fix our roads in Blount County first.
 - 3) Local businesses will be hurt. Who benefits from this? Only the people who want to get to their homes at Blackberry Mountain or the people buying Townsend to profit for their businesses.
 - 4) The GSM can not handle the traffic it gets now. It had to be shut down during COVID. What do you think the so call quick access to 321 would do?
 - 5) All the arguments that you say we need this extension is really not true. But once again the government thinks they know best. They talk out of both sides of their mouth. They talk of green house gases yet they want to take farms and land and put in roads that will provide more traffic, more gases and destroy trees, and wildlife that add to this town.
 - 6) Last but not least, the driving force behind this is GREED. More people, more houses, more tax dollars for the government to waste!

Response: General Comment- No response needed

- Ms. Jan Driver commented "The PPE will divert traffic and business away from businesses, especially in Alcoa. It will cause a back-up on Sevierville Road, as I understand it. It will take away valuable farm land. It will cost a lot of money. It's simply not needed."

Response: General Comment- No response needed

- Ms. Karen Brackett commented "Unnecessary use of funds and land – wasteful destruction of environment and farms. Money is better spent on repairs of existing areas. Helps "developers" more than tourists or locals. "Involvement opportunity" should be more obvious."

Response: General Comment- No response needed

- Mr. Jeremy Lloyd commented "Yes. We do not need more highway in Blount County. We need more farms and open space in rural areas, which the PPE would only consume. Why threaten the character of our beautiful country by doing this. Fix the roads we already have! The length of time given to citizens to respond and comment is too short. You could also do a much better job of publicizing it and making online platform more user-friendly."

Response: General Comment- No response needed

- Ms. Fran Ansley commented “As someone who lives in South Knoxville near the border of Blount County, who lived in Blount County for almost a decade, who presently has family and many friends in Blount County, who shops regularly in Blount County and travels frequently to and around Blount County, and who loves Blount County and its identity as “the peaceful side” of the Smokies, I do have concerns about the proposed PPE. I believe Blount County will squander its treasure if it does not take steps to protect its scenic and rural character. What is needed is a more integrated and democratic approach to planning for growth. Blount County should avoid the fatal mistake of careening forward with suburban sprawl while failing to ensure that there will be revenue adequate to support the services that road construction of this kind will inevitably create the need for. There are much better ways to invest county resources at this point than by plowing forward with an outdated plan whose ever-shifting rationalizations make less and less sense in terms of present-day realities and needs. County residents can help identify needs, dangers and opportunities if they are allowed into the process in a meaningful way. After a very frustrating and prolonged attempt trying to understand the format for the virtual meeting or to successfully navigate within it, I simply gave up! I do not consider myself computer illiterate, or even below average, but I found it to be an unfriendly and opaque presentation at best. “Virtual meeting” seems to be a misnomer. It was more like a maze or obstacle course. I cannot rate each item separately, so I give it an overall 1. Perhaps if I had been able to overcome the initial barriers (with more time, more patience, and perhaps a helpful person at my elbow?) I would have been able to give separate assessments of the items mentioned above.”

Response: General Comment- No response needed

- Ms. Stella Ruth Talbott commented “This road is not necessary, not needed, not wanted, and not affordable! It will destroy farms, wild life, peaceful living, bring more people to Blount County (we have too many now). Please I beg you not to build this awful road. The noise alone is reason not to build. Scenery next, pollution, more reason not to rather than to build – think of the end result!”

Response: General Comment- No response needed

- Ms. Diane Patterson commented “Noise, and more traffic on this side of town. I don’t see where it will improve traffic the way it is imposed now. It will only increase the need to improve flow of traffic on Sevierville Road – should be a 4 lane or at least 3 – for turn offs.”

Response: Improvements to SR-35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include two (2) – twelve (12) foot travel lanes in each direction with a twelve (12) foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and totals approximately one (1) mile of roadway improvements on State Route-35 (US-411). Additional improvements to State Route-35 (US-411) outside the limits of the State Route 162 (Pellissippi Parkway) extension project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.

- Mr. David M. Griffin commented “There are too many problems with existing roads. It does not relieve traffic problems.”

Response: General Comment- No response needed

- Mr. David Doan commented “Higher taxes to pay for construction, uprooting resident lives.”

Response: General Comment- No response needed

- Shawn Carroll commented “Should not waste the money for 8 minutes of faster traffic. Fix/improve what you have. I travel this road every day to and from work no reason to waste the money.”

Response: General Comment- No response needed

- Ms. Amber Mathas commented “Tax payer dollar can be used in so many other ways. Enough wasting time and money.”

Response: General Comment- No response needed

- Dixie Lea Petry commented “Farmland is important to our community for the products needed for our area. Good farmland is a treasure to a community. By protecting it we have food for people and animals in times to come. The loss of farmland can affect the waterway – which is Blount County’s drinking water. Printed material from “Citizens Against the Pellissippi Parkway Extension” was read. Have a dear friend whose farmland would be affected (Gail Harris).”

Response: General Comment- No response needed

- Susan “Sam” McGroom commented “This project will certainly facilitate more traffic flow but the Smokies don’t need anymore traffic. I think it is a travesty that beautiful country land continues to be destroyed along with people’s lives who intentionally have chosen quiet, country life. Hand in hand with this is the environmental impact on our wildlife and watersheds. For these reasons I oppose the project. The meeting was virtual. The presentations were very good but it was difficult to see detail on the map showing precisely where road crossings and intersections would be. The map that was sent to me still lacks road names on the smaller roads.”

Response: General Comment- No response needed

- Sam Barto commented “I consider myself an afflicted resident since construction of this highway extension will desecrate a tributary to my drinking water supply, let alone destroy farmland since we all need to eat. This extension is simply another example of urban sprawl. It will not resolve local traffic issues, yet create more. Hasn’t enough land been lost to development? Hasn’t enough clean water been degraded? The extension is unnecessary and will only put taxpayer money in a private company’s pocket and leave local residents with a degraded environment! No, no, no to Pellissippi Parkway Extension!”

Response: General Comment- No response needed

- Mr. Garrett Hammonds commented “The bypass will affect several communities causing some homeowners to relocate. During a time when housing is difficult to secure and expensive, this can be

very problematic for families affected. This expansion may be “convenient” however the environmental and social impact is overall a negative one.”

Response: General Comment- No response needed

- Steve and Shirley Stinnett commented “I live 0.5 miles from where the PPE will cross Sevierville Road. I do not feel this extension is necessary. The money could be spent improving other roads that actually need it. I am sure if the PPE goes through, the city of Maryville will annex much of the land nearby and my taxes will go up. I am also sure that this letter is a waste of time, TDOT’s mind is already made up and no amount of negative citizen comment will change anything.”

Response: General Comment- No response needed

- Ms. Susan Keller commented “We are reminded almost daily that we must work to preserve our environment and yet TDOT wants to spend millions of dollars on a new road to go from Highway 33 to Blackberry Farm and Blackberry Mountain and also bypass the businesses in Alcoa and Maryville. It will also get tourists to the mountain faster so they can sit in traffic jams with their motors running. Our present roads are narrow and curvy. It seems to me that better environment preservation would be to fix the roads we already have and not destroy more land and environment. Please notice that the big word in the center of the Tennessee State Seal is “AGRICULTURE.””

Response: General Comment- No response needed

- Ms. Janet McCullough commented “I am against the Pellissippi Parkway Extension plan as proposed or any other plan that involves the purchase of farmland and removal of residents from their homes. The beautiful farmland is a major advantage of Blount Co. I much prefer farmland to urban sprawl and tall buildings that will block mountain views thereby decreasing property values of many homeowners. By extending the parkway we are certain to have sprawl and increased traffic congestion. I would like to see us spend road money on improving the existing roads around the county. The roads that most people agree should be made safer are ones that have no shoulder and sudden drops from the pavement such as parts of Ellejoy Rd., Sevierville Rd., (13 curves) and many others. Please listen to the people who live here. Thank you.”

Response: General Comment- No response needed

- Mr. John Keller commented “It seems poor planning to destroy 200 acres to build a road to save people a few minutes. These 200 acres include the Pellissippi Place, a planned technical industrial park on which millions of dollars have been spent and farmland lost to production. Use the money to repair and improve existing roads rather than building this one. I am a full time farmer and my farm is in the path of this proposed road. It is very hard to farm without land.”

Response: General Comment- No response needed

- Mr. Charles M. Kennedy commented “This roadway will run ¼ mile from my home. Noise will be an issue. Traffic .9 of a mile from here of Sevierville Road will increase. It is already a problem. The area is

going to be ruined by noise and traffic. This route is not needed. This will process through traffic to the tourist areas and Blackberry, not help us. Spend the funds where needed, not on this project.”

Response: General Comment- No response needed

- Mr. Mike Cook commented “Fix existing roads and bridges in Blount County instead of this road mand roads are substandard and many are in need of maintenance, true cost unknown, cost projections have changed many times, this will not improve level of service on local roads and will make some more dangerous. Nose wise use of tax dollars for a new interstate road in Blount County when there are so many other needs. At Sevierville Road and Hwy 321 it will cause more congestion and problems over and as far as Maryville and Townsend will dump more traffic and cause more congestion in those areas. Money would be better spent for Alcoa Hwy continuing to be improved this will create sprawl and raise taxes for infrastructure to local residents. Blount County has a rural character and many residents want it to stay that way not bringing in more noise and congestion crime and pollution. There is already good access to the Smoky Mountains and this road is not needed for that, it will also hurt Townsend, the peaceful side with its rural character. This will also affect farms that help preserve the air, water and rural character of the county, they are businesses also, and this will affect them. Food is important. This will take away business from the Maryville Alcoa merchants. Little River which is the main water source for Blount County could suffer contamination and runoff, in drought years water quality already suffers. These are the many concerns that I have as a native of Blount County that has lived here for 66 years, I think this road will cause many more problems than solutions and should not be built and is an outdated plan, tax dollars could be much more wisely spent.”

Response: General Comment- No response needed

- Mr. Dave Batten commented “The state’s transportation budget needs to be spent wisely. There are significant needs for resourcing to repair and improve existing roads and bridges that should take priority over long delayed megaprojects like the PPE that have marginal benefit. I often travel on the PP and traffic past the Alcoa Highway is minimal. Don’t waste money bespoiling the countryside for possible marginal gain.”

Response: General Comment- No response needed

- Ms. Kathy McKinley commented “I think the traffic issue will be addressed by the improvements on Alcoa Hwy. Once that work is completed, then re-assess PPE.”

Response: General Comment- No response needed

- Ms. Deborah Batten commented “The PPE is unhealthy to the people and the environment. Inducing more traffic will not improve but rather degrade. Fix problems with the existing roads don’t make new problems.”

Response: General Comment- No response needed

- Comment card submitted with no name from Alcoa stated “We should be able to decide where and how our tax dollars should go.”

Response: General Comment- No response needed

- Comment card submitted with no name from Townsend stated “Waste of TN taxpayer dollars. Impacts on rural terrain and farmlands cause more congestion. Water quality to Little River.”

Response: General Comment- No response needed

- Comment card submitted with no name from Maryville stated “Does not solve our transportation problems. Unsafe. Unhealthy – water quality. Waste of TN taxpayer dollars. Destructive to Blount County’s community.”

Response: General Comment- No response needed

- Mr. James Riden commented:
 1. Noise. The road will be 600 feet from my house. Traffic to the Smokie, esp motorcycles, will be terrible.
 2. Property value. If I ever sell my house few people will want to buy one next to an interstate.
 3. Way of life. Farmers who have owned land for generations are going to have their properties cut in half.
 4. I have no personal benefit from this.

There has been no public meeting in the last 16 months I’ve lived here so I cannot rate the above. I will say the audio-visual website tour was good, and it painted a pretty picture. However, it was designed on property conditions 10 years ago – not current.

Response: General Comment- No response needed

- Mr. Ian Skinner commented “I grew up in Blount Co. on Martin Miller Pike and have lived in Atlanta for >10 years. I am an accountant and CPA here. Having had more than a decade of traffic congestion experience, I can attest to the folly of poor road planning and sprawl. More, bigger and smoother roads/highways results in more cars, more traffic. As transportation professionals know, this is called “induced demand.” The PPE will not solve congestion because the major congestion in BL CO is elsewhere. In fact, it will create and promote a cycle of congestion in NE Bl Co and incentivize sprawl and car-centric suburbanization. Air quality will be adversely affected, productive farmland destroyed, and traffic generated. Increasing roadway capacity encourages more driving. Financial infrastructure consequences to the county will be significant.”

Response: General Comment- No response needed

- Ms. Elaine Reihl commented “My concern is that this is not only an unnecessary road, but that it will cause more problems than it will ever fix. It would be much better to use this money to fix or upgrade the roads we have in the area than to build a road that will ultimately require more money in fixing the problems that it will cause.”

Response: General Comment- No response needed

- Laurie Henderson commented "I do not believe this extension is going to improve the congestion but could actually cause more problems with Sevierville Road. Make improvements to Alcoa Highway and the existing roads. We do not need to destroy anymore farmlands and anymore natural beauty this area has been blessed with."

Response: General Comment- No response needed

- Ms. Cathy Russell commented "It will be destructive to Blount County community."

Response: General Comment- No response needed

- Mr. John S. Burnette commented:
 1. Road is not needed and will cause more harm than good.
 2. Beautiful farmland will be destroyed and taken out of production.
 3. Wildlife habitat will be destroyed which is already happening at an alarming rate due to new housing construction.
 4. The interchange at Hwy 411 (Sevierville Road) will impact the safety of one of the most dangerous roads in the county. It is heavily traveled, narrow, and has no shoulders. My family will be directly impacted since this our route to Maryville/Alcoa.
 5. Money would be better spent on improving other roads in the county that are narrow, crooked, heavily traveled, and dangerous.
 6. The road will only benefit those getting from point A to point B faster and those seeking personal financial gain."

Response: General Comment- No response needed

- Mr. David Purcell commented "Plan will increase local traffic. It will also make crime easier to commit due to easier access. Could have adverse impact on property values and cause a decline in prices. It will increase noise and pollution levels. Forever destroy the god made landscape currently used for farmlands and please visual impact."

Response: General Comment- No response needed

- Ms. Cheryl Purcell commented "I'm concerned about increased traffic on Sevierville Road. The poor condition of many rural roads in Blount County will not support higher traffic counts. I value farmland in Blount County – it's loss will not be offset by a highway that only exists to serve Sevier County and the special interests of Clayton Homes, the Blackberry Farm interests. It's shameful that the Maryville City Council is supporting this. I vote NO!"

Response: General Comment- No response needed

- Ms. Virginia Walters commented "You want to spend an estimated \$84.3 million on a 4.4 mile piece of road that won't benefit the majority of the Blount residents. Meanwhile we have roads and bridges that are impassable. Lets fix what we've got before we cater to the elite in Walland, Townsend, and Wears

Valley. We don't need this road extension period. Not that you care what the little man thinks. You didn't have a meeting, you had a video."

Response: General Comment- No response needed

- Mr. John A. Skinner commented "Please understand that the proposed Pellissippi Parkway Extension will not improve highway congestion. Matter of fact it will make congestion worse! This project will waste TN taxpayer dollars without fixing existing roads on the west side of Maryville that need the most attention. More traffic will also be added to US 411, a narrow unsafe road. This highway will ruin family farm businesses, increase runoff and contaminate groundwater. We do not need a Pellissippi Parkway Extension! This is a huge waste of time and money!"

Response: General Comment- No response needed

- Ms. Ann L. Burns commented "I am opposed to the completion of the Pellissippi Parkway Extension. The proposed highway will bypass local businesses in Alcoa and the city of Maryville – taking land and money from the local economy – but not giving back. PPE will not improve traffic congestion issues – especially at Sevierville Road traffic light. The county's narrow, winding roads need improvement, and would benefit from extra funding. Farmlands will be torn apart, destroyed or made inaccessible for farming production and at present, Blount County is blessed with fine farmland with dedicated farmers working very hard to make optimum use of them for our people."

Response: General Comment- No response needed

- Dr. Ralph M. Burns commented "I oppose completion of the Pellissippi Parkway extension (PPE).
 1. The stated objective of relieving traffic congestion will not be realized; congestion occurs mostly in the west part of the county and will not be mitigated by PPE.
 2. Significant amounts of farmland would be taken by doing PPE, which is not justified.
 3. There is no money available at present for doing the PPE. The amount of resources needed to do the PPE would be much better used to improve utility and safety of existing roads in Blount County; Morganton Road and Sevierville Road come to mind immediately."

Response: General Comment- No response needed

- Jonathan Skinner commented "I have a degree in civil engineering from Univ. Tennessee and am a bridge engineer in Virginia. My parents live in NE Blount CO. In my professional and personal opinion, PPE is not needed. Growth in Blount Co. is not in the NE area – it is in west/south Maryville. This is where traffic congestion is. PPE will induce much more traffic than it will alleviate. Transportation dollars would be much better spent elsewhere. PPE is a waste of money. It was proposed 50 years ago! Since then many road improvements have been made (e.g. 4 lanes on Hwy 321) and some local roads that would be severely impacted (411N) are still inadequate. Build roads elsewhere where the need exists."

Response: General Comment- No response needed

- Mr. Tim Hurst commented "The gain is not worth what would be lost, or the people affected. We also have roads that are in poor shape that need repair rather than building a new one."

Response: General Comment- No response needed

- Jama Hurst commented "The current roadways in Blount County. It seems pointless to spend that kind of money and environmental impact to save 5 minutes drive time. You will re-direct around businesses and destroy why people come to see Blount County."

Response: General Comment- No response needed

- Ms. Carol J. Campbell commented "Concerned about negative impact on Blount County community. Farms and pastures destroyed; local businesses in Alcoa and Maryville will have fewer customers; unsafe traffic conditions on US 411/Sevierville Road; increased runoff and ground water contamination of Little River watershed; waste of millions of taxpayer dollars (when other projects should be addressed first such as maintaining and repairing existing roads) spend taxpayer dollars where the need is greatest, not on a nearly 40-year old concept. The proposed PPE would be a scar on an otherwise beautiful pastoral community. Even TDOT's own studies show that the proposed PPE will not improve or alleviate traffic congestion, especially with traffic lights on Sevierville Road. In summary, the proposed PPE will not solve our transportation, will be unsafe as more traffic is directed to narrow, shoulder-less roads and a waste of taxpayer dollars. The Blount County community does not support the PPE."

Response: General Comment- No response needed

- Dr. Kenneth Kant and Elaine Kant commented "Cost too great for the benefits. Money could be used for conditions already present. Example Sevierville Road. From Sevierville Road to Maryville ditches, narrow roads, potholes, lot of traffic, high speed. This condition also applies to our road, we live in a school zone that could benefit from police watching people use school zone signals to save our lives we had to put our mailbox on our driveway. Elaine Kant has been an active member of CAPPE since its beginning. Due to the virus and limit ability to get out we haven't been active for nearly a year."

Response: General Comment- No response needed

- Mr. Jim Harb commented "Yes. I think this would destroy too much rural farmland for the proposed benefit."

Response: General Comment- No response needed

- Jamison and Angel Albright commented "I have great concern on the impact that this project will have on my family and community regarding a project in which its main goal of relieving traffic congestion is not certain. The safety of my family and the citizens of this community should be top priority but is put in question when this project has the potential to increase congestion in smaller communities with schools and churches. The removal of generations of families, who have lived on these properties for over a century is very disturbing and troubling. When as a government do you say enough is enough, on which powers you choose to enforce upon its citizens. Now is the time to celebrate local agriculture and

not destroy it. I greatly request that this project be stopped and to let the cities of Maryville and Alcoa grow naturally through all it has had to offer the past 100 years.”

Response: General Comment- No response needed

- Mr. Cory Thacker commented “Don’t want more traffic out here!”

Response: General Comment- No response needed

- Mr. David Kemp commented “There is no need to build this expensive and destructive road. THDO studies show that it will not improve traffic flow or reduce congestion, especially on the west side of the county where much more growth is occurring. It will instead destroy farms – which are businesses in addition to viewsapes for the people who work them – increase suburban sprawl, increase air and water pollution, make local roads that are already less than safe more crowded, and destroy/wreck/devastate/deteriorate the rural and exurban character of this part of Blount County. We should instead use our tax dollars to improve and maintain existing roads and infrastructure.”

Response: General Comment- No response needed

- Ms. Janet Lowery commented “The extension is a vote NO in my opinion!”

Response: General Comment- No response needed

- Mr. Timothy Hickman commented “I vote no! To the extension! We do not need this!”

Response: General Comment- No response needed

- Mr. Tyrone A. Hickman commented “We do not need this extension thru our rural area. Traffic and developments that will follow will ruin this area near the foothills of the Great S.M.”

Response: General Comment- No response needed

- Gary and Nancy Lemmink commented “Change of plan that brings the PPE extremely close to our subdivision (Sweet Grass Plantation). Noise! Improve existing roadways. PPE will not reduce congestion in core Maryville. Choosing where and how we want our community to grow is essential to maintain quality of life and the rural character of our county. Not to mention Sevierville Road will become more unsafe. The farmers need our support! The website was not easy to access and did not flow well for explanatory purposes. We do not want to look like West Knoxville. A number of farm parcels will be impacted significantly, some have been farmed by the same family for more than 100 years! Please re-think the necessity of this expansion.”

Response: General Comment- No response needed

- Mr. Arthur A. Reihl commented “My principal concerns are:
A1. Negative effect on the Little River, i.e. Disruption of clean water source due to land clearance
A2. Which disrupts permanently, family farms.

A3. No foreseeable benefit!

B1. The original boondoggle by a former TN Governor

B2. No financial (taxes of businesses) benefit.

B3. Worse congestion of traffic on 2 lane road. Sevierville Road. BAD congestion already at rush hours.

I was unable to access the virtual meeting. However, I strongly oppose this project which will corrupt our community with very little benefit to it."

Response: General Comment- No response needed

- Mr. John Paulk commented "Poor cost/benefit ratio. Destruction of farmland. Minimal time saved by commuters using the extension. Negative impact on value of nearby homes due to noise and traffic."

Response: General Comment- No response needed

- Mr. Marsha Uselton commented "Please do not complete this project. This road will disrupt the community and result in Townsend having much more traffic. Maryville needs tourists through their community. We like that Townsend is the "quiet side of the Smokies.""

Response: General Comment- No response needed

- Robin Adams commented "Yes.
 1. Pellissippi Pkwy will change our community forever.
 2. Farmland will be lost.
 3. Residents that invested their lives in homes will be plagued with noise.
 4. The connection at 321 will cause urban sprawl and the city to spread into the county.
 5. Traffic will bypass Alcoa and Maryville causing businesses to lose customers.I did not attend a meeting. I'm 60 years old and been reading about this for years. This road is for the elite to get to Blackberry without the traffic lights in Maryville – Alcoa. I will keep the inconvenience of the curvy roads to get over to I40 in order to keep our farmland and undisturbed communities. Widen roads in Maryville – Alcoa to make it easier."

Response: General Comment- No response needed

- Mr. Fred Brown commented "Fix the roads we have instead of spending money on a very unnecessary project that has bounced from one solution to the other for years. This project will waste precious money on new iron and cement and destroy what little of our natural culture left in Blount County. This project will destroy farmland that has been in the same families for over a century. It is irresponsible for TDOT to take this land away not only from the farm families but also the general public that treasures the rural culture and the precious resource of wilderness, trees, and biodiversity. Our roads are in desperate condition. Instead of spending on new construction, fox what you have now!"

Response: General Comment- No response needed

- Colonel Walter Olson commented "I am upset at the change that moves the highway much closer to the residential area of Sweet Grass. I believe most property owners and residents would be better served if

the highway was better centered to the west with a sharper curve at the 321 intersection. Don't use COVID-19 as an excuse to canceling a public in-person meeting to expose citizen's concerns. One might even want to consider why "we" want to funnel more traffic into Townsend and the Smoky Mountains which produce much more traffic congestion in that area. There are plenty of accesses into Townsend and the Smoky Mt. National Park. By opening and interstate access so close will only require more and road improvements in the future to accommodate the increase in traffic. Somewhere, access needs to be somewhat restrictive to preserve the natural environment that makes the smokies what attracts visitors. Improving access will kill the "golden goose."

Response: General Comment- No response needed

➤ Shirley Brown commented:

My #1 concern is for the farms owned and run by families. These farms provide our county's authentic rural character and culture – one of the top reasons I moved my own family here over 30 years ago. It hurts my heart to think of how these farm families "in the way of the PPE" will be negatively impacted.

#2. If built, increased runoff and potential for contamination of groundwater from subdivisions and commercial development of land adjoining PPE is sure to impact the Little River watershed and its water quality.

#3. TDOT studies show many area roadways will have failing levels of service by 2040 even with the PPE. Spending on PPE rather than improving existing roads would be wasteful and not an optimal way to serve our cities, towns, businesses and residents.

#4. Spend those projected millions on essential Blount County and regional projects that will actually improve safety, take care of needed maintenance and improve everyone's quality of life – including that of our visitors. Live up to your motto of "Fix it First" when it comes to spending monies available for transportation projects. That is a solid motto that I practice the best I can myself. It also is at the core of historic values of mountain folk culture. My family and I want to see existing Blount County roads improved and maintained and made safer. These are the things that have a positive impact on preserving the rural character of Blount County. Besides, tourists already have great access to our treasured GSMNP."

Response: General Comment- No response needed

➤ Ms. Peggy Jackson commented "I don't think the extension is needed. We need repairs, bridges, and turn lanes on existing roads far more urgently. The Smokies are at capacity for tourism, we need industries which are beneficial to our overall economy rather than destructive, polluting, minimum wage jobs."

Response: General Comment- No response needed

➤ Donna and David Edwards commented "Do you have issues and/or concerns with the plan as proposed?" Yes we do. Our concerns are in the attached letter, which we want to be part of the official record.

- Virtual meeting very difficult to navigate. No narration during flyover.

- The comments herein reflect the opinions of the undersigned regarding the proposed extension of the Pellissippi Parkway Extension (state route 162). This letter accompanies the required comment card, and we wish for it to be as our official public comment.
- We've lived in Walland, Blount County, since 1995, and one of the reasons we chose this location was the peace and quiet of this small community, and the abundant natural areas that many wildlife species call home. We drive to Knoxville perhaps twice/month and have no difficulty getting there via Alcoa Highway, or, if we're going to West Knoxville via the roads that connect to Pellissippi Parkway at Highway 33. We do most of our shopping in Maryville and Alcoa, driving up highway 321 from Walland. We left Knoxville in 1995 because of the traffic volume and congestion there, and the noise and fumes from I-40 that we could hear from our home miles away from the interstate.
- We've been opposed to the extension of Pellissippi Parkway since we first learned of the proposal, and after attending the recent virtual public meeting, we are even more strongly opposed. We are very concerned that many residents were unable to attend this virtual meeting due to lack of internet access, and are also concerned about the difficulty we experienced navigating the website to get the information we needed. We are both quite comfortable using our computers for gathering information, but we know many people are not, and we can't help but wonder if they were able to make any sense of the site.
- The flyovers were for all intents and purposes useless, as there was no narration or text to help explain what areas were being shown. The public notice process defined by NEPA has not been adequately followed by TDOT, and any decisions about this project should be delayed until it is safe to hold public, in-person meetings. It is currently not safe for everyone to visit a TDOT office for a private meetings, so that option isn't valid.
- Based on our studies of the maps and our familiarity with the area through which this proposed extension would run, our concerns are listed below:
 - The first part of the extension plows right through Pellissippi place, which is in an area of prime real estate in Blount County that has been earmarked for a mixed-use village that will provide significant benefits to residents of Blount County, as well as economic benefits for the county.
 - From there, it runs through the century farm owned by Tom Robinson, as well several other large working farms. Our farmlands are essential for a healthy economy, and are also integral to the unique rural character of Blount County. 110 acres of farmland will be negatively impacted; considering this project is unnecessary, that loss is unacceptable.
 - Farther on, the proposed route transects a large, steep, forested area, which would effectively fragment and destroy valuable wildlife habitat, especially for interior woodland species (some of which are threatened) such as ovenbird, wood thrush, scarlet tanager, cerulean warbler, blackburnian warbler, northern parula warbler, and others.
 - Highway 411, at the intersection with 162, will not be widened as part of this project. Because of the width of route 411, this will create long lines of cars, both while waiting and along 411 when the light is green.
 - This project would cause serious impacts to the 13-acre wetland near the terminus of PP at highway 231. Wetlands provide valuable ecosystem services and those that still exist should remain intact, not only to protect water quality but also to protect sensitive

wildlife habitat. Because there could well be endangered plants or aquatic species in that area, adequate surveys should be done to determine species present.

- The stop light at the terminus of PP at highway 321 will also back up traffic and create the same negative impacts as the stop light at highway 411, including increased emissions due to idling and increased traffic noise on 321 when long lines of cars enter the roadway all at once.
- ADDITIONAL CONCERNS
 - This project will not provide benefits to the densely populated areas in the western part of the county that desperately need road improvements. The projected growth increase in those areas will require investments in infrastructure; spending millions of dollars on a project that doesn't address those needs is short-sighted and irresponsible. TDOT's own studies have shown that the PPE would not address and of the issues of concern in the other parts of the county.
 - Another negative impact will be experienced by owners of businesses in Maryville and Alcoa that will be by-passed when the extension is built.
 - Impacts to water quality and aquatic life in the ~5,000 linear feet of streams that would be crossed are also of serious concern.
 - We are extremely concerned about the inevitable urban sprawl that would be created as a result of the extension. Over the 26 years we've been living in Blount County, we've attended numerous public meetings and workshops relating to comprehensive planning that would preserve the natural beauty, environment, and rural character of the county. This is one of the reasons we moved here; if we wanted sprawl we would move to Knox County. The natural resources of Blount County are very important not only for tourism, but for the environmental health and quality of life for its residents.

Response: The Department works very hard to notify as many people as possible. For the virtual meeting, TDOT advertised the meeting in both the Daily Times and the News Sentential, notified all three Knoxville television stations, mailed the meeting notice to all property owners within the project limits based off of survey data available at the time, as well as any property owners Regional Project Development staff had previously spoken too and who had provided their contact information. In addition, TDOT notified the Blount Partnership, the Knoxville TPO, and utilized TDOT's social media.

Improvements to SR-35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include 2-12 foot travel lanes in each direction with a 12 foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and total approximately 1 mile of roadway improvements on SR-35 (US-411). These improvements will address safety concerns near the proposed interchange.

Post completion of the environmental document and record of decision for the project, the Department has completed an Environmental Boundary Report. As part of this report, springs, streams, wet weather conveyances, wetlands, and other features were identified along the project corridor. Environmentally protected species were also investigated as part of the report. As part of the coordination for this report the Department coordinated with the United States Department of the Interior Fish and Wildlife Services. The findings from this coordination resulted in "no anticipated impacts to any federally listed or proposed species as a result of the project."

During the preliminary design, the Department evaluated several options for the proposed intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (East Lamar Alexander Parkway). The signalized intersection provided an acceptable level of service with the least impacts to adjacent properties. Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

As part of the water quality permits needed to construct a project the Department evaluates its impacts to wetlands and streams which is coordinated with TDEC and the US Army Corp of Engineers. Any impacts to these features will be minimized, mitigated, and offset to satisfy the permit requirements.

- Ms. Mary Jane Burnette commented “I oppose this expansion for multiple reasons. I am from Blount County and plan to return once I retire. My family still resides there and would be negatively impacted by a road we really do not need. This may be federally funded, but TDOT cannot maintain the roads it already has and this will be another burden on them to maintain. There are sections of Hwy 411 that are rough, have partial paving, broken pavement and other issues. There are century farms that will be destroyed and livelihoods ruined. This highway may be a shortcut to the mountains, but the beauty and scenery will be replaced by tacky gas stations, shops and will cause business that are being bypassed to decline. I have seen this happen in Tellico Plains with the Cherohala Skyway. This highway will be going right through a wetland on Highway 411 as well. Habitat loss will be a major factor for vulnerable wildlife species as well. This road is based solely on selfish and greedy politicians who want more growth and tax dollars while the affected residents and wildlife suffer. My family lives in Wildwood and it is already difficult enough to get there. Please do not destroy a beautiful part of Blount County. It breaks my heart to see my home and county destroy productive farmland for a road, not to mention the beautiful view of the mountains will be destroyed. Scenic views is just as important as being in the mountains. Thank you for listening to my opinion.”

Response: As part of the water quality permits needed to construct a project the Department evaluates its impacts to wetlands and streams which is coordinated with TDEC and the US Army Corp of Engineers. Any impacts to these features will be minimized, mitigated, and offset to satisfy the permit requirements.

- Leah and Dean Deter commented “I grew up in Wildwood area and my parents live there. I visit them often and travel the Pellissippi Pkwy several times a week. The proposed extension will create much more traffic (“build it and they will come”). The Pellissippi is already at capacity during certain hours for traveling to Maryville and beyond – not people going to Townsend. This road extension is not needed. It will generate housing developments and commercial activity that will cause many more cars and trucks on our roads. The PPE is not needed. Yes, it is wanted by some who wish to save a few minutes of travel to W. Knoxville, but it is not wanted by majority of residents in the northeast part of Bl. Co. my parents have talked to many neighbors and all oppose the intrusion of the hwy.”

Response: General Comment- No response needed

- Mr. Alan Henderson commented “I really like the fact that Pellissippi will be extended. I am sad to see that the intersection at Lamar Alexander Parkway will be a stop light. I think a exit/entrance similar to the existing Pellissippi intersections would be a safer means of terminates the road.”

Response: During the preliminary design, the Department evaluated several options for the proposed intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (East Lamar Alexander Parkway). The signalized intersection provided an acceptable level of service with the least impacts to adjacent properties. The proposed signalized intersection at SR-162 (Pellissippi Parkway) and SR-73 (US-321) (East Lamar Alexander Parkway) was developed to help minimize impacts to surrounding properties and to decrease the overall project footprint at the end of the project. Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Ms. Marian Fitzgerald commented “I finally persuaded my husband to look at your virtual roadway design for the PPE. His comments: This project as shown in this meeting is definitely NOT going to meet TDOT's stated objectives of improving mobility and safety on our area roadways. In fact it will create a traffic nightmare for folks who live in subdivisions off Sevierville Road, as we do-- and for tourists trying to reach Townsend and the Smokies, and for everyone else in the area. Those stoplights at the intersection of the Parkway and 411, and where the PPE ends at 321, will back up traffic for miles at times; interchanges would be much safer and better. Please improve substandard Sevierville Road before you even think of adding more traffic to it with an interstate crossing. Better yet, don't have an intersection with 411; just let the Parkway zoom on over it. Best idea of all, don't waste our tax dollars building the PPE in the first place. We don't need it and we don't want it. We need our existing roadways properly maintained, and improved where they are now unsafe. Thanks for listening, Thomas Fitzgerald”

Response: During the preliminary design, the Department evaluated several options for the proposed intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (East Lamar Alexander Parkway). The signalized intersection provided an acceptable level of service with the least impacts to adjacent properties. The proposed signalized intersection at SR-162 (Pellissippi Parkway) and SR-73 (US-321) (East Lamar Alexander Parkway) was developed to help minimize impacts to surrounding properties and to decrease the overall project footprint at the end of the project. Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Hayden Anderson commented “My major concern is how long this needed addition has been delayed. The traffic in the morning and evening becomes worse with each passing day. The citizens deserve better. I had trouble getting the website to come one. I copied the address as printed in the Maryville Daily Times and it rejected the log on. Only I got was to go to the TDOT sight and log on from there. I wonder if a study has been made for the productivity of the so called working farms. How much milk, corn, beef, and hay is produced annually. I drive 411 weekly and never see activity. The last time there was a public comment meeting the moderator lost control of the assembly and allowed people to make speeches rather than asking TDOT representatives questions. The people who oppose the completion SR-162 seemly do not see that growth will continue to stress the streets and roads of our town and county. The more traffic on our roads the greater the risk of accidents.”

Response: General Comment- No response needed

- Ms. Donna Dixon commented “The extension of SR-162 in Blount County to U.S. 321 is unneeded. Beside destroying active farms the environmental impact will be devastating. Also!! The diversion of traffic from Hall Road, and 321 will bypass downtown Maryville and the new Alcoa “downtown” just being developed robbing Blount County of needed tax dollars. If traffic management is the concern extend to William Blount Drive and Highway 411. These meetings were not held in accordance to state and federal guidelines. Notice for online “meetings” was not adequately shared with the general public. I ask that this project be removed from highway department plans forever!”

Response: The Department works very hard to notify as many people as possible. For the virtual meeting, TDOT advertised the meeting in both the Daily Times and the News Sentential, notified all three Knoxville television stations, mailed the meeting notice to all property owners within the project limits based off of survey data available at the time, as well as any property owners Regional Project Development staff had previously spoken too and who had provided their contact information. In addition, TDOT notified the Blount Partnership, the Knoxville TPO, and utilized TDOT’s social media.

- Ms. Sandra Busser commented “The concern of our state and local governments should be for the safety and care of the citizens. Many of our existing roads are in need of repairs and are increasingly unsafe to travel. Instead of finding ways around them, the priority should be to “fix what’s broke.” Don’t tear up more of our beautiful country. Part of our attraction to this area is its beautiful scenery not trying to find faster ways through it.”

Response: General Comment- No response needed

- Ms. Brenda Riden commented:
 1. Yes – too close to Sweet Grass Plantation Subdivision.
 2. 321 intersection – it will be almost impossible for residents on side street to get out to 321
 3. no plans for sound barriers, ie beams, etc.
 4. Too many narrow, worn out roads in area that need repair or replacement ie Centennial Church
 5. Davis Ford/Sevierville Rd need to be widened/shoulders
 6. Family farms being destroyed!

Virtual meeting can't possibly replace an in-person meeting – WE NEED A PUBLIC MEETING W/ FACTS!!”

Response: Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

Improvements to SR-35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include two (2) – twelve (12) foot travel lanes in each direction with a twelve (12) foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and totals approximately one (1) mile of roadway improvements on State Route-35 (US-411). Additional improvements to State Route-35 (US-411) outside the limits of the State Route 162 (Pellissippi Parkway) extension project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.

- Ms. Brenda Riden commented:
1. The virtual “meeting” did not reflect current developments along the proposed route correctly – very out of date.
 2. In 16 months that I’ve lived in Sweet Grass there has been no public meeting – we need a PUBLIC MEETING!
 3. the shift (east/west)

Response: General Comment- No response needed

- Mr. Christian Halloy commented “I am opposed to the Pellissippi Parkway Extension for several significant reasons: - TDOT should focus first on the many roads that urgently need fixing: "Fix it First"! - the reasons presented by TDOT for the PPE lack any clear justification and are currently outdated. - the exorbitant cost of the PPE (which keeps varying) is not a clear and fair use of taxpayers' money- - studies of congestion and safety presented by TDOT, lack clarity and rationale. - traffic growth issues have not been evaluated clearly and appropriately- - population growth and sprawl need to be assessed carefully in view of insuring that new and existing roadways contribute clearly to maintaining the best possible quality of life and the rural character of Blount County. - arguing that the PPE will provide a "better" or quicker access to the wonderful GSMNP are not justified as there are already several very decent scenic existing routes. Shaving off a few minutes and/or avoiding entrance to Maryville is not what tourism is about. In addition it would affect negatively the economic development of local area businesses of Maryville and Alcoa. - the PPE would impact significantly a good number of farms, totally or partially. This would affect the livelihood of farming families, as well as the rural character of Blount County. - the water shed of the Little River, essential to Blount County's water supply as well as recreational activities, would be seriously impacted by the PPE. - Finally, simply arguing that the PPE has been planned a long time ago (20+ years) is NOT a good reason to proceed now. Quite the contrary! It

simply indicates that it is a useless wasteful expensive project that should not be considered any longer.
Best regards, Christian”

Response: General Comment- No response needed

➤ Ms. Julie Niles commented:

- 1) excessive traffic on 411/Sevierville Road due to interchange on 2 lane dangerous road
 - 2) traffic light @ 321 will cause excessive delays traveling that route to park
 - 3) the study shows no positive data proving that the PPE will alleviate traffic to/from Maryville.
- The meeting did not address all concerns in detail. The internet meeting takes place in home/mine. Inadequate info. Cost, projected traffic numbers, staff aloof and not well versed. Seem cavalier regarding a serious concern of residents. Pretend road video makes it look like it's a pretend event.”

Response: Improvements to SR-35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include 2-12 foot travel lanes in each direction with a 12 foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and total approximately 1 mile of roadway improvements on SR-35 (US-411). These improvements will address safety concerns near the proposed interchange. Additional improvements to SR-35 (US-411) outside the limits of the SR-162 (Pellissippi Parkway) project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.

Traffic reports are updated as needed as design progresses for a project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the State Route 162 (Pellissippi Parkway) and State Route 73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service utilizing the signalized intersection design. Due to the traffic increase, an interchange at State Route 73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

➤ Mr. Aaron Clark commented “My property will be right next to the proposed extension. This will have a direct impact on our farmland and the surrounding farms. Many of these farms are businesses and the livelihood of my neighbors. The character of our community is the land and this project will greatly diminish that aspect of our area. It will not only affect the people but will have dire impacts on the water quality, wildlife, and beautiful scenery.”

Response: General Comment- No response needed

➤ Ms. Dana Rose commented “The frustration for me as a Wildwood Rd resident is that we will have all of the noise and smell and no quicker access to Knoxville. I understand that it is no easy task to put access in but I am disappointed it isn't part of the design.”

Response: General Comment- No response needed

- Ms. Jeanne Hickman commented "Do not continue with the Pellissippi Extension! The environmental and traffic impact would be terrible! Let's keep Blount County beautiful. Due to your virtual meeting many of our locals have no idea about the vote! This should have more television attention. Many are being kept in the dark."

Response: General Comment- No response needed

- Ms. Mildred B. Sieber commented "It is irresponsible to waste taxpayer money on a new interstate when we have a huge backlog of proven urgent transportation needs. Just one example: Sevierville Rd, which I must travel, is dangerously in need of improvements! We need to make our existing roads safer and preserve the precious rural character of Blount Co! A PPE extension would negatively affect our water quality due to increase in runoff and potential for contamination of ground water. Difficult for many affected people to access meeting and understand procedures for commenting and questioning proposal. As citizens we have the responsibility to be good stewards of our human and natural resources. I look forward to thoughtful consideration of my concerns."

Response: General Comment- No response needed

- Ms. Joan Hicks commented "My siblings and I are owners of 37 acres, with access from Wildwood Road and Mt. Lebanon Road. This property is the estate of our father, Clyde Irwin, who died 14 years ago. We feel we are being held hostage due to the fact we cannot sell this property since the PPE proposed route goes through the middle of the property, leaving three parcels (possibly land locking one). Therefore, the estate is still open requiring us to file tax returns each year. We are fortunate that a local farmer has been planting crops on a portion of the property, which helps us pay taxes, insurance, attorney fees, and any other expenses. We feel there have been enough meetings and discussions for a decision to have already been made. We ask that you make a FINAL DECISION SOON. We need to close this estate."

Response: General Comment- No response needed

- Mr. Richard Henighan commented "We live in Seymour and travel #411 often. This proposed road threatens to increase greatly traffic on this already unsafe road. It has minimal or no shoulders and already has too much traffic. I do not see how the proposed road can be built without including significant upgrades to t#411 over much of its length to Seymour. In fact, I would say the need for such improvements along #411 is a much more pressing need than the proposed new road, at least at this time."

Response: Improvements to SR-35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include 2-12 foot travel lanes in each direction with a 12 foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and total approximately 1 mile of roadway improvements on SR-35 (US-411). These improvements will address safety concerns near the proposed interchange. Additional improvements to SR-35 (US-411) outside the limits of the SR-162 (Pellissippi Parkway) project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.

- Ms. Jacqueline Ramos commented “TDOT has adopted the motto of Fix it First when spending the limited dollars available for transportation projects. Therefore, I want to hold the agency accountable to this motto instead of spending money on a destructive and wildly cost-unpredictable infrastructure project. TDOTs cost projections have varied wildly, from an unrealistic \$60 million to \$194 million. Its been a constantly changing guesstimate with unclear and inconsistent assumptions behind the figures. It is irresponsible to waste millions on a new interstate when we have a huge backlog of proven, urgent transportation needs and not enough money to do them all. A more responsible, productive, and efficient use of the transportation budget would be to allocate resources to improving and maintaining existing roads and surface transportation infrastructure in Blount County. There are many worthy and essential Blount County and regional projects competing for funding, especially those improving safety, addressing maintenance, and enhancing quality of life. Fixing and maintaining our deteriorating infrastructure will not only make our roads safer but also improve overall mobility while preserving the rural character of Blount County. Construction of the PPE 4 lane highway is a waste of Tennessean/American taxpayer dollars and a demonstration of fiscal irresponsibility if built.”

Response: General Comment- No response needed

- Ms. Ramonia Stephens commented “There is a great need for the extension to be completed. The traffic in the last year has increased tremendously. From 3-6 pm it is bumper to bumper. I would like to see an exit onto Wildwood. Without it, there will still be a lot of traffic on Sam Houston, Peppermint, and Martin Mill Pike. 411 is like a race track now. Very dangerous, high speeds increased traffic. More and more homes are being built with out consideration of the roads, infrastructure, etc Im sorry to see the farmland go, but this should save a lot of accidents, stress, and less emissions of vehicle. With most of it being farmland trees will not be lost. When we moved here 30 years ago there was no traffic now when I go somewhere I’m in a line of vehicles.”

Response: General Comment- No response needed

- Stephen and Janet Small commented “As citizens of Blount County and residents of Sweet Grass subdivision located on Davis Ford Road, we would like to express concerns about PPE.
 - 1) Increase in traffic on Sevierville Road due to on and off ramps to PPE. Sevierville Road is our access road into cities of Maryville/Alcoa. It is our access road to Blount Memorial Hospital. It is the route emergency vehicles use to access our subdivision. Increase in traffic will slow the response time of emergency vehicles and increase the possibility of vehicle accidents.
 - 2) Increase of traffic on Davis Ford Road. Citizens will be traveling to/from on and off ramps of PP at access point on Sevierville Road. The 2 lane road from the intersection of Davis Ford and Sevierville to the intersection of Davis Ford with Nina Delozier and Centinell is very narrow with no shoulder. When traveling this road it is very difficult to meet and pass by oncoming traffic including large trucks, vehicles pulling trailers, farm equipment, or construction equipment. The surface drainage ditches along this stretch of the road are inadequate to support the water run-off. Getting wheels off the road can result in accident.
 - 3) Since the CDC has announced that it is safe for vaccinated people to be in doors without masks and social distancing, we believe it is appropriate to hold a public hearing.
 - 4) Noise effects to residents of Sweet Grass subdivision – this includes constant vehicular noise. This would be especially noticeable in the summer months with tourists traveling to Great Smoky Mountains.

5) Potential danger of hazardous materials being transported on PP. The majority of Sweet Grass subdivision residents are older, retired citizens. Many of our residents are outside as weather permits. Many are daily walkers in the subdivision. This could be a huge health issue for our residents.

6) Value of our property. We have invested life savings into our home. As we continue to move toward that point in our life that includes the need for extensive health care, nursing home, assisted living, etc. We are going to be losing our investment money that would be used to cover that cost."

Response: Improvements to SR-35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include two (2) – twelve (12) foot travel lanes in each direction with a twelve (12) foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and totals approximately one (1) mile of roadway improvements on State Route-35 (US-411). Additional improvements to State Route-35 (US-411) outside the limits of the State Route 162 (Pellissippi Parkway) extension project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.

Noise barriers were evaluated for the Preferred Alternative and other Build Alternatives in accordance with the FHWA noise regulation and TDOT's noise policy. The results were summarized in the Noise Technical Report (dated 2014) that was completed for the Final Environmental Impact Statement (FEIS). The initial noise analysis was based on preliminary plans. Based on preliminary plans, Kensington Place was the only location where a noise wall was identified as feasible and reasonable. However, TDOT will review the noise analysis and noise barrier evaluations for the Selected Alternative during final design. Any additional noise barriers that are identified as feasible and reasonable based on the final design review may be included in the project plans. For information on environmental studies and documentation, including noise analyses, completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>

- Ms. Monique Maples commented "We built our dream home in Sweet Grass Subdivision with the understanding the Parkway extension would be routed away from the neighborhood. People have retired there, many investing their life savings to build their homes. These are high end homes, \$500,000.00 and up! Don't ruin this when there is a huge field and trailer park with transient residents as the alternative. We do not feel it is a legitimate option for you to move the plan closer to one neighborhood. Doing so would be devastating to the 100+ residents who have invested all they had to have a permanent home there. It would destroy our peaceful neighborhood and there are other viable options further away from our residence."

Response: As currently designed there are no property impacts to any homes in Sweet Grass Plantation.

- Ms. Diane Shaffer commented "Our first concern is the massive increase of traffic on Sevierville Road. Turning Left at the exit should be Residential Only and NOT the primary route tractor trailers, RVs and campers use to reach Seymour or Sevierville. This highway is not built for large vehicles, especially Little River Bridge and Thirteen Curves! It is scary to see an eighteen wheeler coming toward you in that area. If there is a wreck it will block both directions for hours and hours! There should not be any sign for GSMNP at Sevierville Road exit! Alcoa Hwy to John Sevier Hwy or Chapman Hwy should be used OR I-40

to Sevierville/Gatlinburg. No more Peaceful Side of the Smokies apparently!! Also having a concrete barrier along the extension is a disaster waiting to happen!!! Not only for the deer and wildlife being trapped and run over by hundreds of vehicles but should there be a wreck, then the cars behind it cannot get through to turn around and go back! This barrier is insane! I believe that beginning at Sevierville Rd exit the highway becomes a highway and not an Interstate! Take it down to two lanes with a turning center lane with shoulders on each side. Continuing as an Interstate invites tractor trailers, RVs and campers to come into the area where they are not needed or wanted!! There are plenty of exits for residential traffic but we see no reason to usher in all this traffic of large vehicles!! They can use Alcoa Hwy or stay on I-40!! The green space is nice but where are the parking lots!?!? People on the green space surely do not want to spend time next to eighteen wheelers! Does NOT make sense! I hope you consider these suggestions and think about the people who live in this area and not about commercial trade! This is not the place to have more of that and destroy life here as it has been for centuries!! Why do you think people travel here or move here???"

Response: General Comment- No response needed

- Ms. Ingrid Haun commented "I am opposed to this project for many, many reasons. To take up just one issue, we know nothing about what it will cost taxpayers. This is such a basic qualification for proceeding that it kind of blows your mind. Taking a look back, only a few years ago, TDOT said the PPE would cost \$61 million (clearly not realistic even at the time). The Final Environmental Impact Statement estimated a total cost of \$165.7 million. Then, a projection of the cost made by the Knoxville Regional Transportation Planning Organization takes the \$165.7 million and plugs it into a formula for inflation using the completion year, yielding a total estimated pricetag of \$194 million. Now TDOT is currently quoting yet ANOTHER figure: \$84 million. That's HALF what the EIS estimated! The complete lack of relative consistency in cost figures is appalling. What possible formula could yield so much disparity? To take another example for comparison, consider that TODT lists the cost for the 2.9 mile Alcoa Bypass at \$117 million. How could the 4.4 mile PPE cost so much less (\$84million)? Both have the same number of interchanges, but the PPE is significantly longer. State budgeting relies on accurate cost data, and TDOT does not seem to be able to arrive at figures that are remotely consistent, realistic, or even in the same ballpark. Cost estimates should be clear, and should be based on explicable and articulated economic assumptions. It is irresponsible to ask taxpayers to commit to a project when basic and necessary information about its cost has never been produced."

Response: The current estimate for all phases is approximately \$160.7 million and includes \$4.3 million in current allotments for preliminary engineering costs, estimated \$9.7 million for right-of-way acquisition, and estimated \$146.7 million for construction cost. It's important to note that it is very difficult to develop an accurate estimate early in the process. Preliminary engineering costs are generally assumed to be a percentage at the conceptual planning stage. Preliminary engineering costs include all administrative and actual development costs of a project. Right-of-way and construction estimates are also generated at the conceptual stage. More accurate estimates can be developed once the design is far enough along to determine actual impacts to properties and the necessary materials to construct the project.

- Mr. Patrick Rakes commented "This project is NOT needed. It will cost far too much, when there are many unfunded project needs in Blount County far more deserving of completion. Those need to be addressed first. So why is this project proceeding? Who REALLY wants it? Developers and others who

will profit from changes that will result, that's who. Is this not a democracy? Why should they have a greater say than all those who will be harmed or fail to benefit or have to pay the costs (taxpayers). There WILL be unanticipated costs that result, such as the need for widening narrow, shoulderless US 411/Sevierville Road with the additional traffic that results from the planned interchange. Not to mention the planned interchange at the end on US 321 with a really dumb traffic light instead of some kind of traffic-efficient interchange. The loss of hundred year old farms is a crime, but far worse is the sprawl and development that will result and the inevitable impact on the one of the crown jewels of east Tennessee, the incredibly biodiverse Little River. I work with some of those fish, and many, like the federally Endangered Marbled (Duskytail) Darter, the Threatened Snail Darter, state listed Blotchside Logperch, Sickle Darter, and Ashy Darter will only be further imperilled or even driven to extirpation or extinction by the resulting development. Nobody seems to understand that development equals soil disturbance, which equals sedimentation, which equals loss of the aquatic insect food for these fish as well as smothering of their eggs and young. And these fish are truly the "canaries in the coal mine" of our river and water quality. The Little River is a drinking water source for Blount County. The PPE will almost certainly result in loss of the aesthetic values of the life lost, economic (tourism) losses with reduction of those floating and fishing the river, plus the added costs of having to treat the water to make it safe for human use."

Response: Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

Improvements to SR-35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include two (2) – twelve (12) foot travel lanes in each direction with a twelve (12) foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and totals approximately one (1) mile of roadway improvements on State Route-35 (US-411). Additional improvements to State Route-35 (US-411) outside the limits of the State Route 162 (Pellissippi Parkway) extension project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.

Post completion of the environmental document and record of decision for the project, the Department has completed an Environmental Boundary Report. As part of this report, springs, streams, wet weather conveyances, wetlands, and other features were identified along the project corridor. Environmentally protected species were also investigated as part of the report. As part of the coordination for this report the Department coordinated with the United States Department of the Interior Fish and Wildlife Services. The findings from this coordination resulted in "no anticipated impacts to any federally listed or proposed species as a result of the project."

➤ Mr. Charles Parton commented:

- True Cost is Unknown. TDOT's cost projections have varied wildly, from an unrealistic \$60 million to \$194 million. It's been a constantly changing "guesstimate" with unclear and inconsistent assumptions behind the figures. Moreover, federal funding for transportation remains uncertain. It is irresponsible to waste millions on a new interstate when we have a huge backlog of proven, urgent transportation needs and not enough money to do them all. It is irresponsible to invest in Right of Way acquisition when funding for building cannot be guaranteed, nor a total cost even estimated adequately.
- There are MANY worthy and essential Blount County and regional projects competing for funding, especially those improving safety, addressing maintenance, and enhancing quality of life.
- FIX it FIRST. TDOT has adopted the motto of "Fix it First" when it comes to spending the limited dollars available for transportation projects. CAPPE supports this motto and wants to see the existing roads in Blount County improved and maintained. Fixing what we already have will not only make our roads safer but also improve overall mobility while preserving the rural character of Blount County.
- Local Business. To the extent the PPE functions as a bypass around southeast Maryville, it would remove traffic from US 321 and have a negative effect on existing businesses there. It would divert drivers around the city of Maryville, which has been working for years to promote itself as a destination. This makes no sense.
- Rationale. Over the years the rationale for building the PPE has shifted. First, it was supposed to save travel time and ease visitation to the Smokies. Then, it was to bypass Maryville on the east, with the eventual intention of enclosing the urban area in a ring road via the "southern loop". Now TDOT is emphasizing the need to decrease congestion in the town "core" and increase highway safety. Who benefits from the PPE?
- Great Smoky Mtns. Great Smoky Mountains National Park, the "crown jewel of the East" and Blount County's number one tourist attraction, is already accessible via a 4-lane highway (i.e., East Lamar Alexander Parkway).
- Congestion & Safety. TDOT's own studies, including the final EIS, do not support the purpose and need for the PPE. These studies clearly show that the PPE will not meet TDOT's objectives for building the PPE, including a substantial reduction in congestion or improvement in safety on our existing road network. Instead, conditions will continue to deteriorate. The newest design (in the virtual meeting) shows a stoplight at the end of the PPE where it hits 321. This is clearly going to create a traffic nightmare.
- US 411 Safety. If the PPE is build as planned with an interchange at Sevierville Road (411), much more traffic will be added to this narrow, shoulder-less, unsafe road. US 411 between Maryville and Seymour currently has an unacceptable LOS (level of service) and there are no plans or funds to improve US 411 beyond the imprint of the PPE.
- Traffic Patterns and Growth. Current Blount County transportation and infrastructure needs as identified by local leadership are overwhelmingly in the western part of the county, an area where the PPE will be of no assistance.
- Such projects as the "Relocated Alcoa Highway" (129 bypass), the massive Amazon distribution center, the widening of the Alcoa Highway Bypass to six lanes, investments by Denso and apartment-complex developers, and residential growth in west Blount areas such as Morganton Rd. all point to evolving traffic patterns and needs. This calls into question the rationale.

- Farms. A number of farm parcels will either be taken entirely or impacted significantly if the PPE is built. These farms represent family businesses, some of which have been farmed by the same family for more than 100 years, and serve to preserve the rural character of Blount County, its most valuable asset.
- Sprawl. It is not hard to imagine the residential development that will spring up around a route between West Knoxville and Lamar Alexander Parkway. Followed by the need for more infrastructure to support that development. And soon brand new traffic problems arise.
- Water Quality. Blount County is fortunate to have Little River, designated as an Exceptional Tennessee Water, as an important natural resource. Little River is not only the source of Blount County's drinking water but also serves as an important recreational resource and supports a number of federal and state threatened and endangered species. Increases in runoff and the potential for contamination of groundwater because of conversion of rural lands and farms to subdivisions and commercial developments will negatively impact the Little River watershed if the PPE is built.

Response: The current estimate for all phases is approximately \$160.7 million and includes \$4.3 million in current allotments for preliminary engineering costs, estimated \$9.7 million for right-of-way acquisition, and estimated \$146.7 million for construction cost. It's important to note that it is very difficult to develop an accurate estimate early in the process. Preliminary engineering costs are generally assumed to be a percentage at the conceptual planning stage. Preliminary engineering costs include all administrative and actual development costs of a project. Right-of-way and construction estimates are also generated at the conceptual stage. More accurate estimates can be developed once the design is far enough along to determine actual impacts to properties and the necessary materials to construct the project.

Traffic reports are updated as needed as design progresses for a project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the State Route 162 (Pellissippi Parkway) and State Route 73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service utilizing the signalized intersection design. Due to the traffic increase, an interchange at State Route 73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

Improvements to SR-35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include 2-12 foot travel lanes in each direction with a 12 foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and total approximately 1 mile of roadway improvements on SR-35 (US-411). These improvements will address safety concerns near the proposed interchange. Additional improvements to SR-35 (US-411) outside the limits of the SR-162 (Pellissippi Parkway) project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.

- Mr. Lisa Stremsterfer commented "The extension will make it easier for visitors going to Townsend and the national park and help alleviate traffic in town/housing areas. Greenspace versus concrete barriers between the divided lanes would be much nicer. Or trees planted in the median. But that also means more upkeep/mowing, etc. Would just look so awesome to drivers and create a welcoming vibe versus

concrete barriers. The greenway will be wonderful! Looking forward to seeing this long awaited project come to fruition.”

Response: Due to safety concerns, trees in the median are not desirable. To minimize right-of-way impacts, the Department decided to eliminate the grass median and utilize the median barrier wall.

- Mr. Adam Harris commented “I am supportive of the future plans based on the various presentations included. In particular, I am supportive of the greenway and would encourage further extensions of this nature to expand our communities options for safe and functional greenway spaces. This specific section may be part of the linkage to eventually connect the greenway systems of Oak Ridge, Knoxville, Maryville, and Townsend and I hope that it is. At this stage however, it does seem a little disjointed and separate from other existing greenways in the area. Further, I would encourage TDOT to look at cyclists and other pedestrians as part of all development plans and not treat this substantial and growing user group as an after-thought which seems so often the case. This includes bike lanes and other pedestrian friendly efforts beyond just the greenway application.”

Response: During preliminary design, TDOT coordinated with local municipalities regarding their existing greenway system as well as future greenway plans to determine the location of the proposed greenway within the project corridor. The local municipalities requested the Department to construct the greenway from Wildwood Road to State Route 35 (Sevierville Road) allowing them to connect and expand the greenway system in the future.

- Mr. Earl Barham commented “What type of improvements will be done between the Extension and US411 interchange and Washington Ave? This project is greatly needed and I totally support construction. It will greatly reduce traffic on Sevierville Road which is a very dangerous highway and improve access to North Blount County.”

Response: Improvements to SR-35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include two (2) – twelve (12) foot travel lanes in each direction with a twelve (12) foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and totals approximately one (1) mile of roadway improvements on State Route-35 (US-411). TDOT currently has a roadway improvement project in the design stages of development to improve State Route 35 (US-411) from Washington Street to Walnut Street.

- Mr. Earl Whaley commented “What is the rationale in ending Pellissippi Parkway at Lamar Alexander Parkway with a signal controlled T-Intersection versus an overpass/underpass situation that allows constant traffic flow? I can see a constant bottleneck for both highways, especially during times of high tourist traffic.”

Response: During the preliminary design, the Department evaluated several options for the proposed intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (East Lamar Alexander Parkway). The signalized intersection provided an acceptable level of service with the least impacts to adjacent properties. Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162

(Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Ms. Marilyn Finley commented “Greenway is good. Could it be longer?”

Response: During preliminary design, TDOT coordinated with local municipalities regarding their existing greenway system as well as future greenway plans to determine the location of the proposed greenway within the project corridor. The local municipalities requested the Department to construct the greenway from Wildwood Road to State Route 35 (Sevierville Road) allowing them to connect and expand the greenway system in the future.

- Mr. Dale and Ms. Janet Keeney commented “We live in Sweet Grass Plantation Subdivision and are very concerned about the increased traffic noise that will be generated by the Pellissippi Parkway Extension. Can you please tell us if there are any plans to install noise abatement barriers between the parkway extension and our subdivision? We also concur with Citizens Against the Pellissippi Parkway Extension (CAPPE) and object to the negative impact the extension will have on 56 properties and the estimated cost of \$84.3 million. We believe this interstate highway extension is not needed, wastes state resources and will have negative impacts on the area along the route and on the quality of life in Blount County as a whole. Besides loss of farmland, residences and businesses, we share CAPPE’s concerns including urban sprawl, increased traffic, decreased water and air quality, increased noise, minimal economic impact, the destruction of wildlife habitat, and increased rates of roadkill.”

Response: Noise barriers were evaluated for the Preferred Alternative and other Build Alternatives in accordance with the FHWA noise regulation and TDOT’s noise policy. The results were summarized in the Noise Technical Report (dated 2014) that was completed for the Final Environmental Impact Statement (FEIS). The initial noise analysis was based on preliminary plans. Based on preliminary plans, Kensington Place was the only location where a noise wall was identified as feasible and reasonable. However, TDOT will review the noise analysis and noise barrier evaluations for the Selected Alternative during final design. Any additional noise barriers that are identified as feasible and reasonable based on the final design review may be included in the project plans. For information on environmental studies and documentation, including noise analyses, completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>

- Mr. Jeff Frye commented “I have concerns regarding the 14' median lanes in the plan. In the Nashville area, these medians apparently create an illusion in the minds of some motorists that these are legitimate break-down or emergency stopping areas and it has led to the deaths of emergency responders who are obligated to stop and provide aid to the motorists parked in these very dangerous areas. This may be a situation where less is more in terms of safety. In rural areas there is very little reason to not expect motorists to pull to the shoulders instead of the median in the even of an emergency. Reducing the paved area in the middle will also reduce the impervious area for stormwater purposes.”

Response: The 14' inside shoulder width is based on current TDOT design standards.

- Mr. Jordan Clark commented “Why is the proposed greenway so limited? It does not appear to connect to any other sidewalks or trails nor does it contain any parking areas. Why not extend it the entire length of the proposed roadway to at least provide a connection with the existing pedestrian network on US-33? The proposed extension also serves as more of a by-pass around downtown Maryville. Coordination with the city on a signage on state roads to direct people to downtown Maryville and other local amenities in Maryville and Alcoa could be helpful.”

Response: During preliminary design, TDOT coordinated with local municipalities regarding their existing greenway system as well as future greenway plans to determine the location of the proposed greenway within the project corridor. The local municipalities requested the Department to construct the greenway from Wildwood Road to State Route 35 (Sevierville Road) allowing them to connect and expand the greenway system in the future.

- Ms. Shelby Sneed commented “I see all of the proposed maps, but I can not tell exactly how close to my property the roadway is... I live at 1780 East Brown School Road. Can you tell me how this will affect me.?”

Response: The current design does not have any Right of Way impacts to the property at 1780 East Brown School Road. The proposed southbound travel lanes of State Route 162 (Pellissippi Parkway) are approximately 180 feet from the eastern property line of 1780 East Brown School Road.

- Mr. Ian McKee commented “While I'm not sure how I feel about the Blount County area growing so fast, I do think this is needed and support extending Pellissippi to 321. I would like for a greenway to be considered from Old Knoxville Highway all the way to 321. Or a future plan for it. A long greenway would provide an option to extend the already planned greenway from Knoxville to Townsend.”

Response: During preliminary design, TDOT coordinated with local municipalities regarding their existing greenway system as well as future greenway plans to determine the location of the proposed greenway within the project corridor. The local municipalities requested the Department to construct the greenway from Wildwood Road to State Route 35 (Sevierville Road) allowing them to connect and expand the greenway system in the future.

- Ms. Leslie Tummel commented “I love the idea of the proposed Greenway, and I am wondering if it's possible to extend it even further toward Alcoa to eventually connect it to the Greenway running through Alcoa and Maryville?”

Response: During preliminary design, TDOT coordinated with local municipalities regarding their existing greenway system as well as future greenway plans to determine the location of the proposed greenway within the project corridor. The local municipalities requested the Department to construct the greenway from Wildwood Road to State Route 35 (Sevierville Road) allowing them to connect and expand the greenway system in the future.

- Mr. Robert Berlin commented “While I appreciate the inclusion of a greenway in part of the design, I am perplexed why the greenway does not extend all the way to Hwy. 321. You have a significant opportunity to connect Maryville to Townsend via a greenway, but are choosing to go only partway. This

in my opinion will make it nearly impossible to do so in the future and we will lose an important opportunity to draw cycling enthusiasts who desire a pathway to the National Park.”

Response: During preliminary design, TDOT coordinated with local municipalities regarding their existing greenway system as well as future greenway plans to determine the location of the proposed greenway within the project corridor. The local municipalities requested the Department to construct the greenway from Wildwood Road to State Route 35 (Sevierville Road) allowing them to connect and expand the greenway system in the future.

- Mr. Kenny Wiggins commented “As a lifelong resident of Blount County, please complete Pellissippi Parkway to S.R. 73 / U.S. 321. The proposed highway design is excellent. One suggestion / request: Please include construction of a greenway along the entire length of the project.”

Response: During preliminary design, TDOT coordinated with local municipalities regarding their existing greenway system as well as future greenway plans to determine the location of the proposed greenway within the project corridor. The local municipalities requested the Department to construct the greenway from Wildwood Road to State Route 35 (Sevierville Road) allowing them to connect and expand the greenway system in the future.

- Mr. Michael Hearon commented “Completion of the Pellissippi Parkway extension is long overdue. It needs to be finished. The overall design appears to be acceptable. However, I am a bit apprehensive about a red light at the terminus of the parkway at the intersection of US 321. Shouldn't the design allow for the continuous flow of traffic on US 321 by having on/off ramps with the parkway instead of stopping traffic with a red light? Is this being done due to cost?”

Response: During the preliminary design, the Department evaluated several options for the proposed intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (East Lamar Alexander Parkway). The signalized intersection provided an acceptable level of service with the least impacts to adjacent properties. Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Ms. Carolyn Forster commented “We've waited 25 years for this project to be completed, so I am very pleased to see it in the final stage. I absolutely love the greenway planned and wonder how parking will be addressed. I can walk to it, but where will people park who need to access it by vehicle? Also, could it possibly extend to/from Old Knoxville Hwy? That would make it very close to the newest part of the Maryville/Alcoa Greenway.”

Response: During preliminary design, TDOT coordinated with local municipalities regarding their existing greenway system as well as future greenway plans to determine the location of the proposed greenway within the project corridor. The local municipalities requested the Department to construct the greenway from Wildwood Road to State Route 35 (Sevierville Road) allowing them to connect and expand the greenway system in the future.

- Mr. Brian Davis commented “I think that we would all benefit from the extension. Are the intersections with 411 traffic lights?”

Response: The proposed design includes traffic signals at both the entrance and exit ramps at State Route 35 (US 411).

- Mr. Andy Vandergriff commented “I'm all for this project; however, I do wonder why ramps weren't chosen for the intersection with US 321. I think the traffic light system will be dreadfully inefficient, and if it's just to save cost, it's only going to cost more to add this on later, when it should have been done right in the beginning.”

Response: During the preliminary design, the Department evaluated several options for the proposed intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (East Lamar Alexander Parkway). The signalized intersection provided an acceptable level of service with the least impacts to adjacent properties. Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Ms. Linda Babauta commented “This is a much needed improvement. However, I do not like the signal ending at Lamar Alexander pkwy. Why can't overpasses be constructed? There should also be pedestrian walkways over 321 to get safely over to the other side. Right now, I have to run across the highway which is difficult. With the increased traffic due to the extension of 162, it will be near impossible to make it across safely. There needs to be a crosswalk/pedestrian overpass at the Grandview/321 intersection.”

Response: During the preliminary design, the Department evaluated several options for the proposed intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (East Lamar Alexander Parkway). The signalized intersection provided an acceptable level of service with the least impacts to adjacent properties. Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway. The intersection of State Route 73 (US-321) and Grandview Drive is outside the limits and scope of the SR-162 (Pellissippi Parkway) project. If improvements are made to State Route 73 (US-321) at this intersection in the future pedestrian accommodations can be considered.

- Ms. Betty Reagan commented “The Pellissippi Parkway Extension is needed to take some of the traffic away from Hall Road and Washington Avenue in Maryville. Traffic is also heavy on East Lamar Alexander

Parkway. The Extension would help people coming from Townsend and Walland and other areas of Blount County to get to Knoxville quicker than sitting at red lights on Washington and Hall Roads. Traffic has increased in Blount County and the Extension would be beneficial to the new Amazon Warehouse being built. I also feel like a red light is needed at Davis Ford Road and 411. Traffic backs up on Davis Ford and the intersection needs to be reviewed to improve safety of drivers. We have several subdivisions on Davis Ford and many drivers come out Davis Ford to 411.”

Response: As the proposed project moves through the development phase and traffic data is updated, intersections within the project limits will be evaluated to determine if signals are warranted.

- Mr. Tom Hatcher commented “There needs to be turning lanes in both directions on Sevierville Road to enter Pellissippi parkway. I am in support of finishing this highway.”

Response: The proposed design does include left turn lanes from State Route 35 (Sevierville Road) onto State Route 162 (Pellissippi Parkway) in both directions.

- Mr. Steven A Fritts commented “I would encourage the use of "green" vegetated retaining wall systems such as MSE or GEOWEB where possible to reduce the visual impacts of the walls and blend into the rural character of the route. I would also encourage native landscape plantings along the route, especially at intersections.”

Response: A Geotechnical investigation is performed as part of the Project Development process. Retaining walls types are recommended based on cost, soil conditions, and constructability. Landscaping can be included if Local Agencies request and partner with the department.

- Mr. Will Russell commented “My name is Will Russell. I live in a subdivision off of Sevierville Road. I work in west Knoxville, so I have to take Pellissippi Parkway (SR 162/I-140) on my driving route to work each day. However, before getting onto Pellissippi, I have to deal with the potential for bottleneck traffic on East Broadway Avenue/Old Knoxville Highway (SR 33). Some of it comes from vehicles wanting to turn left, but the backups get really worse when there is an accident on SR 33. The bottleneck traffic on SR 33 frustrates me at times. That is why I am asking TDOT to please construct the Pellissippi Parkway Extension, as it will include an exit at Sevierville Road, and it will allow me to get onto Pellissippi a little more closer to where I live and without as much worry. I do have a question about the greenway trail portion of the project between Wildwood Road and Sevierville Road: I like having spaces where I can take a walk, but I wonder if there will be a parking area for people who wish to use the new greenway trail but don't live near it?”

Response: During preliminary design, TDOT coordinated with local municipalities regarding their existing greenway system as well as future greenway plans to determine the location of the proposed greenway within the project corridor. The local municipalities requested the Department to construct the greenway from Wildwood Road to State Route 35 (Sevierville Road) allowing them to connect and expand the greenway system in the future. Parking areas have not been included in the proposed design.

- Mr. Robert R. Carl commented “I think it is long overdue. Traffic in Maryville is practically bumper to bumper. Ties in with the Alcoa Highway and Springbrook construction. Greenway is huge hopefully

Blount Co could expand. Where exactly does it tie into Lamar Alexander Pkwy? Much more traffic of course will exit at Lamar Alexander then presently at Old Knox.”

Response: The proposed greenway does not tie to State Route 73 (Lamar Alexander Parkway). During preliminary design, TDOT coordinated with local municipalities regarding their existing greenway system as well as future greenway plans to determine the location of the proposed greenway within the project corridor. The local municipalities requested the Department to construct the greenway from Wildwood Road to State Route 35 (Sevierville Road) allowing them to connect and expand the greenway system in the future.

- Mr. Brad Reagan commented “I have a comment for the state route 162 project. I think Davis Ford Rd might need to widen at the end of it with a red light installed at the intersection of Davis Ford Rd and US 411 or state route 35 or Sevierville Rd. State route 162 will be taking my house because I live on Sevierville Rd right where the bridge will be built to go over state route 115. I may be moving to the corner of Davis Ford Rd and Sevierville Rd it is hard trying to pull out from my mom and dads house where they are living right now. I think a red light at Davis Ford and Sevierville Rd would help out a great deal. Working in construction with TDOT I have seen traffic increase over the time. There are many more people moving to Blount County and trying to get through Maryville during rush hour in the mornings or afternoon is a headache at times like driving in Knoxville sometimes. I want to see this happen quick I am ready for the road to come on through.”

Response: The current design does not include a proposed signal at the intersection of Davis Ford Road and State Route 35. However, we do have signals proposed at both ramps onto State Route 162 (Pellissippi Parkway) and State Route 35 Sevierville Road. As the project moves further along in the design phase and traffic continues to be updated, the department will analyze the intersection of Davis Ford and State Route 35, as well as other intersections, to see if they meet any signal warrants.

- Mr. Steve Reagan commented “I have a concern about the Davis Ford Road and Sevierville Road intersection. I feel a traffic signal will be needed once the project is completed. Currently the traffic can backup especially during both the morning and evening peak travel times. There is a lot of Heritage High School student driver traffic in the afternoon too. Having the center turn lane on Sevierville Road will be great, but I feel that will also cause more issues as Davis Ford traffic tries to enter Sevierville Road to travel south toward Maryville. I also have concerns about the plan to end the parkway at state route 73 with a traffic light. I think the previous plan to have entry and exit ramps was a better plan. I hope this time the new parkway project will be completed as soon as possible. The delay has done nothing but cost tax payers more money by waiting all these years.”

Response: The current design does not include a proposed signal at the intersection of Davis Ford Road and State Route 35. However, signals are proposed at both ramps onto State Route 162 (Pellissippi Parkway) and State Route 35 Sevierville Road. As the project moves further along in the design phase and traffic data is updated, the department will analyze the intersection of Davis Ford and State Route 35, as well as other intersection, to see if they meet any signal warrants. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due

to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Rhnea Reagan commented “I think TDOT and the City of Maryville should really consider a red light for the intersection of Davis Ford Road and US411 (Sevierville Road). There is a great deal of traffic on a daily basis at this intersection. I cant wait to see this highly anticipated highway improvement project come to life. I think this will be a positive impact for Blount County and the state of Tennessee. The ease this will provide for the mountain area of Blount County will greatly improve and I believe more visitors will venture through Blount County with this highway causing a greater revenue influx.”

Response: The current design does not include a proposed signal at the intersection of Davis Ford Road and State Route 35. However, signals are proposed at both ramps onto State Route 162 (Pellissippi Parkway) and State Route 35 Sevierville Road. As the project moves further along in the design phase and traffic data is updates, the department will analyze the intersection of Davis Ford and State Route 35, as well as other intersection, to see if they meet any signal warrants.

- Ms. Catherine Connolly commented “I provided 4 comments during this session then the application hung. Did you receive my comments?”
 1. Flyover is out of date re: actual residences
 2. Flyover does not show impact to existing roads: Nina Delozier, Centennial Church & Helton Rds
 3. The flyover shows 4 lanes intersecting ELamar not 2.
 4. Multiple sign ons should not be represented as different attendees. I have signed on ten times
 5. Residents should have received a letter from TDOT 30 days prior to the comment period with detailed disclosures of actual changes.

Responses:

- 1) *The aerial photograph used for both the displays and fly-through was what was available when the Department started preparing for the public meeting. We understand that it was dated. Continued growth and development makes it very difficult to have something that is up to date for any length of time.*
- 2) *The flythrough focused mainly on State Route 162 Pellissippi Parkway and the proposed interchanges. Impacts to other side roads can be found in the public meeting displays that are available.*
- 3) *During the preliminary design, the Department evaluated several options for the proposed intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (East Lamar Alexander Parkway). A signalized intersection was chosen which provided an acceptable level of service with the least impacts to adjacent properties. The proposed State Route 162 (Pellissippi Parkway) terminated at State Route 73 (US 321) East Lamar Alexander with four lanes (two right turn lanes and two left turn lanes). Traffic reports are updated as needed as design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with*

traffic operations and safety at this location. Design of the interchange is currently underway.

- 4) *Departmental staff have reviewed the virtual meeting data to determine the actual number of attendees and have removed multiple sign-on from the total attendee count.*
- 5) *To notify as many people as possible about the upcoming meeting, TDOT advertised the meeting in both the Daily Times and the News Sentinel, notified all three Knoxville television stations, mailed the meeting notice to all property owners within the project limits based off of survey data available at the time, as well as any property owners Regional Project Development staff had previously spoken too and who had provided their contact information. In addition, TDOT notified the Blount Partnership, the Knoxville TPO, and utilized TDOT's social media to reach as many people as possible.*

➤ Ms. Catherine Connolly commented "Part 2 of my comments today:

6. Residents impacted never received a letter 30 days in advance of the "virtual meeting" - the county has all addresses information so it is readily available. Also, most people do not know how to use your virtual meeting room if they lack technical knowledge. It is imperative that TDOT conduct a public meeting so that all residents can be equally informed.
7. Are the funds for this project committed?
8. What is the timeline for each major milestone to completion? This information is typically well known in the Design Phase.
9. Why isn't TDOT addressing the safety of existing roads? Many need to be widened and repaired.
10. Why wasn't another alternative contemplated? A 2 lane instead of 4-lane highway. Rt 321 is 40-50 mph in some sections. Adding a 60 mph road in a residential / farm community is a drastic increase in noise, pollution and farm displacement."
11. Why were farms not considered businesses impacted? The farm owners pay business tax. A singular gas station is not the only business impacted. Did TDOT quantify the loss of farm products in their equation?
12. Did TDOT analyze the decrease in property values for this highway?
13. Is TDOT designing quality sound barriers such as berms?
14. Governor Lee reduced COVID restrictions so there should be no reason not to hold a public meeting.

Response:

- 6) *The Notice of Public Meeting for the virtual meeting contained information on how to schedule an in-person one-on-one meeting if so desired. At the request of the Blount County Commission and in conjunction with the Virtual Public Design Meeting, an in-person Design Meeting was held on September 21, 2021.*
- 7) *TDOT funds legislative projects, like the proposed SR 162 Pellissippi Parkway extension, in three phases; PE (preliminary engineering), right-of-way appraisal and acquisition, and construction. Funds for the preliminary engineering activities were authorized in fiscal year 1998. Funds for right-of-way activities were budgeted in the Department's 3-yr Multimodal Work Program for fiscal year 2020. Once the necessary right-of-way is acquired, the project will become eligible for construction funding.*
- 8) *The Department has addressed comments received from both the virtual and in-person public meetings pertaining to the design of the project. Once Right of Way plans have been finalized, and funding made available, the project will enter the right-of-way appraisal and acquisition*

phase. We anticipate it will take 24-30 months to acquire the necessary right-of-way and easements that are needed. Once the necessary right-of-way is acquired, the project will be eligible for construction funding. Once construction activities begin, we would anticipate it to take 3 to 4 years to complete.

- 9) TDOT's funding is split into different programs (safety, resurfacing, rockfall mitigation, congestion management, bridge replacement, etc). The funding being utilized for the Pellissippi Parkway Extension cannot be used for another program. It can only be used for a similar type project.*
- 10) Other alternatives were considered as part of the Environmental Document. For information on environmental studies and documentation completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>*
- 11) Farmland impacts are evaluated as part of the NEPA process and documented in the Environmental Document. In order for farms to be considered as a business relocation, they must meet the qualifications as stipulated within the provision of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.*
- 12) Under the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, the Department must pay fair market value for any property that is acquired. An independent licensed Appraiser may also apply damages to remainders of properties directly impacted by the roadway project.*
- 13) Noise barriers were evaluated for the Preferred Alternative and other Build Alternatives in accordance with the FHWA noise regulation and TDOT's noise policy. The results were summarized in the Noise Technical Report (dated 2014) that was completed for the Final Environmental Impact Statement (FEIS). The initial noise analysis was based on preliminary plans. As a result, TDOT will review the noise analysis and noise barrier evaluations for the Selected Alternative during final design. Noise barriers that are identified as feasible and reasonable based on the final design review may be included in the project plans. For information on environmental studies and documentation, including noise analyses, completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>*
- 14) Meeting preparations began late 2020 before restrictions were lifted. At the request of the Blount County Commission and in conjunction with the Virtual Public Design Meeting, an in-person Design Meeting was held on September 21, 2021.*

- Mr. Ed Frahme commented "I missed the meeting. Sorry! How close to Sweetgrass will the road come now? I see the two orange posts on Davis Ford. Is it being shifted at all? Will there be any "noise" abatement at all? Is it crossing Davis Ford at grade level?"

Response: The public meeting materials can be found on the project website at <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi.html> The proposed State Route 162 project does not currently directly impact any homes in the Sweetgrass Planation neighborhood. Neither Davis Ford Road nor Centennial Church Road is shown to be shifted. The current design has proposed State Route 162 going under Davis Ford Road. Noise barriers were evaluated for the Preferred Alternative and other Build Alternatives in accordance with the FHWA noise regulation and TDOT's noise policy. The results were summarized in the Noise Technical Report (dated 2014) that was completed for the Final Environmental Impact Statement (FEIS). The initial noise analysis was based on preliminary

plans. Based on preliminary plans, Kensington Place was the only location where a noise wall was deemed feasible and reasonable. TDOT will review the noise analysis and noise barrier evaluations for the Selected Alternative during final design. Any additional noise barriers that are identified as feasible and reasonable based on the final design review may be included in the project plans. For information on environmental studies and documentation, including noise analyses, completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>

- Mr. John Rush commented “Road is not needed. No significant population center at terminus. More traffic will flow on local roads which are substandard due to PPE. Load of service on roads impacted by PPE have not changed in 20 years. Alcoa Highway bypass will alleviate some traffic. People living in path of proposed PPE will suffer noise and loss of rural quiet. There is not a need for interstate style road. Local roads should be improved first. Bad idea with no solid justification for need. The virtual meeting was horrible – just horrible. What if people don’t use a computer? How will they participate? I hope TDOT never does this again. The purpose of the project is to enhance roadway safety on county’s road network. This is not true for roads that will lead to PPE! 411 is already busy. People will travel through a school zone to get there. The loss (?) on local roads will not change! There is no population center on 321 at the terminus. Bad idea in 1986, bad idea now. Also – will the existing Highway 162 become an interstate designator? Former governor bypassed most federal regs by funding by state to build this section.”

Response: The Notice of Public Meeting, for the virtual meeting, included information on how to call and schedule an in-person one-on-one meeting if so desired. At this time, it has not been determined that the department would convert SR 162 to I-140, but there is an established process to do so. The department would not consider converting SR 162 until after construction is complete.

- Ms. Gail Harris commented “I have commented on this project since it was first proposed – the road is unnecessary and destructive. Unnecessary because there is no problem with congestion or time now and destructive because priceless irreplaceable farmland and rural beauty will be smashed with this road. Why, why, why have you not killed the project?? Why, why, why do you keep asking for comments when we have told you what we think?? I have lived in Blount County since 1970. I helped start the Foothills Land Conservancy, in part to preserve farmland and open space. It defies reason to intentionally destroy these community treasures, when it is not needed.”

Response: The project is currently moving forward, and it is listed in the department’s 3-yr Multimodal Program as well as the Knoxville TPO’s Transportation Improvement Program (TIP) for the right-of-way phase. The department requests feedback/comments in both the environmental (NEPA hearings) and preliminary engineering (public design meeting) phases.

- Ms. Margaret S. Lane commented “POA for Elsie L. Smalling, 3040 Davis Ford Road also owner of 3020 Davis Ford Road
 1. Concerned about small business in Maryville as tourist are rerouted
 2. Unclear about the need as stated in presentation
 3. Very concerned about care of property during construction
 4. Concerned about property value
 5. Compensation/clean up following road construction.

Needed to hear from other concerned citizens. Zoom?? Difficult to determine what is planned for David Ford Rd.

Response: Proposed Davis Ford Road's existing horizontal alignment will remain very close to the same and will cross over State Route 162 (Pellissippi Parkway) including a new proposed bridge on Davis Ford Road. The vertical curvature along Davis Ford Road will be improved to a 40 mph design speed which will lower the grade of Davis Ford Road at the crest of the vertical curve prior to crossing proposed State Route 162 by approximately 0.75 feet. As part of this change, we are proposing to widen Davis Ford Road to include 2-12 ft. travel lanes in each direction with 8 ft. shoulders with ditches or 6 ft. shoulders with curb and gutter.

- Mr. Gary Russell commented "Destruction of property, I have black roof, red brick, white vinyl rails around a deck. Traffic concerns can't get out of our drive-way now. We don't want the north end to be congested like the south end of 411. Why would you take the Maryville city limits to the river if it wasn't for the money?? Is TDOT going to clean our house and property during and after the construction is over?"

Response: Any damage to personal property would be a potential claim between the property owner and the contractor.

- Ms. Sarah Russell commented "Destruction of property, I have black roof, red brick, white vinyl rails around the deck. Traffic concerns. We can't get out of our drive-way now. We don't want the north end to be congested like the south end of 411. Why would you take the Maryville city limits to the river if it wasn't for the money?? Is TDOT going to clean our house and property during and after the construction is over???"

Response: Any damage to personal property would be a potential claim between the property owner and the contractor.

- Ms. Diana Gilbertson commented "Yes – these are quiet farmlands and subdivisions, by adding the extension, you'll be making unbearable to live here. I've been here for 21 years! You don't have \$\$ to fix roads like Dell Road but you want to add a Parkway that we don't need! Wasted money out of tax payer's pocket! You didn't let us in on a meeting! Were not made public! So, we did not know of a meeting!"

Response: The Department works very hard to notify as many people as possible. For the virtual meeting, TDOT advertised the meeting in both the Daily Times and the News Sentinel, notified all three Knoxville television stations, mailed the meeting notice to all property owners within the project limits based off of survey data available at the time, as well as any property owners. Regional Project Development staff had previously spoken too and who had provided their contact information. In addition, TDOT notified the Blount Partnership, the Knoxville TPO, and utilized TDOT's social media.

- Ms. Susan H. Keller commented "This proposed road destroys hundreds of acres of farmland. We farmers must have land to produce food and fiber for the population. Cars can drive your big road but the driver must exit onto the narrow roads to get to their homes. Cars traveling the narrow roads have

trouble passing school busses, delivery trucks and farm equipment. Spend the money to improve existing roads and save the environment. I did not see any of the virtual meeting.”

Response: Meeting materials can be found on the project website at <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-involvement.html>

- Mr. Christopher L. Augustus commented “I am for the completion of Pellissippi Parkway. I wish it were open today as the Alcoa Highway improvements and the Alcoa/Maryville congestion have already caused me to take little (in one case tiny) country roads from the current end of the parkway to US 321 to bypass those problems. An aerial map of the area already proves developers are turning the farmland into subdivisions, invalidating the opposition's argument that the area is a rural area needing to be preserved. My only disappointment with the project is the terminus at US-321: it ends with a traffic light intersection instead of an interchange and the location of the intersection is further west of where the divided highway begins. Are there plans to upgrade US-321 to a divided highway to the future intersection with TN-162?”

Response: The department does not currently have any plans to improve State Route 73 (US 321) outside the limits of construction for the State Route 162 (Pellissippi Parkway) extension project.

- Stacy Clark commented “1) If someone is deaf, hard of hearing, blind, or has poor vision, what steps did TDOT or their contractors take to make sure the "public" meeting was accessible to everyone? 2) How did TDOT's overall estimate of building the PPE decrease to <\$90 million after previous estimates were >\$190 million? 3) Do you think your Final EIS and associated studies related to the PPE justify using eminent domain to condemn the ROW identified in your design? If so, please explain.”

Response: The public meeting notice that went out contained information on how citizens with a disability could request aid or services. As projects go through the different phases of development, estimates are generated. As more information is available and design moves forward, project estimates are updated based on design plans and quantities. It is never the departments' goal to use eminent domain. During the Right of Way process, the department works closely with affected citizens to negotiate an acceptable offer, if an agreement between the property owner and the department is not reached in a reasonable amount of time, the department has the ability to settle the acquisition of property through eminent domain proceedings.

- Ms. Kathleen Scanlon commented “I am happy to see that the Pellissippi Parkway Project may be approved. Blount county is growing and the traffic is increasing here, We need alternative ways to Townsend and to the rest of Blount county for taxpayers of this county and visitors. I would like to be kept informed on future matters of the extension.”

Response: General Comment. The Department does not currently send out regular updates. We encourage citizens to visit the project website or contact the Regional Office for updates.

- Mr. Eric Orta commented “Good afternoon, When is TDOT's next Public Hearing in lieu of the recent Virtual meeting? As a member of the Blount County community we are needing clarification on the project details. Especially on the financial implication to TN. Why can't this funding be used to do more

than temporary patch work on Pellissippi? Why is it more important to extend a highway than using the money for better road repairs throughout the County/State? Looking forward to a call back.”

Response: At the request of the Blount County Commission and in conjunction with the Virtual Public Design Meeting, an in-person Design Meeting was held on September 21, 2021. TDOT’s funding is split into different programs (safety, resurfacing, rockfall mitigation, congestion management, bridge replacement, etc). The funding being utilized for the Pellissippi Parkway Extension cannot be used for another program. It can only be used for a similar type project.

- Gianni Orta commented “When is TDOT going to have an actual Public Hearing in lieu of the Virtual meeting? There hasn’t been a Public Hearing since the July 20, 2010s Heritage High School hearing, or any other briefings since the Community Briefing that was held on May 30, 2013 at Rio Revolution Church. I have spoken with numerous residents in the Maryville and surrounding areas and approx. 70% were not even aware of the Virtual meeting. However, 99.9% of them had major concerns with the Pellissippi Extension. The most obvious is the potential \$200 Million price tag. Why would this money be used to extend a highway that is in dire need of itself being repaired? From Knoxville I-40 to the end of the highway in Blount County there are multiple potholes, small and large, that are growing by the day and pose a dangerous threat to motorists who have to swerve and dodge them in order to avoid damage to their vehicles. The connections to overpasses and bridges appear to be separating or sinking, causing large dips in the road that also cause vehicular damage, and not to mention they are very dangerous for motorcyclists. Why is it more important to extend a highway than using the money for better road repairs in Blount county and throughout state?”

Response: At the request of the Blount County Commission and in conjunction with the Virtual Public Design Meeting, an in-person Design Meeting was held on September 21, 2021. TDOT’s funding is split into different programs (safety, resurfacing, rockfall mitigation, congestion management, bridge replacement, etc). The funding being utilized for the Pellissippi Parkway Extension cannot be used for another program. It can only be used for a similar type project.

- Ms. Debra Orta commented “When is TDOT going to have an actual Public Hearing in lieu of the Virtual meeting? There hasn’t been a Public Hearing since the July 20, 2010s Heritage High School hearing, or any other briefings since the Community Briefing that was held on May 30, 2013 at Rio Revolution Church. I have spoken with numerous residents in the Maryville and surrounding areas and approx. 70% were not even aware of the Virtual meeting. However, 99.9% of them had major concerns with the Pellissippi Extension. The biggest and most obvious is the potential \$200 Million price tag. Why would this money be used to extend a highway that is in dire need of itself being repaired? From Knoxville I-40 to the end of the highway in Blount County there are multiple potholes, small and large, that are growing by the day and pose a dangerous threat to motorists who have to swerve and dodge them in order to avoid damage to their vehicles. The connections to overpasses and bridges appear to be separating or sinking, causing large dips in the road that also cause vehicular damage, and not to mention they are very dangerous for motorcyclists. Why can’t this funding be used to do more than temporary patch work on Pellissippi? Why is it more important to extend a highway and ruin the beauty of Blount County than using the money for better road repairs throughout the County/State?”

Response: At the request of the Blount County Commission and in conjunction with the Virtual Public Design Meeting, an in-person Design Meeting was held on September 21, 2021. TDOT’s funding is split

into different groups (safety, resurfacing, rockfall mitigation, congestion management, bridge replacement, etc). The funding being utilized for the Pellissippi Parkway Extension cannot be used for resurfacing or other repairs.

- Mr. William Busser commented “The proposed extension is unnecessary and I believe the money set aside for this project could be better spent on repaving and widening existing roads in the Blount County area. The current Pellissippi from I-40 to SR33 is in terrible condition and desperately needs repaving. Additionally Sevierville Road SR411 is too narrow and dangerous as is and there will be more traffic on it due to commercial and residential growth that will occur from the building of this extension. Traffic studies have shown the majority of the traffic in Blount County currently takes the 129 bypass to the west side of Maryville. Additionally, Maryville and Alcoa will lose business and tax revenue currently gained from people driving the existing routes to Walland, Townsend, and the Smokey Mountain National Park.”

Response: TDOT’s funding is split into different groups (safety, resurfacing, rockfall mitigation, congestion management, bridge replacement, etc). The funding being utilized for the Pellissippi Parkway Extension cannot be used for resurfacing. Resurfacing of I-140 is currently scheduled to be let to construction over the next few years. The section from I-40 to just south of Northshore in Knox County and the Blount County SR 162 section from SR 115 (US 129) to the end of SR 162 is currently scheduled for 2022. The middle section from Northshore to SR 115 (US 129) is currently scheduled for 2023.

- Mr. Eric Orta commented “When is TDOT’s next Public Hearing in lieu of the recent Virtual meeting? There hasn’t been a Public Hearing since the July 20, 2010’s Heritage High School hearing, or any other briefings since the Community Briefing that was held on May 30, 2013 at Rio Revolution Church. Numerous residents in the Maryville and surrounding areas have been polled and approx. 70% were not even aware of the Virtual meeting, but 99.9% of had major concerns with the Pellissippi Extension. With this in mind, you can see why I have so many concerns with the Pellissippi Extension. The impact on water/air quality, farmland, wildlife and not just the residents who have moved here from larger cities to get away from the rat race, but those who have lived here on the same land for generations, some on that same land that is now being threatened by the extension. Then there is the potential \$200 Million price tag. Why would this money be used to extend a highway that is in dire need of itself being repaired? From Knoxville I-40 to the end of the highway in Blount County there are multiple potholes, small and large, that are growing by the day and pose a dangerous threat to motorists who have to swerve and dodge them in order to avoid damage to their vehicles. The connections to overpasses and bridges appear to be separating or sinking, causing large dips in the road that also cause vehicular damage, and not to mention they are very dangerous for motorcyclists. Why can’t this funding be used to do more than temporary patch work on Pellissippi? Why is it more important to extend a highway and ruin the beauty of Blount County than using the money for better road repairs throughout the County/State? Thank you for taking the time to hear my concerns and I am looking forward to speaking with you.”

Responses: At the request of the Blount County Commission and in conjunction with the Virtual Public Design Meeting, an in-person Design Meeting was held on September 21, 2021. TDOT’s funding is split into different programs (safety, resurfacing, rockfall mitigation, congestion management, bridge replacement, etc). The funding being utilized for the Pellissippi Parkway Extension cannot be used for

another program. It can only be used for a similar type project. Resurfacing of I-140 is currently scheduled to be let to construction over the next few years. The section from I-40 to just south of Northshore in Knox County and the Blount County SR 162 section from SR 115 (US 129) to the end of SR 162 is currently scheduled for 2022. The middle section from Northshore to SR 115 (US 129) is currently scheduled for 2023.

- Mr. Andrew Flores commented "I like the idea of extending 140 to Lamar Alexander as it would decrease travel time to that section of Blount county. Alcoa highway through the corridor with the airport is very busy, overly crowded, and dangerous during certain times of the day. Being able to take a direct route instead of going through miracle and then backtracking would be beneficial. My concern would be with the farmland that the interstate will be built through. Some of those plots of land will be divided by the interstate and therefore create opposition from the landowners. I would be curious to see how the landowners will be compensated and what type of environmental impact this will have if constructed. I noticed that 140 would cross over Sevierville Rd. And not an exit would be added for access. Is there any forward thinking into the amount of traffic that will be added to Sevierville Rd. as there will likely be development along the exit in the future. Thank you for your time."

Response: The Department is required by law to justly compensate impacted residents. Once the Department enters the right-of-way appraisal and acquisition phase, independent appraisers are contracted and appraise the necessary property. TDOT appraisers review the completed appraisals to ensure that proper procedure has been followed and offers are made based on those appraisals. An interchange is proposed at State Route 35 Sevierville Road and will include traffic signals at the ramps. Additional Improvements to SR-35 (US-411) include widening the existing 2-lane roadway with narrow shoulders to include 2-12 foot travel lanes in each direction with a 12 foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and total approximately 1 mile of roadway improvements on SR-35 (US-411). These improvements will address safety concerns near the proposed interchange. Additional improvements to SR-35 (US-411) outside the limits of the SR-162 (Pellissippi Parkway) project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.

- Ms. Brenda Riden commented "I would like to see a current video of all construction since this video was made. For example, Sweet Grass Plantation had only a few houses in it when this was made. As a homeowner in the SGP subdivision we are greatly affected by this proposed project. Also these new structures need to be identified on the video (subdivisions, businesses etc.). I feel a sound barrier should be constructed where subdivisions are located if this project comes to fruition! Also realtors should be required to disclose this project to every person buying in the proposed areas - we like cows NOT a busy 4 lane road in our backyard! FYI we are located on the corner of Old Plantation Way and Dale Hollow Way."

Response: The fly through rendering used an aerial photograph that was the most recent when the Department started preparing for the public meeting. We understand that it is dated. Continued growth and development makes it impossible to have something that is up to date for any length of time. Noise barriers were evaluated for the Preferred Alternative and other Build Alternatives in accordance with the FHWA noise regulation and TDOT's noise policy. The results were summarized in the Noise

Technical Report (dated 2014) that was completed for the Final Environmental Impact Statement (FEIS). The initial noise analysis was based on preliminary plans. As a result, TDOT will review the noise analysis and noise barrier evaluations for the Selected Alternative during final design. Noise barriers that are identified as feasible and reasonable based on the final design review may be included in the project plans. For information on environmental studies and documentation, including noise analyses, completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>

- Ms. Catherine Connolly commented “A major oversight: Most people do not use the internet or troll websites hoping to bump into TDOT project updates. Many of my neighbors never use the internet. The smartphone is used for calls and photos. So they are out of the loop entirely about a project with SERIOUS consequences to their properties and quality of life.”

Response: To notify as many people as possible about the upcoming meeting, TDOT advertised the meeting in both the Daily Times and the News Sentential, notified all three Knoxville television stations, mailed the meeting notice to all property owners within the project limits based off of survey data as well as any property owners Regional Project Development staff had previously spoken too and who had provided their contact information. In addition, TDOT notified the Blount Partnership, the Knoxville TPO, and utilized TDOT’s social media to reach as many people as possible.

- Ms. Catherine Connolly commented “First - there are many residents that are impacted by this project. I found out about this input window just by accident. Why hasn't TDOT proactively engaged ALL residents directly by sending a mailing to the homes. The TN Property Assessors have all the contact information. Second - this is a drastic change from the earlier plan. The highway has shifted further east and consequently many people are not aware the level of impact. Last but most important: people who built homes in this area typically are retired or soon to be. We've spent the last bit of our savings affording our final home with the beauty and quiet that exists here as well as the many species of birds etc. The beauty and the QUIET will be impacted and consequently depreciate our home values and our quality of life. SOUND BARRIERS are not a nice to have but absolute necessity for this plan. You are paving straight through farms and subdivisions which require some protection from the road noise. What is going to be done about the road traffic resulting from this? It is negligent to proceed without verifying that all parties are informed and have had their opinions integrated into your project plan.

Response: To notify as many people as possible about the upcoming meeting, TDOT advertised the meeting in both the Daily Times and the News Sentential, notified all three Knoxville television stations, mailed the meeting notice to all property owners within the project limits based off of survey data as well as any property owners Regional Project Development staff had previously spoken too and who had provided their contact information. In addition TDOT notified the Blount Partnership, the Knoxville TPO, and utilized TDOT’s social media to reach as many people as possible. Noise barriers were evaluated for the Preferred Alternative and other Build Alternatives in accordance with the FHWA noise regulation and TDOT’s noise policy. The results were summarized in the Noise Technical Report (dated 2014) that was completed for the Final Environmental Impact Statement (FEIS). The initial noise analysis was based on preliminary plans. As a result, TDOT will review the noise analysis and noise barrier evaluations for the Selected Alternative during final design. Noise barriers that are identified as feasible and reasonable based on the final design review may be included in the project plans. For information on environmental

studies and documentation, including noise analyses, completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>

- Mr. Tony Long commented "In my 60 years as a Blount County resident, I've seen my share of projects that were poorly designed (e.g. the US 129 - John Sevier Hwy interchange, currently being reconstructed) mishandled (like the public interaction phase of this project), delayed (Foothills Parkway and this project), and or overdue (all of the preceding). There are lessons aplenty to be learned, and this begs the question, "Why does there always seem to be time for correcting projects, but never enough time to plan and build them correctly in the first place?" My observations:

1. Using the convenience of the pandemic to suddenly revive this project, without providing taxpayers and voters the opportunity to meet publicly with official's eye-to-eye, carries the stench of cowardice and dirty politics. This approach will only lessen public support.
2. Abruptly dumping traffic onto US321, requiring left hand turns across traffic off and onto the Pellissippi extension, instead of building proper access ramps will result in many lost precious lives.
3. For the greater good of this region, consider safety, long-term functionality, and building community consensus. "Be the task great or small, do it right or not at all."

Response: Preliminary design began in late 2017 when FHWA issued the ROD or Record of Decision. A public design meeting had tentatively been scheduled for early 2020. When the COVID-19 pandemic hit, all public meetings were put on hold. As the pandemic continued into summer and fall, the Department started working with FHWA on an acceptable way to hold public meetings that would allow projects to keep moving forward. In late 2020, the Department received concurrence to hold a virtual design meeting and preparations began. It wasn't until late spring 2021, that the Department was given the permission to resume in-person meetings. At the request of the Blount County Commission and in conjunction with the virtual meeting, an in-person design meeting was held September 21, 2021.

During the preliminary design, the Department evaluated several options for the proposed intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (East Lamar Alexander Parkway). The signalized intersection provided an acceptable level of service with the least impacts to adjacent properties. Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Mr. Jeff Weber commented "Why on/off ramps at Hwy 411 (Sevierville Rd), this roadway is already busy due to the residential traffic. Access to this roadway from SR-162 makes it easier to get to where, this area is all residential? Seems like a waste of money that could be spent elsewhere."

Response: The proposed interchange at SR 35 Sevierville Road was part of the approved Environmental Document.

- Mr. Ronald Gideon commented “The current I140 is not being maintained properly, so adding an additional amount of mileage doesn’t make sense. Any state highway funding would be much more appreciated in repaving and upgrading current highways. If the systems in place were upgraded with better roads and traffic light sensors, the current routes would be more efficient. Also as a very close resident to the proposed bridge over brown school rd. I and my neighbors would rather that our section of brown school be dead ended instead of another bridge, which would be a huge construction savings to the total project, if it is ultimately approved.”

Response TDOT’s funding is split into different programs (safety, resurfacing, rockfall mitigation, congestion management, bridge replacement, etc). The funding being utilized for the Pellissippi Parkway Extension cannot be used for another program. It can only be used for a similar type project. Resurfacing of I-140 is currently scheduled to be let to construction over the next few years. The section from I-40 to just south of Northshore in Knox County and the Blount County SR 162 section from SR 115 (US 129) to the end of SR 162 is currently scheduled for 2022. The middle section from Northshore to SR 115 (US 129) is currently scheduled for 2023. The Department typically doesn’t close local roads, such as Brown School Road, unless there is either a safety concern, negative impact to traffic operations, or requested by the local municipalities. To date, the Department has not been requested to close Brown School Road.

- Mr. Martin Gramlich Jr commented “As a taxpayer and voter, I was disappointed to discover the on-line virtual meeting session did not include cost estimate information for the PPE. Since the project is well into the design phase and the design perhaps completed, cost information should be available and accurate. Here are my questions:
 - 1). What is the total cost estimate to complete the entire project? This includes all activities such as TDOT expenses, planning, consulting / engineering fees, legal fees, land acquisition, and construction costs, etc.
 2. Will the project follow the standard 80%/20% cost apportionment for interstate road construction projects? Specifically, will the Federal Government pay for 80% and the State of Tennessee and local counties / municipalities pay 20% of costs?
 3. What is the breakdown of costs between the State and local counties / municipalities? Please be specific. As examples: How much will Blount County pay for the project? How much will the City of Alcoa pay? How much will the State Treasury pay for the project?
 4. Will property taxes be increased to fund this project at the State and local levels?
 5. Is the Infrastructure funding component of President Bidens proposed \$2 Trillion Green New Deal environmental plan the reason why TDOTs is now quickly going forward with the PPE? Specifically, is the PPE project dependent on funding from this Green New Deal stimulus plan? If not, will TDOT apply for and potentially receive funding from other Federal program sources to go forward?
 6. Why is this project now considered a top / important priority for funding based on other projects in Tennessee and needed infrastructure projects in Blount County?Please provide metrics / empirical information and not general talking points (as provided by politicians) to support this funding prioritization.”

Response:

- 1) *The current estimate for all phases is approximately \$160.7 million and includes \$4.3 million in current allotments for preliminary engineering costs, estimated \$9.7 million for right-of-way acquisition, and estimated \$146.7 million for construction cost. It’s important to note that it is very difficult to develop an accurate estimate early in the process. Preliminary engineering costs*

are generally assumed to be a percentage at the conceptual planning stage. Preliminary engineering costs include all administrative and actual development costs of a project. Right-of-way and construction estimates are also generated at the conceptual stage. More accurate estimates can be developed once the design is far enough along to determine actual impacts to properties and the necessary materials to construct the project.

- 2) Yes, the project follows the 80/20 split with the 80% being federal dollars and 20% being state dollars. Currently, the local county/municipalities are not responsible for any of the project cost.*
 - 3) Currently, the local county/municipalities are not responsible for any of the project cost. 80% of the project cost will be covered with federal dollars while 20% will be covered by state dollars.*
 - 4) Funding for roadway improvement projects comes from a combination of dollars collected from gas and diesel tax revenues, titling and registration fees. TDOT does not have any jurisdiction over property taxes.*
 - 5) The proposed SR-162 Pellissippi Parkway extension project is not tied to the Green New Deal. TDOT is always evaluating federal programs to identify additional funding opportunities.*
 - 6) For Legislative type projects such as the proposed SR-162 Pellissippi Parkway extension, TDOT funds projects in three phases; PE (preliminary engineering), Right-of-Way Appraisal and Acquisition, and Construction. Once a phase has been identified in the Department's 3-yr Work Program, the Department moves forward. The Right-of-Way Appraisal and Acquisition phase was budgeted in year one of the 3-yr plan for fiscal year 2020.*
- Mr. Derrick Stowell commented "I am strongly opposed to the extension of the Pellissippi Parkway. It will harm businesses within the City of Alcoa and Maryville by diverting traffic away from the cities. This will affect tax dollars. It will also encourage more development in areas surrounding the parkway. This extension will also further degrade the environmental quality of our area and put additional strain on the Great Smokey Mountains National Park. It also makes no sense to keep working on this project, when Knoxville does not even have an acceptable outer beltway to manage the traffic on Interstate 75 and Interstate 40. Would it not be a better option to connect the current end of Pellissippi Parkway to Interstate 40 east of Knoxville to create a outer beltway for Knoxville? That could provide additional traffic and access to the Amazon facility and increase tourism in the area, improving the overall Maryville/Alcoa tourist economy."

Response: Currently there is no project planned to connect SR 162 Pellissippi Parkway to Interstate 40.

- Mr. James Riden commented "My objection is very simple and perhaps selfish. When I purchased my house in 2018 which backs up to Centennial Church Road no one, including the realtor, told me about the proposed parkway. I enjoy sitting on my patio and looking at 500 acres with cows. I'd rather see cows than cars. I didn't see any plans for noise barriers. My house will be about 600 feet from the parkway. Noise will be bad. The interchange at 321 is controlled by stoplights and not off-on ramps. Wrecks are going to plentiful. This part of Blount County still has a rural atmosphere. The parkway would ruin that. Question - along this route is a history site labeled as the Amerenes. Do you know what that is and would the parkway destroy a part of history? Thanks for allowing me a voice."

Response: The Department does not currently have any records on a site labeled Amerenes. The information you provided has been sent to TDOT Environmental staff for further investigation. During the preliminary design, the Department evaluated several options for the proposed intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (East Lamar Alexander

Parkway). The signalized intersection provided an acceptable level of service with the least impacts to adjacent properties. Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Mr. Elan Lloyd commented “The citizens of Blount County deserve for TDOT to stick to its own Fix it First motto when it come to transportation projects. We have numerous other road projects that need attention before we ever need to spend a bloated sum for a new highway. This highway will destroy the rural character of Blount County. Why has the PPE remained when the old Southern Loop idea has long been killed. The studies that have been done don't prove that TDOT's rationale for this road will help in the ways that it promises, and we know that it will cause more harm to the Little River, the crown jewel of our county. Little River is not only the source of Blount Countys drinking water but also serves as an important recreational resource and supports a number of federal and state threatened and endangered species. Increases in runoff and the potential for contamination of groundwater because of conversion of rural lands and farms to subdivisions and commercial developments will negatively impact the Little River watershed if the PPE is built. The businesses in our downtown area will not benefit from this road, but we know that sprawl will cause harm to our county by disturbing the rural character, creating more noise pollution, air pollution, and water pollution. Additionally, the true cost of this project is unknown, but estimates are that it will be closer to \$200 million. Why invest in something that we don't want or need when we have other priorities?”

Responses: The approved Environmental Document has a defined purpose and need for the proposed SR-162 Pellissippi Parkway project. TDOT's funding is split into different programs (safety, resurfacing, rockfall mitigation, congestion management, bridge replacement, etc). The funding being utilized for the Pellissippi Parkway Extension cannot be used for another program. It can only be used for a similar type project.

- Ms. Jennifer Corum commented “Hello and thank you for this very well-done presentation. I like the idea of it, but I do wonder about the one farm that it looks like the road would bisect. Could the road be diverted just north of that farm? And also, I do wonder if the ease of traffic, and the increase in tourist traffic, will then encourage development in this area when the neighbors might not want it. I guess I'm torn and am feeling compassion for the neighbors that enjoy their rural lifestyle without highway noise.”

Response: Several alternatives were evaluated as part of the required NEPA (National Environmental Policy Act) phase. NEPA requires the Department to consider transportation needs while assessing and minimizing impacts to the natural, cultural, and social environment. At the conclusion of all the environmental studies a preferred alternative was selected. The development of a particular area is controlled by the local agencies through their particular zoning policies.

- Ms. Melissa Mynatt commented “I have many concerns about this project and strongly oppose it's construction. Concerns:

- 1) with the massive reconstruction of Alcoa HWY is the extension really necessary and worth the sacrifice of family farmland and an intact natural environment.
 - 2) the charm of Blount county including Walland and Townsend would be lost to overdevelopment. Just look at what happened to the once peaceful town of Pigeon Forge.
 - 3) Has a recent environmental impact study been done?
- Again I strongly oppose this expensive and un-needed extension."

Response: Comment noted but is outside the scope of the Design Meeting. The purpose of both the virtual and in-person Design Meeting was to gather comments and feedback regarding the proposed design elements for the project. For information on environmental studies and documentation completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>

- Ms. Dee Ann Ostby commented "People living and traveling in this part of the county which the proposed PPE extension goes through would benefit significantly more if those millions of tax dollars were spent on the desperately needed safety upgrades to Wildwood Road and 411. TDOT's assessments show that the PPE will not improve safety. Blount Partnership's talking points of safety improvements seem to have no apparent basis. Is it TDOT's policy to prioritize economic and general development over residents and visitors safety? (This may or may not sound rhetorical, but I would like to know if this is how the decision making works.)"

Response: TDOT does not prioritize economic development over safety. TDOT's funding is split into different programs (safety, resurfacing, rockfall mitigation, congestion management, bridge replacement, state industrial access, etc) in order to address a variety of transportation needs. The funding being utilized for the Pellissippi Parkway Extension cannot be used for another program. It can only be used for a similar type project.

- Mr. Jay Clark commented:
- 1) Why did TDOT choose the Pellissippi Parkway Extension (PPE) as their first try at a virtual meeting?
 - 2) How much did the virtual meeting for the PPE cost?
 - 3) How much did the previous, in-person public meetings cost (e.g., at Heritage High School & at Rio Revolution)?
 - 4) What role did the Blount County Chamber of Commerce and/or Blount Partnership play in the timing and/or scheduling of the "public" meeting (i.e., the virtual meeting)?
 - 5) What role did Bryan Daniels, CEO of Blount Partnership, play in the timing and/or scheduling of the "public" meeting (i.e., virtual meeting)?
 - 6) What company did TDOT hire to generate the virtual meeting & run the site?
 - 7) How much did TDOT pay the company that generated the virtual meeting?
 - 8) In addition to the company that TDOT hired, how many bids did TDOT consider for generating the virtual meeting site?
 - 9) Has Mr. Nagi read the Draft EIS and Final EIS?
 - 10) Has anyone that is currently working in TDOT's Region 1 Office read the Draft EIS and Final EIS?
 - 11) If the answer to either question #9 and #10 are YES, then how can you justify saying that the PPE will decrease traffic on Blount County's roads & highways?

12) Can you please point me to the specific page numbers from the Final EIS that support your claim that the PPE will decrease traffic congestion in Blount County?

13) What role did Blackberry Farm or Blackberry Mountain play in the timing or scheduling of the "public" meeting for the PPE (i.e., virtual meeting)?

Response:

- 1) The Department was originally scheduled to hold an in-person meeting for the proposed State Route 162 project spring/summer 2020. Due to the COVID pandemic, that was delayed. In fall 2020 the department started looking for alternatives to in-person meetings to keep projects moving forward. Due to the project schedule, State Route 162 was selected to move forward with a virtual meeting.*
- 2) The additional cost to develop and run the online virtual website was approximately \$26,000. The cost of operating an in-person meeting held after normal business hours would have required multiple members of staff and the design consultants to be on-site as well as the cost of meeting materials that would be required for the in-person meeting (displays, plans, handouts, travel, etc).*
- 3) Information not available.*
- 4) The timing and scheduling of the virtual public meeting was solely the decision of the Department.*
- 5) The timing and scheduling of the virtual public meeting was solely the decision of the Department.*
- 6) TDOT's design consultant CDM Smith worked closely with the Department in the development of the virtual public meeting room and hosted the website.*
- 7) The additional cost to develop and run the online virtual website was approximately \$26,000.*
- 8) The Department utilized the design consultant already under contract and did not gather bids for the virtual meeting website.*
- 9) Mr. Nagi is part of the Community Relations Department, not the Environmental Division.*
- 10) It is difficult to say with any certainty if any Region 1 staff member has read the entire Draft or Final EIS. Region 1 has numerous employees across multiple functional areas that have worked on the proposed SR 162 Pellissippi Parkway extension and have access to the Environmental Document. The Draft and Final EIS was prepared by TDOT Environmental Headquarters office in Nashville and not the Region 1 Office.*
- 11) No response required.*
- 12) The purpose of the proposed project identified in the approved Environmental Document is not to decrease traffic congestion but to provide travel options to the existing radial roadway network, enhance regional transportation system linkages, enhance roadway safety on the county's roadway network, including the Maryville core, and achieve or avoid adversely affecting traffic operations on the existing transportation network.*
- 13) The timing and scheduling of the virtual public meeting was solely the decision of the department.*

- Ms. Ingrid Haun commented "The supposed purpose and need for this project is not borne out by TDOT's own studies of traffic patterns and safety and congestion. In the YEARS since the Final EIS was completed, several major new road projects have begun or are planned and committed to. For example, the widening of Alcoa Highway, the new "Relocated Alcoa Highway," the roads associated with the Amazon center, extension of Robert C. Jackson, and improvements on the 129 By-pass. These projects

will CHANGE how traffic moves in the county. I would like you to give me specific document and page numbers, or links for studies, of a COMPARISON of how traffic flow, safety, and LOS will change when the projects listed above, such as the relocated Alcoa Highway, are completed, showing the different outcomes BOTH WITH AND WITHOUT the completion of the PPE. Surely you are looking at how things have changed given these new projects that are already underway or committed to. The public is entitled to see and compare these scenarios.”

Response: Comment noted but is outside the scope of the Design Meeting. The purpose of both the virtual and in-person Design Meeting was to gather comments and feedback regarding the proposed design elements for the project. For information on environmental studies and documentation completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>

➤ Mr. David K Dukes commented:

1. Simply, what is the purpose of Pellissippi Parkway?
2. I've read time and again that the Parkway will not help ease traffic in Blount County, so why proceed.
3. We just bought property on Davis Ford and are planning to build our dream home. We were not aware of this project when we bought the property. We are currently making payments on the property. Will the State of Tennessee reimburse all of the money we have paid?
4. I also understand that the State of cannot fund this project now. How long are we going to have to wait to find what is going to happen?”

Response:

- 1) *The purpose for the proposed State Route 162 (Pellissippi Parkway) Extension project is to: provide travel options to the existing radial roadway network, enhance regional transportation system linkage, enhance roadway safety on the county's roadway network (including the Maryville core), and to achieve or avoid adversely affecting traffic operations on the existing transportation network.*
- 2) *The Department has an approved Environmental Document with a defined purpose and need and the proposed project is currently in the Knoxville TPO's Transportation Improvement Plan.*
- 3) *The department will not reimburse any money that you have previously paid. If acquisition from your property is required, the department will hire an independent appraiser to appraise the necessary property. The appraiser can also apply damages to the remainder if they feel the project will negatively impact the remaining property.*
- 4) *The department funds legislative projects, like State Route 162, in phases (location studies, preliminary engineering, right-of-way appraisals and acquisition, and construction). Prior to funding authorization, certain milestones must be met, and that phase must be included in year one of the departments 3-year Comprehensive Multimodal Program. The State Route 162 project has been funded through preliminary engineering. The right-of-way appraisal and acquisition phase was budgeted in year one of the 2020-2022 3-yr program (fiscal year 2020). Once the project reaches the required milestones, funding for right-of-way appraisal and acquisition can be authorized. Currently the department anticipates beginning Right of Way appraisal and acquisition for this project by Summer 2023 pending available funding. After Right of Way has begun, the department will then be looking toward future 3-yr plans to identify this project for construction funding.*

➤ Ms. Patricia Leath commented:

- 1) Existing roads in Blount County should be improved and maintained to make our roads safer, improve overall mobility, and preserve the rural character of Blount County
- 2) In what specific ways will the PPE actually serve the City of Maryville, City of Alcoa, Blount County and their residents
- 3) What are the most recent cost projections? Federal funding for transportation remains uncertain. We have a huge backlog of urgent underfunded transportation needs. It is irresponsible to invest in Right of Way acquisition when funding for construction cannot be guaranteed, nor a total cost even estimated adequately
- 4) The PPE will not reduce congestion in the core of Maryville nor improve safety on our existing road network. The addition of traffic lights on Sevierville Rd and at the end of the PPE where it would end at US321 will impede traffic flows
- 5) Current Blount County transportation and infrastructure needs are overwhelmingly in the western part of the county, an area where the PPE will be of no assistance Great Smoky Mountains National Park is already accessible from the west and south via 4-lane highways (i.e. US 321 from Lenoir City, Alcoa Highway, and East Lamar Alexander Parkway)
- 6) If the PPE is built as designed with an interchange and traffic lights at US 411, much more traffic will be added to this narrow, shoulder-less, unsafe road. The traffic on US 411 is likely to increase and become even less safe
- 7) By bypassing SE Maryville, the PPE would have a negative effect on existing businesses there
- 8) A number of farm parcels will either be taken entirely or impacted significantly
- 9) Increases in runoff and the potential for contamination of groundwater will negatively impact the Little River watershed, the source of Blount Countys drinking water, if the PPE is built
- 10) Planned growth is essential to maintain quality of life. The PPE will induce suburban sprawl all along its route.

Response:

- 1) *General comment – no response needed*
- 2) *The purpose of the proposed project identified in the approved Environmental Document is to provide travel options to the existing radial roadway network, enhance regional transportation system linkages, enhance roadway safety on the county's roadway network, including the Maryville core, and achieve or avoid adversely affecting traffic operations on the existing transportation network.*
- 3) *The current estimate for all phases is approximately \$160.7 million and includes \$4.3 million in current allotments for preliminary engineering costs, estimated \$9.7 million for right-of-way acquisition, and estimated \$146.7 million for construction cost. It's important to note that it is very difficult to develop an accurate estimate early in the process. Preliminary engineering costs are generally assumed to be a percentage at the conceptual planning stage. Preliminary engineering costs include all administrative and actual development costs of a project. Right-of-way and construction estimates are also generated at the conceptual stage. More accurate estimates can be developed once the design is far enough along to determine actual impacts to properties and the necessary materials to construct the project.*
- 4) *During the preliminary design, the Department evaluated several options for the proposed intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (East*

Lamar Alexander Parkway). The signalized intersection provided an acceptable level of service with the least impacts to adjacent properties. Traffic reports are updated as needed as design progresses for a project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the State Route 162 (Pellissippi Parkway) and State Route 73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service utilizing the signalized intersection design. Due to the traffic increase, an interchange at State Route 73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- 5) *General comment – no response needed*
 - 6) *Improvements to SR-35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include 2-12 foot travel lanes in each direction with a 12 foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and total approximately 1 mile of roadway improvements on SR-35 (US-411). These improvements will address safety concerns near the proposed interchange. Additional improvements to SR-35 (US-411) outside the limits of the SR-162 (Pellissippi Parkway) project if needed will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.*
 - 7) *General comment – no response needed*
 - 8) *General comment – no response needed*
 - 9) *General comment– no response needed*
 - 10) *General comment– no response needed*
- Ms. Jacqueline Ramos commented “Choosing where and how we want our community to grow is essential to maintain quality of life and the rural character of our county. The PPE will induce suburban sprawl, further congestion, and potentially lowered property values all along its route. We have to provide and pay for infrastructure (schools, roads, safety and services) wherever there is growth and residential development does not generate enough revenue to pay for associated service. How does the PPE serve the interests of the City of Maryville, City of Alcoa and Blount County and their residents? What are its impacts on local growth numbers? How will it impact local communities - economically, socially, environmentally? The PPE presents environmental concerns as well. Blount County is fortunate to have Little River, designated as an Exceptional Tennessee Waterway, as an important natural resource. Little River is not only the source of Blount Countys drinking water but also serves as an important recreational resource and supports a number of federal and state threatened and endangered species. Increases in runoff (ie microplastic tire pieces) and the potential for contamination of groundwater because of conversion of rural lands and farms to subdivisions and commercial developments will negatively impact the Little River watershed if the PPE is built. There are more sustainable and cost-efficient infrastructure alternatives to the construction of an interstate. What are those alternatives and designs and why were they not chosen? Why is this project being pursued versus other TN infrastructure projects? When was the last EIS performed for PPE and what were the outcomes? Why isnt there an update to the projects EIS? What were the other studies performed in preparation for this project? When were they conducted? What were the outcomes? Why arent they being updated? What are the financial plans in financing this project? Where is the 20%+ local match coming from for the PPE?”

Response: Comment noted but is outside the scope of the Design Meeting. The purpose of both the virtual and in-person Design Meeting was to gather comments and feedback regarding the proposed design elements for the project. For information on environmental studies and documentation completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html> The project will be funded by 80% federal dollars and 20% state dollars. Currently, the local municipalities are not responsible for any of the project cost.

- Mr. Martin Gramlich Jr commented “TDOT had selected the West Alignment for the intersection of the PPE with US321 Lamar Alexander Highway. In the April 15, 2021 Virtual Meeting Presentation, TDOT presented a solution that reversed its previous decision. The East Alignment is now presented as the proposed alignment. My neighbors and contacts in the building business segment were not aware of this change. As background, please access the following link for specific information on TDOTs original decision to use the West Alternative <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-news.html> Questions:

1. WHY has TDOT reversed its decision to use the West Alignment? Specifically, why has TDOT now selected an inferior East Alignment alternative for residents who live in this area of Blount County? Did TDOT decide to go forward with the cheapest design solution to the detriment of local residents?
2. WHEN was this decision made by TDOT?
3. WHEN was the East Alignment decision communicated to the Public? Was it with the April 15, 2021 Virtual Meeting Presentation?
4. Was Public comment previously solicited by TDOT on this important design alignment decision?
5. Did select constituency groups (i.e. elected officials, political, business, local religious groups or other entities, etc.) have input to your decision to replace the West Alignment with the East Alignment solution?
6. If Public comment wasn’t previously solicited, why did TDOT not specifically call out / highlight the significant alignment change decision in the April 15, 2021 Virtual Meeting Presentation? This was a significant TDOT activity for Blount County in 2013. So the switch should have been specifically highlighted.
7. Please provide any additional details on this design change including those related to process.

Response: Comments noted but is outside the scope of the Design Meeting. The purpose of both the virtual and in-person Design Meeting was to gather comments and feedback regarding the proposed design elements for the project. For information on environmental studies and documentation completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>

- Mr. Martin Gramlich Jr commented “Due to the limitation of 2,000 max characters with a submittal, I am submitting these additional Questions pertaining to the selection of the East Alignment alternative. My earlier submittal ended with Question #7.
8. WHY is zero sound proofing (e.g. land burs, structures) being provided to residents of Kensington Place and Sweet Grass Plantation as a result of the East Alignment change? It appears some members of these communities will be within 200 to 250 feet of the 4 lane highway. The noise will be unbearable. Noise will be substantially greater than traffic generated with the 321 East Lamar Alexander

9. Do TN Highway Noise Abatement rules or policies apply to this part of the extension?
10. Will a Noise Abatement Study be performed?
11. WHY should community residents have to endure new noise and air pollution 24 X 7 and especially during holiday periods (e.g. July 4th)? Please imagine the sound of motorcycles and high powered trucks as they accelerate onto the PPE from US321. Homes may be located as near as 250 feet to the PPE. Conversely, please image the sound of vehicles that are stopped and waiting to exit the PPE onto US321 especially during a holiday period.
12. WHAT is the operations impact to the 2 active Farms with the East Alignment? Will they survive as businesses with the East Alignment or even the original West Alignment solutions?

Response:

- 8) *A noise barrier has already been identified as feasible and reasonable for Kensington Place. Noise barriers were evaluated for the Preferred Alternative and other Build Alternatives in accordance with the FHWA noise regulation and TDOT's noise policy. The results were summarized in the Noise Technical Report (dated 2014) that was completed for the Final Environmental Impact Statement (FEIS). The initial noise analysis was based on preliminary plans. As a result, TDOT will review the noise analysis and noise barrier evaluations for the Selected Alternative during final design. Noise barriers that are identified as feasible and reasonable based on the final design review may be included in the project plans. For information on environmental studies and documentation, including noise analyses, completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>*
 - 9) *Yes.*
 - 10) *The initial noise analysis was based on preliminary plans. As a result, TDOT will review the noise analysis and noise barrier evaluations for the Selected Alternative during final design.*
 - 11) *General comment– no response needed*
 - 12) *Upon the completion of the department's right-of-way plans, an independent licensed fee appraiser will appraise all affected properties to determine the fair market value of any land and improvements to be acquired. In addition, damages to the remaining property will be assessed as part of the analysis.*
- Mr. Martin Gramlich Jr commented "Due to the limitation of 2,000 max characters with a submittal, I am submitting these additional Questions pertaining to the selection of the East Alignment alternative. My previous submittal ended with Question #12.
13. WHY is TDOT using outdated and misleading reference material to present the East Alignment solution? As an example, in the State Route 162 Extension (Pellissippi Parkway) TN TDOT Display overview map, 13 houses are displayed in the Sweet Grass Plantation Subdivision (off of Centennial Church Road). As on 4/29/2021, there are 83 completed houses and 4 houses in various stages of completion with remaining open lots in the Sweet Grass Plantation Subdivision. There are 70 completed houses that are not reflected in your Display Map for this subdivision alone. WHY is this? This understates and misrepresents the impact of the PPE.
 14. WHY is TDOT using a Display Map with details from 14 years ago? The background structures and representations in your entire Display Map appear to be from 2007. If it isnt from 2007, then what year was used? Please confirm. Overall, the Display Map or overview photo significantly understates the impact of the PPE on Farm and residential communities (including Kensington Park, Sweet Grass

Plantation and many others) along the entire proposed PPE. Many changes have occurred since this map or overview picture was created. Seriously, WHY hasnt it been updated? Thank you for your consideration.

Response:

- 13) The aerial photos used for the displays was the most recent the department had at the time of meeting preparation. Actual property impacts will be determined off of right-of-way plans.*
- 14) The aerial photos used for the displays was the most recent the department had at the time of meeting preparation.*

➤ Ms. Susan Roberts commented "I have many concerns about the extension.

- 1) It will affect our water quality, which will in turn affect aquatic and wildlife that depend on it. The Little River is our source of water, and it will definitely suffer the effects of runoff as a result of this project.
- 2) It will contribute to sprawl, which is clearly evidenced by what has happened in the Knox Co part of the parkway. Blount Co will lose everything that makes it desirable, which is the beauty of undeveloped developed land. This will then lead to congestion and the need for more infrastructure development.
- 3) It will affect many farms, some of them century farms. God isnt making anymore land. Once this land is taken by a highway, its gone. This also destroys whats left of our countys rural nature, which heretofore has been a big selling point. I cant tell you how many farms Ive seen go up into subdivisions since we moved back here in 1997. It makes me ill.
- 4) Diverting traffic from Maryville will also divert money from local businesses. Where is the logic in that??
- 5) This road DOESNT SERVE A NEED. If people want to get to GSMNP, they already have 2 options: I-40 and Hwy 321. If we need to relieve congestion in Maryville, this is not going to save any time, and it will dump everyone out at a TRAFFIC LIGHT on 321, which will create A LOT of congestion and have traffic backed up both directions for miles. Zero logic here.
- 6) TDOT needs to stop trying to justify a project that has been a terrible idea from the git-go, and instead spend money on existing roads and maintenance, like Hwy 411 which has no shoulders and is increasingly heavily trafficked."

Response: Comments concerning the environmental studies has been noted but are outside the scope of the Design Meeting. The purpose of both the virtual and in-person Design Meeting was to gather comments and feedback regarding the proposed design elements for the project. For information on environmental studies and documentation completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>

During the preliminary design, the Department evaluated several options for the proposed intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (East Lamar Alexander Parkway). The signalized intersection provided an acceptable level of service with the least impacts to adjacent properties. Traffic reports are updated as needed as design progresses for a project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the State Route 162 (Pellissippi Parkway) and State Route 73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service utilizing the signalized

intersection design. Due to the traffic increase, an interchange at State Route 73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

- Ms. Ingrid Haun commented “I oppose this pork project that will turn Blount County into a suburb of Knoxville. It will not benefit our residents (city or county) but will in fact cost the county plenty in many ways. It is a classic case of injustice imposed upon the many by powerful interests with influence at the state level. There are very few people or entities that will benefit from the building of this road, which will divert some amount of through traffic to the Smokies from downtown Maryville, harming business there. Meanwhile it will cost the taxpayers millions (how many, TDOT does not know). Blount County does not want to become flyover country. We don't want to support more subdivisions and change the character of our remaining open space. Especially to benefit the few over the many. The existing Pellissippi serves a good purpose, but this extension will not. Please do not build this road. TDOT is ignoring its own data about supposed improvements in congestion and safety, apparently believing that if they repeat the same misinformation often enough, it will become "truth." Please point me to the data you say you have about congestion improvement.”

Response: Comment noted but is outside the scope of the Design Meeting. The purpose of both the virtual and in-person Design Meeting was to gather comments and feedback regarding the proposed design elements for the project. For information on environmental studies and documentation completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>

- Ms. Sue DuBois commented “I have concerns about the proposed extension of the Pellissippi Parkway. There doesn't seem to be any data supporting the need for the extension, it cuts across valuable farmland and will forever alter the rural nature of Blount county, it seems to only benefit a small group (mainly tourists going to GSMNP) to the detriment of local businesses, there is no final EIS on the proposal, and having the traffic dump onto HWY 321 at a traffic light does not seem safe or prudent. This seems like a road project without a need or funding.”

Response: The final EIS was approved on September 10, 2015 with its public review period from September through November 2015. A ROD (record of Decision) was then issued on August 31, 2017.

- Ms. Catherine Connolly commented:
 1. The video simulation of the end-product does not reflect the current residential communities affected.
 2. The maps detailing the project also do not reflect the current size of the residential communities impacted: For example - all reference documents illustrating the area impacted by the extension show only 5 +/- houses in Sweet Grass Plantation Subdivision. There are 75 occupied homes with 5 more under construction and 20 additional lots planned for homes.
 3. The noise analysis is severely deficient. Independent scientists have published reports on the health impacts of living near a major highway (Harvard, WHO, World Scientific organization, etc.) These health impacts are not reflected. In addition, a commitment to noise barriers of the highest quality is not mapped out in the design. The only mention that I found was noise barriers for the mobile home park.

4. The detailed financial status was not provided. How much is the federal government paying, the state, the local city and counties?
5. The reason people chose to live in Maryville along the route you plan to impact is due to the beauty and serenity that maintains the atmosphere of the Smokies. The residents do not want another Knoxville or Pigeon Forge. The Great Smoky Mountains National Park already has 12 Million visitors per year. I do not see the rationale for a 4-mile extension that only saves 3 minutes travel time to West Knoxville along this route from Rt 321. In addition, this does not save any time for folks going to downtown Knoxville.

Response:

- 1) *The aerial photos used for the video simulation was the most recent the department had at the time of meeting preparation.*
 - 2) *The aerial photos used for the displays was the most recent the department had at the time of meeting preparation.*
 - 3) *Noise barriers were evaluated for the Preferred Alternative and other Build Alternatives in accordance with the FHWA noise regulation and TDOT's noise policy. The results were summarized in the Noise Technical Report (dated 2014) that was completed for the Final Environmental Impact Statement (FEIS). The initial noise analysis was based on preliminary plans. As a result, TDOT will review the noise analysis and noise barrier evaluations for the Selected Alternative during final design. Noise barriers that are identified as feasible and reasonable based on the final design review may be included in the project plans. For information on environmental studies and documentation, including noise analyses, completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>*
 - 4) *The current estimate for all phases is approximately \$160.7 million and includes \$4.3 million in current allotments for preliminary engineering costs, estimated \$9.7 million for right-of-way acquisition, and estimated \$146.7 million for construction cost. It's important to note that it is very difficult to develop an accurate estimate early in the process. Preliminary engineering costs are generally assumed to be a percentage at the conceptual planning stage. Preliminary engineering costs include all administrative and actual development costs of a project. Right-of-way and construction estimates are also generated at the conceptual stage. More accurate estimates can be developed once the design is far enough along to determine actual impacts to properties and the necessary materials to construct the project. The project will be funded by 80% federal dollars and 20% state dollars. Currently, the local municipalities are not responsible for any of the project cost.*
 - 5) *General comment – no response needed*
- Ms. Kristin Carris commented "I am commenting because I have both immediate family and close friends living in this area. It seems that there are many large pieces of valuable farmland that will be negatively impacted, if not completely destroyed, by this "project". The farming community deserves your protection and support - especially farming families who have served their community for 100+ years. The huge price tag could certainly be used in improving what is already in place (existing road conditions, etc.) and seems an unnecessary expense for an unnecessary expansion. Has there been an impartial study of the long-term environmental effects to the Little River (because there will inevitably be run-off)? If a subdivision across the street from me has caused new flooding in my yard, I can't

imagine what the run-off from such a large project would cause. The Pellissippi Parkway expansion plan does not seem like a very family friendly, environmentally friendly, or farm friendly decision. Conversely, Blount County has a reputation of being all of those things. I would like to think that our local community here in East Tennessee is not controlled by just a few people with large pocketbooks. Surely there is, at the least, a compromise or an alternative route that would not so adversely affect large plots of farmland and threaten the Blount County water source. Have you seriously listened to the farm owners and considered other solutions or alternative ideas? If this idea was initially proposed 40+ years ago, there obviously isn't a rush to complete it so it would seem in everyone's best interest to proceed with great care. If it was a good idea, it would have been completed a long time ago with little to no opposition."

Response: Comment noted but is outside the scope of the Design Meeting. The purpose of both the virtual and in-person Design Meeting was to gather comments and feedback regarding the proposed design elements for the project. For information on environmental studies and documentation completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>

- Mr. Leonard Juckett commented "I live a mile from proposed Pellissippi Extension. My main concern is noise from highway in a farm setting! My next valid concern is for the very large herd of whitetail deer in proposed path of highway. I regularly count 20 deer between Pellissippi Place and E. Wildwood Rd. I propose you build wildlife pathways, corridors under the roadway at existing wildlife paths/crossing to preserve their lives and ours. Wildlife corridors help preserve the life of wildlife as well as drivers on the roadway. The deer herd in proposed pathway is in serious peril and disruption. Carefully constructed wildlife crossings under the roadway are the better alternative to droves of deer being run into and over by commuters. Not only will this reduce deer collision incidence, its logical and humane. Built under the road pathways for deer would also help reduce the common deer collision incidence in turn would help keep insurance and vehicle repair cost down. Please see North Carolina's wildlife corridors they built on Highway 64. Greatly reduces animal car collisions."

Response: The Department will evaluate the need and feasibility of constructing wildlife crossings.

- Ms. Katie Pierce commented "I am worried about the impact the parkway will have on the environment and our local community."

Response: Comment noted but is outside the scope of the Design Meeting. The purpose of both the virtual and in-person Design Meeting was to gather comments and feedback regarding the proposed design elements for the project. For information on environmental studies and documentation completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>

- Mr. Ronald Tobler commented "Folks move here from Knoxville and such for quiet family living. The noise pollution and affect on wildlife will be bad and only get worse. Is the state willing to spend millions on sound barriers? There are many more reasons against it and there is no good in it, except for money hungry leaders. I selected worse due to not receiving notice of the meeting. I got this comment sheet handed by a neighbor. The roads around the state need to be fixed before new roads are put in. Pellissippi Parkway is about the worst highway around. The speed limit should be derated to 45 mph,

due to the poor condition of it. The wrath of God is coming and a lot of folk will perish. The money can go to a lot better use. We all will be hungry without farmers.”

Response: Noise barriers were evaluated for the Preferred Alternative and other Build Alternatives in accordance with the FHWA noise regulation and TDOT’s noise policy. The results were summarized in the Noise Technical Report (dated 2014) that was completed for the Final Environmental Impact Statement (FEIS). The initial noise analysis was based on preliminary plans. As a result, TDOT will review the noise analysis and noise barrier evaluations for the Selected Alternative during final design. Noise barriers that are identified as feasible and reasonable based on the final design review may be included in the project plans. For information on environmental studies and documentation, including noise analyses, completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>

- Mr. John Reaves commented “How does the public benefit from this proposed stretch of highway? The loss of irreplaceable woodlands and family farms, and with them the rural character of the area, is obvious. The benefits seem miniscule by comparison.”

Response: The purpose of the proposed project identified in the approved Environmental Document is to provide travel options to the existing radial roadway network, enhance regional transportation system linkages, enhance roadway safety on the county’s roadway network, including the Maryville core, and to achieve or avoid adversely affecting traffic operations on the existing transportation network.

- Mr. James Maples commented “Sweet Grass homeowner. Location of Hwy in relation to neighborhood. To close! Also sound barriers not listed on explained. Also environmental impact. Approx 100 homes average value 500,000.00. this is a 50 million dollar development. I would request a public in person meeting to address concerns.”

Response: At the request of the Blount County Commission and in conjunction with the Virtual Public Design Meeting, an in-person Design Meeting was held on September 21, 2021.

- Ms. Carole Olson commented “When I bought my land and built my home the extension was published as being farther west – new info without public discussion the extension has moved very east to impact my home greatly! I have no knowledge of a public meeting to discuss the route change! How can the decision to change the route be done when the impact information has been the western route away from Sweet Grass Plantation.”

Response: Comment noted but is outside the scope of the Design Meeting. The purpose of both the virtual and in-person Design Meeting was to gather comments and feedback regarding the proposed design elements for the project. For information on environmental studies and documentation completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>

- Ms. Nina Gregg commented “The virtual meeting was a wholly inadequate platform for public learning and comment on the proposed new highway. The site was extremely confusing to navigate, assumes a

degree of familiarity with digital communication that many residents do not have, ignored basic criteria for accessibility (visibility, manual dexterity, intuitive process, closed captions) in online communicating and online access when we have a digital divide throughout Blount County regarding bandwidth and equipment. Volunteers spent hours developing supplemental materials to guide interested people through TDOT's virtual meeting. The downloadable comment card was not a fillable document. TDOT should have waited until we can meet in person, have a public conversation and everyone can participate in the discussion. I have followed this project since its inception. I have read every published study, analysis and document – about 4000 pages – related to the extension. In TDOT's response to my comments I would like answers to these questions:

- How many TDOT staff can say they have read every technical study, analysis and all public and agency comments?
- When you promote the project do you know that TDOT's own studies show that the PPE will not ease traffic congestion and that area roads will have poor to failing LOS in less than 20 years even if the extension is built?
- How is this action a responsible use of taxpayer resources?
- What are the professional ethics for transportation planners and engineers working in the public sector?
- Do TDOT staff know what has changed in our community since this project was proposed, and in the 6 (or more) years since the traffic studies were done?

I live here and drive our roads daily. Our real road problems will not be addressed by the PPE: US411 is 2-lane, narrow and lacks shoulders. Ask anyone who lives, works and drives on the western side of Maryville, where residential and commercial development are booming and the roads are inadequate. The Robert C. Jackson extension, the Brown School Road intersection, the US 129 bypass, the US 321 and 129 bypass intersection, the Foothills Mall Drive intersection and many other improvements have already changed traffic flow. The purpose of relocated Alcoa Highway is to provide a high-speed multi-lane through route as an alternative to US129's commercial corridor. There is absolutely no reason to build a third expensive 4-lane highway when RAH will take traffic off Alcoa Highway. Moreover the TPO now projects that area traffic volumes will be far lower than originally expected – and TDOT's own SIP states "on average the Department's budget will not be able to accommodate the projected transportation needs of the state. The shortfall initially being in 2017 at approximately \$500 million and continues to grow over the next 10 years, which equates to an annual average shortfall of approximately \$725 million." In the context of this candid assessment by TDOT of funding shortfalls, the lack of benefits and the significant cost make the Pellissippi Parkway Extension indefensible. We should be fixing our existing road system first. We need comprehensive land use planning that includes residential, commercial, industrial, and public sector development (such as schools) integrated with transportation planning. We must identify mutual interests across the cities and the entire county based on data (like origin and destination studies), instead of limiting our vision to piecemeal projects based on outdated assumptions. The public must be part of the development of visions, plans and policies for the 21st century. TDOT affirms the importance of comprehensive land use planning yet persists in this project for which there is no plan for managing growth or providing and paying for infrastructure to support that growth. We have to provide and pay for infrastructure (schools, roads, safety and services) wherever there is growth. Residential development does not generate enough revenue to pay for associated services. We need a robust public conversation about what we want our community to become, where and how we want to grow and how we will pay for it.

Response: Comment noted but is outside the scope of the Design Meeting. The purpose of both the virtual and in-person Design Meeting was to gather comments and feedback regarding the proposed design elements for the project. For information on environmental studies and documentation completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>

➤ Ms. Marian D. Fitzgerald commented:

- I have many concerns with building the proposed Pellissippi Parkway Extension. They are expressed in the attached letter, which I ask that you include in its entirety as a part of the public record. Several design changes have been made since the original proposal, and these are not improvements. Why a concrete barrier wall instead of a grassy median? Why the simplified interchanges featuring stoplights on Sevierville Road and U.S. 321? These changes will increase traffic congestion, slow mobility, and decrease safety on our existing road system. A better design improvement would be to bridge the new PPE over U.S. 411 without an interchange. Certainly we who live in the many homes and subdivisions off Sevierville Road would feel safer. Also, a proper interchange is needed at the terminus on US 321 to keep traffic flowing smoothly and safely. Better yet, just don't build this highway! We don't need it. We want TDOT to maintain our existing roads instead, and to spend our tax dollars on needed safety improvements to Alcoa Highway, Chapman Highway, John Sevier Highway, and Sevierville Road. Please include attached letter as a continuation of my comments. Thank you for accepting feedback from local citizens.
- This online presentation was not a "meeting." There was no way to interact with TDOT or ask questions. Prior public notice was inadequate. Attendance was possible only for those with internet access, technological know-how, and extreme patience. The website was complex and difficult to navigate. It was hard to discover how to send in comments. The best part of the visuals was the flyover video – and I had trouble getting it to play on my computer – it kept freezing up. In short, it was terrible.
- Your stated purpose for the Pellissippi Parkway Extension is improving safety and mobility – to "achieve acceptable traffic flows (level of service) on the transportation network or not adversely affect traffic flows on the existing network". The project as currently designed will fail to meet this objective. TDOT's own studies in the final EIS show that the PPE will not reduce congestion or improve safety on our existing roads. Unless the proposed Sevierville Road interchange is eliminated, the PPE will add traffic to a two-lane highway without shoulders that already carries more traffic than it can safely handle – with no plans or funds to improve it for years to come. Moreover, the addition of traffic lights on US411 and at the project terminus on US321 will further impede traffic flows and reduce the new highway's small time-saving benefit.
- Your latest design for the PPE bears little resemblance to a "parkway", with its concrete median barriers and intersections full of traffic lights. The proposed "greenway" beside the new highway between Wildwood and Sevierville Roads seems like a joke. One wonders where walkers and cyclists can safely go when they exit this path. One must also wonder how far traffic will back up on both Lamar Alexander Parkway and the new Extension behind those traffic lights at the terminus. And it is appalling to contemplate what will likely occur on US411 if the PPE is built with an interchange there as designed. Please do not build this interchange!

- Better yet, please do not build the Pellissippi Parkway Extension at all! It is not needed, as we already have adequate four-lane access between Maryville and Walland. Tourists currently have no difficulty reaching Townsend and the Smoky Mountains. Both tourists and local residents cherish this area as the “quiet side of the Smokies”. We want to keep it that way.
- The Little River Valley is not the best place for suburban and commercial development that will likely be generated by the PPE. This small but important river provides recreation, sustains wildlife, and serves as the source of our drinking water. Growth and development are occurring elsewhere in Blount County. Our river valley needs to be preserved for farmland and green space – which is irreplaceable once developed. It would be irresponsible to lay down pavement here without a compelling reason.
- There is no reliable estimate of the cost of this project, but it will be in the significant millions. The expense will be borne by taxpayers at both state and federal level. (Reminder: federal dollars are not “free”. They come out of your pocket and mine.) I want my transportation tax money spent to maintain and improve the road system we have now. We have potholes. We have heavily-traveled narrow highways without shoulders. We have congested, unsafe highways (Alcoa, Chapman, John Sevier). Please fix these things first – before building new infrastructure. Any new infrastructure should be thoughtfully planned, and serve real needs in our region and our state. The Pellissippi Parkway Extension does not do this.
- Thank you for accepting and recording my citizen input.

Response: The proposed typical section was modified from a 4-lane divided highway with a grass median to a 4-lane concrete median barrier roadway to minimize right-of-way impacts.

During preliminary design, the Department evaluated several options for the proposed intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (US 321) (East Lamar Alexander Parkway). The signalized intersection provided an acceptable level of service with the least impacts to adjacent properties. Traffic reports are updated as needed as the design progresses for the project. The traffic report for this project was updated in May 2022 which included an increase in traffic at the SR-162 (Pellissippi Parkway) and SR-73 (US-321) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. Due to the traffic increase, an interchange at SR-73 (US-321) is now being designed to assist with traffic operations and safety at this location. Design of the interchange is currently underway.

The proposed design meets all aspects of the project's defined purpose and need identified in the approved Environmental Document and includes the proposed interchange at State Route 35 (US-411). Improvements to State Route 35 (US-411) are proposed as part of this project including widening the existing 2-lane roadway with narrow shoulders to include two (2) – twelve (12) foot travel lanes in each direction with a twelve (12) foot center turn lane. This improvement will extend from near Dell Road to east of Nina Delozier Road and totals approximately one (1) mile of roadway improvements on State Route 35 (US-411). As part of the proposed design, traffic signals are proposed at the entrance and exit ramps from State Route 162 (Pellissippi Parkway) to SR-35 (US-411) and will provide operational and safety enhancements at these intersections. Additional improvements to State Route 35 (US-411) outside the limits of the State Route 162 (Pellissippi Parkway) extension project, if needed, will need to be identified by either the rural or metropolitan planning organization (RPO/MPO) and

SR-162 (US-321): Pellissippi Parkway Extension. From SR-33 to SR-73
Project Nos.: HPP/NH-162(7); 05097-1233-14
PIN: 101423.00
Blount County
Meeting from April 15, 2021 to April 29, 2021

subsequently communicated to TDOT. Through this process projects and needs are identified at a local level and subsequently communicated to TDOT.

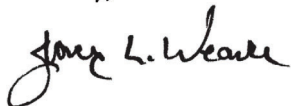
- Mr. Steve Goepfert commented "We live in Sweetgrass Plantation, which is adjacent to Proposed Extension (subdivision is at corner of Davis Ford Rd & Centennial Church Rd). If Extension is built, would like TDOT to provide noise barriers to reduce noise levels affecting our subdivision."

Response: Noise barriers were evaluated for the Preferred Alternative and other Build Alternatives in accordance with the FHWA noise regulation and TDOT's noise policy. The results were summarized in the Noise Technical Report (dated 2014) that was completed for the Final Environmental Impact Statement (FEIS). The initial noise analysis was based on preliminary plans. As a result, TDOT will review the noise analysis and noise barrier evaluations for the Selected Alternative during final design. Noise barriers that are identified as feasible and reasonable based on the final design review may be included in the project plans. For information on environmental studies and documentation, including noise analyses, completed to date for this project, please refer to <https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-library.html>

There was a total of 1,074 sign-ins to the virtual meeting representing 876 unique names.

Please review the virtual meeting comments. A space has been provided below for your concurrence.

Sincerely,



Stacy Weaver
Civil Engineering Manager 1

Approved: 
Region 1 Assistant Director of Project Management

Date: 9/22/2022

cc: Jeff C. Jones
Jennifer Lloyd
Susannah Kniazewycz
Ronnie Porter
Christie Brown