Appendix D:
Public Engagement and Comment Summary

Pellissippi Parkway Extension
(State Route 162)
From State Route 33 (Old Knoxville Highway) to
US 321/State Route 73/Lamar Alexander Parkway
Blount County, Tennessee
TDOT PIN 101423.00

PROJECT PUBLIC INVOLVEMENT

A Summary of Public Involvement Activities for the Pellissippi Parkway Extension with a Focus on the Design Meetings and March 2023 Comment Period Occurring Since the Final Environmental Impact Statement (September 2015) and Record of Decision (August 2017)

January 2024

TN TDOT Department of Transportation

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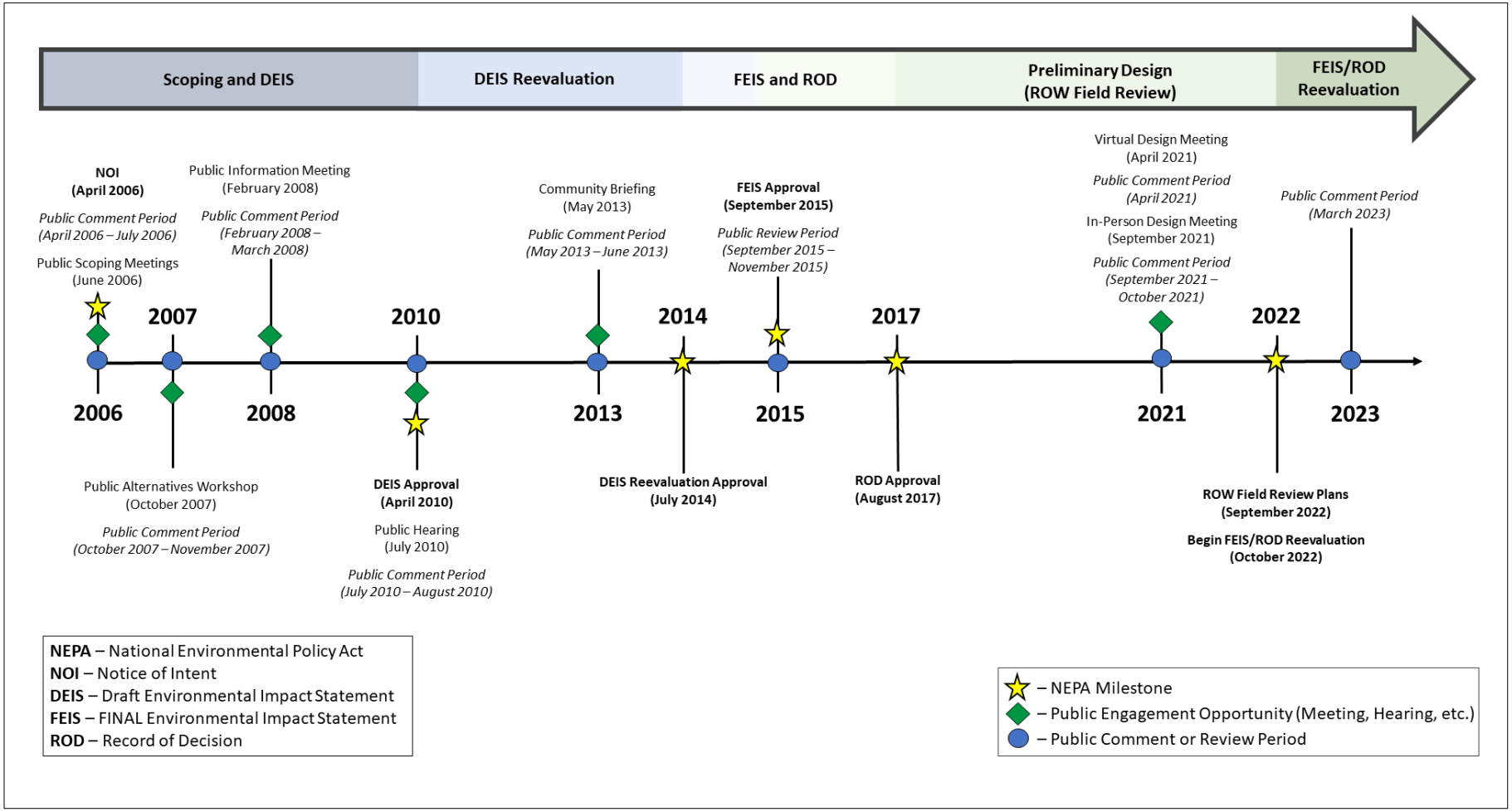
1.0 INTRODUCTION

This Comment Summary has been prepared by the Tennessee Department of Transportation (TDOT) for responses received during public involvement opportunities carried out as part of the development of the proposed Pellissippi Parkway (State Route (SR) 162) Extension in Blount County, Tennessee. Specifically, this Comment Summary focuses on the most recent public involvement activities: a virtual public design meeting, in-person design meeting, and a public comment period initiated as part of the reevaluation of the previously approved Final Environmental Impact Statement (FEIS) and Record of Decision (ROD).

The project is proposed to be assisted with funding from the Federal Highway Administration (FHWA) and is subject to the requirements of the National Environmental Policy Act (NEPA). Project development initially began in 1986 and an Environmental Assessment (EA) with a Finding of No Significant Impact (FONSI) was issued by FHWA in April 2002. FHWA later withdrew the FONSI, at which point TDOT then initiated an Environmental Impact Statement (EIS) review. The Draft Environmental Impact Statement (DEIS) was approved by FHWA April 14, 2010, a reevaluation of the DEIS was approved by FHWA July 17, 2014, the FEIS was approved by FHWA September 10, 2015, and the ROD was approved by FHWA August 31, 2017. TDOT is currently preparing a NEPA Reevaluation of the FEIS/ROD in accordance with Title 23 of the Code of Federal Regulations (CFR) 771.129.

Since the approval of the FEIS and ROD, the following public outreach for the project has been conducted: a virtual public design meeting held from April 15, 2021 to April 29, 2021, an in-person design meeting held on September 21, 2021 at Heritage High School in Blount County, and a public comment period from March 2, 2023 to March 23, 2023 as part of the FEIS/ROD Reevaluation. The virtual and in-person design meetings were held to provide the public with an opportunity to ask questions and provide input on the proposed design of the project. The March 2023 comment period occurred as part of the FEIS/ROD Reevaluation, which is currently underway and is based on project details included in the September 9, 2022 Right-of-Way (ROW) Field Review Plans. **Figure 1** provides a timeline of NEPA and public involvement milestones throughout the NEPA process.

Figure 1. NEPA and Public Involvement Timeline



1.1 Project Description

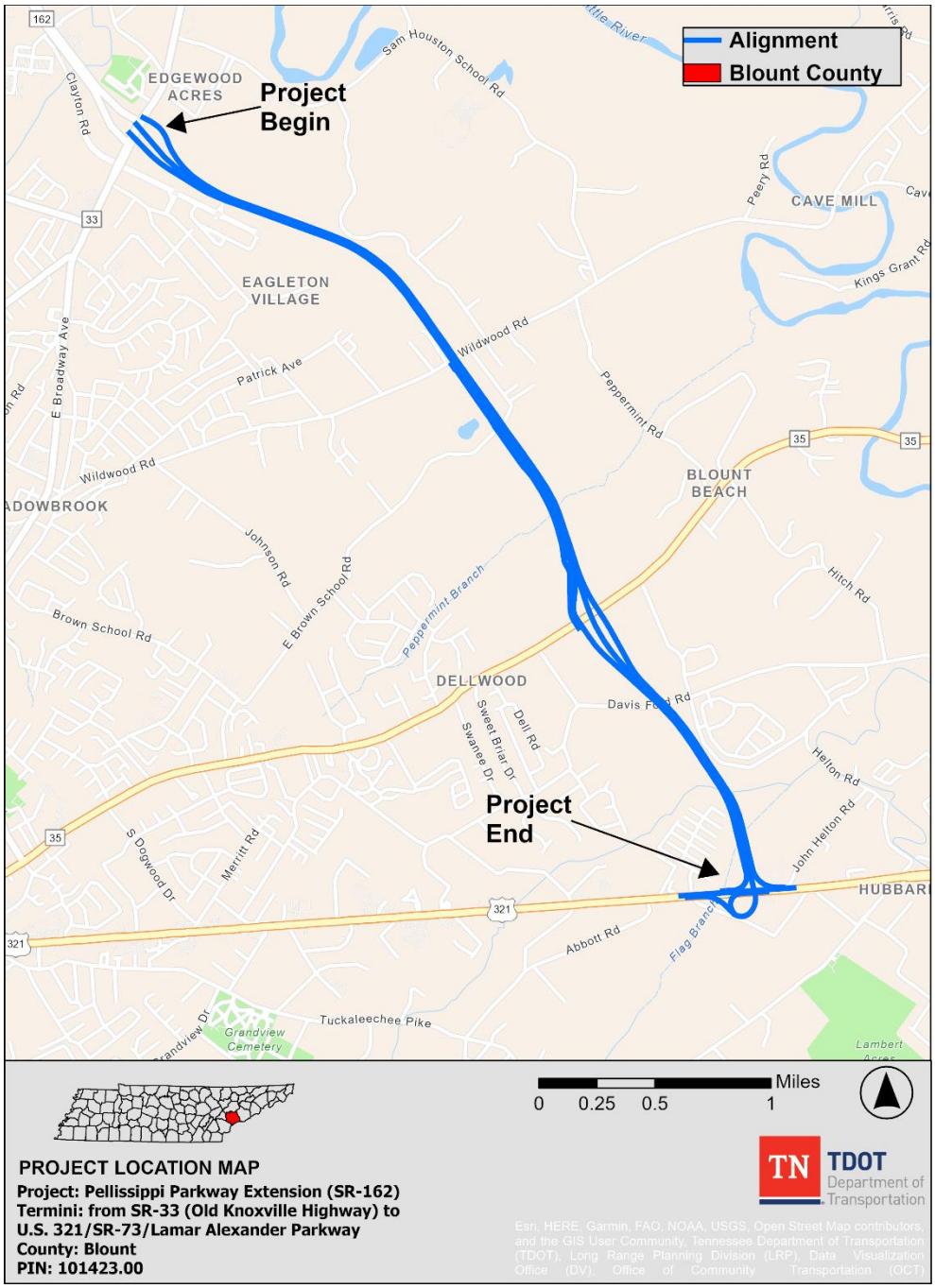
TDOT proposes to extend the Pellissippi Parkway (SR-162) from the current terminus of Pellissippi Parkway/Interstate 140 (I-140) at SR-33 (Old Knoxville Highway) to US 321/SR-73 (Lamar Alexander Parkway) in Blount County, Tennessee. The proposed Pellissippi Parkway (SR-162) Extension is aimed at improving mobility within Blount County and the cities of Maryville and Alcoa through a new northwest to east connection that is absent in the current roadway network. Additional needs for the project include reducing traffic, improving levels of service on local secondary roads, and improving safety conditions for drivers. The proposed project location is within the Urban Growth Boundaries for the cities of Alcoa and Maryville and is intended to help spur growth and development in the area while balancing impacts to the community and environment.

1.2 Selected Alternative

With the approval of the ROD, the previously identified Preferred Alternative, which is based on the extension of Pellissippi Parkway (SR-162) on new location with a western alignment shift, became the Selected Alternative for the proposed project. The Selected Alternative, which was determined to best meet the purpose and needs of the project while minimizing impacts to the environment and the community, was chosen from several other alternatives considered during project development, including a No-Build Alternative, two four-lane Build Alternatives, one enhanced two-lane Build Alternative, and two modifications of one four-lane Build Alternative.

As proposed, the Selected Alternative would involve the construction of a four-lane highway on new location that would extend Pellissippi Parkway (SR-162) from the current terminus at SR-33 (Old Knoxville Highway) to US 321/SR-73 (Lamar Alexander Parkway), a distance of approximately 4.9 miles. As shown on the September 2022 ROW Field Review Plans, the mainline typical section for Pellissippi Parkway (SR-162), consists of two 12-foot travel lanes in each direction, 14-foot inside shoulders separated by a median barrier wall, and 12-foot outside shoulders. **Figure 2** identifies the general project location and alignment of the Selected Alternative.

Figure 2. Project Location



1.3 Summary of Comments and Dispositions

This report provides: (a) an overview of public involvement history for the project (b) a general description of the April 2021 virtual public design meeting and September 2021 in-person design meeting, (c) a summary of the comments received at the April 2021 virtual public design meeting, (d) a summary of the comments received at the September 2021 in-person design meeting, (e) a summary of comments received during the official Reevaluation comment period, which ran from March 2, 2023 to March 23, 2023, and (f) a disposition of the public comments.

2.0 PUBLIC INVOLVEMENT FOR THE ENVIRONMENTAL IMPACT STATEMENT

The public, regulatory and resource agencies, and other stakeholders have been offered opportunities to provide input throughout project development. The following sections provide an overview of these activities from project initiation through issuance of the ROD.

2.1 Draft Environmental Impact Statement

2.1.1 Project Initiation and Notification

The NEPA EIS process for the Pellissippi Parkway (SR-162) Extension was initiated by TDOT on April 17, 2006. The *Notice of Intent (NOI) to Prepare an EIS* and information on two forthcoming public scoping meetings were published in the *Federal Register*, *Knoxville News Sentinel*, and *The Daily Times* on April 25, 2006. On May 1, 2006, TDOT began to distribute the Initial Coordination Package, which included a map of the proposed project location and a detailed project summary, to approximately 60 agencies, officials, and organizations. This coordination process is outlined by the Coordination Plan for Agency and Public Involvement.[1] Comments from agencies and TDOT responses from this initial coordination period are included in Appendix A of the DEIS.[2]

2.1.2 TDOT Website

Throughout project development, TDOT maintained a project-specific website available to the public for viewing project information and project updates. Additionally, records of environmental documentation and public involvement materials are included on the website. [3]

[1] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. Coordination Plan for Agency and Public Involvement. https://www.tn.gov/content/dam/tn/tdot/infoonprojectsregion1/pellissippi-pkwy-ext/public-involve/PPE-Coordination-Plan-rev-July-2010.pdf. Accessed May 3, 2023.
[2] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. Draft Environmental Impact Statement. https://www.tn.gov/content/dam/tn/tdot/infoonprojectsregion1/pellissippi-pkwy-ext/PPE_DEIS_04-15-10%20(1).pdf. Accessed May 3, 2023.
[3] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. https://www.tn.gov/tdot/projects/projects-region-1/pellissippi.html. Accessed May 1, 2023.

2.1.3 Scoping Meetings

On June 13, 2006, public scoping meetings were held at Eagleton Elementary School (12:00 pm-2:00 pm; 708 Sam Houston School Road, Maryville, TN) and at Heritage High School (6:00 pm-8:00 pm; 3741 East Lamar Alexander Parkway, Maryville, TN). Collectively, there were 170 individuals in attendance at the scoping meetings.

The scoping meetings were facilitated in a standard format whereby attendees signed-in to the meeting and were given a handout with information on the project, including background, alternatives, purpose and need, potential community and environmental impacts, and the proposed project area. Throughout the meeting, a narrated video was played with additional information on the project.

A court reporter was present during the scoping meetings to record comments from the public. Individuals were also able to provide feedback using comment cards available in the materials distributed at the scoping meeting. Emails and letters were also accepted as written comments, and informal comments were also collected via TDOT representatives.

The scoping period ran from announcement of the NOI (April 25, 2006) to July 5, 2006 (Period I). The scoping period and comment solicitation period was later extended from July 5, 2006, to December 31, 2006 (Period II). During the full scoping period (Period I and II), over 300 comments were received from the public, with 211 comments received between April 25 and July 5, 2006, and the remaining 103 comments received from July 5, 2006, to the end of the year. Due to the various ways to respond, some individuals provided multiple comments throughout the scoping process. When duplicate responses for each part of the scoping period were removed, 198 individuals provided comments during Period I and 97 individuals provided comments during Period II.

During Period I of the scoping process, 57 percent of individuals who submitted responses supported the Pellissippi Parkway Extension, 37 percent of individuals supported the No-Build Alternative, and 6 percent of individuals did not indicate support or opposition for the project. Of the comments received during Period II, 85 percent of individuals indicated support for the Pellissippi Parkway Extension, 10 percent supported the No-Build Alternative, and 5 percent did not indicate support or opposition to the project.

The scoping meetings are documented in the DEIS.[4]

2.1.4 Additional Public Meetings

TDOT facilitated a public workshop that was attended by more than 150 people to provide information on project alternatives and project updates on October 25, 2007, at Heritage High

[4] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. Draft Environmental Impact Statement. https://www.tn.gov/content/dam/tn/tdot/infoonprojectsregion1/pellissippi-pkwy-ext/PPE_DEIS_04-15-10%20(1).pdf. Accessed May 3, 2023.

School (5:00 pm-8:00 pm, 3741 East Lamar Alexander Parkway, Maryville, TN). During the workshop, information was provided to the public through a presentation by TDOT representatives and break-out group discussions. Following the workshop, a comment period was initiated lasting from October 25, 2007 to November 15, 2007. In addition to oral comments made to the court reporter during the public workshop and comment forms, comments were accepted via letters and e-mails. TDOT received comments from 234 individuals, however, due to the various ways people could comment, some individuals provided comments in multiple formats. Subtracting the duplicates, a total of 190 individuals provided comments.

TDOT held a public information meeting on February 19, 2008, at Heritage High School (5:00 pm-7:00 pm, 3741 East Lamar Alexander Parkway, Maryville, TN), with approximately 550 people in attendance. In addition to TDOT representatives, the meeting was led by local officials. The purpose of the meeting was to gather public input on alternatives and to provide the public with an overview of the status of the project and next steps in the environmental process. The comment period for this meeting ran from February 19, 2008 through March 11, 2008. During the comment period, 124 TDOT comment cards, 62 emails, 21 letters, and two resolutions were received. Additionally, 125 people submitted comments using a comment card distributed by the Blount County Chamber of Commerce. Again, due to the various ways to provide comments, some individuals provided comments in multiple formats.

These meetings are documented in the DEIS.[5]

2.1.5 Public Hearing on the Approved DEIS

The DEIS was made available to the public on May 7, 2010. The first public hearing following approval of the DEIS was held at Heritage High School on July 20, 2010 (5:00 pm-8:00 pm, 3741 East Lamar Alexander Parkway, Maryville, TN). The meeting was structured into an informal session where individuals could browse provided project exhibits, followed by a formal PowerPoint presentation with a comment/question period with pre-registered speakers, and an additional informal discussion session. A comment period was initiated from May 7, 2010 to July 20, 2010, and later extended to August 30, 2010. Individuals could provide comments during the public hearing as pre-registered speakers or through statements to the court reporters. Public comments were also collected through comment forms provided during the public hearing and as comments posted on the public website or sent to TDOT via letters, postcards, or emails. The public hearing was attended by approximately 400 individuals. TDOT received comments from over 600 individuals; however, due to the various ways people could comment, some individuals provided comments in multiple formats. Subtracting the duplicates, a total of 561 individuals provided comments. In addition to public comments, TDOT received

[5] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. Draft Environmental Impact Statement. https://www.tn.gov/content/dam/tn/tdot/infoonprojectsregion1/pellissippi-pkwy-ext/PPE_DEIS_04-15-10%20(1).pdf. Accessed May 3, 2023.

comments from the Federal Aviation Administration, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, and the Tennessee Wildlife Resources Agency.

At this point in the NEPA process, TDOT was considering multiple alternatives for the proposed extension. **Table 1** summarizes the support for-any of the build alternatives versus opposition to construction (i.e., support for the no-build alternative) received during the May 2010 public hearing and comment period. The public hearing is documented in the FEIS.[6]

Table 1. May 2010 DEIS Public Hearing – Summary of comments on Build vs. No-Build Alternatives[7]

Comment Type	Support	Oppose	Neutral	Total
Oral Statements made during the May 2010 Public Hearing	9	42	5	56
TDOT Supplied Comment Cards	171	62	0	233
Letters	11	53	7	71
Emails	6	4	5	15
Postcards	0	245	0	245

The Preferred Alternative was selected in June of 2012. Announcements were published in *The Daily Times* and the *Knoxville News Sentinel*; on the TDOT project website; announced on WBIR Knoxville news station; and in a newsletter that was distributed to 800 different individuals and organizations.

2.2 Reevaluation of the Draft Environmental Impact Statement

2.2.1 History of the Reevaluation

A reevaluation of the DEIS was prepared and approved in 2014 (2014 Reevaluation). Public involvement during the reevaluation process focused on engaging community members in discussion of changes to the project area, impact assessments, and alternatives through a series of public announcements, hearings and workshops, and comment periods. Based on the findings of the 2014 Reevaluation, it was determined that a supplement to the approved 2010 DEIS or a new DEIS was not required.

[6] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. Final Environmental Impact Statement. https://www.tn.gov/content/dam/tn/tdot/infoonprojectsregion1/pellissippi-pkwy-ext/Pellissippi_Parkway_Extension_(State_Route_162)_from_State_Route_33_(Old_Knoxville_Highway)_to_US_321_State_Route_73_Lamar_Alexander_Parkway_FEIS.pdf. Accessed May 3, 2023.

[7] Table 1 presents an aggregate of responses received as part of public hearings held following the approval of the Draft Environmental Impact Statement. Table 4-6 of the Final Environmental Impact Statement presents these results and breaks responses down by indicated alternative preference. For the purposes of this document, alternatives have been grouped with the "Build" support to provide a general overview of support for any alternative.

2.2.2 Community Briefing Regarding Alignment Shifts

Following approval of the DEIS, additional archaeological studies identified a National Register of Historic Places (NRHP)-eligible site. As a result, two different minor alignment shifts of the Preferred Alternative were investigated to avoid the NRHP-eligible site. A community briefing to discuss the alignment shifts and potential impacts was facilitated by TDOT on May 30, 2013, at Rio Revolution Church (5:00 pm-7:00 pm; 3419 East Lamar Alexander Parkway, Maryville, Tennessee). Notice of the meeting was provided with English and Spanish announcements mailed to individuals and organizations in the project vicinity. Approximately 1,000 flyers were mailed out. Additionally, 97 handouts were distributed to the residents of the Kensington Place mobile home community, which was previously identified as an Environmental Justice community located near the southern terminus of the proposed project.

The community briefing was staffed by TDOT representatives and attended by 136 individuals. All meeting materials were produced in English and Spanish, and a Spanish interpreter was made available during the meeting. More than 150 comments were provided to TDOT with feedback and questions on the project and alignment shifts by the end of the comment period on June 15, 2013 (originally June 10, 2013).

The 2012 Preferred Alternative with the West Alignment shift was selected by TDOT and announced as the new Preferred Alternative on July 29, 2013, on WVLT, WBIR, and WATE Knoxville news stations, in *The Daily Times*, and on the TDOT project website. Individuals who attended the May 30, 2013, community briefing or provided feedback on the proposed alignment shifts were sent notices of the selection in the mail. The community briefing is documented in the 2014 Reevaluation.[8]

2.3 Final Environmental Impact Statement

FHWA published the Notice of Availability for the FEIS in the *Federal Register* on September 18, 2015, and provided a 30-day review period, which was to close on October 19, 2015. The review period was extended through November 18, 2015. TDOT received 87 letters and emails from the public. Approximately 39 percent of comments received by TDOT were in support of the project, while 61 percent of comments expressed opposition to the project. In addition to public comments, the U.S. Environmental Protection Agency; City of Alcoa Planning and Codes Department; Knoxville Regional Transportation Planning Organization (TPO); Alcoa Public Works and Engineering Department; Maryville City Manager; and Blount County Mayor also provided comments on the Pellissippi Parkway (SR-162) Extension. TDOT received substantive comments from the non-governmental organizations Citizens Against Pellissippi Parkway

[8] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. Draft Environmental Impact Statement Reevaluation. https://www.tn.gov/content/dam/tn/tdot/infoonprojectsregion1/pellissippi-pkwy-ext/PPE-ApprovedReevaluationofDEIS-071814.pdf. Accessed May 3, 2023.

Extension (CAPPE) and Great Smoky Mountains Regional Greenway Council, which are addressed in the ROD.[9]

In addition to individually addressing substantive comments, TDOT conducted supplemental traffic and crash analyses in response to comment feedback received from the public during the FEIS review period. These additional studies were completed prior to the ROD, which was issued on August 31, 2017.

Summaries of comment themes and general dispositions from public involvement sessions throughout development of the EIS were provided in the FEIS. TDOT also prepared handouts, such as Frequently Asked Questions and flyers with project announcements, for distribution to individuals and organizations. Information on the next steps in the project approval timeline was included in the FEIS. The FEIS was approved by FHWA on September 10, 2015 and made available to the public on September 18, 2015.[10]

TDOT kept a record of individuals, agencies, and organizations with interests in the project and/or those who attended public project meetings or submitted comments. In addition, all residents of Kensington Place mobile home community were added to the database after 2010. This database was used to send announcements, newsletters, and correspondence on changes to the project or TDOT decisions throughout the course of project development. Project updates were also provided on the TDOT project website.[11, 12]

2.4 Record of Decision

In response to comments received from the public during the FEIS review period, TDOT conducted supplemental traffic and crash analyses. The results of these additional studies were documented in the ROD, which was issued on August 31, 2017. A Notice of Final Federal Agency Actions for the project was published in the Federal Register on September 12, 2017.

[9] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. Record of Decision. https://www.tn.gov/content/dam/tn/tdot/infoonprojectsregion1/pellissippi-pkwy-ext/ROD_signed_31AUG2017_complete.pdf. Accessed May 3, 2023.

[10] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. Final Environmental Impact Statement. https://www.tn.gov/content/dam/tn/tdot/infoonprojectsregion1/pellissippi-pkwy-ext/Pellissippi_Parkway_Extension_(State_Route_162)_from_State_Route_33_(Old_Knoxville_Highway)_to_US_321_State_Route_73_Lamar_Alexander_Parkway_FEIS.pdf. Accessed May 3, 2023.

[11] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. https://www.tn.gov/tdot/projects/projects-region-1/pellissippi.html. Accessed May 1, 2023.

[12] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. https://www.tn.gov/tdot/projects/projects-region-1/pellissippi.html. Accessed May 1, 2023.

3.0 VIRTUAL PUBLIC DESIGN MEETING- APRIL 2021

3.1 Virtual Public Design Meeting (April 15, 2021 – April 29, 2021)

Following the issuance of the ROD, a virtual public meeting session was held from April 15, 2021 to April 29, 2021. The "virtual public design meeting" was an online session open to the public from April 15, 2021 at 8:00 am EST to April 29, 2021 at 10:00 pm EST. During this time, individuals were able to access the website materials on their own schedule. Rather than a live virtual meeting, the session presented a virtual space to facilitate engagement with the purpose of allowing the public an opportunity to view and provide feedback on the proposed design for the extension of Pellissippi Parkway. The online meeting space was accessed by 876 individuals who collectively signed-in to the meeting 1,074 times. An in-person public meeting was anticipated to be held in the Spring of 2020 until the outbreak of the Coronavirus (COVID-19) pandemic required that the meeting be delayed until 2021 and moved to a virtual platform. TDOT received concurrence from FHWA to host the meeting virtually to maintain project schedule. After COVID-19 restrictions were lifted, an in-person public design meeting was held in September 2021 at the request of the Blount County Commission to supplement the virtual meeting space.

3.2 Notification

TDOT provided notice of the virtual public design meeting session in the mail directly to property owners within the project area and property owners who had previously been involved in discussion or meetings regarding the Pellissippi Parkway Extension. The meeting space was also advertised in two local newspapers, *The Daily Times* and *The News Sentinel*, on three Knoxville-area television channels, and on TDOT's social media platforms. TDOT provided notice of the virtual session to the Blount Partnership and the Knoxville Regional TPO, which covers parts of Blount County, including the cities of Alcoa and Maryville, which are within the project study area. Copies of the letter mailed to property owners and the notice posted in *The Daily Times* and *The News Sentinel* are included in Appendix A of this document.

3.2.1 Meeting Facilitation

In addition to the virtual public design meeting session, where individuals could provide comments and feedback on the proposed design, the official Notice of the Public Meeting and the letter to property owners provided instructions for scheduling individual in-person meetings upon request. Individuals were also able to download comment cards to submit written feedback on the project. The meeting was facilitated using an online virtual website.

The virtual public design meeting session was developed using *Gather*, which is designed to structure virtual meetings in a more realistic fashion. Within the website, attendees could navigate around the virtual space. Within the virtual space, were meeting materials that individuals could interact with. When individuals accessed the website, they were taken to a

prompt requesting that they sign in with their name, address, phone number, and email address. This allowed TDOT to track who was accessing the meeting space.

After individuals signed into the meeting, they were able to proceed to the virtual meeting entrance area within the *Gather* website. At this point, a pre-recorded introductory video with project history and background on the proposed extension of Pellissippi Parkway (SR-162) by Region 1 TDOT representative Mark Nagi. From there, individuals were able to navigate to four meeting displays around the room that covered 1) project history, 2) an overview of the right-of-way acquisition process, 3) project design, including the flyover video of the proposed extension and the meeting handout, and 4) questions and comments.

3.2.2 TDOT Website

Comments received during the virtual public design meeting session and TDOT responses, in addition to meeting materials, are available on the project website[13] and in Appendix A.

3.3 Virtual Public Design Meeting Session Materials

3.3.1 Meeting Handout

A meeting handout was provided during the virtual public design meeting that provided information on the project, including project description, length, typical section, and location. The handout also included a map of the project and information about the greenway that would be built adjacent to Pellissippi Parkway (SR-162).

The meeting handout included instructions for providing comments for inclusion in the official public transcript through the project website. Contact information to schedule an in-person appointment with the TDOT regional staff was provided, including an email address and phone number. Individuals were also given the option to download comment cards and submit feedback in writing to the region for inclusion in the official public transcript. Lastly, the meeting handout provided phone numbers and email addresses for the TDOT Director of Project Development and Civil Engineering Manager for individuals seeking further information on the project. A copy of the meeting handout is available on the project website[14] and is included in Appendix A.

[13] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. https://www.tn.gov/tdot/projects/projects-region-1/pellissippi.html. Accessed May 1, 2023.
[14] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. https://www.tn.gov/tdot/projects/projects-region-1/pellissippi.html. Accessed May 1, 2023.

3.3.2 Project Design

The virtual public design meeting materials included a map showing the proposed alignment for the project. This map is available on the project website[15] and is included in Appendix A. The proposed design of Pellissippi Parkway (SR-162) was overlain on satellite imagery and labeled to show proposed locations for the following design elements: 1) pavement, 2) bridges, 3) retaining walls, 4) sidewalks, 5) greenway, 6) curb and gutter, and 7) grading limits. Proposed right-of-way, including easements, and Loss of Access were delineated on the map. All property parcels within the project area were labeled on the map showing project design.

3.3.3 Video Flythrough

As part of the virtual materials, TDOT presented a video flythrough of the proposed project. The video simulation was created using the most recent aerial images available at the time of video development and provided an overview of the extension and planned improvements. The proposed greenway that would be constructed alongside Pellissippi Parkway (SR-162) was included in the video. The video started with an overhead flythrough of the proposed design and showed line work, signage, and intersection design. In particular, the design of the intersection of Pellissippi Parkway (SR-162) with US 321/SR-73 (Lamar Alexander Parkway) was shown with depictions of Year 2040 Evening Peak Hour Traffic Volume estimates. The video, hosted through YouTube, was available on the website for the virtual meeting. The video is currently still available for individuals to access directly through YouTube and on the project website. [16, 17]

3.4 Virtual Public Design Meeting Comments

The official public record for the virtual public design meeting includes comments made through the meeting website and feedback submitted in other forms (written statements, emails, etc.) and received by TDOT within 21 days of the virtual meeting closing (May 20, 2021). Many comments provided to TDOT during the virtual meeting were determined to be outside the scope of the design meeting and focused on environmental impacts, impacts to farmland and the rural character of Blount County, finances and cost of the project, and the purpose and need. Comments were noted for the record. For questions related to environmental and farmland impacts, TDOT typically directed individuals to the project website for information on environmental studies and documentation. In some cases, TDOT described the process for assessing environmental impacts and coordinating with federal agencies like the U.S. Fish and

[15] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. https://www.tn.gov/tdot/projects/projects-region-1/pellissippi.html. Accessed May 1, 2023.
[16] Tennessee Department of Transportation. Pellissippi Parkway Extension Video Flythrough. https://www.youtube.com/watch?v=glUnM0yxY6Q. Accessed May 4, 2023.
[17] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. https://www.tn.gov/tdot/projects/projects-region-1/pellissippi.html. Accessed May 1, 2023.

Wildlife Service. To address financial questions, TDOT representatives provided additional detail on how TDOT funds projects and programs.

Comments received within the scope of the design meeting focused mainly on noise impacts and barrier design, intersection design along the proposed project, additional road improvements along the project length, and the greenway design. In response to this feedback, TDOT representatives further explained the noise studies and barrier design and described traffic study results and progress on interchange design. The additional improvements to US 411/SR-35 that are included in the project design for Pellissippi Parkway (SR-162) Extension were described in response to these comments, with additional information on the necessary steps if other improvements are identified and needed. Some individuals expressed specific concern about the design of the median along the proposed extension, stating that greenspace in the median would be preferred to a concrete median. TDOT responded to these comments with explanation that the concrete median is preferred for safety and to minimize right-of-way. All feedback related to design of the proposed greenway explained that the greenway was constructed according to the specifications provided by local municipalities.

The comments and TDOT responses from the virtual public design meeting were released to the public through the project website on September 22, 2022[18] and are included in Appendix A.

4.0 PUBLIC DESIGN MEETING- SEPTEMBER 2021

4.1 In-Person Public Design Meeting (September 21, 2021)

At the request of the Blount County Commission, the virtual public design meeting held in April 2021 was followed by an in-person public design meeting held at Heritage High School on September 21, 2021 (5:00 pm-7:00 pm, 3741 East Lamar Alexander Parkway, Maryville, Tennessee). The meeting was attended by 267 individuals in person and an additional 127 individuals who watched the recorded meeting online. The format of the meeting was similar to the virtual public design meeting held in April 2021.

4.2 Notification

Notification of the in-person public design meeting was provided to the public in multiple formats. The meeting was announced in *The Daily Times* and on WBIR, a local Knoxville-regional news channel. Notice of the meeting was sent to property owners in the project area. It was also discussed on the website for WATE, a local news channel. A video announcement of the meeting was posted on the TDOTnews YouTube channel on September 15, 2021.[19] A copy of the meeting notice posted in *The Daily Times* is included in Appendix B of this document.

[18] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. https://www.tn.gov/tdot/projects/projects-region-1/pellissippi.html. Accessed May 1, 2023.
[19] Tennessee Department of Transportation. TDOTnews. YouTube Channel. https://www.youtube.com/watch?v=c1Q-E2SAZRc. Accessed May 4, 2023.

4.3 Public Design Meeting Materials

4.3.1 Meeting Handout

A meeting handout was provided during the in-person public design meeting that provided information on the project, including project description, length, typical section, project location, purpose and need, project status and next steps. The handout also included a map of the project and information about the greenway that would be built adjacent to Pellissippi Parkway (SR-162).

The meeting handout also included information about providing questions and comments to TDOT representatives. A court reporter was present at the meeting to receive and document feedback. Individuals were also given the option to write down any comments using comment cards that were available at the meeting. Additional feedback submitted to TDOT by the public and received within 21 days of the meeting was included in the official public transcript. The meeting handout provided phone numbers and email addresses for the TDOT Director of Project Development and Civil Engineering Manager for individuals seeking further information on the project. The project website URL and a QR-code to direct individuals to the project website were provided at the end of the handout. A copy of the meeting handout is available on the project website[20] and in Appendix B.

4.3.2 Project Design

Two displays were provided at the meeting to show the proposed alignment of the Selected Alternative for the extension of Pellissippi Parkway (SR-162) and are available on the project website[21] and in Appendix B. Each display showed the project alignment overlain on aerial imagery. Property parcels were displayed and labeled. Each display was also labeled to show the proposed locations for the following design elements: 1) pavement, 2) bridges, 3) retaining walls, 4) sidewalks, 5) greenway, 6) curb and gutter, and 7) grading limits. Proposed right-of-way, including easements, and Loss of Access were delineated on the map. All property parcels within the project area were labeled on the map showing project design.

[20] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. https://www.tn.gov/tdot/projects/projects-region-1/pellissippi.html. Accessed May 23, 2023.
[21] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. https://www.tn.gov/tdot/projects/projects-region-1/pellissippi.html. Accessed May 23, 2023.

4.4 Description of the In-Person Public Design Meeting

4.4.1 Meeting Introduction

The meeting began with opening remarks by a representative from TDOT Region 1. This introduction included a summary of the purpose of the meeting and a general description of the project. All TDOT representatives in attendance were introduced as well and included regional directors, and TDOT employees from Operations, Design, Right-of-Way, Ecology, Traffic, and Utilities. Several representatives from the design consultant firm were also in attendance at the meeting. The meeting introduction closed with an overview of the meeting schedule and agenda and a description of the various ways attendees could provide their comments for the official project transcript.

4.4.2 PowerPoint Presentation

A formal pre-recorded PowerPoint presentation followed the meeting introduction. The presentation was approximately thirteen minutes long. After reviewing the purpose of the design meeting, the video explored the timeline of project development from initial identification of a need and planning to the eventual start of construction. The presentation contained a brief review of project history, including the construction of other sections of Pellissippi Parkway and project documentation, as well as the next steps for the project after the design meetings.

The PowerPoint presentation included a video flythrough of the proposed project. The flythrough showed general roadway design, including project location, intersection design, greenway, and Year 2040 Evening Peak Hour Traffic Volumes. The purpose and need for the project were reiterated during the formal presentation. The typical section for the Pellissippi Parkway (SR-162) Extension from SR-33 (Old Knoxville Highway) to US 321/SR-73 (Lamar Alexander Parkway) was described in detail.

4.4.3 Question and Answer Session

Following the PowerPoint presentation, TDOT representatives facilitated a 30-minute public question and answer (Q and A) session, later extended an additional 30 minutes, with audience members. Microphones were provided and individuals were encouraged to limit their comments to one question. The main comment themes addressed during the public Q and A session included environmental impacts (including noise and air quality impacts and wildlife crossings), existing maintenance issues, and traffic. Environmental comments were noted; however, it was stated that these concerns were mainly considered during the NEPA process of the project and studies are available on the project website. In addition, TDOT acknowledged that environmental impacts would be reconsidered as part of a future reevaluation, currently underway and based on the September 2022 ROW Field Review Plans. TDOT did comment on the question of wildlife crossings across the road, stating that is it something they have incorporated before on other projects and would consider including. Several comments during

the Q and A focused specifically on interchange design with US 411/SR-35 and US 321/SR-73 (Lamar Alexander Parkway). TDOT will monitor continued development in Blount County to address any needed improvements or modifications to these roads and intersections.

Other comments provided during the Q and A focused mainly on the process for providing comments and receiving feedback from TDOT. To these questions, TDOT representatives reiterated that the purpose of this meeting is for feedback related to the design of the Pellissippi Parkway (SR-162) Extension.

4.4.4 Comment Cards and Videographer

Court reporters were present at the in-person public design meeting. The court reporters recorded a video of the public meeting and recorded individual comments provided to them one-on-one during the Q and A session. Comment cards were available at the meeting for individuals wishing to write down their comments on the design and project. Members of the public were able to turn in comment cards during the design meeting or mail them into TDOT within 21 days of the meeting, which was October 12, 2021. Individuals could also provide comments to TDOT through a link made available on the project website. Several members of the media were present at the meeting including *The Daily Times*. The video recording of the in-person public design meeting is hosted on YouTube and available on the project website.[22, 23]

Comments and responses received during the in-person public design meeting and comment period were released to the public through the project website on September 22, 2022[24] and are located in Appendix B.

5.0 FEIS/ROD REEVALUATION - MARCH 2023

In March of 2023, TDOT initiated a public comment period to solicit feedback on the Pellissippi Parkway (SR-162) Extension. Due to changes in alignment and right-of-way, TDOT and FHWA are conducting a Reevaluation of the FEIS and resulting ROD. The Reevaluation is reviewing previous environmental impacts and technical studies and updating based on the September 2022 ROW Field Review Plans, as needed.

5.1 Notice

The public was notified of the March 2023 comment period through a public notice that was published in *The Daily Times* and the *Knoxville News Sentinel* on March 2, 2023, on the TDOT website, and in an announcement by the Knoxville Regional TPO. The public notice solicited

[22] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. https://www.tn.gov/tdot/projects/projects-region-1/pellissippi.html. Accessed May 1, 2023.
[23] Tennessee Department of Transportation. TDOTnews. YouTube Channel. https://www.youtube.com/watch?v=HQNrW4e8PpM&t=30s. Accessed May 23, 2023.
[24] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. https://www.tn.gov/tdot/projects/projects-region-1/pellissippi.html. Accessed May 1, 2023.

comments in writing from the public and provided a summary of project history, including dates of previous environmental documents, and an updated map of the project alignment. Within the notice, the public was directed to the project website where individuals could explore the updated project details. Contact information for two TDOT representatives was provided for any individual seeking more information on the Reevaluation or other project details. Lastly, the public notice provided an email address and mailing address where individuals could submit comments in writing to TDOT. The public comment period for the Reevaluation lasted 21 days and ended on March 23, 2023. Records of the public notice as published in *The Daily Times* and the *Knoxville News Sentinel*, as well as the announcement on the Knoxville Regional TPO website, are included in Appendix C of this document.

As part of the March 2023 comment period, updated project displays were provided on the TDOT project website in September 2022.[25] The updated displays, which are based on the September 2022 ROW Field Review Plans, are included in Appendix C. Proposed design elements for the Selected Alternative are shown on the map including: 1) pavement, 2) bridges, 3) retaining walls, 4) sidewalks, 5) greenway, 6) curb and gutter, and 7) grading limits. Proposed right-of-way, including easements, and Loss of Access are delineated on the maps. All property parcels within the project area are labeled on the maps showing project design.

5.2 Comments Received During the March 2023 Comment Period

A total of 82 responses were received during the March 2023 comment period, including a response submitted by CAPPE and letters of support from the Mayors of Blount County and the Cities of Alcoa and Maryville. Of the comments received during the comment period, 39 percent were in favor of the Pellissippi Parkway (SR-162) Extension, 60 percent expressed opposition to the project, and one comment was neutral. A summary of comments received during the March 2023 comment period is shown in **Table 2** and records of the responses received during the March 2023 comment period are included in Appendix C of this document.

[25] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. https://www.tn.gov/tdot/projects/projects-region-1/pellissippi.html. Accessed May 1, 2023.

Table 2. Summary and Disposition of March 2023 Comment Period Responses

March 2023 Comment Period - Summary of Responses		
Total responses:	82	
In favor:	32	39%
Opposed:	49	60%
Neutral	1	1%

Main Themes Reflected in Responses		
FIX IT FIRST PHILOSOPHY	22	28%
TRAFFIC/ROADS/SAFETY	52	65%
LAND USE	9	11%
FARMLANDS	11	14%
WATER QUALITY/RESOURCES	27	34%
MULTIMODAL	3	4%
ECONOMIC DEVELOPMENT/TOURISM	20	25%
COMMUNITY DEVELOPMENT/IMPACT	16	20%
FINANCIAL	30	38%
FEIS PURPOSE AND NEED	18	23%
OTHER GENERAL COMMENTS	52	65%

Main Themes in Responses Expressing Opposition to the Project		
FIX IT FIRST PHILOSOPHY	22	47%
TRAFFIC/ROADS/SAFETY	33	70%
LAND USE	9	19%
FARMLANDS	10	21%
WATER QUALITY/RESOURCES	24	51%
MULTIMODAL	2	4%
ECONOMIC DEVELOPMENT/TOURISM	9	19%
COMMUNITY DEVELOPMENT/IMPACT	8	17%
FINANCIAL	28	60%
FEIS PURPOSE AND NEED	18	38%
OTHER GENERAL COMMENTS	27	57%

5.3 Comment Themes and Disposition of Comments

The main themes expressed in all comments received were related to traffic, road quality, and safety; financial impacts on taxpayers; environmental impacts; “Fix It First” philosophy, where money should be put towards existing roads first; impacts on the community, tourism, and economic development; and the purpose and need for the extension. Several comments

received also focused on the themes of multimodal transportation and land use change or impacts to existing farms.

When considering only comments in opposition to the Pellissippi Parkway (SR-162) Extension, the main concerns were related to traffic and safety, road quality, financial impacts, environmental impacts, and the need for the extension. **Table 2** highlights the main themes of public responses received during the March 2023 comment period.

5.4 Comments

During the March 2023 comment period, TDOT received several substantive comments focused on the main themes. Substantive comments or comments that TDOT received from multiple individuals are addressed in **Table 3**.

Table 3. Summary of Comments from March 2023 Comment Period and TDOT Responses

Theme	Public Response/Comment Summary	TDOT Response
"FIX IT FIRST" PHILOSOPHY	• TDOT should spend money to fix and improve existing roads and infrastructure. • It is most important to prioritize upgrading existing roads instead of constructing new roads. • The Knoxville Regional TPO Mobility Plan 2045 prioritizes improvements to local roads ahead of new construction. • Public response suggests that people would prefer to use tax dollars on maintenance of existing roads.	*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 and can only be used for a similar type of project.*
SAFETY	• Construction of the Pellissippi Parkway extension would improve roadway safety and provide a safer alternative for individuals traveling to Great Smoky Mountain National Park. • Existing local roads are narrow, lack shoulders, and are unpainted. These roads should be widened, maintained, and improved to increase safety. • Transportation in the region would be improved if current roads were maintained to safe and secure levels. • Construction of the Pellissippi Parkway (SR-162) Extension would facilitate quicker response times for emergency responders. • Several interchanges between the proposed Pellissippi Parkway (SR-162) Extension and existing roads, such as US 411/SR-35, would raise safety concerns for drivers.	*Improvements to US 411/SR-35 are proposed as part of this project including widening the existing two-lane roadway with narrow shoulders to include two 12-foot-wide travel lanes in each direction with a 12-foot-wide center turn lane. This improvement would extend from near Dell Road to east of Nina Delozier Road and totals approximately one linear mile of roadway improvements on US 411/SR-35. Additional improvements to US 411/SR-35 outside the limits of the Pellissippi Parkway (SR-162) Extension, if needed, would need to be identified by either the rural or metropolitan planning organization (RPO/MPO). Through this process, projects and needs are identified at a local level and subsequently communicated to*

		TDOT. However, TDOT will continue to monitor development in Blount County to address any needed improvements or modifications to roads and intersections, including along the proposed Pellissippi Parkway (SR-162) Extension. *The Knoxville Regional Mobility Plan 2045[26] aims to "reduce rates of crashes with serious injuries and fatalities and reduce the region's vulnerabilities to incidents and threats."*
TRAFFIC	• Construction of the Pellissippi Parkway Extension would increase traffic on US 411/SR-35, US 321/SR-73 (Lamar Alexander Parkway), and other local roads. • Traffic studies are outdated and do not reflect increases in traffic in the project area and should be redone prior to construction of the Pellissippi Parkway Extension. • Construction of the Pellissippi Parkway Extension would reduce traffic in Alcoa, Maryville, and Blount County. • There are other traffic needs in the region that should be addressed instead, as this project would not mitigate traffic issues for residents.	*Traffic reports are updated as needed as the design progresses for the project. The May 2022 traffic report for this project included an increase in traffic at the Pellissippi Parkway (SR-162) and US 321/SR-73 (Lamar Alexander Parkway) intersection. The increase in traffic resulted in an unacceptable level of service using the signalized intersection design. TDOT updated the Traffic and Safety analysis for the proposed project in December 2023 as part of this Reevaluation. The updated analysis continued to show an unacceptable level of service at the intersection of US 321/SR-73. Due to the traffic increase, an interchange at US 321/SR-73 (Lamar Alexander Parkway) is being designed as part of the Selected Alternative to assist with traffic operations and safety at this location. Design of the interchange is currently underway.*
LAND USE	• Construction of the Pellissippi Parkway Extension would cause Blount County to lose its rural character. • The proposed extension would run through a portion of the county that is still relatively rural and contribute to increased development and suburban sprawl. • The extension would help preserve the rural character of Blount County by reducing traffic on smaller secondary roads.	*The project area is within the adopted Urban Growth boundary for Blount County, Maryville, and Alcoa. The Urban Growth boundary is a designation that means the area is anticipated to be converted to residential and commercial uses in the next 20 years.*

[26] Knoxville Regional Transportation Planning Organization. Mobility Plan 2045. https://knoxtpo.org/plans-studies/metropolitan-transportation-plan/. Accessed May 23, 2023.

FARMLANDS	• The proposed extension would cause destruction of farmland and impact the rural economy of the region and agricultural production. • Completion of the Pellissippi Parkway extension would minimize impacts to farmland.	*Farmland impacts are evaluated as part of the Environmental Review and are being updated as part of the Reevaluation. One of the objectives of the proposed project is to minimize adverse impacts to farmland.*
WATER QUALITY AND RESOURCES	• Previous environmental studies are outdated and TDOT must conduct an updated environmental boundary and mitigation report. • Changes in the proposed project design necessitate a NEPA Reevaluation of the FEIS. • There needs to be a new study for the presence or absence of protected species such as the Indiana bat, Northern long-eared bat, and the Sickle Darter in consultation with the U.S. Fish and Wildlife Service, Tennessee Wildlife Resources Agency, and the Tennessee Department of Environment and Conservation. • The proposed project would impact the habitat and movement of non-protected species such as bears and other animals in the region.	*Due to changes in alignment and right-of-way, TDOT and FHWA are conducting a Reevaluation of the FEIS and resulting ROD. Previous environmental studies were reviewed based on September 2022 ROW Field Review Plans and remain valid. TDOT coordinated with USFWS and TWRA in February of 2020. TWRA concurred that there are no species of concern within the project area and USFWS concurred that the proposed project is "not likely to adversely affect" the federally endangered marbled darter (Etheostoma marmorpinnum), fine-rayed pigtoe (Fusconaia cuneolus), and the federally threatened snail darter (Percina tanasi). Due to negative mist-netting survey results for the federally endangered Indiana bat (Myotis sodalis) and threatened northern long-eared bat (Myotis septentrionalis), USFWS concurred that the project is "not likely to adversely affect" these species.*

NOISE IMPACTS AND AIR QUALITY	• The Pellissippi Parkway Extension would reduce air pollution in the air due to reduced traffic. • The Pellissippi Parkway would increase air pollution due to increased traffic. • The Pellissippi Parkway Extension would lead to noise and air impacts for adjacent property owners and would lead to decreased property values.	*Noise and air quality were evaluated as part of the FEIS and ROD. 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)[27] that was completed for the FEIS. The initial noise analysis was based on preliminary plans. As a result, TDOT updated the noise analysis and noise barrier evaluations for the Selected Alternative in December 2023 as part of this Reevaluation. Noise barriers that are identified as feasible and reasonable based on the final design will be included in the project plans. TDOT will consider the viewpoints of the benefited residents and property owners before making final reasonableness determinations per TDOT's noise policy.*
MULTIMODAL	• The greenway would be a good addition to the project.	*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 that TDOT construct the greenway from Wildwood Road to US 411/SR-35, allowing them to connect and expand the greenway system in the future.* *The Knoxville Regional Mobility Plan 2045 aims to "improve access to services and employment with transit, bicycle, and pedestrian projects."[28]*

[27] Bowlby and Associates. Noise Technical Report for Pellissippi Parkway Extension State Route 162. https://www.tn.gov/content/dam/tn/tdot/infoonprojectsregion1/pellissippi-pkwy-ext/Pellissippi_Parkway_Extension_(State_Route_162)_FEIS_Appendix_F.pdf. Accessed 23 May. 2023.
[28] Knoxville Regional Transportation Planning Organization. Mobility Plan 2045. https://knoxtpo.org/plans-studies/metropolitan-transportation-plan/. Accessed May 23, 2023.

ECONOMIC DEVELOPMENT AND TOURISM	• The Pellissippi Parkway Extension would provide easier access to the Great Smoky Mountains National Park for tourists. • The project would spur economic development and job growth in the region. • Most of the growth in this region is in the north, west, or south of Blount County and is not occurring in the region targeted for the extension of the Pellissippi Parkway. • Construction of the extension would negatively impact local businesses by routing traffic around downtown Alcoa and Maryville.	*One of the seven Guiding Principles stated in TDOT's 25-Year Long-Range Transportation Policy Plan is TDOT's commitment to investing in transportation infrastructure that "advances quality economic development and redevelopment, economic competitiveness, tourism, and increased access to people, places, goods and service."*
COMMUNITY DEVELOPMENT AND IMPACT	• Construction of the extension would adversely impact minority and low-income residents in the Eagleton community and in Kensington Place mobile home community.	*An Environmental Justice (EJ) analysis was evaluated as part of the development of the FEIS and ROD. The approved document found that Kensington Place mobile home community, identified as an EJ community, would experience disproportionately adverse noise impacts. TDOT committed to build noise barriers for the mobile home community if most residents are in favor.* *As part of the reevaluation that is currently underway, TDOT updated the EJ analysis to reflect the most recent U.S. Census Bureau data. In addition, TDOT conducted a site visit to the project area, including Kensington Place mobile home community and the Eagleton community. The purpose of this site visit was to verify Census data findings and identify any other potential issues related to EJ populations. Visual inspection of Kensington Place mobile home community and portions of identified EJ communities provided concurrence that these areas contain EJ populations. No additional concentrations of potential EJ populations were identified as part of the site visit.* *The Knoxville Regional Mobility Plan 2045 aims to "connect communities to opportunities and services*

		throughout the region, particularly areas with high proportions of low income, senior, and/or minority populations."[29]
FINANCIAL	• Cost estimates do not include the additional cost of right-of-way acquisitions and maintenance costs for the extension. • Gas taxes would not provide sufficient funding for this project. • Cost estimates for construction are already much higher than predicted several years ago and it is not a wise investment of limited funding available for transportation projects.	*Cost estimates were recently updated for the project, including the cost of right-of-way/Utility. As of February 2023, the updated right-of-way/Utility cost estimate is $29.8 million. In addition, the current estimate for all phases of project development and construction is $184.1 million, which includes $7.6 million for preliminary engineering.* *It is anticipated that the right-of-way acquisition process will begin in 2024 and would take approximately 24 to 30 months to complete.*
FEIS PURPOSE AND NEED	• The Pellissippi Parkway Extension would not accomplish the need established in the FEIS. • Updated studies are warranted to determine if the need and benefits established in the FEIS are still supported. • Other roadway improvements since project completion have accomplished the goals set forth for the Pellissippi Parkway Extension making the project unnecessary.	*The approved FEIS and ROD have a defined purpose and need for the proposed Pellissippi Parkway (SR-162) Extension that was identified during public and agency coordination activities conducted for the project between April 2006 and February 2008. This project is designed to 1) address the limited mobility options, roadway connectivity, and poor local road quality in the region; 2) improve roadway safety; and 3) reduce traffic congestion and increase the level of service on major roads and arteries in the area.* *Additional objectives of this project are to support community goals and plans and minimize impacts to neighborhoods, businesses, farmlands, and the natural and cultural environment.* *There is still a need for the proposed project due to substandard roads and high levels of traffic congestion in the area. The Traffic and Safety Analysis was*

[29] Knoxville Regional Transportation Planning Organization. Mobility Plan 2045. https://knoxtpo.org/plans-studies/metropolitan-transportation-plan/. Accessed May 23, 2023.

		updated in December 2023 as part of this Reevaluation to compare existing conditions to those anticipated under the proposed Pellissippi Parkway Extension. Results showed that construction of the proposed project would ease traffic congestion, provide operational improvements at intersections in the study area, and improve safety conditions by migrating traffic to the new roadway which is constructed according to interstate standards.
OTHER GENERAL COMMENTS	• TDOT has not responded to comments received during the virtual and in-person public design meetings held in April and September of 2021.	*TDOT responses to comments received during the virtual and in-person public design meetings were released to the public on September 22,2022 and are available online on the TDOT project website.*[30]

Record of the updated displays and project materials as well as the responses received during the March 2023 comment period are included in Appendix C.

6.0 CONCLUSION

TDOT has solicited and responded to public feedback throughout the NEPA process, beginning in 2006 with scoping meetings for the project up until the ROD was approved in August 2017. Since then, TDOT has continued to solicit feedback from the public with two design meetings, one held virtually in April 2021 and an in-person meeting in September 2021. Based on the September 2022 ROW Field Review Plans, TDOT has initiated a Reevaluation of the FEIS and resulting ROD. Thus, TDOT opened a public comment period in March 2023 to assess the disposition of the public and solicit stakeholder and public feedback as part of the Reevaluation process. Responses from the public are being considered as part of the Reevaluation process and will be considered in future NEPA documentation.

[30] Tennessee Department of Transportation. State Route 162 (Pellissippi Parkway) Extension. https://www.tn.gov/tdot/projects/projects-region-1/pellissippi.html. Accessed May 3, 2023.

APPENDIX A:

Virtual Public Design Meeting and Comment Period

April 15, 2021 – April 29, 2021

Public Notice
Letters to Property Owners
The Daily Times – April 6, 2021; April 13, 2021
Knoxville News Sentinel – April 1, 2021; April 8, 2021

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
REGION 1 PROJECT DEVELOPMENT
7345 Region Lane
Knoxville, TN 37914

CLAY BRIGHT
COMMISSIONER

BILL LEE
GOVERNOR

Current Resident
8310 Pratt Rd
Knoxville, TN 37920

Re: State Route 162 (Pellissippi Parkway) Extension
From State Route 33 to State Route 73 (US-321)
Blount County

Dear Current Resident:

The Tennessee Department of Transportation would like to invite you to attend a virtual public meeting for the proposed State Route 162 (Pellissippi Parkway) extension project. To increase public awareness and involvement in the project development process, the Department is reaching out personally to property owners within the immediate area in addition to our standard notification process. We have also included a copy of the public meeting notice and location map for your use.

Due to the COVID-19 pandemic, the public meeting will be held virtually. The virtual meeting will be open from 8:00 am on April 15, 2021 to 10:00 pm on April 29, 2021. As the meeting will be open for a two-week period, nothing will be held live. The virtual meeting will include information on the project history, right-of-way process, displays of the proposed improvements, presentation video, and a 3D rendering.

There are multiple ways to ask questions or provide feedback. Comments and/or feedback can be submitted electronically through the meeting website. Participants will also have the option of downloading a comment card to submit written questions or comments. Comments or questions submitted either electronically or in written form will be included as part of the official meeting transcript. Participants will also have the option of scheduling an in-person meeting with TDOT staff to talk on a one on one basis if they choose. Appointments can be made by contacting Ms. Caroline Vance at (865) 594-2442 or by email at Caroline.Vance@tn.gov

If you have any other questions, please feel free to contact me at (865) 594-2442 or by email at Stacy.Weaver@tn.gov.

Sincerely,
Stacy Weaver
Mr. Stacy Weaver, CE Manager 1

NOTICE OF PUBLIC MEETING

The Tennessee Department of Transportation (TDOT) will host a Virtual Design public meeting from April 15, 2021, to April 29, 2021, to gather public input on the proposed project in Blount County on SR-162 Ext. (Pellissippi Parkway), from SR-33 to SR-73 (US-321).

The proposed project consists of developing a new controlled-access four-lane highway with a concrete median barrier wall and grade-separated interchanges. The virtual meeting will be open to the public at 8:00 am EST on April 15, 2021 and will close at 10:00 pm EST on April 29, 2021. The website link is:

https://gather.cdmsmith.com/v/v8jkyAVO149

This meeting is being held to provide the public an opportunity to provide comments regarding the proposed project. Comments submitted through the project website will be addressed and become part of the official public transcript. Individual appointments can also be scheduled with TDOT staff to discuss the proposed project and its potential impacts. Persons wishing to schedule a meeting should contact:

Ms. Caroline Vance, Administrative Service Assistant
Project Development, Region 1
TN Department of Transportation
7345 Region Lane
Knoxville, TN 37914
(865) 594-2442 Phone
Caroline.Vance@tn.gov

Persons with a disability, who require aids or services to participate at the meeting, may contact Ms. Shanna Waelty no less than ten (10) days prior to the date of the meeting:

Ms. Shanna Waelty
ADA Compliance
Tennessee Department of Transportation
505 Deaderick St., Suite 1200
Nashville, TN 37243

or by e-mail: TDOT.ADA@tn.gov
615/741-0465 (phone)
615/253-8311 TTY Relay

In addition, comment sheets will be available to download for those who prefer to make a written statement. Written statements and other exhibits to be included in the project transcript may be submitted within twenty-one (21) days after the meeting has closed to the following address:

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

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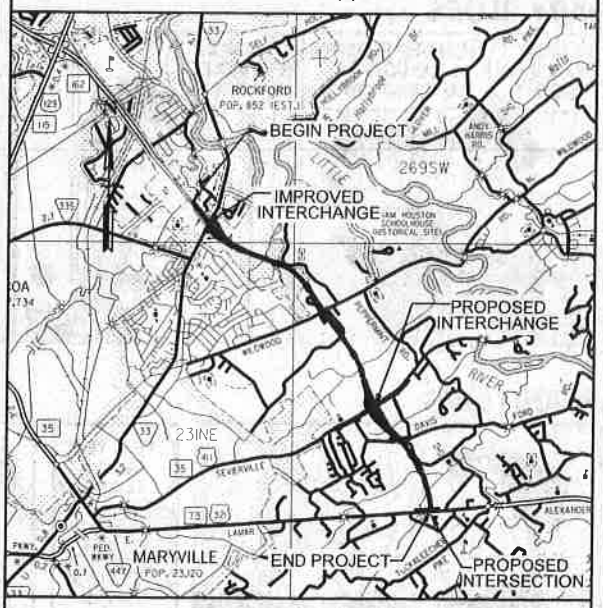
BLOUNT COUNTY

PROJECT NO.HPP/NH - 162(7), 05097-1233-14



SR-162 (PELLISSIPPI PARKWAY) EXTENSION

GENERAL LOCATION MAP

TN PRESS SERVIC
Clipping Bureau
(865)584-5761 newsclips@tnpress.c
Reader 0010 Tue, Apr 06, 20
Maryville, TN
Maryville - The Daily Times
Circulation 15,132

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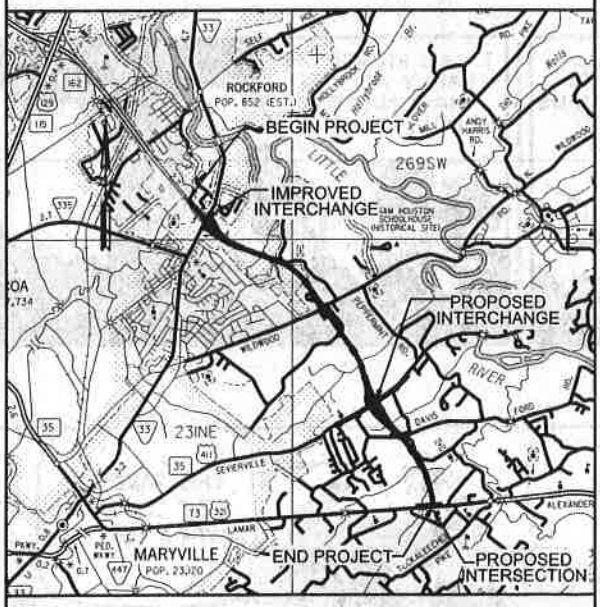

SR-162 (PELLISSIPPI PARKWAY) EXTENSION

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Clipping Bureau
(865)584-5761 newsclips@tnpress
Reader 0010 Thu, Apr 01, 20
Cinnicinnati, OH
Knoxville - Knoxville News Sentinel
Circulation 60,616

c Notices

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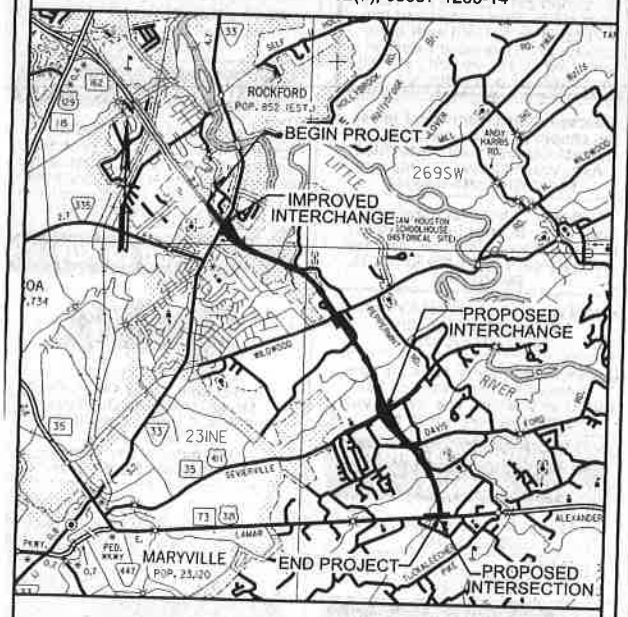

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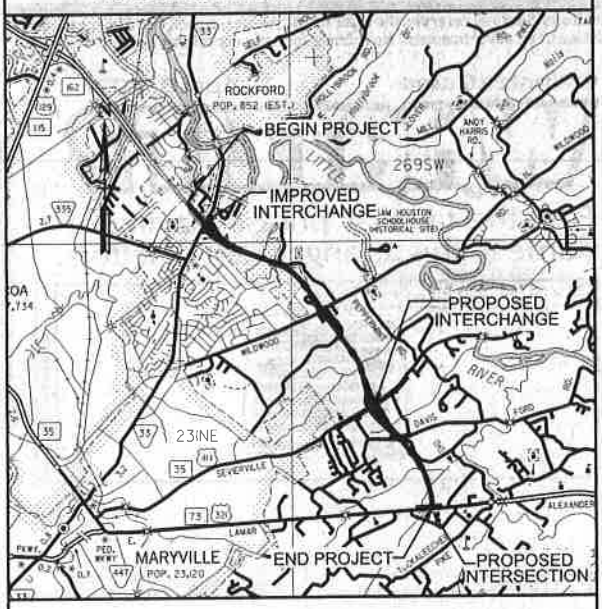


SR-162 (PELLISSIPPI PARKWAY) EXTENSION

GENERAL LOCATION MAP

Meeting Handout

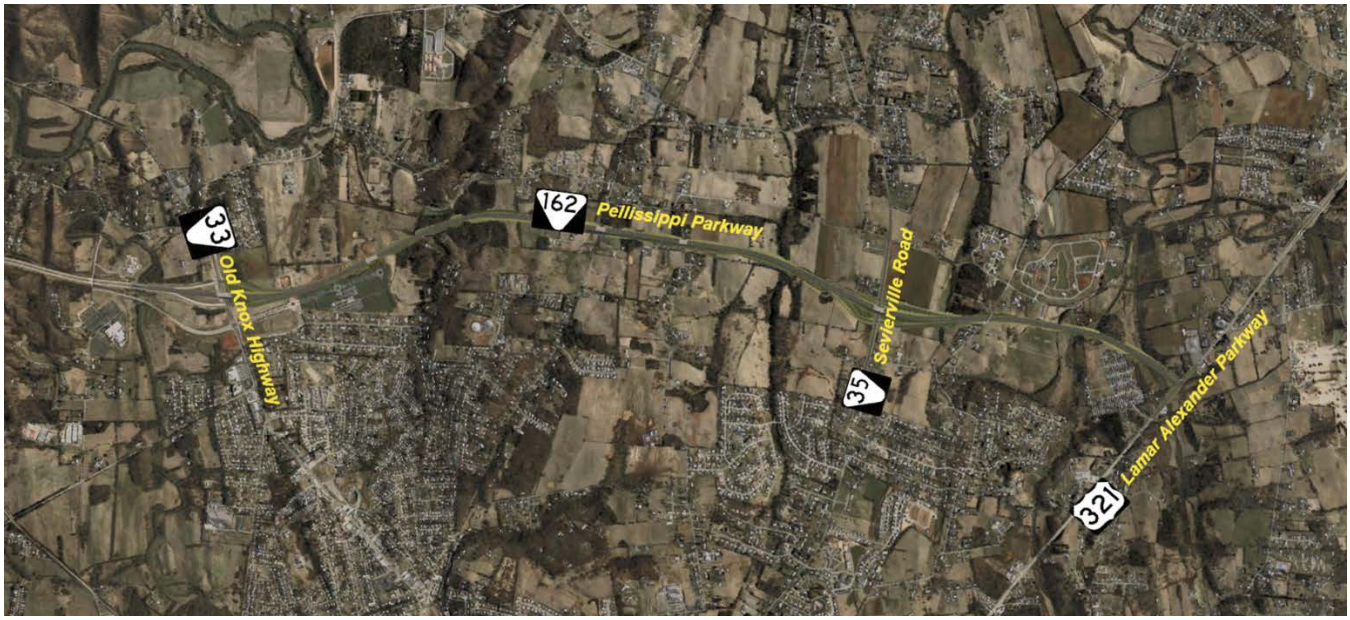
State Route 162 Extension

Pellissippi Parkway

From State Route 33 to State Route 73 (US-321)

Project Information

The State Route 162 (Pellissippi Parkway) will begin at State Route 33 (Old Knoxville Highway) and extend to State Route 73 (US-321) Lamar Alexander Parkway. The proposed improvements include completing the existing interchange at State Route 33 (Old Knoxville Highway) and constructing a new interchange at State Route 35 (US-411) Sevierville Road). The intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (US-321) Lamar Alexander Parkway is currently proposed to be a signalized intersection. The proposed project is approximately 4.7 miles in length and is shown below.

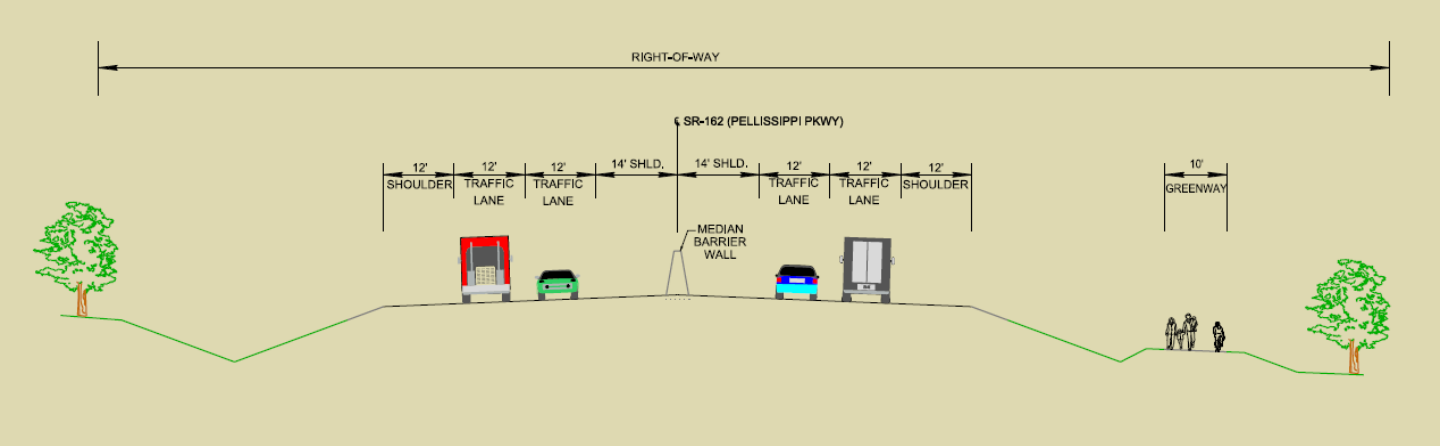


Project Description

The proposed State Route 162 extension will be a controlled access facility. The proposed improvements include two – 12-foot travel lanes in each direction separated by a concrete median barrier wall. The inside shoulders will be 14 feet wide while the outside shoulders are 12 feet wide.

A 10-foot greenway will run parallel to State Route 162 between Wildwood Road and State Route 35 (US-411) Sevierville Road). The proposed greenway will also be constructed along State Route 35 (Sevierville Road) between the exit ramp and Davis Ford Road. Retaining walls will also be constructed along the route to minimize impacts to adjacent properties.

The following diagram shows the proposed typical section for the proposed project.



SR 162 (Pellissippi Parkway) Extension from State Route 33 to State Route 73 (US-321)

Comments or Questions?

You are invited to ask questions and provide comments. Comments submitted through the project website will be addressed and become part of the official public transcript. Individual appointments can also be scheduled with TDOT staff to discuss the proposed project and potential impacts. Persons wishing to schedule an appointment should contact:

Ms. Caroline Vance
Administrative Service Assistant
TDOT Region 1, Project Development
p. 865-594-2442
Caroline.Vance@tn.gov

In addition, comment cards will be available to download for those who prefer to make written statements. Written statements and other exhibits to be included in the project transcript may be submitted within twenty-one (21) days after the meeting has closed to the following address:

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

For additional information regarding the project, please contact:

Mr. Dexter Justis, P.E.
Director of Project Development
TDOT Region 1
p. 865-594-2400
dexter.justis@tn.gov

Mr. Stacy Weaver, P.E.
Civil Engineering Manager 1
TDOT Region 1, Project Development
p. 865-594-2442
stacy.weaver@tn.gov

Project Design Display

SR-162 (PELLISSIPPI PARKWAY)
SCALE: 1"=200'
LEGEND
PROPOSED PAVEMENT
PROPOSED BRIDGE
PROPOSED RETAINING WALL
PROPOSED SIDEWALK
PROPOSED GREENWAY
PROPOSED CURB & GUTTER
PROPOSED GRADING LIMITS
PROPOSED CONTROLLED ACCESS R.O.W.
PROPOSED R.O.W.
PROPOSED FILL SLOPE
PROPOSED CUT SLOPE
PROPOSED SLOPE EASEMENT
PROPOSED TEMPORARY CONSTRUCTION EASEMENT
PROPERTY LINES
PROPOSED 51" MEDIAN BARRIER WALL
LOSS OF ACCESS TO PARCEL
CAUTION ! PRELIMINARY PLANS SUBJECT TO CHANGE
State Route 162 Extension
(Pellissippi Parkway)
From State Route 33 to State Route 73 (US-321)
TN TDOT Department of Transportation

Public Comments and TDOT Disposition of Comments

September 22, 2022

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
REGION 1 DESIGN OFFICE
P. O. BOX 58
KNOXVILLE, TENNESSEE 37901
(865) 594-2442

BUTCH ELEY
COMMISSIONER

BILL LEE
GOVERNOR

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 Wilcoxen 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 Pellisippi 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 pellisippi 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 Mountatains 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 comminutes 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 loosing 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 fell 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 Pellisippi 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 and 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, Id 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 politian'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 Settlage 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 form 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 with 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

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- 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 arent 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 were 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 Pellississippi 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 Riggin 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 theirs 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 to 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 the 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 pastural 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 viewscapes 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 heathy 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 exhorbitant 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 assesed carefully in view of inssuring 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 significanty a good number of farms, totally or partially. This would affect the livelyhood 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 wastefull 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 ad 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 Centinnel 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.

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- 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 rational 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 los (?) 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. travels 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 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. 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 Pelliissppi 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 hasnt 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 Pelissippi 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' 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 generate 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 projects 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

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: _____ Date: 9/22/2022
Region 1 Assistant Director of Project Management

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

APPENDIX B:

In-Person Public Design Meeting and Comment Period September 9, 2021

Public Notice
The Daily Times - August 31, 2021; September 6, 2021; September 20, 2021
Knoxville News Sentinel - September 1, 2021; September 7, 2021; September 14, 2021

NOTICE OF PUBLIC MEETING

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The purpose of this Design public meeting is to allow property owners and the general public an opportunity to comment on the proposed design elements. A formal presentation followed by a short Q&A will begin at approximately 5:30 pm EST. Beyond this initial presentation and group Q&A, most of the evening will be reserved for one-on-one conversations between TDOT representatives and individual attendees. TDOT asks that questions and comments raised during the group Q&A be limited to the general design of the project and that questions or comments regarding a single property be reserved for the one-on-one conversations while reviewing project displays.

The meeting will be held from 5:00 p.m. until 7:00 p.m. EST at the following location:

Heritage High School
3741 E Lamar Alexander Parkway
Maryville, TN 37804

Due to the recent increase of COVID-19 cases, a video of the presentation and Q&A session will be available after 12:00 pm EST on September 22, 2021 on the project website for those who are unable to attend. In addition to viewing the meeting materials, comments can be submitted via the website until October 12, 2021. The project website is https://www.tn.gov/tdot/projects/projects-region-1/pellissippi.html

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

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

Anyone with questions regarding the meeting should contact:

Mr. Stacy Weaver, Civil Engineering Manager 1
Project Development, Region 1
TN Department of Transportation
7345 Region Lane
Knoxville, TN 37914
(865) 594-2442 Phone
Stacy.Weaver@tn.gov

Persons with a disability, who require aids or services to participate at the meeting, may contact Ms. Shanna Waelty no less than ten (10) days prior to the date of the meeting:

Ms. Shanna Waelty
ADA Compliance
Tennessee Department of Transportation
505 Deaderick St., Suite 1200
Nashville, TN 37243

or by e-mail: TDOT.ADA@tn.gov
615/741-0465 (phone)
615/253-8311 TTY Relay

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TN PRESS SERVICE
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Mon, Sep 20, 2021

Maryville - The Daily Times
Maryville, TN

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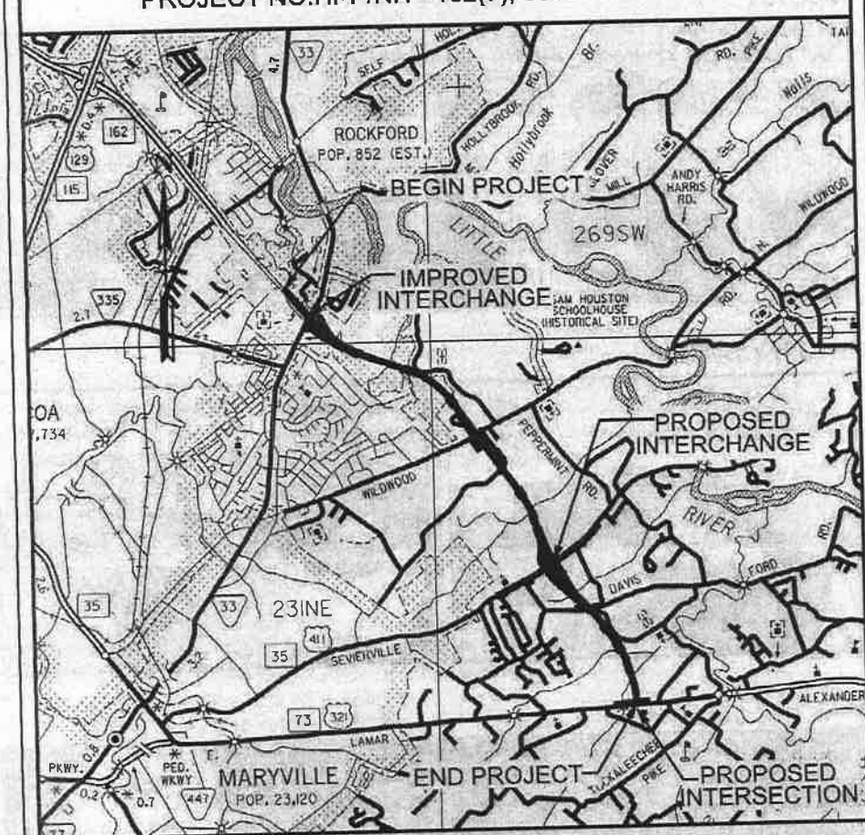
BLOUNT COUNTY

PROJECT NO.HPP/NH - 162(7), 05097-1233-14



SR-162 (PELLISSIPPI PARKWAY) EXTENSION

GENERAL LOCATION MAP

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Tue, Sep 14, 2021

Knoxville - Knoxville News Sentinel

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s before the regularly scheduled Health Services and Devel-
cy meeting at which the application is originally scheduled;
y other person wishing to oppose the application must file
written objection with the Health Services and Development Agency at
prior to the consideration of the application by the Agency.

NOTICE OF PUBLIC MEETING

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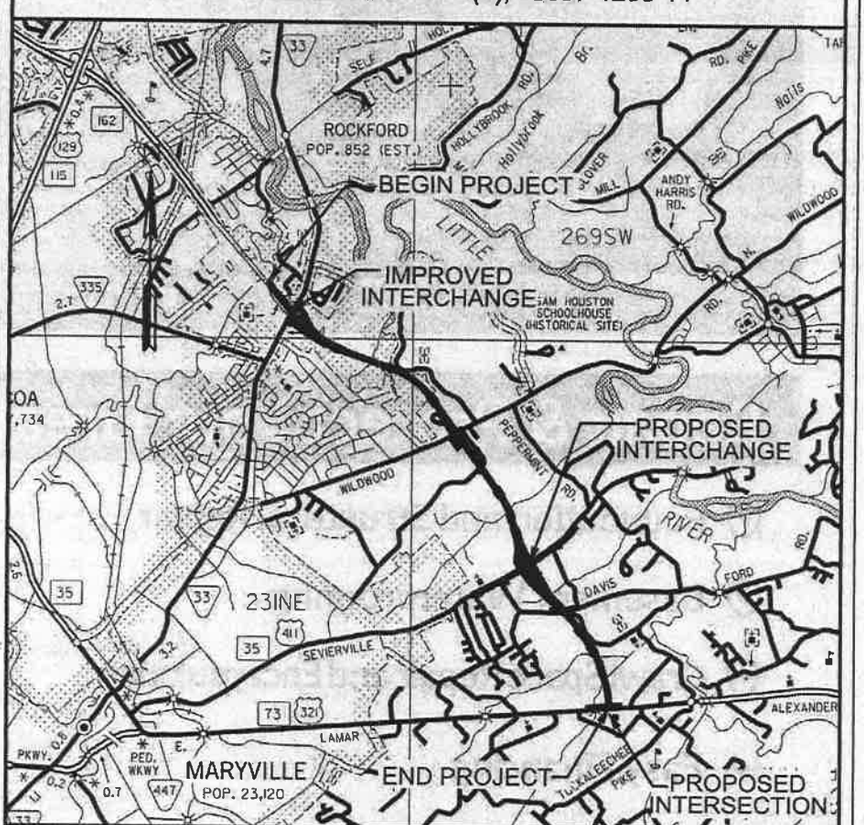
BLOUNT COUNTY

PROJECT NO.HPP/NH - 162(7), 05097-1233-14



SR-162 (PELLISSIPPI PARKWAY) EXTENSION

GENERAL LOCATION MAP

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Tue, Aug 31, 2021

Maryville - The Daily Times
Maryville, TN

NOTICE OF PUBLIC MEETING

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BLOUNT COUNTY

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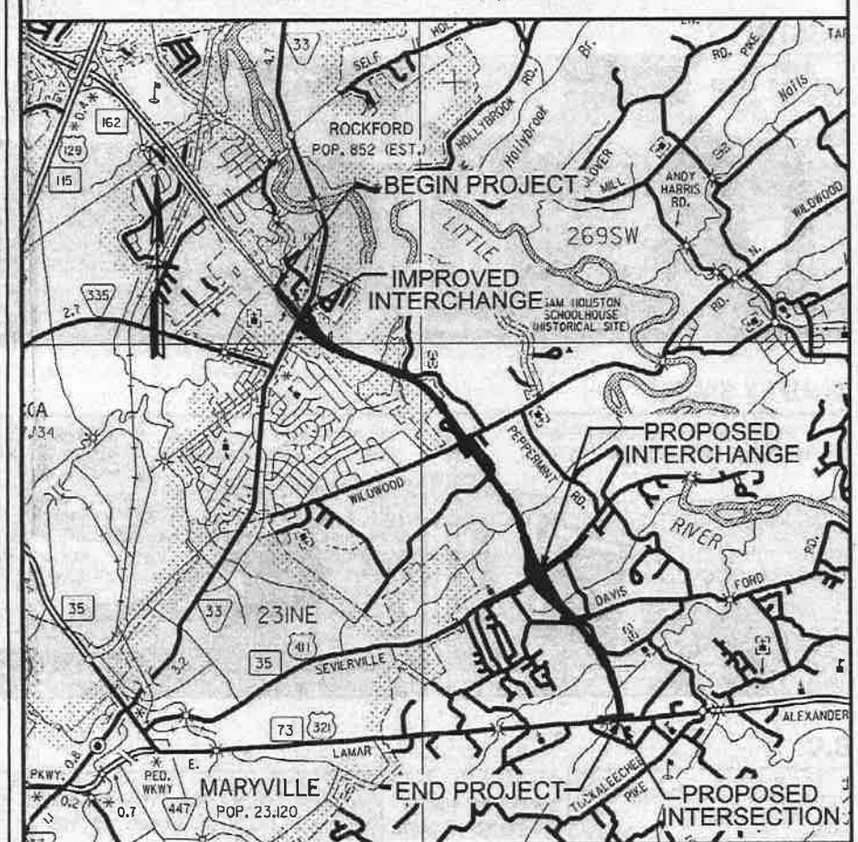

SR-162 (PELLISSIPPI PARKWAY) EXTENSION

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Mon, Sep 06, 2021

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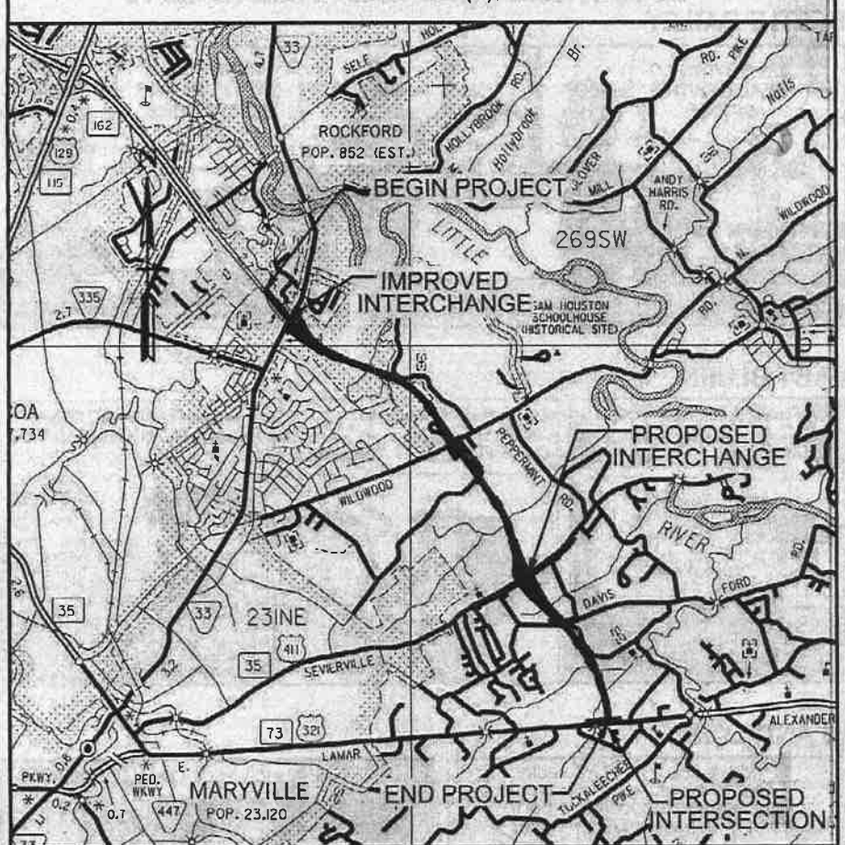

SR-162 (PELLISSIPPI PARKWAY) EXTENSION

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Tue, Sep 07, 2021

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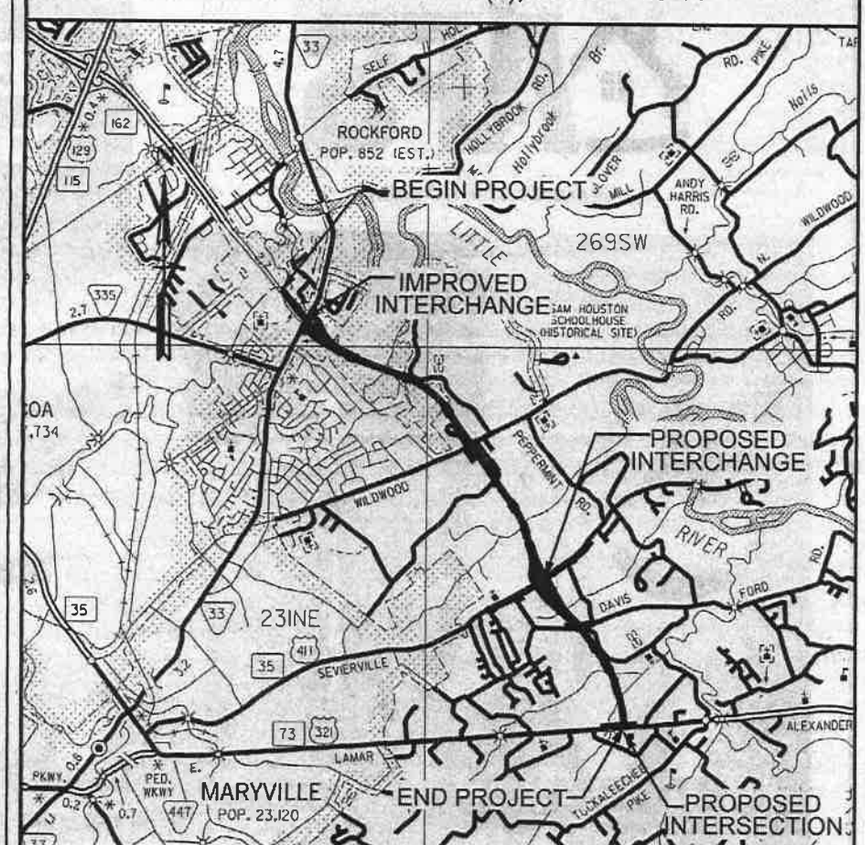
BLOUNT COUNTY

PROJECT NO.HPP/NH - 162(7), 05097-1233-14



SR-162 (PELLISSIPPI PARKWAY) EXTENSION

GENERAL LOCATION MAP

TN PRESS SERVICE
Knoxville, TN
(865) 584-5761

Wed, Sep 01, 2021

Knoxville - Knoxville News Sentinel
Cinnicinnati, OH

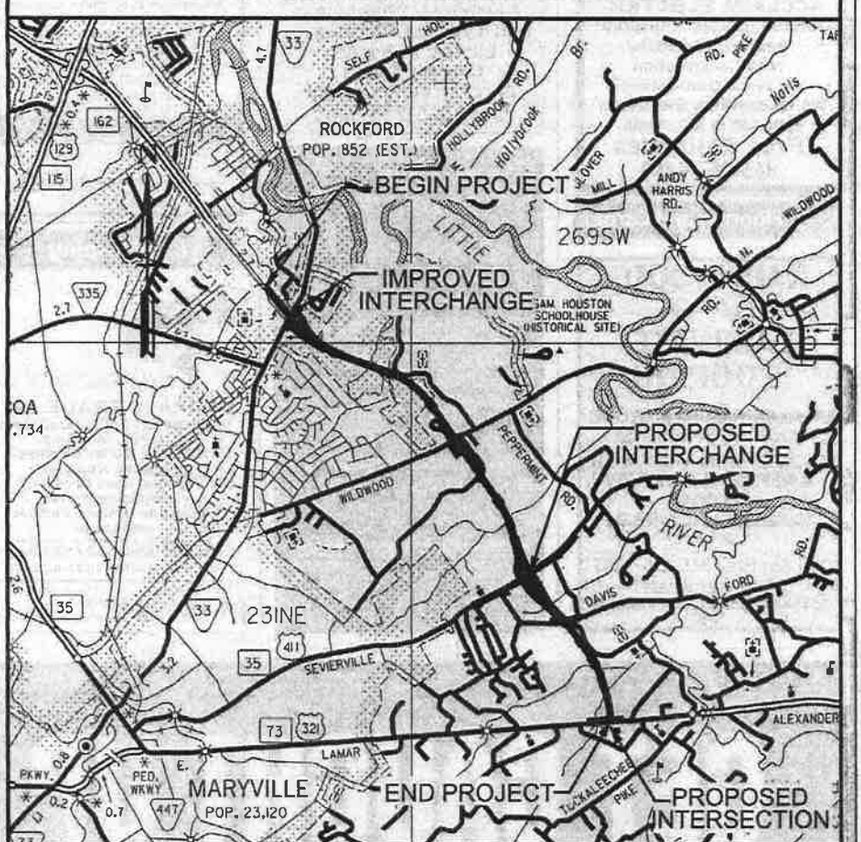
Notices | Public Notices

NOTICE OF PUBLIC MEETING

At the request of the Blount County Commission and in conjunction with the Virtual Design Meeting held in April 2021, the Tennessee Department of Transportation (TDOT) will host an in-person Design public meeting on September 21, 2021, to gather additional public input on the proposed project in Blount County on SR-162 EXT (Pellissippi Parkway), from SR-33 to SR-73 (US-321). The proposed project consists of developing a new controlled-access four-lane highway with a concrete median barrier wall, and grade separated interchanges. The purpose of this Design public meeting is to allow property owners and the general public an opportunity to comment on the proposed design elements. A formal presentation followed by a short Q&A will begin at approximately 5:30 pm EST. Beyond this initial presentation and group Q&A, most of the evening will be reserved for one-on-one conversations between TDOT representatives and individual attendees. TDOT asks that questions and comments raised during the group Q&A be limited to the general design of the project and that questions or comments regarding a single property be reserved for the one-on-one conversations while reviewing project displays. The meeting will be held from 5:00 p.m. until 7:00 p.m. EST at the following location: Heritage High School, 3741 E Lamar Alexander Parkway, Maryville, TN 37804. A court reporter will be available to receive oral statements to be included in the project transcript. In addition, comment sheets will be available for those who prefer to make written statements. Written statements and other exhibits to be included in the project transcript may be submitted within twenty-one (21) days after the meeting date to the following address: Project Comments, Tennessee Department of Transportation, Suite 700, James K. Polk Building, 505 Deaderick Street, Nashville, TN 37243-0332, TDOT.comments@tn.gov Anyone with questions regarding the meeting should contact: Mr. Stacy Weaver, Civil Engineering Manager 1, Project Development, Region 1, TN Department of Transportation, 7345 Region Lane, Knoxville, TN 37914, (865) 594-2442 Phone, Stacy.Weaver@tn.gov Persons with a disability, who require aids or services to participate at the meeting, may contact Ms. Shanna Waelty no less than ten (10) days prior to the date of the meeting: Ms. Shanna Waelty, ADA Compliance, Tennessee Department of Transportation, 505 Deaderick St., Suite 1200, Nashville, TN 37243; or by e-mail: TDOT.ADA@tn.gov, 615/741-0465 (phone), 615/253-8311 TTY Relay. TDOT is an Equal Opportunity Employer and does not discriminate on the basis of race, age, sex, religion, color, disability, or national origin.

BLOUNT COUNTY

PROJECT NO.HPP/NH - 162(7), 05097-1233-14



SR-162 (PELLISSIPPI PARKWAY) EXTENSION

GENERAL LOCATION MAP

Meeting Handout

State Route 162 Extension

Pellissippi Parkway

From State Route 33 to State Route 73 (US-321)

Purpose of Tonight's Meeting

- Discuss the proposed design elements
- Allow attendees the opportunity to talk one-on-one with TDOT representatives
- Gather feedback on the proposed design

Meeting Agenda

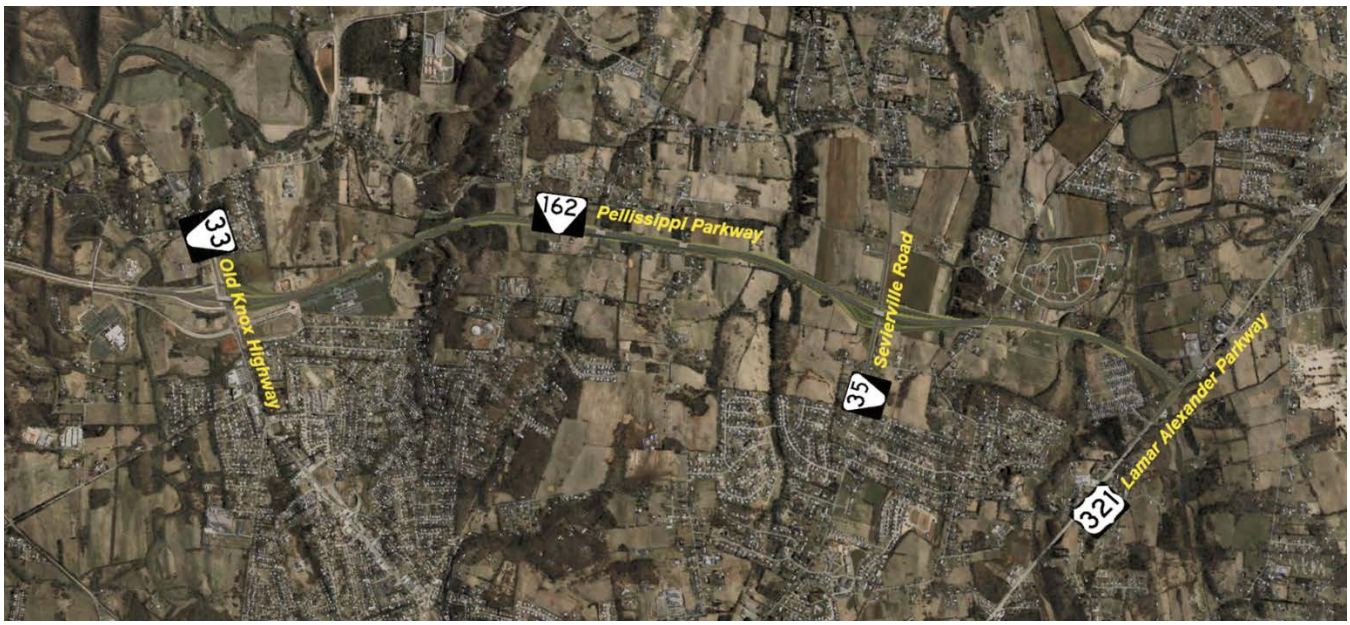
- 5:00 pm Meeting begins (attendees are invited to view displays and talk to TDOT staff)
- 5:30 pm Presentation followed by a short Q&A
- 6:00 pm Presentation ends (attendees are invited to view displays and talk to TDOT staff)

Project Information

The State Route 162 (Pellissippi Parkway) will begin at State Route 33 (Old Knoxville Highway) and extend to State Route 73 (US-321) Lamar Alexander Parkway. The proposed improvements include completing the existing interchange at State Route 33 (Old Knoxville Highway) and constructing a new interchange at State Route 35 (US-411) Sevierville Road. The intersection of State Route 162 (Pellissippi Parkway) and State Route 73 (US-321) Lamar Alexander Parkway is currently proposed to be a signalized intersection. The proposed project is approximately 4.7 miles in length and is shown below.

What's next?

NEPA & Planning	• Develop planning report & concept drawings • Approve Environmental Document ✓
Preliminary Plans	• Conduct field survey • Develop vertical/horizontal alignments • Perform Geotechnical investigation ✓
Design Meeting	• Present preliminary design plans for public comment ✓
Right of Way	• Begin the ROW appraisal & acquisition process
Construction	• Contract is awarded and construction begins

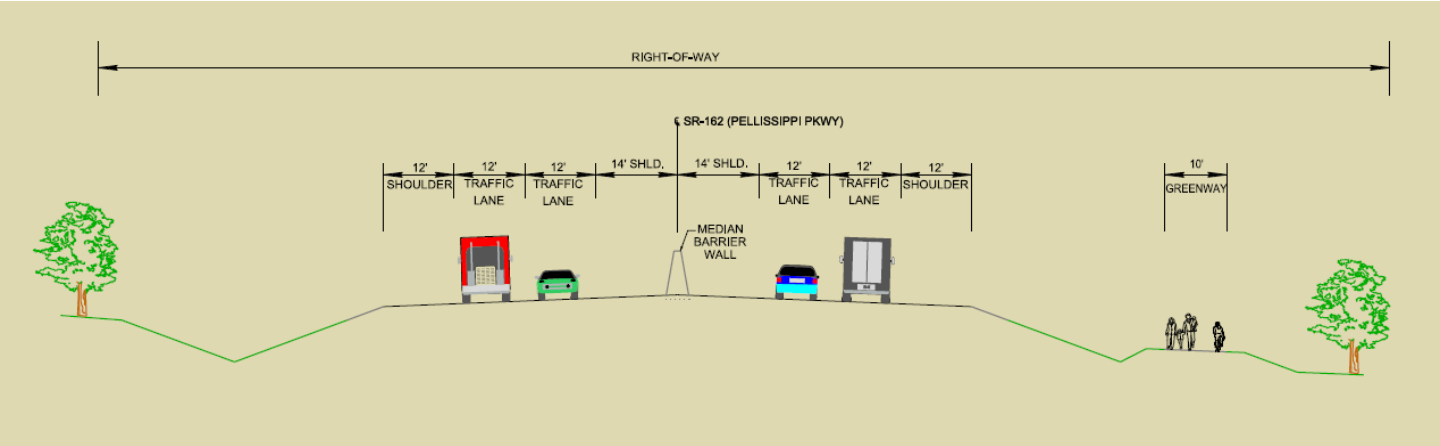


Project Description

The proposed State Route 162 extension will be a controlled access facility. The proposed improvements include two – 12-foot travel lanes in each direction separated by a concrete median barrier wall. The inside shoulders will be 14 feet wide while the outside shoulders are 12 feet wide.

A 10-foot greenway will run parallel to State Route 162 between Wildwood Road and State Route 35 (US-411) Sevierville Road). The proposed greenway will also be constructed along State Route 35 (Sevierville Road) between the exit ramp and Davis Ford Road. Retaining walls will also be constructed along the route to minimize impacts to adjacent properties.

The following diagram shows the proposed typical section for the proposed project.



SR 162 (Pellissippi Parkway) Extension from State Route 33 to State Route 73 (US-321)

Comments or Questions?

You are invited to ask questions and provide your comments. A court reporter will be present to receive any verbal comments, which will become part of the project transcript. Comment cards are also available this evening if you prefer to make a written statement.

Comment cards can be turned in tonight or submitted to the address on the comment card within 21 days (October 12, 2021) for inclusion in the transcript.

Need More Information

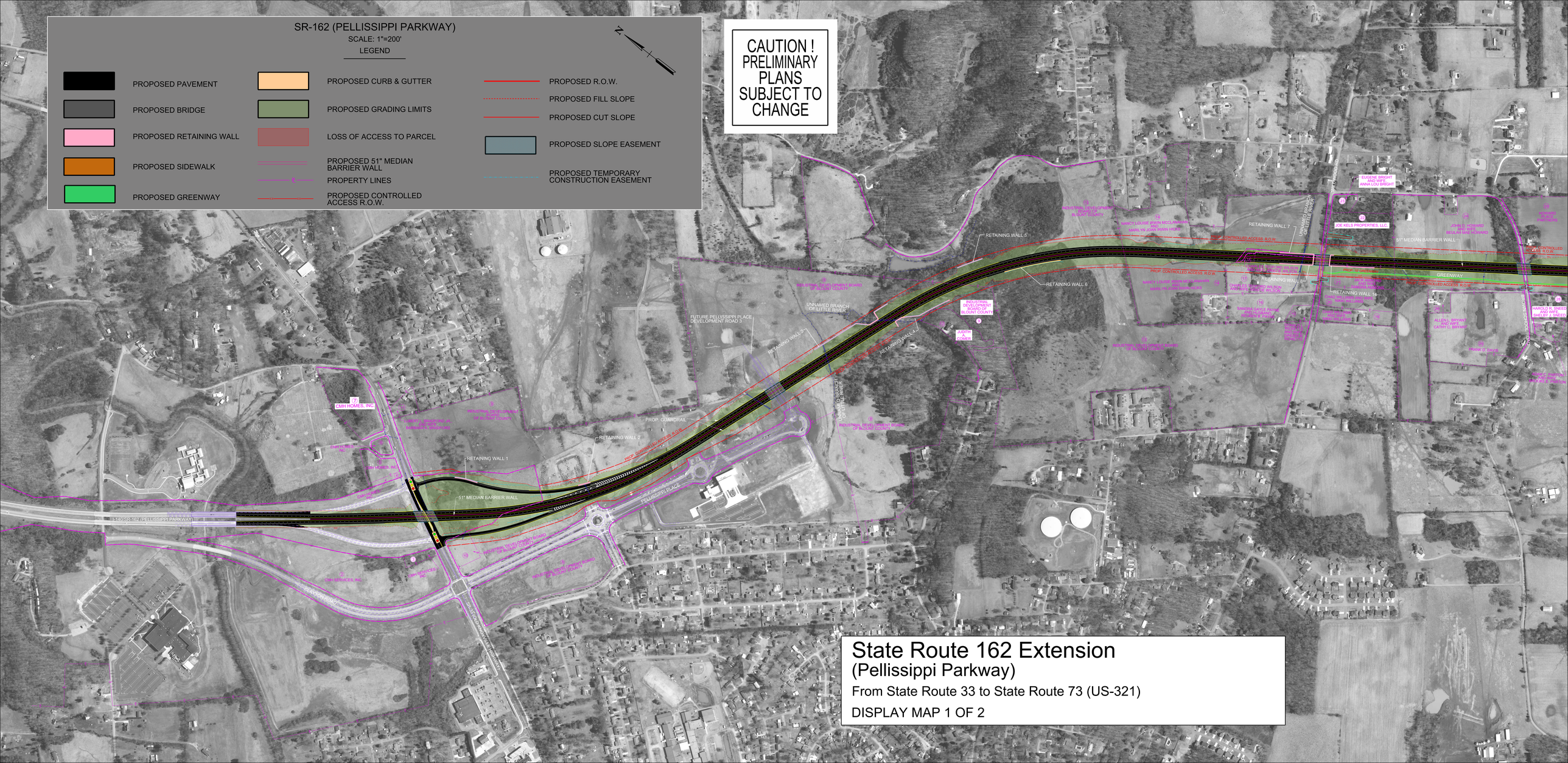
Contact:

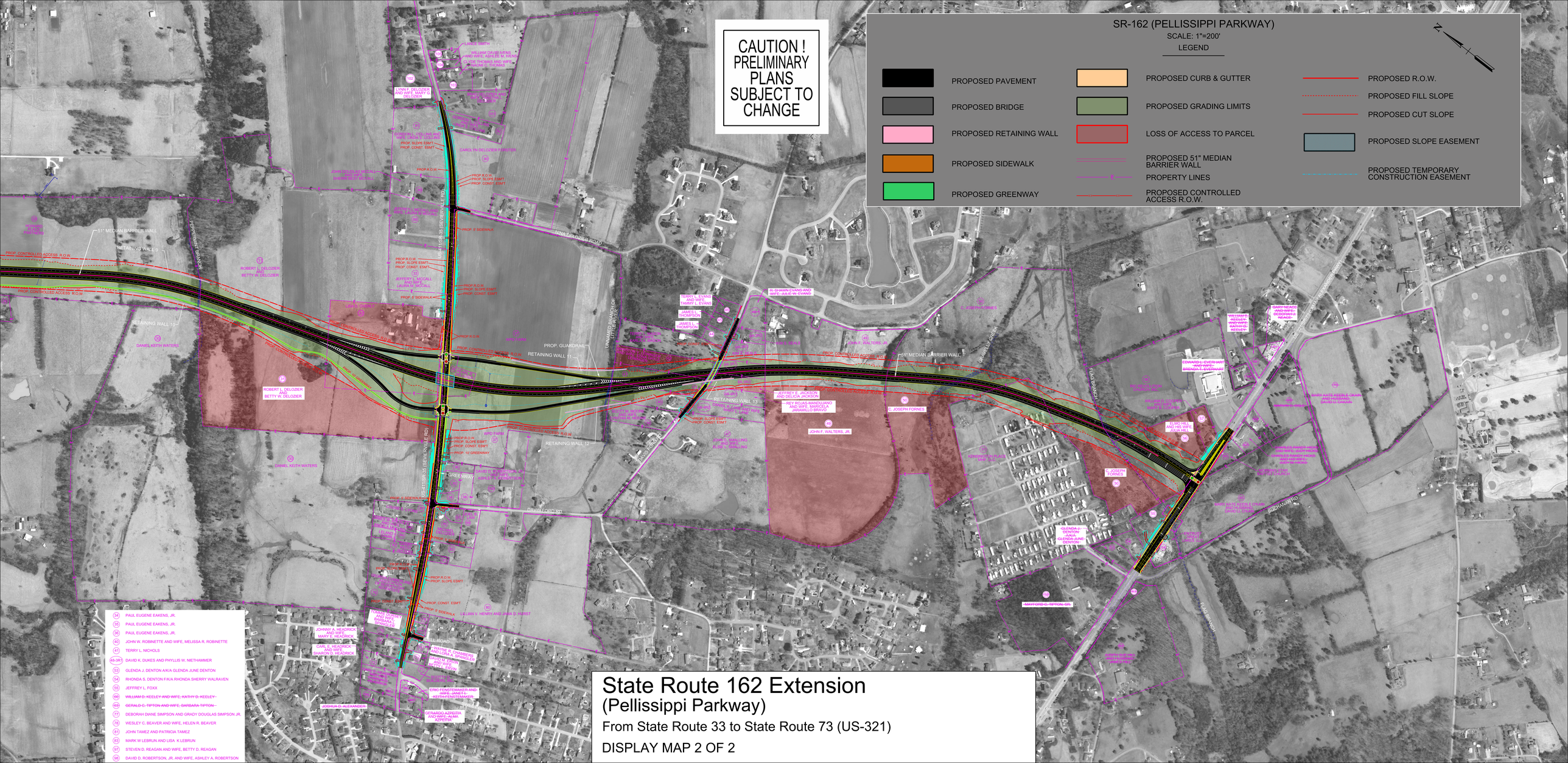
Mr. Dexter Justis, P.E.
Director of Project Development
p. 865-594-2400
dexter.justis@tn.gov

Mr. Stacy Weaver, P.E.
Civil Engineering Manager 1
p. 865-594-2442
stacy.weaver@tn.gov

Website: https://www.tn.gov/tdot/projects/projects-region-1/pellissippi.html

Project Design Display


SR-162 (PELLISSIPPI PARKWAY)
SCALE: 1"=200'
LEGEND
PROPOSED PAVEMENT
PROPOSED BRIDGE
PROPOSED RETAINING WALL
PROPOSED SIDEWALK
PROPOSED GREENWAY
PROPOSED CURB & GUTTER
PROPOSED GRADING LIMITS
LOSS OF ACCESS TO PARCEL
PROPOSED 51" MEDIAN BARRIER WALL
PROPERTY LINES
PROPOSED CONTROLLED ACCESS R.O.W.
PROPOSED R.O.W.
PROPOSED FILL SLOPE
PROPOSED CUT SLOPE
PROPOSED SLOPE EASEMENT
PROPOSED TEMPORARY CONSTRUCTION EASEMENT
CAUTION ! PRELIMINARY PLANS SUBJECT TO CHANGE
RETAINING WALL 1
RETAINING WALL 2
RETAINING WALL 3
RETAINING WALL 4
RETAINING WALL 5
RETAINING WALL 6
RETAINING WALL 7
RETAINING WALL 14
51" MEDIAN BARRIER WALL
PROP. GUARDRAIL
PROP. CONTROLLED ACCESS R.O.W.
GREENWAY
UNNAMED BRANCH OF LITTLE RIVER
FUTURE PELLISSIPPI PLACE DEVELOPMENT ROAD 3
PELLISSIPPI PLACE
CMH HOMES, INC.
INDUSTRIAL DEVELOPMENT BOARD OF BLOUNT COUNTY
JUDITH COURER
EUGENE BRIGHT AND WIFE, ANNA LOU BRIGHT
JOE KELS PROPERTIES, LLC.
SR-162 (PELLISSIPPI PARKWAY)
State Route 162 Extension
(Pellissippi Parkway)
From State Route 33 to State Route 73 (US-321)
DISPLAY MAP 1 OF 2


CAUTION ! PRELIMINARY PLANS SUBJECT TO CHANGE
SR-162 (PELLISSIPPI PARKWAY)
SCALE: 1"=200'
LEGEND
PROPOSED PAVEMENT
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PROPOSED CUT SLOPE
PROPOSED SLOPE EASEMENT
PROPOSED TEMPORARY CONSTRUCTION EASEMENT
N
51" MEDIAN BARRIER WALL
RETAINING WALL 9
RETAINING WALL 10
RETAINING WALL 11
RETAINING WALL 12
RETAINING WALL 13
PROP. CONTROLLED ACCESS R.O.W.
PROP. GUARDRAIL
PEPPERMINT BRANCH
US-411/SR-35 (SEVIERVILLE RD)
UNNAMED BRANCH OF LITTLE PRAYER
DAVIS FORD RD
GRAVELLY CREEK
FLAG BRANCH
WALNUT GROVE RD
GREENWAY
ROBERT L. DELOZIER AND BETTY W. DELOZIER
DANIEL KEITH WATERS
JOHN F. WALTERS, JR.
C. JOSEPH FORNES
JEFFREY E. JACKSON AND DELICIA JACKSON
REY ROJAS-MANDUJANO AND WIFE MARCELA JARAMILLO BRAVO
TERRY L. EVANS AND WIFE, FAIRMY L. EVANS
JAMES L. THOMPSON
JAMES L. THOMPSON
R-SHAWN CHANG AND WIFE, JULIE W. CHANG
EDWARD L. EVERHART AND WIFE, BRENDA J. EVERHART
ELMO HILL AND HIS WIFE, JO ELA HILL
GLENDA J. DENTON (A/K/A GLENDA JUNE DENTON)
MAYFORD D. TIPTON, SR.
MARY KATE ASBELL OKUM AND HUSBAND, DAVID U. OKUM
JOHNNY A. HEADRICK AND WIFE, MARY E. HEADRICK
CARL E. HEADRICK AND WIFE, SHARON D. HEADRICK
JOSHUA D. ALEXANDER
ERIC FENSTERMAKER AND WIFE, JANET F. FENSTERMAKER
DERARDO AZPEITIA AND WIife, ALMA AZPEITIA
LILLIAN V. HENRY AND JAMA D. HURST
WILL ROAD
DAVID K. DUKES AND PHYLLIS W. NIETHAMMER
GLENDA J. DENTON A/K/A GLENDA JUNE DENTON
RHONDA S. DENTON F/K/A RHONDA SHERRY WALRAVEN
JEFFREY L. FOXX
~~WILLIAM D. KEELEY AND WIFE, KATHY D. KEELEY~~
~~GERALD G. TIPTON AND WIFE, BARBARA TIPTON~~
DEBORAH DIANE SIMPSON AND GRADY DOUGLAS SIMPSON JR.
WESLEY C. BEAVER AND WIFE, HELEN R. BEAVER
JOHN TAMEZ AND PATRICIA TAMEZ
MARK W. LEBRUN AND LISA K. LEBRUN
STEVEN D. REAGAN AND WIFE, BETTY D. REAGAN
DAVID D. ROBERTSON, JR. AND WIFE, ASHLEY A. ROBERTSON
PAUL EUGENE EAKENS, JR.
PAUL EUGENE EAKENS, JR.
PAUL EUGENE EAKENS, JR.
JOHN W. ROBINETTE AND WIFE, MELISSA R. ROBINETTE
TERRY L. NICHOLS
State Route 162 Extension
(Pellissippi Parkway)
From State Route 33 to State Route 73 (US-321)
DISPLAY MAP 2 OF 2

Public Comments and TDOT Disposition of Comments

September 22, 2022

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
REGION 1 DESIGN OFFICE
P. O. BOX 58
KNOXVILLE, TENNESSEE 37901
(865) 594-2442

BUTCH ELEY
COMMISSIONER

BILL LEE
GOVERNOR

September 21, 2022

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

SUBJECT: In-person Public Design Meeting Comments
Meeting held September 21, 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 and comment cards from the in-person Design Public Meeting held on September 21, 2022. Comments and responses are:

- Mr. Dan Alderson commented "1) Right of way seems to be too close to Sweetgrass Plantation and Centennial Church Road especially given new lots being developed just behind Sweetgrass. 2) Greenway should be extended to 321. 3) No construction time line discussed – only ROW time line. TNDOT representation seemed to pass the buck on opposition to project to Blount County officials. Meeting should have had officials from Blount County available or at a minimum provided names and contact information."

  Response: TDOT surveys will be updated for any new developments within the project footprint. 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. Right-of-Way appraisal and acquisition is anticipated to begin Summer 2023 and will take approximately 24-30 months to complete before the project could be eligible to receive construction funding. Construction of the SR-162 (Pellissippi Parkway) project will need to be identified in TDOT's comprehensive multimodal program (3-year plan) to be budgeted for construction activities. It is anticipated that construction activities would take 36-42 months to complete.

- Mr. Randy Thornton commented "After sitting through the meeting and carefully listening, I do understand some of the concerns, but, they are less than 1% of the greater good! Living in Townsend, any time we need to Costco or Turkey Creek to shop, we have to go into Maryville, thru Alcoa, past the airport, then catch Pellissippi. I will have "13" red light and congested traffic. Upon completion of the Pellissippi, I will have "0" red lights and a much safer travel. Thank you for all you are doing. I'm 66 years old, originally from Memphis and I remember well all the bitching about 240, then 385, then 269. Well, now it's all done, everyone loves the convenience and the time saved! Time is the precious thing God has given us! Everyone there that complained uses the existing Pellissippi regularly. And they will love and use the extension upon completion! Sincerely, R. Thornton

  Response: General comment- No response needed.

- Mr. Bob and Mrs. Susan Hirche commented "It is unnecessary – studies show it will not lessen congestion – we do not want "the Blackberry Expressway." Total waste of tax dollars. Maps not current and were incomplete. Staff unwilling/unable to answer pertinent questions. We need a referendum on this issue – do not force feed this project.

  Response: General comment- No response needed.

- Ms. Ann Brunger commented "My concern with this planned design is that having an interchange on #411 N will exacerbate the already dangerous traffic conditions on this 2-narrow-laned highway without shoulders or turn lanes. Info and visual aids left off the inevitable ugly developments that will come at the interchanges (more fast food, gas stations, etc.). We have enough of such businesses. The whole staff of the TDOT regional office was deployed to come to meet with us in Blount County without anyone wearing a mask or social distancing even though COVID-19 is worse than ever in East TN. I am opposed to the whole project of extending the Pellissippi Parkway. It wastes TDOT resources, destroys farms, does not solve any of Blount County's traffic congestion problems. This is in direct contradiction of STIP (State Transportation Improvement Plan) which calls for improving existing roadways before building new ones.

  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. Nina Eder commented "While I don't need to be displaced, the noise from the highway will affect our "quiet" subdivision. I've turned away from homes because of highway noise. Since I'm new to the area, I don't know what transpired before this meeting, but the officials who want this roadway should have been present. Nothing really got answered and the project is moving forward despite anyone's opinions. We were told at the meeting that the roadway is going to be built "underground" and that

would help with highway noise, however the new roadway goes over Davis Ford Road, it will be about a 1/2 mile from my house, therefore NOISE."

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 update 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 will be included in the project plans.

- Mr. Robert Hayne commented "The project is based on outdated information and decades old approvals. The appeal and best asset of Blount County is that super highways do not exist near the GSMNP. The project is a waste of tax payer dollars and TDOT resources. The project should be reevaluated in terms of current public opinion, elected official input, planning and zoning changes, and broad environmental impact. The project is not "improvement" but quality of life degradation. Reassess your measures of "public approval. Information and visuals were outdated as was noted by staff. The aerial photos do not show current density and the video was "utopian" in its lack of development on the project borders. The 2040 traffic projection is a joke."

  Response: General comment- No response needed.

- Ms. Kathy Johnson commented "I am totally for this project. We need it! Thank you for coming!"

  Response: General comment- No response needed.

- Mr. Chris Jenkins commented "As proposed, the at-grade intersection with SR-72/US-321 may be less efficient than the originally considered interchange. Some concerns with the intersection are: 1) Stopping and starting will add to noise 2) Stopping/idling will contribute additional air pollution in an area already having a history on "non-attainment." Thank you for going above and beyond to have this second design meeting.

  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. Charles West commented "I think this project can provide some relief to the crowded roads in the city center of Maryville. The latest census numbers show our county is growing. New roads should help with traffic flow. "

  Response: General comment- No response needed.

- Mr. William Carl commented "I thought the presentation was very helpful. I favor this extension."

  Response: General comment- No response needed.

- Ms. Jeanne LeDoux-Hickman commented "This is government waste at its finest! Shame on TDOT for trying to ram through a project that will cause more problems than it fixes. TDOTs idea – here's a brand new Hwy, now you tax payers pay for all of the access roads, new schools, fire depts, police stations etc etc. I am furious with this entire project. Not needed not now! The entire project is a huge waste of our hard earned tax $$'s . More traffic on our already dangerous roads."

  Response: General comment- No response needed.

- Mr. Sue DuBois commented "Yes, I have concerns. It seems like an outdated project design with little emphasis on alleviating negative impacts to the quality of rural life in Blount County. There also seems to be little evidence of a need for this highway other than a few parties want quick access to the Smokies. I did not hear good explanations for why this road is needed, what benefits it will provide and funding. There was little evidence that environmental concerns would be addressed and newer design concepts considered."

  Response: General comment- No response needed.

- Mr. Shawn Chaney commented "We are all for the extension – It will take the high traffic volume off our road (Sam Houston School Road) which is traveled heavily each day with lots of speeders and car accidents. Those Pellissippi fighters against it needs to accept change and growth. Thank you for keeping our roads maintained."

  Response: General comment- No response needed.

- Ms. Mary Ann Sonoda commented "I have no concerns except we need the parkway finished ASAP."

  Response: General comment- No response needed.

- Mr. Takuo Sonoda commented "I enthusiastically support this project as proposed! I think it should've been constructed and completed a long time ago. It would be much safer and convenient for the children in Rochford, who have to commute to Heritage High School. It would be safer and convenient for common working people in Townsend, Walland, Wildwood and Sevierville, who have to commute to work in Knoxville, Oak Ridge, or Lenoir City. Don't be persuaded by those "vocal and organized" activists who oppose the project. According to the "meeting agenda," presentation was supposed to be followed by a "short Q & A," not by "comments." Silent majority has been agreeable for the plan and did not have question to ask. Well-organized opponents used the rhetorical "questions," like "how can you justify this project?" and abused the time to make their comments/opposition. Those activists/opposition people are hypocrites. They enjoy the benefit of the existing Pellissippi Parkway, but deny the

benefit of Pellissippi Parkway extension for silent working-class people living in Townsend, Walland, Wildwood, and Sevierville. Many of these people have to use narrow, curvy, crowded back streets to go to work, hospital, school, etc…"

Response: General comment- No response needed.

- Mr. William Busser commented "This road should not be built. It will not help the traffic problems in this area of Blount County but only exacerbate them. Currents roads to Walland, Townsend, and the Smoky Mountains are more than adequate to handle this traffic. If the PPE is built it will cause irreparable damage to the rural character of this county by causing more development and increased traffic on highways like Sevierville Rd (411) which is already overloaded and dangerous."

  Response: General comment- No response needed.

- Mr. Vernon Ringer commented "Yes. I think the intersection of 321 and the new road (SR-162) Ext on going might make traffic worse. There is already backups at Tuckaleechee and 321/Rose Road. Maybe should consider it being a loop exit. That's my only issue."

  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. Richard Henighan commented "I am greatly concerned about increased traffic on US 411, especially towards Seymour. Before a large road is added to the catchmen (?) and 411, it needs to be widened and shoulders added! It is already unsafe and has too much traffic as it is!"

  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. Wesley C. Beaver commented "A simpler plan would be to bridge Sevierville Road if the parkway has to terminate on the Walland Highway. Later on, add the on and off ramps if development and public input want it. Nothing wrong with the presentation of info. In my 86 years, I have never seen as much resistance to a roadway in Tenn. or any other state. The only ones wanting the completion are ones who are going to profit from it. A confirmed rumor – local

contractor has a plan to build multi-hundreds housing next to the parkway – all this additional traffic will be dumped on Sevierville Rd. Sevierville Rd. is one of the most dangerous roads in TN and cannot stand a hi influx of additional traffic."

Response: General comment- No response needed.

- Mr. Tyrone Hickman commented "Not needed. More people against it than for it. Farmland/wildlife/residents effected negatively. Needed more time for residential speakers. Names of politicians voting for it withheld. Did not have answers sufficient for environmental questions. "

  Response: General comment- No response needed.

- Mr. John Pittenger commented "I am very strongly opposed to the P.P. extension. It would permanently destroy beautiful countryside and farmland and would cause loss of tourist dollars due to making our county less scenic. It would cause serious environmental damage and urban sprawl and would have a negative ecological impact. It would be terribly expensive. That money should be spent on fixing and maintaining our existing roads and bridges not on building a new section of interstate highway that we don't need. We need more investment in mass transit (trains and a better bus system). From Alcoa and downtown Maryville businesses. Walland and Townsend already have good 4-lane (mostly) access. I disliked the attempt to focus this meeting just on the design of the extension. The real problem is the extension is not needed. It is not justifiable. It needs to be cancelled."

  Response: General comment- No response needed.

- Ms. Sandy Abel commented "The PPE is an unnecessary road. Our tax dollars would be better utilized improving existing roads and preserving valuable farmland. I will be adversely affected by additional highway noise at my residence. It is not clear why the PPE is being proposed, since traffic does warrant it and the citizens are opposed to it. Stop the PPE!"

  Response: General comment- No response needed.

- Ms. Nancy J. Olsen commented "I am strongly opposed to the plan as proposed. It destroys farmland and the nature of the county in favor of a vision of wide open roads available all across the country where there are no foothills or rolling land being obliterated, disregarded for a vision that doesn't appreciate Tennessee. Shortsighted, painful, poor stewardship in general and in a religious sense of the word."

  Response: General comment- No response needed.

- Mr. Arthur and Ms. Elaine Reihl commented "No matter if the funds were allocated. They can be repurposed to other needed backlogged projects – road and bridge repair, Blount Co. Parks and Recreation, etc. The taking of private land under "eminent domain" is anti-democratic. I cannot see, think, or feel any benefit to Blount County. The long term permanent damage should be obvious. The presenter mumbled. His response to serious questions were answered with

boilerplate responses, not acceptable to the concerned citizenry. The offer to continue after the meeting was certainly not heartfelt. Who really wants this road? It divides Blount County. No cross passage for fauna – animals – wildlife. The walls are bad in every respect. This project is not relevant. It appears as a reverse of New York's Cross-Bronx Expressway, as a wall, instead of a canal – both diving neighborhoods. Droning presenter. Technical babble. No real answers to the community. The roadway becomes a wall."

Response: General comment- No response needed.

- Mr. Mark L. Johnson commented "I have no issue with the project or design elements. The project has been delayed for over 20 years and it is time to build before traffic volumes overwhelm the existing inadequate roadway infrastructure. It is understandable that some of the affected property owners do not want the project to go forward but there would be no interstate in the United States if DOTs had succumbed to the wishes of a few. The need has been established, there are no viable alternatives and any other reason offered by the opponents not to built are either invalid or illogical. Please move forward as soon as possible. Thank you."

  Response: General comment- No response needed.

- Mr. Jeff Riverbank commented "Yes!! The proposed Parkway will destroy the bucolic nature of the and the reason we moved to our current location. Hate the thought of moving again! Will generate more traffic problems and back ups! No wildlife corridors! No answers, just song and dance. Decisions have already been made – our input isn't considered. TDOT says officials want this project but people don't and officials aren't even here."

  Response: General comment- No response needed.

- Ms. Patrick Morales commented "Bypass a bunch of businesses, money should be spent on other more important highway projects."

  Response: General comment- No response needed.

- Ms. Angela Mullins commented "Yes – you intend to take my yard nearly up to my front door, with no barrier. I can already hear the traffic and now this will only increase noise and traffic. TDOT should rethink how they are affecting the people, their lives, their safety."

  Response: General comment- No response needed.

- Pat Snowden commented "Looks great – can't wait to use highway to the mountains. Should have been completed years ago."

  Response: General comment- No response needed.

- Mr. Howard Lawson commented "Build the road as proposed."

Response: General comment- No response needed.

- Mr. Walter Schnelle commented "I'm in favor of the project."

  Response: General comment- No response needed.

- Ms. Tammi Ford commented "Like the plan and greenway. Concerned about 321 intersection."

  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. Johnny Shore commented "I own a trucking company and know safety issues. Pellissippi needs to be completed as fast as can be. I travel the back roads every day and traffic is so heavy both ways."

  Response: General comment- No response needed.

- Ms. Judy Shore commented "I have always lived in Davis Ford area. I travel Pellissippi Parkway every day/ I want this road finished as soon as possible. I hate people are losing land. But for safety please, please complete this."

  Response: General comment- No response needed.

- Mr. Mark Durand commented "The precious rural character pr Blount County will be compromised by this project. The short-term economic impact will add sprawl and congestion. The initiation of a major transportation project like this should only be done in the context of a planning process for the county which addresses establishment of a vision for what Blount County should look like and aspire to over the coming 20-30 years. Blount County is a jewel but taking a lot of knocks that are already doing damage. Time to take a breather, go back, and get development (especially transport system) right! Thanks so much to TDOT for putting this event on. Your staff are awesome!"

  Response: General comment- No response needed.

- Brien Ostby commented "As one of the gateways to GSMNP we need to be actively protecting the national park rather than turning the park into a biological island. It seems as though the majority of the local citizens don't want the development that will follow this road – and we don't have enough funding to take care of the roads we already have."

  Response: General comment- No response needed.

- Ms. Beverly Green commented "I am against the expansion of the Pellissippi Parkway. This, if built, will pull development away from the town center to the periphery. With today's standards of town planning, the small businesses in the town center will be starved and large businesses near the parkway will grow (taking our money elsewhere since this will probably not be locally owned and operated). Due to health concerns of COVID-19, I could not bring myself to sit among the crowded seats with unmasked people. I was hoping some outdoor venue or seats would have been provided. Thank you for having a public meeting, not just an online comment system."

  Response: General comment- No response needed.

- Ms. Cheryl Purnell commented "This route by-passing Maryville is detrimental to the city. The current parkway is not well-maintained. I'm concerned that TDOT will not be able to maintain additional pavements. There is an issue in Blount County as to what its "character" is going to be; TDOT should stop until the citizens are united. Timing was early, parking lot was full due to students? Would have been better to start at 6 pm."

  Response: General comment- No response needed.

- Mr. Bill and Ms. Brenda Hardin commented "No, we are glad to see progress in this area. Not all residents are against the project as some may want you to think. Thank you for your professionalism in answering and taking questions."

  Response: General comment- No response needed.

- Mr. Jeff Bay commented "The plan seems outdated and should be revisited. The people most affected seem to be the least listened to. We need to protect or rural heritage. The greenway is a nice touch, but see first bullet point – it should be updated (the plan). Acknowledging the downsides instead of brushing them off would have led to a stronger presentation. The people who turned out overwhelming opposed the project – I think that should carry more weight."

  Response: General comment- No response needed.

- Mr. Raymond Lee Handley commented "Height of retaining wall on Wildwood/East Brown School Road"

  Response: Currently there are no anticipated retaining walls planned along Wildwood Road and East Brown School Road. There are retaining walls proposed along State Route 162 adjacent to the bridge crossing Wildwood Road. The maximum height of these walls is approximately 25 feet as currently designed.

- Mr. Dave Snowden commented "Looks good to me. Should have been done years ago."

  Response: General comment- No response needed.

- Mr. David Caplet commented "This project is not well thought out and does nothing to address the traffic congestion it will create. Stop the project."

  Response: General comment- No response needed.

- Mr. Greg Wilson commented "Thank you for completing the State Route 162 Extension! This completion is long overdue."

  Response: General comment- No response needed.

- Mr. Carolyn Forster commented "Please complete this road. Currently tourist and commercial traffic use Nina Delozier Road – a very small secondary road. Pellissippi will alleviate this unnecessary traffic. We desperately need this road completed! Those against the road always speak out."

  Response: General comment- No response needed.

- Ms. Janna Nash commented "Very much in favor of the project. I have an hour and 15 minute commute to my job at Oak Ridge National Lab. This would alleviate the traffic in the city of Maryville and reduce traffic on narrow residential roads as well. I agree with every one of your Purpose and Need bullets."

  Response: General comment- No response needed.

- Mr. Daniel Hess commented "Can't wait for the road to be built. Drive to West Knoxville daily and my life would be so much easier. Traffic in Maryville and Alcoa is getting obnoxious as well."

  Response: General comment- No response needed.

- Mr. Ed Santana commented "Do your best to treat people fairly and minimize impact but this project is needed! It is taking too long."

  Response: General comment- No response needed.

- Ms. Adrienne R commented "Yes, please complete."

  Response: General comment- No response needed.

- Mr. Frank Weiskopf commented "I am 100% behind the prompt completion of this extension. The stated purposes clearly state the reasons to move forward. Unfortunately, my support will likely be overshadowed by the organized effort to cancel the work."

  Response: General comment- No response needed.

- Ms. Dee Ann Ostby commented "Highway 411 is very dangerous, in dire need of this $ to be spent on turning lanes and shoulders. PPE will add traffic to Highway 411. The idea is

irresponsible. 20 years into this, only the unelected leaders (Chamber and Blount Partnership) are still actively pushing building this unneeded, outrageous, expensive interstate. We who live here would appreciate TDOT spending our tax money to upgrade the very hazardous roadway in Blount County. Because of family's compromised health and rampant spread of the Delta variant, I didn't go in. Too crowded and too many unmasked people. I really appreciate y'all doing this in person meeting. (Too bad about the COVID surge timing!) Thanks for y'all's time."

Response: General comment- No response needed.

- Mr. Rob Kennedy commented "Yes. I, along with many others, do not want the PPE. Blount County is growing much too rapidly and randomly and the PPE will only fuel this while destroying beautiful farmland. I think the PPE is irresponsible and will be a scar on our landscape. This extension is a bad idea and our leaders need to see that we do not want this project done."

  Response: General comment- No response needed.

- Ms. Lucy Henighan commented "I am concerned that this is part of questionable development planning in Blount County. We lose too much with roads like this. Personally it will make our travels on 411 to Maryville more dangerous."

  Response: General comment- No response needed.

- Ms. Angela Luckie commented "I work for the City of Maryville in engineering and know this will help alleviate traffic in city center. Also, it should help stop and go traffic which helps air quality. I'm pretty disappointed at the lack of masks, including TDOT employees, at this setting."

  Response: General comment- No response needed.

- Kim Daniels commented "Thank you for the redesign. Please complete the parkway as soon as possible."

  Response: General comment- No response needed.

- Mr. Rick Braden commented "im Sure you have seen the congestion at old Knoxville hwy from traffic from Knoxville and Clayton in the afternoon. It's bumper to bumper from parkway to downtown Maryville. Complete the project "

  Response: General comment- No response needed.

- Mr. Ethan Kirkland commented "In Favor of parkway."

  Response: General comment- No response needed.

- Mr. Austin Kirkland commented "Yes on parkway extension."

Response: General comment- No response needed.

- Ms. Carolyn Kirkland commented "In favor of parkway extension."

  Response: General comment- No response needed.

- Ms. Chrystal Fleenor commented "Working in tourism, the biggest thing the travelers want most is convenience. They choose our location for a multitude of reasons such as the closeness to airport, Knoxville, Smoky Mountains, Townsend etc. Our biggest complaint from people is Alcoa Highway. Mainly the volume of traffic, but also the lack of medians, potholes, merging lanes and crossing the road. Biggest complaints for Pellissippi is the pot holes and "dips" in the road. I personally travel Pellissippi from Hardin Valley everyday and there are some areas that definitely need attention soon. I think the expansion would help relieve some of the heavy traffic in our area, but it would be easier for the commuter to navigate to places in a much safer and quicker way. We are eager and excited to see how this project is going to unfold."

  Response: General comment- No response needed.

- Karson Guardado commented "Working at Nisus Corporation in Rockford, this road extension would help me greatly by reducing travel time at lunch, commutes to and from work, and after work activities. I am in full support of this extension."

  Response: General comment- No response needed.

- Mr. John Templeton commented "Those of us who have been around awhile know that the Pellissippi Pkwy was originally envisioned as a national defense highway to connect the sensitive operations at Oak Ridge to the McGee-Tyson Regional Airport. As such it has served its highest and best purpose--it can serve no further useful purpose. It is well known that the expressway was coveted by local development interests for purely commercial reasons. The thinly-veiled rationalizations they now put forward (traffic relief, preparation for the "future", etc.) are invalid and bankrupt in today's environment."

  Response: General comment- No response needed.

- Mr. Greg Lynn Wilson commented "Please complete the Pellissippi Parkway extension!"

  Response: General comment- No response needed.

- Morgan Wilson commented "Please complete the Pellissippi Parkway Extension!"

  Response: General comment- No response needed.

- Ms. Jennifer S Wilson commented "Please complete the Pellissippi Parkway Extension!"

  Response: General comment- No response needed.

- Mr. Bill Birkholz commented "This project needs to happen. This route seems to be very well thought out and will be, upon completion an economic improvement without as much impact as people might think. It will help the small business people that are struggling to make it in the eastern section of Blount County."

  Response: General comment- No response needed.

- Mr. Bryan Hayes commented "Let's get this Pellissippi extension done now! It will be good for the area."

  Response: General comment- No response needed.

- Mr. Gary Hensley commented "The Pellissippi Parkway has been in the planning stage for decades, and it is needed now more than ever. I feel for the residents directly affected by the construction of this improvement, however the popularity of the Smoky Mts. is only going to increase as it has every year. Moving this traffic through Maryville will get increasingly difficult as time goes on. The project is needed and the greater good for the community demands that it be completed. Please proceed to completion."

  Response: General comment- No response needed.

- Ms. Renee McCammon commented "The Pellissippi Parkway Extension Project NEEDS to be completed. It has been far too long waiting on it to get done."

  Response: General comment- No response needed.

- Mr. Chuck Morrow commented "Blount county is growing and prospering and I think the roads and utilities must grow with it. No matter how much people fight change, it is a necessity!"

  Response: General comment- No response needed

- Ms. Joy LaForce commented "I have a business in Maryville and live in Greenback. I think the Pellissippi Parkway Extension Project is needed and is overdue. There are so many people moving here to our county that the traffic is only going to get worse on the secondary roads. It will be great to have a main road to move some of that traffic off the secondary roads. I watched the video from the meeting at Heritage High School and I really did not hear any solid reasons that people are against the project except the lady who is losing part of her farm. I hope that TDOT can help ease her pain and help her find a solution going forward."

  Response: General comment- No response needed

- Mr. Frank Trexler commented "I am writing with respect to the Pellissippi Parkway Extension (PPE) and the rapid growth we will see at the foothills of Great Smoky Mountains National Park once it is completed. Thus, I am opposed to the PPE's completion. A little personal history: I came to The (Maryville, TN) Daily Times newsroom in December 1989, officially joining the staff

some weeks later as managing editor a position I held until being named editor in 2015, then retiring in 2017. If you will note, I arrived as the Pellissippi Parkway was in its first phase of construction. If I recall correctly, we ran a package in 1990 under the headline Life After the Pellissippi. I was living in West Knoxville at the time and told newsroom staffers most of whom were Blount Countians, several of them native -- "In 10 years, you will not recognize Blount County. We are now nearly 20 years post-Pellissippi Parkway completion and it is obvious unrestrained growth is impacting our county. I fear what is going to happen to the beautiful foothills of the Smokies once PPE is completed; in fact, what is needed is a Great Smoky Mountains National Park Corridor to restrict growth from that interchange onward into Walland/Townsend. Otherwise, I suspect the first two things we may see at the interchange will be a Pilot and Cracker Barrel, and from there ... well, you don't need the gift of prophecy to see where that will end up."

Response: General comment- No response needed

- Ms. Polly Millard commented "I fully support this project for many reasons and look forward to the benefits of it."

  Response: General comment- No response needed

- Mr. Joel Ewan commented "I think its a great idea to extend this highway. It currently ends in a random spot that isn't very useful to many of the people that travel on it. The land around that area is still very rural and it would be best now to extend it rather than when more people move there. It will help the future for both Maryville and Knoxville."

  Response: General comment- No response needed

- Mr. Jason Elliott commented "I strongly support this TDOT project."

  Response: General comment- No response needed

- Ms. Andrea Pope commented "Please finish the Pellissippi Parkway!! It has been needed to be finished for years and will help thousands of people travel safely and quickly to the Townsend/Smoky Mtns."

  Response: General comment- No response needed

- Ms. Janie Wallace commented "As a long-time resident of West Knox County who was employed in Blount County and continues to partake in activities in Blount County and the Townsend communities, I believe it is imperative that decision makers keep their eye on the prize and continue to be forward looking and complete the Pellissippi Parkway. As a reminder, construction began in the 1970 s (that's 40 years, let's close this project once and for all). The parkway has been incredibly beneficial for commuters. It is easier to get to work or just travel to/from Knoxville and Oak Ridge. It makes it so easier to get in/out of the airport. A solid transportation system is vital to economic development. Development along this Blount County portion of Pellissippi falls within the urban growth boundary, which means potential developers

won't be able to bend or break the rules for building. Blount County is a top tourism market in Tennessee and completion of the parkway will help tourists get safely to/from the Townsend/Smoky Mountains to support those efforts without less impact to the local traffic system."

Response: General comment- No response needed

- Mr. Ed Owens commented "COMPLETE THE PARKWAY EXTENSION."

  Response: General comment- No response needed

- Mr. Coleman Ford commented "PLEASE COMPLETE THIS PROJECT!"

  Response: General comment- No response needed

- Mr. Borden A Morehead commented "I'm really excited about this project. I commute along Pellissippi Parkway every day and the traffic and road conditions have been getting worse. This will definitely help."

  Response: General comment- No response needed

- Ms. Joy Forster Carver commented "Thank you all for your extra time and care in wading through the community input portion of this project. Please know there are so many who are extremely supportive of your work and the vast majority of our town is eager and hopeful for the start of your work on this road. I'm afraid that the vocal minority have orchestrated a great showing at the public input phase, however they speak for very few of the actual residents. I grew up on Nina DeLozier Road, off Sevierville Road, and my mother still resides there. Though this will significantly impact the aesthetics of our home place, the Pellissippi Parkway extension is a necessary growth for our town to alleviate the burden on the local community roads. As I reflect back on the conversations surrounding this project, I have distinct memories of family talk of the potential for a new road for almost 40 years now. I firmly believe the bulk of Blount County residents are simply exhausted over the discussion and finally feeling apathy toward coming to the public input meetings. So please don t take my lack of showing up (and so many others that I know) as lack of or loss of interest in this road expansion. Please continue with the good work that you are doing and press on to the prize. Don't let the orchestrated voice of a very few speak for the vast majority of trusting and agreeable residents. We all know the good this will do for the continued success of our county."

  Response: General comment- No response needed

- Mr. Owen Rhodes commented "This project is not needed. It will add 5 more miles of highway which will go unmaintained and fall into disrepair. I-40 in West TN has to be the worst interstate in the country bar none. Parts of I-140 are likewise on their way to becoming undrivable. Fix what you have before you think about adding more. Plus, adding a bypass around Maryville is a giant waste and will only encourage more big box store sprawl and further ruin our town. Not

that any common sense criticism will do any good. TDOT is a tool of the rich and comment collection period is just a show with no substance. You've already decided this is going to happen."

Response: General comment- No response needed

- Mr. John Miller commented "This is much needed. I frequent the area and would like to be able to bypass Maryville. Traffic has gotten congested over the years and will only get worse if something isn't done."

  Response: General comment- No response needed

- Mr. Charles Dailey commented "I would like to show my support for this project. As someone who on a regular basis has to fight the traffic in downtown Maryville to get to 321, this would mean a lot to reduce my travel time and stress levels. I hope you are able to get this project going. Thank you."

  Response: General comment- No response needed

- Mr. Jared Law commented "I have lived here for 35 years, born and raised. I have heard what you all have said about the "need" for this road but I know the reality of what this will bring. What little country side we have left that makes Blount county unique is slow being taken away by mass development of for sale land. With the construction of this connector road, it is only a matter of time before we have McDonalds and taco bells popping up along this road through the country side connecting to Townsend. Not to mention the farmland it will destroy and the sprawl it will create. What little peaceful side of the smokeys we have left will turn into a freeway for tourists and congest 321 toward the national park. Although I guess that is the end goal for some of the people pushing this project. I will find out who is voting for this and make sure everyone I know votes them out. I say no to the parkway extension!"

  Response: General comment- No response needed

- Mr. Barry Neal commented "We've been talking about building this highway since Lamar Alexander was Governor some 40 years ago. Build the road and quit talking about it! The highway is needed."

  Response: General comment- No response needed

- Mr. Michael Cogdill commented "The number one concern should be safety and removal of congestion in Maryville and Alcoa. A direct route would keep a lot of people going to the Smokey Mountains out of the 2 towns and open up the streets in those 2 towns. We may not all agree, but you have to let progress move forward."

  Response: General comment- No response needed

- Mr. Houston Oldham, Director of Operations, commented "Please do not listen to the small, vocal opposition of the Pellissippi Parkway. It's a needed thoroughfare!"

  Response: General comment- No response needed

- Mayor Clint Abbott commented "The 162 extension needs to be completed. I remember when people didn't want the 129 bypass of Maryville. Future generations will need this highway. It is needed now, but will be more needed in the future."

  Response: General comment- No response needed

- Mr. Matthew Mund commented "I believe that you extending 140 to 321 will help redirect traffic which will in turn free up space for our community to move about. I am in support of this."

  Response: General comment- No response needed

- Yancey Quiett commented "Please Finish the parkway. This will cut my commute down by 15 minutes and then I'll ease traffic in maryville heading to the mountains."

  Response: General comment- No response needed

- Mr. William Riley commented "Thanks so much for undertaking this project. We all know how congested roadways can become when communities do not properly plan for growth. I hope this gets started very soon."

  Response: General comment- No response needed

- Mr. Jim Gorman, Corporate Vice President Marketing Nisus Corporation, commented "I am definitely in favor of the Pellissippi Parkway extension. It will be a great benefit to the area and help encourage growth."

  Response: General comment- No response needed

- Ms. Pamela Hess commented "I think the extension is way over due. The county has become a lot more populated over the years and traffic is awful through town. It would be such a great way to travel other than going through congested town."

  Response: General comment- No response needed

- Mr. Nick Wade commented "We NEEEEED this extension. It would cut down on a lot of headache on Alcoa Hwy."

  Response: General comment- No response needed

- Mr. Bill Jenkins commented "Just sending a message for my support for the extension project moving forward. The benefits it will provide will do nothing but good for us and the careers of many of my coworkers."

  Response: General comment- No response needed

- Mr. James Tomiczek commented "As a resident and commercial property owner in downtown Maryville, I SUPPORT the completion of the Pellissippi Parkway Extension Project. I also SUPPORT it as a civil engineer. Traffic volumes in the downtown area have progressively increased and will only continue as development throughout the county continues - and it will continue. If growth stops, as a few people would like to see, the county would slowly die. With this in mind, we need to plan for and build necessary infrastructure to handle the growth. This includes new roads like the Pellissippi Parkway Extension."

  Response: General comment- No response needed

- Mayor Andy White, City of Maryville, commented "This project will improve the flow of traffic for the City of Maryville as well as Blount Co. It is also needed to help reduce air pollution from idling cars. The increased population coupled with the increase of tourist traffic maxes this project necessary. It's time to build the road."

  Response: General comment- No response needed

- Ms. Brenda Farmer commented "It is past time to complete the Pellissippi Parkway. It is unfair to the former property owners of the already completed sections, that this project has not been completed. It's time to complete the Parkway which has been on the books for construction since the 1970's. The current parkway is beneficial to our citizens traveling to work in other counties and also to people traveling to Blount County for work. A well-designed transportation system, that includes roads is crucial to economic development. Development along this portion of the Pellissippi falls within the Urban Growth Boundary, which means potential developers won't be able to bend or break the rules for building. In effect, this roadway actually supports the community's managed growth goals. Blount County is the eighth-largest tourism market in Tennessee and completion of the Parkway will help tourists get safely to/from the Townsend/Smoky Mountains to support those efforts and will also lessen the amount of traffic on some of the other roads in Blount County. Finish the job and complete the project.

  Response: General comment- No response needed

- Mr. Jeff Lloyd commented "I work in Blount County and drive Pellissippi all the time. I think that we need to complete the SR 162 extension. I think it will provide easier access to the smokies, reduce pollution, relieve traffic congestion at peak times and help support local jobs."

  Response: General comment- No response needed

- Mr. James Carter commented "I support the completion of Pellissippi Parkway. This will greatly benefit Blount County and has been needed for a long time."

Response: General comment- No response needed

- Ms. Hollie Randolph commented "I am in favor of the Pellissippi extension project. Road improvements and additions are greatly needed in our area as population continues to grow. This project should help with the congestion already seen on many of the local roads during peak traffic times."

  Response: General comment- No response needed

- Mr. Travis Greenwood, Operations Supervisor/Atomos Energy, commented "I am in favor of this extension."

  Response: General comment- No response needed

- Ms. Valerie Brummitt commented "Please approve. I am for the extension."

  Response: General comment- No response needed

- Mr. Andy Mallicoat commented "This would be a great extension for the entire area. Looking forward toward eliminating all the run around and a nice direct route!"

  Response: General comment- No response needed

- Mr. Greg Baumann commented "Support 162 extension."

  Response: General comment- No response needed

- Mr. Max Thomas commented "This extension project is absolutely necessary for the community and businesses in this area."

  Response: General comment- No response needed

- Mr. Sydney Hess commented "I am in favor of the extension being built because traffic is so bad in Maryville / Alcoa."

  Response: General comment- No response needed

- Tracy Malone commented "I live near and work close to Pellissippi Parkway and would benefit from the extension."

  Response: General comment- No response needed

- Mr. Mike Swift commented "The extension of SR-162 (Pellissippi Parkway) to Us highway 321 is very important to our community and I appreciate the State moving this project forward. Thanks

for giving us an opportunity to comment and I hope you are able to complete it as soon as possible."

Response: General comment- No response needed

- Mr. Quentin Caldwell, South Blount County Utility District Asst. Director Manager, commented "South Blount Utility Supports this project. Thank you."

  Response: General comment- No response needed

- Mr. Terry Tuttle, GM Edison Electric, commented "We need to go forward and complete this project."

  Response: General comment- No response needed

- Mr. Chad Rochelle, commented "I would like to express my support of this project. The design is very thoughtful and will have a very positive affect on the community, as well as relief of traffic flow on the "Maryville side", which is very congested at present and will only get worse."

  Response: General comment- No response needed

- Ms. Christi Silliman, Director of Human Resources, commented "We fully support the extension project to increase tourism to our town!"

  Response: General comment- No response needed

- Mr. Michael Lawson commented "It's time to complete the Parkway which has been on the books for construction since the 1970's. Current Parkway has been incredibly beneficial for commuters. It is easier to get to work or just travel to/from Knoxville & Oak Ridge. Current Parkway makes it much easier to traffic in/out of the airport. This is especially true for the vital businesses in Anderson County seat of the high-tech corridor. A well-designed transportation system, that includes roads is crucial to economic development. Development along this portion of the Pellissippi falls within the Urban Growth Boundary, which means potential developers won't be able to bend or break the rules for building. In effect, this roadway actually supports the community's managed growth goals. Blount County is the eighth-largest tourism market in Tennessee and completion of the Parkway will help tourists get safely to/from the Townsend/Smoky Mountains to support those efforts."

  Response: General comment- No response needed

- Ms. Amy Lawson commented "It's time to complete the Parkway which has been on the books for construction since the 1970's. Current Parkway has been incredibly beneficial for commuters. It is easier to get to work or just travel to/from Knoxville & Oak Ridge. Current Parkway makes it much easier to traffic in/out of the airport. This is especially true for the vital businesses in Anderson County seat of the high-tech corridor. A well-designed transportation system, that includes roads is crucial to economic development. Development along this portion

of the Pellissippi falls within the Urban Growth Boundary, which means potential developers won't be able to bend or break the rules for building. In effect, this roadway actually supports the community's managed growth goals. Blount County is the eighth-largest tourism market in Tennessee and completion of the Parkway will help tourists get safely to/from the Townsend/Smoky Mountains to support those efforts."

Response: General comment- No response needed

- Mr. Gregory McClain commented "We need this road and are grateful for TDOT moving it forward. There is no question that current and future needs justify this extension. We only wish it could get done quicker."

  Response: General comment- No response needed

- Mr. Trevis D Gardner commented "I support the Pellissippi Parkway Extension Project. I have participated in the online design review process and am satisfied with the responses and communications that I have received from the TDOT Representatives."

  Response: General comment- No response needed

- Mr. David Carswell, City of Alcoa Chief of Police, commented "I wanted to submit a comment in favor of the SR-162 (Pellissippi Parkway) Extension Project. I have lived in Blount County, TN for 27 years. I have also worked for the City of Alcoa Police Department for the past 27 years and I have been Chief of Police for the past five years. As both a resident and public servant here in Blount County I have seen the good, the bad, and the ugly in terms of traffic congestion and traffic safety over the past 27 years. The Pellissippi Parkway Extension is much needed and is way overdue in order to address and relieve traffic congestion-related problems. This Extension Project is needed infrastructure for the safety and future of Blount County residents. Blount County has been experiencing a population boom over the past 20 years that shows no signs of slowing down due to such factors as; residential and economic development, increased employment opportunities, the area being a desirable retirement location, the area having outstanding school systems, and the area being a tourism destination for a national park which are just a few of the numerous other factors that when combined has resulted in increased traffic congestion that in turn creates other public safety concerns. Please consider moving forward with the SR-162 (Pellissippi Parkway) Extension Project."

  Response: General comment- No response needed

- Mr. Jeff Muir commented "I support the design of the Pellissippi Parkway extension. A well-designed transportation system, that includes roads is crucial to economic development. Blount County is the eighth-largest tourism market in Tennessee and completion of the Parkway will help tourists get safely to/from the Townsend/Smoky Mountains to support those efforts. This roadway actually supports the community's managed growth goals."

  Response: General comment- No response needed

- Ms. Carmen Simpher, CEO TCGA Board member, commented I support and am excited about the Pellissippi Parkway! It would do wonders for transportation to our area and tourism."

  Response: General comment- No response needed

- Ms. Ann Bartlett commented "We highly support this project. Thank you."

  Response: General comment- No response needed

- Mr. Hank Dye commented "As a Townsend resident and active volunteer/supporter of the Great Smoky Mountains National Park, I strongly support completion of Pellissippi Parkway. The positives are many and the negatives are small and mostly mitigated. Please go forward!"

  Response: General comment- No response needed

- Mr. Todd Jones commented "I am in support of the extension and completion of SR-162."

  Response: General comment- No response needed

- Mr. Mike S Winstead commented "I wanted to express my support for the Pellissippi Parkway Extension Project. It is critical for the long-term growth and viability of Maryville and Southern/Eastern Blount County."

  Response: General comment- No response needed

- Mr. Jeff Carter commented "I support this extension."

  Response: General comment- No response needed

- Mr. Ben Pinnell commented "Support FOR the extension to get underway."

  Response: General comment- No response needed

- Ms. Elaine Streno commented "We are a business in Maryville that requires the majority of our employees to travel on Alcoa Highway from Knoxville. It is a very dangerous and challenging road to travel. Please extend Pellissippi Parkway to lighten up the traffic on Alcoa Highway."

  Response: General comment- No response needed

- Ms. Missie Rhea commented "I support the Pellissippi Parkway extension."

  Response: General comment- No response needed

- Mr. Peter Womack commented "I support the new Pellissippi Parkway extension. It will be great for Blount County, Walland & Townsend."

  Response: General comment- No response needed

- Mr. Joe Tipton commented "I totally support the completion of Pellissippi Parkway to SR321 from Old Knoxville Hwy SR33. Having businesses in Maryville and Alcoa, the traffic needs relief from through traffic. Please complete this very important Gateway to the Smokies."

  Response: General comment- No response needed

- Ms. Amie Wendel commented "I support the extension. it helps with easy transportation to Knoxville and is beautifully done. Please do not let the hard work done for this project be for nothing."

  Response: General comment- No response needed

- Ms. Sharon Oldham commented "The sooner the better for completion of this road. I totally support extending Pellissippi Pkwy to Hwy 321."

  Response: General comment- No response needed

- Mr. Mark Oldham commented "Totally Support the PP Extension. Thank you for adding the greenway and the retaining walls too!"

  Response: General comment- No response needed

- Ms. Karin Burkey, VP Corporate Services, commented I am in support of the Extension Project as it is vital to the community. It is an important link to the community at large and the surrounding areas as well."

  Response: General comment- No response needed

- Mr. Kevin Profitt commented "I supported the initial Pellissippi Parkway and also support the extension under review. Traffic is a big concern as the County grows at a fast pace. Please complete the project as soon as possible. This extension has already taken way too long."

  Response: General comment- No response needed

- Boyce Smith commented "Road needed to continue growth for area and traffic creating issue for business."

  Response: General comment- No response needed

- Mr. Kevin Kirkland commented "I am in FAVOR of the Pellissippi Parkway extension. It will be a huge service to the community. I work in Blount County and this will relieve surface traffic and make our community safer. I live near the parkway in Knox County. "

  Response: General comment- No response needed

- Ms. Teri Brahams commented "I am in favor of completing the parkway as designed."

  Response: General comment- No response needed

- Mr. Carl VanHoozier commented "Please complete the Pellissippi Parkway it is so needed. I have to travel between Knoxville and Townsend several times a week. It is always congested and dangerous to travel in Maryville. The extension would solve this traffic problem. This project is about 15 years late happening."

  Response: General comment- No response needed

- Mr. Tony Thompson, Area Manager Pinnacle Financial Partners commented "The SR-162 Pellissippi Parkway Extension Project is critical to the improvement of traffic flow and economic development in Blount County. The project has been thoroughly vetted and discussed for many, many years. Providing access to the National Park without routing traffic through Maryville and Alcoa is a critical step in managing traffic flow as our community grows. Providing ease of access to the tourism spots in Townsend, Cades Cove, and the National Park will only serve to enhance our ability to be a destination location for people who want to reside in Blount County and for people who want to enjoy the beauty of our area. This is a great project, and I look forward to seeing it come to fruition!"

  Response: General comment- No response needed

- Ms. Lisa Stremsterfer commented "I feel that the completion of the Parkway will serve to provide easier access to our beautiful Smoky Mountains for visitors and locals alike. Commute time to Knoxville and vice versa will be increased. Definitely in favor of the completion."

  Response: General comment- No response needed

- Ms. Jennifer Roberts commented "As a lifelong resident of East TN, the mountains are an integral part of my and my family's life. Having made the journey through Maryville to get there for over 50 years, we would welcome the Pellissippi Parkway extension to not only shorten the length of time to get there, but make the drive safer. I am always nervous driving on the narrow lanes through town. Thank you for considering our opinion."

  Response: General comment- No response needed

- Mr. John Hughes commented "I fully support the Pellisippi Parkway Extension."

  Response: General comment- No response needed

- Ms. Andrea Knight, HR Director, commented "Let's get this extension finished ASAP. It will be great for our community."

  Response: General comment- No response needed

- Erick commented "I think the Highway extension into Blount County, Tn will be a good thing and will take Danger and Highway crowding off of Alcoa Highway as well and help boost the community look."

  Response: General comment- No response needed

- Mr. Bob Booker, Senior Manager, commented "I support completion of the project."

  Response: General comment- No response needed

- Ms. Angela Jean Gamble commented "I am in support of the Pellissippi Parkway extension Project. This is much needed for our community for quicker methods at travel and avoid travel and more congested areas."

  Response: General comment- No response needed

- Ms. Tammi Ford commented "PROCEED WITH THIS PROJECT."

  Response: General comment- No response needed

- Ms. Elaine Vickers commented "Complete the Parkway!! Time to Move Ahead! Cut through traffic into Jackson Hills and tiny roads over to Sevierville Rd etc's ridiculous. Get this project completed!! It's been 'going to happen' for decades now!!"

  Response: General comment- No response needed

- Mr. Brad Headrick commented "Please finish this much needed project. Thank You."

  Response: General comment- No response needed

- Mr. Yancey Aaron Quiett commented "Please finish the parkway!"

  Response: General comment- No response needed

- Mr. Carl VanHoozier commented "Please complete the Pellissippi Parkway, I travel between Knoxville and Townsend several time a week, The congestion in Maryville is terrible. It not only take a lot of time to drive through Maryville but it is dangerous traveling due to the congestion. This road project needed to be completed years ago, so I sure hope TDOT will start construction very soon. Thanks"

Response: General comment- No response needed

- Mr. Raymond Boswell commented "I love the design of the 162/Pellissippi Parkway extension. I appreciate you including the Greenway access and I look forward to driving this route once it's completed. Great job on the design! Good luck with ROW acquisition and construction. Thank you."

  Response: General comment- No response needed

- Ms. Shawn Norman commented "Adding in an extension on Pellissippi parkway, at the expense of people losing land on their farms, would not benefit the community at large. Cutting peoples land up is wrong, and should be avoided."

  Response: General comment- No response needed

- AB Norman commented "This Pellissippi expansion project showcases everything wrong with our government and our leaders. If this project can't take place without encroaching and taking someone's land then it don't need to happen. People have worked entire lives to hold onto land, farms, and most important continuing on with what generations before them have worked hard for. What you guys are striving towards is not what this country was founded on. You should be ashamed to Go forward with this."

  Response: General comment- No response needed

- Ms. Elizabeth Davis commented "I strongly oppose the construction of this extension. It will compromise the rural nature of Blount County by increasing high-speed traffic, bisecting a century farm, and promoting growth of big box chain stores that inevitably spring up around interstate interchanges, which will in turn run out local businesses. This project will harm the quality of local life while lining the pockets of those who don't live here- big box chain store CEOs and other upper level management of corporations and state entities. This project reflects an outdated mode of thinking: that growth for the sake of growth is good. That's just not true- to paraphrase writer Edward Abbey, "growth for the sake of growth is the ideology of a cancer cell." We need visionary leadership that aspires to something greater than this- wise, sustainable development that creates a walkable, bikeable city."

  Response: General comment- No response needed

- Mr. Logan Rosenberg commented "I am strongly against this project, on the basis of environmental impact and poor civic planning. I believe this will not alleviate traffic congestion in Blount County. In fact it will make it worse. Additionally, the increased vehicle traffic will negatively impact the Little River watershed, which is one of the most bio-diverse and important watersheds in the state. NO PARKWAY EXTENSION"

  Response: General comment- No response needed

- Mr. Jeremy Lloyd commented "The plan as proposed would do demonstrably more harm than good by permanently altering the rural character and charm of part of Blount County. No mitigation effort will ever undo the irreparable damage that laying down pavement through undeveloped farmland will cause. I urge you to shelve this plan."

  Response: General comment- No response needed

- Mr. John C DiDiego commented "Projections seem to show this project will not do many of the things given as a rationale for doing it...e.g. reduce local traffic, help business. And what it definitely WILL do that no one seems to want is: -Permanently scar the landscape, visually and ecologically -Permanently damage the agricultural and bucolic scenery people come here for I would like to see a little better overall planning that takes wildlife diversity, natural features, aesthetics, and other environmental factors into account."

  Response: General comment- No response needed

- Mr. Doug Gamble commented "The in-person meeting at Heritage High was enlightening. It became abundantly clear that TDOT can and will not halt a wasteful and destructive project like the Pellissippi Parkway Extension if it is advocated by unnamed (and often un-elected) local "leaders/""partners." This is true even in the face of overwhelming public opposition and TDOT's own studies of the project. I have known this for years but having TDOT confirm it in public was both fun and infuriating.

  Public input for 20 years about this project to TDOT, the Transportation Planning Organization, and the local newspaper has been in overwhelming opposition. People who care about induced and un-planned growth and the destruction of a large section of Blount County for the convenience of visitors and certain local tourist projects and housing developments have said so loudly. Proponents of unfettered growth, on the other hand, have been pretty much silent because they know they already have the inertia of this "Legacy Project" on their side.

  TDOT could, like DOTs in other states, offer leadership in the development of transportation and growth/land use plans that are forward-looking. But TDOT continues to roll along implementing an idea that is old, out-dated, destructive, and indifferent to issues of sustainability and the quality of life for most Blount County residents.

  I urge TDOT to seriously examine the input it and the TPO have received since 2010. I could copy and paste it all in here, but that should not be necessary. I include in this request not just input from individuals but also the lengthy and well-researched comments by Citizens Against the Pellissippi Parkway Extension (CAPPE) during the entire NEPA process. I suspect that hardly anyone currently working for TDOT (or Governor Lee) has read the extensive record. Instead, the agency momentum just rolls along because certain local leaders/"partners" have not asked for the kind of review that could stop this waste of scarce money."

  Response: General comment- No response needed

- Mr. Thomas Klein commented "I am in full support of the Pellissippi Parkway Expansion. This improvement is LONG overdue for several reasons. The project will drastically reduce tourist traffic through Maryville as Blount County population continues to grow. It will make access to the Great Smokey National Park much more attractive and help provide a greater economic impact to the area. In addition for us who live in Townsend, driving to Knoxville will be significantly more convenient. I only have one suggestion for change. The intersection at the end of this expansion and Lamar Alexander (321) should not be merely a traffic light. That will create a huge bottleneck at times in the area. I believe a traffic circle or a "fly over" is needed to allow smooth transition between both highways."

  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.

- Mr. Mike Hearon commented "The Pellissippi Parkway extension is well overdue. Please move forward with the project. In regard to the design, I feel it would be better to have on/off ramps at the terminus of the parkway at US 321 instead of the traffic lights that are currently in the design."

  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. Julie Niles commented "The project will increase traffic on 411 where I live. The project will encourage further development which increase volume of cars, trucks, and other commercial vehicles creating serious increase in accidents on 411 which is narrow and unforgiving. Your presentation as I saw on the video stated it would enhance the safety of the current roads. I travel to Maryville several times a week for groceries and services. How is the extension going to enhance my safety."

Response: 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. 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. Roy Stroud commented "It was exciting watching the public input meeting after the fact. Thank you for recording it. I drive SR 162 often and as a tax payer it is disappointing to think about spending 130 million on a short section of extension where plenty of the rest of SR163 needs attention. I do understand Federal money will be used for much of the funding. Every time I pull a trailer north or south on SR115(US129) across the top of SR-162 it makes me want to call your bridge inspection folks to ask them to please come work on those extremely jolting expansion joints!! -Main question/comment is why not add an underpass/overpass or some sort of cloverleaf type interchange at termination there at 321 (SR73). If you are truly looking to increase safety and mobility. In another 10 to 20 years what will that termination look like. I enjoyed the flyover video showing estimated traffic flow at rush hour in 2040. How much safer would traffic flow at the termination for the next 20 to 40 years if there was a full interchange? From this tax payer, road user standpoint if we (Blount Co. residents and Tennessee residents) are getting this SR162 extension (seems like no matter what). I would encourage and challenge TDOT to reinvest in 200 acres in other places through out that fine county to make up for the lost lands. Mix and match so say an average of twenty 10 acre opportunities. You could have more parking or picnic areas or how about truck pull offs and parking or just pass it back to the county for a park or extra green space. Yes 200 acres at an average of 20K an acre is 4 million extra, but on top of that 130 million it would be very life giving investment in the county. Thank you for allowing my option to be added to the record.

  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 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 using 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. Cindy Moore commented "I'd like to know when the ROW acquisition process will start as the road will be coming through a portion of my back property. What will TDOT do to ensure noise reduction?"

  Response: The department currently anticipates beginning the right-of-way appraisal and acquisition phase by Summer 2023. 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 update 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 will be included in the project plans.

- Mr. Tom Harrington commented "On the news it was reported that the extensive work might not start for 3 to 4 yrs. Since this project has been in the planning for so many years could they not speed-up the work? I have been volunteering in the Great Smoky Mts. National Park for 21 and a half years and have to drive through heavy congested traffic in Alcoa & Maryville coming from my Knoxville home. The bypass would benefit so many people, would likely reduce pollution and because of less congestion it would contribute to safer highways in the area. Thank you."

  Response: The department currently anticipates beginning the right-of-way appraisal and acquisition phase by Summer 2023. It is anticipated to take approximately 24-30 months to acquire the necessary property. Once the necessary property has been acquired, the project will be eligible for construction funding. This project will need to be identified in TDOT's Comprehensive Multimodal Program (3-year plan) to be budgeted for construction before funding can be made available for construction activities. It is anticipated that construction activities would take 36-42 months to complete construction.

- Mr. Ronald Gideon commented "Why are you wanting to extend a road, while the current road is not being maintained? Could the money to be used not better be utilized on improvements to existing roads? If the current plan is going to happen no matter what, I would suggest not putting a bridge across East Brown School rd. The current residents would prefer the end of brown school rd that enter sects with Wildwood rd to be a dead end. Which would be a significant savings to the project."

  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. East Brown School road is a local road and is under the jurisdiction of the County. To date, the department has not received any request to close East Brown School.

- Mr. Tom Swicegood commented "I fully support this extension of the Pellissippi parkway. This route is sorely need in Blount County to alleviate traffic congestion in the Maryville/Alcoa area. When will land purchases begin for the ROW and when will construction begin?"

Response: The department currently anticipates beginning the right-of-way appraisal and acquisition phase by Summer 2023. It is anticipated to take approximately 24-30 months to acquire the necessary property. Once the necessary property has been acquired, the project will be eligible for construction funding. This project will need to be identified in TDOT's Comprehensive Multimodal Program (3-year plan) to be budgeted for construction before funding can be made available for construction activities. It is anticipated that construction activities would take 36-42 months to complete construction.

- Ms. Nancy R Neilson commented "When I look at our society, our community, it simply makes no sense to spend 100M on 5 miles of road. Why not spend that on improving current roads? Why not spend it on a currently deteriorating I-140? I believe this project is in the best interest of only a few and will not improve our county. Please redirect these funds to benefit more residents and preserve what brings residents and visitors here to begin with. TDOT needs an entirely new approach to its mission going forward."

  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.

- Ms. Kristie Wilson commented "My husband and I own tract 17 and tract 18. Before CAPPE stopped the Pellissippi Parkway extension, TDOT was going to put a two lane road through the remainder of our property (tract 17) so that our neighbors behind us (tract 13 or 14) could have access to their property. The two lane road is not showing up on the current plans. If you do not put in the two lane road, how will our neighbors have access to their property?"

  Response: Currently the department does not have plans to construct a 2-lane roadway through your property. Any property that does not have access to a roadway would be determined to be loss of access. If a property is determined to be loss of access, the department is required to offer to purchase the entire piece of property. The property owner has the choice to sell the property to the state, sell the property to an adjoining property owner, or keep the property and seek other means of access through adjoining properties.

- Mr. James Fitzgerald commented "Per the TDOT FEIS, traffic will increase on Blount County roads and US 411. The cost to TN and US taxpayers for this project is too high. Money is better spent fixing/repairing what we already have. Save it, don't pave it. One question asked but not answered at the meeting: would a design change to eliminate the intersection of the PPE and U.S. 411 be financially and safety-wise beneficial? On information and people presenting: the content and vision of the presentation was of good quality for people that are driving the bulldozer without the capability to stop said bulldozer. Thank you for your time and consideration in holding this in-person meeting."

Response: The proposed design meets all aspects of the projects defined purpose and need identified in the approved Environmental Document and included the proposed interchange at State Route 35 (US 411).

- Mr. Kathy Jackson commented "First, I do support this project. Thank you for the time and thought that you have invested in Blount County. I do wonder about how the light at the termination of the parkway and 321… Driving to Townsend from Maryville is an easy drive without a lot of stops and starts. I have some concern about how the light will impact the flow of traffic. Thank you."

  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 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. Moria Wedekind commented "It's already difficult to get onto US 321 from Hubbard School Rd or Tuckaleechee Pike (east of the proposed interchange). What considerations have been given to improving that access, given the increased traffic volume that can be expected from the extension? Perhaps a traffic light at Tuckaleechee Pike? Thank you for your consideration."

  Response: Hubbard School Road and Tuckaleechee Pike are outside the project limits. As with other intersections across the state, the department will continue to monitor these intersections to determine if they meet signal warrants.

- Mr. Jackson Hurst commented "Regarding the US 321/TN 73 Terminus could TDOT possibly look at doing a partial interchange design: Ex. Flyover loop Ramp from southbound Pellissippi Parkway to Eastbound US 321 (Lamar Alexander Pkwy)/TN 73, and on ramp from Westbound US 321(Lamar Alexander Pkwy)/TN 73 to Northbound Pellissippi Parkway. Look at FDOT's example of this concept on FDOT's First Coast Expressway (FL-23) Project, more specifically the First Coast Expressway (FL-23)/US-90 (Beaver Street) Intersection. *https://nflroads.com/FirstCoastExpressway/documents/2018-03-22-whole-fce-us-90-to-sr-21-map-2.pdf* "

  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 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. John Rush commented "See attached! This road should not be built! The staff that presented had very little to offer. TDOT staff should have worn masks!!! I would like to submit the following comments on the proposed Pellissippi Parkway Extension from State Route 33 to US Highway 321. As someone who is familiar with transportation planning I will say that this project is not needed for several reasons. Those reasons include the extension will not alleviate traffic in the cities of Maryville and Alcoa, the connection between Old Knoxville Highway and US Highway 321 will mainly serve tourists passing through the area, local roads that would serve the extension are already dangerous and will receive more traffic, and most importantly, an expensive, interstate style road is not needed to help with mobility in the area.

1). Why is the proposed extension road so wide? It looks like the right of way will take 200 feet and the paved surface will be 100 feet. Why? The amount of traffic that will use the road does not seem to justify such a large ROW. Was the ROW length based on projected traffic counts or was it based on what is currently in place for the rest of the Pellissippi Parkway? If built, I think the ROW and paved surface should be drastically decreased to reduce the impact.
2). Why is the proposed extension being designed as an interstate style highway? The amount of traffic that will travel the road does not justify such a big road with such wide shoulders. I would recommend scaling down the design to a two lane road with a wide shoulder. This would minimize the impacts to property owners in the path of the road. The smaller road could possibly be designed to avoid structures and sensitive areas.
3). There is a proposed traffic light at the terminus of the proposed road at US Highway 321. During the presentation it was noted that the lights will be designed to minimally impact traffic on US Highway 321. I totally disagree with that assertion. There is not a traffic light on US Highway 321 from Browns Creek Shopping Center in Maryville to where US Highway 321 turns towards Wears Valley in Townsend. Traffic travels smoothly the long distance between the two lights. Adding a traffic light will delay traffic no matter how it is configured. In addition, the new intersection will bring development. That development will also impact the existing traffic flow on US Highway 321. I recommend making the intersection without a light. It may take more property (the project is already taking a lot of property) but it will not interfere as much with the traffic flow on US Highway 321. No stop light on US Highway 321.
4). The only intersecting road on the proposed extension is US Highway 411. Even though the road was recently paved it still has severe drop offs that are dangerous and causes wrecks. This road will have increased traffic due to traffic from downtown Maryville funneling to get to the proposed extension. There is a school zone on the road and during school hours and rush hour traffic this road is heavily used. The proposed extension will make matters worse. Are there any plans to make improvements to US Highway 411 outside of the intersection?
5). Are there any plans to add a traffic light at US Highway 411 if needed in the future? This will impact traffic that flows on the road since there are not any traffic lights from the school in Maryville to the intersection with US Highway 411. Should the impact of possibly adding a traffic light be added to the design process?
6). The proposed extension goes through farmland that is productive and part of the Blount County economy. The proposed road will also be near existing homes. The justification to extend

the Pellissippi Parkway for alleviating traffic in Maryville and adding a connecting road in east Blount County does not justify turning a rural area into a developable land. How will the design of the extension impact existing land uses? Would a smaller road reduce those impacts?
7). If complete the extension will bring noise and light pollution to the peaceful countryside. What mitigation measure will be taken to reduce these impacts? Would a smaller, two lane road reduce those impacts?
8). There is no large population center at the terminus of the proposed project (US Highway 321) that will be served by this new road. Most traffic that will use the road will be people that live in the area (with the only access being on US Highway 411 and 321) and people wanting to go back and forth to the Smokies. Why is an interstate style road being built for traffic that is not connecting two centers of population?
9). Have any endangered or rare species of plants or animals, archaeological sites, or other rare items been discovered since the ROD? If so, should the FEIS be amended?
10). If the extension is completed it will increase traffic on the existing substandard roads in the area. Many of the roads that are in that area are narrow and dangerous. It would make more sense to improve these roads instead of creating a new interstate style road. The proposed road will bring move development, putting more strain on the substandard roads. What is proposed for the substandard roads if the proposed extension is completed.
11). The proposed extension is not needed to alleviate traffic in roads that are supposably congested in Maryville, Alcoa, and Blount County. Over the past twenty years, which this project has been studied and planned, traffic or level of service has not increased significantly on those "congested" roads. In addition, since the Record of Decision construction has begun on the Alcoa Highway Bypass and the cities of Maryville and Alcoa has instituted a traffic management system that is designed to reduce traffic congestion in the heavily used areas. Were these two projects taken into consideration for the FEIS and ROD and particularly with the design of the new proposed extension? Should the FEIS be amended to reflect these traffic mitigation measures that have been taken since the ROD?
12). The existing State Route 162 from Alcoa Highway to Old Knoxville Highway (Route 33) was built with state funds and no federal funds. The proposed extension to US Highway 321 is "advertised" as being an extension of State Route 162 (not Interstate 140). The designation of Interstate 140 stops at Alcoa Highway. If this is a state route why are federal funds being used to fund this project? Why is this extension being built to federal interstate standards?
13). What steps, if any, will be taken to redesignate the road from State Route 162 to Interstate 140 if completed? Once again, why are federal funds being used for a state designated road?
14). This proposed extension does not make much sense since it will not alleviate traffic in other areas and primarily be used by people passing through the area. Locals use existing roads to connect to the existing Pellissippi Parkway with very few delays. The extension will not help with the traffic on these back roads. Building an interstate style highway seems like an overkill to a minor traffic situation. I realize the Knoxville TPO has indicated this as a high priority project but why? Decisions at the TPO are made by mayors and officials from the local area, most of whom are not transportation planners. Since TDOT is in the transportation business what is their opinion of this extension? Based purely on alleviating traffic and helping with local traffic flow, how will this extension help with those situations? Is an interstate style highway needed to alleviate those concerns.
15). This extension should not be built. It is an idea from the 70s where creating a loop around a city would supposably help with interior traffic. Traffic studies how found this not to be true and

instead the opposite – it creates more traffic in outlying areas. It's time to finally scrap this project and instead focus on local population.

Response:

1) *The proposed typical section of the roadway includes four (4)-twelve foot travel lanes (two (2) lanes in each direction) with fourteen (14) foot inside shoulders and twelve (12) foot outside shoulders and is based on TDOT design standards. The width of right-of-way varies throughout the project and is set based on slope lines needed to construct the project.*
2) *Based on traffic projections, a four-lane highway is required based on TDOT design guidelines.*
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). 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.*
4) *The department has one project currently in the preliminary design stages of development to improve existing State Route 35 (US-411) (Sevierville Road) from near South Washington Street to near Walnut Street. This project includes reconstructing existing State Route 35 to include two (2) - twelve (12) foot travel lanes (1 in each direction) with a twelve (12) foot center turn lane. The project will include curb and gutter as well as sidewalk and greenway located along each side of the improvement. Additional improvements to SR-35 (US-411) outside the limits of the SR-162 (Pellissippi Parkway) project and the SR-35 (US-411) 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.*
5) *The proposed entrance and exit ramps at the proposed interchange of State Route 162 (Pellissippi Parkway) and SR-35 (US-411) are proposed to be signalized.*
6) *The design of the proposed project meets the defined purpose and need in the Environmental Document. Land use is determined by the local governments. The roadway typical sections for the project are based on TDOT design standards. The proposed four (4) lane improvement along State Route 162 (Pellissippi Parkway) is required based on traffic projections and TDOT design standards.*
7) *Currently lighting is not proposed to be included in the project. 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

8) *The design of the proposed project meets the defined purpose and need in 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
9) *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*
10) *The design of the proposed project meets the defined purpose and need in the Environmental Document.*
11) *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*
12) *The department utilizes federal dollars on projects on state routes across the state. The proposed design meets current TDOT design standards.*
13) *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.*
14) *The department has completed the NEPA process and has an approved Environmental Document with a defined purpose and need. The proposed design meets the defined purpose and need.*
15) *General comment- No response needed*

- Mr. Mark Eder commented "I can't see that it is needed. For the amount of usage it will get is it worth the cost. Since I live close by I'm concerned about noise. The question and answer session was like watching a political debate. A question is asked, then the politician starts talking but does not answer the question. No concrete answers were given. All you did was dance around the questions. And why wasn't local government there? I'm new to this but after tonight I understand why people are mad."

  Response: Comment noted. 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. Design questions were addressed.

- Mr. Terry A. Bunde commented "I did not get a chance to ask my question so here goes. TDOT's main concern is road safety, yet the SR-162 EXT project will intersect 411N and provide (as Mr. Borden said in a radio interview the day before the public meeting) Sevier County residents access from SR-162 to 411N. But Sevierville Road is in bad need of repair and safety upgrade and already has a lot of traffic. TDOT's own website lists widening and improvements from Everett

High Road to Nina Delozier Road as being on the 2035 horizon. Improvements from the Maryville city limits to Chapman Highway is stated for 2045. Any extension of SR 162 will put much more traffic onto Sevierville Road without any improvements for at least 10 plus years. How is the design that attracts new traffic to unsafe roads consistent with your mission to focus on safety first?"

Response: Safety is a top priority for the department. TDOT's funding is split into different programs (safety, resurfacing, rockfall mitigation, congestion management, bridge replacement, etc). The funding being utilized for the State Route 162 (Pellissippi Parkway) Extension cannot be used for another program. It can only be used for a similar type project. 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). 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. The two projects mentioned above are mentioned in the Knoxville Regional Transportation Planning Organization's (TPO) Mobility Plan 2045 (Long-range plan). Through the planning organization process project needs are identified and subsequently communicated to TDOT.

- Ms. Susan Rivenbark commented "The interchange on Sevierville Road is not necessary and will increase large truck traffic on a road that can not handle it. The poorly designed on and off ramps on Pellissippi Parkway are dangerous – merge lanes are too short. You take your life in your hands especially at 129. The area where I40 would cross Sevierville is a lake for months at a time in winter. Drainage for the length of the proposed road would be negatively impacted. Lack of response to comments and questions about what lawmakers are supporting this project was insulting. The lack of attention paid to resident calls and emails is also insulting. The construction on 129 towards Knoxville is so slow, traffic delays on any new project would be very long and drawn out if what we've seen is any indication. The state of disrepair on Pellissippi Pkwy and connecting roads show that the county and state cannot keep up now. The interchanges are dangerous. There was plenty of space to have made the merge areas longer and safer – why aren't they? Cost? A redesign of the project is needed on many levels. Safety, drainage, preserving water sheds and wildlife corridors, preserving farmland and the county feel of coming into Maryville from the east on Sevierville Road. P.S. The Kingston Pike interchange is the worst and most dangerous. The design does not allow enough room for cars entering the highway to change places with cars exiting."

  Response: The lengths of proposed ramps as designed in the proposed State Route 162 (Pellissippi Parkway) Extension project are based on current TDOT design standards. Drainage improvements are currently planned to help support the drainage area in question at State Route 35 (US-411) (Sevierville Road). Substandard drainage culverts and existing topography in this area cause the ponding concerns mentioned. As part of the proposed project the drainage

will be addressed by providing adequately sized culverts and roadway ditches to convey the water to the adjacent branch to the Little River.

- Ms. Marian D. Fitzgerald commented "I have multiple issues with the plan as proposed. They are further addressed in the attached letter; please include my letter in the public record – The safety concern is paramount. The proposed interchange of the PPE with US411 will increase traffic congestion, slow mobility, and greatly decrease safety on Sevierville Road – a narrow 2-lane highway without shoulders that already carries more traffic than it can safely accommodate. It would be both stupid and unethical to build this interchange. Don't! I also object to the concrete median barrier wall. It will make the PPE a lesser "Parkway" and a greater hazard to wildlife. The intersection with stoplights at the PPE terminus at U.S. 321 will back up traffic on both highways. This will not improve mobility anywhere. The proposed "greenway" alongside the PPE was not thought through very carefully. Why would people walk or bike beside a busy highway? Where could a cyclist go after reaching Sevierville Road? The whole Pellissippi Parkway Extension project is ill-conceived and completely unnecessary. Save us all a bundle of money and trouble by not building it, period. Repave the existing Pellissippi Parkway instead. Please.

  Thank you for holding an in-person public meeting, providing an opportunity for us to interact and ask questions. The presenters did not answer many questions put to them, including mine: How do you propose to keep Sevierville Road safe after adding traffic to it by creating an interchange with the proposed PPE? Why not just bridge over 411 with no interchange with the proposed PPE? I would appreciate the courtesy of an answer (email is fine.)

  Thank you for re-paving Sevierville Road so nicely. The bold new paint stripes, cat's-eyes in the center, and rumble strips on the outside lines help to make this old U.S. Highway a bit safer to navigate. However, it is still narrow, shoulder-less, and dangerous. Adding extra traffic to it by building the Pellissippi Parkway Extension with its designed interchange is totally unacceptable to those of us who must use this stretch of 411 regularly. How will you achieve your stated objective of improving safety on the existing road network if the PPE is constructed as planned? Please do NOT build this interchange! Better to bridge the PPE across US411.

  Other poorly-chosen design features include the intersection with stoplights at the terminus on US321 (the originally planned interchange would offer us better mobility and less congestion), the concrete median barrier (ugly, plus a hazard to wildlife), and the roadside "greenway" path (offering cyclists an unpleasant ride to a dangerous, nonsensical destination).

  The Pellissippi Parkway Extension itself is-and always has been-a poorly conceived idea with no clear transportation benefit. It will lay down expensive new pavement where none is needed. If it generates suburban and commercial development, it will do so in the wrong place. We need to protect our Little River and preserve our valley farms.

  At the meeting on Sept. 21, your spokesmen commented that "all of our elected officials" want this highway built. While that may have been true decades ago, it is not the case today. Out Blount County Commissioners, and the County Mayor, are taking a fresh look at present and future growth and development. Several of our current Commissioners now question the

wisdom of continuing the PPE to US321. In fact, the push to build this road has always come from Blount Partnership and Chamber of Commerce-unelected leaders who do not speak for a majority of the people.

The people of Blount County want to preserve our rural heritage and keep our beautiful home as the "quiet side of the Smokies". We want TDOT to maintain the roads we have now instead of building expensive new ones where they are not needed. Of course some new roads are useful and necessary, but many of us feel that this proposed Extension of the Pellissippi Parkway will bring more harm than benefit to our county.

Thank you for accepting and recording my comments.

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.

The proposed interchange of State Route 162 and State Route 35 (Sevierville Road) was part of the approved Environmental Document and meet the defined purpose and need. 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). 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.

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.

- Mr. John Williams commented "Why has it taken so long. Can't you sue the folks that caused the delay for the increase in costs? The major problem the anti-crowd ignored is why do they want more and more traffic problems at the current end of 162 at Highway 33"

Response: The department has followed the established development process. That process allows all citizens to voice their comments and concerns.

- Ms. Mildred B. Sieber commented "We have many substandard 2-lane roads that need repair and upgrading. Why should limited transportation funds be spent on PPE rather than improving and maintain our existing roads? I live just off Sevierville Road (US 411) which is unsafe, narrow, with no shoulders. It is not adequate for the current traffic! The PPE will increase traffic on US 411 and make citizens even less safe. Meeting time (length) inadequate. Facility accommodations too small for safety re: Covid-19!!!"

  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 can only be used for a similar type project. 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).

- Ms. Nina Gregg commented "The design concept is > than 50 years old, a 20th century approach based on the assumption that more roads are the solution to congestion and high speed roads are necessary for economic growth. This is October 2021 (not 1975 when the project was proposed). We must plan thoughtfully and responsibly for the future by developing a vision of where and how we want our community to grow that includes how we will pay for our needs in the future that is already very different from the 20th century. We deserve visionary leadership to ensure a sustainable way of life for future generations, not continuation of the habits of the past. We know from TDOT's own studies that the PPE will NOT help congestion. The state of TN does not have enough $ to maintain existing roads and bridges, the Extension will cost $135+ million, construction funds aren't guaranteed yet you are ready to take land by eminent domain for Right of Way, we already have four-lane access to Townsend from Knoxville and Lenoir City, GSMNP is the most visited national park in the US - people have no difficulty finding it, the PPE design will bypass existing businesses and will take untold acreage from Pellissippi Place Business Park, which was supposed to be revenue generating, approval of residential development in Blount County is piecemeal rather than part of a comprehensive land use & infrastructure plan, we do not know how to pay for public services to thousands of new residents, and we do not have a shared vision of where and how we want our community to grow and what we want it to become in the 21st century. TDOT's mission is "To provide a safe and reliable transportation system that supports economic growth and quality of life." One of your values is "Innovation - we look for new and emerging ways to serve our customers." How can you help us imagine and prepare for a sustainable way of life for future generations, instead of promoting this outdated and shortsighted 20th century idea?"

  Response: The proposed design meets current TDOT design standards and satisfies the defined purpose and need in the approved Environmental Document.

- Mr. Edwin J. Best Jr commented "How does this design address the very real and pressing transportation needs due to the explosion of growth in the western part of the county, where there will be TWO massive Amazon warehouses with hundreds of tractor trailers and where, according to promotions for the new Laurel Branch Industrial Park, "there are 230 apartments units approved and under construction, 350 new houses approved/under construction on Morganton Road and 100 more homes in the approval stage" and "29,051 average daily traffic county on US 321?"

  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. Jacqueline Ramos commented:

  (1) There are more sustainable and cost-efficient infrastructure and transportation alternatives to the construction of an interstate. What are those transportation 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 isn't there an update to the project's EIS? What were the other studies performed in preparation for this project? When were they conducted? What were the outcomes? Why aren't they being updated? What are the financial plans in financing this project? Where is the 20%+ local match coming from for this project? Where will the funding come from for the maintenance of this project (repaving the full road every 10 years, highway repainting, others)? What about end of life at the end of 50/60 years? What does that financing look like? How are you sure that there is state money or federal grants accessible for this extension? What projects are being de-prioritized to fund this extension and the maintenance of this road? Why is PPE prioritized on top of those projects?

  Bottom-line: This is an irresponsible fiscal decision, and I don't approve my tax dollars in going towards a project with such low ROI.

  (2) 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? Does the PPE contribute to local economic growth? How will it impact local communities - 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 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 (i.e. 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.

(3) The project does not meet objectives. TDOT's own studies contained in the Final EIS show that the PPE will not meet TDOT's 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 TDOT's 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.

(4) Health and Safety
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.

(5) A stunt on Blount county's economic development
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 County's 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.

(6) 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. 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. 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:

1) 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 funds and 20% state funds. Currently the local municipalities are not responsible for any of the cost. TDOT's funding is split into different programs (safety, resurfacing, rockfall mitigation, congestion management, bridge replacement, etc). The Department works with the RPO/TPO's to prioritize projects. The State Route 162 (Pellissippi Parkway) Extension project has consistently been ranked high and has been identified in TDOT's Comprehensive Multimodal Program (3-year Plan) for Right of Way appraisal and acquisition.

2) 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 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."

3) 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

4) The proposed interchange of State Route 162 and State Route 35 (Sevierville Road) was part of the approved Environmental Document and meet the defined purpose and need. 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). 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.

5) General comment- No response needed

6) General comment- No response needed

A total of 267 citizens attended the in-person design meeting and 127 citizens signed in on-line.

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

Sincerely,

Stacy Weaver
Civil Engineering Manager 1

Approved: _____ Date: 9/22/2022
Region 1 Assistant Director of Project Management

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

APPENDIX C:

Public Comment Period

March 2023

Public Notice

The Daily Times – March 2, 2023

Knoxville News Sentinel – March 2, 2023

For Assistance call 865-981-1170 or email classified@thedailytimes.com
Place ad 24/7 go to www.TheDailyTimes.com Click on Classifieds

PUBLIC NOTICES

PUBLIC NOTICES

NOTICE TO CREDITORS
DOCKET NO: PR-5493
(As required by section 30-2-306 of the Tennessee Code Annotated)

Estate of Jeffery Thomas Jenkins, late of Blount County, Tennessee

Notice is hereby given that on February 13, 2023, Letters of Administration in respect to the Estate of Jeffery Thomas Jenkins, deceased, who died on June 11, 2022 were issued to the undersigned by Probate Clerk of Blount County, Tennessee.

All persons, resident, and non-resident, having claims, matured, or unmatured, against said Estate are required to file the same with the clerk of the above named Court on or before the earlier of the dates prescribed in (1) or (2), otherwise their claims will be forever barred:

(1) (A) Four (4) months from the date of the first publication (or posting as the case may be) of this Notice if the creditor received an actual copy of this Notice to Creditors at least sixty (60) days before the date that is four (4) months from the date of the first publication or posting; or (B) Sixty (60) days from the date the creditor received an actual copy of the Notice to Creditors if the creditor received the copy of the Notice less than sixty (60) days prior to the date that is four (4) months from the date of the first publication or posting as described in (1) (A); or

(2) Twelve (12) months from the decedent's date of death.

This 13 day of February, 2023

Jessica Jenkins
Personal Representative

Shanone Emmack
Attorney for Estate

By: Stephen S. Ogle,
Blount County Probate Clerk
Maryville, TN 37804

February 23 & March 02, 2023

NOTICE TO CREDITORS
DOCKET NO: PR-5677
(As required by section 30-2-306 of the Tennessee Code Annotated)

Estate of Jonathan Bland Denton, late of Blount County, Tennessee

Notice is hereby given that on February 02, 2023, Letters Testamentary in respect to the Estate of Jonathan Bland Denton deceased, who died on December 28, 2022 were issued to the undersigned by Probate Clerk of Blount County, Tennessee.

All persons, resident, and non-resident, having claims, matured, or unmatured, against said Estate are required to file the same with the clerk of the above named Court on or before the earlier of the dates prescribed in (1) or (2), otherwise their claims will be forever barred:

(1) (A) Four (4) months from the date of the first publication (or posting as the case may be) of this Notice if the creditor received an actual copy of this Notice to Creditors at least sixty (60) days before the date that is four (4) months from the date of the first publication or posting; or (B) Sixty (60) days from the date the creditor received an actual copy of the Notice to Creditors if the creditor received the copy of the Notice less than sixty (60) days prior to the date that is four (4) months from the date of the first publication or posting as described in (1) (A); or

(2) Twelve (12) months from the decedent's date of death.

This 02 day of February, 2023

Catherine Ann Denton
Personal Representative

By: Stephen S. Ogle,
Blount County Probate Clerk
Maryville, TN 37804

March 02 & March 09, 2023

NOTICE TO SEEK TITLE

2013 Hyundai Sonata
VIN# KMHEC4A42DA093315

Any and all parties holding interest in this Car should respond via certified mail to Deskins Towing and Recovery, 796 Goddard Street, Alcoa, TN 37701 within 10 days of this publication.
March, 02, 09, 2023

NOTICE TO CREDITORS
DOCKET NO: PR-5678
(As required by section 30-2-306 of the Tennessee Code Annotated)

Estate of Donald R. Griffeth Jr, late of Blount County, Tennessee

Notice is hereby given that on February 02, 2023, Letters Testamentary in respect to the Estate of Donald R. Griffeth Jr deceased, who died on December 06, 2022 were issued to the undersigned by Probate Clerk of Blount County, Tennessee.

All persons, resident, and non-resident, having claims, matured, or unmatured, against said Estate are required to file the same with the clerk of the above named Court on or before the earlier of the dates prescribed in (1) or (2), otherwise their claims will be forever barred:

(1) (A) Four (4) months from the date of the first publication (or posting as the case may be) of this Notice if the creditor received an actual copy of this Notice to Creditors at least sixty (60) days before the date that is four (4) months from the date of the first publication or posting; or (B) Sixty (60) days from the date the creditor received an actual copy of the Notice to Creditors if the creditor received the copy of the Notice less than sixty (60) days prior to the date that is four (4) months from the date of the first publication or posting as described in (1) (A); or

(2) Twelve (12) months from the decedent's date of death.

This 02 day of February, 2023

Matthew Kent Griffeth
Personal Representative

Amy Burroughs
Attorney for Estate

By: Stephen S. Ogle,
Blount County Probate Clerk
Maryville, TN 37804

March 02 & March 09, 2023

NOTICE TO CREDITORS
DOCKET NO: PR-5679
(As required by section 30-2-306 of the Tennessee Code Annotated)

Estate of Larry Prince Cooke, late of Blount County, Tennessee

Notice is hereby given that on February 02, 2023, Letters of Administration in respect to the Estate of Larry Prince Cooke, deceased, who died on January 04, 2023 were issued to the undersigned by Probate Clerk of Blount County, Tennessee.

All persons, resident, and non-resident, having claims, matured, or unmatured, against said Estate are required to file the same with the clerk of the above named Court on or before the earlier of the dates prescribed in (1) or (2), otherwise their claims will be forever barred:

(1) (A) Four (4) months from the date of the first publication (or posting as the case may be) of this Notice if the creditor received an actual copy of this Notice to Creditors at least sixty (60) days before the date that is four (4) months from the date of the first publication or posting; or (B) Sixty (60) days from the date the creditor received an actual copy of the Notice to Creditors if the creditor received the copy of the Notice less than sixty (60) days prior to the date that is four (4) months from the date of the first publication or posting as described in (1) (A); or

(2) Twelve (12) months from the decedent's date of death.

This 02 day of February, 2023

Laura Louise Stowers
Personal Representative

Lewis A Combs, Jr
Attorney for Estate

By: Stephen S. Ogle,
Blount County Probate Clerk
Maryville, TN 37804

February 23 & March 02, 2023

Print & Online!
thedailytimes.com/classifieds

IN THE CIRCUIT COURT FOR BRADLEY COUNTY, TENNESSEE AT CLEVELAND

BOBBI JO CROSBY,
Plantiff

vs. **DOCKET NO. V-22-326**
JUDGE SHARP

DAVID JASON CROSBY,
Defendant

AMENDED ORDER FOR PUBLICATION

It appearing to the Court from an examination of the record in this cause that an attempt to serve the Defendant with process at his last known address of 1930 Skyline Drive, Maryville, Tennessee was unsuccessful, that the summons was returned on July 5, 2022 with a notation from the process server "Bad address. Unable to locate within Blount County", but that the Plaintiff has no means of determining the Defendant's current whereabouts, which are thus unknown, the Court finds it appropriate in this cause to give notice to the Defendant through constructive service by publication, and accordingly, it is hereby **ORDERED** that constructive service be had upon the Defendant, David Jason Crosby, through publication of a notice of this divorce proceeding for a period of four consecutive weeks in The Daily Times, a newspaper of general circulation in Blount County, Tennessee, and the Cleveland Daily Banner, a newspaper of general circulation in Bradley County, Tennessee, where the Plaintiff's divorce case is pending.

ENTER this 22nd day of December, 2022.

J. MICHAEL SHARP
CIRCUIT COURT JUDGE

February 9, 16, 23 & March 2, 2023

PUBLIC NOTICE

The Town of Greenback Board of Mayor and Aldermen will meet in a regularly scheduled monthly meeting on Tuesday March 14, 2023 at 7:00 pm in the Greenback Community Center.
March 2, 2023

IN THE CHANCERY COURT FOR BLOUNT COUNTY, TENNESSEE

RALPH ADAMS, SR. No. 2021-CH-52

V.

ANNA MAE CONNOR, et al.

NOTICE OF SALE

In obedience to a decree of the Chancery Court of Blount County, Tennessee, entered on May 10, 2022, in the above styled cause, I will on March 14, 2023, at 10:00 a.m. on the front steps of the Blount County Courthouse on Court Street in Maryville, Tennessee, sell to the highest and best bidder the following described property:

SITUATED in the Fifteenth (15th) Civil District of Blount County, Tennessee, in or near Townsend, Tennessee, being known and designated as Tract 8, Rudd Hollow Haven, as shown by survey of Gerald L. Clark, Surveyor, and being more fully discribed as follows:

BEGINNING at a point in the south right of way line of the Proposed Foothills Parkway at the common corner to between Tracts 8 and 9, said point being distant 54 feet, more or less, southwesterly from State Monument No. 49; thence from said point of beginning with the line of Tract 9, South 1-36 East, 1024.77 feet to a point in the line of Tract 6; thence with said line, South 85-21 West, 746 feet to a point in the line of property of John Adler as acquired in Warranty Deed Book 246, page 303 in the Register's Office for Blount County, Tennessee; thence with said line North 6-26 West, 255.22 feet to an iron pin in the line of Tract 7; thence with said line in an easterly direction, 414.40 feet to a point; thence North 1-48 East, 711.08 feet to a point in the line of the Proposed Foothills Parkway; thence with said line, North 71-12 East, 333.79 feet to the point of beginning, containing 10.015 acres more or less.

TOGETHER with and subject to a permanent non-exclusive easement for ingress and egress to subject property as far along the southernmost portion of subject property as feasible.

BEING the same property conveyed to John Adams from William R. Lively by Special Warranty Deed dated February 26, 2002, and recorded in Warranty Deed Book 664, Page 540 of the Register's Office for Blount County, Tennessee.

Said sale will be for 10% of the purchase price at the time of sale, and the balance to be paid in cash, and said sale to be closed, within thirty (30) days of the confirmation and approval of said sale by the Court. The deed will be delivered upon the confirmation and approval by the Court and upon payment in full of the purchase price.

This notice will be published in the Daily Times for three successive weeks.

This 13th day of February, 2023

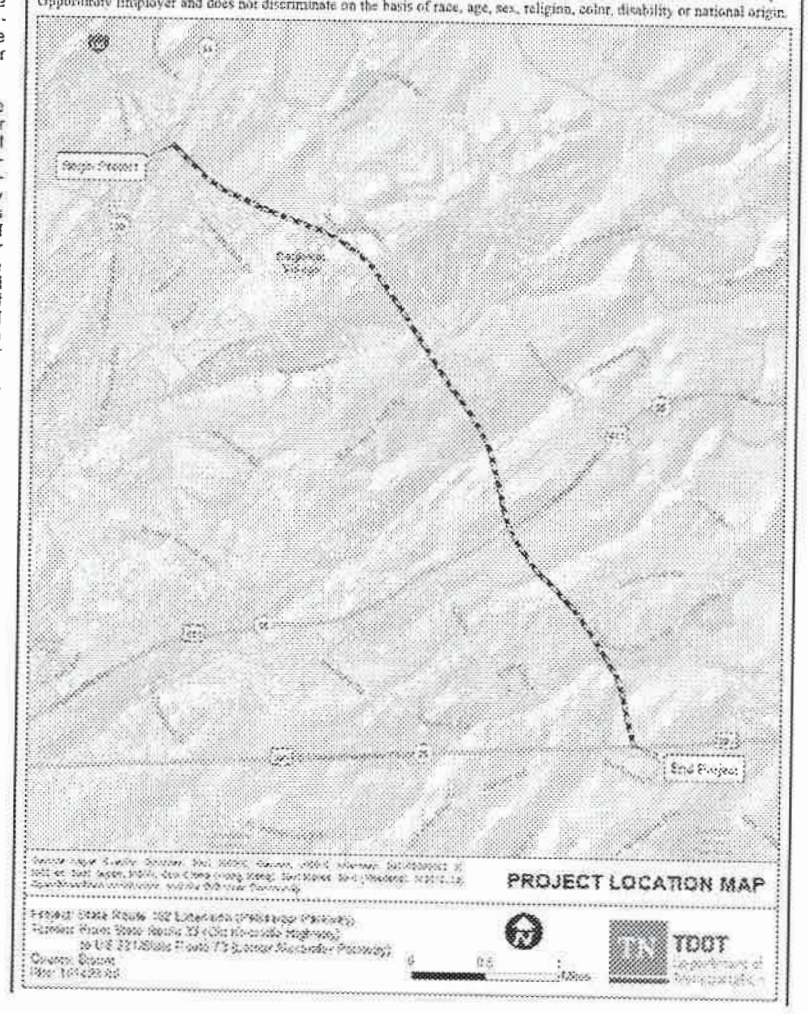
Stephen S. Ogle Special Commisioner

February, 16, 23, and March 2, 2023

PUBLIC NOTICE

Notice of Solicitation of Public Comment
State Route 162 Extension (Pellissippi Parkway)
From State Route 33 (Old Knoxville Highway)
to US 321/State Route 73 (Lamar Alexander Parkway)
Blount County, Tennessee, PIN 101423.00

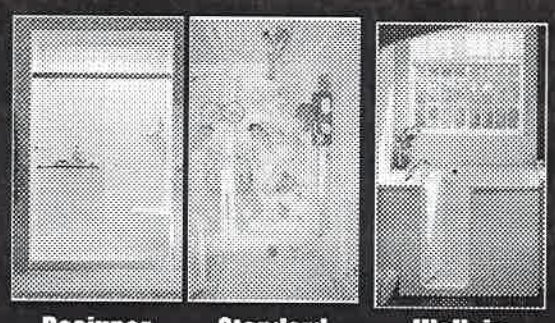
The Tennessee Department of Transportation (TDOT) is issuing a public notice for the solicitation of public comments concerning the preparation of a Reevaluation of potential environmental impacts related to the extension of State Route (SR) 162 (Pellissippi Parkway) (I-140), from SR-33 (Old Knoxville Highway) to US 321/SR-73 (Lamar Alexander Parkway) in Blount County, Tennessee, in accordance with Title 23 of the Code of Federal Regulations (CFR) 771.129. The proposed project involves construction of a four-lane highway on new alignment that would extend SR-162 (Pellissippi Parkway) from the current terminus at SR-33 (Old Knoxville Highway) to US 321/SR-73 (Lamar Alexander Parkway), a distance of approximately 4.9 miles. The Final Environmental Impact Statement (FEIS) was prepared pursuant to the National Environmental Policy Act (NEPA) and approved by the Federal Highway Administration (FHWA) on September 10, 2015. Following approval of the FEIS, FHWA published a Notice of Availability for the FEIS in the *Federal Register* on September 18, 2015, and provided a 30-day review period, to close on October 19, 2015. In response to requests to extend the review period to allow the public more time to review the FEIS, FHWA agreed to extend the review period by 30 days. The review period for the FEIS ended on November 18, 2015. The Record of Decision (ROD) was approved by the FHWA on August 31, 2017, confirming the FEIS. TDOT is currently developing right-way-plans for the project and is preparing a NEPA Reevaluation of the FEIS/ROD. Updated concept plans are available on the project website at: https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-involvement.html. For further information regarding the NEPA Reevaluation, please contact: Mr. Erick Hunt-Hawkins, Environmental Manager, Tennessee Department of Transportation, Environmental Division, James K. Polk Building, Suite 900, 505 Deaderick Street, Nashville, Tennessee 37243-0332; Office: (615) 253-5163; Email: Erick.Hunt-Hawkins@tn.gov. For other questions about the project, please contact: Mr. Stacy Weaver, Tennessee Department of Transportation, Region 1 Project Development Office, 7345 Region Lane, Knoxville, TN 37914; Office: (865) 594-2442; Email: Stacy.Weaver@tn.gov. Any comments regarding this public notice should be provided in writing and sent to the address below or by email to TDOT.Comments@tn.gov. **Written statements should be submitted within 21 days after publication to the following address:** Project Comments, Attn: SR-162 Extension (Pellissippi Parkway), PIN 101423.00, Tennessee Department of Transportation, Suite 700, James K. Polk Building, 505 Deaderick Street, Nashville, TN 37243-0332. TDOT is an Equal Opportunity Employer and does not discriminate on the basis of race, age, sex, religion, color, disability or national origin.



4603

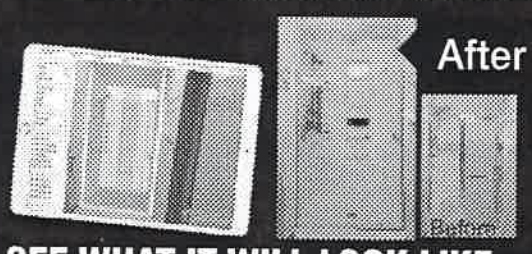
NEW BATH TODAY

KOHLER. Walk-In Bath & Shower Systems

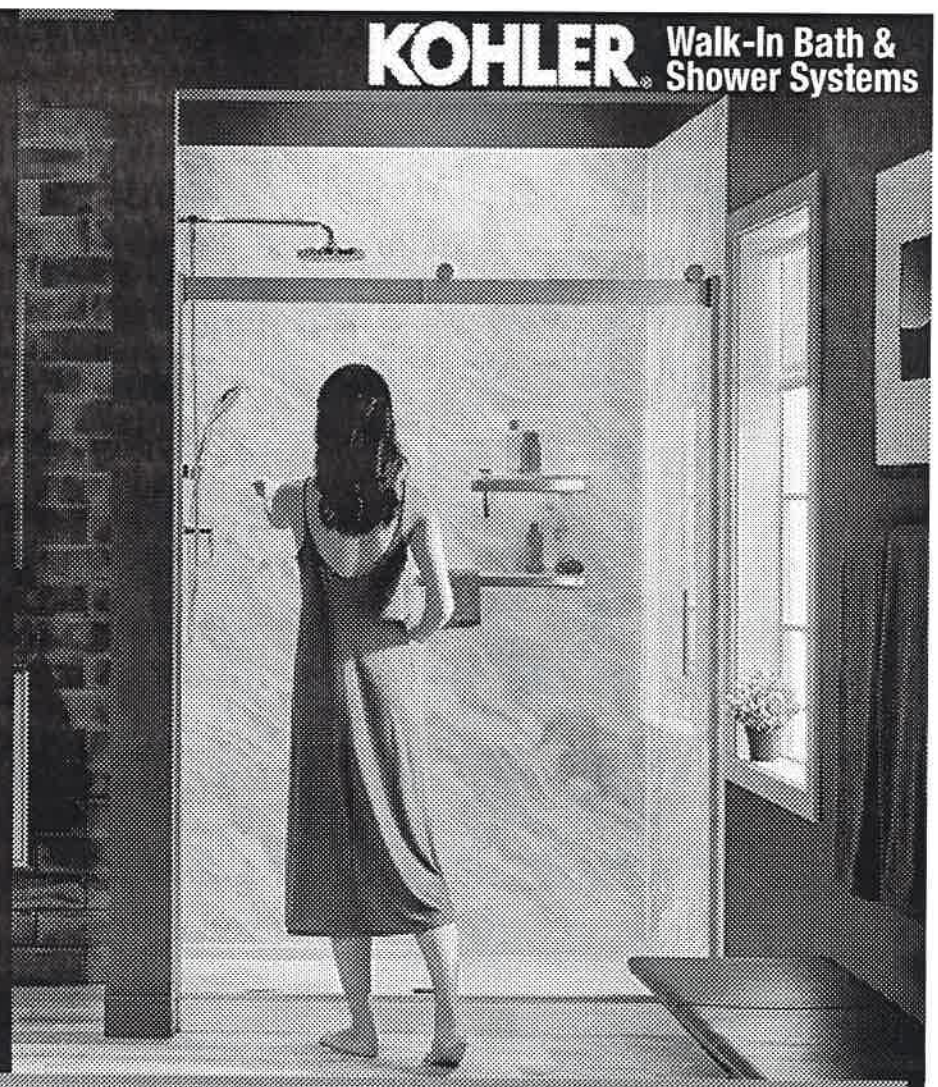


Designer Showers | Standard Baths | Walk-in Baths

ASK ABOUT OUR
FREE 3D DESIGN SERVICE



SEE WHAT IT WILL LOOK LIKE
BEFORE YOU BUY!



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$0 DOWN* | 0 PAYMENTS* | 0% INTEREST*

UNTIL 2024!

Bonus $1000 INSTANT REBATE

CALL NOW TO SAVE 865-282-2428X

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* Cannot be combined with any other offer. Previous sales excluded. Good at initial presentation only. Financing available from GreenSky LLC for qualified buyers only who purchase with plan 3128. For deferred interest plants, interest accrues during the promotional period but all interest is waived if the purchase amount is paid in full before the end of the promotional period.

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All classified ads are subject to the applicable rate card, copies of which are available from our Advertising Dept. All ads are subject to approval before publication. The Knoxville News-Sentinel reserves the right to edit, refuse, reject, classify or cancel any ad at any time. Errors must be reported in the first day of publication. The Knoxville News-Sentinel shall not be liable for any loss or expense that results from an error in or omission of an advertisement. No refunds for early cancellation of order.

Garage sales Market
neighborly deals...

Estate Sales

Huge Estate Sale. 433 Fairlane Dr. Sweetwater. Thurs., 3/2 - Sun. 3/5. 8-4 daily. Antiques, furniture, tools, collectibles, household items.

Garage Sales

Halls- 7035 Winter Oaks Way. Fri/Sat March 3 & 4. 9am-3pm.

Huge Church Rummage Sale Saturday, March 4 9 a.m. - 2 p.m. Pre-Sale Friday, March 3 6-8 p.m. (Prices doubled) Oak Ridge Unitarian Universalist Church 809 Oak Ridge Turnpike Furniture, household, computers/electronics, clothing, children's toys/gear, books, antiques, tools, outdoor gear, and more!

Adopt Me Pets
all your favorites...

Domestic Pets

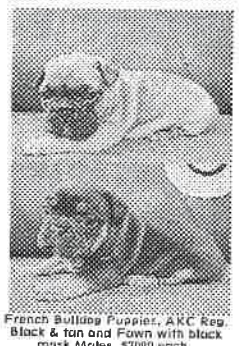
Bernedoodle Puppies Missy Fields. 7 weeks, Sable and Tri Color F1B Bernedoodle Puppies ready to go around March 6th. Socialized, litter box trained, vaccinated. $500 deposit to reserve. Contact me for pics or info (865)202-7659

DobermanPups, AKC, Euro lines, Exceptional.Fed not.diet for Long life. 931-788-5130 / 716-432-2244

Doble/Shepherd Pups. Exceptional. Fed & raised holistically 4 Longlife. Champion blood lines, $295. Veterans and 1st responder 1/2 price. 931-788-5130 / 716-432-2244

Jobcase | HIRE EXCELLENCE

Domestic Pets



French Bulldog Puppies, AKC Reg. Black & tan and Fawn with black mask Males, $2000 each. Black & tan Female $2500 Will have 1st shots, deworming UTD. Available March 6th. Call 423-489-8799

Available Now!

Golden Retriever puppies, AKC, vet checked, shots up to date, parents on premises, $600.00 (931)808-9349

HAVANESE PUPPIES - Home Raised, AKC, Best Health Guarantee! Since 1996! Call 423-902-1835! Visit noahslittlepark.com

Pomeranian Pups Born 1/20/23. 1st shots, dewormed, Pad trained, $250 Call: 865-455-7411

Homes Love the house. Know the neighborhood.

Domestic Pets

Shih-Tzu Puppies : AKC, Raising AKC Shih-Tzu's only since 1988 Beautiful colors. $900. Search my Facebook (Bobby Burton Dayton) to see my beautiful breed Call: 423-618-8038

Siberian Husky Pups- 8 wks old, AKC, UTD on shots, blue eyes, $300. Text for pictures 931-510-8888.

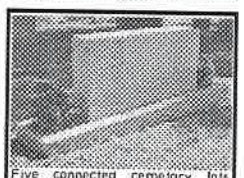
Assorted Stuff
all kinds of things...

Bicycles

BICYCLE, huffy 26 in. 18 speeds like new , $59. (865)288-3650

BICYCLE, mountain bike 26 in built to last originally125 ask, $65. (865)242-5402

Cemetery Lots



Five connected cemetery lots plus monument, Five connected cemetery plots in older section of Lynnhurst Cemetery. This sale will include the use of a large granite monument that is currently blank on the side facing the five plots for sale. To buy from a business these lots and granite monument would cost in excess of $25000. Owner lives out of state but would be present to complete the necessary paperwork and will also pay the transfer fee ($695). Included are pictures of the monument. Please contact Robert at eight four three, four one two, zero five nine six for any further info or to make an offer. Scammers please note, I WILL NOT be sending any codes. These are family graves and I will provide more info via email if you wish. I will also be posting this ad in the local newspaper.. $17995 OBO.

MAUSOLEUM for sale at Greenwood Cemetery $10,000 or best offer. Call 865-688-6459

Furniture Household

Set of 6 Wine Glasses with Decanter, Elegant, Etched floral design, Mint condition , $45. (423)745-9119

PUBLIC NOTICE

Notice of Solicitation of Public Comment
State Route 162 Extension (Pellissippi Parkway)
From State Route 33 (Old Knoxville Highway)
to US 321/State Route 73 (Lamar Alexander Parkway)
Blount County, Tennessee, PIN 101423.00

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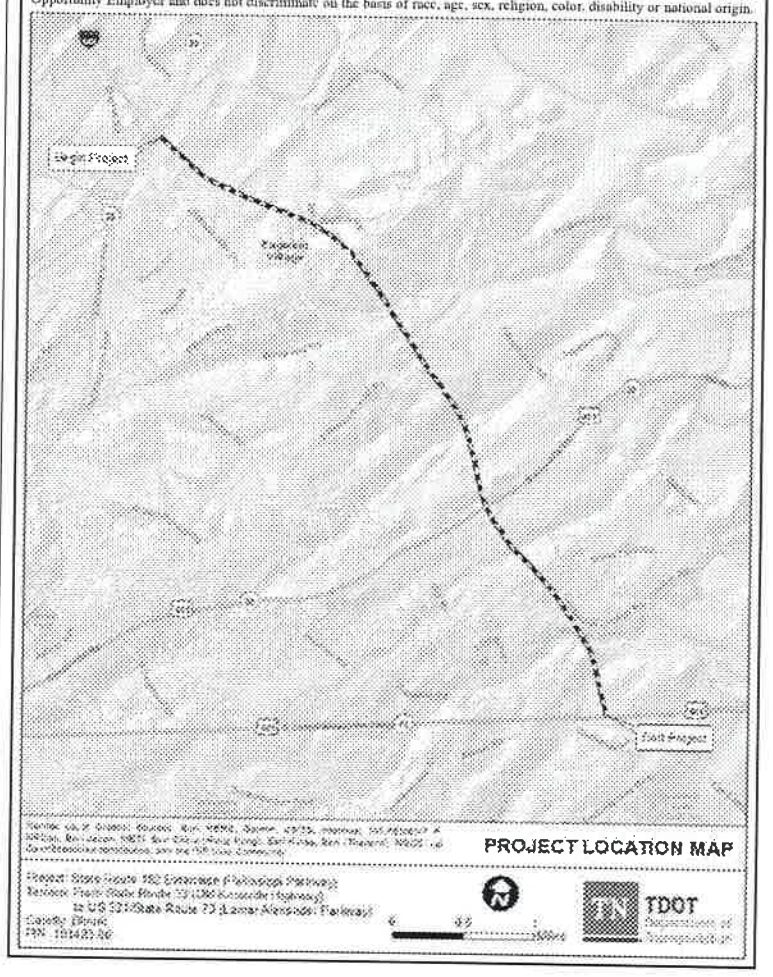


MARCH 7, 2023

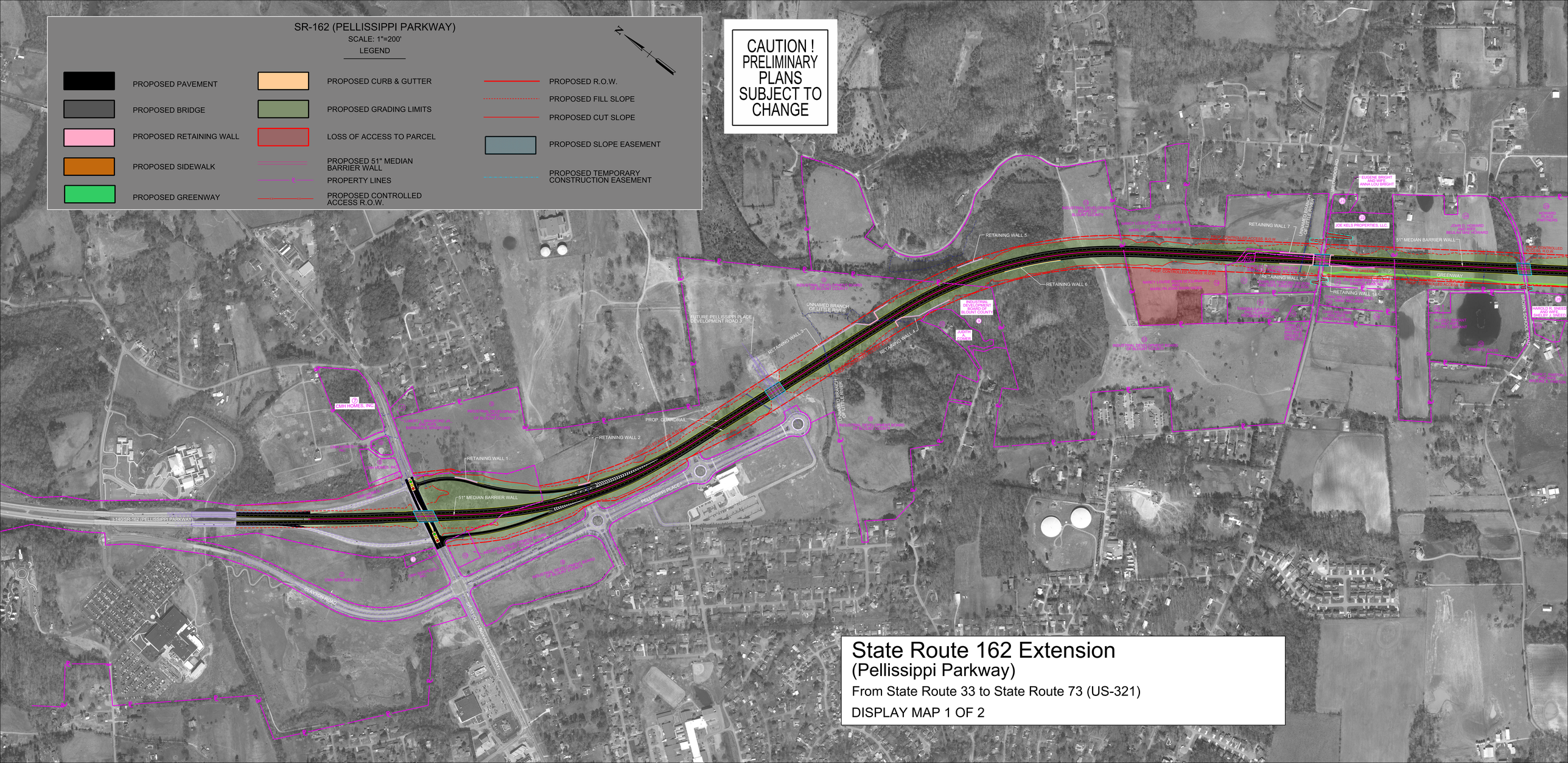
TDOT Asks for Comments on Pellissippi Parkway Extension

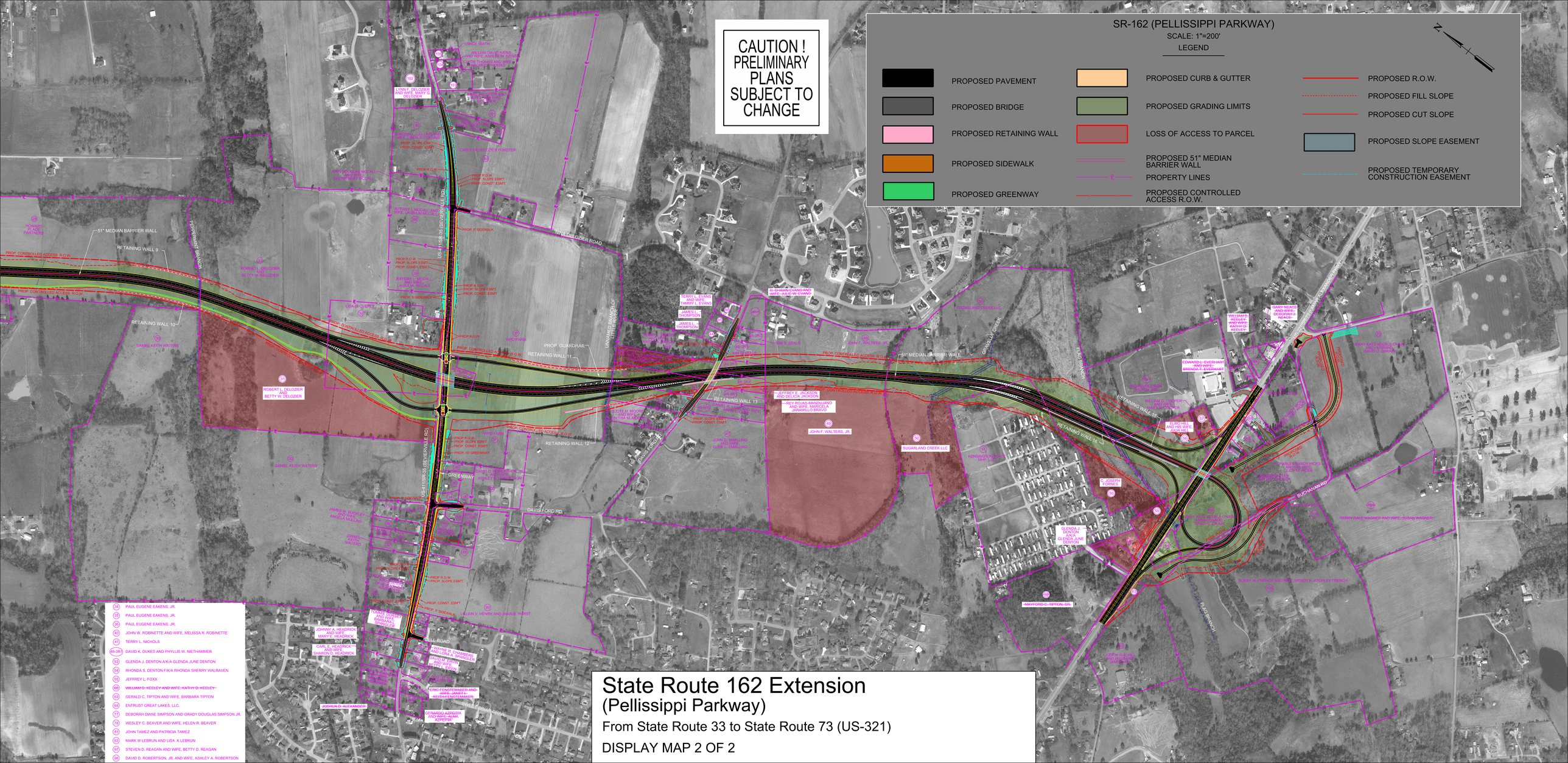
The Tennessee Department of Transportation has put out a public notice that they're seeking comments on the reevaluation of the environmental document for the Pellissippi Parkway Extension. TDOT has completed multiple Environmental Impact Statements (EIS's) on the project, but their plans have changed, so they are seeking comments on the most recent EIS.

TDOT has also provided a library of previous documentation for the project.

Updated Project Design Display

September 2022


SR-162 (PELLISSIPPI PARKWAY)
SCALE: 1"=200'
LEGEND
PROPOSED PAVEMENT
PROPOSED BRIDGE
PROPOSED RETAINING WALL
PROPOSED SIDEWALK
PROPOSED GREENWAY
PROPOSED CURB & GUTTER
PROPOSED GRADING LIMITS
LOSS OF ACCESS TO PARCEL
PROPOSED 51" MEDIAN BARRIER WALL
PROPERTY LINES
PROPOSED CONTROLLED ACCESS R.O.W.
PROPOSED R.O.W.
PROPOSED FILL SLOPE
PROPOSED CUT SLOPE
PROPOSED SLOPE EASEMENT
PROPOSED TEMPORARY CONSTRUCTION EASEMENT
CAUTION ! PRELIMINARY PLANS SUBJECT TO CHANGE
RETAINING WALL 1
RETAINING WALL 2
RETAINING WALL 5
RETAINING WALL 6
RETAINING WALL 7
RETAINING WALL 8
RETAINING WALL 11
51" MEDIAN BARRIER WALL
PROP. GUARDRAIL
GREENWAY
PELLISSIPPI PLACE
FUTURE PELLISSIPPI PLACE DEVELOPMENT ROAD 2
UNNAMED BRANCH OF LITTLE RIVER
INDUSTRIAL DEVELOPMENT BOARD OF BLOUNT COUNTY
JUDITH POMER
CMH HOMES, INC.
JOE KELS PROPERTIES, LLC.
EUGENE BRIGHT AND WIFE, ANNA LOU BRIGHT
HAROLD R. SNEED AND WIFE, BRENDA SNEED
BROWN SCHOOL ROAD
WOODWARD RD.
TRAVIS ROAD
WEST PARK AVENUE (HIGHWAY)
SR-162
SR-73
State Route 162 Extension
(Pellissippi Parkway)
From State Route 33 to State Route 73 (US-321)
DISPLAY MAP 1 OF 2



State Route 162 Extension
(Pellissippi Parkway)

From State Route 33 to State Route 73 (US-321)

DISPLAY MAP 2 OF 2

Public Comments

March 2023 Comment Period

Last Name	Name	Date	Support	Oppose	Other	Comment Received
Booker	Bob	3/7/2023	X			Please complete the Pellissippi Parkway for the long term future of Blount County. Thank you. Bob Booker
Oldham	Mark	3/7/2023	X			To Whom It May Concern: As a voting resident of Blount County, I am writing to fully endore the follow through, construction, and extention of Pellissippi Parkway by TDOT! The backroads of Blount County are clogged with cars trying to avoid the traffic on 321 and trying to avoid the congestion in the city of Maryville. Therefore, the substandard backroads and under-budgeted roads of Blount County take the hit. These roads are dangerous. The infrastructure of the county roads is really poor. Pellissippi Parkway would change all that, and bring Blount County into the 21st century. There would be easy access to Interstates 40 and 75, plus easy access to Knoxville for Blount County residents, and much less congestion into the Blount County side of the GSMNP---for locals and tourists trying to access the mountains. Despite what the critics say, the rural lifestyle of Blount County would be enhanced and not destroyed by the extension of Pellissippi Parkway ---due to the county roads handling less cars and less traffic. The bucolic nature of Blount County would be therefore increased and preserved. This road is a Win Win for all concerned. Above all, TDOT would insure the safety of our roadways by constructing the Pellissippi Parkway extension. Thank you for continuing to move forward with this project. With Gratitude, Mark Oldham
Ford	Tammi	3/7/2023	X			My name is Tammi Ford and I live at 3309 Melody Lane in Maryville. Let's finally get the Pellissippi Parkway extension completed. THANK YOU.
Green	Carol	3/15/2023		X		To the Tennessee Department of Transportation: As a resident of Maryville, Tennessee who has attended the public hearings and participated in the Public Comment periods, I am, once again, appealing to you to do your due diligence with the Pellissippi Parkway Extension (PPE) project. 1) Complete the requirement "to conduct an updated environmental boundary and mitigation report and a new bat study for the absence or presence of the Indiana bat and the Northern long-eared bat in consultation with the USFWS, Tennessee Wildlife Resources Agency (TWRA), and Tennessee Department of Environment and Conservation (TDEC)." 2) There are changes to traffic patterns and roads since the 2011 and 2012 studies. The supposed need for the PPE is really not supported. The EIS data showed there would, actually, be increased traffic congestion and travel time. 3) More critically needed is improvement of the safety on current roads. There are narrow roads lacking shoulders. Should the PPE be constructed, Sevierville Road from Maryville to Seymour would have an unacceptable increase in traffic. 4) Cost estimates from $61 million to $194 million cause great concern to taxpayers since there is already a lack of funds. https://www.tn.gov/content/dam/tn/tdot/documents/10-YearSIP_022316.pdf There would be the additional cost of Right of Way acquisitions and of maintaining a new highway. 5) Public comment has consistently prioritized the maintenance of roads and bridges over building of new roads. MobilityPlan2045, adopted by the KRTPO Executive Board, April 2021, p. F25. 6) Public comment has also consistently pressed for preserving the natural beauty and rural character of Blount County. 7) It is furthermore a troubling concern that public comments on the design meetings in April and September 2021 have yet to be responded to. Sincerely, Carol Green 804 Shannondale Way #201 Maryville TN 37803
McClain	Greg	3/15/2023	X			We are very excited to finally see this privet started. It is long overdue and we are suffering with pass through traffic in our urban core. Thank you for your hard work.
LeDoux	Jeanne	3/15/2023		X		I am sending this in opposition of the Pellissippi Parkway Extension. The citizens of Blount County are already overwhelmed and under served when it comes to our dangerous roads. TDOT is trying to "put the cart before the horse". Blount County residents travel our narrow, unmaintained, dangerous roads every day and night. Most of our roads have NO shoulders and do not even have painted lines on them. The Pellissippi Parkway will only pour more traffic onto these roads. Hwy 411 is dangerous and when traffic filters into Seymour it will cause a traffic jam at Hwy 411 and Chapman Hwy. That area, in Sevier County, needs to be ready for the additional traffic. Pellissippi Parkway would also (when extended to Hwy 321) pour more traffic onto Tuckaleechee Pike, Ellejoy Rd, Jefferies Hollow Rd and the Wye Rd. This one road, with many names, is already turning into a main highway. The truck traffic/car traffic has already increased to a dangerous state as this road takes people from Maryville to Sevierville. There are drop offs 4' deep on both sides and typically NO painted lines. WHY would we want to pour literally MILLIONS of dollars into an unneeded project that would only make our lives in Blount County more dangerous? Reroute this money and invest in the roads that already exist. Reroute this money to fix our pothole situation ALL OVER the state first. We have some of the worst potholes in the Nation!! Please don't be the "typical" Government Department of WASTE. Rethink this wasteful project and reroute the money to much needed road repair! The people of Tennessee deserve better. The residents of Blount County deserve SAFE roads! And, the United States tax payers deserve wise spending not WASTEFUL spending. Thank you, Jeanne LeDoux (865) 235-8737
Carver	Joy	3/15/2023	X			Thank you for taking public comments on this important project. I am in favor of the extension and completion of Pellissippi Parkway. Joy F. Carver Resident, Maryville, Tennessee
Hopps	Lynn and Eddie	3/15/2023		X		Thanks in advance for reading my email. As a resident of Blount County, we ask that you reevaluate the extension. This community and travel in the area has changed considerably since the last evaluation. It's been more than 3 years since the ROD was done and more than 10 years since traffic studies were done. There is a huge backlog of maintenance projects, which includes a lot of existing road repairs. With inflation and the increased numbers of electric and hybrid vehicles on the road, gas taxes wont be able to find this project. It's been since 2011 that the last traffic patterns, etc. was studied. Considerably changes have occurred which includes much more traffic on the roads and is the PPE the best thing now?? Please re-evaluate. Best regards, Lynn and Eddie Hopps Louisville

Last Name	Name	Date	Support	Oppose	Other	Comment Received
Robinson	Tom	3/15/2023		X		Dear TDOT, As a property owner who will lose a heritage home on our Tennessee Century Farm (Bowman Farms) if the proposed Pellissippi Parkway Extension is completed, I submit the following questions and statements in regards to your request for new public comments and statements regarding this proposed construction. Any FEIS and ROD is invalid if it does not include the new construction off 140 in the form of two new operational businesses, Smith and Wesson and the Amazon (eyesore of all eyesores) just off the Pellissippi Parkway. Any study done that does not include these is invalid. Here is visual proof to back up that statement, based on construction from various new "Amazon Fulfillment Centers" in multiple geographic locations. Milford, Massachusetts where the traffic from the Fulfillment Center is so bad, residents say "if we knew it was gonna be like this, we never would have allowed it." This video a must watch from WCVB, Boston. https://youtu.be/SLjU_fgb4yQ Tallahassee, Florida, where studies show (due to a new Amazon Fulfillment Center) an additional 3,682 additional cars and trucks every day, according to a traffic report, as well as 45 seconds delay (think pollution). WCTV, Tallahassee. https://www.wctv.tv/2022/10/25/residents-voice-concerns-about-increased-traffic-amazon-fulfillment-center/ Robbinsville Community, New Jersey. If the projections given by entities such as Blount Partnership on projected workforce is true, traffic will be increased dramatically just by one fulfillment center, as shown in the video here. https://youtu.be/AEHBp0q_CFc One area that also needs to be addressed is "peak traffic" during seasonal (Christmas, Amazon prime) Amazon staff ramp ups. Any study that does not include these numbers is invalid. A staff "ramp up" is when seasonal workers are brought in to meet increased demand. One community found that changes made as recent as five years ago are nowhere near adequate to accommodate the influx of Amazon traffic (Carencro, LA). Please see the attached story. https://www.klfy.com/top-stories-news/carencro-officials-explain-plans-to-handle-amazon-facility-traffic/ The following quotes from Carencro elected officials also bring to light the issues of such a Fulfillment Center. Carencro Mayor Glenn Brasseaux added the intersection north of the Amazon Center is the most dangerous area, and he tries to avoid it. "On the East side of I-49, you're taking your life in your own hands there on a daily basis," Brasseaux said. "And it only gets worse with Amazon." "Things that were done five years ago don't seem adequate today," Chauvin said of the Hector Connoly Interchange. "The roundabout that worked so well for so many years now seems too small." Obviously the Amazon Fulfillment Center is a major issue that has no current study to support construction of the PPE. However, Smith and Wesson Corporate Headquarters also presents a serious unstudied issue to the PPE completion, as it too will generate significant traffic issues on this corridor. https://www.wate.com/news/blount-county-news/smith-wesson-to-start-moving-into-new-blount-county-hq-in-late-2023/ Citizens, far more recent than your studies, are already expressing their concerns regarding the Smith and Wesson facility. https://www.wvlt.tv/2021/10/01/smith-wesson-maryville-relocation-raises-concerns/ A Consumer Reports study also found that Amazon builds in neighborhoods with a disproportionately high number of people of color and low-income residents. These numbers are appalling. https://www.consumerreports.org/corporate-accountability/when-amazon-expands-these-communities-pay-the-price-a2554249208/ Low income??? Yes, low income?? People of color, low income, think the Eagleton community in Blount County closest to the proposed parkway, not to mention the terminus of the Proposed PPE, that will take part of a manufactured housing community. The proposed construction is in fact discriminatory in design against low income and people of color, and this needs to be addressed. Now include an additional large apartment complex at Pellissippi Place, and you just have issue upon CURRENT issue that your outdated studies do not address. https://www.thedailytimes.com/news/pellissippi-place-apartment-complex-creates-less-invasive-design-for-neighboring-houses/article_ab066c84-aedd-11ed-9409-5b051fe4f56d.html The Record of Decision (ROD) in 2017 does not include the Amazon, Smith and Wesson construction, thereby making it invalid by any reasonable standard. A study six years ago today is invalid as well because it does not address the great number of apartments, high density home projects that have littered the Blount County landscape, greatly affecting the number of individuals who now call Blount County home. https://usafacts.org/data/topics/people-society/population-and-demographics/our-changing-population/state/tennessee/county/blount-county My property proposed to be taken by PPE construction, 3118 Wildwood Road, Maryville, TN, in TDOT's initial studies indicated the presence of the Indiana Bat on or about my property (Ecology Report. 2010). Unfortunately, due to the uncontrolled growth in the Blount County Area, this part of God's creation may have been greatly affected by this growth and the proposed road, yet it has not been studied in a considerable amount of time (12 years). Since the Indiana Bat was mentioned on my property, I request a study to be done to address this issue as I am a steward/owner of the land and take that responsibility with great heritage pride and ecological concern. Unfortunate as well for me as a taxpaying citizen and business owner, the COST of this project will in fact come from my and your collective pockets, and the cost alone of a project this controversial and unwanted project makes it prohibitive. Cost alone is reason to table such a project. Each week as I travel to work with Afghanistan refugees in the Knoxville area, I travel the current Pellissippi Parkway. I am appalled at TDOT's failure to manage our existing road system while proposing to build a road that is so unwanted that local entities take mention of the proposed parkway off their social media sites due to the criticism this project warrants. If our current roads were maintained to some degree of safe and secure level, our transportation would be improved exponentially. These issues surround our entire geographic area and are the responsibility of TDOT and government bodies that now wish to spend upward of half a billion dollars on unwanted construction of the PPE extension. This local Knoxville television story fully illustrates the issues surrounding our current network, unsafe and unmaintained. https://www.wbir.com/article/news/driving-you-crazy-potholes-on-i-640/51-e5a4a3ff-03ec-4b11-886c-7ee1770a9a1f So now, 2023, TDOT is said to be "reevaluating their studies" upon which this needless PPE is proposed to be built. HELL YES you need to reevaluate your studies!! Too much has changed that invalidates any of your "current (2017)" studies that justify this road. Amazon, Smith and Wesson, High density and apartment housing, environmental impact from both current and proposed construction, cost, safety of our current roads due to lack of maintenance, not to mention TDOT's process of construction that is discriminatory in nature by affecting the well being of individuals of low income and color. Any "moving forward" on this project without addressing these issues is not only negligent, but truly reckless behavior towards the affected citizens of this county. Respectfully submitted, Tom Robinson (865) 599-9374 2120 Chas Way Blvd. Maryville, TN 3118 Wildwood Road, Maryville, TN (Bowman Farms, a Tennessee Century Farm)
Rochelle	Chad	3/16/2023	X			Dear Sir or Madame: My name is Chad Rochelle, I have lived in Townsend for close to thirty years. As a resident and business owner in the community, I would just like to echo my support for the completion of the Pellissippi Parkway. With record visitors to our Smoky Mountains, as well as the residential growth that has taken place in the Maryville area, this would provide much needed relief for local traffic and direct access for transient visitors. I support the completion of this project as soon as possible. Thank you for your efforts. Best Regards Chad Rochelle 865.216.6898 327 Quail Lane Townsend, TN 37882
Hensley	Gary	3/16/2023	X			Project comment: I was delighted to hear that ROW acquisition might soon begin on this much needed project. The highway will benefit the motoring public for many years to come, and bring much needed traffic relief to Maryville, Alcoa and Blount County. There are always concerns as to how a new roadway will impact the environment and property owners. However, the decades-long studies of this project have repeatedly proven that the benefits far outweigh any adverse impacts. I hope the Department will proceed with acquisition and plan development without further delays. -- Gary Hensley 811 Knight Bridge Rd. Maryville, TN 37803
Murray	Matthew	3/16/2023	X			To Whom It May Concern, I hereby offer my strongest possible support for the right-of-way acquisition and other steps that need to be taken to complete Pellissippi Parkway. Blount County and the broader East Tennessee region need this infrastructure to support economic development, including both tourism and industry. Because of Blount County's location adjacent to a national park, there is limited connectivity through our community; Pellissippi Parkway is an essential complement to our road network to allow people and freight into and out of the region. Community members understand that this, along with the Bypass and Alcoa Highway improvements, will be generational investments that will support development for the foreseeable future. Matt Murray, Chair Economic Development Board of Blount County
Hickman	Tyrone	3/16/2023		X		I am in total opposition to the Pellissippi Parkway Extension. This is just another example of government spending on unneeded and wasteful projects! Reroute those millions of dollars and improve our already existing roads!! Have any of the TDOT agents traveled our dangerous roads? Do they even know what this new traffic pattern will do to our already overcrowded area?? We have roads that have no shoulders and no lines! I am also in opposition because of the environmental impact on this area, not to mention the absolute destruction of our valuable farmland. Wake up people! We are supposed to be good stewards of our Earth. STOP the Pellissippi Parkway Extension! Ty Hickman
Busser	William	3/17/2023		X		It has been over 10 years since the last traffic studies were conducted and six years since the Record of Decision was made about the Federal Environmental Impact Statement and many things have changed in Blount County. Realignment of some roads, updated signal management systems, huge growth in the wester portion of Maryville and the city of Alcoa have impacted the traffic in Blount County. Study of the proposed change to the terminus of the PPE will require will require further environmental study and will also cause the cost of the proposed highway to go up.. The money to be spent on the proposed PPE should be spent improving the current Pellissippi highway from highway 129 (Alcoa Highway) and Northshore Drive. With the opening of the new Amazon warehouse in Alcoa will create a huge amount of truck traffic between Alcoa and Knoxville. TDOT currently has a shortfall of money to maintain roads we already have without wasting millions of dollars on a road that is not needed and not wanted by many citizens of Blount County. I hope that TDOT will respond soon to these comments since I still do not have a response to the comments I made about the 2021 design meetings. Thank you, William Busser busserw@bellsouth.net
Mitchel	Ed	3/17/2023	X			See compiled PDF of comments for full comment
Smith	Boyce	3/17/2023	X			Traffic has started to impact the retail sales in blount county especially in the Alcoa area easier to get to west Knoxville then drive Alcoa highway. Moving some traffic around Alcoa hwy would create more commerce . I managed the Alcoa Wslmart as general manager for 20 years before moving to Ecommerce. Sent from my iPhone

Last Name	Name	Date	Support	Oppose	Other	Comment Received
Applegate	Bruce	3/17/2023	X			Dear TDOT Representatives, I am writing to express my strong support for the proposed Pellissippi Parkway extension project in our community. As a resident and member of the local business community, I believe that this project is critical to the continued growth and success of our region. There are several reasons why I believe that this project is necessary. First, the current transportation infrastructure in our area is outdated and inadequate. Traffic congestion is a daily problem, particularly during peak commuting hours, and this has a negative impact on both residents and businesses alike. The proposed highway extension would alleviate some of this congestion, making it easier for people to get to work and for businesses to transport goods and services. Second, the Pellissippi Parkway extension would also improve safety on our roads. With fewer cars on the road, there would be fewer accidents, and emergency responders would have quicker response times. This would make our community a safer place to live and work. Finally, the Pellissippi Parkway extension would be a boon to the local economy. By making it easier for people to get to and from our area, we would be more attractive to businesses looking to expand or relocate. This would create jobs and generate new economic activity, benefiting the entire community. In conclusion, I urge you to continue moving forward with the proposed Pellissippi Parkway extension project. The benefits to our community are clear, and the need for improved transportation infrastructure is undeniable. Thank you for your attention to this important matter. Sincerely, Bruce Applegate Bruce M. Applegate Jr. Deputy City Manager City of Alcoa, Tennessee T: 865.380.4789 Cell: 865.253.3497 Email : bapplegate@cityofalcoa-tn.gov
Daniels	Bryan and Kim	3/17/2023	X			Dear Sir/Madam, My family resides at 3232 Whittenburg Dr., Maryville, TN 37804 which is beside the proposed completion of Pellissippi Parkway. Please use this email as official notification that our family approves of the route and we encourage TDOT to move as quick as possible to complete the park way. Please no further delays. Our community needs a better transportation network and this improvement will help mitigate the traffic congestion that is hampering our downtown area. Sincerely, Bryan Daniels & Kim Daniels Sorry for the cryptic nature of this email. It was sent from my iPhone
Rovetti	Corrine	3/17/2023		X		I write to support the necessity to conduct new Impact studies regarding the PPE project. Many years and changes have occurred since the last studies were done, including environmental changes, traffic patterns and needs, safety issues and so much more. The state doesn't have the money to maintain and support existing roads and infrastructure. How can it irresponsibly look to build more and new rather than improve what already exists? This PPE project was ill-conceived from the beginning in a startling destructive plan to existing farmland of Blount County. It is time to abandon and/or at least to re-evaluate its impact on affected farms and communities in this proposed destructive path. Corinne Rovetti 865/250-3732 “Once we see that something needs to be done, we must take action. Seeing and action go together. Otherwise, what is the point in seeing?” – Thich Nhat Hanh Sent from the all new AOL app for Android
Bennett	Dave	3/17/2023	X			I support the completion of Pellissipi Parkway. Dave Bennett
Plyler	Lindsey	3/17/2023	X			We’re looking forward to the completion and use of the Pellissippi Parkway Extension. Our community has been waiting for a very long time to see this happen and we look forward to seeing the positive affect this extension will have on our community and traffic issues. Thank you, Lindsey Plyler, Agent 718 W Lamar Alexander Pkwy Maryville, TN 37801 business: 865-982-3935 | fax: 865-320-9213 www.mymaryvilleagent.com Lindsey Plyler Google Review
Johnson	Mark	3/17/2023	X			I am in favor of proceeding with the completion of the Pellissippi Parkway as soon as possible. Thank you, Mark L. Johnson Mark L. Johnson C.P.A. (Inactive) City Manager City of Alcoa, TN (865) 380-4795 mjohnson@cityofalcoa-tn.gov
Gawet	Monica	3/17/2023	X			I am writing as a business owner, and resident of Blount County for the last 30 years. We need this extension and I support it. Our area has grown economically and in order for there to be a healthy balance of economic opportunities and quality of life, commerce and tourism, this extension is needed to improve and manage traffic for both the business community in Blount County and contiguous counties, and for the areas surrounding the Great Smokey Mountains. Thank you Monica Gawet --
Jennings	Regina	3/17/2023	X			Good afternoon, I would like to let you know that I am in favor of the Pellissippi Extension. It is long overdue and we need it to help with traffic flow in downtown Maryville! I am looking forward to it being completed in my lifetime – I hope! 😉 Thank you for all you do to help our County! Regina Regina M. Jennings Pinnacle - Maryville Office 837 W. Lamar Alexander Pkwy Maryville, TN 37801 Phone: 865-602-5207 Fax: 865-602-5237 Cell: 865-368-7732 NMLS: 431283 www.pnfp.com www.Regina.Jennings@pnfp.com The information transmitted is intended solely for the individual or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of or taking action in reliance upon this information by persons or entities other than the intended recipient is prohibited. If you receive this email in error, please contact the sender and delete the material from any computer.
Wilson	Stefan	3/17/2023	X			Hello – I am very much in favor of this extension; it would be better for my family and for my business. I whole-heartedly support this extension, as I also believe it is what is best for the community and its future. Thank you! -Stefan Stefan Wilson Benevolent Overlord Allevia Technology stefan@alleviatechnology.com 865-686-6677 1819 East Broadway Ave Maryville, TN 37804 alleviatechnology.com How can we pray for you?¬¬¬
Duecker	Stephen	3/17/2023	X			Ladies and Gentlemen: It seems like a long time coming but want to share support for the next step of this process. We hope to see TDOT to begin purchasing right of way in 2023 thus leading to the completion of Pellissippi parkway. Cirrus Aircraft, our employees and our customers are all looking forward to the completion of the project and increasing access to the Smoky Mountains and other attractions. Please let me know if ever I can provide more details. Stephen Deucker Vice President & General Manager, Vision Center Cirrus Aircraft The information contained in this e-mail and/or any attachments may be legally privileged and/or include confidential information intended only for the use of the recipient(s) named in the header text. If you are not an intended recipient, be aware that any disclosure, distribution or copying of this e-mail or its attachments is prohibited. This communication may also contain data subject to U.S. export laws, not releasable to Foreign Persons unless authorized by Cirrus and/or the Export Administration Regulations (15 CFR 730-774). Any concerns in regard to any export restrictions associated with the data contained herein should be addressed promptly with your Cirrus representative. Cirrus suppliers, partners and/or entities involved in working with Cirrus technologies (design and/or production data) shall contact Cirrus prior to sharing/transferring Cirrus technologies to Foreign Persons. If you have received this email in error, please notify us immediately by replying to this email and deleting all copies of this message.
DeBois	Sue	3/17/2023		X		I am writing to express my concerns about the Pellissippi Parkway extension project. I live in Walland, TN, Blount County, and have attended both virtual and in-person TDOT meetings in the past. I do not believe that the public concerns about the extension have been adequately addressed yet. This extension will have major impacts on the quality and nature of my community and I strongly believe more study is warranted given the changes Blount County has seen in the past 12 years since the last studies. Traffic patterns and development in Blount County have changed significantly since the original studies were done. New research is needed to determine whether the extension will have the same benefits originally projected, whether it is cost-effective and how it will impact current growth patterns. TDOT's own data showed little or no improvement in safety, travel times, and traffic congestion so why spend taxpayer money on this project? In addition, there is currently inadequate data on the impact the project will have on the environment. For example, new studies are needed to address potential impact on the Sickle Darter Proposed Critical Habitat. There may be other threatened and endangered species in the project area based on TDEC's list of rare species. I urge you to do more research on the environmental, economic and traffic impact of the Pellissippi Parkway Extension project before proceeding. Thank you for your consideration, Sue DuBois 2153 Oakwood Road Walland, TN 37886
Hughes	Tony	3/17/2023	X			I fully support this project. It is much needed to provide an avenue for future growth and business as well as a better access to the Great Smoky Mountains. Respectfully Tony Hughes Maryville TN Get Outlook for iOS
Thompson	Tony	3/17/2023	X			As a Blount County resident, I am excited that we are finally at the stage to move forward with the Pellissippi Parkway extension. As our community has grown, traffic has become more congested in the primary roads through both Alcoa and Maryville. Much of that traffic is related to travelers headed to the National Park. We are glad to have them in our area; however, the parkway extension will help ease the traffic burden in Maryville and Alcoa as those travelers will be able to leverage the extension. I encourage you to proceed with the extension and am excited to see it come to fruition. Tony Tony K. Thompson Pinnacle Financial Partners 837 West Lamar Alexander Parkway Maryville, TN 37801 865-602-5201 - Office 865-602-5231 - Fax 615-306-6994 - Cell tony.thompson@pnfp.com NMLS# 1373597 The information transmitted is intended solely for the individual or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of or taking action in reliance upon this information by persons or entities other than the intended recipient is prohibited. If you receive this email in error, please contact the sender and delete the material from any computer
Simpher	Carmen	3/18/2023	X			Hello! I would like to comment on the development of Pellissippi Parkway. I think it would be a wonderful addition to our area, this would help with traffic and provide an easier way to get people to the Smoky Mountains. Warm regards, Carmen Carmen Simpher Little Arrow Outdoor Resort, CEO Sent from my iPhone, please excuse any misspellings or typos.
Kant	Kenneth	3/18/2023			X	Early on, when the project was announced, I felt it was a waste of money for an extension that, in my mind, served no real purpose. I still feel that way, however, living on Sam Houston School Rd, the lack of the extension has turned my road into the Pellissippi extension. The traffic on my road is very heavy. There are times when I have a long delay before I can leave my driveway. The drivers often don't respect the speed limit, except when the school light is on. So now, I wish you would finish the project even though I dread the loss of farmland and I still feel it is a waste of money. Kenneth J. Kant, 646 Sam Houston School Rd., Maryville, 37804.

Last Name	Name	Date	Support	Oppose	Other	Comment Received
Dawson	Joe	3/19/2023	X			The purpose of this email communication is to express my support for the planned extension of the Pellissippi Parkway. It is my conclusion that when completed, this extension will benefit Blount County and surrounding areas in two ways: relieve traffic congestion and provide more land for development. Presently the cities of Maryville and Alcoa are experiencing growing periods of traffic due to automobile, motorcycle and motor homes and trailers coming from south and west traveling through these downtown areas to reach the Great Smoky Mountain National Park as well as the tourist areas of Walland and Townsend. This extension will route this traffic around and away from these now very congested cities. Also, our county is experiencing dramatic growth with limited access to new land areas for residential, commercial, and industrial development. This road extension will help resolve this problem. Thank you for your favorable consideration of my support points. Contact me if you have questions or are indeed I'd additional information. Joe Dawson 1975 Camden Dr Maryville, Tn Sent from my iPad
Cooper	Tracey	3/19/2023	X			I just looked thru the new revisions to the Pellissippi Parkway extension. I believe they look great. I feel this extension is an excellent roadway that will alleviate traffic from other major routes. Our area is growing so quickly. This parkway extension is greatly needed to meet the growing demands for smoother traffic flow in our area. Thank-you for the redesigns to accommodate several of the concerns voiced at public meetings. Tracey D. Cooper Vice-Mayor Alcoa City Commission (865) 380-4795 tdcooper@cityofalcoa-tn.gov
Forster	Carolyn	3/20/2023	X			Please allow the work to finally begin on the completion of Pellissippi Parkway in Blount County. I have attended meetings on this highway for over 25 years, and it is long overdue. Our property lies at the east corner of Nina DeLozier and Sevierville roads. The traffic on Nina DeLozier as well as all other secondary roads around us has increased exponentially over the last couple of years. Often when I walk along this road, I meet large travel trailers, work vans, and even 18 wheelers. All of these vehicles are just trying to get from the current exodus of Pellissippi Parkway to Hwy 321 and the mountains, and their GPS is taking them along this and other secondary roads. By completing the Pellissippi Parkway and alleviating so much traffic from our secondary roads, it will help the commercial and tourist traffic get to their destination easier and make it safer for us as residents. Thank you for your consideration, Carolyn Forster 1046 Nina Delozier Rd Maryville, TN 37804
Dixon	Donna	3/20/2023		X		TDOT, I am happy to share concerns for the extension of SR 162 through farm land in Blount County. Over the past decade this disputed road construction has been proved to have a negative impact on Blount County economics and way of life. There is no need. But breaking down the changes over the years shows the lack of need. Transportation improvements have already resolved most of the feeble need. Construction and realignment of HWY 129 as well as adjustments of traffic lights and patterns on Hall and Washington Roads has improved transit time that was the prime reason cited for the SR 162 extension. The connecting roads are narrow and substandard. Even at the present level, the terminus dumps onto West Broadway,SR33. This road is already known by TDOT as the second most dangerous road in East TN. It's narrow, no curb, and lack of multimodal access causes incidents for those traveling by vehicle or nonmotorized means. The cost of this unneeded disruption of the construction has already exceeded 40% of the original costs. With the requirement of further environmental impacts studies this cost will nearly double. As well, funds are required already to update existing substandard roads and bridges. It is also know, the impact of the rise of EV's will decrease funding monies. Enviromental impacts have already shown damage to water flow through the area as well as vegetation impact from impeding the transferee of migrating seeds. Review is still needed to determine the impact on stream water life and air quality. The cost of purchasing the landowner's property that will be impacted has not been determined. It is also unfortunate for property owners along the way who will be impacted by sound, air and water pollution as well as reduction of property values. These owners chose to develop a life style away from just those things. For these reasons and more, I ask that the extension of Pellissippi Parkway/SR 162 be disolved and taken from the TDT records. Please, this project is unneeded. Donna Dixon 1508 Mimosa Dr. Blount County TN
Hahn	Jessica	3/20/2023	X			Please see below for why I am pro completion! IMPORTANT TO FINISH WHAT WAS STARTED; -Parkway has been on the books for construction since the 70's. -Current Parkway has been incredibly beneficial to Blount commuters. Easier to get to work, visit docs in Knoxville, or just travel to/from Knox & Oak Ridge. -Current Parkway makes it much easier for traffic in/out of the airport. This is especially true for the vital businesses in Anderson county—seat of the high-tech corridor. -Current Parkway eases traffic from the Maryville center where traffic accidents and congestion are the worst. -It would be a shame to stop the Pellissippi at Old Knoxville Highway where there exists an enormous need for routing traffic through—rather than all Pellissippi traffic exiting and causing even more congestion. SAFETY/ENVIRONMENTAL: -Fewer cars/trucks idling in city traffic means less fuel fumes to pollute. -Fewer cars in the city centers of Alcoa & Maryville will translate into fewer accidents -End of gridlock, especially during weekends, holidays and high tourist seasons. The car/truck and motorcycle count is beyond reasonable for the current road infrastructure. DEVELOPMENT: -A well-designed transportation system, that includes roads is crucial to economic development. -Completion will positively impact Pellissippi Place upon which our community is depending for smart job growth—high paying tech jobs. -Detractors say the completion will promote urban sprawl, but that has already happened without the Pellissippi Parkway. -Development along this portion of the Pellissippi falls within the Urban Growth Boundary, which means potential developers won't be able to bend or break the rules for building. In effect, this roadway actually supports the community's managed growth goals. GOALS OF COMPLETION; -Supports community growth management goals -Minimizes adverse impact to neighborhoods and businesses. Some residents can't get out of their road and/or driveway during certain times of day because of traffic congestion. -Minimizes adverse impact on farmlands and natural, cultural environment. Nearly everyone in Blount, at least those who care, are on record that they don't want to lose this community's unique rural character. POPLATION GROWTH DEMANDS THE COMPLETION -Sheer numbers necessitate the completion of this roadway. Blount's population is well beyond 130,000 who are driving on a hub and spoke roadway system that emerged from its early days as an agriculture economy. -Traffic exiting at the Old Knoxville Highway intersection where the parkway currently ends, are sitting in gridlock every single workday. The cars sit there and idle sending plumes of noxious gases into our air. -We must act now to get relief and keep people moving safely throughout our community. GOOD FOR TOURISM -Blount is the 8th largest tourism market in Tennessee -Tourism brings much needed revenue to the community—both from the dollars spent here, and the state sales tax dollars that are returned to us for important missions such as educating our children. -Completion of the Parkway will help tourists get safely to/from the Townsend/Smoky Mountains. The bonus is it keeps traffic out of the city centers and reduces congestion. Jessica Hahn Director of Membership TEL 865.983.2241 CELL 865.719.3237 Blount Partnership 201 S. Washington St. Maryville, TN 37804 Member meeting: https://calendly.com/jhahn-blountchamber/member-meeting Chamber interest meeting: https://calendly.com/jhahn-blountchamber/30min
Diamond	Kristen	3/20/2023	X			I think that it is time to get this projected started and completed to help with increasing traffic issues in the Maryville area. I don't live very far from where it is planned and have no issues with it being near my home. Kristen Diamond Pinnacle Financial Partners 837 West Lamar Alexander Parkway Maryville, TN 37801 865-602-5202 - Office 865-602-5252 - Fax 865-679-9285 – Cell kristen.diamond@pnfp.com www.pnfp.com NMLS# 869321 The information transmitted is intended solely for the individual or entity to which it is addressed and may contain confidential and / or privileged material. Any review, retransmission, dissemination or other use of or taking action in reliance upon this information by persons or entities other than the intended recipient is prohibited. If you have received this e-mail in error, please contact the sender and delete the material from any computer
Stremsterfer	Lisa	3/20/2023	X			We moved to Alcoa 20 years ago. The population/development growth has continued to rise since then. In the last couple of years growth has exploded. Traffic is getting heavier with each day as so many folks are moving to our beautiful area. I also see lots of folks pulling their campers heading to Townsend, the national park, Gatlinburg area, etc. The completion of the parkway would aide is reducing traffic through Alcoa/Maryville greatly. It would help not only tourists but folks that live that direction as well. Thank you. Lisa Stremsterfer Executive Admin Assistant Alcoa City Manager's Office 223 Associates Blvd. Alcoa, TN 37701 O: 865-380-4795 F: 865-380-4797
Bunde	Terry	3/21/2023		X		It has been over six years since the FEIS and ROD have been conducted for the Pellissippi Parkway Extension (PPE) project. Over ten years have passed since the last traffic studies were conducted. Many conditions have changed in the intervening years; the population in Blount County has grown and many new commercial developments have been completed, started, or planned. Traveling around the county, it is painfully obvious that there is a long list of maintenance projects that need to be completed to improve the safety and efficiency of traffic in the county. Numerous road projects have been announced, are now underway, or have been completed. Some have improved the movement of automobiles from both north and south, but also along the Hall road, Washington street, and highway 321. The new system-wide traffic management system allowing for communications between traffic signals has greatly improved movement of automobiles through Alcoa and Maryville. The road improvements made for the new Alcoa development of the old Alcoa West Plant, the improvement of US 129/Alcoa Highway around the new development and the airport have opened up a large tract of land for both commercial and residential development. The original Environmental Impact Statement did not consider the impact of the PPE on endangered or threatened species like the Sickle Darter in the Little River watershed. Nor did it include an updated boundary and mitigation report for two bat species, the Indiana bat and the Northern long-eared bat, both of which have been found in the PPE planned corridor. The Little River watershed is the primary water supply for Maryville. Construction of the PPE could seriously impact both surface and ground water supplies. The construction of the PPE will also seriously affect the movement of animals from the foothills of the national park to and from eastern areas of the county. The cost estimates for construction of the PPE have greatly increased over the last few years. The cost for construction, not including right-of-way acquisition costs, is estimated to be between $60 million and $200 million. TDOT's own financial projections show a significant shortfall in funds from gas taxes which fund construction projects in the state. The backlog of projects for replacing sub-standard bridges, road repair and maintenance, and new construction of local and state roads will consume most of the dollars available. To spend upwards of $50 million per mile for a four-mile extension of the Pellissippi Parkway is a terrible waste of funds that are desperately needed to improve the roads in Tennessee. As the numbers of more fuel efficient, hybrid, and electric vehicles increase on our roads, even less money will be available from state gas taxes. Public comments on regional transportation surveys continue to prioritize maintenance of roads and bridges, NOT new interstate construction. I sincerely hope that a re-evaluation of the PPE project will lead to the conclusion that our tax dollars can be better spent improving the roads and bridges that most of the population use every day. These projects will also lead to safety improvements that will allow our rural automobile traffic and school buses to use much better roads. Thank you for reading and seriously considering my responses. Sent from Mail for Windows

Last Name	Name	Date	Support	Oppose	Other	Comment Received
Gardner	Trevis	3/21/2023	X			I offer this message, in summary, as positive and supportive input for the proposed project. It is my strong opinion that the needs of the public, including incumbent residents, as well as visitors to our area, would be best served by progress and pending completion of the project. This route is vital infrastructure that is needed by the community and not only attempts to satisfy current needs, but also prepare for the future. Please do not hesitate to contact me if there is need for discussion. Trevis Gardner, Blount County Resident
Halloy	Christian	3/22/2023		X		To the TN Dept of Transportation, I am writing in response to your apparently futile request for yet more comments concerning the PPE (Pellissippi Parkway Extension). I say futile, because you have already requested comments a few years ago, as well as on occasion of public hearings. Yet it seems you have not considered it necessary to answer any of those comments. I find that rather insulting if you ask me. We might as well go to the top of Mount LeConte and yell out loud our concerns? You seem to believe that requesting comments is all that is necessary. Well, sorry to disappoint you, but that is not how you interact with caring citizens of Blount County. The last time you attempted to produce some traffic studies was more than 10 years ago. Just looking around current everyday conditions will convince you easily that traffic, population, dangerous situations, environmental issues, etc, have changed quite a lot since then and will continue to change rather rapidly. But impressions are not enough. Careful studies based on detailed analysis need to be tackled again soon in order to provide a much better and more accurate picture of the impact that an extension, or no extension, or the improvements of existing roadways, or the evaluation of alternate solutions that may be more savvy and less expensive, … all of these and more, may provide a much more rational solution to our transportation issues. What issues you say? What about environmental impacts, traffic overloads on small, now dangerous county roads, SAFETY affecting hundreds of citizens on an almost daily basis, and lets not forget a more transparent modus operandi of TDOT itself ! Now, I could go on and on, and many others have already done so in the past, yet TDOT has not cared to listen and respond. Is this new request for comments going to be the same? A silent acknowledgement and then nothing else? Therefore, this comment is rather a plea, asking for TDOT to listen carefully to those affected by change and unclear plans, and by those who care and try to give you different perspectives, and a touch of reality. Please communicate well, and allow for a dynamical approach to better improve the transportation system that best suits Blount County. Thank you, Christian P. Halloy, Ph.D. 3135 Little Dug Gap Rd. Louisville, TN 37777 Email: challoy@utk.edu
Davis	Elizabeth	3/22/2023		X		I'm a resident of Blount County in District 8 and I oppose the construction of the Pellissippi Parkway Extension. Previous studies are outdated and do not take into account current traffic patterns, recent road construction, current economic factors (including budget and material costs), and the possibility of new species of concern in the area (Indiana bat and Northern long-eared bat). High-speed highways like the Pelissippi Parkway prohibit movement of larger mammals, such as bears, and divide important wildlife habitat into areas too small for the animals to thrive. The design doesn't meaningfully address current road congestion or safety, and will add more traffic to US 411 while also drawing funds away from other, important road projects, such as the upgrade of our existing rural roads. Most importantly, the Pelissippi Parkway extension would negatively impact the rural character of Blount County, causing noise pollution in homes along the corridor and increased development. Please reevaluate all studies that were performed in support of the EIS and the Record of Decision. -- Elizabeth Davis Field Programs Specialist Great Smoky Mountains Institute at Tremont 9275 Tremont Rd. Townsend, TN 37882 (865) 448-6709 www.gsmit.org
Haun	Ingrid	3/22/2023		X		To the Tennessee Department of Transportation: I suppose I should welcome once again the opportunity to submit comments regarding the Extension of the Pellissippi Parkway, which I oppose. As it happens, indeed, the intervening two years since comments were last solicited, in 2021, only serve to underline and expand my previous comments, because two years further ages the former studies by TDOT and the new design, presented without adequate explanation in 2021, presents new problems to address. So yes, I have more comments to make. First, procedural anomalies. Formal TDOT responses to all solicited public comments are required by Federal regulations. Yet TDOT has failed to provide its responses to comments made in response to the virtual "meeting" in April, 2021, nor to the in-person meeting held in September, 2021, which was only held after public outcry and an unprecedented motion made on behalf of citizens by the Blount County Commission. It is a mystery to me why TDOT is now once again requesting comments when it has not yet responded to comments from two years ago! This constitutes a violation of procedure and a cynical disregard for previously submitted public input. [I was at the public meeting in September, 2021, and I do not recall a single statement from the citizens filling the hall that supported the extension of this freeway. Furthermore, officials at the podium sometimes seemed unable to address straightforward, fundamental questions, giving one another awkward glances; or reluctant to share information (such as who, in particular, were the parties they claimed were pushing for the PPE to be constructed. If not the citizens, then who? In whose interest is this new freeway?] Secondly, the new terminus design where the PPE would end at Highway 321 makes necessary new traffic studies. Full stop. The same new terminus design makes necessary a NEPA review of all potential negative impacts to the newly-proposed larger area required for the build, to include land on the opposite side of the Extension terminus and a half-cloverleaf, as well as potential widening of 321 itself, with traffic lights, turn lanes, etc. All of this will have environmental, economic, and human impacts that require quantifying. Safety and traffic burden on Sevierville Road: The intersection of Sevierville Road and the PPE has been more fully described, adding to previous doubts about its viability. With the on- and off-ramps, pedestrian walkways, and the predictable afterthought upgrades to 411 to handle safety concerns--all this needs to be adequately addressed. The interchange where the PPE intersects with Northshore Drive is a forewarning of the changes that traffic burden and safety will necessitate in a matter of a few years, because development in the 411 area will surely boom. Use of federal and state transportation funds: solicited public comment on roadway needs in Blount County has consistently and overwhelmingly prioritized repair of and upgrade to existing roads and highways over construction of new ones. See MobilityPlan2045, adopted by the KRTPO Executive Board, April 2021, p. F25. Meanwhile, the shortfall of transportation funding in Tennessee has recently prompted our Governor to float the idea of toll roads, a previously unheard of (and resoundingly unwelcome) method for a proudly "pay as you go" state to manage its priorities. If you were to poll citizens about which roads they think deserve priority, they would probably mention safety concerns on Sevierville Road from downtown Maryville, past the Intermediate School, and on to Seymour; and likewise the notoriously dangerous section of 411 between 129 and 335. Many would also mention the many narrow and shoulder-less roads with heavy traffic, such as Montvale Road, which sees frequent fatalities. Many would also mention as a priority completing the upgrades to Alcoa Highway (which have progressed in the past two years). Other safety and travel time improvements, such as the new installation of "smart" traffic flow technology, have also changed the landscape, so to speak, of where improvements are still needed. Reducing travel times with the use of software and sustainable design is an evolutionary step over laying miles of asphalt. FINALLY, TDOT's own EIS demonstrated no significant, lasting improvement in travel times or safety. It does not meet its stated purpose and need. That fact in itself should be enough to remove it from consideration by the Knoxville Regional TPO and by TDOT. I could go on, but as you have not yet responded to my 2021 comments, I ask that you do so, and to these I take time to submit also, in a timely manner, as provided for by NEPA and by my legal rights as a citizen and taxpayer. Sincerely, Ingrid Haun 3135 Little Dug Gap Rd. Louisville, TN 37777
Webster	Jennifer	3/22/2023		X		TDOT, I would like to express my concerns about the Pellissippi Parkway extension project moving forward based on studies that are now drastically outdated. So much has changed in Blount county in the 10-12 years since the traffic studies were conducted. The cost projections for the project have also moved too far outside the range of the current cost to be applicable. Blount county residents' perspectives have also changed as we have seen the rural nature of our county changing rapidly. The growth for growth sake attitude of our population during the time of the inception of the PPE has been replaced by a desire to maintain the rural character of the county and we realize that if is lost, we will not be able to recover what we have lost. There are many other good options to help the people of Blount County beyond just building another big road to funnel fast traffic in high volume through our countryside. Please take the time to find out the true and current effects of this unnecessary project. Thank you, Jennifer Webster 265 E. Leatherwood Drive Walland, TN 37786
Riden	Jim	3/22/2023		X		Hello, My wife and I have lived in Sweetgrass Plantation since July of 2019 and have really fallen in love with the area. I can drive 30 minutes in either direction and be at major theme park or on a trail by a beautiful mountain stream. Even while we've been here I've seen Blount County change with major industries such as Amazon and Smith & Wesson moving facilities here. And when the road construction on 129 is finished that will be a major boost to allow traffic into Knoxville. Currently new housing developments are in the works for areas off 411 south. But all of these advancements have been on the north, west or south areas of Blount county. That is where growth is taking place. In our area east of Maryville this kind of development is not happening. Things have changed over the past several years since the inception of the 4 mile extension of Pellissippi Parkway. The people who would receive most benefit from the parkway are those from out of the area coming to the Smokies. They would still have the two lane 321 to contend with before reaching Townsend. The extension might save me 5 minutes in going to Knoxville; not having to take Peppermint and Old Sam Houston, but I rarely go there. I, like a lot of other people in the area, believe $200 million could be spent elsewhere and make Blount County and even better place to live. The greenway from Townsend to Maryville is a great idea and would be used. Also, and I don't know why he did it, but someone built a house off Davis Ford road and it sits about 20 feet off the proposed Parkway. This should not have been allowed by some planning commission. Thank you for the opportunity to express my concerns. Jim Riden 3401 Old Plantation Way Maryville, TN 37804 901 481 4775

Last Name	Name	Date	Support	Oppose	Other	Comment Received
Rush	John	3/22/2023		X		I would like to provide comments on the following: The Tennessee Department of Transportation (TOT) is issuing a public notice for the solicitation of public comments concerning the preparation of a Reevaluation of potential environmental impacts related to the extension of State Route (SR) 162 (Pellissippi Parkway) (I-140), from SR-33 (Old Knoxville Highway) to US 321/SR-73 (Lamar Alexander Parkway) in Blount County, Tennessee, in accordance with Title 23 of the Code of Federal Regulations (CFR) 771.129. My main concern and comment for this project is the need. The proposed terminus of the PPE is on US Highway 321, where there is sparse population. Even Townsend, TN has a small population. Typically a new road is designed to help cities on either end of the route. So the PPE is not designed to alleviate traffic coming from US Highway 321. The proposed PPE is more for tourists that would come and go from West Knoxville to the Great Smoky Mountains National Park. This project will not help traffic issues that really affect Blount County residents. The PPE does not help Blount County residents get around the area. There are many more pressing traffic needs in Blount County and the area than the PPE. The PPE is an old project idea back when building loops around cities was seen as helping traffic. Actually these loops have been proven to not alleviate traffic and instead increase traffic on other areas. This should be evaluated in the reevaluation. The various traffic studies completed during the project mention that the PPE would help the Level of Service (LOS) in Maryville and Alcoa. I would like to see the reevaluation compare the LOS and traffic counts during the process of this project to see if the projections are correct. From my experience over the past 20 plus years that traffic has not significantly increased on Washington Avenue and Hall Road – a major reason for completing the PPE. The terminus of the proposed PPE with US highway 321 was originally designed to dead end with traffic light. The new design is to have a cloverleaf intersection. Has this new design been evaluated for impacts? In addition, the PPE/US Highway 321 intersection will create new traffic problems by creating new, heavily used businesses (like gas stations and fast-food establishments) that will increase dangerous traffic situations. Will this be part of the reevaluation? The PPE terminus will create additional unsafe traffic situations that need to be addressed. In addition, the cities of Maryville and Alcoa have instituted several traffic management projects that actually help alleviate traffic congestion. These projects should be considered in the reevaluation of this project. There is also the proposed Alcoa Highway bypass that will also any traffic issues on Alcoa Highway. There are several other traffic needs in Blount County that should be addressed. West Broadway is the second most dangerous roadway in the Knoxville area according to the TPO. Blount County's traffic issues are in the western part of Blount County, not the east where the PPE would be located. US Highway 411 from Maryville to Seymour is an unsafe road that has shoulder-less areas. If the PPE is completed then traffic will significantly increase on this road. People from the downtown area of Maryville will utilize this road to access PPE. The portion of US Highway from Maryville to the PPE already experiences accidents and back up at road intersections with people trying to turn (particularly Brown School Road). Adding more traffic to this road will make it more congested and unsafe. In addition, an intersection with US Highway 411 and the PPE will create new businesses and additional unsafe traffic situations. Will this be addressed in the reevaluation? In addition, US Highway 411 becomes more "rural" where the PPE intersection is proposed. The PPE intersection will create additional transportation problems where they do not currently exist. Are stop lights proposed for this intersection? If so, this will decrease travel time and increase safety issues. Blount County has many local roads that are narrow and unsafe. It would be more beneficial to the actual residents of Blount County if TDOT would invest the PPE money to fix and improve the local roads. Back when the PPE was originally being scoped one of the alternatives was improving the local roads versus building an interstate style highway. Those local roads have not been improved since then and continue to be very inadequate and dangerous. According to public comment to the KRTPO Mobility Plan 2045 the need to improve local roads was first and building new roads was last. We need to take care and improve what we have, nit build an expensive road that will do little to help traffic issues in Blount County. Funding for this project has escalated over the years this project has been studies. TDOT has said transportation funding is flat and may get worse as electric vehicles become more prominent, meaning less gas tax. There are many other relevant transportation needs that need the funding. In addition, property values have soared over the past 5 years. This increase in property values should be considered in the reevaluation. I am also concerned about the environmental impacts as a result of building the PPE. TDEC, TWRA and the USFWS should reevaluate the impacts to fish, wildlife, and flora, particularly the sickle darter and Indiana and Northern long-eared bats. Runoff to the Little River from the road project, road completion, and development from the road should be reevaluated. The PPE will also dramatically impact the rural nature of the area. The road will run through prime farmland and environmental areas that will be significantly impact by the interstate style road. Blount Countians have spoken that increasing development does have an impact on what we all value as the rural setting. The proposed PPE will rip through pristine, rural area and alter its landscape forever. This need to be reevaluated. And finally, I have been following the proposed PPE for decades. The public outcry to not build this road and been loud and persistent. The rationale for building the road has not been proven to benefit the residents of Blount County. Instead it will have a very detrimental effect on the citizens. However, TDOT has chosen to basically ignore the public's will and move this project forward. Very little of the public's concern has been addressed. The PPE should not be built because the need is not there, it will actually create more traffic issues than solve, and people of Blount County do not want it. Thank you, John Rush 631 Dixon Farm Road Walland, TN 37886
Overly	Lisa	3/22/2023		X		March 22, 2023 Please find my comments regarding TDOT project to extend the Pellissippi Parkway in Blount County, Tennessee. This project should NOT go forward for the following reasons: •Should be totally re-evaluated because it has been over 3 years since the record of decision was issued by the court as nothing significant regarding this project has occurred since and many conditions have changed in Blount County. •Numerous road projects in Blount County have occurred and are underway and no new traffic studies have been conducted since 2012 upon which TDOT relied upon in the FEIS. These projects also directly impact the purpose and need for this project. •Since the ROD was issue TDOT has changed the route of the PPE extension and proposed new roads in new locations requiring that a new Environmental Impact Study be performed under NEPA regulations. •Cost estimates for this project have gone through the roof for something that is only wanted by a few politicians and individuals in Blount County for something that is not needed. We should be spending our tax dollars on maintaining and improving roads that we already have. •Recent public comments to the TPO show that people want to maintain our roads and bridges not build new ones. •This project will NOT improve safety, travel times, or travel congestion as TDOT claims to be one of the purposes. •Previous farmland in Blount County would be taken up by this needless project and it's disappearing fast anyway. Blount Countains have always said they value our farmland and open spaces, well let's show them that we agree by NOT building the extension to the Pellissippi Parkway!!! Lisa Overly 3105 Sevierville Road Maryville, TN 37804
Henighan	Lucy	3/22/2023		X		I am providing a comment about the proposed PPE in Blount County. I live in Seymour and drive occasionally to Maryville. I feel as if I take my life in my hands to drive this stretch of 411 as it is. There are NO SHOULDERS. There are curves. There are hills and a very windy section. There is a lot of traffic. I have met tractor trailers on this road. It is unsafe right now. Building the PPE will add traffic to a road that is now dangerous. Please don't do it. Lucy Henighan Sent from my iPad
Goss	Marcie	3/22/2023		X		County Officials, I am imploring you to re-examine the ramifications this road will have on our community: It will be a major disruption through our farm land and will not benefit our citizens. It will cause blazing noise and disturbance to one of the most beautiful subdivisions in Maryville, Sweetgrass Subdivision. It will deter traffic and tourists away from our downtown area, of which is being modernized and renovated to compete with growing city centers throughout Tennessee. At the cost of which it will take to build, it is not financially prudent to go forward with this plan. This plan has been talked about and been a concern for the citizens of this community for over 25 years. It's a plan that hasn't been developed because it has clear and harmful consequences. Sincerely, Marcie Goss
Kessler	Lindsey	3/22/2023		X		To Whom It May Concern, I am categorically opposed to your absurd idea to expand Pellissippi Parkway. There are plenty of other, already established, very direct ways to get to Lamar Alexander Parkway (a parkway that has caused so much damage and pain already). This plan completely ignores all environmental considerations and citizen concerns! For years, we the citizens of Blount County have been telling you, TDOT, how this will affect our daily lives in terms of destroying family farms and thus their heritage, ripping up backyards, and disrupting a perfect quiet slice of heaven. This feels like a major slap in the face to all individuals who live in Tennessee, knowing that TN Department of Transportation actually doesn't care about the citizens and in fact seeks to actively hurt us. And even more detrimental is the effect this will have on the environment in the area, by destroying a small yet vital wetland and threatening already vulnerable populations of fish and bats. We already have so few places where these animals can be safe and truly thrive, and this plan ruins a huge piece of that protection. You may not care about these issues today, but please understand, if any of us want a future for our grandchildren where they are able to have their wants and needs as concerned citizens met, it all starts right now, today, with YOU making the right choice. Please reach out to me by email or phone for more information on why this proposed highway extension is needless and hurtful. -- Sincerely, Lindsey Kessler (615)720-8060
Barber	Ann	3/23/2023		X		No! Do NOT extend Pellissippi Parkway. What does it take to put this dinosaur to bed, permanently?!? Ann Barber Sent from my iPad
Jenkins	Chris	3/23/2023	X			TDOT Staff, Being a local resident living in the vicinity of Pellissippi Parkway extension, I currently use the local road system consisting of Davis Ford Road, Hitch Road Peppermint Road and Sam Houston Schoolhouse Road to travel to and from Knoxville daily. While these were once quiet county roads known by mainly local travelers, navigation systems in today's vehicle's have flooded them with out of town traffic headed to the Great Smoky Mountain National Park. Many of these are tourists are driving large RVs or pulling travel trailers on roads that are not suitable for these large vehicles due to tight turns, narrow bridges and very little if any shoulder. The Pellissippi Parkway extension will provide a safe and efficient alternative to this series of narrow county roads. Also, thank you for recognizing the need to have a grade separated interchange at the end of Pellissippi Parkway extension where it adjoins with US 321. This will provide a more efficient level of service for many more years than the originally proposed at grade intersection. Further, it will aid in lowering carbon emissions associated with vehicles being stopped (idling) at that originally proposed at grade intersection waiting on the traffic signal. This is very important due to the close proximity of the great Smoky Mountains national Park and the recent challenges the area has faced with non-attainment status for PM2.5. I look forward to the opportunity to use this new facility for my daily commute and the benefit it will provide in the way of safe travels for kids and grandkids who come to visit us in the future. Thank You for the opportunity to express my support of this regionally significant project. Chris Jenkins 4094 Davis Road Maryville, TN 37804 Sent from my iPhone

Last Name	Name	Date	Support	Oppose	Other	Comment Received
Harris	Gail	3/23/2023		X		Dear Sir/Madam: I have lived in Blount County since 1970 and have seen many changes. While change is inevitable, I have a hard time understanding proposed projects that have no documented benefits, but instead promise change that will be detrimental to the environment and the safety of Blount County citizens and tourists who visit the area. The proposed PPE is both terribly expensive and useless in terms of improving traffic safety, according to TDOT's own analysis. Traffic is already terrible in parts of the county, to the extent that I try to stay home as much as possible. The proposed PPE will destroy farmland, open space and present more dangers to wildlife, which is already being killed in heart-breaking numbers on our roads. Future historians will judge us harshly for this. Where does it stop? We can't continue indefinitely to put roads through our best food producing land, evict families from their heritage, cause more congestion, neglect existing road hazards, and expect that the quality of life for residents won't deteriorate. When does it stop? I also have a hard time why TDOT continues to ask for public input, when the public has been "inputting" for years, telling you that we don't want or need the road. Where is your response? Nothing to the public comments made in April and September of 2021. I suspect you continue to ask in a perfunctory way, without really wanting to hear what the public wants. Yes, the "public" includes public officials, some of whom no doubt support the PPE. But I suspect that is because our government officials think it is laudatory to be in favor of "progress". In this case, "progress" is not that at all, but detrimental regression. Progress would be to fix existing roads and develop policies that support safe roads, open space, productive farmland, respect for wildlife and respect for the people of Blount County who want to be proud of their county. With respect, Gail Harris 3404 Andy Harris Road Rockford, Tennessee 37853
Collins	Gordon	3/23/2023		X		Why do you want to spend 60-100 million on an extension that is not needed. We have so many other roads that need to be addressed. Ex. US 411N, very narrow, no shoulder and very dangerous. I haven't seen any info that you (TDOT) have any plans to address this road. Two other roads/intersection that need improvements, long over due, is Alcoa Hwy and Singleton Rd, Alcoa Road and Air-Base road. These are a just two examples of road improvements that TDOT could better use PPE monies. Thank, Gordon Collins Sent from my iPad.
Skinner	Kathleen and John	3/23/2023		X		To Tennessee Dept. of Transportation, Thank you for the opportunity to comment. A formal re-evaluation of this road is needed. So much has changed since the Record of the Decision was made. TDOT needs to conduct new traffic studies because the earlier ones are 10-12 years old. In the past decade, numerous road improvements and expansions have been made especially Hwy 129/Alcoa Highway. In addition, residential and commercial growth continues to accelerate on the opposite side of the county. That is where the traffic challenges persist. The PPE would not help with this congested area -- 411S, Morganton Road, etc. The impact of the PPE on existing roads, Hwy 411N in particular, would be considerable. Hwy 411N is a heavily traveled artery between Sevier Co and Maryville; it is a safety nightmare given the volume of traffic, speed of travel and the many places with no shoulders. Traffic lights would be needed at the intersections of 411N and 321. This would slow travel time for everyone, especially local travelers going to/from Townsend, Maryville, Sevierville. A classic case of induced demand! The PPE would generate more traffic and congestion than it would alleviate. The PPE is NO LONGER NEEDED, if it ever was. When it was suggested 50 YEARS AGO we did not have road improvements that currently exist (e.g., 321 is now 4-laned, 129 Bypass around Maryville, Alcoa Hwy improvements). Blount County's traffic and residential/commercial challenges are on the opposite side of the county. In summary: The PPE would cause more traffic problems than it would solve. It would induce traffic. And it would not help in southwest Blount Co where traffic is worst. Kathleen and John Skinner 1158 Martin Mill Pike Rockford TN 37853 865/256-8262
Burch	Kathy	3/23/2023		X		Blount County has many roads that need safety improvements. The funds proposed for this four mile extension would take care of several of these dire safety needs, but TDOT is looking to ignore these needs that have been overlooked for far too long and pander to the developers who are licking their chops at the idea of their projects along this proposed extension. I live on Mount Lebanon Road which has many blind hills and curves. The proposal doesn't even include an access from Wildwood Road. Because of this, the already approved plats within one mile of where the proposed PPE would cross Wildwood Road would add several hundred new residences. These new residents would be using Peppermint Road and Mount Lebanon Road to their nearest PPE access. When fatalities occur, and they will, I will make sure the loved ones receive a copy of this comment to TDOT, so they will know that their concerned neighbors tried to prevent this from happening. TDOT doesn't need to go forward with this project until Blount County first insures that the access roads are made safe and an impact fee is assessed for these new, already approved subdivisions based on each new residence. The capitol improvements that will burden the taxpayers will take forty years to be recovered by property taxes. It would be irresponsible for TDOT to go forward with this project until there is a plan in place to handle the uptick in local traffic caused by the inevitable growth that will follow this project. Sincerely, Kathy W Burch 1009 Mount Lebanon Road Maryville, TN 37804 865.661.6524 Sent from my iPhone
Wagner	Lynwood	3/23/2023		X		The Smokies are already at the point of limiting visitations. What's the point of a super-highway to where it would be harmful? Lynwood Wagner Johnson City, Tennessee
Fitzgerald	Marian	3/23/2023		X		Comments to TDOT on the re-designed PPE March 23, 2023 Your suggested new interchange of the proposed Pellissippi Parkway Extension with US321 is a definite improvement over the absurd intersection with traffic lights planned in early 2021. However, you have suggested no improvement for the proposed interchange of the PPE with US411. In my opinion, the best (and easiest) improvement would be to eliminate it entirely. Any connection of the new Parkway with Sevierville Road will add traffic to an already overloaded two-lane highway. This is extremely unsafe and completely unacceptable. If the PPE must be constructed, and you care about public safety, then DO NOT build an interchange of any kind with US411. I don't understand why the Extension must—or even should—be built in the first place. It will not meet our transportation needs or solve any problems. Who benefits? It will not improve safety or reduce congestion on our existing road system. If built as planned, it will in fact do just the opposite. Local taxpayers have been saying for decades they do not want this highway. The traffic studies that were done for the FEIS over a decade ago are now obsolete and do not take into consideration numerous new projects that have been completed in the local area. Clearly we need new studies that include the impacts of all these developments, as well as the remodeled interchange at the terminus of the PPE. Both TDOT and our local leaders must take a fresh look at our actual transportation needs in Blount County and the region. Where is growth occurring now—and how should we build to accommodate it? Where do we want to encourage future growth—and what areas are more suitable for preservation than for rapid development? What measures can we take to protect things like rivers, mountains, and at least some of our farms and greenspace? How can our transportation infrastructure be made more sensible, efficient, safe, and reliable? Our children are depending on us to come up with some good answers. Sincerely, Marian Fitzgerald 1123 Havenwood Drive Maryville, TN 37804
Finley	Marilyn	3/23/2023		X		Thank you for both doing a reevaluation and soliciting public commentary. It seems most folks who welcome the PPE have I think a misguided opinion that it will ease traffic in Maryville. Snce moving here in 2015 we certainly have seen an unpleasant increase of traffic in town, primarily on 411. The PPE would literally do nothing to solve that problem. Instead it will create a new problem with even more people traveling to the Great Smoky Mountain National Park and put additional pressure on Townsend. This area of GSMNP is known as the "peaceful side of the Smokies" for very good reasons. We Do NOT want to become Pigeon Forge. An easier access route would encourage more people to use that passage to GSNMP and with that would come the inevitable development of convenience businesses. This is an unwelcome development. Many people say rather than building a new road at a cost of from $61 million to $194 million why not fix roads thorughout Blount County. That would serve the people better. I hope you will listen to the people and not just the developers. More and more of Blount County is losing is charming rural character to development. It is sad, very sad. With hope and sincerity, Marilyn Finley Maryville TN mlynfin@gmail.com 973-903-8331
Spooner	Megan	3/23/2023		X		Tennessee Department of Transportation, All of the studies are now out of date! Inflation and a backlog of maintenance projects affect the economic studies. Fixing and maintaining our current roads will make them safer, improve ALL ROADS while preserving the rural character of Blount County. This is where taxpayer dollars should go...not to some urbanized, gentrified, and Knoxville suburban sprawl. The PPE will cost 40% more than it was estimated to cost in 2017 and this doesn't even include the cost of Right of Way acquisitions. It has been more than three years with no significant action since the approval of the Record of Decision (ROD); it has been 10 and 12 years since the last traffic studies were conducted; it has also been six years since the Record of Decision (ROD) was made about the Federal Environmental Impact Statement (FEIS). TDOT's own data, compiled for the EIS, showed little or no improvement in safety, travel times, traffic congestion, and other criteria used to demonstrate purpose and need. The Tennessee State Transportation Improvement Plan (STIP) for Fiscal Years 2020-2023, adopted December 11, 2019 by TDOT has Seven Guiding Principles, the first one of which is "Preserve and Manage the Existing System" (p.9). This project does nothing to improve and increase safety on our local roads, which are narrow, lack shoulders, and have limited sightlines. Public comment to the TPO overwhelmingly prioritized maintenance of roads and bridges ranked first while build new roads WAS LAST (#9 MobilityPlan2045, adopted by the KRTPO Executive Board, April 2021, p. F25.) THIS IS OUR TAXPAYER $$, not STATE GOVERNMENT. The Pellissippi Parkway is a vanity project aligned with exploitation of our current taxpayer-base, an attack on our rural economy and population, as well as our character as Tennesseans, not a necessity. Sincerely, Megan Spooner 3160 Laws Chapel Rd. Maryville, TN 37803
Cook	Mike	3/23/2023		X		As a concerned citizen and lifelong native of Blount County I would like to voice my opposition to the PPE. I feel like our tax dollars would be much better spent on maintaining our current roads in the county and making many of them safer in the process, many are potholed and too narrow and need just a bit wider and safer shoulder which would not need to have additional property purchased to do so. Also there needs to be new studies done on the environmental impacts since the original studies are outdated. As a lifelong user and enjoyer of Little River of which Blount County gets its water supply I am especially concerned for the impacts and safety this will have on the river and its ecosystem. When I attended some previous meetings people would talk about the bad traffic coming out of Maryville going towards Townsend and how bad it was but I have seen no bad issues at all with this, I live in Walland and after leaving town traffic flows well and very reasonable unless there is a wreck or a little tourist traffic.If the proposed terminus ends at 321 this will create problems and congestion and create more development and mar the rural character of our county in many ways which is why many tourist come here to our area. Bottom line is there are many more needs than for this new road with the limited funds available for use and which now is even more expensive. Thank you for your time and concern. -- Mike Cook
Young	Patti	3/23/2023		X		I am doing this at the direction of my wife who is very sick. She says No to the extension. Blount County is already overcrowded and the extension will bring more people here. It will also destroy beautiful farmland in its wake. Definitely No! Patti Young plyoung@charter.net 865.363.3444 Typed and sent by her husband, Phil Young

Last Name	Name	Date	Support	Oppose	Other	Comment Received
Young	Phil	3/23/2023		X		I recently ran for the Blount County Commission. In my doorknocking and phonebanking, I talked with thousands of people and got a good picture of both sides of the problem. Many people want it, but more do not. The main concern for Blount County residents is overdevelopment and if the extension is built, it opens up the quiet, peaceful side of Blount County to West Knoxville. The cry I heard most often is, Don't build it and they won't come! I tried to be open and objective to both sides because, as commissioner, I work for the constituents. The only fair way to solve this problem is to let the residents vote on it. Whichever side gets the most votes Wins! But, if you want my vote, I say Please do not build it! Thank you, Phil Young
Morgan	Sophia	3/23/2023		X		Dear TN Department of Transportation, I wish to comment on the proposed Pellissippi Parkway Extension. I do not see its justification, on many points. It will not improve traffic safety or flow, according to TDOT's own EIS. And recent developments are making that even more clear in my area. I live just off Topside Road. The unbelievable number of housing units suddenly being built where Topside intersects with Pellissippi Parkway are going to create traffic nightmares. We are talking thousands of units. This sudden increase in concentrated population is going to mean a dramatic increase in traffic onto both Pellissippi Parkway and Alcoa Highway. The traffic will flow onto Pellissippi and either go north towards Knoxville; south to Amazon; or else south to Alcoa Highway and exit there. Note: These drivers are not going to use any PP Extension to get to where they are going. They are not going towards the Smoky Mountains. This dense new housing is a recent development that will necessitate new traffic studies relating to the PPE. It stands to reason that few of these drivers will be heading toward 321. There is no major employer to draw them down any proposed Extension or to 321. These residents will, in fact, probably have jobs in Knoxville or Maryville/Alcoa. All the children in these units will be zoned in the Alcoa School District. The obvious route for buses, or parents, will be down Alcoa Highway to the Alcoa Schools. School-related traffic from the housing developments will flow down to Alcoa. Common sense says these parents are not going to be driving their children to any schools on 321. Again, this needs study. All these changes point to not only the need for new studies, but also the need for solving traffic increases on roads that currently exist. Add in the Smith and Wesson plant and you are still looking at more traffic, but NOT traffic that an extension of the Pellissippi Parkway will solve. We need to spend our money solving problems in a logical way, with reference to data on current realities. Sincerely, Sophia Morgan 106B Sunny Way Louisville, TN 37777
Keller	Susan	3/23/2023		X		Mr. Erick Hunt-Hawkins, Environmental Manager Tennessee Department of Transportation Environmental Division James K. Polk Building, Suite 900 505 Deaderick Street Nashville, TN 37243-0332 Dear Mr. Hunt-Hawkins, I am writing about public comments concerning the construction of the extension of SR 162, the Pellissippi Parkway from SR 33 (Old Knoxville Highway) to US 321 (Lamar Alexander Parkway). My husband John, son Sam and I are full time farmers here in Blount County. This highway is planned to come thru our farm at 1816 East Brown School Rd. We are constantly reminded that we must preserve the environment and the land. There is not any new land being created and here in Blount County the land is daily disappearing as it it being covered by new buildings and business complexes. The food you find in supermarkets is not put there at night by fairies flying through the store. Our food is produced by farmers here in Blount county and all over the country and world. WE CANNOT PRODUCE FOOD WITHOUT LAND! As we are constantly reminded to preserve the environment why can we not improve the roads we already have that can not handle the growth of traffic we are experiencing. Our school busses, daily traffic, delivery traffic and just everyday traffic have a hard time traveling the roads here in Blount County. This new proposed road is planned to add great additional traffic to highway 411 N and to Lamar Alexander Parkway. I feel your traffic studies are outdated and you need to look at how the growth explosion of Blount County is affecting the roads and travel. Please look at how this road, if completed, will harm rather than benefit the county. Susan Keller 1565 E. Brown School Rd Maryville, TN 37804 865-363-3375
Ostby	Brien	3/24/2023		X		It seems to me that this road does nothing to improve or increase the safety of our roads. At a cost of $61 to 194 million dollars the PPE idea should be dropped. It doesn't seem sensible to use this money for a new road that will need to be maintained and patrolled, etc. when our present roads aren't being properly tended to with the limited funds that we have. Also this road would open up a section of the county that still retains the rural qualities that the majority of Blount county residents, as well as tourists, wish to see maintained. Brien Ostby 1404 Grant St Alcoa, Tn 37701 Sent from my iPhone
Burch	Daniel	3/24/2023		X		When the previous environmental impact study was conducted, I was present and observed the researchers taking small samples of the soil. They used shovels and never went more than 4 inches deep into the ground. I reside at 1009 Mount Lebanon Road in Maryville. This area is rich in indigenous heritage. When I was a child, I would dig and find arrowheads and other treasures from our past civilization. It is highly possible that our indigenous ancestors are buried right along the proposed path of this extension. I want to encourage TDOT to do a real study of this route to discover if burial sites do exist because we all have seen evidence that those native to this area were strong in numbers. Thank you for your consideration of my experiences. Daniel L Burch 1009 Mount Lebanon Rd Maryville, TN 37804 865.363.4100 Sent from my iPhone
Kemp	David	3/24/2023		X		This is a stupid idea. TDOT is like the hammer that sees every solution a nail. They're in the business of building roads so they build them. Extending the Parkway will solve very few problems and create many new problems. It will spoil some of our remaining beautiful countryside approaching and adjacent to the Great Smoky mountains National Park. It will contribute to suburban sprawl which is already bad. It will add more CO2 to the atmosphere and we're all ready burning ourselves up. Please please please stop this madness. Find a way to use government money to improve local roadways and encourage more compact development in the Maryville area. Sincerely, David Kemp 713 Jones Avenue Maryville, Tennessee 37804
Ostby	Dee Ann	3/24/2023		X		Dear TDOT decision makers, Please decide to put fiscal responsibility and citizens' safety as top priorities and pass on using any further money and effort for extending the Pellissippi Parkway in Blount county. We are already spending millions of our tax dollars just to maintain the current part of the Pellissippi parkway(and not doing a great job at that). Highway 411 has been treacherous and in need of widening and adding shoulders for decades. If there is money to burn, let's spend it for that rather than building a four-lane that is going to intersect 411 and add tremendously to the traffic on that road. The project may clearly be a no-go if a 2023 traffic study were done on the impact of a four-lane intersecting with 411 in Blount county. Do we have data on the current number of crashes on 411? Avoiding a head-on generally results in a tragic crash in a deep ditch. I imagine the Tennessee Highway Patrol and other emergency responders would appreciate TDOT fixing the safety issues on 411 rather than making it more dangerous with an interstate intersection adding traffic. Certainly all of us drivers would rather our tax dollars be spent on improving safety rather than worsening the situations. Wildwood Road is another road in need of our road construction tax dollars. That bridge which was built as a blind curve should be replaced before any of our money is spent on building additional roads. And if there is an intersection with the PPE on Wildwood, crashes will increase exponentially. Since the time the PPE was first proposed, many road projects have improved traffic flow from the airport through Alcoa and Maryville to the mountains as well as on East Broadway going from the end of Pellissippi parkway through Maryville to the mountains. Thanks to those projects and traffic engineers timing the lights, traffic flows smoothly through those areas to give people access to the Smoky Mountains. As a result Pellissippi Parkway extension clearly is not needed. And the local businesses can continue enjoying patronage from tourists passing through. Continuing with all that is involved in making the PPE happen would be an irresponsible use of our road money. Building the PPE will make already dangerous roads considerably more dangerous and congested. Thank you for putting some thought into these points. We would be extremely interested to know what your criteria are for making a decision concerning the PPE. Hopefully impacted-citizens' input has some weight. If you have a list of your criteria and have time to send it, please do! Sincerely, Dee Ann D. Ostby 1404 Grant Street Alcoa, TN 37701 865-983-4871
Edwards	Donna	3/24/2023		X		I would like to submit the following comments to express my concerns about the proposed Pellissippi Parkway Extension from State Route 33 to US Highway 321. I've been opposed to the extension of Pellissippi Parkway since first hearing about the proposal. As a result of learning more over the years about the costs and numerous inevitable negative impacts, I am now even more strongly opposed to this senseless waste of taxpayer money for an interstate that's simply not needed. We've lived in Walland, Blount County, since 1995, and one of the reasons we chose this location was the unique natural beauty and peacefulness of this small community, and the abundant natural areas that many wildlife species call home. I'm a degreed botanist and am also an ecological landscape designer. I have worked as a consultant with TVA and UT on streambank restoration projects along Pistol Creek and Little River, so have extensive knowledge about the importance of protecting water quality and providing undisturbed habitat in riparian areas. I drive to Knoxville perhaps twice per month, and have no difficulty getting there via Alcoa Highway, or, if I'm going to West Knoxville, via the roads that connect to Pellissipi Parkway at Highway 33. Because the only traffic problems I ever experience are in other parts of the county, I find it astonishing that between $61 million to $194 million of our limited tax dollars will be used for this interstate, when there are much higher priorities for maintaining our existing road system and improving the safety of our existing roads. I sincerely hope the push for this project doesn't come down to a choice between pubic health and expedient travel for tourists. I've attended, either virtually or in person, every public meeting TDOT has held about this proposed project, and I am extremely concerned about the inevitable urban sprawl that would be created as a result of the extension. Over the 28 years I've been living in Blount County, I've attended numerous other public meetings and workshops relating to comprehensive regional planning. Of course this has been time-consuming, but it's essential if we're going to protect something special and unique that other areas are losing at break-neck speed. There are, as always, those whose primary interests involve profiting from increased and uncontrolled development, and who support the PPE for that reason alone. However, these individuals and/or groups don't represent the opinions of the majority of residents in Blount County, who time and time again have strongly supported the preservation of the rural character of our area. This project will definitely create serious negative environmental impacts in our own immediate community, and I continue to be very concerned and shocked that adequate studies have not been done to determine the potential impacts on rare or endangered species of plants or animals. Because the proposed redesign of the intersection of PP and Highway 321 involves new roads and routes, a comprehensive EIS is required under NEPA. It's imperative that impacts to the 13-acre wetland near this intersection, which now has an even larger footprint, also be included in the new EIS. In addition, I think that a new EIS is needed to address impacts of this project on the sickle darter, a fish that was added to the List of Endangered and Threatened Wildlife by USFWS as a threatened species last November. I urge you to do more research on the numerous impacts this project will have before making a final decision. There is a lot at stake here for human and non-human members of this community, and once the genie is out of the bottle, we'll never get back the quality of life and healthy environment that so many in our county cherish. Sincerely, Donna Edwards 1107 Ellejoy Crossing Way Walland, TN 37886

Last Name	Name	Date	Support	Oppose	Other	Comment Received
Edwards	David	3/24/2023		X		I would like to submit the following comments to express my serious concerns about the proposed Pellissippi Parkway Extension from State Route 33 to US Highway 321. We've lived in Walland, TN (Blount County) since 1995, and two of the reasons we chose this location were its unique natural beauty and biodiversity, the absence of traffic, and the peace and quiet. Though I'm retired now, I used to drive to Knoxville 5-7 days a week, and had no difficulty getting there via back roads and Alcoa Highway. Once the current improvements on Alcoa Highway have been completed, the drive to Knoxville from Blount County will be even easier. Aside from the inevitable increase on the amount of traffic, noise, and air pollution this will bring to our area, this project will create serious negative environmental impacts in our immediate community. My wife and I continue to be very concerned that adequate studies have not yet been done to determine the potential impacts on rare or endangered species of plants or animals. I strongly encourage you to do more research on the numerous potential negative impacts to wildlife, the environment, and to county residents this project will have before taking any action. Sincerely, David Edwards 1107 Ellejoy Crossing Way Walland, TN 37886
Young	Elan	3/24/2023		X		Dear TDOT: Once again I write to you to express my disdain for the proposed Pellissippi Parkway Extension. This 4.4-mile stretch of highway has been successfully fought by the people of Blount County for the last 20+ years. There are numerous reasons to oppose this wasteful project, and the people here have long resisted the lie that this highway is necessary for economic expansion. In Blount County, we know that more roads do not equal economic development. The reason people are moving to Blount County is because of the unparalleled natural beauty here that is unlike most areas of the state and the country. We're proud to be a gateway to the national park, with a thriving rural economy that is dotted with farms that are an essential part of the economy of this state that is rooted in agricultural production. We know that tourism in Blount County is also a primary draw for people form all over the world to see the treasures we have in our landscape and recreation offerings. Among them, Blount County is home to the Little River, which is a benchmark river for the entire state. It's home to unique species like the sickle darter, a fish that the U.S. Fish and Wildlife Service recently proposed listing as a threatened species under the Endangered Species Act. Yet, this species was not included in the 2013 Biological Assessment, nor the 2015 Federal Environmental Impact Statement. It was not mentioned in the 2017 Record of Decision. These environmental studies are so old they are now invalid. They would need supplementation to account for what we know now about the sickle darter, among other species. In fact, the TDOT comment period overlaps with the Sickle Darter Proposed Critical Habitat comment period, which only ends three days after this comment period ends. The proposed critical habitat falls squarely within the PPE project area! Any discussion of economic development needs to include an honest assessment of the income that the Little River brings to our area through the fly fishing and tourism industry. With regard to transportation, it's a big myth that the PPE would reduce traffic congestion. We know this from the transportation studies conducted in the project area, which are now 10 and 12 years old. Conditions have changed enough to warrant new studies, but even the studies back then showed that it would have no impact in alleviating congestion in the parts of the county that are growing the fastest. In fact, it would divert traffic away from downtown. That doesn't make economic sense! It is absolutely unconscionable that the state push a costly highway onto the citizens of Blount County during a time of inflation when the estimated costs of the project would be upwards of 40% higher than what have been projected. TDOT's own assessments show that it has unmet needs of $13.6 billion. Under these circumstances, it is simply absurd to consider a 4.4-mile highway with projections running up to $194 million, certainty a low estimate by now. The people continue to say that they want our rural roads and bridges maintained, or perhaps widened to include shoulders in some cases. Spending taxpayer money on a boondoggle project we don't need or want is fiscally irresponsible. It would wipe out operational farms, which we know TDOT does not count as businesses. Furthermore, the cost projections don't even include the cost of the Right of Way purchases, nor the loss in tax revenue from the loss of the homes in the path of the PPE. I could go on, but I'll leave it at that for now because I'm still waiting for responses from TDOT to my comments from the 2021 public meetings. If there's one service TDOT could provide to the people of Blount County, it would be to LISTEN to the people who are saying NO to the PPE! Sincerely, Elan Young 5070 Old Walland Hwy Walland, TN 37886
Clark	Jay	3/24/2023		X		See compiled PDF of comments for full comment
Lloyd	Jeremy	3/24/2023		X		Dear TDOT, I'm writing to express my opposition to the Pellissippi Parkway Extension project. This fiscally irresponsible project has been estimated to be as high as $194 million, but that does not count for inflation, which puts the previous estimates in serious question. The long-term costs are also neglected, which would include ongoing maintenance and wear-and-tear to the surrounding roads as more traffic is funneled this way. Within a few years from now, fewer taxpayers will be paying the state's gas tax as more fuel-efficient and electric vehicles are driven in our state. Thus, there will be less money to maintain this road in the future. It's not clear that the Governor has a plan to address the mounting deficit. Environmental concerns also rank high among my reasons for opposing this project. The sickle darter, a threatened species in the Little River that deserves protection in its native habitat, is threatened by the project and was not included in the environmental assessments completed in 20213 and 2015. As a result, the Record of Decision completed in 2017 should be considered invalid. Additionally, I am disappointed that TDOT has never responded to my comments from 2021. How are citizens in Blount County supposed to trust TDOT's judgment when this is the case? Sincerely, Jeremy Lloyd 5070 Old Walland Hwy. Walland, TN 37886
Mueller	Julie	3/24/2023		X		Dear Sir, I feel as if the people of our community have voiced concerns in this process, but TDOT has failed to listen. It is so disappointing and just another reminder to start letting go of this crazy world. If you care to read some of my thoughts regarding this matter, go ahead: *Negative Environmental Impact -local wildlife will be encroached upon -freeway traffic noise pollution from cars, trucks and motorcycles (no sound barrier) -decline in air quality *Cost involved - Would this increase our taxes? *Safety of children being raised in this area *Senior citizens needing a quiet atmosphere to finish out the rest of their days *Local farmers raising cattle, losing grazing land *Financial losses for small business owners in Maryville (many will bypass town) All in all, this takes away the peaceful atmosphere and beauty we enjoy in east Tennessee and instead turns it into a congested thoroughfare. Sincerely, Julie e-mail: julieannmueller@yahoo.com
Conn	Kate	3/24/2023		X		Dear TDOT Pellissippi Parkway Extension Team: There has been considerable public non-support of this project. Why? As currently envisioned, the four lane 65 mph extension will cost $100's of millions from start to finish to complete. What is the burning issue that it is resolving? Where is the public outcry to build this four mile extension? Repeatedly, we have voiced our issues and concerns to TDOT without a reply. We provided comments during the virtual meeting and at the in-person meeting at Heritage High School. The public upset was palpable in that auditorium at Heritage High School. We are witnessing a small handful of politically affiliated special interests trying to overwhelm the will of the people who are PAYING for this. Here are some of the issues that TDOT has failed to address: 1. Our roads in our rural community are dangerous. No shoulders, no turn lanes, etc. I personally almost died in a head on collision when an absent-minded driver looking at his/her cell phone drove into my lane at 40 mph and looked up at a literal last second to get in the correct lane, missing me by a split hair. 2. The current plan will put a 4 lane highway extremely close to a subdivision (Sweet Grass Plantation). No section of the Pellissippi Parkway as it exists today abuts a residential community so close. Why would TDOT design a highway that features proximity so close to so many residential properties when the other portions of Pellissippi Parkway do not feature that encroachment? Why is that necessary? The community that will have a 4 lane highway literally in its backyard consists of 200+ people, the majority of whom are senior citizens and the noise and pollution are hazardous to their health. (There are studies that can prove this out.) So TDOT runs the risk of health lawsuits if it proceeds with the current plan. When originally designed, the Sweet Grass Plantation Subdivision only had 4 or 5 houses. That has radically changed. There are 100 parcels, and 81 parcels have homes built on them. 3. TDOT refuses to provide health and safety design elements for the residents that will border this highway. Furthermore, a sound barrier is being built for a mobile home community that is not entirely occupied and can easily be shifted to accommodate the highway if needed. You can't relocate 100 homes. 4. TDOT has not shared their adherence to the updates required of them for the impacts to the environment, fish and wildlife, Little River watershed and so forth. 5. A critical issue is one of priority – with the economic challenges presented to the State of Tennessee and its residents – we cannot frivolously spend taxpayerb money on projects that do not serve the public's interest. We have dangerous and dilapidated roads in our rural areas that cause a major safety issue for the residents, many of whom are senior citizens. 6. The traffic, environmental and cost studies are totally out of date for this project. The public should not be railroaded into funding a project that is not a priority as compared to the higher valued improvements to the rural roads. In closing, our community will lose complete faith in TDOT if they do not respond to all the feedback that they have received and publish openly the updated analyses of their outdated studies. Thank you for letting me provide input.
Henighan	Richard	3/24/2023		X		I want to leave a comment about the Pellicippi Parkway Extension. I live on the Seymour end of Highway 411. This road is already too busy for its size, without shoulders, and with areas of challenging curves and elevation changes. Building the PPE will only worsen the risks to life and property along this road as the traffic on it increases because of the PPE exchange. It would be safer and more economical to correct #411's shortcomings than to build a new highway that will worsen existing problems. Thank you. Richard Henighan
Burr	Stephanie	3/24/2023		X		I am a lifelong Blount County resident. I want to voice my displeasure over the proposed extension of the Pellissippi Parkway. I am opposed to this project becuase of expense, unstudied environmental impacts, and explosive, unregulated, ill-planned growth, which has deteriorated our quality of life. The project is extremely expensive. These funds can be directed to other federal projects needed to maintain existing roads throughout the state. New environmental studies are needed throughout the Little River Watershed. The previous environmental and traffic studies are out of date. We need to protect our drinking water, as well as vulnerable species, such as the sickle darter. The rural character of Blount County is worth preserving. With each new road and new development, comes more expense, more traffic, more demands on an already crowded transportation system. We should protect what we value, not keep expanding and making it miserable just to drive from one part of town to the other. I have lived on or very near Highway 411 my whole life. It is narrow, crowded, windy, and dangerous. It is virtually impossible to make a left turn for half of the day. That road makes teaching my teenage daughter how to drive truly scary, and walking along it is taking your life into your own hands. Everyone knows it will become horrifically more dangerous if increased traffic to or from an extension of Pellissippi is routed up and down Sevierville Road. Sincerely, Stephanie Burr 109 Chippewa Road Maryville, TN 37804 865-765-5508 Sent from my iPhone

Last Name	Name	Date	Support	Oppose	Other	Comment Received
Willoughby	Kent	4/4/2023	X			Dear Sir / Madam: We are IN SUPPORT OF the proposed Pellissippi Parkway extension as described in your notice in the Knoxville New Sentinel on 3/2/23. Because the extension hasn't yet been built, we're presently forced to use a hazardous series of narrow 2 lane, curvy roads to access the completed portion of the Parkway from our house off Davis Ford Road via Hitch Rd, Peppermint Rd, Sam Houston Schoolhouse Rd, and Old Knoxville Hwy (SR 33). We believe the extension will also relieve traffic congestion in Alcoa and Maryville on Hall Rd, Washington St, and E Lamar Alexander Pkwy en route from Knoxville to Townsend and Cades Cove in the GSMNP. With recent population increases, these roads are becoming severely congested. Less traffic congestion should also result in lower vehicle emissions and cleaner air. Thanks for your consideration and for moving ahead on this project as quickly as possible. Kent Willoughby 2656 Creekstone Cir Maryville TN 37804-3899 (865) 722-2626
Hunt	Tommy	3/20/2023	X			Dear TDOT REGION 1 FOLKS: Please proceed as fast as you can to finish Pellissippi Parkway to Hwy 321 East of Maryville. The road is definitely needed as you can see from the traffic counts on the portion that has been completed to HWY 321. Blount County will continue to grow. If we grow at the 1% annual increase rate we have averaged over the last 15 years or so we will be adding 1300 people per year. Pellissippi's route as planned lo these many years is a prudent use of tax dollars to get folks to Townsend and the GSMNP. The addition of the bike trail with the construction will create scenic trail with few rivals in the country. Thanks for your efforts and Hurry please!! Yours, Tommy Hunt 1313 Turnberry Lane Maryville, TN 37803

Jessica Raff

From: Christie Brown
Sent: Wednesday, March 8, 2023 1:04 PM
To: Steve Borden; Dexter Justis
Cc: Chelsea Wyrick; Susan Nelson; Erick Hunt-Hawkins
Subject: RE: TDOT Comment: Parkway Completion

Please see our draft response below:

Mr. Booker,

Thank you for your comment regarding the Blount County SR-162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation.

Thank you,

Christie Brown, PE | Civil Engineering Manager 2
Region 1 Project Development
Admin Building, 2nd Floor
7345 Region Lane, Knoxville, TN 37914
p. 865.594.0742
Christie.brown@tn.gov
tn.gov/tdot

From: Steve Borden <Steve.Borden@tn.gov>
Sent: Tuesday, March 7, 2023 12:40 PM
To: Christie Brown <Christie.Brown@tn.gov>; Dexter Justis <Dexter.Justis@tn.gov>
Cc: Chelsea Wyrick <Chelsea.Wyrick@tn.gov>; Susan Nelson <Susan.Nelson@tn.gov>
Subject: TDOT Comment: Parkway Completion

Please see the TDOT Comment below and send a response to this office by **March 10, 2023.**

Thank you.

Please complete the Pellissippi Parkway for the long term future of Blount County. Thank you. Bob Booker

Jessica Raff

From: Christie Brown
Sent: Wednesday, March 8, 2023 1:05 PM
To: Steve Borden; Dexter Justis
Cc: Chelsea Wyrick; Susan Nelson; Erick Hunt-Hawkins
Subject: RE: TDOT Comment: In Support of Pellissippi Parkway in Blount County Tn

Please see our draft response below:

Mr. Oldham,

Thank you for your comment regarding the Blount County SR-162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation.

Thank you,

Christie Brown, PE | Civil Engineering Manager 2
Region 1 Project Development
Admin Building, 2nd Floor
7345 Region Lane, Knoxville, TN 37914
p. 865.594.0742
Christie.brown@tn.gov
tn.gov/tdot

From: Steve Borden <Steve.Borden@tn.gov>
Sent: Tuesday, March 7, 2023 12:42 PM
To: Dexter Justis <Dexter.Justis@tn.gov>; Christie Brown <Christie.Brown@tn.gov>
Cc: Chelsea Wyrick <Chelsea.Wyrick@tn.gov>; Susan Nelson <Susan.Nelson@tn.gov>
Subject: TDOT Comment: In Support of Pellissippi Parkway in Blount County Tn

Please see the TDOT Comment below and send a response to this office by **March 10, 2023.**

Thank you.

To Whom It May Concern:

As a voting resident of Blount County, I am writing to fully endorse the follow through, construction, and extension of Pellissippi Parkway by TDOT!

The backroads of Blount County are clogged with cars trying to avoid the traffic on 321 and trying to avoid the congestion in the city of Maryville. Therefore, the substandard backroads and under-budgeted roads of Blount County take the hit. These roads are dangerous. The infrastructure of the county roads is really poor.

Pellissippi Parkway would change all that, and bring Blount County into the 21st century. There would be easy access to Interstates 40 and 75, plus easy access to Knoxville for Blount County residents, and much less congestion into the Blount County side of the GSMNP----for locals and tourists trying to access the mountains.

Despite what the critics say, the rural lifestyle of Blount County would be enhanced and not destroyed by the extension of Pellissippi Parkway ---due to the county roads handling less cars and less traffic. The bucolic nature of Blount County would be therefore increased and preserved. This road is a Win Win for all concerned.

Above all, TDOT would insure the safety of our roadways by constructing the Pellissippi Parkway extension.

Thank you for continuing to move forward with this project.

With Gratitude,

Mark Oldham

Mark Oldham
CEO ▪ Oldham Hospitality
137 Apple Valley Way
Townsend, Tennessee 37882
PeacefulSide.com

Jessica Raff

From: Christie Brown
Sent: Wednesday, March 8, 2023 1:03 PM
To: Steve Borden; Dexter Justis
Cc: Chelsea Wyrick; Susan Nelson; Erick Hunt-Hawkins
Subject: RE: TDOT Comment: Pellissippi Parkway Extension

Please see our draft response below:

Ms. Ford,

Thank you for your comment regarding the Blount County SR-162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation.

Thank you,

Christie Brown, PE | Civil Engineering Manager 2
Region 1 Project Development
Admin Building, 2nd Floor
7345 Region Lane, Knoxville, TN 37914
p. 865.594.0742
Christie.brown@tn.gov
tn.gov/tdot

From: Steve Borden <Steve.Borden@tn.gov>
Sent: Tuesday, March 7, 2023 12:39 PM
To: Christie Brown <Christie.Brown@tn.gov>; Dexter Justis <Dexter.Justis@tn.gov>
Cc: Chelsea Wyrick <Chelsea.Wyrick@tn.gov>; Susan Nelson <Susan.Nelson@tn.gov>
Subject: TDOT Comment: Pellissippi Parkway Extension

Please see the TDOT Comment below and send a response to this office by **March 10, 2023.**

Thank you.

My name is Tammi Ford and I live at 3309 Melody Lane in Maryville. Let's finally get the Pellissippi Parkway extension completed. THANK YOU.

Sent from Mail for Windows

Jessica Raff

From: Christie Brown
Sent: Thursday, March 16, 2023 7:45 AM
To: Steve Borden; Dexter Justis
Cc: Chelsea Wyrick; Susan Nelson; Erick Hunt-Hawkins
Subject: RE: TDOT Comment: PUBLIC COMMENT: Pellissippi Parkway Extension

Please see our draft response below:

Ms. Green,

Thank you for your comment regarding the Blount County SR-162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation.

Thank you,

Christie Brown, PE | Civil Engineering Manager 2
Region 1 Project Development
Admin Building, 2nd Floor
7345 Region Lane, Knoxville, TN 37914
p. 865.594.0742
Christie.brown@tn.gov
tn.gov/tdot

From: Steve Borden <Steve.Borden@tn.gov>
Sent: Wednesday, March 15, 2023 4:20 PM
To: Christie Brown <Christie.Brown@tn.gov>; Dexter Justis <Dexter.Justis@tn.gov>
Cc: Chelsea Wyrick <Chelsea.Wyrick@tn.gov>; Susan Nelson <Susan.Nelson@tn.gov>
Subject: TDOT Comment: PUBLIC COMMENT: Pellissippi Parkway Extension

Please see the TDOT Comment below and send a response to this office by **March 20, 2023.**

Thank you.

To the Tennessee Department of Transportation:

As a resident of Maryville, Tennessee who has attended the public hearings and participated in the Public Comment periods,
I am, once again, appealing to you to do your due diligence with the Pellissippi Parkway Extension (PPE) project.

1) Complete the requirement "to conduct an updated environmental boundary and mitigation report and a new bat study for the absence or presence of the Indiana bat and the Northern long-eared bat in consultation with the USFWS, Tennessee Wildlife Resources Agency (TWRA), and Tennessee Department of Environment and Conservation (TDEC)."

2) There are changes to traffic patterns and roads since the 2011 and 2012 studies. The supposed need for the PPE is really not supported. The EIS data showed there would, actually, be increased traffic congestion and travel time.

3) More critically needed is improvement of the safety on current roads. There are narrow roads lacking shoulders. Should the PPE be constructed, Sevierville Road from Maryville to Seymour would have an unacceptable increase in traffic.

4) Cost estimates from $61 million to $194 million cause great concern to taxpayers since there is already a lack of funds. https://www.tn.gov/content/dam/tn/tdot/documents/10-YearSIP_022316.pdf There would be the additional cost of Right of Way acquisitions and of maintaining a new highway.

5) Public comment has consistently prioritized the maintenance of roads and bridges over building of new roads. *MobilityPlan2045, adopted by the KRTPO Executive Board, April 2021, p. F25.*

6) Public comment has also consistently pressed for preserving the natural beauty and rural character of Blount County.

7) It is furthermore a troubling concern that public comments on the design meetings in April and September 2021 have yet to be responded to.

Sincerely,
Carol Green
804 Shannondale Way #201
Maryville TN 37803

Jessica Raff

From: TDOT Comments
Sent: Friday, March 17, 2023 11:39 AM
To: Greg McClain
Subject: RE: Pellissippi Parkway

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

-----Original Message-----
From: Greg McClain <gmcclain@maryville-tn.gov>
Sent: Wednesday, March 15, 2023 6:19 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway

We are very excited to finally see this privet started. It is long overdue and we are suffering with pass through traffic in our urban core. Thank you for your hard work.

Sent from my iPhone

Jessica Raff

From: Christie Brown
Sent: Thursday, March 16, 2023 7:43 AM
To: Steve Borden; Dexter Justis
Cc: Chelsea Wyrick; Susan Nelson; Erick Hunt-Hawkins
Subject: RE: TDOT Comment: Pellissippi Parkway

Please see our draft response below:

Ms. LeDoux,

Thank you for your comments regarding the Blount County SR-162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation.

Thank you,

Christie Brown, PE | Civil Engineering Manager 2
Region 1 Project Development
Admin Building, 2nd Floor
7345 Region Lane, Knoxville, TN 37914
p. 865.594.0742
Christie.brown@tn.gov
tn.gov/tdot

From: Steve Borden <Steve.Borden@tn.gov>
Sent: Wednesday, March 15, 2023 4:16 PM
To: Christie Brown <Christie.Brown@tn.gov>; Dexter Justis <Dexter.Justis@tn.gov>
Cc: Chelsea Wyrick <Chelsea.Wyrick@tn.gov>; Susan Nelson <Susan.Nelson@tn.gov>
Subject: TDOT Comment: Pellissippi Parkway

Please see the TDOT Comment below and send a response to this office by **March 20, 2023.**

Thank you.

I am sending this in opposition of the Pellissippi Parkway Extension. The citizens of Blount County are already overwhelmed and under served when it comes to our dangerous roads. TDOT is trying to "put the cart before the horse".

Blount County residents travel our narrow, unmaintained, dangerous roads every day and night. Most of our roads have NO shoulders and do not even have painted lines on them. The Pellissippi Parkway will only pour more traffic onto these roads. Hwy 411 is dangerous and when traffic filters into Seymour it will cause a traffic jam at Hwy 411 and Chapman Hwy. That area, in Sevier County, needs to be ready for the additional traffic.

Pellissippi Parkway would also (when extended to Hwy 321) pour more traffic onto Tuckaleechee Pike, Ellejoy Rd, Jefferies Hollow Rd and the Wye Rd. This one road, with many names, is already turning into a main highway. The truck traffic/car traffic has already increased to a dangerous state as this road takes people from Maryville to Sevierville. There are drop offs 4' deep on both sides and typically NO painted lines.

WHY would we want to pour literally MILLIONS of dollars into an unneeded project that would only make our lives in Blount County more dangerous? Reroute this money and invest in the roads that already exist. Reroute this money to fix our pothole situation ALL OVER the state first. We have some of the worst potholes in the Nation!!

Please don't be the "typical" Government Department of WASTE. Rethink this wasteful project and reroute the money to much needed road repair! The people of Tennessee deserve better. The residents of Blount County deserve SAFE roads! And, the United States tax payers deserve wise spending not WASTEFUL spending.

Thank you,

Jeanne LeDoux
(865) 235-8737

Jessica Raff

From: TDOT Comments
Sent: Friday, March 17, 2023 11:39 AM
To: Joy Carver
Subject: RE: [EXTERNAL] Pellissippi Parkway Extension

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

-----Original Message-----
From: Joy Carver <joyfcarver@yahoo.com>
Sent: Wednesday, March 15, 2023 9:57 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway Extension

Thank you for taking public comments on this important project.
I am in favor of the extension and completion of Pellissippi Parkway.

Joy F. Carver
Resident, Maryville, Tennessee

From:	Christie Brown
To:	Steve Borden; Dexter Justis
Cc:	Chelsea Wyrick; Susan Nelson; Erick Hunt-Hawkins
Subject:	RE: TDOT Comment: Pellissippi parkway extension
Date:	Thursday, March 16, 2023 7:45:57 AM
Attachments:	image001.png

Please see our draft response below:

Mr. and Mrs. Hopps,

Thank you for your comments regarding the Blount County SR-162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation.

Thank you,

Christie Brown, PE | Civil Engineering Manager 2
Region 1 Project Development
Admin Building, 2nd Floor
7345 Region Lane, Knoxville, TN 37914
p. 865.594.0742
Christie.brown@tn.gov
tn.gov/tdot

From: Steve Borden <Steve.Borden@tn.gov>
Sent: Wednesday, March 15, 2023 4:21 PM
To: Christie Brown <Christie.Brown@tn.gov>; Dexter Justis <Dexter.Justis@tn.gov>
Cc: Chelsea Wyrick <Chelsea.Wyrick@tn.gov>; Susan Nelson <Susan.Nelson@tn.gov>
Subject: TDOT Comment: Pellissippi parkway extension

Please see the TDOT Comment below and send a response to this office by **March 20, 2023.**

Thank you.

Thanks in advance for reading my email. As a resident of Blount County, we ask that you reevaluate the extension. This community and travel in the area has changed considerably since the last evaluation. It's been more than 3 years since the ROD was done and more than 10 years since traffic studies were done. There is a huge backlog of maintenance projects, which includes a lot of existing road repairs.

With inflation and the increased numbers of electric and hybrid vehicles on the road, gas taxes wont be able to find this project.

It's been since 2011 that the last traffic patterns, etc. was studied. Considerably changes have occurred which includes much more traffic on the roads and is the PPE the best thing now?? Please re-evaluate.

Best regards,
Lynn and Eddie Hopps
Louisville

Sent from my iPhone

Jessica Raff

From: Christie Brown
Sent: Thursday, March 16, 2023 7:44 AM
To: Steve Borden; Dexter Justis
Cc: Chelsea Wyrick; Susan Nelson; Erick Hunt-Hawkins
Subject: RE: TDOT Comment: Requested comments regarding proposed PPE March 15 2023

Please see our draft response below:

Mr. Robinson,

Thank you for your comments regarding the Blount County SR-162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation.

Thank you,

Christie Brown, PE | Civil Engineering Manager 2
Region 1 Project Development
Admin Building, 2nd Floor
7345 Region Lane, Knoxville, TN 37914
p. 865.594.0742
Christie.brown@tn.gov
tn.gov/tdot

From: Steve Borden <Steve.Borden@tn.gov>
Sent: Wednesday, March 15, 2023 4:18 PM
To: Dexter Justis <Dexter.Justis@tn.gov>; Christie Brown <Christie.Brown@tn.gov>
Cc: Chelsea Wyrick <Chelsea.Wyrick@tn.gov>; Susan Nelson <Susan.Nelson@tn.gov>
Subject: TDOT Comment: Requested comments regarding proposed PPE March 15 2023

Please see the TDOT Comment below and send a response to this office by **March 20, 2023.**

Thank you.

Dear TDOT,

As a property owner **who will lose a heritage home** on our Tennessee Century Farm (Bowman Farms) if the proposed Pellissippi Parkway Extension is completed, I submit the following questions and statements in regards to your request for new public comments and statements regarding this proposed construction.

Any FEIS and ROD is invalid if it does not include the new construction off 140 in the form of two new operational businesses, Smith and Wesson and the Amazon (eyesore of all eyesores) just off the Pellissippi Parkway. Any study done that does not include these is invalid.

Here is visual proof to back up that statement, based on construction from various new "Amazon Fulfillment Centers" in multiple geographic locations.

Milford, Massachusetts where the traffic from the Fulfillment Center is so bad, residents say "if we knew it was gonna be like this, we never would have allowed it." This video a must watch from WCVB, Boston.

https://youtu.be/SLjU_fgb4yQ

Tallahassee, Florida, where studies show (due to a new Amazon Fulfillment Center) an additional 3,682 additional cars and trucks every day, according to a traffic report, as well as 45 seconds delay (think pollution). WCTV, Tallahassee.

https://www.wctv.tv/2022/10/25/residents-voice-concerns-about-increased-traffic-amazon-fulfillment-center/

Robbinsville Community, New Jersey. If the projections given by entities such as Blount Partnership on projected workforce is true, traffic will be increased dramatically just by one fulfillment center, as shown in the video here.

https://youtu.be/AEHBp0q_CFc

One area that also needs to be addressed is "peak traffic" during seasonal (Christmas, Amazon prime) Amazon staff ramp ups. Any study that does not include these numbers is invalid. A staff "ramp up" is when seasonal workers are brought in to meet increased demand.

One community found that changes made as recent as five years ago are nowhere near adequate to accommodate the influx of Amazon traffic (Carencro, LA). Please see the attached story.

https://www.klfy.com/top-stories-news/carencro-officials-explain-plans-to-handle-amazon-facility-traffic/

The following quotes from Carencro elected officials also bring to light the issues of such a Fulfillment Center.

Carencro Mayor Glenn Brasseaux added the intersection north of the Amazon Center is the most dangerous area, and he tries to avoid it. "On the East side of I-49, **you're taking your life in your own hands there on a daily basis**," Brasseaux said. "**And it only gets worse with Amazon**."

"**Things that were done five years ago don't seem adequate today**," Chauvin said of the Hector Connoly Interchange. "**The roundabout that worked so well for so many years now seems too small.**"

Obviously the Amazon Fulfillment Center is a major issue that has no current study to support construction of the PPE. However, Smith and Wesson Corporate Headquarters also presents a serious unstudied issue to the PPE completion, as it too will generate significant traffic issues on this corridor.

https://www.wate.com/news/blount-county-news/smith-wesson-to-start-moving-into-new-blount-county-hq-in-late-2023/

Citizens, far more recent than your studies, are already expressing their concerns regarding the Smith and Wesson facility.

https://www.wvlt.tv/2021/10/01/smith-wesson-maryville-relocation-raises-concerns/

A Consumer Reports study also found that Amazon builds in neighborhoods with a disproportionately high number of people of color and low-income residents. These numbers are appalling.

https://www.consumerreports.org/corporate-accountability/when-amazon-expands-these-communities-pay-the-price-a2554249208/

Low income??? Yes, low income?? People of color, low income, think the Eagleton community in Blount County closest to the proposed parkway, not to mention the terminus of the Proposed PPE, that will take part of a manufactured housing community. **The proposed construction is in fact discriminatory in design against low income and people of color, and this needs to be addressed**.

Now include an additional large apartment complex at Pellissippi Place, and you just have issue upon **CURRENT issue** that your outdated studies do not address.

https://www.thedailytimes.com/news/pellissippi-place-apartment-complex-creates-less-invasive-design-for-neighboring-houses/article_ab066c84-aedd-11ed-9409-5b051fe4f56d.html

The Record of Decision (ROD) in 2017 does not include the Amazon, Smith and Wesson construction, thereby making it invalid by any reasonable standard. A study six years ago today is invalid as well because it does not address the great number of apartments, high density home projects that have littered the Blount County landscape, greatly affecting the number of individuals who now call Blount County home.

https://usafacts.org/data/topics/people-society/population-and-demographics/our-changing-population/state/tennessee/county/blount-county

My property proposed to be taken by PPE construction, 3118 Wildwood Road, Maryville, TN, in TDOT's initial studies **indicated the presence of the Indiana Bat on or about my property (Ecology Report. 2010**). Unfortunately, due to the uncontrolled growth in the Blount County Area, this part of God's creation may have been greatly affected by this growth and the proposed road, yet it has not been studied in a considerable amount of time (12 years). Since the Indiana Bat was mentioned on my property, I request a study to be done to address this issue as I am a steward/owner of the land and take that responsibility with great heritage pride and ecological concern.

Unfortunate as well for me as a taxpaying citizen and business owner, the **COST** of this project will in fact come from my and your collective pockets, **and the cost alone of a project this controversial and unwanted project makes it prohibitive. Cost alone is reason to table such a project.**

Each week as I travel to work with Afghanistan refugees in the Knoxville area, I travel the current Pellissippi Parkway**. I am appalled at TDOT's failure to manage our existing road system** while proposing to build a road that is so unwanted that local entities take mention of the proposed parkway off their social media sites due to the criticism this project warrants.

If our current roads were maintained to some degree of safe and secure level, our transportation would be improved exponentially. These issues surround our entire geographic area and are the responsibility of TDOT and government bodies that now wish to spend upward of half a billion dollars on unwanted construction of the PPE extension.

This local Knoxville television story fully illustrates the issues surrounding our current network, unsafe and unmaintained.

https://www.wbir.com/article/news/driving-you-crazy-potholes-on-i-640/51-e5a4a3ff-03ec-4b11-886c-7ee1770a9a1f

So now, 2023, TDOT is said to be "reevaluating their studies" upon which this needless PPE is proposed to be built.

HELL YES you need to reevaluate your studies!!

Too much has changed that invalidates any of your "current (2017)" studies that justify this road.

Amazon, Smith and Wesson, High density and apartment housing, environmental impact from both current and proposed construction, cost, safety of our current roads due to lack of maintenance, not to mention TDOT's process of construction that is discriminatory in nature by affecting the well being of individuals of low income and color.

Any "moving forward" on this project without addressing these issues is not only negligent, but truly reckless behavior towards the affected citizens of this county.

Respectfully submitted,

Tom Robinson (865) 599-9374

2120 Chas Way Blvd. Maryville, TN

3118 Wildwood Road, Maryville, TN (Bowman Farms, a Tennessee Century Farm)

Jessica Raff

From: TDOT Comments
Sent: Friday, March 17, 2023 11:44 AM
To: CHAD ROCHELLE
Subject: RE: [EXTERNAL] Pellissippi Parkway Feedback

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: CHAD ROCHELLE <crochelle@comcast.net>
Sent: Thursday, March 16, 2023 8:41 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway Feedback

Dear Sir or Madame:

My name is Chad Rochelle, I have lived in Townsend for close to thirty years. As a resident and business owner in the community, I would just like to echo my support for the completion of the Pellissippi Parkway. With record visitors to our Smoky Mountains, as well as the residential growth that has taken place in the Maryville area, this would provide much needed relief for local traffic and direct access for transient visitors.

I support the completion of this project as soon as possible. Thank you for your efforts.

Best Regards
Chad Rochelle
865.216.6898
327 Quail Lane
Townsend, TN 37882

Jessica Raff

From: TDOT Comments
Sent: Friday, March 17, 2023 11:40 AM
To: Gary Hensley
Subject: RE: [EXTERNAL] Pellissippi Parkway Extension

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Gary Hensley <garyhhensley@gmail.com>
Sent: Thursday, March 16, 2023 5:30 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway Extension

Project comment:
I was delighted to hear that ROW acquisition might soon begin on this much needed project. The highway will benefit the motoring public for many years to come, and bring much needed traffic relief to Maryville, Alcoa and Blount County.

There are always concerns as to how a new roadway will impact the environment and property owners. However, the decades-long studies of this project have repeatedly proven that the benefits far outweigh any adverse impacts.

I hope the Department will proceed with acquisition and plan development without further delays.
--
Gary Hensley
811 Knight Bridge Rd.
Maryville, TN 37803

Jessica Raff

From: TDOT Comments
Sent: Friday, March 17, 2023 11:40 AM
To: Murray, Matthew N
Subject: RE: Pellissippi Parkway Extension

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Murray, Matthew N <mmurray1@utk.edu>
Sent: Thursday, March 16, 2023 8:18 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway Extension

To Whom It May Concern,

I hereby offer my strongest possible support for the right-of-way acquisition and other steps that need to be taken to complete Pellissippi Parkway. Blount County and the broader East Tennessee region need this infrastructure to support economic development, including both tourism and industry. Because of Blount County's location adjacent to a national park, there is limited connectivity through our community; Pellissippi Parkway is an essential complement to our road network to allow people and freight into and out of the region. Community members understand that this, along with the Bypass and Alcoa Highway improvements, will be generational investments that will support development for the foreseeable future.

Matt Murray, Chair
Economic Development Board of Blount County

Jessica Raff

From: TDOT Comments
Sent: Friday, March 17, 2023 11:40 AM
To: Tyrone Hickman
Subject: RE: [EXTERNAL] Pellissippi Parkway Extension

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

-----Original Message-----
From: Tyrone Hickman <tyhickman5@yahoo.com>
Sent: Thursday, March 16, 2023 8:07 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway Extension

I am in total opposition to the Pellissippi Parkway Extension.

This is just another example of government spending on unneeded and wasteful projects! Reroute those millions of dollars and improve our already existing roads!!
Have any of the TDOT agents traveled our dangerous roads? Do they even know what this new traffic pattern will do to our already overcrowded area?? We have roads that have no shoulders and no lines!

I am also in opposition because of the environmental impact on this area, not to mention the absolute destruction of our valuable farmland. Wake up people! We are supposed to be good stewards of our Earth.

STOP the Pellissippi Parkway Extension!

Ty Hickman

PHONE: (865) 273-5700
FAX: (865) 273-5705
EMITCHELL@BLOUNTTN.ORG

341 COURT STREET
MARYVILLE, TN 37804-5906
WWW.BLOUNTTN.ORG

BLOUNT COUNTY MAYOR

ED MITCHELL

"LET'S BE BLOUNT...WORK HARD. WORK HONEST. WORK TOGETHER"

March 17, 2023

Project Comments
ATTN: SR-162 Extension (Pellissippi Parkway)
PIN 101423.00
TDOT
Suite 700, James K Polk Bldg
505 Deaderick Street
Nashville, TN 37243-0332

To Whom It May Concern:

I have enclosed copies of a 2021 Joint Letter from myself as Blount County Mayor, along with the Mayors of the Cities of Alcoa and Maryville, to Governor Bill Lee expressing support of the Pellissippi Parkway Extension project, along with a copy of a Resolution passed by our Blount County Board of Commissioners in October of 2011 recommended the same.

As these previous communications indicate, we have long-time supported the completion of this project and continue to do so. The completion of this project is long over due and needed in Blount County.

If you have any further questions, or need further information, please let me know.

Thank you.

With kindest regards,

Ed Mitchell
Blount County Mayor

September 22, 2021

The Honorable Bill Lee
Governor of Tennessee
State Capital, 1st Floor
Nashville, TN 37243-0001

Dear Governor Lee:

First, we would like to thank you for your strong commitment to recruiting new businesses and expanding job opportunities for Tennesseans. You clearly understand how important good roads and infrastructure are to economic development and your Administration has been a great partner to us in making sure we have those assets in place.

We would like to specifically thank the Tennessee Department of Transportation for their persistence on the Pellissippi Parkway project. We know they have spent countless hours working through all concerns and have gone out of their way to ensure appropriate public input. We appreciate our citizens having the right to ask questions virtually and in-person through this final design phase of the project.

We also want to emphatically state our absolute commitment to this project and are determined to see it to completion. As you know, this project has been in the works for many years and is long overdue. It is critically important to our community and it will have an overall positive and long-lasting impact once it is completed.

With much appreciation,

Odis C. Abbott, Jr., Mayor
City of Alcoa

Andy White, Mayor
City of Maryville

Ed Mitchell, Mayor
Blount County

cc: Mr. Clay Bright, Commissioner of the Tennessee Department of Transportation
Mr. Paul Degges, Deputy Commissioner & Chief Engineer, Bureau of Engineering, TDOT

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

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

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

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

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

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

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

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

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

RESOLUTION NO. 11-10-009

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

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

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

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

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

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

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

CERTIFICATION OF ACTION: **ATTEST:**

Commission Chairman County Clerk

Approved: ✓
Vetoed: _____

County Mayor Date 10-24-11

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION
SUITE 700, JAMES K. POLK BUILDING
505 DEADERICK STREET
NASHVILLE, TN 37243-0349
(615) 741-2848

JOHN C. SCHROER
COMMISSIONER

BILL HASLAM
GOVERNOR

September 6, 2011

Mr. Ed Mitchell
Mayor of Blount County
341 Court Street
Maryville, TN 37804

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

Dear Mayor Mitchell:

The Tennessee Department of Transportation has applied the Tennessee Environmental Streamlining Agreement (TESA) for the environmental and regulatory coordination of major transportation projects to the Pellissippi Parkway Extension project. This process is intended to achieve timely and efficient identification, evaluation, and resolution of environmental and regulatory issues associated with the project.

Federal, state, and local agencies have been offered opportunities to provide input on the development of the purpose and need statement and alternatives considered in the Draft Environmental Impact Statement (DEIS) under the National Environmental Policy Act (NEPA).

In an effort to meet the project's purpose and need, the Department has actively engaged with all stakeholders through public meetings, informational meetings, correspondence, etc. The Department has coordinated and collaborated with the Knoxville Transportation Planning Organization, local officials representing Blount County, and the cities of Alcoa and Maryville.

The DEIS considered four alternatives, No-build, build Alternative "A", build Alternative "C", and build Alternative "D" (see attached Summary of Findings of the Draft EIS and Public and Agency Comments).

At this point in the environmental process, the Department is considering build Alternative "A" as the preferred alternative from a direct result of agency and public comment to achieve the project's purpose and need.

Prior to making a final preferred alignment decision, the Department would like to request from the local officials representing Blount County and the cities of Maryville and Alcoa, opinions regarding the preferred alternative in the form of a resolution for one of the four alternatives under consideration in the DEIS. If additional information is necessary to assist you in your recommendation, the Department will be glad to provide assistance.

Thank you for your active participation demonstrating local government commitment and encouraging public support toward achieving the proposed transportation solution supporting community goals and values while minimizing the impacts to the natural and cultural environment.

If you should need additional information or have any questions, please contact the project manager, Mr. Mike Russell at (865)594-2334 or by email at Mike.Russell@tn.gov.

Sincerely,

John C. Schroer
Commissioner

Attachments

JCS/PDD/jc

Cc: Mr. Paul Degges
Mr. Mike Russell

Jessica Raff

From: TDOT Comments
Sent: Friday, March 17, 2023 2:48 PM
To: boyce smith
Subject: RE: completion of Pellissippi Parkway

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

-----Original Message-----
From: boyce smith <bsmit96@outlook.com>
Sent: Friday, March 17, 2023 2:43 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] completion of Pellissippi Parkway

Traffic has started to impact the retail sales in blount county especially in the Alcoa area easier to get to west Knoxville then drive Alcoa highway. Moving some traffic around Alcoa hwy would create more commerce . I managed the Alcoa Wslmart as general manager for 20 years before moving to Ecommerce.
Sent from my iPhone

From: TDOT Comments
To: Bruce Applegate
Subject: RE: Pellissippi Parkway - Letter of Support
Date: Friday, March 17, 2023 1:49:12 PM
Attachments: image001.jpg

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Bruce Applegate <bapplegate@cityofalcoa-tn.gov>
Sent: Friday, March 17, 2023 1:43 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway - Letter of Support

***** This is an EXTERNAL email. Please exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email - STS-Security. *****

Dear TDOT Representatives,

I am writing to express my strong support for the proposed Pellissippi Parkway extension project in our community. As a resident and member of the local business community, I believe that this project is critical to the continued growth and success of our region.

There are several reasons why I believe that this project is necessary. First, the current transportation infrastructure in our area is outdated and inadequate. Traffic congestion is a daily problem, particularly during peak commuting hours, and this has a negative impact on both residents and businesses alike. The proposed highway extension would alleviate some of this congestion, making it easier for people to get to work and for businesses to transport goods and services.

Second, the Pellissippi Parkway extension would also improve safety on our roads. With fewer cars on the road, there would be fewer accidents, and emergency responders would have quicker response times. This would make our community a safer place to live and work.

Finally, the Pellissippi Parkway extension would be a boon to the local economy. By making it easier for people to get to and from our area, we would be more attractive to businesses looking to expand or relocate. This would create jobs and generate new economic activity, benefiting the entire

community.

In conclusion, I urge you to continue moving forward with the proposed Pellissippi Parkway extension project. The benefits to our community are clear, and the need for improved transportation infrastructure is undeniable. Thank you for your attention to this important matter.

Sincerely,
Bruce Applegate

Bruce M. Applegate Jr.
Deputy City Manager
City of Alcoa, Tennessee
T: 865.380.4789
Cell: 865.253.3497
Email : bapplegate@cityofalcoa-tn.gov

From: TDOT Comments
To: Bryan Daniels
Subject: RE: [EXTERNAL] Pellissippi Parkway Completion
Date: Friday, March 17, 2023 2:48:13 PM

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Bryan Daniels <bryandaniels208@gmail.com>
Sent: Friday, March 17, 2023 2:41 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway Completion

Dear Sir/Madam,

My family resides at 3232 Whittenburg Dr., Maryville, TN 37804 which is beside the proposed completion of Pellissippi Parkway. Please use this email as official notification that our family approves of the route and we encourage TDOT to move as quick as possible to complete the park way. Please no further delays. Our community needs a better transportation network and this improvement will help mitigate the traffic congestion that is hampering our downtown area.

Sincerely,

Bryan Daniels & Kim Daniels

Sorry for the cryptic nature of this email. It was sent from my iPhone

From: TDOT Comments
To: crovett@aol.com
Subject: RE: [EXTERNAL] PPE
Date: Friday, March 17, 2023 3:38:21 PM

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: crovett@aol.com <crovett@aol.com>
Sent: Friday, March 17, 2023 3:32 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] PPE

I write to support the necessity to conduct new Impact studies regarding the PPE project.
Many years and changes have occurred since the last studies were done, including environmental changes, traffic patterns and needs, safety issues and so much more.
The state doesn't have the money to maintain and support existing roads and infrastructure. How can it irresponsibly look to build more and new rather than improve what already exists?

This PPE project was ill-conceived from the beginning in a startling destructive plan to existing farmland of Blount County.
It is time to abandon and/or at least to re-evaluate its impact on affected farms and communities in this proposed destructive path.

Corinne Rovetti
865/250-3732

"Once we see that something needs to be done, we must take action.
Seeing and action go together. Otherwise, what is the point in seeing?"
– Thich Nhat Hanh

Sent from the all new AOL app for Android

Jessica Raff

From: TDOT Comments
Sent: Friday, March 17, 2023 12:24 PM
To: Dave Bennett
Subject: RE: Pellissippi Parkway

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

-----Original Message-----
From: Dave Bennett <dbennett@bennettmg.com>
Sent: Friday, March 17, 2023 7:00 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway

I support the completion of Pellissipi Parkway.

Dave Bennett

Jessica Raff

From: TDOT Comments
Sent: Friday, March 17, 2023 12:26 PM
To: Lindsey Plyler
Subject: RE: Pellissippi Parkway Extension

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Lindsey Plyler <lindsey.plyler.vaaywt@statefarm.com>
Sent: Friday, March 17, 2023 9:20 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway Extension

***** This is an EXTERNAL email. Please exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email - STS-Security. *****

We're looking forward to the completion and use of the Pellissippi Parkway Extension. Our community has been waiting for a very long time to see this happen and we look forward to seeing the positive affect this extension will have on our community and traffic issues.

Thank you,
Lindsey Plyler, Agent
718 W Lamar Alexander Pkwy
Maryville, TN 37801
business: 865-982-3935 | fax: 865-320-9213
www.mymaryvilleagent.com

Lindsey Plyler Google Review

If this communication is securities related, see the additional disclosures.

Jessica Raff

From: TDOT Comments
Sent: Friday, March 17, 2023 1:49 PM
To: Mark Johnson
Subject: RE: Pellissippi Parkway

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Mark Johnson <MJohnson@cityofalcoa-tn.gov>
Sent: Friday, March 17, 2023 1:35 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway

I am in favor of proceeding with the completion of the Pellissippi Parkway as soon as possible.
Thank you,

Mark L. Johnson

Mark L. Johnson C.P.A. (Inactive)
City Manager
City of Alcoa, TN
(865) 380-4795
mjohnson@cityofalcoa-tn.gov

Jessica Raff

From: TDOT Comments
Sent: Friday, March 17, 2023 12:25 PM
To: Monica Gawet
Subject: RE: [EXTERNAL] Pellissippi Extension

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Monica Gawet <monica@tnmarble.com>
Sent: Friday, March 17, 2023 8:40 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Extension

***** This is an EXTERNAL email. Please exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email - STS-Security. *****

I am writing as a business owner, and resident of Blount County for the last 30 years. We need this extension and I support it. Our area has grown economically and in order for there to be a healthy balance of economic opportunities and quality of life, commerce and tourism, this extension is needed to improve and manage traffic for both the business community in Blount County and contiguous counties, and for the areas surrounding the Great Smokey Mountains.

Thank you

Monica Gawet

--

Regards,

Monica Gawet
President

PO Box 249 343 West Vinegar Valley Road
Friendsville, TN 37737 Phone:865.995.9500

Jessica Raff

From: TDOT Comments
Sent: Friday, March 17, 2023 1:49 PM
To: Jennings, Regina
Subject: RE: re: Pellissippi Parkway

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Jennings, Regina <Regina.Jennings@PNFP.COM>
Sent: Friday, March 17, 2023 1:30 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] re: Pellissippi Parkway

***** This is an EXTERNAL email. Please exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email - STS-Security. *****

Good afternoon,
I would like to let you know that I am in favor of the Pellissippi Extension.
It is long overdue and we need it to help with traffic flow in downtown Maryville!
I am looking forward to it being completed in my lifetime – I hope! 😊

Thank you for all you do to help our County!

Regina

Regina M. Jennings
Pinnacle - Maryville Office
837 W. Lamar Alexander Pkwy
Maryville, TN 37801
Phone: 865-602-5207
Fax: 865-602-5237
Cell: 865-368-7732
NMLS: 431283
www.pnfp.com
www.Regina.Jennings@pnfp.com

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reliance upon this information by persons or entities other than the intended recipient is prohibited. If you receive this email in error, please contact the sender and delete the material from any computer.

Jessica Raff

From: TDOT Comments
Sent: Friday, March 17, 2023 12:25 PM
To: Stefan Wilson
Subject: RE: State Route 162 (Pellissippi Parkway) Extension

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Stefan Wilson <stefan@alleviatechnology.com>
Sent: Friday, March 17, 2023 7:41 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] State Route 162 (Pellissippi Parkway) Extension

***** This is an EXTERNAL email. Please exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email - STS-Security. *****

Hello –

I am very much in favor of this extension; it would be better for my family and for my business. I whole-heartedly support this extension, as I also believe it is what is best for the community and its future.

Thank you!
-Stefan

alleviatechnology

Stefan Wilson
Benevolent Overlord
Allevia Technology

stefan@alleviatechnology.com
865-686-6677
1819 East Broadway Ave
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Jessica Raff

From: TDOT Comments
Sent: Tuesday, March 21, 2023 2:48 PM
To: Stephen Deucker
Subject: RE: Pellissippi Parkway Extension - Public Input

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Stephen Deucker <sdeucker@cirrusaircraft.com>
Sent: Friday, March 17, 2023 3:55 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway Extension - Public Input

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Ladies and Gentlemen:

It seems like a long time coming but want to share support for the next step of this process. We hope to see TDOT to begin purchasing right of way in 2023 thus leading to the completion of Pellissippi parkway. Cirrus Aircraft, our employees and our customers are all looking forward to the completion of the project and increasing access to the Smoky Mountains and other attractions.

Please let me know if ever I can provide more details.

Stephen Deucker
Vice President & General Manager, Vision Center
Cirrus Aircraft

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Jessica Raff

From: TDOT Comments
Sent: Friday, March 17, 2023 12:26 PM
To: Sue DuBois
Subject: RE: [EXTERNAL] Pellissippi Parkway Extension comments

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Sue DuBois <sodubois@gmail.com>
Sent: Friday, March 17, 2023 11:10 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway Extension comments

I am writing to express my concerns about the Pellissippi Parkway extension project. I live in Walland, TN, Blount County, and have attended both virtual and in-person TDOT meetings in the past. I do not believe that the public concerns about the extension have been adequately addressed yet. This extension will have major impacts on the quality and nature of my community and I strongly believe more study is warranted given the changes Blount County has seen in the past 12 years since the last studies.

Traffic patterns and development in Blount County have changed significantly since the original studies were done. New research is needed to determine whether the extension will have the same benefits originally projected, whether it is cost-effective and how it will impact current growth patterns. TDOT's own data showed little or no improvement in safety, travel times, and traffic congestion so why spend taxpayer money on this project? In addition, there is currently inadequate data on the impact the project will have on the environment. For example, new studies are needed to address potential impact on the Sickle Darter Proposed Critical Habitat. There may be other threatened and endangered species in the project area based on TDEC's list of rare species.

I urge you to do more research on the environmental, economic and traffic impact of the Pellissippi Parkway Extension project before proceeding.

Thank you for your consideration,

Sue DuBois
2153 Oakwood Road
Walland, TN 37886

Jessica Raff

From: TDOT Comments
Sent: Friday, March 17, 2023 12:25 PM
To: Tony Hughes
Subject: RE: Pellissippi Parkway Extension

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Tony Hughes <hughes.tony@outlook.com>
Sent: Friday, March 17, 2023 8:16 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway Extension

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I fully support this project. It is much needed to provide an avenue for future growth and business as well as a better access to the Great Smoky Mountains.
Respectfully
Tony Hughes
Maryville TN

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Jessica Raff

From: TDOT Comments
Sent: Friday, March 17, 2023 12:25 PM
To: Thompson, Tony
Subject: RE: Pellissippi Parkway Extension

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Thompson, Tony <Tony.Thompson@PNFP.COM>
Sent: Friday, March 17, 2023 9:12 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway Extension

As a Blount County resident, I am excited that we are finally at the stage to move forward with the Pellissippi Parkway extension. As our community has grown, traffic has become more congested in the primary roads through both Alcoa and Maryville. Much of that traffic is related to travelers headed to the National Park. We are glad to have them in our area; however, the parkway extension will help ease the traffic burden in Maryville and Alcoa as those travelers will be able to leverage the extension. I encourage you to proceed with the extension and am excited to see it come to fruition.

Tony

Tony K. Thompson
Pinnacle Financial Partners
837 West Lamar Alexander Parkway
Maryville, TN 37801
865-602-5201 - Office
865-602-5231 - Fax
615-306-6994 - Cell
tony.thompson@pnfp.com
NMLS# 1373597

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Jessica Raff

From: TDOT Comments
Sent: Friday, March 17, 2023 12:24 PM
To: WILLIAM BUSSER
Subject: RE: [EXTERNAL] Comment Period for the Pellissippi Parkway Extension (PPE)

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: WILLIAM BUSSER <busserw@bellsouth.net>
Sent: Friday, March 17, 2023 6:08 AM
To: TDOT Comments <TDOT.Comments@tn.gov>; Nina Gregg <ngregg@att.net>
Subject: [EXTERNAL] Comment Period for the Pellissippi Parkway Extension (PPE)

It has been over 10 years since the last traffic studies were conducted and six years since the Record of Decision was made about the Federal Environmental Impact Statement and many things have changed in Blount County. Realignment of some roads, updated signal management systems, huge growth in the wester portion of Maryville and the city of Alcoa have impacted the traffic in Blount County.

Study of the proposed change to the terminus of the PPE will require will require further environmental study and will also cause the cost of the proposed highway to go up..

The money to be spent on the proposed PPE should be spent improving the current Pellissippi highway from highway 129 (Alcoa Highway) and Northshore Drive. With the opening of the new Amazon warehouse in Alcoa will create a huge amount of truck traffic between Alcoa and Knoxville.

TDOT currently has a shortfall of money to maintain roads we already have without wasting millions of dollars on a road that is not needed and not wanted by many citizens of Blount County.

I hope that TDOT will respond soon to these comments since I still do not have a response to the comments I made about the 2021 design meetings.

Thank you,

William Busser
busserw@bellsouth.net

Jessica Raff

From: TDOT Comments
Sent: Tuesday, March 21, 2023 2:49 PM
To: carmen simpher
Subject: RE: Pellissippi Parkway.

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: carmen simpher <supersimpher@hotmail.com>
Sent: Saturday, March 18, 2023 5:22 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway.

Hello!
I would like to comment on the development of Pellissippi Parkway. I think it would be a wonderful addition to our area, this would help with traffic and provide an easier way to get people to the Smoky Mountains.

Warm regards,
Carmen

Carmen Simpher
Little Arrow Outdoor Resort, CEO

Sent from my iPhone, please excuse any misspellings or typos.

Jessica Raff

From: TDOT Comments
Sent: Tuesday, March 21, 2023 2:49 PM
To: Kenneth Kant
Subject: RE: [EXTERNAL] Pellissippi Parkway

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Kenneth Kant <kenkant@att.net>
Sent: Saturday, March 18, 2023 1:36 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway

Early on, when the project was announced, I felt it was a waste of money for an extension that, in my mind, served no real purpose. I still feel that way, however, living on Sam Houston School Rd, the lack of the extension has turned my road into the Pellissippi extension. The traffic on my road is very heavy. There are times when I have a long delay before I can leave my driveway. The drivers often don't respect the speed limit, except when the school light is on. So now, I wish you would finish the project even though I dread the loss of farmland and I still feel it is a waste of money. Kenneth J. Kant, 646 Sam Houston School Rd., Maryville, 37804.

Jessica Raff

From: TDOT Comments
Sent: Tuesday, March 21, 2023 2:50 PM
To: Joe dawson
Subject: RE: [EXTERNAL] Pellissippi Parkway Extension

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

-----Original Message-----
From: Joe dawson <jdawson0256@gmail.com>
Sent: Sunday, March 19, 2023 2:17 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Cc: Bryan Daniels <BDaniels@blountpartnership.com>; Tammi Ford <TFord@blountpartnership.com>; Brenda Farner <bfarner@blountpartnership.com>
Subject: [EXTERNAL] Pellissippi Parkway Extension

The purpose of this email communication is to express my support for the planned extension of the Pellissippi Parkway. It is my conclusion that when completed, this extension will benefit Blount County and surrounding areas in two ways: relieve traffic congestion and provide more land for development.

Presently the cities of Maryville and Alcoa are experiencing growing periods of traffic due to automobile, motorcycle and motor homes and trailers coming from south and west traveling through these downtown areas to reach the Great Smoky Mountain National Park as well as the tourist areas of Walland and Townsend. This extension will route this traffic around and away from these now very congested cities.

Also, our county is experiencing dramatic growth with limited access to new land areas for residential, commercial, and industrial development. This road extension will help resolve this problem.

Thank you for your favorable consideration of my support points. Contact me if you have questions or are indeed I'd additional information.

Joe Dawson
1975 Camden Dr
Maryville, Tn

Sent from my iPad

Jessica Raff

From: TDOT Comments
Sent: Tuesday, March 21, 2023 2:49 PM
To: Tracey D. Cooper
Subject: RE: Pellissippi Parkway extension

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Tracey D. Cooper <tdcooper@cityofalcoa-tn.gov>
Sent: Sunday, March 19, 2023 9:29 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway extension

I just looked thru the new revisions to the Pellissippi Parkway extension. I believe they look great. I feel this extension is an excellent roadway that will alleviate traffic from other major routes. Our area is growing so quickly. This parkway extension is greatly needed to meet the growing demands for smoother traffic flow in our area. Thank-you for the redesigns to accommodate several of the concerns voiced at public meetings.

Tracey D. Cooper

Vice-Mayor

Alcoa City Commission

(865) 380-4795

tdcooper@cityofalcoa-tn.gov

From: TDOT Comments
To: Carolyn Forster
Subject: RE: [EXTERNAL] Completion of Pellissippi Parkway
Date: Tuesday, March 21, 2023 2:50:39 PM

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

-----Original Message-----
From: Carolyn Forster <cforster@bellsouth.net>
Sent: Monday, March 20, 2023 8:31 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Completion of Pellissippi Parkway

Please allow the work to finally begin on the completion of Pellissippi Parkway in Blount County.

I have attended meetings on this highway for over 25 years, and it is long overdue. Our property lies at the east corner of Nina DeLozier and Sevierville roads. The traffic on Nina DeLozier as well as all other secondary roads around us has increased exponentially over the last couple of years. Often when I walk along this road, I meet large travel trailers, work vans, and even 18 wheelers. All of these vehicles are just trying to get from the current exodus of Pellissippi Parkway to Hwy 321 and the mountains, and their GPS is taking them along this and other secondary roads.

By completing the Pellissippi Parkway and alleviating so much traffic from our secondary roads, it will help the commercial and tourist traffic get to their destination easier and make it safer for us as residents.

Thank you for your consideration,

Carolyn Forster
1046 Nina Delozier Rd
Maryville, TN 37804

Jessica Raff

From: TDOT Comments
Sent: Tuesday, March 21, 2023 2:51 PM
To: Donna Dixon
Subject: RE: Pellissippi Parkway/ SR 162

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Donna Dixon <donnasuedixon@hotmail.com>
Sent: Monday, March 20, 2023 10:07 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway/ SR 162

TDOT,

I am happy to share concerns for the extension of SR 162 through farm land in Blount County. Over the past decade this disputed road construction has been proved to have a negative impact on Blount County economics and way of life. There is no need.

But breaking down the changes over the years shows the lack of need. Transportation improvements have already resolved most of the feeble need. Construction and realignment of HWY 129 as well as adjustments of traffic lights and patterns on Hall and Washington Roads has improved transit time that was the prime reason cited for the SR 162 extension.

The connecting roads are narrow and substandard. Even at the present level, the terminus dumps onto West Broadway,SR33. This road is already known by TDOT as the second most dangerous road in East TN. It's narrow, no curb, and lack of multimodal access causes incidents for those traveling by vehicle or nonmotorized means.

The cost of this unneeded disruption of the construction has already exceeded 40% of the original costs. With the requirement of further environmental impacts studies this cost will nearly double. As well, funds are required already to update existing substandard roads and bridges. It is also know, the impact of the rise of EV's will decrease funding monies.

Enviromental impacts have already shown damage to water flow through the area as well as vegetation impact from impeding the transferee of migrating seeds. Review is still needed to determine the impact on stream water life and air quality.

The cost of purchasing the landowner's property that will be impacted has not been determined. It is also unfortunate for property owners along the way who will be impacted by sound, air and water pollution as well as reduction of property values. These owners chose to develop a life style away from just those things.

For these reasons and more, I ask that the extension of Pellissippi Parkway/SR 162 be disolved and taken from the TDT records.

Please, this project is unneeded.

Donna Dixon
1508 Mimosa Dr.
Blount County TN

Jessica Raff

From: TDOT Comments
Sent: Tuesday, March 21, 2023 2:51 PM
To: Jessica Hahn
Subject: RE: In favor of Pellissippi Parkway extension completion

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Jessica Hahn <jhahn@blountpartnership.com>
Sent: Monday, March 20, 2023 9:22 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] In favor of Pellissippi Parkway extension completion

***** This is an EXTERNAL email. Please exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email - STS-Security. *****

Please see below for why I am pro completion!

IMPORTANT TO FINISH WHAT WAS STARTED;
-Parkway has been on the books for construction since the 70's.
-Current Parkway has been incredibly beneficial to Blount commuters. Easier to get to work, visit docs in Knoxville, or just travel to/from Knox & Oak Ridge.
-Current Parkway makes it much easier for traffic in/out of the airport. This is especially true for the vital businesses in Anderson county—seat of the high-tech corridor.
-Current Parkway eases traffic from the Maryville center where traffic accidents and congestion are the worst.
-It would be a shame to stop the Pellissippi at Old Knoxville Highway where there exists an enormous need for routing traffic through—rather than all Pellissippi traffic exiting and causing even more congestion.

SAFETY/ENVIRONMENTAL:
-Fewer cars/trucks idling in city traffic means less fuel fumes to pollute.
-Fewer cars in the city centers of Alcoa & Maryville will translate into fewer accidents
-End of gridlock, especially during weekends, holidays and high tourist seasons. The car/truck and motorcycle count is beyond reasonable for the current road infrastructure.

DEVELOPMENT:
-A well-designed transportation system, that includes roads is crucial to economic development.
-Completion will positively impact Pellissippi Place upon which our community is depending for smart job growth—high paying tech jobs.
-Detractors say the completion will promote urban sprawl, but that has already happened without the Pellissippi Parkway.

-Development along this portion of the Pellissippi falls within the Urban Growth Boundary, which means potential developers won't be able to bend or break the rules for building. In effect, this roadway actually supports the community's managed growth goals.

GOALS OF COMPLETION;
-Supports community growth management goals
-Minimizes adverse impact to neighborhoods and businesses. Some residents can't get out of their road and/or driveway during certain times of day because of traffic congestion.
-Minimizes adverse impact on farmlands and natural, cultural environment. Nearly everyone in Blount, at least those who care, are on record that they don't want to lose this community's unique rural character.

POPLATION GROWTH DEMANDS THE COMPLETION
-Sheer numbers necessitate the completion of this roadway. Blount's population is well beyond 130,000 who are driving on a hub and spoke roadway system that emerged from its early days as an agriculture economy.
-Traffic exiting at the Old Knoxville Highway intersection where the parkway currently ends, are sitting in gridlock every single workday. The cars sit there and idle sending plumes of noxious gases into our air.
-We must act now to get relief and keep people moving safely throughout our community.

GOOD FOR TOURISM
-Blount is the 8th largest tourism market in Tennessee
-Tourism brings much needed revenue to the community—both from the dollars spent here, and the state sales tax dollars that are returned to us for important missions such as educating our children.
-Completion of the Parkway will help tourists get safely to/from the Townsend/Smoky Mountains. The bonus is it keeps traffic out of the city centers and reduces congestion.

Jessica Hahn

Director of Membership
TEL 865.983.2241
CELL 865.719.3237

Blount Partnership
201 S. Washington St. Maryville, TN 37804

Member meeting: https://calendly.com/jhahn-blountchamber/member-meeting
Chamber interest meeting: https://calendly.com/jhahn-blountchamber/30min

Jessica Raff

From: TDOT Comments
Sent: Tuesday, March 21, 2023 2:52 PM
To: Diamond, Kristen
Subject: RE: Pellissippi Parkway Extension

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Diamond, Kristen <Kristen.Diamond@PNFP.COM>
Sent: Monday, March 20, 2023 1:59 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway Extension

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I think that it is time to get this projected started and completed to help with increasing traffic issues in the Maryville area. I don't live very far from where it is planned and have no issues with it being near my home.

Kristen Diamond
Pinnacle Financial Partners
837 West Lamar Alexander Parkway
Maryville, TN 37801
865-602-5202 - Office
865-602-5252 - Fax
865-679-9285 – Cell
kristen.diamond@pnfp.com
www.pnfp.com
NMLS# 869321

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Jessica Raff

From: TDOT Comments
Sent: Tuesday, March 21, 2023 2:50 PM
To: Lisa Stremsterfer
Subject: RE: Pellissippi Parkway Extension

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Lisa Stremsterfer <LStremsterfer@cityofalcoa-tn.gov>
Sent: Monday, March 20, 2023 7:48 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway Extension

***** This is an EXTERNAL email. Please exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email - STS-Security. *****

We moved to Alcoa 20 years ago. The population/development growth has continued to rise since then. In the last couple of years growth has exploded. Traffic is getting heavier with each day as so many folks are moving to our beautiful area. I also see lots of folks pulling their campers heading to Townsend, the national park, Gatlinburg area, etc. The completion of the parkway would aide is reducing traffic through Alcoa/Maryville greatly. It would help not only tourists but folks that live that direction as well.

Thank you.

Lisa Stremsterfer
Executive Admin Assistant
Alcoa City Manager's Office
223 Associates Blvd.
Alcoa, TN 37701
O: 865-380-4795 F: 865-380-4797

CITY OF ALCOA

Jessica Raff

From: TDOT Comments
Sent: Tuesday, March 21, 2023 2:50 PM
To: Tommy Hunt
Subject: RE: [EXTERNAL] Pellissippi Parkway Extension to Hwy 321

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Tommy Hunt <tommy@ezstop.net>
Sent: Monday, March 20, 2023 7:59 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Cc: Bryan Daniels <bdaniels@blountpartnership.com>; Tammy Ford <tford@blountpartnership.com>
Subject: [EXTERNAL] Pellissippi Parkway Extension to Hwy 321

Dear TDOT REGION 1 FOLKS:
Please proceed as fast as you can to finish Pellissippi Parkway to Hwy 321 East of Maryville. The road is definitely needed as you can see from the traffic counts on the portion that has been completed to HWY 321. Blount County will continue to grow. If we grow at the 1% annual increase rate we have averaged over the last 15 years or so we will be adding 1300 people per year. Pellissippi's route as planned lo these many years is a prudent use of tax dollars to get folks to Townsend and the GSMNP.
The addition of the bike trail with the construction will create scenic trail with few rivals in the country.
Thanks for your efforts and Hurry please!!
Yours,

Tommy Hunt
1313 Turnberry Lane
Maryville, TN 37803

Jessica Raff

From: TDOT Comments
Sent: Tuesday, March 21, 2023 2:56 PM
To: Terry Bunde
Subject: RE: Public Comments on the PPE

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Terry Bunde <orgochem111@gmail.com>
Sent: Tuesday, March 21, 2023 2:35 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Public Comments on the PPE

***** This is an EXTERNAL email. Please exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email - STS-Security. *****

Date: 21 March 2023

To: TDOT.comments@tn.gov

From: Terry A. Bunde, 721 Jones Ave, Maryville, TN 37804

RE: Public Comments on the Pellissippi Parkway Extension Project in Blount County

It has been over six years since the FEIS and ROD have been conducted for the Pellissippi Parkway Extension (PPE) project. Over ten years have passed since the last traffic studies were conducted. Many conditions have changed in the intervening years; the population in Blount County has grown and many new commercial developments have been completed, started, or planned. Traveling around the county, it is painfully obvious that there is a long list of maintenance projects that need to be completed to improve the safety and efficiency of traffic in the county. Numerous road projects have been announced, are now underway, or

have been completed. Some have improved the movement of automobiles from both north and south, but also along the Hall road, Washington street, and highway 321. The new system-wide traffic management system allowing for communications between traffic signals has greatly improved movement of automobiles through Alcoa and Maryville. The road improvements made for the new Alcoa development of the old Alcoa West Plant, the improvement of US 129/Alcoa Highway around the new development and the airport have opened up a large tract of land for both commercial and residential development.

The original Environmental Impact Statement did not consider the impact of the PPE on endangered or threatened species like the Sickle Darter in the Little River watershed. Nor did it include an updated boundary and mitigation report for two bat species, the Indiana bat and the Northern long-eared bat, both of which have been found in the PPE planned corridor. The Little River watershed is the primary water supply for Maryville. Construction of the PPE could seriously impact both surface and ground water supplies. The construction of the PPE will also seriously affect the movement of animals from the foothills of the national park to and from eastern areas of the county.

The cost estimates for construction of the PPE have greatly increased over the last few years. The cost for construction, not including right-of-way acquisition costs, is estimated to be between $60 million and $200 million. TDOT's own financial projections show a significant shortfall in funds from gas taxes which fund construction projects in the state. The backlog of projects for replacing sub-standard bridges, road repair and maintenance, and new construction of local and state roads will consume most of the dollars available. To spend upwards of $50 million per mile for a four-mile extension of the Pellissippi Parkway is a terrible waste of funds that are desperately needed to improve the roads in Tennessee. As the numbers of more fuel efficient, hybrid, and electric vehicles increase on our roads, even less money will be available from state gas taxes. Public comments on regional transportation surveys continue to prioritize maintenance of roads and bridges, NOT new interstate construction.

I sincerely hope that a re-evaluation of the PPE project will lead to the conclusion that our tax dollars can be better spent improving the roads and bridges that most of the population use every day. These projects will also lead to safety improvements that will allow our rural automobile traffic and school buses to use much better roads.

Thank you for reading and seriously considering my responses.

Sent from Mail for Windows

From: TDOT Comments
To: Trevis Gardner
Subject: RE: Comments on Pellissippi Parkway Extension
Date: Friday, March 24, 2023 10:49:16 AM

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Trevis Gardner <trevis.gardner@live.com>
Sent: Tuesday, March 21, 2023 6:10 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Comments on Pellissippi Parkway Extension

I offer this message, in summary, as positive and supportive input for the proposed project. It is my strong opinion that the needs of the public, including incumbent residents, as well as visitors to our area, would be best served by progress and pending completion of the project. This route is vital infrastructure that is needed by the community and not only attempts to satisfy current needs, but also prepare for the future.

Please do not hesitate to contact me if there is need for discussion.

Trevis Gardner, Blount County Resident

From:	TDOT Comments
To:	Michèle
Cc:	challoy@utk.edu
Subject:	RE: (EMAIL#011) Comments to TDOT concerning the PPE
Date:	Friday, March 24, 2023 10:53:27 AM

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Michèle <justformichelehalloy@gmail.com>
Sent: Wednesday, March 22, 2023 9:07 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Cc: challoy@utk.edu
Subject: [EXTERNAL] (EMAIL#011) Comments to TDOT concerning the PPE

To the TN Dept of Transportation,

I am writing in response to your apparently futile request for yet more comments concerning the PPE (Pellissippi Parkway Extension). I say futile, because you have already requested comments a few years ago, as well as on occasion of public hearings. Yet it seems you have not considered it necessary to answer any of those comments. I find that rather insulting if you ask me. We might as well go to the top of Mount LeConte and yell out loud our concerns? You seem to believe that requesting comments is all that is necessary. Well, sorry to disappoint you, but that is not how you interact with caring citizens of Blount County.

The last time you attempted to produce some traffic studies was more than 10 years ago. Just looking around current everyday conditions will convince you easily that traffic, population, dangerous situations, environmental issues, etc, have changed quite a lot since then and will continue to change rather rapidly. But impressions are not enough. Careful studies based on detailed analysis

need to be tackled again soon in order to provide a much better and more accurate picture of the impact that an extension, or no extension, or the improvements of existing roadways, or the evaluation of alternate solutions that may be more savvy and less expensive, … all of these and more, may provide a much more rational solution to our transportation issues. What issues you say? What about environmental impacts, traffic overloads on small, now dangerous county roads, SAFETY affecting hundreds of citizens on an almost daily basis, and lets not forget a more transparent modus operandi of TDOT itself !

Now, I could go on and on, and many others have already done so in the past, yet TDOT has not cared to listen and respond. Is this new request for comments going to be the same? A silent acknowledgement and then nothing else?
Therefore, this comment is rather a plea, asking for TDOT to listen carefully to those affected by change and unclear plans, and by those who care and try to give you different perspectives, and a touch of reality. Please communicate well, and allow for a dynamical approach to better improve the transportation system that best suits Blount County.
Thank you,

Christian P. Halloy, Ph.D.
3135 Little Dug Gap Rd.
Louisville, TN 37777
Email: challoy@utk.edu

From: TDOT Comments
To: Elizabeth Davis
Subject: RE: [EXTERNAL] Comments on Pellisippi Parkway Extension
Date: Friday, March 24, 2023 10:52:54 AM

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Elizabeth Davis <elizabeth@gsmit.org>
Sent: Wednesday, March 22, 2023 4:03 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Comments on Pellisippi Parkway Extension

***** This is an EXTERNAL email. Please exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email - STS-Security. *****

I'm a resident of Blount County in District 8 and I oppose the construction of the Pellissippi Parkway Extension.

Previous studies are outdated and do not take into account current traffic patterns, recent road construction, current economic factors (including budget and material costs), and the possibility of new species of concern in the area (Indiana bat and Northern long-eared bat). High-speed highways like the Pelissippi Parkway prohibit movement of larger mammals, such as bears, and divide important wildlife habitat into areas too small for the animals to thrive. The design doesn't meaningfully address current road congestion or safety, and will add more traffic to US 411 while also drawing funds away from other, important road projects, such as the upgrade of our existing rural roads. Most importantly, the Pelissippi Parkway extension would negatively impact the rural character of Blount County, causing noise pollution in homes along the corridor and increased development. Please reevaluate all studies that were performed in support of the EIS and the Record of Decision.

--
Elizabeth Davis
Field Programs Specialist
Great Smoky Mountains Institute at Tremont
9275 Tremont Rd.

Townsend, TN 37882
(865) 448-6709
www.gsmit.org

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 10:52 AM
To: Ingrid Haun
Subject: RE: [EXTERNAL] Comments on the Pellissippi Parkway Extension

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Ingrid Haun <ingrid.haun@gmail.com>
Sent: Wednesday, March 22, 2023 12:28 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Comments on the Pellissippi Parkway Extension

To the Tennessee Department of Transportation:

I suppose I should welcome once again the opportunity to submit comments regarding the Extension of the Pellissippi Parkway, which **I oppose.** As it happens, indeed, the intervening two years since comments were last solicited, in 2021, only serve to underline and expand my previous comments, because **two years further ages the former studies by TDOT** and **the new design, presented without adequate explanation in 2021, presents new problems to address.** So yes, I have more comments to make.

First, procedural anomalies. Formal TDOT responses to all solicited public comments are required by Federal regulations. **Yet TDOT has failed to provide its responses to comments made in response to the virtual "meeting" in April, 2021, nor to the in-person meeting held in September, 2021,** which was only held after public outcry and an unprecedented motion made on behalf of citizens by the Blount County Commission. **It is a mystery to me why TDOT is now once again requesting comments when it has not yet responded to comments from two years ago! This constitutes a violation of procedure and a cynical disregard for previously submitted public input.**

[I was at the public meeting in September, 2021, and I do not recall a single statement from the citizens filling the hall that supported the extension of this freeway. Furthermore, officials at the podium sometimes seemed unable to address straightforward, fundamental questions, giving one another awkward glances; or reluctant to share information (such as who, in particular, were the parties they claimed were pushing for the PPE to be constructed. If not the citizens, then who? In whose interest is this new freeway?]

Secondly, the new terminus design where the PPE would end at Highway 321 makes necessary <u>new traffic studies</u>. Full stop.

The same new terminus design makes necessary a NEPA review of all potential negative impacts to the newly-proposed larger area required for the build, to include land on the opposite side of the Extension terminus and a half-cloverleaf, as well as potential widening of 321 itself, with traffic lights, turn lanes, etc. All of this will have environmental, economic, and human impacts that require quantifying.

Safety and traffic burden on Sevierville Road: The intersection of Sevierville Road and the PPE has been more fully described, adding to previous doubts about its viability. With the on- and off-ramps, pedestrian walkways, and the predictable afterthought upgrades to 411 to handle safety concerns--all this needs to be adequately addressed. **The interchange where the PPE intersects with Northshore Drive is a forewarning of the changes that traffic burden and safety will necessitate** in a matter of a few years, because development in the 411 area will surely boom.

Use of federal and state transportation funds: solicited public comment on roadway needs in Blount County has consistently and overwhelmingly prioritized repair of and upgrade to existing roads and highways over construction of new ones. See MobilityPlan2045, adopted by the KRTPO Executive Board, April 2021, p. F25.

Meanwhile, the **shortfall of transportation funding in Tennessee** has recently prompted our Governor to float the idea of **toll roads,** a previously unheard of (and resoundingly unwelcome) method for a proudly "pay as you go" state to manage its priorities.

If you were to poll citizens about <u>which roads they think deserve priority,</u> they would probably mention **safety concerns** on Sevierville Road from downtown Maryville, past the Intermediate School, and on to Seymour; and likewise the notoriously dangerous section of 411 between 129 and 335. Many would also mention the many narrow and shoulder-less roads with heavy traffic, such as Montvale Road, which sees frequent fatalities.

Many would also mention as a <u>priority</u> completing the upgrades to Alcoa Highway (which have **progressed** in the past two years). Other safety and travel time improvements, such as the new installation of "smart" traffic flow technology, have also changed the landscape, so to speak, of where improvements are still needed.

Reducing travel times with the use of software and sustainable design is an evolutionary step over laying miles of asphalt.

FINALLY, TDOT's own EIS demonstrated <u>no significant, lasting improvement in travel times or safety</u>. It does not meet its stated purpose and need. That fact in itself should be enough to remove it from consideration by the Knoxville Regional TPO and by TDOT.

I could go on, but as you have not yet responded to my 2021 comments, I ask that you do so, and to these I take time to submit also, in a timely manner, as provided for by NEPA and by my legal rights as a citizen and taxpayer.

Sincerely,

Ingrid Haun
3135 Little Dug Gap Rd.
Louisville, TN 37777

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 10:53 AM
To: JesseandJennifer W
Subject: RE: [EXTERNAL] Pellissippi Parkway Extension project

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: JesseandJennifer W <jesseandjennifer@gmail.com>
Sent: Wednesday, March 22, 2023 7:29 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway Extension project

TDOT,

I would like to express my concerns about the Pellissippi Parkway extension project moving forward based on studies that are now drastically outdated. So much has changed in Blount county in the 10-12 years since the traffic studies were conducted. The cost projections for the project have also moved too far outside the range of the current cost to be applicable.

Blount county residents' perspectives have also changed as we have seen the rural nature of our county changing rapidly. The growth for growth sake attitude of our population during the time of the inception of the PPE has been replaced by a desire to maintain the rural character of the county and we realize that if is lost, we will not be able to recover what we have lost.

There are many other good options to help the people of Blount County beyond just building another big road to funnel fast traffic in high volume through our countryside.
Please take the time to find out the true and current effects of this unnecessary project.

Thank you,
Jennifer Webster
265 E. Leatherwood Drive
Walland, TN 37786

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 10:51 AM
To: jlr6550@aol.com
Subject: RE: [EXTERNAL] Pellisippi Parkway Extension

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: jlr6550@aol.com <jlr6550@aol.com>
Sent: Wednesday, March 22, 2023 7:09 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Cc: chefbrdd@aol.com; kateconn99@gmail.com
Subject: [EXTERNAL] Pellisippi Parkway Extension

Hello,

My wife and I have lived in Sweetgrass Plantation since July of 2019 and have really fallen in love with the area. I can drive 30 minutes in either direction and be at major theme park or on a trail by a beautiful mountain stream.

Even while we've been here I've seen Blount County change with major industries such as Amazon and Smith & Wesson moving facilities here. And when the road construction on 129 is finished that will be a major boost to allow traffic into Knoxville. Currently new housing developments are in the works for areas off 411 south.

But all of these advancements have been on the north, west or south areas of Blount county. That is where growth is taking place. In our area east of Maryville this kind of development is not happening. Things have changed over the past several years since the inception of the 4 mile extension of Pellissippi Parkway. The people who would receive most benefit from the parkway are those from out of the area coming to the Smokies. They would still have the two lane 321 to contend with before reaching Townsend.

The extension might save me 5 minutes in going to Knoxville; not having to take Peppermint and Old Sam Houston, but I rarely go there.

I, like a lot of other people in the area, believe $200 million could be spent elsewhere and make Blount County and even better place to live. The greenway from Townsend to Maryville is a great idea and would be used.

Also, and I don't know why he did it, but someone built a house off Davis Ford road and it sits about 20 feet off the proposed Parkway. This should not have been allowed by some planning commission.

Thank you for the opportunity to express my concerns.

Jim Riden
3401 Old Plantation Way
Maryville, TN 37804

901 481 4775

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 10:52 AM
To: JandLRush
Subject: RE: [EXTERNAL] PPE Reevaluation Comments

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: JandLRush <jandlrush@charter.net>
Sent: Wednesday, March 22, 2023 1:16 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] PPE Reevaluation Comments

I would like to provide comments on the following:

The Tennessee Department of Transportation (TOT) is issuing a public notice for the solicitation of public comments concerning the preparation of a Reevaluation of potential environmental impacts related to the extension of State Route (SR) 162 (Pellissippi Parkway) (I-140), from SR-33 (Old Knoxville Highway) to US 321/SR-73 (Lamar Alexander Parkway) in Blount County, Tennessee, in accordance with Title 23 of the Code of Federal Regulations (CFR) 771.129.

My main concern and comment for this project is the need. The proposed terminus of the PPE is on US Highway 321, where there is sparse population. Even Townsend, TN has a small population. Typically a new road is designed to help cities on either end of the route. So the PPE is not designed to alleviate traffic coming from US Highway 321.

The proposed PPE is more for tourists that would come and go from West Knoxville to the Great Smoky Mountains National Park. This project will not help traffic issues that really affect Blount County residents. The PPE does not help Blount County residents get around the area.

There are many more pressing traffic needs in Blount County and the area than the PPE. The PPE is an old project idea back when building loops around cities was seen as helping traffic. Actually these loops have been proven to not alleviate traffic and instead increase traffic on other areas. This should be evaluated in the reevaluation.

The various traffic studies completed during the project mention that the PPE would help the Level of Service (LOS) in Maryville and Alcoa. I would like to see the reevaluation compare the LOS and traffic counts during the process of this project to see if the projections are correct. From my experience over the past 20 plus years that traffic has not significantly increased on Washington Avenue and Hall Road – a major reason for completing the PPE.

The terminus of the proposed PPE with US highway 321 was originally designed to dead end with traffic light. The new design is to have a cloverleaf intersection. Has this new design been evaluated for impacts? In addition, the PPE/US Highway 321 intersection will create new traffic problems by creating new, heavily used businesses (like gas stations and fast-food establishments) that will increase dangerous traffic situations. Will this be part of the reevaluation? The PPE terminus will create additional unsafe traffic situations that need to be addressed.

In addition, the cities of Maryville and Alcoa have instituted several traffic management projects that actually help alleviate traffic congestion. These projects should be considered in the reevaluation of this project. There is also the proposed Alcoa Highway bypass that will also any traffic issues on Alcoa Highway.

There are several other traffic needs in Blount County that should be addressed. West Broadway is the second most dangerous roadway in the Knoxville area according to the TPO. Blount County's traffic issues are in the western part of Blount County, not the east where the PPE would be located.

US Highway 411 from Maryville to Seymour is an unsafe road that has shoulder-less areas. If the PPE is completed then traffic will significantly increase on this road. People from the downtown area of Maryville will utilize this road to access PPE. The portion of US Highway from Maryville to the PPE already experiences accidents and back up at road intersections with people trying to turn (particularly Brown School Road). Adding more traffic to this road will make it more congested and unsafe. In addition, an intersection with US Highway 411 and the PPE will create new businesses and additional unsafe traffic situations. Will this be addressed in the reevaluation?

In addition, US Highway 411 becomes more "rural" where the PPE intersection is proposed. The PPE intersection will create additional transportation problems where they do not currently exist. Are stop lights proposed for this intersection? If so, this will decrease travel time and increase safety issues.

Blount County has many local roads that are narrow and unsafe. It would be more beneficial to the actual residents of Blount County if TDOT would invest the PPE money to fix and improve the local roads. Back when the PPE was originally being scoped one of the alternatives was improving the local roads versus building an interstate style highway. Those local roads have not been improved since then and continue to be very inadequate and dangerous.

According to public comment to the KRTPO Mobility Plan 2045 the need to improve local roads was first and building new roads was last. We need to take care and improve what we have, nit build an expensive road that will do little to help traffic issues in Blount County.

Funding for this project has escalated over the years this project has been studies. TDOT has said transportation funding is flat and may get worse as electric vehicles become more prominent, meaning less gas tax. There are many other relevant transportation needs that need the funding. In addition, property values have soared over the past 5 years. This increase in property values should be considered in the reevaluation.

I am also concerned about the environmental impacts as a result of building the PPE. TDEC, TWRA and the USFWS should reevaluate the impacts to fish, wildlife, and flora, particularly the sickle darter and Indiana and Northern long-eared bats.

Runoff to the Little River from the road project, road completion, and development from the road should be reevaluated.

The PPE will also dramatically impact the rural nature of the area. The road will run through prime farmland and environmental areas that will be significantly impact by the interstate style road. Blount Countians have spoken that increasing development does have an impact on what we all value as the rural setting. The proposed PPE will rip through pristine, rural area and alter its landscape forever. This need to be reevaluated.

And finally, I have been following the proposed PPE for decades. The public outcry to not build this road and been loud and persistent. The rationale for building the road has not been proven to benefit the residents of Blount County. Instead it will have a very detrimental effect on the citizens. However, TDOT has chosen to basically ignore the public's will and move this project forward. Very little of the public's concern has been addressed.

The PPE should not be built because the need is not there, it will actually create more traffic issues than solve, and people of Blount County do not want it.

Thank you,

John Rush

631 Dixon Farm Road

Walland, TN 37886

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 2:40 PM
To: Lindsey Kessler
Subject: RE: [EXTERNAL] Concerned Citizen

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Lindsey Kessler <lindseykessler3@gmail.com>
Sent: Wednesday, March 22, 2023 9:15 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Concerned Citizen

To Whom It May Concern,

I am **categorically opposed** to your absurd idea to expand Pellissippi Parkway. There are plenty of other, already established, very direct ways to get to Lamar Alexander Parkway (a parkway that has caused so much damage and pain already).

This plan *completely ignores* all environmental considerations and citizen concerns!

For years, we the citizens of Blount County have been telling you, TDOT, how this will affect our daily lives in terms of destroying family farms and thus their heritage, ripping up backyards, and disrupting a perfect quiet slice of heaven. This feels like a **major slap in the face** to all individuals who live in Tennessee, knowing that TN Department of Transportation actually doesn't care about the citizens and in fact seeks to actively hurt us.

And even more detrimental is the effect this will have on the environment in the area, by destroying a small yet vital wetland and threatening already vulnerable populations of fish and bats. We already have so few places where these animals can be safe and truly thrive, and this plan ruins a huge piece of that protection.

You may not care about these issues today, but please understand, if any of us want a future for our grandchildren where they are able to have their wants and needs as concerned citizens met, it all starts right now, today, with *YOU* **making the right choice.**

Please reach out to me by email or phone for more information on why this proposed highway extension is **needless and hurtful.**
--
Sincerely,
Lindsey Kessler

(615)720-8060

Jessica Raff

From: Lisa Overly <ldoverly@hotmail.com>
Sent: Wednesday, March 22, 2023 1:29 PM
To: TDOT Comments
Subject: [EXTERNAL] Comments on the Extension to the Pellissippi Parkway Extension, Blount County
Attachments: LDO Public Comment 3-22-23.docx

***** This is an EXTERNAL email. Please exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email - STS-Security. *****

See attached.

Sent from Outlook

March 22, 2023

Please find my comments regarding TDOT project to extend the Pellissippi Parkway in Blount County, Tennessee.

This project should **NOT** go forward for the following reasons:

- Should be totally re-evaluated because it has been over 3 years since the record of decision was issued by the court as nothing significant regarding this project has occurred since and many conditions have changed in Blount County.
- Numerous road projects in Blount County have occurred and are underway and no new traffic studies have been conducted since 2012 upon which TDOT relied upon in the FEIS. These projects also directly impact the purpose and need for this project.
- Since the ROD was issue TDOT has changed the route of the PPE extension and proposed new roads in new locations requiring that a new Environmental Impact Study be performed under NEPA regulations.
- Cost estimates for this project have gone through the roof for something that is only wanted by a few politicians and individuals in Blount County for something that is not needed. We should be spending our tax dollars on maintaining and improving roads that we already have.
- Recent public comments to the TPO show that people want to maintain our roads and bridges not build new ones.
- This project will NOT improve safety, travel times, or travel congestion as TDOT claims to be one of the purposes.
- Previous farmland in Blount County would be taken up by this needless project and it's disappearing fast anyway. Blount Countains have always said they value our farmland and open spaces, well let's show them that we agree by NOT building the extension to the Pellissippi Parkway!!!

Lisa Overly

3105 Sevierville Road

Maryville, TN 37804

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 10:51 AM
To: Lucy Henighan
Subject: RE: [EXTERNAL] PPE

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

-----Original Message-----
From: Lucy Henighan <lhenighan@gmail.com>
Sent: Wednesday, March 22, 2023 11:07 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] PPE

I am providing a comment about the proposed PPE in Blount County. I live in Seymour and drive occasionally to Maryville. I feel as if I take my life in my hands to drive this stretch of 411 as it is. There are NO SHOULDERS. There are curves. There are hills and a very windy section. There is a lot of traffic. I have met tractor trailers on this road. It is unsafe right now. Building the PPE will add traffic to a road that is now dangerous.
Please don't do it.

Lucy Henighan
Sent from my iPad

Jessica Raff

From: Stacy Weaver
Sent: Wednesday, March 29, 2023 2:11 PM
To: Erick Hunt-Hawkins
Cc: Tammy Sellers; Christie Brown
Subject: FW: Reminder - TDOT Comment: New Hwy Proposal for Centennial Church Road

Erick,

I confirmed with our community relations division and this comment was sent on March 22, 2023. Please make sure this is added to our comments received for the re-evaluation for Blount Co. SR-162 (Pellissippi Parkway) extension.

Thank you,

Mr. Stacy Weaver | C.E. Manager 1
Project Development
7345 Region Ln.
Knoxville, TN 37914
p. 865-594-2442
stacy.weaver@tn.gov
tn.gov/tdot

From: Steve Borden <Steve.Borden@tn.gov>
Sent: Wednesday, March 29, 2023 11:05 AM
To: Stacy Weaver <Stacy.Weaver@tn.gov>
Cc: Dexter Justis <Dexter.Justis@tn.gov>; Susan Nelson <Susan.Nelson@tn.gov>
Subject: Reminder - TDOT Comment: New Hwy Proposal for Centennial Church Road

Reminder – **due today!**

Thank you

Please see the TDOT Comment below and send a response to this office by **March 29, 2023.**

Thank you,

Steven M. Borden, P.E. | Director/Assistant Chief Engineer
TDOT – Region 1
7345 Region Lane
Knoxville, TN 37914
(865) 594-2400
Steve.Borden@tn.gov

County Officials,

I am imploring you to re-examine the ramifications this road will have on our community:

It will be a major disruption through our farm land and will not benefit our citizens.
It will cause blazing noise and disturbance to one of the most beautiful subdivisions in Maryville, Sweetgrass Subdivision.
It will deter traffic and tourists away from our downtown area, of which is being modernized and renovated to compete with growing city centers throughout Tennessee.
At the cost of which it will take to build, it is not financially prudent to go forward with this plan.

This plan has been talked about and been a concern for the citizens of this community for over 25 years. It's a plan that hasn't been developed because it has clear and harmful consequences.

Sincerely,
Marcie Goss

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 10:57 AM
To: Kathy Skinner
Subject: RE: [EXTERNAL] Comments re Pellissippi Pkwy Extension

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Kathy Skinner <kskinner1233@bellsouth.net>
Sent: Thursday, March 23, 2023 7:26 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Comments re Pellissippi Pkwy Extension

To Tennessee Dept. of Transportation,

Thank you for the opportunity to comment.

A formal re-evaluation of this road is needed. So much has changed since the Record of the Decision was made.

TDOT needs to conduct new traffic studies because the earlier ones are 10-12 years old. In the past decade, numerous road improvements and expansions have been made especially Hwy 129/Alcoa Highway. In addition, residential and commercial growth continues to accelerate on the *opposite* side of the county. That is where the traffic challenges persist. The PPE would not help with this congested area -- 411S, Morganton Road, etc.

The impact of the PPE on existing roads, Hwy 411N in particular, would be considerable. Hwy 411N is a heavily traveled artery between Sevier Co and Maryville; it is a safety nightmare given the volume of traffic, speed of travel and the many places with no shoulders. Traffic lights would be needed at the intersections of 411N and 321. This would slow travel time for everyone, especially local travelers going to/from Townsend, Maryville, Sevierville. A classic case of induced demand! The PPE would generate more traffic and congestion than it would alleviate.

The PPE is NO LONGER NEEDED, if it ever was. When it was suggested 50 YEARS AGO we did not have road improvements that currently exist (e.g., 321 is now 4-laned, 129 Bypass around Maryville, Alcoa Hwy improvements). Blount County's traffic and residential/commercial challenges are on the opposite side of the county. **In summary: The PPE would cause more traffic problems than it would solve. It would induce traffic. *And* it would not help in southwest Blount Co where traffic is worst.**

Kathleen and John Skinner
1158 Martin Mill Pike
Rockford TN 37853

865/256-8262

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 10:54 AM
To: Ann Barber
Subject: RE: [EXTERNAL] Don't extend Pellissippi Parkway

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

-----Original Message-----
From: Ann Barber <annzbarber1@icloud.com>
Sent: Thursday, March 23, 2023 7:40 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Don't extend Pellissippi Parkway

No! Do NOT extend Pellissippi Parkway.
What does it take to put this dinosaur to bed, permanently?!?
Ann Barber

Sent from my iPad

From: TDOT Comments
To: Chris Jenkins
Subject: RE: [EXTERNAL] SR-162 Extension (Pellissippi Parkway), PIN 101423.00
Date: Friday, March 24, 2023 10:54:12 AM

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

-----Original Message-----
From: Chris Jenkins <christopher.jenkins36@yahoo.com>
Sent: Thursday, March 23, 2023 6:31 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] SR-162 Extension (Pellissippi Parkway), PIN 101423.00

TDOT Staff,

Being a local resident living in the vicinity of Pellissippi Parkway extension, I currently use the local road system consisting of Davis Ford Road, Hitch Road Peppermint Road and Sam Houston Schoolhouse Road to travel to and from Knoxville daily. While these were once quiet county roads known by mainly local travelers, navigation systems in today's vehicle's have flooded them with out of town traffic headed to the Great Smoky Mountain National Park. Many of these are tourists are driving large RVs or pulling travel trailers on roads that are not suitable for these large vehicles due to tight turns, narrow bridges and very little if any shoulder. The Pellissippi Parkway extension will provide a safe and efficient alternative to this series of narrow county roads.

Also, thank you for recognizing the need to have a grade separated interchange at the end of Pellissippi Parkway extension where it adjoins with US 321. This will provide a more efficient level of service for many more years than the originally proposed at grade intersection. Further, it will aid in lowering carbon emissions associated with vehicles being stopped (idling) at that originally proposed at grade intersection waiting on the traffic signal. This is very important due to the close proximity of the great Smoky Mountains national Park and the recent challenges the area has faced with non-attainment status for PM2.5.

I look forward to the opportunity to use this new facility for my daily commute and the benefit it will provide in the way of safe travels for kids and grandkids who come to visit us in the future.

Thank You for the opportunity to express my support of this regionally significant project.

Chris Jenkins
4094 Davis Road
Maryville, TN 37804

Sent from my iPhone

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 10:55 AM
To: gail harris
Subject: RE: [EXTERNAL] Pellissippi Parkway Extension

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: gail harris <windbery@gmail.com>
Sent: Thursday, March 23, 2023 9:09 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway Extension

Dear Sir/Madam:

I have lived in Blount County since 1970 and have seen many changes. While change is inevitable, I have a hard time understanding proposed projects that have no documented benefits, but instead promise change that will be detrimental to the environment and the safety of Blount County citizens and tourists who visit the area.
The proposed PPE is both terribly expensive and useless in terms of improving traffic safety, according to TDOT's own analysis. Traffic is already terrible in parts of the county, to the extent that I try to stay home as much as possible. The proposed PPE will destroy farmland, open space and present more dangers to wildlife, which is already being killed in heart-breaking numbers on our roads. Future historians will judge us harshly for this. *Where d*oes it stop? We can't continue indefinitely to put roads through our best food producing land, evict families from their heritage, cause more congestion, neglect existing road hazards, and expect that the quality of life for residents won't deteriorate. *When* does it stop?

I also have a hard time why TDOT continues to ask for public input, when the public has been "inputting" for years, telling you that we don't want or need the road. Where is your response? Nothing to the public comments made in April and September of 2021. I suspect you continue to ask in a perfunctory way, without really wanting to hear what the public wants. Yes, the "public" includes public officials, some of whom no doubt support the PPE. But I suspect that is because our government officials think it is laudatory to be in favor of "progress". In this case, "progress" is not that at all, but detrimental regression. Progress would be to fix existing roads and develop policies that support safe roads, open space, productive farmland, respect for wildlife and respect for the people of Blount County who want to be proud of their county.

With respect,
Gail Harris
3404 Andy Harris Road
Rockford, Tennessee 37853

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 10:56 AM
To: Gordon Collins
Subject: RE: [EXTERNAL] Pellissippi Pky

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

-----Original Message-----
From: Gordon Collins <gcollins1218@att.net>
Sent: Thursday, March 23, 2023 4:14 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Pky

Why do you want to spend 60-100 million on an extension that is not needed. We have so many other roads that need to be addressed. Ex. US 411N, very narrow, no shoulder and very dangerous. I haven't seen any info that you (TDOT) have any plans to address this road. Two other roads/intersection that need improvements, long over due, is Alcoa Hwy and Singleton Rd, Alcoa Road and Air-Base road. These are a just two examples of road improvements that TDOT could better use PPE monies.
Thank, Gordon Collins
Sent from my iPad.

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 10:57 AM
To: kathy burch
Subject: RE: Proposed extension to the Pellissippi Parkway

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

-----Original Message-----
From: kathy burch <kathy362436@live.com>
Sent: Thursday, March 23, 2023 10:35 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Proposed extension to the Pellissippi Parkway

Blount County has many roads that need safety improvements. The funds proposed for this four mile extension would take care of several of these dire safety needs, but TDOT is looking to ignore these needs that have been overlooked for far too long and pander to the developers who are licking their chops at the idea of their projects along this proposed extension.
I live on Mount Lebanon Road which has many blind hills and curves. The proposal doesn't even include an access from Wildwood Road. Because of this, the already approved plats within one mile of where the proposed PPE would cross Wildwood Road would add several hundred new residences. These new residents would be using Peppermint Road and Mount Lebanon Road to their nearest PPE access. When fatalities occur, and they will, I will make sure the loved ones receive a copy of this comment to TDOT, so they will know that their concerned neighbors tried to prevent this from happening.
TDOT doesn't need to go forward with this project until Blount County first insures that the access roads are made safe and an impact fee is assessed for these new, already approved subdivisions based on each new residence. The capitol improvements that will burden the taxpayers will take forty years to be recovered by property taxes.
It would be irresponsible for TDOT to go forward with this project until there is a plan in place to handle the uptick in local traffic caused by the inevitable growth that will follow this project.
Sincerely,
Kathy W Burch
1009 Mount Lebanon Road
Maryville, TN
37804
865.661.6524

Sent from my iPhone

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 10:54 AM
To: Lynwood Wagner
Subject: RE: Pellissippi Parkway Extension

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Lynwood Wagner <onjwagner@hotmail.com>
Sent: Thursday, March 23, 2023 4:59 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway Extension

The Smokies are already at the point of limiting visitations. What's the point of a super-highway to where it would be harmful?

Lynwood Wagner
Johnson City, Tennessee

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 10:56 AM
To: Marian Fitzgerald
Subject: RE: [EXTERNAL] Comments on the re-designed PPE

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Marian Fitzgerald <marianbearfitz@gmail.com>
Sent: Thursday, March 23, 2023 4:07 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Comments on the re-designed PPE

Comments to TDOT on the re-designed PPE

March 23, 2023

Your suggested new interchange of the proposed Pellissippi Parkway Extension with US321 is a definite improvement over the absurd intersection with traffic lights planned in early 2021. However, you have suggested no improvement for the proposed interchange of the PPE with US411. In my opinion, the best (and easiest) improvement would be to eliminate it entirely. Any connection of the new Parkway with Sevierville Road will add traffic to an already overloaded two-lane highway. This is extremely unsafe and completely unacceptable. If the PPE must be constructed, and you care about public safety, then DO NOT build an interchange of any kind with US411.

I don't understand why the Extension must—or even should—be built in the first place. It will not meet our transportation needs or solve any problems. Who benefits? It will not improve safety or reduce congestion on our existing road system. If built as planned, it will in fact do just the opposite. Local taxpayers have been saying for decades they do not want this highway.

The traffic studies that were done for the FEIS over a decade ago are now obsolete and do not take into consideration numerous new projects that have been completed in the local area. Clearly we need new studies that include the impacts of all these developments, as well as the remodeled interchange at the terminus of the PPE.

Both TDOT and our local leaders must take a fresh look at our actual transportation needs in Blount County and the region. Where is growth occurring now—and how should we build to accommodate it? Where do we

want to encourage future growth—and what areas are more suitable for preservation than for rapid development? What measures can we take to protect things like rivers, mountains, and at least some of our farms and greenspace? How can our transportation infrastructure be made more sensible, efficient, safe, and reliable? Our children are depending on us to come up with some good answers.

Sincerely,

Marian Fitzgerald
1123 Havenwood Drive
Maryville, TN 37804

From: TDOT Comments
To: Marilyn Finley
Subject: RE: [EXTERNAL] PPE in Blount County
Date: Friday, March 24, 2023 10:56:48 AM

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Marilyn Finley <mlynfin@gmail.com>
Sent: Thursday, March 23, 2023 7:34 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] PPE in Blount County

Thank you for both doing a reevaluation and soliciting public commentary.

It seems most folks who welcome the PPE have I think a misguided opinion that it will ease traffic in Maryville. Snce moving here in 2015 we certainly have seen an unpleasant increase of traffic in town, primarily on 411. The PPE would literally do nothing to solve that problem.

Instead it will create a new problem with even more people traveling to the Great Smoky Mountain National Park and put additional pressure on Townsend. This area of GSMNP is known as the "peaceful side of the Smokies" for very good reasons. We Do NOT want to become Pigeon Forge. An easier access route would encourage more people to use that passage to GSNMP and with that would come the inevitable development of convenience businesses. This is an unwelcome development.

Many people say rather than building a new road at a cost of from $61 million to $194 million why not fix roads thorughout Blount County. That would serve the people better.

I hope you will listen to the people and not just the developers. More and more of Blount County is losing is charming rural character to development. It is sad, very sad.

With hope and sincerity,

Marilyn Finley
Maryville TN

mlynfin@gmail.com
973-903-8331

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 10:55 AM
To: Megan Spooner
Subject: RE: Current Data for Pellissippi Parkway Not Valid

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Megan Spooner <toyourhead@hotmail.com>
Sent: Thursday, March 23, 2023 9:55 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Current Data for Pellissippi Parkway Not Valid

Tennessee Department of Transportation,

All of the studies are now out of date! Inflation and a backlog of maintenance projects affect the economic studies.

Fixing and maintaining our current roads will make them safer, improve ALL ROADS while preserving the rural character of Blount County. This is where taxpayer dollars should go...not to some urbanized, gentrified, and Knoxville suburban sprawl. The PPE will cost 40% more than it was estimated to cost in 2017 and this doesn't even include the cost of Right of Way acquisitions.

It has been more than three years with no significant action since the approval of the Record of Decision (ROD); it has been 10 and 12 years since the last traffic studies were conducted; it has also been six years since the Record of Decision (ROD) was made about the Federal Environmental Impact Statement (FEIS).

TDOT's own data, compiled for the EIS, showed little or no improvement in safety, travel times, traffic congestion, and other criteria used to demonstrate purpose and need. The Tennessee State Transportation Improvement Plan (STIP) for Fiscal Years 2020-2023, adopted December 11, 2019 by TDOT has Seven Guiding Principles, the first one of which is **"Preserve and Manage the Existing System" (p.9).**

This project does nothing to improve and increase safety on our local roads, which are narrow, lack shoulders, and have limited sightlines. **Public comment to the TPO overwhelmingly prioritized maintenance of roads and bridges ranked first while build new roads WAS LAST** (#9 *MobilityPlan2045, adopted by the KRTPO Executive Board, April 2021, p. F25.)*

THIS IS OUR TAXPAYER $$, not STATE GOVERNMENT.

The Pellissippi Parkway is a vanity project aligned with exploitation of our current taxpayer-base, an attack on our rural economy and population, as well as our character as Tennesseans, not a necessity.

Sincerely,
Megan Spooner
3160 Laws Chapel Rd.
Maryville, TN 37803

-

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 10:57 AM
To: Mike Cook
Subject: RE: [EXTERNAL] PPE

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Mike Cook <mcook6198@gmail.com>
Sent: Thursday, March 23, 2023 8:31 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] PPE

As a concerned citizen and lifelong native of Blount County I would like to voice my opposition to the PPE. I feel like our tax dollars would be much better spent on maintaining our current roads in the county and making many of them safer in the process, many are potholed and too narrow and need just a bit wider and safer shoulder which would not need to have additional property purchased to do so. Also there needs to be new studies done on the environmental impacts since the original studies are outdated. As a lifelong user and enjoyer of Little River of which Blount County gets its water supply I am especially concerned for the impacts and safety this will have on the river and its ecosystem. When I attended some previous meetings people would talk about the bad traffic coming out of Maryville going towards Townsend and how bad it was but I have seen no bad issues at all with this, I live in Walland and after leaving town traffic flows well and very reasonable unless there is a wreck or a little tourist traffic.If the proposed terminus ends at 321 this will create problems and congestion and create more development and mar the rural character of our county in many ways which is why many tourist come here to our area. Bottom line is there are many more needs than for this new road with the limited funds available for use and which now is even more expensive. Thank you for your time and concern.

--

Mike Cook

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 10:57 AM
To: Phil Young
Subject: RE: [EXTERNAL] Pellissippi Parkway Extension

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Phil Young <phossilphil49@gmail.com>
Sent: Thursday, March 23, 2023 7:44 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway Extension

I am doing this at the direction of my wife who is very sick.

She says No to the extension. Blount County is already overcrowded and the extension will bring more people here. It will also destroy beautiful farmland in its wake.

Definitely No!

Patti Young
plyoung@charter.net
865.363.3444

Typed and sent by her husband, Phil Young

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 10:56 AM
To: Phil Young
Subject: RE: [EXTERNAL] Pellissippi Parkway Extension

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Phil Young <phossilphil49@gmail.com>
Sent: Thursday, March 23, 2023 6:58 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway Extension

I recently ran for the Blount County Commission. In my doorknocking and phonebanking, I talked with thousands of people and got a good picture of both sides of the problem. Many people want it, but more do not.

The main concern for Blount County residents is overdevelopment and if the extension is built, it opens up the quiet, peaceful side of Blount County to West Knoxville. The cry I heard most often is, Don't build it and they won't come!

I tried to be open and objective to both sides because, as commissioner, I work for the constituents. The only fair way to solve this problem is to let the residents vote on it. Whichever side gets the most votes Wins!

But, if you want my vote, I say Please do not build it!

Thank you,

Phil Young

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 10:56 AM
To: Sophia Morgan
Subject: RE: [EXTERNAL] Comments on PPE

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Sophia Morgan <scamillemorgan@gmail.com>
Sent: Thursday, March 23, 2023 7:07 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Comments on PPE

Dear TN Department of Transportation,

I wish to comment on the proposed Pellissippi Parkway Extension. I do not see its justification, on many points. **It will not improve traffic safety or flow, according to TDOT's own EIS.** And recent developments are making that even more clear in my area.

I live just off Topside Road. The unbelievable number of housing units suddenly being built where Topside intersects with Pellissippi Parkway are going to create traffic nightmares. We are talking thousands of units. This sudden increase in concentrated population is going to mean a dramatic increase in traffic onto both Pellissippi Parkway and Alcoa Highway. The traffic will flow onto Pellissippi and either go north towards Knoxville; south to Amazon; or else south to Alcoa Highway and exit there. **Note: These drivers are not going to use any PP Extension to get to where they are going. They are not going towards the Smoky Mountains.**

This dense new housing is a recent development that will necessitate new traffic studies relating to the PPE.

It stands to reason that few of these drivers will be heading toward 321. There is no major employer to draw them down any proposed Extension or to 321. **These residents will, in fact, probably have jobs in Knoxville or Maryville/Alcoa.**

All the children in these units will be zoned in the Alcoa School District. The obvious route for buses, or parents, will be down Alcoa Highway to the Alcoa Schools. School-related traffic from the housing

developments will flow down to Alcoa. Common sense says these parents are not going to be driving their children to any schools on 321. Again, this needs study.

All these changes point to not only the need for new studies, but also the need for solving traffic increases **on roads that currently exist.** Add in the Smith and Wesson plant and you are still looking at more traffic, but NOT traffic that an extension of the Pellissippi Parkway will solve. We need to spend our money solving problems in a logical way, with reference to data on current realities.

Sincerely,

Sophia Morgan
106B Sunny Way
Louisville, TN 37777

Mr. Erick Hunt-Hawkins, Environmental Manager
Tennessee Department of Transportation
Environmental Division
James K. Polk Building, Suite 900
505 Deaderick Street
Nashville, TN 37243-0332

Dear Mr. Hunt-Hawkins,

I am writing about public comments concerning the construction of the extension of SR 162, the Pellissippi Parkway from SR 33 (Old Knoxville Highway) to US 321 (Lamar Alexander Parkway).

My husband John, son Sam and I are full time farmers here in Blount County. This highway is planned to come thru our farm at 1816 East Brown School Rd. We are constantly reminded that we must preserve the environment and the land. There is not any new land being created and here in Blount County the land is daily disappearing as it it being covered by new buildings and business complexes. The food you find in supermarkets is not put there at night by fairies flying through the store. Our food is produced by farmers here in Blount county and all over the country and world. WE CANNOT PRODUCE FOOD WITHOUT LAND! As we are constantly reminded to preserve the environment why can we not improve the roads we already have that can not handle the growth of traffic we are experiencing. Our school busses, daily traffic, delivery traffic and just everyday traffic have a hard time traveling the roads here in Blount County. This new proposed road is planned to add great additional traffic to highway 411 N and to Lamar Alexander Parkway. I feel your traffic studies are outdated and you need to look at how the growth explosion of Blount County is affecting the roads and travel.

Please look at how this road, if completed, will harm rather than benefit the county.

Susan Keller

Susan Keller
1565 E. Brown School Rd
Maryville, TN 37804
865-363-3375

Jessica Raff

From: TDOT Comments
Sent: Monday, March 27, 2023 8:08 AM
To: Ostby, Brien M
Subject: RE: PPE

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

-----Original Message-----
From: Ostby, Brien M <bostby@utk.edu>
Sent: Friday, March 24, 2023 8:45 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] PPE

It seems to me that this road does nothing to improve or increase the safety of our roads. At a cost of $61 to 194 million dollars the PPE idea should be dropped. It doesn't seem sensible to use this money for a new road that will need to be maintained and patrolled, etc. when our present roads aren't being properly tended to with the limited funds that we have. Also this road would open up a section of the county that still retains the rural qualities that the majority of Blount county residents, as well as tourists, wish to see maintained.

Brien Ostby
1404 Grant St
Alcoa, Tn 37701

Sent from my iPhone

From: TDOT Comments
To: Donna Edwards
Subject: RE: [EXTERNAL] Comments on Pellissippi Parkway Extension proposal
Date: Monday, March 27, 2023 7:44:37 AM

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Donna Edwards <donnaledwards51@gmail.com>
Sent: Friday, March 24, 2023 6:24 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Comments on Pellissippi Parkway Extension proposal

I would like to submit the following comments to express my serious concerns about the proposed Pellissippi Parkway Extension from State Route 33 to US Highway 321.

We've lived in Walland, TN (Blount County) since 1995, and two of the reasons we chose this location were its unique natural beauty and biodiversity, the absence of traffic, and the peace and quiet.

Though I'm retired now, I used to drive to Knoxville 5-7 days a week, and had no difficulty getting there via back roads and Alcoa Highway. Once the current improvements on Alcoa Highway have been completed, the drive to Knoxville from Blount County will be even easier.

Aside from the inevitable increase on the amount of traffic,

noise, and air pollution this will bring to our area, this project will create serious negative environmental impacts in our immediate community. My wife and I continue to be very concerned that adequate studies have not yet been done to determine the potential impacts on rare or endangered species of plants or animals.

I strongly encourage you to do more research on the numerous potential negative impacts to wildlife, the environment, and to county residents this project will have before taking any action.

Sincerely,

David Edwards
1107 Ellejoy Crossing Way
Walland, TN 37886

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 2:39 PM
To: kathy burch
Subject: RE: PPE

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

-----Original Message-----
From: kathy burch <kathy362436@live.com>
Sent: Friday, March 24, 2023 11:52 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] PPE

When the previous environmental impact study was conducted, I was present and observed the researchers taking small samples of the soil. They used shovels and never went more than 4 inches deep into the ground. I reside at 1009 Mount Lebanon Road in Maryville. This area is rich in indigenous heritage. When I was a child, I would dig and find arrowheads and other treasures from our past civilization. It is highly possible that our indigenous ancestors are buried right along the proposed path of this extension. I want to encourage TDOT to do a real study of this route to discover if burial sites do exist because we all have seen evidence that those native to this area were strong in numbers.
Thank you for your consideration of my experiences.
Daniel L Burch
1009 Mount Lebanon Rd
Maryville, TN
37804
865.363.4100

Sent from my iPhone

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 3:40 PM
To: David Kemp
Subject: RE: [EXTERNAL] Pellissippi Parkway extension comment.

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: David Kemp <davidkemp21@gmail.com>
Sent: Friday, March 24, 2023 2:40 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Parkway extension comment.

This is a stupid idea. TDOT is like the hammer that sees every solution a nail. They're in the business of building roads so they build them. Extending the Parkway will solve very few problems and create many new problems. It will spoil some of our remaining beautiful countryside approaching and adjacent to the Great Smoky mountains National Park. It will contribute to suburban sprawl which is already bad. It will add more CO2 to the atmosphere and we're all ready burning ourselves up. Please please please stop this madness. Find a way to use government money to improve local roadways and encourage more compact development in the Maryville area.

Sincerely,
David Kemp
713 Jones Avenue
Maryville, Tennessee 37804

Jessica Raff

From: TDOT Comments
Sent: Monday, March 27, 2023 7:44 AM
To: Dee Ann Ostby
Subject: RE: [EXTERNAL] PPE, Blount County

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

-----Original Message-----
From: Dee Ann Ostby <ddostby@gmail.com>
Sent: Friday, March 24, 2023 4:19 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] PPE, Blount County

Dear TDOT decision makers,

Please decide to put fiscal responsibility and citizens' safety as top priorities and pass on using any further money and effort for extending the Pellissippi Parkway in Blount county.

We are already spending millions of our tax dollars just to maintain the current part of the Pellissippi parkway(and not doing a great job at that).

Highway 411 has been treacherous and in need of widening and adding shoulders for decades. If there is money to burn, let's spend it for that rather than building a four-lane that is going to intersect 411 and add tremendously to the traffic on that road. The project may clearly be a no-go if a 2023 traffic study were done on the impact of a four-lane intersecting with 411 in Blount county.
Do we have data on the current number of crashes on 411? Avoiding a head-on generally results in a tragic crash in a deep ditch.
I imagine the Tennessee Highway Patrol and other emergency responders would appreciate TDOT fixing the safety issues on 411 rather than making it more dangerous with an interstate intersection adding traffic. Certainly all of us drivers would rather our tax dollars be spent on improving safety rather than worsening the situations.

Wildwood Road is another road in need of our road construction tax dollars. That bridge which was built as a blind curve should be replaced before any of our money is spent on building additional roads. And if there is an intersection with the PPE on Wildwood, crashes will increase exponentially.

Since the time the PPE was first proposed, many road projects have improved traffic flow from the airport through Alcoa and Maryville to the mountains as well as on East Broadway going from the end of Pellissippi parkway through Maryville to the mountains. Thanks to those projects and traffic engineers timing the lights, traffic flows smoothly through those areas to give people access to the Smoky Mountains.

As a result Pellissippi Parkway extension clearly is not needed. And the local businesses can continue enjoying patronage from tourists passing through.

Continuing with all that is involved in making the PPE happen would be an irresponsible use of our road money.

Building the PPE will make already dangerous roads considerably more dangerous and congested.

Thank you for putting some thought into these points.
We would be extremely interested to know what your criteria are for making a decision concerning the PPE. Hopefully impacted-citizens' input has some weight.
If you have a list of your criteria and have time to send it, please do!

Sincerely,
Dee Ann D. Ostby
1404 Grant Street
Alcoa, TN
37701
865-983-4871

From: TDOT Comments
To: Donna Edwards
Subject: RE: [EXTERNAL] Comments on Pellissippi Parkway Extension
Date: Monday, March 27, 2023 7:44:13 AM

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Donna Edwards <donnaledwards51@gmail.com>
Sent: Friday, March 24, 2023 4:09 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Comments on Pellissippi Parkway Extension

I would like to submit the following comments to express my concerns about the proposed Pellissippi Parkway Extension from State Route 33 to US Highway 321.

I've been opposed to the extension of Pellissippi Parkway since first hearing about the proposal. As a result of learning more over the years about the costs and numerous inevitable negative impacts, I am now even more strongly opposed to this senseless waste of taxpayer money for an interstate that's simply not needed.

We've lived in Walland, Blount County, since 1995, and one of the reasons we chose this location was the unique natural beauty and peacefulness of this small community, and the abundant natural areas that many wildlife species

call home. I'm a degreed botanist and am also an ecological landscape designer. I have worked as a consultant with TVA and UT on streambank restoration projects along Pistol Creek and Little River, so have extensive knowledge about the importance of protecting water quality and providing undisturbed habitat in riparian areas.

I drive to Knoxville perhaps twice per month, and have no difficulty getting there via Alcoa Highway, or, if I'm going to West Knoxville, via the roads that connect to Pellissipi Parkway at Highway 33. Because the only traffic problems I ever experience are in other parts of the county, I find it astonishing that between $61 million to $194 million of our limited tax dollars will be used for this interstate, when there are much higher priorities for maintaining our existing road system and improving the safety of our existing roads. I sincerely hope the push for this project doesn't come down to a choice between pubic health and expedient travel for tourists.

I've attended, either virtually or in person, every public meeting TDOT has held about this proposed project, and I am extremely concerned about the inevitable urban sprawl that would be created as a result of the extension. Over the 28 years I've been living in Blount County, I've attended numerous other public meetings and workshops relating to comprehensive regional planning. Of course this has been time-consuming, but it's essential if we're going to protect something special and unique that other areas are losing at break-neck speed.

There are, as always, those whose primary interests involve profiting from increased and uncontrolled development, and who support the PPE for that reason alone. However, these individuals and/or groups don't represent the opinions of the **majority** of residents in Blount County, who time and time again have strongly supported the preservation of the rural character of our area.

This project will definitely create serious negative environmental impacts in our own immediate community, and I continue to be very concerned and shocked that adequate studies have not been done to determine the potential impacts on rare or endangered species of plants or animals.

Because the proposed redesign of the intersection of PP and Highway 321 involves new roads and routes, a comprehensive EIS is required under NEPA. It's imperative that impacts to the 13-acre wetland near this intersection, which now has an even larger footprint, also be included in the new EIS.

In addition, I think that a new EIS is needed to address impacts of this project on the sickle darter, a fish that was added to the List of Endangered and Threatened Wildlife by USFWS as a threatened species last November.

I urge you to do more research on the numerous impacts this project will have before making a final decision. There is a

lot at stake here for human and non-human members of this community, and once the genie is out of the bottle, we'll never get back the quality of life and healthy environment that so many in our county cherish.

Sincerely,

Donna Edwards
1107 Ellejoy Crossing Way
Walland, TN 37886

—

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 10:58 AM
To: Elan Young
Subject: RE: [EXTERNAL] The people of Blount County say "STOP the PPE"

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Elan Young <elanjyoung@yahoo.com>
Sent: Friday, March 24, 2023 12:27 AM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] The people of Blount County say "STOP the PPE"

Dear TDOT:

Once again I write to you to express my disdain for the proposed Pellissippi Parkway Extension. This 4.4-mile stretch of highway has been successfully fought by the people of Blount County for the last 20+ years. There are numerous reasons to oppose this wasteful project, and the people here have long resisted the lie that this highway is necessary for economic expansion.

In Blount County, we know that more roads do not equal economic development. The reason people are moving to Blount County is because of the unparalleled natural beauty here that is unlike most areas of the state and the country. We're proud to be a gateway to the national park, with a thriving rural economy that is dotted with farms that are an essential part of the economy of this state that is rooted in agricultural production. We know that tourism in Blount County is also a primary draw for people form all over the world to see the treasures we have in our landscape and recreation offerings.

Among them, Blount County is home to the Little River, which is a benchmark river for the entire state. It's home to unique species like the sickle darter, a fish that the U.S. Fish and Wildlife Service recently proposed listing as a threatened species under the Endangered Species Act. Yet, this species was not included in the 2013 Biological Assessment, nor the 2015 Federal Environmental Impact Statement. It was not mentioned in the 2017 Record of Decision.

These environmental studies are so old they are now invalid. They would need supplementation to account for what we know now about the sickle darter, among other species. In fact, the TDOT comment period overlaps with the *Sickle Darter Proposed Critical Habitat* comment period, which only ends three days after this comment period ends. The proposed critical habitat falls squarely within the PPE project area! Any discussion of economic development needs to include an honest assessment of the income that the Little River brings to our area through the fly fishing and tourism industry.

With regard to transportation, it's a big myth that the PPE would reduce traffic congestion. We know this from the transportation studies conducted in the project area, which are now 10 and 12 years old. Conditions have changed enough to warrant new studies, but even the studies back then showed that it would have no impact in alleviating congestion in the parts of the county that are growing the fastest. In fact, it would divert traffic away from downtown. That doesn't make economic sense!

It is absolutely unconscionable that the state push a costly highway onto the citizens of Blount County during a time of inflation when the estimated costs of the project would be upwards of 40% higher than what have been projected. TDOT's own assessments show that it has unmet needs of $13.6 billion. Under these circumstances, it is simply absurd to consider a 4.4-mile highway with projections running up to $194 million, certainty a low estimate by now.

The people continue to say that they want our rural roads and bridges maintained, or perhaps widened to include shoulders in some cases. Spending taxpayer money on a boondoggle project we don't need or want is fiscally irresponsible. It would wipe out operational farms, which we know TDOT does not count as businesses. Furthermore, the cost projections don't even include the cost of the Right of Way purchases, nor the loss in tax revenue from the loss of the homes in the path of the PPE.

I could go on, but I'll leave it at that for now because I'm still waiting for responses from TDOT to my comments from the 2021 public meetings. If there's one service TDOT could provide to the people of Blount County, it would be to LISTEN to the people who are saying NO to the PPE!

Sincerely,
Elan Young
5070 Old Walland Hwy
Walland, TN 37886

Jessica Raff

From: TDOT Comments
Sent: Monday, March 27, 2023 7:46 AM
To: Jay Clark
Subject: RE: Comments for Pellissippi Parkway Extension/SR162 from CAPPE
Attachments: CAPPE comments to TDOT_23 March 2023.pdf

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Jay Clark <jay.clark@maryvillecollege.edu>
Sent: Friday, March 24, 2023 6:32 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Cc: Pamela.Kordenbrock@dot.gov; Butch Eley <Butch.Eley@tn.gov>; John Reinbold <John.Reinbold@tn.gov>; Susannah Kniazewycz <Susannah.Kniazewycz@tn.gov>; Dexter Justis <Dexter.Justis@tn.gov>; john_griffith@fws.gov; Dillon Blankenship <Dillon.Blankenship@tn.gov>; kajumba.ntale@epa.gov; David Withers <David.Withers@tn.gov>; Becky Hensley <Becky.Hensley@tn.gov>; amy.m.priest@usace.army.mil; Lisa Huff <Lisa.Huff@tn.gov>
Subject: [EXTERNAL] Comments for Pellissippi Parkway Extension/SR162 from CAPPE

***** This is an EXTERNAL email. Please exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email - STS-Security. *****

Dear TDOT,

Attached to this email (and pasted below), please find Citizen Against Pellissippi Parkway Extension's (CAPPE) comments regarding the Public Notice that was published earlier this month. We look forward to seeing your responses to our comments. And, we are still waiting to see TDOT's responses to public comments made and submitted via the virtual public meeting (April 15-29, 2021) and the in-person meeting that the Blount County Commission encouraged TDOT to host (Heritage HS, September 21, 2021).

We hope TDOT will take the citizens of Blount County seriously and fulfill its responsibility to respond to the residents that participated in the process in good faith, not only during the current comment period, but also the comment periods from 2021!

Please confirm receipt of our comments.

Thank you for your time and service to Tennessee!

Jay Clark, President
Citizens Against Pellissippi Parkway Extension (CAPPE)

****

Re: Re-evaluation and Supplementation of the 2015 FEIS for SR162/Pellissippi Parkway Extension, Blount County, Tennessee

Dear Ms. Kordenbrock, Commissioner Eley, Mr. Reinbold, Ms. Kniazewycz, and Mr. Justis:

We welcome opportunities to comment on TDOT's plans for spending Tennessee's limited transportation funds, and we are submitting, in this letter, formal comments for the required re-evaluation of the 2015 FEIS/2017 ROD for SR162/Pellissippi Parkway Extension.

However, TDOT still has not responded to public comments made and submitted at the virtual public meeting on April 15 through April 29, 2021, and the in-person public meeting on September 21, 2021, in which we and many others participated with the expectation that TDOT would provide responses.

We are in receipt of Mr. Reinbold's letter of February 16, 2022, in which he reported that "the TDOT Region 1 Project Development Office is currently conducting some additional survey work for inclusion in the right-of-way field review plans and is still in the process of addressing the public comments received at the public meeting. I am told the plans and responses to comments may be completed by mid-March."

Until TDOT's response to public comments from April 2021 and September 2021 are made available for public review, the comment deadline for the required re-evaluation should be extended indefinitely. Tennessee residents participated in the process in good faith, but to date TDOT has failed to fulfill its responsibility.

With this letter we are submitting formal comments on the 2015 FEIS and 2017 ROD on SR162/ Pellissippi Parkway Extension, as invited in the Public Notice dated March 3, 2023. We expect to submit additional comments after we have an opportunity to review TDOT's still awaited responses to public comments from the virtual public meeting on April 15 through April 29, 2021, and the in-person public meeting on September 21, 2021.

Mr. Justis wrote on March 9, 2023:

"The reevaluation will inform TDOT whether the FEIS/ROD remains valid and is anticipated to be completed for FHWA review mid-Spring 2023. FHWA's review is anticipated to be completed late-Spring 2023 and will inform TDOT of additional information needs. If no additional information is needed, the reevaluation could be approved. If approved, the reevaluation will be posted to the project website."

This timeline does not indicate when TDOT will make available their responses to public comments made in April and September 2021, nor does it allow sufficient time for the public to review and comment on TDOT's long-delayed response.

With regard to the duty of FHWA and TDOT:

a. to reevaluate the 2015 FEIS (after more than three years of inaction since the issuing of the ROD in 2017) to determine whether the environmental document remains valid, and
b. to provide a written evaluation before granting any further approvals, and
c. the requirement that TDOT must also consult with FHWA prior to requesting any major approvals or grants to establish whether the ROD remains valid,

we are providing information that indicates the inadequacy of the 2015 FEIS and necessity of supplementing the FEIS based on new information and circumstances.
We request that this information be directly addressed in the re-evaluation.

I. New information on endangered and threatened species in the project area has surfaced that was not considered in the FEIS or the ROD.

The slabside pearlymussel (*Pleuronaia dolabelloides*), listed as endangered under the Endangered Species Act (ESA), was discovered in Little River in Blount County. *See* Schilling, D.E., et al., *A Survey of Freshwater Mussels (Unionidae) in Little River, Blount County, Tennessee*, Southeastern Naturalist, 16(1): 105-116, 110 (2017) (provided to you in previous correspondence). Neither the 2015 FEIS nor the 2013 Biological Assessment (BA) evaluated the project's impacts on this endangered species.

The U.S. Fish and Wildlife Service (USFWS) recently listed the sickle darter (*Percina williamsi*), a fish species known to be found in the Little River and its tributaries, as a *threatened species* under the ESA, as amended. *See* Endangered and Threatened Wildlife and Plants; Threatened Species Status with Section 4(d) Rule for Sickle Darter, 87 Fed. Reg. 67380 (Nov. 8, 2022). The sickle darter is also considered threatened by the state of Tennessee.

In January 2023, the USFWS proposed 16 miles of Little River, beginning at the low head dam at Rockford Manufacturing Company and continuing upstream to Peery's Mill Dam, as *designated critical habitat* for the sickle darter under the ESA, as amended. *See* Endangered and Threatened Wildlife and Plants; Designation of Critical Habitat for the Sickle Darter, 88 Fed. Reg. 4128 (Jan. 24, 2023). Currently, the USFWS is accepting comments on the proposed listing of critical habitat until March 27, 2023.

TDOT has NOT published an evaluation of the impacts of the PPE on the sickle darter or consultation with the USFWS regarding the sickle darter. TDOT should consult Tennessee Wildlife Resources Agency (TWRA), Tennessee Department of Environment and Conservation (TDEC), and USFWS and supplement the FEIS with a thorough evaluation of sickle darter occurrence and critical habitat in Little River to determine potential and likely impacts of the PPE.

The sickle darter was not among the species that were considered in the FEIS or the 2013 Biological Assessment (BA).[1] Since the 2013 BA and 2017 ROD, additional scientific data on the species has been obtained (see above), showing, among other things, that habitat loss and degradation (resulting from impoundments, siltation, and water quality degradation) pose the largest risk to the viability of the sickle darter, whose habitat consists of small streams and creeks that the PPE will cross, which are direct tributaries to Little River.

These significant project impacts on the sickle darter and slabside pearlymussel were not considered in the FEIS. In fact, the FEIS found that the selected, preferred alternative for the project would have the greatest impacts on aquatic resources (based on impacts to linear feet of streams), *see* 2015 FEIS, Table 3-30 at 3-88, but could not determine the "exact impact type" or "the amount of impact at the individual non-wetland waters," and provided that "[e]fforts to further minimize impacts will continue throughout the design, permitting, and construction phases." *Id.* at 3-91. Consideration of impacts on the federally endangered marbled darter (*Etheostoma marmorpinnum*) and finerayed pigtoe (*Fusconaia cuneolus*), federally threatened sickle darter, and state listed species (e.g., blotchside logperch, *Percina burtoni*; hellbender, *Cryptobranchus alleganiensis*; and numerous mussels) are necessary. The ROD further requires that "if unanticipated threatened or endangered species are encountered, the proposed project is modified, or new species are listed in the area, FHWA will enter into appropriate consultation with USFWS." *Id.*

The new information on threatened and endangered species in the project area therefore requires evaluation in a Supplemental EIS (SEIS). *See, e.g, Friends of the Clearwater v. Dombeck*, 222 F.3d 552, 558 (9th Cir. 2000) ("Forest Service violated NEPA requirements because it failed timely to prepare, or even sufficiently to consider and evaluate the need for, an SEIS in light of the seven new sensitive species designations . . ."); *Nat'l Wildlife Fed'n v. Nat'l Marine Fisheries Serv.*, 184 F. Supp. 3d 861, 875 (D. Or. 2016) (agency must evaluate proposed project's impacts on salmonid species that were listed under the ESA after the EIS); *Black Warrior Riverkeeper, Inc. v. Alabama Dep't of Transportation*, No. 2:11-CV-267-WKW, 2016 WL 233672, at *23 (M.D. Ala. Jan. 19, 2016) (the existence of newly identified endangered species may be a significant new circumstance that requires issuance of a SEIS).

Not only are the data relied upon in the 2013 BA outdated, this old analysis requires supplementation considering new scientific information. TDOT should consult the TWRA, TDEC, and USFWS to determine if any additional endangered or threatened species are present in the project area and require further evaluation. *See, e.g., Idaho Sporting Cong. Inc. v. Alexander*, 222 F.3d 562, 567 (9th Cir. 2000) (Forest Service reevaluated need for SEIS in light of proposed listing of two new species under the ESA).

The ROD already requires TDOT "to conduct an update environmental boundary and mitigation report and a new bat study for the absence or presence of the Indiana bat (*Myotis sodalis*) and the northern long-eared bat (*Myotis septentrionalis*) in consultation with the USFWS, TWRA, and TDEC." (ROD at 11)

We focus your attention on this requirement given the discovery in Norris of a northern long-eared bat, which is currently listed as a threatened species but being proposed for endangered status under the ESA, 88 Fed. Reg. 4908 (Jan. 26, 2023).
https://www.local3news.com/local-news/tva-zoologists-discover-rare-threatened-bat-in-east-tennessee-that-hasnt-been-seen-for-years/article_b173b39a-9cca-11ec-b176-9bf9bd949c51.html#:~:text=TVA%20says%20a%20northern%20long-eared%20bat%20is%20listed,white-nose%20syndrome%20has%20impacted%20northern%20long-eared%20bat%20populations

In early March 2022, a federal judge ordered the USFWS to determine whether the northern long-eared bat warrants listing as an endangered species under the ESA.
https://defenders.org/newsroom/court-orders-us-fish-and-wildlife-service-determine-whether-northern-long-eared-bat

On March 23, 2022, USFWS issued a proposed rule to classify the northern long-eared bat as endangered.
https://www.govinfo.gov/content/pkg/FR-2022-03-23/pdf/2022-06168.pdf

On January 25, 2023, USFWS announced a delay in the effective date of the final rule to reclassify the northern long-eared bat from threatened to endangered under the ESA. The agency extended the effective date by 60 days, from Jan. 30, 2023, to March 31, 2023. https://www.govinfo.gov/content/pkg/FR-2023-01-26/pdf/2023-01656.pdf#page=1

The discovery of the northern long-eared bat in Norris and this most recent action by USFWS require more than consultation with TDEC, TWRA, and USFWS to determine what new evaluation is now required regarding additional endangered or threatened species that are or may be are present in the project area.

The failure to consider significant project impacts on the sickle darter, slabside pearlymussel and the recent discovery and uncertain status of the northern long-eared bat now require a thorough bat study and an updated environmental boundary and mitigation report, particularly with significant changes that were made to the project design long after the 2017 ROD was approved, including the newly designed terminus at US 321, with a partial clover leaf, ramps, overpass and an access road to properties in the area on the south side of US321.

Moreover, the new access road and the clover leaf are new roads in new locations, requiring a comprehensive environmental impact study under NEPA.

During the years since the FEIS and the ROD, there have also been significant developments in the scientific data on climate change, including with respect to its impacts on endangered and threatened species. *See, e.g.,* Foden, W.B. and Young, B.E. (eds.), *IUCN SSC Guidelines for assessing species' vulnerability to climate change*. Cambridge, UK and Gland, Switzerland (2016): IUCN Species Survival Commission. Specifically with respect to the Sickle darter, the U.S. FWS recognizes that "[c]limate change [] is a potential stressor . . ." 85 Fed. Reg. at 71864. The new scientific information on climate change shows significant environmental impacts that were not previously considered and should be evaluated in a supplemental EIS. *Nat'l Wildlife Fed'n,* 184 F. Supp. 3d at 875.

II. New Information on Human Environment Impacts

Traffic patterns and volumes in the study area have changed significantly since the 2011 and 2012 traffic studies that TDOT relied upon in the FEIS. Numerous road projects have been announced, are now underway or have been completed. [2] These projects affect not only the purpose and need for the project and the evaluation of alternatives, but also affect the environmental impacts of the project and its alternatives. A written evaluation of the Final EIS, including new traffic studies and environmental impacts, as provided in 23 CFR 771.129(b), is now required.

Among the road projects completed since September 2017:

- In 2018, a TDOT safety improvement project aligned Brown School Road at East Broadway Avenue (SR33) with Eagleton Road. A conventional 4-leg traffic signal was installed. East Broadway was widened to accommodate left turns on both sides of the signal. The East Broadway and Brown School Road approaches each have a left turn signal.
- A new system-wide traffic management system has connected "communications between signals throughout Maryville and Alcoa, allowing for real-time adjustments to alleviate traffic issues." (*The Daily Times*, March 24, 2021) This system has changed traffic flow in the cities of Alcoa and Maryville (along Hall Road and Washington) and at the intersections of Sevierville Road/US411 & Washington St. and Washington St. & US 321 reducing delays at traffic lights. The system uses Artificial Intelligence and is still 'learning' and traffic flows will continue to improve.
- Realignment and reconstruction along State Route 115 (US 129/Alcoa Highway), from State Route 35 (Hall Road), and a new interchange at Tyson Boulevard to provides access to McGhee Tyson West Aviation area, Hunt Road, and the City of Alcoa's planned development, Springbrook Farm.
- Newly installed traffic signals on Cusick Road for access to Alcoa Amazon site.

Road projects announced or currently underway:

- New roadways related to the Amazon facility on Singleton Station Road including redesign of Relocated Alcoa Highway, redesign of the intersection with Pellissippi Parkway, and entirely new access road for Amazon will change traffic patterns and volumes.
- Reconstructing High Street/Sevierville Road from Washington Street to Walnut Avenue: Sevierville Road will end up widened to two lanes with a center turn lane, or perhaps three lanes with an additional turn lane into the north entrance of Blount Memorial Hospital. This project will change traffic patterns, volumes, and intersection wait times.
- Construct new 4-lane divided highway with auxiliary lanes and new interchanges at Airport access, Wright Rd, Pellissippi Pkwy and Singleton Station, Relocated Alcoa Highway, from Proposed Interchange at Tyson Blvd to Existing SR-115 at South Singleton Station.

• Reconstruct 4 lanes and 6 lanes, including a frontage road system, new interchanges at Singleton Station Rd and Topside Rd (SR-333), and build a multi-use path (Alcoa Highway); Pellissippi Parkway to South of Topside Road (IA)
• Widening from 4 to 6 lanes of US129 Bypass from intersection with State Route 35 (Hall Road) south to US321 (Lamar Alexander Parkway); planned extension of Foothills Mall Drive; reconfiguring of intersection of US129 and US411 South. These projects are the latest in a series of road improvements indicating where road projects are actually needed, reflecting increased dense residential and commercial development to the west of downtown Maryville, not in the area of the proposed Extension.
• Amerine Station Road extension to East Lamar Alexander Parkway, with new signal likely, for townhome development by Home Development, Inc, generating an estimated 1,400 trips on an average weekday and new signal likely. https://www.thedailytimes.com/news/preliminary-design-of-150-new-townhomes-gets-sign-off-from-maryville-planners/article_58a6f664-b222-11ed-9645-ebacc8eedc71.html

Additional factors:

• Significant changes in the design of proposed Pellissippi Parkway Extension:
Traffic signals at a new interchange at Sevierville Road/US411
New design for Extension terminus at US 321, with traffic signals, a partial clover leaf, ramps, overpass, and an access road to properties in the area on the south side of US321.

These changes make previous traffic studies obsolete, eliminating estimated travel time savings and increasing traffic safety and congestion concerns due to the creation of two new intersections, new traffic signals, and a change in terminus design. The new access road and the cloverleaf are new roads in a new location, requiring a comprehensive environmental impact study under NEPA.
• The Knox Area Transportation Planning Organization (TPO) projected reduced volumes of vehicle miles of travel, vehicle hours of travel, and congested vehicle miles of travel in 2026 and 2045. ("Planning in the 21st Century," TPO Travel Demand Model COVID-19 Scenario for Mobility Plan 2045).
• The COVID pandemic altered workplace expectations regarding in-office requirements. Many employers and employees discovered productivity was not negatively affected by working from home. Flexible hours and working from home have altered where people work and when they commute to an office. "Traffic has begun to return as the economy has revived. But planners, transit agencies, and researchers are now considering the remarkable possibility that in many places it won't revert to its old shape amid newfound work flexibility." https://www.nytimes.com/2021/06/11/upshot/rush-hour-remote-work.html

Rush hour congestion in particular, has changed:
https://www.newsnationnow.com/morninginamerica/congestion-here-to-stay-but-covid-changing-traffic-patterns/

Traffic studies from 2015 and 2017 and projections based on those studies are now irrelevant given widespread new practices of remote work.

• Blount County's rate of population growth has slowed nearly one-third since 2010, according to UT's Center for Business and Economic Research. https://tnsdc.utk.edu/2021/08/12/2020-population-of-tennessee-counties-and-incorporated-areas/ and is now less than 1% year. https://worldpopulationreview.com/us-counties/tn/blount-county-population

Some of these projects have resulted in improvements to the local road network and levels of traffic operation and safety on major arterial roads and intersections and have reduced traffic congestion, which significantly undermines the project's stated purpose and need to address these concerns. FEIS at S-2.

Development underway or approved that will alter traffic volumes and patterns:

• Mill House at Pistol Creek, a 20-unit residential condominium on E. Church Ave. in Maryville near the intersection with South Washington Street, will be occupied in 2023.
• 150-unit townhome development on East Lamar Alexander Parkway in Maryville, by Home Development, Inc., generating an estimated 1,400 trips on an average weekday with a new traffic signal likely. https://www.thedailytimes.com/news/preliminary-design-of-150-new-townhomes-gets-sign-off-from-maryville-planners/article_58a6f664-b222-11ed-9645-ebacc8eedc71.html
• 450-unit apartment complex in Pellissippi Place, Alcoa, along with a separate building for restaurants or shops, and a new public roadway. https://www.thedailytimes.com/news/future-450-unit-complex-in-alcoa-pellissippi-place-maps-land-for-next-design-phase/article_ad0d3772-35d6-11ed-8e03-3fc0ffd65176.html
• Alcoa City Planner Jeremy Pearson noted improvements to Sam Houston School Road may be necessary, given the additional residential development plans for the large and recently annexed land off Wildwood Road. Via Sam Houston School Road, the two pending development sites are about four miles apart. "Development in Alcoa is in varying stages for about 1,700 residential units."
• Highlands at Little River on Wildwood Road, annexed by City of Alcoa and re-zoned to accommodate as many as 472 new single family homes.
• 98-unit townhome development located near Jett Road's intersection with Russell Drive in Maryville, with a second entrance to the neighborhood from Jett Road expected to increase traffic to East Broadway Avenue/SR33 via Cureton Avenue and South 6th Street (estimated 937 trips). Construction is underway. https://www.thedailytimes.com/news/planned-maryville-townhome-subdivision-dropped-units-for-approval/article_7128f480-092b-11ed-bab1-c7cbcefc088c.html
• Springbrook Farm, a mixed-use 252-acre site in the City of Alcoa, with direct access to Alcoa Highway/US129 has three apartment complexes, a townhome community, and the Mills Street houses underway and will add 1,072 tax-assessed properties to the city. One 300-unit apartment building is already >60% leased. A hotel, grocery store and restaurants are open for business. Additional residential, retail, and commercial development is anticipated.

Some of these projects will significantly alter traffic patterns and volumes, undermining traffic studies that were conducted years ago. This new information is relevant to environmental concerns and directly bears on the project's impacts because the selected alternative for the project has the greatest ecological and environmental justice impacts compared to the less environmentally-harmful alternatives that were rejected based on now outdated information. ROD (8-31-17) at 20 (noting selected alternative has "greater impacts to streams, floodplains and wetlands").[3]

Because the rejected alternatives have significantly less adverse environmental impacts and will now better meet the needs that the PPE was intended to address, they should be re-evaluated in a supplemental EIS. *See Alaska Wilderness Recreation and Tourism Association v. Morrison*, 67 F.3d 723, 728-30 (9th Cir. 1995) (agency required to complete a SEIS in light of significantly changed conditions, namely, the cancellation of a long-term contract upon which the agency's chosen alternative depended, which undercut the rationale upon which the agency action depended).

Further, supplementation of the FEIS is required to evaluate the significant environmental impacts of the project design changes adding traffic lights and a cloverleaf, none of which were considered in the FEIS. *See Price Rd. Neighborhood Ass'n, Inc. v. U.S. Dep't of Transp.,* 113 F.3d 1505, 1508–09 (9th Cir. 1997) (change in highway interchange design from two tunnel ramps to two fully-directional loop ramps required FHWA to "determine whether the proposed project change will have significant impacts on the environment," and "if the environmental impacts resulting from the design change are significant or uncertain, as compared with the original design's impacts, a supplemental EA is required").

III. New Information on Environmental Justice Impacts

New information also exists relating to the environmental justice impacts of the proposed project, which were not considered in the FEIS. The FEIS and the ROD only addressed the land acquisition/relocation, noise, and visual impacts of the project on the Kensington Place mobile home community, which is comprised predominantly of low-income and minority populations.[4] Since then, however, the COVID-19 pandemic has revealed health disparities that render these populations particularly susceptible to negative health outcomes, which are exacerbated by the adverse effects of air pollution. TDOT should therefore supplement the FEIS to evaluate new information on the health impacts of the proposed project on this vulnerable environmental justice community.

IV. Economic Impact and Investing in Safety

In the Transportation Modernization Act of 2023, Governor Lee proposes public-private partnerships and toll roads to raise the financing needed to alleviate traffic congestion. "As of now, $26 billion is needed over and above funds collected through the IMPROVE Act to address congestion in both urban and rural areas. The lion's share of that amount – around $14 billion – is needed to relieve traffic congestion in Nashville, Memphis, Chattanooga, and Knoxville. The remaining $12 billion is required to improve traffic flow on rural interstates across the state." https://bjournal.com/traffic-jammed/

TDOT attributes congestion to population growth, but rates of population growth differ significantly across the state. Tennessee overall grew at 1.2% last year, while Murfreesboro has grown by 8.2% since 2020. https://bjournal.com/traffic-jammed/ Blount County, in contrast, has grown .089% in the last year. https://worldpopulationreview.com/us-counties/tn/blount-county-population

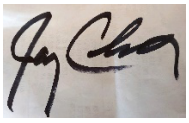
According to TDOT's Tennessee Congestion Action Plans Executive Summary (August 2022, p.22), **TDOT has unfunded needs of $13.6 billion.**

In this environment, it is irresponsible to use Tennessee's limited transportation funds on an unnecessary project when there are real needs in our region and elsewhere in the state. Wasting millions of dollars on the PPE will further drain the state's ability to fix real problems: According to the Knoxville Regional Transportation Planning Organization (TPO), West Broadway in Maryville is the second most dangerous roadway in the Knoxville area, second to Henley Street in Knoxville. https://knoxtpo.org/wp-content/uploads/2022/06/Life-Altering-2022-update_final.pdf

In sum, the new information and circumstances relating to threatened and endangered species, climate change, and environmental justice and human environment impacts, as well as changes in the project's design, result in significant environmental impacts that were not considered in the 2015 FEIS or 2017 ROD. A supplemental EIS is therefore required to evaluate this new information. At a minimum, TDOT must prepare a written evaluation of the FEIS to determine whether supplementation is required. 23 C.F.R. § 771.129(b); *see also* Council on Environmental Quality, Forty Most Asked Questions Concerning CEQ's National Environmental Policy Act Regulations, 46 Fed.Reg. 18,026, 18,035 (1981) ("EISs that are more than five years old should be carefully re-examined to determine if the [significance] criteria in Section 1502.9 compel preparation of an EIS supplement").

We request that the information above be directly addressed in the re-evaluation.

Sincerely,



Jay Clark, President
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[1] In fact, in response to comments on the FEIS, the ROD issued a "correction," recognizing that the FEIS treated the Sickle darter as the Longhead darter: "the 2013 data base (TDEC National Heritage Inventory) used for the 2013 Biological Assessment (BA) still referred to this species as the Longhead darter." ROD (8-31-17) at 20. The ROD nevertheless found that "[t]he 2013 BA was prepared using the best available data at the that time" and that "the Sickle darter has no official federal status other than being petitioned for listing." *Id.* However, as the FWS's proposed listing shows, the Sickle darter (*Percina williamsi*) and the Longhead darter (*Percina macrocephela*) are distinct species. *See* 85 Fed. Reg. at 71864 (Sickle and Longhead darter are closely-related, but separate species). And the FWS's proposed listing is based on a comprehensive review of the best scientific and commercial data on the status of the species as of 2020. *Id*. at 71862.

[2] While some of these projects were anticipated in the FEIS's analysis of the no-build alternative, the FEIS stated that such future transportation improvements might be delayed, modified or removed due to "budget issues and other considerations." FEIS at 2-4. Some of those transportation improvements, however, have now been made.

[3] TDOT's website states: "Though the west alignment shift increases impacts to streams, wetlands, and floodplains, these will be minimized during the design and permitting process of the project." https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-news.html. It is still unclear, however, how these greater impacts will be minimized.

[4] The FEIS also contemplated that a noise barrier would be erected to reduce impacts on the community, but the current design that was made available through the virtual meeting in April appears to omit the noise barrier.

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March 23, 2023

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Re: Re-evaluation and Supplementation of the 2015 FEIS for SR162/Pellissippi Parkway Extension, Blount County, Tennessee

Dear Ms. Kordenbrock, Commissioner Eley, Mr. Reinbold, Ms. Kniazewycz, and Mr. Justis:

We welcome opportunities to comment on TDOT's plans for spending Tennessee's limited transportation funds, and we are submitting, in this letter, formal comments for the required re-evaluation of the 2015 FEIS/2017 ROD for SR162/Pellissippi Parkway Extension.

However, TDOT still has not responded to public comments made and submitted at the virtual public meeting on April 15 through April 29, 2021, and the in-person public meeting on September 21, 2021, in which we and many others participated with the expectation that TDOT would provide responses.

We are in receipt of Mr. Reinbold's letter of February 16, 2022, in which he reported that "the TDOT Region 1 Project Development Office is currently conducting some additional survey work for inclusion in the right-of-way field review plans and is still in the process of addressing the public comments received at the public meeting. I am told the plans and responses to comments may be completed by mid-March."

Until TDOT's response to public comments from April 2021 and September 2021 are made available for public review, the comment deadline for the required re-evaluation should be extended indefinitely. Tennessee residents participated in the process in good faith, but to date TDOT has failed to fulfill its responsibility.

With this letter we are submitting formal comments on the 2015 FEIS and 2017 ROD on SR162/ Pellissippi Parkway Extension, as invited in the Public Notice dated March 3, 2023. We expect to submit additional comments after we have an opportunity to review TDOT's still awaited responses to public comments from the virtual public meeting on April 15 through April 29, 2021, and the in-person public meeting on September 21, 2021.

Mr. Justis wrote on March 9, 2023:

"The reevaluation will inform TDOT whether the FEIS/ROD remains valid and is anticipated to be completed for FHWA review mid-Spring 2023. FHWA's review is anticipated to be completed late-Spring 2023 and will inform TDOT of additional information needs. If no additional information is needed, the reevaluation could be approved. If approved, the reevaluation will be posted to the project website."

This timeline does not indicate when TDOT will make available their responses to public comments made in April and September 2021, nor does it allow sufficient time for the public to review and comment on TDOT's long-delayed response.

With regard to the duty of FHWA and TDOT:

a. to reevaluate the 2015 FEIS (after more than three years of inaction since the issuing of the ROD in 2017) to determine whether the environmental document remains valid, and
b. to provide a written evaluation before granting any further approvals, and
c. the requirement that TDOT must also consult with FHWA prior to requesting any major approvals or grants to establish whether the ROD remains valid,

we are providing information that indicates the inadequacy of the 2015 FEIS and necessity of supplementing the FEIS based on new information and circumstances.
We request that this information be directly addressed in the re-evaluation.

I. New information on endangered and threatened species in the project area has surfaced that was not considered in the FEIS or the ROD.

The slabside pearlymussel (*Pleuronaia dolabelloides*), listed as endangered under the Endangered Species Act (ESA), was discovered in Little River in Blount County. *See* Schilling, D.E., et al., *A Survey of Freshwater Mussels (Unionidae) in Little River, Blount County, Tennessee*, Southeastern Naturalist, 16(1): 105-116, 110 (2017) (provided to you in previous correspondence). Neither the 2015 FEIS nor the 2013 Biological Assessment (BA) evaluated the project's impacts on this endangered species.

The U.S. Fish and Wildlife Service (USFWS) recently listed the sickle darter (*Percina williamsi*), a fish species known to be found in the Little River and its tributaries, as a *threatened species* under the ESA, as amended. *See* Endangered and Threatened Wildlife and Plants; Threatened Species Status with Section 4(d) Rule for Sickle Darter, 87 Fed. Reg. 67380 (Nov. 8, 2022). The sickle darter is also considered threatened by the state of Tennessee.

In January 2023, the USFWS proposed 16 miles of Little River, beginning at the low head dam at Rockford Manufacturing Company and continuing upstream to Peery's Mill Dam, as *designated critical habitat* for the sickle darter under the ESA, as amended. *See* Endangered and Threatened Wildlife and Plants; Designation of Critical Habitat for the Sickle Darter, 88 Fed. Reg. 4128 (Jan. 24, 2023). Currently, the USFWS is accepting comments on the proposed listing of critical habitat until March 27, 2023.

TDOT has NOT published an evaluation of the impacts of the PPE on the sickle darter or consultation with the USFWS regarding the sickle darter. TDOT should consult Tennessee Wildlife Resources Agency (TWRA), Tennessee Department of Environment and Conservation (TDEC), and USFWS and supplement the FEIS with a thorough evaluation of sickle darter occurrence and critical habitat in Little River to determine potential and likely impacts of the PPE.

The sickle darter was not among the species that were considered in the FEIS or the 2013 Biological Assessment (BA).[1] Since the 2013 BA and 2017 ROD, additional scientific data on the species has been obtained (see above), showing, among other things, that habitat loss and degradation (resulting from impoundments, siltation, and water quality degradation) pose the largest risk to the viability of the sickle darter, whose habitat consists of small streams and creeks that the PPE will cross, which are direct tributaries to Little River.

These significant project impacts on the sickle darter and slabside pearlymussel were not considered in the FEIS. In fact, the FEIS found that the selected, preferred alternative for the project would have the greatest impacts on aquatic resources (based on impacts to linear feet of streams), *see* 2015 FEIS, Table 3-30 at 3-88, but could not determine the "exact impact type" or "the amount of impact at the individual non-wetland waters," and provided that "[e]fforts to further minimize impacts will continue throughout the design, permitting, and construction phases." *Id.* at 3-91. Consideration of impacts on the federally endangered marbled darter (*Etheostoma marmorpinnum*) and finerayed pigtoe (*Fusconaia cuneolus*), federally threatened sickle darter, and state listed species (e.g., blotchside logperch, *Percina burtoni*; hellbender, *Cryptobranchus alleganiensis*; and numerous mussels) are necessary. The ROD further requires that "if unanticipated threatened or endangered species are encountered, the proposed project is modified, or new species are listed in the area, FHWA will enter into appropriate consultation with USFWS." *Id.*

The new information on threatened and endangered species in the project area therefore requires evaluation in a Supplemental EIS (SEIS). *See, e.g, Friends of the Clearwater v. Dombeck*, 222 F.3d 552, 558 (9th Cir. 2000) ("Forest Service violated NEPA requirements because it failed timely to prepare, or even sufficiently to consider and evaluate the need for, an SEIS in light of the seven new

[1] In fact, in response to comments on the FEIS, the ROD issued a "correction," recognizing that the FEIS treated the Sickle darter as the Longhead darter: "the 2013 data base (TDEC National Heritage Inventory) used for the 2013 Biological Assessment (BA) still referred to this species as the Longhead darter." ROD (8-31-17) at 20. The ROD nevertheless found that "[t]he 2013 BA was prepared using the best available data at the that time" and that "the Sickle darter has no official federal status other than being petitioned for listing." *Id.* However, as the FWS's proposed listing shows, the Sickle darter (*Percina williamsi*) and the Longhead darter (*Percina macrocephela*) are distinct species. *See* 85 Fed. Reg. at 71864 (Sickle and Longhead darter are closely-related, but separate species). And the FWS's proposed listing is based on a comprehensive review of the best scientific and commercial data on the status of the species as of 2020. *Id.* at 71862.

sensitive species designations . . .”); *Nat'l Wildlife Fed'n v. Nat'l Marine Fisheries Serv.*, 184 F. Supp. 3d 861, 875 (D. Or. 2016) (agency must evaluate proposed project’s impacts on salmonid species that were listed under the ESA after the EIS); *Black Warrior Riverkeeper, Inc. v. Alabama Dep't of Transportation*, No. 2:11-CV-267-WKW, 2016 WL 233672, at *23 (M.D. Ala. Jan. 19, 2016) (the existence of newly identified endangered species may be a significant new circumstance that requires issuance of a SEIS).

Not only are the data relied upon in the 2013 BA outdated, this old analysis requires supplementation considering new scientific information. TDOT should consult the TWRA, TDEC, and USFWS to determine if any additional endangered or threatened species are present in the project area and require further evaluation. *See, e.g., Idaho Sporting Cong. Inc. v. Alexander*, 222 F.3d 562, 567 (9th Cir. 2000) (Forest Service reevaluated need for SEIS in light of proposed listing of two new species under the ESA).

The ROD already requires TDOT “to conduct an update environmental boundary and mitigation report and a new bat study for the absence or presence of the Indiana bat (*Myotis sodalis*) and the northern long-eared bat (*Myotis septentrionalis*) in consultation with the USFWS, TWRA, and TDEC.” (ROD at 11)

We focus your attention on this requirement given the discovery in Norris of a northern long-eared bat, which is currently listed as a threatened species but being proposed for endangered status under the ESA, 88 Fed. Reg. 4908 (Jan. 26, 2023).
https://www.local3news.com/local-news/tva-zoologists-discover-rare-threatened-bat-in-east-tennessee-that-hasnt-been-seen-for-years/article_b173b39a-9cca-11ec-b176-9bf9bd949c51.html#:~:text=TVA%20says%20a%20northern%20long-eared%20bat%20is%20listed,white-nose%20syndrome%20has%20impacted%20northern%20long-eared%20bat%20populations

In early March 2022, a federal judge ordered the USFWS to determine whether the northern long-eared bat warrants listing as an endangered species under the ESA.
https://defenders.org/newsroom/court-orders-us-fish-and-wildlife-service-determine-whether-northern-long-eared-bat

On March 23, 2022, USFWS issued a proposed rule to classify the northern long-eared bat as endangered.
https://www.govinfo.gov/content/pkg/FR-2022-03-23/pdf/2022-06168.pdf

On January 25, 2023, USFWS announced a delay in the effective date of the final rule to reclassify the northern long-eared bat from threatened to endangered under the ESA. The agency extended the effective date by 60 days, from Jan. 30, 2023, to March 31, 2023.
https://www.govinfo.gov/content/pkg/FR-2023-01-26/pdf/2023-01656.pdf#page=1

The discovery of the northern long-eared bat in Norris and this most recent action by USFWS require more than consultation with TDEC, TWRA, and USFWS to determine what new evaluation is now required regarding additional endangered or threatened species that are or may be are present in the project area.

The failure to consider significant project impacts on the sickle darter, slabside pearlymussel and the recent discovery and uncertain status of the northern long-eared bat now require a thorough bat study and an updated environmental boundary and mitigation report, particularly with significant changes that were made to the project design long after the 2017 ROD was approved, including the newly

designed terminus at US 321, with a partial clover leaf, ramps, overpass and an access road to properties in the area on the south side of US321. Moreover, the new access road and the clover leaf are new roads in new locations, requiring a comprehensive environmental impact study under NEPA.

During the years since the FEIS and the ROD, there have also been significant developments in the scientific data on climate change, including with respect to its impacts on endangered and threatened species. *See, e.g.*, Foden, W.B. and Young, B.E. (eds.), *IUCN SSC Guidelines for assessing species' vulnerability to climate change*. Cambridge, UK and Gland, Switzerland (2016): IUCN Species Survival Commission. Specifically with respect to the Sickle darter, the U.S. FWS recognizes that "[c]limate change [] is a potential stressor . . ." 85 Fed. Reg. at 71864. The new scientific information on climate change shows significant environmental impacts that were not previously considered and should be evaluated in a supplemental EIS. *Nat'l Wildlife Fed'n,* 184 F. Supp. 3d at 875.

II. New Information on Human Environment Impacts

Traffic patterns and volumes in the study area have changed significantly since the 2011 and 2012 traffic studies that TDOT relied upon in the FEIS. Numerous road projects have been announced, are now underway or have been completed. [2] These projects affect not only the purpose and need for the project and the evaluation of alternatives, but also affect the environmental impacts of the project and its alternatives. A written evaluation of the Final EIS, including new traffic studies and environmental impacts, as provided in 23 CFR 771.129(b), is now required.

Among the road projects completed since September 2017:

- In 2018, a TDOT safety improvement project aligned Brown School Road at East Broadway Avenue (SR33) with Eagleton Road. A conventional 4-leg traffic signal was installed. East Broadway was widened to accommodate left turns on both sides of the signal. The East Broadway and Brown School Road approaches each have a left turn signal.
- A new system-wide traffic management system has connected "communications between signals throughout Maryville and Alcoa, allowing for real-time adjustments to alleviate traffic issues." (*The Daily Times*, March 24, 2021) This system has changed traffic flow in the cities of Alcoa and Maryville (along Hall Road and Washington) and at the intersections of Sevierville Road/US411 & Washington St. and Washington St. & US 321 reducing delays at traffic lights. The system uses Artificial Intelligence and is still 'learning' and traffic flows will continue to improve.
- Realignment and reconstruction along State Route 115 (US 129/Alcoa Highway), from State Route 35 (Hall Road), and a new interchange at Tyson Boulevard to provides access to McGhee Tyson West Aviation area, Hunt Road, and the City of Alcoa's planned development, Springbrook Farm.
- Newly installed traffic signals on Cusick Road for access to Alcoa Amazon site.

Road projects announced or currently underway:

- New roadways related to the Amazon facility on Singleton Station Road including redesign of Relocated Alcoa Highway, redesign of the intersection with Pellissippi Parkway, and entirely new access road for Amazon will change traffic patterns and volumes.
- Reconstructing High Street/Sevierville Road from Washington Street to Walnut Avenue: Sevierville Road will end up widened to two lanes with a center turn lane, or perhaps three lanes with

[2] While some of these projects were anticipated in the FEIS's analysis of the no-build alternative, the FEIS stated that such future transportation improvements might be delayed, modified or removed due to "budget issues and other considerations." FEIS at 2-4. Some of those transportation improvements, however, have now been made.

an additional turn lane into the north entrance of Blount Memorial Hospital. This project will change traffic patterns, volumes, and intersection wait times.

- Construct new 4-lane divided highway with auxiliary lanes and new interchanges at Airport access, Wright Rd, Pellissippi Pkwy and Singleton Station, Relocated Alcoa Highway, from Proposed Interchange at Tyson Blvd to Existing SR-115 at South Singleton Station.
- Reconstruct 4 lanes and 6 lanes, including a frontage road system, new interchanges at Singleton Station Rd and Topside Rd (SR-333), and build a multi-use path (Alcoa Highway); Pellissippi Parkway to South of Topside Road (IA)
- Widening from 4 to 6 lanes of US129 Bypass from intersection with State Route 35 (Hall Road) south to US321 (Lamar Alexander Parkway); planned extension of Foothills Mall Drive; reconfiguring of intersection of US129 and US411 South. These projects are the latest in a series of road improvements indicating where road projects are actually needed, reflecting increased dense residential and commercial development to the west of downtown Maryville, not in the area of the proposed Extension.
- Amerine Station Road extension to East Lamar Alexander Parkway, with new signal likely, for townhome development by Home Development, Inc, generating an estimated 1,400 trips on an average weekday and new signal likely. https://www.thedailytimes.com/news/preliminary-design-of-150-new-townhomes-gets-sign-off-from-maryville-planners/article_58a6f664-b222-11ed-9645-ebacc8eedc71.html

Additional factors:

- Significant changes in the design of proposed Pellissippi Parkway Extension:
  - Traffic signals at a new interchange at Sevierville Road/US411
  - New design for Extension terminus at US 321, with traffic signals, a partial clover leaf, ramps, overpass, and an access road to properties in the area on the south side of US321.

These changes make previous traffic studies obsolete, eliminating estimated travel time savings and increasing traffic safety and congestion concerns due to the creation of two new intersections, new traffic signals, and a change in terminus design. The new access road and the cloverleaf are new roads in a new location, requiring a comprehensive environmental impact study under NEPA.

- The Knox Area Transportation Planning Organization (TPO) projected reduced volumes of vehicle miles of travel, vehicle hours of travel, and congested vehicle miles of travel in 2026 and 2045. ("Planning in the 21st Century," TPO Travel Demand Model COVID-19 Scenario for Mobility Plan 2045).
- The COVID pandemic altered workplace expectations regarding in-office requirements. Many employers and employees discovered productivity was not negatively affected by working from home. Flexible hours and working from home have altered where people work and when they commute to an office. "Traffic has begun to return as the economy has revived. But planners, transit agencies, and researchers are now considering the remarkable possibility that in many places it won't revert to its old shape amid newfound work flexibility." https://www.nytimes.com/2021/06/11/upshot/rush-hour-remote-work.html

Rush hour congestion in particular, has changed:
https://www.newsnationnow.com/morninginamerica/congestion-here-to-stay-but-covid-changing-traffic-patterns/

Traffic studies from 2015 and 2017 and projections based on those studies are now irrelevant given widespread new practices of remote work.

• Blount County's rate of population growth has slowed nearly one-third since 2010, according to UT's Center for Business and Economic Research. https://tnsdc.utk.edu/2021/08/12/2020-population-of-tennessee-counties-and-incorporated-areas/ and is now less than 1% year. https://worldpopulationreview.com/us-counties/tn/blount-county-population

Some of these projects have resulted in improvements to the local road network and levels of traffic operation and safety on major arterial roads and intersections and have reduced traffic congestion, which significantly undermines the project's stated purpose and need to address these concerns. FEIS at S-2.

Development underway or approved that will alter traffic volumes and patterns:

• Mill House at Pistol Creek, a 20-unit residential condominium on E. Church Ave. in Maryville near the intersection with South Washington Street, will be occupied in 2023.
• 150-unit townhome development on East Lamar Alexander Parkway in Maryville, by Home Development, Inc., generating an estimated 1,400 trips on an average weekday with a new traffic signal likely. https://www.thedailytimes.com/news/preliminary-design-of-150-new-townhomes-gets-sign-off-from-maryville-planners/article_58a6f664-b222-11ed-9645-ebacc8eedc71.html
• 450-unit apartment complex in Pellissippi Place, Alcoa, along with a separate building for restaurants or shops, and a new public roadway. https://www.thedailytimes.com/news/future-450-unit-complex-in-alcoa-pellissippi-place-maps-land-for-next-design-phase/article_ad0d3772-35d6-11ed-8e03-3fc0ffd65176.html
• Alcoa City Planner Jeremy Pearson noted improvements to Sam Houston School Road may be necessary, given the additional residential development plans for the large and recently annexed land off Wildwood Road. Via Sam Houston School Road, the two pending development sites are about four miles apart. "Development in Alcoa is in varying stages for about 1,700 residential units."
• Highlands at Little River on Wildwood Road, annexed by City of Alcoa and re-zoned to accommodate as many as 472 new single family homes.
• 98-unit townhome development located near Jett Road's intersection with Russell Drive in Maryville, with a second entrance to the neighborhood from Jett Road expected to increase traffic to East Broadway Avenue/SR33 via Cureton Avenue and South 6th Street (estimated 937 trips). Construction is underway. https://www.thedailytimes.com/news/planned-maryville-townhome-subdivision-dropped-units-for-approval/article_7128f480-092b-11ed-bab1-c7cbcefc088c.html
• Springbrook Farm, a mixed-use 252-acre site in the City of Alcoa, with direct access to Alcoa Highway/US129 has three apartment complexes, a townhome community, and the Mills Street houses underway and will add 1,072 tax-assessed properties to the city. One 300-unit apartment building is already >60% leased. A hotel, grocery store and restaurants are open for business. Additional residential, retail, and commercial development is anticipated.

Some of these projects will significantly alter traffic patterns and volumes, undermining traffic studies that were conducted years ago. This new information is relevant to environmental concerns and directly bears on the project's impacts because the selected alternative for the project has the greatest ecological and environmental justice impacts compared to the less environmentally-harmful alternatives that were rejected based on now outdated information. ROD (8-31-17) at 20 (noting selected alternative has "greater impacts to streams, floodplains and wetlands").[3]

[3] TDOT's website states: "Though the west alignment shift increases impacts to streams, wetlands, and floodplains, these will be minimized during the design and permitting process of the project." https://www.tn.gov/tdot/projects/projects-region-1/pellissippi/pellissippi-news.html. It is still unclear, however, how these greater impacts will be minimized.

Because the rejected alternatives have significantly less adverse environmental impacts and will now better meet the needs that the PPE was intended to address, they should be re-evaluated in a supplemental EIS. *See Alaska Wilderness Recreation and Tourism Association v. Morrison*, 67 F.3d 723, 728-30 (9th Cir. 1995) (agency required to complete a SEIS in light of significantly changed conditions, namely, the cancellation of a long-term contract upon which the agency's chosen alternative depended, which undercut the rationale upon which the agency action depended).

Further, supplementation of the FEIS is required to evaluate the significant environmental impacts of the project design changes adding traffic lights and a cloverleaf, none of which were considered in the FEIS. *See Price Rd. Neighborhood Ass'n, Inc. v. U.S. Dep't of Transp.*, 113 F.3d 1505, 1508–09 (9th Cir. 1997) (change in highway interchange design from two tunnel ramps to two fully-directional loop ramps required FHWA to "determine whether the proposed project change will have significant impacts on the environment," and "if the environmental impacts resulting from the design change are significant or uncertain, as compared with the original design's impacts, a supplemental EA is required").

III. New Information on Environmental Justice Impacts

New information also exists relating to the environmental justice impacts of the proposed project, which were not considered in the FEIS. The FEIS and the ROD only addressed the land acquisition/relocation, noise, and visual impacts of the project on the Kensington Place mobile home community, which is comprised predominantly of low-income and minority populations.[4] Since then, however, the COVID-19 pandemic has revealed health disparities that render these populations particularly susceptible to negative health outcomes, which are exacerbated by the adverse effects of air pollution. TDOT should therefore supplement the FEIS to evaluate new information on the health impacts of the proposed project on this vulnerable environmental justice community.

IV. Economic Impact and Investing in Safety

In the Transportation Modernization Act of 2023, Governor Lee proposes public-private partnerships and toll roads to raise the financing needed to alleviate traffic congestion. "As of now, $26 billion is needed over and above funds collected through the IMPROVE Act to address congestion in both urban and rural areas. The lion's share of that amount – around $14 billion – is needed to relieve traffic congestion in Nashville, Memphis, Chattanooga, and Knoxville. The remaining $12 billion is required to improve traffic flow on rural interstates across the state." https://bjournal.com/traffic-jammed/

TDOT attributes congestion to population growth, but rates of population growth differ significantly across the state. Tennessee overall grew at 1.2% last year, while Murfreesboro has grown by 8.2% since 2020. https://bjournal.com/traffic-jammed/ Blount County, in contrast, has grown .089% in the last year. https://worldpopulationreview.com/us-counties/tn/blount-county-population

According to TDOT's Tennessee Congestion Action Plans Executive Summary (August 2022, p.22), **TDOT has unfunded needs of $13.6 billion.**

In this environment, it is irresponsible to use Tennessee's limited transportation funds on an unnecessary project when there are real needs in our region and elsewhere in the state. Wasting millions of dollars on the PPE will further drain the state's ability to fix real problems: According to the Knoxville Regional Transportation Planning Organization (TPO), West Broadway in Maryville is

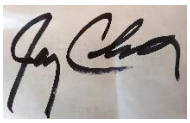
[4] The FEIS also contemplated that a noise barrier would be erected to reduce impacts on the community, but the current design that was made available through the virtual meeting in April appears to omit the noise barrier.

the second most dangerous roadway in the Knoxville area, second to Henley Street in Knoxville. https://knoxtpo.org/wp-content/uploads/2022/06/Life-Altering-2022-update_final.pdf

In sum, the new information and circumstances relating to threatened and endangered species, climate change, and environmental justice and human environment impacts, as well as changes in the project's design, result in significant environmental impacts that were not considered in the 2015 FEIS or 2017 ROD. A supplemental EIS is therefore required to evaluate this new information. At a minimum, TDOT must prepare a written evaluation of the FEIS to determine whether supplementation is required. 23 C.F.R. § 771.129(b); *see also* Council on Environmental Quality, Forty Most Asked Questions Concerning CEQ's National Environmental Policy Act Regulations, 46 Fed.Reg. 18,026, 18,035 (1981) ("EISs that are more than five years old should be carefully re-examined to determine if the [significance] criteria in Section 1502.9 compel preparation of an EIS supplement").

We request that the information above be directly addressed in the re-evaluation.

Sincerely,



Jay Clark, President
CAPPE Board of Directors

Cc: John Griffith
Transportation Biologist, TDOT Permits
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Tennessee Ecological Services Field Office
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lisa.huff@tn.gov

Jessica Raff

From: TDOT Comments
Sent: Monday, March 27, 2023 7:46 AM
To: jeremy Lloyd
Subject: RE: [EXTERNAL] comments about the PPE

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: jeremy Lloyd <jeremyblloyd@yahoo.com>
Sent: Friday, March 24, 2023 6:57 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] comments about the PPE

Dear TDOT,

I'm writing to express my opposition to the Pellissippi Parkway Extension project.

This fiscally irresponsible project has been estimated to be as high as $194 million, but that does not count for inflation, which puts the previous estimates in serious question. The long-term costs are also neglected, which would include ongoing maintenance and wear-and-tear to the surrounding roads as more traffic is funneled this way.

Within a few years from now, fewer taxpayers will be paying the state's gas tax as more fuel-efficient and electric vehicles are driven in our state. Thus, there will be less money to maintain this road in the future. It's not clear that the Governor has a plan to address the mounting deficit.

Environmental concerns also rank high among my reasons for opposing this project. The sickle darter, a threatened species in the Little River that deserves protection in its native habitat, is threatened by the project and was not included in the environmental assessments completed in 20213 and 2015. As a result, the Record of Decision completed in 2017 should be considered invalid.

Additionally, I am disappointed that TDOT has never responded to my comments from 2021. How are citizens in Blount County supposed to trust TDOT's judgment when this is the case?

Sincerely,

Jeremy Lloyd
5070 Old Walland Hwy.
Walland, TN 37886

From: TDOT Comments
To: mueller julie
Subject: RE: [EXTERNAL] Sweetgrass Plantation Resident Comments re: PPE from Julie Mueller 3-24-2023
Date: Monday, March 27, 2023 8:08:43 AM

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: mueller julie <julieannmueller@yahoo.com>
Sent: Friday, March 24, 2023 10:53 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Sweetgrass Plantation Resident Comments re: PPE from Julie Mueller 3-24-2023

> ----- Forwarded Message -----
> **From:** "mailer-daemon@yahoo.com" <mailer-daemon@yahoo.com>
> **To:** "julieannmueller@yahoo.com" <julieannmueller@yahoo.com>
> **Sent:** Friday, March 24, 2023, 11:49:12 PM EDT
> **Subject:** Failure Notice
>
> Sorry, we were unable to deliver your message to the following address.
>
> <TDOT.Community@tn.gov>:
> 550: 5.1.1 User Unknown
>
> ---------- Forwarded message ----------
> March 24, 2023
>
> Dear Sir,
> I feel as if the people of our community have voiced concerns in this process, but TDOT has failed to listen.
> It is so disappointing and just another reminder to start letting go of this crazy world. If you care to read some of my thoughts regarding this matter, go ahead:
> *Negative Environmental Impact
> -local wildlife will be encroached upon
> -freeway traffic noise pollution from cars, trucks and motorcycles (no sound barrier)
> -decline in air quality
> *Cost involved - Would this increase our taxes?
> *Safety of children being raised in this area
> *Senior citizens needing a quiet atmosphere to finish out the rest of their days
> *Local farmers raising cattle, losing grazing land

*Financial losses for small business owners in Maryville (many will bypass town)

All in all, this takes away the peaceful atmosphere and beauty we enjoy in east Tennessee and instead turns it into a congested thoroughfare.

Sincerely,
Julie
e-mail: julieannmueller@yahoo.com

Jessica Raff

From: TDOT Comments
Sent: Monday, March 27, 2023 7:46 AM
To: kateconn99@gmail.com
Subject: RE: [EXTERNAL] Response to Solicitation of Public Comment - State Route 162 Extension (Pellissippi Parkway)

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: kateconn99@gmail.com <kateconn99@gmail.com>
Sent: Friday, March 24, 2023 7:57 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Response to Solicitation of Public Comment - State Route 162 Extension (Pellissippi Parkway)

3/24/2023

Dear TDOT Pellissippi Parkway Extension Team:

There has been **considerable** public non-support of this project. Why? As currently envisioned, the four lane 65 mph extension will cost $100's of millions from start to finish to complete.
What is the burning issue that it is resolving? Where is the public outcry to build this four mile extension?

Repeatedly, we have voiced our issues and concerns to TDOT without a reply. We provided comments during the virtual meeting and at the in-person meeting at Heritage High School. The public upset was palpable in that auditorium at Heritage High School.

We are witnessing a small handful of politically affiliated special interests trying to overwhelm the will of the people who are PAYING for this.

Here are some of the issues that TDOT has failed to address:

1. **Our roads in our rural community are dangerous**. No shoulders, no turn lanes, etc. I personally almost died in a head on collision when an absent-minded driver looking at his/her cell phone drove into my lane at 40 mph and looked up at a literal last second to get in the correct lane, missing me by a split hair.

2. **The current plan will put a 4 lane highway extremely close to a subdivision** (Sweet Grass Plantation). *No section of the Pellissippi Parkway as it exists today abuts a residential community so close.* Why would TDOT design a highway that features proximity so close to so many residential properties when the other portions of Pellissippi Parkway do not feature that encroachment?
Why is that necessary?
The community that will have a 4 lane highway literally in its backyard consists of 200+ people, the majority of whom are senior citizens and the noise and pollution are hazardous to their health. (There are studies that can prove this out.) So TDOT runs the risk of health lawsuits if it proceeds with the current plan.

When originally designed, the Sweet Grass Plantation Subdivision only had 4 or 5 houses.
That has radically changed. There are 100 parcels, and 81 parcels have homes built on them.

3. TDOT refuses to provide health and safety design elements for the residents that will border this highway. Furthermore, a sound barrier is being built for a mobile home community that is not entirely occupied and can easily be shifted to accommodate the highway if needed.
You can't relocate 100 homes.

4. TDOT has not shared their adherence to the updates required of them for the impacts to the environment, fish and wildlife, Little River watershed and so forth.

5. A critical issue is one of priority – with the economic challenges presented to the State of Tennessee and its residents – we cannot frivolously spend taxpayerb money on projects that do not serve the public's interest. We have dangerous and dilapidated roads in our rural areas that cause a major safety issue for the residents, many of whom are senior citizens.

6. The traffic, environmental and cost studies are totally out of date for this project.
The public should not be railroaded into funding a project that is not a priority as compared to the higher valued improvements to the rural roads.

In closing, our community will lose complete faith in TDOT if they do not respond to all the feedback that they have received and publish openly the updated analyses of their outdated studies.

Thank you for letting me provide input.

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 2:39 PM
To: Richard Henighan
Subject: RE: [EXTERNAL] Pellicippi Parkway Extension Comments

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

-----Original Message-----
From: Richard Henighan <1mount@charter.net>
Sent: Friday, March 24, 2023 1:39 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellicippi Parkway Extension Comments

I want to leave a comment about the Pellicippi Parkway Extension. I live on the Seymour end of Highway 411. This road is already too busy for its size, without shoulders, and with areas of challenging curves and elevation changes. Building the PPE will only worsen the risks to life and property along this road as the traffic on it increases because of the PPE exchange. It would be safer and more economical to correct #411's shortcomings than to build a new highway that will worsen existing problems.

Thank you.

Richard Henighan

Jessica Raff

From: TDOT Comments
Sent: Friday, March 24, 2023 3:40 PM
To: Stephanie Burr
Subject: RE: [EXTERNAL] Pellissippi Extension Opposition

Thank you for your comment regarding the Blount County State Route 162 (Pellissippi Parkway) extension. Your comment has been forwarded to the Environmental Division NEPA Section for inclusion in the environmental re-evaluation. For any further questions or concerns regarding this project, please feel free to reach out to our Environmental Division at 615-741-3655.

Sincerely,

Steven M. Borden, P.E.
Director/Assistant Chief Engineer
TDOT – Region 1

From: Stephanie Burr <steviemildred@aol.com>
Sent: Friday, March 24, 2023 3:10 PM
To: TDOT Comments <TDOT.Comments@tn.gov>
Subject: [EXTERNAL] Pellissippi Extension Opposition

I am a lifelong Blount County resident. I want to voice my displeasure over the proposed extension of the Pellissippi Parkway. I am opposed to this project becuase of expense, unstudied environmental impacts, and explosive, unregulated, ill-planned growth, which has deteriorated our quality of life.

The project is extremely expensive. These funds can be directed to other federal projects needed to maintain existing roads throughout the state.

New environmental studies are needed throughout the Little River Watershed. The previous environmental and traffic studies are out of date. We need to protect our drinking water, as well as vulnerable species, such as the sickle darter.

The rural character of Blount County is worth preserving. With each new road and new development, comes more expense, more traffic, more demands on an already crowded transportation system.

We should protect what we value, not keep expanding and making it miserable just to drive from one part of town to the other.

I have lived on or very near Highway 411 my whole life. It is narrow, crowded, windy, and dangerous.
It is virtually impossible to make a left turn for half of the day. That road makes teaching my teenage daughter how to drive truly scary, and walking along it is taking your life into your own hands.

Everyone knows it will become horrifically more dangerous if increased traffic to or from an extension of Pellissippi is routed up and down Sevierville Road.

Sincerely, Stephanie Burr

109 Chippewa Road
Maryville, TN 37804

865-765-5508

Sent from my iPhone

Jessica Raff

From: Kent Willoughby <kent.willoughby@gmail.com>
Sent: Tuesday, April 4, 2023 2:48 PM
To: TDOT Comments
Subject: [EXTERNAL] State Route 162 Extension (Pellissippi Parkway)

Dear Sir / Madam:

We are IN SUPPORT OF the proposed Pellissippi Parkway extension as described in your notice in the Knoxville New Sentinel on 3/2/23. Because the extension hasn't yet been built, we're presently forced to use a hazardous series of narrow 2 lane, curvy roads to access the completed portion of the Parkway from our house off Davis Ford Road via Hitch Rd, Peppermint Rd, Sam Houston Schoolhouse Rd, and Old Knoxville Hwy (SR 33).

We believe the extension will also relieve traffic congestion in Alcoa and Maryville on Hall Rd, Washington St, and E Lamar Alexander Pkwy en route from Knoxville to Townsend and Cades Cove in the GSMNP. With recent population increases, these roads are becoming severely congested. Less traffic congestion should also result in lower vehicle emissions and cleaner air.

Thanks for your consideration and for moving ahead on this project as quickly as possible.

Kent Willoughby
2656 Creekstone Cir
Maryville TN 37804-3899
(865) 722-2626